

An architectural rendering of a modern building complex. The scene features a multi-story building with a mix of light-colored panels and dark, textured sections. A prominent feature is a series of wide, white steps leading up to a lower level of the building. Several trees are integrated into the design: a large tree with green foliage on the left, a tree with orange autumn leaves in the foreground, and a tall, thin tree on the right. Small human figures are placed throughout the scene to provide a sense of scale. The sky is a pale blue with soft, white clouds. The overall style is clean and professional, typical of architectural visualization.

770 DON MILLS ROAD

Design Brief and Context Plan

April, 2022

For:

CreateTO

By:

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1	 	Background + Context	3
2	 	Context Plan Requirements	11
3	 	Vision + Design Principles	14
4	 	The Proposal	18
5	 	Landscape Approach	35
6	 	Appendix - Architectural Drawings	47

1 | Background + Context

1.1 | Background

The purpose of this document is to support city-initiated zoning by-law amendments and Draft Plans of Subdivision for the sites at 770 and 805 Don Mills Road. The Design Brief is intended to guide future development by illustrating key design considerations and principles developed alongside CreateTO, the City of Toronto, the local Councillor, and local community stakeholders.

While this Design Brief focuses on 770 Don Mills Road, consideration to 805 Don Mills Road is given where appropriate.

Policy Framework

The lands at 770 and 805 Don Mills Road are governed by several related policy documents. They include, but are not limited to;

- *City of Toronto Zoning By-law 569-2013*
- *Former City of Toronto Municipal Zoning By-law 438-86*
- *Don Mills Crossing Secondary Plan*
- *Don Mills Crossing Mobility Planning Study*
- *Tall Building Design Guidelines*
- *Growing Up Urban Design Guidelines*
- *Toronto Green Standard Version 3*

Commenting Authorities include, but are not limited to;

- *Metrolinx*
- *Toronto Region Conservation Authority (TRCA)*

Housing Now Initiative

Housing Now is a city-building initiative which utilizes City-owned lands to deliver affordable housing within inclusive, complete

communities. Initiated by City Council in December 2018, the Housing Now program is intended to accelerate the development of affordable housing and mixed-income, mixed-use, transit-oriented communities. The program includes the delivery of a mix of rental and ownership housing options to serve Toronto residents, including new affordable rental homes which will remain affordable for 99 years. The development of new housing through Toronto’s Housing Now Initiative is guided by the following principles adopted by City Council:

1. Develop the properties to achieve the highest possible public benefits.
2. Optimize the development of market and affordable rental housing with a mix of unit types and sizes.
 - At least 20% of all units will meet or exceed accessibility standards.
3. Create homes affordable for a diverse range of incomes, including deeply affordable homes.
 - Average rents across all affordable units in each site will not exceed 80% of the average market rent for the City of Toronto.
 - A minimum of 10% of all units will be deeply affordable, rented at 40% of average market rent.
4. Appropriately address and accommodate existing City uses and other operations on the 11 sites.
5. Retain public ownership of the properties, including prioritizing long-term land leases.
 - Affordability will be secured for new affordable rental units for

99 years.

6. Engage City Councillors and local communities in the planning and developing of each property.

Project Goals

The following City-building imperatives inform the development proposals:

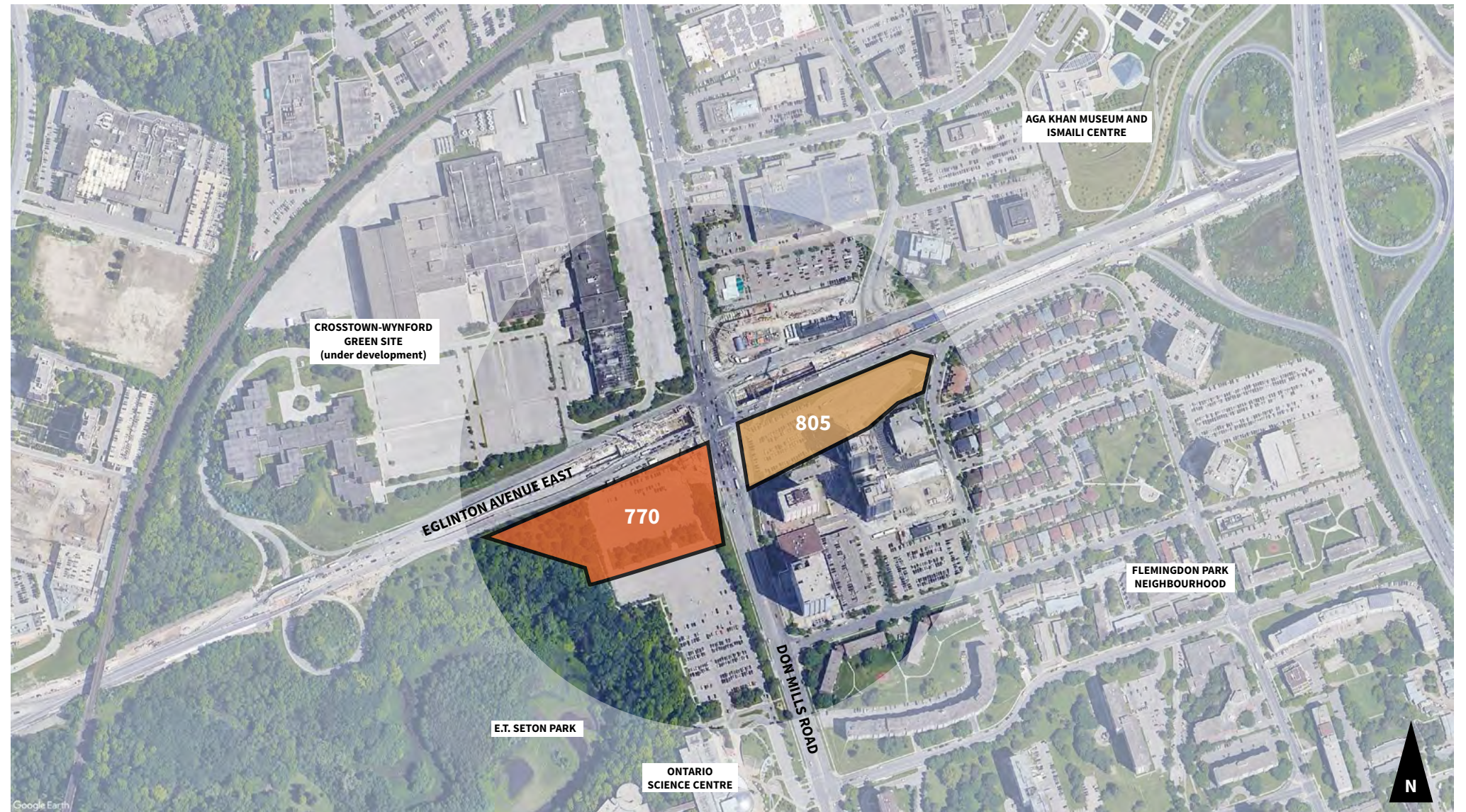
- *Provide new Public Streets in accordance with the Secondary Plan and Mobility Planning Study.*
- *Provide new Public Parks and pedestrian connectivity as outlined in the Secondary Plan.*
- *Integrate transit expansion projects underway in the vicinity, including the Eglinton LRT, and the Ontario Line guideway.*
- *Provide a range of uses in addition to housing, including Retail, Daycare, and Community spaces*
- *Integrate a 63,500sf TDSB Elementary School and 35,000sf outdoor schoolyard*
- *Provide approximately 836 rental housing units, 50% of which will be affordable rental.*
- *Provide approximately 418 market ownership units, not to exceed 1/3 of the total unit count on site.*

1.2 | Context

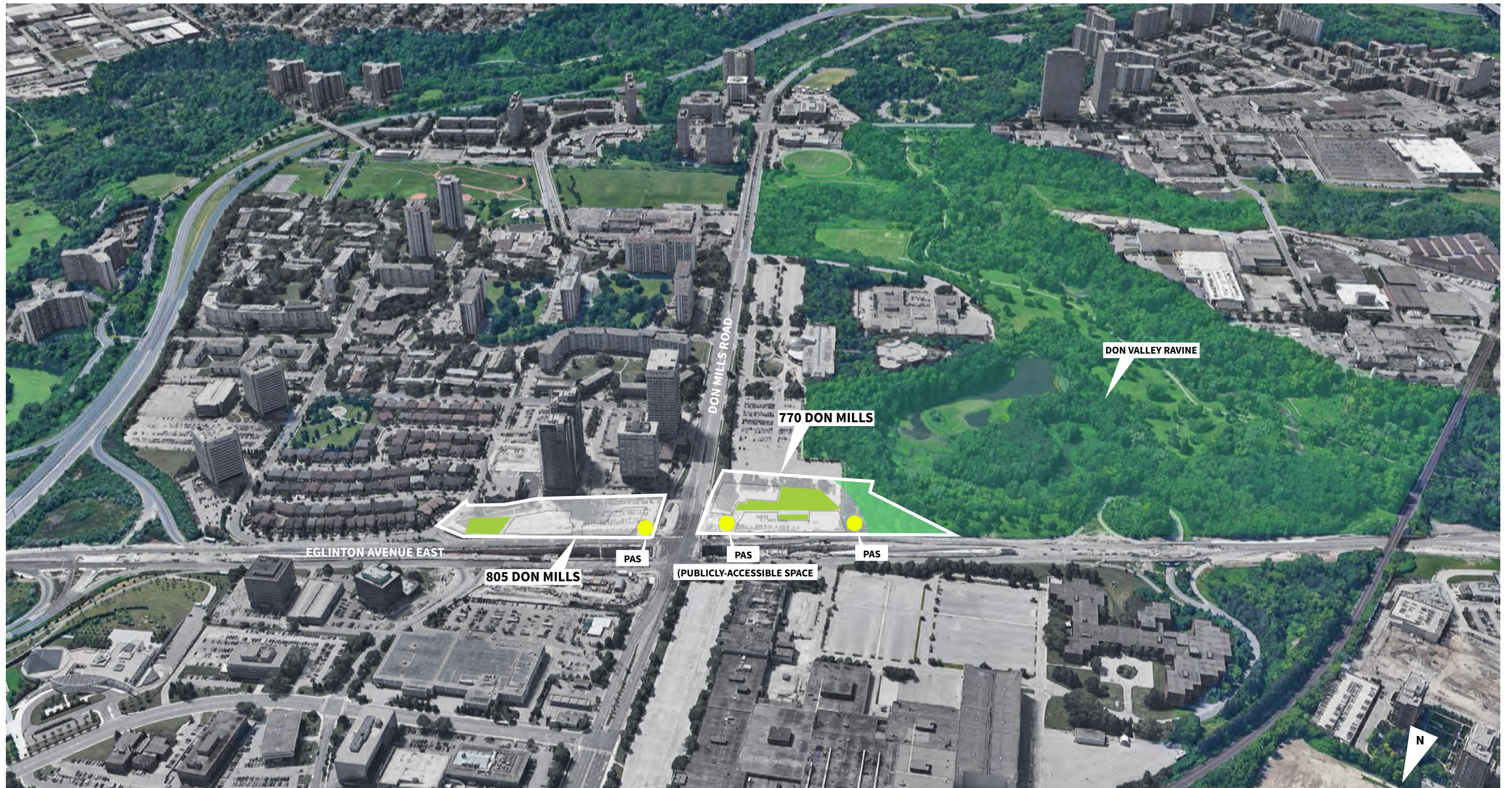
Site Context:

Municipally known as 770 Don Mills Road, the subject site is bounded by Eglinton Avenue E to the north, Don Mills Road to the east, the Ontario Science Centre to the south and the Don Valley Ravine to the west. The site is currently seen as a node for intensification given the new Eglinton LRT station at the northeast corner of the site, as well as the future Ontario Line station directly to the northeast. The infrastructure developments of Eglinton Avenue and Don Mills Road will also contribute to the walk-ability and cycle connectivity to the area. The site is approximately 2.22 hectares and has no existing structures. It is currently used as an annexed parking lot associated with the Ontario Science Centre directly south of the site.

Within the City's Official Plan, the site is designated for Mixed Use. In keeping with the Official Plan, this site is proposed to be developed as a high-density, mixed use community with improvements to public realm.



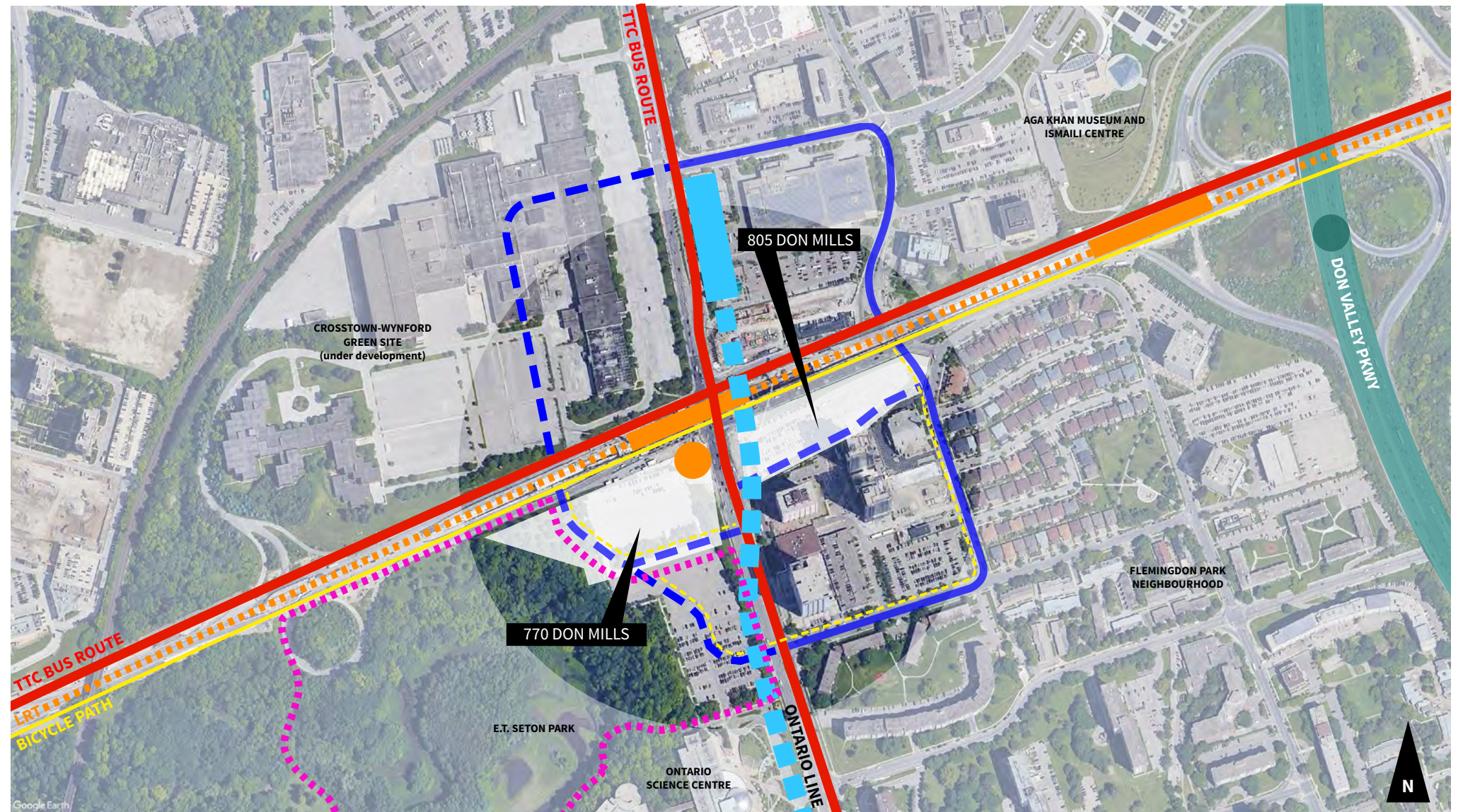
1.2 | Context



1.3 | Transit + New Streets + Mobility

There are significant infrastructure works planned for the immediate area, both as part of nearby development proposals, as well as larger transit projects.

- ■ ■ Eglinton Crosstown LRT
- Ontario Line (Future)
- ■ ■ Future Street Networks
- Don Valley Pkwy
- Ontario Science Centre Station
- Ontario Line Station (Future)
- Existing Streets
- LRT Stations (new)
- Bicycle Path
- ■ ■ Future Bicycle Path
- ■ ■ TTC Bus (10 min service)
- ■ ■ Multi Use Trail



1.4 | Site History

Built in the post-war era, the Don Mills and Eglinton area was developed as the employment sector of two early planned suburban communities of the 1950s: Don Mills to the north and Flemingdon Park to the south. Designed to be accessed primarily by private automobile, the development of the area coincided with major transportation infrastructure investments by Metropolitan Toronto, which led to the extension of Eglinton Avenue and the development of the Don Valley Parkway. The unique design of these new modernist communities combined with easy access to Toronto's downtown core by means of the expressway made this area highly desirable as a location for regional and international company headquarters.

Just as the development of arterial roads and highway infrastructure for automobiles defined the first wave of development within the area, the recent investment in public transit along Eglinton Avenue in the form of the Eglinton Crosstown LRT and Ontario Line will serve to transition the area to become more pedestrian-oriented in scale.



1.5 | Nearby Developments Underway

The recent investments in public transit along Eglinton Avenue in the form of the Eglinton Crosstown LRT as well as the future Ontario Line along Don Mills Road are catalysts that will transform the neighbourhood into a more dense, transit-oriented hub. Two major new transit stations, the Ontario Science Centre Station and the Ontario Line station will serve to transition the immediate area to become more pedestrian-oriented in scale. Among the new developments in the area, the Crosstown-Wynford Green community to the north of Eglinton is comprised of a series of proposed multi-scaled mixed use buildings and public spaces housing approximately 10,000 new residents across the 60 acre development. To the southeast of Eglinton and Don Mills, recent high-rise developments such as the Sonic condominiums are contributing to a denser urban fabric in the area.

1 - Crosstown-Wynford Green Community

2 - Sonic Condominiums (recently completed)

3 - Eglinton LRT Ontario Science Centre Station

4 - Proposed Ontario Line Science Centre Station



1.6 | Site Attributes + Constraints

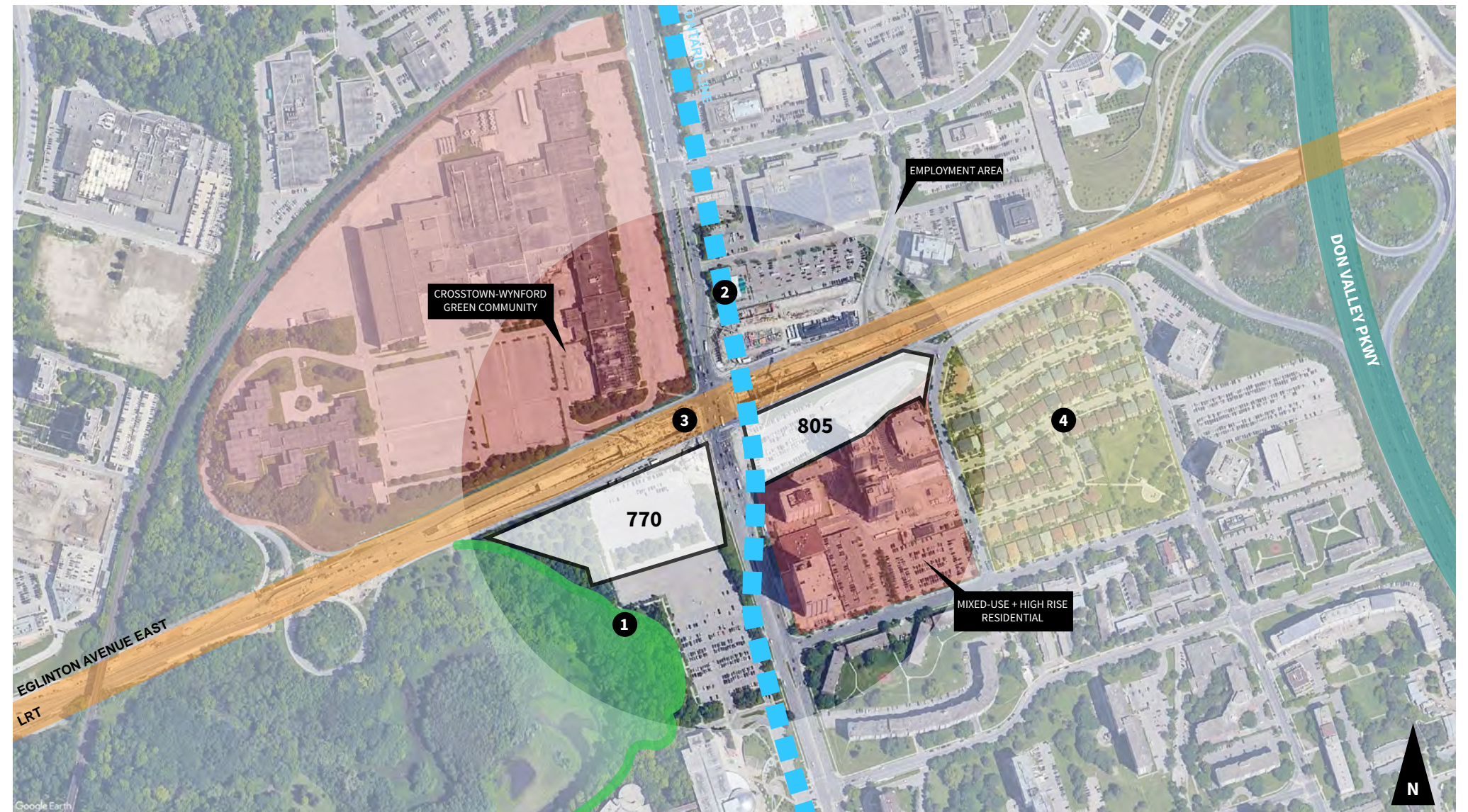
The sites are naturally endowed with positive attributes that should be celebrated and enhanced with new development. There are equally significant considerations to creating a normalized urban realm that require tactful consideration.

The **Don Valley Ravine** offers a major natural amenity to the development, and affords sweeping views of the City skyline. Conversely, development setbacks and jurisdictional considerations must be diligently planned for.

The new **Ontario Line** transit expansion will offer significant mobility benefits to supplement what is becoming a major transit node. Conversely the elevated guideway presents unique urban design and environmental challenges, such as acoustic and vibration control measures, life-safety considerations, and phasing and continuity of public realm.

The **Eglinton Crosstown LRT** is bringing new transit to the area and a redesigned grand Avenue along with it. As one of the widest rights-of-way in the City, managing scale and creating a positive urban realm are uniquely challenged.

The **Low-Rise Neighbourhood** to the east contributes to a healthy mix of housing types in the area, while its built form type requires a thoughtful response to transition.



2 | Context Plan Requirements

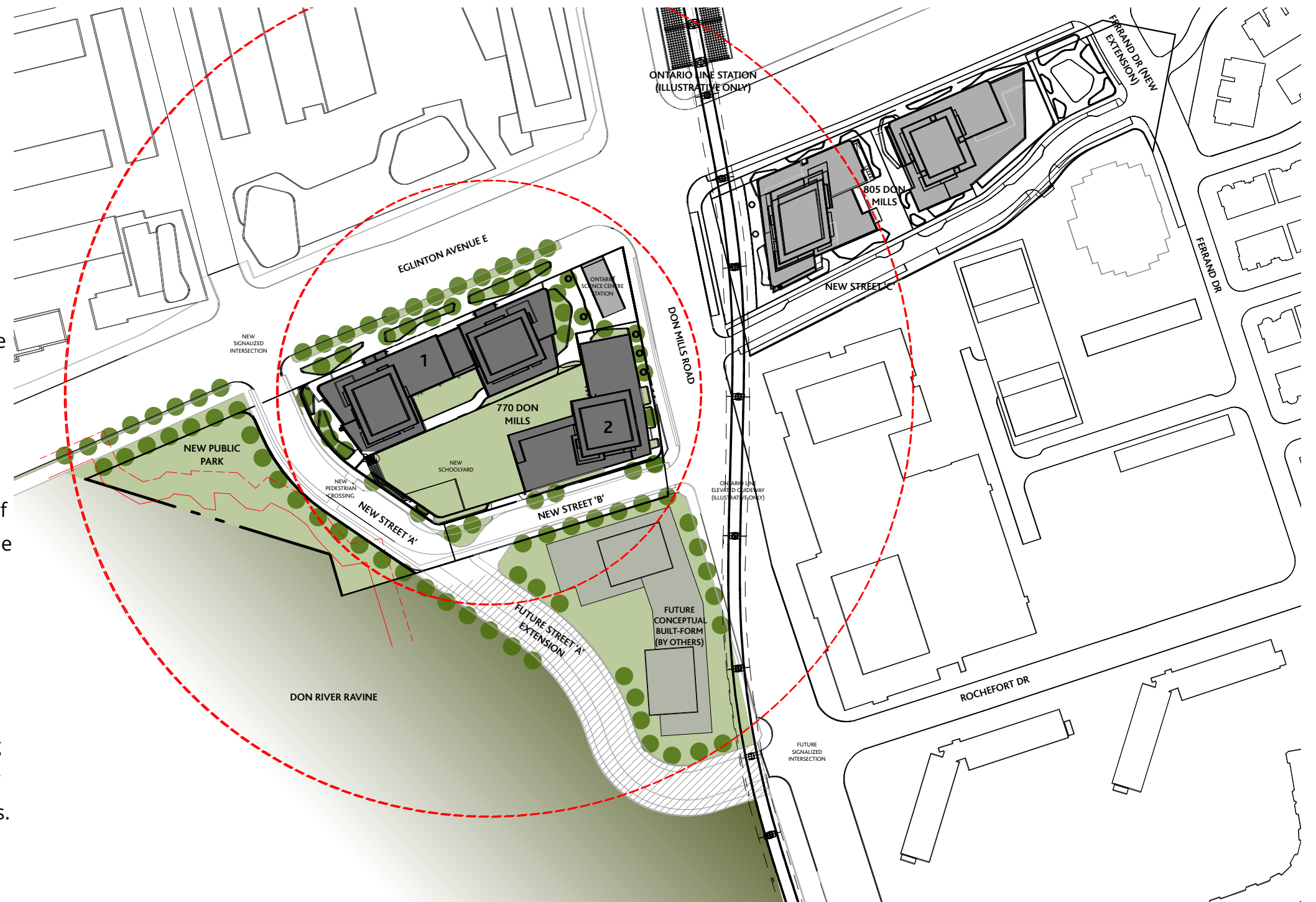
2.0 | Base Context Plan

The proposed development responds to the existing urban infrastructure, while also contributing to future urban character of the neighbourhood.

A newly proposed street infrastructure to the west and south of the site provides a circulatory network to the future southward developments. The proposed Street B is configured to slope down to the ravine, with a sloped grade transition to the south that will be addressed upon future southern developments.

The grading transition and stormwater strategy along the newly proposed streets should be thoughtfully coordinated for the site's proposed uses and future adjacencies. Upon future development of the site to the south, the temporary grading measures to sustain the proposed streets will be required to be resolved with appropriate adjacent grades to the new Street B.

A fine grain, low-traffic street which provides parking and service access to the sites is characterized through consistent street walls, bike and pedestrian infrastructure. A proposed pedestrian crossing across Street A connects the site's mid-block connection to the new public park on the west and contributes to street-calming measures.



PLAN | Context Plan

2.1 | Requirements

This Design Brief and the associated submission materials developed for 770 Don Mills Road meet the Secondary Plan’s requirement for a Context Plan. Sections 2, 3, 4, and 5 of this Design Brief demonstrate the proposed development concept for 770 Don Mills Road conforms with the policies that form the planning framework for the area. As required, the following materials have been provided for review and acceptance as part of the City-initiated Zoning By-law Amendment and Plan of Subdivision for 770 Don Mills Road:

Existing Topography and a Conceptual Grading Plan	Plan submitted. Refer to Topographic Survey prepared by Rouse Surveyors Inc., dated April 12, 2022.
Location of Natural Features, including mature trees and vegetation and protection strategies	Plan submitted. Refer to the Natural Heritage Impact Study (NHIS), prepared by Plan B Natural Heritage, dated March 15, 2018 and subsequent NHIS Addendum dated April 12, 2022. Further detail will be provided on the condition of mature trees and vegetation through the Site Plan process. Strategies to protect these natural features are included in the above-noted NHIS report, on pages 6 and 7.
Layout and Design of Existing and Proposed Streets, in plan and sections including dimensions for sidewalks, trees and other street furniture	The Design Brief provides detailed information on the design of the proposed streets in plan and section view. This includes relevant dimensions and proposed locations for trees and street furniture.
Location of Existing and Required Parks	This Design Brief, the Landscape Plan, and the Draft Plan of Subdivision set out the location of existing and required parks.
Location of Existing and Proposed Open Spaces, including POPS and other accessible open spaces	This Design Brief and the Landscape Plan set out the location of existing and proposed open spaces.
Pedestrian Circulation Network, including public sidewalks and other walkways through existing and planned parks, accessible open spaces including mid-block connections and other forms of POPS	The Design Brief provides detailed information on the pedestrian circulation network, public sidewalks and walkways including access to planned parks and other publicly accessible spaces.
Location of Existing and Future Public Destinations, including parks, transit, community services and facilities, and retail streets	This Design Brief and the Landscape Plan provide the location of existing and future public destinations including the proposed school yard, child care, transit plaza, parkland and multi-use path.
Existing and Proposed Cycling Routes, on public and private land	Plan submitted. Refer to the Transportation Impact Study – Technical memo prepared by HDR Inc., dated April 12, 2022. A Functional Plan and Cross-Sections for the two new public streets, Street A and Street B, are included in the above-noted report, on pages 8 and 9.
Existing and Potential Locations for Public Art	Potential locations for public art are provided in the landscape plans included with the Design Brief.
Pattern of Existing and Proposed Building Types	There are no existing buildings on-site. The Design Brief and Architectural Package dated April 6, 2022 provides the pattern of existing and proposed building types.
Layout of Development Parcels, including building setbacks, ground floor uses, and building entrances	This material is included in the Design Brief and Architectural Package dated April 6, 2022 and the Landscape Plan dated April 12, 2022.
Location and Layout of the Proposed Service Areas, including public lanes, shared driveways, ramps, and loading areas	This material is included in the Design Brief and Architectural Package dated April 6, 2022 and the Landscape Plan dated April 12, 2022.
Building Massing, including base building heights, step-backs, and tall building elements if appropriate	This material is included in the Design Brief and Architectural Package dated April 6, 2022 and the Landscape Plan dated April 12, 2022.
Development Density	The proposed development concept meets the density requirements of the Don Mills Crossing Secondary Plan. Further detail on the site's density will be provided by City staff through the Final Report.
Capacity of the Transportation Network, as outlined in Policies 8.2 and 8.3 of this plan	Transportation network capacity and travel demand management (TDM) measures are addressed through the Transportation Impact Study prepared by HDR Inc. dated January 17, 2022 and the subsequent Technical Memo dated April 12, 2022. City staff, CreateTO and a professional transportation engineer have developed a Travel Demand Management Framework for Housing Now projects. Initially, this framework was developed to justify the reduction of vehicular parking on site and to reduce single occupancy vehicle use and provide options for residents to find alternative ways to travel to and from the area. As the City’s direction on parking requirements has evolved, the TDM Framework will still play a central role in facilitating a development that can successfully support multiple modes of travel. The TDM program and active transportation strategy will be secured through the lease agreement and Site Plan Control, to the satisfaction of the Chief Planner, and Executive Director, City Planning Division.
Shadow Impacts, transition in scale between areas of differing intensity of use and spacing dimensions between buildings on a block	The Design Brief provides detailed information on the massing and built form approach for the proposed building types. This includes guidance on the podium form, tower placement, and building articulation to manage appropriate scale and optimize sun exposure. A Shadow Study is provided in the Architectural Package dated April 6, 2022 – refer to drawings A10.01 and A10.02.
Phasing of Development and strategies to achieve appropriate infrastructure at each phase of development	Not applicable. Through the Functional Servicing Report dated April 4, 2022, the Civil engineer has confirmed that the site can be adequately serviced and has proposed a servicing plan consistent with the City of Toronto standards.

3 | Vision + Design Principles

3.1 | Project Vision

The development of these lands will create a **distinct, complete and resilient community** with buildings, public streets and open spaces of high design quality. It will leverage its location to accommodate **housing, community facilities, and non-residential uses**, with strong connections to transit and the wider community.

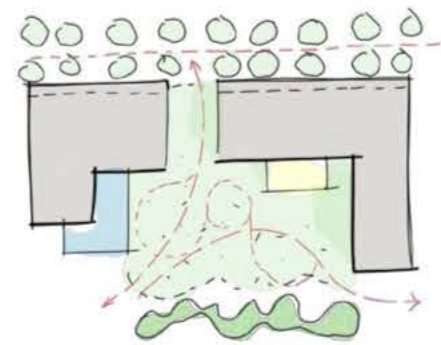
New built environment and open spaces will address major transit infrastructure through **coordination of design elements, landscape features and programming of public spaces** with priority given to environmental quality, comfort and safety.

Development will create a **strong sense of place** built around meaningful outdoor spaces, and will fit well within the context of the Don River Valley System. The design of public realm will **support year-round as well as comfort and safety** through the provision of generous landscaping with shade trees, wide sidewalks, cycling facilities and pedestrian amenities.

Development and streetscape improvements will integrate **stormwater capture, trees, and landscaping** with a focus on providing trees with **suitable soil volumes, permeable pavers and water features** for stormwater management.

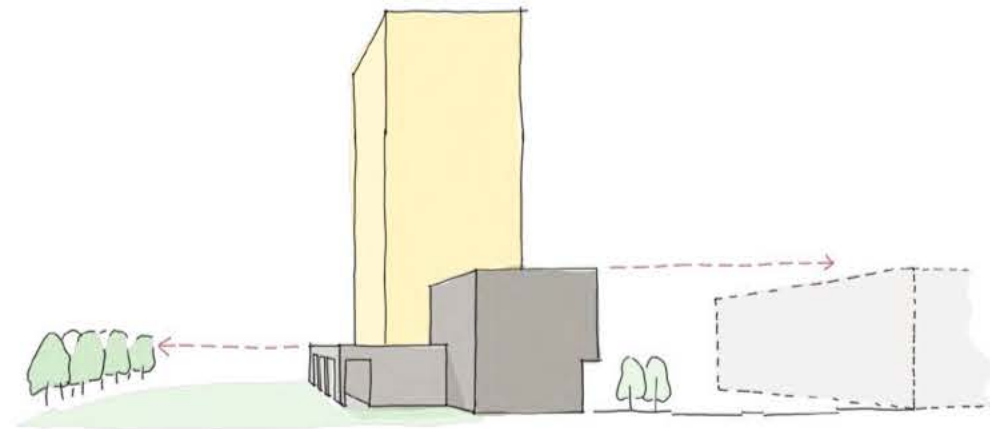
Design of high performance and resilient buildings, sustainable landscapes and emphasis on the use of transit, walking and cycling will advance opportunities for the **creation of a low carbon community**.

3.2 | Design Principles



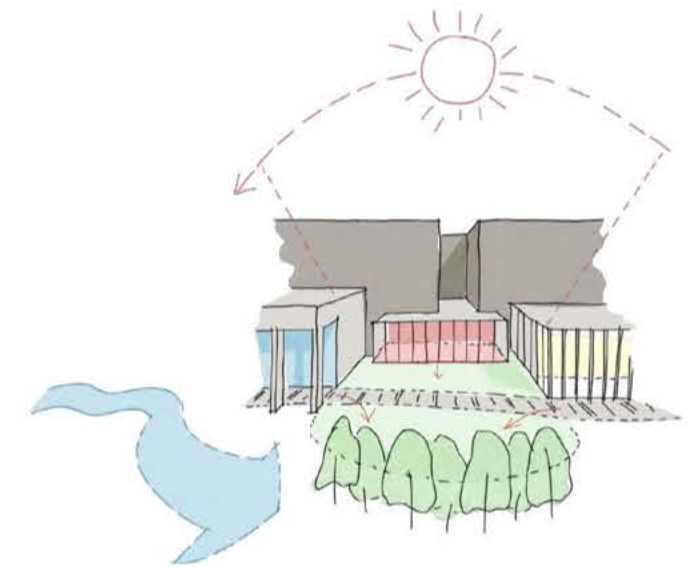
Strong Sense of Place

Built form should structure an inner and outer public realm, each with their own character.



Contextual Fit

Podium heights should vary to frame their immediate context with meaningful proportions, and should have articulated grade interfaces suitable for their frontage.



Meaningful Outdoor Occasions

Open spaces should form positive micro-climates that can be actively programmed throughout the seasons, and are fronted by complimentary uses.

3.3 | Areas of Design Focus

Integrated Site Design

The proposal for the site constitutes a complete community of new streets, parks, landscape design, and built-form. Given the complexities surrounding multiple facets of these conditions, an integrated approach between street and park design, landscape solutions, and thoughtful built form must be emphasized to generate a healthy public realm. Some examples of conditions requiring attention are as follows:

- Streetscape interface with development frontage;
- Integration of landscape and street design in setbacks;
- Opportunities for street trees throughout the site;
- Efficient on-street pick-up and drop-off locations;
- Coordinated public realm elements at street crossings;
- Landscape terracing at key retaining wall locations.

Contextual Grading Approach

The site gently tapers towards the ravine, presenting a grade transition throughout the site with significant impacts on the architectural expression. This topography results in the garage structure projecting above grade of the new streets to the west and the south. Grading conditions for the new streets must be coordinated with design of the buildings, including the partially below grade garage structure, to ensure accessibility, quality of public realm and interface with future development of the lands further south. Some solutions may include, but are not limited to:

- Provide separate uses along exposed garage structure with views into building (bicycle parking, resident workshops, etc.);
- Internal grade transition to avoid slopes/ramps in public realm;
- Ensuring adequate building setbacks to accommodate soft landscape planters to screen walls of garage at public sidewalks;
- Stepping the finished floor level along street frontage to match grade of public sidewalk;
- Soft landscaping to mitigate grade change at base of buildings;
- Creative hard landscape solutions for open spaces to address grade change and add interest and character;
- Public art and decorative design elements at pedestrian level for areas of blank wall where this condition is unavoidable.

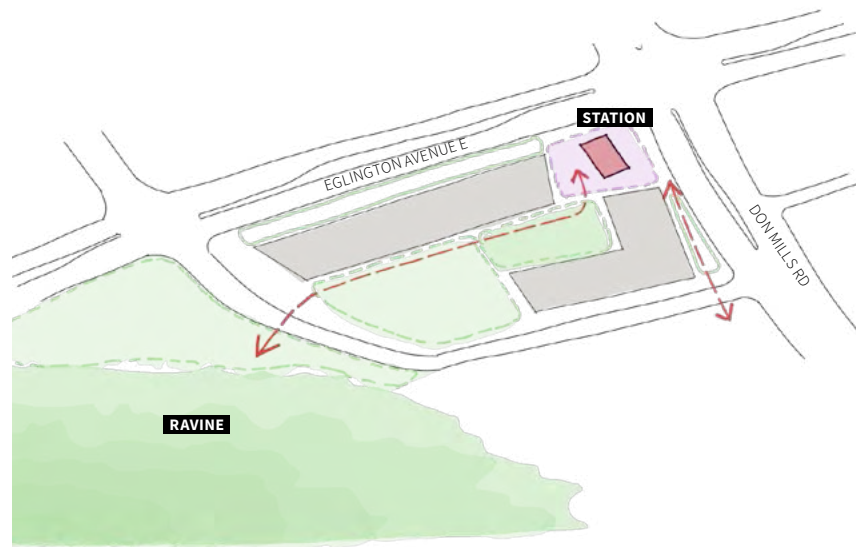
Wind Mitigation

The site today is surrounded by unbuilt conditions that flank the area along the west towards the ravine, which results in sweeping winds. This challenge must be specifically addressed by thoughtful placement of spaces that are sensitive to wind impact and, when unavoidable, through modifications in massing of built form and other design strategies. Strategies on wind mitigation are proposed later in this document, with the following areas identified by preliminary wind studies as warranting mitigation:

- Open space north of Tower C as it terminates at grade;
- Areas of rooftop amenity space prone to higher wind forces;
- Area in proximity of main pedestrian entrances to buildings at the North West corner of the site.

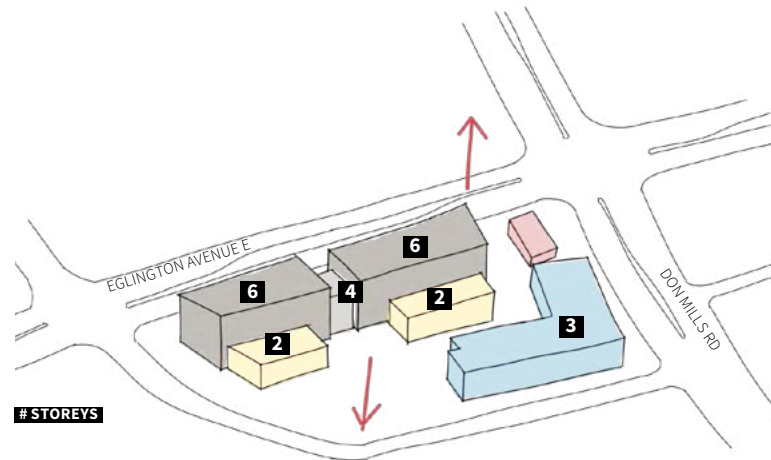
4 | The Proposal

4.1 | Massing + Built-Form Approach



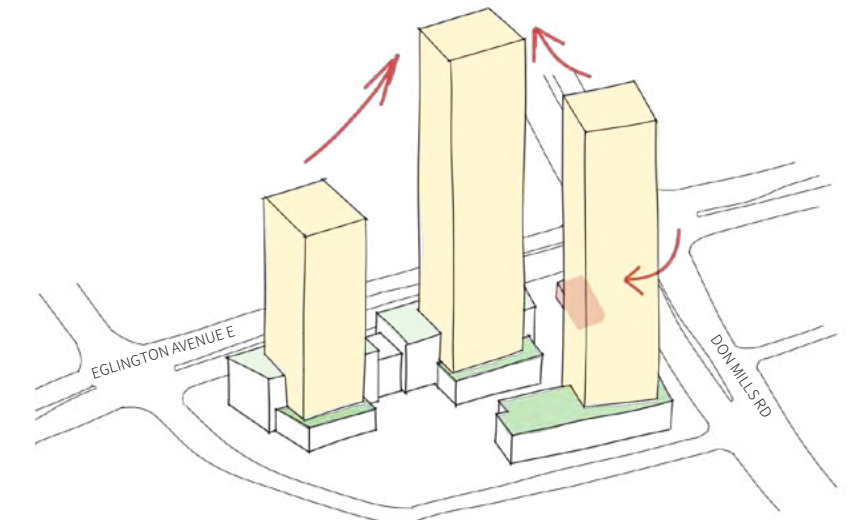
Open Space Framework

- (a) A horseshoe shape building footprint open to the ravine.
- (b) An open corner at the station building reveals a mid-block connection.
- (c) Open spaces diminish in scale from the Ravine towards the Station Building.
- (d) Long podium faces define street walls, and short ends frame the Station Plaza.



Podium Form

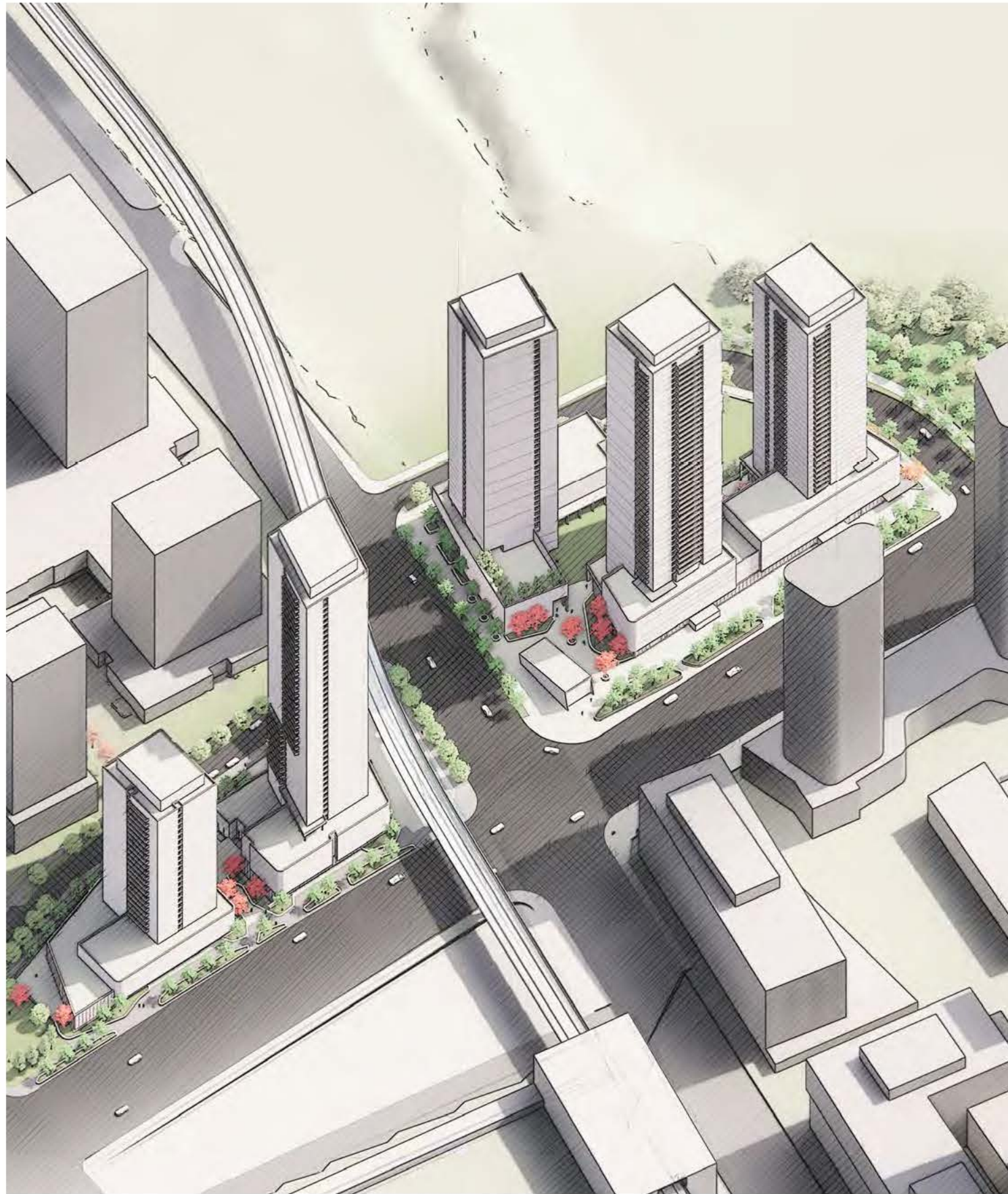
- (a) The long Eglinton frontage should be broken into two, connected parts to manage scale.
- (b) The southern podium should be no more than 3 storeys in height to optimize sun exposure to open spaces.
- (c) 2 Storey massing should be provided along Mid-Block Connection to reduce scale.
- (d) 6 Storey massing should be provided along Eglinton to emphasize a strong streetwall.



Tower Placement

- (a) Towers are staggered and heights culminate at the major intersection.
- (b) The tower closest to Don Mills is skewed to align with the street.
- (c) Towers straddle varied podium heights and generally do not land at grade uninterrupted.
- (d) Tower floor plates should not exceed 750sm.





View | Axonometric From North East of 770 and 805 Don Mills



View | Aerial From South

4.1.1 | Podium Articulation



View | Looking West from schoolyard

Colonnades + Canopies

Colonnades along covered canopies should be provided towards the center of the site, at the mid-block connection and entry points to the school. These will create shelter from elements and provide transitory interior-exterior conditions.



View | Looking North from ravine edge

Podium Heights

The base building forms are composed of varying heights between 3 and 6 stories, to provide a diverse and articulated built-form that manages the scale of the site. The heights should be divided intermittently to break up the scale of the masses.

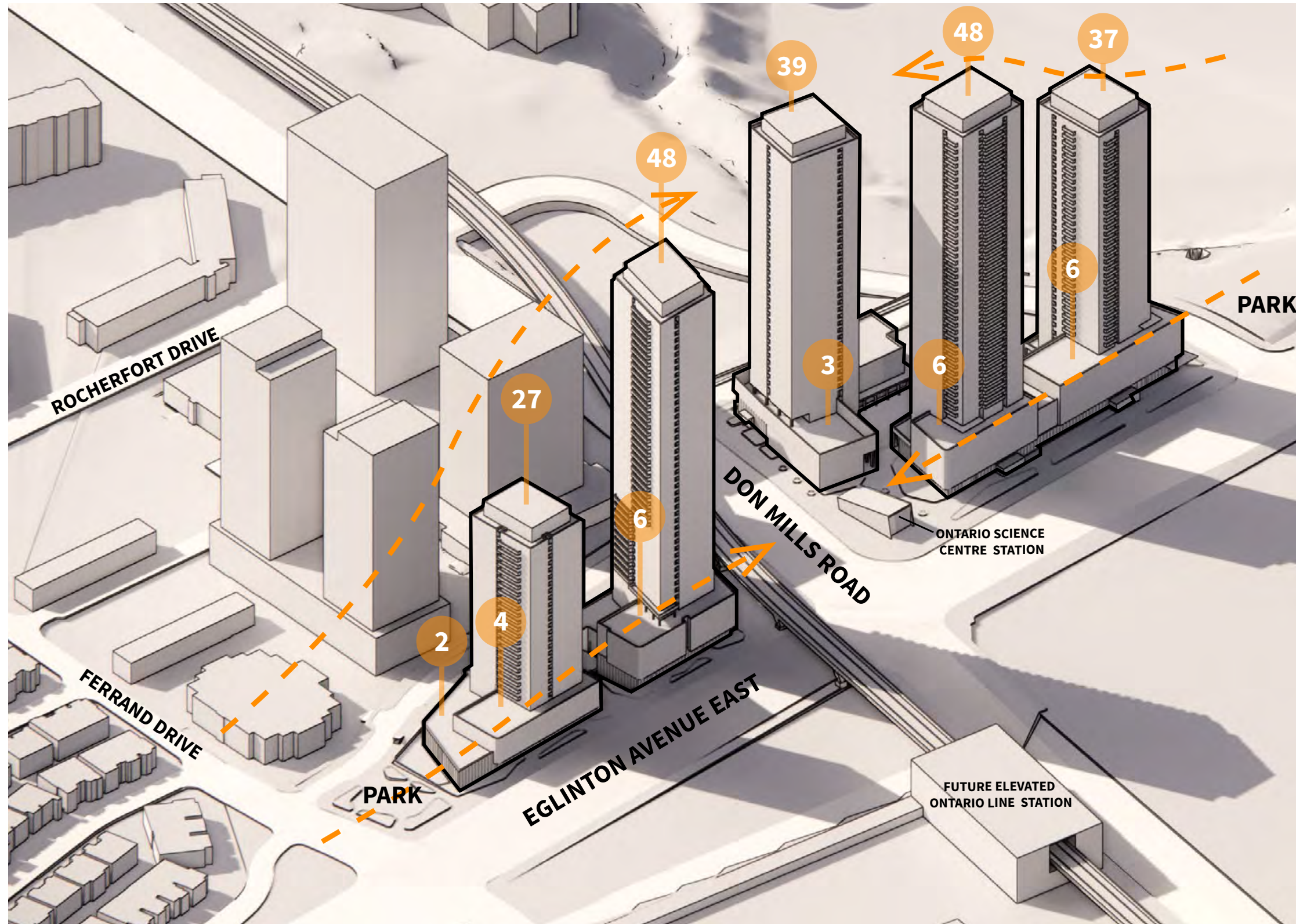


View | Looking South-West from Eglinton Ave E

Entry Portals

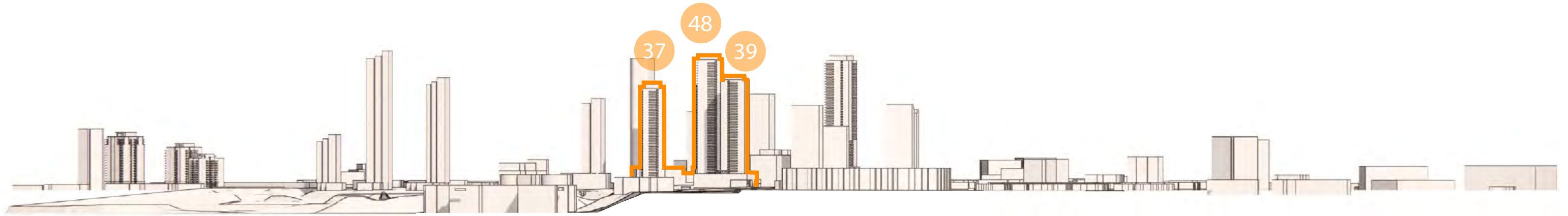
A series of entry portals that respond contextually in shape to the Ontario Science Centre Station provide way finding along the prominent Eglinton frontage. These should be minimized and designed with transparent materials to emphasize a consistent setback along Eglinton.

4.1.2 | Built Form Heights

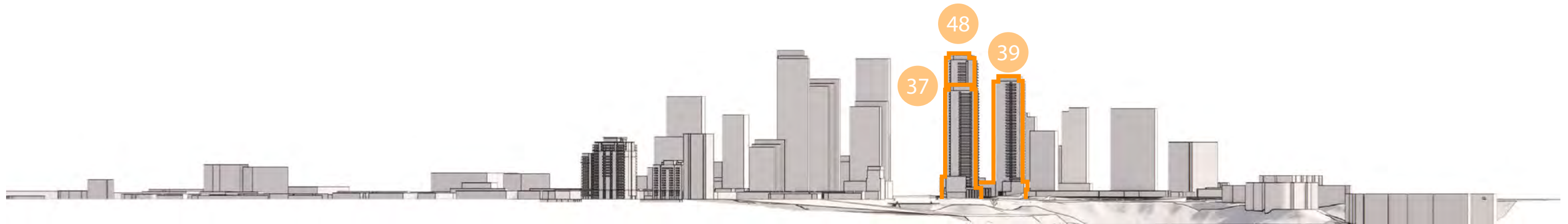


- 37 770 Don Mills Tower 1
- 48 770 Don Mills Tower 2
- 39 770 Don Mills Tower 3
- 48 805 Don Mills Tower 1
- 27 805 Don Mills Tower 2

4.1.3 | Tall Building Forms



NORTH ELEVATION



WEST ELEVATION

4.1.4 | Tall Building Principles

1| In general, towers should be designed in conformance with the City of Toronto Tall Building Design Guidelines, which detail and address specific objectives of this development such as stepbacks of the tower from the base podium, tower separation distances, and shadow mitigation among other recommendations.

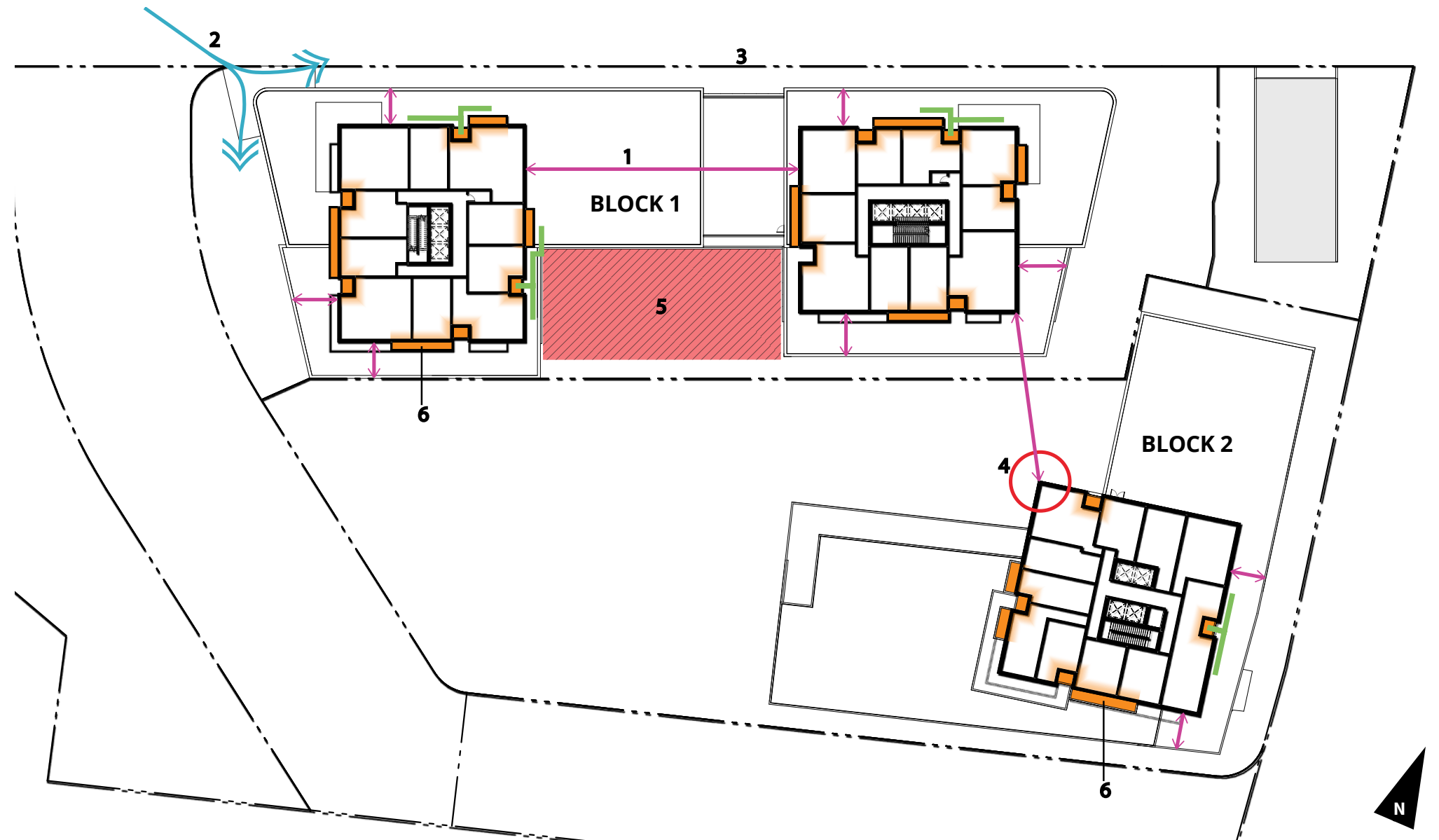
2| Consideration should be given to the shape, location, and orientation of the building mass as it relates to wind effects as detailed in the associated Wind Study. Buildings should be massed and located to limit wind impact on public realm. Wind conditions should be suitable for walking or sitting with higher standards applied to areas at building entrances, to usable outdoor spaces and main pedestrian pathways.

3| Opportunities for articulation to reduce the visual mass of the tower, such as reveals in the building face or alternating balcony locations, should be thoughtfully considered.

4| Where towers cannot terminate at a base building, consideration should be given to address wind concerns in these areas, thoughtfully animate the building face, and consider mitigating energy efficient design features.

5| Balconies should not occur over daycare yard spaces, be they at grade or at roof level. Where balconies do not conflict with these locations, they should be limited to 1/3 the length of a tower building face.

6| Balconies should only wrap the South-West corner of a tower for mitigation of sun exposure. Balconies should step back from the building face at all other corners to control overall shadow impact



4.2 | Open Space Framework

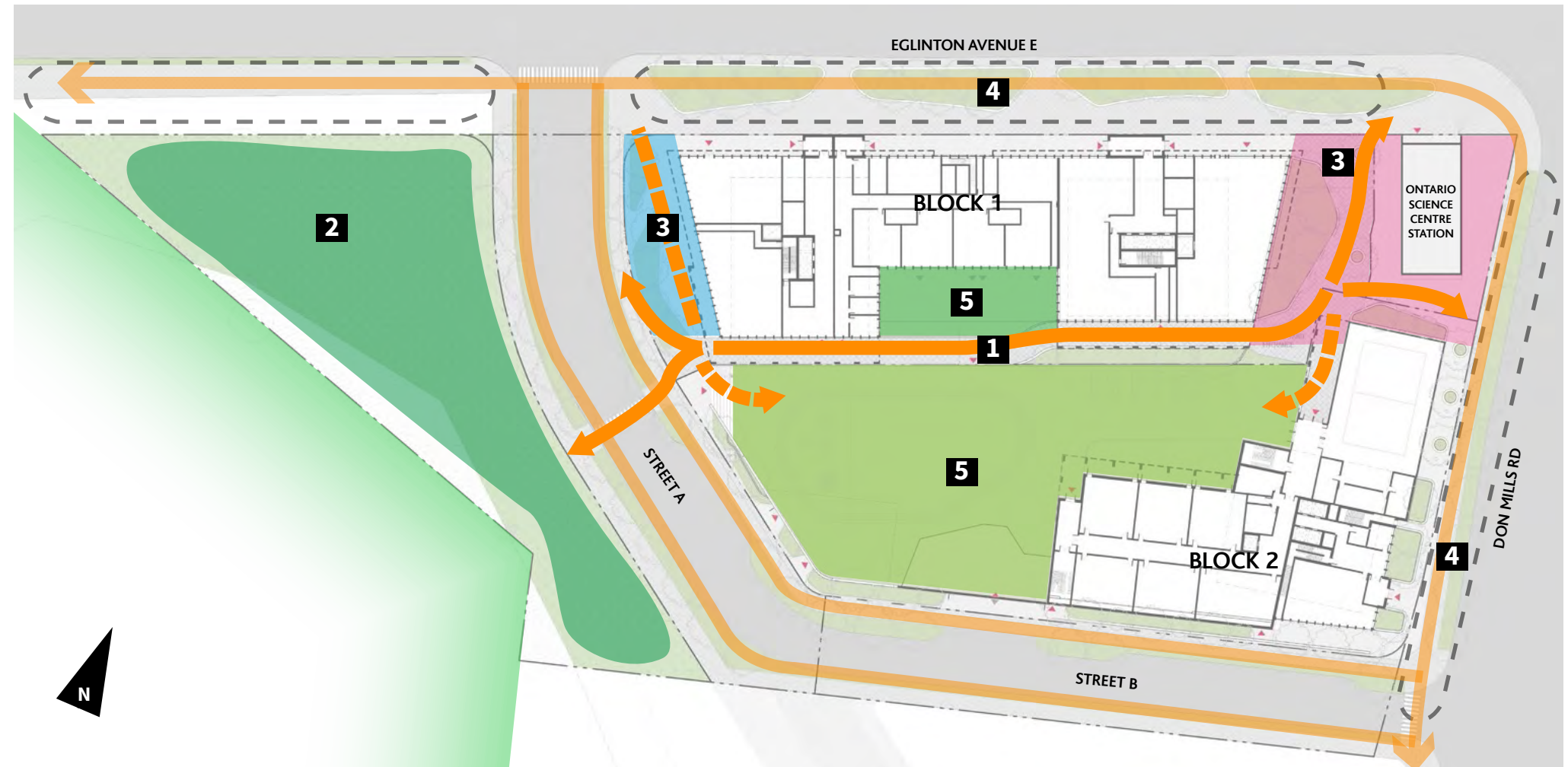
1| Create a Mid-Block Path through the site that links the Ontario Science Centre Station with the ravine edge at the west that allows for access points to the daycare and school programs.

2| The public park component is located in the area directly west of the blocks neighbouring the Don Valley Ravine, echoing the contextual park ravine with a naturalized landscape, street trees and natural landscaping. The proposal should make street level connections to the park a priority for pedestrian circulation.

3| Two pedestrian zones on either side of Block 1, the transit plaza beside the Ontario Science Centre Station and the park plaza along the new Street A, reflect the most urban character of the site. The plazas provide open corners into the site and contain trees in paving and robust pedestrian amenities. These areas are proposed as a Publicly-Accessible Space (PAS), and the shade impact of this space should be carefully addressed in its design and program.

4| The forecourt zones are the areas in front of the residential entrances along Eglinton Avenue East and Don Mills Road, with a mix of hard and softscapes that reflect in character the sidewalk design of the adjacent Crosstown-Wynford Green development. Attention should be paid to the Secondary Plan policies for these zones, which include detailed guidance on these pedestrian links such as conceptual boulevard elements, types of street trees, and the required 5m clearway along Eglinton Avenue E.

5| The center of the site contains both a large elevated school yard for the TDSB program as well as a daycare yard. These areas have a parkland character and the least amount of hardscape paving.



4.3 | Active Public Realm

1| Animate Eglinton Ave E and Don Mills Rd with varied active program uses and maximize clear glazing to ensure a dynamic and safe public realm. Attention should be paid to the Secondary Plan policies and the City of Toronto's Retail Design Manual on design guidance for interactive facades and retail frontages where applicable.

2| Main entrances should be located off the street-adjacent forecourt areas, and denoted with entry portals that are clearly visible and accessible.

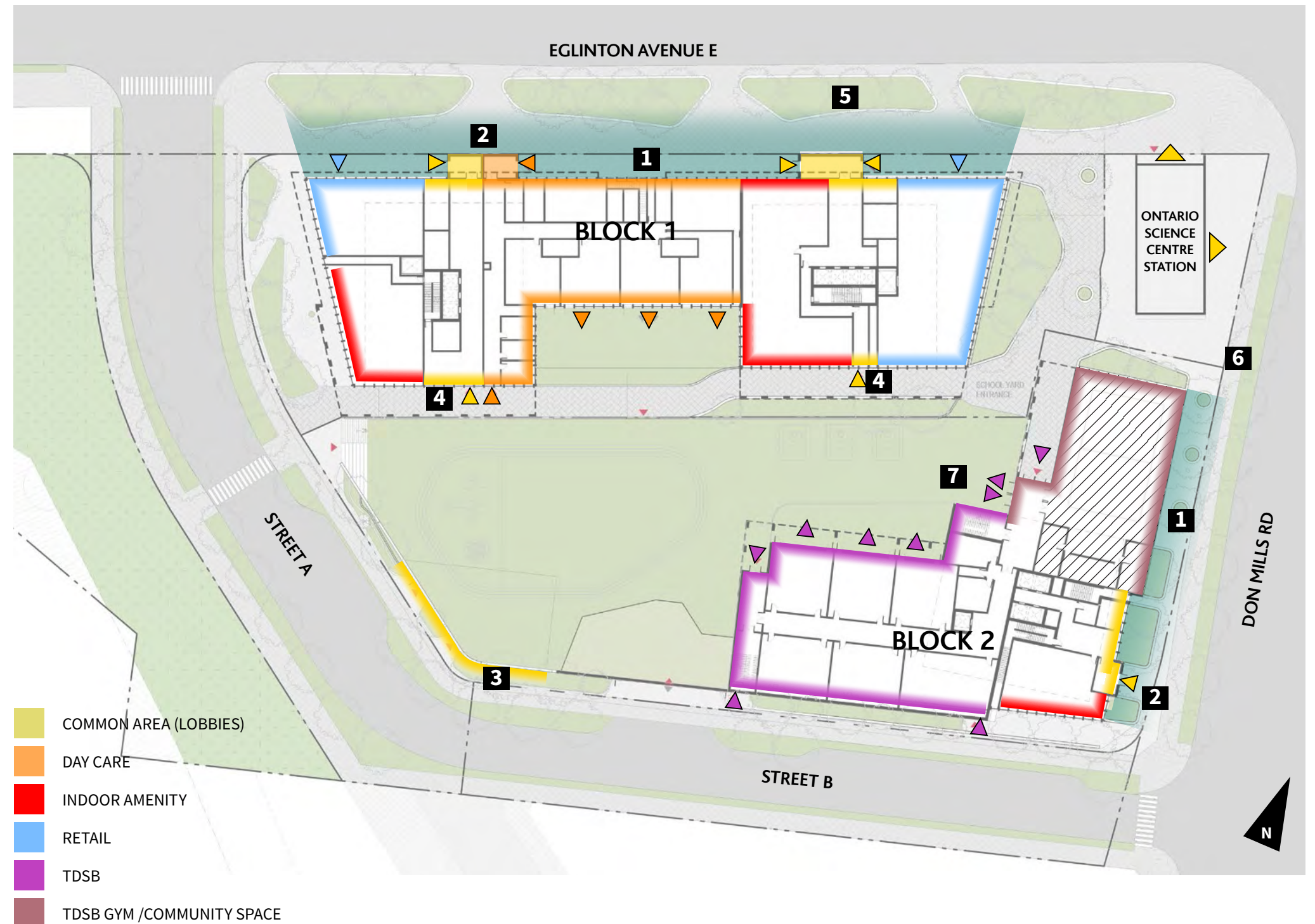
3| The above-grade garage structure along public streets should have interactive street facade with active uses at grade separating garage space from the street frontages. Views into these spaces should be provided, such as animated with transparent ground level uses including bicycle storage or amenity space.

4| The Mid-Block Path should be provided with a canopied colonnade to provide shelter and be fronted with active programs. Where the path differs in grade from adjacent uses, attention should be given to these conditions through landscape and built-form strategies to ensure pedestrian comfort.

5| The streetscape frontage along Eglinton Avenue East ties the various qualities of the site with a consistent line of street trees, a continuous sidewalk, and an additional buffer between the sidewalk and the road curb.

6| The public realm along Don Mills Rd will be an active pedestrian link to the Ontario Science Centre through the provision of clear signage, and distinct pavement treatment. It should be animated by ample glazing to the gym space of the TDSB school program.

7| Blank walls, when unavoidable, should be articulated with pedestrian-scaled features that animate the public realm such as opportunities for architectural feature walls or integrated landscape elements.



4.3 | Active Public Realm



View | Looking South towards Ontario Science Centre

Transit Plaza

The transit plaza reflects the most urban character of the site. The plazas contain trees in paving and robust pedestrian amenities. The area, proposed as a PAS zone, shall be fronted with prominent, active uses including the transit station, retail, and a TDSB gym which can also be considered as a shared-use community space.



View | Looking East along Eglinton Ave E

Active Street Program

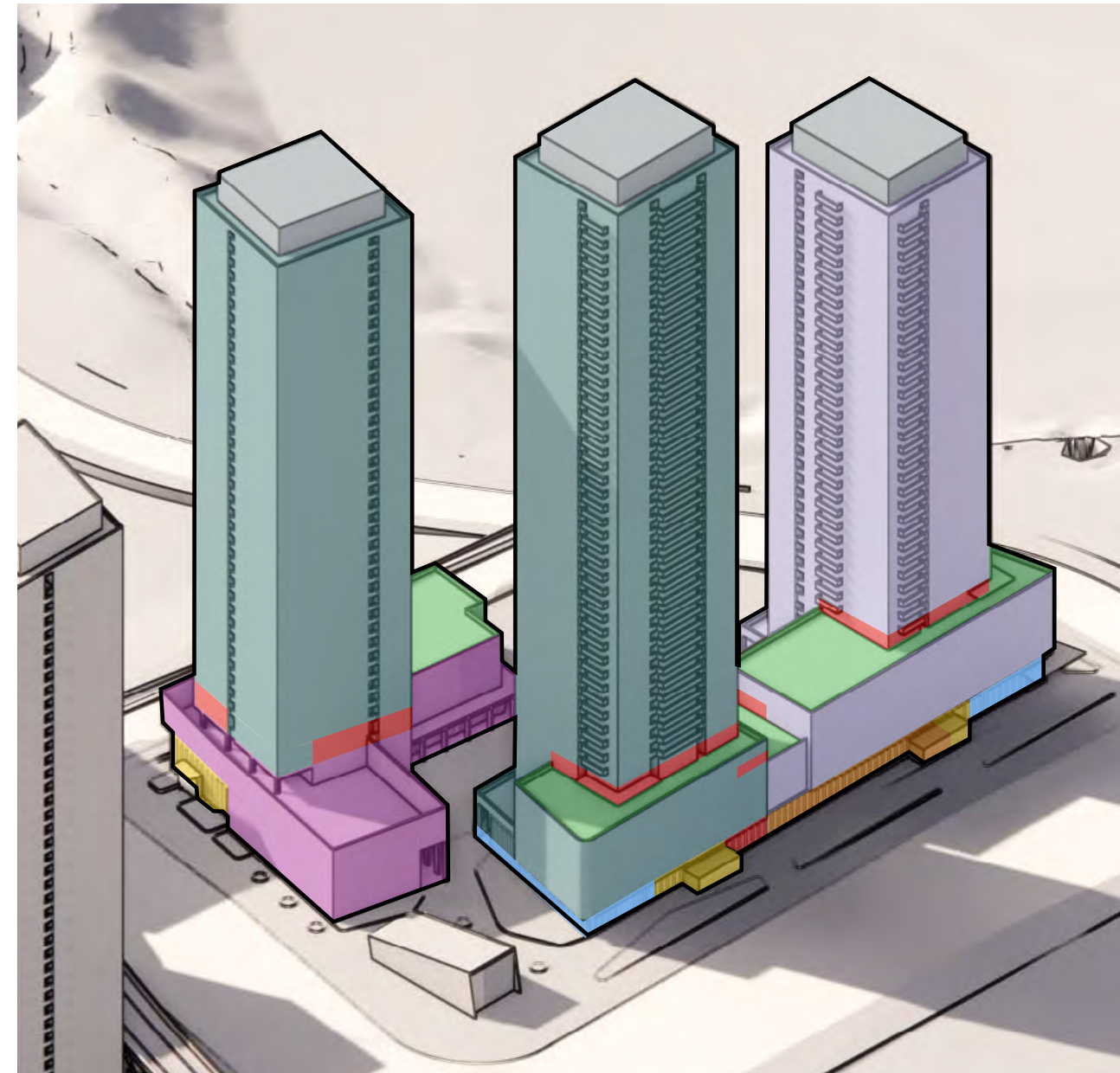
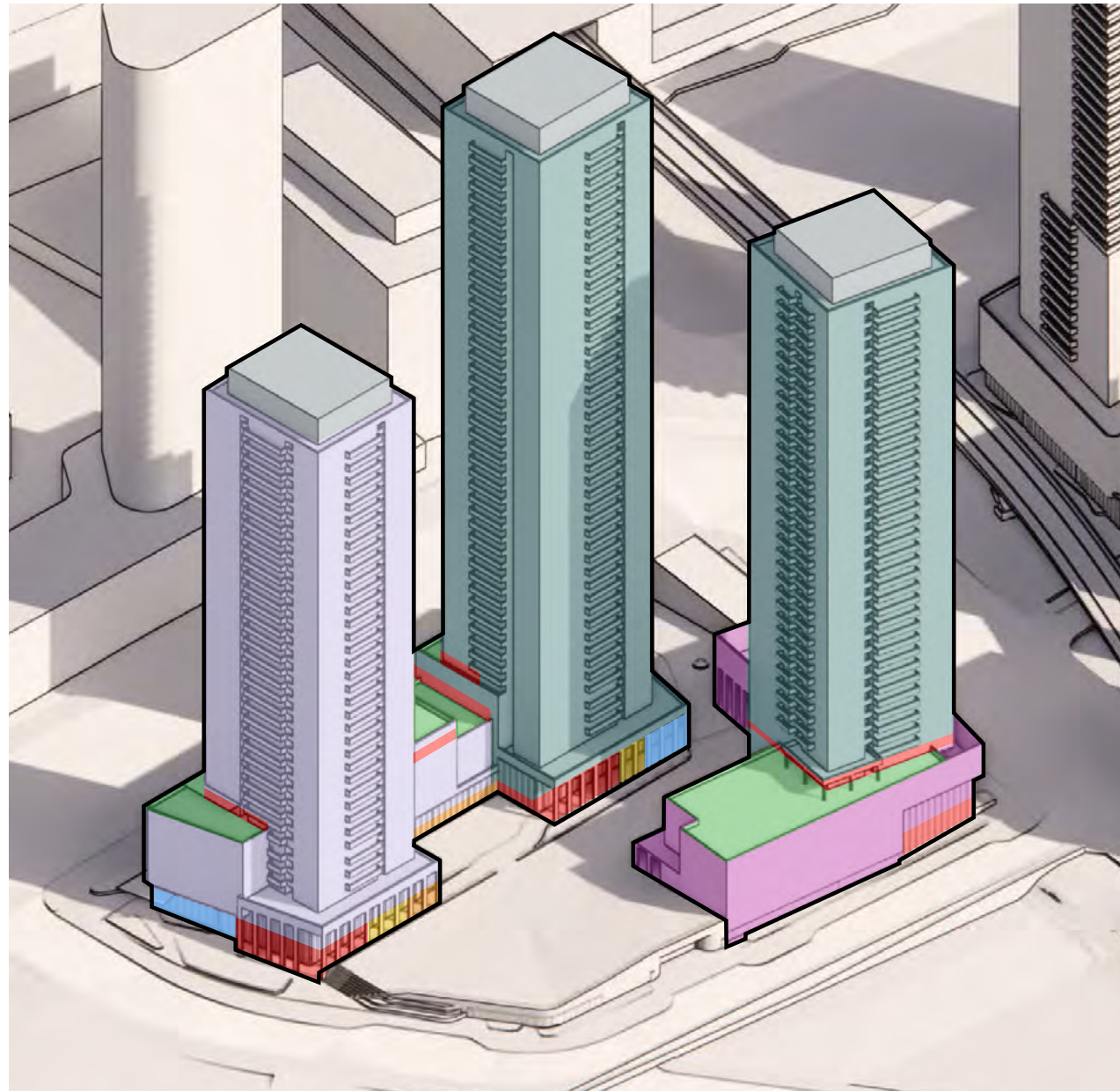
Animate Eglinton Avenue East and Don Mills Road with varied active program uses and maximize clear glazing along exterior walls to ensure a dynamic and safe public realm. Indents in the facade at ground level contribute to a varied streetscape and a scaled-down massing composition.



View | Looking East from daycare

Mid-Block Path

The Mid-Block Path should be provided with canopies and colonnades to provide shelter from the elements, and be fronted with active programs and residential amenity spaces. Provide clear glazing along exterior walls to ensure connectivity and safety.



	COMMON AREA		RESIDENTIAL (CONDO)
	DAY CARE		RESIDENTIAL (RENTAL)
	INDOOR AMENITY		RETAIL
	OUTDOOR AMENITY		TDSB
	MECHANICAL		

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4.5 | Site Edges

1 - Don Valley Ravine

A series of expanding open spaces transition from the Science Centre Station Plaza to the Don Valley Ravine, bridging the scale differential from urban to natural ravine. Elevated above the parking levels, these spaces benefit from views clearing the top of the ravine tree canopy. A new Public Park at the ridge of the Ravine naturalizes the interface and ensures the sweeping views of the City skyline are enjoyed by everyone.

2 - Proposed Ontario Line Elevated Guideway

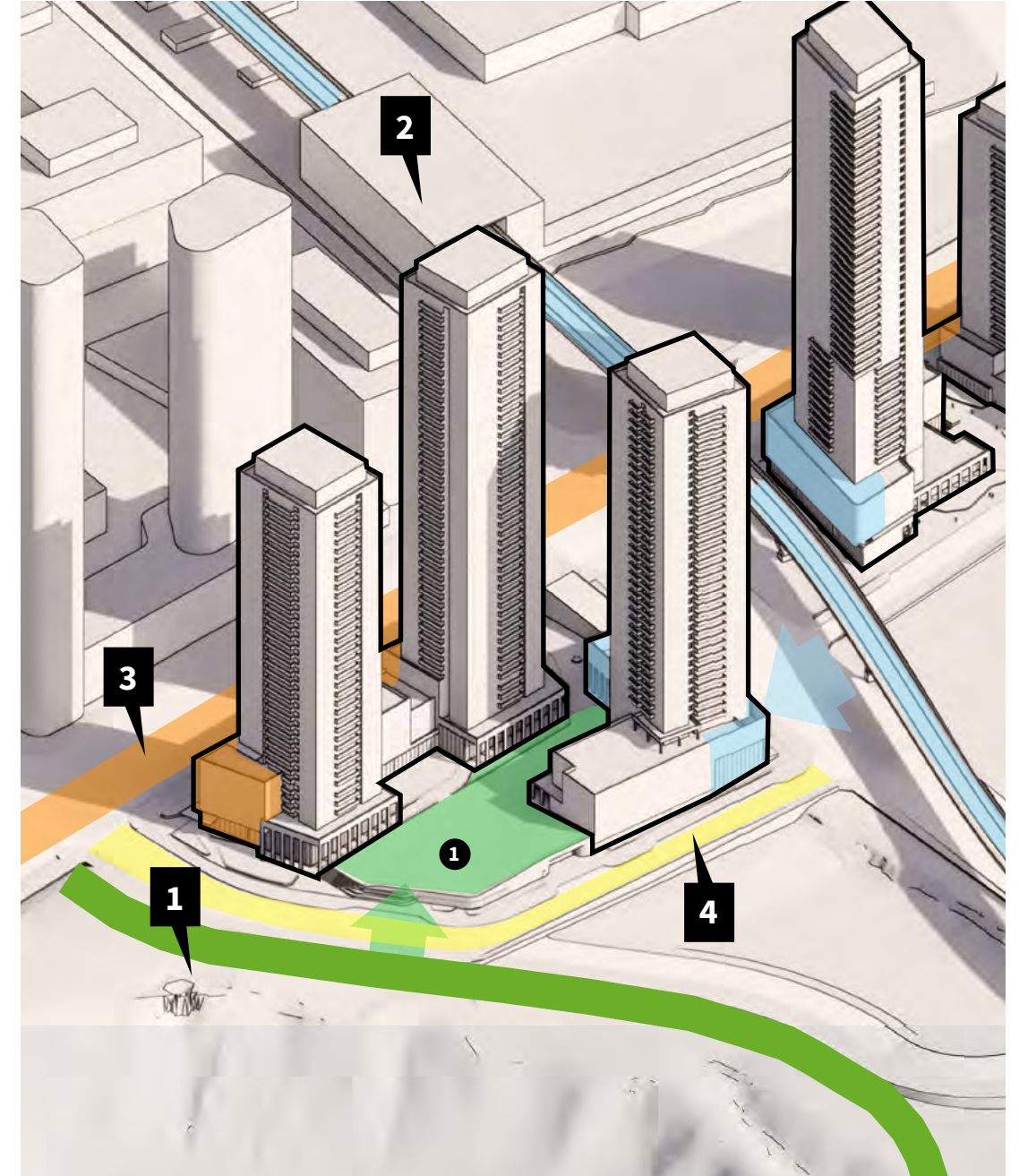
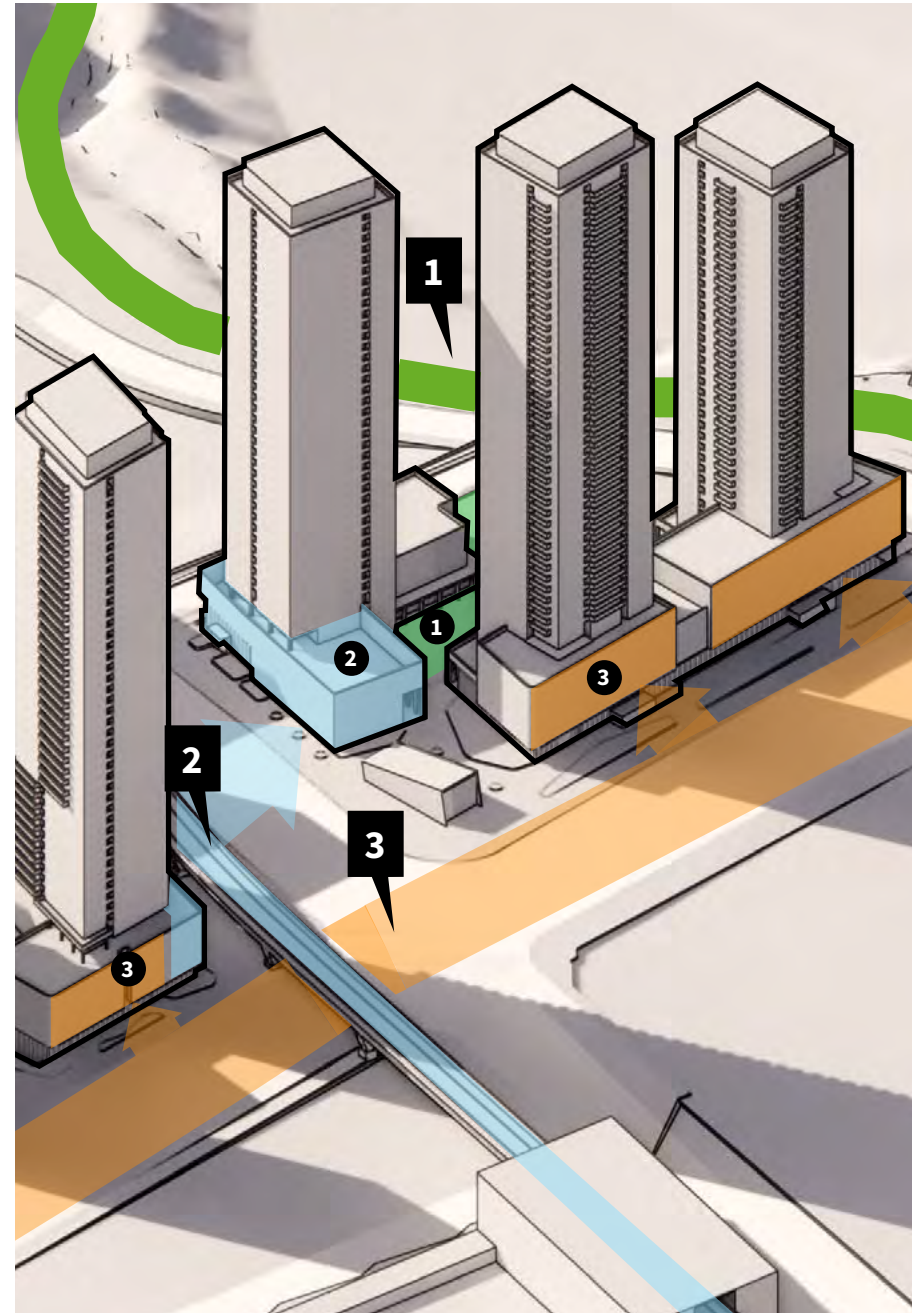
The internal open spaces are buffered from the elevated guideway to manage unwanted noise. Less sensitive uses are ideal along this face, such as the TDSB Gym. More opaque and heavy cladding materials like masonry or precast concrete should be considered at this edge.

3 - Eglinton Avenue East

The tallest podium heights are reserved for Eglinton Avenue to better define a well-scaled street wall. As the longest frontage, the podiums are split in two to avoid overly long facades. At grade, the lowest level is set back from the face above to scale down the pedestrian experience in what is otherwise a vast boulevard. Shaped Entry Portals add another level of granularity and scale.

4 - New Local Street

The newly proposed streetscape to the south will straddle a future development to the south, and provide parking and service access to both sites.



- 1 Don Valley Ravine
- 2 Ontario Line (Future)
- 3 Eglinton Avenue East
- 4 New Street