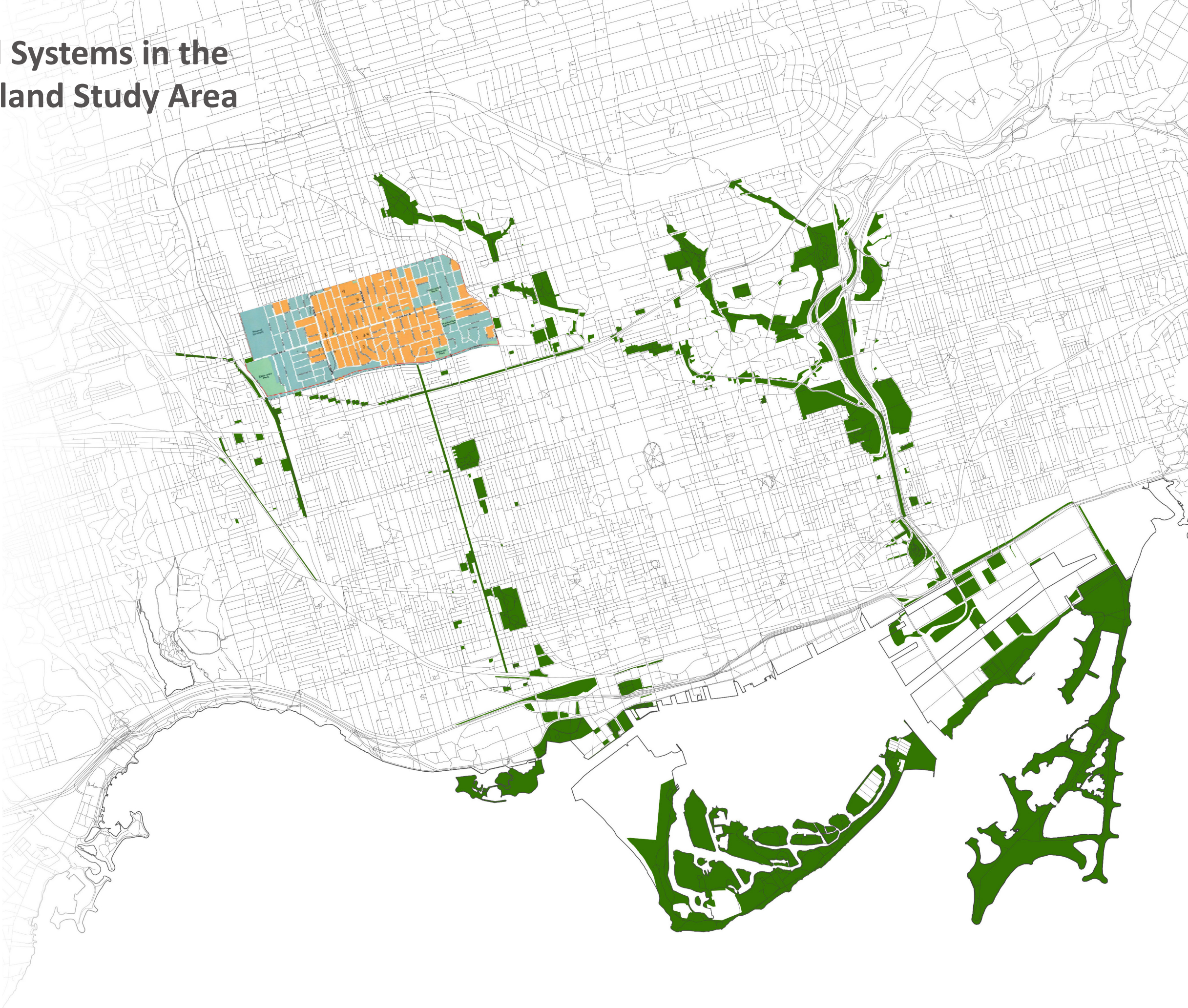


# Prospects and Potential Systems in the Oakwood/St. Clair Parkland Study Area

Brown + Storey Architects Inc.

July 2021

Prepared for:  
Northcliffe Village Residents' Association  
Regal Heights Residents' Association  
Regal Heights Village BIA  
St. Chad's Anglican Church





# Introduction

Within the St. Clair Parkland Study boundary there are 10 large school facilities, each with expansive yards and teacher/staff parking lots. Given that these school yards have the potential to share space to the public, it seems a worthwhile effort to analyze their respective sites and facilities and uncover their potential prospects. This opportunity is important given the lack of existing parkspace, housing shortages, and climate change. The hard surfaces and lack of vegetation is a starting point for this investigation focusing on how school sites interact their adjacent sites, which and the social and environment consequences for the surrounding neighbourhoods. The boundaries of these school properties become particularly important, as their street edges, which are often occupied by parking or fenced off landscaping, account for a great amount of underused potential space.

The utilizing of the boundaries of school yards for new public space will improve conditions for pedestrians on adjacent streets, and form linkages to other public spaces throughout the city. Maintaining the security functioning of school yards while opening up their boundary spaces requires innovative solutions which can replace the high-fenced enclosure.

Selecting individual school sites could be an informative starting point, beneficial to the TDSB and to the adjacent neighbors around them identifying redundant or underused spaces can allow the creation of new parks, public amenities, housing, and new educational facilities. The following pages contain information on several schools and their surrounding context throughout the Oakwood/St. Clair Parkland Study Area. Additionally, we have identified other sites (a vast parking lot, a forested strip within a public Right-of-Way, and spaces along Davenport Road) as potential candidates for new linkages and public space.

Brown + Storey Architects, July 2021

Right: Aerial view of Oakwood St. Clair Parkland Study Area, with various potential public spaces highlighted

Cover Image: Position of the Oakwood/St. Clair Parkland Study Area within the “Park Ring”, a network of open spaces around the downtown core and identified by the City of Toronto for improved connections



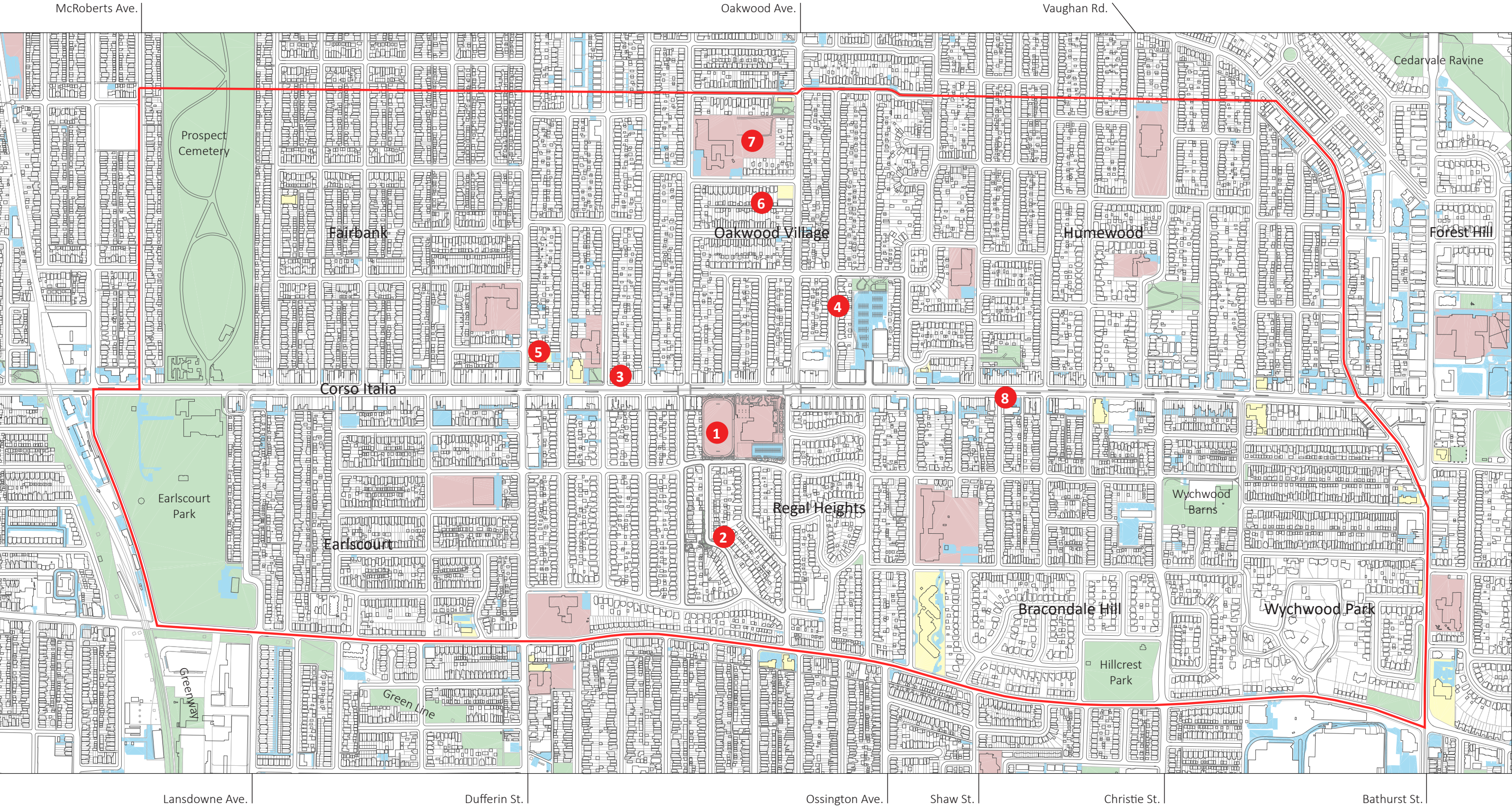


# Oakwood - St. Clair Parkland Study Area



- Initial Study Sites

  - 1. Oakwood Collegiate
  - 2. Springmount Ave. Strip
  - 3. Santa Chiara Parkette
  - 4. Roseneath Parkette / No Frills
  - 5. St. Chad's Anglican Church
- 6. Vacant Lot
  - 7. Schoolyards
  - 8. TTC Streetcar Platform Planters
- Parks
  - Schools
  - Parking Lots
  - Institutions



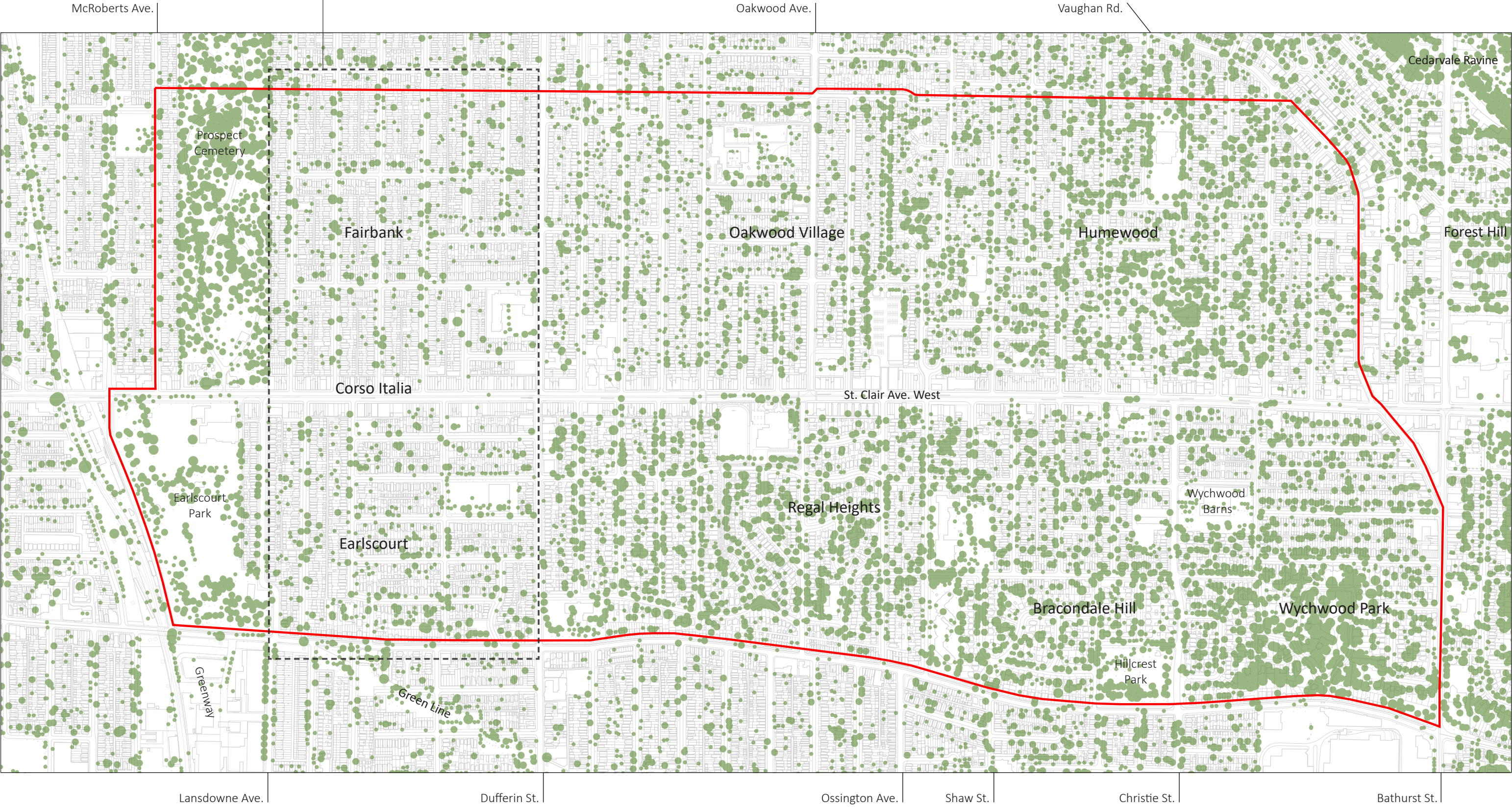


# Tree Cover



Inadequate Tree Cover and shade west of Dufferin

Note:  
The drawing below depicts the location and size of trees across the Oakwood/St.Clair Study Area. Affluent neighbourhoods to the east such as Forest Hill, Casa Loma, and Wychwood Park have far higher tree cover and shade than lower-income neighbourhoods to the west.  
Data Source: City of Toronto Open Data





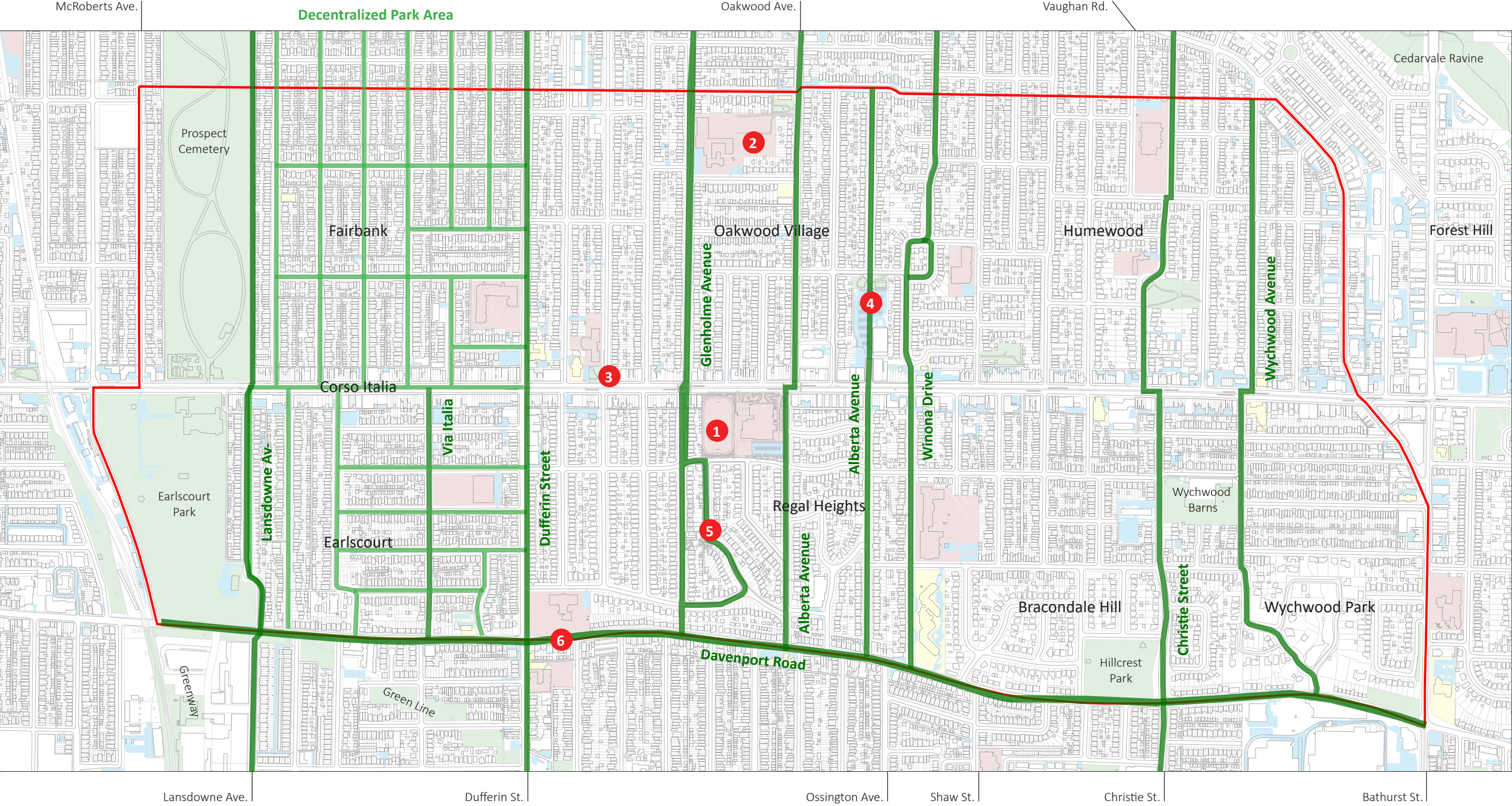
# Public Realm Improvement Areas



- Study Sites
- 1. Oakwood Collegiate
  - 2. Rawlinson Community School
  - 3. Santa Chiara Parkette
  - 4. Roseneath Parkette / NoFrills
  - 5. Springmount Ave. Strip
  - 6. Davenport Road

Note

Public Realm improvement can take place in a number of ways through the study area. Some of these approaches include the planting of street trees in areas with the least shade (particularly west of Dufferin), widening sidewalks and improving pedestrian connections along key north/south streets (highlighted in green below), and the redesigning of school and institutional sites to integrate them into the public realm.





# Oakwood/St.Clair Study Site: Oakwood Collegiate Institute

## Early Thoughts:

Oakwood Collegiate Institute is a large institutional site at the intersection of Oakwood and St Clair covering an area of 2.85 hectares (150.0 x 190.0 m). The Oakwood Collegiate building, an agglomeration of building additions built at various times, occupies the eastern half of the site. The western half of the site contains a large chunk of open space and soccer pitch. Behind the school building is a large on-grade parking lot containing over 100 spaces, basketball courts, and driveways. Though the building has a significant presence on St. Clair Ave, it is the east side along Oakwood which contains its main entrances, accessed through a wide planted landscape.

Between the soccer pitch and the larger collegiate building is a space that is informally used as a passage to St. Clair. This harsh space is entirely hardscape and is framed by high fences and no basic pedestrian amenities such as tree cover or other forms of shade. Pedestrian movement in this space is less than cordial and is worsened by the poor quality of the asphalt, giving the space a curious non-identity, along with a cold and severe architecture, especially along the south and west elevations of the collegiate building. It is this middle space that can offer a new public realm where presently there is none.

## Oakwood Collegiate Public Realm:

A number of potentials can be undertaken given the collegiate site and buildings. The existing soccer field can be left untouched save for its northern edge on St. Clair, where the existing high fence is relocated and moved south to the edge of the running track. This expansion the sidewalk width along St. Clair from 3.0m to 8.0m and allows for a new node and transition space between sidewalk and green space to initiate a circuit around the entire site.

The east side of the collegiate is the primary entrance to the school and has generous enough space to accommodate a double walkway. The Oakwood corner would collect a double articulated sidewalk from the building’s front space as well.

On the south side of the site, there is a potential to create a new building with a courtyard adjacent to the existing school which is currently occupied by the excessive paved surface of the parking lot. The courtyard and parking could

*“A redeveloped school site doesn’t just have to be a school, it can be an integrated space, or a complete community. By collaborating with public and community partners, we maximize public assets and destinations that serve students as well as the broader public. This is the value of modern thinking.”<sub>1</sub>*

be integrated as a half down/half up structure, producing a varied surface. This ½ floor elevation could be articulated with entrance points along the adjacent pathway and separated space from the new/old building.

## The Public Pergola:

The opportunity also exists to add a public pergola between St. Clair and Rosemount Ave. to the south. The adjacent edges of the raised pergola would interact with the new courtyard as well as the long internal edge between it and the soccer field, whose high fences could be rethought as a more subtle boundary composed partially of structured hedges.

The existing unused basement building fragment would be joined up to the pergola. The pergola would reduce in width here and transform from a horizontal roof into a vertical screen along its edge, reappearing in its full width and expanding outwards to St. Clair Ave. This narrow spatial condition would take the pergola structure underneath the now-open basement level of the building.

The public pergola works in conjunction with the new green fence enclosure/screen that follows the outline of the larger soccer field boundary. This is conceived of as an 800mm-thick hedge which creates framed views into the soccer pitch entrances as well as framing the edge of the pergola above. This gesture of the pergola forming a partial green boundary to the soccer pitch has a double affect, in that it frames the internal green as a space within walls, and at the same time achieves a spatial assist in its definition and horizontal limit of the western boundary of the site.

## Gardens and social spaces:

Applying the matrix pattern over the existing landscape with planters etc. suggests that the matrix can open up more movement possibilities, more porous condition and gets away from the strictly formal geometry around the school which lacks any unity to its landscape pattern, hence the perimeter park surrounding the entire site.

1: Statement on the modernization strategy for TDSB properties from the TLC. Source: <https://torontolandscorp.com/modernization-strategy/>

Photographs of existing conditions at Oakwood Collegiate Institute. See opposite page for locations.

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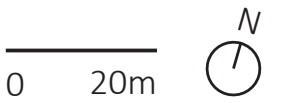


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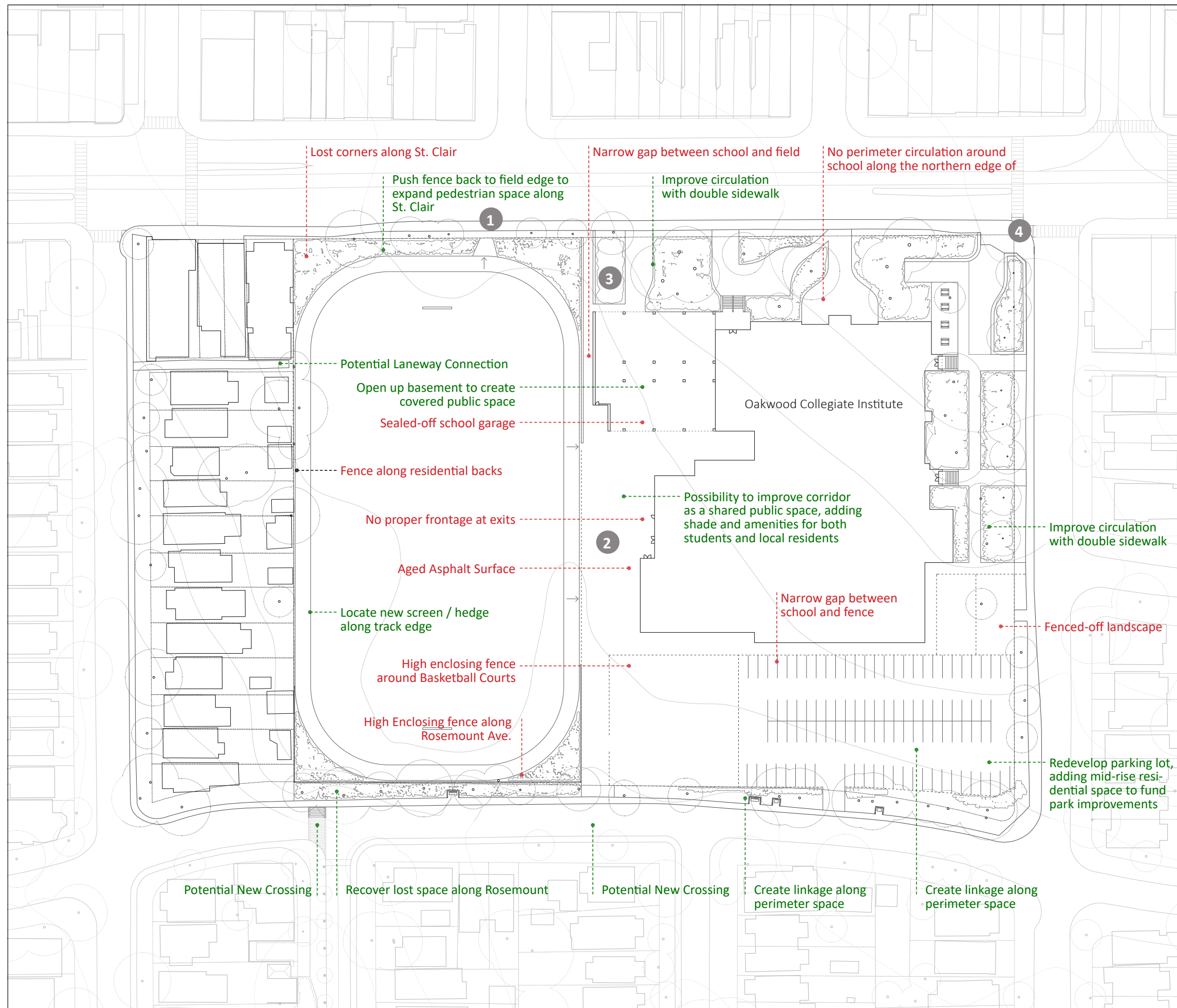


# Observations & Potentials: Oakwood Collegiate Institute



Highlighted Problems

Suggested Improvements



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Community Coalition





# Oakwood/St.Clair Study Site: Rawlinson Community School

## Potential Prospects:

The existing school is part of a larger block that fronts onto Oakwood and three other side streets. The school has two sides opening onto the street and forms a pinwheel organization with the building wings arranged around a semi-enclosed courtyard. Access points into the school yard follow along residential backyards or at the line of discontinuous house fragments. The internal space of the school yard is composed primarily of recreational sports fields and playgrounds. Two parking lots face onto the adjacent streets with approximately 50 spaces. Part of the block has an adjacent church and park component which shares lane access into the school yard. In a similar way an adjacent corner on Oakwood contains an open vacant lot.

The pinwheel configuration of the school lends itself to potential extension onto the adjacent two corner streets. These new wings and extensions can add more school space and build over the adjacent parking areas, which could be incorporated into the new construction by creating ½ down- ½ up basement levels. The arms of the school’s pinwheel arrangement can be both thicker for more classroom capacity as well as extended to form street frontages, which would in turn create more partial courtyards. The largest parking lot could support new housing given its corner location and frontage onto quiet residential streets.

The site can be further modified by a more structured fence and linear park that interpenetrates both in a north/ south and east/west crossing of treed walkways. These treed walkways would punctuate street openings and provide a starting point for greater tree cover on surrounding streets, making a stronger connection to Oakwood and the vacant corner site. This small vacant site along Oakwood could be built up along its inside boundary with a small and thin partial courtyard block with single loaded corridors. The structure could also support adjacent loggia structures and trees along its street frontage.

## Strategy:

Tackling the school at the block level creates new potentials for the school to expand, allowing it to maintain its existing function, while creating a better shared public pedestrian realm that serves both the school and surrounding community.

The linear park of trees pathways, and public amenities ties the entire site together, and creates new connections between boundary edges and street frontages. While new buildings would take up space across the site, the school’s perimeter landscapes are activated into a new responsiveness as public space. Fences currently separate these external zones should be removed and replaced with more sensitive spatial mediators.

The hidden courtyard of the pinwheel plan could also be given more public prominence through better connecting it to the outside school yard. This does not rule out the option of leaving it closed to the public during school hours. In a similar sense the two new courtyard spaces could all be connected to the schools interior circulation.

A potential improvement and contribution to a better-quality school yard and public space could be made through taking advantage of the edges of the school property. This boundary space, currently fronting on to private yards, could be rethought as a structured hedge and security enclosure that could satisfy functional and aesthetic needs. As a green wall it could provide privacy for the residences next to the school yard, and at the same time establish an identity generator to the school yard, framing it as an internal space. A large 7.0-meter-wide trellis could further contribute to the qualitative nature of the school’s inner space, providing a place and producing cover, adding vegetation, and subtly acting as a modifier.



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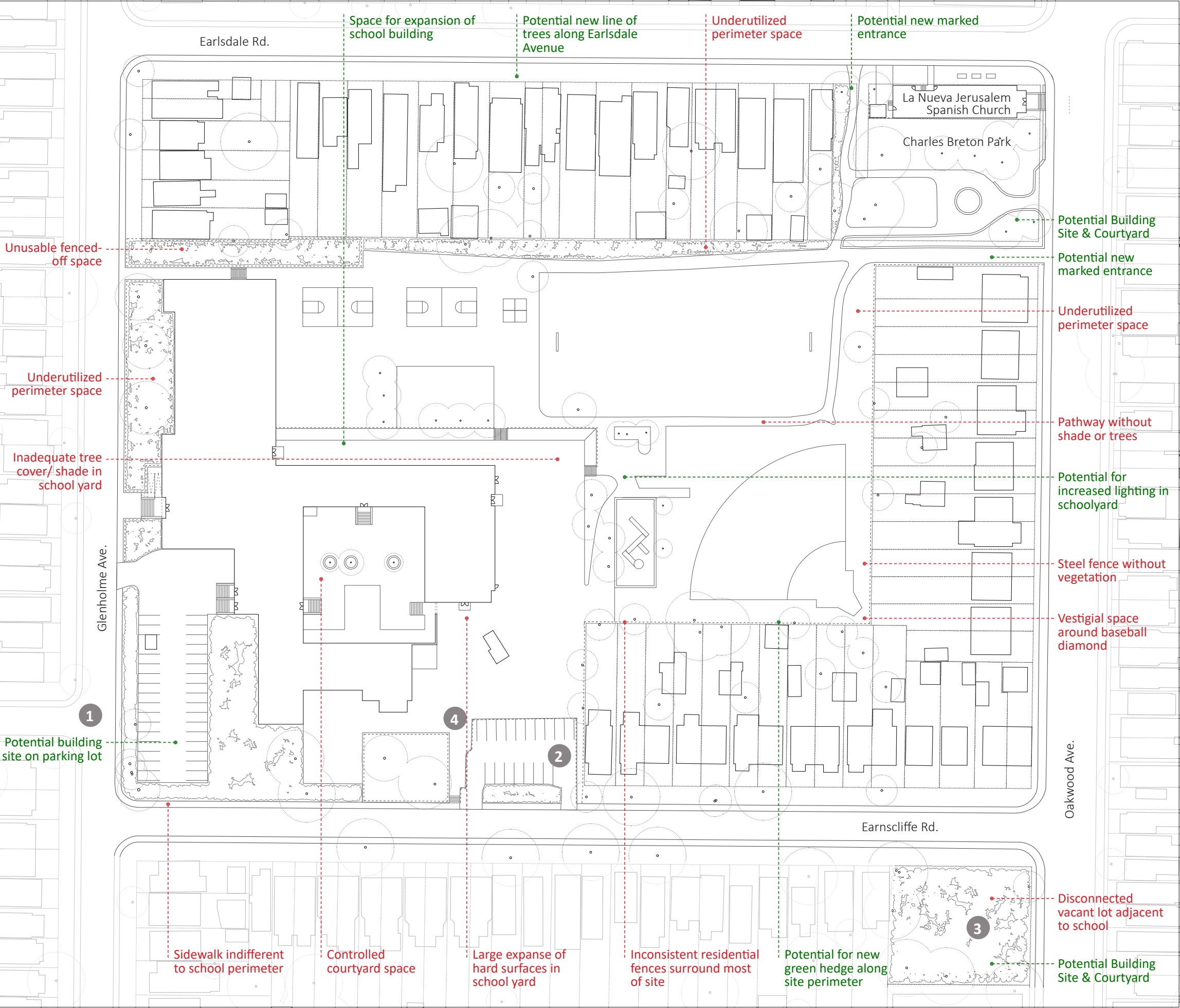
Photographs of existing conditions at Rawlinson Community School. See opposite page for locations.



Observations & Potentials:  
Rawlinson Community School



Highlighted Problems ■  
Suggested Improvements ■



July 2021  
Oakwood-St Clair  
Parkland Study  
Community Coalition





# Oakwood/St.Clair Study Site: Santa Chiara Parkette

## Potential Prospects:

The small Santa Chiara Parkette is part of a larger urban block whose size is similar to the properties of Oakwood Collegiate and Rawlinson Community School. Despite this, the blocks are highly fragmented and interrupted by fences, impeding, or preventing pedestrians from moving between the various institutions and public spaces. The various institutions in the vicinity of Santa Chiara Parkette, including the St Clare Parish Church, St Clare Catholic Elementary School, St. Chad’s Anglican Church, and Hudson College on the west side of Dufferin all create their own separate worlds, with street frontages consisting primarily of fences and parking lots.

The Santa Chiara Parkette itself is entirely enclosed by fences and accessible only by gates which are often locked. With roads to the south and east, a parking lot to the west, and an asphalt playground to the north, the parkette forms an island of green space surrounded on all sides by pavement, providing limited access and flexibility despite its position next to several community institutions. The two churches, school, and park located in the two blocks between Dufferin St. and Northcliffe Blvd. do not relate to one another at all, and as a result contain features that allow them to operate autonomously. Each site has its own fences, parking lots, gardens, and pathways which relate only to the adjacent streets. Thinking of these institutions as components of an urban block could be a useful strategy to develop public space and improved amenities along this stretch of St. Clair Ave. West.

## Strategy:

By linking each site along its perimeter with the street, the public Right-of-Way of St. Chad’s, St Clare Parish and its parking lot, Santa Chiara Parkette, and St Clare Elementary School could be connected by a unified public space. The key elements of this approach would be removing the fences which separate the properties from one another, creating new paths between the properties, consolidating parking, and increasing tree cover.

By consolidating parking as much as possible in one area of the block, Santa Chiara Parkette could connect into the adjacent church parking lot, grounds, and school yard, creating a public space more than double its current size. In a similar approach to that described at Oakwood Collegiate Institute, creating a double sidewalk along St. Clair

Ave. West with connections north to Northcliffe Blvd. and Westmount Ave would be an efficient solution to link the adjacent open spaces. This expanded park space could allow the functions of various institutions it connects to seep into one another (for example, a wedding ceremony at St Clare Parish Church overflowing into the extended Santa Chiara Parkette). The improved connections could also be made across the street, with new crosswalks connecting to the opposite side of St. Clair to the funeral home and chapel, and westward to Dufferin and Hudson College.

Additionally, connections could be made through the block to improve connectivity. By removing or repositioning the backyard fence of the St Clare Parish Church, the existing narrow walkway could be significantly widened to improve access between Northcliffe Blvd. and Westmount Ave. Similarly, the fences surrounding the gardens and parking lots of St Clare Catholic Elementary School Property could be removed, providing potential areas for seating and green space next to the street.

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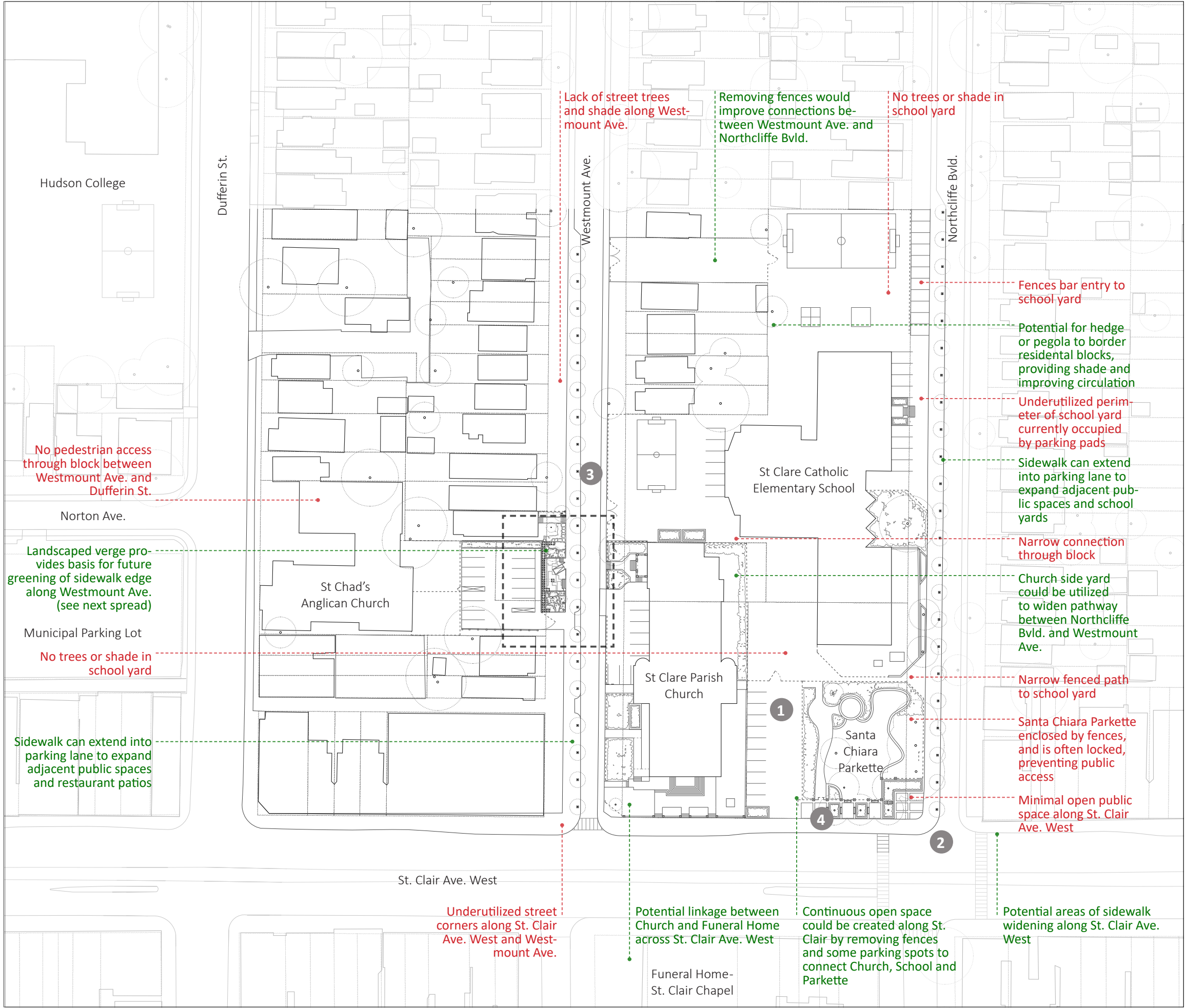
Photographs of existing conditions at Santa Chiara Parkette and surroundings. See opposite page for locations.



# Observations & Potentials: Santa Chiara Parkette / St. Chad's



Highlighted Problems ■  
Suggested Improvements ■



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+ STOREY  
ARCHITECTS  
INC.



# Oakwood/St.Clair Study Site: St. Chad's Anglican Church

## Potential Prospects:

The small landscape strip on Westmount Avenue borders the parking lot of St. Chad's Anglican Church. This small strip, measuring 6 by 18 meters, is an excellent candidate site for improvement both through greening of the site itself as well as its potential to improve neighbourhood public space.

## Strategy:

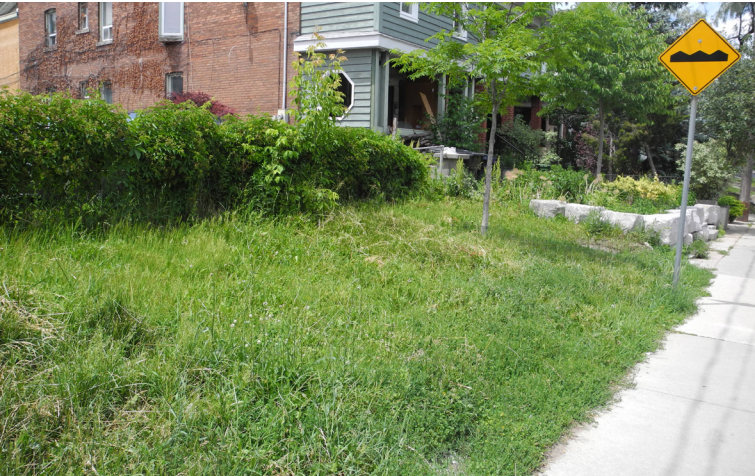
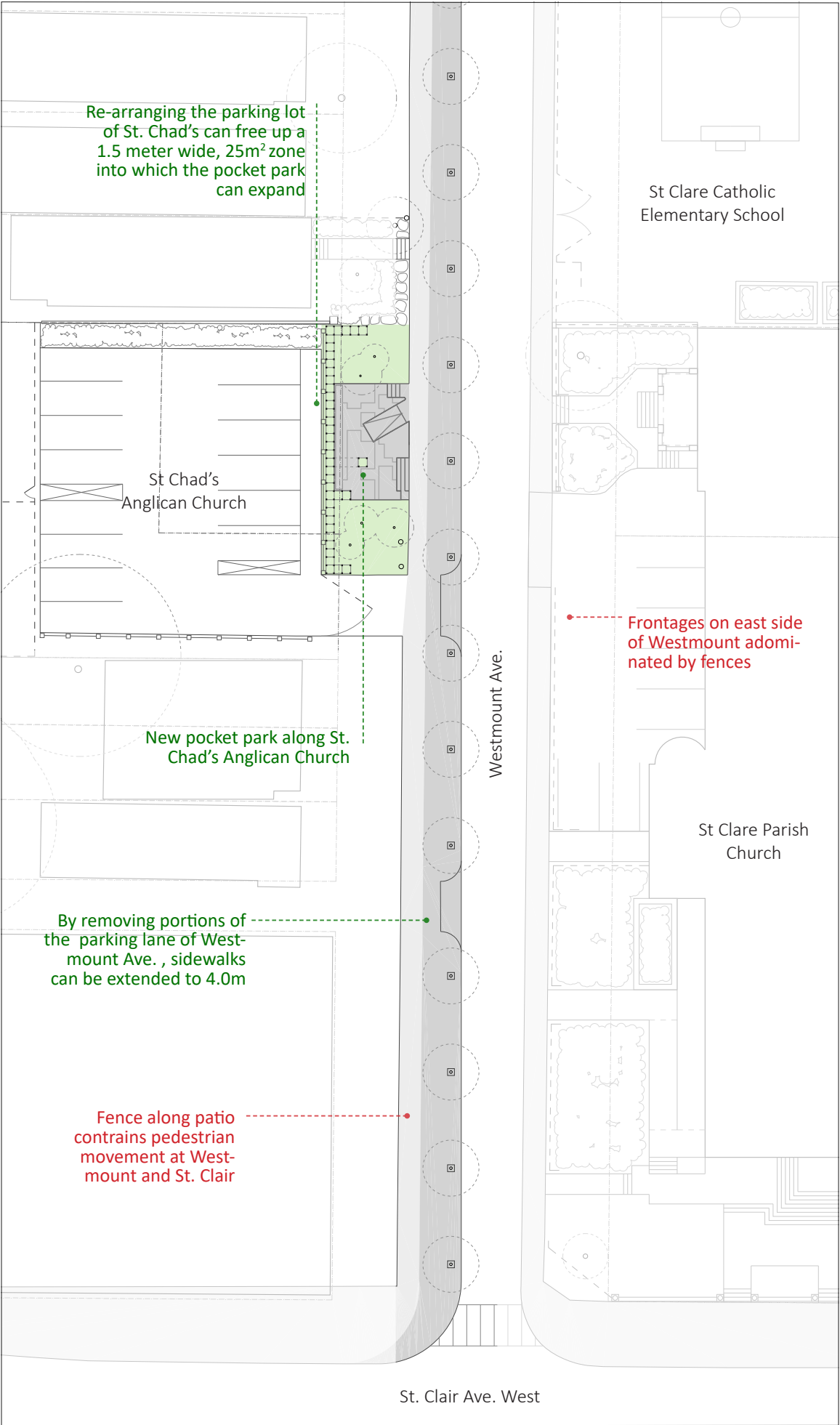
Small inset seating areas along with tree and plants would make this park fragment stand out as a small yet significant public space. Additionally, a custom screen could also be employed to provide a boundary between the strip and the adjacent parking lot, providing shade for park users, creating a better boundary with the adjacent parking lot, and supporting vines and other vegetation.

As we have noted in our recommendations, small, fragmented sites can have a significant impact when they are designed with quality materials and can be visually recognized as part of a larger system of small public spaces rather than individual autonomous sites. Improving the landscape around St. Chad's could also allow for the improvement of Westmount Avenue by expanding the sidewalk immediately adjacent to St. Chad's. Given Westmount's position as a One-Way Street with mostly local traffic, a small portion of roadbed currently occupied intermittently by parking could be used to expand the sidewalk next to St. Chad's from its current 1.5m to 4.0m, creating space for seating, small gardens, and a new line of trees which could link the new pocket park to the corner of Westmount and St. Clair Ave. West.

The east side of St. Clare Parish church is currently dominated by hardscape and fences. Improvements to this eastern boundary would further improve the profile of the Westmount pocket park, and heighten its status on St. Clair, making it more visible to passersby.

- New Sidewalk
- Existing Sidewalk
- Potential Public Space

Right: Site plan of St. Chad's Anglican Church with potential public realm expansion south to St. Clair Ave. West



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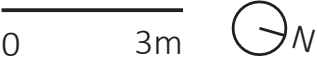


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Photographs of existing conditions at St.Chad's Anglican Church. See opposite page for locations.



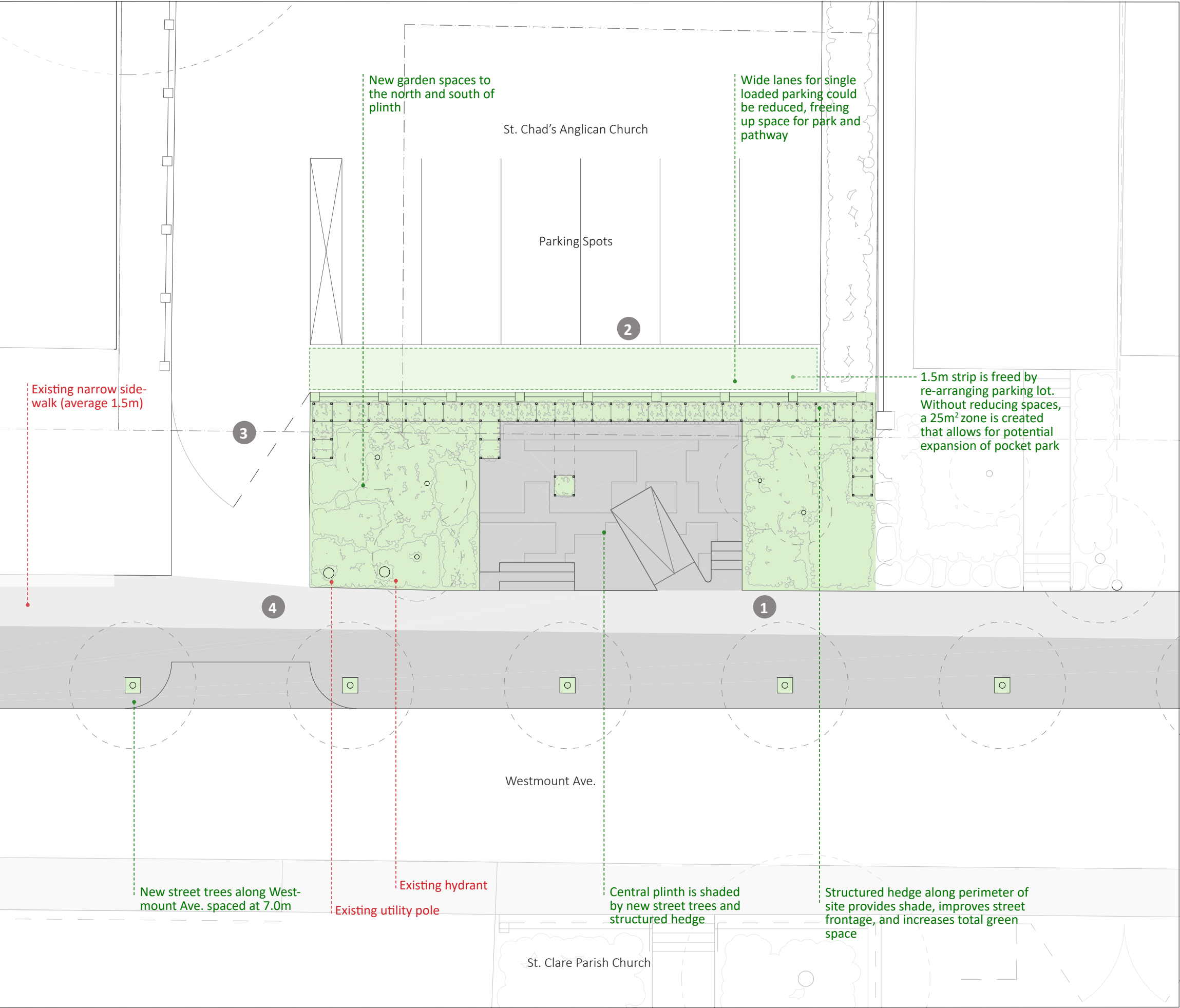
Observations & Potentials:  
St. Chad's Anglican Church



Highlighted Problems

Suggested Improvements

Comments:





# Oakwood/St.Clair Study Site: Roseneath Park & No Frills

## Early Thoughts:

Roseneath Park is currently fronted with a context which is neither controlled nor organized. In particular, it is disconnected from pedestrian traffic on St. Clair by a street (Alberta Avenue), which extends only partially into the site. Overall, the site falls into a category of incompleteness, suspended between blocks that never fully realized a potential or good solution.

The site’s history and physical characteristics, with its surrounding high retaining walls, render the site as a sunken cavity which was previously used as a landfill. The question is how to recharge the entire site at an adequate scale to resolve the larger urban site and street problems.

A site that has no centre requires something or someone to analyze and make good judgments as to the site’s future prospects. Since Alberta Avenue, and its northern counterpart Roseneath Gardens were always discontinuous despite their proximity and alignment, imagining Roseneath Park with its southern access passing through unmarked parking lots does not make sense.

It is within this framework of problems that new possibilities can emerge. It is also worth noting that the Oakwood – St. Clair Parkland Study Plan should take notice and lead the way to a better on the ground infrastructure that would benefit all parties into negotiation. Taking the public realm as a primary organizer of expanded site requirements can help to create an expanded conceptual approach that is anticipatory and future-focused, rather than supporting the current incremental fill-in-the-gaps urbanism.

## Alberta Avenue

By extending Alberta Avenue north to Glenhurst Avenue, we affectively re-instate the street, making it continuous from Davenport Road in the South to Earlsdale Avenue in the North. The site’s rehabilitation offers the opportunity for the introduction of a central shared street. The current site is currently discontinuous. The expansive parking lot is featureless and ambiguous as a space, leaving Roseneath Park to the north isolated, and rising abruptly through retaining walls from the northern edges of the parking lot, leaving pedestrian traffic in a large heat island. The newly reinstated Alberta Avenue can transform into a varied shade pergola and linear park, while the possible future

expansion of Roseneath Park would only occupy about ¼ pf the total site area of presently dominated by parking lots and the large No Frills store.

## The Pergola

The large community pergola acts as an identity generator not only to safeguard the future of Roseneath Park, but to establish an organizational structure which is capable of running the entire length of the site, as well as introducing an architectural landscape element of complementary scale to surrounding buildings. The multi-functional characteristics of this long, high, and wide shade infrastructure takes on the scale of the site and organizes access and movement through it from St. Clair in the south to Roseneath Park in the north.

Most importantly, the pedestrian qualities that the site presently lacks due to the dominances of car traffic is mitigated by giving pedestrians space and shade beneath a pergola wide enough to provide different spaces underneath it. The central spine of the pergola, with its central tree-like supports, branches off to form a secondary “L” shaped park building containing amenities and separating parking lot space from park space, confining parking for the No Frills into a smaller and more focused footprint.

The upcoming residential developments along St. Clair connecting to the site will have a pronounced affect on Roseneath Park, which is primarily fronted by detached single-family homes and leafy streets. The apartment dwellers represent a new user group which unlike existing homeowners lack private outdoor space. This demand for new park space will only increase as more and more of St. Clair Avenue transitions from low-rise commercial space to condominiums. This trend makes the pergola and expansion of Roseneath Park all the more relevant.

The pergola commands attention with its significant scale and infrastructure capacity to control the large site and improve Roseneath Park and its southern expansion into a future for the site with better capacity and organization. The extending Pergola, unlike a tree-lined walkway, introduces a structure and new geography of shade to the current condition, and helps to address the highly uneven distribution of shaded pedestrian space across the Oakwood – St Clair area.



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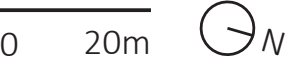


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Photographs of existing conditions at No Frills and Roseneath Park. See opposite page for locations.



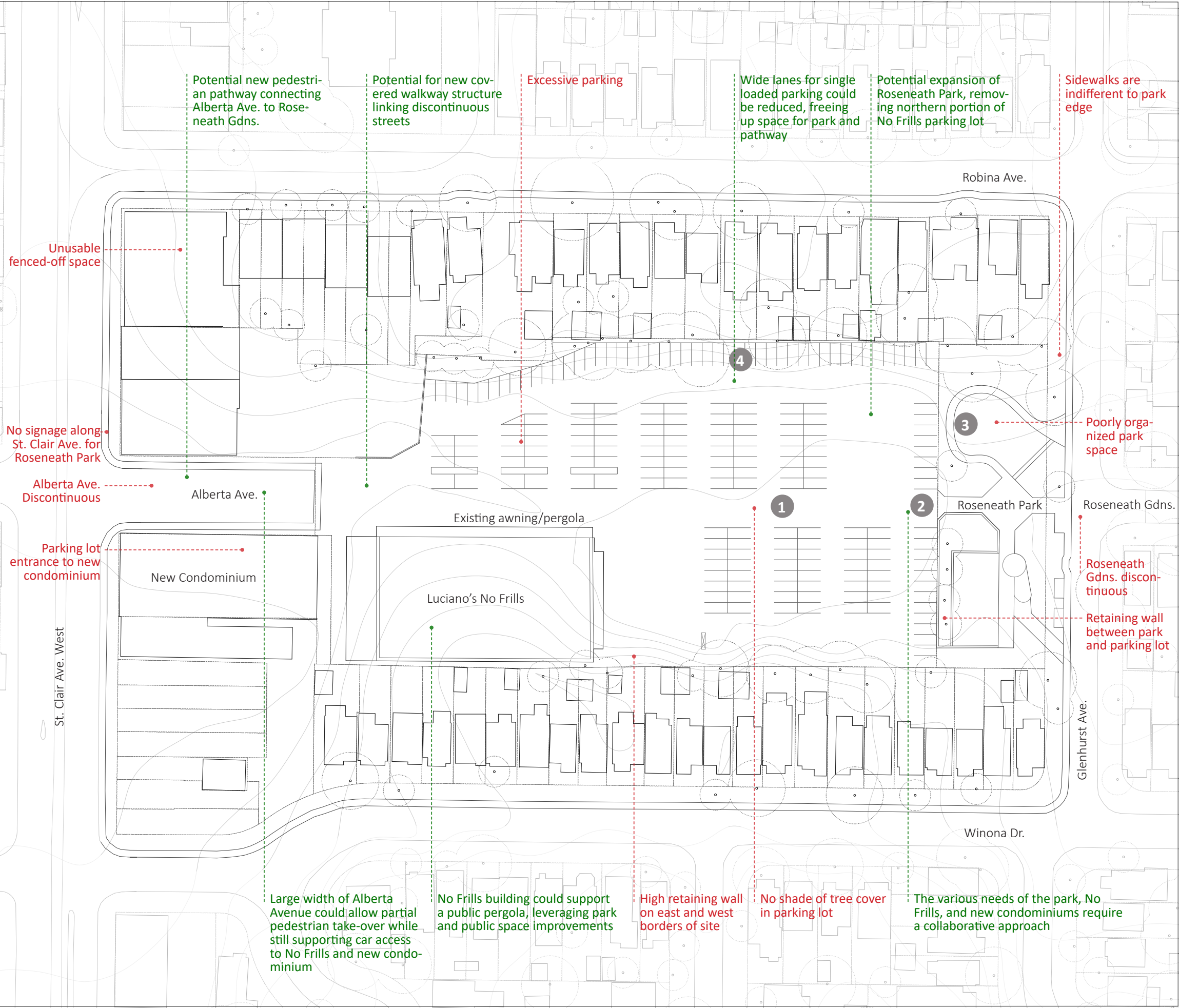
Observations & Potentials:  
Roseneath Park & No Frills



Highlighted Problems

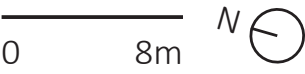
Suggested Improvements

Comments:





# Observations & Potentials: Springmount Avenue Strip



Highlighted Problems

Suggested Improvements

- New Sidewalk
- Existing Sidewalk
- Potential Public Space
- New Trees: **28**
- New Sidewalk Area: **492 m²**
- Av. Sidewalk Width: **2.4 m**
- Two 3.0m traffic lanes

## Potential Prospects:

The narrow strip of forest along Springmount Ave, a fragment of the former Garrison Creek, is a unique and exceptional space. Well attended by local residents, it has been looked after and can become an ambitious project to make it more responsive as a piece of the public realm. Springmount Avenue currently lacks any sidewalk along its west side, and with a width of 8.5 m, has an over-abundance of road asphalt for a small and discontinuous street with minimal traffic.

## Strategy:

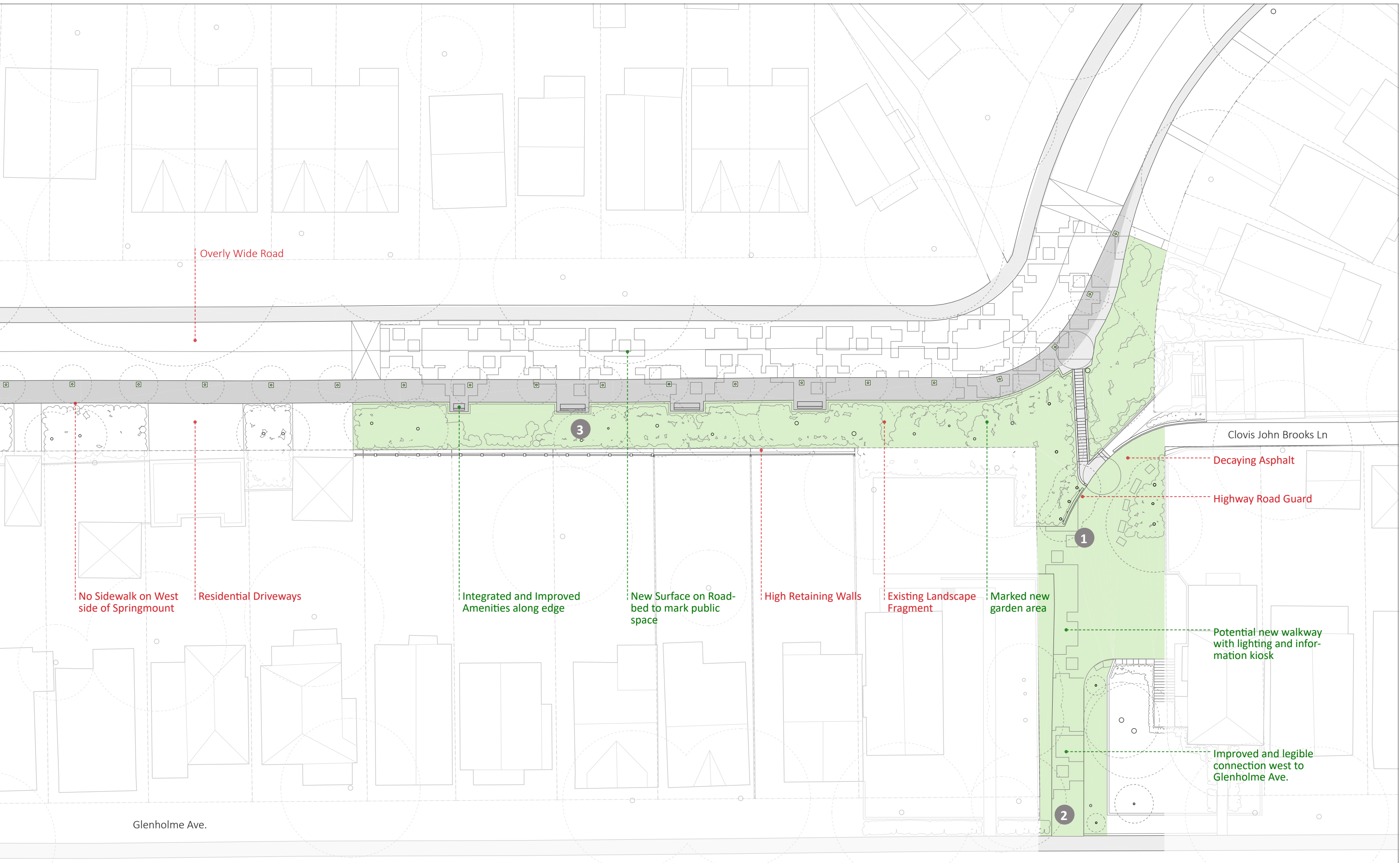
The idea that might benefit the local neighbourhood is to insert a new sidewalk and linear verge to the west side and connect the sidewalk to the north by reducing the roadbed to two full 3.0 m lanes. The resulting 2.4-meter sidewalk has the width needed to create a tree lined walk and verge space. The existing park fragment would be further improved by inserting small spaces and seating, creating a more direct and user-friendly edge.

Trees planted close to the curb at 7.0 m intervals would allow for pedestrian access. Simultaneously, when extended north to Rosemount Ave. it would form a new corner, with the potential of connecting across Rosemount Ave. to the perimeter of Oakwood Collegiate Institute and further on to St. Clair Avenue West. This potential linkage and creation of new destinations would connect the new linear park to larger nearby public spaces and form a new system of public space throughout Oakwood / St. Clair W area. It is a good idea not to be overly specific with the design until a wider system is outlined and related connections are made.



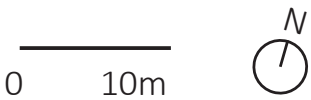
Photographs of existing conditions at Springmount Ave. Strip







# Observations & Potentials: Davenport Road



- Highlighted Problems
- Suggested Improvements

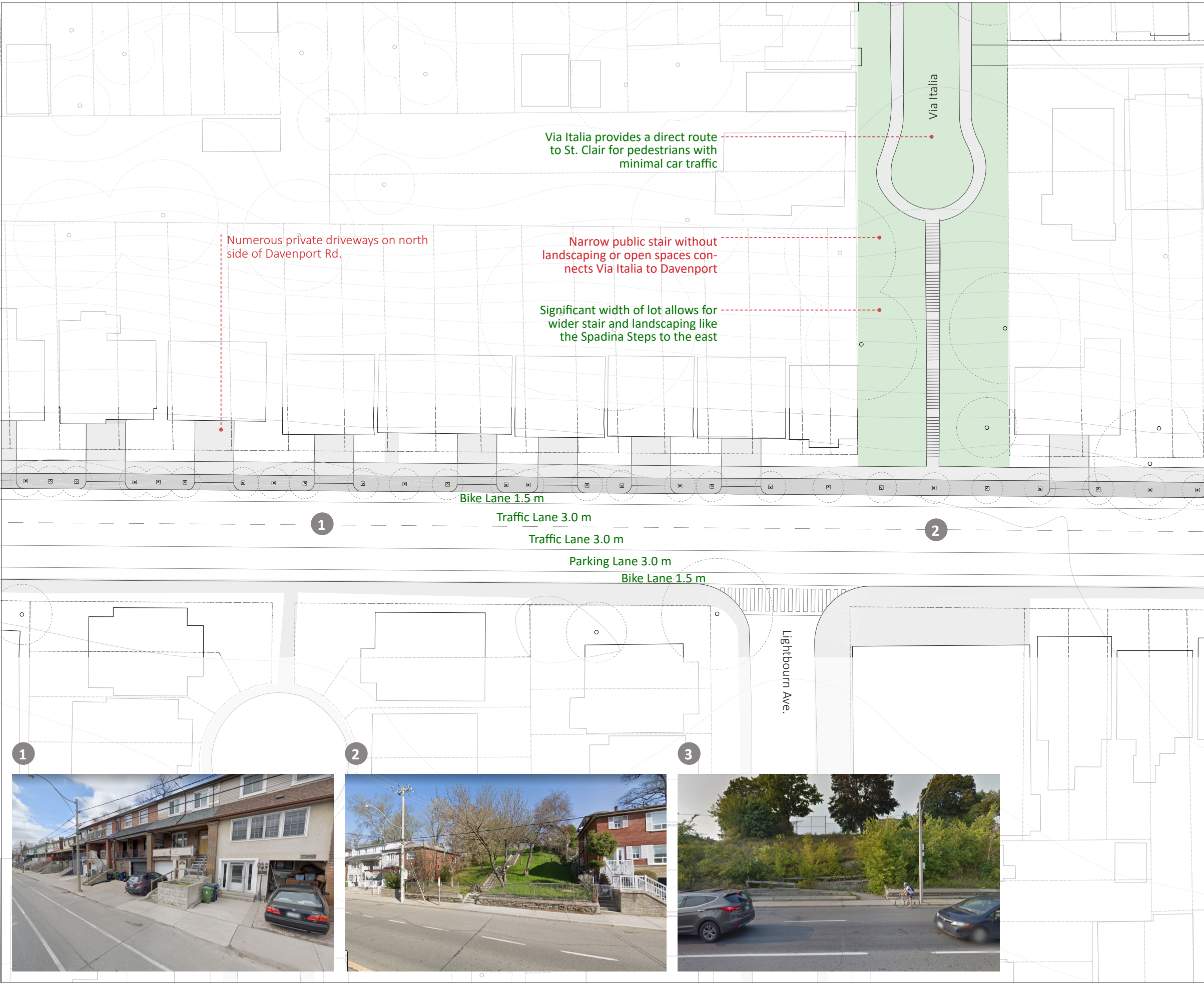
- New Sidewalk
  - Existing Sidewalk
  - Potential Public Space
- Exst. Sidewalk Width: 1.9 m  
New Sidewalk Width: 4.0 m

## Potential Prospects:

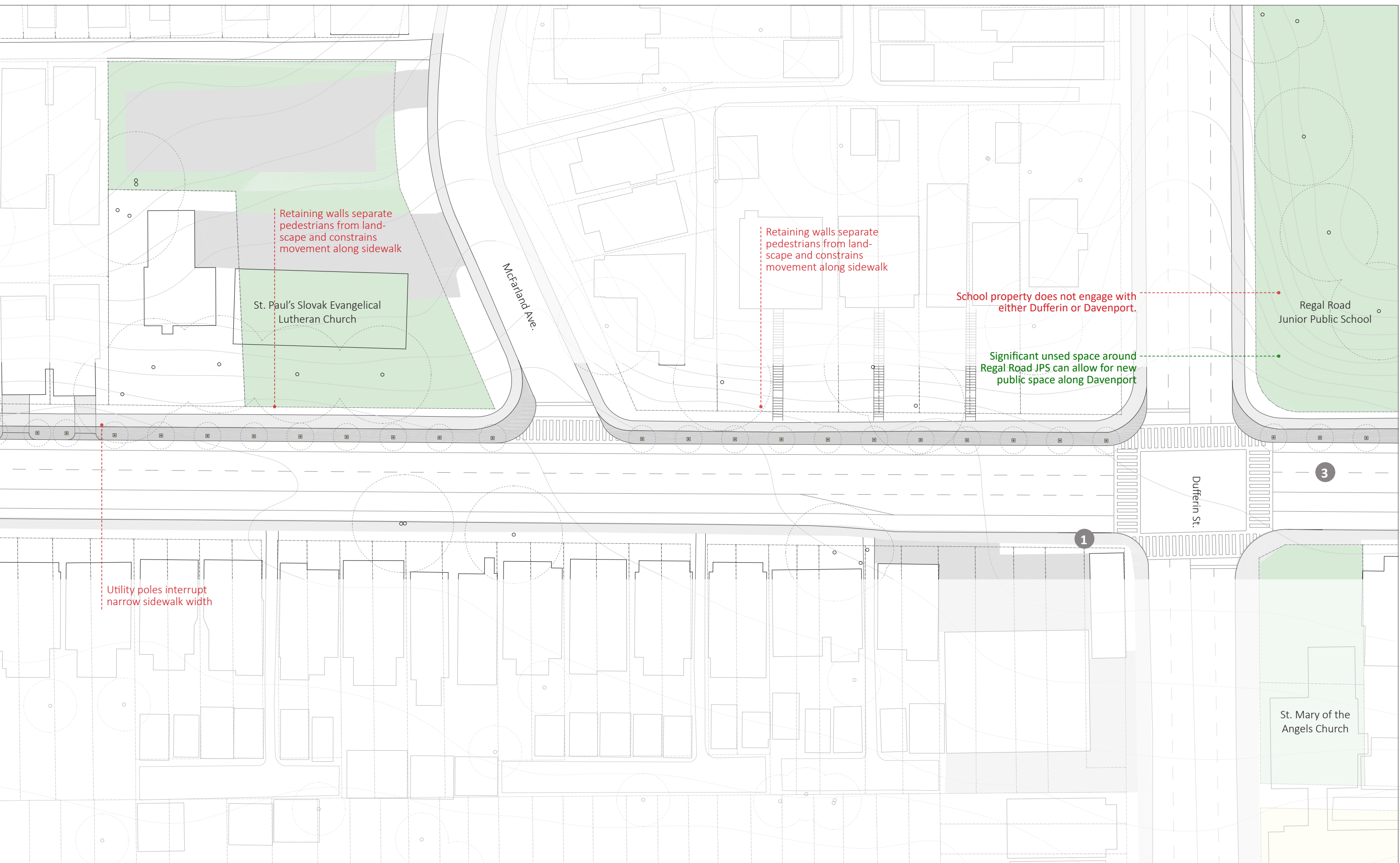
Davenport Road, marking the southern border of the study area, is one of the most prominent streets in Toronto to be defined primarily by natural features. Davenport Road runs along a large escarpment, which once formed the shoreline of the glacial Lake Iroquois, Lake Ontario’s much larger predecessor. For millennia, the indigenous peoples used the base of this escarpment as a portage route between the Don and Humber Rivers. The expansion of Toronto through the 19th and early 20th centuries saw the densely wooded escarpment divided between private estates like Casa Loma and Spadina House. Given the steep topography of the escarpment, many properties along the north side of Davenport Road have little connection to the street, whose northern frontages are composed primarily of retaining walls, dense forest, or parking pads.

## Strategy:

The City of Toronto has identified spaces along the escarpment such as Wychwood Park, Hillcrest Park, and the Tollkeeper’s Park as crucial in forming a ring of park spaces around the downtown core. Achieving this goal however is difficult given the current car-dominated state of Davenport. Widening of sidewalks along the road could provide a basis to link the various open spaces along it, and in doing so create opportunities for increased commercial activity, housing intensification, and improved connections to St. Clair along intersecting North/South streets. By removing one of Davenport’s two parking lanes and reducing the width of its traffic lanes from 3.5 to 3.0m, the northern sidewalks could be extended by 2.0m, and bike lanes widened. Given that many of the streets to the south of Davenport terminate at it in T-Intersections, corners on the south side of the road can be a focus for redesign, allowing for the creation of small park spaces and patio space for local restaurants.

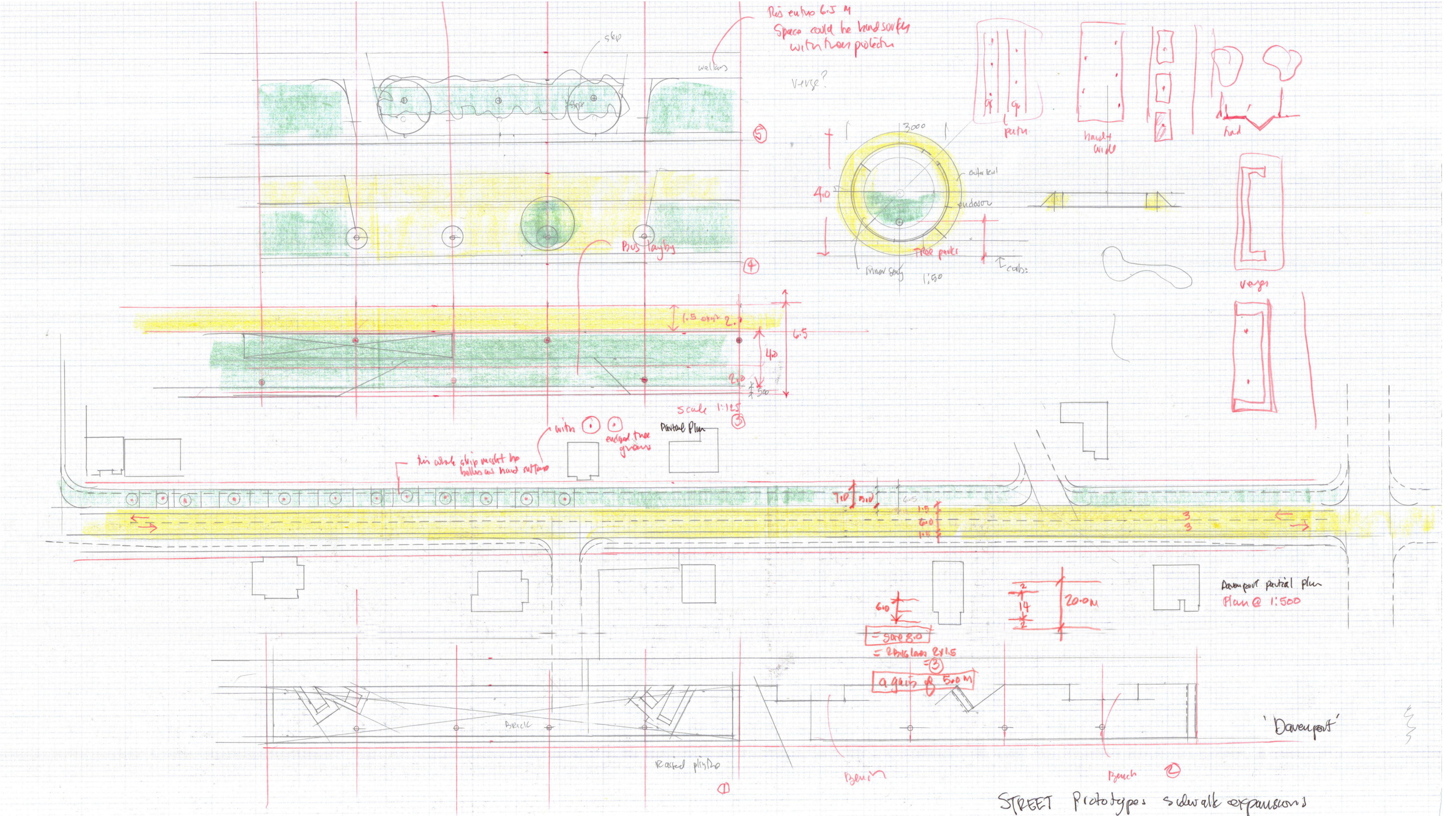






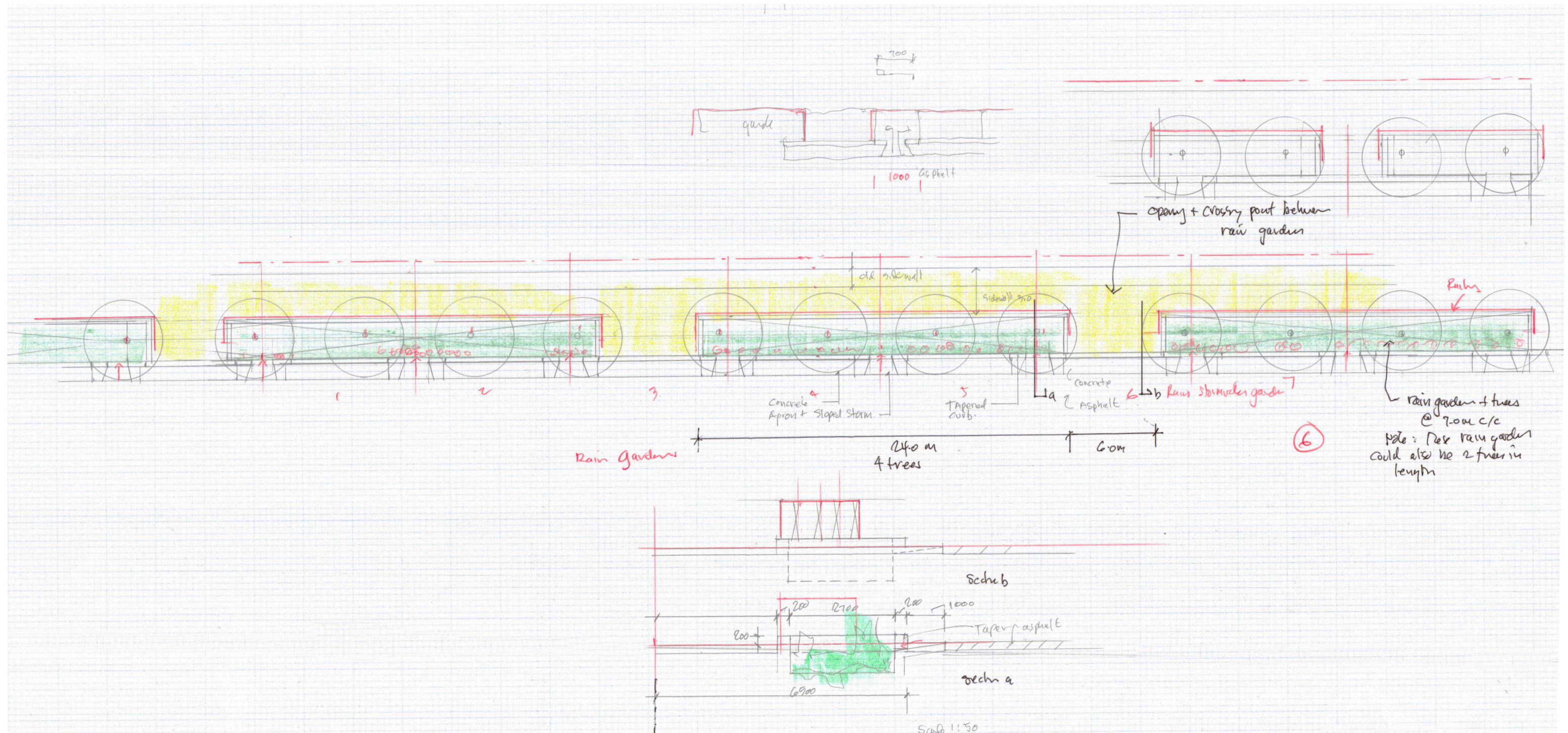


Observations & Potentials:  
Davenport Road



Above:  
Drawings of Davenport Road between Dufferin St. and Greenlaw Ave.,  
showing potential plinths, strcuted verges, and pocket parks





Above:  
Drawings of Davenport Road between Dufferin St. and Greenlaw Ave.,  
structured verges and rain gardens which can capture and store storm  
water runoff flowing from the sidewalk and escarpment.



## Acquisition of School Properties: Toronto Lands Corporation

The Toronto Lands Corporation (TLC) manages over 5,000 acres of land owned by the Toronto District School Board. In recent years, the TLC has explored various redevelopment proposals to add new housing and establish school properties as multi-functional spaces accessible to all members of the surrounding community.

*“Complex issues often have remarkably straightforward solutions. With over 600 sites and 5,000 acres of property valued between 15-20 billion dollars located in the heart of every neighbourhood across the city, TLC will demonstrate the power of leveraging a fraction of those holdings into a billion dollars worth of potential for reinvestment back into the TDSB capital planning budget over the next several years.*

*Our modernization strategy is a self-financing, data informed plan to extract the considerable economic and social value inherent in this dynamic portfolio, while retaining public ownership of the land to the greatest extent possible.*

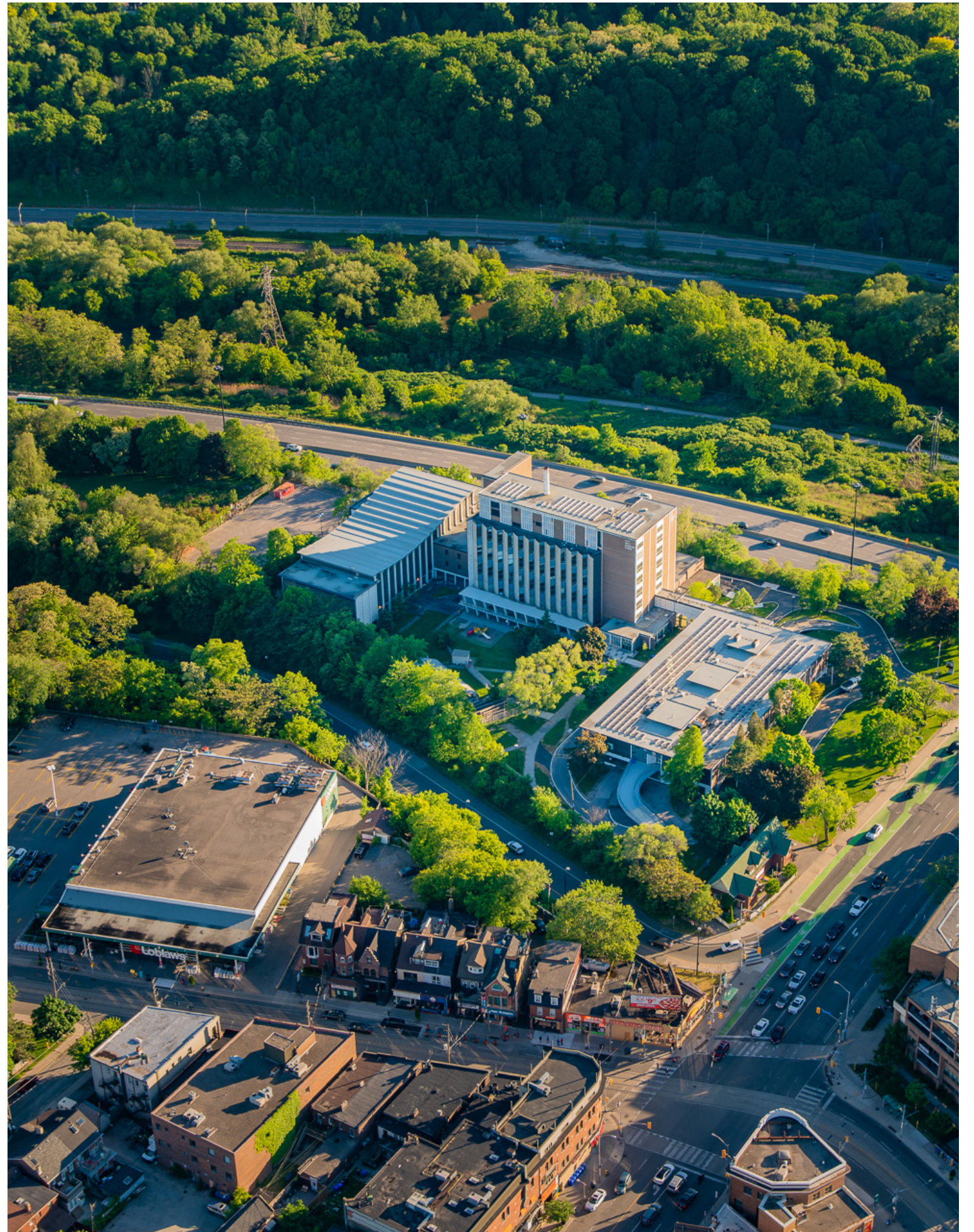
*In 2021-22, TLC’s primary focus will be on non-instructional sites, TDSB’s capital priority replacement school sites and projects that involve collaborative partnerships. Overall, our work in these areas combined with future business planning, will position the TDSB as a progressive leader in the strategic use of its public property portfolio, producing opportunities to address student success and accommodation priorities, while reinvesting in new schools that deliver a strong, fiscally sustainable, world class education.*

*As an example, an aging and under-utilized non-instructional site could be reimaged and redeveloped with municipal and/or provincial partners to contain community services, affordable housing, senior’s care, a public library and still include a modern and exceptional learning space.*

*A redeveloped school site doesn’t just have to be a school, it can be an integrated space, or a complete community. By collaborating with public and community partners, we maximize public assets and destinations that serve students as well as the broader public. This is the value of modern thinking.”*

Statement on the modernization strategy for TDSB properties from the TLC  
Source: <https://torontolandscorp.com/modernization-strategy/>

Right: Aerial view of the City Adult Learning Centre along the Don Valley at Broadview.  
Source: Toronto Lands Corporation.





Precedents: Temporary Restaurant Patios  
Toronto, ON, 2020 -

Small patios fill former parking lanes to provide outdoor seating in response to COVID-19 restrictions on indoor dining.  
Photo Source: Brown + Storey Architects Inc.





**Precedent: Clinton Street Junior Public School, Toronto, ON**

The careful design of the perimeter between school yards and streets can dramatically improve the conditions of both. At Clinton Street Junior Public School in downtown Toronto, a shallow retaining wall supporting concrete benches provides seating for both pedestrians and users of the sports field.



Above: Aerial view of Clinton Junior Public School, with structured verge outlined.  
Source: Google Earth

Right: Views of the structured verge along Clinton Street  
Source: Brown + Storey Architects Inc.





Clinton Street Junior Public School  
(Contd.)





**Victoria Park Subway Station Screens**  
**Brown + Storey Architects, 2012**  
**Toronto, ON**

Consistent use of specially designed screens, like those along the perimeter of Victoria Park Subway Station, can improve the circumstantial character of existing school perimeters.  
Photo Source: Brown + Storey Architects Inc.





Victoria Park Subway Station Screens  
(Contd.)

