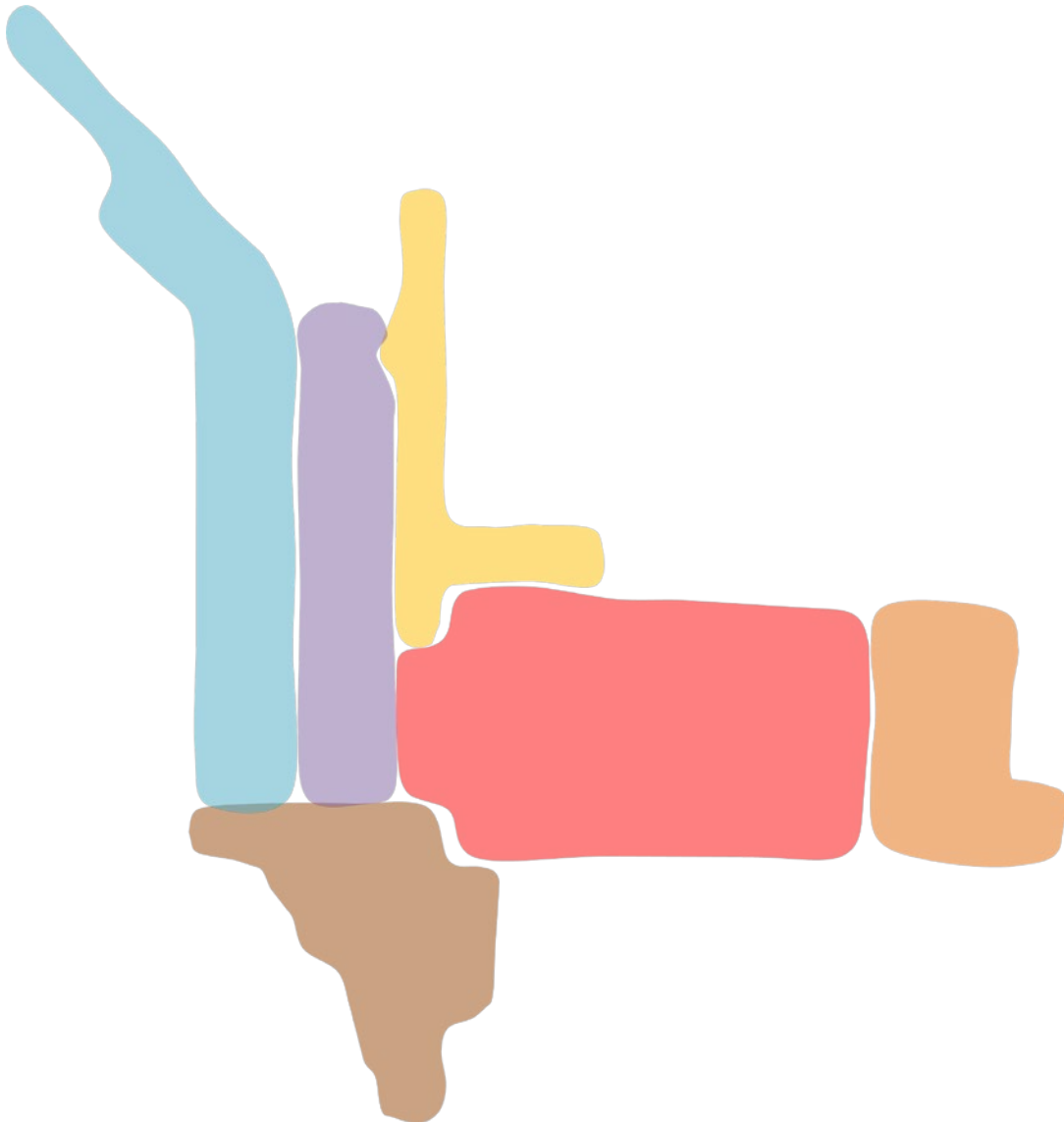


St. Clair Avenue West and Bathurst Street

Planning Framework



June 2019

Prepared by:

City Planning, City of Toronto

Acknowledgements:

A sincere thank you to all the members of the public who provided their local knowledge and expertise to the study team. A special thank you to the Stakeholder Advisory Committee who dedicated numerous hours to review drafts and provide their comments and ideas.

This study would not have been possible without the insight and contributions from staff in the City Planning Division, most notably Community Planning, Urban Design, Heritage Preservation Services and Community Policy.

Special thanks are reserved for staff in Research, for support with data and analysis, and in Graphics and Visualization, for their efforts in mapping and graphic design.

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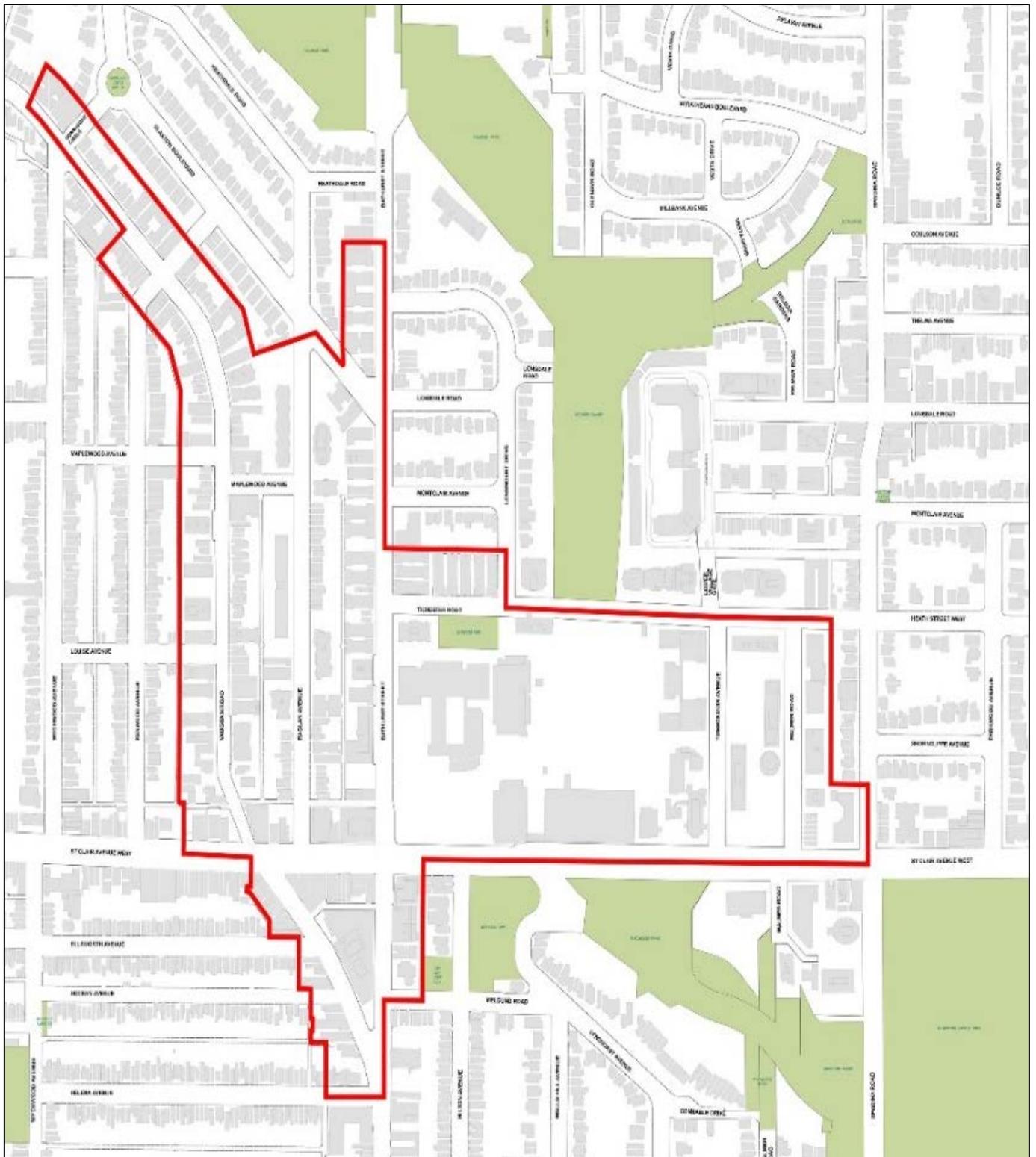
1.0 Introduction

The St. Clair Avenue West and Bathurst Street Planning Framework will guide growth in the area identified within the Planning Framework Boundary shown in Figure 1 (the "Planning Framework Area"). The Planning Framework re-imagines this mature residential area as a thriving transit node with a concentration of new tall buildings near the subway station and main intersection, vibrant retail main streets, and well-designed open spaces.

The evolution of the Planning Framework Area will build upon its history and phases of redevelopment over the past century, its proximity to a transit station and ravine systems. It will result in a place that is well connected to its surroundings, offering quality public spaces that are lively in all seasons and at all times of the day and night.

The Planning Framework provides direction for redevelopment through a vision, a Public Realm Network Plan and objectives, and defined Character Areas with Built Form Objectives. The planning framework should be read as a whole, in conjunction with direction provided in the Toronto Official Plan and any future policy or design guidelines for the area.

Figure 1: Planning Framework Boundary



2.0 Background

The Planning Framework Area is situated in Midtown Toronto. Its history and character are inextricably linked to the extensive ravine system as well as the introduction of the streetcar line and then subway station.

The City of Toronto, and the Study Area within it, has been inhabited by Indigenous peoples for millennia. Creeks and rivers were vital sources of fresh water and nourishment, and areas around rivers waterways and their ravines were important sites for camps and villages. Cedarvale Ravine, which is north of the Study Area, once contained an open creek, and today contains areas of Archaeological Potential. Indigenous people may have also left us the base route of Vaughan Road, which possibly originated as an Indigenous trail.

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.

Quickly 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 farm lands to the north.

Two major factors spurred the first wave of residential and commercial development in the Study Area: the 1909 annexation of part of the area to the City of Toronto, and the opening of the St. Clair Avenue streetcar route in 1913. In an era when the automobile was still rare, the streetcar made it possible for people to live in the area and easily commute to work elsewhere. As a result of the streetcar, properties along the north and south sides of St. Clair Avenue, west of Bathurst Street, were filled in with commercial storefronts, and the previously subdivided residential lots on streets running north and south of St. Clair Avenue were built on with single-family housing.

The first wave of residential development primarily took the form of detached and semi-detached dwellings of wood-frame construction and clad in brick, which still comprise the Study Area. In the late 1920s, some of these single-family dwellings were cleared to make way for a second wave of development comprised of 3 or 4-storey apartment buildings. These multi-residential apartments were primarily situated in what was then York Township, north of St. Clair Avenue along Bathurst Street, Vaughan Road, and Tweedsmuir Avenue, as well as on Tichester Road, east of Bathurst Street. The more limited presence of multi-residential buildings south of St. Clair in what was then the City of Toronto may have been due to a 1912 City by-law prohibiting apartment buildings in residential neighbourhoods. Regardless, the low-rise apartment buildings within

the Study Area, particularly the continuous row fronting the west side of Bathurst Street and those along both sides of Vaughan Road, served to redefine the character of those streets; their number and concentration remain notable still today.

The apartment building boom of the late 1920s and early 1930s was slowed first by the Great Depression and then halted by the Second World War. Following the end of the war in 1945, the construction of low-rise apartment buildings resumed, particularly along Bathurst Street and Vaughan Road. Though differing in architectural style from the earlier walk-up buildings, they largely continued the characteristic low-rise scale of the area. Today, Vaughan Road maintains a distinctive streetscape of low-rise apartment buildings interspersed with pockets of 1920s detached homes.

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, which were then being built in great numbers across Metropolitan Toronto. Two slab-form residential apartment towers, 9 and 13-storeys, replaced detached homes on the west side of Raglan Avenue, while a taller, 23-storey tower was built on the east side of the street. In the 1970s, a residential tower on a commercial podium replaced most of the early buildings in the triangle between Bathurst Street and Vaughan Road, south of St. Clair.

Two additional significant developments helped shape the current condition of the Bathurst-St. Clair Avenue West Study Area. In 1950, St. Michael's College School relocated from its downtown location to a large site at the northeast corner of Bathurst and St. Clair. Secondly, following the cancellation of the Spadina Expressway, which was to run through Cedarvale Ravine, the University subway line was extended through the ravine into York Township. The St. Clair West subway station was opened in 1978, creating greater transit access to the area.

The area today is a bustling transit node with mature residential neighbourhoods including numerous walk-up apartment buildings, tall and mid-rise buildings and tower-in-the-park purpose built rental buildings. The combined effect of the intensification over the past decade and the introduction of the street car right-of-way around the same time, has led to the revitalization of the area.

The surrounding area has also experienced transformation including the redevelopment of Artscape Wychwood Barns which have become a cherished community cultural hub containing live-work artist units, artist work studios, and event space surrounded by a park and open space.

Figure 2: Archival photo of the Dominion Bank, southeast corner of Vaughan Road and St. Clair Avenue West in 1912.



City of Toronto Archives, Fonds 1231, f1231_it0875

Figure 3: Archival photo showing construction of the streetcar line along St. Clair Avenue West, looking east from Bathurst Street.



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Figure 4: Archival photo showing St. Clair streetcar boarding people at St. Clair Avenue West at Bathurst Street in early 1900's.



Figure 5: Archival Aerial photo showing the Planning Framework Study Area in the 1970's



3.0 Vision

From its beginnings as an area near the edge of escarpment and old shoreline of glacial Lake Iroquois that was inhabited and traveled by Indigenous peoples, evolving into a little village, the area is a busy residential and commercial transit hub that anchors the surrounding community.

The introduction of new tall buildings will be predominately concentrated at the intersection of St. Clair Avenue West and Bathurst Street and on top of the St. Clair West Subway Station. Tall buildings will be appropriately sited, massed and well-separated within a system of public open spaces and pedestrian connections. The open spaces surrounding the tall buildings will be multi-purposed, accessible, high quality, barrier free, and well designed, and include parks, plazas and Privately-Owned Publicly-Accessible Spaces ("POPS"). These spaces will provide people with options for moving through the area with an emphasis on active transportation including walking, cycling and taking transit. Tall buildings will be designed to limit shadow impact on low-rise areas, parks and other open spaces, and to mitigate wind impact on pedestrian and public spaces.

The Planning Framework Area will continue to provide supportive community amenities and services. There will be a balance of both residential and non-residential growth to support a strong local economy and vibrant live-work neighbourhood. The Planning Framework Area will maintain the "village feel" by protecting and reinforcing the human-scale and pedestrian oriented main street areas with respect to the scale of shops and buildings fronting onto those areas. Well-designed mid-rise buildings will be the predominate form of redevelopment with a limited number of tall buildings. The area will have public realm features such as well-designed sidewalks and connections, street trees and landscaping, lighting, public art, pavement treatment, and street furniture that will create a visual neighbourhood identity to make this neighbourhood distinct and help celebrate its Indigenous origins.

Streets will provide the setting for community life to unfold. Pedestrian movement will be enhanced by expanding the sidewalk width along main streets, designing high quality promenades and mid-block connections. Local businesses, institutions and community services will be located within convenient walking distance for residents and workers, and accessible to visitors by transit. These assets will contribute to the vitality of the Planning Framework Area and will assist in continuing to attract new residents, workers, visitors and investors.

The Planning Framework Area will continue to be a safe, inclusive and liveable community, with a full range of housing options to support a diverse population. The affordability of housing is essential to this area and new development is encouraged to provide a mix of housing opportunities for low- and moderate-income households including affordable and/or subsidized housing options. New

residential buildings will provide a range of unit types and layouts for different users including family-sized units, accessible units, units that can be modified for multi-generational living, and units abutting laneways. New development will fit the character and varied scale of the neighbourhoods in the area, conserve the heritage attributes, and contribute to a high-quality public realm. Elements of a complete community will be provided in parallel with growth and neighbourhoods will support the daily needs of people of all ages, incomes and abilities. The Planning Framework Area will continue to thrive as a place where people of all ages, incomes and abilities can live, work, learn, play and connect with one another.

The Planning Framework Area will be defined by its green, open, landscaped setting, expanded network of parks and well-designed buildings that support energy and water conservation. All new development shall strive to meet the highest levels of sustainable site and building design. Together, these actions will help the area and City increase resilience to a changing climate.

The Planning Framework Area will consider the innovative use of technology to address major challenges that cities face to improve social, economic, and environmental outcomes.

Figure 6: Photo of apartment buildings and townhouses on Raglan Avenue



4.0 Goals

The following three goals will guide development in the Planning Framework Area:

Complete Community: The Planning Framework Area will continue to be a liveable community that that supports opportunities for people of all ages, incomes and abilities to conveniently access most of the necessities for daily living, including a complete range of community services, housing options, building types, public spaces, shops, places to work and business or investment opportunities, and parks and natural areas. Those who want to remain in the neighbourhood will be able to age in place.

Residents in the Planning Framework Area will be able to live, work, learn and play in the community as new development incorporates residential, retail, office, institutional uses, and parks and open space areas.

Connected: The Planning Framework Area will have a connected mobility network. The area will be a transit-supportive place with a mix of land uses that prioritizes active transportation such as walking, cycling, taking transit and reduces auto-dependency. There will also be a well-connected network of safe and comfortable walking and cycling routes between local community destinations and with the surrounding city. There will be new interior and underground pathways to the subway station. A series of green corridors is envisioned, comprising streets, pedestrian connections, and private and public open space.

Green and Sustainable: 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 (GHG), conserving water and other resources, supporting biodiversity, minimizing the urban heat island effect and fostering resilient infrastructure and communities.

Figure 7: Photo of Vaughan Road at St. Clair Avenue West looking south



5.0 Public Realm Network Plan

The space between buildings is as important to the community as the buildings themselves. The public realm, consisting of all areas to which the public has access such as its streets, laneways, public parks and other open spaces, play a pivotal role in contributing to the liveability in the Planning Framework Area and supporting public life.

The Public Realm Network Plan sets out a comprehensive and shared vision for the public realm in the Planning Framework Area and establishes a path to achieving an expanded, connected and improved public realm system. It addresses the challenge of how to accommodate growth while at the same time proportionally providing a diverse range of high-quality and highly accessible public open spaces and supports and encourages both formal and informal interaction.

As the area continues to intensify, the Public Realm Network Plan will help ensure that development does not erode the area's green landscaped character.

The Public Realm Network Plan has been developed to support the review of development applications in the area and the future policy implementation of the Planning Framework. The following sections provide the overall public realm vision, and area-wide public realm objectives. The Plan also identifies “Special Features” within the public realm network and their specific objectives.

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.

Area-wide Public Realm Objectives:

The public realm within the entire Planning Framework Area will maintain and enhance the open, green, landscaped character of the area, and create a high-quality public realm and streetscape to improve vitality and quality of life in the area by:

- A. Creating comfortable, accessible, safe and well-lit pedestrian environments that improve pedestrian movement and circulation;
- B. Supporting active transportation including cycling, in the public realm;
- C. Providing public realm improvements and amenities including seating, pedestrian scale illumination, cycling lanes and street trees;

- D. Introducing new shade trees on all streets wherever possible, and in open spaces to increase the tree canopy;
- E. Addressing and mitigating wind impact on sidewalks and other public spaces, with a specific focus on comfortable walking conditions at the St. Clair Avenue West and Bathurst Street intersection and comfortable sitting conditions within public spaces and parks;
- F. Improving and formalizing existing mid-block connections and laneways with better illumination, widening, landscaping and animation;
- G. Adding new mid-block connections which shorten walking distances to key destinations such as the subway station entrances;
- H. Improving existing Privately-Owned Publicly-Accessible Spaces (POPS) and clearly identifying them as publicly accessible;
- I. Securing new POPS through redevelopment to expand the public realm;
- J. Ensuring that new POPS are designed as per Toronto's Urban Design Guidelines for Privately-Owned Publicly-Accessible Space;
- K. Improving animation in the streets by providing opportunities for more cafes, patios and other types of activation and programming;
- L. Creating opportunities for people to linger and interact;
- M. Incorporating green and sustainable streetscape materials.
- N. Creating connections between new and existing open spaces;
- O. Designing public space which represents its function and also incorporates flexibility to change over time to adapt to different needs and changing demographics; and,
- P. Providing opportunities to help to shape an identity for the area and celebrate Indigenous and local history, and culture with different design approaches.

Figure 8: Photo of private road used as a mid-block connection from St Clair Avenue West to Tichester Road



Figure 9: Photo of existing sidewalk at St. Clair Avenue West and Bathurst Street



Public Realm Network: General and Special Features

General Features

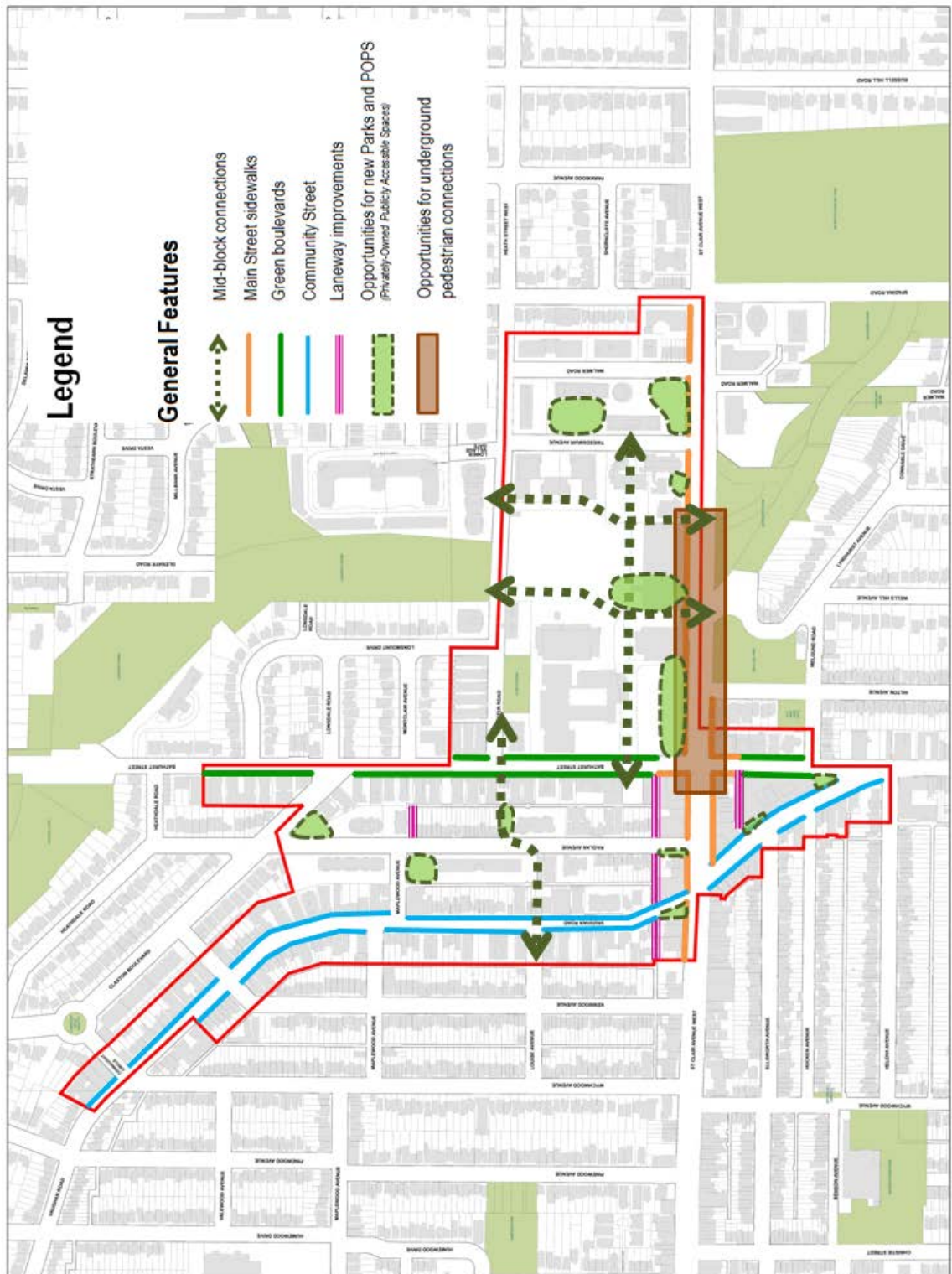
The Public Realm Network Plan contains "General Features" which form the foundation of the network. General Features help achieve the area-wide public realm objectives. The Public Realm Network Map 1 – General Features, is found at Map 1.

Special Features

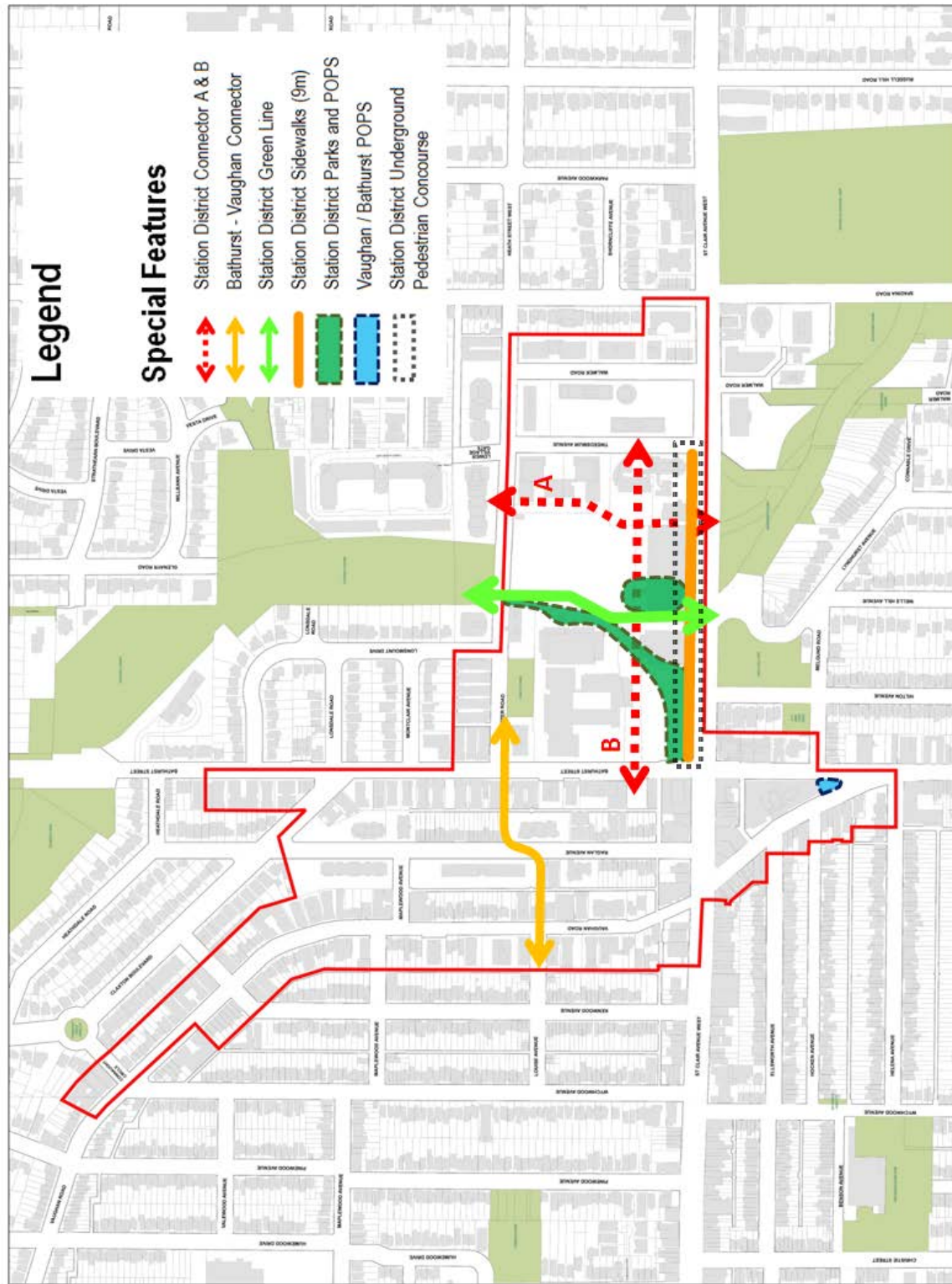
The Public Realm Network Plan identifies seven "Special Features" which build upon the General Features. These Special Features are integral spaces within the specified character area that will define this community and be cornerstones of the public realm network. The Public Realm Network Map 2 – Special Features, is found at Map 2.

These Special Features are vital to the liveability of the area. They will be realized gradually in partnership with private land owners and developers and will become valued, social and meaningful spaces to the community. The Special Features are intended and needed to: improve movement, connectivity, accessibility, comfort, and safety for pedestrians; provide essential green landscaped linkages between open spaces; and create vibrant, animated and equitable spaces where people of the community can gather and interact.

Map 1: Public Realm Network Plan Map – General Features



Map 2: Public Realm Network Plan Map - Special Features



5.1 Mid-block Connections

Mid-block connections are secured public access routes for pedestrian and cyclists. These connections enhance the pedestrian and cycling networks by increasing the permeability of larger street blocks and allowing pedestrians and cyclists greater choice in planning their daily routes and enhancing convenient access to the necessities for daily living.

Existing, legacy connections in the Planning Framework Area are often informal and may have no legal status for public access. Mid-block connections are part of the overall transportation network that includes public sidewalks, park paths and other mid-block paths that connect to local and city-wide destinations. More mid-block connections are needed in the area including those connections that reduce walking distances to subway station entrances creating a transit-supportive community.

Public Realm Objectives:

Mid-block connections found within the Planning Framework Area will:

- A. Be provided as identified in the Public Realm Network Maps 1 and 2;
- B. Be direct, well-lit, and fronted by or visible from adjacent uses to enhance safety and comfort of pedestrians and cyclists;
- C. Include internal and external connections that are publically accessible at all times of the day;
- D. Have a design and signage that makes the connection legible as a public place, especially where these connections meet a street, laneway or open space or are within a building;
- E. Include landscaped areas, seating, public art, trees where possible along the connection; and
- F. Be encouraged to be located adjacent to animated and busy spaces within buildings to promote safety and vibrancy.

Special Feature No. 1: Station District Connector A and B

The Station District is a very large block that will require multiple mid-block connections in order to improve walkability and movement in the area for pedestrians and cyclists. A north-south connection, Station District Connector 'A', in addition to the Green Line, will assist in pedestrian movement between St. Clair Avenue West and Tichester Road. Station District Connector 'A' will be a less prominent pathway than the Green Line but will be well-lit and publically

accessible. An internal or covered pathway will be considered for portions of the pathway.

An east-west connection, Station District Connector 'B', will also help break up the block so that it is more pedestrian friendly. This connection will likely be partially aligned with the existing east-west private road used to access St. Michael's College School. Station District Connector 'B' will be a less prominent pathway than the Green Line but will be well-lit and publicly accessible. An internal or covered pathway will be considered for portions of the pathway.

All developments will be required to provide their portion of Station District Connectors A and B so that the entire connection can be fully achieved in the future.

Special Feature No 2: Bathurst-Vaughan Connector

The Bathurst-Vaughan Connector will be an important mid-block connection for the neighbourhoods west of Bathurst Street and north of St. Clair Avenue West. The Bathurst-Vaughan Connector will connect Upper Vaughan Village and Raglan Transition Zone to the Station District, specifically bringing residents within closer walking distance to the St. Clair West secondary entrance on Tichester Road. There are only two lots with potential to provide a mid-block connection between Raglan Avenue and Bathurst Street.

The Bathurst-Vaughan Connector will be a well-designed and publically accessible pathway for pedestrians and cyclists that will contain soft landscaping elements. All developments will be required to provide their portion of the Bathurst-Vaughan Connector so that the entire connection can be achieved over time.

Special Feature No. 3: Station District Green Line

The Station District has the Cedarvale Ravine to the north and the Nordheimer Ravine to the south. These ravines are a key component of the surrounding area's open space network however they are disconnected. A north-south, green, linear connection through the Station District will be provided. It will be a wide pathway, lined with substantial landscaping and trees and will accommodate both pedestrians and cyclists. Seating and lighting will be provided along the pathway. A distinct path for cyclists will be delineated and separated from the pedestrian path. The Green Line will connect other special features on the block such as the parks and POPS and Station District path. It is intended that retail commercial uses will help animate the Green Line.

Figure 10: Illustration of Station District Green Line



5.2 Main Street Sidewalks

Public sidewalks are a key component of the public realm network. These spaces are the main focus of pedestrian activity and animation in the area. Public Realm Network Map 1 identifies specific areas on main streets for sidewalk widening to accommodate pedestrian movement and lingering to the main subway station entrance.

Public Realm Objectives:

The Main Street sidewalks found within the Planning Framework Area will:

- A. Be provided as identified in the Public Realm Network Map 1; and,
- B. Have a generous scale to safely, and comfortably accommodate pedestrian movement, pedestrian gathering and lingering space, street trees and other landscaping, street furniture and other amenities, public art and cultural heritage features and the spill-out of active ground floor uses into the public realm.

Special Feature No. 4: Station District Sidewalks

The sidewalk on the north side of St. Clair Avenue West, east of Bathurst Street, requires a more generous scale in order to accommodate a greater volume of pedestrians to and from the subway station, especially as the area intensifies. The existing sidewalk, 9.0 metres in width, located on the north side of St. Clair Avenue West adjacent to the subway station entrance will be extended east to Walmer Road and west to Bathurst Street.

Figure 11: Photo of existing 9.0 metre sidewalks along St. Clair Avenue West



5.3 Green Boulevards

The importance of the urban forest is broad and includes such benefits as natural habitat, improved air quality, shade, stormwater control, pedestrian amenity and aesthetic beauty. The Toronto Official Plan identifies the need to protect and expand the city's urban forest.

The Public Realm Network Plan considers street trees as an essential part of the community's "infrastructure," in much the same way that street lights, benches, public waste bins, shelters and utilities are considered integral to a complete street. Sufficient space and conditions for successful tree planting must be secured throughout the design, planning and construction of all projects.

Public Realm Network Map 1 identifies portions of Bathurst Street that have an existing tree-lined character that should be maintained and enhanced.

Public Realm Objectives:

The Green Boulevards found within the Planning Framework Area will:

- A. Consist of street trees as per City Urban Forestry requirements.
- B. Maintain and expand the existing tree-lined character; and
- C. Where necessary, encourage planters or other substantial plantings including green walls where the planting of a new street tree will impact an accessible pedestrian clearway or is not possible due to underground utilities.

Figure 12: Photo of street trees along Bathurst Street north of Tichester Road



5.4 Community Street

Streets traditionally functioned as meeting place, marketplace and movement space. The functions of streets dramatically changed in the mid 1900s, when streets were largely given over to the private automobile. Recently, there has been a paradigm shift and resurgence about the role that streets play in cities. They are once again being recognized as important civic spaces that can offer placemaking with high-quality design and provide multiple options for people to move around the city and interact with others.

The Public Realm Network Map 1 identifies Vaughan Road as a special street in the area that has the potential, through a redesign with emphasis on active transportation including walking, cycling and public transit, to transform into an important local main street. Small independent and local business will line the street at ground level with residential uses above. Community and cultural facilities and spaces will help make this street a destination for residents. Streetscape features such as street lighting, street furniture, public art, murals, and pole banners will distinguish this street as special. Community activities such as markets, festivals and other gatherings will animate and activate the street.

Vaughan Road between Bathurst Street and St. Clair Avenue West can be temporarily closed for community events as per the City's Street Event Permit policies. In the future there may be a rationale to convert this portion of the street into a pedestrianized street for walking, cycling and transit.

Public Realm Objectives:

The Community Street within the Planning Framework Area will:

- A. Consist of widened sidewalks that can accommodate street trees, landscaping, patios, cafes and other types of seating;
- B. Consist of a series of POPS and other open spaces;
- C. Consist of a public realm that is well-designed and contributes to the retail function of the Community Street; and,
- D. Limit curb cuts and encourage vehicular access from existing laneways. .

5.5 Laneway Improvements

Historically laneways have served as service corridors, however recent shifts in thinking see these places as untapped potential for a variety of uses including pedestrian pathways, cycling routes, areas to create public art, and places to provide infill laneway suites.

The Planning Framework Area contains laneways in a north-south direction, which serve primarily residential properties, and in east-west direction, which are generally used by the mixed-use buildings on St. Clair Avenue West.

The Public Realm Network Map 1 identifies the east-west laneways, north and south of St. Clair Avenue West, as priorities for laneway improvements. These laneways will be integral parts of the public realm in this area that will not only increase the connectivity in the area but also be shared spaces that can be used in a variety of ways for different users while still retaining its service function. The Plan also identifies an exit for the north-south laneway on Raglan Avenue.

Public Realm Objectives:

The Laneway Improvements within the Planning Framework Area will:

- A. Create a safe, accessible, and multi-purpose shared space;
- B. Consist of decorative paving, landscaping and public art;
- C. Create the opportunity for a mix of retail uses and residential units that front onto laneways at the ground level; and,
- D. Create a laneway exit onto Raglan Avenue as determined by Transportation Services during the development review process.

Figure 13: Photo of laneway between Vaughan Road and Raglan Avenue



5.6 Parks, POPS and Other Open Spaces

Public parks are publicly owned land that is set aside for the enjoyment and use by people who live, work and visit a city. They have multiple roles, come in all shapes and sizes and are more than just green spaces between a city's hard concrete edges and its buildings. People gather, socialize, celebrate and play in parks. They are used for cultural and community events that bring life and enjoyment to the city. They also beautify the urban landscape and strengthen the environment. The Planning Framework Area has only one public park, Tichester Park. However it is surrounded by a number of parks including Humewood Park, Wells Hill Park, and Cedarvale and Nordheimer Ravines.

The city's park system is complemented by the other privately-owned open spaces that dot the urban landscape. These spaces do not replace the need for public parks. There is untapped potential in the Planning Framework Area's churchyards, school yards, privately-owned open spaces and other overlooked places that can be harnessed to contribute to a vibrant public realm.

The St. Clair Avenue West and Bathurst Street area includes a collection of slab style apartment buildings, most of which are located on large lots. Many include significant open spaces around the buildings, which give these areas a green and open character, commonly referred to as Tower in the Park landscapes. These buildings contribute to the open space network in the area and define the character of many streets.

The Public Realm Network Plan intends to unlock potential open space on private lands and provide access to the public. Connecting these POPS with new and expanded public parks will provide the much needed open space as this area continues to intensify.

The Public Realm Network Map 1 identifies a number of specific open spaces that should be considered for park land or POPS when redeveloped.

Public Realm Objectives:

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

- A. Be provided as identified in the Public Realm Network Maps 1 and 2;
- B. Not be limited by the number and location identified on the Public Realm Network Maps 1 and 2;
- C. Be well-designed, safe and accessible spaces;

- D. Include elements that mitigate the impact of wind for comfortable sitting conditions;
- E. Include unique or distinct elements such as moveable seating; play structures; public art; water features; community gardens and arboretums; butterfly habitats; stormwater bioswales etc.;
- F. Be designed in consultation with the local residents; and,
- G. Consist of enhancements to existing open spaces including better design for accessibility, safety, programming/functioning, connectivity, and wind impact mitigation, improved landscaping and pedestrian pathways.

Special Feature No. 5: Station District Parks and POPS

The Station District consists of very large development blocks where there is significant opportunity to provide both park land and POPS on each site. A combination of soft and hard landscaping with ample seating both moveable and temporary will be provided. Signature elements such as interactive public art, water features, play areas and special lighting are encouraged. These areas will connect with each other as well as other special features on the block such as the Green Line and Station District PATH. Protection from weather and wind will be provided.

Special Feature No. 6: Vaughan-Bathurst POPS

The entrance of Vaughn Road at Bathurst Street is already defined by a significant piece of public art. This definition can be enhanced by the creation of a signature POPS. The Vaughan-Bathurst POPS will be a green public square. It will be a programmable space for outdoor community events like festivals or markets. It will contain seating and landscaping. Creative elements to mitigate wind and noise impact will be incorporated into the overall design. The Vaughan-Bathurst POPS will contribute to the overall intent of the Community Street.

Figure 14: Illustration of the Vaughan-Bathurst POPS



5.7 Underground Connections / Interior Concourses

The Planning Framework Area includes the St. Clair Avenue West subway station which contains a below grade streetcar and bus transfer platform above the subway tunnel and platform. There is significant opportunity to connect new development on the north-east and south-west corners 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, providing weather-protection and further expanding convenient route options for pedestrians travelling to and from the subway. Like the PATH system in the Financial District, these spaces also present an opportunity to support retail uses. The Toronto Official Plan specifies that underground pedestrian connections should complement, but not supplant, the primary pedestrian routes provided at-grade by the public realm.

Public Realm Objectives:

The Underground Connections / Interior Concourses within the Planning Framework Area will:

- A. Be located in close proximity to and connect to the St. Clair West subway station as identified in the Public Realm Network Map 1;
- B. Support underground connections to the subway systems through the inclusion of knock out panels; at-grade and below-grade interior entrances; tunnels; signage/wayfinding and any other type of infrastructure required by the TTC. Built form 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, main interior areas of buildings excluding the parking garage with entrances that are visible and obvious from the public sidewalk;
- D. Be designed as spaces with architectural quality and visual interest with natural lighting wherever possible;
- E. Consist of retail uses where possible;
- F. Connect to residential, retail, office and institutional uses within buildings; and,
- G. Connect to any community space provided within buildings.

Special Feature No. 7: Station District Underground Pedestrian Concourse

The Station District Character Area includes the St. Clair Avenue West subway station on the block. The Station District has a number of development sites where there are significant opportunities to provide underground connections to the subway station and/or transfer platform as well as between future development parcels. Below-grade retail will help animate these connections. New development will provide or secure these future connections and integrate them into their interior design of entrance and lobby areas.

Figure 15: Photo of the PATH system in Downtown; Source: <http://gotorontotourism.com/path-toronto/>



6.0 Character Areas and Built Form Objectives

The identity of this part of the city is closely linked to the streetcar line and subway station, the ravine systems and the human scale main streets. The Planning Framework considers this overall identity by creating a height peak above the St. Clair West station and placing the tallest buildings on the lands abutting the subway station. All other buildings are required to transition down in height from this height peak.

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

In order to appropriately capture the diversity and varied context of the Planning Framework Area, six character areas were identified.

Map 3 identifies the boundaries of these Character Areas which are based on existing patterns of land use, built form, the future vision for the area and community input.

Each Character Area describes the "look and feel" of that particular area and articulates the contribution of both the physical character and community life of the area.

Each Character Area description includes both the existing and planned character and considers the interaction and relationship of features and characteristics within the specific Character Area, and between adjacent Character Areas.

Each Character Area signals the anticipated locations and degree of intensification, and includes Built Form Objectives that provide guidance for new development.

There are also Area-wide Built Form Objectives, identified below, that apply to the entire Planning Framework Area.

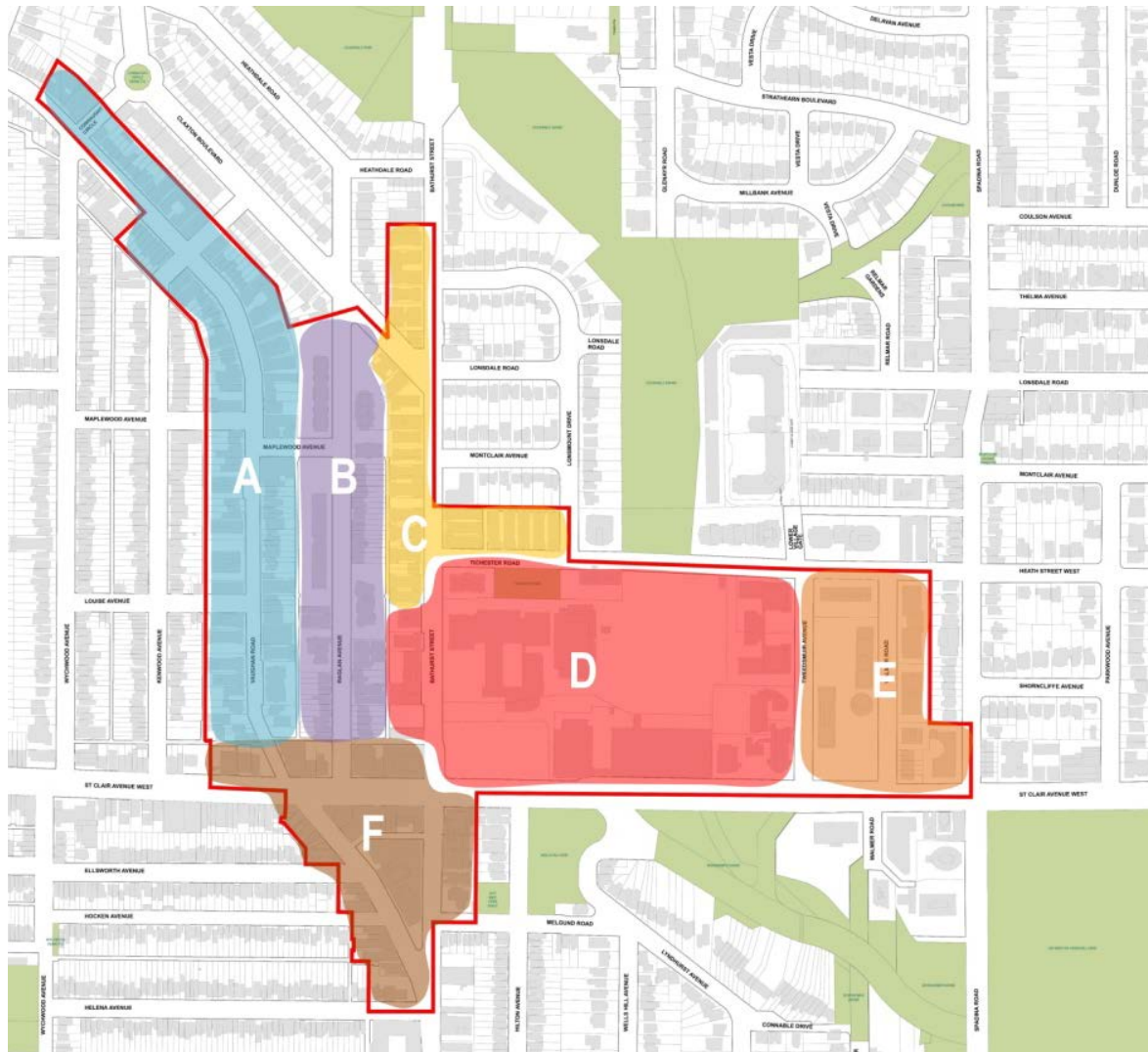
Area-wide Built Form Objectives:

New Development in the Planning Framework Area will:

- A. Be closely integrated with the delivery of new infrastructure, while ensuring that the area remains inclusive, accessible and affordable for people of all ages, incomes and abilities;
- B. Contribute to a complete community by proposing: retail at-grade; community spaces where appropriate; a vibrant public realm including

- beautiful landscaping and street trees; well-designed publicly accessible spaces; and an appropriate supply of parkland;
- C. Provide affordable housing whenever possible;
 - D. Improve existing indoor and outdoor amenities for residents in existing apartment buildings when infill is proposed on the same site;
 - E. Enhance the quality of life of residents by reinforcing the human scale of streets and providing high quality streetscapes and open spaces;
 - F. Be encouraged to design buildings that actively reduce their carbon footprints by targeting near zero Green House Gas Emissions;
 - G. Support the multi-functioning of mid-block connections and laneways by being massed, designed and programmed with entrances, glazing, and active indoor and outdoor uses along these spaces;
 - H. Provide setbacks within properties where the planned right-of-way width does not provide sufficient space for wide sidewalks;
 - I. Provide setbacks to allow for street trees with sufficient space and soil depth to establish and maintain a permanent high-branching tree canopy and other plantings;
 - J. Encourage commercial retail uses at grade on main streets and the community street;
 - K. Reinforce the existing character of main streets by providing narrow retail frontages with high two-way visibility;
 - E. Provide other types of public realm features that contribute to the animation of the street when retail uses are not proposed;
 - Q. New development that is not within 250-500m of a playground should prioritize flexible child-friendly features such as whimsical, playful landscape elements;
 - R. Achieve the intent of and performance measures within the applicable built form Guidelines including Tall Building Guidelines, Mid-rise Guidelines, Townhouse and Low-Rise Apartment Guidelines and Draft Growing Up Guidelines.

Map 3: Character Area Map



Character Area A
Upper Vaughan Village

Character Area B
Raglan Transition Zone

Character Area C
Bathurst/Tichester Walk-ups

Character Area D
Station District

Character Area E
Tweedsmuir/Walmer Apartments

Character Area F
The Triangle

6.1 Character Area A: Upper Vaughan Village

The Upper Vaughan Village has an existing character consisting of a variety of building typologies with predominately residential uses with clusters of buildings with at-grade commercial retail uses. In general there are modest building setbacks that allow for landscaping and trees.

The Upper Vaughan Village will have a main street character and include a diversity of uses such as retail, community services, restaurants, and small shops at grade with residential uses above. Vaughan Road will be transformed into a "Community Street". Over time it will evolve into a vibrant and complete street that is multi-modal, prioritizing active transportation such as walking and cycling with space to grow trees, supports continued bus service, and accommodates other landscaping features.

Redevelopment in this area will predominately consist of new low- and mid-rise buildings and infill on existing lots with a mix of uses that appropriately conserve heritage resources and reinforce the pedestrian scale of the street through appropriate base building height and setbacks, as well as public realm improvements. Animation of the laneways including dwelling units or housing, greening, connections to streets, and public art are encouraged.

Opportunities for new tall buildings are limited and restricted to the east side of Vaughan Road, near St. Clair Avenue West. These potential tall buildings will: have heights lower than the maximum permitted heights for the properties that front onto St. Clair Avenue West (north side); and are required to transition down in height to the existing mid- and low-scaled areas to the north and west.

New buildings will reinforce the local character of these main streets and be designed to complement public realm improvements, resulting in comfortable, attractive and accessible public spaces that support civic and community life.

In addition to the "Community Street", other special public realm features include various POPS, a mid-block connection to Raglan Avenue, widened sidewalks and laneway improvements.

Built Form Objectives:

In the Upper Vaughan Village Character Area, new development, including infill development, will:

- A. Locate tall buildings:
 - 1. Adjacent to or in very close proximity to St. Clair Avenue West with lower heights than permitted on properties that front onto St. Clair Avenue West (north side) at Vaughan Road in the Triangle Character Area; and
 - 2. On appropriately-sized sites, as determined by the City's Tall Building Guidelines.
- B. Provide mid and low-rise buildings that provide transition between buildings within the Raglan Transition Zone down to the low-scale *Neighbourhoods* to the west;
- C. Be massed to allow for sunlight and sky view from the public realm;
- D. Provide a 4-storey base for tall and mid-rise buildings as a unifying element;
- E. Be encouraged to provide retail or commercial uses on the ground level with narrow frontages;
- F. Provide streetscape improvements to incorporate pedestrian amenities such as street furniture;
- G. 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; and,
- H. Maintain and enhance existing indoor and outdoor amenity spaces and provide new amenity spaces for infill development.

6.2 Character Area B: Raglan Transition Zone

The Raglan Transition Zone has an existing character that contains pockets of 2-storey detached or semi-detached houses and large sites with slab type apartment buildings surrounded by generous open space and landscaping. This area has wide landscaped areas next to the sidewalk which at times connects to open space used for surface parking and/or formal or informal outdoor amenity space for tenants. This existing condition creates a very open and green feel to the street.

The Raglan Transition Zone will continue to consist of a range of building typologies including slab apartment buildings, and low and mid-rise buildings set within abundant landscaped open spaces.

The new buildings in the Raglan Transition Zone will form an intermediate transitional scale between the tallest buildings, existing and approved, in adjacent Character Areas D – Station District and F - The Triangle, and the predominately mid-rise character that exists and is planned for in Upper Vaughan Village. New tall buildings will transition down in height from south to north and east to west, with the tallest building heights being on the east side of Raglan Avenue, near St. Clair Avenue West. The existing 24-storey apartment building near Claxton Boulevard, built in the 1960's, is considered an outlier in terms of determining the prevailing character and assessing transition.

Development applications will be required to demonstrate how the proposed building transitions, in terms of height and massing, to and from existing and approved built form in all other adjacent Character Areas and *Neighbourhoods*.

New development will respect and reinforce the area's prevailing physical character including building separation, landscaped setbacks and distinguishing green qualities of the street. New development in this area will be of a typology that is unique and responds to the existing character. Slab building typology will be considered in a modern form with limits to the maximum heights that will be considered.

Infill development on sites with existing apartment buildings will make improvements to driveways and servicing by consolidating and placing these functions underground or within the building. Surface parking areas can be improved by consolidating to reduce hard surfaces and placing parking underground. Infill development will also improve indoor and outdoor amenities for area residents.

Special Features in this Character Area include various POPS, a mid-block connection from Raglan to Bathurst Street at Tichester, and laneway improvements including an exit point at the north end of the laneway.

Built Form Objectives:

In the Raglan Transition Zone Character Area, new development, including infill development, will:

- A. Locate tall buildings:
 - 1. On appropriately-sized sites, as determined by the City's Tall Building Guidelines; and,
 - 2. On sites that are adjacent to or in very close proximity to St. Clair Avenue West on Raglan Avenue.
- B. Design tall buildings with:
 - 1. A built form that provides transition in height and massing down from St. Clair Avenue West to the low-scale *Neighbourhoods* north of Claxton Boulevard; and,
 - 2. Heights lower than the existing tall buildings in the Station District on the west side of Bathurst Street, and in The Triangle on the north side of St. Clair Avenue West at Raglan Avenue;
- C. Provide base buildings in midrise and tall buildings that reflect and reinforce the pedestrian scale of street;
- D. Provide and maintain generous front yard setbacks, open spaces and landscaping;
- E. 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;
- F. Consolidate and internalize servicing, parking and driveways/ramps areas; and,
- G. Improve underutilized open spaces and informal or formal outdoor amenity spaces through enhanced landscaping, better design or functionality and the addition of public realm features such as playgrounds, seating and public art.

6.3 Character Area C: Bathurst-Tichester Walk-ups

The Bathurst-Tichester Walk-ups Character Area has an existing character consisting of predominately four to five storey walk-up rental apartments built between 1910 and 1940. Deep, landscaped front yards separated from the abutting sidewalks due to the change in topography is a distinguishing characteristic in this area.

There is no defined streetwall but rather consistent gaps in between building faces forming a “pavilion rhythm” along the Bathurst Street and Tichester Road. This Character Area also provides good transition to the lower-scale *Neighbourhoods* to the north.

The Bathurst-Tichester Walk-ups is a stable residential area where opportunities for redevelopment are very limited. Many buildings have potential heritage attributes.

Special public realm features include the maintenance and continuation of the tree-line condition along Bathurst Street.

Built Form Objectives:

In the Bathurst-Tichester Walk-ups character area, new development, including infill development, will:

- A. Provide mid and low-rise buildings that transition in height and massing down to *Neighbourhoods* to the north;
- B. Complement the scale of the walk-up apartment buildings;
- C. Reinforce the consistent spacing between buildings;
- D. Maximize sunlight on streets, parks and open spaces;
- E. Maintain the existing character of wide front yard setbacks and landscaping;
- F. Encourage the retrofit of older walk-up apartment buildings to provide elevators increasing the accessibility of the existing housing stock; and,
- G. Submit a Heritage Impact Assessment with a development application to identify any potential heritage attributes and evaluate the impact the proposed development or site alteration will have on these heritage attributes.

6.4 Character Area D: Station District

The Station District Character Area has an existing character consisting of variety of uses and building typologies. The Station District is located between St. Clair Avenue West and Tichester Road, and between Tweedsmuir Avenue and Bathurst Street, and includes a number of tall buildings on the west side of Bathurst Street. A key defining feature is the location of the St. Clair Avenue West subway station which has an entrance mid-block on St. Clair Avenue West and an underground platform that acts as a transfer station for buses and streetcars.

The properties on the northeast corner of St. Clair Avenue West and Bathurst Street, extending to the southern edge of the St Michael's School campus and east to the end of the current Loblaws grocery store, are designated *Mixed Use* in the Official Plan. The remaining properties in this Character Area are designated as *Apartment Neighbourhoods* and Tichester Park is designated as *Parks*.

The west end of the Station District includes three properties located on the west side of Bathurst Street north of the 23-storey building located at the northwest corner of St. Clair Avenue West. These properties are occupied by a 4-storey building, an 18-storey mixed use building, and an older 13-storey residential building further north. The 4-storey commercial building is located at on a property that cannot accommodate a tall-building. These buildings provide a generous setback from the property line and include landscaped planter beds. This part of the Station District transitions down in height and massing to the lower-scale buildings in the Bathurst-Tichester Walk-ups and Raglan Transition Zone Character Areas.

Along St. Clair Avenue West there are large properties that are either vacant or used as surface parking lots, and others that contain one to four-storey buildings with retail uses (Joe Fresh and Loblaws grocery store).

There are significant grade changes along St. Clair Avenue West, with the sidewalk sloping down from west to east, and the properties to the north sloping up. Moving west from the Loblaws grocery store the sidewalk narrows considerably, creating an uncomfortable condition for pedestrians as there is a retaining wall along the north edge of the sidewalk and hydrants and street lights pinching the sidewalk even further. The vacant lots along this stretch have a large landscaped area with shrubs and trees that abut a surface parking lot.

The sidewalk in front of the retail stores and TTC subway entrance, along St. Clair Avenue West is approximately 9.0 metres. There are a couple of small street trees and some street furniture such as benches, bike rings and waste receptacles.

This Character Area is bisected by multiple formal and informal pedestrian pathways in both north-south and east-west directions. The most heavily used are the pathways from St. Clair Avenue West north to Tichester Road, through the St Michael's campus located between the arena and the school, and between the arena and the sport field.

On the southeast side of the Station District are the Holy Rosary Church, a listed heritage building, Parish Hall and Holy Rosary Public Catholic School. On the northwest side, there are rental apartment buildings ranging from 12 to 18 storeys and Tichester Park. Further east are two 30-storey residential buildings on top of 4-storey podiums along Tweedsmuir Avenue.

The Station District will be transformed into a vibrant area with both *Mixed-Use*, *Apartment Neighbourhood* and *Park* land uses centered around a transit station area. Intensification within the Station District will occur in a diverse range of building typologies and scales. It will function as a community node consisting of a mix of residential, office, institutional, and cultural uses.

The *Mixed-Use* designated part of the Station District will contain the buildings with the greatest heights and densities of the entire Planning Framework boundary. This area will consist of transit supportive development in a compact urban form and a mix of uses.

The *Apartment Neighbourhoods* part of the Station District will be designed to ensure connectivity and transition in height, scale and intensity to adjacent Character Areas and surrounding areas.

The Station District will contain a number of pedestrian and public realm improvements. The intent is to contribute to place-making, liveability, active transportation, and resiliency within this Character Area.

The Station District will also have a number of Special Features that are essential to defining this Character Area.

A new Green Line will bisect the entire block with a publicly-accessible multipurpose promenade that is landscaped and tree-lined and acts as a green connection between the Nordheimer and Cedarvale Ravines.

New internal connections to the subway station or platform will eventually be built from the St. Clair Avenue West and Bathurst Street intersection by way of interior above and underground paths within new development.

Intensification on St Michael's College School site, Holy Rosary Church site and the Holy Rosary Catholic Public School site will be considered through individual development applications given the special uses, heritage attributes and characteristics on each of those sites.

Built Form 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, that are distinctive in form and detail, mark the St. Clair Avenue West and Bathurst Street intersection and along St. Clair Avenue West;
- B. Consist of the tallest buildings in the entire Planning Framework Area which will be located on the corners of the St. Clair Avenue West and Bathurst Street intersection and on St. Clair Avenue West on top of the subway station entrance;
- C. Transition down in height and massing to other adjacent Character Areas with lower heights and densities;
- D. Be strategically placed to allow for the implementation of the Public Realm Network Plan which contains numerous Special Features which will define the Station District;
- E. Provide built form within *Apartment Neighbourhoods* that is at a scale and form of intensification which is less than in the *Mixed-Use* areas and transitions down to *Neighbourhoods*;
- F. Conserve and respect the heritage attributes of listed buildings;
- G. Ensure access to sunlight on school play areas during school hours;
- H. Reduce, consolidate and eliminate existing vehicular curb cuts, limiting the introduction of new curb cuts and designing adjacent buildings, structures and open spaces to promote visibility at driveways and laneway intersections in order to reduce the impact of vehicular, loading and servicing activities on the public realm;
- I. Co-ordinate and share access and servicing areas between properties where possible;
- J. Mitigate the impact of wind on the public realm through measures including but not limited to building orientation and massing, base buildings, canopies or weather protection, natural features such as trees, and structures such as public art or at-grade screens;
- K. Frame POPS, parks and other open spaces with retail and other uses in order to create vibrant public spaces that encourage public life;

- L. Include space within buildings to accommodate new community services or facilities including a community centre and a daycare;
- M. Provide a well-lit, accessible, visible, and well-designed entrance and connection to the underground pedestrian concourse that contains retail or other active uses wherever possible as indicated on Public Realm Maps 1 and 2; and,
- N. Provide 9.0 metre wide sidewalks along St. Clair Avenue West.

6.5 Character Area E: Tweedsmuir- Walmer Apartments

The Tweedsmuir-Walmer Apartments Character Area will be defined by its variety of building types particularly by the towers-in-the-park, set in open, generously-scaled landscaped settings. The existing slab-type apartments are surrounded by substantial private open space including an expansive landscaped area fronting onto St. Clair Avenue West which is underutilized and inaccessible in the winter. There are good pedestrian pathways through the block and amenities for tenants including stores and a pool facility. The entire Character Area enjoys landscaped setbacks which make the area feel open and green. The streetscape is obstructed by grade changes resulting in retaining walls as well as servicing, driveways and parking areas which are visible and not consolidated.

Modest low-and mid-rise infill development will be the predominant form of development in the area which will renew the rental stock and improve amenities for area residents. Infill development with existing apartment buildings sites will make improvements to entrance/exit driveways, servicing and parking areas by consolidating and placing all of these functions underground or within buildings. The landscaped open space setting surrounding existing buildings is a defining characteristic and will be retained and improved for use by residents and the public.

Special Features in this Character Area include new POPS and/or parks and widened sidewalks along St. Clair Avenue West.

Built Form Objectives:

In the Tweedsmuir-Walmer Character Area, new development, including infill development, will:

- A. Maintain a tower-in-park character with large open spaces and landscaped setbacks;
- B. 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;
- C. Improve the streetscape by consolidating and internalizing servicing areas and driveways and eliminating retaining walls;
- D. Maximize sunlight on streets, sidewalks and open spaces;
- E. Mitigate wind impact on open spaces; and
- F. Transition in height and massing down from the Station District towards *Neighbourhoods* to the east and north.

6.6 Character Area F: The Triangle

The Triangle Character Area has an existing character consisting of a variety of building typologies and uses consistent with those expected in *Mixed Use* areas.

Existing tall buildings are concentrated at the intersection of St. Clair Avenue West and Bathurst Street with a 23-storey apartment building on top of an expansive 1-storey podium located south of St. Clair Avenue West between Vaughan Road and Bathurst Street ("the triangle site"). The podium has large setbacks creating a generous but underutilized public realm.

The west side of Vaughan Road has existing buildings that are no more than 3-storeys, and has residential units above commercial ground level uses with little to no setback to the sidewalk.

Bathurst Street south of Vaughan Road consists of residential, commercial and mixed-use buildings between 2-4 storeys with various setbacks to and treatment of the public realm.

The Triangle Character Area will function as a little village with a mix of uses within a variety of building types and heights. Vaughan Road will transform into a "Community Street" – a vibrant corridor where community life spills out into a vastly improved public realm. The Community Street's distinct entrance at Bathurst Street includes streetscape elements such as public art including sculptures and murals, beautiful landscaping and a POPS that can accommodate small markets and community gatherings.

Vaughan Road between Bathurst Street and St. Clair Avenue West will be temporarily closed at times for community festivals and functions, and in the future could be converted into a permanent pedestrianized commercial street shared by pedestrians, streetcars, and cyclists.

The Triangle's main streets will be composed of mostly independent businesses and shops that serve the nearby neighbourhoods as well as visitors. Businesses will animate streets with patios or other programming. These streets offer a setting for incremental mid-rise development that complements the street's character and varied built form, and recognizes the area's history. A limited number of tall buildings concentrated along St. Clair Avenue West will transition down in height to the west along St. Clair Avenue West and south to lower-scale areas. These buildings will also provide an underground pedestrian concourse that connection to concourses in the Station District and to the St. Clair West subway station.

The Triangle site will maintain its generous setbacks allowing for an enhanced public realm and street animation in the form of patios, seating, interactive art and play structures, and other types of programming.

Built Form Objectives:

In the Triangle character area, new development, including infill development, will:

- A. Primarily consist of mid-rise buildings that transition down to *Neighbourhoods*;
- B. Consist of tall buildings that are:
 - 1. Located on appropriately-sized sites, fronting onto St Clair Avenue West, as determined by the City's Tall Building Guidelines;
 - 2. Massed to provide transition in height and massing down to low-scale *Neighbourhoods*;
 - 3. Massed to provide transition down in height from Bathurst Street to the west along St. Clair Avenue West; and,
 - 4. Able to achieve a 25 metre separation distance.
- C. Provide a well-lit, accessible, visible, and well-designed entrance and connection to the underground pedestrian concourse that contains retail or other active uses wherever possible as indicated on Public Realm Maps 1 and 2;
- D. Reinforce the local character of main street and historic buildings;
- E. Maintain existing wide setbacks along Vaughan Road on its east side and Bathurst Street on its west side;
- F. Maximize sunlight on streets, sidewalks and open spaces;
- G. Mitigate the impact of wind on public spaces; and,
- H. Provide a public realm that is safe, animated and attractive with active uses at grade in adjacent buildings, pedestrian-scaled lighting, public art and landscaping including street trees and green walls.

7.0 Sustainability

Toronto Green Standard: Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

Zero Emissions Building Framework: As part of the Toronto Green Standard update and review in 2018, the City Planning Division in partnership with The Atmospheric Fund conducted a two-part study on global best practices in energy codes and standards and modelling for energy and green house gas (GHG) reduction targets to a 2030 zero emissions date. A Zero Emissions Building Framework was developed with robust and defensible targets and costing for five of the most commonly constructed building archetypes in Toronto. The establishment of this pathway to near-zero emissions building construction not only helps the City to meet its 2050 GHG reduction goals, but provides the building industry with a clear and transparent picture of future requirements. The emphasis on total energy use, thermal demand reduction and greenhouse gas intensity (GHGI) encourages a passive design-first approach coupled with high efficiency active systems, such as heat recovery, and improved air tightness. Tier 4 targets represent a near-zero level of emissions performance, at which point fuel switching is promoted to foster a shift away from natural gas towards electricity and renewable energy sources.

Trees: The City of Toronto owns a portion of land between roadways and private property, known as the public road allowance. Urban 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 per cent. Trees provide many benefits in urban settings. They clean the air, reduce stormwater runoff, provide habitat for birds and other wildlife, and enhance 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 destroy (remove) a protected tree.

Sustainability Objectives:

- A. Development is required to meet TGS Tier 1 and encouraged to achieve the higher levels of performance measures for green development in TGS Tiers, 2, 3 and 4;

- B. Development and streetscape improvements will integrate stormwater capture, trees and other plantings, where appropriate, informed by City guidelines.
- C. To improve resilience to area-wide power outages, development will be encouraged to provide back-up power beyond Ontario Building Code requirements, informed by City guidelines.
- D. Development will be encouraged to contribute to biodiversity by:
 - 1. creating habitats;
 - 2. planting varieties of species that are pollinator-friendly; and
 - 3. designing green roofs to be biodiverse, such as, but not limited to, ensuring variation in depth and composition of growing media and providing vegetation diversity.
- E. Development will promote architectural excellence and environmentally sustainable and innovative design.
- F. Development will be encouraged to:
 - 1. incorporate recovery of low-carbon energy from infrastructure sources such as sewers and transit power stations to reduce emissions;
 - 2. develop, incorporate or protect for a connection to an existing or planned thermal energy network;
 - 3. integrate on-site electricity production to reduce electricity demand;
 - 4. limit the loss of embodied energy contained within existing building stock through means such as adaptively reusing existing buildings or salvaging materials from demolition in new building construction;
 - 5. ensure a high level of airtightness to minimize heat loss and minimize incidences of thermal bridging that create pathways for heat to move from the inside of a building to the outside; and
 - 6. target near-zero emissions. A near-zero emissions building is one where all measures have been taken to significantly decrease energy loads by applying passive-design principles and approaches, improving the efficiency of mechanical systems and connecting to low-carbon fuel energy sources. It is considered near-zero emissions because generation of the electricity may continue to be required resulting in some greenhouse gas emissions.
- G. Development will reduce the negative impacts of inflow and infiltration on the capacity of the sanitary and combined sewer systems.

8.0 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 St. Clair Avenue West and Bathurst Street area;
- B. The Planning Framework is to be read as a holistic document and considered comprehensively;
- 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.