

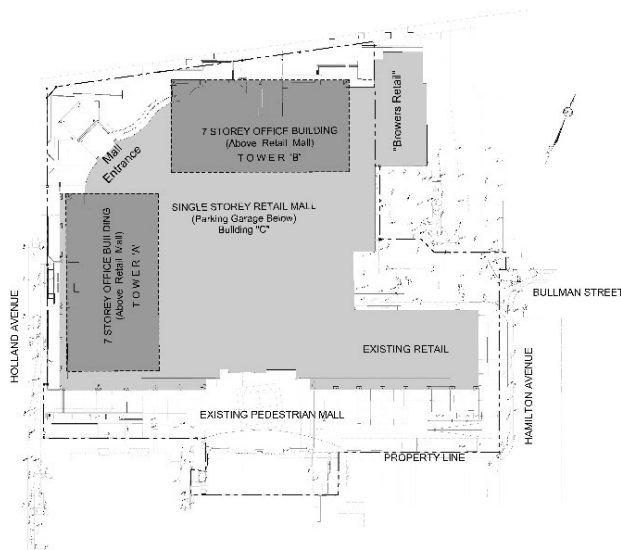


## N45 ARCHITECTURE INC.

### Holland Cross Design Brief

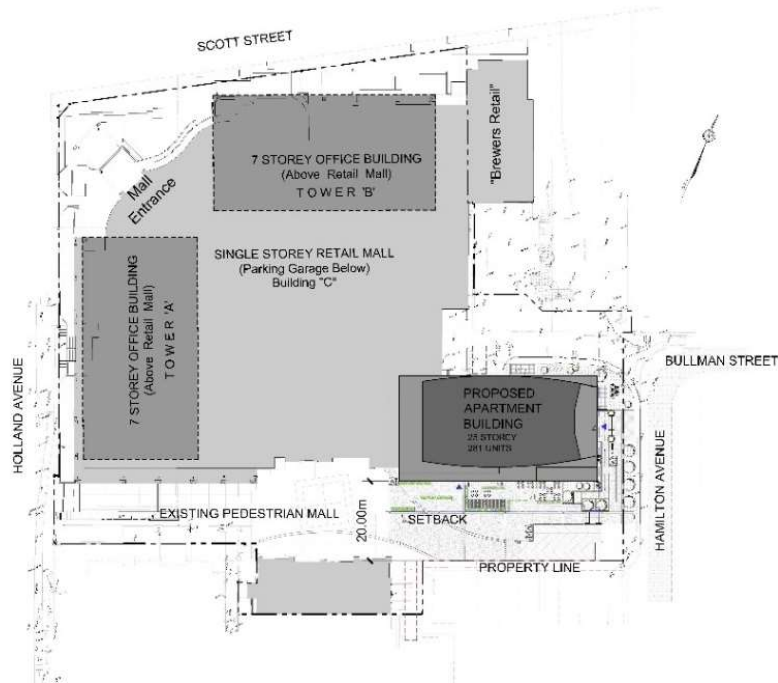
#### Site Context/Mixed Use Centre

Holland Cross, 1560 Scott St. is an existing commercial complex that consists of two 7 storey, 100,000 sf office towers sitting on a single storey ground floor/podium of approximately 90,000 sf. Defined as a Mixed-Use Centre, the complex consists of retail, food service and professional office space. In addition, there are two levels of underground parking which can accommodate 784 vehicles. The site is bound by Holland Ave to the West, Scott Street to the north and Hamilton Ave North/Bullman St. to the East. To the south is the townhouse development. At the time of development in 1987/8, the project was designed for a future third office tower in the Southeast corner. Subsequently, this applicant received site plan approval for a 12 storey, 217,000 sq. ft. office building. Fronting Scott and attached to, [and of a similar design aesthetic] is the BEER Store. Also, in the original development the townhouses to the south were part of the project. These were subsequently severed.



#### Existing Site

In lieu of the third office tower, our client is proposing a 25-storey residential apartment tower which is significant in that it adds 281 rental units on a site near the Tunney's Pasture LRT stop. It will also be supportive of the retail component and contribute to the vitality of the neighbouring Westboro Farmers' Market and the Holland – Parkdale Node.



### Proposed Site Redevelopment

## Pedestrian Realm, Existing Streetscape and Urban Edge

As described above, the projects site location is situated in the Southeast corner facing the residential neighbourhood and currently presents a building face that is innocuous, unfriendly, and not particularly welcoming. This edge of the site is the rear façade of the retail, the complex’s shipping and receiving and that of the Beer Store. To complicate matters, the adjacent Beer Store is under separate ownership with its associated receiving and surface customer parking. There is a legal joint use agreement between LaSalle Investments and the Beer Store for the use and access across our client’s property.



Views from intersection of Hamilton North and Bullman – looking West

Further to the Northeast and running through from Scott to Bullman is a vacant industrial building and site, the open portion of which is used for paid public parking. As well, there are also a few small residences slated to be replaced with a large-scale residential development. The east side of Hamilton and the north edge of Bullman has several low scale buildings and a five-storey apartment building.



### 5 Storey Apartment on Hamilton North

We recognize that this project is an excellent opportunity to improve the quality of the public realm along Hamilton North and Bullman by enhancing through design and materiality, the street edge and pedestrian experience. It will add vitality to the mid-block connection starting at Scott, linking through to Hamilton and then across Holland Cross's podium to Holland Ave. Significant bicycle parking is proposed for the residents. Close to a 2:1 bicycle to resident ratio will be provided through surface parking racks, underground secure racks, coupled with tenant storage lockers and bicycle wash/maintenance rooms. With this project, the groundwork is set to improve this inner corner of the neighbourhood. This proposal addresses the weaknesses of the area by focusing on the pedestrian realm on the podium and facing Hamilton North/Bullman and the shipping receiving area. It also endeavors to make a meaningful transition between these nodes.



View Looking Northwest



View Looking Southwest

## Design /Streetscapes/Pedestrian Experience

The ground floor of the apartment building and the podium level are 4 ft above grade at Hamilton. To improve upon the mid-block / podium relationship to the street, we have redesigned an accessibility ramp to meet the City's Accessibility Standards and improved the landscape visual experience, as well. This presents a more user-friendly face to the street. On the podium, we have given the base of our residential building a townhouse feeling by articulating the frontage at the podium/Hamilton with a 1 to 3 storey

stepped terraces on the corner and by extending the three-storey residential scale building base along the podium. By incorporating brick in the façade treatment, we respond to the materiality and scale of the neighbouring residential buildings to the south and integrate the addition to the existing Holland Cross Complex. The need to further develop this pedestrian/residential experience is addressed by improving the quality of the environment on the podium and the Hamilton frontage.

The design also integrates a covered walkway along the south side of the podium which is integral to the tower. This provides shelter for pedestrians from the sun or weather. Behind this brick façade, the inner face of the building is a gently curving full height curved glass wall which wraps around to the Hamilton Street entrance. This is a feature that we have introduced to create intrigue and to enhance the mid-block connection experience. It is hoped that it will generate interest, and therefore entice people onto the podium and into the project, to the retail component, and ultimately lead the public to the Scott/Holland intersection and the LRT station across the street. As described above, the design has re-evaluated the Hamilton Street accessibility to the podium [stairs and ramp] with the intent of presenting a more convenient and manageable face to the street.

Above the podium, we have developed a rhythm in the design of the balconies and to create order and accentuate the elegant verticality of the design. We have avoided the frequent use of cantilevered balconies and vertical ribbons of curtain wall and have opted for a tighter look of predominately recessed balconies with a combination of horizontal and vertical orthogonal modules. The window pattern is intentionally “punched openings” which is referential to the community’s concern about vertical ribbons of glass. Other considerations include a balance between interior and exterior amenity space including the podium level and roof top areas, coupled with an enriched landscape treatment. All with the intent to add a life-style experience and activity which will be visible from the podium and Hamilton/Bullman pedestrian perspective, thus making the mid-block connection more attractive, safer and user friendly.



Existing View NW

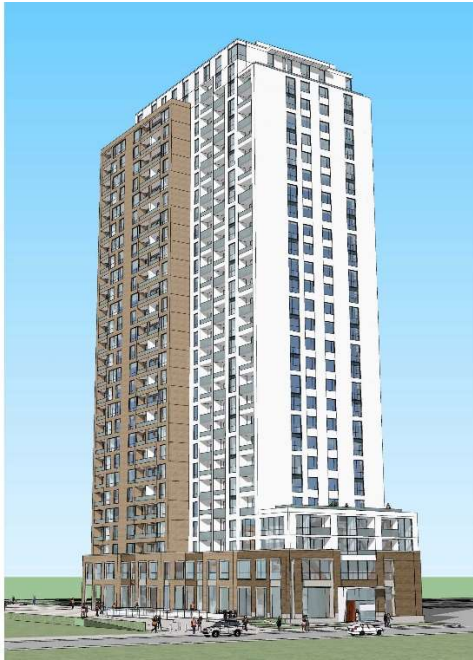


Proposed View NW

## **Tower Form/750m2/ Solar Shading/Skyline**

In our previous UDRP presentations we demonstrated that two-point towers would not make sense, in that there wasn't sufficient area to provide spatial separation from the two existing office buildings and two residential towers. In addition, a second tower situated in the centre would have a significant impact on the retail component of the development.

In reviewing the UDRP Recommendations, we understood the Committee’s recommendation for us to explore other options to mitigate the apparent length of the bar design. To respond to this, we reduced the footprint to 850 m<sup>2</sup>. and gently curved the façade. The curvature foreshortens the view perspective with the added benefit of decreasing the visible façade. By choosing a light “tan” coloured brick and a light bronze finish to the curtainwall framing we have avoided the trend of heavy dark coloured building materials. The choice of brick will be complimentary in colour and texture to the original development. The building will be topped off with a mechanical penthouse which will have a smaller footprint and contribute interest to the silhouette on the skyline.

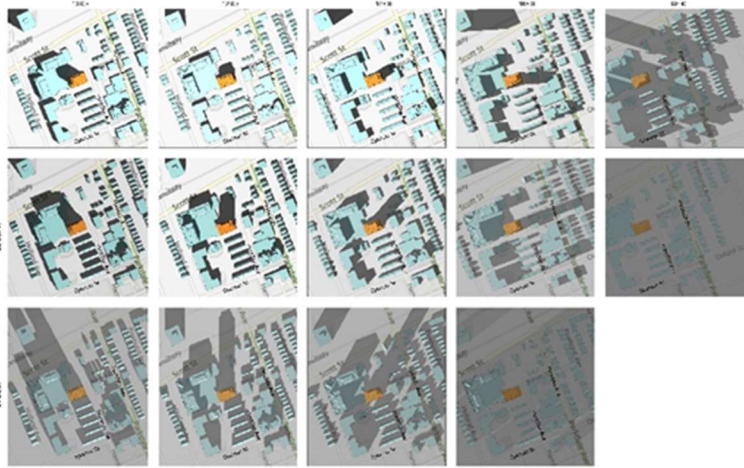


**Early UDRP Design**



**Proposed Design**

The new building, being situated in the Southeast corner of the site, is situated to the north of the adjacent residential buildings. Referring to the Solar Shading Study, there is minimal effect until quite late in the afternoon, (Summer Solstice), and at which point the office buildings and the apartment buildings on Holland are also casting long shadows. During Equinox, Sept., (again late afternoon) we see longer shadows cast to the east by all buildings. It’s northern location and East West orientation has marginalized the effects of shadow on adjacent properties.



### Solar Study

## Transitioning / Set back / Base / Top / Middle

The narrow end of the project faces Hamilton. Here we further reduced the buildings impact by transitioning the building away from the street at the 1<sup>st</sup>, 3<sup>rd</sup>, and 6<sup>th</sup> floors, creating the traditional base of a building which works well with the neighboring townhouses and the 5-storey apartment building to the east on Hamilton. At this level we have created a terrace which reflects the scale of the 5-storey apartment across the street. This terrace will be part of the building amenity space. The tower is composed of rectangular punched windows, and vertical light bronze fins to add texture and shadow to enliven the façade at various times of the day and season.



Podium Transitioning



View Towards Arcade & Curving Facade

## No Blank Facades Improved Scenic Area

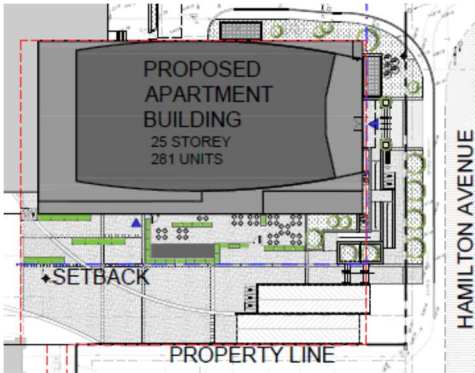
As described, the existing east and north sides of the Holland Cross Complex are bleak with minimal fenestration. The proposed design adds a significant amount of clear glazing to both facades and creates visual connections at the ground floor level between the street and the interior as well as the apartments above. As previously discussed, the balconies are recessed, which declutters the façade and gives private and quiet amenity space to each unit.



### Improving the existing Shipping / Receiving Area

The difficult north side of the building is vastly improved with the introduction of large windows at the grade level amenity space [swimming pool, dog park], which allows glimpses of the activity within. Equally important, we have reduced the shipping receiving bays from 4 to 2. The two closest to the new construction have been eliminated and the area screened with a decorative wall/sliding gate combination. With the reduction of the shipping/receiving [S/R] we have added a significant amount of dense landscaping in the paved yard to address the inadequacies of this area and extend the Hamilton landscaped edge into the development. Garbage and tenant moving is managed within the building. The focus on the design of the S/R court will augment and be a vast improvement to the mid-block connection and pedestrian experience.

Referring to the Landscape Drawings, the intent is to have a design which adds not only character and detail to Hamilton Ave. and the S/R court, but also to the podium with the intention of creating a unified whole. The design adds trees along Hamilton, ground material at the entrance to the building and wraps around the north facade and into the shipping area. The solid screen as part of the ornamental gate would also be “greened” to stop the eye and create a welcome focal point to a current hard landscape.



Landscape Treatment Podium

## Scott Street Community Design Plan – Vibrant/Diverse/Attractive / Mixed Use/Open Space

From a community design perspective, the new building contributes to the community in several significant ways. By placing the main building entrance on Hamilton, it presents a welcoming and active address to a 281 plus unit building. A significant amount of bicycle parking is proposed to encourage active transportation and our client’s decision to not provide resident parking. The design improves the landscaping along Hamilton and extends it into the redesigned shipping/receiving area. It creates a safe and welcoming extension to the mid-block connection from Scott street over the podium, and then improves the environment with additional soft and hard landscape treatment. A community meeting room is proposed on the ground floor of the building. This space was requested by the City Councilor and will provide a beneficial amenity to the residents of the tower and the surrounding neighbourhood. Finally, this project adds a significant rental residential environment to the Holland-Parkdale Community.



## Sustainable Approach

As part of the projects philosophy, the development will incorporate numerous sustainable initiatives that will result in LEED or Green Globes objectives. These include high performance glazing, punched and reduced windows/fenestration, increased insulation, reduction in extensive curtain wall façade features, heat recovery systems, reduced water consumption, vehicle charging stations, thermally broken balconies, as well as landscape elements to “green” the podium and building terraces. The design also plans for storage for two bicycles per unit and visitor bike racks for a total of 580.

## Conclusion

The design has taken into consideration several important suggestions. It has enhanced and made a pedestrian focused mid-block connection; created a building profile that endeavors to be slim and less intrusive; avoided ribbons of curtainwall and cantilevered balconies; and contributes to and improve commercial/retail opportunity to the Holland/Parkdale community. This proposal also has created a new and enriched pedestrian realm by working with and building upon the residential context and scale at the street level; and increased the viability of an existing mixed-use development

