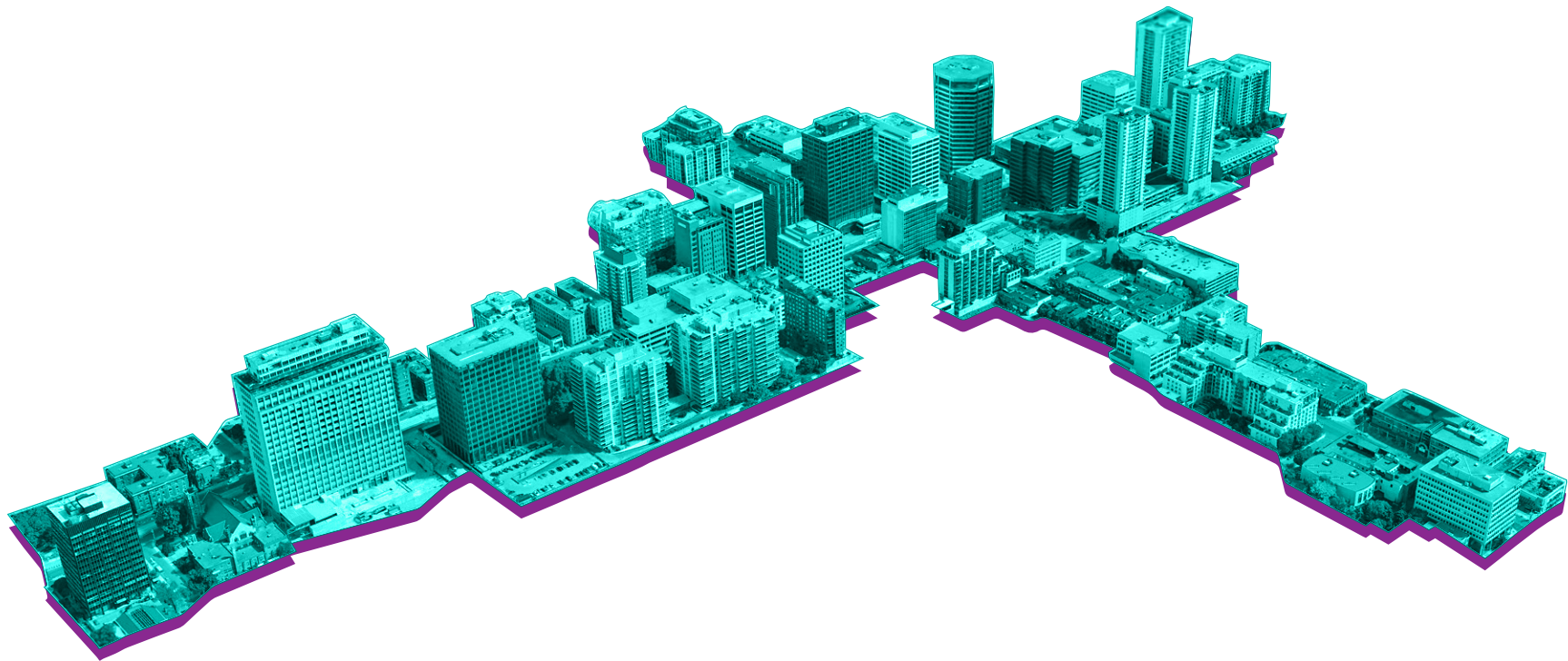


# YONGE + ST CLAIR BIA STREETSCAPE MASTER PLAN

AUGUST 2019



YONGE + ST. CLAIR

JanetRosenberg&Studio

Gensler

# ACKNOWLEDGMENTS

## Yonge + St Clair BIA Streetscape Master Plan

August 2019

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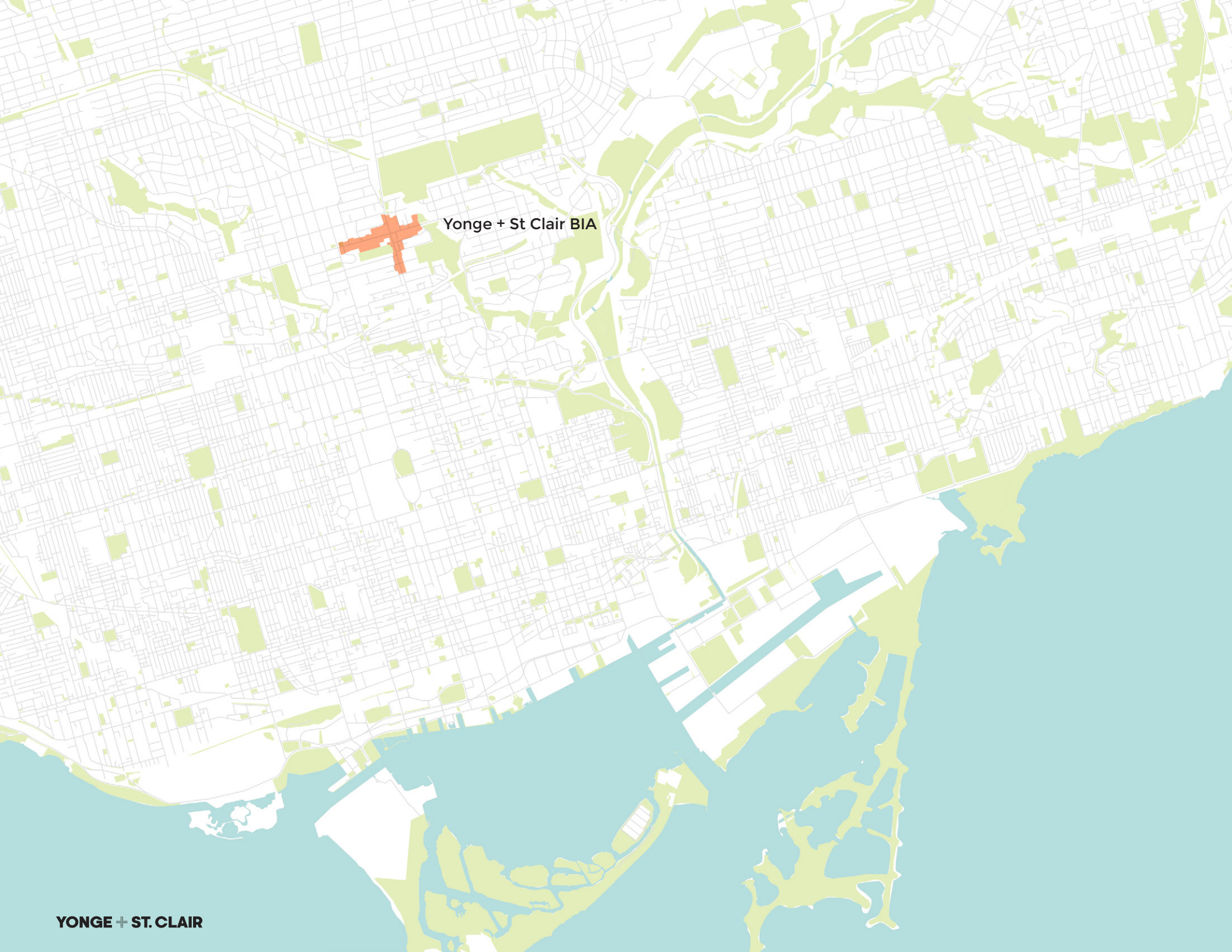
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# YONGE + ST CLAIR BIA STREETScape MASTER PLAN





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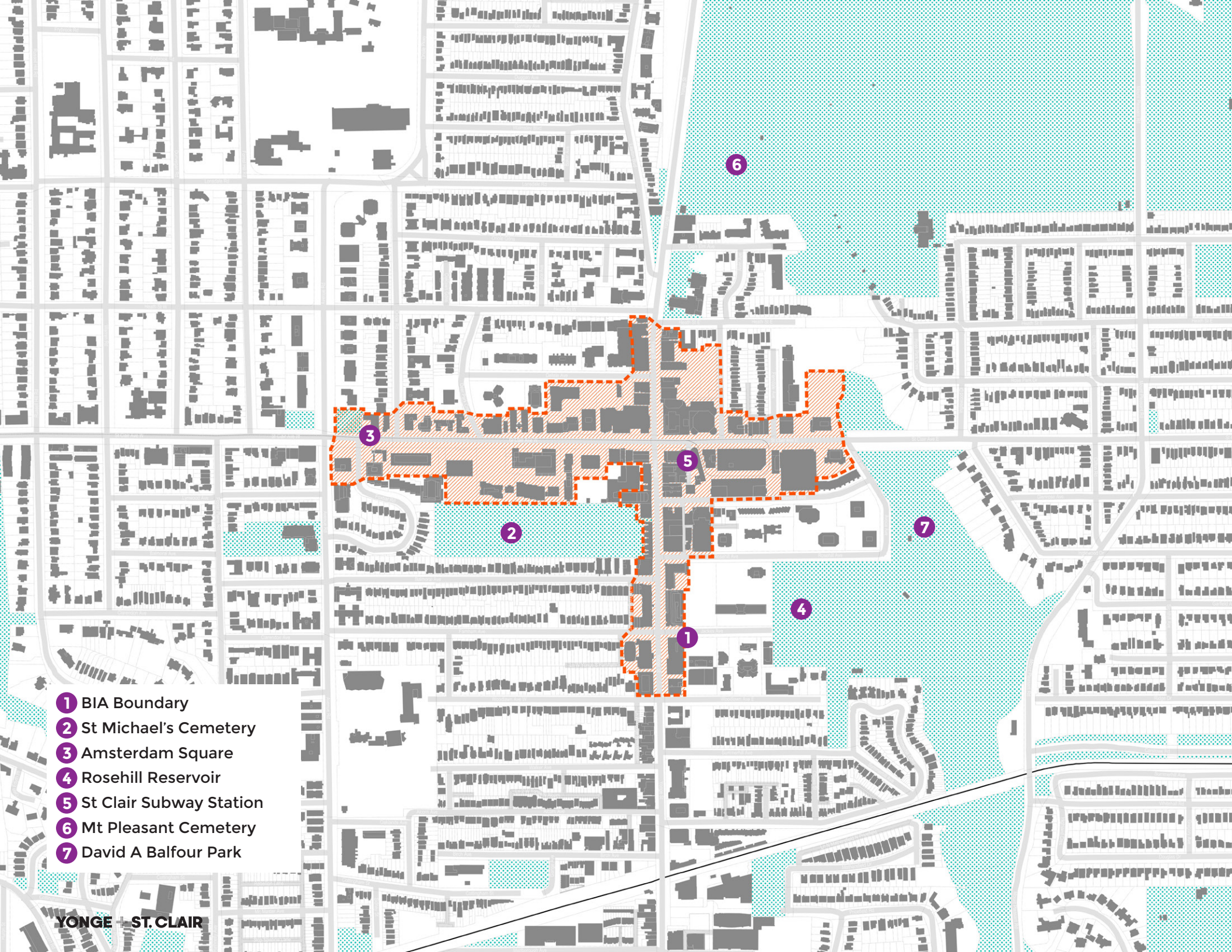
# INTRODUCTION

Centered on the intersection of Yonge Street and St. Clair Avenue, the Yonge + St Clair Business Improvement Area (BIA) represents over 450 business in midtown Toronto. The Yonge Street segment is bounded by Woodlawn Avenue at the southern boundary and Heath Street to the north. The St. Clair segment is bounded by Avenue Road at the western boundary to Avoca Avenue and David A. Balfour Park to east.

The BIA area is approximately 22 hectares, covering distinct character zones. The intersection itself is urban and dense in character. St. Clair west of Yonge provides abundant green space and tree canopy in a campus-like setting. East of Yonge provides an urban canyon experience, giving way to the dramatic ravine landscape of Yellow Creek. Yonge Street maintains a fine grain retail character typical of Toronto's development pattern.

The BIA includes a wide variety of use types, including office, retail, service, residential, and hospitality. Businesses serve the surrounding residential community as well as users who commute into the neighborhood for their shopping, employment, or entertainment. Well served by transit, the BIA includes a dedicated street line and a Line 1 subway stop with an integrated bus terminal.

After decades of relative stasis, Yonge + St. Clair is experiencing a wave of development interest. Along St. Clair a number of new residential buildings or adaptive re-use of former office buildings has transformed the westernmost segment. Office buildings at the intersection of Yonge and St. Clair are being renovated to better serve the needs of modern tenants, with associated public realm upgrades to enhance the pedestrian experience. Along Yonge Street, a number of proposals include significant residential and mixed-use components.



## OVERALL GOAL

The mandate of the BIA is to improve, beautify, and promote the area as a vibrant business and lifestyle community. This Streetscape Master Plan outlines a strategy to further this mandate by:

- Supporting efforts to restore the area’s reputation as a dynamic commercial district able to attract customers, clients, and employees for existing businesses as well as attracting new businesses.
- Creating a consistent aesthetic vision for the BIA’s public realm.
- Leveraging development or renovation projects within the BIA to implement public realm improvements and provide guidance on adjacent private property.
- Following a collaborative process with a meaningful public engagement.
- Creating a destination with a unique identity that attracts visitors at all times of day and in all seasons.
- Providing amenities and activations that encourage people to visit often, explore, and linger.
- Prioritizing accessibility with an aim of making this the most accessible BIA in Canada.



Yonge Street as it looks today

## MASTER PLANNING PROCESS

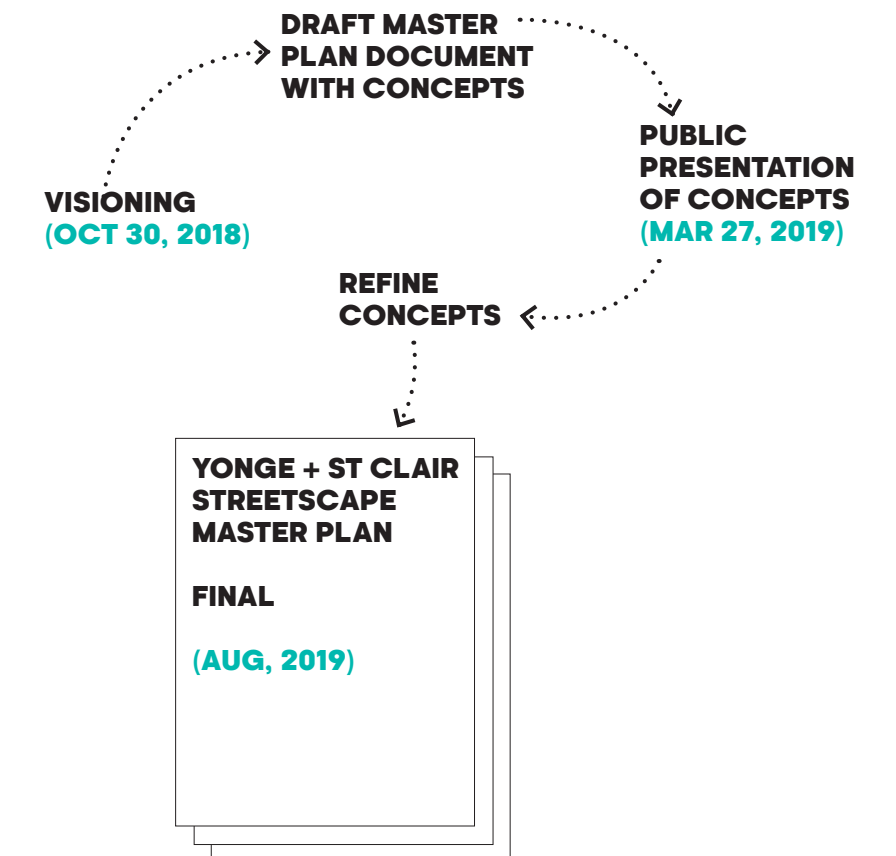
This document represents the outcome of a collaborative process between the BIA, the consultant team, the City of Toronto, local stakeholders, and members of the public. It provides a vision and strategies on how to achieve that vision through various streetscaping concepts.

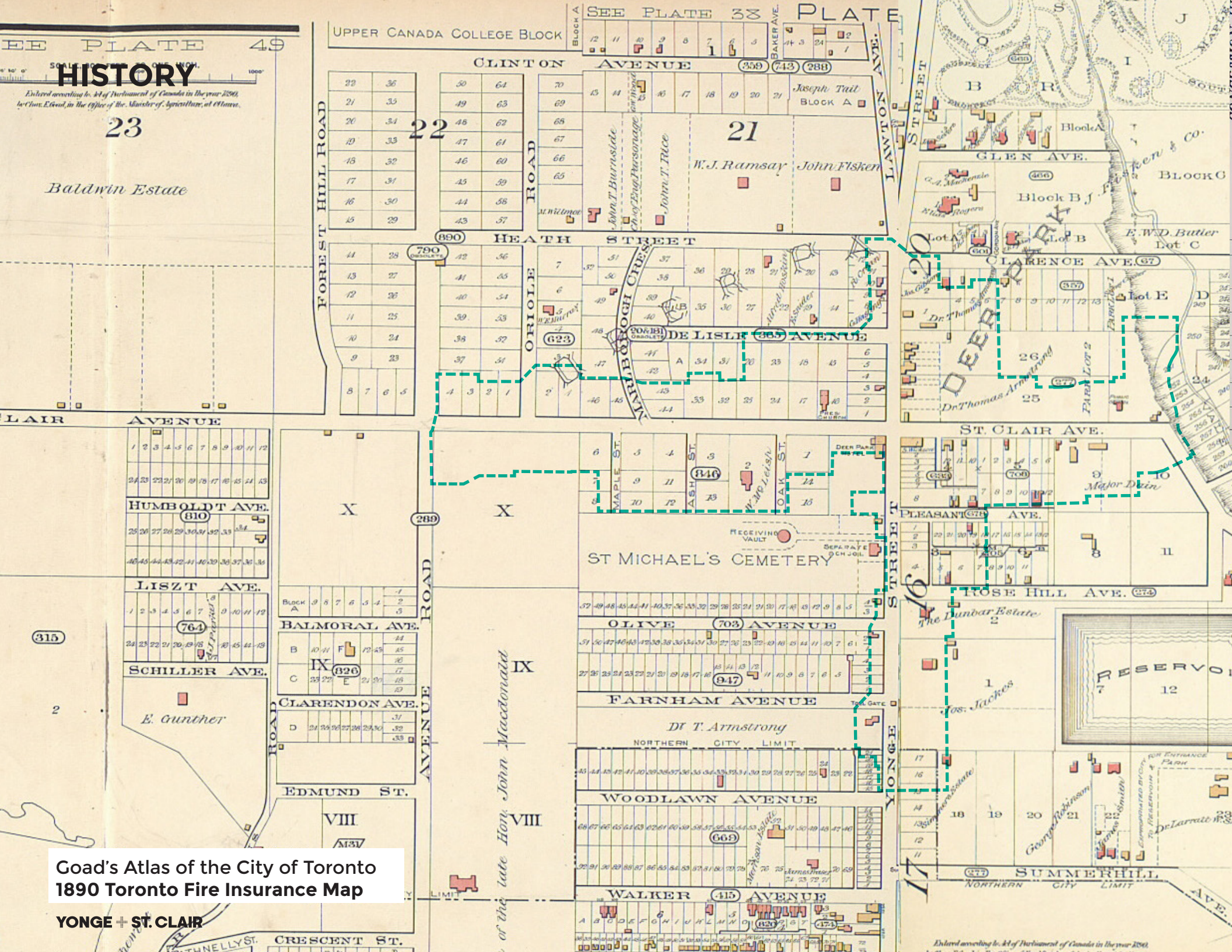
A truly cohesive vision that accurately represents the Yonge + St Clair BIA is a synthesis of physical characteristics of the existing conditions with less tangible aspects like the history and identity of the area. Articulating this identity means tapping in to the collective imaginations of the public to draw on their knowledge and experience, which is why the process included a robust public engagement component.

An inventory of existing conditions and regulatory context informed the constraints and opportunities for improvements within the public realm. Through a public visioning process, the public was asked to provide their ideas and preferences for the Yonge + St. Clair streetscape. This input was used to inform the guiding principles of this streetscape plan.

The guiding principles shape the public realm vision for the BIA. Streetscape concepts informed by precedent research were developed strategically to achieve this vision. These concepts were refined through collaboration with technical expertise from the City of Toronto, local stakeholder groups, and members of the public through a public outreach and engagement.

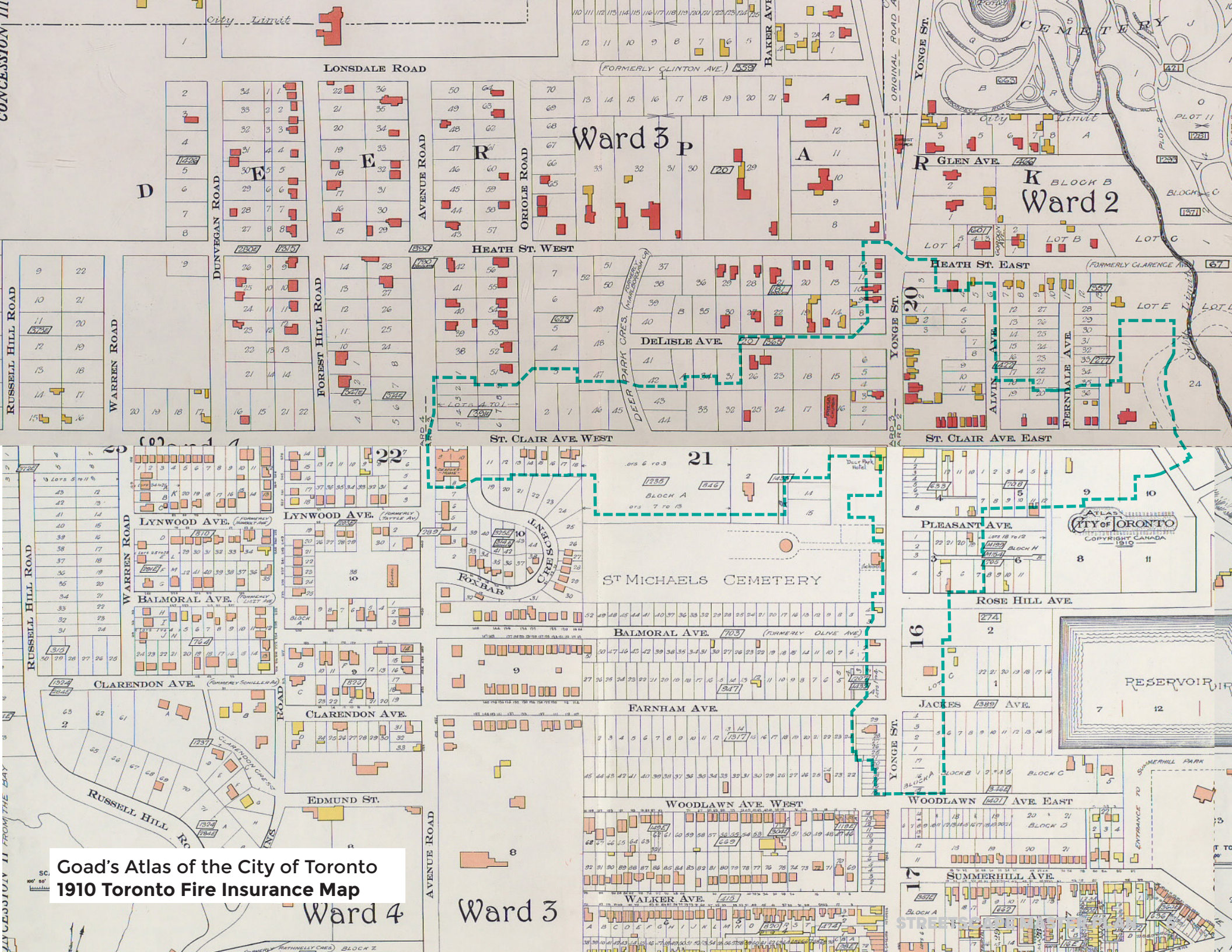
A conceptual plan illustrates the potential implementation of all streetscape concepts. It is meant to be an inspirational tool to assist the BIA and all local stakeholders with managing future streetscape improvements over the life of the plan.





Goad's Atlas of the City of Toronto  
1890 Toronto Fire Insurance Map

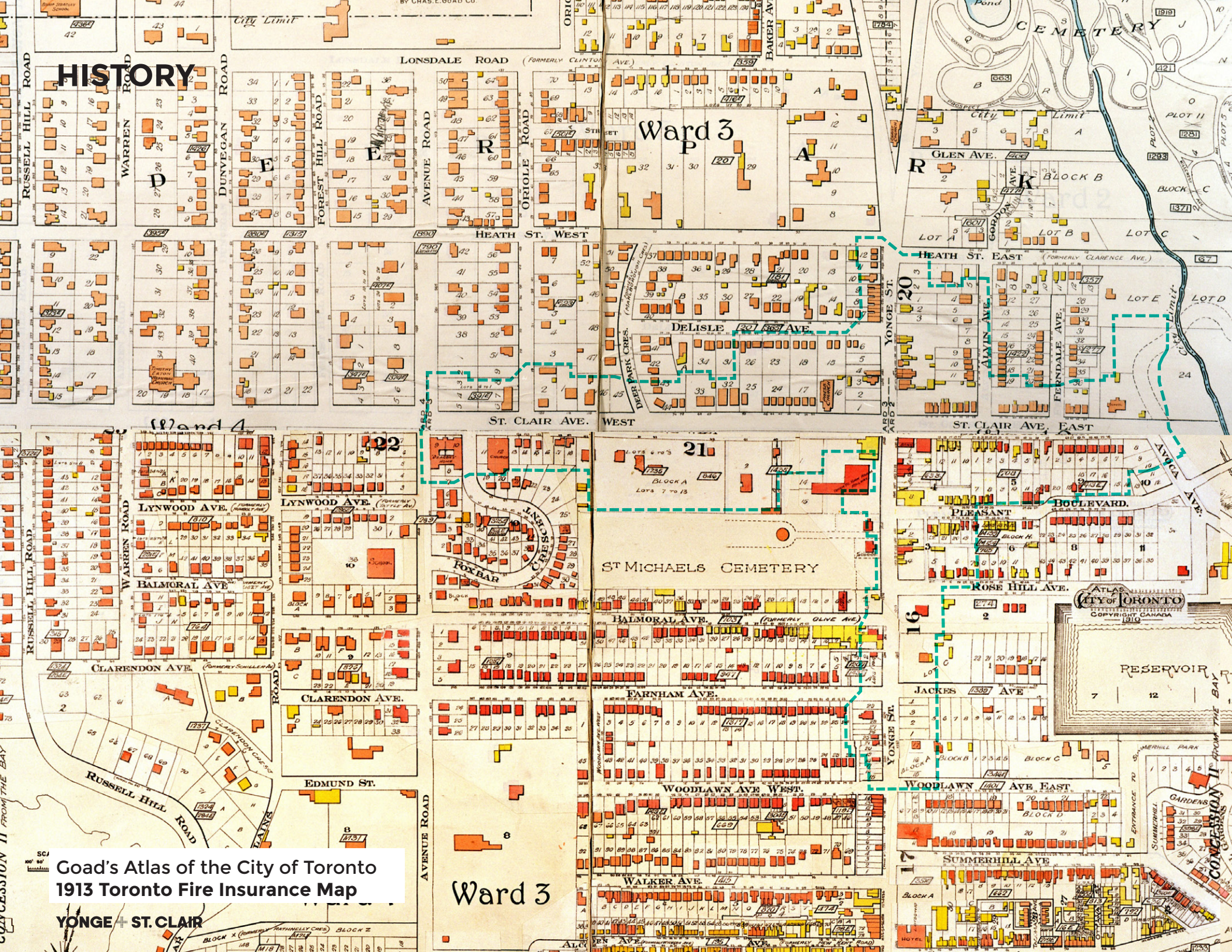
YONGE + ST. CLAIR



Goad's Atlas of the City of Toronto  
1910 Toronto Fire Insurance Map

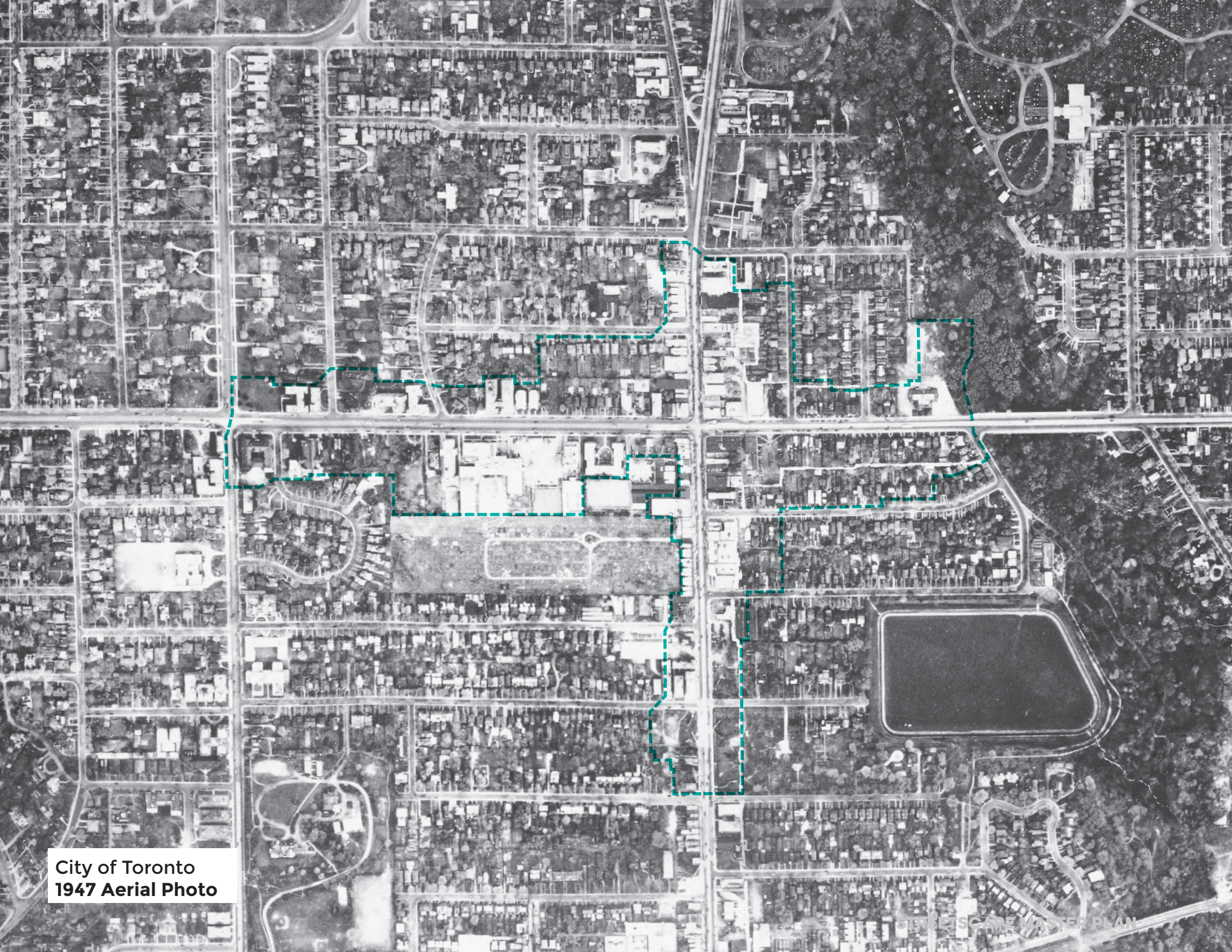
Ward 4

Ward 3



# HISTORY

Goad's Atlas of the City of Toronto  
1913 Toronto Fire Insurance Map  
YONGE + ST. CLAIR



City of Toronto  
1947 Aerial Photo

# HISTORY

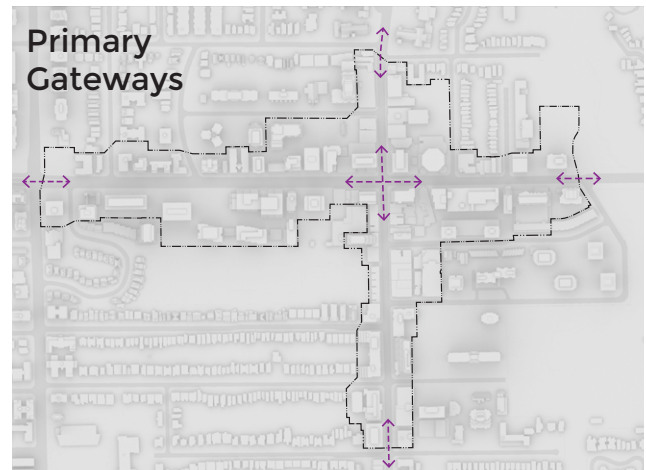
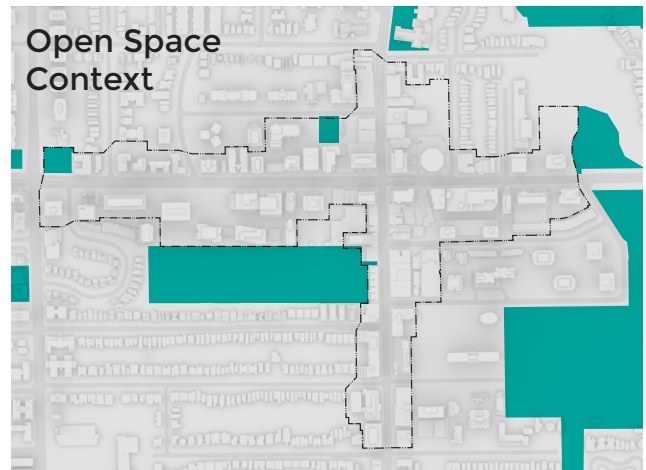
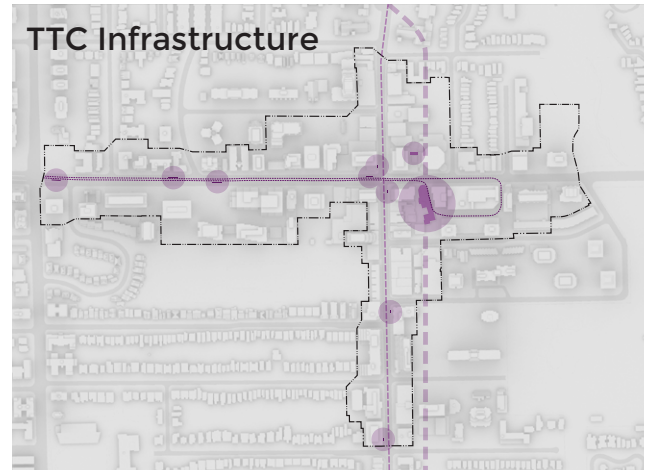
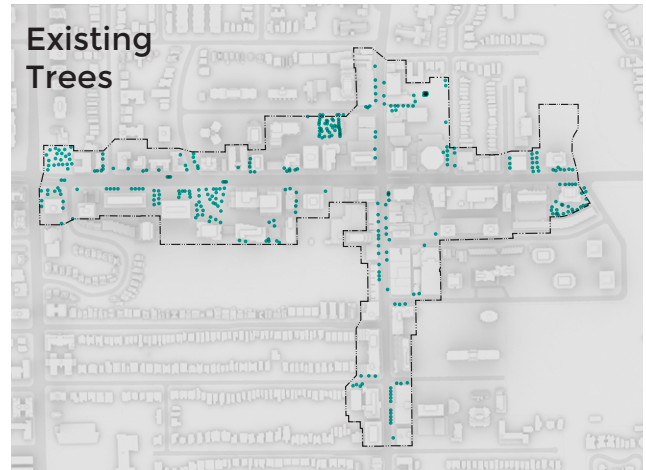
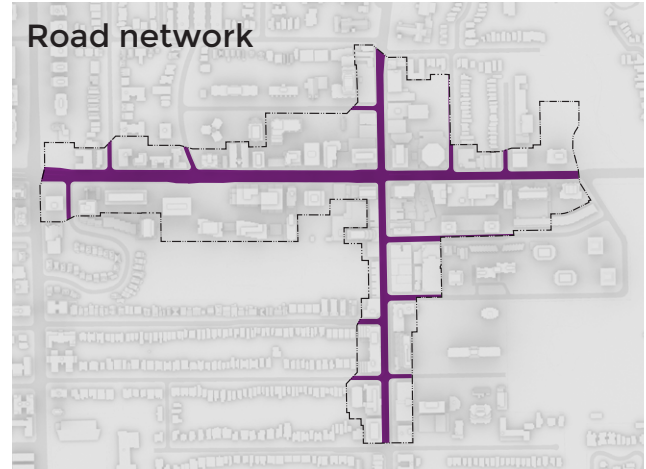
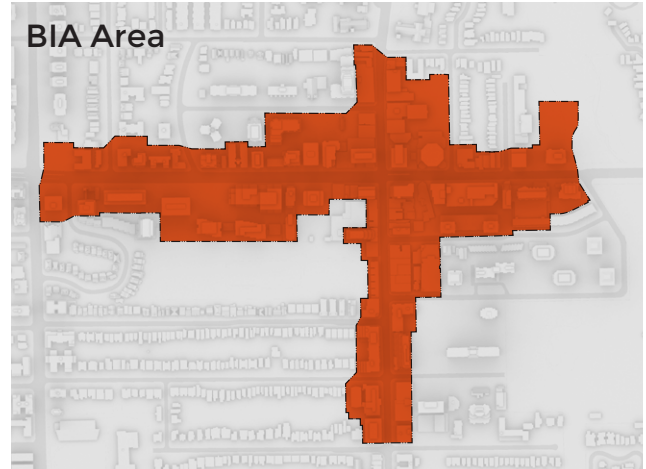
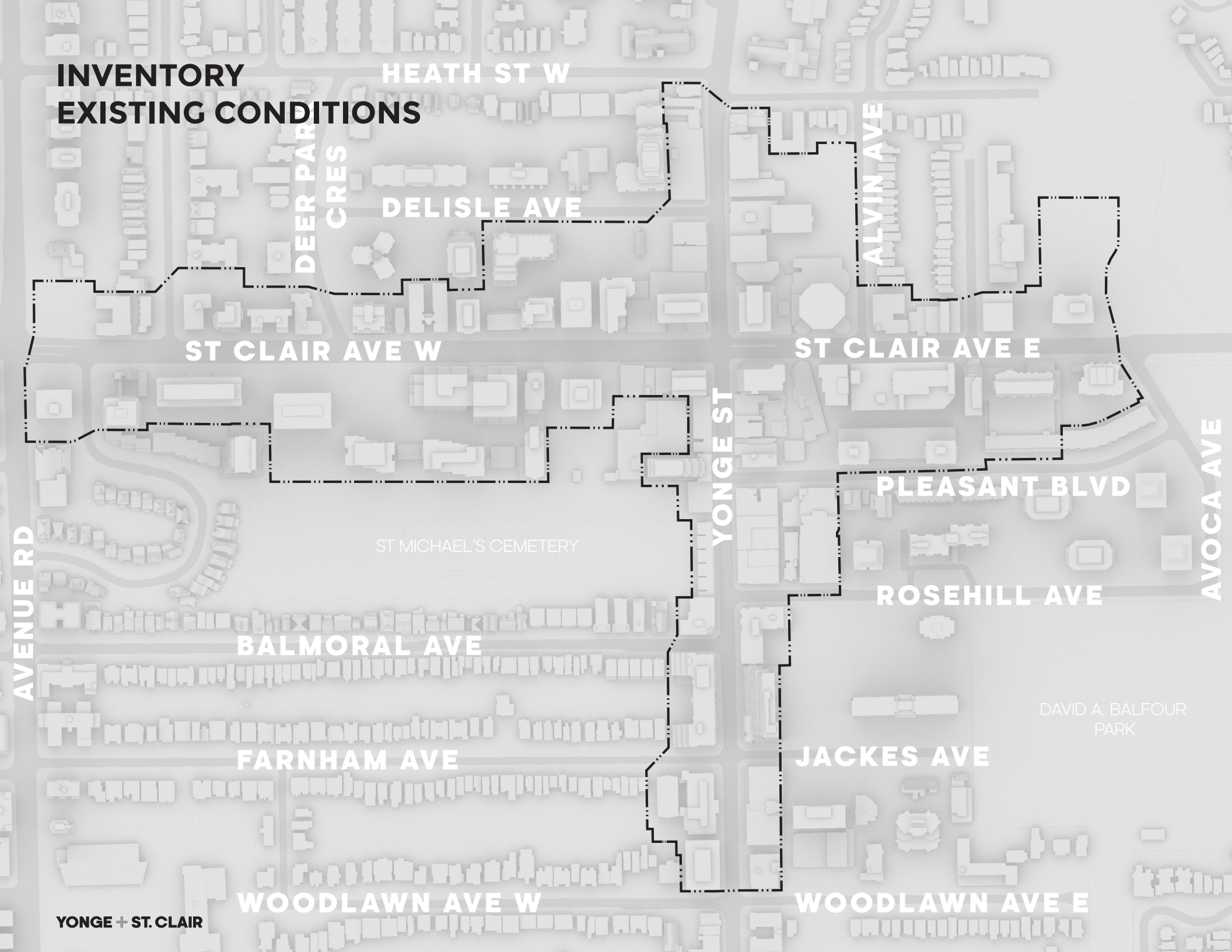


Fire insurance plans are detailed maps of urban forms, including buildings and construction materials, for use by insurance companies to determine fire risk. These historical documents provide an overview of how a neighborhood evolved by tracing the development of individual lots over time. It is clear from Goad's Atlas of the City of Toronto that the Yonge and St. Clair and the surrounding Deer Park neighbourhood was a sparse collection of buildings in 1890. A significant percentage of the lots were developed by 1913, with a majority of the housing stock built in the preceding years. By 1947 the area largely resembles what we know today, with the exception of the commercial development that would populate the intersection of Yonge and St. Clair.

Historic photos illustrate the fine grain retail landscape of Yonge Street has been present for a long time, even with the periodic replacement of older structures. St. Clair has unquestionably changed from the muddy residential street photographed in 1911 to the busy corridor it is today.



# INVENTORY EXISTING CONDITIONS





Yonge Street - East Side

Today, Yonge and St. Clair is a vibrant hub providing countless opportunities for work and play. Perched at the top of a hill providing significant views to the North and South, the intersection is the area's heart. Here the street activity is at its most focused, supported by multiple public transit modes and wide sidewalks. East of Yonge, St. Clair is primarily office use at grade with some retail. West of Yonge St. Clair provides a mix of residential and office uses at grade with some small- and large-scale retail. Yonge Street is primarily small, fine grain retail in older structures with service, education, and office uses mixed in.

There are five main gateways connecting the BIA to the surrounding urban fabric: The entrances to St. Clair at Avenue Road to the west and Avoca Avenue to the east, Yonge Street entrances at Woodland Avenue to the South and Heath Street to the north, and the intersection of Yonge and St. Clair itself for those arriving by transit.

Large greenspaces are accessible within a short walk from the intersection. David A. Balfour Park to the east includes the Rosehill Reservoir. The Yellow Creek Ravine can be accessed directly from St. Clair via a staircase on the eastern boundary of the BIA. Mount Pleasant Cemetery to the north is also an arboretum with an extensive trail network open to the public. The private St. Michael's Cemetery provides tranquil views in the dense urban environment. Small urban parks including the Delisle – St. Clair Parkette and Amsterdam Square provide places of respite directly adjacent to the street.



St. Clair Ave. W - South Side

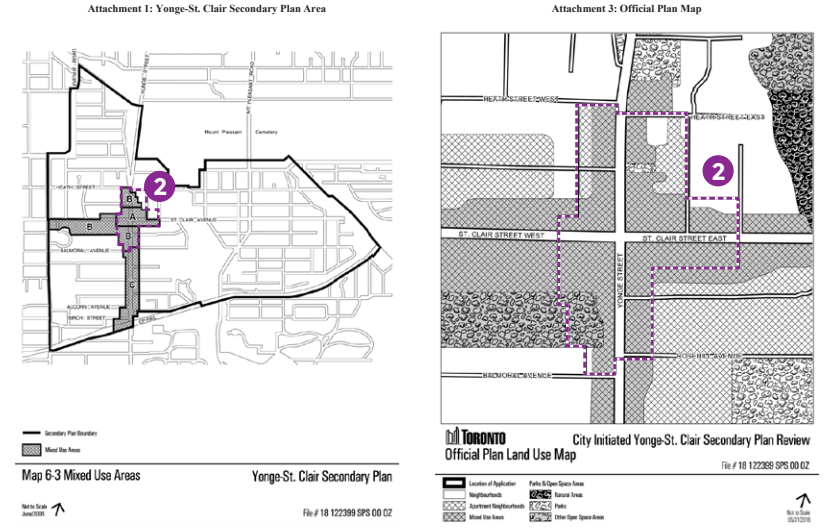
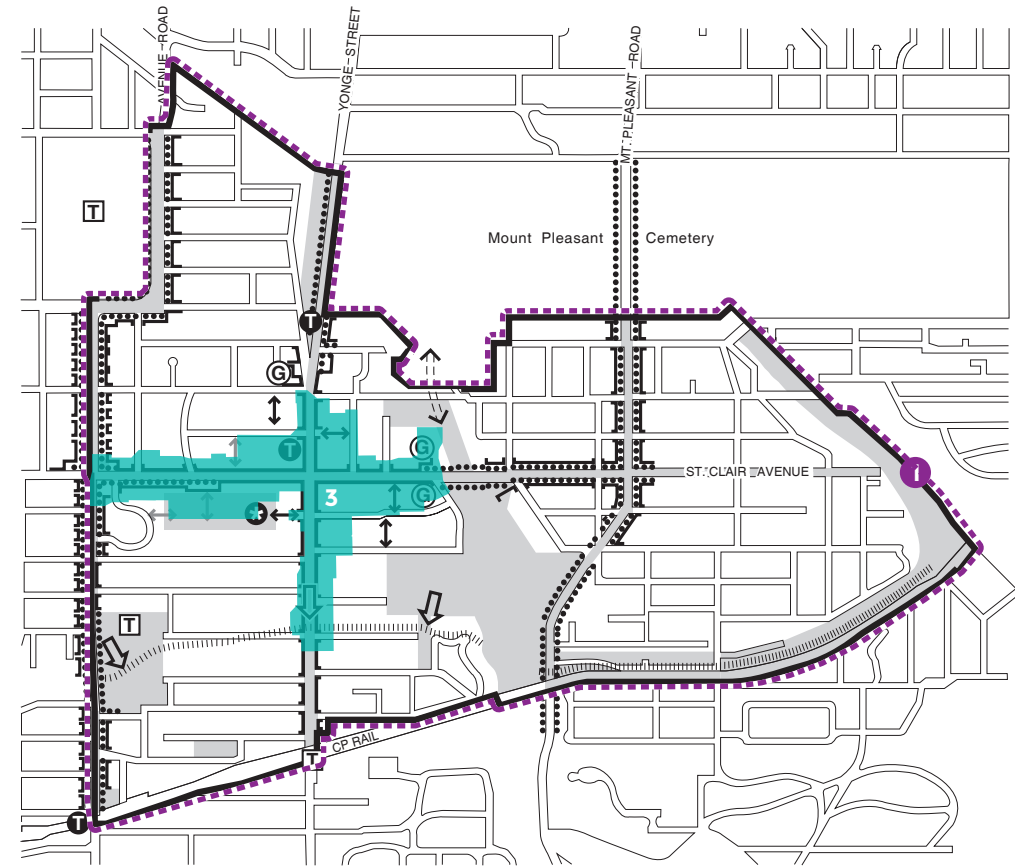
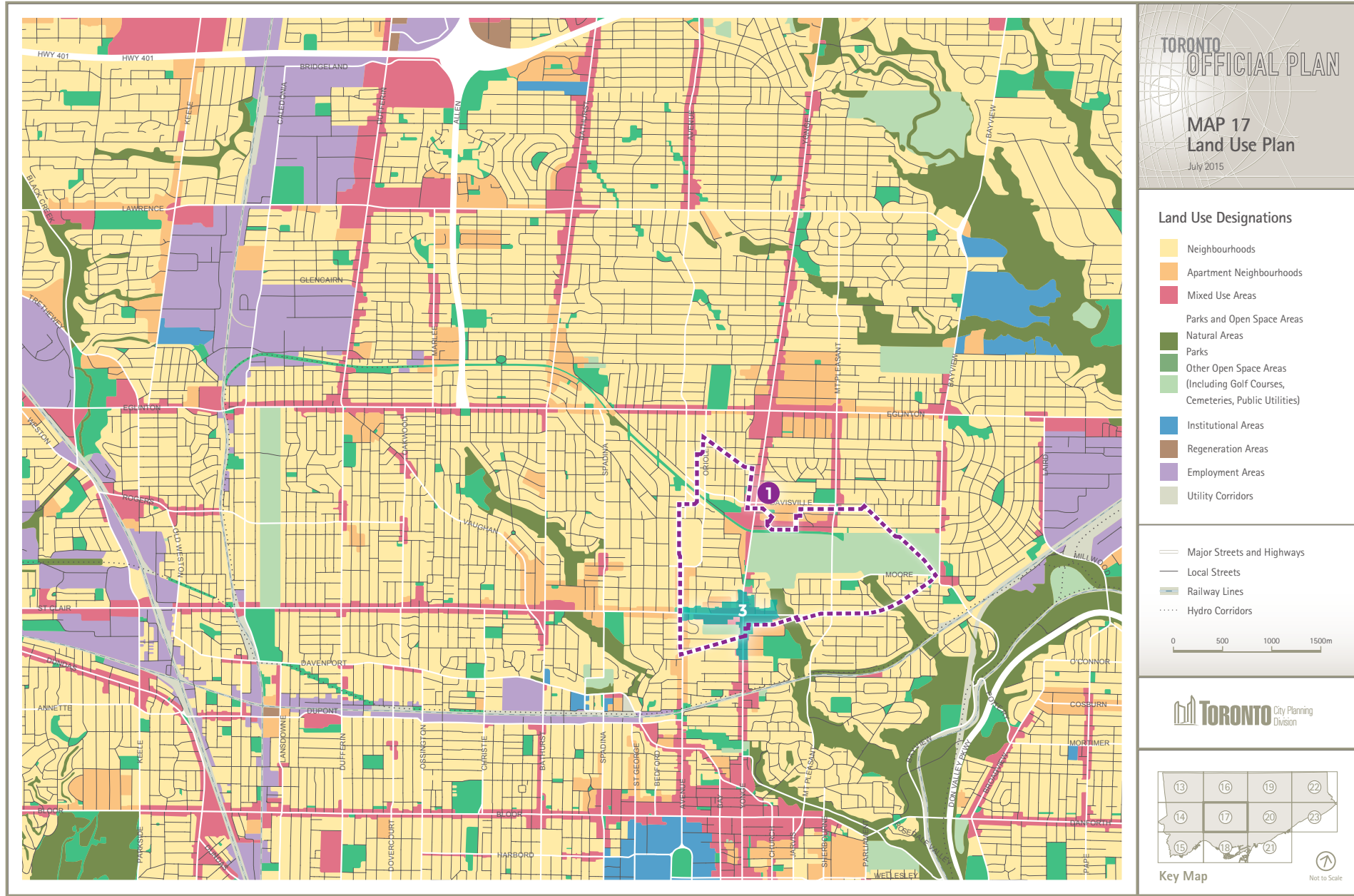
Yonge Street is primarily hardscaped with a consistent streetwall of varying heights. Prefabricated planters, some with integrated seating, have been installed by the City of Toronto to support small street trees in varying states of health. St. Clair boasts more canopy cover primarily with trees planted at grade on private property.

Sidewalks are in varying states of repair, resulting in an inconsistent clearway for pedestrian movement. Numerous pinch points are observed where the clearway is interrupted by buildings or street furnishings and infrastructure.

A dedicated streetcar lane along St. Clair keeps cars separate from streetcar operations. Streetcar stops take the form of traffic islands within the roadway. East of Yonge the streetcar lane merges with the car lanes.

Bike infrastructure in the BIA includes bike parking, either in the form of the standard city Post and Ring style fixture, or a non-standard street furnishing provided by individual property owners. Bikeshare Toronto is currently exploring expansion of new stations into the area as part of their capital projects.

# INVENTORY PLANNING CONTEXT

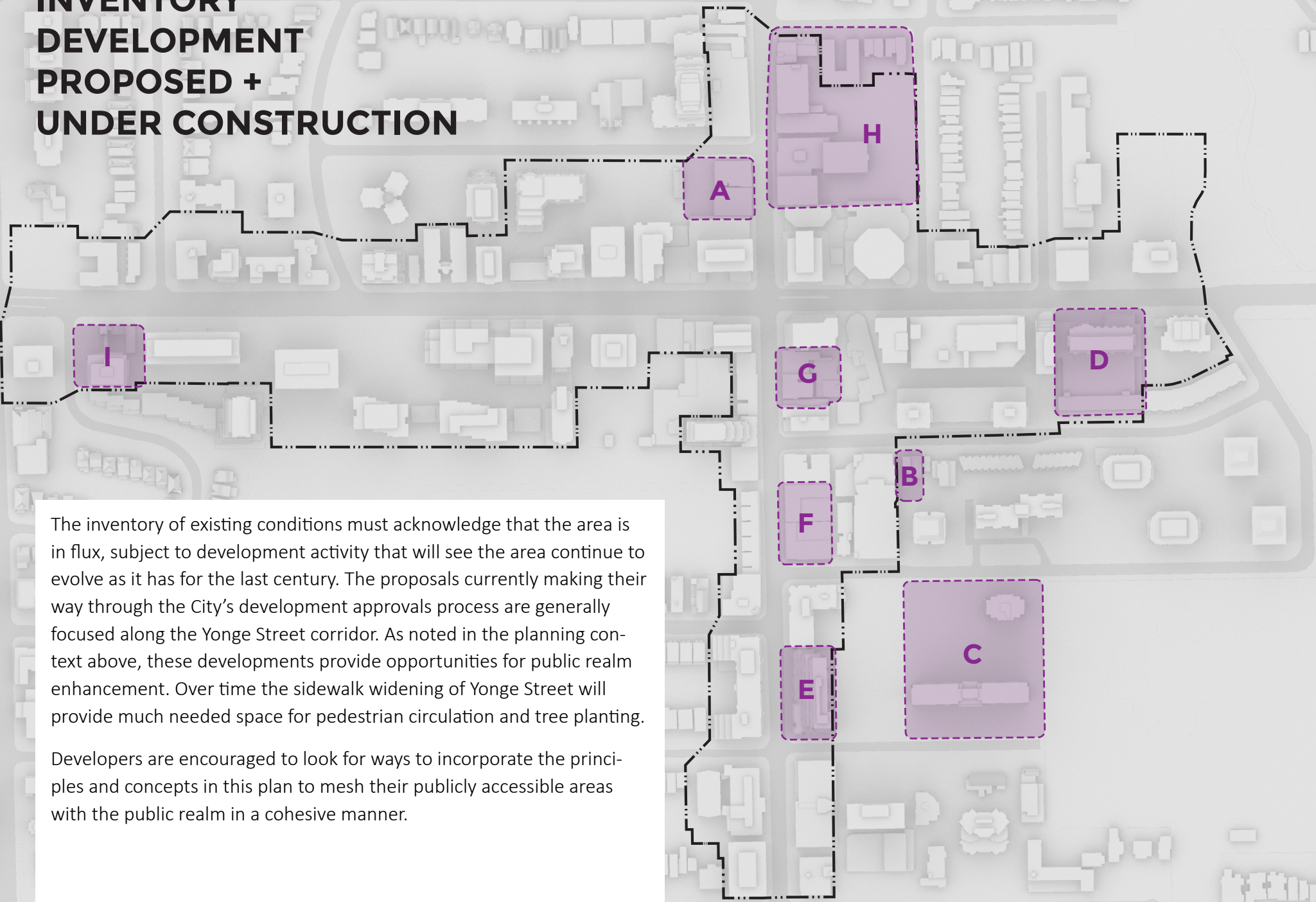


- 1 Yonge-St. Clair Secondary Plan Boundary
- 2 Built form policy review study area
- 3 BIA Boundary

The City of Toronto is updating the Yonge-St. Clair Secondary Plan which provides urban design principles and guidelines for future development. This plan requires development to meet a number of objectives that affect the public realm. For example, development fronting on Yonge Street 3 is to be set back 3 metres from the Yonge Street property line to accommodate wider sidewalks and landscape areas. Area character is reinforced by efforts to preserve and support fine grain retail where it exists, and maintain areas like St. Clair Avenue West as having fewer retail frontages.

A study dedicated to the built form policies of a smaller, mixed-use area within the secondary plan boundary is currently underway. This focus area is generally located at the intersection of Yonge and St. Clair. The outcome of this study will provide further guidance related to built form of the main node within the BIA.

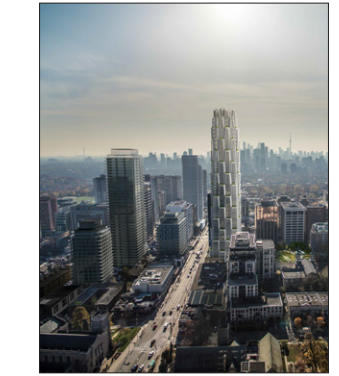
# INVENTORY DEVELOPMENT PROPOSED + UNDER CONSTRUCTION



The inventory of existing conditions must acknowledge that the area is in flux, subject to development activity that will see the area continue to evolve as it has for the last century. The proposals currently making their way through the City's development approvals process are generally focused along the Yonge Street corridor. As noted in the planning context above, these developments provide opportunities for public realm enhancement. Over time the sidewalk widening of Yonge Street will provide much needed space for pedestrian circulation and tree planting.

Developers are encouraged to look for ways to incorporate the principles and concepts in this plan to mesh their publicly accessible areas with the public realm in a cohesive manner.

**A** 1 Delisle



**B** 29 Pleasant Blvd



**C** 44 Jackes Ave



**D** 77 - 81 St Clair Ave E



**E** 1331 Yonge St



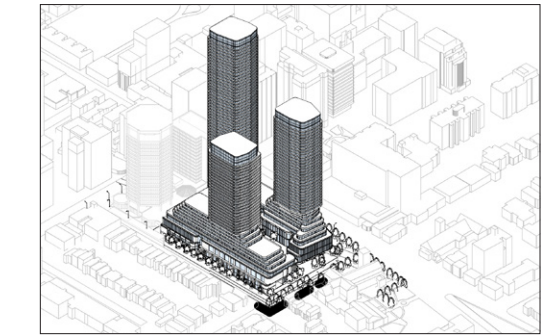
**F** 1365-1375 Yonge St



**G** 1421 Yonge St



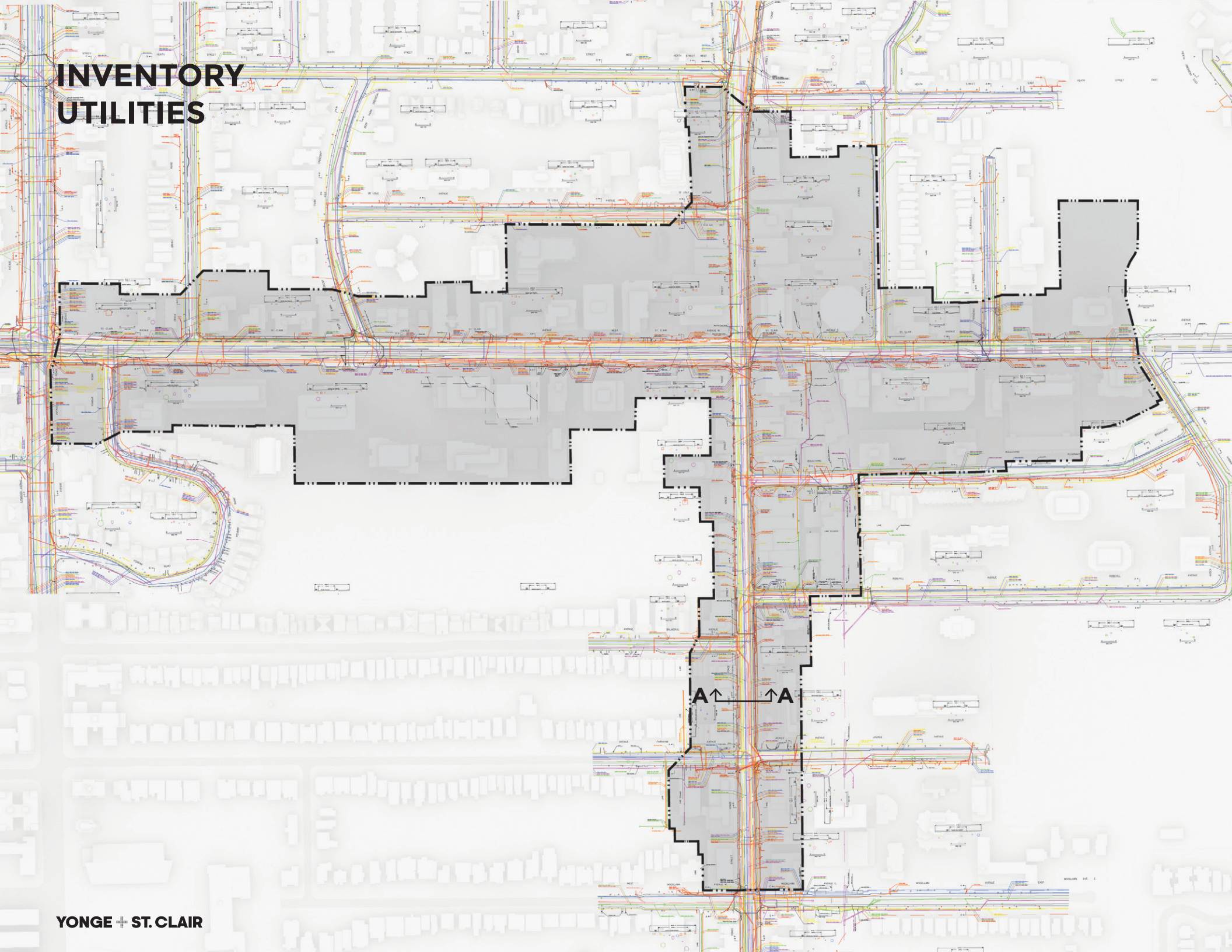
**H** St Clair Block Development



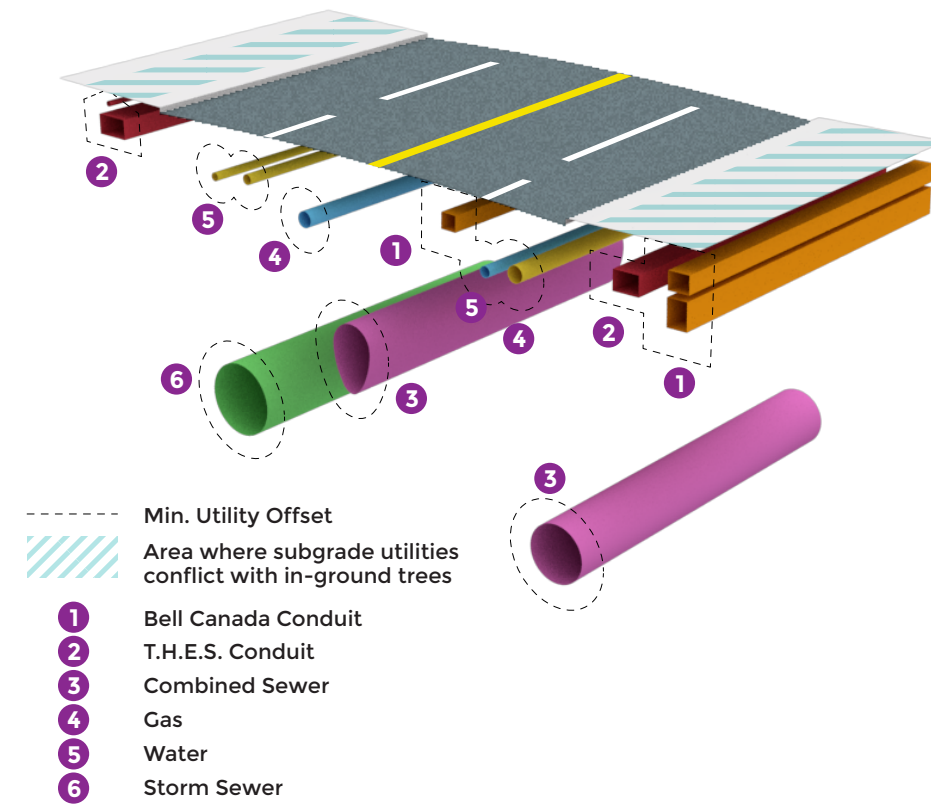
**I** 129 St Clair Ave W



# INVENTORY UTILITIES



## Section A Typical Conditions

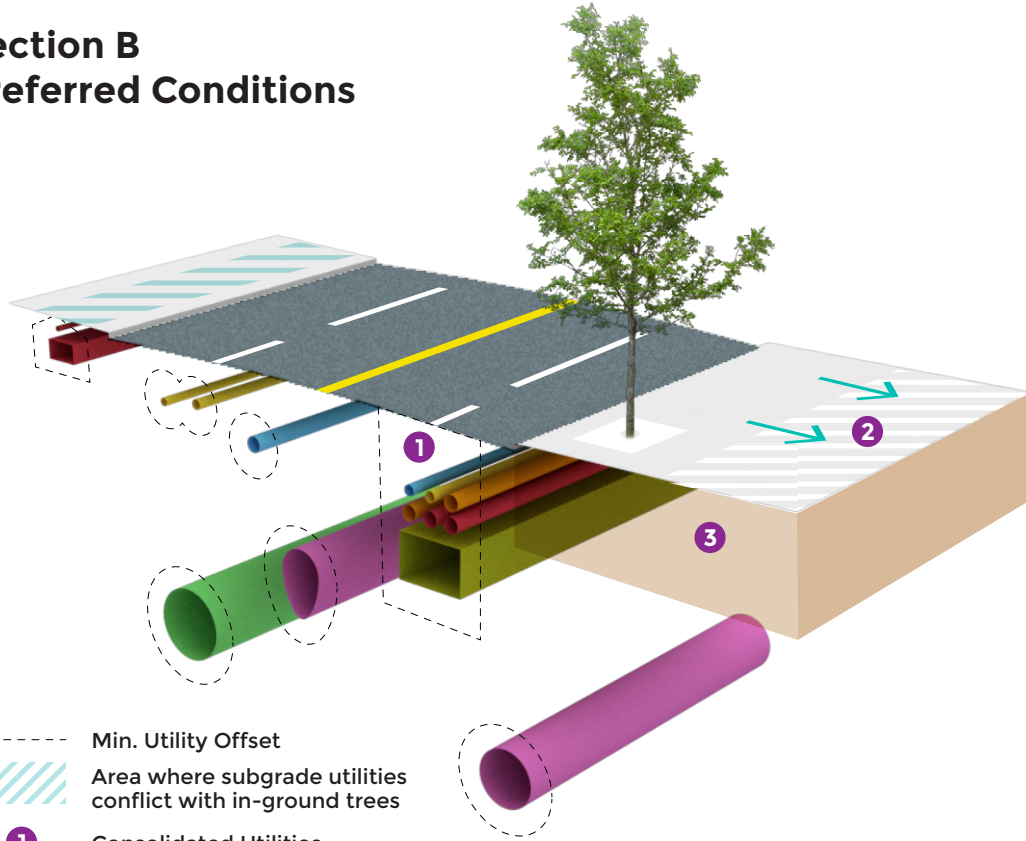


### Utility congestion

Like many areas in the city, the space below the sidewalk within the right-of-way is congested with existing utilities that provide essential services. These conduits and ducts prevent trees from being planted within the sidewalk itself, necessitating above ground planters to provide the soil space to support trees. This is especially apparent along Yonge Street with the introduction of the pre-fabricated planters.

As a general guideline, in-ground tree planting is preferred because it provides access to the greatest amount of soil without interrupting the space available for the public realm. In many areas within the BIA that is currently not possible due to existing buried utilities. The diagram at left provides a typical example the current conditions.

**Section B  
Preferred Conditions**

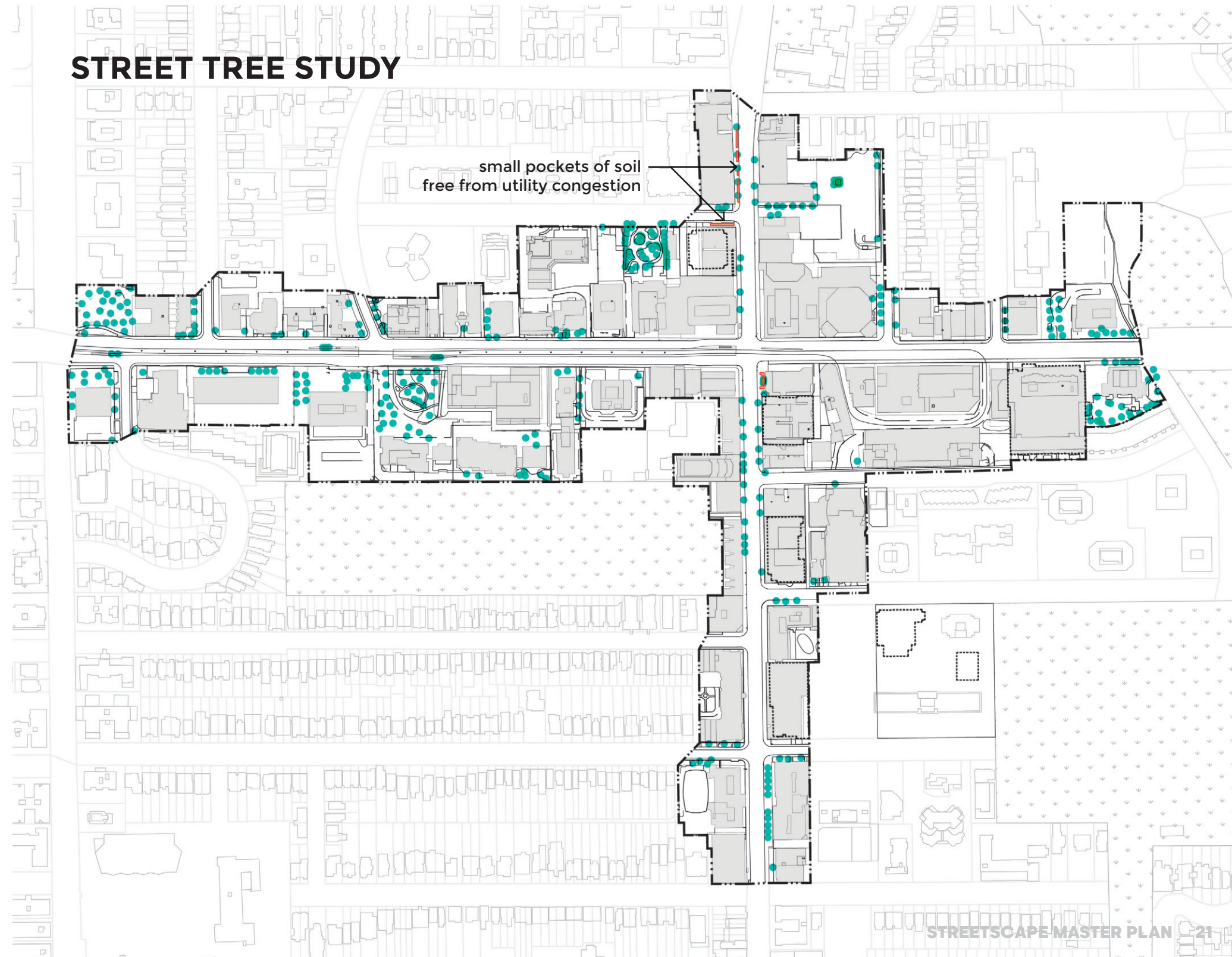


- Min. Utility Offset
- Area where subgrade utilities conflict with in-ground trees
- 1** Consolidated Utilities
- 2** Expanded Sidewalk
- 3** Subgrade soil volumes

**Preferred conditions**

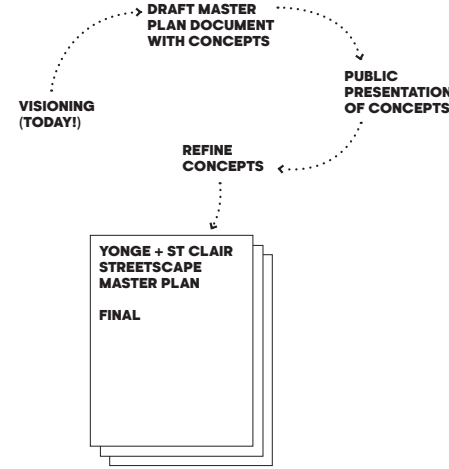
Moving forward, developers are encouraged to find ways to achieve at grade tree planting wherever possible. This may mean working with the City to explore a consolidated utility trench where utilities are realigned to a shared subgrade corridor freeing up soil space. Increased building setbacks may provide the space needed as well. There is no one-size-fits-all solution as each street profile is unique, but by working with the City and Utility companies it may be possible to find soil space, providing the in-ground trees that provide countless benefits.

**STREET TREE STUDY**





# PUBLIC VISIONING



## NEXT STEPS:

A summary of responses will be included in the final master plan document. Your feedback will inform the streetscape vision and ultimately shape the streetscape improvements that the BIA will pursue.

In October of 2018, The BIA and consultant team hosted a drop-in meeting in a storefront near the intersection of Yonge and St. Clair. The objective of this public visioning meeting was to create a shared vision for the BIA streetscape that could be used to guide the design development process. A few methods were used to collect feedback on the character of Yonge and St. Clair, ideas for the streetscape, and votes for preferences in terms of materiality, form, planting, and other elements.

The public was asked what should the BIA and consultant team know about Yonge and St. Clair? It was an opportunity to shape the process from the beginning, helping to create a shared streetscape vision and ultimately inform the streetscape improvements that the BIA will pursue.

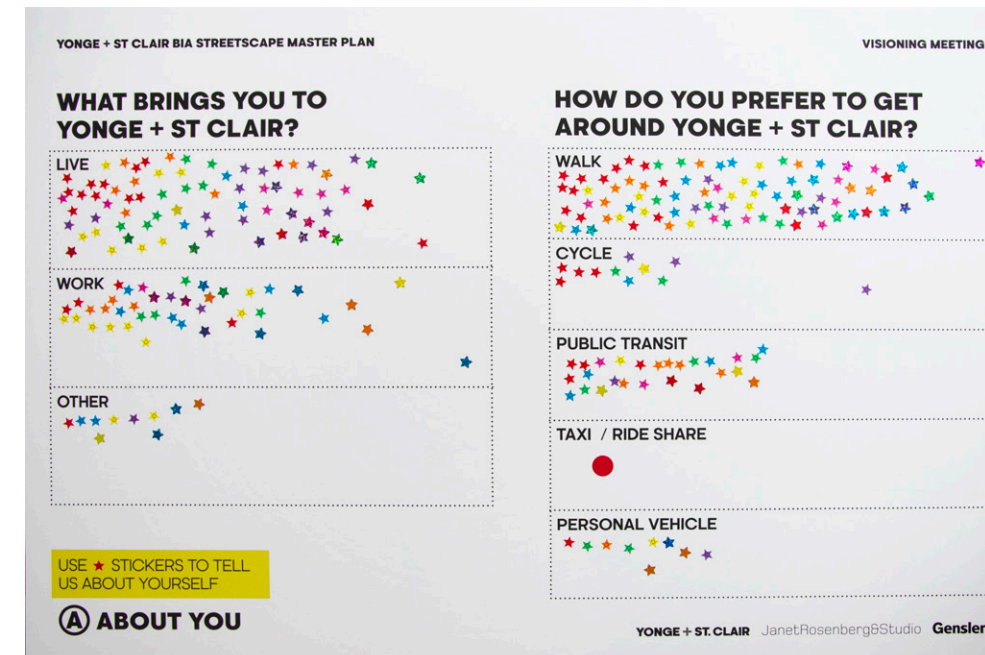
Public input was collected at three different stations: Demographics, Inventory/Context, and Preference Voting. Using stickers, pens, and post-it notes, attendees were encouraged to have their say by telling the consultant team about themselves, what they think works/doesn't work in the area, and what they would like to see at Yonge and St. Clair. Demographic information was collected by simple sticker voting. Existing conditions and notes of the character of Yonge and St. Clair were collected through notating a visual inventory of the streetscape created with block-length photographic elevations laid out in the same configuration as the streets themselves. Finally, attendees were asked to vote on the future of the streetscape by using dots on the preferences panels.

For members of the public who couldn't attend the meeting, an online survey was developed with similar questions.

# WHAT WE HEARD



Most participants live or work **within** the BIA area

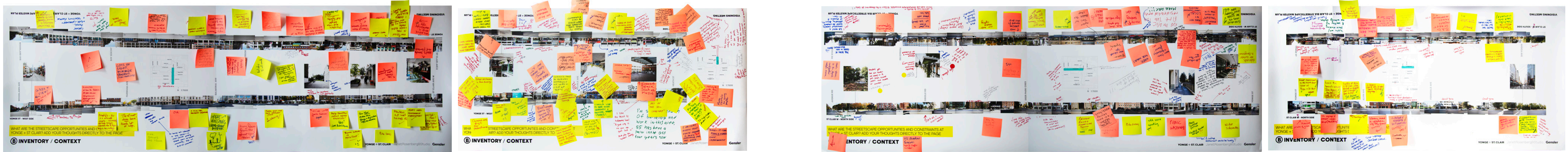


Participants included a healthy mix of **residents and those employed** in the area

**Walking and public transit** are the preferred method of getting around the BIA



# WHAT WE HEARD



Participants were asked to notate the inventory / context panels with their thoughts on the area's opportunities and constraints, as well as their ideas for the future. The completed panels are shown above, and a few examples of the comments and feedback are excerpted at right.



Yonge St

more inviting entrance to cemetery ... lost opportunity  
why are you always locked???

Wider sidewalks and narrower streets  
+10% more of this please  
More greenery along sidewalk



Or bump out sidewalk in key strips - so much street parking should start to become unnecessary, esp. w/ R-O-W structure.

I would like to see more greenery + better street trees!  
yes! 2022



Needs benches and planters

Use more colour!  
Art? Furniture?  
Plants?  
Installations?

Improve Access yes to ravine!  
Use the space (park (reservoir) better - more seating / place to congregate

Improve connection to the ravine!

St Clair Ave

make ravine entrances more inviting + well lit

use soft creative lighting

Lights or a crosswalk needed

Yes please!  
Needs permanent outdoor seating  
THIS IS GREAT!



Existing greenery often planted in poor places  
- Beautiful street-scapes  
- greenery  
- outdoor seating  
Needs Winter + Summer

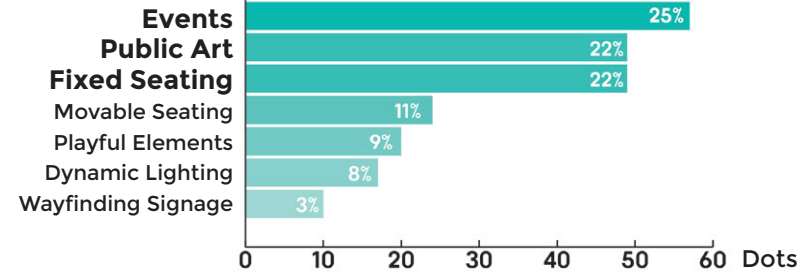
The sidewalk is WAY too narrow and always cluttered with recycling bins, garbage bags, construction signs, etc. Get rid of the right turn lane! Maybe then there would also be room for trees

WIDER SIDE WALK!

# PREFERENCES

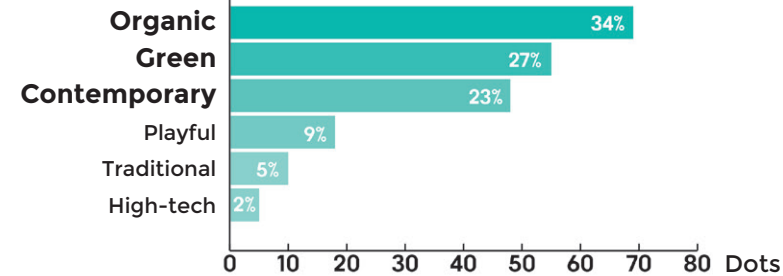
Dotmocracy sticker voting allowed residents to articulate a vision for the area

## AMENITIES



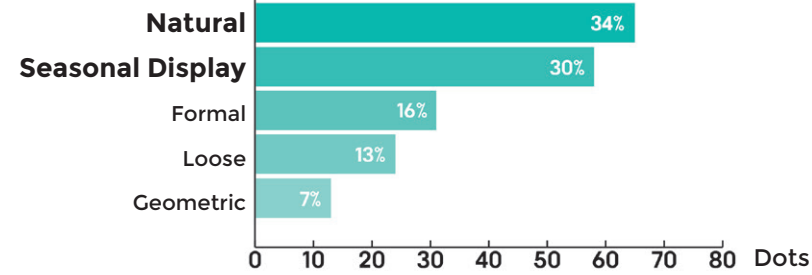
Public art, events, and fixed seating were the most popular amenity

## CHARACTER



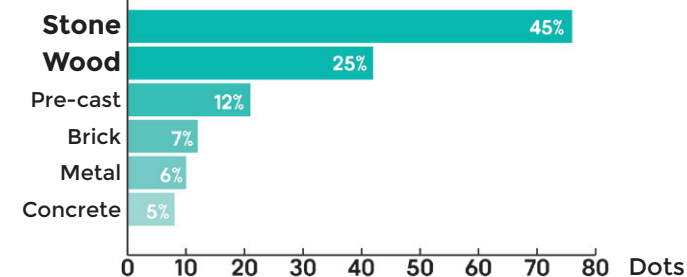
A strong preference for organic, contemporary design that incorporates vegetation

## PLANTING



Planting should be natural and change seasonally

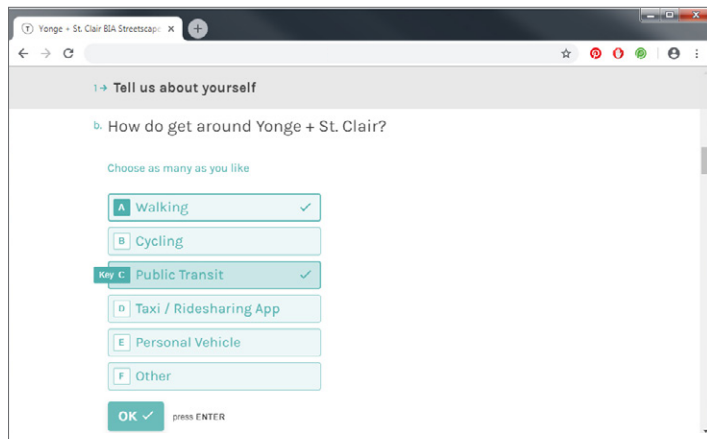
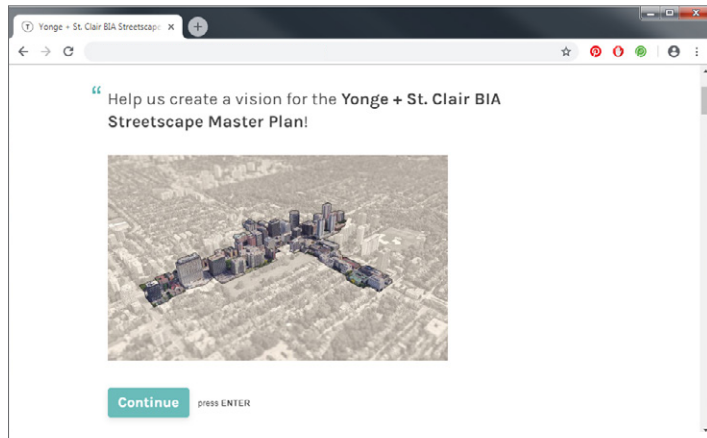
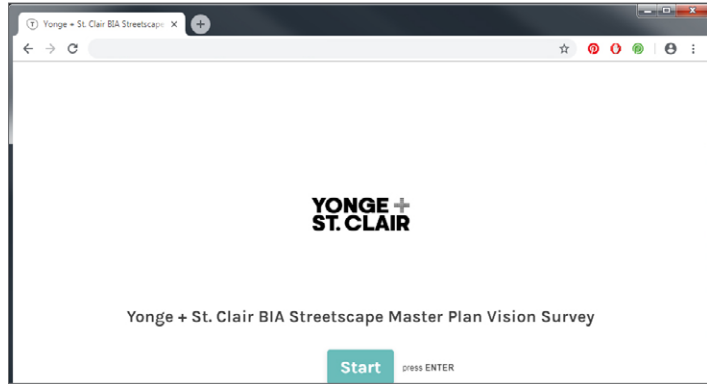
## MATERIALITY



Wood and stone were the most popular materials

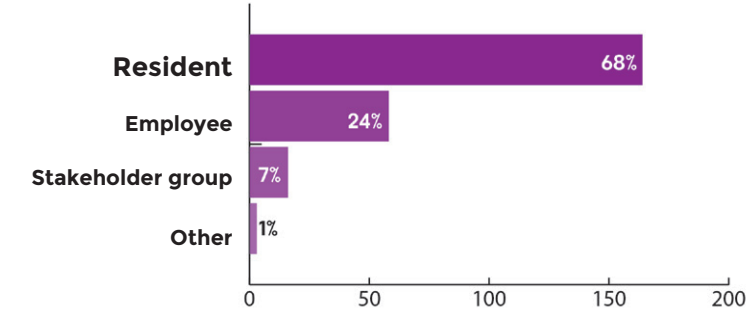
# ONLINE SURVEY RESULTS

Subscribers to the BIA mailing list were invited to participate in an online survey

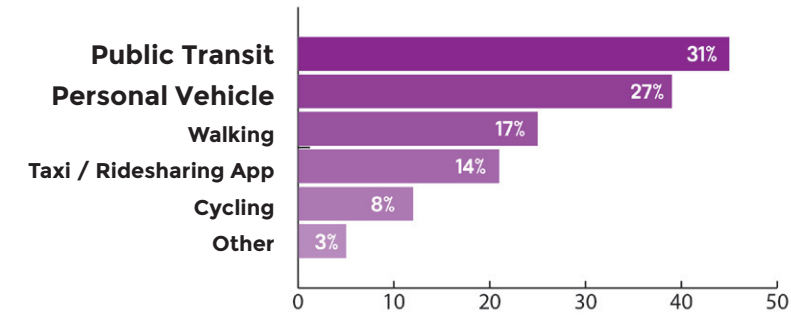


# ONLINE SURVEY RESULTS

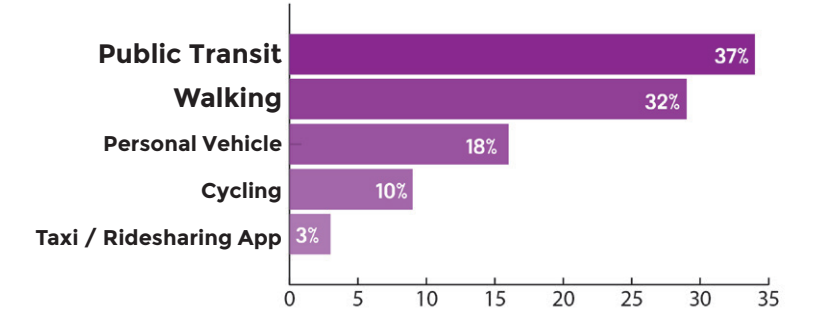
## Survey Responders



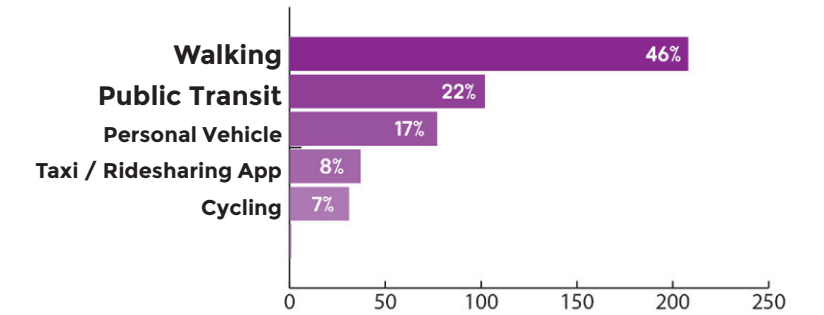
## How do your customers travel to Yonge + St Clair?



## How do you get to work?



## How do you get around Yonge + St Clair?

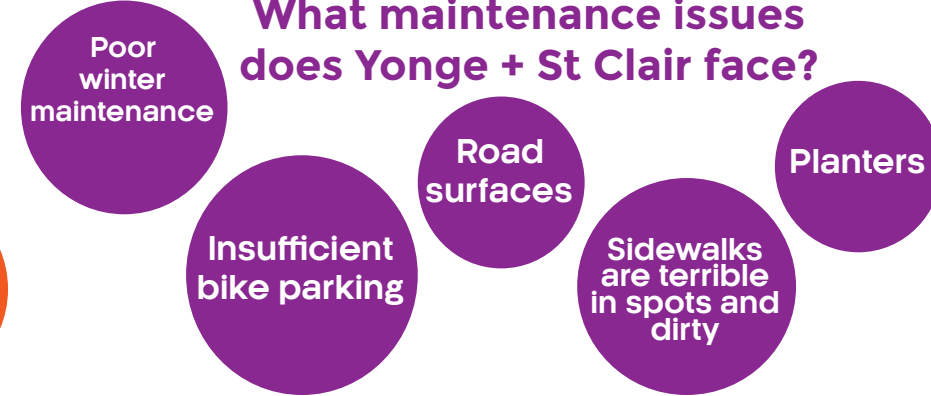


## ONLINE SURVEY RESULTS

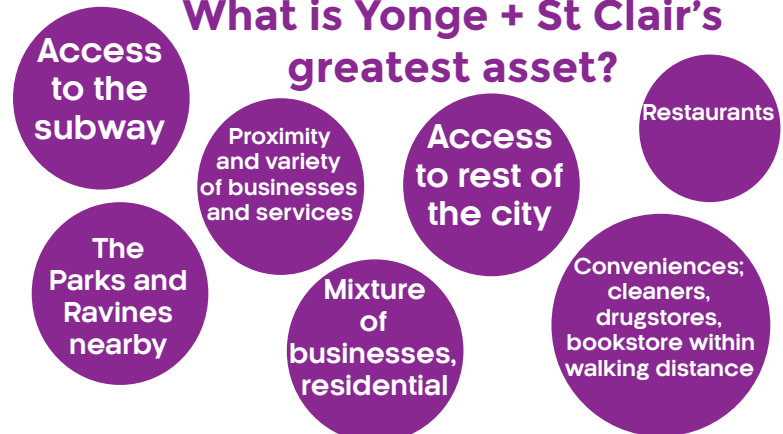
### What do you think about the mix of signage on local businesses?



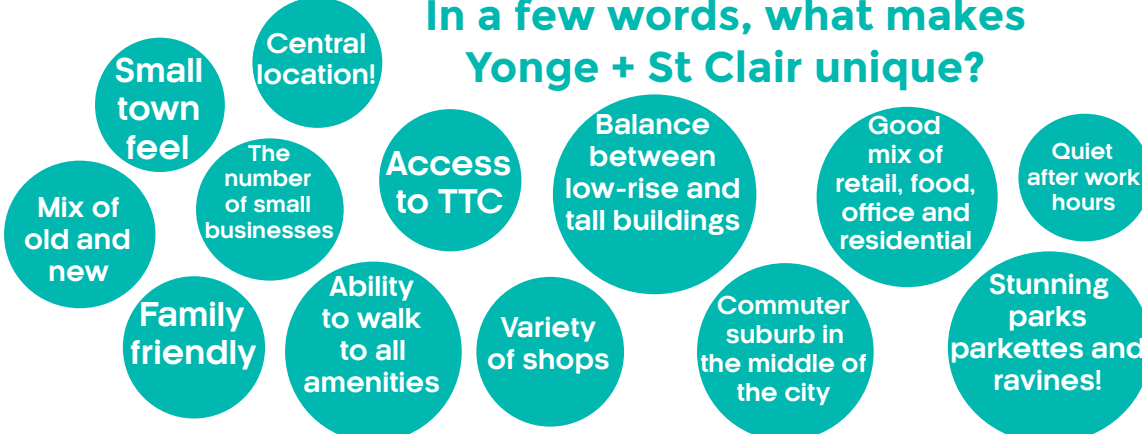
### What maintenance issues does Yonge + St Clair face?



### What is Yonge + St Clair's greatest asset?



### In a few words, what makes Yonge + St Clair unique?

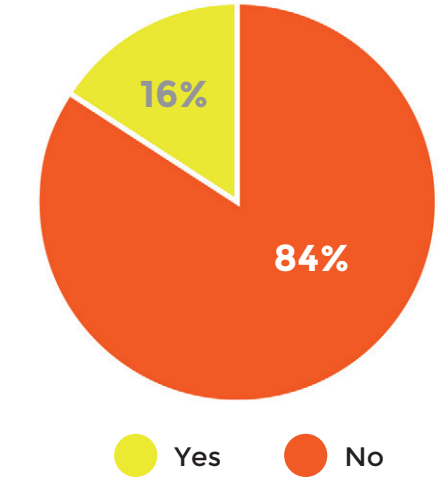


### Do you have any ideas to improve Yonge + St Clair?

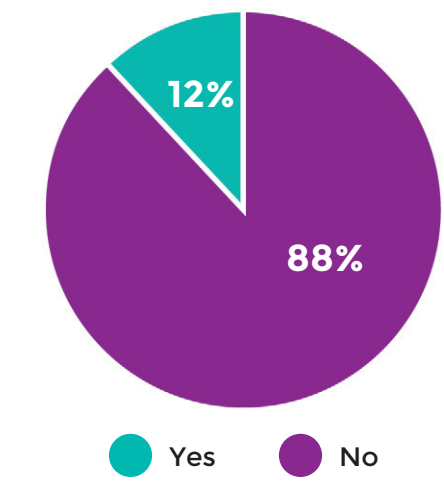


## ONLINE SURVEY RESULTS

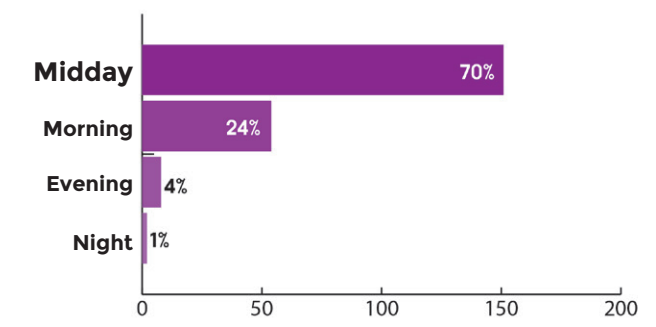
### Is there enough seating in the area?



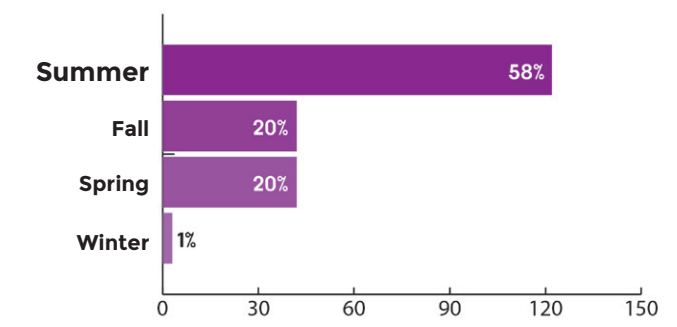
### Is there sufficient street tree canopy cover?



### At what time of day is Yonge + St Clair most active?



### At what season is Yonge + St Clair most active?



# 2<sup>nd</sup> PUBLIC MEETING - STREETSCAPE CONCEPTS

A second public meeting was held in March 2019 to provide an opportunity for members of the public to see the draft streetscape concepts and provide input into the designs. The well-attended meeting, held in another storefront space near Yonge and St. Clair, included a presentation on the streetscape plan and concepts followed by a Q + A session. Feedback came in the form of comments

made directly at the meeting or in a written questionnaire available during the meeting. An online questionnaire was made available for those who couldn't attend in person.

# WHAT WE HEARD



Attendees of the 2nd Public Meeting

**What do you like about the Streetscape Master Plan concepts?**

- Accessibility and clearway focus
- Increased public space
- Public art, bike racks, lighting
- Considering the area as a whole
- That it's happening
- It's a good start
- Green elements
- Granite sidewalks
- Building set back from the street
- Less emphasis on cars
- Improvements to Pedestrian Realm
- The added seating elements
- Lighting and greenery
- Community spaces and public art
- Strong cohesive design language
- New benches trees and flowers are positive

**What do you think we can improve?**

- Safety for cyclist.
- Accommodate the cycling community
- Protected bike lanes at sidewalk level
- Litter
- Something to highlight Yonge and St Clair intersection
- Use the BIA brand to identify the area
- Snowmelt system for sidewalks.
- Reduction of street furniture clutter
- Wider Sidewalks
- Add seating that doesn't face traffic
- More vegetation and natural elements
- Accessibility is critical
- Incorporate Vision Zero initiative from the city of Toronto to cut down on pedestrian and cyclist deaths.
- Add Bike lanes / Cycle track

**Any other comments or questions?**

- Actual protected bike lanes
- Make Yonge & St Clair safer and more comfortable for everyone
- Coordinate Master Plan with others in the area
- Strong branding symbol in the sidewalks/banners
- Proper wind study and design ways to reduce wind tunneling at intersection
- Enhance pedestrian safety with tactics such as tightening turning radiuses, mid-block crossings, bollards lining narrow sidewalks
- Maintain the plants in the raised beds so they don't become garbage containers
- Blue light causes sleep disturbance, use a different colour for lights
- Consistent BIA-wide snow clearing program
- Building set back is important
- I shop where I can safely travel by bike



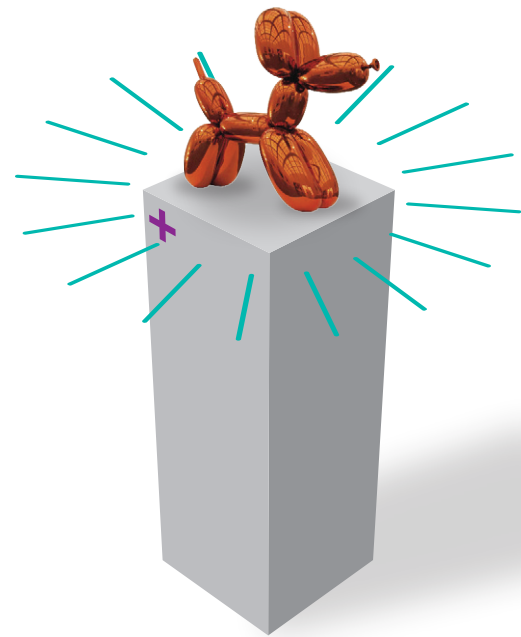
## GUIDING PRINCIPLES

Guiding principles are the core elements that define the concepts, strategies, and implementation steps that can be used to attain the ultimate goal of the streetscape master plan, namely achieving the vision. Each streetscape concept was developed as a method to achieve some combination of the guiding principles described. These principles were derived from the public consultation process, input from the BIA membership and board, consultation with local stakeholders, context and inventory research, and public realm best practice research.

- 1. Better pedestrian infrastructure**
  - a. Wider sidewalks
  - b. High quality materials
  - c. Crosswalks
  - d. Laneways
- 2. Arts and Cultural Programming**
  - a. Events
  - b. Public Art
- 3. More Seating**
  - a. Fixed, contemporary seating elements
  - b. Integrated planting
  - c. High quality materials (stone, wood)
- 4. Street section upgrades**
  - a. Rest areas
  - b. Bike racks
- 5. Connections to local open space / amenities**
  - a. Encourage exploration
- 6. Enhanced planting program**
  - a. More planting
  - b. Better maintenance
  - c. Seasonal change

## VISION STATEMENT

***“A high quality public realm supporting innovative programming and creative installations shaping a sophisticated, year-round destination accessible to all.”***



The Vision Statement is a concise encapsulation of the desired future for the Yonge and St. Clair streetscape. The vision drives the development of the plan and provides a target that progress can be evaluated against as the plan progresses. It should be flexible enough to be able to adapt to future changes in technologies and conditions of the BIA and its membership.

For Yonge + St. Clair, this plan envisions a resilient infrastructure that provides beautiful, accessible, high quality public realm amenities while serving as the framework to host artwork and installations that activate the BIA and encourage users to stay longer and visit more often. The permanent public realm interventions are to be high quality and subtle to harmonize with the understated sophistication of the area and its users.



Bill Woodrow  
Regardless of History  
2000



Rachel Whiteread  
Monument  
2001



Marc Quinn  
Alison Lapper Pregnant  
2005



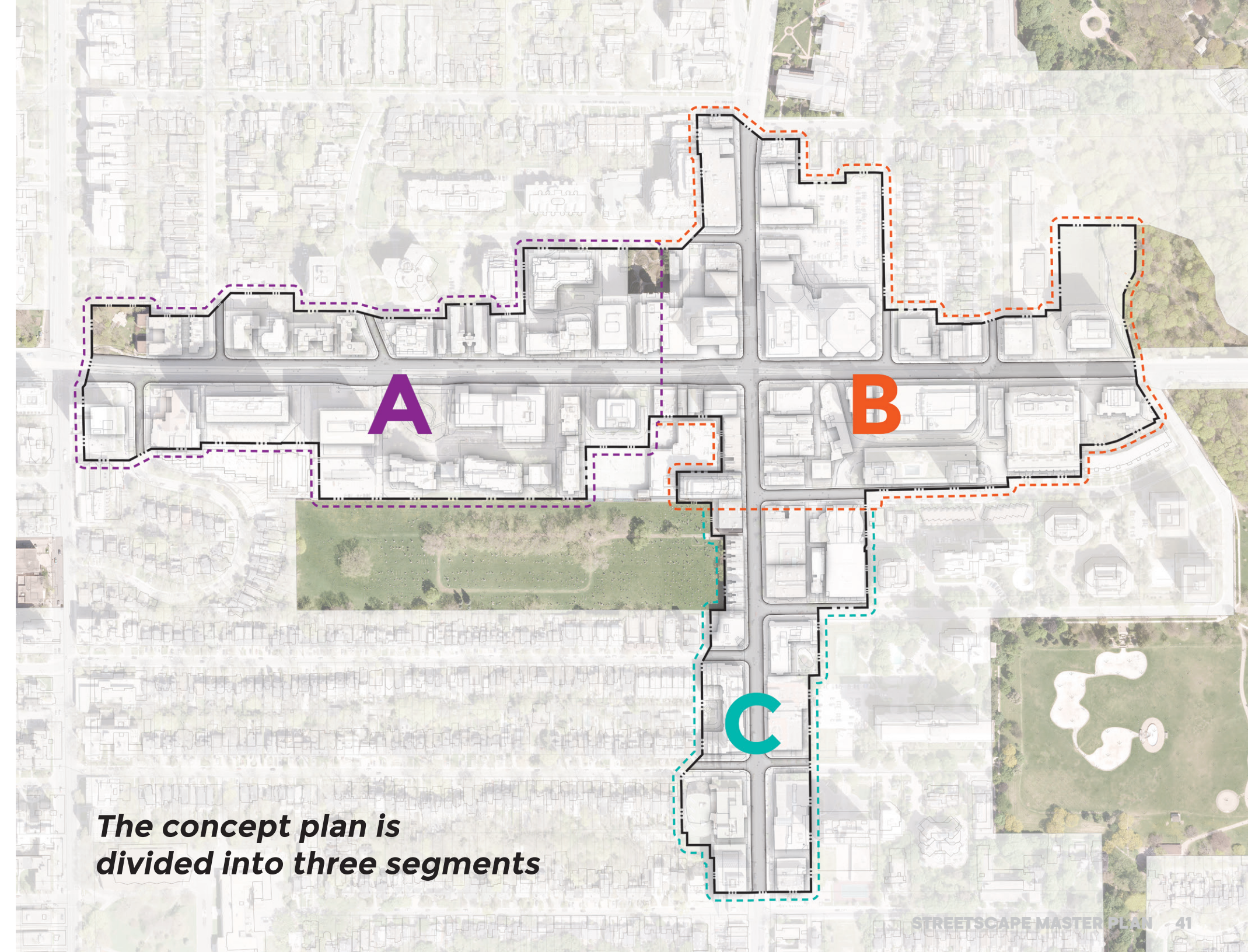
Thomas Schütte  
Model for a Hotel  
2007

A precedent for this temporary approach to activation through art and installation can be found in Trafalgar Square in London. Designed and built in 1841, the square's forth plinth was left empty due to lack of funding for a planned equestrian statue. It remained so for over 150 years until The Royal Society for the Encouragement of Arts, Manufacturers, and Commerce began commissioning temporary art works to be installed on the plinth in 1998. The Forth Plinth is now one of the most anticipated contemporary public art programs in the world, drawing hundreds of thousands of visitors each year.

Images from the Forth Plinth Commission Artist Information Pack

# CONCEPT PLAN

The conceptual plan illustrates the potential implementation of all streetscape concepts in one diagram, showing one possible future for the BIA. Streetscape concepts are mapped on to the site demonstrating the size and location of opportunities for interventions. Given the scale, the concept plan is divided into three segments. Each segment is illustrated in larger scale in the following pages. Interventions are described in greater detail in the following section.



***The concept plan is divided into three segments***



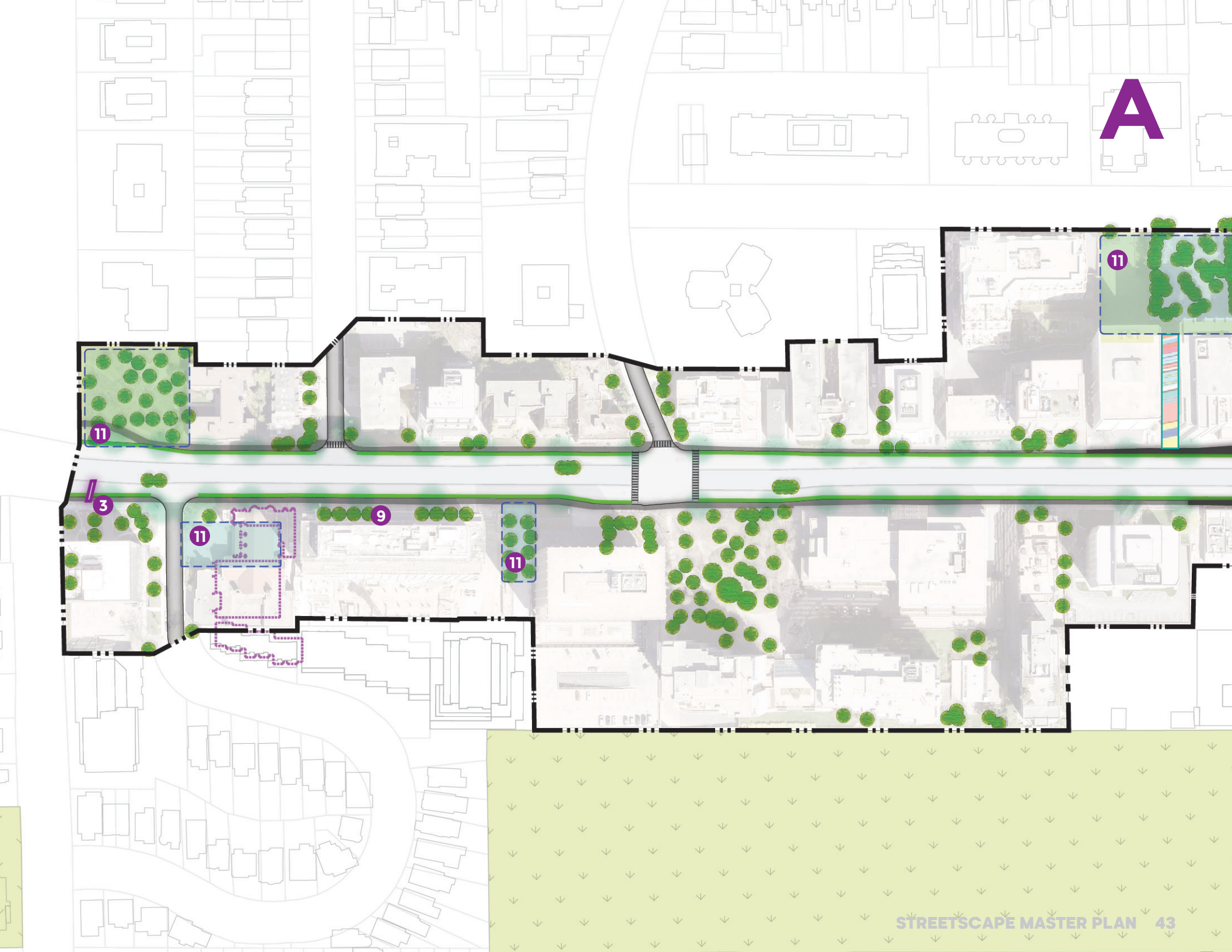
# CONCEPT PLAN (TILE A)

## Concept plan key

- 1 Landmark fixture
- 2 Laneway interventions
- 3 Gateway feature
- 4 Signature sidewalk paving
- 5 Bench feature at SE corner
- 6 Yonge St boulevard
- 7 Planter replacement
- 8 Streetscape upgrades
- 9 LED feature lighting
- 10 Comprehensive planting strategy
- 11 Activation zones



- Yonge and St.Clair BIA Extents
- Activation Zones
- Specialty Paving
- Development
- Clearway
- ▭ Existing Green Space
- Proposed In-ground Trees
- Bicycle lanes
- Proposed Sidewalk Extension
- ▭ Gateway
- ▭ Laneway

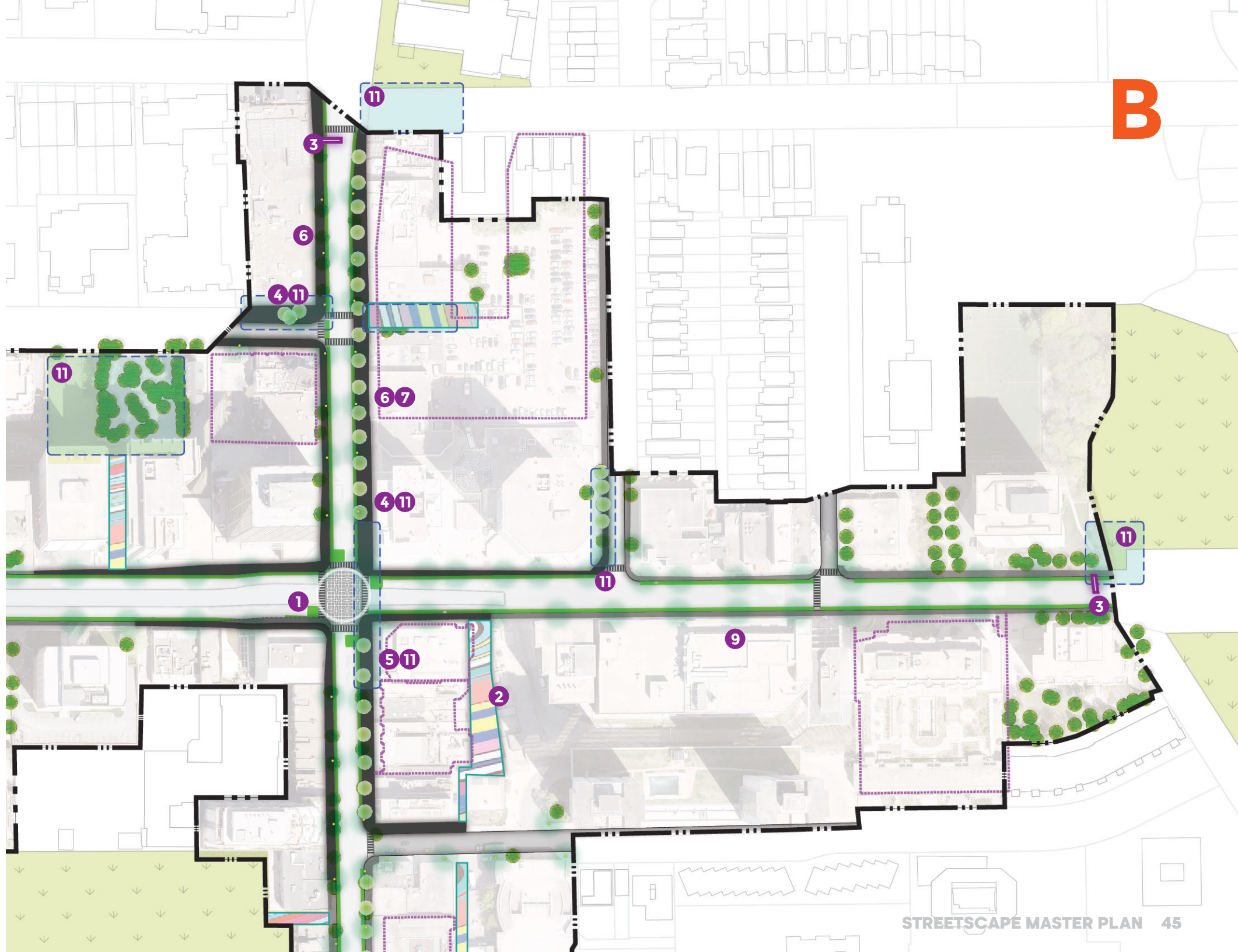
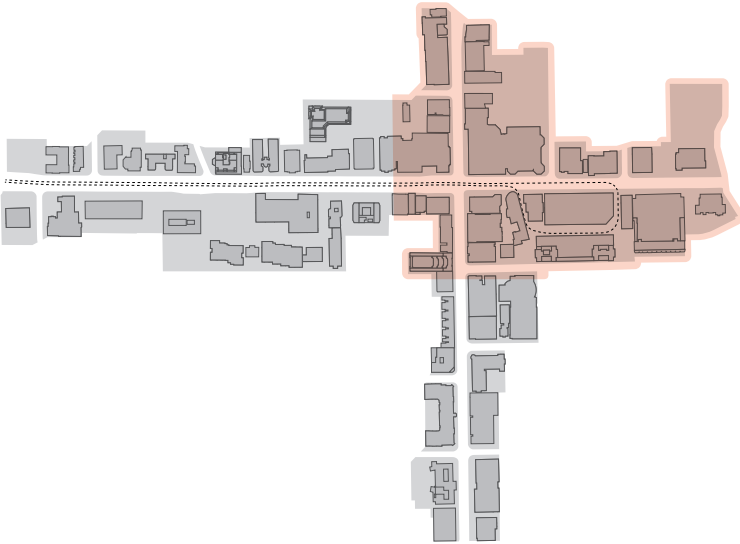


# CONCEPT PLAN (TILE B)

## Concept plan key

- 1 Landmark fixture
- 2 Laneway interventions
- 3 Gateway feature
- 4 Signature sidewalk paving
- 5 Bench feature at SE corner
- 6 Yonge St boulevard
- 7 Planter replacement
- 8 Streetscape upgrades
- 9 LED feature lighting
- 10 Comprehensive planting strategy
- 11 Activation zones

- Yonge and St.Clair BIA Extents
- Activation Zones
- Specialty Paving
- Development
- Clearway
- Existing Green Space
- Proposed In-ground Trees
- Bicycle lanes
- Proposed Sidewalk Extension
- Gateway
- Laneway

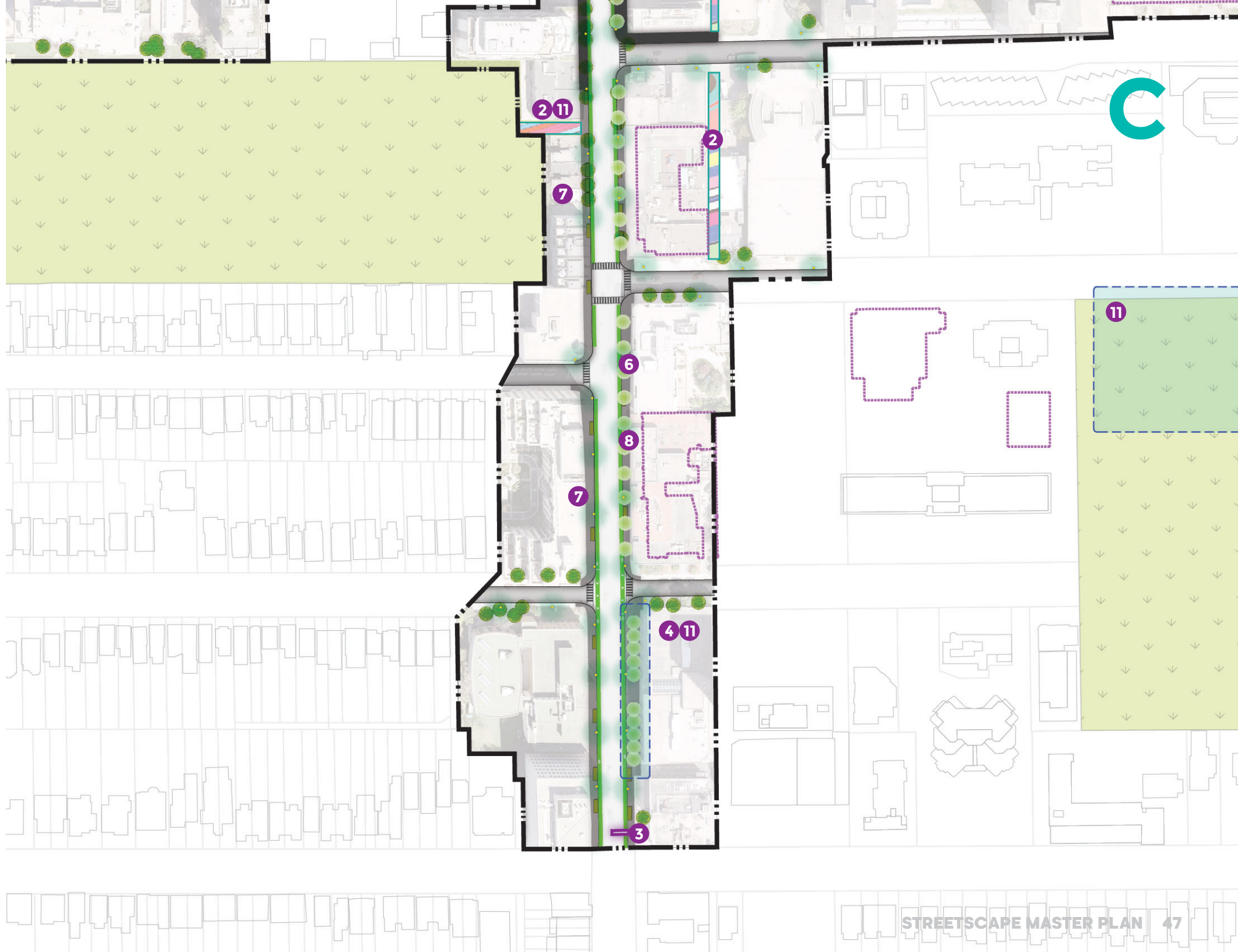


# CONCEPT PLAN (TILE C)

## Concept plan key

- 1 Landmark fixture
- 2 Laneway interventions
- 3 Gateway feature
- 4 Signature sidewalk paving
- 5 Bench feature at SE corner
- 6 Yonge St boulevard
- 7 Planter replacement
- 8 Streetscape upgrades
- 9 LED feature lighting
- 10 Comprehensive planting strategy
- 11 Activation zones

- Yonge and St.Clair BIA Extents
- Activation Zones
- Specialty Paving
- Development
- Clearway
- Existing Green Space
- Proposed In-ground Trees
- Bicycle lanes
- Proposed Sidewalk Extension
- Gateway
- Laneway



# CONCEPTS

A streetscape is much more than a concrete sidewalk or the number of lanes in the roadway. It is the cumulative experience of how a street looks and functions. Its affected by the materiality, configuration, adjacent built form, space allocation, and elements such as lighting, planting, seating, public art, and other street furnishings. The BIA is able to improve this public realm by making investments in things that enhance the experience of being and moving through the space. The unique character and identity of the area can be strengthened and enhanced by building on the area's history and success and providing a public realm that continues to invite people from all corners of the city to visit in all times of the day and in all seasons.

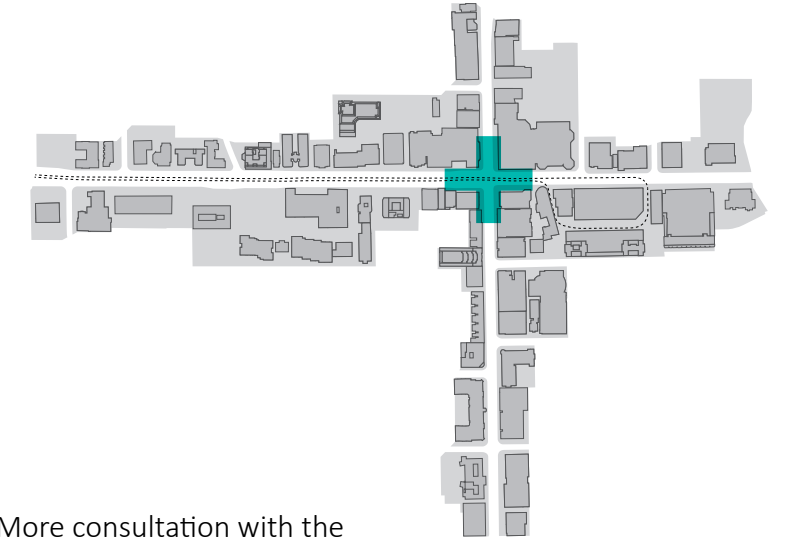
The following concepts look at different ways to achieve the BIA vision of a high-quality public realm supporting innovative programming and creative installations shaping a sophisticated, year-round destination accessible to all. Each strategy looks for ways to enhance the visitor experience in an accessible and sustainable way. Signature installations reinforce the distinct character of the neighborhood. Dynamic lighting elements provide interest and a better pedestrian experience. Upgraded street furnishings provide much needed amenities for visitors to stay and linger. Planting of trees and other vegetation are supported by a planting program intended to encourage healthily, resilient plant growth. Platforms for art and activation are to host innovative installations harnessing the creativity of local and international artists.



# 1. LANDMARK FIXTURE

The intersection of Yonge Street and St. Clair Avenue is the literal and symbolic heart of the BIA. The busiest, most active zone with the BIA is the junction of the various character zones. To celebrate the namesake intersection, a catenary fixture could hover above the street, visible from afar due to the excellent views afforded by the downhill slopes south on Yonge Street and flat topography of St. Clair Ave. This fixture provides an iconic image to distinguish this intersection as something special while helping to orient visitors in their travels.

***Part public art, part wayfinding, a new fixture floats above the intersection, creating a new landmark***



The form of this concept is open ended. More consultation with the City of Toronto, TTC, and relevant utility agencies is required to determine what is feasible. In the spirit of the streetscape vision, the fixture's design can be determined by an artist competition.

## Project development path

- Determine feasibility criteria with city working group
- Consider if power is required for lighting or signage, if capital and servicing costs will apply
- Create terms of reference for artist competition including timeline and deliverables
- Concept must be reviewed for compliance with the Highway Traffic Act
- Structural engineering review of winning concept required
- Develop winning concept with input from City, TTC

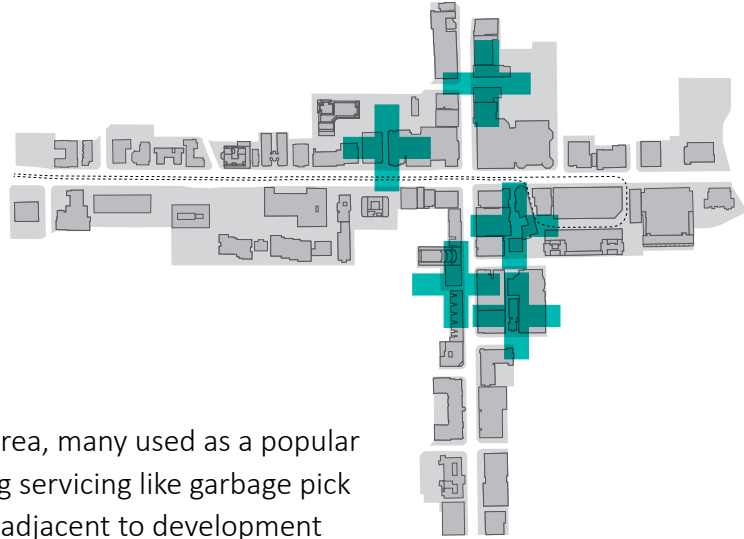
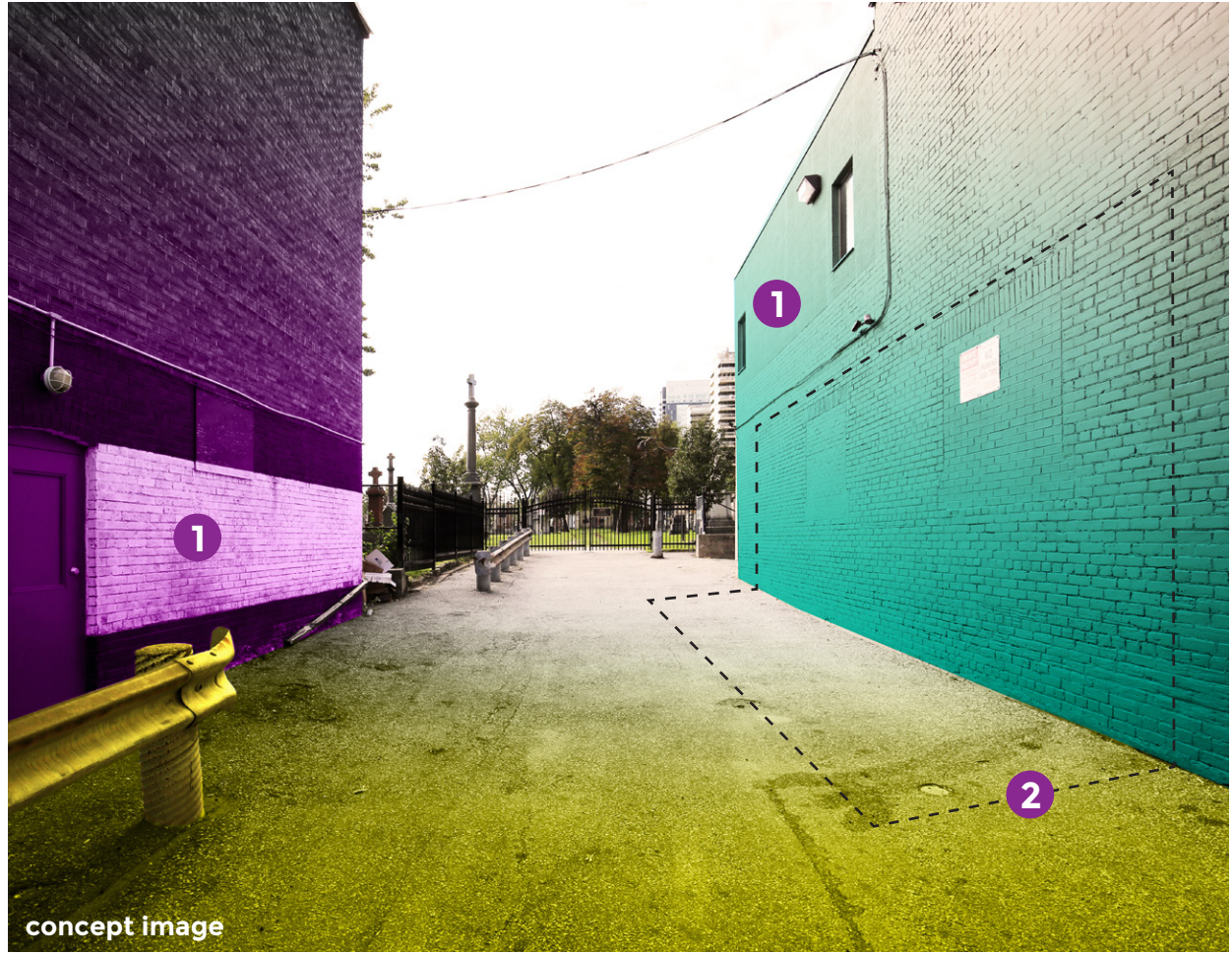
## Operations / Maintenance

- If programmable, establish a process for updating the content
- Maintenance regime for servicing to be developed

## 2. LANEWAY INTERVENTIONS

- 1 Gradient painting in BIA colours
- 2 Mural space

**Temporary painting and mural installations encourage visitors to circulate and promotes activation zones to host programming**



There are a series of laneways within the area, many used as a popular cut-through for pedestrians while providing servicing like garbage pick up or deliveries. These laneways are often adjacent to development proposals, so change is anticipated in the next few years. Because of this, it's an excellent opportunity to do something bold and take advantage of the temporary nature. A consistent painting strategy could be used to animate the lanes without disrupting their service uses, while hosting site specific artwork murals that interact with the laneway space.

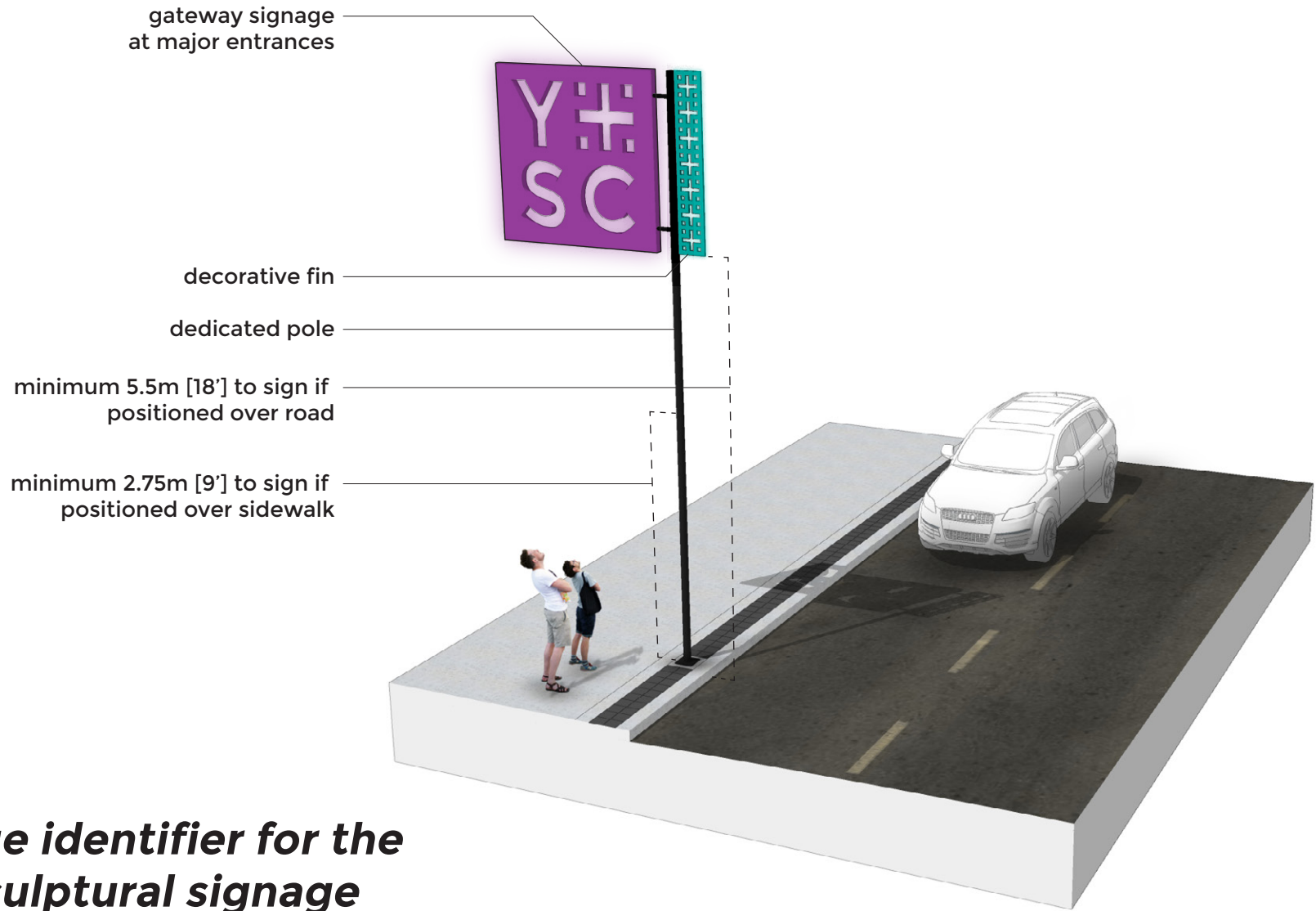
### Project development path

- Partnerships with landowners to be achieved through consultation and agreements
- Terms of reference to be developed for mural artist proposal call
- Murals should interact with painting treatment and groundplane where possible
- Consider temporary installations wherever possible, i.e. development parcels where demolition is expected.

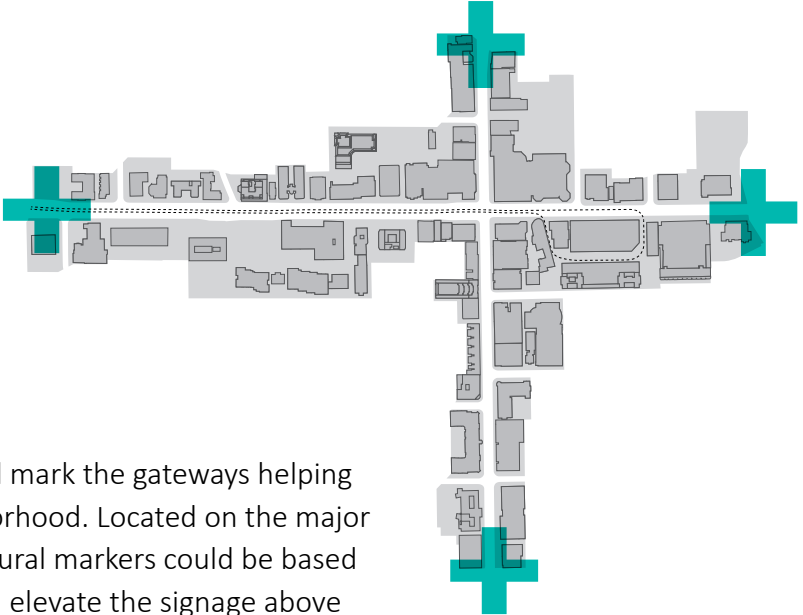
### Operations / Maintenance

- Seasonal programming including temporary lane closures to be explored
- Cleaning program recommended
- Murals to be maintained by BIA

### 3. GATEWAY FEATURE



**A unique identifier for the area, sculptural signage marks the entrances**



To create a sense of arrival, signage could mark the gateways helping to define the district as a distinct neighborhood. Located on the major roadway entrances, these abstract sculptural markers could be based on the BIA branding. A simple pole would elevate the signage above the sidewalk or road. The feature could be static or could incorporate lighting for greater nighttime impact. The design of the feature to be developed in consultation with the BIA, potentially through an artist competition.

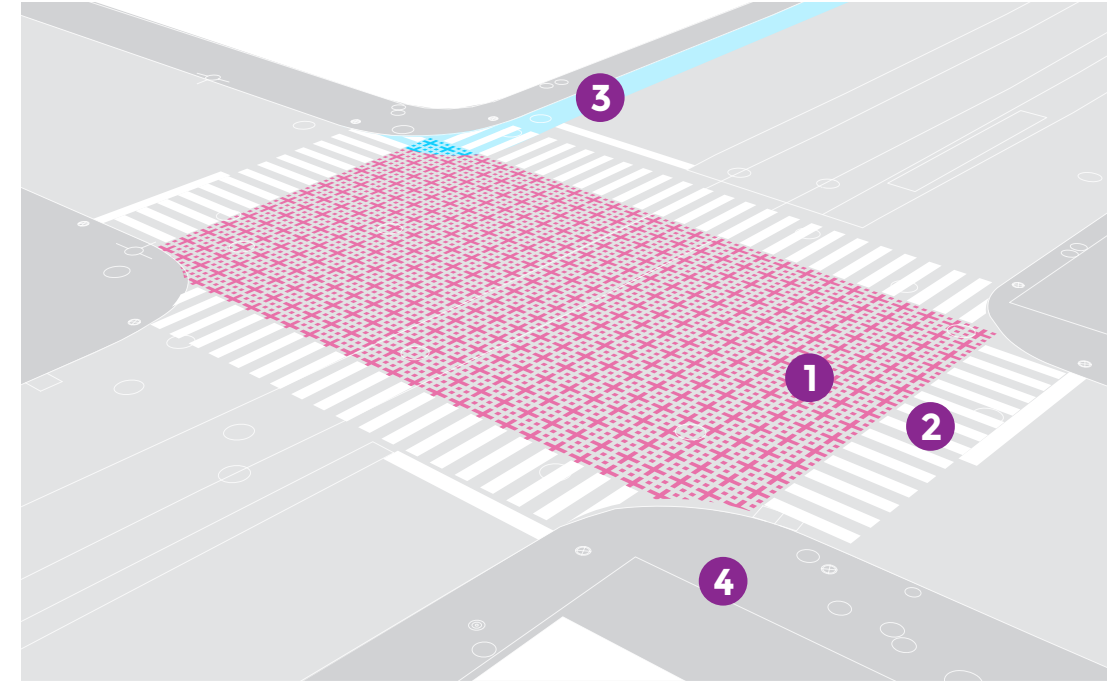
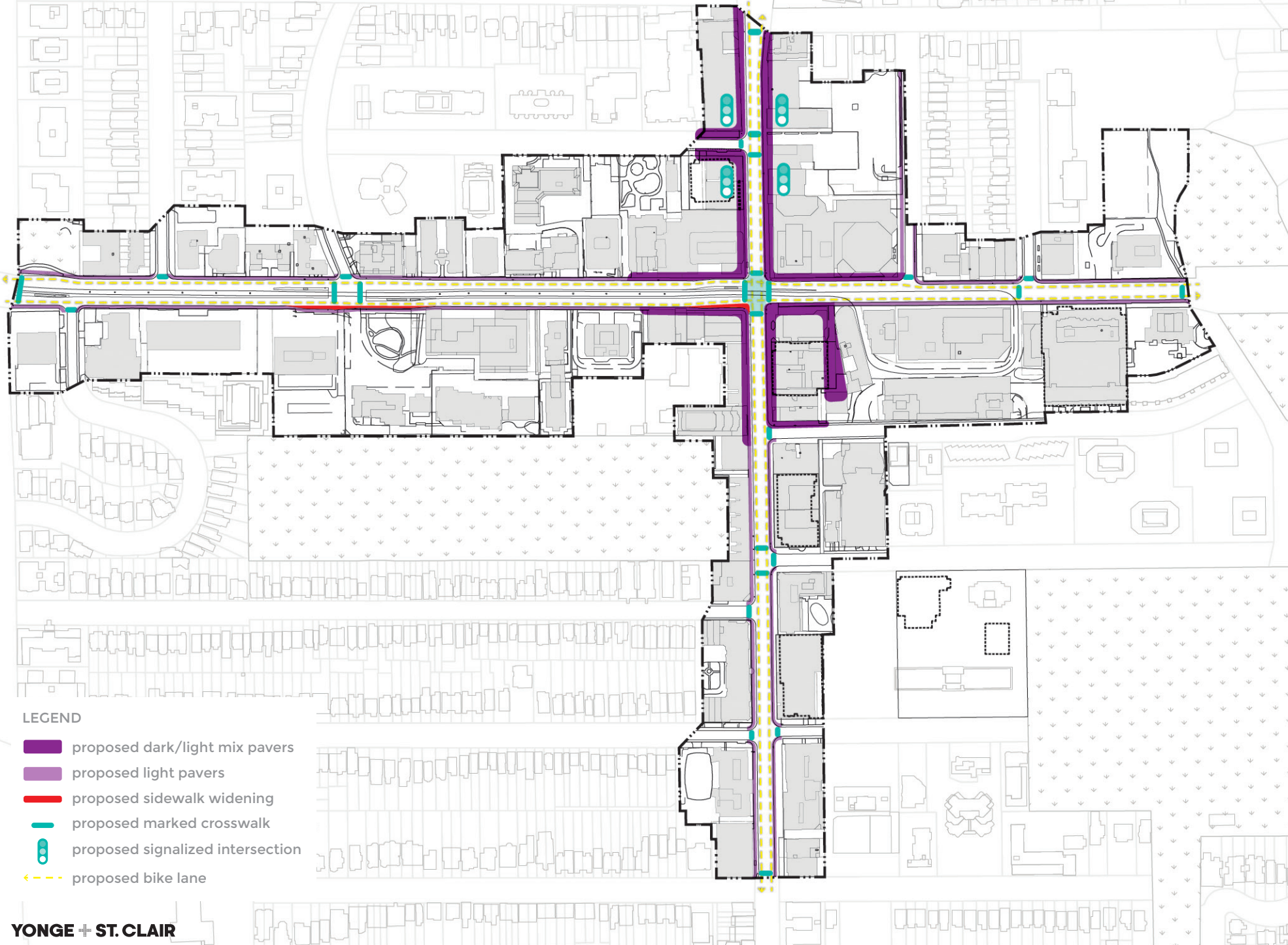
**Project development path**

- Feasibility to be confirmed with transportation services
- Structural engineering review likely required
- Consider if lighting is required, if so extensive subgrade work or bulky solar panels needed with associated capital and servicing costs

**Operations / Maintenance**

- Ongoing hydro fees if power is sought
- Occasional inspection for vandalism or damage
- Any repairs are the responsibility of the BIA

## 4. SIDEWALK / INTERSECTION ENHANCEMENTS



- 1 Custom textured asphalt
- 2 Floating bar zebra stripe painting
- 3 Expanded sidewalk vision
- 4 Custom sidewalk paving

The clearway within the BIA area is suboptimal in many places. Pinch points and meandering clearway routes make it difficult for those with mobility issues. Street furnishings crowd sidewalks already tight on space. Some intersections lack marked crosswalks. The BIA can affect some of these issues through investments in the right-of-way.

The BIA's primary focus is to support the improvement, aesthetics, safety, and accessibility of the public realm for the benefit of pedestrians. Trips within the BIA are primarily made by walking, or walking to and from TTC facilities. The proposed sidewalk enhancements are intended to serve this most crucial need for local residents and those who shop, work, or live in the neighbourhood. Many comments from the public consultation process expressed a strong preference for dedicated cycling infrastructure within the BIA. While transportation engineering issues like lane reallocation are outside

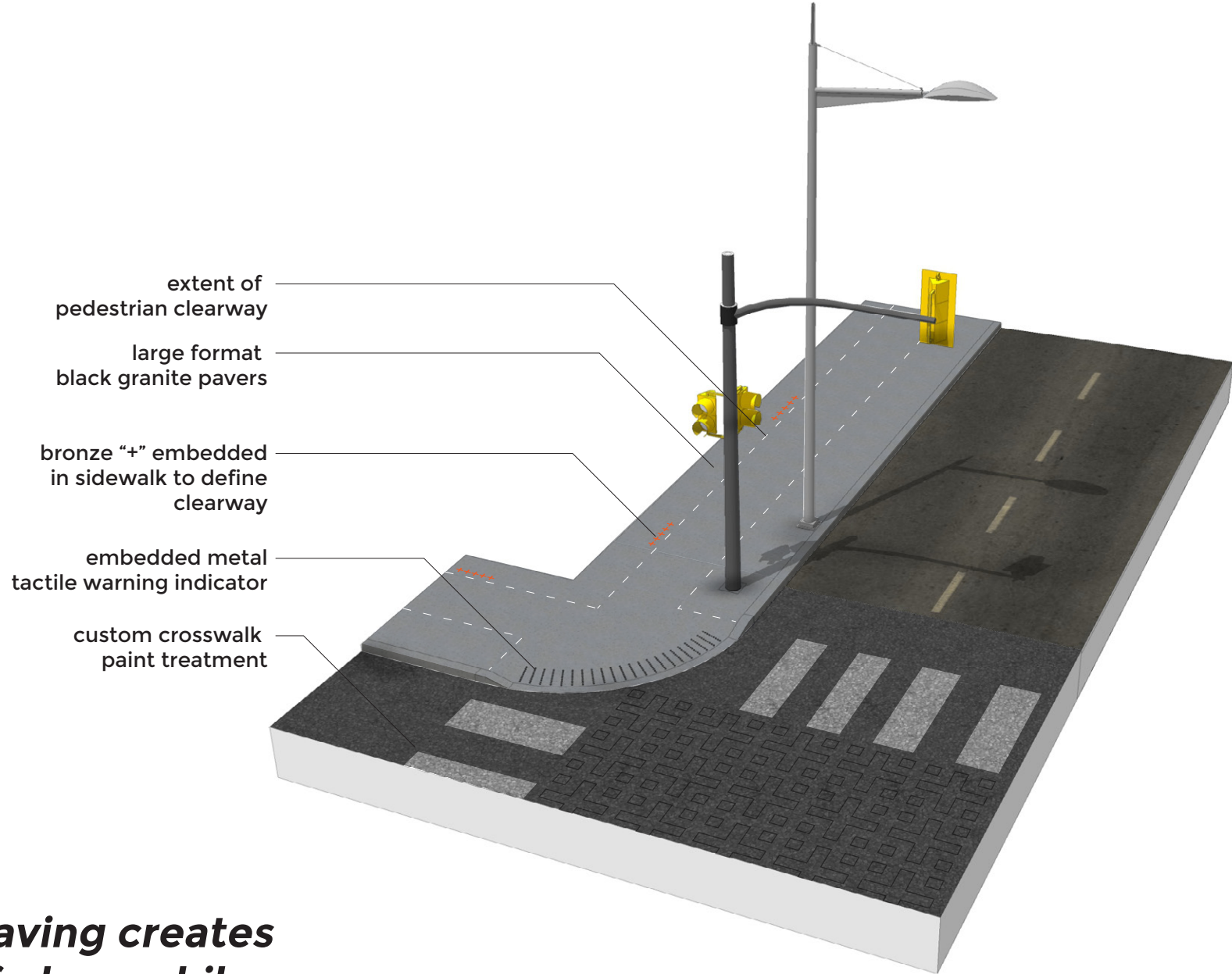
the pursue of this master plan, the BIA should continue its efforts to advocate for cycle lanes and improved cycling conditions within the BIA and connected to the wider cycling network through the City-led Cycling Network Plan.

The BIA can support cycling by providing bike parking amenities and advocating for a complete street that prioritizes accessibility and active modes of transportation above fast moving automobile traffic.

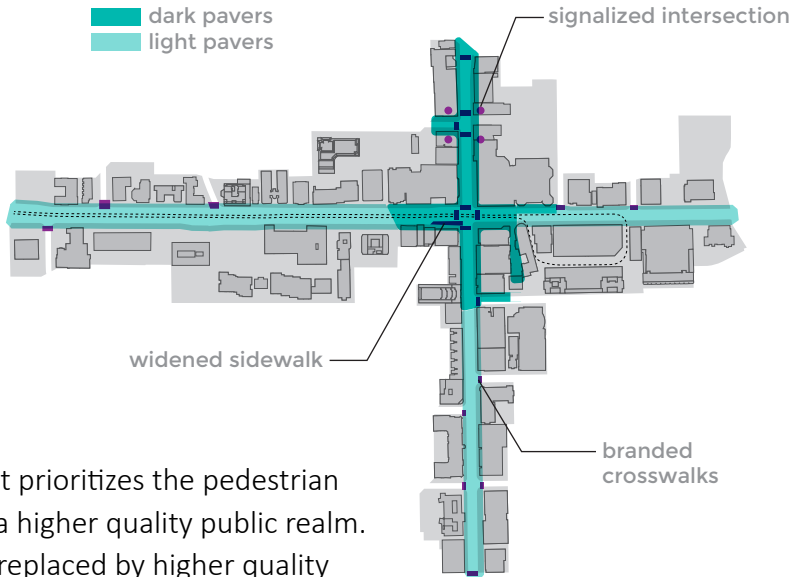
A complete street in the BIA context encourages and supports pedestrian movement by providing better pedestrian infrastructure including marked crosswalks at every intersection, tactile warnings, clearway markings, new traffic signals at intersections that lack them, sidewalk widening in areas where the clearway bends or narrows, and graphic asphalt treatments.



# 4. SIDEWALK / INTERSECTION ENHANCEMENTS



**Custom paving creates a sense of place while encouraging exploration**



On the sidewalks, a consistent strategy that prioritizes the pedestrian experience should be employed to create a higher quality public realm. City standard materials and details can be replaced by higher quality natural stone paving. Wayfinding can be enhanced in subtle ways including using a darker paving material to mark the heart of the district, and metal elements in the shape of the BIA icon can be embedded into the sidewalk to marking the clearway.

Focusing on improving pedestrian safety and comfort aligns with Toronto's policy goals outlined in documents such as the Toronto Pedestrian Charter, the Vision Zero Road Safety Plan, and the Complete Streets Guidelines.

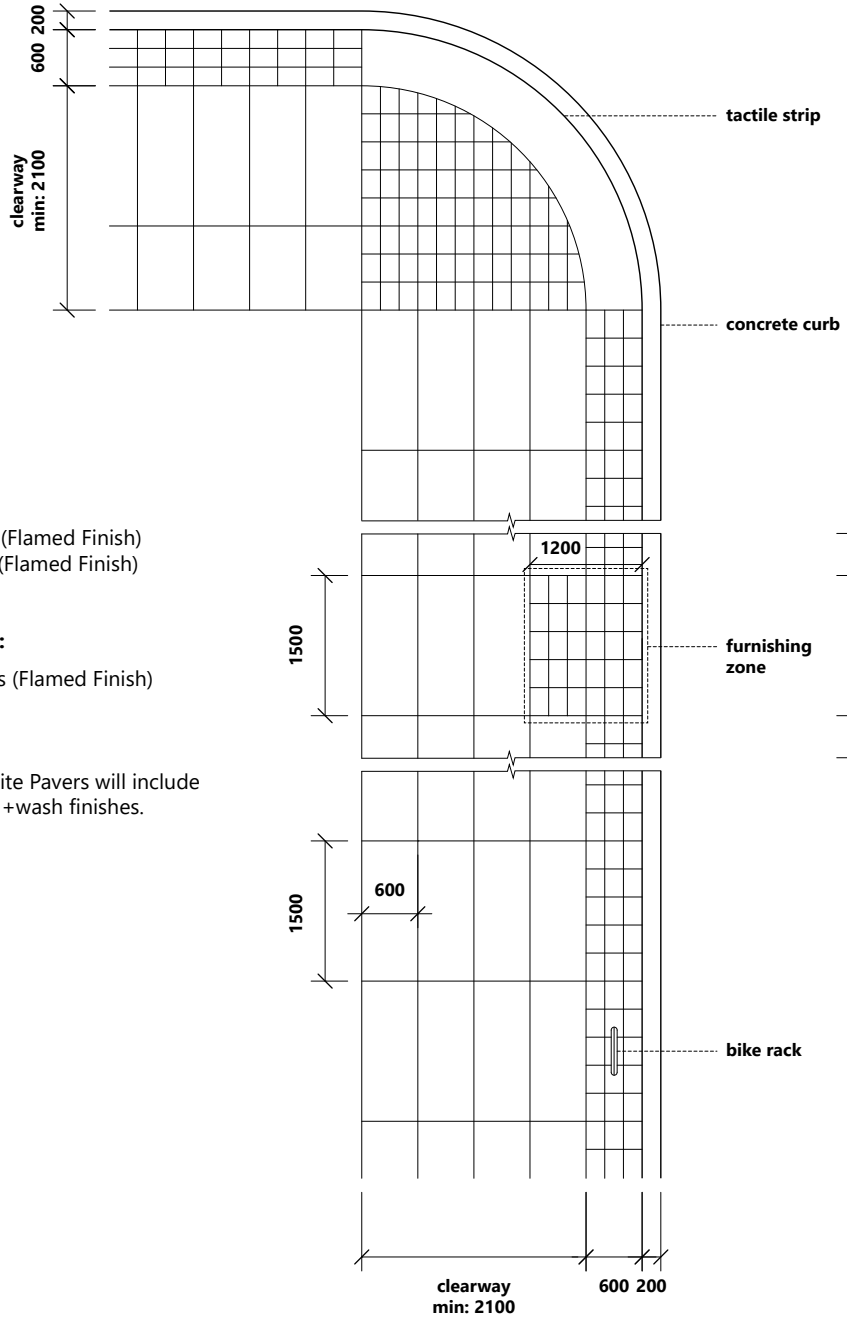
### Project development path

- Maintenance agreement to be developed with city
- Embedded elements are to be deployed BIA wide, located outside of the clearway
- Crosswalk paint technique to be explored for durability
- Textured asphalt treatment is subject to City Traffic and Road Operations approval and full maintenance agreement resting with the BIA

### Operations / Maintenance

- Embedded elements require extra care to fabricate and install to prevent performance issues
- Crosswalk markings should be inspected occasionally for wear issues and repaired as needed

# 4. SIDEWALK / INTERSECTION ENHANCEMENTS



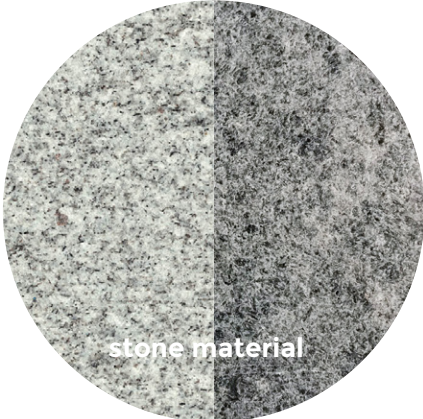
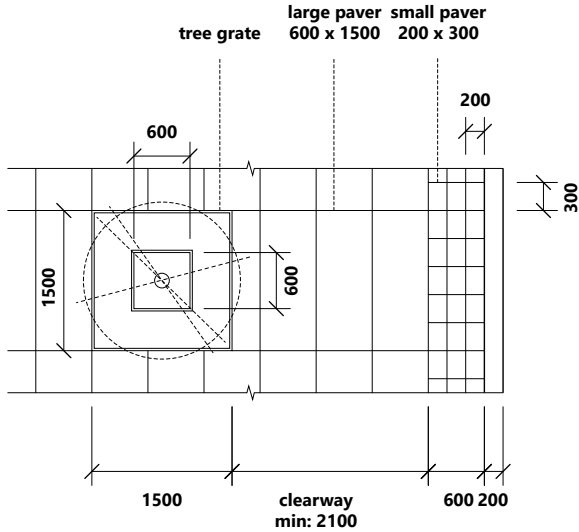
**Paver Mix at intersection:**

- 70% Light Grey Granite Pavers (Flamed Finish)
- 30% Dark Grey Granite Pavers (Flamed Finish)

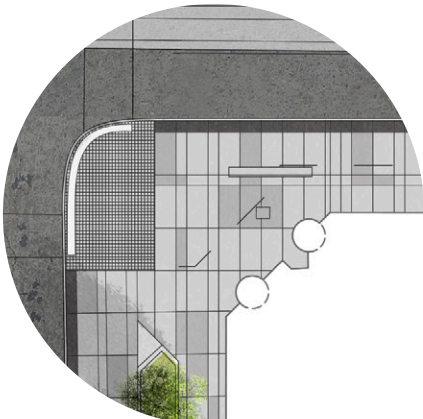
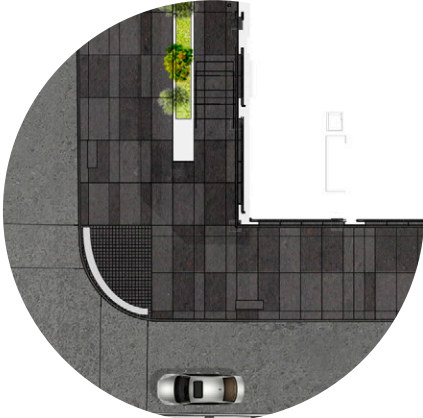
**Paver outside of intersection:**

- 100% Light Grey Granite Pavers (Flamed Finish)

\* Both Light and Dark Grey Granite Pavers will include a mix of both flamed & flamed+wash finishes.



Today, sidewalks of inconsistent materials with multiple joints have deteriorated over time



A new BIA paving standard that integrates higher quality paving materials like natural stone in large format pavers, reducing material changes and joints. The paving standard is inspired by, and intended to integrate with, the streetscape improvements installed in 2016-2017 at 2 St. Clair E.

**Project development path**

- Custom paving is subject to the City's paver policy, and review by the City of Toronto Paver Working Group
- Dark pavers like the ones currently installed at the northeast corner of Yonge and St. Clair are no longer permitted within the pedestrian clearway.

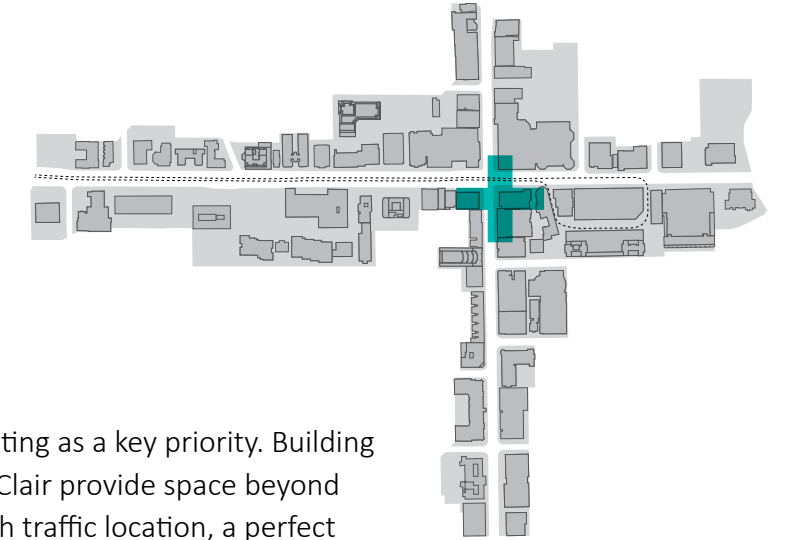
**Operations / Maintenance**

- Occasional inspection for vandalism or damage
- Any repairs are the responsibility of the BIA

## 5. SIGNATURE BENCH AT SE CORNER OF YONGE + ST. CLAIR



***A companion piece to the existing ravine bench, more fixed seating anchors an important corner***



Public feedback identified more fixed seating as a key priority. Building setbacks on the east side of Yonge at St. Clair provide space beyond what is required for the clearway in a high traffic location, a perfect spot to provide seating. The ravine bench occupies the north east corner. There is opportunity for a companion piece on the south east corner, providing more custom seating and planting. The design must be coordinated with any reconfigured entrances to 1 St. Clair Ave. E and to the St. Clair TTC Station.

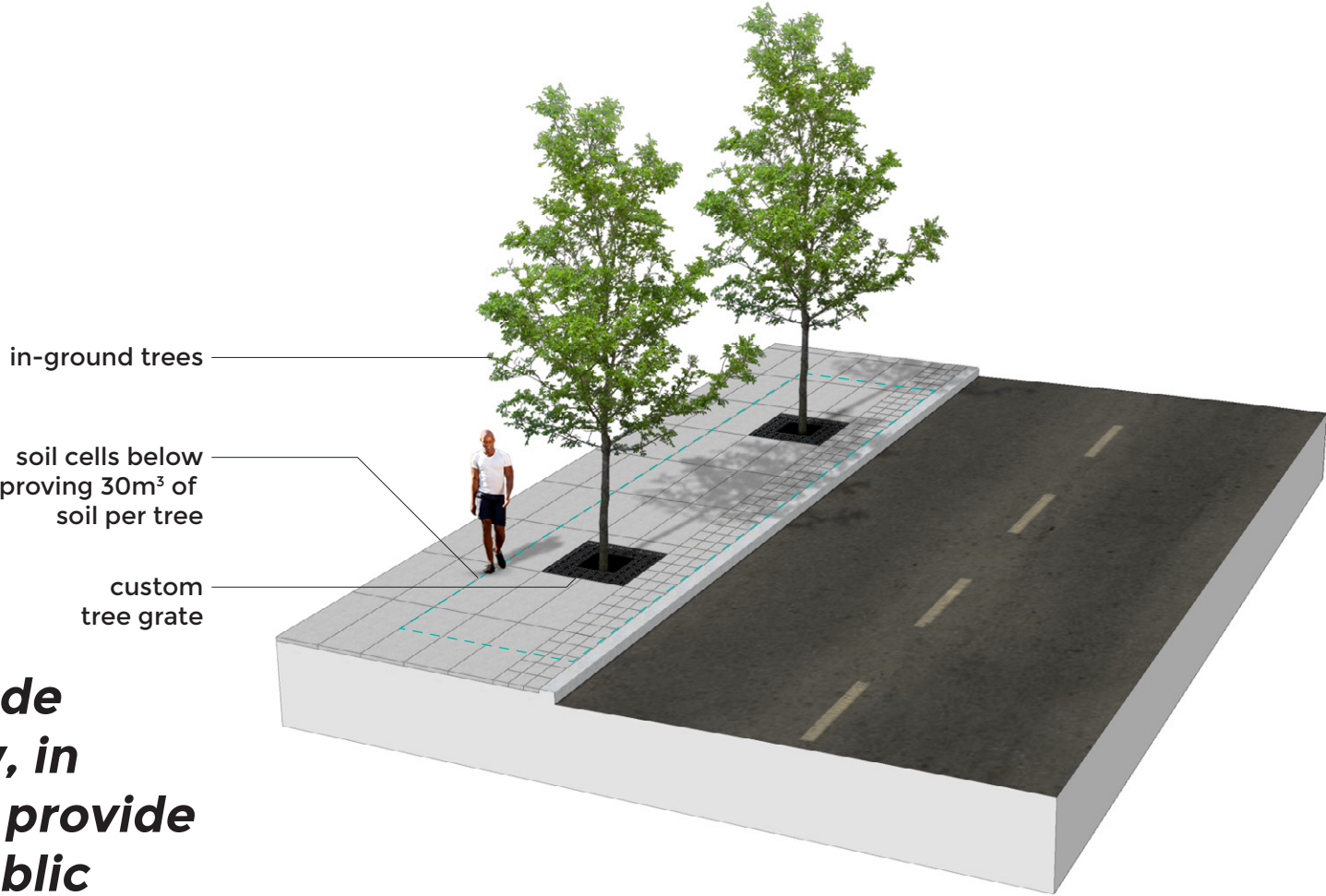
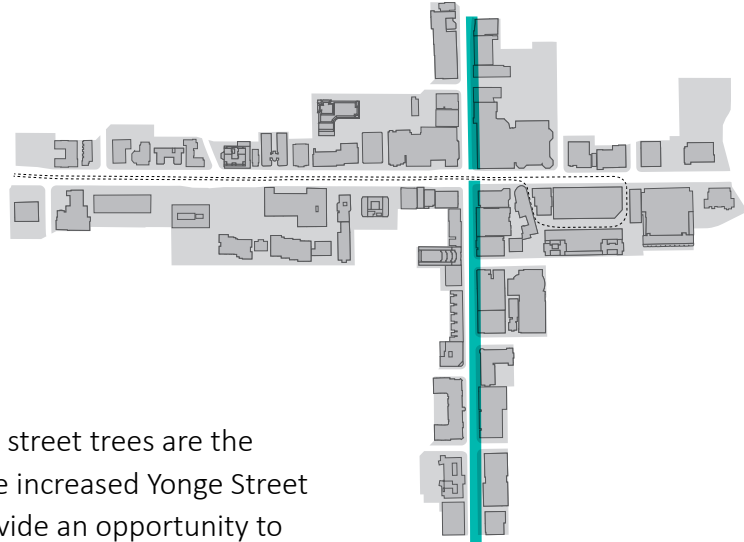
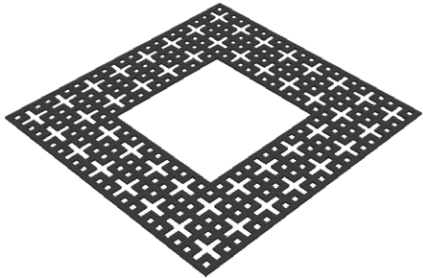
### **Project development path**

- Bench location to be detailed in coordination with privately-led upgrades and entrances changes to 1 St. Claire E
- Any new signage should be coordinated with the plan improvements
- Lighting and planting should be considered for integration with the bench element
- If power is required, extensive subgrade work or bulky solar panels needed with associated capital and servicing costs
- Material to be wood and perforated, folded metal

### **Operations / Maintenance**

- Occasional inspection for vandalism or damage
- Any repairs are the responsibility of the BIA

# 6. YONGE ST BOULEVARD



**When subgrade utilities allow, in ground trees provide additional public realm space**

To maximize public realm space, in-ground street trees are the preferred condition wherever possible. The increased Yonge Street setback requirements on the east side provide an opportunity to install in-ground streets trees as part of ongoing redevelopment projects. Utility relocations should be explored wherever possible to create more soil space. The BIA custom tree grate can be used to reinforce the area branding.

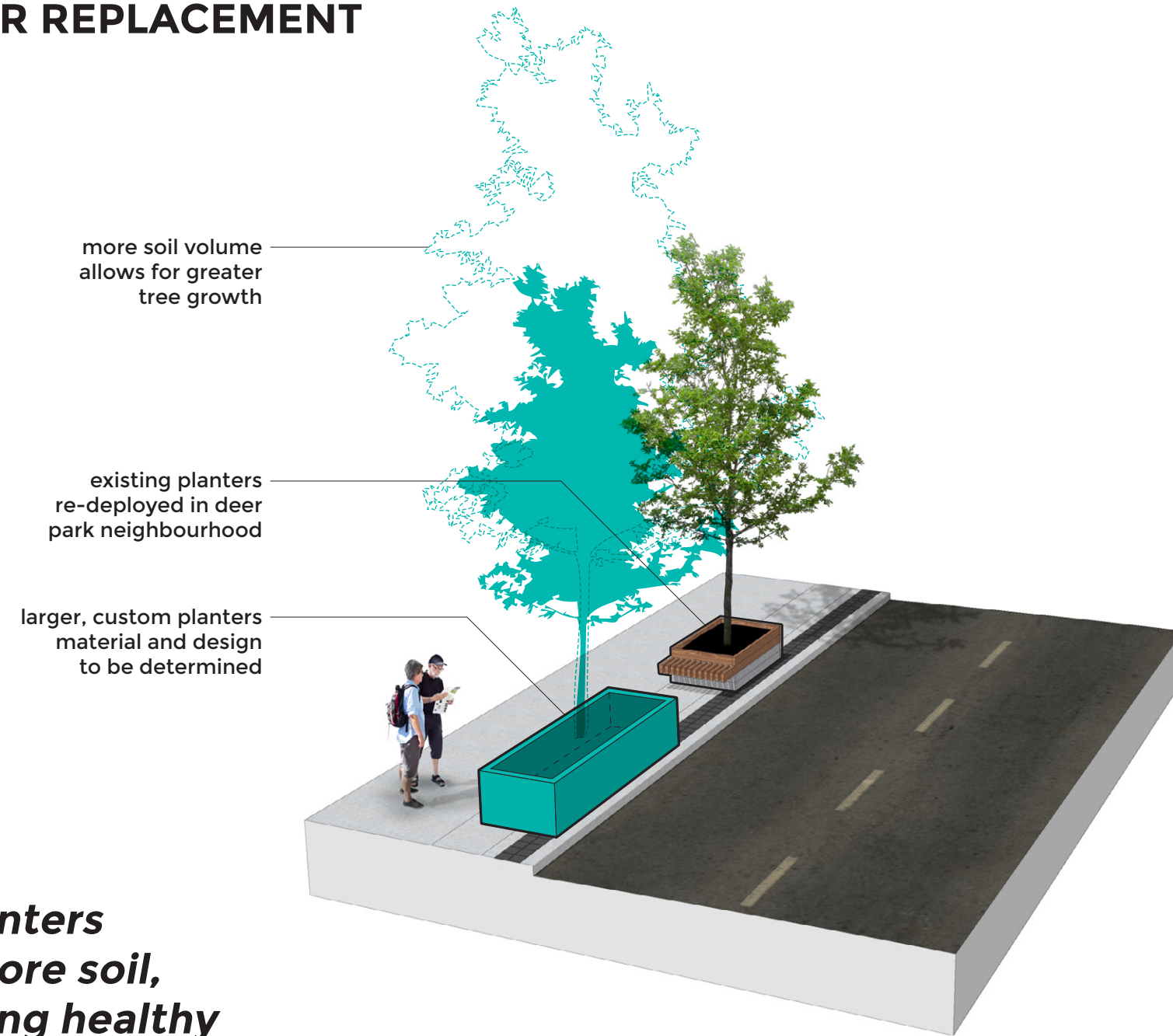
**Project development path**

- Tree species selection must be coordinated with Urban Forestry
- City of Toronto minimum soil requirements to be maintained for all street trees
- Detailed design of the custom tree grate to be approved by the BIA

**Operations / Maintenance**

- For tree grates, occasional inspections are required for vandalism or damage, and any repairs are the responsibility of the BIA

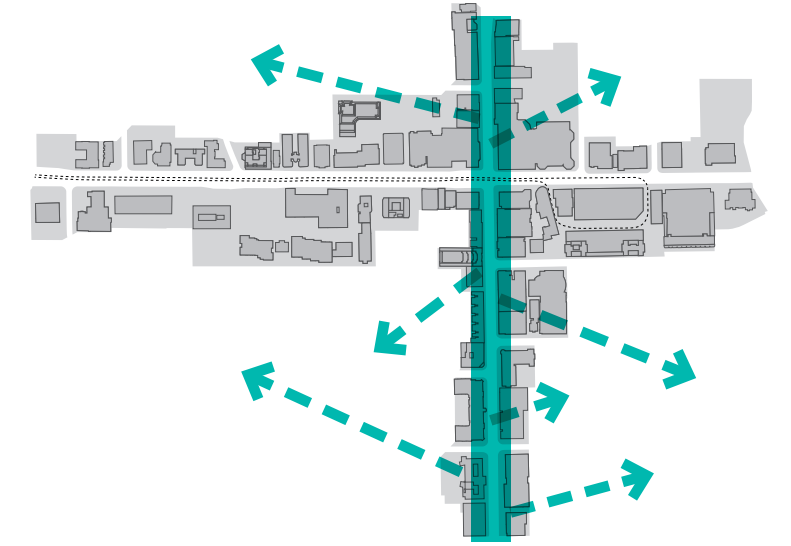
## 7. PLANTER REPLACEMENT



**Larger planters provide more soil, encouraging healthy long term tree growth**

St. Clair avenue boasts a significant amount of canopy cover, especially west of Yonge. Yonge Street currently has the above grade planters which provide much needed soil volume for trees. Because of the tight clearway conditions, in ground tree planting is preferred wherever possible, but due to below grade utility congestion, new above grade planters are recommended when in-ground planting is not feasible.

A long-term strategy, these existing pre-fabricated planters could be replaced by larger, custom ones with a greater volume of soil to provide for more tree growth volume. These planters could incorporate seating and/or lighting. The existing planters would be redeployed in the surrounding Deer Park neighborhood.



### Project development path

- Planter replacement to be considered as a long term, future initiative
- BIA to work with City and property owners to first determine areas and opportunities for in ground planting
- Existing planters could be redeployed to surrounding neighborhood, therefore coordination with the Deer Park Residence Group is required
- Confirmation of existing planter detail need to ensure feasibility
- Planter design to be limited to areas outside of pedestrian clearway
- Material to be wood or stone, matching other BIA initiatives
- Integrated seating should be explored during design phase
- Consider if up-lighting is required, if so extensive subgrade work or bulky solar panels needed with associated capital and servicing costs

### Operations / Maintenance

- BIA led planting would require ongoing investment and seasonal maintenance
- Occasional inspection for vandalism or damage
- Any repairs are the responsibility of the BIA

## 8. STREETScape UPGRADES



***A suite of street furnishings with a shared design language and understated matte black finish provide a unique identity while allowing the art and installations to stand out***

Street furnishings are things like benches, garbage cans, bike racks. The BIA has the ability to integrate new City standard furnishings together with a custom suite of furnishings. These furnishings share a contemporary, organic design language that strengthen the identity of the area while providing much needed pedestrian and bike amenities. A subdued colour scheme supports the larger vision of providing the infrastructure for art and other activations by putting the focus on artwork installations.

When appropriate, certain elements can host installations. The plinth seating may showcase temporary sculpture installations. Other elements have tie-off points for installations to connect to. Power and lighting could be supplied where possible. The furnishings should be practical and flexible while supporting BIA programming initiatives like DesignTO offsite festival, holiday programming, or other pop up installations.

### **Project development path**

- BIA select and approve a street furnishing palette
- Street furnishings locations need to be identified in appropriate zones within the right-of-way, outside of the clearway
- City standard furnishings are coordinated with the city
- Whenever possible, benches should be located away from vehicular traffic
- Existing furnishings should be replaced with BIA standards over time

### **Operations / Maintenance**

- For any non-city standard furnishings, occasional inspections are required for vandalism or damage, and any repairs are the responsibility of the BIA
- BIA is not responsible for maintaining city standard furnishings

# STREET FURNISHINGS

## Seating



MultipliCITY Bench - Offset left tablet  
by Landscape Forms



MultipliCITY Bench - Straight backless  
by Landscape Forms



Twig - Backed  
by Landscape Forms + Escofet

## Lighting & Power



Elias Bollard- SEE100  
by MMCité



Outdoor Power - GFCI(1) / USB(1)  
by Landscape Forms + Legrand



Capella - City Standard  
by City of Toronto

## Bike Parking



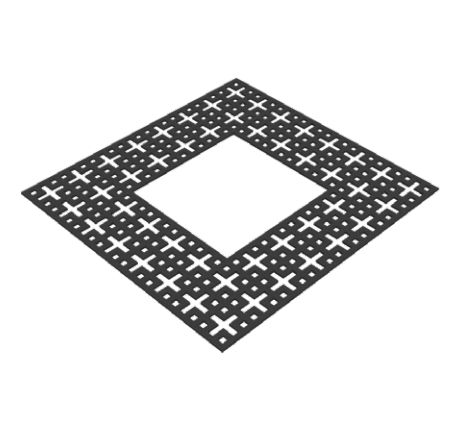
Key Bike Rack  
by Landscape Forms + Santa & Cole

## Trash Receptacle



Trash Receptacle - City Standard  
by Toronto Street Furnishing Program

## Tree Grate



Branded Tree Grate  
Custom Fabricated

## Tactile Warnings



Tactile Warning Indicator - Stainless Steel

## Bollard



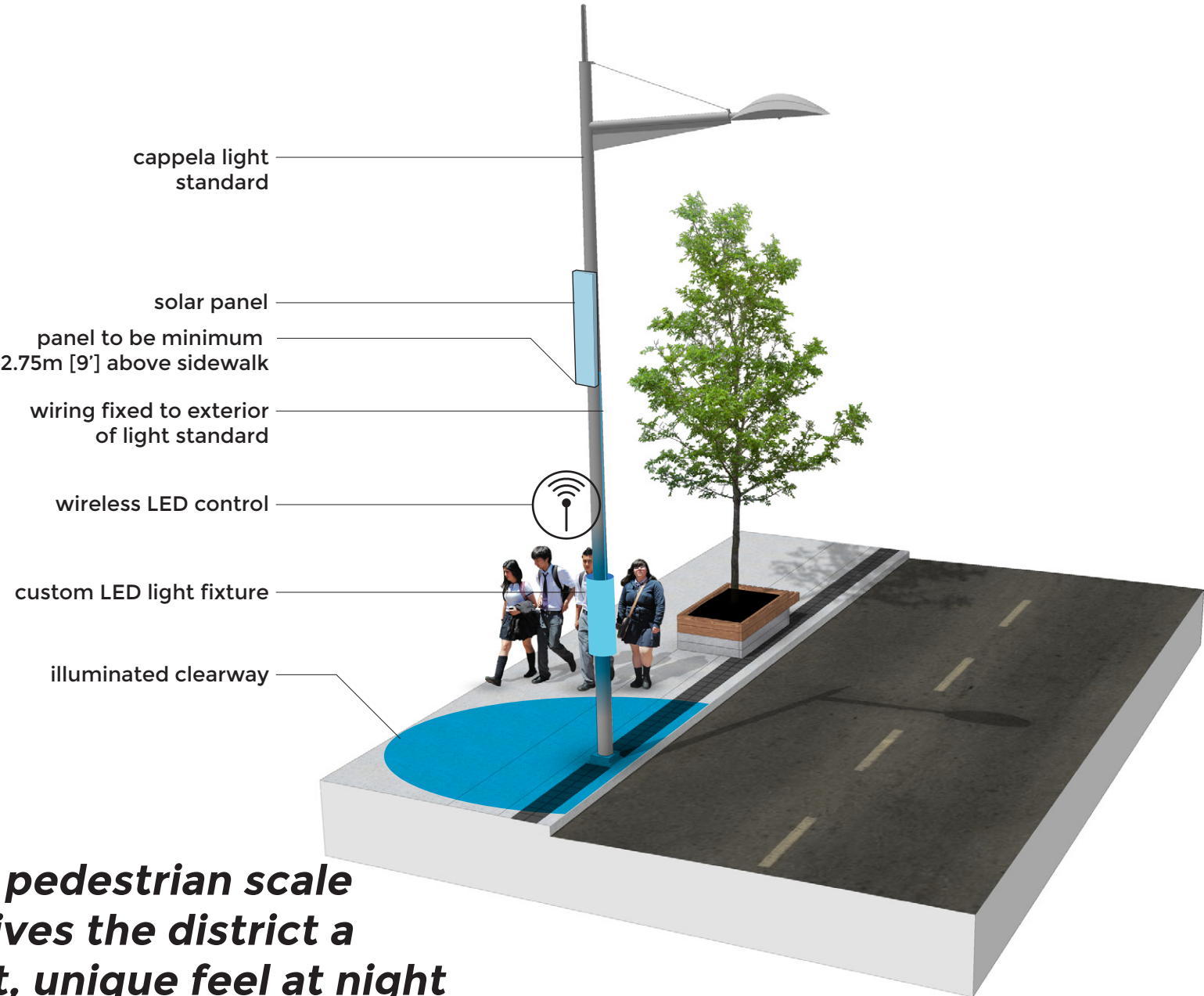
Donat Bollard - DON100  
by MMCité

## Plinths

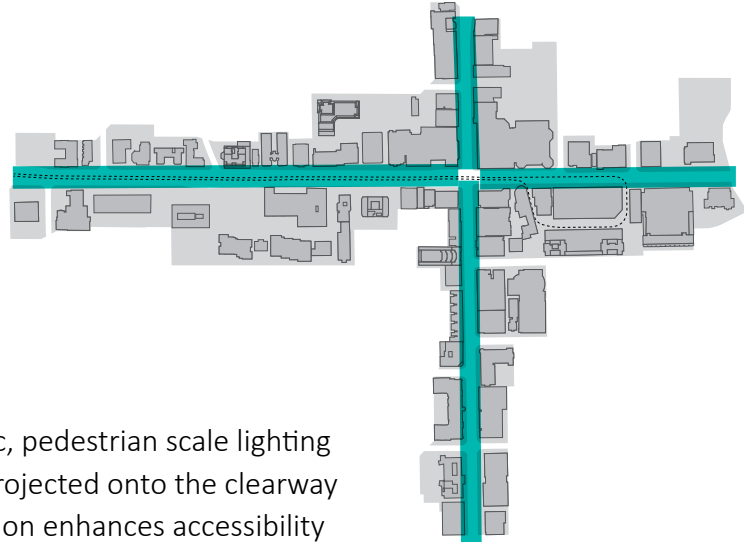


Black Granite Blocks  
Custom Fabricated

# 9. LED FEATURE LIGHTING



***Dramatic, pedestrian scale lighting gives the district a consistent, unique feel at night and improves accessibility***



The LED feature lighting proposes dramatic, pedestrian scale lighting district-wide. A consistent colour glow is projected onto the clearway throughout the BIA at night. The intervention enhances accessibility while providing interest at different times of day and season. This feature lighting could change colour based on festivals or holidays, programmed by the BIA. The materiality and design of the fixture offers further opportunity to distinguish the BIA by making something so familiar, a common light standard, into something unique to Yonge and St. Clair.

**Project development path**

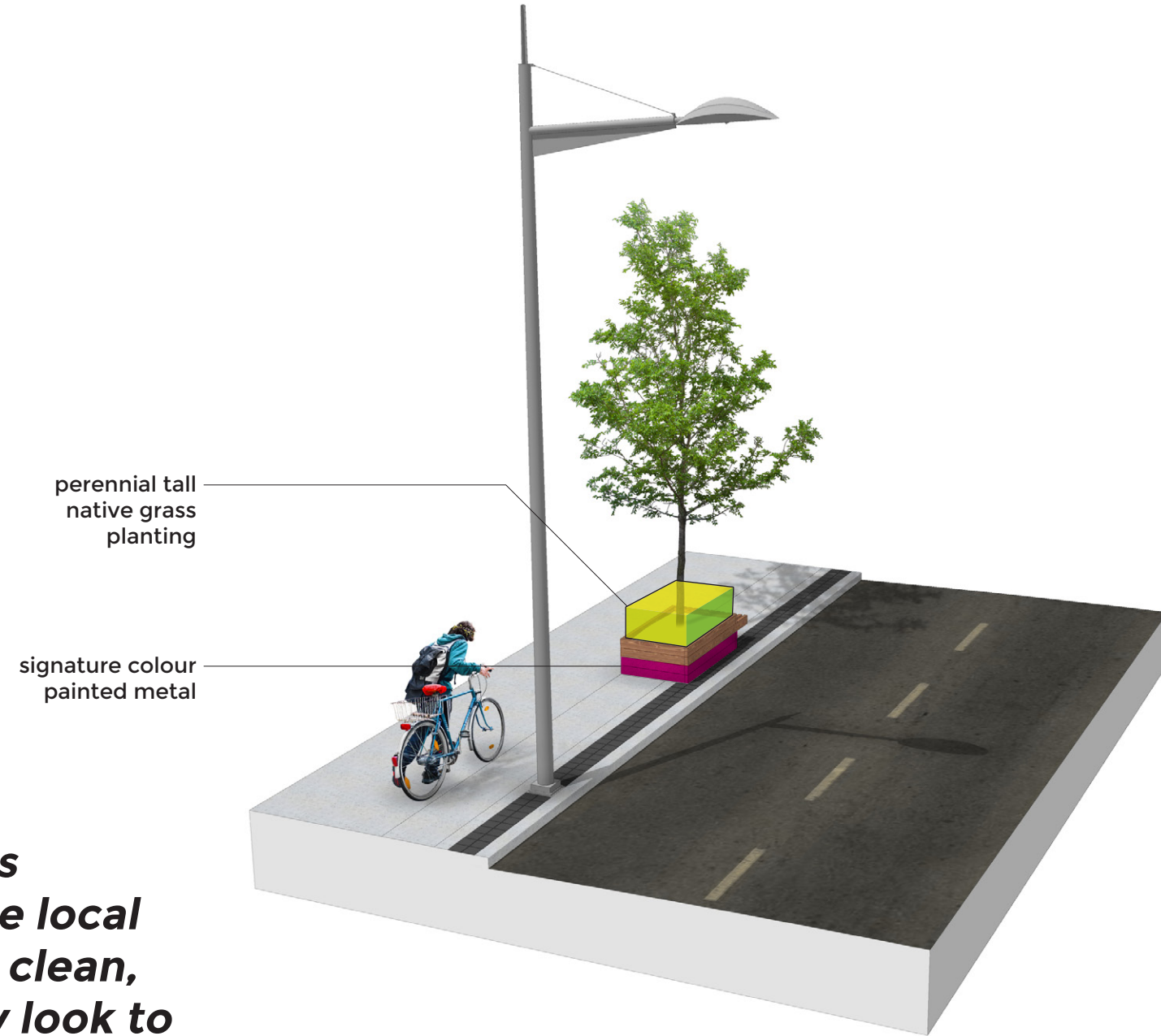
- Any installation on hydro poles to be coordinated with Toronto Hydro
- Structural engineering review likely required
- Lighting to be confined to the clearway
- Power to be supplied through solar panels or dedicated wired connection with associated capital and servicing costs
- Development of fixture should include a qualified lighting designer

**Operations / Maintenance**

- BIA or other group to be tasked with programming lighting scheme
- Maintenance and any repairs to be responsibility of the BIA



## 10. COMPREHENSIVE PLANTING STRATEGY



***Native grasses inspired by the local ravines give a clean, contemporary look to the planting***



A consistent planting strategy inspired by local ravines provide another visual marker of the BIA zone. Mass groupings of native grasses are to be planted wherever the BIA has planting space, and local property owners would be encouraged to match the palette for a consistent, contemporary look. Instead of a high maintenance strategy that see planting change every season, these grasses provide interest throughout the year. Grey and silverfish in winter, the planting is cut back in spring to encourage attractive new growth.

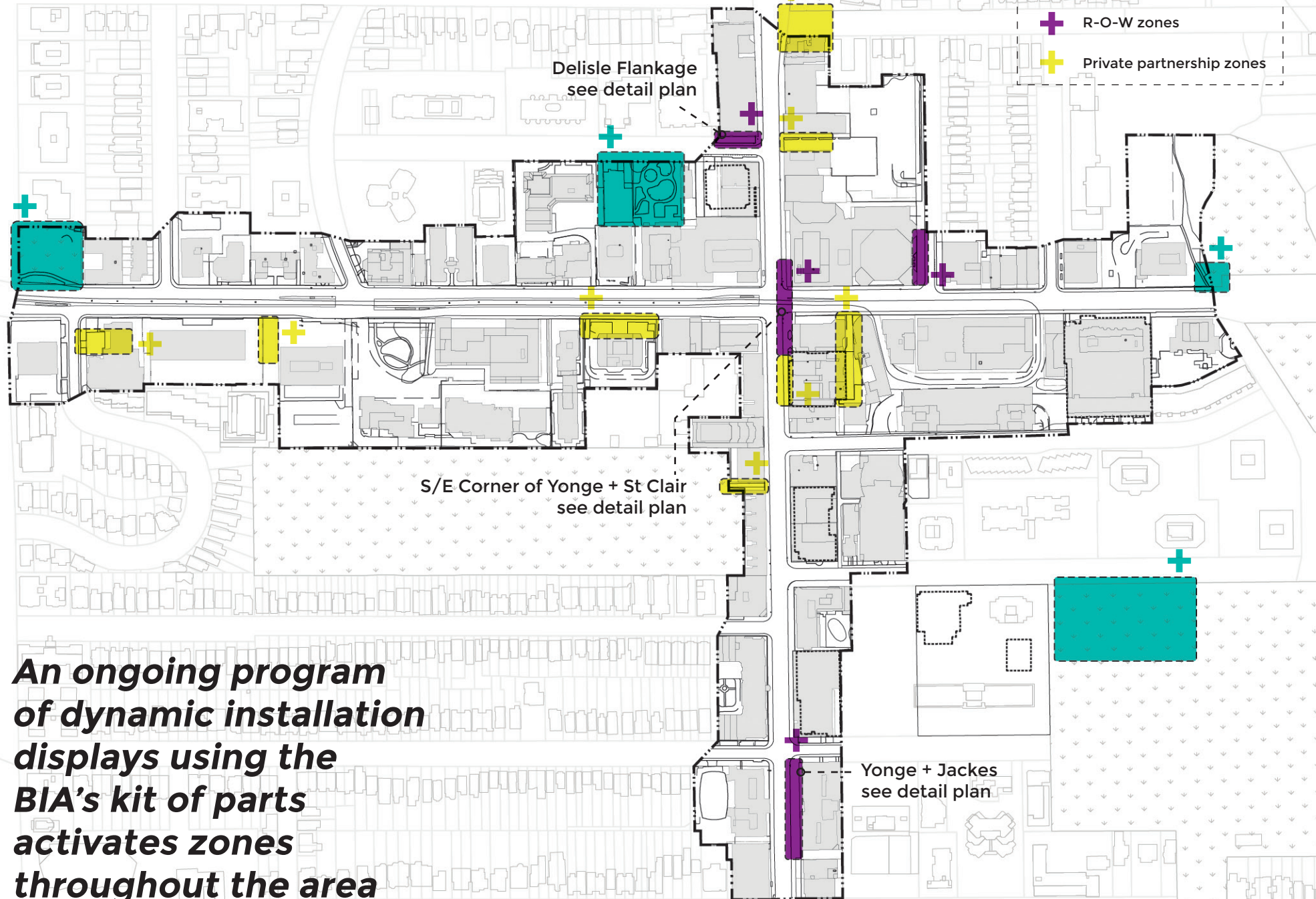
### **Project development path**

- planting within existing planters requires approval from urban forestry at the city

### **Operations / Maintenance**

- BIA led planting would require ongoing investment and seasonal maintenance

## 11. ACTIVATION ZONES



**An ongoing program of dynamic installation displays using the BIA's kit of parts activates zones throughout the area**

YONGE + ST. CLAIR



To activate the BIA, the master plan envisions innovative programming and temporary installations throughout the area. These zones come in a few different forms; Parks, Flankages, and Private Partnerships. In the parks, activations much like what has already been happening through festival or city initiatives like nuit blanche could be installed temporarily. Flankages, areas within the right-of-way, but outside of the clearway, could become small park-like spaces providing seating, planting, and platforms for art and programming. Partnerships could be pursued with privately owned spaces, where property owners could host installations by providing space and services required on a temporary basis.

As shown on the map at left, these spaces are spread out throughout the area, encouraging people to explore and circulate. By designating certain spaces as areas for activation, visitors can anticipate a dynamic and changing landscape that would want to visit at different times or day or times of year. They might see a lighting installation in the winter months, sculptural artworks at other times, and music or dance at another. The BIA is to provide the underlying armature to support these events, such as providing power and lighting where possible, and other means to support installations like pedestals and connection points.

### Project development path

- Define the infrastructural requirements at all activation zones including permitting
- Create terms of reference for artist competition including timeline and deliverables
- Inventory of existing power and mooring opportunities to be identified
- Partnerships with landowners to be explored to provide utilities and/or host activations
- Written agreements with landowners should be sought to formalize agreements
- Partnership with city public art department is possible to facilitate programming

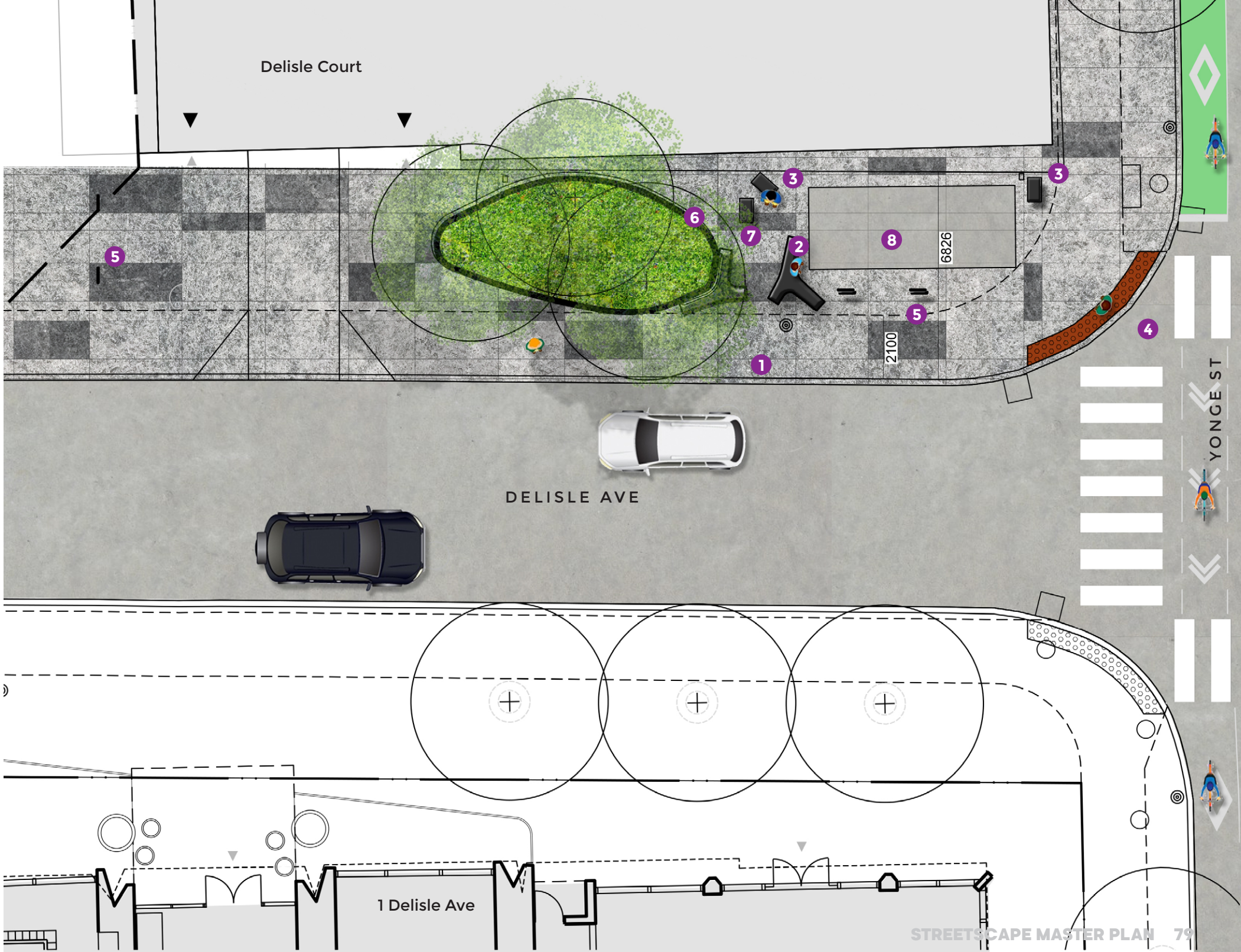
### Operations / Maintenance

- To encourage exploration of the area, activations should be rotated each season
- If the BIA pursues the kit-of-parts strategy, storage of lighting elements required for off season
- Artists selection process and timeline required for each season
- Social media strategy should be developed to build awareness

# DELISLE FLANKAGE ACTIVATION ZONE

An underutilized space exists on the north side of Delisle Avenue, just west of Yonge Street. Existing trees can be retained in a rebuilt planter than consolidates the existing three smaller planters, providing more planting space for shrubs and the seasonal planting strategy of this master plan. Fixed seating is supplied by signature fixtures. Stone plinths display artwork when needed, and provide seating when not in use. Other amenities like bike parking, lighting, and power are supplied using the BIA suite of furnishings. The natural stone paving in the darker colour identifies the area as part of the Yonge + St. Clair character zone.

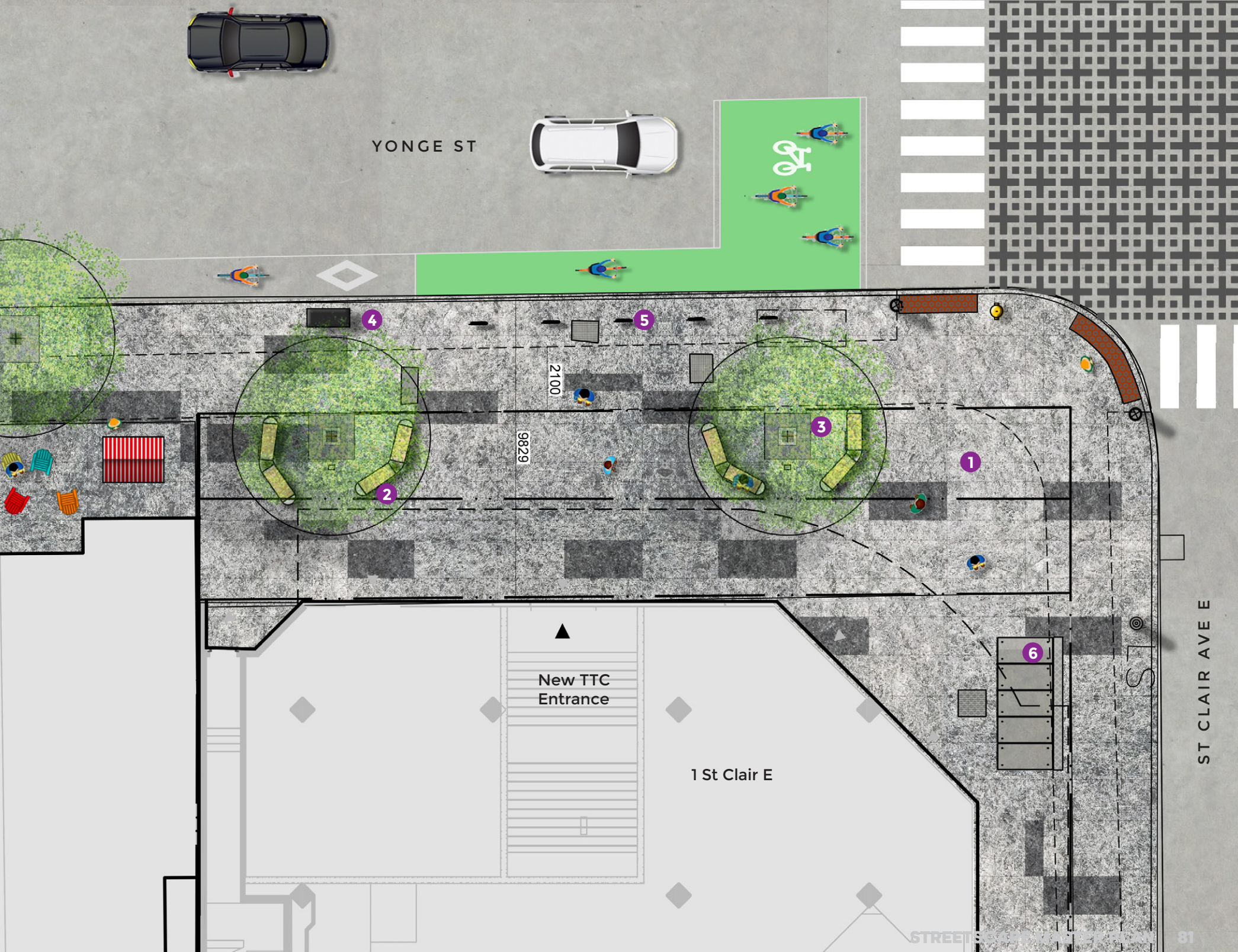
- 1 Feature paving
- 2 Fixed benches
- 3 Stone plinths / seating
- 4 Signalized crossing
- 5 Bike racks
- 6 Rebuilt combined planter
- 7 Power pedestal
- 8 Existing utility vault



# S/E CORNER OF YONGE + ST CLAIR ACTIVATION ZONE

The southeast corner of Yonge Street and St. Clair Avenue East provides space outside of the clearway at a busy section that sees lots of activity. The flankage is anchored by the custom bench feature with integrated planting. In ground tree planting with soil cells allows for more pedestrian space at grade, and an opportunity for a custom tree grate using the BIA branding. The BIA street furnishings provide bike parking and more space for installations. The flankage zone must be designed in coordination with the relocated entrances to 1 St. Clair E and the St. Clair TTC Station.

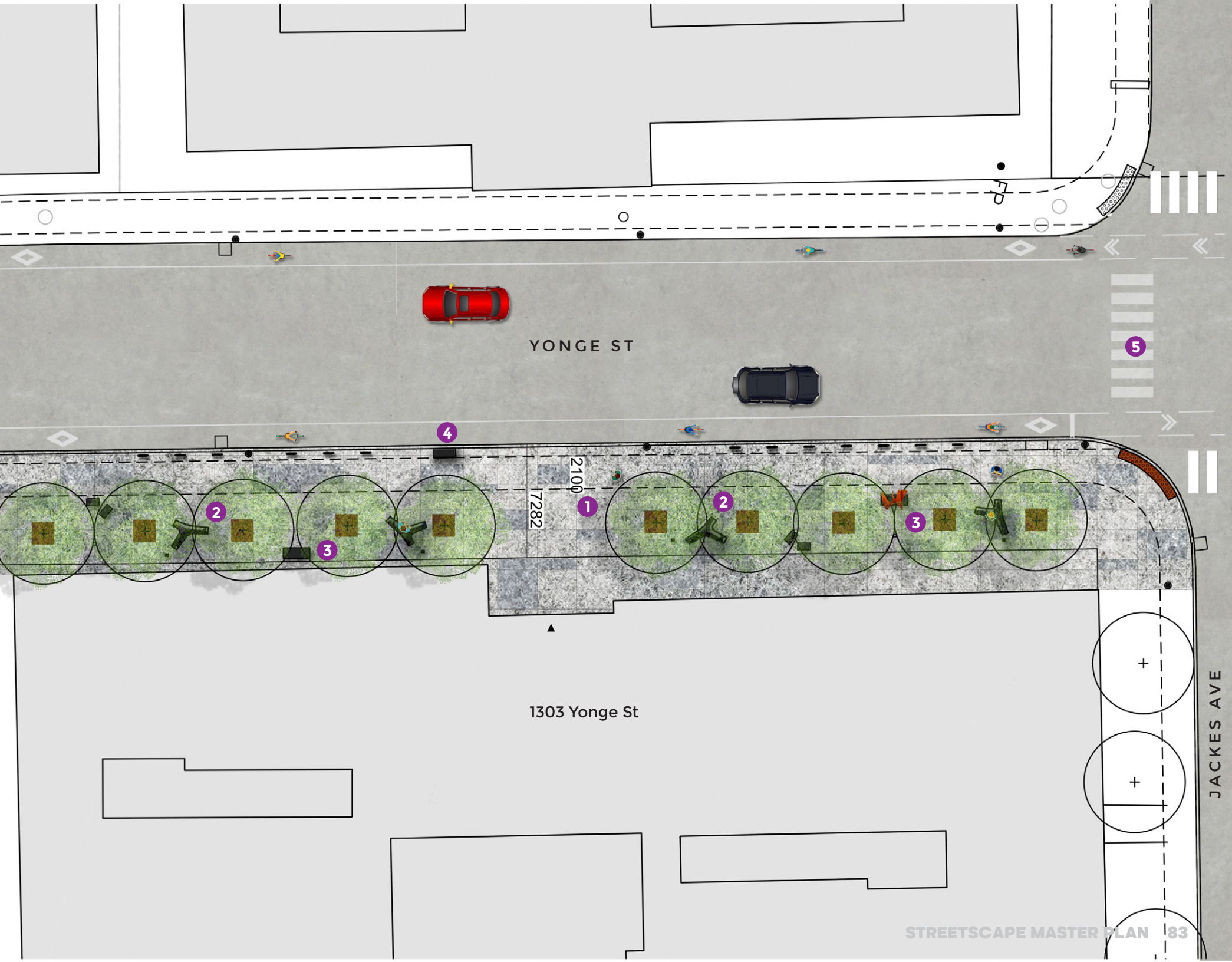
- 1 Feature paving
- 2 Fixed benches
- 3 Custom tree grate
- 4 Garbage receptacle
- 5 Bike racks
- 6 Existing utility vault



# YONGE + JACKES ACTIVATION ZONE

A generous building setback on the east side of Yonge Street south of Jackes Avenue includes a significant number of in-ground street trees along a stretch of Yonge otherwise lacking in vegetation. Currently no seating exists, but there is room for fixed plinths and benches, as well as other amenities like waste receptacles. Users could take advantage of the excellent southern views afforded by the hill topography. Light custom paving would also identify this area as a gateway to the BIA in an area without much retail.

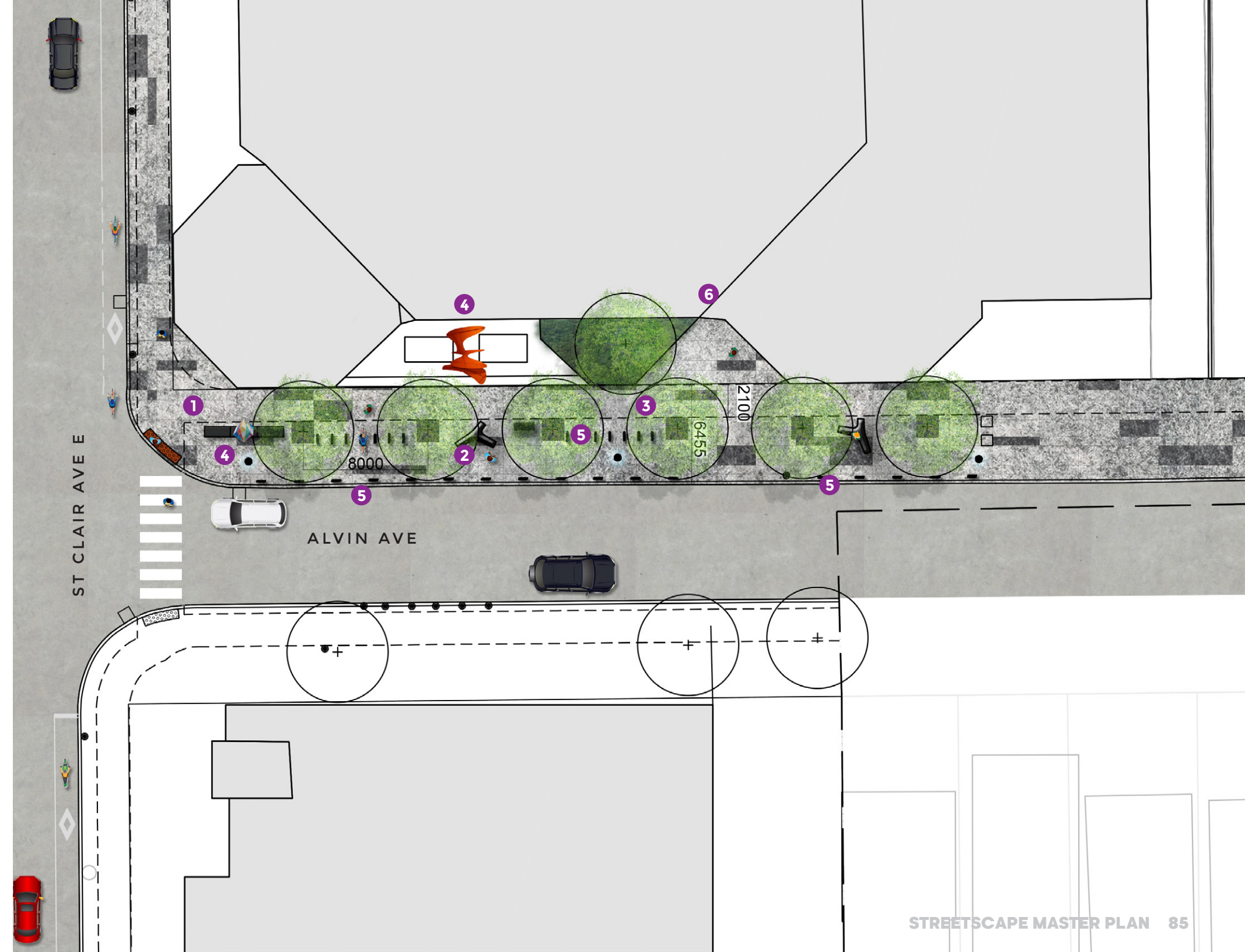
- 1 Feature paving
- 2 Fixed benches
- 3 Stone plinths / seating
- 4 Garbage receptacle
- 5 Option for future crosswalk



# ALVIN ACTIVATION ZONE

The Alvin Avenue activation provides places to rest outside of the clearway alongside plenty of bike parking. Plinths and the non-accessible terrace of the adjacent building could host temporary art installations as part of the activation programming. When not in use, the plinths provide more seating.

- 1 Feature paving
- 2 Fixed benches
- 3 Custom tree grate option
- 4 Art
- 5 Bike racks
- 6 Existing entrance





## IMPLEMENTATION

Implementation of the Yonge + St Clair BIA Streetscape Master Plan will take place over a long period time in a sequence and timeline directed by the BIA membership and Board. The Plan presents an inspirational vision that anticipates sustained effort and investment to achieve. Improvements should be coordinated in conjunction with development projects within the zone, and with collaboration from the property owners and other stakeholders. Projects should take advantage of cost sharing opportunities with the City of Toronto, who offer a 50/50 cost share for one-time capital improvement costs up to a maximum of \$700,000 per BIA, per year.

To develop a particular concept, the BIA selects a project to pursue and engages a consultant to provide detailed design drawings to be refined in collaboration with the relevant City of Toronto departments. Generally, the process would see drawings developed to approximately 60% design drawings to be circulated to the permitting agencies. Refinements would be made based on feedback and comments before the final submitted for approval. Once approved the typical construction process within the right-of-way begins.

Projected cost estimates and a proposed sequence for the concepts proposed in this Master Plan are included the phasing plan and costing schedule in the following section. Following acceptance of this master plan, a short term project will be identified in consultation with the BIA and design team. Detail design drawings will be developed to be submitted for permits with the City of Toronto.

# PHASING PLAN



\* on-going initiative tied to redevelopment projects

# COSTING SCHEDULE

Phase	Item	Unit	Estimated Cost
on-going	Custom Paving	m <sup>2</sup>	\$450
on-going	Embedded Metal Elements	m <sup>2</sup>	\$150
1	Anti-graffiti Pole Wrap	ea	\$500
1	Signature Bench	allowance	\$30,000
1-2	Laneway Mural	ea	\$5,000- \$25,000
1 - 2	Street Furnishings: MultipliCITY Bench- Offset left tablet	ea	\$8,000
1 - 2	Street Furnishings: MultipliCITY Bench- Straight Backless	ea	\$5,200
1 - 2	Street Furnishings: Twig Bench- Backed	ea	\$14,000
1 - 2	Street Furnishings: Key Bike Rack	ea	\$2,000
1 - 2	Street Furnishings: Toronto Standard Trash Receptacle	ea	N/A
1 - 2	Street Furnishings: Custom Tree Grate	ea	\$2,000
1 - 2	Street Furnishings: Elias Lighted Bollard	ea	\$2,400
1 - 2	Street Furnishings: Outdoor Power Pedestal	ea	\$3,000
1 - 2	Street Furnishings: Tactile Warning	ea	\$1,000
1 - 2	Street Furnishings: Donat Bollard	ea	\$750
1 - 2	Street Furnishings: Black Granite Plinths	ea	\$4,000
2	Gateway Feature Signage	ea	\$25,000 - \$40,000
2	Textured Asphalt	m <sup>2</sup>	\$110
2	Activation Zones	ea	\$100,000 - \$250,000
2	LED Feature Lighting	ea	\$8,000
2	Planter Replacement	ea	\$6,500
3	Landmark Fixture	ea	\$150,000- \$250,000





**YONGE + ST. CLAIR**

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