

2280 DUNDAS WEST

Landscape Concept Design

ZBA Submission | June 30, 2022

 PFS STUDIO

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north loop (street A)

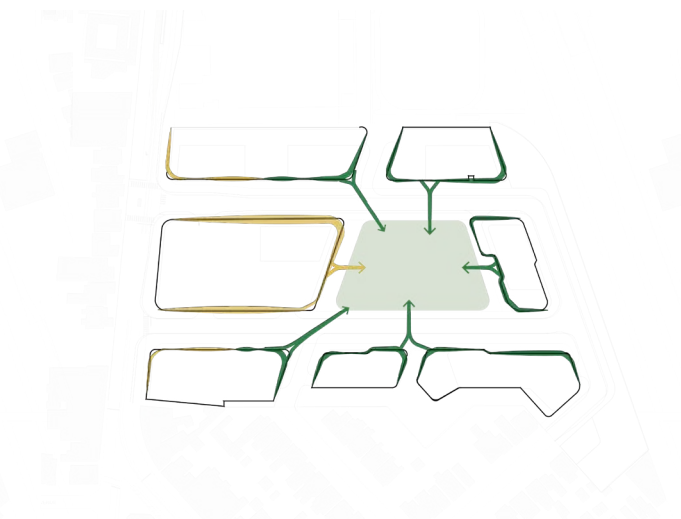
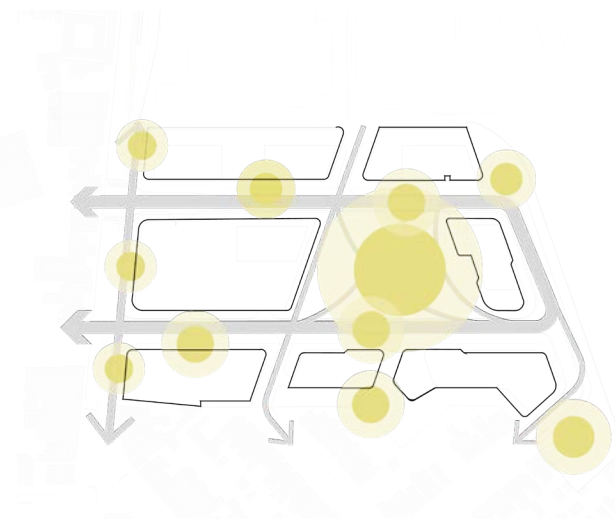
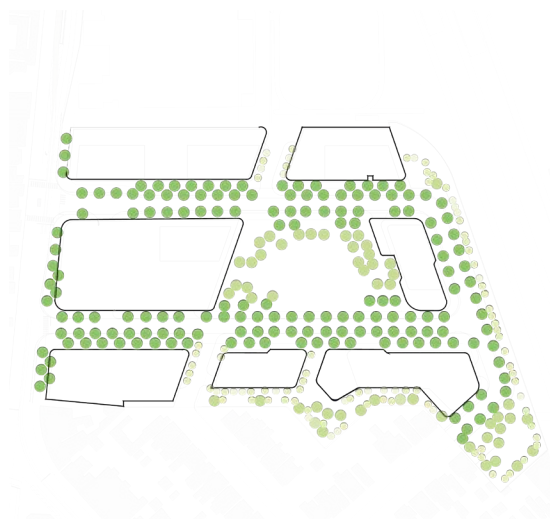
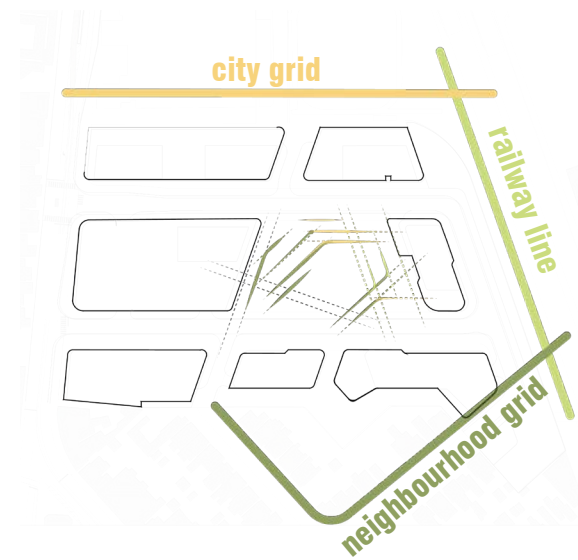
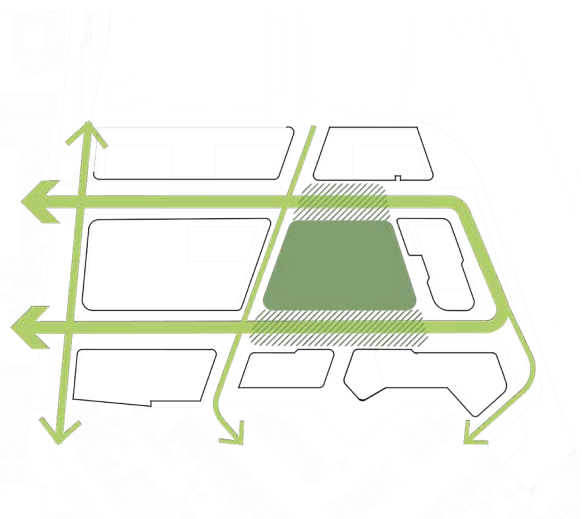
south loop (street B)

dundas west

ritchie avenue

railway embankment

open space organization



centralized park

The large, public 'Community Green' will be nestled centrally within the new development and adjacent existing neighborhood. The park is envisioned to seamlessly transition into the pedestrian promenades along Street A (north side) + Street B (south side), which serve as inviting, linear park-esque connections to Dundas Street.

geometry + granularity

Inspired by the prominent geometries of the adjacent urban fabric- the orthogonal city grid, diagonal neighbourhood grid and the railway corridor- the design creates multi-scalar spaces which resemble and respond to these unique conditions.

continuous canopy

A lushly planted tree canopy is an integral binding element and common thread amongst public realm components of the design. The functionality of tree canopy is multi-fold- to create continuity between active and passive program, create a comfortable micro-climate, provide shade and seasonal interest, and enhance the ecological performance of the site. On Street A (north side), and Street B (south side), a double allee of trees creates a dynamic and inviting promenade condition. Along the railway corridor, a diverse and densely-planted tree buffer softens the abrupt edge condition and mitigates railway noise. Flowering trees in garden areas provide vibrant colour, interest and support bird and pollinator species.

constellation of spaces

The site is characterized by a diverse, multi-scalar, and connected constellation of open space types. A combination of active and passive programming facilitate a wide range of public experiences for the development and broader community, including intimately scaled gardens, a flexible green, seating nodes, garden walks and terraces.

program edges

The central Community Green responds to the ground floor conditions which surround it. Framed by small scale retail, commercial and food & beverage, the west edge of the park responds in kind with highly active program and larger scale elements. Framed by residential uses, the east, north and south edges provide passive and contemplative program among elements of a more intimate scale.



railway meadow

north loop (street A)

community green

railway walk

south loop (street B)

south garden walk

ritchie garden

dundas west

herman avenue

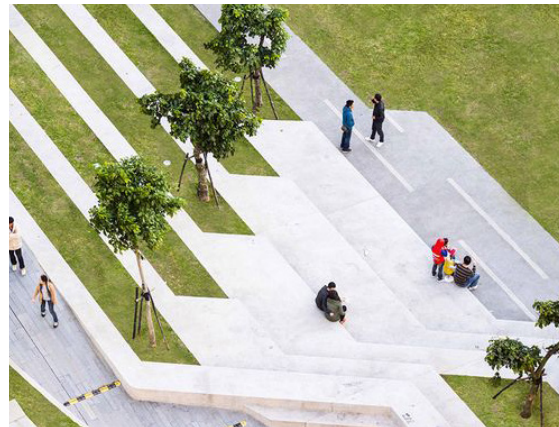
ritchie avenue



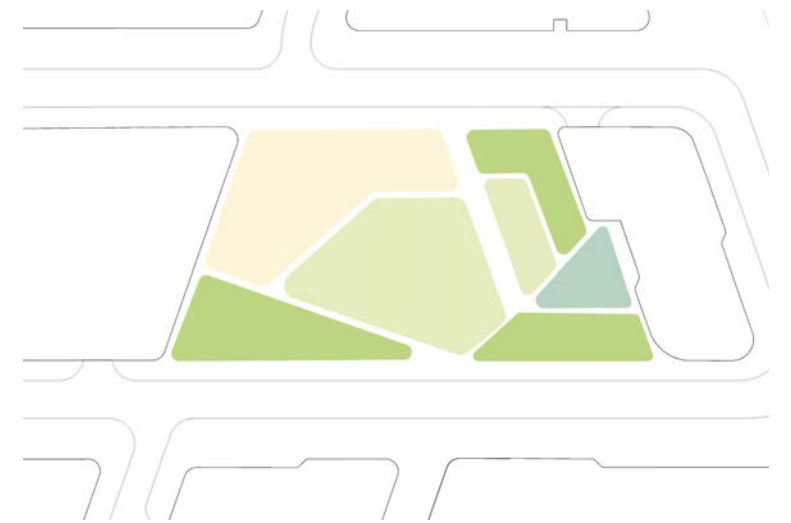
parks + open spaces

community green

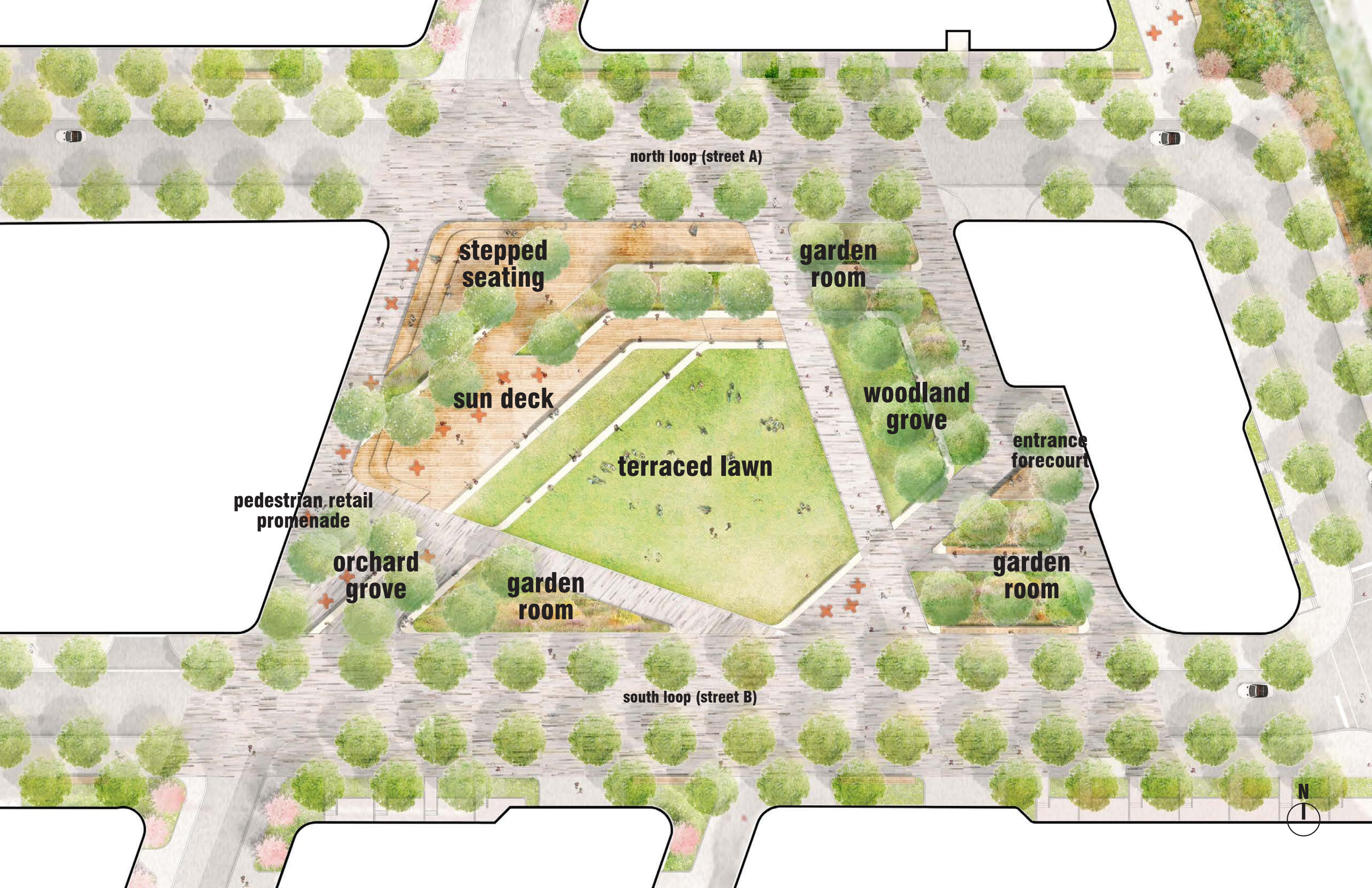
The large, public 'Community Green' will be nestled centrally within the new development and adjacent existing neighborhood. The design responds to the building edges and ground floor uses which frame it, and will be a destination for the broader community to support day to day and larger programmatic activities- ranging from intimate garden spaces to larger gatherings within the flexible lawn and terraced sun deck. The expansive open lawn is prominently located to provide clear sightlines, and opportunities for people-watching while enjoying the sun. The terraced sun deck creates a slight elevation change to provide prospect to the surrounding spill-out areas for tables and chairs. A verdant garden edge to the east supports a quieter experience along north and south edge.



active and passive spaces



range of scaled spaces



north loop (street A)

stepped seating

garden room

sun deck

woodland grove

terraced lawn

entrance forecourt

pedestrian retail promenade

orchard grove

garden room

garden room

south loop (street B)





view looking southeast towards terraced deck, open lawn and gardens

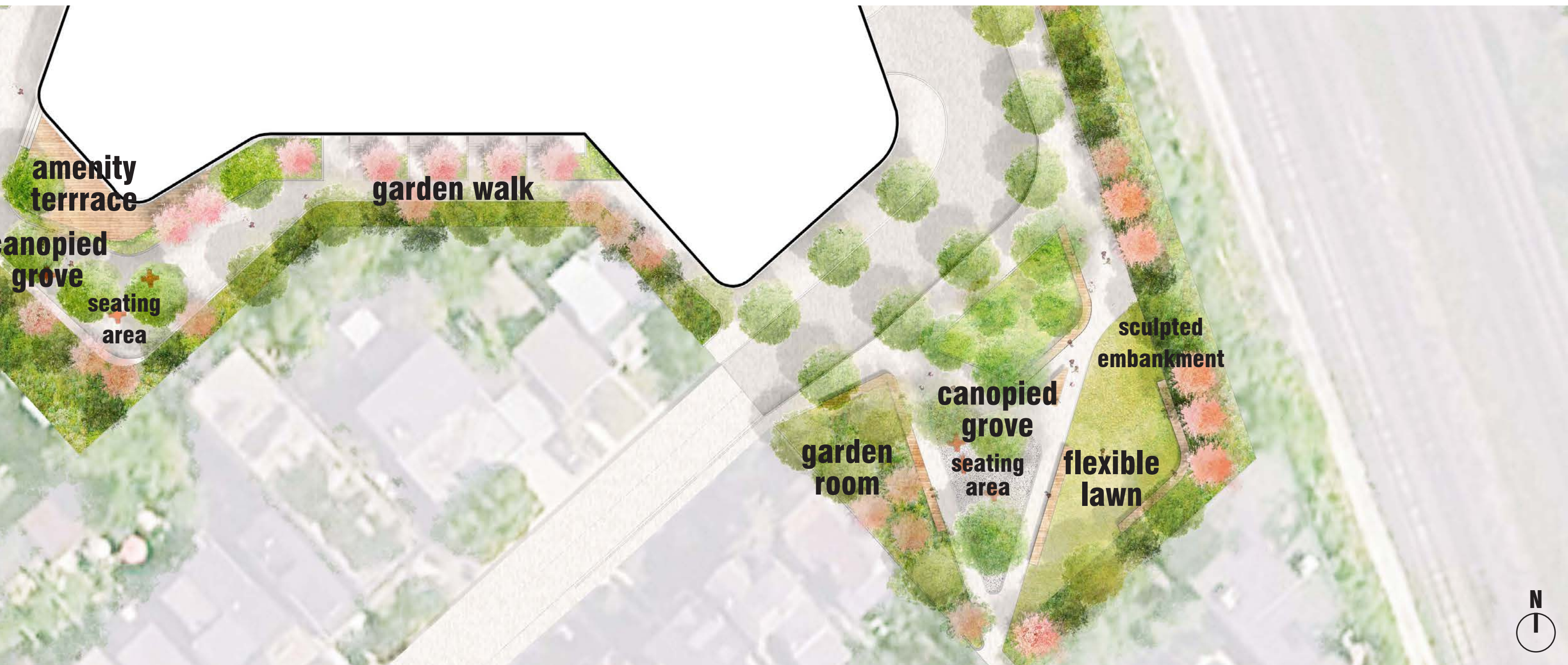


view looking south towards residential mid-rise, open lawn and connection to garden walk

ritchie garden + south garden walk

The South Garden walk creates an intimately scaled pedestrian experience. Framed by a lushly planted landscape buffer and residential walk-up gardens, a gently meandering pedestrian pathway gradually opens up to reveal a gathering space under a canopied grove. At the terminus along the east edge is Ritchie Garden, a neighbourhood open space that will support a flexible lawn, seating and gathering nooks wrapped by a sculpted landscape berm as part of the railway embankment wall. The landscape planting creates a softened edge along the existing properties to the south. Flowering trees and lush understory planting supports local ecologies with bird and pollinator-supportive species.







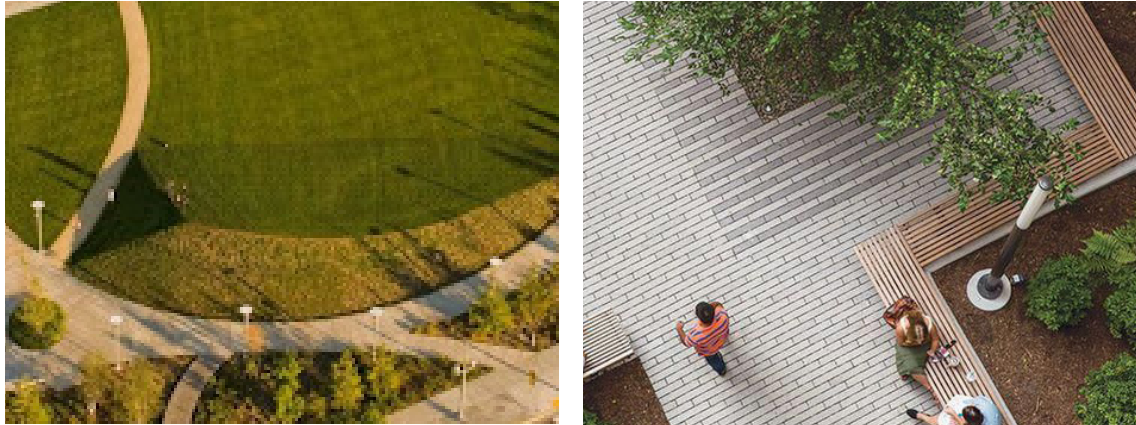
view looking southeast along the garden walk



view looking south towards the railway embankment and ritchie garden

railway walk + railway meadow

The site is framed by the railway corridor on the easternmost edge. An essential utility of a railway landscape is a 2.5 meter crash wall. The site artfully responds to this requirement through the integration of a sloped landform, which creates a sculpted edge along the railway corridor facing the development. The design uses this embankment as an opportunity to create a unique public realm experience. In contrast to the speed and movement of a railway, the railway walk + meadow facilitates moments of pause and contemplation through seating elements nestled amongst lush meadow understory planting and flowering tree canopy. The Railway Meadow terminates at the north edge with a garden terrace, which includes seating and a sculpted berm that rises approximately 2.5 meters in height, responding to the crash wall requirements.



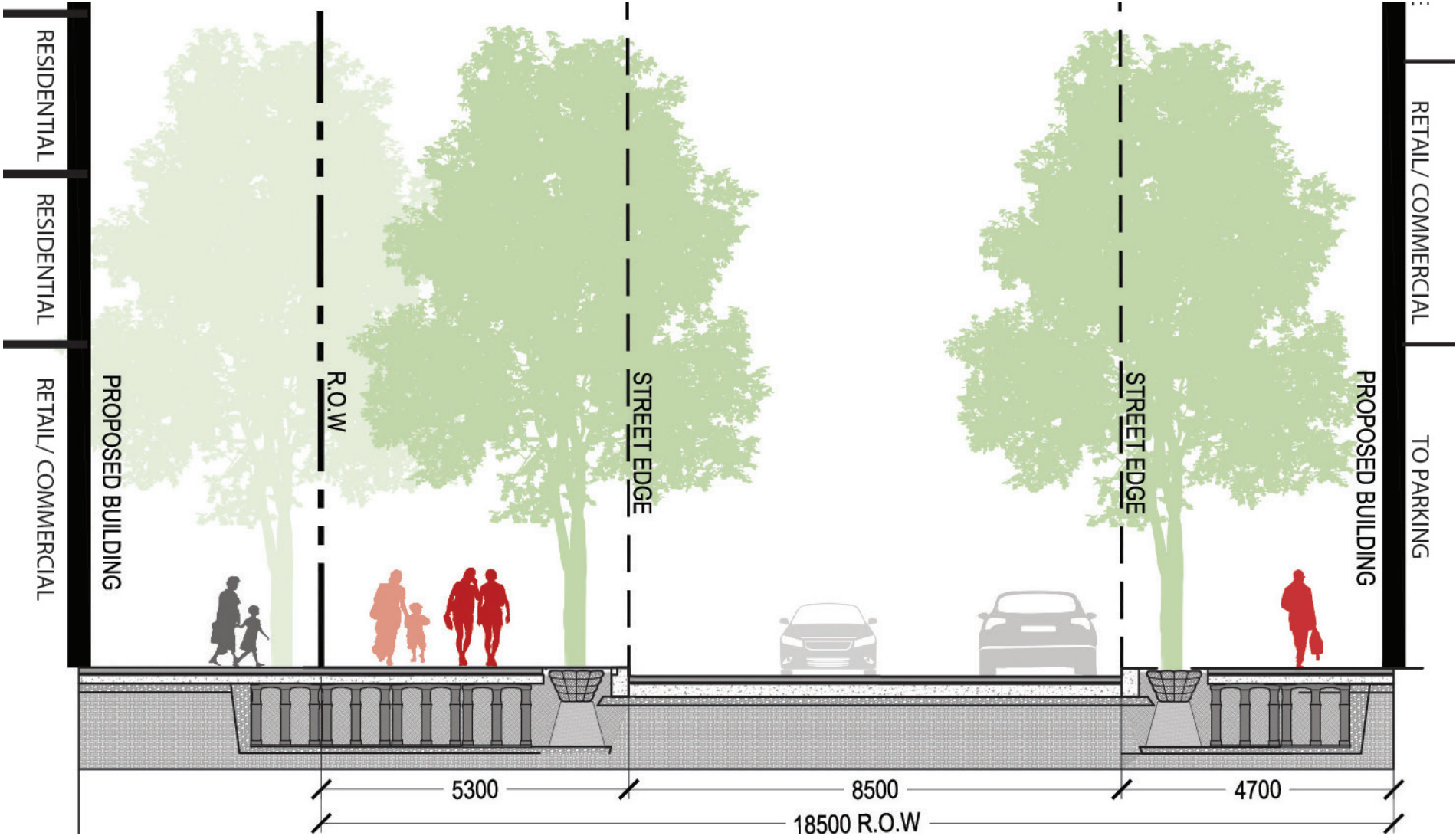
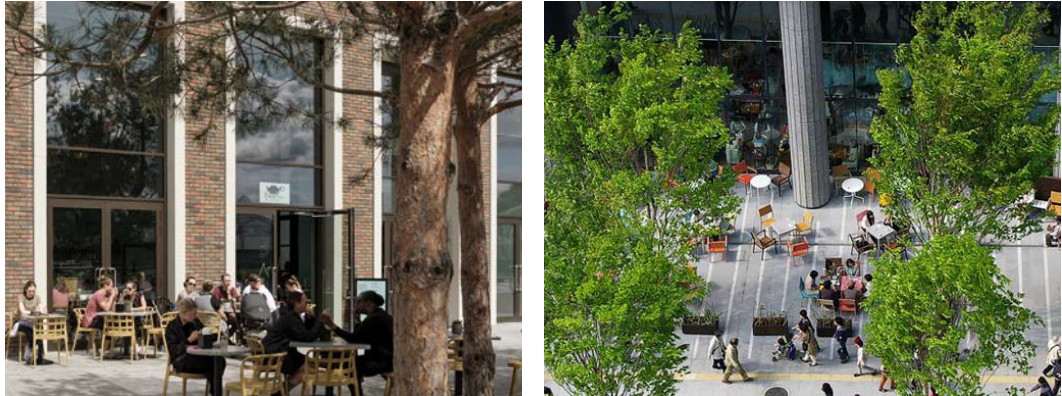
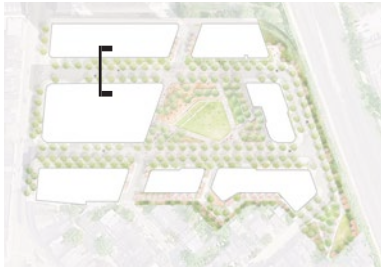


view looking north along rail embankment

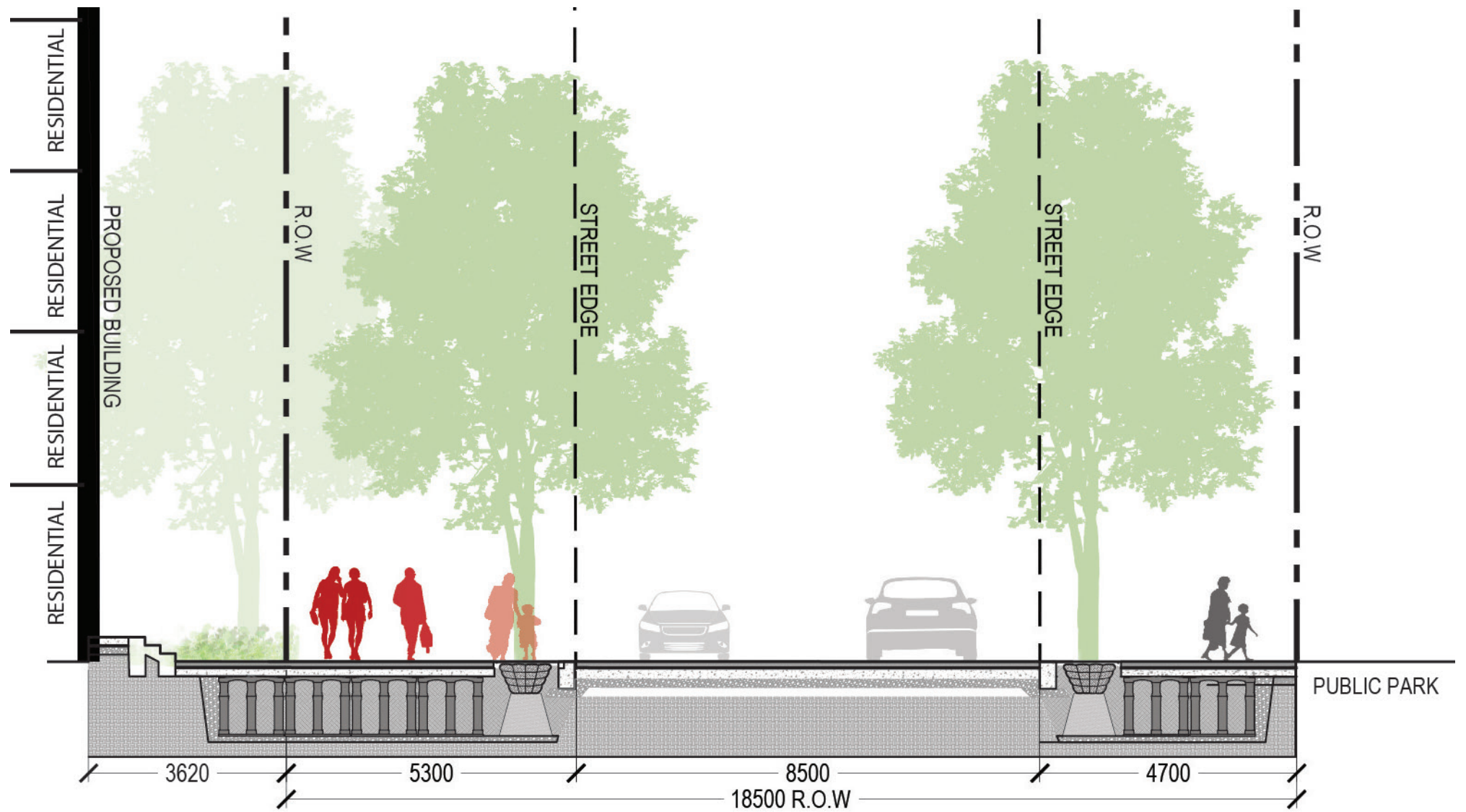
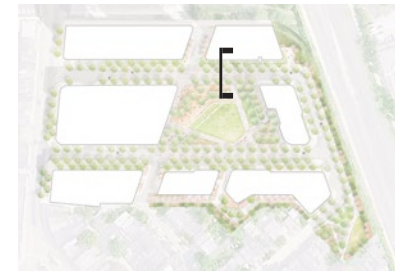
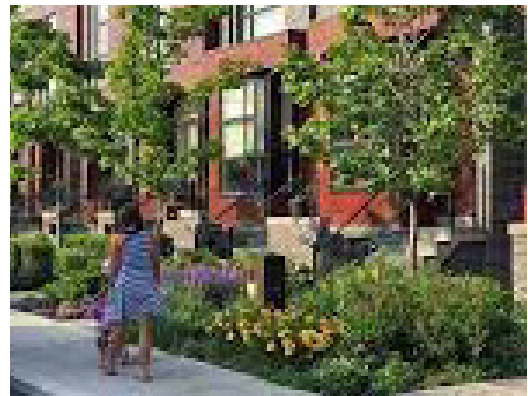
streetscapes

north loop (street A)

The North Loop typical cross-section creates a wider pedestrian realm along the north side. To the west, this supports retail and commercial spill-out and activates the public realm. In the east, this facilitates lush landscape planting to serve the ground floor residential units. The wider setback takes advantage of the south-facing sun aspect and creates a unique opportunity to provide a double allee of trees. This enhances the pedestrian experience by creating a linear park feel, and providing a sense of spatial connectivity between open spaces. The additional row of trees to the south frames the streetscape in a lush tree canopy.



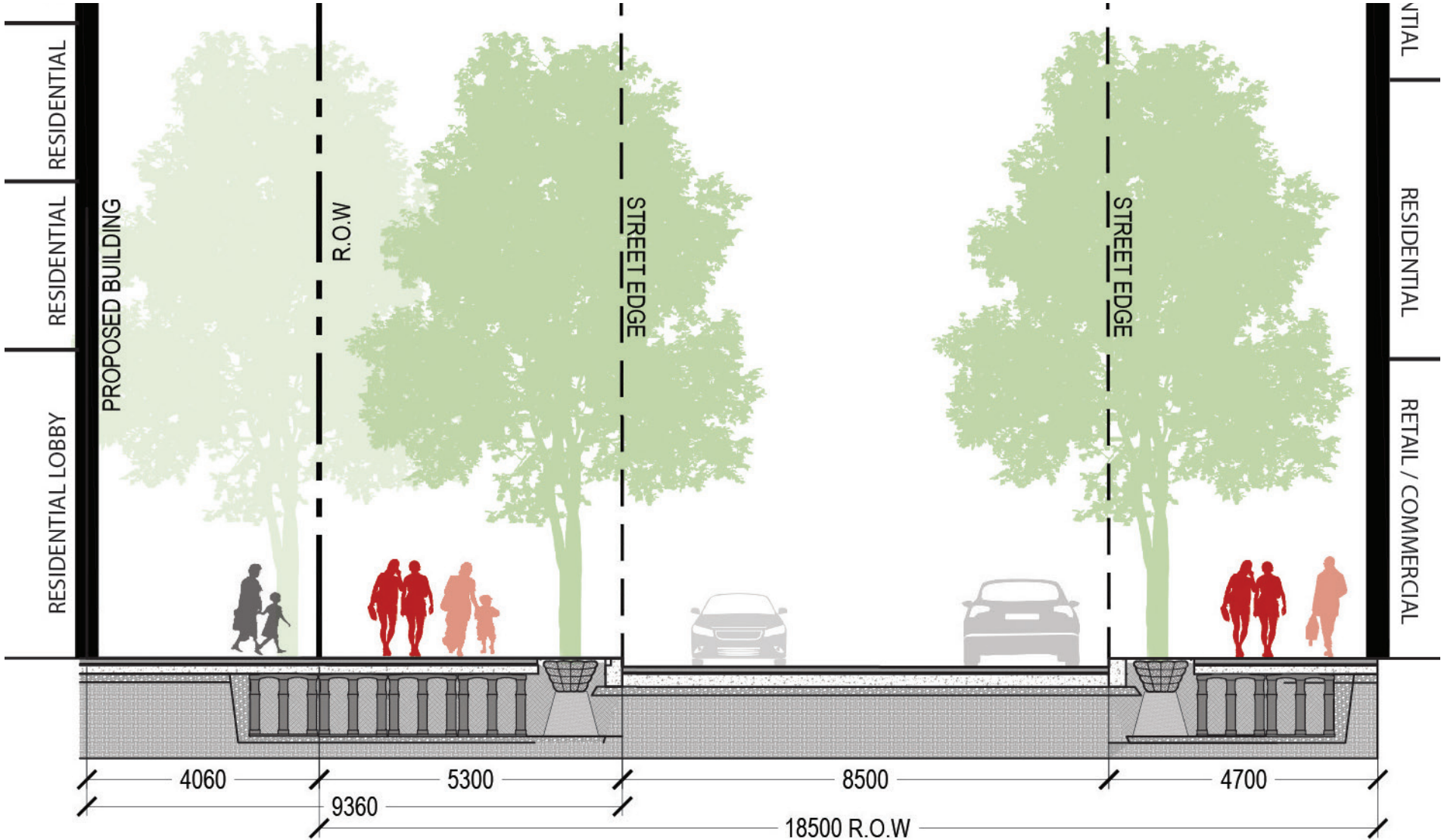
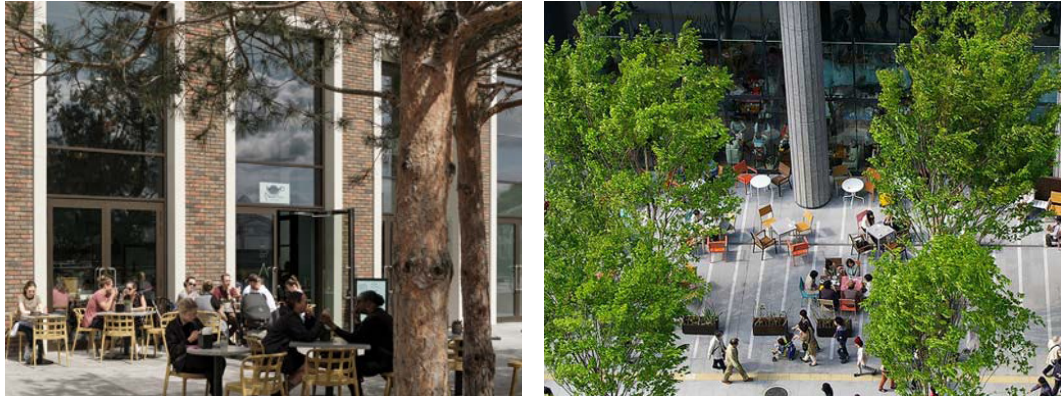
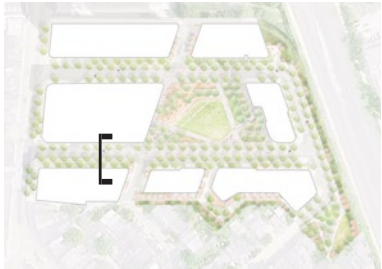
section along north loop (street A) - commercial / retail



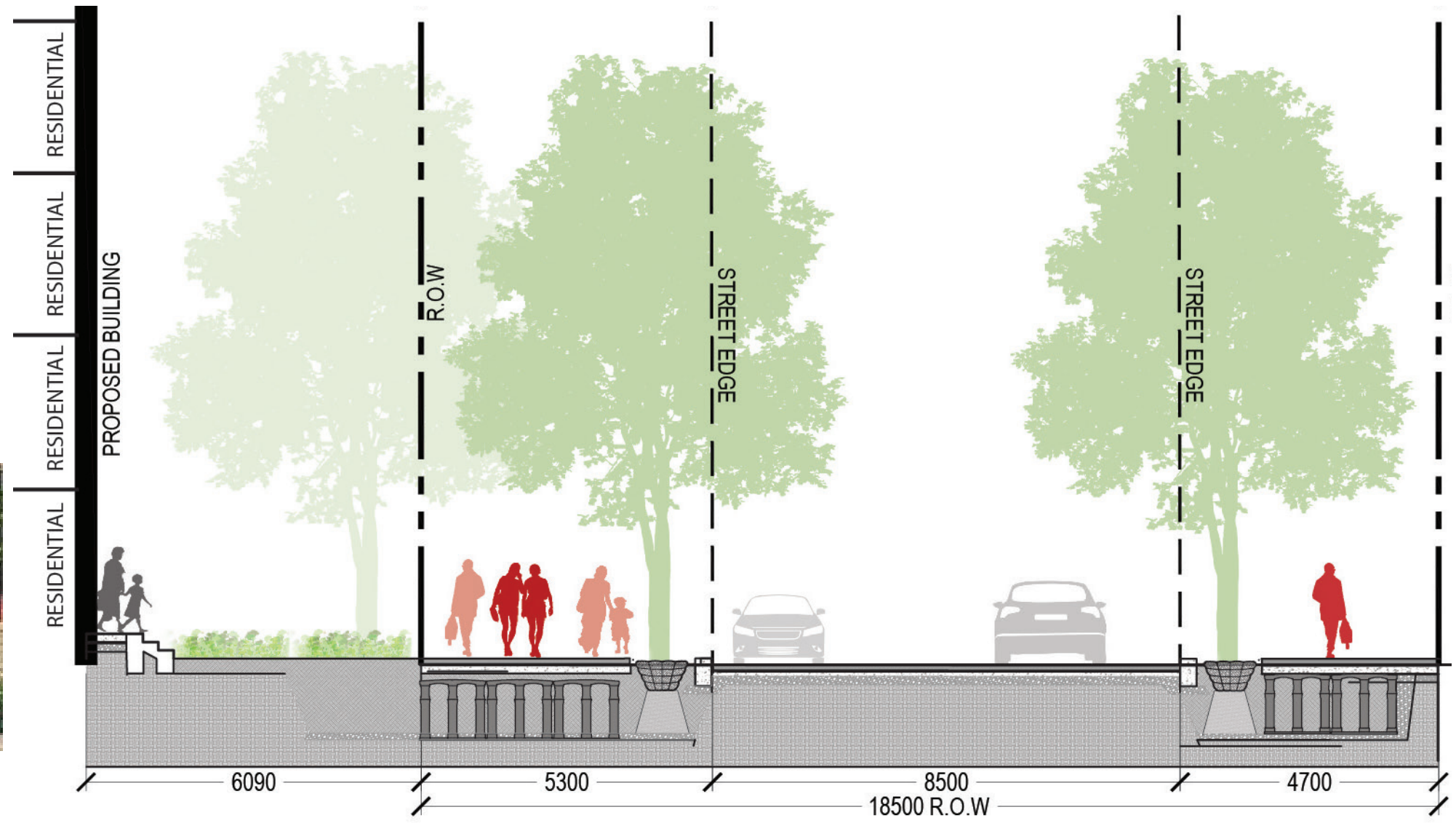
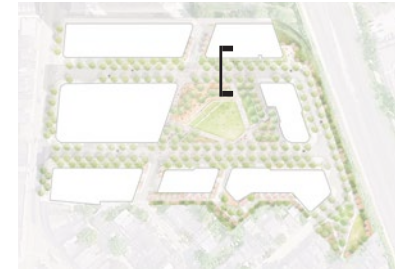
section along north loop (street A) - residential / park

south loop (street B)

Similar to the North Loop (street A), The South Loop (Street B) typical cross-section provides a widened pedestrian realm to the south, creating a similar enhanced streetscape experience along the outer right-of-way. To the west, this supports retail and commercial spill-out and activates the public realm. In the east, this facilitates lush landscape planting to serve the ground floor residential units.



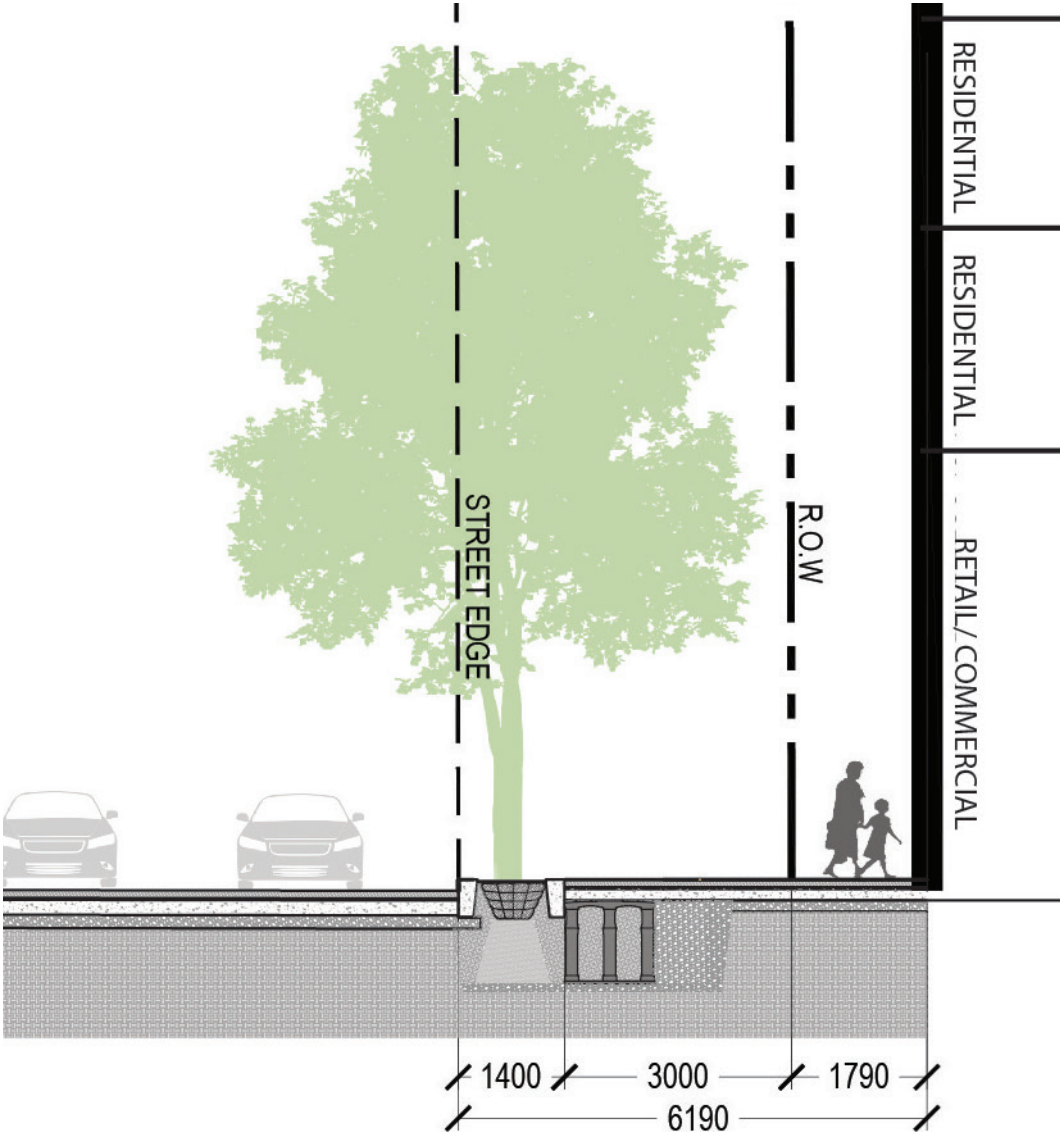
section along south loop (street B) - commercial / retail



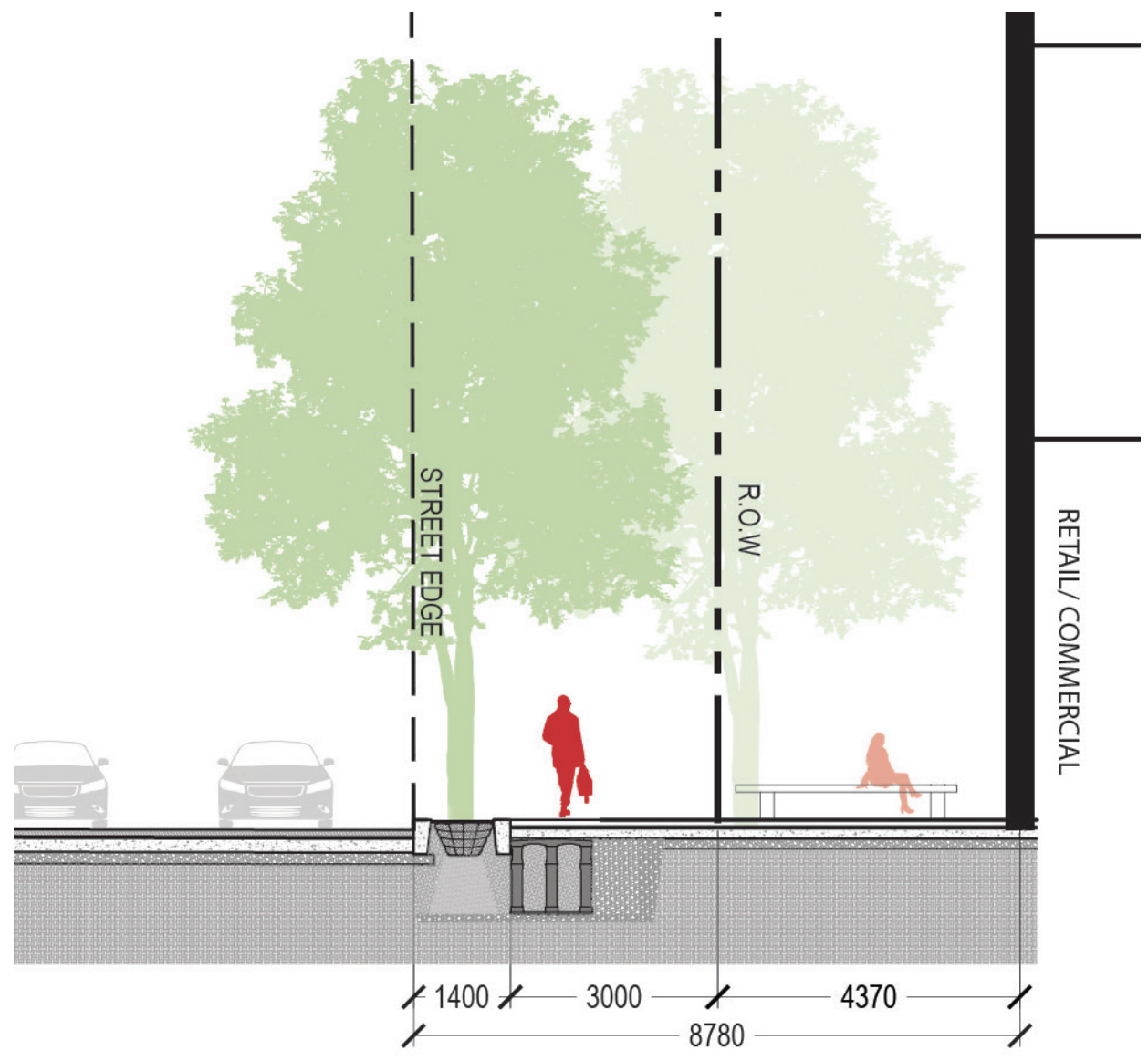
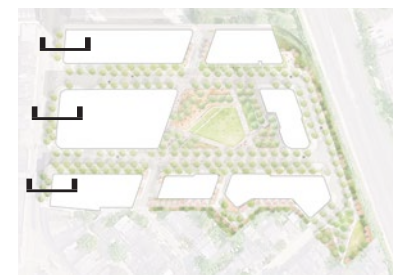
section along south loop (street B) - residential / park

dundas west

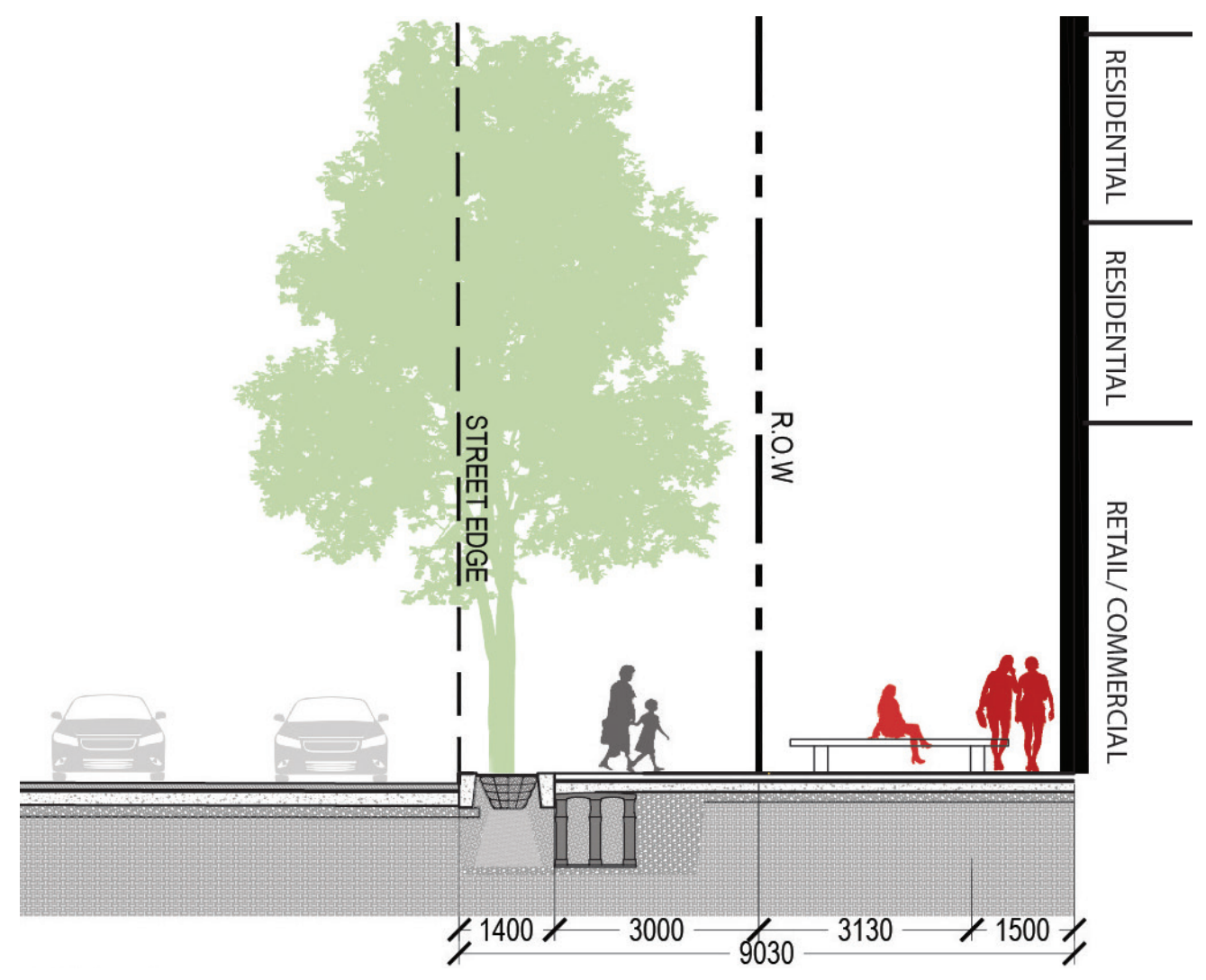
The development fronts on to, and is connected to, the existing city fabric along Dundas Street West. In this typical cross section, the pedestrian realm varies in width from the north to the south. The generous setback of the proposed buildings creates a prominent, pedestrian-focused north-south spine, and allows for entrance forecourts into the retail, commercial and office entrance lobbies. A consistent, single row of trees is provided. Where possible, additional trees have been accommodated to create a grove-like condition with seating opportunities.



section along dundas west - north block



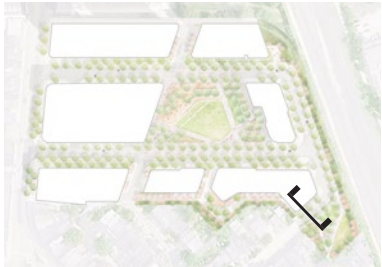
section along dundas west - mid-block



section along dundas west - south block

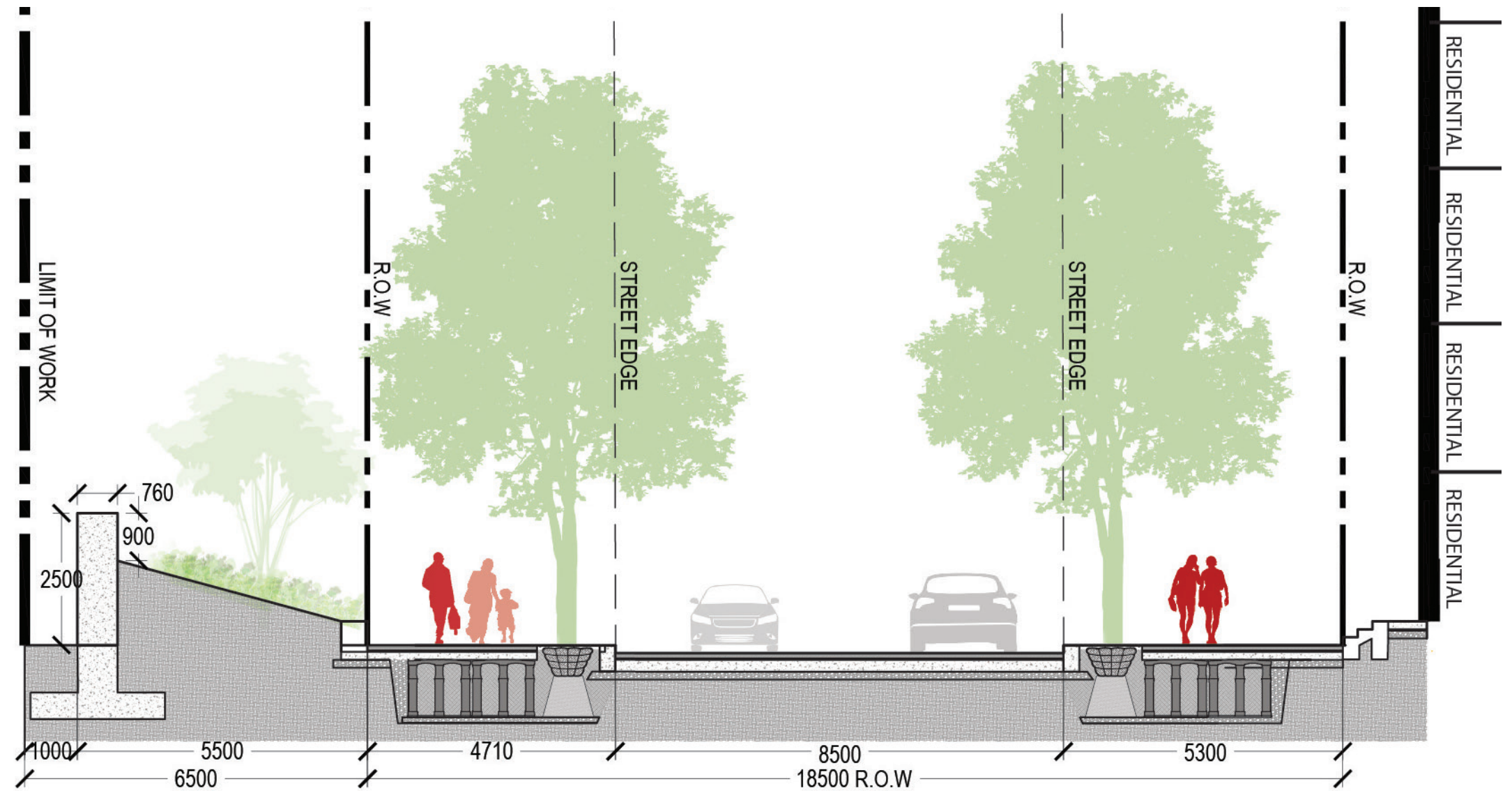
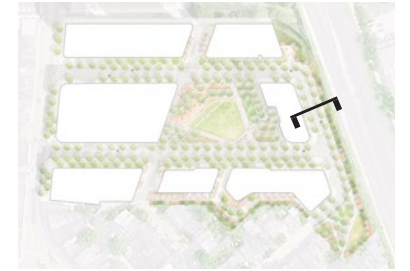
ritchie avenue

Connecting to the existing Ritchie Avenue, the proposed cross section creates a generous pedestrian pathway along both sides of the streetscape. The streetscape on the east extends north and connects to Ritchie Gardens, where many seating and programmatic opportunities await.



railway embankment

Because of its proximity to the railway corridor, the typical cross-section along this streetscape is unique within the development and creates a distinctive experience. A gently sloped landform against the crash wall creates a softer edge condition along the east edge of the development, and for the residential building facing the railway. Seating opportunities will be positioned along the embankment for moments of pause or gathering.



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