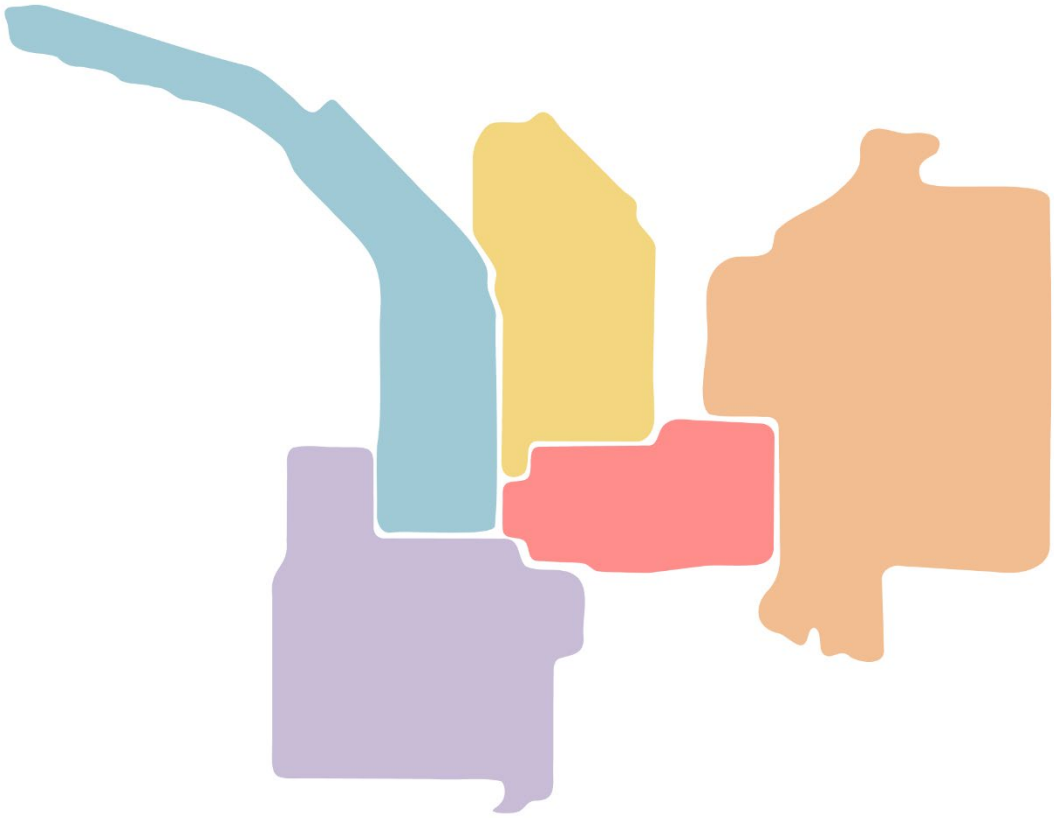
## ST. CLAIR AVENUE WEST AND BATHURST STREET

# PLANNING FRAMEWORK



TORONTO

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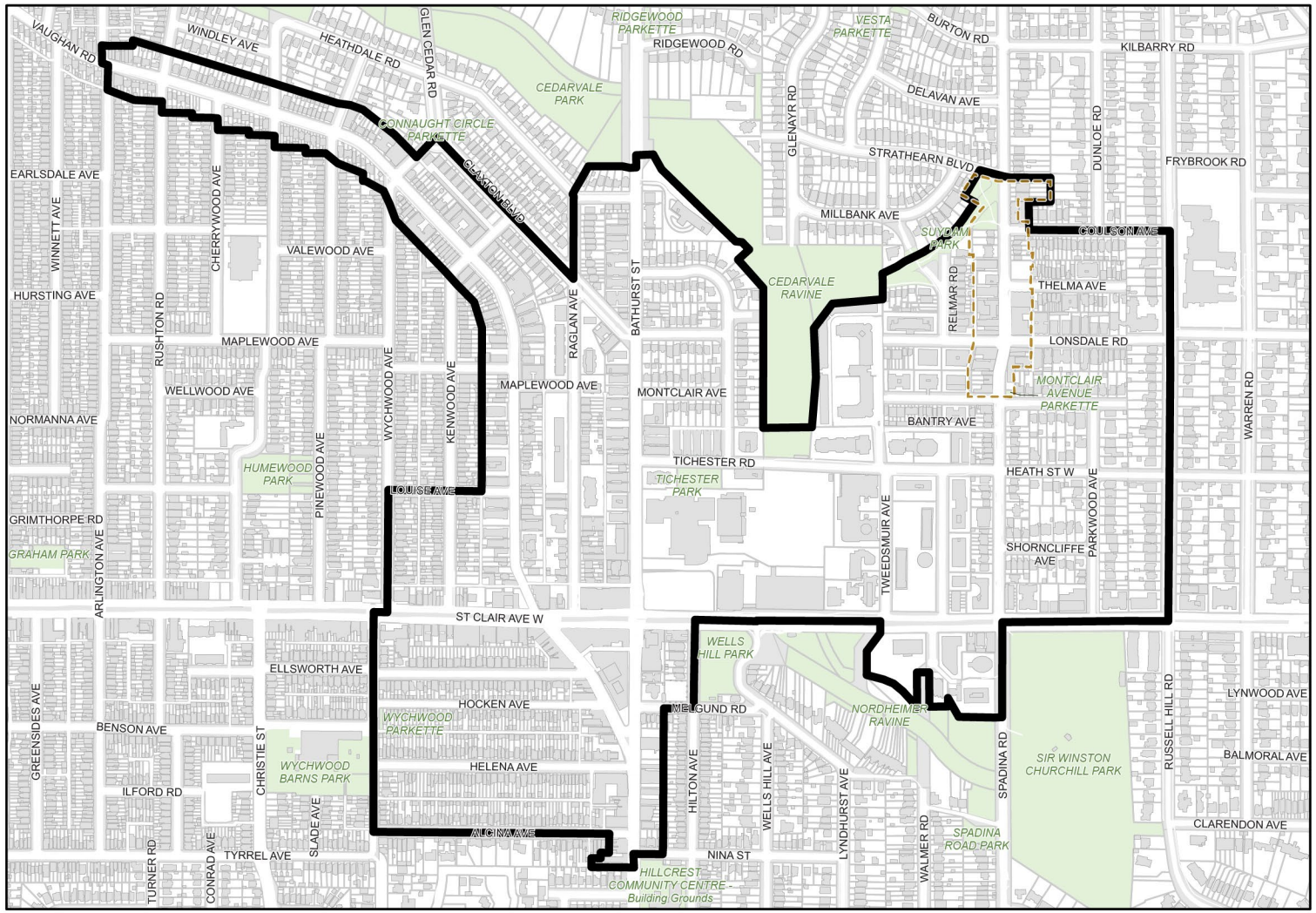
# 1. INTRODUCTION

The St. Clair Avenue West and Bathurst Street Planning Framework (the “Planning Framework”) guides growth and development within the Planning Framework Area, as defined by the boundary shown in Map 1.

The Planning Framework Area is situated on the traditional territories of many Nations, including the Mississaugas of the Credit, the Anishinaabeg, the Chippewa, the Haudenosaunee, and the Wendat peoples, and is now home to many diverse First Nations, Inuit, and Métis peoples. The Planning Framework is guided by the City of Toronto’s commitments to truth, reconciliation, and partnership with Indigenous communities, as articulated in Chapter 1 of the Official Plan.

The Planning Framework provides direction for anticipated growth and development through its vision and goals, a Public Realm Network Plan, and Character Area objectives. The Planning Framework should be read as a whole, in conjunction with the Toronto Official Plan and any future policy updates.




# Map 1: Planning Framework Boundary

# 2. BACKGROUND

Located within Midtown Toronto, the St. Clair Avenue West and Bathurst Street area and Forest Hill Village include diverse neighbourhoods shaped by Indigenous history, the natural ravine system, early settlement patterns, and successive waves of transit investment and urban growth.

The City of Toronto, including the Framework Area, has been home to Indigenous peoples for millennia. Creeks and rivers provided fresh water and food, and were important sites for camps and villages. Cedarvale Ravine, located north of the Framework Area, formerly contained an open creek and now includes areas of archaeological potential. Vaughan Road may also trace its origins to an Indigenous trail that followed the natural contours of the land.

In the 1780s, as the British government prepared to settle the Toronto area, it signed treaties with Mississauga and Chippewa First Nations to obtain title to the land. Toronto remains part of the traditional homelands of First Nations and remains home to many Indigenous peoples today.

Following the establishment of Toronto (then the Town of York) in 1793, a new population of settlers spread out from the shores of Lake Ontario to clear and farm the land. In 1850, access to the area was improved when the Yorkville and Vaughan Road Company laid out today's Vaughan Road to open up the agricultural lands to the north.

Two major factors spurred the first wave of residential and commercial development in the Framework Area: the 1909 annexation of part of the area to the City of Toronto, and the opening of the St. Clair streetcar line in 1913. At a time when automobiles were rare, streetcars enabled people to live in the area and easily commute to work elsewhere. Commercial storefronts filled in along St. Clair Avenue, west of Bathurst Street, as a result of the streetcar line, and subdivided residential lots to the north and south were developed with detached homes.

The first wave of housing consisted mainly of detached and semi-detached brick-clad wood-frame dwellings, many of which remain today. In the late 1920s, some were replaced by 3 and 4-storey apartment buildings, primarily north of St. Clair along Bathurst Street, Vaughan Road, Tweedsmuir Avenue, and east of Bathurst Street on Tichester and Lonsdale Roads. Fewer apartments were built south of St. Clair, likely due to a 1912 by-law prohibiting apartments in residential neighbourhoods. These low-rise apartments redefined the character of streets such as Bathurst and Lonsdale, and their presence remains notable.

City of Toronto Archives, Fonds 1231, f1231_it0875

Figure 1: Archival photo of the Dominion Bank, southeast corner of Vaughan Road and St. Clair Avenue West in 1912.

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Figure 2: Archival photo showing construction of the streetcar line along St. Clair Avenue West, looking east from Bathurst Street.

Forest Hill Village was incorporated in 1923 as a planned residential community that emphasized architectural quality, education, and controlled land use. Unlike many Ontario villages that grew from industry, Forest Hill limited industrial uses through strict zoning and design regulations. A Board of Architects oversaw construction, requiring architecturally designed buildings. The commercial core formed around Spadina Road and Lonsdale Avenue, creating a compact hub of local services within a residential setting.

The apartment boom of the late 1920s and early 1930s slowed during the Depression and stopped during the Second World War. After 1945, low-rise apartment construction resumed along Bathurst Street and Vaughan Road. Though styles evolved, the low-rise apartment building continued and are a defining characteristic of the streetscapes of Vaughan Road and Bathurst Street today.

A third wave of residential development in the 1960s altered the character of Raglan and Tweedsmuir Avenues. This wave saw the construction of high-rise towers, often in slab-form, being built across Toronto.

Two institutional and infrastructure developments further shaped the area in the mid-20th century. In 1950, St. Michael's College School relocated from downtown to its current site at the northeast corner of Bathurst Street and St. Clair Avenue West. Following the cancellation of the Spadina Expressway, the University subway line was extended through Cedarvale Ravine, and St. Clair West Station opened in 1978, establishing the area as an important transit hub.

Today, the St. Clair–Bathurst area is a diverse and evolving community defined by its strong transit connections, mix of housing types, and vibrant main streets. Mature neighbourhoods, walk-up apartments, mid and high-rise buildings, and tower-in-the-park buildings together reflect more than a century of growth and investment.

Figure 3: Archival aerial photo showing the Planning Framework Area in the 1970s.

# 3. VISION

From its beginnings along the edge of the escarpment and the former shoreline of glacial Lake Iroquois, on lands long inhabited and travelled by Indigenous peoples and later settled as a small community, the area has evolved into a vibrant residential and commercial hub that anchors the surrounding neighbourhoods. This vision will guide future growth.

The community will offer a welcoming and inclusive public life for people of all ages and abilities. A connected network of parks, plazas, green spaces, and gathering places will reflect the area's identity, honour its Indigenous roots, and weave nature into everyday life. Streets will serve as the setting for daily life and community interaction, and active main streets will remain the heart of the area, with shops, services, and gathering places that meet everyday needs and support a lively public realm.

Growth will balance residential and non-residential uses to sustain a resilient local economy and a vibrant live-work community. The neighbourhood will remain inclusive and livable, offering a full range of housing options and unit types that support a diverse population. Housing affordability and accessibility will be central to future growth, with opportunities for people across incomes, ages, household types, and abilities to remain in the community as their needs change. The area will continue to mature as a complete community where residents and workers can live, work, learn, play, and connect, and where everyday amenities, services, and opportunities are within easy reach.

High-quality and sustainable design will guide buildings, open spaces, and infrastructure. An expanded park network, tree-lined streets, and well-designed, sustainable buildings will strengthen connections to nature and promote environmental stewardship. All new developments will meet high standards of energy and water efficiency, supporting resilience to a changing climate. Innovation and technology will be harnessed to improve social, economic, and environmental outcomes for current and future generations.

# 4. GOALS

The following three goals (aspirations for the Planning Framework Area) will guide growth and development in the Planning Framework Area:

1. **A Complete, Inclusive and Livable Community:**

   The Planning Framework Area will be a liveable and inclusive community where people of all ages, incomes, cultures, and abilities can access daily needs within their neighbourhood. There will be a complete range of community services, housing options, building types, public spaces, shops, employment, business or investment opportunities, and parks and natural areas. Growth will be managed so its benefits are shared equitably and support the well-being of existing and future residents. Those who want to remain in the neighbourhood will be able to age in place in a supportive and accessible environment.

   Residents will be able to live, work, learn, play, and connect in the community as new development incorporates residential, retail, office, institutional uses, and parks and open space areas. Main streets will remain active and welcoming, with a diverse retail base that supports small, independent, and culturally-diverse businesses and provides daily goods and services for local residents and workers.

2. **A Connected Community:**

   The Planning Framework Area will have a connected and accessible mobility network. The area will be a transit-supportive place with a mix of land uses that prioritizes active transportation such as walking, cycling, and taking transit, and reduces auto-dependency. A well-connected network of safe and comfortable walking and cycling routes will link local community destinations and connect with the surrounding city. New interior and underground pedestrian pathways will improve access to the subway station. Streets will function as vibrant, comfortable public spaces that support community life and local retail vitality along main streets. A series of green open spaces comprising of corridors, streets, pedestrian connections, and private and public open spaces, will strengthen everyday connections to nature and amenities.

3. **A Green and Sustainable Community:**

   The Planning Framework Area will promote architectural excellence and environmentally sustainable and innovative design. Buildings, parks, open spaces, and green infrastructure projects will contribute to improving air and water quality, reducing greenhouse gas emissions, conserving water and other resources, supporting biodiversity, minimizing the urban heat island effect, and fostering resilient infrastructure and communities.

# 5. PUBLIC REALM NETWORK PLAN

The space between buildings is as important to the community as the buildings themselves. The public realm, consisting of all publicly accessible areas, including streets, laneways, parks, and other open space, plays a pivotal role in supporting public life and contributing to the liveability of the Planning Framework Area.

The Public Realm Network Plan provides a vision, area-wide objectives, and identifies desired key features within the network. These are illustrated on Map 2: Public Realm Network Plan - Streets, Parks, and Open Spaces and Map 3: Public Realm Network Plan - Transportation and Mobility.

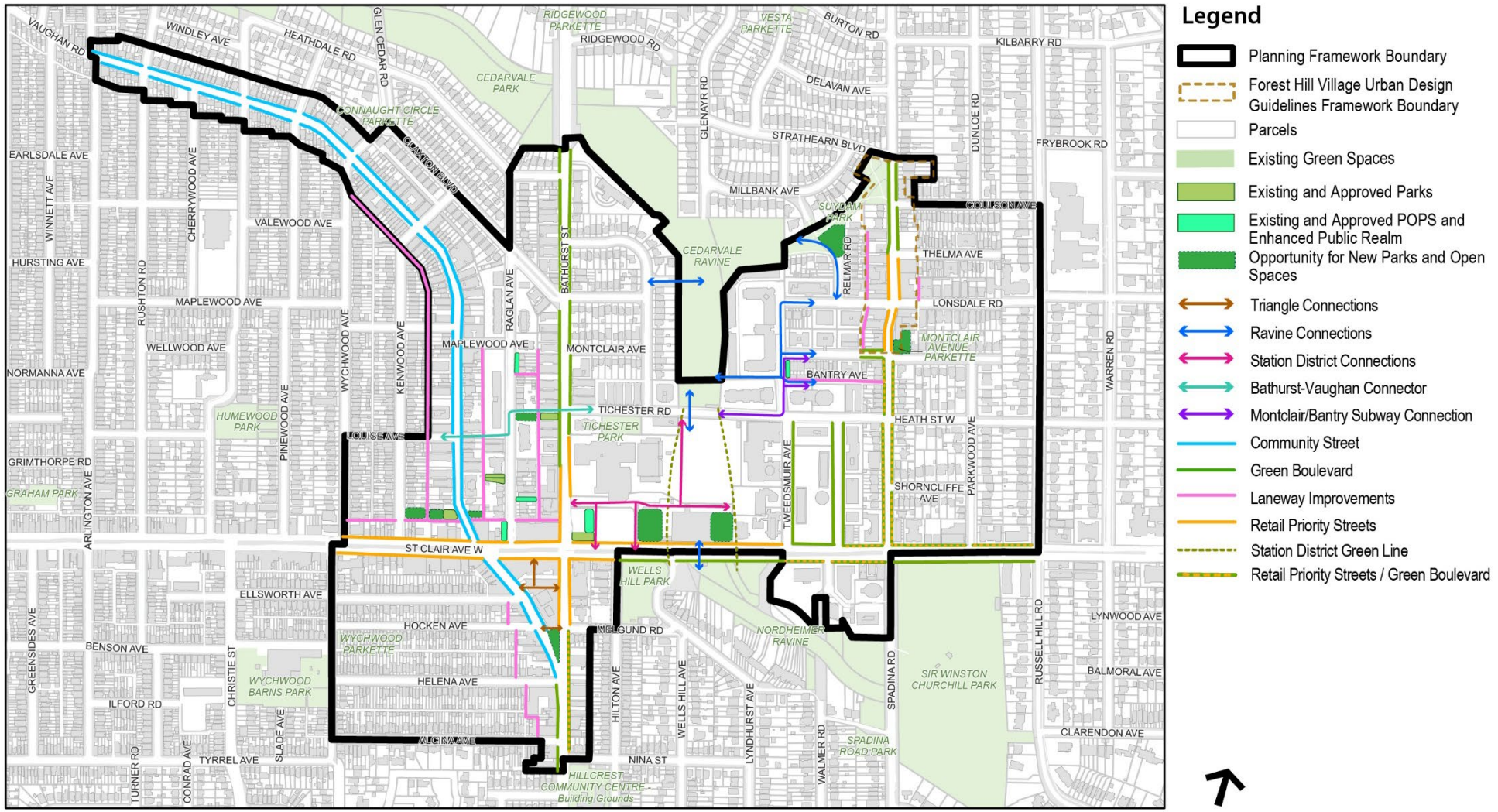
## 5.1 PUBLIC REALM VISION

The public realm will expand with new developments and be designed to be vibrant and safe for people of all ages and abilities. The public realm will become a well-connected network that increases and improves access to parks, ravines, POPS and other open spaces.

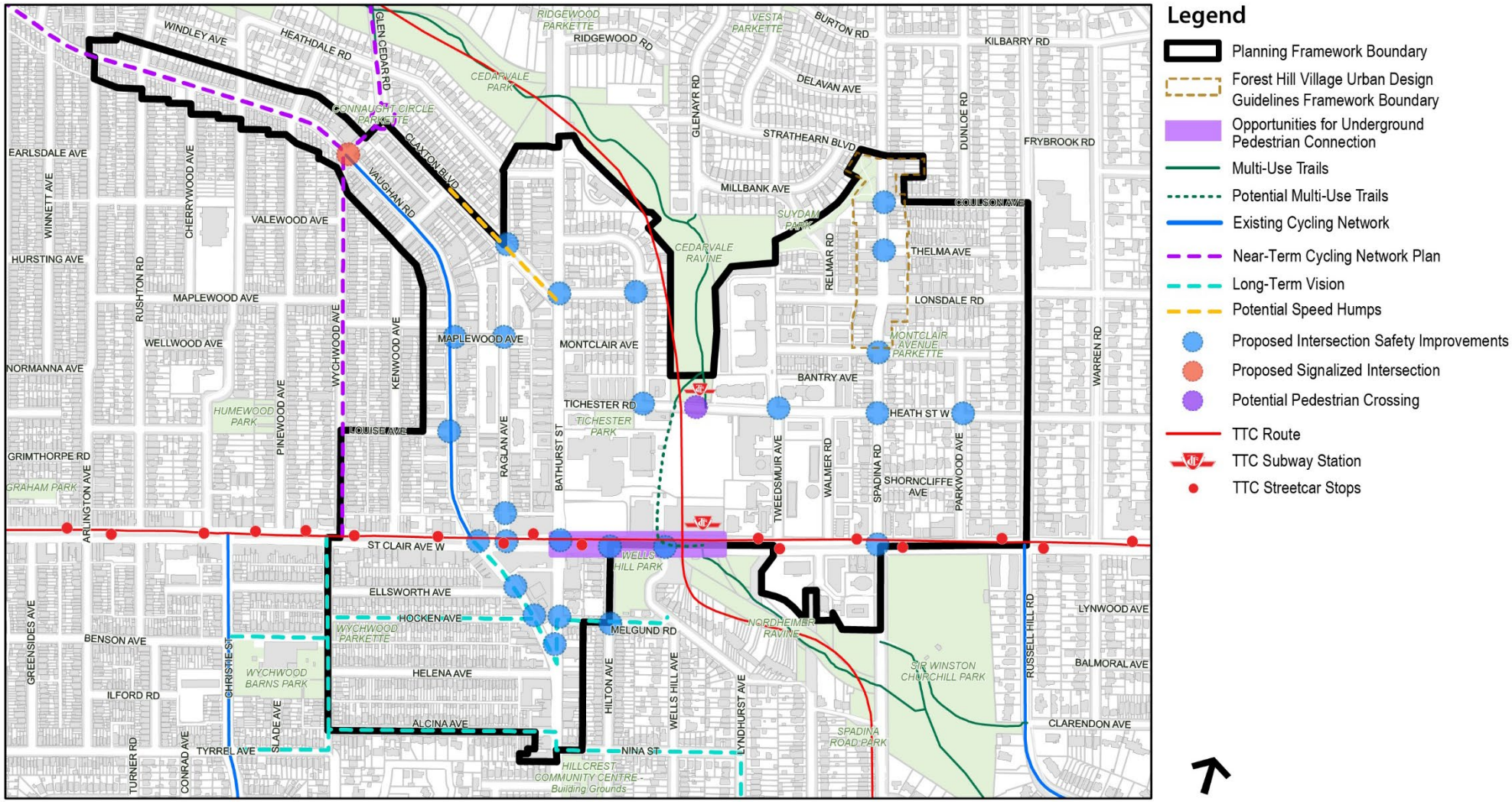
## 5.2 Area-wide Public Realm Objectives

Across the Planning Framework Area, the public realm will be enhanced by:

A. creating comfortable, accessible, and safe pedestrian and cycling environments with wide sidewalks, bikeways, protected crossings, lighting, and clear sightlines that connect transit, parks, schools, community facilities, and retail areas;
B. providing street-level amenities and activation, including seating, trees and landscaping, signage and wayfinding, lighting, patios, markets, and temporary programming, to encourage activity, interaction, and vibrant public spaces;
C. expanding the tree canopy and soft landscaping wherever possible to improve air quality, mitigate urban heat, and enhance streetscape comfort;
D. improving laneways, mid-block connections, and other open space connections with lighting, paving, planting, public art, and clear sightlines to support safe, attractive, and accessible connections;
E. supporting urban agriculture, community gardens, and food-growing initiatives;
F. using sustainable, low-carbon, and durable materials, including permeable surfaces and stormwater management features;
G. incorporating flexibility in public spaces, allowing physical layouts, amenities, and programming to evolve as community needs and demographics change;
H. providing opportunities for Indigenous cultural expression in parks, open spaces, and community gathering areas, including through public art, programming, and commemorative naming, among other initiatives;
I. activating vacant lots awaiting development by introducing temporary uses such as pop-up events, markets, public art installations, and other beautification initiatives that foster community engagement, gathering, and neighborhood identity and pride;
J. integrating digital infrastructure, such as public Wi-Fi, to support civic engagement and access to services; and
K. ensuring public realm improvements are equitably planned and delivered, guided by community input, and prioritized in areas of higher growth, limited park access, and/or higher rental housing concentrations.




# Map 2: Public Realm Network Plan - Streets, Parks and Open Spaces




# Map 3: Public Realm Network Plan - Transportation and Mobility

## 5.3 PUBLIC REALM FEATURES

### 5.3.1 Pedestrian Connections

Pedestrian connections are secured public access routes for pedestrians and cyclists and are part of the overall transportation network that includes public sidewalks, multi-use trails, park paths, mid-block connections and laneways. These connections enhance the pedestrian and cycling networks by increasing the permeability of larger street blocks, allowing pedestrians and cyclists greater choice and convenience in accessing their daily needs. More pedestrian connections are needed in the area, particularly those connections that reduce walking distances to subway station entrances, creating a transit-supportive community.

#### Pedestrian Connection Objectives:

Pedestrian connections within the Planning Framework Area will:

A. be provided as identified in Map 2: Public Realm Network Plan – Streets, Parks and Open Spaces;
B. be publicly-accessible and be easily identified as a public place, especially where they meet a street, laneway or public open space;
C. include lighting, seating, public art, and trees and landscaping where possible along the connection;
D. be located adjacent to animated and busy spaces within buildings to promote passive surveillance, safety and vibrancy; and
E. be formalized in the event that an existing connection is informal or has no legal status for public access.

#### Pedestrian Connection Priorities:

Priorities for enhanced and new pedestrian connections are identified on Map 2: Public Realm Network Plan – Streets Parks and Open Spaces, and include:

1. Station District Connections

   Create north-south and east-west mid-block connections within the Station District to improve walkability and cycling access within the block bounded by St. Clair Avenue West to the south, Bathurst Street to the west, Heath Street and Tichester Road to the north, and Tweedsmuir Avenue to the east. Development will be required to deliver portions of these connections to ensure a continuous network over time.

2. Station District Green Line

   Establish a wide, landscaped north-south green corridor through the Station District, as identified on Map 2, to connect Cedarvale and Nordheimer Ravines. The Green Line will accommodate pedestrians and cyclists on separated paths, and will include landscaping, seating and lighting, and be animated by adjacent active uses. Landscaping within the Green Line will act as a wildlife corridor between the ravines.

3. Bathurst-Vaughan Connector

   Create a mid-block pedestrian and cycling link between Vaughan Road and Bathurst Street to connect neighbourhoods west of Bathurst with the Station District and the St. Clair West subway

entrance. This pathway will be publicly accessible, well-lit, and landscaped. It will be delivered incrementally through redevelopment.

4. Ravine Connections

Improve safe, barrier-free access to Cedarvale and Nordheimer Ravines from the surrounding areas, prioritizing connections shown on Map 2. Improvements, in coordination with the Toronto and Region Conservation Authority, could include clear trailheads, wayfinding, seating, bike parking, and lighting, with accessible ramps and/or stairs where needed.

Figure 3: Illustration of the Station District Green Line

### 5.3.2 Community Street (Vaughan Road)

Streets have long served as meeting places, marketplaces, and movement spaces. Their role shifted in the mid-1900s when they were largely given over to the automobile, but there has been a renewed recognition of streets as civic spaces that provide placemaking opportunities, high-quality design, and multiple ways for people to move and interact.

Map 2: Public Realm Network Plan – Streets Parks and Open Spaces identifies Vaughan Road as a street with the potential to become an important local main street. Independent businesses at ground level with residential uses above, together with community and cultural facilities, would help make it a vibrant destination for all. As road work or private development occurs, possibilities for street redesign should be considered to prioritize walking, cycling, and transit.

Distinctive features such as lighting, street furniture, and public art should establish Vaughan Road's identity, while community activities including markets and festivals animate the street. Temporary closures for events along Vaughan Road, between Bathurst Street and St. Clair Avenue West, may be supported through the City's Street Event Permit process, with the potential in the future to consider a more pedestrian-focused configuration prioritizing walking, cycling, and transit.

#### Community Street Objectives:

The Community Street within the Planning Framework Area will:

A. be provided as identified in Map 2: Public Realm Network Plan – Streets, Parks and Open Spaces;
B. have a well-designed public realm that can accommodate widened sidewalks, street-trees, street furnishing, and landscaping;
C. support retail activity by providing space for patios, cafes and diverse seating options;
D. consist of a series of public and private open spaces to provide space for people to gather and linger; and
E. limit curb cuts and encourage vehicular access from existing laneways and secondary streets.

### 5.3.3 Green Boulevards

Green Boulevards are envisioned as streets where a continuous presence of trees and coordinated plantings create a more comfortable and visually appealing environment for people walking, cycling, and accessing transit. These corridors should feel cooler in the summer, provide a buffer between traffic and pedestrians, and be defined by a consistent tree canopy that adds to the identity of the area. Green Boulevards operate as green infrastructure, supporting wildlife habitat, improving air quality, managing stormwater, and enhancing everyday street life.

#### Green Boulevard Objectives:

Green Boulevards within the Planning Framework Area will:

A. be provided as identified on Map 2: Public Realm Network Plan – Streets, Parks and Open Spaces;
B. set back buildings from the street to provide space for landscaping and street trees;
C. prioritize the provision of street trees with adequate soil volumes, planting conditions, and coordinated design throughout planning, design, and construction;

D. maintain and expand the existing tree-lined character of these streets; and
E. where necessary, encourage planters or other substantial plantings including green walls where planting will impact an accessible pedestrian clearway or is not possible due to a utility conflict.

### 5.3.4 Retail Priority Streets

Within the Planning Framework Area, streets such as St. Clair Avenue West, Bathurst Street, and Spadina Road are recognized as key corridors where reinvestment in the public realm can help sustain and strengthen retail activity. By reinforcing retail vitality, these streets can continue to function as the spine of public life in the area.

#### Retail Priority Street Objectives:

Retail Priority Streets within the Planning Framework Area will:

A. be provided as identified on Map 2: Public Realm Network Plan – Streets, Parks and Open Spaces;
B. follow the City of Toronto Retail Design Manual for retail units in new buildings;
C. have ground floor setbacks that safely and comfortably accommodate pedestrian movement, space for ground floor uses to spill out onto the street, street trees and landscaping, lighting, street furniture, public art, and cultural heritage features;
D. have continuous, fine-grain retail frontages with transparent façades, frequent entrances, and adaptable unit sizes to accommodate small and independent businesses;
E. promote diverse retail formats and sizes to provide affordable commercial rental options and reduce barriers for local entrepreneurs;
F. discourage larger-scale or consolidated retail units that disrupt the fine-grain retail rhythm of the street and undermine small-scale retail character; and
G. reinforce the role of streets in the Station District as a pedestrian gateway through enhanced sidewalks and public realm improvements.

Streets identified as Retail Priority Streets / Green Boulevard on Map 2, are Green Boulevards based on current uses; however, if properties are redeveloped to be mixed-use and include non-residential ground floors, they will become Retail Priority Streets.

### 5.3.5 Laneway Improvements

Historically used as service corridors, laneways are now seen as untapped potential for a variety of uses including laneway suites, non-residential uses, pedestrian pathways, cycling routes, programming and community spaces, and areas with opportunities to create public art.

Map 2: Public Realm Network Plan – Streets, Parks and Open Spaces identifies locations for laneway improvements. These laneways will be integral parts of the public realm that not only increase the connectivity in the area but will also be shared spaces that can be used in a variety of ways by different users while still retaining its service function.

### Laneway Improvement Objectives:

Laneway Improvements within the Planning Framework Area will:

A. be prioritized for laneways identified on Map 2;
B. create a safe, accessible, and multi-purpose shared space;
C. be well-lit in a manner that improves safety and doesn't impact adjacent residential units;
D. include landscaping and public art where feasible; and
E. encourage active uses such as retail uses and residential units that front onto laneways at the ground level.

## 5.3.6 Parks and Open Spaces

Parks are important community spaces where people gather, learn, socialize, celebrate, and play. They host cultural and community events, support everyday recreation, enhance neighbourhood character, and contribute to mental and physical well-being. Parks also play a critical environmental role by supporting biodiversity, improving air quality, reducing urban heat island effects, and managing stormwater through naturalized landscapes and tree canopy.

The Planning Framework Area includes several parks and is framed by a network of ravines and green spaces that contribute to its open character. As the area grows, these spaces must remain accessible, inclusive, sustainable, and responsive to the needs of a diverse population.

Privately-owned open spaces such as churchyards, schoolyards, and landscaped areas around apartment buildings complement the overall open space network. While they do not replace the need for public parks, they contribute to greening, provide informal gathering spaces, and enhance the public realm. Many slab-style apartment buildings sit on large lots with significant open space, creating "Tower in the Park" landscapes that define many streets. Together with new and improved parks, these spaces will continue to support community life and environmental resilience as the area intensifies.

### Parks and Open Spaces Objectives:

Parks and other Open Spaces within the Planning Framework Area will:

A. be provided as identified in Map 2: Public Realm Network Plan – Streets, Parks and Open Spaces;
B. not be limited by the number and location identified on Map 2;
C. be well-designed, safe, and universally accessible, following the Toronto Accessibility Design Guidelines;
D. include elements that mitigate wind and provide thermal comfort for year-round use;
E. incorporate inclusive amenities that respond to the needs of a diverse population, such as moveable seating, play structures for all ages and abilities, public art, water features, community gardens, and biodiversity features;
F. integrate Indigenous place-making and place-keeping through co-designed spaces, commemorative naming, interpretation, and public art in collaboration with Indigenous communities;
G. be designed in consultation with local residents and Indigenous partners;
H. enhance existing open spaces with improved accessibility, safety, programming, connectivity, landscaping, and ecological function; and

l. include the retention of open space, landscaping and trees associated with existing residential tower apartment buildings in the event of redevelopment. The following privately-owned properties contain open, landscaped areas that provide benefits that extend beyond the property by providing shade trees, area for stormwater infiltration, and openness: 100 and 111 Raglan Avenue, 400 Walmer Road and 354 St. Clair Avenue West.

Figure 4: Illustration of a potential Vaughan-Bathurst Public Open Space

### Parks and Open Spaces Priorities:

Priorities for enhanced and new parks and open spaces are identified on Map 2: Public Realm Network Plan – Streets, Parks and Open Spaces. They include:

1. Station District Parks and Open Spaces

The Station District, identified on Map 4, consists of very large development blocks where there is significant opportunity to provide both parkland and private open space on each site. A combination of soft and hard landscaping with ample seating and shade will be provided. Elements such as interactive public art, water features, play areas and lighting are encouraged. These areas will provide mid-block connections and connect to the ravines, where possible.

2. The New Park at 78-84 Vaughan Rd

The City has acquired new parkland at 78-84 Vaughan Road to create a new park. Additional land on the north side of Theo Aben Lane has been identified on Map 2 as having potential to expand the new park. This new park should provide opportunities for Indigenous cultural expression including through public art, programming, and commemorative naming.

3. Vaughan-Bathurst Improved Public Open Space

The intersection of Vaughan Road and Bathurst Street is currently anchored by a prominent public art installation. Future road re-design presents an opportunity to transform this area. Opportunities for this area include an improved public open space with seating, landscaping and public art. There is potential for improved open space at the Vaughan-Bathurst intersection to contribute to the overall character of the Community Street.

4. Montclair Avenue Parkette Expansion

Opportunities to expand the Montclair Avenue Parkette through redevelopment will be explored to establish an enhanced welcoming gateway to Forest Hill Village and provide a vibrant community gathering space. An expanded parkette will provide flexible, programmable areas for events such as markets, performances, and seasonal activities. A mix of soft landscaping and hard surfaces will create an inviting setting with ample seating, shade, and lighting. Design elements will celebrate the character of Forest Hill Village. Opportunities for public art will help animate the space.

## 5.3.7 Underground Connections

The Planning Framework Area includes the St. Clair West subway station and an underground streetcar and bus transfer platform. There is significant opportunity to connect new development on the north-east and south-west corners of the St. Clair Avenue West and Bathurst Street intersection, as well as any new development within the Station District Character Area to the subway through underground pedestrian connections. These underground connections may link development parcels, provide weather-protection and further expand convenient route options for pedestrians travelling to and from the subway. The Toronto Official Plan specifies that underground pedestrian connections should complement, but not replace, the primary pedestrian routes provided at ground level.

### Underground Connections Objectives:

The underground connections and interior concourses within the Planning Framework Area will:

A. be located in close proximity and connect to the St. Clair West subway station as identified on Map 3: Public Realm Network Plan – Transportation and Mobility;
B. support underground connections to the subway system through the inclusion of knock-out panels, at- and below ground level interior entrances, tunnels, signage/wayfinding and any other infrastructure required by the TTC. Building design requirements to support underground connections to the subway system will be determined by proximity to subway and existing underground connections;
C. be prominent, publicly-accessible, well-lit interior areas of buildings, excluding the parking garage, with entrances that are visible and easily identifiable from the public realm;
D. be designed as spaces with architectural quality and visual interest with natural lighting wherever possible;
E. include retail uses where possible; and
F. connect to residential, retail, office, institutional and community space uses within buildings.

## 5.3.8 Cycling Routes

Cycling connections will be expanded and improved in coordination with Transportation Services, focusing on safe and continuous routes that link St. Clair West subway station and established routes within and outside the Planning Framework area. Bicycle parking, wayfinding, and integration with mid-block connections will be required in new developments to encourage cycling.

### Cycling Objectives:

Cycling will be supported within the Planning Framework Area through:

A. the provision of bicycle parking, facilities, wash and repair stations in new developments;
B. conveniently and safely located bicycle parking areas;
C. coordination between City staff, City agencies and development applicants to provide new docking stations for Bike Share Toronto;
D. integration with transit to support multi-modal trips;
E. the separation of cycling infrastructure from vehicle traffic wherever possible and appropriate; and
F. continued review of potential new cycling routes, prioritizing connecting existing routes to achieve a comprehensive city-wide cycling network.

## 5.3.9 Transportation Improvements

Transportation improvements within the Planning Framework Area will prioritize the safety of all road users through coordinated measures that reduce conflicts, manage speeds, improve intersection safety, and support safe and efficient movement for people walking, cycling, taking transit, and driving. These measures are guided by a Vision Zero approach, which is a road safety framework that aims to eliminate traffic-related fatalities and serious injuries through street design, speed management, and operational improvements. Measures include enhancing pedestrian safety at intersections, reducing vehicle speeds, and managing traffic volumes and circulation as the area continues to evolve.

The following transportation improvements are identified for implementation, subject to further feasibility analysis and council approval:

A. Intersections identified on Map 3: Public Realm Network plan – Transportation and Mobility will be improved for pedestrian safety. Intersection improvements in the Planning Framework area may include:
    i. Intersection curb bump-outs to improve sightlines and reduce crossing distances; and
    ii. High-visibility crosswalks (zebra-marked crossing).
B. Installing speed humps on Claxton Boulevard between Kenwood Avenue and Bathurst Street, as identified on Map 3: Public Realm Network Plan – Transportation and Mobility;
C. Implementation of northbound left-turn restriction from Bathurst Street onto Albert Wiggan Lane to reduce conflicts and congestion; and
D. Converting Raglan Avenue (between Albert Wiggan Lane and Maplewood Avenue) from one-way northbound to two-way to improve access for residents, maintain on-street parking, and accommodate future development.

In addition to the improvements mentioned above, the intersection of Vaughan Road and Maplewood Avenue will be reassessed for potential future signalization as traffic and pedestrian volumes increase due to future development growth and changes to the travel pattern. A potential pedestrian crossing at the entrance to the subway and Cedarvale Ravine on Heath Street may be considered in the future as

# 6. CHARACTER AREAS

The diversity of the Planning Framework Area is reflected in many aspects of the community: the population, building typologies, lot sizes, land uses, architectural styles, streetscapes, and types of businesses.

To appropriately capture the diversity and varied context of the Planning Framework Area, five Character Areas were identified. Map 4 identifies the boundaries of these Character Areas. Each Character Area defines the distinct "look and feel" of the area, describing both its existing and planned physical character and community life. It considers the relationships within and between adjacent areas, identifies anticipated locations and levels of intensification, and includes built form objectives to guide future development.

Area-wide built form objectives, identified below, apply to the entire Planning Framework Area.

## 6.1 Area-Wide Built Form Objectives:

All new development in the Planning Framework Area will:

A. explore opportunities for on-site in-kind community benefits, such as community service spaces, cultural facilities, childcare centres, EarlyON child and family centres, or affordable housing beyond the requirements of Inclusionary Zoning;
B. support the multi-functional role of mid-block connections and laneways by ensuring buildings are massed, designed and programmed with entrances, glazing, and active indoor and outdoor uses along these spaces;
C. provide setbacks within properties or road widenings where the planned right-of-way width does not provide sufficient space for sidewalks that meet City standards;
D. provide setbacks to accommodate street trees with sufficient space and soil depth to establish and maintain a permanent high-branching tree canopy and other plantings;
E. provide active ground floor uses and other types of public realm features that contribute to the animation of the street, especially when retail uses are not proposed;
F. co-ordinate and encourage shared access and servicing areas between neighbouring properties;
G. mitigate the impact of wind on the public realm through measures including, but not limited to, building orientation and massing, canopies or weather protection, natural features such as trees, and structures such as public art or ground level screens;
H. be sensitive to the impacts of resident and business displacement and utilize tools available to mitigate these impacts by allowing residents and businesses to remain in or return to the neighbourhood, wherever possible; and
I. screen for heritage potential.

Infill development will:

J. retrofit and upgrade existing apartment buildings located on the same site including energy-saving measures, and improvements to building facades, lobby areas, rental units, and amenity areas, where appropriate;
K. maintain and enhance existing indoor and outdoor amenity spaces and provide new amenity spaces for existing residents;
L. consolidate and internalize servicing, loading and parking areas and minimize vehicle access points and driveways;

M. improve underutilized open spaces and informal or formal outdoor amenity spaces through enhanced landscaping, improved design or functionality and the addition of public realm features such as playgrounds, seating, shade, and public art; and
N. where it includes properties on the City's Heritage Register, require a site-specific approach with additional consideration and design solutions that may entail setbacks and stepbacks over and above the minimum site and urban design standards to address the unique characteristics of on-site heritage buildings.

## 6.2 Neighbourhoods Objectives

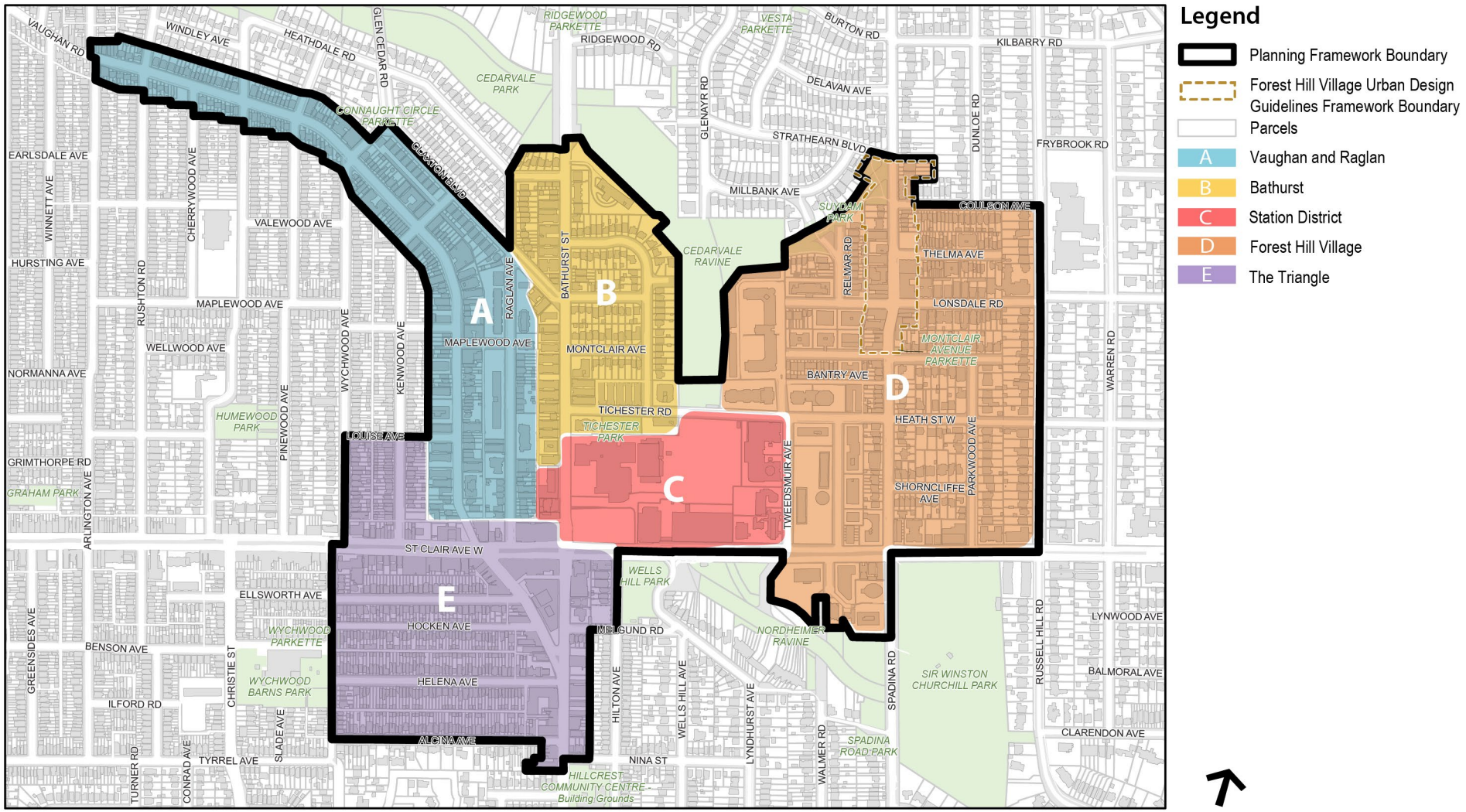
Lands designated *Neighbourhoods* in the Official Plan within the Planning Framework Area have consisted of a mix of single and semi-detached houses, and low-rise apartment buildings. These established residential areas provide mature trees within landscaped setbacks that contribute to the area's green character and overall livability.

With new Official Plan policies permitting a greater range of building types in *Neighbourhoods*, these areas will experience gradual reinvestment. Compatible infill development will be encouraged to improve housing diversity, sustainability, and resilience.

The objectives in this section apply across all Character Areas containing *Neighbourhoods* designated lands. Character Area policies may refine these directions to respond to specific local conditions.

In addition to area-wide objectives listed in 6.1, development in *Neighbourhoods* will:

A. maintain and enhance landscaped front yards, tree canopy, and soft landscaping to reinforce the green character of streets;
B. provide a range of housing types and tenures, including family-sized, rental, and affordable units where feasible;
C. promote walkability and active transportation by prioritizing pedestrian and cycling accesses and providing cycling facilities;
D. incorporate high-quality, context-sensitive design that provides appropriate transition to adjacent residential properties;
E. accommodate small-scale retail and service uses, where permitted, that support walkable access to daily needs, complements nearby community uses, and contributes to a safe, active, and pedestrian-friendly streetscape;
F. explore opportunities for mid-block connections where redevelopment can connect parallel streets or laneways; and
G. locate open spaces to be adjacent to existing or planned open spaces on neighbouring properties to allow greater room for tree growth or combined publicly accessible spaces.




# Map 4: Character Area Map

## 6.3 Character Area A: Vaughan - Raglan

The Vaughan / Raglan Character Area includes a range of building forms and types of housing, ranging from detached dwellings to small scale apartment buildings, slab-style apartment buildings and new mid-rise and tall buildings. Streets include pockets of small-scale retail, and landscaped streetscapes.

The area will evolve as a vibrant, mixed-use neighbourhood that supports active transportation, a strong green character, and a high-quality public realm. Vaughan Road and Raglan Avenue will provide opportunities for new housing, including affordable and supportive housing. Local services and community amenities will be available within a connected and walkable setting. Vaughan Road will develop as a Community Street with a main street character, featuring small shops, restaurants, and community services at ground level with housing above. Streetscape and laneway improvements will prioritize walking, cycling, and transit, with widened sidewalks, trees, and landscaping that create a safe, comfortable, and attractive environment.

### Objectives:

In the Vaughan/Raglan Character Area, new development, including infill development, will:

A. provide a range of building typologies that fit with the existing and planned context of Vaughan Road and Raglan Avenue, including predominantly mid-rise buildings on Vaughan Road and taller buildings on Raglan Avenue;
B. provide base buildings or stepbacks in mid-rise and tall buildings that reflect and reinforce a pedestrian scale at street level;
C. be encouraged to provide small-scale retail and community spaces at ground level;
D. facilitate mid-block connections to provide access to laneways and parallel streets; and
E. reinforce Vaughan Road as a Community Street, providing street elements identified in Section 5.3.2 of the Planning Framework.

## 6.2 Character Area B: Upper Bathurst

The Upper Bathurst Character Area has a mix of building typologies, with a predominant presence of four to five storey walk-up rental apartment buildings built between 1910 and 1940 along the west side of Bathurst Street near Tichester Road. The built form has a distinctive “pavilion rhythm,” with consistent spacing and landscaped setbacks contributing to a pleasant streetscape, despite narrow sidewalks.

Bathurst Street has potential for incremental intensification, particularly on the east side where lot consolidation may occur. Bathurst Street will evolve as a Green Boulevard with widened sidewalks, generous landscaping and street trees.

East of Bathurst Street, between Montclair Avenue and Lonsmount Drive, the area transitions to low-rise residential neighbourhoods. New development should reinforce the green residential character of these streets, and be sensitive to the impacts on Cedarvale Ravine.

Bathurst Street will continue to play an important role in providing rental housing within the Planning Framework area.

### Objectives:

In the Upper Bathurst character area, new development, including infill development, will:

A. be context sensitive, using massing and materials to complement the existing walk-up apartment buildings;
B. reinforce the consistent spacing and setbacks between buildings;
C. encourage the adaptive reuse and retrofit of older walk-up apartment buildings to support their long-term viability, improve accessibility, and reduce environmental impacts, including upgrades such as elevators, ramps, and energy-efficiency improvements; and
D. prioritize sustainable building and site design, including stormwater management features and permeable landscaping in proximity to Cedarvale Ravine.

## 6.4 Character Area C: Station District

The Station District Character Area currently has limited connections and is underutilized, despite its central location and mix of retail, institutional, and residential uses. Located at the centre of the St. Clair West PMTSA, it will accommodate the highest densities and tallest buildings in the Planning Framework Area, creating a transit-supportive community.

Future development will deliver a mixed-use environment with opportunities to live, work, play and thrive. The area will include housing in a range of forms and tenures, active retail frontages, and spaces for community services and facilities. Public realm improvements will introduce widened sidewalks, landscaping, and new open spaces. A connection between Cedarvale and Nordheimer Ravines will be established through the Station District Green Line, allowing pedestrian and cycling connections and providing a green corridor for wildlife. Additional mid-block connections will make the area more permeable and connected.

Institutional buildings, such as Holy Rosary Parish and St. Michael's College School will remain defining features, and any proposed changes will be evaluated sensitively.

The Station District will become an inclusive, connected, and complete community that reflects the city's goals for growth, mobility, sustainability, and placemaking.

### Objectives:

In the Station District Character Area, new development, including infill development, will:

A. ensure that a cluster of landmark tall buildings with a mix of uses and distinctive designs and detailing, define the St. Clair Avenue West and Bathurst Street intersection and St. Clair Avenue West;
B. maximize access to sunlight on schoolyard play areas during school hours;
C. frame parks and other open spaces with retail and other uses to create vibrant public spaces that enhance public life;
D. include space within buildings to accommodate community services or facilities, including a central community centre and childcare spaces among other potential uses;
E. provide well-lit, accessible, visible, and well-designed entrances and connections to the underground pedestrian concourse that contains retail or other active uses; and
F. provide 9.0-metre setback from curb to building face along St. Clair Avenue West to support generous pedestrian circulation, accommodate retail spill-out space, reinforce the and establish St. Clair Avenue West as a prominent pedestrian-oriented gateway into the Station District.

## 6.5 Character Area D: Forest Hill Village

The Forest Hill Village Character Area consists of the mixed-use core along Spadina Road, between Montclair Avenue and Strathearn Boulevard, and the surrounding residential neighbourhoods. The core of Forest Hill Village functions as a compact, walkable urban corridor defined by fine-grained storefronts and a strong, cohesive interface between its buildings and the public realm. Its continuous streetwall, human-scaled façades, and mix of neighbourhood-serving shops and services create an active, comfortable environment that supports social interaction and everyday needs, and fosters a distinct sense of place within the broader city. The surrounding context includes low-rise houses, walk-up apartments, and mid-rise buildings with generous landscaped setbacks and a walkable street network.

Forest Hill Village will accommodate growth while maintaining its main street character. Along Spadina Road, new development will implement the Forest Hill Village Urban Design Guidelines to ensure it fits with the existing context. Widened sidewalks, including on flanking streets, will provide additional areas for people to gather and pass time.

In surrounding *Neighbourhoods* and *Apartment Neighbourhoods*, compatible redevelopment will increase the range of housing options, retrofit and improve existing apartment sites and contribute to a comfortable, people-oriented and landscaped streets.

Opportunities to expand Montclair Avenue Parkette through redevelopment will be explored to establish an enhanced welcoming gateway to Forest Hill Village and allow space for gathering and community events.

## Objectives:

In *Mixed Use Area* designated lands within the Forest Hill Village Character Area, new development, including infill development, will:

A. implement the Forest Hill Village Urban Design Guidelines;
B. maintain the main street character by preserving the established streetwall, providing active ground floor uses, interesting storefront design and reinforcing the existing rhythm of fine-grained retail frontages;
C. increase setbacks to support a safe and comfortable pedestrian experience with widened sidewalks and space for street furniture and street trees. Alternative setbacks may be required to support in-situ conservation of properties on the Heritage Register and/or the historic streetwall or to conserve adjacent protected heritage properties;
D. expand public and private open spaces, including on flanking streets, to increase the space available for storefronts to spill out and provide seating and patios;
E. respect and be sensitive to properties with cultural heritage value;
F. utilize and expand rear laneways for servicing, loading and vehicular access, where available and feasible; and
G. provide parking for visitors and non-residential uses on underground levels, where feasible.

In the *Neighbourhoods* and *Apartment Neighbourhoods* areas, new development, including infill development, will implement objectives for Neighbourhoods and infill sites, as per sections 6.1 and 6.2 of the Planning Framework.

## 6.6 Character Area E: The Triangle

The Triangle Character Area includes a mix of building types and uses, with tall buildings focused at the intersection of St. Clair Avenue West and Bathurst Street. St. Clair Avenue West and Vaughan Road are characterized by low-rise mixed-use buildings with residential units above ground-floor retail, while Bathurst Street south of Vaughan Road includes two- to four-storey buildings with varied setbacks and streetscape conditions. The area also contains important community services and facilities that serve surrounding neighbourhoods.

The Triangle will evolve into a mixed-use node with active, pedestrian-oriented streets. Improved pedestrian connections between Vaughan Road, Bathurst Street, and St. Clair Avenue West will increase permeability and walkability. Existing community services and facilities will be retained and expanded, with new spaces introduced to support a growing population. Vaughan Road will function as a “Community Street,” (See Map 2) featuring an enhanced public realm, public art, and landscaping. Temporary street closures will support festivals and events, with potential for future pedestrian-priority treatments. The intersection of Vaughan Road and Bathurst Street could be improved through the creation of a green parkette that incorporates seating, landscaping, and public art, contributing to the identity and animation of the Community Street.

*Neighbourhoods*-designated lands will continue to function as predominantly residential streets that accommodate gradual, context-sensitive change. New development will support gentle intensification, improve public realm connections to Wychwood Avenue and Vaughan Road, and reinforce high-quality design. Particular attention will be given to through-lots and edge conditions to ensure both frontages contribute positively to the streetscape and provide cohesive transitions to adjacent *Mixed Use Areas.*

## Objectives:

In The Triangle Character Area, new development, including infill development, will:

A. consist of a range of building forms and typologies; tall buildings will be located on appropriately sized lots and massed to be contextually sensitive, consistent with the Tall Building Guidelines, and mid-rise buildings will be introduced where lot consolidation can accommodate buildings that meet the Mid-Rise Building Design Guidelines;
B. increase setbacks to widen sidewalks and provide landscaping and street trees on Bathurst Street and St. Clair Avenue West; and
C. address both street frontages on through lots between Ellsworth Avenue and Hocken Avenue, with active façades and entrances where feasible, ensuring that neither frontage functions as “back-of-house” and that the built form provides a sensitive transition in scale to the surrounding neighbourhood.

# 7. SUSTAINABILITY

### TransformTO Net Zero Strategy

Toronto's TransformTO Net Zero Strategy, adopted in 2021, sets the goal of reducing community-wide greenhouse gas emissions to net zero by 2040. Development within the Planning Framework Area will play a key role in achieving this target. New buildings are expected to meet high standards of energy efficiency and low-carbon design, while the public realm will incorporate green infrastructure, tree planting, and stormwater management features. Together, these measures will support climate resilience, improve air quality, and create a healthier and more sustainable community.

All new development will align with City-wide climate goals and integrate green infrastructure, low-carbon building design, and biodiversity enhancements.

### Toronto Green Standard

The Toronto Green Standard (TGS) is the City's sustainable design standard for new development and a key tool for implementing the TransformTO Net Zero Strategy. It establishes performance measures that reduce greenhouse gas emissions, improve energy and water efficiency, enhance the urban forest and biodiversity, and support climate resilience.

Tier 1 of the TGS is mandatory for all applicable development applications and sets the City's minimum requirements for green development. Tiers 2 through 4 establish higher levels of performance that advance toward net-zero emissions and are encouraged through voluntary participation and available incentives.

#### *Trees*

The City of Toronto owns a portion of land between roadways and private property, known as the public-road-allowance. Urban Forestry, Environment, Climate and Forestry plants and maintains trees on this land to help grow Toronto's urban forest and to reach the City's goal of increasing the tree canopy to 40 percent. Trees provide many benefits in urban settings, such as cleaning the air, reducing stormwater runoff, providing habitat for birds and other wildlife, and enhancing the urban landscape. Significant trees on private property or City streets are protected under Municipal Code, Chapter 813, known as the Tree Protection By-law. Property owners must obtain a permit to injure or remove protected trees.

## Sustainability Objectives:

Development within the Planning Framework Area will:

A. be encouraged to pursue Tiers 2–4 to support sustainable outcomes in energy, emissions, water balance, ecology and materials;
B. incorporate strategic stormwater capture, infiltration, reuse, and green infrastructure to reduce runoff, mitigate flooding, and improve water quality in line with TGS water quality and efficiency performance measures;
C. support building resilience to climate impacts by considering backup power systems beyond Ontario Building Code minimums, prioritizing low-carbon and non-emitting technologies where feasible, in alignment with resilience priorities in the City's Resilience Strategy and TransformTO climate goals;
D. enhance ecological performance and biodiversity by integrating wildlife habitat features, pollinator-friendly planting, and biodiverse green roofs, consistent with the City's Biodiversity Strategy and TGS ecology and biodiversity provisions;

E. promote architectural design excellence that incorporates sustainable design principles, including building orientation, shading, material choices, natural ventilation and envelope performance, to advance climate adaptation, occupant comfort and long-term adaptability, aligned with broader City sustainability directions in TGS and the Official Plan;
F. encourage low-carbon energy strategies and building systems, including:
    a. recovery and reuse of low-carbon heat sources, where feasible;
    b. readiness for connection to district energy and low-carbon thermal networks;
    c. integration of on-site renewables and energy storage;
    d. strategies to reduce embodied carbon through retention/ adaptive reuse and low-carbon material selection;
    e. high airtightness and minimal thermal bridging; and
    f. targeting near-zero operational emissions through passive design and all-electric systems, consistent with TransformTO net-zero planning and TGS emissions and energy performance metrics; and
G. Minimize negative impacts on municipal sewer capacity and watershed health through on-site stormwater management.

# 8. IMPLEMENTATION

The Planning Framework will be implemented as indicated below:

A. The Planning Framework is to be used as a guideline in the review of all current and future planning applications in the Planning Framework Area;
B. The Planning Framework is to be read as a whole to understand its comprehensive and integrative intent as a planning framework document for priority setting and decision making;
C. The Planning Framework will be used as a basis for future policy development and/ or urban design guidelines within the Planning Framework Area; and
D. Review and updates to this Planning Framework will be conducted in close consultation with the public and key stakeholders including ratepayer and tenant associations, landowners, BIAs and other interest groups.