

DRAFT

Toronto Urban Design Guidelines



North Downtown Yonge

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Yonge Streets heritage fabric adds to the significance of this Corridor.



Retail frontages along Yonge Street

1. INTRODUCTION

North Downtown Yonge is one of the most celebrated areas in Toronto. As a major north-south corridor, Yonge Street is constantly used by pedestrians, vehicle users, transit users and cyclists. The scale of the buildings, priority retail with narrow street frontages, heritage buildings, cultural destinations, mix of uses and the significant landmarks and open spaces have collectively made Yonge Street an authentic destination for visitors and Torontonians alike.

Being the longest street in North America, Yonge Street has different characteristics through its 1,896 km¹ length. It is a major arterial street that embodies many of the important and iconic buildings and public spaces in Toronto. As the artery of the city, with one of the main north-south subway corridors, it provides immediate access to collector and neighbourhood streets, and subsequently to other important destinations. While the aim of this study is to provide parameters for the design and design evaluation of developments for North Downtown Yonge, the surrounding context will be explored as well to ensure that recommendations for Yonge Street will respond well to its immediate context. The context area will be referred to as the “Study Area”. There are different precincts and corridors within the Study area which are a part of this document. The relationship of future developments along North Downtown Yonge with these corridors and precincts is an essential part of this document. These precincts and corridors have different characteristics and their future developments will enrich the improvements of the North Downtown Yonge in many different ways.

There is an Official Plan Amendment, currently underway, which will address the policy direction for new potential developments within the Study Area.

¹ (Source: Guinness book of records)

1.1. NORTH DOWNTOWN YONGE OBJECTIVES

The Study Area has seen dramatic growth during the past decade. North Downtown Yonge is one of the key areas in the city, serving Torontonians in many different ways throughout the years. The North Downtown Yonge Design Guidelines will help improve the quality of life by providing appropriate built form and public space guidance, while being respectful of the integrity of the surrounding context. Furthermore, these design directions will be read in conjunction with the urban design policies in the City of Toronto Official Plan to ensure consistency, reliability and accuracy. A number of key objectives have shaped the development of this document including:

- Preserve and enhance existing heritage buildings and heritage characteristics within the Study Area;
- Ensure pedestrian's, resident's, employee's and visitor's comfort and safety;
- Maintain and enhance priority retail with narrow street frontages;
- Expand the open space network by providing accessible, high quality, barrier free and well designed parks, plazas and open spaces;
- Ensure enjoyment of public spaces by all users;
- Enhance streetscape design, tree planting, street furniture, pavement treatment and well-designed sidewalks;
- Create a balance between vehicle, bicycle and pedestrian movement;
- Enhance the public realm and pedestrian movement by expanding the sidewalk width, mid-block access, well designed promenades and potential new mid-block connections;
- Enhance and encourage active uses at-grade;
- Provide animated frontages at the street level for safety, interaction and vitality;
- Maintain and enhance the areas designated as *Neighbourhoods* in the City of Toronto Official Plan;
- Represent the Study Area with its own distinct identity with high quality designed gateways and entry points;



Heritage structures will be maintained and preserved



Combination of heritage buildings and slab type apartment buildings within the Study Area



View of the Linear Park

- Maintain and enhance key views and vistas;
- Encourage and enhance the year-round events and parades;
- Encourage the redevelopment of underutilized sites when it is appropriate;
- Distribute higher densities at appropriate locations;
- Provide appropriate transition from tall buildings to lower-rise areas;
- Ensure high quality architectural design, when new developments are reviewed by the City of Toronto Design Review Panel;
- Provide different types of residential units for different groups, including but not limited to family sized units;
- Promote sustainable and environmentally friendly developments;
- Encourage transit use; and
- Encourage re-investment that respects Yonge.



Narrow retail frontages along Yonge Street



Neighbourhoods will be protected.

1.2 LOCATION / STUDY AREA

The Study Area, for the North Downtown Yonge Design Guidelines, is generally located between College / Carlton Street to the south and Charles Street to the north. It extends beyond the fronting properties on Bay Street to the west and Church Street to the east, as shown in figure 1. For the purpose of the North Downtown Yonge Design Guidelines, and to ensure the appropriate relationship with other corridors and precincts, the analysis will look beyond the northern edge of the Study Area in the early sections of this document.

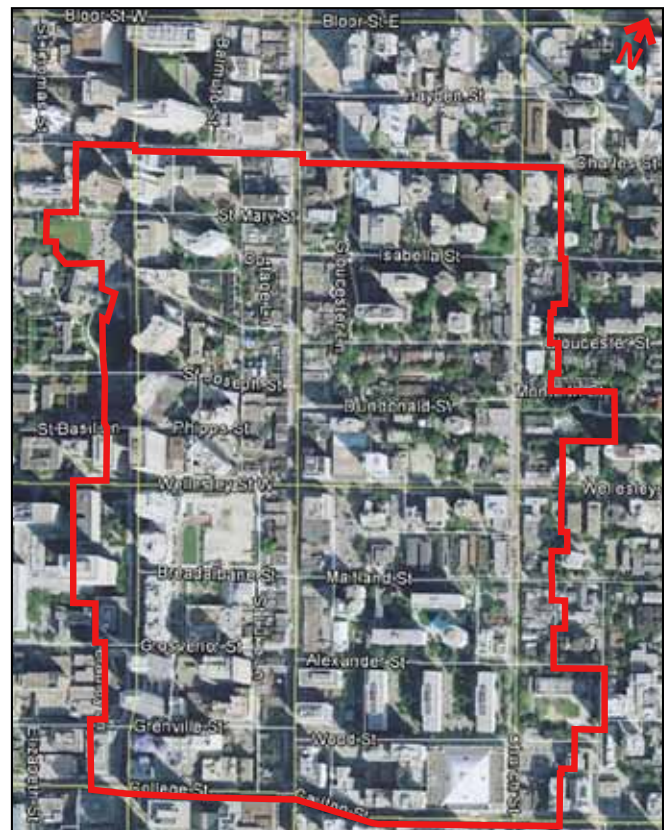


Figure 1: Aerial Photo of the Study Area

NORTH DOWNTOWN YONGE

(Note: Listed and designated information is from the City of Toronto Heritage Inventory. Please note that the process of identifying sites as potential to be included in the City of Toronto Heritage Inventory is not yet complete and other buildings may be identified as well. Additional sites of interest may be identified through the heritage Conservation District study.

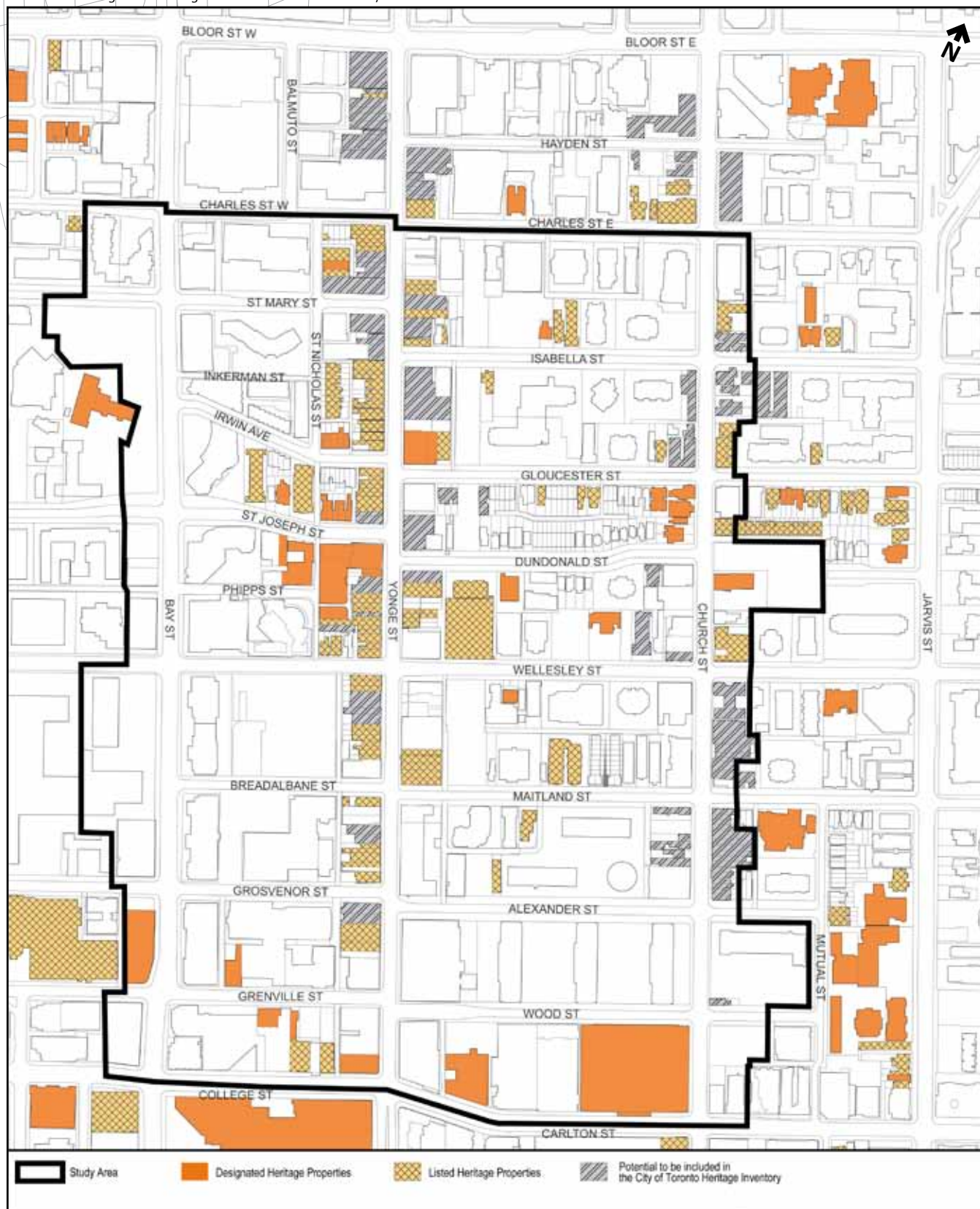


Figure 2: Heritage Buildings



Intact heritage fabric along Yonge Street



Heritage building at the intersection of Yonge Street and Charles Street East



Constructed in 1888, the Gloucester Mews building at 2 Gloucester Street / 601 Yonge St. was originally a Masonic Hall.

2.0 HERITAGE

One of the most important assets of Yonge Street within the Study Area is its intact heritage built form and streetscape. The preservation of these assets is key to carrying its unique identity forward. Structures, which have been listed or designated in the City of Toronto Heritage Inventory are scattered throughout the Study Area, with the largest concentration along Yonge Street. A heritage study is currently underway for North Downtown Yonge from College / Carlton Streets to Davenport Road, which could eventually identify this area or parts of this area as a heritage conservation district. The outcome of this study will supersede the existing Zoning By-law and may provide refinements to the North Downtown Yonge Design Guidelines.

As key components of Yonge Street, special attention should also be given to non-listed, non-designated existing buildings (contemporary or old), which carry notable architectural designs and landmark characteristics.

Figure 2 highlights the listed and designated heritage buildings in North Downtown Yonge, as well as buildings of heritage interest. Not only should these buildings be protected and enhanced, but any adjacent development should complement their prevailing scale and materiality. New developments neighbouring heritage buildings may be appropriate when the site conditions can meet specific guidelines and requirements found in this document and the Area Specific Official Plan Amendment.



Heritage fabric on Wellesley Street West

2.1 HISTORY OF YONGE STREET

Yonge Street was originally a military road outside the town, named for Sir George Yonge who was a British secretary of war. It established itself as the city's main north-south street in 1794, which continued carrying its major role as a main spine in Toronto up to this date. At the time, most of the early buildings were 2-3 storey Georgian Commercial Blocks, many of which have been preserved and maintained, reflecting the history of Yonge Street. In 1869, with the opening of the Timothy Eaton's department store at the intersection of Yonge and Queen Street, Yonge Street was established as the main shopping street. Until the 1880's most parts of Yonge Street, north of College Street was largely filled with residential buildings. In 1894, the first electric streetcar was developed along Yonge Street, providing public transit facilities for residents and visitors. A wave of change came after 1930, bringing a number of conversions including the development of non-residential buildings, public transit development, streetscape improvements and open space expansions, accumulating the constructive role of Yonge Street in the city. A number of these important developments include:

- The opening of Eaton's College Store in the 1930's
- Streetscape improvements and connections from College Street to Carlton Street (which previously were not connected) through land donation
- Yonge Street Subway construction between 1949-1954
- Yonge Street summer closures, creating a pedestrian mall, 1971-1974
- Toronto's Eaton Centre opening in 1975
- Dundas Square completion in 2002

Yonge Street's significance has made it a great area for investment, which has resulted in a lot of ongoing changes during the past few years. Every new development along Yonge Street should reflect the identity of the area and should be a reason to celebrate its enriched history.

(Source: A Short History of the World's Longest Street, by: Richard Stromberg, Toronto Historical Board)



Streetcar at the intersection of Yonge Street and Queen Street, 1909-1915 Photographer: William James (Source: City of Toronto Archives, Fonds 1244, Item 495)



Eaton College Store at the intersection of Yonge Street and College Street



Santa Clause Parade on Yonge Street, 1905



Pride Parade on Yonge Street



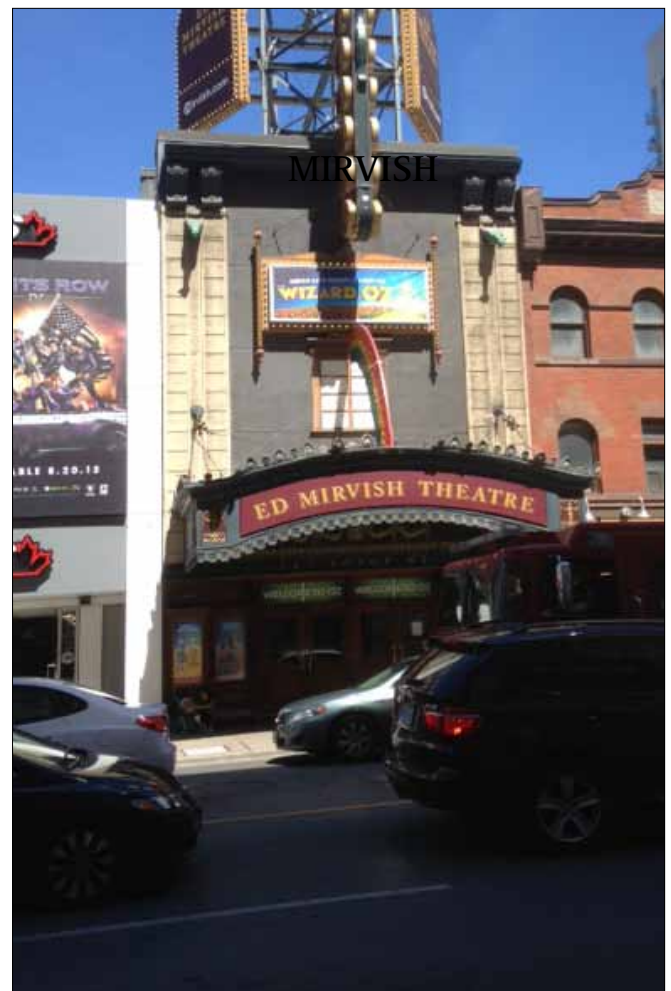
Continuous retail along Yonge Street



Dundas Square at the intersection of Yonge Street and Dundas Street

3.0 YONGE STREET AND TOURISM

Yonge Street in the downtown is one of the most vibrant and bustling districts of the city, famous for its world class shopping, dining and entertainment (according to "Tourism Toronto"). A variety of retail stores with primarily narrow at-grade frontages, which shapes a continuous commercial strip along its 1 km length, along with the famous Toronto Eaton Centre, cultural services such as Ed Mirvish Theatre and Panasonic Theatre, iconic public open spaces like Yonge Dundas Square, mixed use developments including 10 Dundas Street East, as well as the popular year round events and parades have added to the tourism and cultural significance of the Study Area. Yonge Street is not just a priority retail street; it is a major cultural and civic corridor, which has become the key spine of metropolitan Toronto.



Ed Mirvish Theatre on Yonge Street

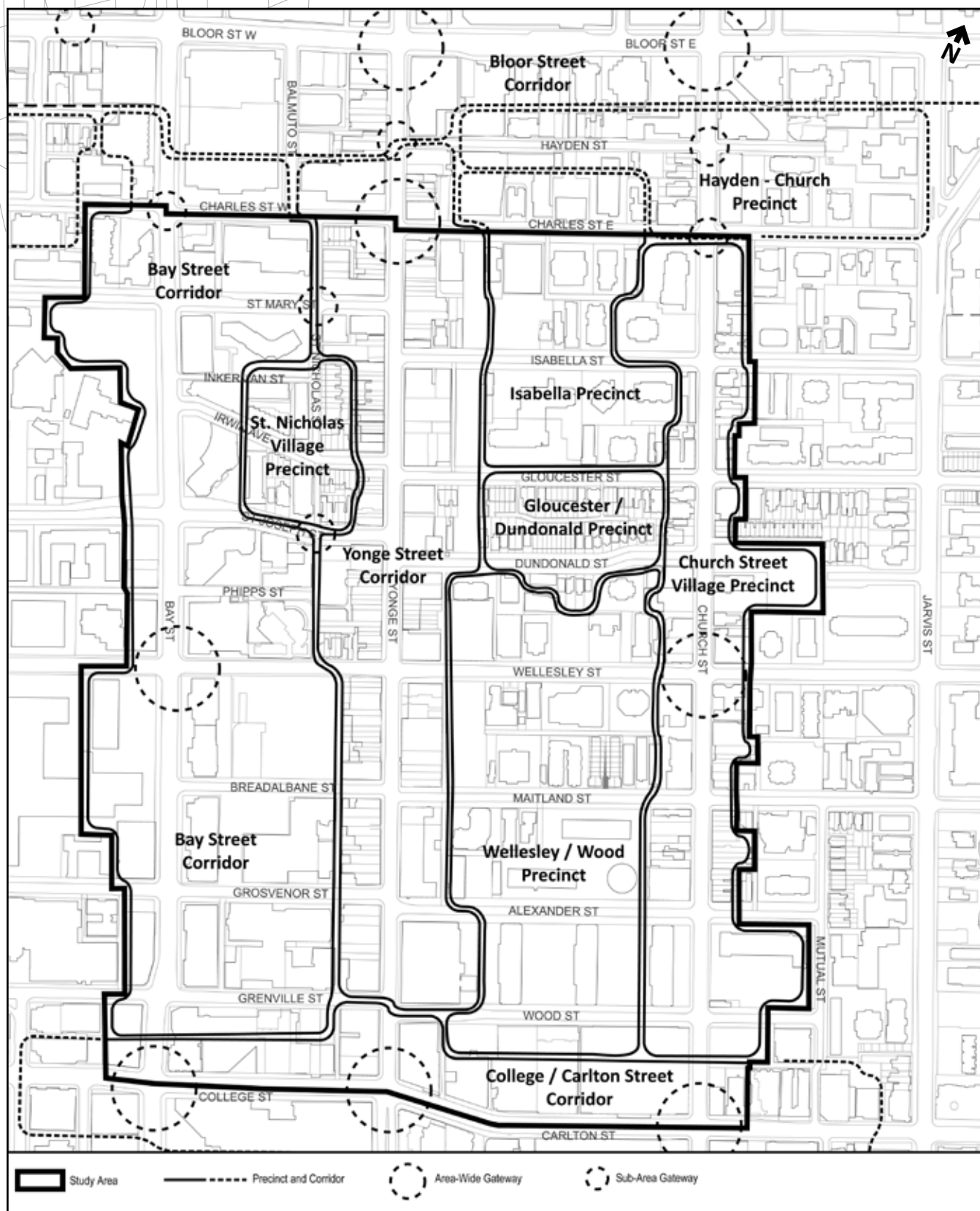


Figure 3: Precincts and Corridors



Church Street Village Precinct



College / Carlton Street Corridor



Gloucester Street

4.0 PRECINCTS AND CORRIDORS

This guideline document is comprised of a number of precincts and corridors, each defined by its attributes in terms of function and built form. This organization allows consideration for the specifics of each setting and ensures that new development is appropriate to its location. Figure 3 shows different corridors and precincts within the Study Area. The City of Toronto Official Plan states that generally the growth areas in the city are locations where good transit access can be provided along bus and streetcar routes and rapid transit stations. This statement does not, however, override the fact that growth is not suitable for every precinct within the Study Area. These organizing precincts and corridors (shown in figure 3) will help identify the appropriate locations for growth, and will recognize precincts, which shall have minimal or no change.

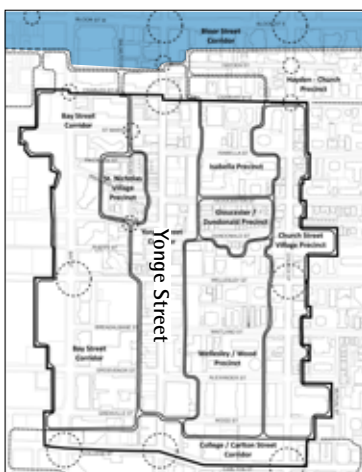
Some of the precincts have a unique and strong identity such as the St. Nicholas Village and Gloucester/Dundonald Precincts, which should be maintained and reinforced through appropriate development. On the other hand, a number of other precincts require a strong vision for future development and public realm improvements to contribute to the more thriving community as envisioned for North Downtown Yonge.

It will be emphasized throughout the document that precincts designated as *Neighbourhoods* in the City of Toronto Official Plan, as well as any building listed or designated in the City of Toronto Heritage Inventory will be protected and enhanced. Any development adjacent to or in the vicinity of such areas and buildings will follow the related guidelines, policies and studies.

4.1 BLOOR STREET CORRIDOR

The Bloor Street Corridor is outside the Study Area, however due to its major role and connection to Yonge Street, has been addressed in this document to ensure consistency with the *Bloor-Yorkville/North Midtown Urban Design Guidelines*. The Bloor Street Corridor, as described in the *Bloor-Yorkville/North Midtown Urban Design Guidelines* document is on both sides of Bloor Street, extended beyond Avenue Road to the west and Church Street to the east. It is characterized by its high-end shops, which provide some of Canada's most affluent retail experiences.

As mentioned in the *Bloor-Yorkville/North Midtown Urban Design Guidelines*, the centre of this corridor, meaning the intersection of Yonge Street and Bloor Street, has been referred to as the height “peak” where some of the tallest buildings in the area are concentrated. The remainder of the corridor is referred to as a height “ridge” where buildings step down in height from the peak. This area is designated as *Mixed Use Areas* in the City of Toronto Official Plan, and has experienced a number of new high density developments during the past few years, including the “Uptown Residences” and “Crystal Blu” on Balmuto Street. The 75 storey building at 1 Bloor Street East will be located at one of the most significant downtown intersections within this Corridor. All the design directions described in the *Bloor-Yorkville/North Midtown Urban Design Guidelines* document will apply to this area and no changes to the existing guidelines are being recommended in this document.



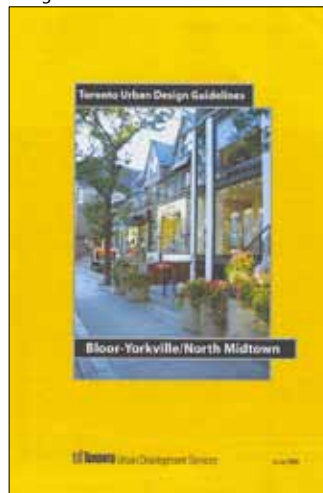
Key map



Bloor Street Corridor



Illustrative rendering of 1 Bloor Street East retail at-grade along Yonge Street



Bloor-Yorkville/North Midtown Urban Design Guidelines document



Illustrative rendering of the proposed 1 Bloor Street East development



Affluent shopping located along Bloor Street



Hayden Street view, looking east



Hayden Street's streetscape



Figure 4: Hayden Street sketch looking east along Hayden Street showing buildings with mid-block connection, consistent setbacks and setbacks above the base building height (Reference: *Bloor-Yorkville/North Midtown Urban Design Guidelines* document)

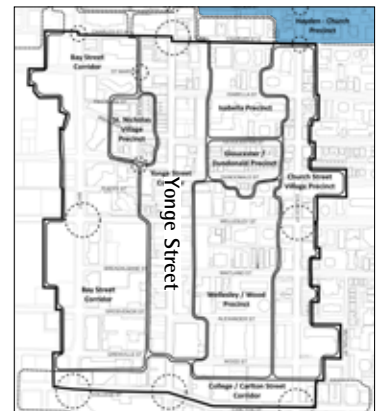
4.2 HAYDEN - CHURCH PRECINCT

The Hayden - Church Precinct as described in the *Bloor-Yorkville/North Midtown Urban Design Guidelines* document is located along Hayden Street between Yonge Street and extends beyond Church Street to the east. This Precinct is primarily recognized as a retail/pedestrian precinct with Hayden Street also operating a “service function” for developments fronting onto Bloor Street East.

All new development in this Precinct will provide for streetscape improvements and an attractive front façade on Hayden Street in accordance with the *Bloor-Yorkville/North Midtown Urban Design Guidelines* document. Mid-block pedestrian connections to Bloor Street East and Charles Street East are encouraged in new developments as well as underground pedestrian connections to developments that provide access to the subway. Any noise generating systems associated with development proposals (i.e. exhaust fans, garbage storage areas) will be concentrated away from the Hayden Street frontage.

Development fronting onto both Hayden Street and Charles Street East will have their loading and vehicular access functions integrated within the streetwall. New development subject to an Official Plan or Zoning By-law amendment will be required to convey a 1.5m strip of land to the City for the purposes of sidewalk widening. The intersection of Hayden and Yonge Street provides for an opportunity to incorporate an appropriately-scaled terminus treatment.

All the design directions described in the most recent *Interim Guidelines for Hayden Street* document will apply to developments within this Precinct and no changes to the existing guidelines are being recommended in this study.



Key map

4.3 ST. NICHOLAS VILLAGE PRECINCT

The St. Nicholas Village Precinct is located mid-block between Yonge Street and Bay Street. It fronts St. Joseph Street to the south and stretches north to Inkerman Street. This area has been designated as *Apartment Neighbourhoods* in the City of Toronto Official Plan. The St. Nicholas Village Precinct comprises of two and four storey townhouses and some apartment buildings, with decorative facades facing the street. St. Nicholas Village Precinct is not designated as *Neighbourhoods*, but it is recognized as a stable area. Also, due to its heritage and built form attributes, St. Nicholas Village Precinct shall be preserved and enhanced in its current scale and character. St. Nicholas Street and Inkerman Street have narrow right-of-ways which add to the village character of the area. Large scale developments and tall buildings are not permitted in this Precinct.

The Village predominantly has a “residential” typology with a majority of housing units either designated or listed within the City of Toronto Heritage Inventory. A few of these heritage buildings have been converted into residential-commercial or commercial buildings, which contribute to the vibrancy of the Village. Being within a strong heritage fabric, the row of townhouses along Irwin Street and immediately west of St. Nicholas Street have been deliberately designed to conform to the character of the prevailing heritage buildings of the area.

The St. Nicholas Village Precinct has a unique public realm, with brick pavers in the roadway. This street aligns with its extension, as a laneway, between Irwin Street and St. Joseph Street, enhancing mid block pedestrian movements.



Key map



View of the St. Nicholas Village Precinct along St. Nicholas Street



Laneway within the St. Nicholas Village Precinct



Residential-commercial buildings on Irwin Street

The streetscape of St. Nicholas Street has been improved in parts of the Precinct, with tree planting, decorative pavement sidewalk treatment and street furniture.

The goal of the North Downtown Yonge Design Guidelines is to protect the existing valuable character and built form in the St. Nicholas Village Precinct, however some smaller scale developments may be permitted. In this case, the following design directions will be considered:

- All new developments should contain compatible exterior building material with those of the adjacent residential and heritage buildings.
- All new developments will have an appropriate setback from the front property line in order to create semi-private landscape zones and to complement and enhance the streetscape design.
- The height limit in the St. Nicholas Village Precinct does not allow for tall buildings, however, in the case of an acceptable rezoning for minor additional heights, new developments will create an appropriate height transition from the existing low-rise buildings (residential or otherwise) to the taller portion of new developments.
- To improve mid-block pedestrian and cyclist circulation, it is strongly recommended that the extension of St. Nicholas Street, between Irwin and St. Joseph Streets, be enhanced through pavement treatment and refurbishment of the building interface.
- The shadow impact of any tall building development in the vicinity of the St. Nicholas Village Precinct will be closely reviewed. New shadows beyond those existing and as-of-right are discouraged.



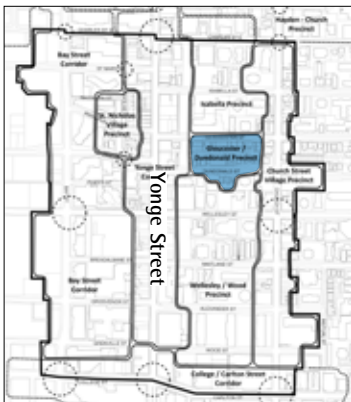
Heritage buildings in the St. Nicholas Village Precinct, facing St. Joseph Street

4.4 GLOUCESTER / DUNDONALD PRECINCT

The Gloucester / Dundonald Precinct is located mid-block between Church Street to the east and Yonge Street to the west. The northern edge of the Precinct is the south side of Gloucester Street and it extends to the south fronting properties on Dundonald Street.

The Gloucester / Dundonald Precinct contains the area's prevalent mix of grade-related residential homes (single detached, semi-detached, townhouses). This part of the Study Area is the only segment that has primarily been designated as *Neighbourhoods* in the City of Toronto Official Plan. The low-rise area on the south side of Dundonald Street is designated as *Apartment Neighbourhoods*, but several of the existing properties have a residential scale and shall be maintained. This Precinct as a prominent *Neighbourhood* should be preserved and maintained without any interruption to its existing built form and scale.

The paved roadways are narrow in this *Neighbourhood*, helping to slow down the local traffic. Buildings have large setbacks from the front property line, resulting in a generous front landscaped area. This setback along with the mature trees contributes to the neighbourhood-like feeling of the Precinct and strengthens pedestrians' comfort and safety. Being located next to one of the largest open spaces within the Study Area at this time, the Gloucester / Dundonald Precinct is served by James Canning Gardens (as a part of the linear park's network over the Yonge subway line), which has a prominent role as a community park.



Key map



View of Gloucester / Dundonald Precinct looking east-west



Low-rise built form on Gloucester Street



Houses and large setback from the front property line

North Downtown Yonge Design Guidelines have created a precinct to protect this area from future growth and any negative impacts from surrounding developments to ensure that the current built form and massing within this area are maintained. Most of the buildings are not listed within City of Toronto Heritage Inventory, but a large number of them carry notable and distinct architectural design. Large scale and tall building developments are not appropriate built forms for this Precinct. Any potential developments in the Gloucester / Dundonald Precinct will conform to the following design directions:

- Heritage buildings will be preserved, maintained and enhanced.
- New developments will be in the form of low-rise residential built form (single detached, semi-detached, townhouses) and small scale commercial, replicating the height of the existing low-rise buildings.
- New low-rise residential built form will conform to the prevailing materials and characteristics of adjacent heritage buildings.
- The existing large setback from the front property line will be maintained to ensure preservation of the semi-private landscape zone, pedestrians' comfort and safety, as well as the continuity of the existing streetscape design.
- The shadow impact of any tall building development in the vicinity of the Gloucester / Dundonald Precinct will be closely reviewed to ensure the minimum adverse shadow impact.
- Shadows from new developments, which encroach beyond these of existing shadows, will not be permitted.



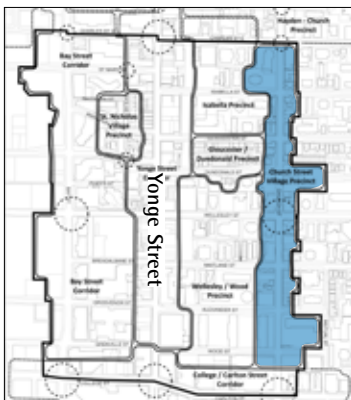
There are different type of housing units in the *Neighbourhood*

4.5 CHURCH STREET VILLAGE PRECINCT

The Church Street Village Precinct is located on both sides of Church Street. It extends to Charles Street East to the north and extends slightly south of Wood Street to the south. This area is characterized with a “Main Street” feel, two lanes of traffic, on-street parking, outdoor cafes, street furniture, public art, standardized lighting and iconic heritage buildings. Home to many annual events in Toronto, Church Street has become a destination for many visitors and Torontonians alike. The built form context is generally three-storeys in height with retail at-grade and rental apartments and offices above. Parts of this Precinct have been designated as *Mixed Use Areas*, and parts of it as *Apartment Neighbourhoods* and *Parks* in the City of Toronto Official Plan. Church Street is also recognized by a number of listed heritage buildings, which will be preserved and enhanced. The sidewalks on the east side of Church Street are between 2m to 3m wide, while their width is mostly over 3m on the west side.

In the *Downtown Tall Buildings Vision and Supplementary Design Guidelines*, approved by Council in May 2013, Church Street is shown as a priority retail street, which will be maintained and enhanced with a fine-grain and narrow street frontage retail and a high quality public realm. The policies within Site Specific Policy 155 will continue to apply and will extend north to Isabella Street and south to Alexander Street and shall be maintained.

The Church Street Village Precinct will maintain the existing 44 degree angular plane in Zoning By-law 438-86, measured from 16m above the Church Street property lines between Hayden Street and Gerrard Street East.



Key map



View of Church Street looking north



Heritage fabric along Church Street



Church Street is famous for its sidewalk cafes and retail frontages.



Mid-rise building along Church Street



Example of recent streetscape improvements on King Street, Kitchener, ON



Example of recent streetscape improvements on King Street, Kitchener, ON

The existing height limits in the Zoning By-law shall be respected for properties fronting along the portion of the street between Alexander Street and Hayden Street.

Church Street does not have a height designation in the *Downtown Tall Buildings Vision and Supplementary Design Guidelines* due to its high concentration of heritage properties and the surrounding building fabric. The heritage and built form characteristics of the Church Street Village Precinct should be, therefore, enforced by new small scale and mid-rise developments. Potential low-rise and mid-rise developments within the Church Street Village Precinct will conform to the following design directions:

- The materials used in the façade of new low-rise developments or the base of the mid-rise buildings will conform to the prevailing materials of adjacent existing heritage buildings.
- Building frontages facing onto Church Street should create a continuous streetwall.
- New developments along Church Street should have a setback from the front property line to allow for enhanced streetscape design and wider sidewalks.
- Active uses at-grade, cafés, patios and spill-out zone are strongly encouraged to enhance the Church Street Village Precinct.
- Seasonal patios within the public right-of-way and adjacent to the curb zone are encouraged, wherever possible.
- The main frontage of the retail use at-grade should be covered with a high percentage of permeable materials to allow for interaction, safety and vitality of the street life.
- Mid-rise buildings will have strategic setbacks from the base buildings to maintain the existing pedestrian scale and create architectural interest.

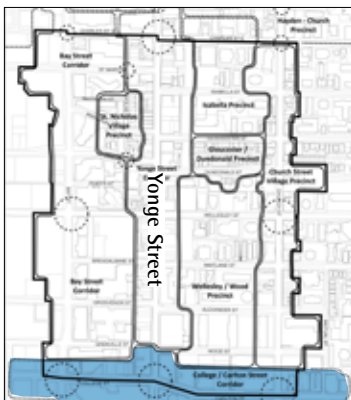
4.6. COLLEGE / CARLTON STREET CORRIDOR

College / Carlton Street Corridor is an east-west street that conveniently connects with a number of Downtown *Neighbourhoods* as well as institutional, cultural and recreational facilities. This Corridor is designated as *Mixed Use Areas* in City of Toronto Official Plan. Being at one of Toronto's transit nodes, College / Carlton Street has experienced much development during the past few decades, adding to the residential and employment population of downtown, and encouraging citizens to use public transit. Recently constructed buildings located at 21-25 Carlton Street are among the notable new developments along this Corridor. Despite the dominant tall building typology that exists, the listed and designated heritage buildings along this Corridor add to the historic value and character of College/ Carlton Street.

The overall feeling of this Corridor is characterized by a canyon built form with retail uses between Bay Street and Jarvis Street. With a mix of retail, commercial, cultural and office uses, the College / Carlton Street Corridor is recognized by its lively character. This Corridor has been identified as a priority retail street in the *Downtown Tall Buildings Vision and Supplementary Design Guidelines*.

The College / Carlton Street Corridor has maintained its continuous streetwall with the exception of a few places, where bigger setbacks have been provided for restaurant patios or weather protected entrances.

Having one of the major transit nodes within, the College / Carlton Street Corridor is considered to be an appropriate location for higher density and tall buildings.



Key map



Canyon built form along College / Carlton Street Corridor



College Street is a priority retail street



21-25 Carlton Street developments view from Alexander Street



Illustrative rendering of the under construction Aura development at the intersection of Yonge and Gerrard Street

New development applications will conform to the citywide *Tall Building Design Guidelines* and the *Downtown Tall Buildings Vision and Supplementary Design Guidelines* as well as the followings design directions:

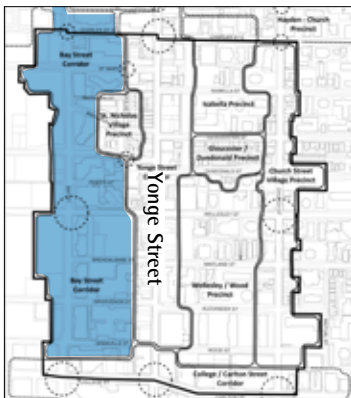
- Buildings listed in The City of Toronto Heritage Inventory will be maintained and enhanced.
- New developments will maintain the existing continuous streetwall.
- To create animated street frontages, permeable materials should be used in the façade of base buildings and retail use at-grade to provide safety, visibility and interaction.
- A wind study will be submitted with any development application for any proposed tall building along College/Carlton Street to ensure pedestrians' comfort.
- Due to the height of buildings and canyon built form of the Corridor, continuous weather protection shall be provided for the street frontage with a minimum depth of 3m in order to mitigate the adverse wind impact along the corridor and provide for pedestrian connection.
- Towers will have a proper setback from the base building to allow for direct sunlight and to maintain a human scale perception zone.
- Tall buildings will meet the 12.5m minimum separation distance requirement from the adjacent properties, or the minimum 25m separation distance from any adjacent tall building above the canyon height.
- Tall buildings should meet the minimum separation distance to any low-rise or mid-rise buildings.
- Highly articulated buildings (as opposed to slab-type buildings) are encouraged.
- Shadows cast from tall buildings onto shadow sensitive areas are discouraged and will be closely reviewed.

4.7. BAY STREET CORRIDOR

Bay Street is one of the north-south main corridors in downtown Toronto, which is designated as *Mixed Use Areas* in the City of Toronto Official Plan. Bay Street has a tower and base built form, with buildings which have a mix of residential and retail, or office and retail. It is also a transit oriented corridor with a bus route that connects Bay Street to Queens Quay West and Davenport Road. The wide 27m right-of-way, which runs parallel to the Yonge and University subway lines and the mixed-use structures have collectively made Bay Street Corridor suitable for high density and tall building developments.

Bay Street has gone through dramatic growth during the last decade with only a few remaining sites left for redevelopment. The Murano and Burano buildings, at the intersection of Grosvenor Street and Bay Street, are among the notable recent developments along Bay Street, which have significantly contributed to the improvement of the streetscape and the public realm. Other development applications along Bay Street include U condominiums at the intersection of Bay Street and St. Mary Street, 1000 Bay Street at the intersection of Bay Street and St. Joseph Street, the proposed Sutton Place Hotel redevelopment and 880 Bay Street, which is a proposed Ontario Government Office building.

Bay Street is known for its wide sidewalks and street trees. Canopies / Colonnades are used along Bay Street for weather protection with a tower / base built form which consists of a mix of high-rise office towers and residential condominiums with retail at-grade. Bay Street has been identified as a priority retail street in the *Downtown Tall Buildings Vision and Supplementary Design Guidelines* document.



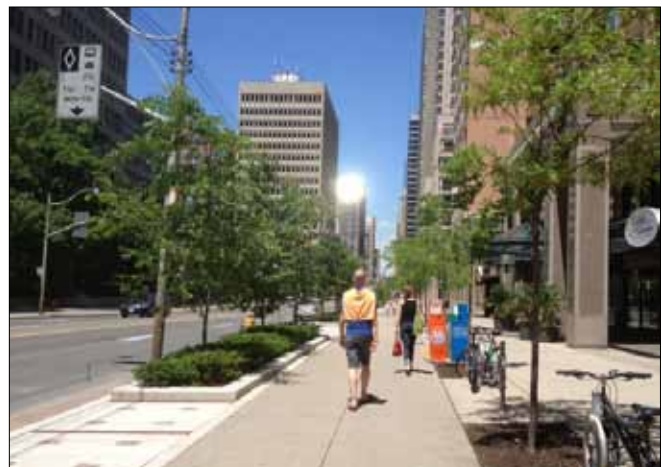
Key map



Bay Street Corridor



Illustrative rendering of the U Condominiums with Cloverhill park in the foreground



Streetscape improvements along Bay Street



Retail at-grade and continuous weather protection along Bay Street



Cloverhill Park plan view



Illustrative rendering of Cloverhill Park

The street requires public realm improvements, good streetscape and active uses at-grade to help enhance pedestrian movement, comfort and safety. A good precedent for such improvements in the area is the new public park known as Cloverhill Park, located at the intersection of Bay Street and St. Joseph Street, which was secured as a part of the U Condominium development application. There is also a potential expansion of the open space on the 11 Wellesley Street West property, which will be introduced later in the “Open Space Network” chapter. All new developments should have appropriate setbacks from the front property line to allow for such open space improvements, streetscape design and semi-private landscape zones.

The properties at the northwest corner of Bay Street and St. Joseph Street (Cloverhill Park) and southwest corner (1000 Bay Street) are the only properties along the Bay Street Corridor which also exist within the University of Toronto Secondary Plan². These corners are designated as “Existing and Potential Gateways (major University Area and Queen’s Park Government Area entrances). Although not within the Secondary Plan boundary, the properties at the northwest corner of Bay Street and Wellesley Street West (office building) and southwest corner (Ontario Government Block) are designated as “Existing and Potential Gateways” (major University Area and Queen’s Park Government Area entrances).

The secondary plan also shows a viewpoint on Bay Street at the following locations:

- West along St. Mary Street to Victoria College
- West along St. Joseph Street to Queen’s Park north
- West along Grosvenor Street to Queen’s Park south

² Link: http://www.toronto.ca/planning/official_plan/pdf_secondary/20_university_toronto_oct2009.pdf

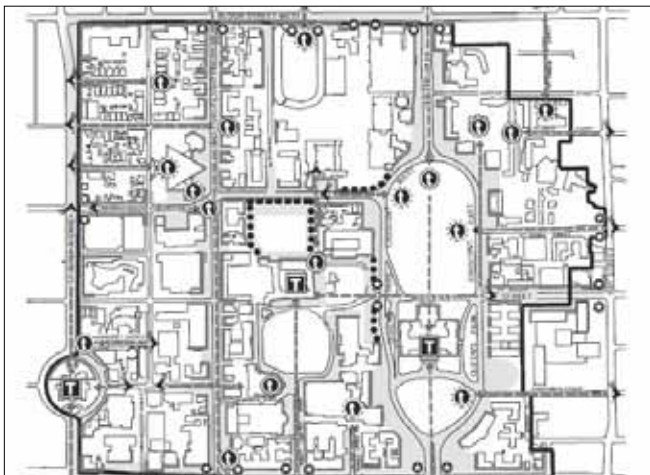
Properties which are located along secondary streets within the Bay Street Corridor may have a potential for some new development, as well as some infill. As potential new developments on such streets, including 11 Wellesley Street West, tall buildings should be designed and oriented in a way that provides minimal incremental shadow on the nearby and future expansion of parks and open spaces, such as the Breda Park expansion and Opera Place Park.

Knowing that Bay Street is a tall building corridor, the following design directions will be tested against development applications to ensure quality, safety, health and function:

- Bases of tall buildings will be aligned with the base of adjacent properties to create a continuous streetwall.
- To provide a better human perception zone, tall buildings will have an appropriate setback from the face of the base building fronting onto streets.
- Retail at-grade and grade-related residential units are encouraged for new developments along the Corridor.
- A wind study will be submitted with any re-zoning development application for tall buildings along the Bay Street Corridor.
- Continuous weather protected street frontages with a minimum dimension of 3 meters shall be provided to mitigate adverse wind conditions and provide for pedestrian protection.

- Proposed open spaces along Bay Street should be highly visible, barrier free and accessible for all users.
- Proposed developments will have an appropriate setback from the front property line to allow for semi-private landscape zone and to complement and enhance the streetscape design.
- Additional shadows from new development on any adjacent or close public open spaces shall be minimized.
- Streetscape of the east-west streets within this corridor should be enhanced with tree planting, wider sidewalk and street furniture to provide green corridors that connect to Yonge Street and other destinations within this Study Area. New developments along secondary streets should meet the minimum setback requirement from the front property line to allow for such improvements.
- Parking access to the new developments will not be directly from Bay Street to ensure minimum traffic congestion.
- The Bay Street Bioswale is an important urban design and environmental sustainability feature along Bay Street that both softens the wide sidewalks and filters runoff water. The bioswale should be extended where possible on Bay Street between College Street and Charles Street West.

If the sites along the secondary streets get developed as infill sites they should meet all the design directions described in the “Built Form Framework” chapter of this document.



University of Toronto Secondary Plan - Gateways and view terminus





Yonge Street Corridor looking north



Intact heritage fabric and narrow retail frontages along Yonge Street



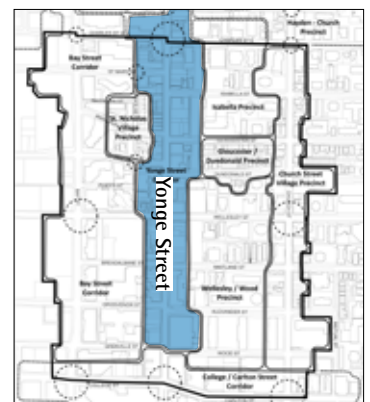
View of George Hislop Park

4.8. YONGE STREET CORRIDOR

Yonge Street is Toronto's main street, which divides the city into east and west with all addresses on east-west streets, noting their locations relative to Yonge Street. Not only it is Toronto's main street, but it is one of Toronto's most prominent cultural and priority retail corridors. Yonge Street also contains the city's most heavily travelled north-south subway line, making it a convenient corridor to work and live on. This Corridor, within the Study Area, is designated as *Mixed Use Areas* in the City of Toronto Official Plan and contains an impressive collection of heritage buildings with a narrow rhythm of retail frontages that respect the heritage character area, which form the fabric of the street.

Much of the portion of Yonge Street between College / Carlton Streets and Bloor Street is characterized by a predominantly low-rise main street building typology with a prevailing streetwall height of 2 to 4 storeys, narrow retail frontages of around 5 meters in width on shallow lots, which have a variety of depths ranging between 18m to 25m to 30m. Most of the blocks have rear laneways for loading/unloading, garbage pickup and parking access, which can be enhanced to strengthen mid-block pedestrian circulation. Height peaks along this Corridor occur at the major intersections of rail and high volume transit nodes of Yonge and Bloor Streets and Yonge and College / Carlton Streets intersections.

The Corridor also includes a linear park system (George Hislop, Norman Jewison and James Canning Gardens) that stretches from Charles Street East to Dundonald Street providing a significant pedestrian connection within the Study Area. This park provides the largest linear open space in the area, which should be protected, maintained and enhanced.



Key map

This area is primarily characterized with trails, playground, sitting areas and large trees.

Yonge Street is constantly evolving and changing, however the success and attraction of Yonge Street as a pedestrian oriented public corridor lies in the sensitivity of new development to the prevailing context. From Grenville Street / Wood Street to Hayden Street, Yonge Street displays a primarily low-rise street character that reflects its historic role as a traditional “Main Street”. The widths of the sidewalks range between 3m to 4.9m on the west side of the street, while it is different on some parts of the east side, ranging between 2m to 6m.

Requirements in the Urban Design Guidelines will be provided with specifications that guarantee the protection of heritage value and the distinct identity of this Corridor. Exclusive guidelines convey provisions for the development of tall buildings within heritage sensitive area. To ensure quality, safety, function and health, the following guidelines and design directions will apply to the Yonge Street Corridor within the Study Area:

- All heritage buildings on Yonge Street will be preserved and enhanced.
- Any addition to the existing heritage buildings will provide a Heritage Impact Study.
- New developments along Yonge Street will have a setback from the front property line to allow for streetscape enhancement through a semi-private landscape zone, widening the pedestrian clearway, street furniture and ground mounted lighting. Outdoor amenities such as patios, and exposures to and from heritage buildings along Yonge Street (i.e. firehall clock tower) will enhance the streetscape.
- Tall buildings will be developed only at locations that have been identified as suitable for higher densities.
- The base of tall buildings and the base of mid-rise buildings should have a minimum separation distance from any adjacent parks and public open spaces, while creating a gradual transition in height.

- The tower portions of the tall building will be appropriately stepped back from Yonge Street to preserve, retain or replicate the low-rise “Main Street” characteristic, allow for continuous sunlight, and provide for an unobstructed vistas up and down the street.
- Streetwall heights for new tall buildings will match the existing heritage streetwall height on Yonge Street of approximately 18m.
- The ground floor facade of new developments should have a high percentage of transparency to provide animation and “eyes on street”.
- Architectural articulation, as well as non-structural horizontal and vertical elements, continuous weather protection in tune with the prevailing adjacent properties should be brought into consideration.



Outdoor cafe within the Study Area



Example of a base building with permeable materials (CASA Condos)



Example of a tower stepback from the base building

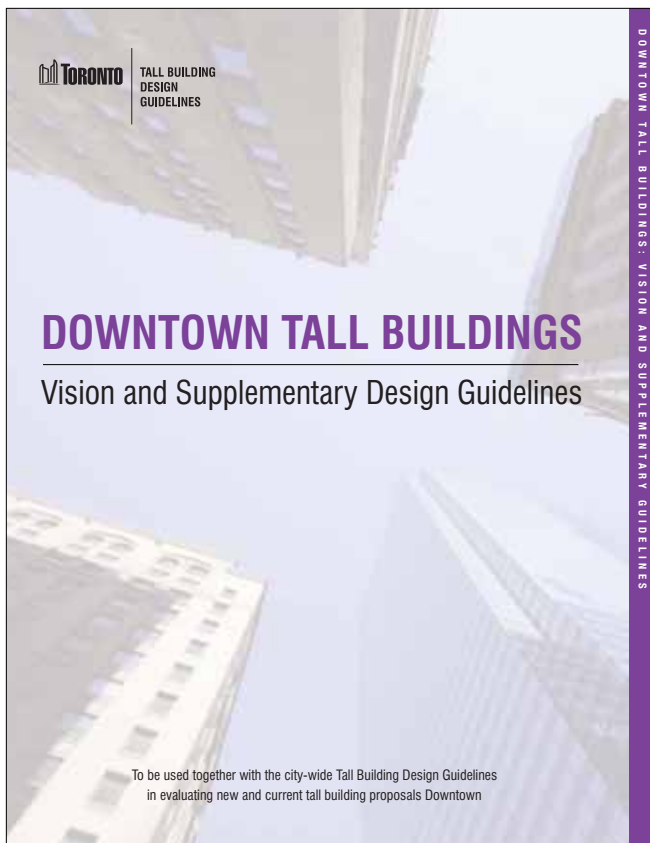
- Additional shadows from new development on the linear parks over the Yonge Subway line will be closely reviewed with an understanding of the current as-of-right conditions to reduce additional shadow on parks and streets.
- The priority retail designation shall be maintained through a narrow rhythm of street frontages.
- The connectivity of open spaces as well as mid-block pedestrian movement will be maintained and enhanced along the Corridor. (using this linear park as a catalyst for this connectivity.)
- Access to parking and loading/unloading zone will not be directly from Yonge Street.

4.8.1 DOWNTOWN TALL BUILDINGS VISION AND SUPPLEMENTARY DESIGN GUIDELINES

The *Downtown Tall Buildings Vision and Supplementary Design Guidelines* (adapted by council in May 2013) recognizes that there are some sites along portions of Yonge Street where tall building development may be possible, as lot size, depth and specific location can physically accommodate a tall building and its service requirements, and where there are no heritage resource considerations to be had that would be irrevocably compromised through tall building development.

In these instances, the *Downtown Tall Buildings Vision and Supplementary Design Guidelines* would apply, but with a specific requirement that the tower portions of the tall building be appropriately stepped back from Yonge Street to preserve, retain or replicate the low-rise main street, traditional retail character of the existing buildings along the street; preserve sunlight on the sidewalks and provide for an unobstructed vista up and down the street. Streetwall heights for new tall building development along Yonge Street should be consistent with the prevailing heights of adjacent heritage buildings. For corner sites, appropriate setbacks should be considered along both frontages with specific conditions of the site being taken into account.

The *Downtown Tall Buildings Vision and Supplementary Design Guidelines* should be used together with the citywide *Tall Building Design Guidelines* in evaluating tall building applications.



Downtown Tall Buildings Vision and Supplementary Design Guidelines document

4.8.2 YONGE STREET, A “GREAT STREET”

Yonge Street has the history and mind set to move beyond its current state. Responsible development that would move Yonge Street in the right direction is encouraged. Yonge Street is to become a “great street”. Every new development should implement that goal. A “great street” is one that:

- 1) Provides an ambiance for pedestrians;
- 2) Has well defined streetwalls which do not loom over the street;
- 3) Has anchor “places” or “destinations” at both ends;
- 4) Engages the eye with a rich variety of textures patterns and shapes;
- 5) Provides harmony between different types of designed buildings;
- 6) Contains buildings and street details that are constructed with high quality materials;
- 7) Has a substantial green presence on the street and at the entrance to side streets; and
- 8) Contains “places” alongside, which are destinations for visitors and residents.

These objectives will be achieved by:

- **APPROPRIATE DESIGN:** New construction should echo the patterns (rhythm and cadence) found on historic Yonge Street, and only use new patterns that enhance its “great status”.
- **ENHANCED PUBLIC REALM:** Sidewalks should be widened, improved plantings introduced, laneways redesigned, streets shared between pedestrians, cyclists and drivers.
- **SUCCESSFUL INNOVATIVE RETAIL:** Retail is of critical importance to contribute to the future great character of Yonge Street. New construction has an obligation to provide space that makes Yonge Street a pedestrian retail destination. The store frontages should have appropriate narrow widths and maximum window exposure on Yonge Street, while providing spaces for sidewalk cafes, and spill-out retail.
- **NECESSARY LIMITS:** There are necessary limits on setback and height construction in order to respect existing urban fabric.



Figure 5: Sketch of Yonge Street as a “Great Street”

4.8.3. DIFFERENT CHARACTER AREAS ALONG YONGE STREET CORRIDOR

Within the Study Area, Yonge Street will be characterized as having three distinct zones, each corresponding to where tall buildings may be located, how high they may be and how far setback they are required to be. These areas (shown in figures 6 and 7) are the height peak, the heritage character and the transition areas.

Height peak areas

Height peak areas are usually major intersections located on transit nodes or T.T.C rail interchanges. The College and Yonge Streets, as well as the Bloor and Yonge Streets intersections are the height peaks identified within the Study Area, acting as gateways where tall buildings will be permitted. Developments such as 1 Bloor Street East and Aura at College Park have achieved these heights due to their large sites and available density. Sites within the peak areas, which do not have these attributes, will not be appropriate for similar heights.

Heritage character area

The heritage character area is located in the middle of the North Downtown Yonge Study Area, and has a large concentration of listed and designated low-rise heritage buildings, as well as buildings of heritage interest. Any new development or building expansion will complement the existing characteristic and the scale of prevailing heritage buildings. Maintenance and revitalization of such buildings are essential parts of this study. Tall buildings are not a suitable building typology to have frontage directly onto Yonge Street. Tall building developments within this area should follow specific standards and will comply with the 18m streetwall height, as well as the 75 degree angular plane as described in the next chapter and the “Built Form Framework” chapter of this document (see figure 22).

Transition areas

Transition areas are segments of North Downtown Yonge, which mediate the heights between the height peaks and the heritage character area. These areas will help create appropriate height transition from taller buildings to lower-rise built forms. Higher buildings in the transition areas will be setback from Yonge Street a minimum of 10m unless they are located on sites that contain heritage buildings, where they are required to setback a minimum of 20m to allow the heritage building to be maintained and restored.

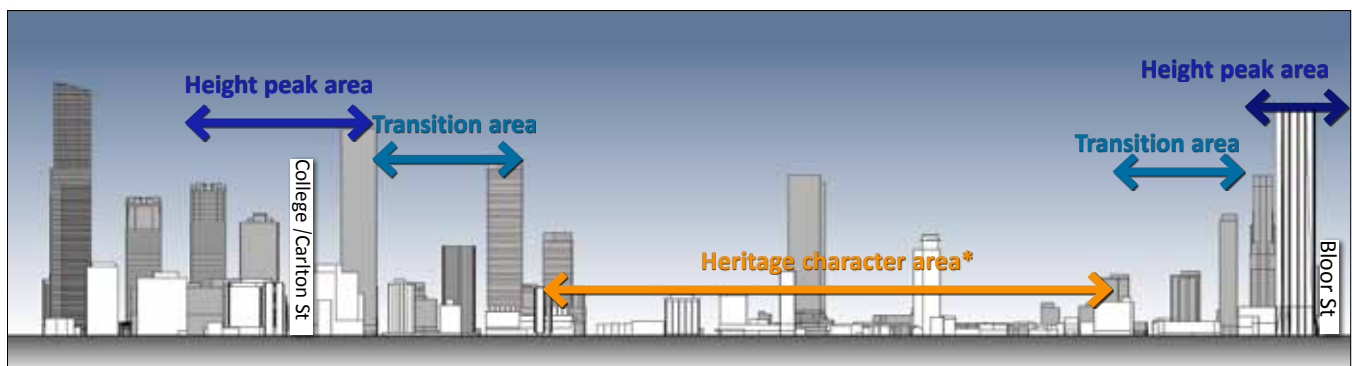


Figure 6: Cross section through Yonge Street, from Bloor Street to College Street identifying different character areas

*Subject to angular plane (see figure 22)

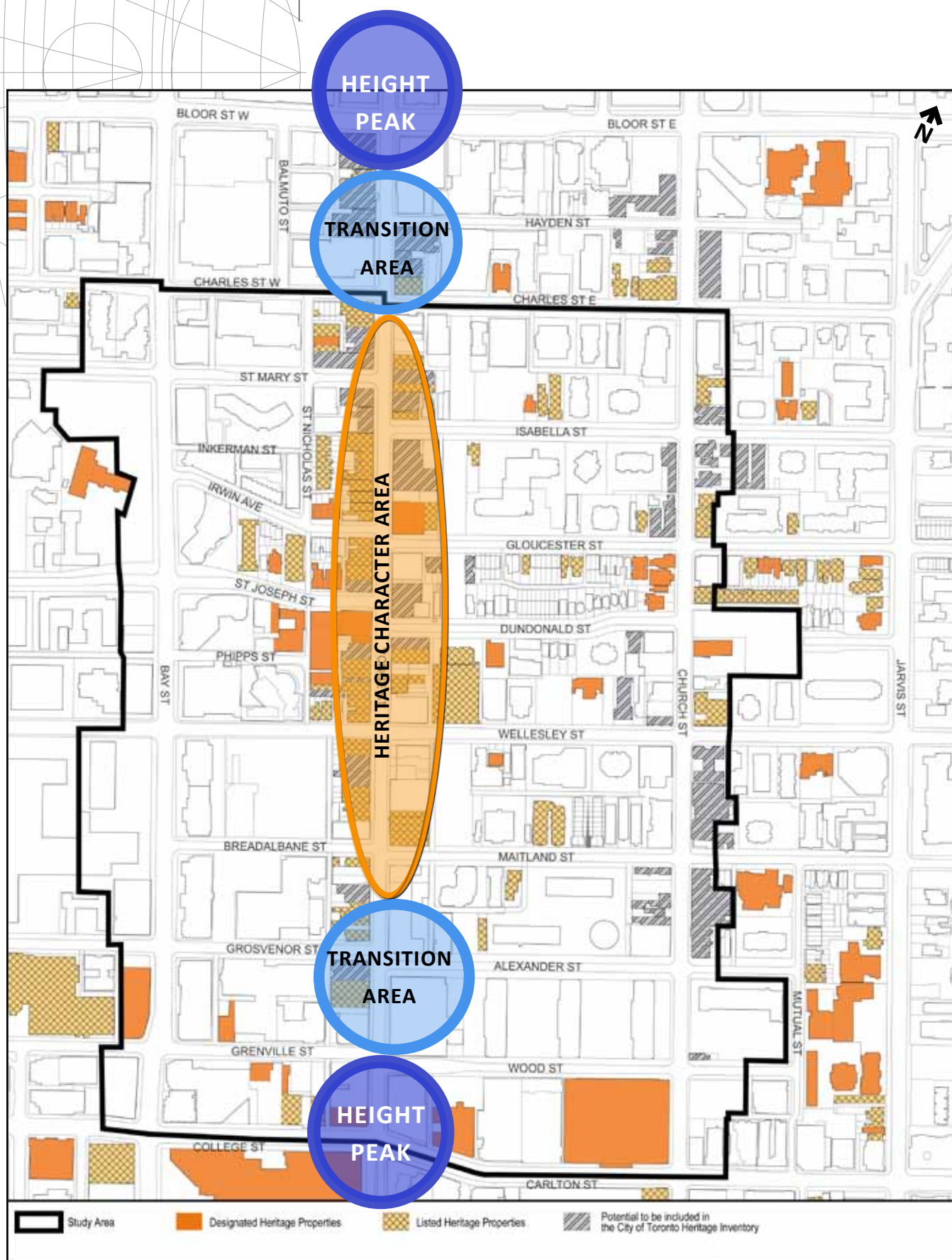


Figure 7 : North Downtown Yonge Street Character Areas



New developments will respect the heritage fabric within the Study Area (Illustrative rendering of a proposed development next to a heritage building)



Sidewalk conditions along Yonge Street may be improved.



Example of an existing laneway

4.8.4. BLOCK BY BLOCK ANALYSIS ALONG YONGE STREET CORRIDOR

As noted previously, Yonge Street's characteristics change throughout its length. This change, which is governed by a variety of elements, provides different opportunities. To have a better understanding of the appropriate design approach for the different segments of Yonge Street, the following chapter will have a closer look at the properties on a block-by-block basis, exploring the conditions of each immediate context. There are a number of common guidelines that will apply to all new developments along the Yonge Street Corridor within the Study Area to ensure quality, safety, health and function:

- A Heritage Impact Study will be provided for developments located on or adjacent to heritage properties.
- Potential tall buildings on sites containing heritage buildings will have a minimum 20m stepback from the Yonge Street property line in order to preserve the heritage resource.
- New developments that are not on heritage sites will have a proper setback from the front property line to allow for an overall 6m dimension between the building face and the curb. This setback will enhance the streetscape by accommodating wider sidewalks, tree planting zone, street furniture, and will emphasize the role of Yonge Street as the main street within the Study Area.
- The maximum height of new streetwall buildings will not exceed 18m.
- To reinforce the continuous retail zone along Yonge Street, any potential new development should accommodate narrow frontage retail at-grade with a transparency in the front facade to contribute to an animated street frontage.
- The existing rear laneways on both sides of Yonge Street, which are used for garbage collection, servicing, loading/unloading and parking access should be maintained and enhanced as mid-block pedestrian circulation. More details will be provided in the "Open Space Network" chapter of this document.

- Any proposed tall building development will meet the minimum separation distances of 12.5m from adjacent property lines. This separation distance is a key criterion for quality of life to allow for sunlight penetration into the residential units. It will also minimize the adverse overlooking impact and preserve natural light onto the public realm.
- Any proposed tall building development will meet the minimum separation distances of 25m from adjacent tall buildings.
- A tall building is not suitable for a site if the minimum lot dimensions and facing distance standards cannot be met, or if the lot depth is not sufficient enough to meet the required front setbacks or stepbacks.
- A wind study will be submitted with the development application for any proposed tall building along the Yonge Street Corridor.
- Applications for tall buildings on these sites will have a detailed sunlight study, which has been described in more details in the “Shadow Sensitive Areas” chapter of this document.

Blocks along Yonge Street within the Study Area area numbered 1 through 9 from south to north as follows:



Tall buildings should have minimum 25m separation distance from each other



Example of low scale new development adjacent to heritage fabric



Figure 8: Block 1 plan view



View of block 1, looking north to south

Illustrative rendering of proposed development
(460 Yonge Street, next to a designated heritage building)**Block 1****College / Carlton to Grenville / Wood Streets**

The properties on block 1 are located within the height peak area, which are considered suitable for tall buildings and higher density due to their close proximity to the College subway station and the College / Carlton streetcar. The height, location and orientation of any tall building shall be in conformity with related guidelines and design directions described in this document.

Properties located on the west side of Yonge Street, between College and Grenville Streets, comprise of a low-rise designated heritage structure and a number of two storey retail buildings, considered as underutilized sites. The single property on the east side of Yonge, between Carlton and Wood Streets has retail at-grade, with an office tower above.

Potential tall building developments on the properties west of Yonge Street shall have the existing heritage building preserved, enhanced and consolidated with the design of the new buildings. The use of this heritage structure may be adapted without any interruption to its aesthetic and heritage value. Any new development located on properties between College / Carlton and Grenville / Wood Streets along Yonge Street Corridor will be tested against the following design directions to ensure quality, function, safety and health:

- The base of tall buildings will respect the height, material and characteristics of the prevailing adjacent heritage structure.
- Towers will have a minimum 10m setback from the face of the base fronting onto Yonge Street in order to maintain the low-scale, pedestrian friendly feeling of the Corridor.
- Continuous weather protection shall be provided along the street frontage in order to mitigate the negative wind impact as a result of increased height and provide pedestrian protection.
- New developments on this block will internalize the existing T.T.C entrance, which is currently located within the Carlton Street right-of-way.

Block 2

Grenville / Wood to Grosvenor / Alexander Streets

The properties on block 2 fall into the transition area. Due to their close proximity to the transit node, tall building may be appropriate for this block, as well as the sites that do not contain heritage resources.

Properties on the west side of Yonge Street, between Grenville and Grosvenor Streets, comprise of 1 to 2 storey retail buildings with the historic firehall clock tower in the middle of the block. To the south of the clock tower is an underutilized building, which may be redeveloped in the future. To the north of the firehall clock tower, are a number of listed buildings as well as buildings of heritage interest. New developments on this block will be setback in order to maintain views of the fire hall when perceived from the vantage point of a pedestrian from the corners at Yonge and Grenville and Yonge and Grosvenor Streets. The heritage buildings on the west side of Yonge Street are located on narrow lots. Once the required 20m stepback is provided, the remainder of the lots would not have a sufficient depth to accommodate a tall building. Additional height, therefore, will not be suitable for these properties.

The single property located on the east side of Yonge, between Wood and Alexander Streets, has approximately a 50m depth, which comprises of two hotel towers sitting on top of a 1 storey retail base. This property, as well as the property located at the northwest intersection of Yonge and Grenville Streets may redevelop. In this case a proposed development will be subject to the following design directions:

- The height of the base will conform to the height of prevailing adjacent heritage buildings on the west side of Yonge street, and will not exceed 18m on the east side of the street.
- The proposed tower will have a minimum 10m stepback from the face of the base fronting onto Yonge Street to maintain the low-scale, pedestrian friendly feeling of the Corridor.
- Continuous Weather protection shall be provided on street frontages to minimize the negative wind impact as a result of the additional height and to provide pedestrian protection.
- Create an urban plaza or pedestrian connection to capitalize on views of the firehall.

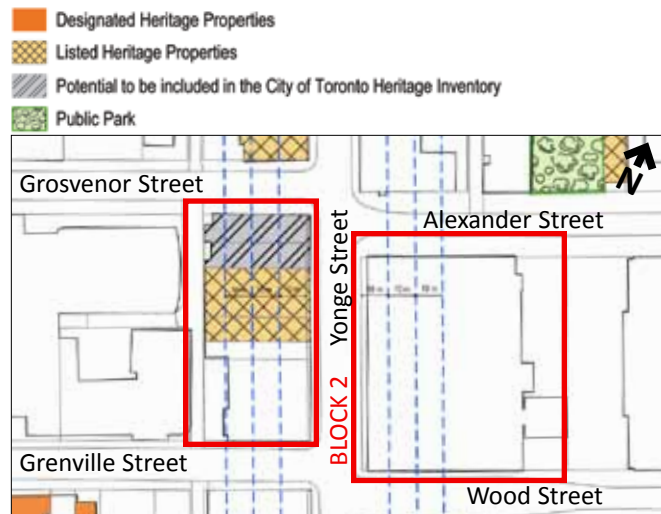
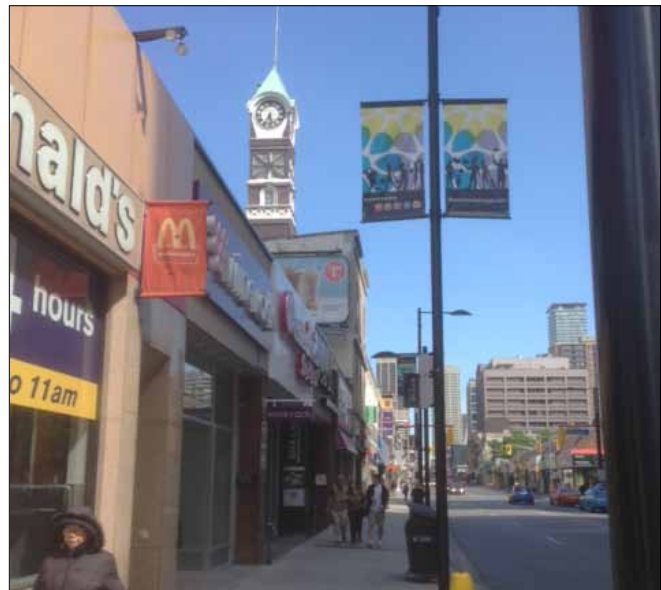


Figure 9: Block 2 plan view



View of block 2, looking south to north
(Protected view of the firehall)



Figure 11: Sketch to illustrate the concept of setting back development to expose views of a firehall clock tower

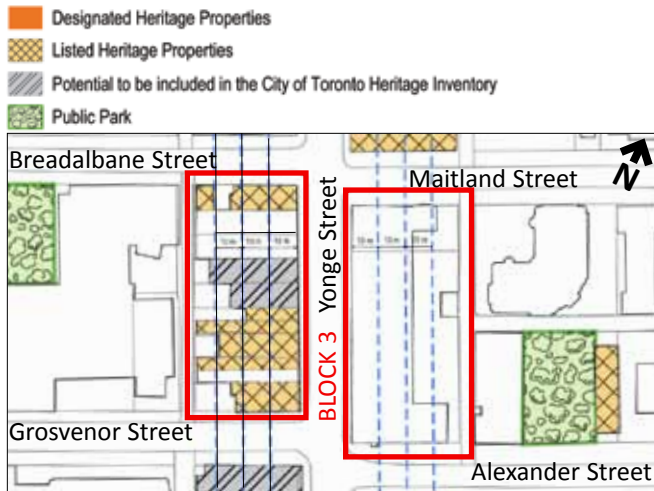


Figure 10: Block 3 plan view



View of block 3, looking south to north



Example of an infill development on Parliament Street in Cabbagetown Village

Block 3 Grosvenor / Alexander to Breadalbane / Maitland Streets

Parts of blocks 3 are located in the transition area and parts of it within the heritage character area. High density developments, therefore, may be considered if situated appropriately and if in conformity with design directions described in this section.

The properties on the west side of Yonge Street, between Grosvenor and Breadalbane Streets, comprise of a number of small scale buildings with narrow street frontages, some of which are listed in the City of Toronto Heritage Inventory. These buildings will be preserved and enhanced due to their heritage value as well as their notable architectural design. The depth of the lots occupied with heritage buildings will not accommodate the required 20m stepback. As a result, tall buildings are not suitable built forms for these properties.

The following guidelines will apply, should the small underutilized sites in between these heritage properties be considered as infill redevelopments. Infill sites will:

- have a low-rise to mid-rise built form, replicating the character of any adjacent heritage building.
- have a maximum 18m height and redeveloped as a mid-rise building.

If the underutilized sites are consolidated with the non-listed adjacent buildings, large scale development may be appropriate if conforming to the following design directions:

- A Heritage Impact Study will be provided for the adjacent heritage structures to ensure their preservation, maintenance and enhancement.
- A minimum 10m stepback from the face of the base fronting onto Yonge Street, as well as a 75 degree angular plane from the top of the 18m high streetwall will be applied to locate the tower and determine its maximum appropriate height. This approach will also help maintain the low scale, pedestrian friendly character of the Corridor.
- There should be a full intact renovation of existing heritage buildings.

The single property on the east side of Yonge Street, between Alexander and Maitland Streets, is considered an underutilized site, which is suitable for a large scale development. This site has an exceptional condition by being in both transition area and heritage character area. The following guidelines will apply to this site:

- The base building should have permeable materials in the ground floor façade in order to create animated street frontages for visibility, interaction and safety.
- The base of the building will create a continuous streetwall with active retail at-grade, defined by clear entrances and signage facing on to Yonge Street.
- To provide an appropriate height transition, the taller portion of the proposed development will be located on the south side of the subject property and closer to the height peak area and have a minimum 10m stepback from the face of the base fronting onto Yonge Street. Development on the north side of the block will be in the heritage character area and will conform to a 75 degree angular plane starting above the 18m high base for the tower (see figure 22).
- It is also recommended that the southern and northern edges of the property be associated with a gathering place, contributing to the expansion of the existing open space network. This can be established through creating a forecourt, generous landscaped area, or a plaza / outdoor cafe with exemplary design and potential public art installation. Additionally, this approach will create significant view termini for those travelling from Grosvenor Street to the east.



Illustrative rendering of the proposed development at 501 Yonge Street (block 3 - east side of Yonge Street, which demonstrates transition to the heritage character area.)



Illustrative rendering of the street view of the proposed development at 501 Yonge Street (block 3 - east side of Yonge Street)

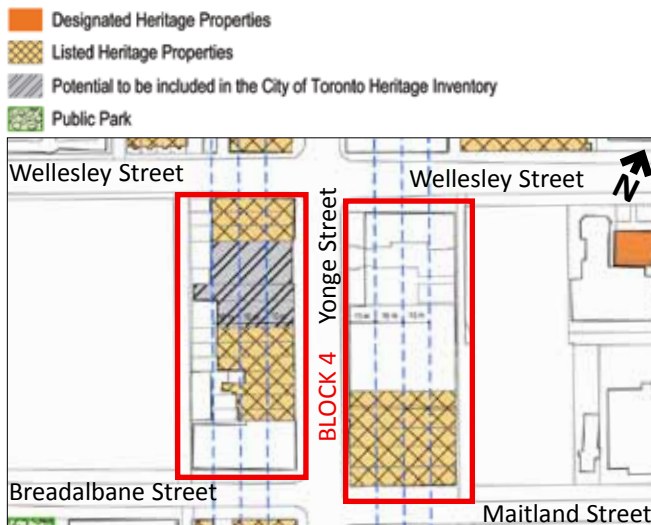


Figure 12: Block 4 plan view

Block 4 Breadalbane / Maitland to Wellesley Streets

Properties on block 4 are within the heritage character area. There is a concentration of heritage structures, together with other character defining buildings presenting notable architectural features on the properties west of Yonge Street between Breadalbane and Wellesley Streets. The heritage buildings are located on narrow lots, which cannot accommodate the required 20m setback from the face of the buildings fronting onto Yonge Street. Tall buildings, therefore, are not suitable for these properties. The underutilized sites located on the southern edge of the block, between Breadalbane and Wellesley Streets, may be redeveloped incrementally with an infill building complying with the following design directions to ensure quality, safety, health and function.



View of block 4, looking south to north

New infill developments:

- will replicate the characteristic of the prevailing adjacent heritage buildings;
- should have a base building for a mid-rise built form, with a height not exceeding the height of adjacent heritage structures; and
- will provide a wider streetscape.

The properties on the east side of Yonge Street, between Maitland and Wellesley Streets, consists of a number of heritage buildings, which will be preserved and enhanced. The refurbishment of these heritage structures will reinforce the view termini looking east along Breadalbane Street.

The property at the southeast corner of Yonge and Wellesley Streets, is occupied with a mid-rise condominium building which is in a stable condition. The site immediately to its south may redevelop over time and shall conform to the following design regulations:

- The height of the base will conform to the height of prevailing adjacent heritage buildings.
- The base will replicate the materials and characteristic of prevailing adjacent heritage buildings.
- Towers will have a minimum 10m setback from the face of the base fronting onto Yonge Street, while implementing the 75 degree angular plane above the 18m high streetwall in order to control height, maintain the low-scale/pedestrian friendly feeling of the Corridor, and minimize adverse shadow impact on nearby public open spaces, streets and *Neighbourhoods* (see figure 22).
- To provide a good height transition, the taller portion of any potential new development should be located closer to Wellesley Street, and a minimum 12.5m away from its side property lines.
- This block also allows the opportunity to provide a mid-block pedestrian connection to the Toronto parking authority lot to the east, as well as further connections to the north-south lane beyond.

Block 5

Wellesley to St. Joseph / Dundonald Streets

The properties on block 5 are located within the heritage character area.

There is a large concentration of heritage buildings on the west side of Yonge Street, between Wellesley and St. Joseph Streets, which will be preserved and enhanced. This side of Yonge Street has already been intensified with the currently under construction 5 St. Joseph Street tower. What makes 5 St. Joseph Street a suitable built form within the heritage character area is the depth of the lot that has easily accommodated for a 30m stepback, providing a main address from St. Joseph Street, while complying with the 18m streetwall height and the 75 degree angular plane guideline (see figure 22). Additionally, heritage buildings have been restored and the orientation of the proposed tower on this property has minimized the shadow impact on the nearby public open spaces and *Neighbourhoods*. Other developments on this block must conform to the 18m streetwall height and 75 degree angular plane and shall maintain a minimum tower separation distance of 12.5m to the north property lines.

The condominium building at the northeast corner of Yonge and Wellesley Street is stable and unlikely to redevelop. However, the remaining underutilized sites in between the heritage buildings on the east side of Yonge Street may be redeveloped as infill buildings, which will respect the height and character of the adjacent heritage structures and the 18m maximum streetwall height rule.



Illustrative rendering of 5 St. Joseph development

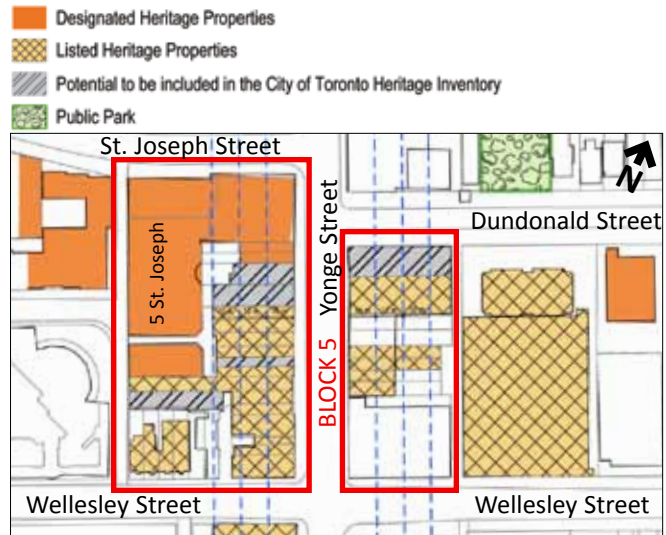


Figure 13: Block 5 plan view



View of block 5, looking south to north



Heritage fabric at Yonge and St. Joseph Street



Illustrative rendering of 5 St. Joseph tower in relation to restored Yonge Street's heritage properties.)

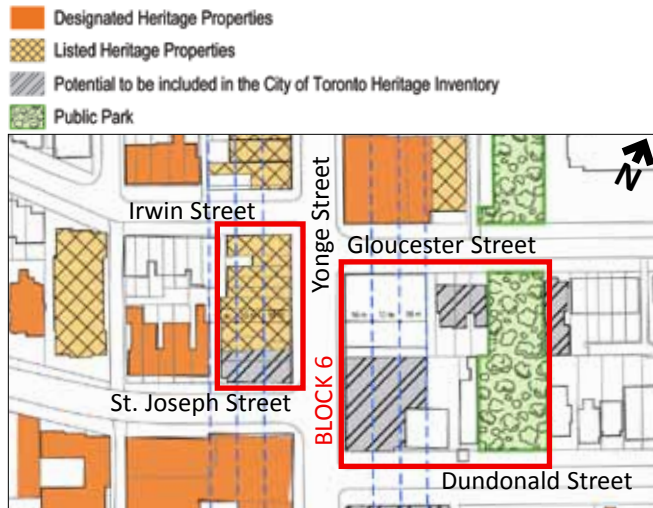


Figure 14: Block 6 plan view

Block 6 St. Joseph / Dundonald to Irwin / Gloucester Streets

These properties are located within the heritage character area, with a large concentration of heritage buildings on the west side of Yonge Street. These heritage structures will be preserved and enhanced, with special attention to those that provide a view terminus looking west from Gloucester Street to Yonge Street. The blocks west of Yonge Street have a number of heritage buildings on them. The depth of the lots cannot accommodate the required 20m stepback which would be the minimum dimension in order to generate a higher building on the block.

The blocks east of Yonge Street are in close proximity of the designated *Neighbourhoods* in the City of Toronto Official Plan. The properties on the east side of Yonge Street, between Dundonald and Gloucester Streets are not currently listed in The City of Toronto Heritage Inventory, but are identified as being character defining buildings of interest. The property to the north of this character defining block may be appropriate for redevelopment.



View of block 6 buildings, looking south to north

The linear park (James Canning Gardens) is located in close proximity to these properties, which shall be protected from adverse shadow impacts. Opportunities also exist on this block to create privately owned public space (POPS) or a mini-piazza in order to contribute to the public realm and views of the Masonic Hall building at the northeast corner of Yonge Street and Grosvenor Street.

Potential tall buildings located on properties east of Yonge Street, between Dundonald and Gloucester Streets will be tested against the following design criteria:

- The existing character defining building at the intersection of Yonge and Dundonald Streets will be maintained and enhanced.
- The height of the base will conform to the height of prevailing low-rise building immediately to its south.
- The tower will have a minimum 10m stepback from the face of the base fronting onto Yonge Street, while implementing the 75 degree angular plane above the 18m high streetwall (see figure 22).
- Towers will have a 20m setback from designated *Neighbourhoods*.
- There will be an appropriate height transition from the rear side of the building to Yonge Street.
- It is also recommended that the northern edge of the property be associated with a gathering place, contributing to the expansion of the existing open space network. This can be established through creating a forecourt, a generous landscaped area, or a plaza with exemplary design and public art installation.



Figure 15: Sketch showing the potential open space at the intersection of Yonge and Gloucester Streets

Block 7

Irwin / Gloucester to St. Mary / Isabella Streets

These properties are located within the heritage character area. Most of the buildings on the west side of Yonge Street, between Irwin and St. Mary Street are listed in the City of Toronto Heritage Inventory. Their location complements the heritage character of the neighbouring St. Nicholas Village Precinct to their west. These heritage buildings will be preserved and enhanced, with special attention to those that provide view terminus coming west from Isabella Street.

The depth of the lots on the west side of Yonge, between St. Joseph and Irwin Street, cannot accommodate the minimum 20m stepback requirement. Furthermore, these lots are constrained with the minimum separation distance requirements from the low-rise built form in the St. Nicholas Village Precinct, as well as the tower under-construction, located at 15 St. Mary Street. As a result, tall buildings are not appropriate for the properties located between Irwin and St. Mary Streets.

The properties on the east side of Yonge Street, between Gloucester and Isabella Streets, are a combination of heritage buildings and buildings of heritage interest. These properties have similar conditions to the ones located on block 6, which need to comply with the similar design directions as described below:

- The existing character-defining building at the intersection of Gloucester and Yonge Streets will be maintained without any additional height.
- Any proposed tower shall have a minimum 10m stepback from the face of the base fronting onto Yonge Street, while implementing the 75 degree angular plane (see figure 22).
- There will be an appropriate height transition from the rear side of the building to Yonge Street.
- Towers will have a minimum 12.5 separation distance from adjacent property lines.



Figure 16: Block 7 plan view



View of block 7, looking south to north



Heritage fabric on Yonge Street

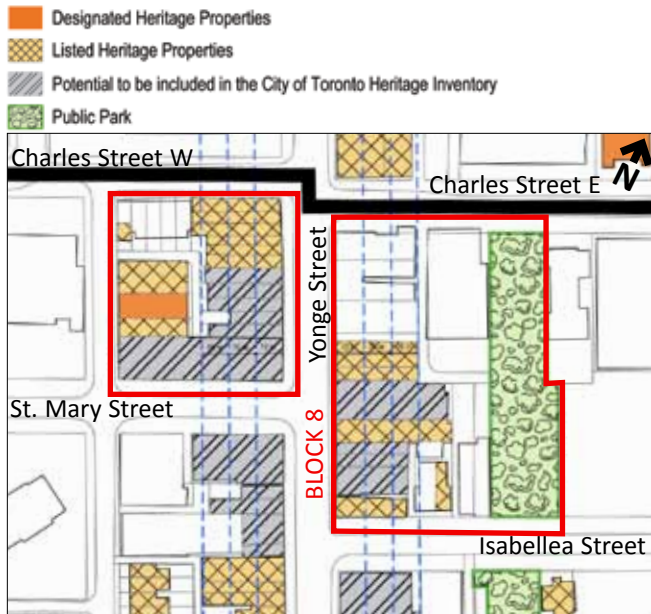
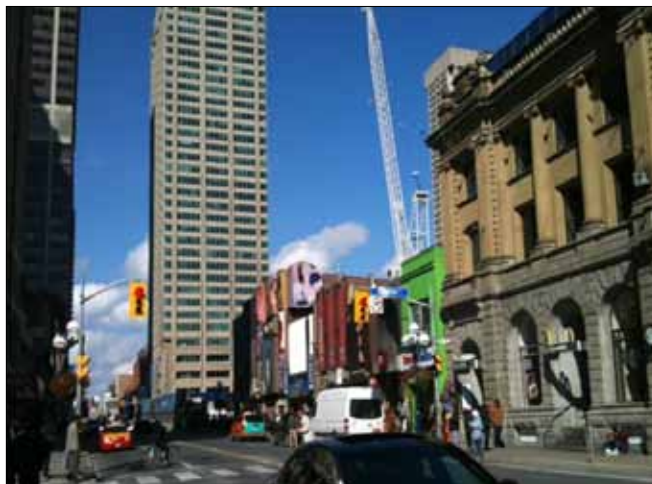


Figure 17: Block 8 plan view



View of block 8, looking south to north



View of block 9, looking south to north

Block 8 St. Mary / Isabella to Charles Streets

These blocks are within the heritage character area, which are occupied with listed heritage buildings, as well as buildings of heritage interest. The depth of the lots containing heritage structures cannot accommodate the required 20m setback and therefore, tall buildings will not be suitable for these properties. Consolidation of these lands with the properties at their rear may provide the opportunity for larger scale developments.

Opportunities for tall building development will be provided, if the three properties located at /close to the intersection of Charles Street East and Yonge Street are consolidated. Tall building development on these properties shall conform to the following design criteria to ensure quality, safety, health and function:

- The height of the base building facing Yonge Street will not exceed the height of adjacent heritage building.
- The base will replicate the materials and characteristic of prevailing adjacent heritage buildings.
- To determine the location and the height of proposed towers, a minimum 10m setback from the face of the base building fronting onto Yonge Street will be applied in order to maintain the low-scale, pedestrian friendly character of the Corridor (see figure 22).
- It is strongly recommended that a mid-block pedestrian connection be provided on this property as a pedestrian pathway, providing access, visibility and porosity to the rear laneways and to George Hislop Park.

Block 9 Bloor / Charles Streets

Block 9, which is in both height peak and transition areas is outside the Study Area. Potential tall building developments, however, will conform to the guidelines described for Block 1, as well as the design directions explained in the *Bloor-Yorkville/ North Midtown Urban Design Guidelines* document.

4.9. ISABELLA AND WELLESLEY / WOOD STREET PRECINCTS

These Precincts are designated as *Apartment Neighbourhoods* in the City of Toronto's Official Plan. They are predominantly comprised of mid-rise and "tower in the park style" buildings with slab style floorplates. Most of these buildings have large setbacks from the front property line and adjacent properties, providing generous spaces for landscaping, as well as private suburban-style driveways that connect to the building's main entrance. A few listed and designated heritage low-rise buildings are located within these Precincts and will be preserved and enhanced.

Properties in these Precincts are also within the walking distance of the Yonge line subway stations. Such sites, therefore, may have the potential for some infill development which are appropriate for the scale of the Precincts. Potential future developments in these Precincts shall have appropriate height transitions from the heights found in the peaks and transition heights of the Yonge Street Corridor.

What makes these Precincts unique is their special built form and open space configuration, which results in large separation distances from adjacent properties and porosity through the block. The open spaces on these blocks are valuable and contribute to the quality of life for residents.

Infill developments on these blocks shall:

- Protect the low-rise built form, heritage buildings and human pedestrian scale;
- Maintain the open space network, by identifying sites that can complement and enhance the existing public open spaces;

Additionally:

- The height of new developments should create a height transition from Yonge Street to the mid-rise built form along Church Street.
- There shall be a compatible relationship of potential new developments to the street right-of-way, immediate context, existing heritage buildings, nearby parks and open spaces and *Neighbourhoods*.



View of Wood Street looking east



View of Isabella Street, looking west



Front landscaped area and driveways

- The streetscape should provide strong street edges with tree plantings, minimum paved sidewalk width and be in conformity with the City of Toronto Streetscape Manual.
- Shadows will be minimized on designated *Neighbourhoods* such as the Gloucester / Dundonald Precinct.

Proposed new developments in these areas will be tested against the “Built From Framework” guidelines, described in the next chapter.



“Tower in the park” style within these Precincts

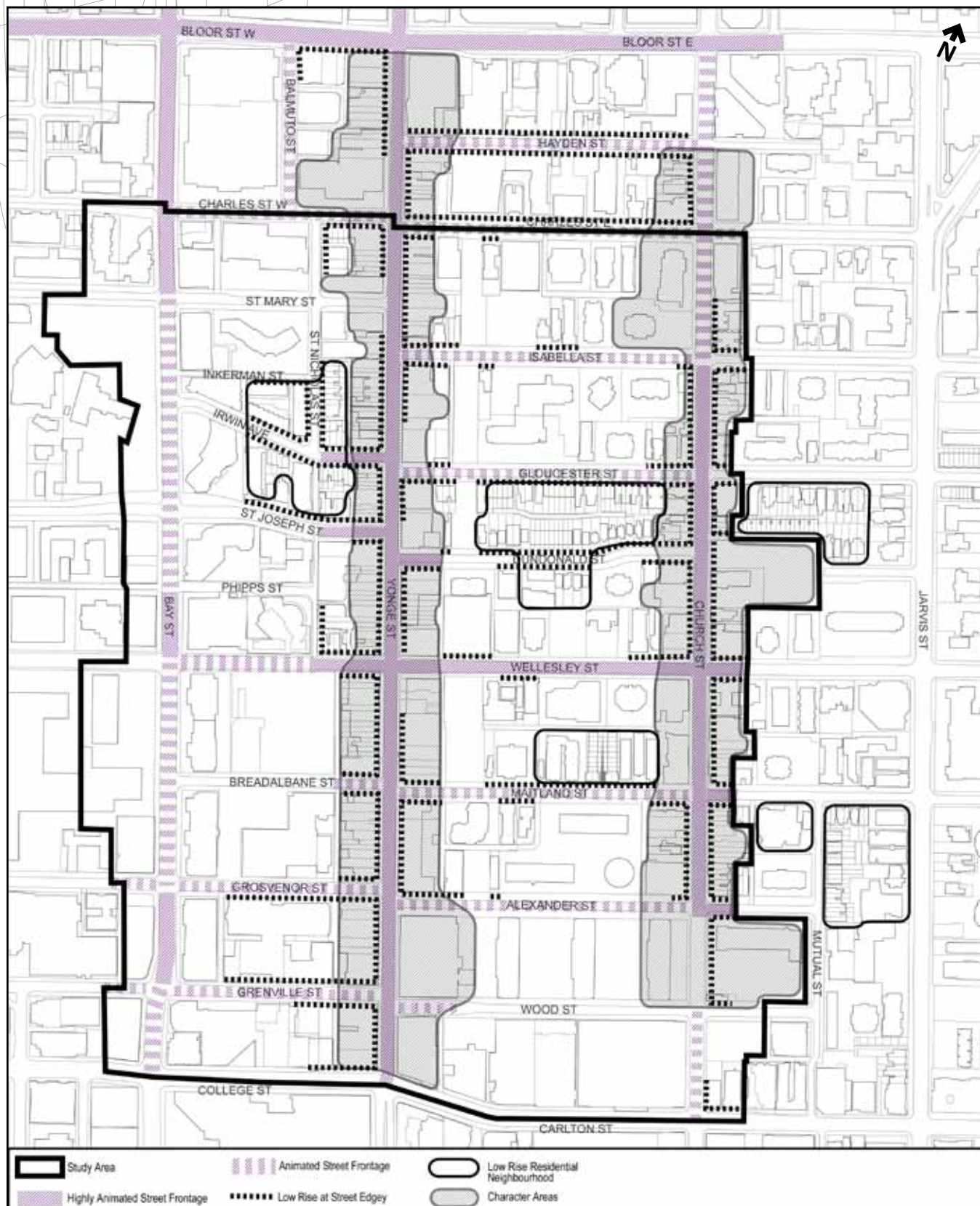


Figure 18: Built Form Framework

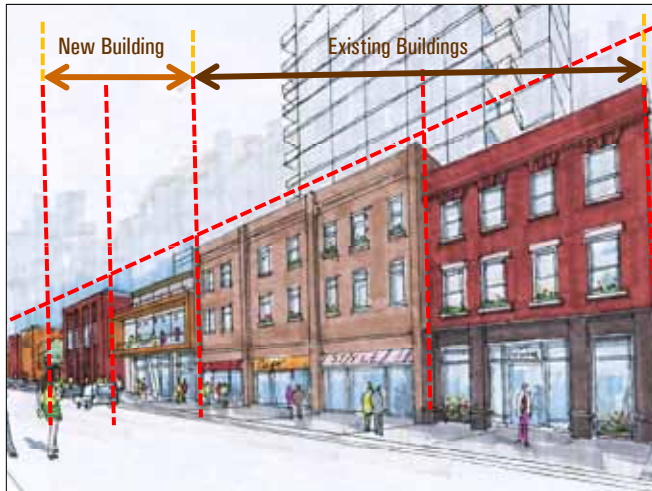


Figure 19: Example of a new streetwall maintaining a rhythm and scale of the existing heritage buildings



Example of sidewalk treatment, enhanced streetscape, weather protection and retail



Example of height transition

5.0 BUILT FORM FRAMEWORK

The identity of North Downtown Yonge is linked to its human scale and walking environment. Its urban design should, therefore, consider the pedestrians' comfort as the first priority of the future Yonge Street developments. The variety of built forms and their relationship with pedestrian comfort and perception are sensitive issues that should be addressed by specific design directions. This chapter provides design regulations for different type of massing that will apply to all corridors and precincts to ensure the comfort and safety of pedestrians, as well as the realization of a complete and healthy community.

There are a number of general guidelines that will apply to all kind of built forms within the Study Area. All new developments will:

- conform to the prevailing heritage characteristic of adjacent or nearby properties;
- have clear entrances facing the street;
- have an appropriate setback from the front property line to allow for semi-private landscape zone, patios or spill out zones;
- have architectural articulation in the overall massing to create architectural interest;
- be oriented in a way that preserves views and vistas;
- have a gradual transition in height from low-rise buildings to tall buildings;
- have canopies, stairs and walkways located on private land;
- have entrances, balconies and windows looking into the public streets and public open spaces to provide safety and visibility (eyes on street);
- minimize the shadow impact; and
- have an appropriate setback from parks and open spaces with a gradual height increase towards the streets.

MID-RISE BUILDINGS

Mid-rise buildings are essential to the identity and health of North Downtown Yonge. They have been identified as appropriate built form for many locations and Precincts and will be in conformity with the following design directions:

- Mid-rise buildings taller than 5 storeys comprise of a base building and top floors.
- Along Main Streets, the base of the mid-rise building should not exceed 80% of the street right-of-way.
- 45 degree angular plane should be implemented from the top of the base building to provide setbacks and enhance the human perception zone.
- A high percentage of the base building façade will be designed with permeable materials to allow for interaction, safety and vitality of the street life.
- Balcony projection should not exceed the depth of the setback.
- Architectural articulation should be considered in the design of the building to create beauty and design interest. These articulations include but are not limited to: stepbacks, non-structural elements, use of diverse materials and continuous weather protection.

TALL BUILDINGS

Tall buildings are built forms that have a height larger than the width of the street right-of-way. They comprise of three different components including:

- base building
- middle (tower)
- tower top

The base of tall building will:

- be no smaller than 3 storeys (10.5m) and no taller than 80% of the street right-of-way width;
- conform to the height of prevailing adjacent low-rise buildings;
- use compatible material and height of any adjacent heritage building;



Example of mid-rise building with projected balconies within the setback area



Example of mid-rise building with 45 degree angular plane and architectural articulation

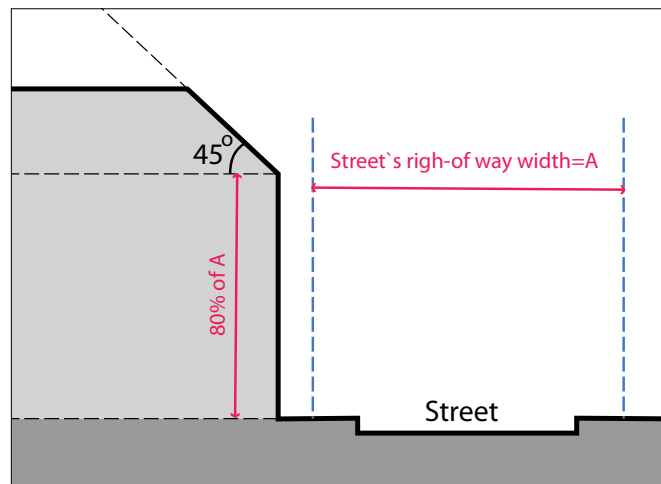


Figure 20: Mid-rise building angular plane diagram



Figure 21: Illustrative rendering of the base buildings along Yonge Street and the towers with the minimum 10m and 20m setback from the front property line

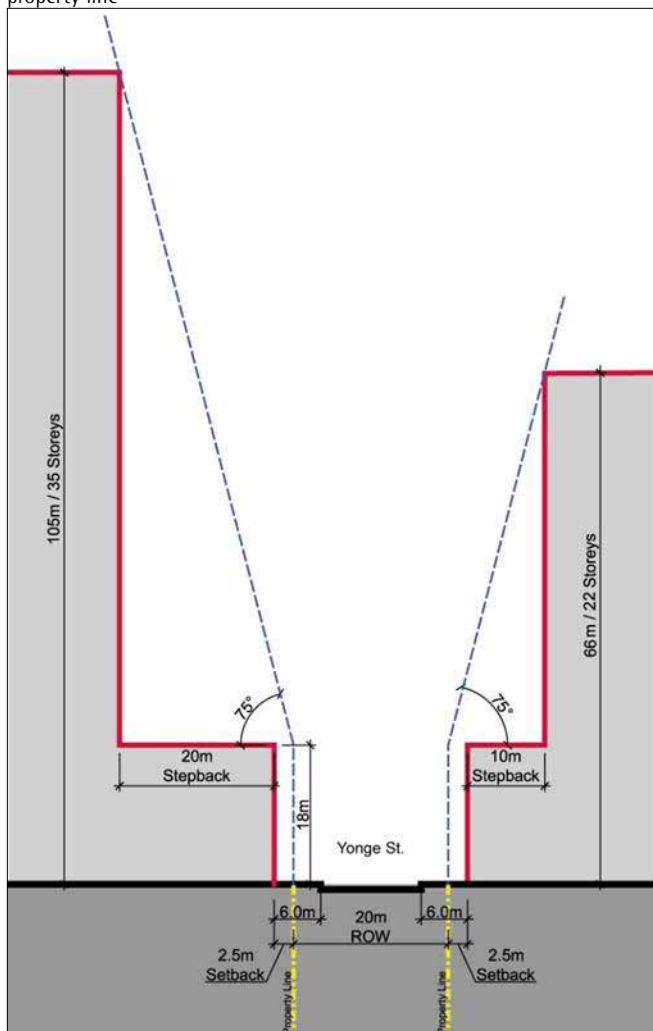


Figure 22: Angular plane and setback for North Downtown Yonge Street Heritage Character Area

- have continuous weather protection; and
- have permeable materials in their façade to create animated street frontages.

Towers of tall buildings will:

- be slender to minimize adverse shadow impact on residential Neighbourhoods, open spaces and streets;
- have a floorplate area less than 750 sq.m, otherwise it should be highly articulated;
- be a minimum of 12.5m away from adjacent property line;
- be 20m away from abutting low-rise buildings;
- have an appropriate stepback from the face of the base building fronting onto Yonge Street. This stepback is minimum 10m for sites without a heritage component and will be minimum 20m if there is any heritage fabric on site;
- conform to the 75 degree angular plane, starting at a height of 18m, which is above the streetwall height (see figure 22), to determine the maximum allowable height, if located within heritage character area;
- have well designed top floors with architectural articulation to reflect the role of the tall buildings on the skyline; and
- The 18m streetwall height and the 75 degree angular plane are designed so that the heritage streetscape of Yonge Street is maintained and that tall buildings are appropriately set back. The further they are set back, the higher they are permitted to rise.



Figure 23: Tall building separation distance and floorplate area

COMMERCIAL BUILDINGS

The area has experienced the conversion of commercial buildings to residential uses and the demolition of commercial buildings for primarily residential uses. Commercial buildings and residential buildings with a large amount of commercial space are encouraged in the area given the proximity of transit nodes. Commercial buildings will be in conformity with the above and the following:

- Commercial buildings floorplate area should not exceed 2500 sq.m. Otherwise, they will be highly articulated.
- The exterior of the buildings should be a combination of varied materials with a high percentage of permeability.
- The proposed commercial buildings should meet the general design directions described in this document.
- Large scale commercial buildings are not encouraged.

GRADE RELATED RETAIL

Having retail at-grade is one of the most important aspects of Yonge Street, reflecting its primary retail street designation. The design of grade related retail should guarantee its maximum positive contribution to the vitality of Yonge Street Corridor as well as other defined precincts within the Study Area. To ensure this, the development of retail at-grade will conform to the following design directions:

- Large concentration of retail at-grade will be located along primary streets such as Yonge Street, Bay Street, Wellesley Street, College / Carlton Streets and Church Street.
- The height of the retail at-grade should be minimum 4.5m floor to floor.
- Retail entrances should be visible and clear, facing the street with appropriate signage and lighting.
- Retail signage to be high quality and compatible with the character of the area. Back-lit box signage is discouraged.
- Retail at-grade should have a high percentage of permeable materials to create animated frontage, visibility, safety and interaction.



Example of a commercial building



Grade related retail with 4.5m height, clear entrance and weather protected entrance



Permeable materials in the facade of grade related retail

- Continuous weather protection, such as canopies are required.
- Sidewalk cafes and patios should be within the setback area without encroaching into the public right-of-way (with the exception of the seasonal patios along Church Street) to avoid interrupting the pedestrian clearway.

SERVICING (PARKING, LOADING/UNLOADING)

The following design directions are going to be taken into consideration during the review of any application in order to ensure that the proposed parking does not interfere with key views and location and will minimize traffic congestions.

- Entrance to parking and loading and unloading areas will not be directly from the Main Streets.
- Loading and unloading areas should be hidden from view and located on roads with the least pedestrian traffic.
- Access to parking should not be located at gateway sites or at the terminus of a view corridor.



Example of parking entrance and loading/unloading area away from street



Bicycle rack accommodation within the public right-of-way

- Vehicle parking and loading/unloading areas should be placed below grade.
- The number of parking spaces shall be in conformity with residential and visitor parking requirements, stated in the Zoning By-law.
- The number of vehicular parking may be reduced through the provision of car share aspects.
- Bicycle parking for both visitors and residents should be located at-grade and at the first parking level of the building, with separate entrances and loading areas from the vehicles.
- To create an environmentally friendly design, the number of bicycle parking spaces should be in conformity with Toronto Green Standard.
- Bicycle racks should be provided along streets and corridors.
- Above grade parking is prohibited except for properties that are directly over the Yonge subway line. In this case above grade parking shall be masked with residential units, offices, retail, institutional or recreation uses.
- Commercial boulevard parking is prohibited. Incentives will be provided to encourage existing commercial boulevard parking spaces to be converted into wider sidewalks, sidewalk cafes, bicycle parking areas, community gardens and sitting areas.
- Above grade parking is prohibited except for properties that are directly over the Yonge subway line. In this case above grade parking shall be masked with residential units, offices, retail, institutional or recreation uses.

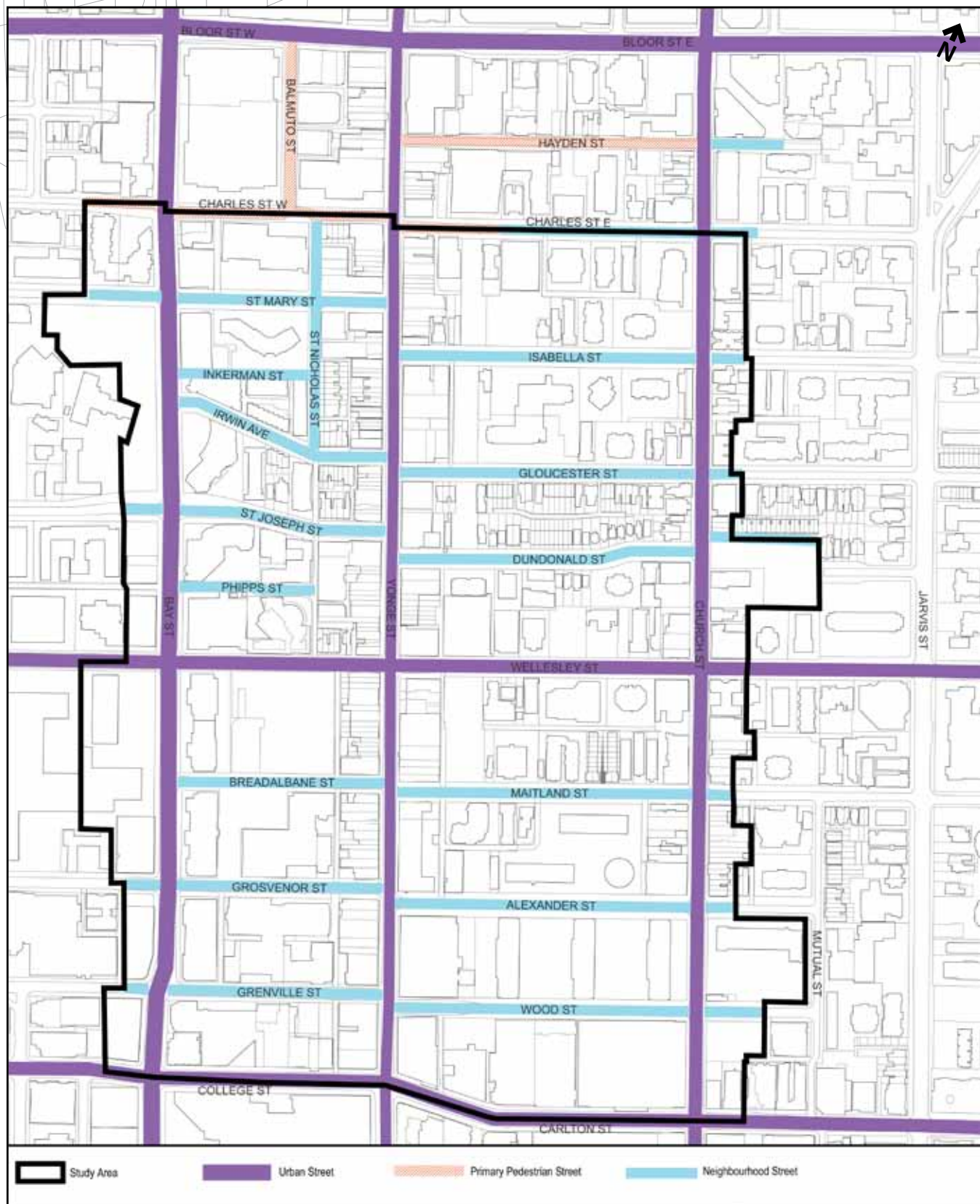


Figure 24: Street Character Types



Church Street, an Urban Street



Hayden Street, a Primary Street



Gloucester Street, a Neighbourhood Street

6.0 STREET CHARACTER TYPES

URBAN STREET

Urban Streets generally have larger buildings that reflect a broader functional importance of the street. The manner in which the buildings interface with the street should be sensitive to the comfort and visual interests of pedestrians. Architectural treatments should be appropriately scaled to make an impression on people moving in cars, as well as while walking, cycling or taking transit. Entrances should be defined and storefronts should promote visibility to the interior spaces. Urban Streets within the Study Area include: Yonge Street, Bay Street, Church Street, and Wellesley Street. Bloor Street found in the *Bloor-Yorkville/North Midtown Urban Design Guidelines* is also an Urban Street.

PRIMARY PEDESTRIAN STREET

Primary Streets are like urban streets in their need to ensure the comfort and visual interest of the pedestrians. Reinforcement of the human scale, a vibrant street life including sidewalk cafes and spill-out retail activities and pedestrian priority are pre-eminent considerations. Balmuto Street, Charles Street West, Hayden Street and parts of Charles Street East fall into this category.

NEIGHBOURHOOD STREET

These types of streets support stable residential *Neighbourhoods* and should reinforce the residential scale of the street. Where appropriate, traffic calming measures may be implemented to control the speed of vehicles and discourage through-traffic. Buildings on these streets have a large setback from the front property line, creating generous front landscaped areas and front yards. This will add to the neighbourhood-like feeling of such streets and create a pedestrian friendly corridor. All streets, excluding the ones mentioned in the “Urban Streets” and “Primary Streets” sections, are Neighbourhood Streets within the Study Area.

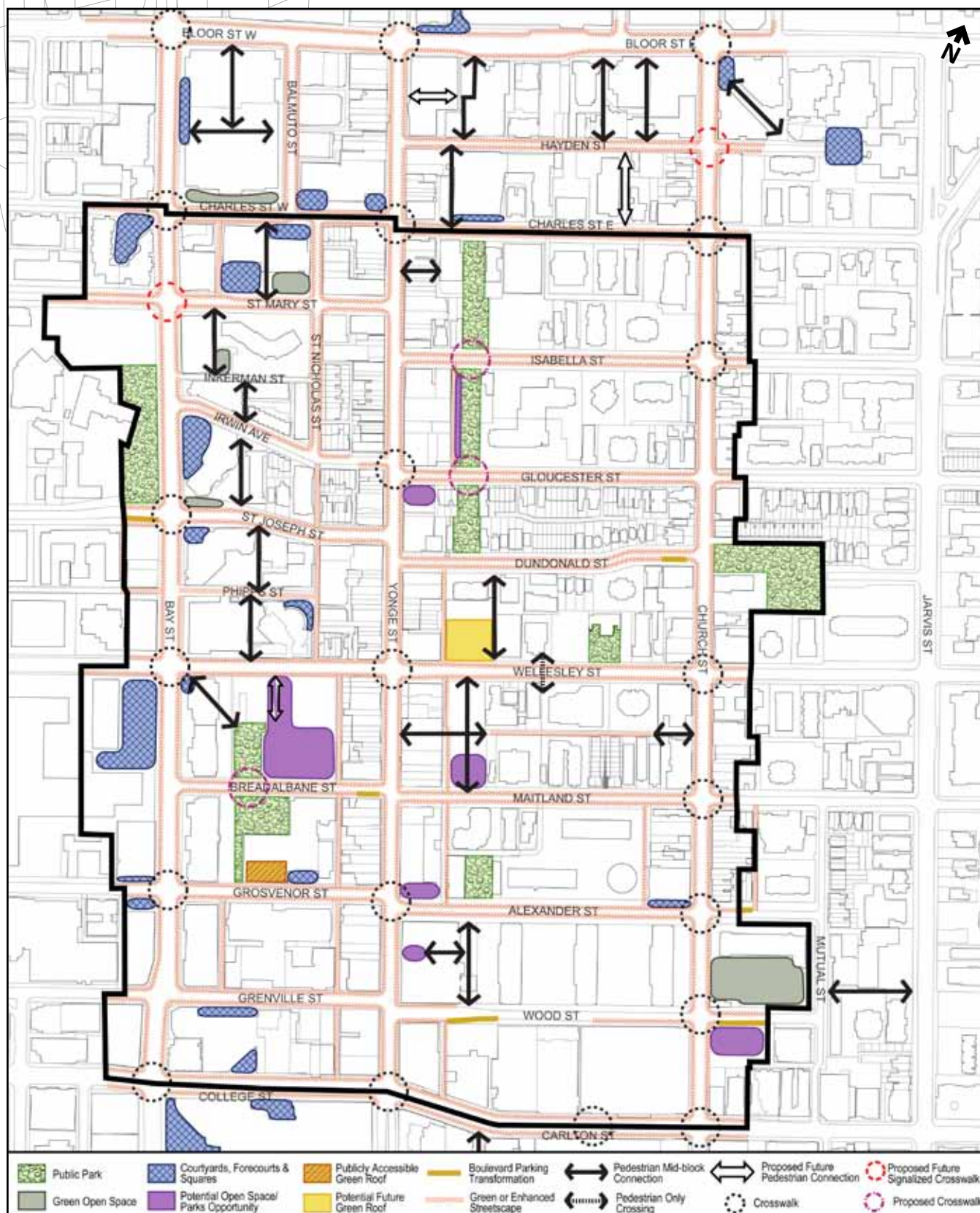


Figure 25: New Open Space Network



James Caning Gardens



Cawthra Park on Church Street



Example of a forecourt on Bay Street

7.0 OPEN SPACE NETWORK

There are great opportunities within the Study Area, which can help improve the existing parks, open spaces, pedestrian links, forecourts, courtyards, and the quality of the pedestrian environment along the existing road network. There are already a number of valuable public parks and privately owned public open spaces (POPS) located within the Study Area, which should be enhanced, maintained and expanded to strengthen pedestrian safety, comfort and leisure as the prioritized development in North Downtown Yonge area. The major existing open spaces within the Study Area include:

- George Hislop, Norman Jewison and James Canning Gardens, which collectively create the linear park on the east side of Yonge Street
- Cawthra Park
- Church Street Public School yard at the intersection of Church and Wood Streets
- Alexander Street Parkette on Alexander Street
- Opera Place Park on the south side of Breadalbane Street
- Breadalbane Park on the north side of Breadalbane Street
- Cloverhill Park, located at the northwest corner of Bay and St. Joseph Streets
- Paul Kane House Park

There is also a large concentration of courtyards, forecourts and squares along the Bay Street Corridor, as well as other types of green open spaces in front of developments which enhance and strengthen the open space network. Figure 25 identifies these open spaces within the Study Area, as well as the great opportunities for their expansion and enhancement.

The goal is to create a continuous, easy to access and easy to use open space network for all users. There are a number of ways to achieve this goal, including but not limited to some key initiatives such as:

- Enhancing existing open spaces. There are opportunities, for example, to have additional open spaces at the intersection of Yonge and Gloucester Streets, as well as on Breadalbane Street and the intersection of Church and Wood Streets;
- Providing a strong physical connection between the linear parks. For example, there are opportunities to table and brick the portions of Gloucester Street and Isabella Street abutting James Canning Gardens, Norman Jewison Park, George Hislop Park;
- Creating or improving existing pedestrian connections to parks and open spaces which have less visibility to Urban Streets (i.e. George Hislop, Norman Jewison and James Canning Gardens);
- Providing additional, well designed, well lit and inviting mid-block pedestrian connections to assist the revitalization of streets;
- Enhancing Streetscape design through tree planting, paving materials, street furniture, landscape planters, decorative pedestrian scale street lighting and public art;



6m sidewalk currently exists on Yonge Street between Wood and Alexander Streets



Green east-west corridors to strengthen the open space network



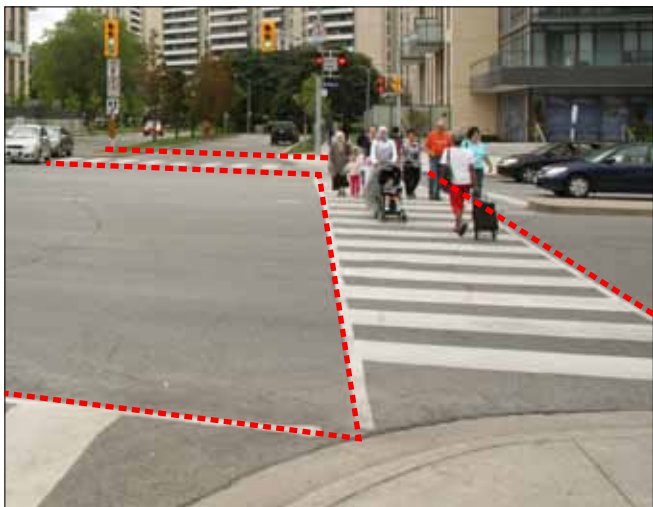
Figure 26: Sketch showing the potential open space at the intersection of Yonge and Gloucester Streets



Photo of new privately owned public space (POPS)



Example of a promenade to expand pedestrian networks



Zebra striped crossings

- Widening the setback on east-west streets to provide a “green gateway” to these streets;
- Incorporating forecourts and sidewalk widening for sidewalk/street activities, such as sidewalk cafes and spill-out retail;
- Creating promenades at desired locations to provide beauty, porosity, visibility and accessibility to existing parks and open spaces;
- Encouraging new developments to incorporate privately owned public spaces (POPS) and green spaces as a part of their design;
- Conversion of soft or underutilized sites to parks and open spaces at strategic locations. As an example, the Breadalbane Park may be expanded through the review of the development application at 11 Wellesley Street West;
- Creating well designed open spaces adjacent to an existing park;
- Preserving the existing character of the residential areas by encouraging tree lined streets and landscaped front yards;
- Defining pedestrian paths, crossings and sidewalks with high quality materials;
- Using zebra striped crossings on arterial roads including Yonge Street, Wellesley Street and College/Carlton Streets, as well as local streets and where possible in the form of raised crossings;
- Providing raised crossings at the end of laneways and mid-block pedestrian movement;
- Extending the pavement treatment of mid-block pathways to the intersecting street; and

- Enhancing mid-block pedestrian and cyclist circulation without interruption, special attention should be given to the design of rear side of the properties by:
 - o Designing the building interface with high quality materials and windows (eyes on street) along the rear laneways to create a pleasant pedestrian place
 - o Special pavement treatments to emphasize on the continuity of mid-block access and circulation along Yonge Street
 - o Providing decorative pedestrian scale lights as well as clear and visible signage for safety and way-finding
 - o Widening the laneway width, if possible, to allow for small format and narrow frontage retail at-grade, implemented in the ground floor of new developments. This approach will make these laneways not just a passage for circulation and access, but areas for hanging out and leisure.

The University of Toronto Secondary Plan identifies major pedestrian connections from the campus to important open spaces within the Study Area and beyond.



Existing laneways should be enhanced



Example of an enhanced mid-block pedestrian connection, Yorkville, Toronto



Figure 27: Sketch showing an enhanced mid-block pedestrian connection

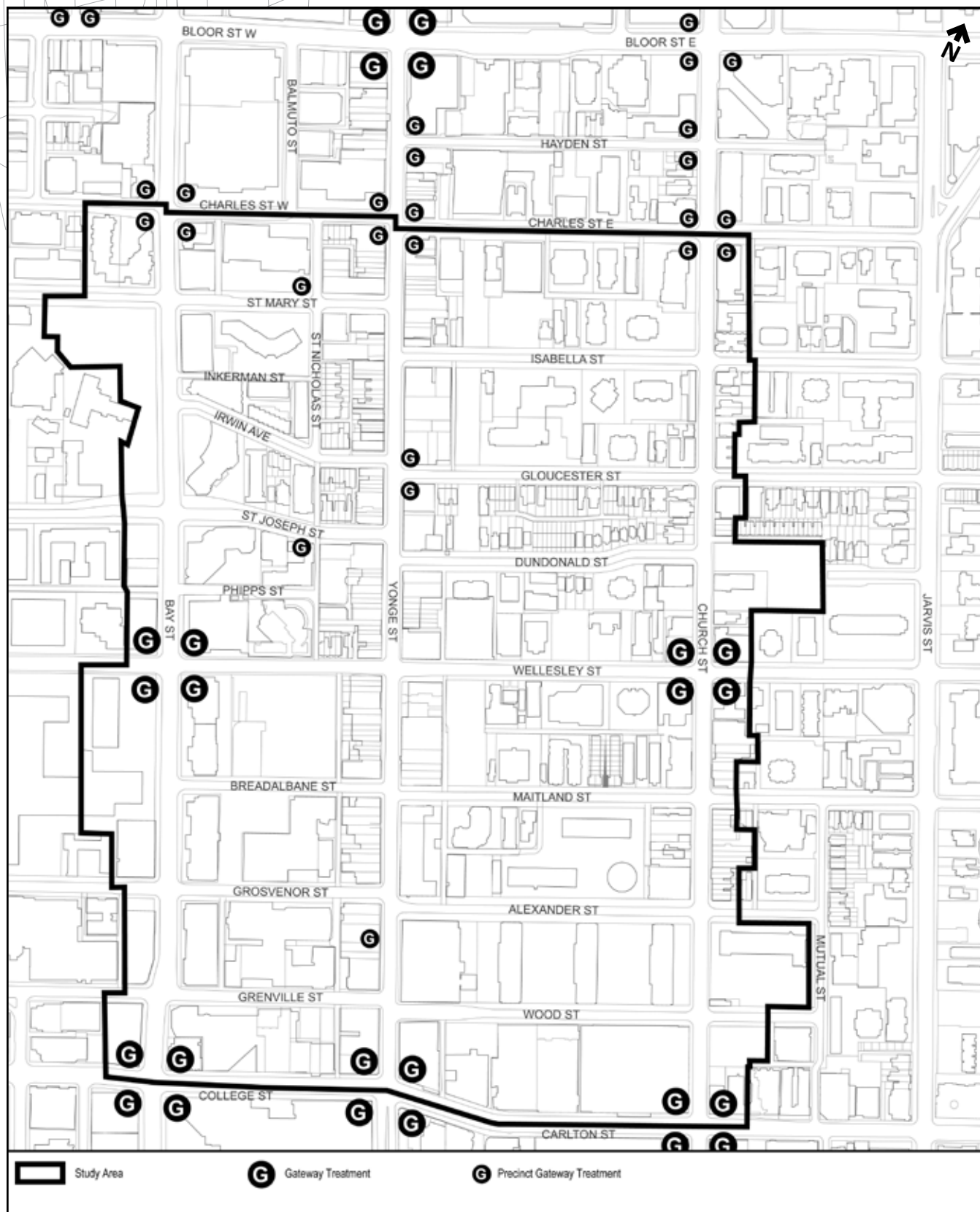


Figure 28: Gateway Treatment



Special landscape treatment and open space as a gateway (Yorkville, Toronto)



Distinct architectural design as a means to introduce a gateway

8.0 GATEWAY TREATMENT

Gateways are important entry points to a neighbourhood, a community or a city. They have a key role in establishing an area, while giving it a distinct identity. Gateways are usually located at visible locations, with a high volume of transportation, similar to major intersections or transit nodes. Figure 28 identifies the gateways within the Study Area. These gateways represent significant opportunities to mark entry points not only into the Study Area, but also to different precincts and corridors within. Creative ways and tools can be used to accentuate the entry points to these areas including:

- Distinct architectural design
- Use of special materials and façade treatment
- Special landscape treatment
- Great streetscape design by tree planting, lights, upgraded sidewalk treatment and special street furniture
- Plazas and open spaces as landmarks
- Public art installations

The University of Toronto Secondary Plan identifies some of the gateways that are located along Bay Street acting as entry points to the campus.

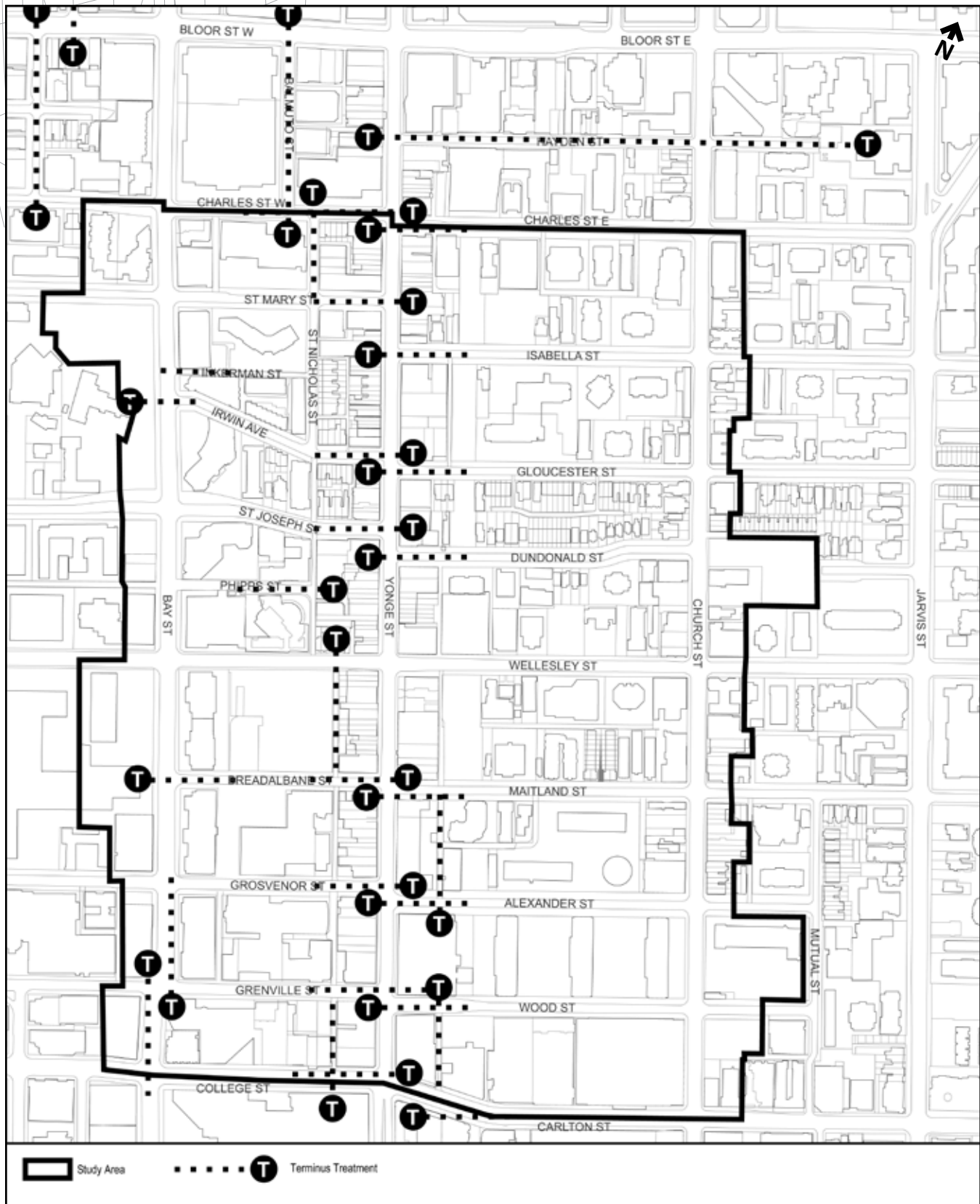


Figure 29: Terminus & Signature Treatment



View terminus from Irwin Street

9.0 VIEWS, KEY SITES AND VIEW TERMINUS

Views and key sites have a significant role in orienting pedestrians and cyclists as well as drivers within the Study Area. Figure 29 identifies sites that terminate a view corridor and have strategic locations for public or commercial uses. They also offer an opportunity to create visual interest from greater distances. There are a number of views and key sites inside the study area that should be protected, designed or accentuated by:

- Distinct architectural design
- Refurbishment and exposure of buildings with heritage value and landmark characteristic
- Landscape design
- Structural elements
- Public art installation

Terminus treatment sites should not be considered the singular justification for additional height. Figure 29 identifies sites that are at highly visible intersections and/or occupy sites of significance to the city. These sites offer an opportunity for landmark buildings that should be unique and immediately identifiable.



Example of a key view treatment on Yorkville, Toronto

10.0 PUBLIC ART

Public art will play a significant role in reinforcing the urban design guidelines for the public realm in the North Downtown Yonge Study Area.

The creation of public art that reflects our cultural diversity and history will be promoted. Opportunities for public art can range from the integration of ideas into streetscape, open space, built form designs to the creation of independent sculptures. Gateways and visual corridor terminations shall become prominent public art sites. It is anticipated that the City's Private Developer Percent for Public Art Program will be a contributor to the improvement of publicly accessible areas, both on private and public lands. Public art policies and guidelines are referenced in the City Of Toronto Official Plan.

11.0 SHADOW SENSITIVE AREAS

Parks, residential areas and the public realm must be protected from undue overshadowing by proposed buildings. In order to minimize the adverse impact of proposed buildings on the neighbouring areas, applicants of projects which have a height above the existing context should provide drawings showing shadows cast by the proposed development on publicly accessible areas and on buildings surrounding it. Shadows should be shown for December 21, June 21, March and September 21 for the hour of 9:18 am, 10:18 am, 11:18 am, 12:18 pm (when the sun is at its highest point in Toronto's latitude), 1:18pm, 2:18pm, 3:18pm and 4:18pm. Shadow drawings are to be provided early in the development review process and for a complete development application. Shadow studies for additional times may be required when warranted. Shadow sensitive areas and *Neighbourhoods* in North Downtown Yonge are shown in figure 30.

In order to minimize the adverse impact of a proposed building on the pedestrian level surrounding the building and in the neighbouring areas, applicants of the projects in excess of 20m in height shall provide a pedestrian level wind study of the proposed development early in the review process. Considering the as-of-right, additional shadows will not be permitted on specific parks and open spaces, including the Opera Place Park and its future expansion.



Public art can be incorporated into the design of the building.
(Burano building on Bay Street)



Example of a stand alone public art (Immigrant family, 18 Yonge Street)



Example of public art incorporated into the landscape design
(Bird bath, Four Seasons on Bay and Yorkville Streets)

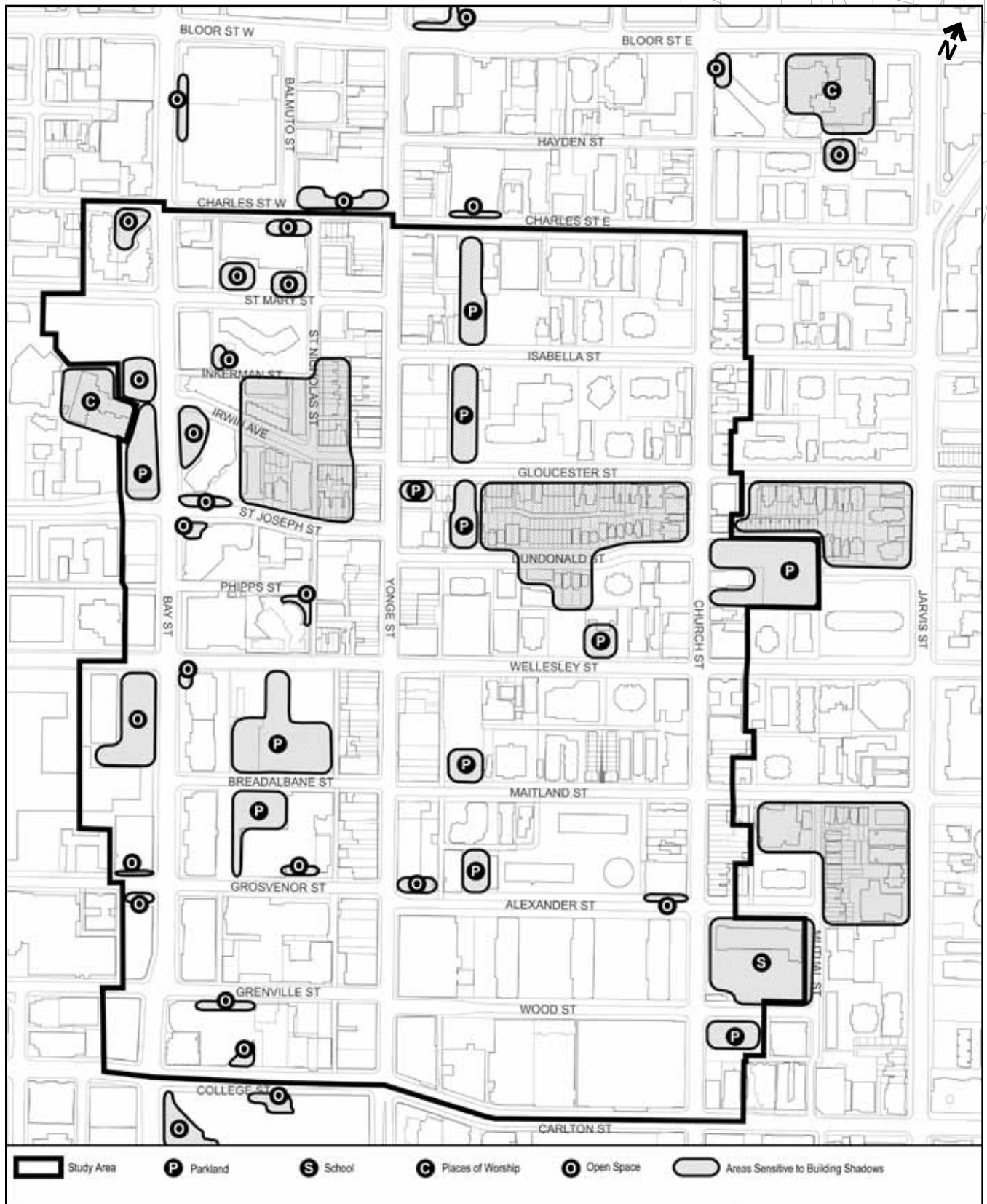


Figure 30: Shadow Sensitive Areas

12.0 SUSTAINABILITY AND GREEN STANDARDS

New developments proposed in the Study Area will be modern, energy efficient and sustainable. All applications will be reviewed for their conformity to the Toronto Green Standard.

The Toronto Green Standard (TGS) is a two-tiered set of performance measures with supporting guidelines related to sustainable site and building design for new public and private developments. The standards are designed to work with the regular development approvals and inspections process. All new planning applications are required to document compliance with Tier 1 environmental performance measures.

Applicants who also choose to meet Tier 2, a voluntary higher level of environmental performance, may be eligible for a development charge refund.

13.0 CYCLING

The area has a high volume of cyclists due to the concentration of employment (Government of Ontario, University of Toronto, Ryerson University and hospital district) and high density residential areas. The area is entirely within the Phase 1 service area of BIXI. Cycling enhancements such as barrier protected bike lanes on Wellesley Street will be installed in 2013 east of Yonge Street and in 2014 west of Yonge Street. Sharrows have been approved by City Council for the section of Bay Street between College Street and Bloor Street West. Cycling improvements on Yonge Street will be reviewed in conjunction with a revisioning of the Yonge Street streetscape.

Bicycle parking is supplied by bicycle post and lock up rings and at the Toronto Parking Authority lot on Wellesley Street East. New developments are required to provide adequate on site bicycle parking and bicycle post and lock up rings with in the City's right-of-way.



Toronto Green Standard document



Bicycle lane on Wellesley Street



BIXI bicycle station within the Study Area



Yonge and College subway station entrance



Example of a covered subway station entrance

14.0 TRANSIT

The area is well served by the Yonge-University subway line, Bloor-Danforth subway line, College/Carlton streetcar, and bus service on Bay Street and Wellesley Street. To serve the growing employment and population, the following transit improvements area required:

- Elevator at Wellesley Station
- North Entrance/Exit to Wellesley Subway Station integrated into the property/building at 15 or 17 Dundonald Street
- South Entrance/Exit to Wellesley Subway Station integrated into the future development at the Toronto Parking Authority lot on Wellesley Street East.
- Elevator at College Station
- Weather protected stairway at the northeast corner of Carlton Street and Yonge Street
- Where possible, new development is encouraged to connect directly into the Bloor/Yonge, Wellesley and College subway stations and PATH system



Existing underground connection to subway from 777 Bay Street

15.0 RELATED STRATEGIES

YONGE STREET CULTURAL PLAN

Yonge Street is designated as a Cultural Corridor from Grosvenor – Alexander Streets to Dundas Street. Significant cultural resources exist on or near Yonge Street, north of Dundas Street including Toronto Life Square, the Carlu, Carlton Cinema, Buddies in Bad Times Theatre, and the Panasonic Theatre. It is recommended that the Culture Section extend the Yonge Street Cultural Corridor to Davenport Road.

The Downtown Yonge BIA developed a Public Realm Strategy which was endorsed by Toronto City Council in 2012. The strategy outlines desired improvements to the public realm within the BIA area. The intent of the strategy was to guide future investment in the BIA area by both private and public sector and joint initiatives.

The strategy divided the BIA area into precincts and further identified improvements within each precinct. The College/Carlton Precinct is within the Study Area and the following improvements are identified:

- St. Luke Lane Improvement Project
- College Subway Station Stairwell Canopy Project

- Reverend Porter Lane Improvement Project
- Wood Street (at Yonge Street) Sidewalk Bump-out Project
- Grenville Street (at Yonge Street) Sidewalk Bump-out Project

CHURCH WELLESLEY VILLAGE BIA PUBLIC REALM STRATEGY

The Church Wellesley Village BIA Public Realm Strategy includes the following:

- Murals, parklets, curb bump outs, bike parking, decorative banners, pole wraps, hanging flower baskets, public lane naming, public lane brick paving, and pedestrian amenity areas.

DOWNTOWN YONGE STREET COMMUNITY IMPROVEMENT PLAN

By-law 1996-0135 was enacted March 4, 1996 designating and adopting a Community Improvement Plan (CIP) for downtown Yonge Street. The CIP was subsequently amended 7 times from 1996 to 2002. The CIP contains policies which were originally put in place to support the Yonge / Dundas Redevelopment Project. Amendments to the CIP over the years adjusted the boundaries of the Plan and added the City's façade improvement grant program as an eligible benefit.



Photo of Yonge Street in the area of Yonge Downtown BIA

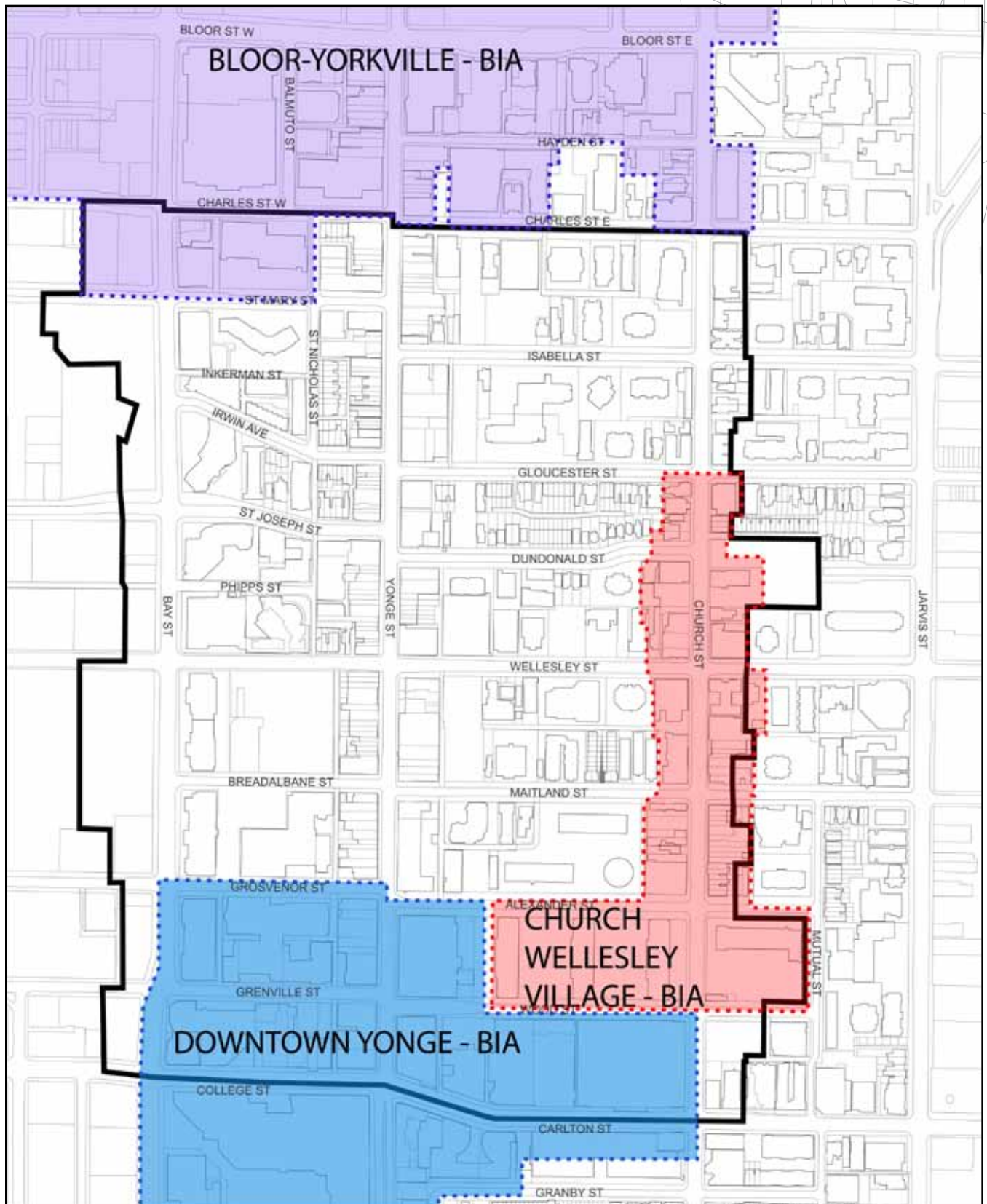


Figure 31: Three BIAs within the Study Area

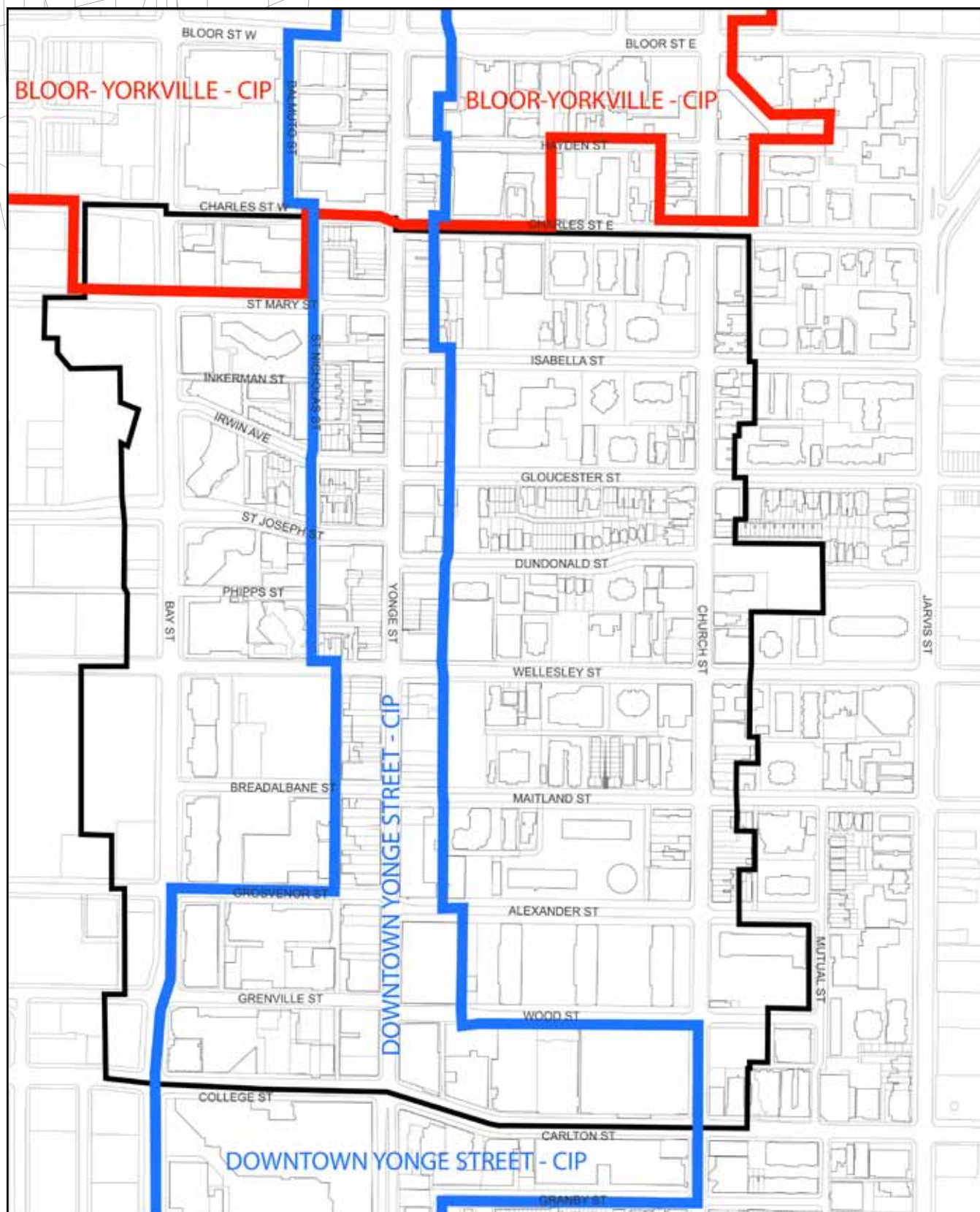


Figure 32: Community Improvement Plan (CIP)

16.0 RELATED DOCUMENTS

1. Urban Design Guidelines for Greening Parking Lots

Link: http://www.toronto.ca/planning/urbdesign/greening_parking_lots.htm

2. Discovery District CIP

Link 1: http://en.wikipedia.org/wiki/Discovery_District

Link 2: <http://www.toronto.ca/legdocs/2002/agendas/committees/to/to020507/it011a.pdf>

3. Uptown Discovery walk [change Midtown to Uptown]

Link: http://www.toronto.ca/parks/pdf/trails/DW_Uptown.pdf

4. Bird Friendly Urban Design Guidelines

Link: http://www.toronto.ca/lightsout/pdf/development_guidelines.pdf

5. Yonge Street Heritage Conservation District Study area (College/Carlton Street to Davenport Road)

Link 1: http://www.toronto.ca/heritage-preservation/heritage_districts.htm

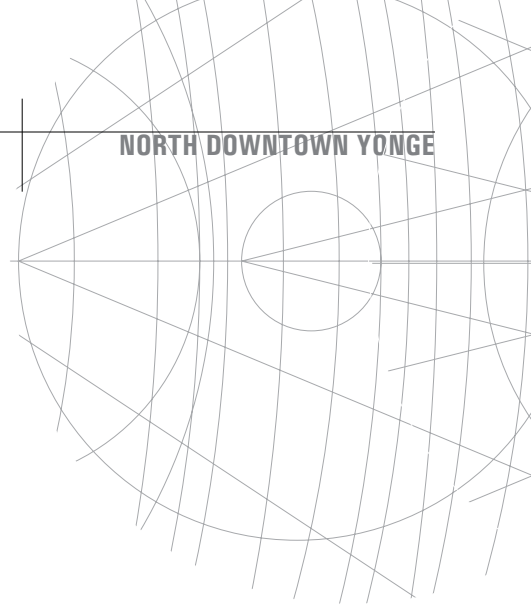
Link 2: <http://www.toronto.ca/legdocs/mmis/2012/te/bgrd/backgroundfile-49461.pdf>

6. *Tall Building Design Guidelines and Downtown Tall Building Vision and Supplementary Design Guidelines*

Link: <http://www.toronto.ca/planning/tallbuildingstudy.htm>

7. University of Toronto Secondary Plan

Link: http://www.toronto.ca/planning/official_plan/pdf_secondary/20_university_toronto_oct2009.pdf



APPENDIX 1

Community Improvement Facilities are to support the growth of employment and population in the North Downtown Yonge Planning Area.

1.0 PEDESTRIAN STREETScape AMENITY

- Scramble Intersection at Yonge Street and College/Carlton Streets
- Pole mounted pedestrian scale street lights on Yonge Street between Grosvenor/Alexander Street to Charles Street
- St. Luke Lane Improvement Project
- Reverend Porter Lane Improvement Project
- Wood Street (at Yonge Street) Sidewalk Bump-out Project
- Grenville Street (at Yonge Street) Sidewalk Bump-out Project
- Streetscape renewal on College/Carlton Street between Bay Street and Church Street
- Church Street Parklets
- St. Joseph Street (at Bay Street) Sidewalk Bump-out Project
- Sidewalk widening on the east side of Bay Street at Grenville Street
- Extension of the Bay Street Bioswale between College Street and Charles Street West
- Widening sidewalks where possible to a minimum width of 6 metres
- Provision of continuous weather protection along the frontage of Yonge Street, Church Street, Bay Street, Wellesley Street, and College Carlton Street for all new development
- Tabling and bricking a crosswalk on Isabella Street and Gloucester Street to connect George Hislop Park, Norman Jewison Park and James Canning Gardens
- Midblock connections – northeast corner of 11 Wellesley Street East to Breadalbane Park, and north-south and east-west through the future development at the Toronto Parking Authority lot on Wellesley Street
- Tabling and bricking a crosswalk on Breadalbane Street to connect Breadalbane Park and Opera Place Park
- Road widening on Wellesley Street West between Bay Street and Yonge Street to facilitate wider sidewalks
- Pedestrian scale street lights on Bay Street
- Widening of Phipps Street between Bay Street and St. Nicholas Street
- Brick paving Phipps Street

2.0 CYCLING

- Sharrows on Bay Street between Bloor Street East and College Street
- Barrier protected bike lanes on Wellesley Street
- Additional bicycle post and lock up rings

3.0 TRANSIT

- Elevator at Wellesley Station
- North Entrance/Exit to Wellesley Subway Station integrated into the property/building at 15 or 17 Dundonald Street
- South Entrance/Exit to Wellesley Subway Station integrated into the future development at the Toronto Parking Authority lot on Wellesley Street East.
- Elevator at College Station
- Weather protected stairway at the northeast corner of Carlton Street and Yonge Street

4.0 PARKLAND

- Public park or publicly accessible privately owned space at the Toronto Parking Authority Lot on Wellesley Street East
- Expansion of Norman Jewison Park to include the Toronto Parking Authority spaces abutting the park.
- Expansion of Breadalbane Park
- Cawthra Park renewal
- New parkland in the vicinity of Wood Street and Church Street
- Publicly accessible privately owned space at the south end of 501 Yonge Street
- Publicly accessible privately owned space at the north end of 501 Yonge Street
- Cloverhill park revitalization

5.0 COMMUNITY SERVICES

6.0 COMMUNITY MEETING SPACE WEST OF YONGE STREET

7.0 TRANSPORTATION SERVICES

- Signalization of the intersection of Bay Street and St. Mary Street
- Widening of Maitland Place between Maitland Street and Wellesley Street East



NORTH DOWNTOWN YONGE