

# **YONGE - ST. CLAIR**

**PLANNING FRAMEWORK (DECEMBER 2019)**

## 1. Vision:

The Yonge-St. Clair Planning Framework area will be a vibrant and walkable area with a diverse mix of uses, commercial opportunities, and community destinations located within a system of open spaces and parks. Linking two Growth Centres, the *Downtown* and the *Yonge-Eglinton Centre*, Yonge-St. Clair is a community where residents, workers and visitors can explore various settings such as lively urban spaces, quiet residential streets, and natural ravines all within close proximity to each other. The Yonge-St. Clair area consists of a dense core at the intersection of two major streets, each with a distinct character, and buildings that transition down at the intersection to lower scale *Neighbourhoods*.

New buildings will respect the surrounding area context, limit shadow impact, preserve sky views, protect views to local landmarks, and contribute to the creation of new open spaces. The pedestrian realm will be designed to ensure a beautiful, animated and comfortable pedestrian experience year-round. Open spaces will be designed with seating, public art and include family friendly areas.

## 2. Goals:

The Goals of the Planning Framework are to:

- i. Accommodate future growth for the area in a form that is compatible with, and respects the unique character of the Yonge-St. Clair area.
- ii. Ensure all existing, approved, and proposed buildings are sited, massed and designed to provide open space and public realm improvements, maximize pedestrian comfort, minimize shadow and wind impacts, and protect privacy and sky view.
- iii. Appropriately transition tall building heights from a 'Height Peak' around the Yonge-St. Clair intersection downward to lower-scaled areas.
- iv. Create place-making opportunities by designing and constructing high-quality, creative and publicly-accessible open spaces, parks and streetscapes.
- v. Improve mobility and connectivity to important destinations throughout the area by securing permanent, publicly-accessible, safe and well-designed pedestrian connections to transit stations, schools, community facilities, parks, open spaces, ravines, and commercial/retail areas.
- vi. Improve pedestrian safety by providing public spaces that are visible and well-lit, and new signalized intersections for safe street crossing.

## 3. Big Moves:

Seven 'Big Moves' will collectively assist in creating a complete community, and maintain livability while allowing for future growth to occur (see Map 1). The Big Moves are public realm improvements that focus on: the improvement and expansion of existing parks, open spaces and pedestrian walkways; the creation of new parks, open spaces and mid-block connections; the enhancement of existing laneway systems and intersections; the installation of new signalized intersections; and the redesign of public streets to improve

pedestrian safety and traffic flow. Any future development within the Planning Framework area will be required to contribute to the realization of the Big Moves.

The Big Moves are as follows:

### 3.1 Yonge-Heath Civic Corners

The Yonge-Heath intersection is an iconic location in Toronto. The area is distinguished by its elevated position rising from the valley of Mount Pleasant Cemetery and the historic places of worship flanking both sides of the street. Yonge Street also has the distinctive bend at this location adding to the unique area characteristic as a gateway into downtown Toronto.

The Yonge-Heath Civic Corners will be transformed into an important civic destination framed by landscaped open spaces at each of the four corners with views to significant civic buildings. Civic Corners will be a new gathering space where residents can enjoy landscaped open spaces that act as both a complement to and refuge from the urban core at Yonge Street and St. Clair Avenue. A new public park at the southeast corner will be an important focal point for community activity within the Framework area. New development adjacent to the park is encouraged to provide space for community facilities, further strengthening the civic presence of the corners. Traffic flow and pedestrian safety will also be improved through the reconfiguration and realignment of Heath Street.

The Objectives of the Yonge-Heath Civic Corners are:

- i. Improve the intersection geometry and alignment of the Yonge Street and Heath Street intersection;
- ii. Provide a new public park at the south-east corner of Yonge and Heath Streets (size of public park will be commensurate to the scale of overall development);
- iii. New public park to be cohesive in design and complement the functions of adjacent open spaces and building uses;
- iv. Privately-Owned Public Spaces (POPS) will not substitute the requirement for a public park;
- v. Maintain and enhance the existing open space in the north-east corner of Yonge and Heath Streets;
- vi. Explore additional landscaped boulevard space and/or open space in the north-west corner of Yonge and Heath Streets;
- vii. Provide landscaped open space in the south-west corner of Yonge and Heath Street as part of the realignment of Heath Street;
- viii. Shorten the pedestrian crossing of the Yonge Street and Heath Street intersection improving pedestrian safety;
- ix. New development will be setback from the east side of Yonge Street to create views of the York Minster Church tower from the Yonge Street and Delisle Avenue intersection;
- x. New development will explore opportunities for community services and facilities fronting onto the new park in the south-east corner;
- xi. New development will adequately limit shadow on Yorkminster Park Baptist Church and Christ Church Deer Park; and
- xii. New and enhanced open spaces will be outfitted with high quality materials, landscaping and seating.

### 3.2 Yonge-St. Clair Crossing

The Yonge-St. Clair intersection is the commercial centre and focal point of the Yonge-St. Clair community, with commercial, retail and transit services located in the area. The urban character is a result of the concentration of commercial office buildings at all four corners of the intersection combined with commercial services, shops and restaurants. Over the years, some improvements to the public realm have been made, however, the overall pedestrian experience continues to be challenging especially on the south-west corner where pedestrian space is limited.

The Yonge-St. Clair Crossing area will continue to serve as an important hub of activity for the community. The prominence of the intersection will be highlighted through enhancements to the public realm including wider sidewalks, small squares at the corners for people to gather, and opportunities for public art and landscaping features.

The Objectives of Yonge-St. Clair Crossing are:

- i. Create new open spaces and public squares at the north-west and south-west corners;
- ii. Maintain and enhance the existing open spaces and public squares at the north-east and south-east corners;
- iii. Optimize open space at corners to accommodate high volumes of pedestrian traffic to queue and cross efficiently;
- iv. Maintain wide sidewalks where they exist;
- v. Widen sidewalks to a minimum of 6 metres from curb to building face;
- vi. Provide pedestrian amenities such as seating, wayfinding, and other street furniture elements, where appropriate;
- vii. Provide space for gathering while maintaining comfortable pedestrian movement within the squares;
- viii. Provide public art and/or landscaping features to signify the prominence of the intersection; and
- ix. Implement the streetscape improvements established by the Yonge-St. Clair Business Improvement Area (BIA).

### 3.3 Alvin Row

Alvin Avenue is a unique part of the Yonge-St. Clair neighbourhood with a low-rise street character deriving from the consistent row of house-form commercial buildings on the east side of the street, generous front yard setbacks, and fine-grained building pattern.

Alvin Row will have a distinct character and act as a buffer between new mixed-use development close to the 'Height Peak' at the intersection of Yonge Street and St. Clair Avenue, and the low-rise residential *Neighbourhood* to the east and north. Alvin Row will offer a retreat away from the commercial centre at Yonge-St. Clair and an opportunity for a more relaxed commercial and residential environment.

The Objectives of Alvin Row are:

- i. Maintain the low scale house form character on east side of Alvin Avenue;
- ii. New development on the west side of Alvin Avenue will respect and reinforce the low scale character found on the east side through low-rise streetwall heights, and stepping back the upper floors of base buildings from the low-rise streetwall to reduce their perceived height;
- iii. Provide generous setbacks to allow for increased sidewalk widths, landscaping and street trees;
- iv. Explore options for on-street parking on the west side of Alvin Avenue;
- v. Adjacent development must provide appropriate on-site pick-up/drop-off areas, space for delivery trucks and consolidated loading areas;
- vi. Extend the existing public lane north of St. Clair Avenue East from Ferndale Avenue to Alvin Avenue;
- vii. Improve pedestrian safety and comfort along lane with lighting and separated pedestrian walkway, where possible;
- viii. Provide landscaped buffer with shade trees on the north side of lane, where possible; and
- ix. Explore options to install a signalized intersection at St. Clair Avenue East and Alvin Avenue.

### 3.4 Delisle Extension

Delisle Avenue is an important *Apartment Neighbourhood* street characterized by residential developments with deep front yard setbacks, generous and lush front yard landscaped open spaces, and a comfortable human-scale street proportion. Through new development, this character will be extended to Yonge Street and inspire the character and proportions of a mid-block pedestrian connection between Yonge Street and Alvin Avenue. Enhanced connectivity between the two sides of Yonge Street and better access to St. Clair Subway station will be provided through improvements to the intersection at Yonge Street and Delisle Avenue.

The Objectives of the Delisle Extension are:

- i. Extend the landscaped character of Delisle Avenue to Yonge Street by setting back new development on Delisle Avenue by 7.5 metres from the curb to allow for wide sidewalks and generous landscaped open space;
- ii. Explore options to signalize the intersection at Yonge Street and Delisle Avenue;
- iii. Provide a pedestrian connection between Yonge Street and Alvin Avenue, aligning with Delisle Avenue, with a minimum width of 8.0 metres;
- iv. The pedestrian connection will be open to sky as it meets Yonge Street, and may be partially covered where it meets Alvin Avenue, provided it has a minimum ceiling height of 8.0 metres;
- v. The pedestrian connection will widen as it meet Yonge Street to be no less than 10.0 metres in width allowing for landscaping and planters;
- vi. Locate entrances to shops, residential and commercial buildings along pedestrian connection;
- vii. Provide landscaping such as trees, shrubs and other plantings, where possible; and
- viii. Provide adequate, efficient and creative lighting solutions.

### 3.5 Laneway Link

Within the southeast quadrant of the Yonge-St. Clair intersection, there are a series of public and private laneways just east of Yonge Street that run partially interrupted between St. Clair Avenue East and Rosehill Avenue.

The Laneway Link system will be a series of enhanced publically-accessible laneways, pedestrian walkways, and crosswalks that provide continuous pedestrian access between St. Clair Avenue East and Rosehill Avenue. Laneway Link will improve pedestrian safety, connectivity and permeability on the east side of Yonge Street and improve access to the St. Clair subway station.

The Objectives of the Laneway Link are:

- i. New development will improve pedestrian safety and comfort along the Laneway Link with lighting and setbacks to allow for a separated pedestrian walkway, where possible;
- ii. Provide well-designed areas for entrances and/or access to buildings;
- iii. Include landscaped areas and planters to enhance the pedestrian experience, where possible;
- iv. Explore options to allow east-west pedestrian crossings on the south side of the Yonge-Rosehill signalized intersection; and
- v. Secure public access easements where necessary to complete the link.

### 3.6 Delisle Park

Delisle Park is a small park located on the south side of Delisle Avenue, west of Yonge Street. The park is nearly 2,000 square metres in size, is located above the below-grade parking structure for 30 St. Clair Avenue West, and is leased to the City of Toronto for a nominal fee.

New development will expand and secure renovations to Delisle Park. These improvements will transform the existing park to better meet the needs of contemporary users, including both residents and office workers. The pedestrian walkway running north-south between the park and St. Clair Avenue West will be improved to create a more welcoming connection.

The Objectives of Delisle Park are:

- i. New development will expand and renovate Delisle Park to the west to include the surface parking lot at 30 St. Clair Avenue West;
- ii. The existing ramp to the underground garage located to the east of the pedestrian walkway will be appropriately enclosed and designed to complement and not detract from the expanded park;
- iii. Improve universal accessibility of the park; and
- iv. Enhance the north-south mid-block connection between the park and St. Clair Avenue West with high-quality materials and public art features.

### 3.7 Racquet Club Connection

The south-west quadrant of Yonge-St. Clair will be transformed to expand pedestrian connectivity to, and through, the rear of the block from St. Clair Avenue West to Yonge Street, with wide landscaped pedestrian walkways, opening views to St. Michaels Cemetery and allowing for safe and direct access to new development.

The Objectives of the Racquet Club Connection are:

- i. Provide generous, landscaped and accessible pedestrian walkways to allow circulation through the site with direct connections between St. Clair Avenue West and Yonge Street;
- ii. Create a view corridor from St. Clair Avenue West to St. Michaels cemetery;
- iii. Protect for the potential to secure future pedestrian access to the cemetery;
- iv. As part of the comprehensive plan for the entire block, new public open spaces such as public parks and POPS will be introduced to complement the walkway; and
- v. New development in the rear of the block must have clear and visible access to major streets with high-quality public realm creating a safe and attractive pedestrian public access.

## 4. Street Character

The Planning Framework outlines streetscape improvements that will be required within the Framework area. The finer details of the materials, lighting, and street furniture will be identified on a site by site basis and will be informed by the Yonge-St. Clair BIA Master Plan.

Yonge Street, both north and south of St. Clair Avenue, is currently the primary commercial street in the Framework area with a well-established mix of retailers, food stores and restaurants, creating a dynamic commercial main street character. The look and feel of the street is characterized by the eclectic mix of buildings from low-rise main street buildings to tall buildings, all contributing to the lively energy of Yonge Street.

The St. Clair corridor within the Framework area is composed mostly of tall office buildings with some low-rise buildings. The character of this area is more subdued than that of Yonge Street. Commercial and public buildings front onto St. Clair Avenue with their ground floor uses varying depending on the building. The commercial uses, public facilities, and St. Clair Subway station and streetcar loop help to maintain a vibrant destination for the local community.

At the edges of the Planning Framework area are quieter landscaped streets that allow for connections to surrounding areas and adjacent ravines. These 'Green Streets' include: Delisle Avenue; Heath Street; Pleasant Boulevard; and Rosehill Avenue. New development that is adjacent to these areas, will allow for the continuation of these special landscaped settings to Yonge Street and St. Clair Avenue creating welcoming pedestrian connections.

The Objectives of Street Character are:

- i. New development will provide minimum public sidewalk widths of 6.0 metres from curb to building face on all frontages;
- ii. Public sidewalk widths greater than 6.0 metres may be appropriate on busier segments of streets, at intersections and where called for in the Secondary Plan, and will be determined on a site-by-site basis;
- iii. For additions to existing buildings where the existing building is to remain, appropriate public sidewalk widths will be determined on a site-by-site basis;
- iv. Pedestrians, cyclists and public transit will be prioritized relative to private automobiles, informed by the application of design guidelines for Complete Streets;
- v. New development and/or additions on St. Clair Avenue West will provide or maintain and enhance a landscaped front yard.
- vi. New development on Yonge Street will maintain narrow retail unit frontages in a rhythm and scale that respects the existing character of the street;
- vii. New development on Yonge Street will provide a low-rise streetwall height along Yonge Street to maintain the main street character; and
- viii. New development with frontage on 'Green Streets' (see Map 1) will provide increased public sidewalk widths to improve pedestrian amenity and support the continuation and expansion of the landscaped setbacks, characteristic of the adjacent residential streets, to Yonge Street.

## 5. Built Form

The Planning Framework's built form objectives fit with the overall vision for the area as a vibrant mix-use urban area. In order to maintain the existing built form characteristics of the area while accommodating growth, a series of built form objectives have been established to manage the built form aspects of future developments. These objectives will help to achieve the goals of the vision and goals of the Planning Framework.

### 5.1 Urban Structure

The intersection of Yonge Street and St. Clair Avenue is an important commercial, residential and transit hub along the Yonge Street corridor. Future development in the Yonge-St. Clair Framework area will fit within the planned context of both the local area and the Yonge Street corridor which links two Growth Centres, the *Downtown* and Yonge-Eglinton *Centre*, each with their own Secondary Plan. The Framework outlines an Urban Structure centered around higher order transit that allows for growth, while seeing sensitive transition between areas of differing intensities, scales and heights.

In order to achieve the required transition, Map 2 of this Framework outlines an Urban Structure comprised of a 'Height Peak' around the intersection of Yonge Street and St. Clair Avenue and 'Transition Zones' generally located between the 'Height Peak' and the surrounding areas. Tall buildings may be permitted provided they meet and exceed the objectives of this Framework. The appropriate height of buildings will be reflective of their density, location and contribution to the public realm.



The 'Height Peak' will contain the tallest buildings in the Framework area. 'Transition Zones' located around the 'Height Peak' will see a clear step down of height from the 'Height Peak' down to the surrounding context. Development near lower scale areas will transition in the form of step-downs in height, setbacks, and angular planes. A greater degree of transition will be required next to *Neighbourhoods, Parks* and other open spaces.

The appropriate transition in height will be determined by assessing both the step down from the 'Height Peak' and the transition down to the lower scaled areas.

There are areas on Map 2 within the Framework that are not in the 'Height Peak' or 'Transition Zones'. These areas are not appropriate for tall buildings.

## 5.2 Potential Development Sites

Developments on these sites will be conditional upon landowners satisfying the public realm and built form objectives as outline below. These development areas have been identified as potential opportunities, and depending on the proposal, an Official Plan Amendment may be required.

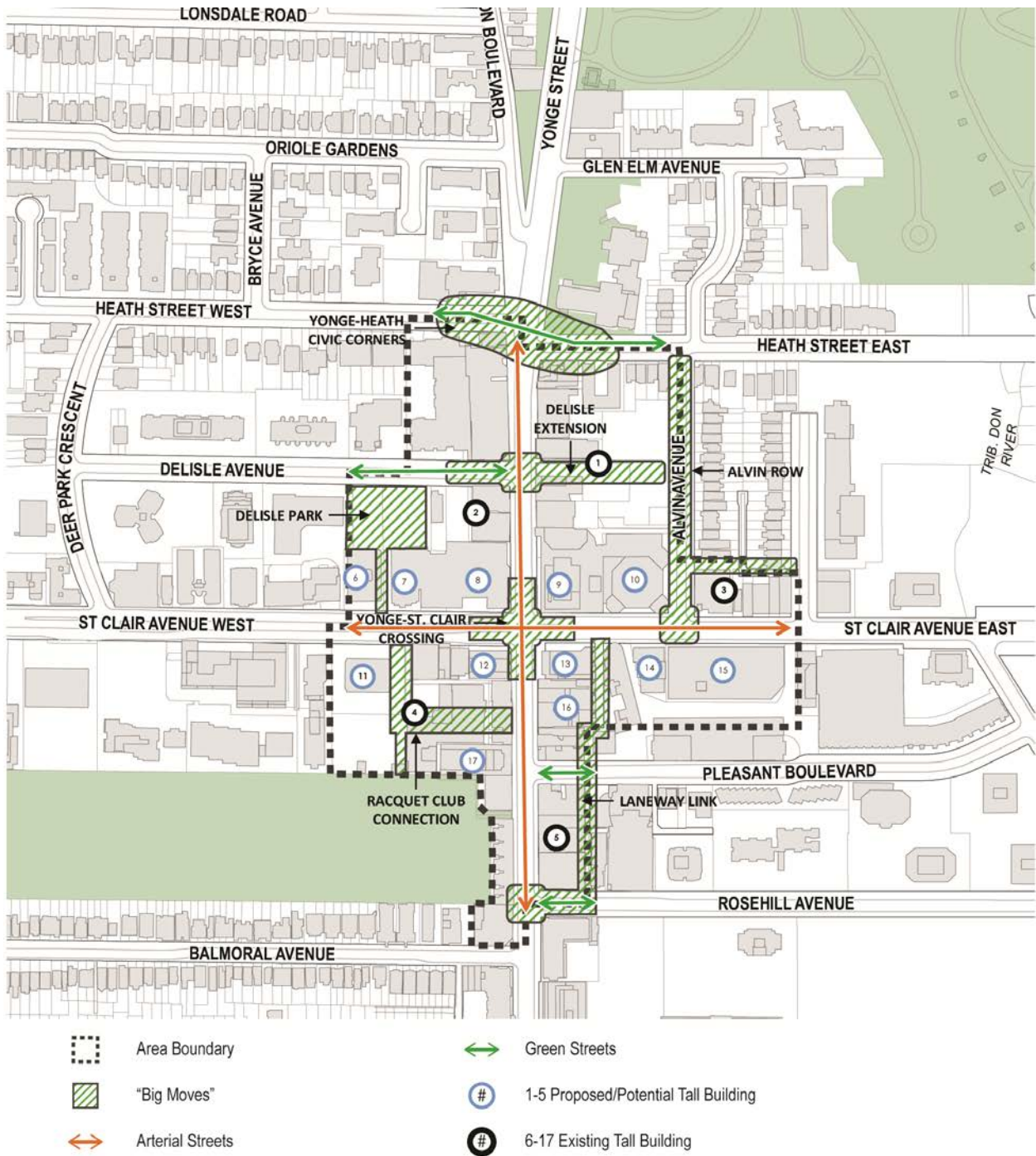
Site	Location	Built Form Objectives
1	1485-1525 Yonge Street, 1-31 Heath Street East, and 30-36 Alvin Avenue  (File # 19 134851 STE 12 OZ)	<ul style="list-style-type: none"> <li>● Fulfill the objectives of the Yonge-Heath Civic Corners 'Big Move'</li> <li>● Fulfill the objectives of the Alvin Row 'Big Move'</li> <li>● Fulfill the objectives of the Delisle Extension 'Big Move'</li> <li>● Fulfill the Street Character objectives for Yonge Street, Heath Street, and Alvin Avenue</li> <li>● Locate the tallest building within the 'Height Peak' at the south-west corner of the site with meaningful transition to low-rise built form to the north and east</li> <li>● Maintain a minimum 25.0 metre separation between tall buildings</li> <li>● Incorporate a low-rise base building along Yonge Street to maintain main street character</li> <li>● Provide adequate tower setback from Yonge Street</li> <li>● Limit shadow on the ravine lands to the east</li> <li>● Provide well planned and coordinated site access and loading for the entire block</li> <li>● Provide green, landscaped front yard character along Heath Street frontage</li> <li>● Improve connections to the St. Clair subway station</li> </ul>

2	<p>1-11 Delisle Avenue and 1496-1510 Yonge Street</p> <p>(File # 18 189938 STE 22 OZ)</p>	<ul style="list-style-type: none"> <li>• Fulfill the objectives of the Delisle Extension 'Big Move'</li> <li>• Fulfill the objectives of the Delisle Park 'Big Move'</li> <li>• Fulfill the Street Character objectives for Yonge Street and Delisle Avenue</li> <li>• Incorporate a low-rise base building along Yonge Street to maintain main street character</li> <li>• Provide adequate tower setback from Yonge Street</li> <li>• Maintain a minimum 25.0 metre separation between tall buildings</li> <li>• Provide well planned and coordinated site access and loading for the entire block including an on-site pick-up/drop-off area</li> </ul>
3	Deer Park Library	<ul style="list-style-type: none"> <li>• Fulfill the objectives of the Alvin Row 'Big Move'</li> <li>• Fulfill the Street Character objectives for St. Clair Avenue East and Alvin Avenue</li> <li>• Provide transition downward in building height to align with the existing low-rise buildings to the north along Alvin Avenue</li> <li>• Vehicular access should be from the rear laneway</li> <li>• The east portion of the block will have a mid-rise height due to the shallow depth</li> <li>• The west portion may have taller element if separation from, and limited impacts on, the <i>Neighbourhood</i> to the north can be achieved</li> <li>• Shadows on the <i>Neighbourhood</i> to the north should be reduced and building carefully massed to protect sunlight access on soft landscaped areas</li> </ul>
4	Racquet Club Lands	<ul style="list-style-type: none"> <li>• Fulfill the objectives of the Racquet Club Connection 'Big Move'</li> <li>• Fulfill the Street Character objectives for St. Clair Avenue West and Yonge Street</li> <li>• Any development along St. Clair Avenue must respect the character of St. Clair Avenue West and provide appropriate separation from existing tall buildings</li> <li>• Any development along Yonge Street must respect and maintain the low-rise main street character along Yonge Street</li> <li>• Any new development in the rear of the block must have clear and visible access to major streets with high-quality public realm creating a safe and attractive pedestrian entrance</li> <li>• Maintain a minimum 25.0 metre separation between tall buildings</li> <li>• Explore opportunities for a significant public open space within the block</li> </ul>

5	1365-1375 Yonge Street  (File # 18 151554 STE 22 OZ)	<ul style="list-style-type: none"> <li>• Fulfill the objectives of the Laneway Link 'Big Move'</li> <li>• Fulfill the Street Character objectives for Yonge Street and Rosehill Avenue</li> <li>• Provide an adequate tower setback from Yonge Street</li> <li>• Minimum 12.5-metre tower setback to centre line of rear lane</li> <li>• Minimum 5.5-metre tower setback to north property line (no primary windows)</li> </ul>
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**Existing and Approved Development**

Site	Address	Built Form Objectives
6	40 St. Clair Avenue West	<ul style="list-style-type: none"> <li>• Explore opportunities for a new and enhanced public open space</li> <li>• Preserve and/or enhance sidewalk widths</li> <li>• Preserve and/or enhance publicly accessible open spaces</li> <li>• Adapt buildings to provide improved weather/wind protection – i.e. canopies</li> <li>• Create opportunities for additional soft landscaping</li> <li>• Signs for existing POPS</li> <li>• Improve pedestrian lighting</li> <li>• Improve seating opportunities</li> <li>• Maintain a minimum 25.0 metre separation between tall buildings</li> <li>• While these sites have existing tall buildings, they may become potential development sites. In those circumstances the sites will be required to meet the objectives of this Framework. Site specific assessments will be done to ensure any development adequately contributes to the public realm network and provides improved pedestrian comfort and amenity.</li> </ul>
7	30 St. Clair Avenue West	
8	2 St. Clair Avenue West	
9	2 St. Clair Avenue West	
10	30 St. Clair Avenue East	
11	45 St. Clair Avenue West	
12	1 St. Clair Avenue West	
13	1 St. Clair Avenue East	
14	11-21 St. Clair Avenue East	
15	25 St. Clair Avenue East	
16	1417-1431 Yonge Street	

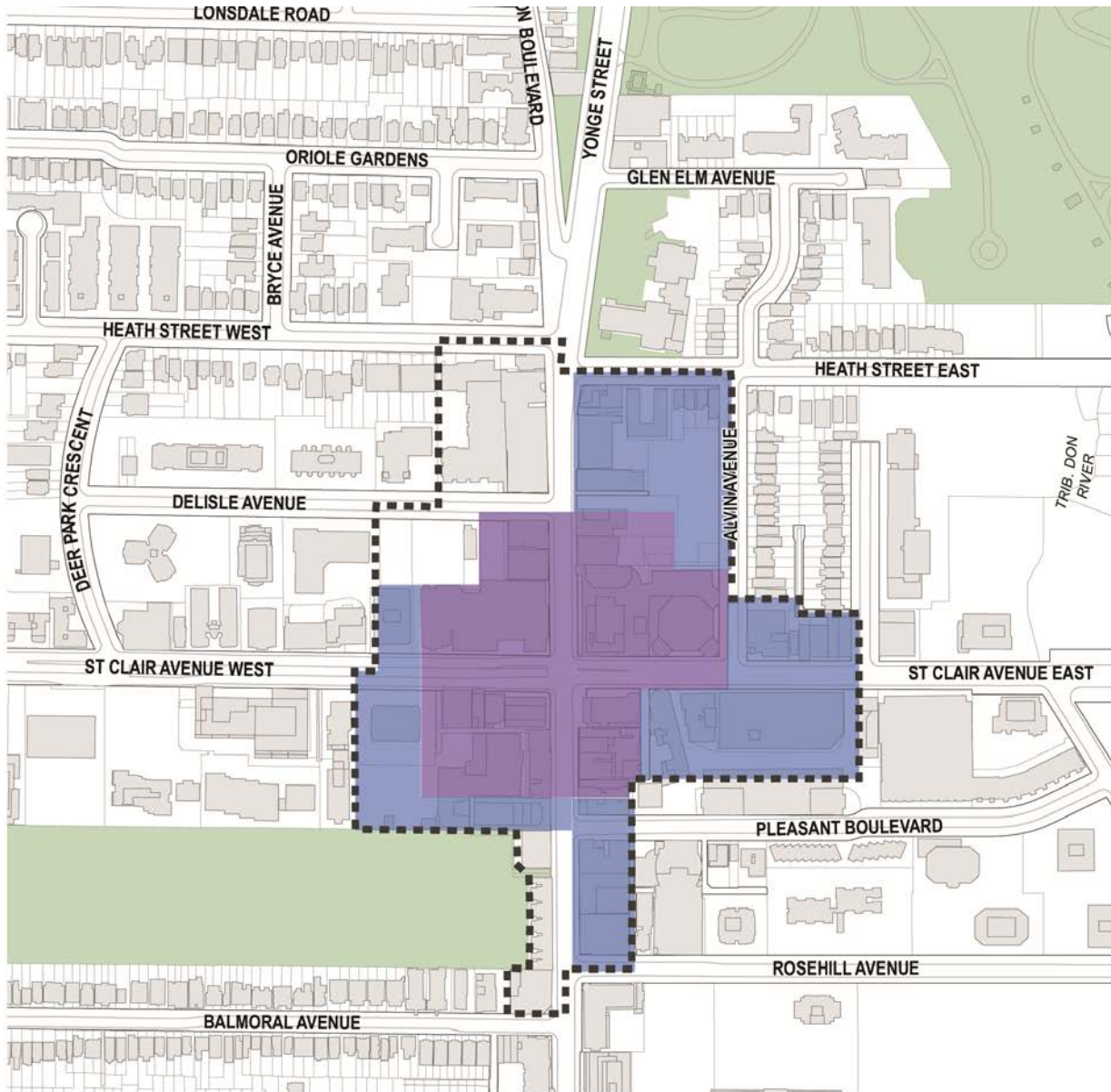


# Map 1

## City-initiated Yonge-St. Clair Planning Framework: Big Moves

Not to Scale  
12/17/2019

File # 18 122399 SPS 00 02



- Height Peak
- Transition Zone

## Map 2 City-initiated Yonge-St. Clair Planning Framework: Urban Structure

Not to Scale  
12/17/2019

File # 18 122399 SPS 00 0Z