

3.5 | Site Edges

1 - Proposed Ontario Line Elevated Guideway

The elevated guideway of the future Ontario Line along Don Mills Road should be buffered through a more solid building mass on both the east and west sites. The building face should act as a welcoming face to the site while being carefully articulated to mitigate noise and vibration through thoughtful building envelope strategies.

2 - Eglinton Avenue East

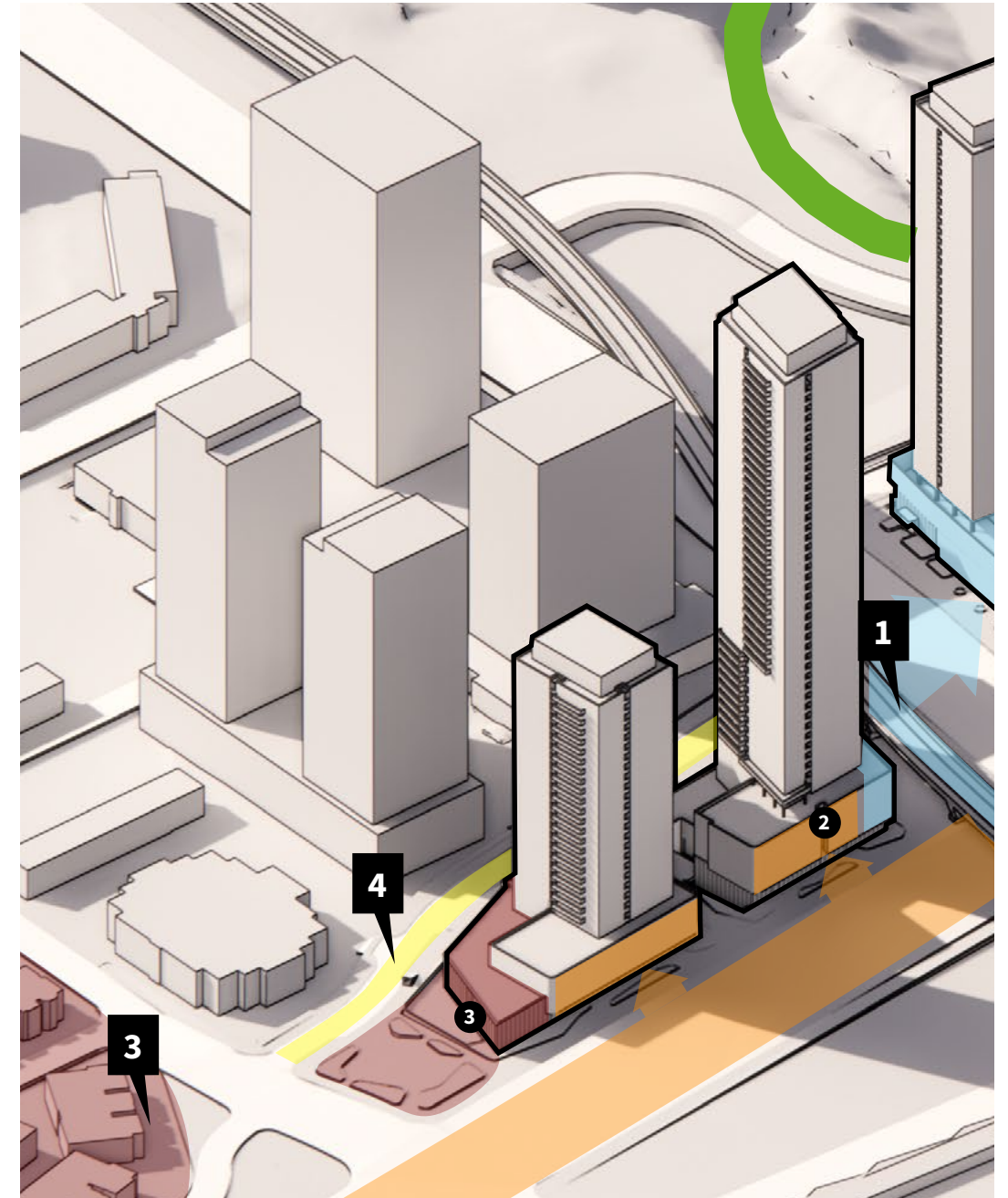
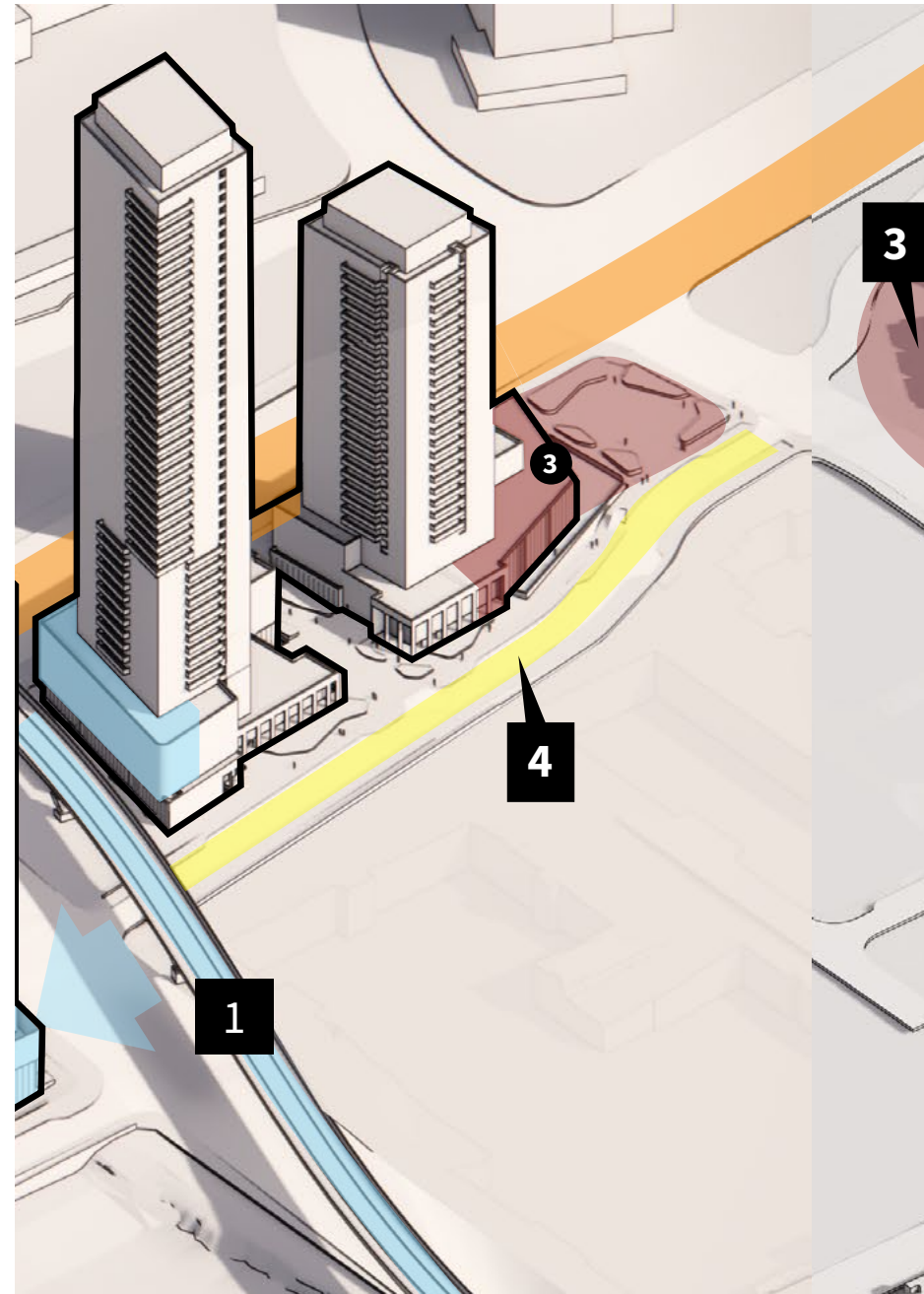
The width of the redeveloped Eglinton Avenue arterial road should be responded to with a continuous podium condition that eases the scale transition from the street to the towers above. The base buildings should be broken into smaller massing to avoid an overly long building face, while active programming should be provided along the base.

3 - Low-Rise Neighbourhood

The low-rise neighbourhoods to the east should be complemented by a scaled down base building of 2 stories, while the public park offers a connective open space to mitigate the density shift.

4 - New Local Street

The newly proposed streetscape to the south will offer a finer grain, residential character to the public realm and be designed with traffic-calming measures.



- 1 Ontario Line (Future)
- 2 Eglinton Avenue East
- 3 Low Rise Neighbourhood
- 4 New Street

3.6 | Service + Access

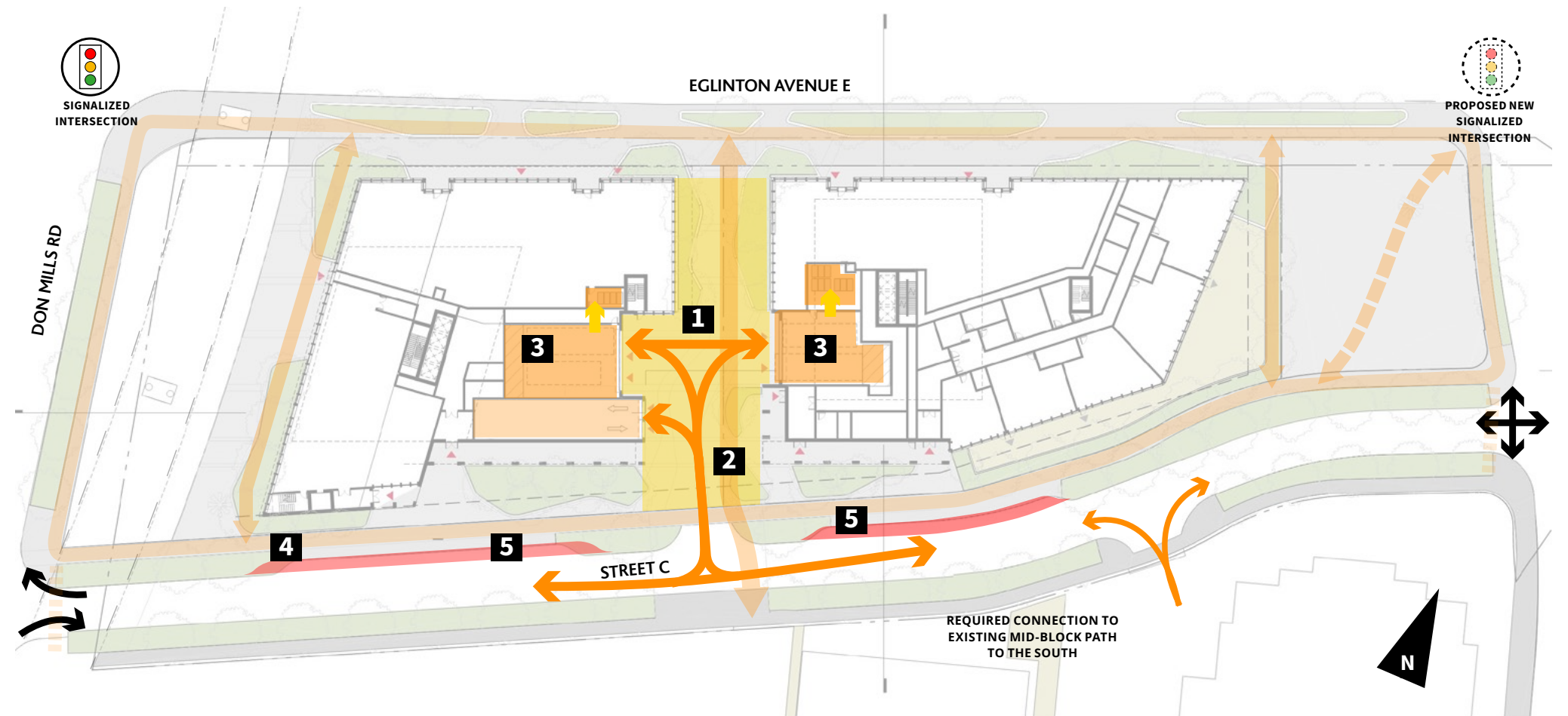
1| The Mid-Block Path should serve as a combined service and vehicle access lane that consolidates access doors along the east and west building faces to avoid these doors fronting onto the main south building facade.

2| The service lane should be provided with a consistent hardscape surface treatment that is shared with the mid-block path. To ensure pedestrian safety, bollards and surface grading should also be considered to contribute to visibility between service activity and pedestrian activity.

3| Provide and integrate structured loading and parking vehicle access to the blocks within the building mass. The entrances to the underground parking and loading services should be recessed from the main facade and consider the use of canopies or overhangs above to reduce its visual impact to the adjacent public realm.

4| Ensure pedestrian safety through wide continuous sidewalks around the periphery of the site and consolidation of vehicular activity to the service lane.

5| To alleviate a potential conflict between proposed daycare and resident vehicular traffic, a well landscaped drop-off and pick-up lay-by off of Street C should be accommodated. The public open space in front of the residential lobby and the entrance to the daycare should be designed with high quality pedestrian amenities such as decorative paving, lighting, benches, trees, soft landscaping, and a canopied frontage.



3.7 | Wind Mitigation

1| Provide denser tree planting at the northern edges of the mid-block path and the public park to protect from down winds and horizontal winds.

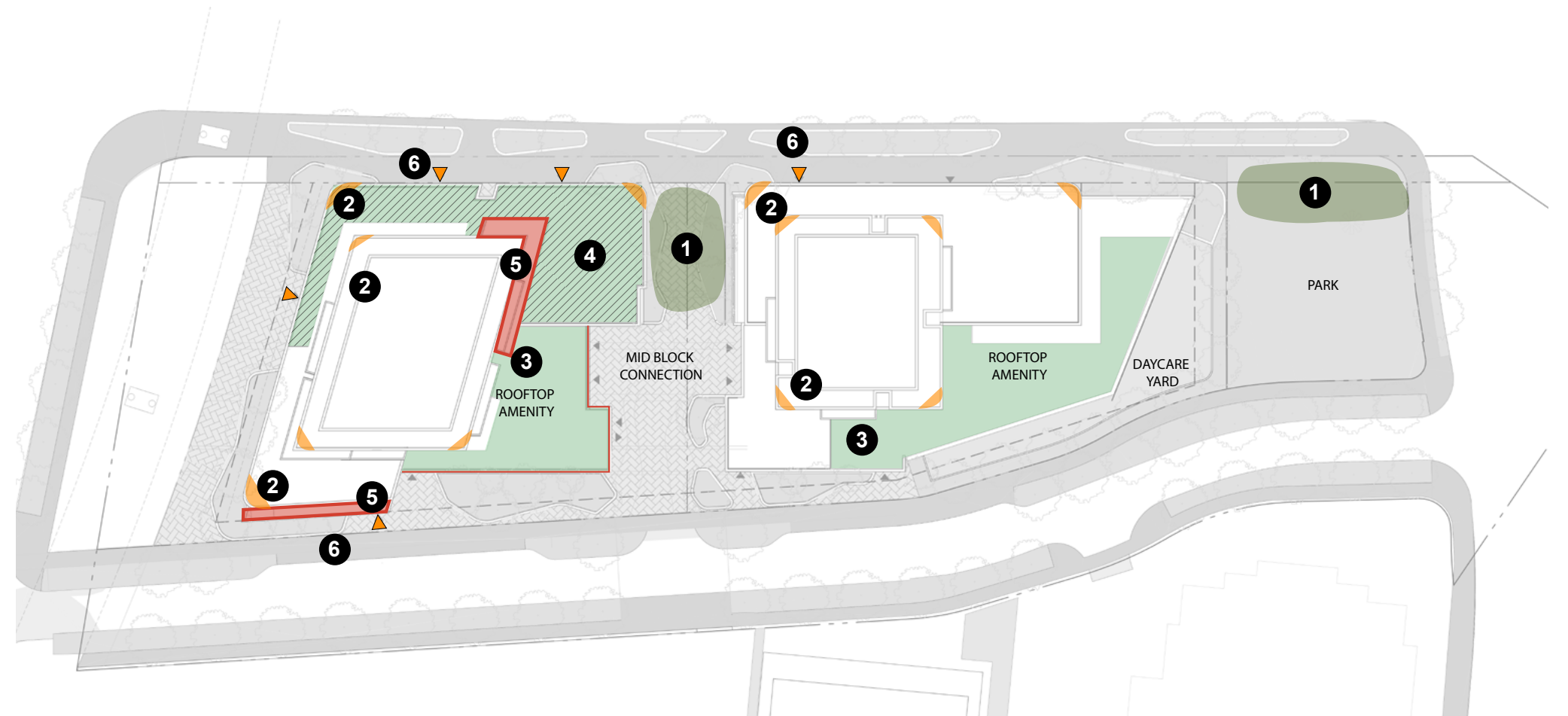
2| Where wind mitigation is required, corners of the podium or tower massing should be considered as a rounded shape to mitigate downward wind forces, among other modifications to building massing to reduce wind impact on public realm.

3| Rooftop amenity spaces that are more prone to down winds should provide a periphery screen and/or pergola to control an environment meant for sitting and standing.

4| Preference should be given to locating outdoor amenity spaces in locations where wind mitigation is not required or can be reduced by amendments to massing. Where mitigation is unavoidable, rooftop amenity spaces on higher podium levels should be provided with canopies and other landscape built-form elements such as pergolas to help mitigate challenging wind conditions.

5| Consider covered porches or canopies at key entry locations where horizontal and down winds are more prominent.

6| In general, entrances at corners should be placed at least 5m away from the corner edge.



3.8 | Perspectives



View | From North-East across Eglinton Avenue E



View | (A) Mid-Block Path from North (B) Block 2 entry from South

3.8 | Perspectives



View | From South-West, beneath Proposed Ontario Line Guideway



View | (A) Public Park looking West (B) View from Don Mills Rd

4 | Landscape Approach

4.1 | Guiding Principles

The Don Mills Crossing Secondary Plan (OPA 404), establishes the overarching Vision, Guiding Principles and Structure Plan for the development of the area centered around the intersection of Don Mills Road and Eglinton Avenue East; this includes both the 770 and 805 Don Mills Road sites.

The Secondary Plan Vision describes the emergence of a distinct and complete community; one that celebrates natural heritage and builds on the area’s tradition of cultural and technological innovation. It further describes a community that, in the fullness of time, will evolve to include a full range of mobility options integrated into a well-designed public realm that supports civic life, intensification, and opportunities to connect the new community with the places and people in the surrounding areas. As such, development shall promote built forms that are well-designed, encourage a sense of place, and provide for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Intrinsic to the Vision are a number of guiding principles that provide direction for the planning and design of the built environment. These, as they relate to the 770 and 805 Don Mills sites, include the following:

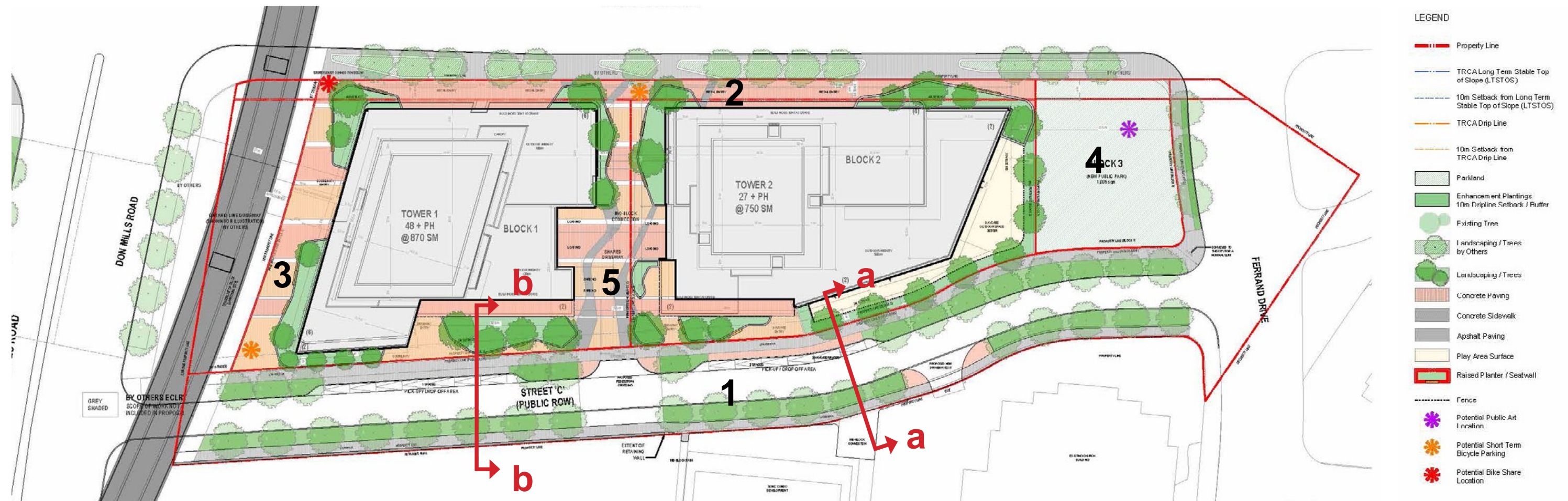
- Ensuring a comfortable and positive pedestrian experience;
- Providing opportunities for people to both actively engage with and passively enjoy the ravine and its natural heritage;
- Creating new trail connections and views into the valley to integrate the ravine with the community and provide for the protection and enhancement of the natural areas;
- Using the natural systems to inform and integrate landscape treatments in both the public realm and private development sites; and,
- Building resiliency by capturing and treating stormwater, increasing biodiversity, creating new habitat or being a source for low-carbon energy.

These guiding principles provide the foundation on which the conceptual landscape plans for 805 Don Mills Road have been developed. On the next several pages, these plans are described / illustrated.

4.2 | Landscape Zones

The conceptual landscape plan for 805 Don Mills Road builds on the Vision and intent of the Don Mills Crossing Secondary Plan and seeks to create a better neighbourhood - one that draws design inspiration from the surrounding natural environment and seamlessly marries building forms with landscaped spaces to create a connected, continuous and animated system of public, private and privately-owned public spaces. The landscape zones that make up the public realm include:

1. New Street 'C'
2. Eglinton Avenue Street Zone
3. Don Mills Road Street Zone
4. Local Park
5. Mid-Block Connection



4.2.1 | New Street C

Street C is planned local street with an 18.5m right-of-way and sidewalks on both sides.

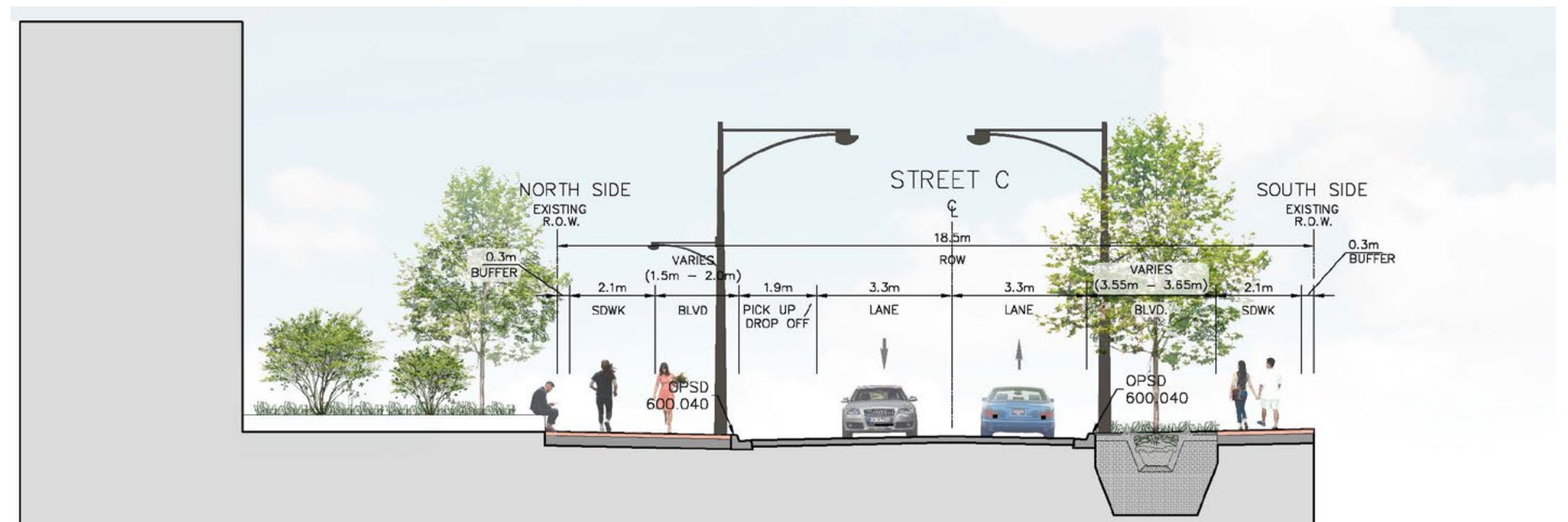
Street C should be designed to have a consistent streetscape treatment, including lighting, paving and street furniture as well as high-branching deciduous canopy trees planted in the landscaped boulevard, where adequate space allows. Where opportunity for street tree planting is constrained due to the location of laybys, shade trees should be accommodated along the sidewalk in the building setback.

Planting / boulevard areas with soil volumes restricted by paving or other hardscaping should incorporate site specific strategies to create connected soil volumes, such as suspended pavement over non-compacted soil, structural soils and root paths. Suspended pavements can be supported by modular systems (“soil cells”), or custom details such as precast concrete pavement supported by concrete piers. Soil cells and other suspended soil systems should be reviewed and stamped by a professional engineer.

Although Street C is a relatively short street where traffic speeds will be limited, the adjacent existing and future uses (including community uses and childcare facility in addition to residential uses) will contribute to an activate pedestrian realm. As such, traffic calming measures are encouraged, particularly at the mid-block connection extending across to the south side of Street C.

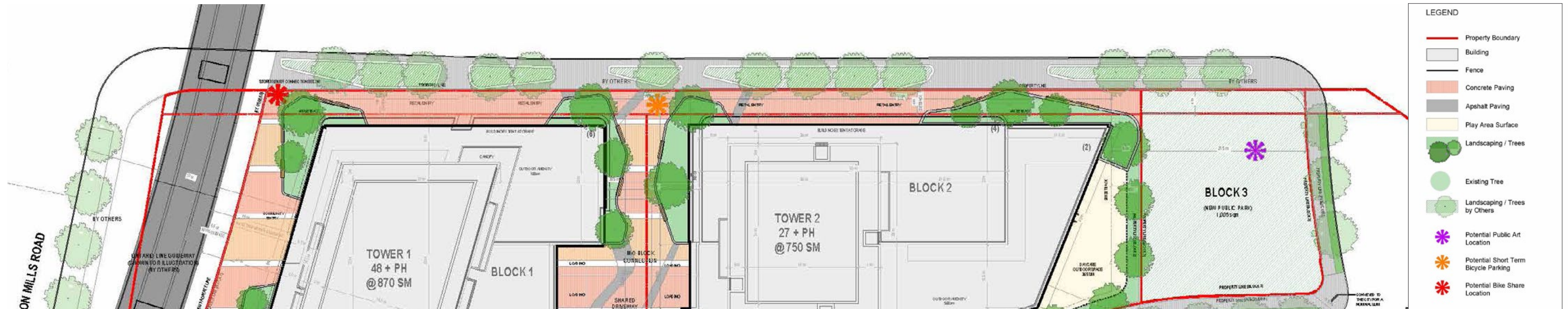


a-a Typical Urban Section - 2 Lanes with Pick-Up / Drop-Off



b-b Typical Urban Section - 2 Lanes with Pick-Up / Drop-Off

4.2.2 | Eglinton Avenue East



The Eglinton Avenue streetscape is planned to become a pedestrian-oriented environment that includes large canopy street trees, special pavements, site furniture, pedestrian lighting and plantings.

The development of the 805 Don Mills Road site will provide a built form edge along this streetscape and opportunities for at-grade uses that contribute to the animation of the public realm.

The landscape concept proposes a coordinated treatment from the proposed building face to the curb that includes paving and planting and other street furnishings such as seating and short-term bicycle parking. The overall streetscape design should be coherent with the streetscape on the north side of Eglinton Avenue East.



Seating / planting combined to create shaded seating areas



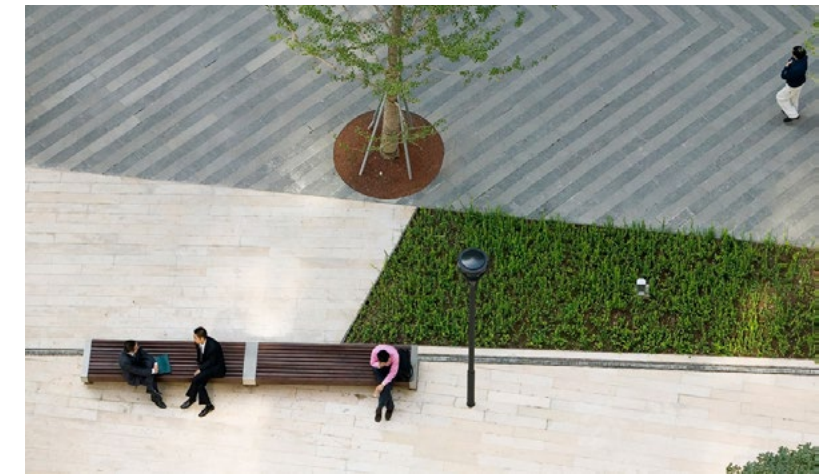
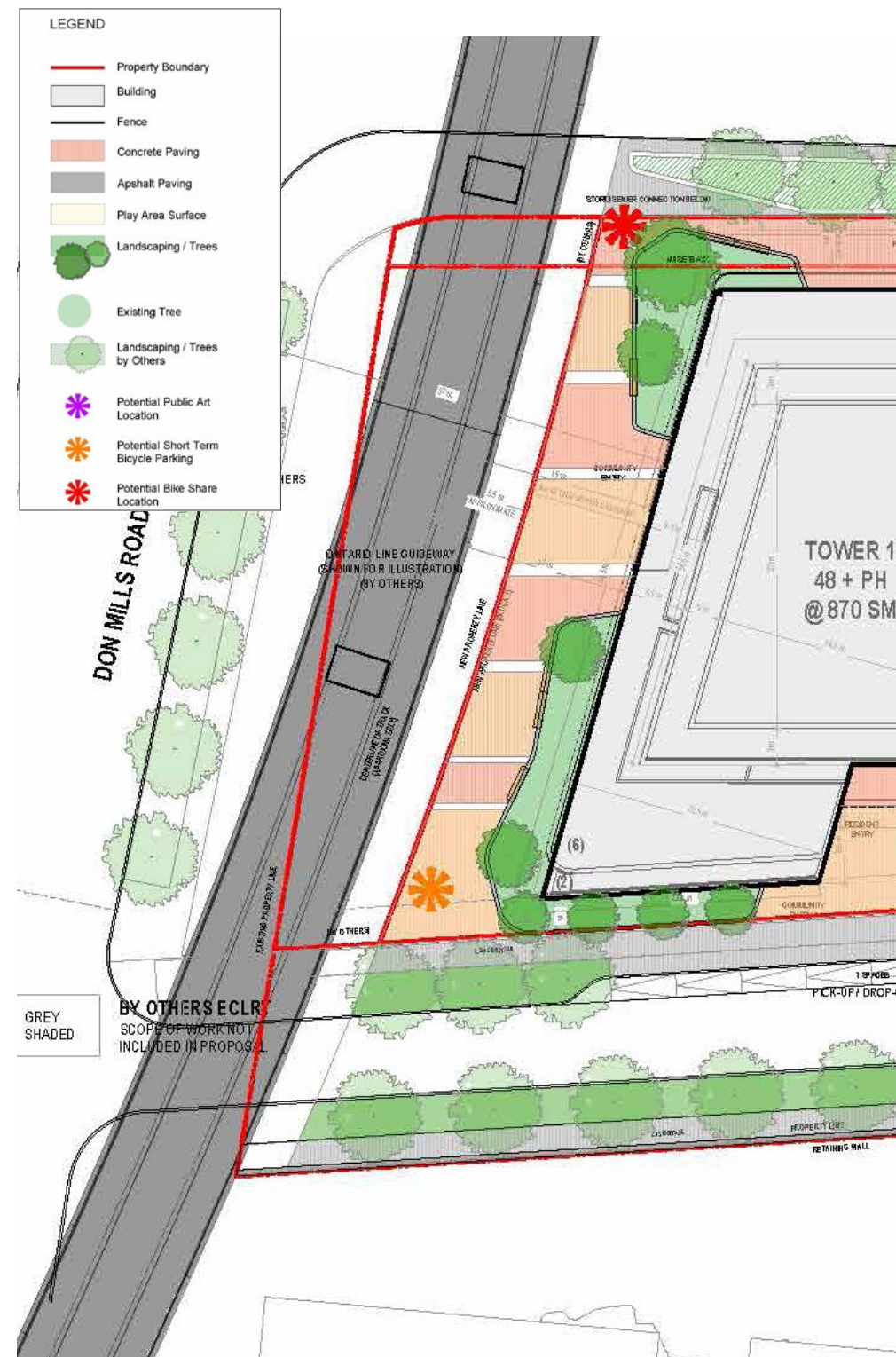
Curvilinear planter seat walls to shape space

4.2.3 | Don Mills Road

The planned elevated guideway for the Ontario Line runs along the Don Mills Road frontage of the 805 Don Mills Road development site. The landscape treatment along this frontage will aim to enhance pedestrian flow as well as complement the community uses located within the ground floor of the proposed building. Design will be coordinated with Metrolinx to ensure that appropriate access, circulation and setbacks area provided.

A few key elements to consider include:

- Coordinated pavement treatments across Metrolinx and the 805 Don Mills Road site.
- Planted areas / planters designed to enhance circulation while also 'softening' the edge of the guideway.
- The organization and design of landscape elements should enhance comfort and safety for pedestrians by ensuring unobstructed views of public spaces, in particular, where dense planting or hard landscape elements are needed to reduce wind impacts.
- Opportunities for green infrastructure integrated as part of the landscape.
- Canopy trees and plantings, where space permits and subject to Metrolinx guidelines for landscaping adjacent to the Ontario Line.
- Consistent / coordinated family of street furnishings.
- Seating, short-term bicycle parking and Bike Share facilities.
- Minimal maintenance requirements for hard and soft landscaping.
- Streetscaping in this area shall consider the 9m storm sewer easement and needs to be coordinated with Toronto Water and Engineering Construction Services.



Paving designs to delineate space



Canopy trees that meander through the space



Curvilinear planter seat walls to shape space

4.2.4 | Local Park

As identified in the Secondary Plan, a future local park is to be located at the easternmost portion of the site, adjacent to the future childcare facility and surrounded on three sides by public streets (Eglinton Avenue East, re-aligned Ferrand Drive, new Street C). In addition to the potential for public art, the park should be designed with consideration for the following:

- A central open green space to accommodate opportunities for recreation.
- Walkway connections to the surrounding sidewalks.
- Planted areas to partially screen the childcare space.

*Final design and programming of the park will be by Parks, Forestry and Recreation.



Special paving that extends to adjacent areas and animates the space



Curvilinear planting areas to define space / walkways



4.2.5 | Mid-Block Path - Publicly Accessible Open Space

As identified in the Secondary Plan, these connections shall be publicly accessible open spaces that serve as pedestrian walkways through development blocks.

A north-south mid-block connection is proposed to facilitate pedestrian linkage from Eglinton Avenue East at the north, to Sonic Way at the south.

Design of the connection shall consider:

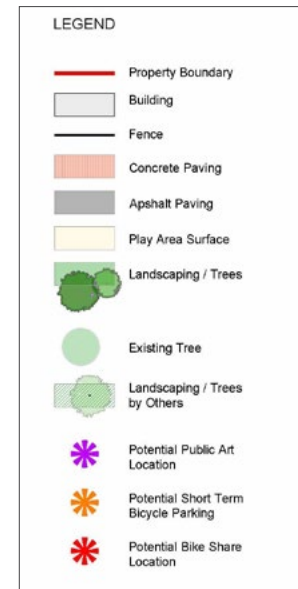
- Seamless / continuous enhanced pavement across pedestrian and vehicular routes.
- Landscaped spaces for seating / gathering.
- Raised planting areas to define space, enhance circulation routes and provide screening of loading areas.
- Signage, lighting and landscape elements that enhance pedestrian safety.
- Sight lines and visibility for both vehicles and pedestrians.



Shaded seating areas and low plantings that define circulation



Seamless / continuous pavement and seating areas



4.3 | Planting + Soil Strategy

The development of the site presents an opportunity to implement the City’s Strategic Forest Management Plan by expanding the urban canopy cover and to promote a greener community whose public realm is defined by its natural character. This approach should be considered in the detailed design and implementation of the streets, parks and other open spaces throughout the site and be based on an ecological, context responsive approach to planting species that considers:

- Species diversity and resilience;
- Canopy form and cover;
- Pollution, salt and drought tolerance;

A sample of the tree species that may be appropriate for this site are included here, however, for a full list of recommended species, refer to the City of Toronto Tree Guide.

SMALL TREES / LARGE SHRUBS



Eastern Redbud



Grey Dogwood



Witchazel



American Hornbeam

An important factor in ensuring the long-term success on any new trees, the City’s minimum standards for soil volumes shall be achieved.

The Conceptual Soil Volume Plan included in the Appendix identifies suggested areas of planting within the site and the proposed new streets. In addition, the potential soil volumes for these areas have been estimated using the City’s Toronto Green Standards Version 3.0, Template for calculating and identifying the Soil Volumes for Tree Planting, including projected volumes for each area and for the development as a whole.

In subsequent stages of detailed design and approvals, the following should be considered:

- Planting areas above any below ground structures will be contained within raised planters that are no higher than 500mm from finished grade, in order to accommodate opportunities for seating.
- Plant smaller form trees in raised planter areas.
- All new streets should be planted with large canopy trees. Planting areas with soil volumes restricted by paving or other hardscaping should incorporate site specific strategies to create connected soil volumes, such as suspended pavement over non-compacted soil, structural soils and root paths. Suspended pavements can be supported by modular systems (“soil cells”), or custom details such as precast concrete pavement supported by concrete piers. Soil cells and other suspended soil systems should be reviewed and stamped by a professional engineer.
- Typically, consolidated planting areas are preferred as they provide more resources to trees than individual tree pits.

LARGE CANOPY TREES



DED American Elm



Kentucky Coffee Tree



Northern Catalpa



Red Maple



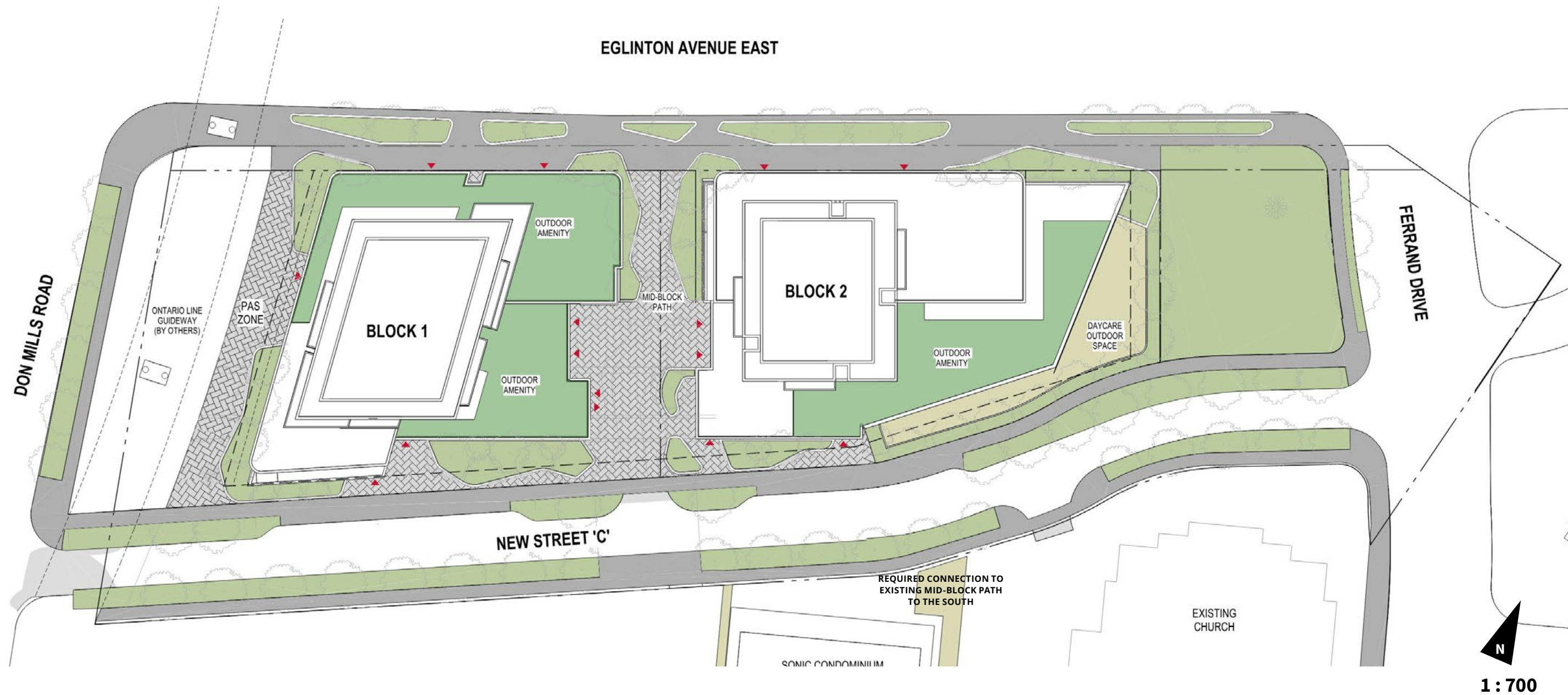
Red Oak

4.3.1 | Conceptual Soil Volume Plan



5 | Appendix

Site Plan



Ground Floor Plan



Typical Podium Floor Plan

LEVEL 4



- COMMON AREA
- INDOOR AMENITY
- RESIDENTIAL (RENTAL)
- RESIDENTIAL (CONDO)



1 : 700

Typical Tower Floor Plan

LEVEL 9



Typical Parking Level Plan

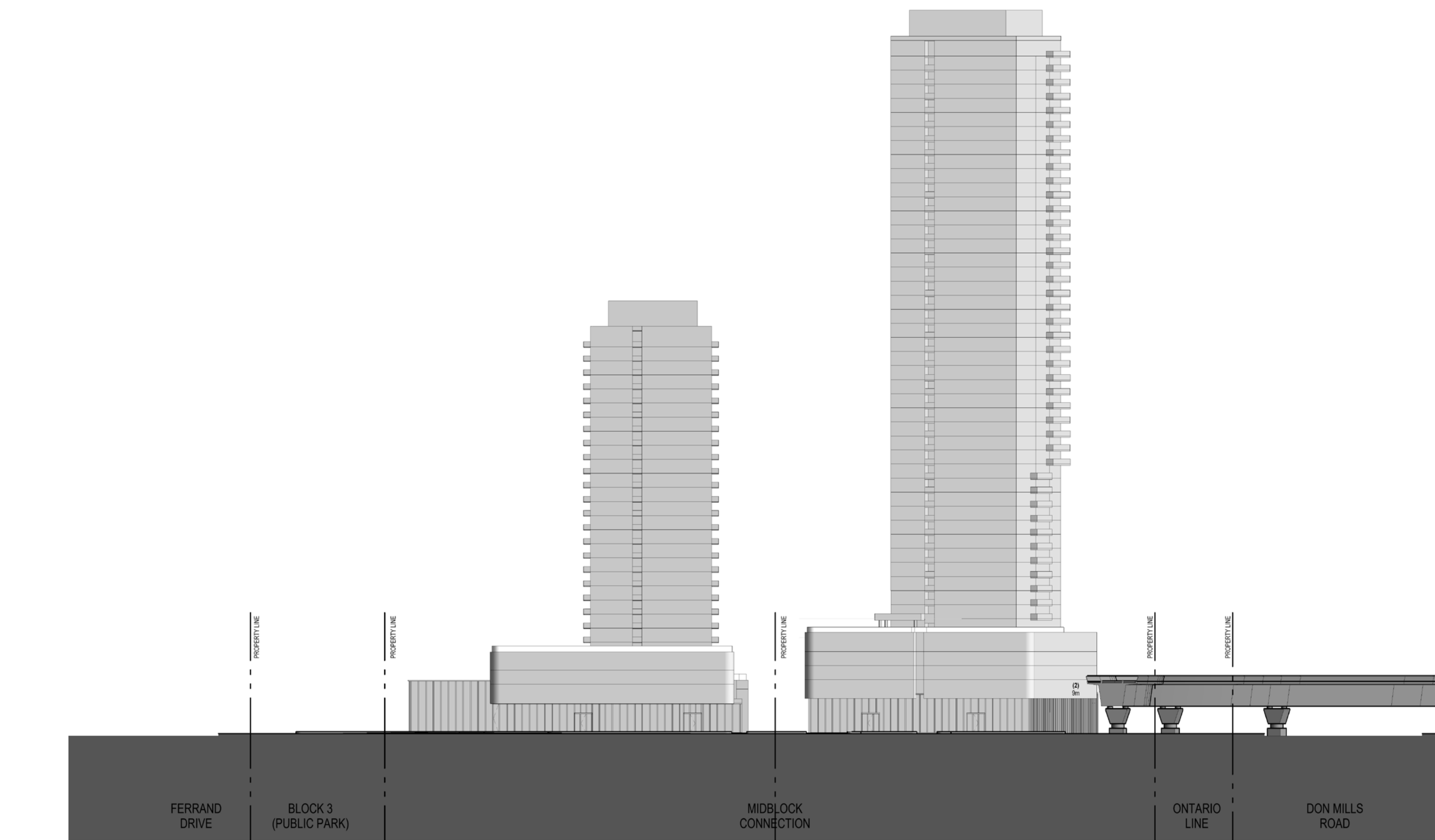
P2



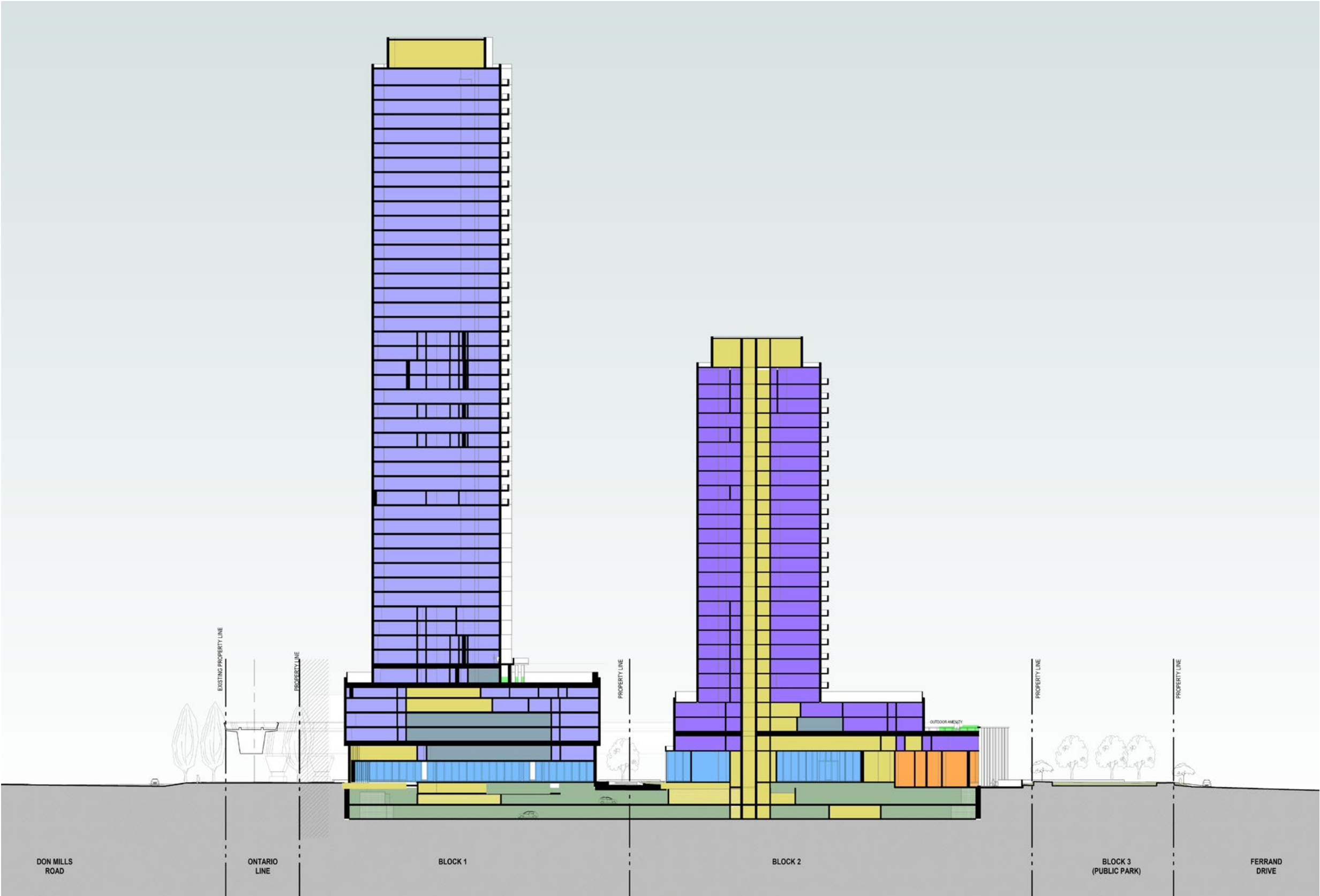
South Elevation



North Elevation

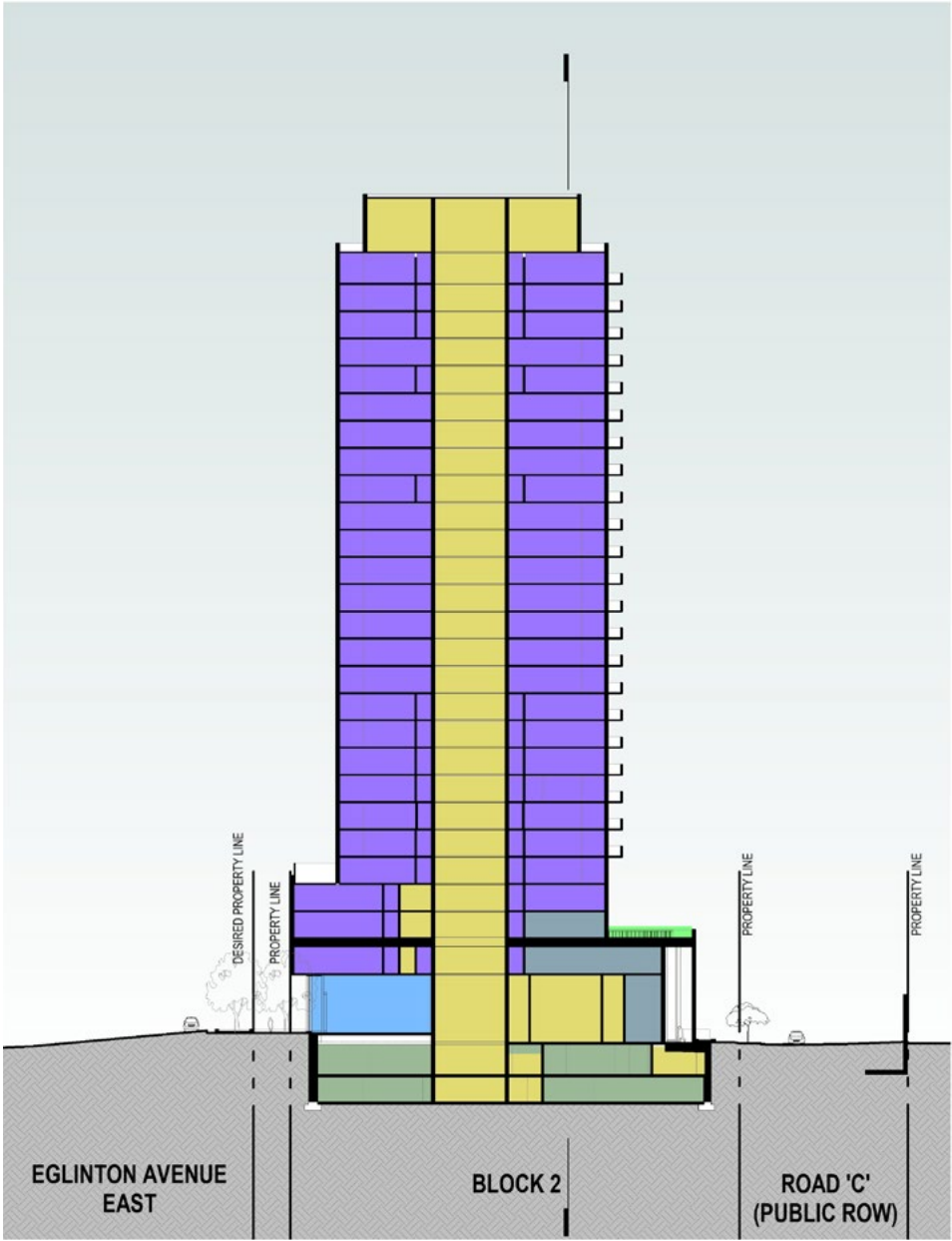
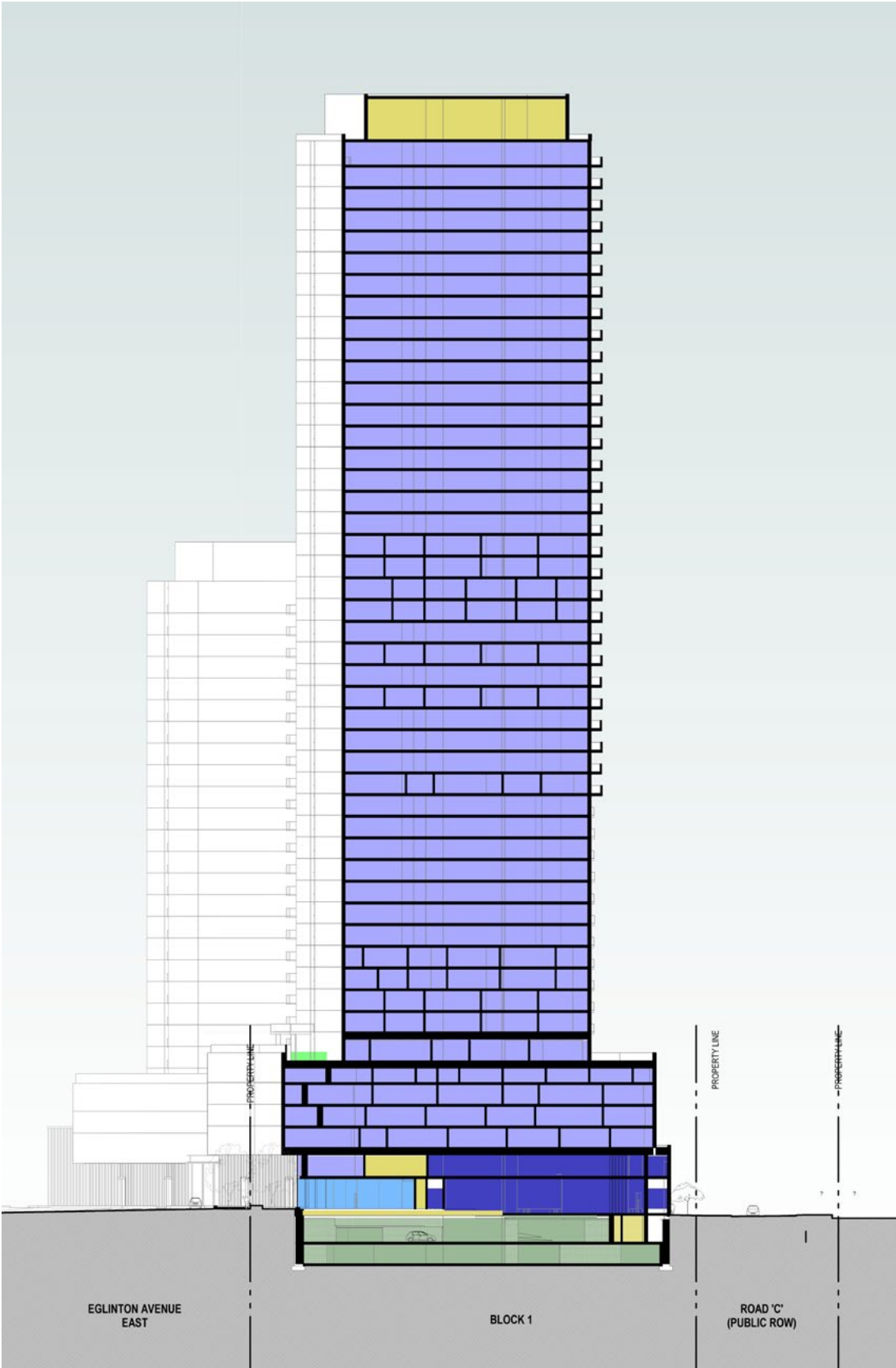


East-West Site Section



North-South Site Sections

- COMMON AREA
- DAY CARE
- INDOOR AMENITY
- OUTDOOR AMENITY
- RESIDENTIAL (RENTAL)
- RESIDENTIAL (CONDO)
- RETAIL
- COMMUNITY SPACE
- PARKING





MontgomerySisam