4.6 | Service + Access

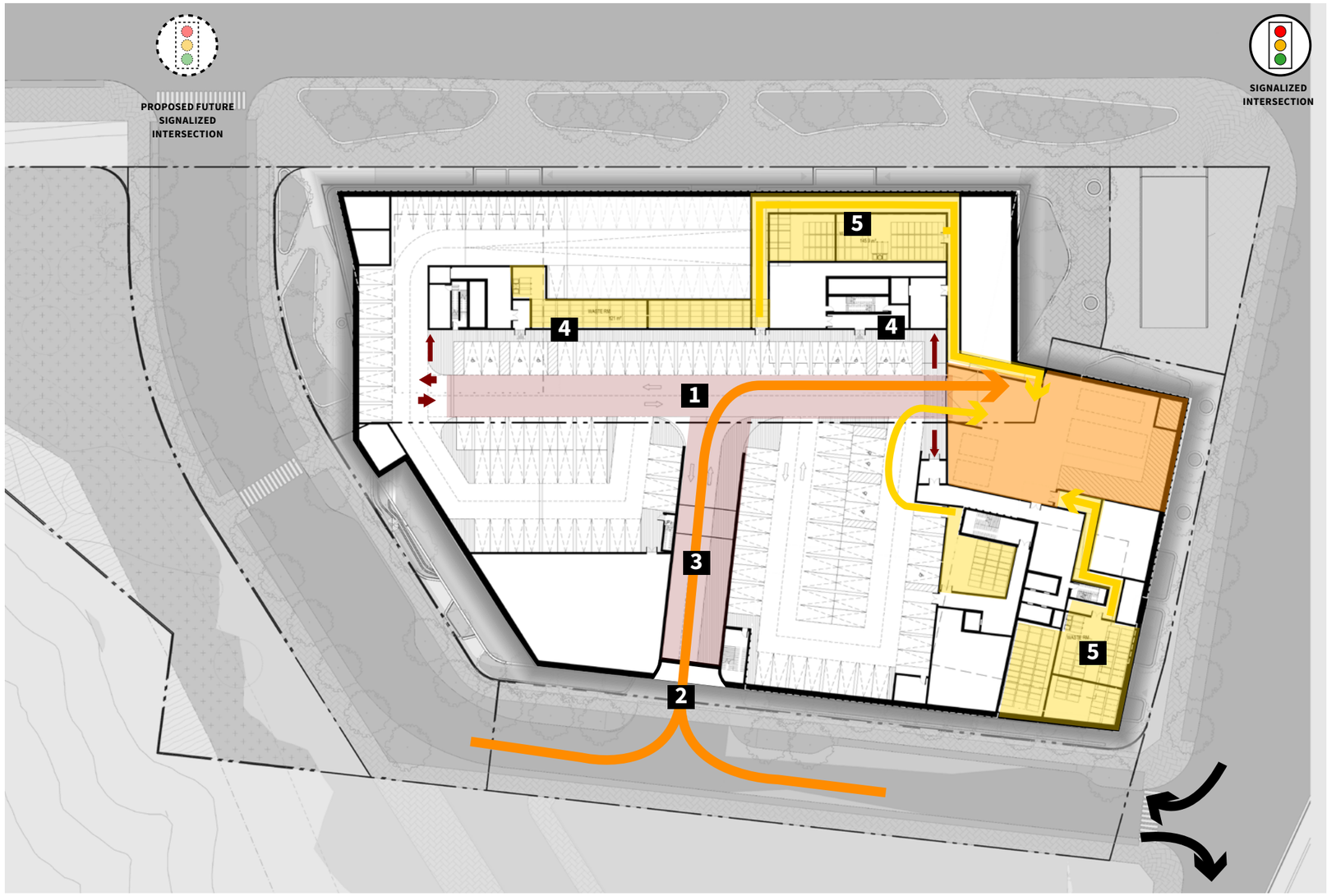
1| To allow for a coherent servicing plan to both blocks and the daycare and school programs, as well as providing school yard space that is safe and connected to the public realm, the site shall be provided with an underground service and loading bay located at the P1 level.

2| Provide and integrate a covered driveway access below the schoolyard to the underground parking levels and loading spaces. The entrance 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.

3| The covered driveway access shall be sloped accordingly to allow access for the required trucks for service, waste, loading, and moving access. The width of the access driveway should be minimized and ensure clear sight lines at the exit.

4| Ensure pedestrian safety by providing a sidewalk buffer zone between the parking and loading zones where they meet underground lobby entrance spaces.

5|Where possible, waste rooms and corridors shall be shared between separate towers and link to a shared loading and servicing bay.



4.7 | Wind Mitigation

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

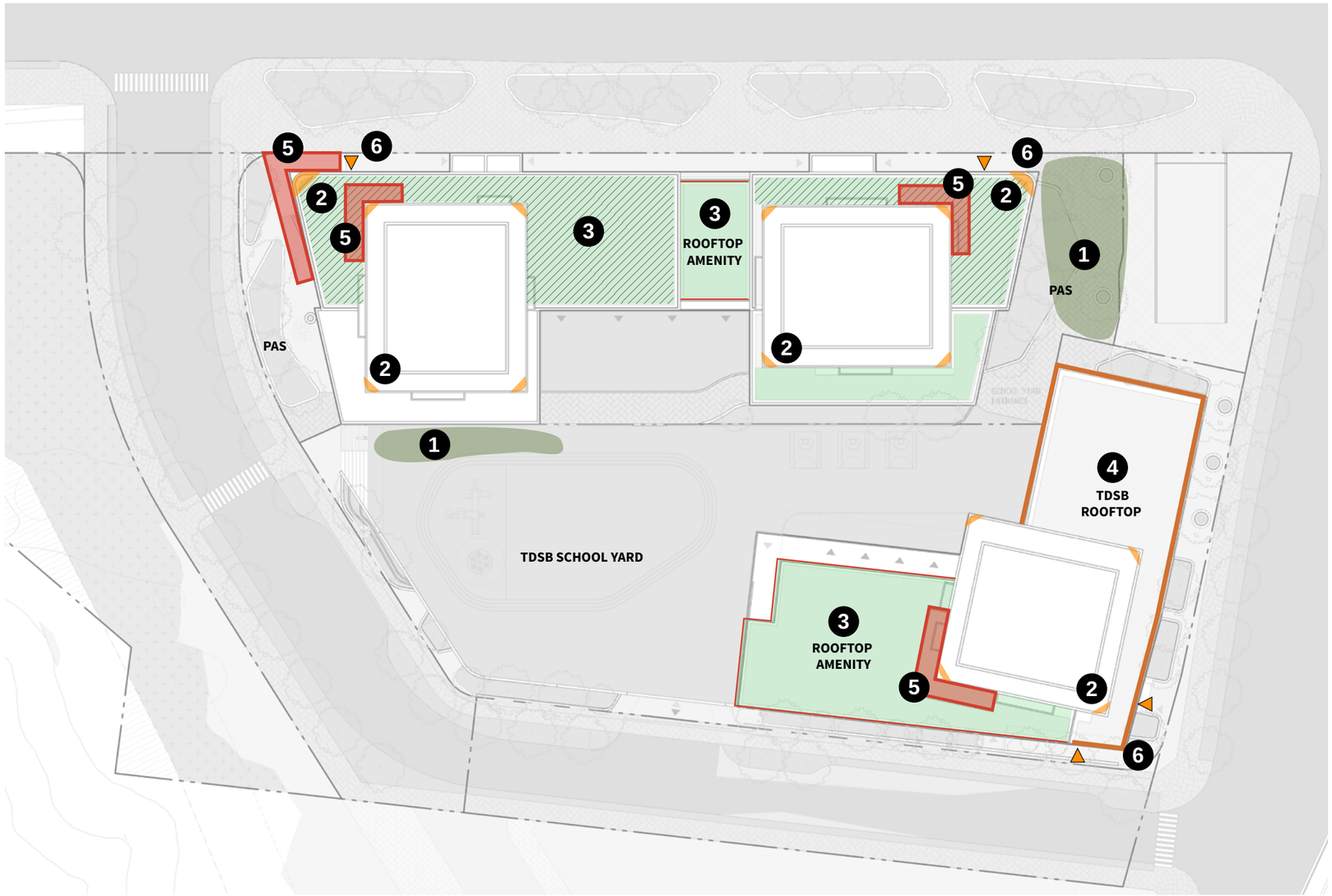
2| Where wind mitigation is required, corners of the podium or tower massing should be considered as a rounded shape to mitigate downward wind forces, among other modifications to building massing to reduce wind impact on the public realm.

3| 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 perimeter screens, canopies and other landscape built-form elements such as pergolas to help mitigate challenging wind conditions and control an environment meant for sitting and standing.

4| The school rooftop space should provide a 6m tall screen at the edges to control downwind effects and create a sheltered and safe environment.

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.



4.8 | Perspectives

View | From North-East across Eglinton Avenue E

View | (A) Transit Plaza (B) Towards Mid-Block Path from Park

4.8 | Perspectives

View | From South-West Ravine

View | (A) Schoolyard looking East (B) Mid-Block Path looking East

5 | Landscape Approach

5.1 | 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:

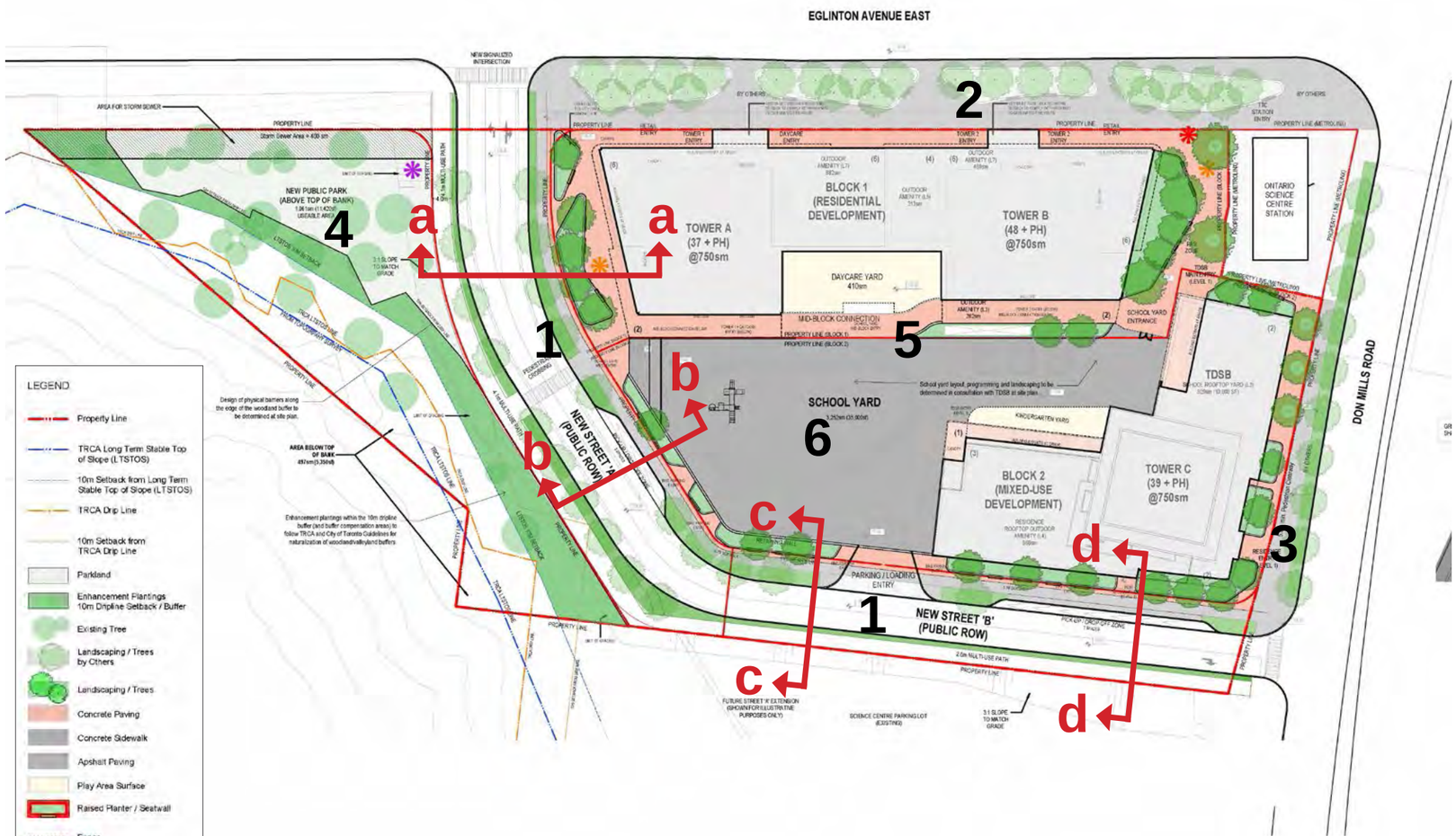
- Ensuring a comfortable and positive pedestrian experience;
- Providing opportunities for people to both actively engage with and passively enjoy the ravine and its natural heritage;
- Creating new trail connections and views into the valley to integrate the ravine with the community and provide for 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 770 Don Mills Road have been developed. On the next several pages, these plans are described / illustrated.

5.2 | Landscape Zones

The conceptual landscape plan for 770 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 A and Street B**
2. **Eglinton Avenue Street Zone:**
3. **Don Mills Road Street Zone**
4. **Local Park - Ravine Lookout South**
5. **Mid-Block Connection / POPS**
6. **The School Yard**

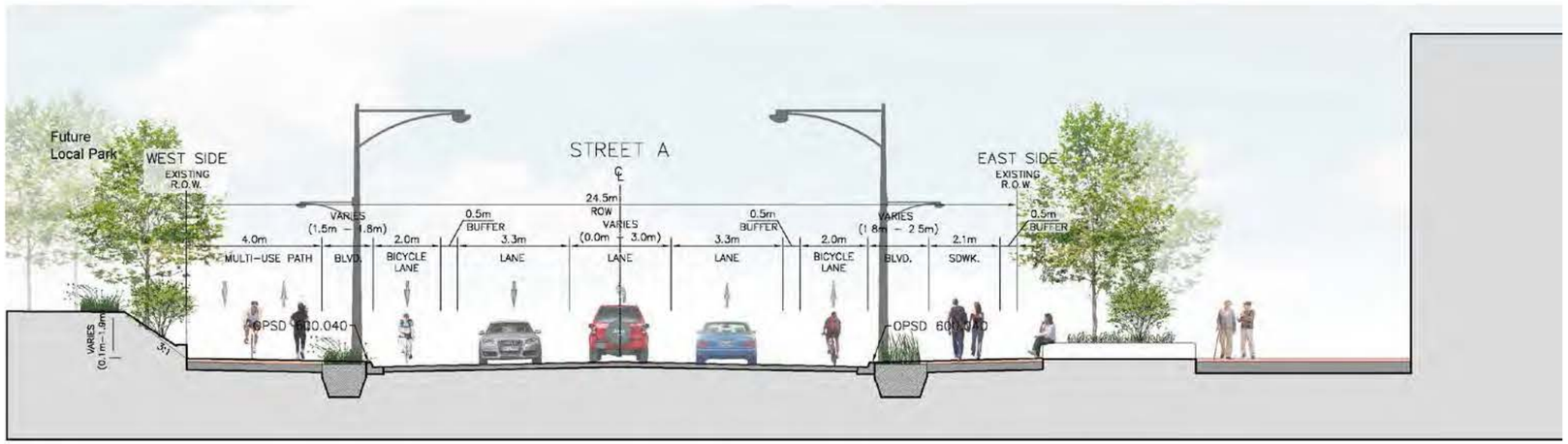


5.2.1 | Street A

As part of the loop of public streets forming the Core Connector identified in the Secondary Plan, Street A is planned as a 24.5m right-of-way, with on-street bikes lanes and sidewalks, and a multi-use path on the west side , adjacent to the future park.

Street A 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.

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.

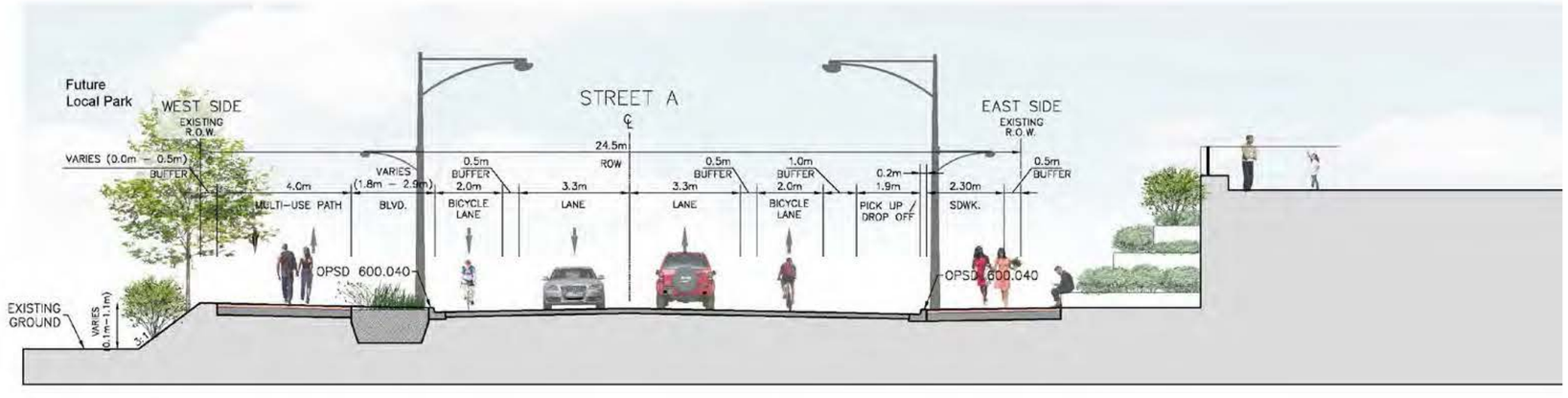


a-a Typical Urban Section - 3 Lanes & Bike Lanes

Raised Planters located within the development site should be designed at seat-wall height (approximately 400mm - 500mm) and contain a mix of native, resilient and urban tolerant trees and shrubs that offer shade and visual interest throughout the year. Planters are also encouraged to take on organic forms / shapes to 1) complement the natural character of the adjacent ravine setting, 2) to enhance pedestrian flow and, 3) augment the width of the sidewalk where higher volumes of pedestrian activity is anticipated (eg. Pick-Up / Drop-Off areas).

Stepped planters shall be encouraged in areas where exposed retaining walls are visible along the public streets, and where space allows.

Paving treatments across the public sidewalk and up to the face of the adjacent buildings are encouraged to be consistent and allow for a seamless flow of pedestrian movement.
Street A continues to the south and east as Street B, transitioning from a 24.5m to an 18.5m right-of-way. This is reflected in the multi-use path, which transition from 4.0m in width to 3.0m.



b-b Typical Urban Section - 2 Lanes, Bike Lanes & Pick-Up / Drop-Off

The resulting road configuration contains an 'elbow' where the two streets meet, a unique condition that provides natural traffic calming to the area. However, because of the future school use on the proposed development site and the planned future park on the west side of the street, additional traffic calming measure are encouraged. These measure are particularly important for children's safety and should be focused along the street between the school access / entrance to the underground parking garage entrance.

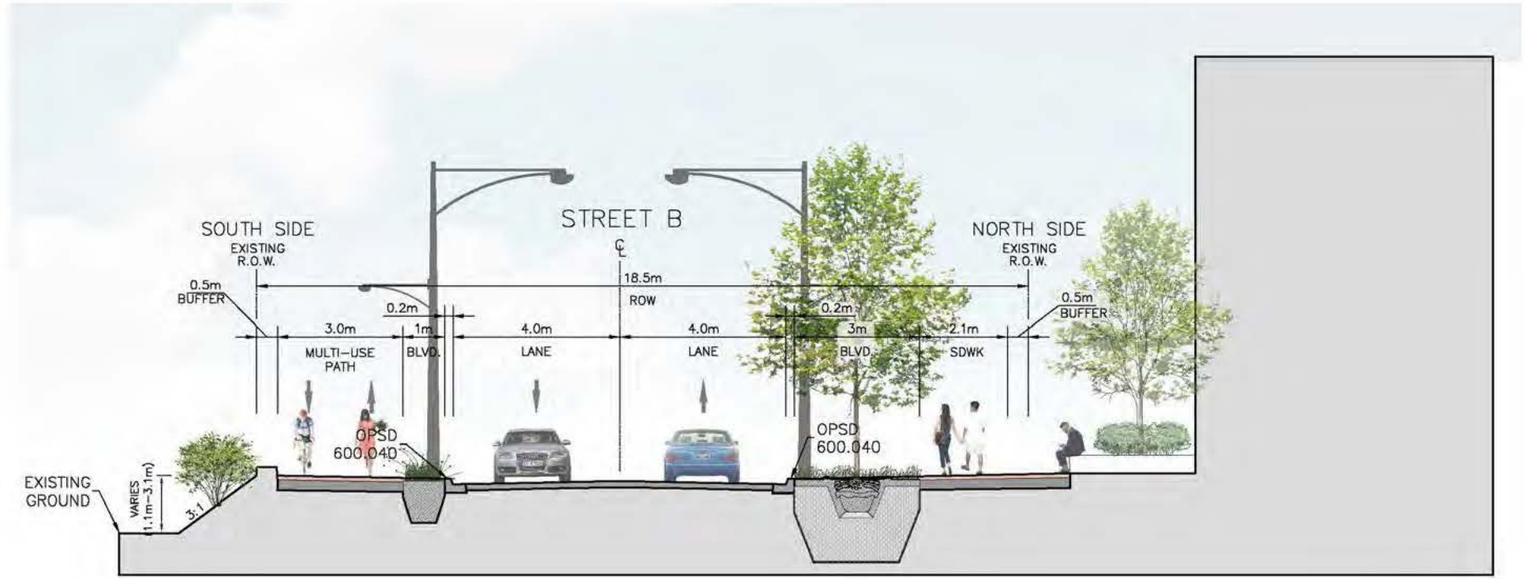
5.2.1 | Street B

As a local street, Street B is planned as an 18.5m right-of-way, with on-street bikes lanes and sidewalks as well as a multi-use path on the south side, adjacent to the existing Science Centre site.

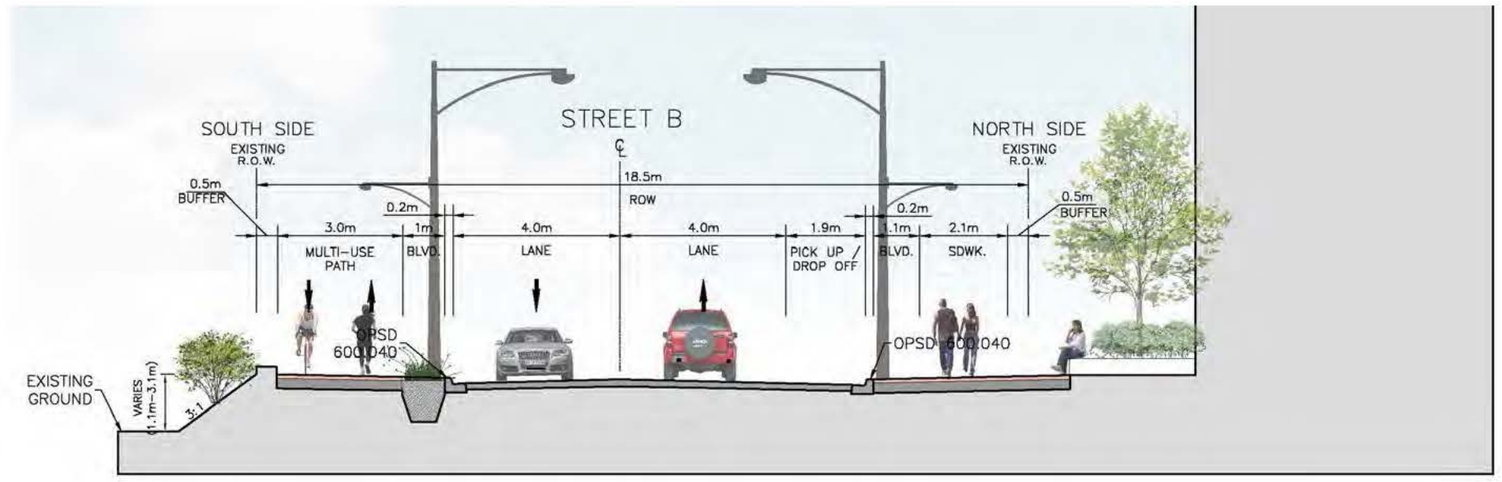
Street B should be designed to have a consistent streetscape treatment, including lighting, paving and street furniture as well as high-branching deciduous canopy trees planted in the landscaped boulevard, where adequate space allows. Street trees along the multi-use trail (south side of Street B) can be accommodated at the property line of the ROW, at the top of the slope. Planting street trees in this location will create needed shade for users of the trail.

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.

Raised Planters located within the development site should be designed at seat-wall height (approximately 400mm - 500mm) and contain a mix of native, resilient and urban tolerant trees and shrubs that offer shade and visual interest throughout the year.

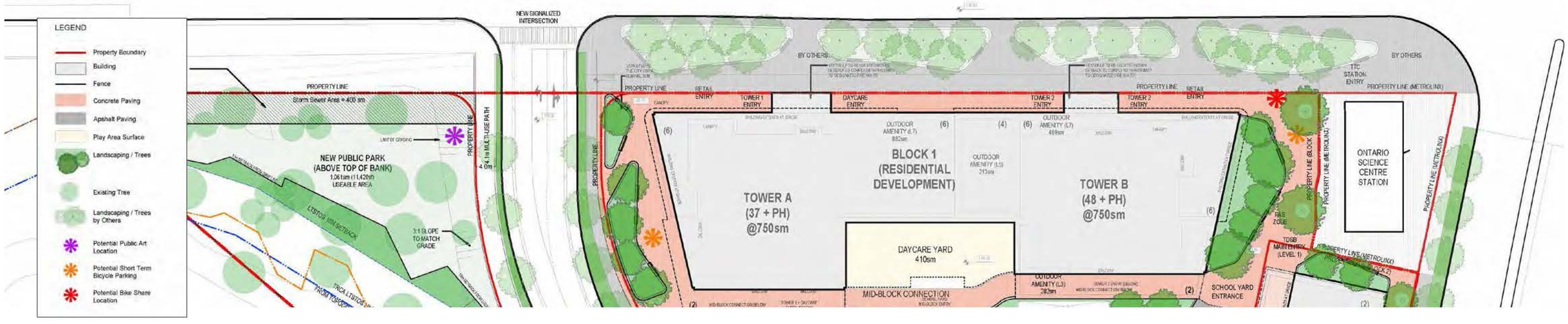


c-c Typical Urban Section - 2 Lanes



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

5.2.2 | 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 770 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 streetscape, including pavement, furnishing and soft landscaping between the proposed building face to the curb, with the intent of enhancing pedestrian circulation to and from building entrances and the sidewalk. As well, where space permits, street furnishings such as seating and short-term bicycle parking may be accommodated. The overall streetscape 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

5.2.3 | Don Mills Road

The Don Mills Road streetscape is envisioned as a generous pedestrian promenade that links the Science Centre Station to the Ontario Science Centre.

Landscaping at the existing Science Centre Station interface should consider:

- A coordinated landscape design with the treatment around the existing station building, including seamless and continuous paving treatments and the strategic placement of planted areas to enhance pedestrian flow while also creating pockets of seating and gathering around the plaza.
- A potential second row of trees within the station building setback, subject to coordination and approval by Metrolinx.
- Way-finding and special treatment for safe pedestrian crossing at Street B to accommodate busy pedestrian connection between transit routes and the Science Centre.

Landscaping along Don Mills Road should consider:

- Within the 5m building setback, raised planters with landscaping and trees; in order to accommodate seating, raised planters are to be no higher than 500mm.
- A minimum 5m wide pedestrian clearway.
- A treed boulevard along the curbside edge.
- Seating, short-term bicycle parking and Bike Share facilities.


Rendering of the station building on the corner


Raised planting areas with seating along the building


Shaded pedestrian clearway


Mass plantings

5.2.4 | Local Park - Ravine Lookout

Adjacent to the Don River Valley corridor, the future park should be designed as a natural open space; a natural approach to design and landscaping will be promoted. Opportunities for visual engagement with the valley corridor, passive enjoyment and nature interpretation will be supported through the inclusion of the following:

- A 10m wide setback from the top of bank and/or natural features drip line, edge planting within the 10m setback (by the City) and fencing along the outermost limit of the setback line, where required.
- Walking paths and seating, where appropriate.
- A 2.6 to 4.0m wide multi-use path within the adjacent Street A right-of-way, along the property line.
- Limited physical access to the valley edge to protect existing vegetation and the Long Term Stable Top of Slope (LTSTOS).

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


Seating / viewing opportunities


Walking paths


Naturalized planting areas

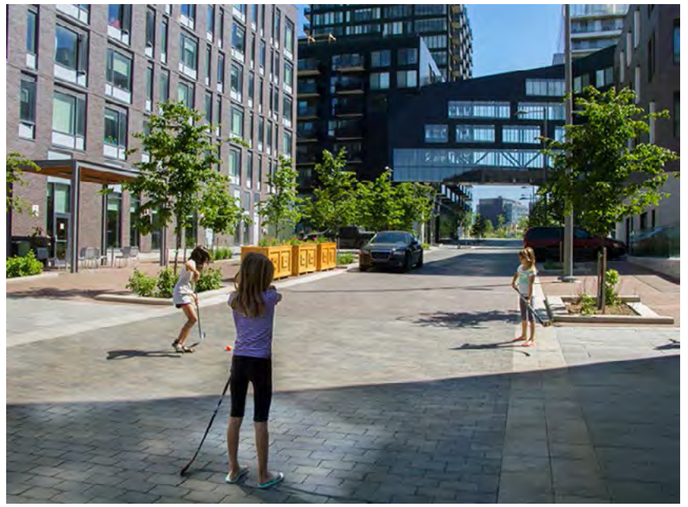
5.2.5 | Mid-Block Path - Publicly Accessible Open Space

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

An east-west mid-block connection is proposed to facilitate pedestrian linkage from Don Mills Road, including the Science Centre station, in the east to the valley system in the west.

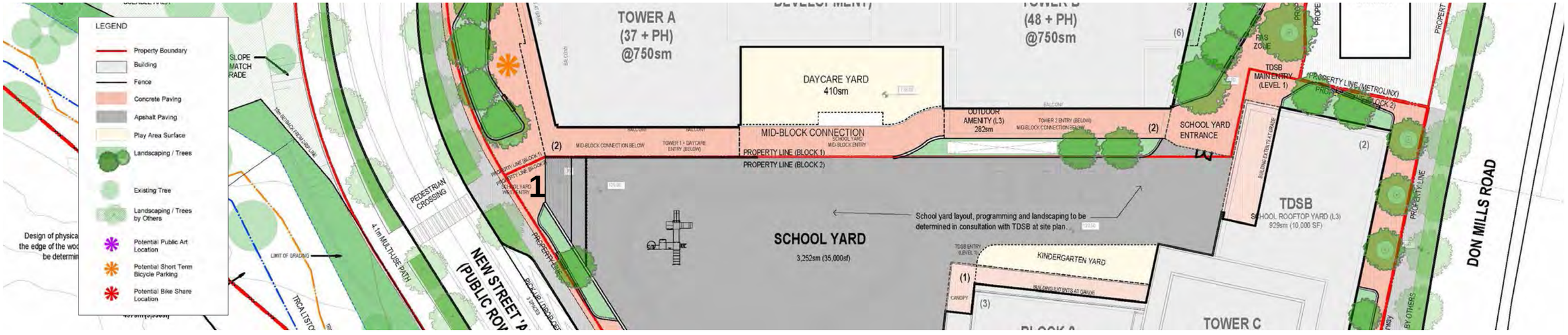
Design of the connection shall consider:

- Seamless / continuous pavement treatments.
- Space for seating and gathering where building entrances are located.
- Planters & planting beds to frame space & provide screening.



Seamless / continuous pavement treatment

Planting to define space

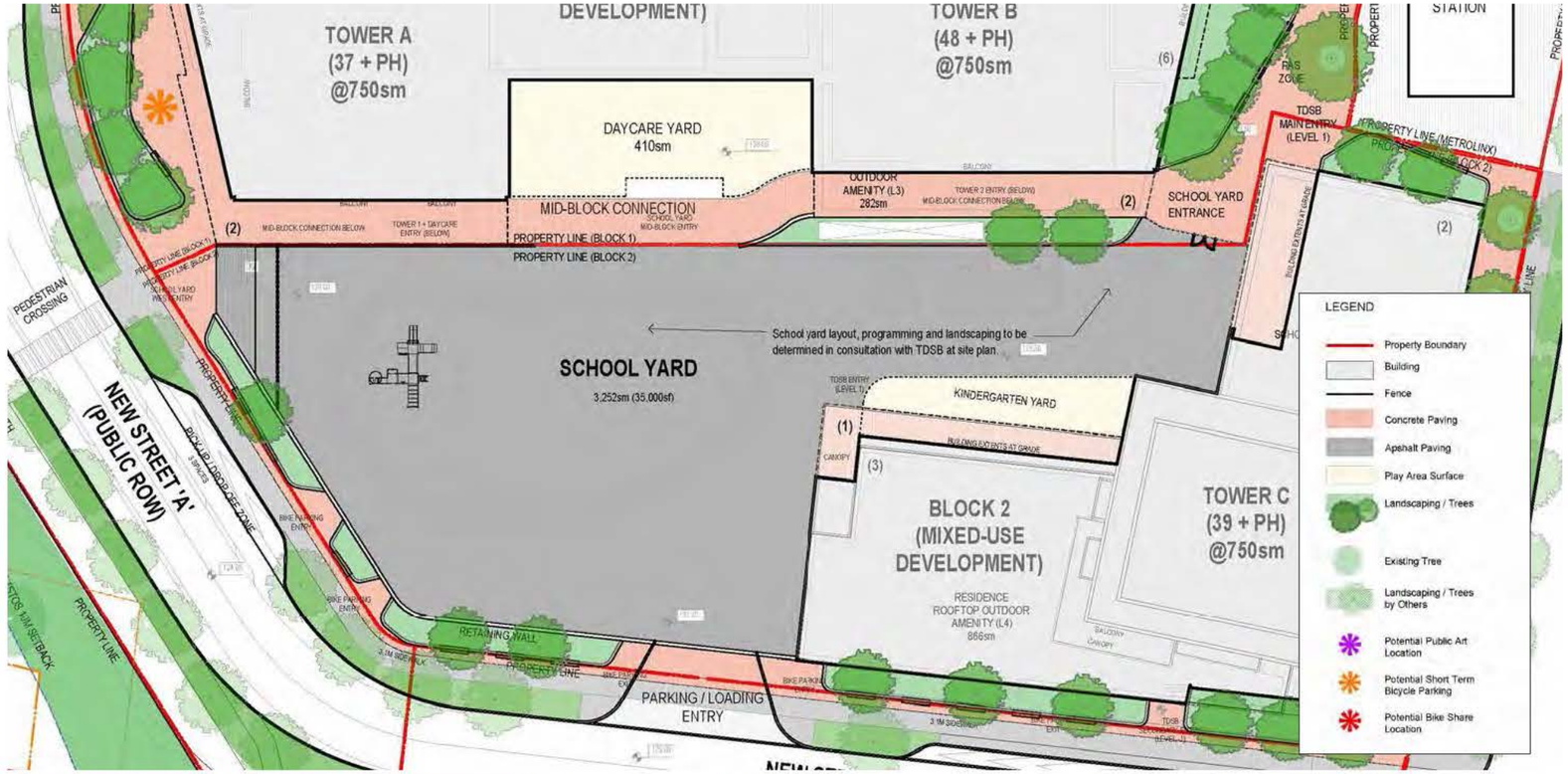


5.2.6 | The School Yard

In addition to the mid-block connection, the internal area of the development block should be occupied and animated by the future TDSB school yard. The space will be framed on the north and east sides by proposed buildings, and open on the west and south side (partially), to the future street and public park to the west.

The layout, design and programming of the school yard shall be determined in consultation with the TDSB. The intent of the concept plan provided here is to illustrate a number of key considerations in that regard; these include:

- Where building walls and other walls are not located, any fencing that is required should be designed as an intergral part of the block landscaping. Its design should reflect / be compatible in material, colour, pattern with the design expression of the adjacent buildings.
- A naturalized planting approach to areas along the west as a way to engage the adjacent natural environment.
- Integration of landscaped berms in the area on top of the garage access as part of the design / programming of the school yard space (i.e. as a seating area or 'outdoor classroom').
- Where retaining walls / steps are required, integrate landscaping or a 'green' approach to their design (eg. Street A school entrance area).



Landscaped berm as part of the outdoor classroom / play area

Example of a 'green' retaining wall

5.3 | 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

LARGE CANOPY TREES

DED American Elm

Kentucky Coffee Tree

Northern Catalpa

Red Maple

Red Oak

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.

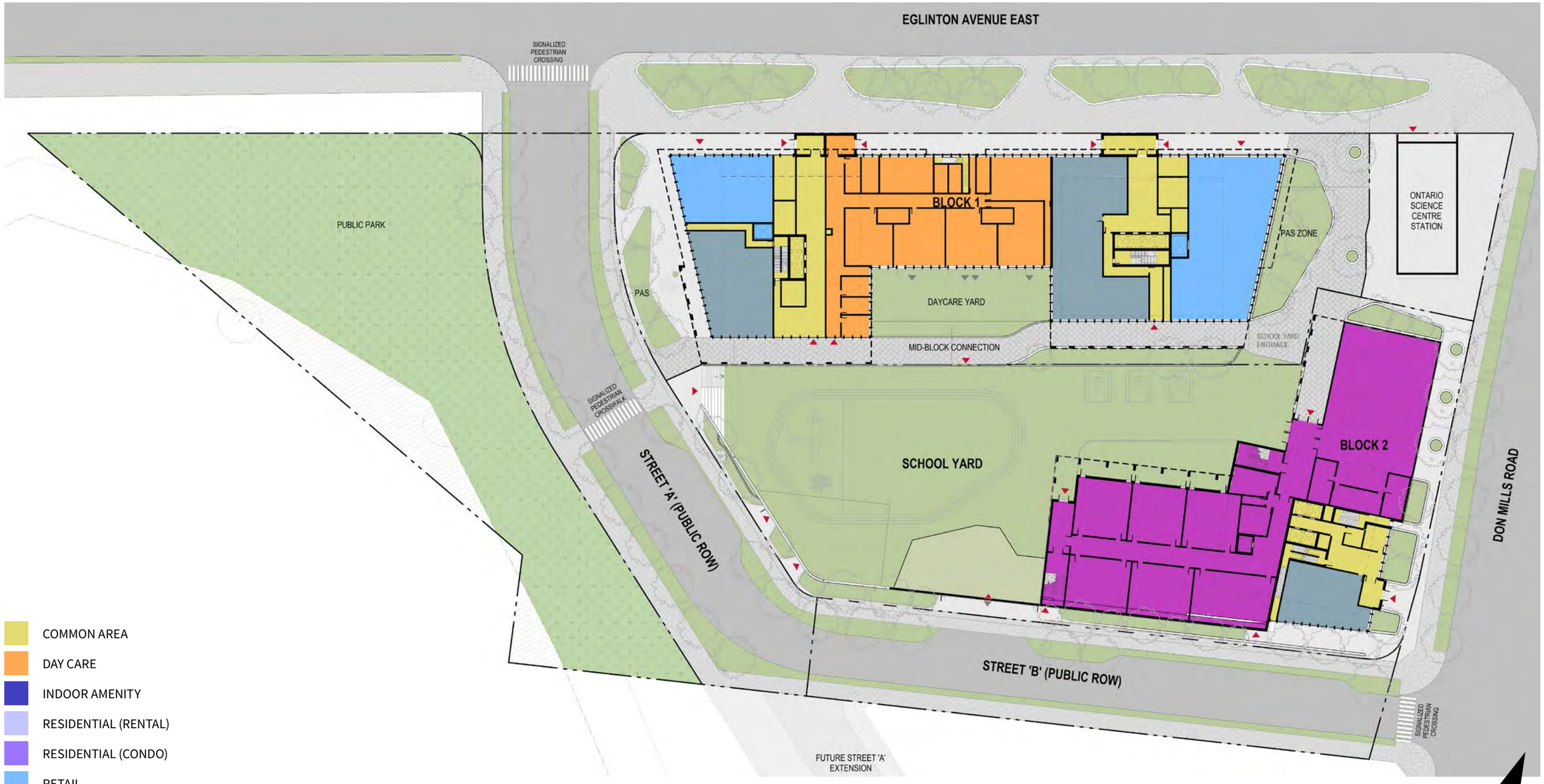
5.3.1 | Conceptual Soil Volume Plan

6 | Appendix

Site Plan

1 : 700

Ground Floor Plan

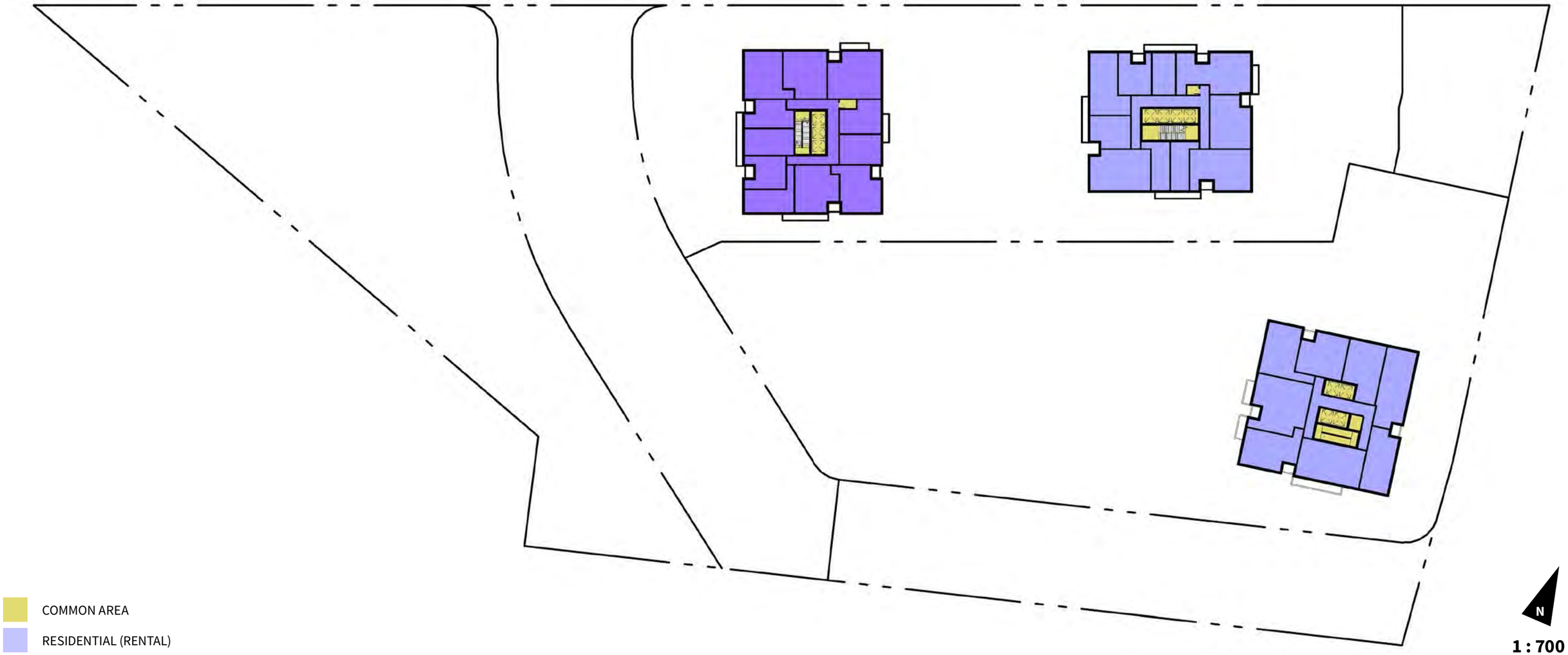


Typical Podium Floor Plan

LEVEL 3

Typical Tower Floor Plan

LEVEL 8



COMMON AREA

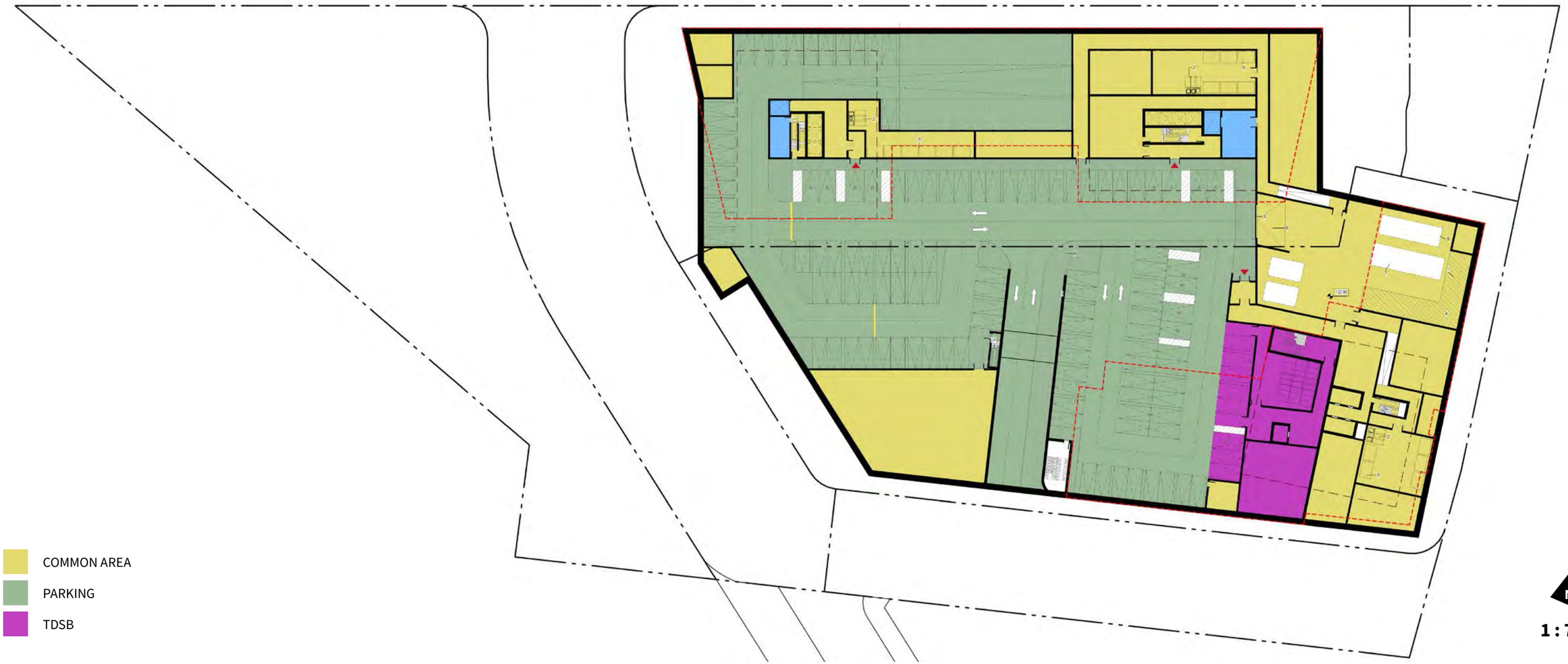
RESIDENTIAL (RENTAL)

RESIDENTIAL (CONDO)

N

1 : 700

Parking Level Plan P1



Typical Parking Level Plan

P2

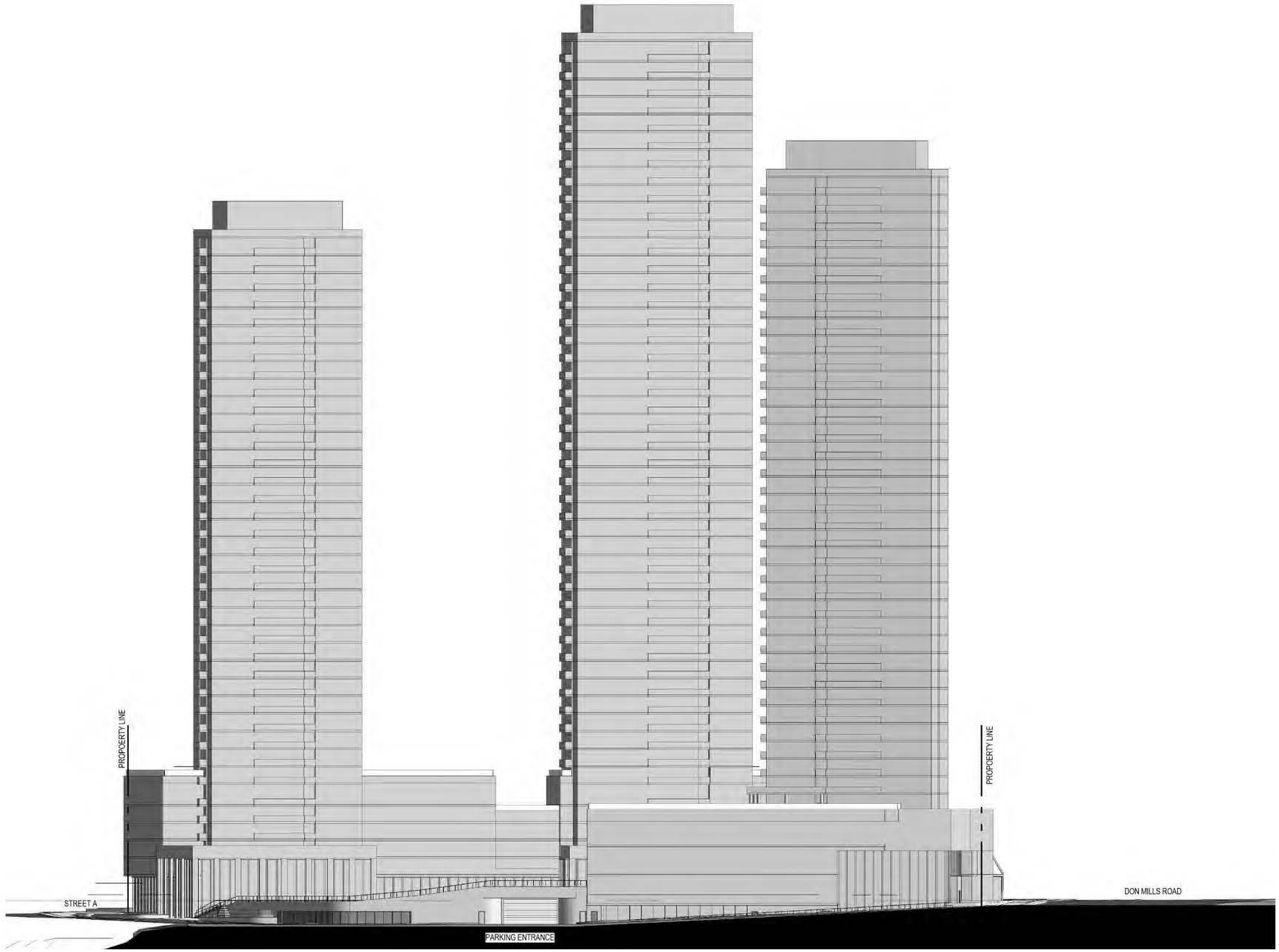
COMMON AREA

PARKING

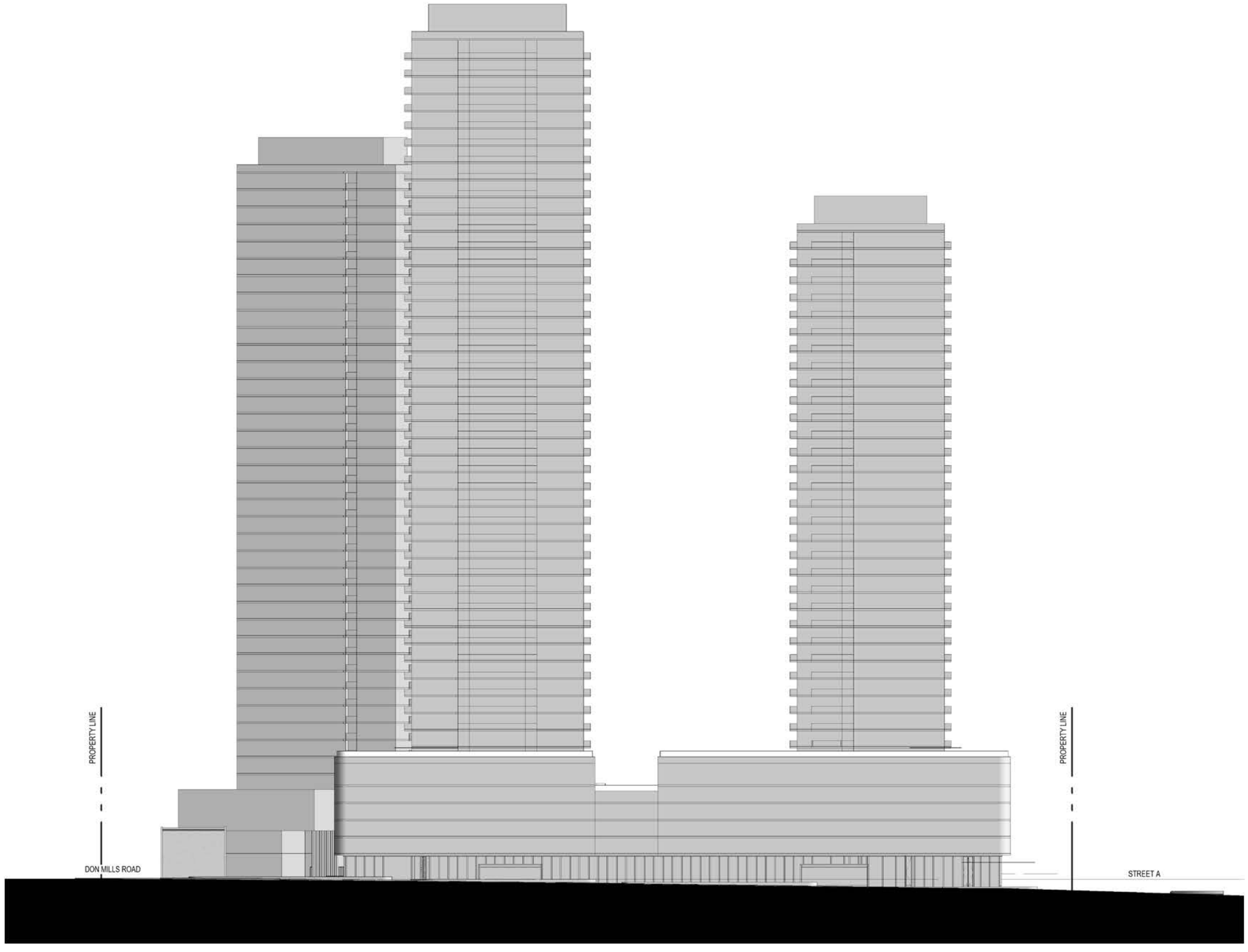
N

1 : 700

South Elevation



North Elevation



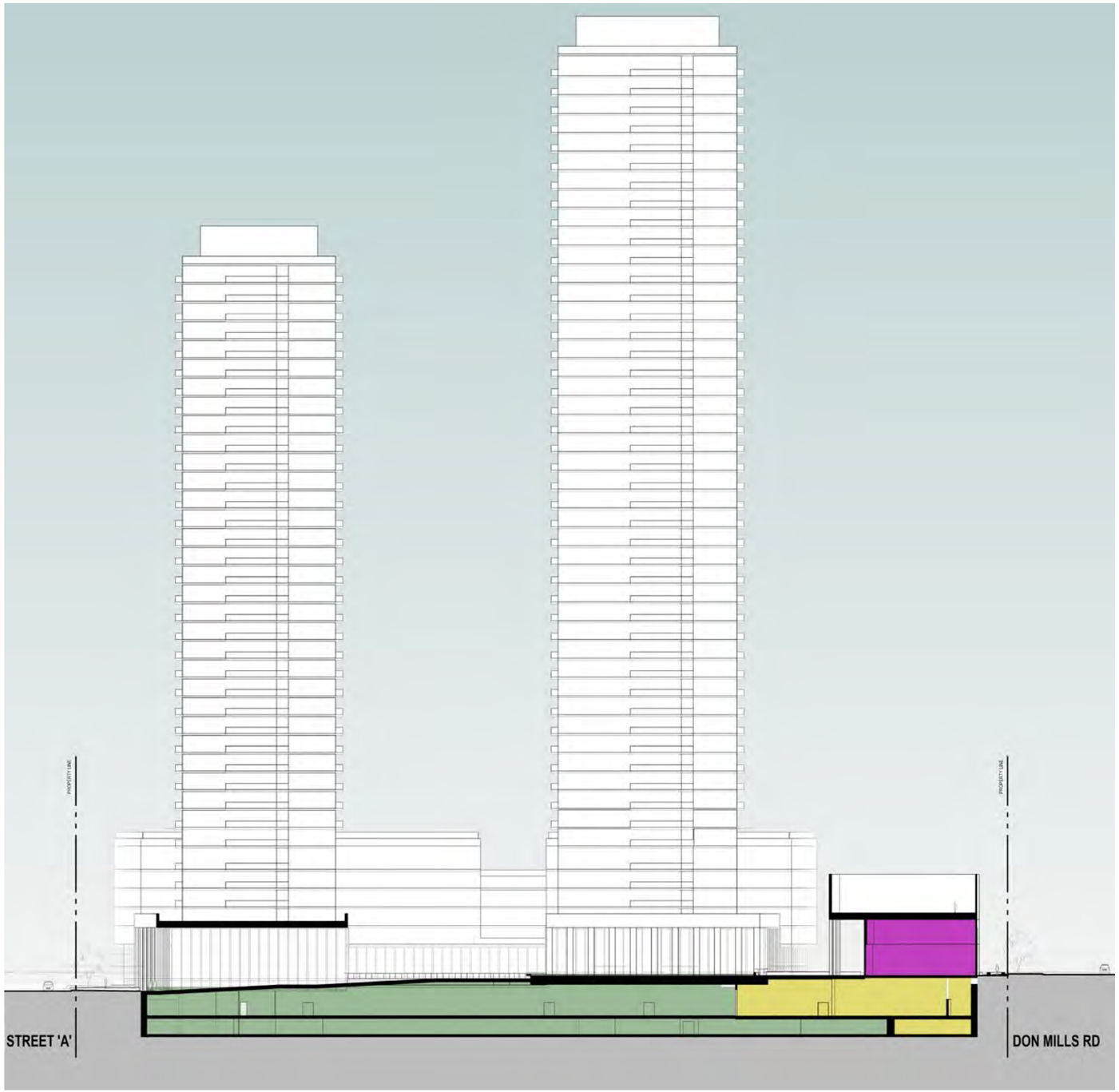
East-West Site Section

BLOCK 1

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

East-West Site Section

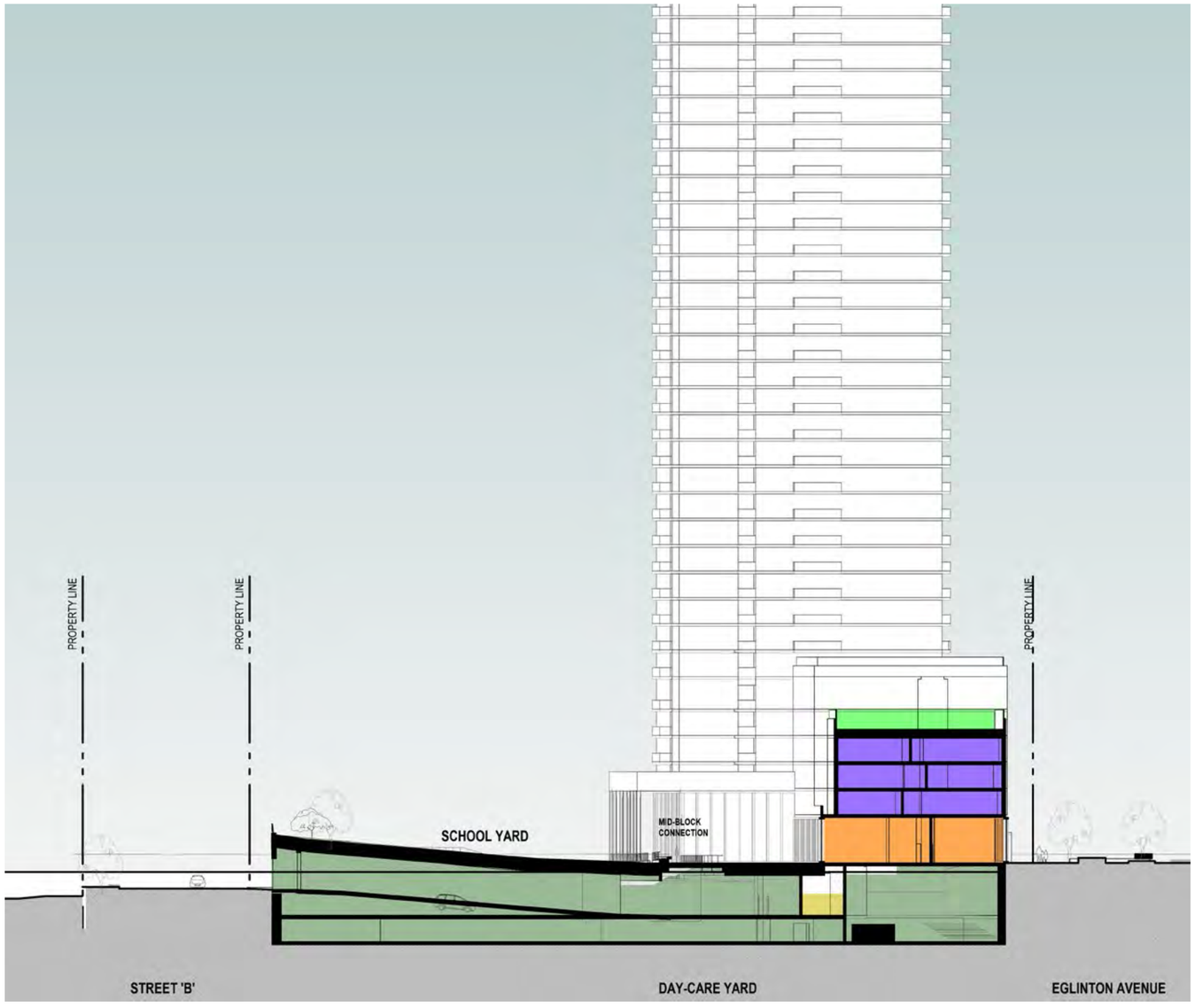
BLOCK 2



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

North-South Site Section

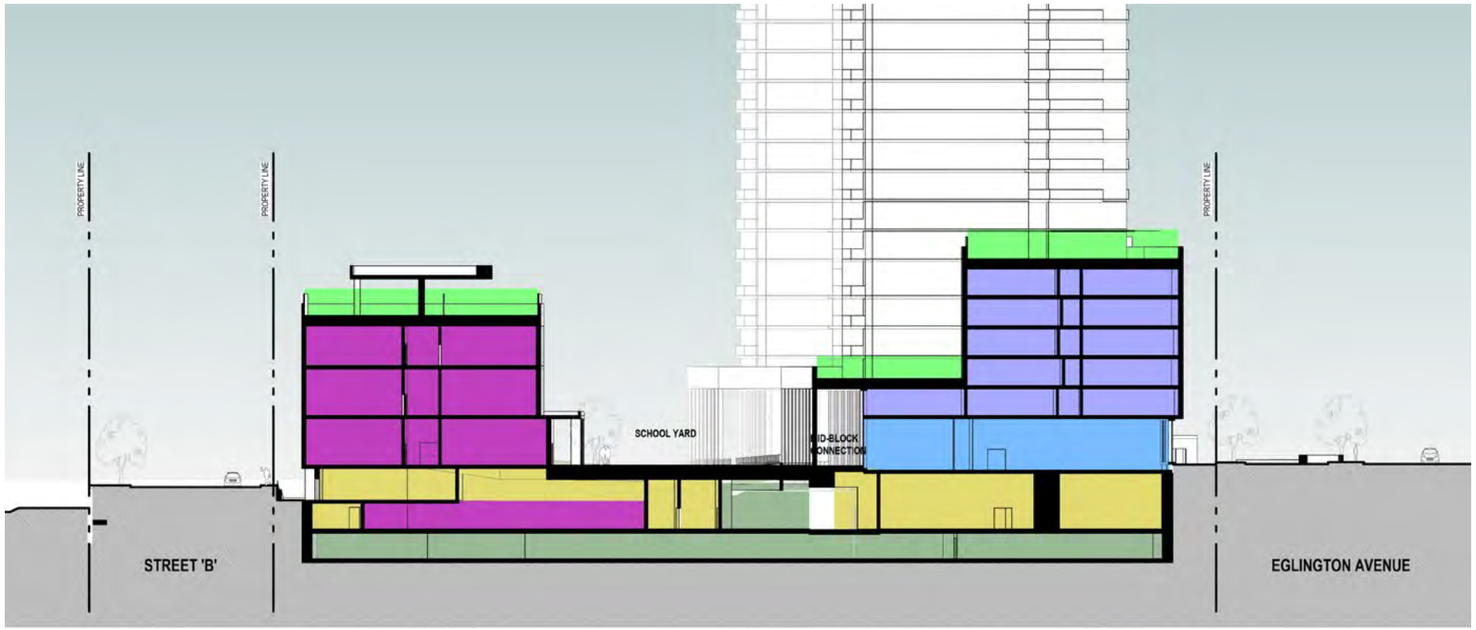
BLOCK 1



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

North-South Site Section

BLOCK 1 + 2



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


MontgomerySisam