

Capital Design Strategy for St. Clair Avenue West



 **Toronto** Economic Development

St. Clair West Revitalization Committee - SWRC

BROWN AND STOREY ARCHITECTS
RICHARD GILBERT
July 2004

The Capital Work and Design Strategy study was conducted by Brown and Storey Architects and Richard Gilbert for the City of Toronto Department of Economic Development Culture and Tourism and the St. Clair Avenue West Revitalization Committee (SWRC). Steering Committee members for this study were Karen Keskull, EDCT, City of Toronto, Robert Mays, EDCT, City of Toronto, Tony Bolla, SWRC, and Margaret Smith, SWRC.

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A. Introduction

A.1 Project Team and Participants

Brown and Storey Architects and Richard Gilbert were engaged by the City of Toronto Department of Economic Development, Culture and Tourism to provide a Capital Works and Development Strategy for St. Clair Avenue West. This part of St. Clair extends from Glenholme Avenue to Keele Street and includes the precincts of three Business Improvement Areas (BIA's) – St. Clair West, (partially included from Glenholme Avenue to Dufferin Street - the full St. Clair West BIA boundary extends from Glenholme Avenue to Westmount Avenue), Corso Italia, (extending from Westmount Avenue to the J. J. Piccininni Centre), and St. Clair Gardens (Caledonia Road to Old Weston Road).

This report builds upon the initiatives of the St. Clair West REvitalization Committee (SWRC). The development of a Capital Improvement Plan was one of 81 recommendations included in the SWRC Community Revitalization Plan titled "Our Future Together". SWRC's boundaries are from Rogers Road to the north, the CPR tracks to the south, the CNR/CPR tracks to the west, and Glenholme Avenue to the east. This study focussed on the commercial employment area along St. Clair, and looked beyond Old Weston Road and Glenholme Avenue in order to have a better overview of the employment area.

The project team held regular Steering Committee meetings with both members of the Economic Development Division of the EDCT Department, the ad hoc committee of the St. Clair West Revitalization Committee (SWRC) and TTC staff. Several meetings were also held with the Technical Advisory Group which included City of Toronto staff connected with the ongoing Environmental Assessment with regard to potential transit improvements along St. Clair Avenue West.

A.2 Environmental Assessment Process

This Capital Works and Design Strategy has taken place within the longer timeframe of the Environmental Assessment process that has been examining transit improvements along St. Clair Avenue West. This juxtaposition of these two processes has been managed so that this study would not comment upon or illustrate any design concepts that deal with the positioning of the street curb, the composition of the street section or any public spaces directly associated with the streetcar service.

This scope of work would normally fall within analysis contained in a street-related study, so to counter this somewhat different context of the work, other areas of the study have been focused upon in more detail than might normally be found in an urban design strategy.

A.3 Phases of the Work

There were three phases of work in the Capital Work and Development Strategy that built upon themes identified early in the project through two walking tours with the SWRC members and project research and analysis. The first phase of work was initiated with the two walking tours and mapping / research analysis where the design directions were identified, mapped and presented for group discussions with the Steering Committee and SWRC members. These design directions were explored in the second phase of work – Preliminary Design Guidelines – through the illustration of the concepts in 3D views and urban design plans. This work was shown as works in progress to the Steering Committee and the SWRC membership for discussion and elaboration. Input from this stage fed into the final phase of work – Final Design Guidelines – that was presented in a well-attended public open house, and was also presented to the members of the Technical Advisory Committee and the Steering Committee. Revisions suggested from this circulation have been accommodated in this final report. An appendix lists actual written comments received from the public during the open house event.

B. Executive Summary

The area of the St. Clair Avenue West study extends from Glenholme Avenue to Keele Street and contains three BIA's – St. Clair West, Corso Italia, and St. Clair Gardens. The following design directions were developed through the walking tours, design workshop and research / analysis and formed the basis of the design concepts proposed for the capital strategy for St. Clair Avenue West:

1. Open Spaces

The study section of St. Clair Avenue West lies within a potentially rich interconnected series of open space / green systems that can serve to tie the north and south sides of St. Clair together as a central focus. This is important because of the significant width of the public road allowance which causes a disconnection between the two sides of the street. Several scales of interventions and improvements to the relationship of St. Clair Avenue to its surrounding green open spaces are suggested:

i. Earlscourt Park and Prospect Cemetery

Reconnect Earlscourt Park to the larger green space network - to the north to Prospect Cemetery, to the south to Davenport Road - and to St. Clair Avenue by reconfiguring the entrances and relationship to the J. J. Piccininni Centre.

ii. Small public spaces and parks

Explore all opportunities to increase public realm along the length of St. Clair Avenue West. Widen sidewalk areas at north/south secondary streets to create small piazzettas including:

- Greening the short residential streets on the north side of the St. Clair Gardens BIA area to visually connect St. Clair to the extensive SADRA parkway that parallels St. Clair to the north.
- Expand sidewalks at the north-south secondary streets where they intersect with St. Clair Avenue. By expanding the side street sidewalks, small piazzettas can be created to provide more area for tree planting to visually connect St. Clair to the residential shady streets.
- Create a new small piazzetta community event space at small open space at Northcliffe Blvd. and St. Clair with a sunken parking deck to augment current parking facilities in the area.



2. Transportation - Potential GO Station scenarios

The St. Clair Avenue West study area is crossed in two locations by railway corridors, both of which have GO Train services operating on them. The railway crossing west of Caledonia operates GO Train services between Union Station and Bradford, while the crossing east of Keele Street operates GO Train services between Union Station and Georgetown. Both services operate in one direction during peak periods and have no off-peak service. There are long-term plans by GO Transit to increase the number of trains during peak periods once rail-rail grade separations are constructed in York Region. Where these corridors intersect with St. Clair presents an interesting potential of a future GO Station that would make a strong contribution to the future and sustainable energy of St. Clair. Several scenarios are suggested looking at the two existing rail corridors that look at internodal connection potentials and residential intensification that would be needed to sustain the transportation linkages. These scenarios have been presented as speculative, as there are no current plans to create GO Stations at these locations. The potential for intensification and future GO connections will be studied as part of a future Avenue study along this section of St. Clair Avenue West.

3. Front of Stage / Back of Stage

The revitalization of St. Clair Avenue West has been considered in a front of stage/ back of stage scenario, looking at the potential of the zones immediately south and north of the west end of the study area where new high tech industries could be developed. The type, density and zoning of potential new development will be studied as part of a future Avenue study in this corridor. Current high energy uses like the flea markets and Delta Bingo (back of stage) should be connected to St. Clair (front of stage) as interconnecting uses rather than competing drains on the vitality of the street. Illustrative plans are developed to show potential connections in the western end of the study area to connect to these potentials.

4. Streetscapes

The urban design goals for a revitalized St. Clair West streetscape must address how to connect the BIA's more contiguously with façade treatments, pavement treatments, and ways to accommodate expressions of street animation like outdoor cafes. At the same time, the individual expressions of the BIA's must also be allowed to be expressed. Open space linkages, future transportation nodes, and smaller scale high tech industrial insertions, as noted in the above sections, can also provide a new sustainable "content" for the streetscape.

Since the street and sidewalk widths are part of the subject of the ongoing EA study, a range of concepts are presented that illustrate strategies that can be adapted to sidewalk widths that result from the design concepts developed through the EA process.



5. Recommendations

The broad scope of the projects has been divided into short term, medium term, and long term priorities. These projects should be undertaken as necessary next steps in the revitalization of St. Clair Avenue West.

5.1 Short-Term Projects

a. Relocating the TTC Transit “Loop”

The possibility of relocating the TTC “loop” from the current site at Lansdowne to west of the J.J. Piccininni Centre at the corner St. Clair Avenue West and Caledonia has been raised by SWRC as a priority that should be considered as an option in the design concepts being developed through the Environmental Assessment study. The present location of the Lansdowne loop is undesirable because the loop occupies space that is also used as an entrance to Earls court Park, a rear landway for Lansdowne houses to the south, has no proper sidewalk areas, often has illegal parking occurring on the west side of the La Paloma building, and is directly adjacent to the entrance to the JJP Community Centre. There is limited space available to accommodate all of these uses, partly due to the grade change necessary to enter the JJP Centre and the current arrangement of separate bus and streetcar loops, and it is not believed that there is a solution on the Lansdowne site that will improve the safety.

Budget cost: to be determined through detail design



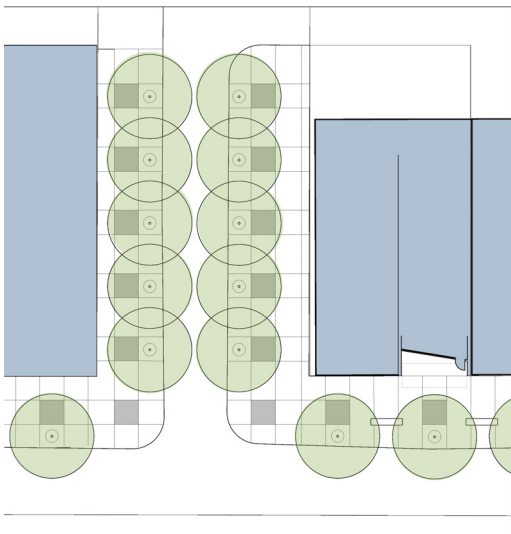
b. Streetscape Work:

In order to strengthen the public realm of the street, at whatever dimensions are arrived at through the separate EA process, and to make strong linkages to adjacent neighbourhoods and open space networks:

- General streetscape improvements to the pavement that are adaptable to various dimensions and adjacent traffic conditions;
- Tree planting in continuous tree pits where the dimension of the sidewalk permits;
- Widening of the sidewalks at the public right-of-way zones at secondary street intersections to permit corner cafes, small piazzettas, and intensive tree planting to visually connect to the tree-lined residential streets beyond;
- Coordination of street elements like newspaper boxes, garbage disposal bins, and lights to reduce clutter and to provide opportunities for identifying the separate BIA areas;

Budget Costs: These improvements are shown as additional costs to a base budget that would be carried by WES for standard sidewalk replacement. Because the extent of the work is to be established through detail design in the EA process, these costs are given as unit costs only. The furniture allowance shows a sample breakdown of numbers and general costs, but this would also require detail design work to ascertain what furniture can be accommodated in the future sidewalk configuration. The number of furniture elements is generated by assuming new fixtures across an approximate 2.3 km. total study area length, of 35 separate blocks.

| | |
|-------------------------|--|
| Special pavement: | \$430 / m ² (granite) |
| Tree pits construction: | \$475 / m ² |
| Trees: | \$800 each |
| Furniture allowance: | \$200,000 (i.e. 75 garbage cans \$ 40,000 50 benches \$ 75,000 25 group bike racks .. \$ 85,000) |



c. Overpass Sites:

The overpasses on either end of St. Clair Gardens are barriers that do not encourage pedestrians to continue in either direction. While these overpasses should become the subject of a longer term project of residential intensification and potential internodal transit connections, in the short term, they should be considered as physical passages to each BIA and used as strong landmarks.

The overpass itself should be upgraded and restored. The “underpass” should be re-painted and “over-lit”. New light standards across the top are suggested with signage – (i.e. “Welcome to St. Clair Gardens” / “Welcome to Corso Italia”) to highlight the idea of passage by day and by night. The banks of land on either side of the overpass could become either public art sites or landscaped garden sites that would be sponsored / maintained by the BIA’s.

Budget cost: (not including any possible required upgrading of the underpass or funds for a public art installation / competition):

\$120,000.00



e. Avenue Study

St. Clair Avenue West, (through the study area being examined), because of the potential to significantly improve transit service, the wide right-of-way (31 metres), and current land uses, has been identified in the new Official Plan as an Avenue for intensification. The City Planning Division is currently conducting a series of Avenue studies that look at ways to intensify main streets of the City for residential and commercial uses. This segment of St. Clair Avenue West should be made a priority for study under the Avenue studies program. The whole of St. Clair Avenue West was identified as requiring an Avenue study starting in 2005 by Council at its July 2004 meeting.

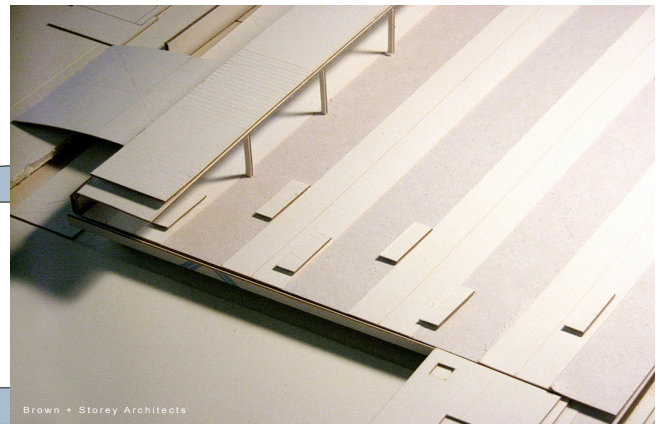
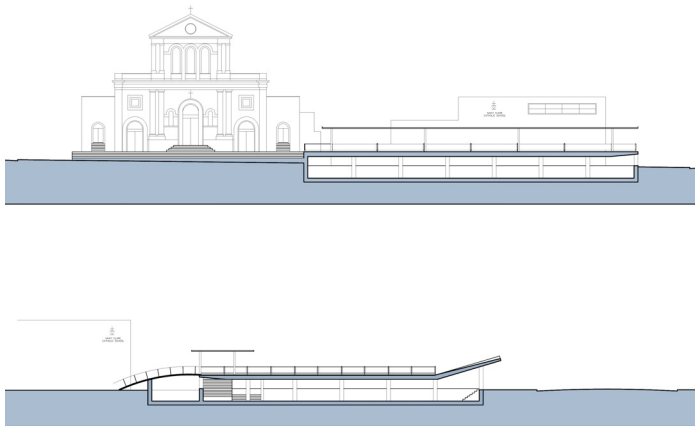
5.2 Medium -Term Projects

a. Piazzetta Santa Chiara

The land where the new piazzetta is proposed is directly east of St. Clare Church, a fenced small open space intended but not used as an additional playground area for the school to the north. The ambitions of the Piazzetta Santa Chiara is to both provide a secure parking facility of between 40 to 45 cars in a parking deck that is set a half level below the sidewalk, bringing its roof surface to a level with the adjacent raised gathering space at St. Clare Church. The roof of the parking deck becomes a community public space for street festivals, markets, special events, an outdoor classroom for the adjacent school, and a reception space for special occasions. The top surface is illustrated as a hard surface piazza with benches, tree planting and a canopy; the final composition of the surface and the elements would be determined in an extensive community consultation phase. This project is suggested as a medium term project because there would be much coordination required between the City of Toronto, the Toronto District Catholic School Board (owner of the property), the Toronto Parking Authority, SWRC and other local residents.

Budget: \$550,000 - \$800,000 - surface construction only

This figure does not include the Toronto Parking Authority's cost of constructing the parking deck (estimated by the TPA at \$1,200,000) or the cost of land acquisition.



5.3 Long Term Projects

a. Earlscourt Park / Community Centre

Both Earlscourt Park and the Joseph Piccininni Community Centre require an extensive re-design. Earlscourt Park has the potential of being part of a strong north-south green linkage connecting the extensive lands of Prospect Cemetery extending across St. Clair from Eglinton Avenue travelling south to Davenport Road. Currently the presence of Earlscourt Park is completely blocked from view from St. Clair because of the community centre. The community centre also provides no access or views through to the park. These are basic considerations that should be taken into account in a larger re-design study that should be undertaken for both the community centre and the park.

The work of this study illustrates a redesign concept for Earlscourt Park that suggests a strong presence on the street and smaller discreet divisions of the park for appropriation by groups and activities that do not preclude larger gatherings and sports fields, promoting a north-south link to Davenport Road. This plan is a suggested illustration and is included as a demonstration only of the potential of a re-considered park amenity.

Similarly, the intense use of the Piccininni Centre should be reflected in a far better equipped and sited building that would enhance the relationship between the street and the park, and the building and the park. A major renovation / rebuilding of this centre should be pursued. This recommendation could fall within the parameters set in “Our Common Grounds”, the parks strategy and vision plan recently released by the EDCT Department. A working group is required that would begin to closely examine redesign strategies for both Earlscourt Park and the Community Centre.

Budget: to be determined



b. GO Station Internodal Connection

A major revitalization factor was recognized in the study in the potential future siting of a GO Station Internodal Connection at St. Clair and Caledonia Road, that would provide a linkage between the St. Clair streetcar and a future intensified GO Station. This scenario was explored in plan to show the extent of new residential / high-tech industrial development that would accompany such an infrastructural initiative. The exploratory plan also shows a reconfiguration of the St. Clair / Caledonia Road intersection, providing a building site and new station location that would revitalize and transform the current overpass condition.

This speculative proposition was explored briefly by this study. Further study of this proposal is recommended as part of a future Avenue study for this part of the St. Clair Avenue West corridor.

Process and Costing / Next Steps

Assuming that the Environmental Assessment study is approved by Council and through the Ministry of Environment review process, subsequent detailed design work should take into consideration the recommendations of this study. Those components that are incorporated into the detailed design work will be costed. The remaining elements will need to be examined as part of future studies. A working / building committee from SWRC should be established to pursue the recommendations of this report.

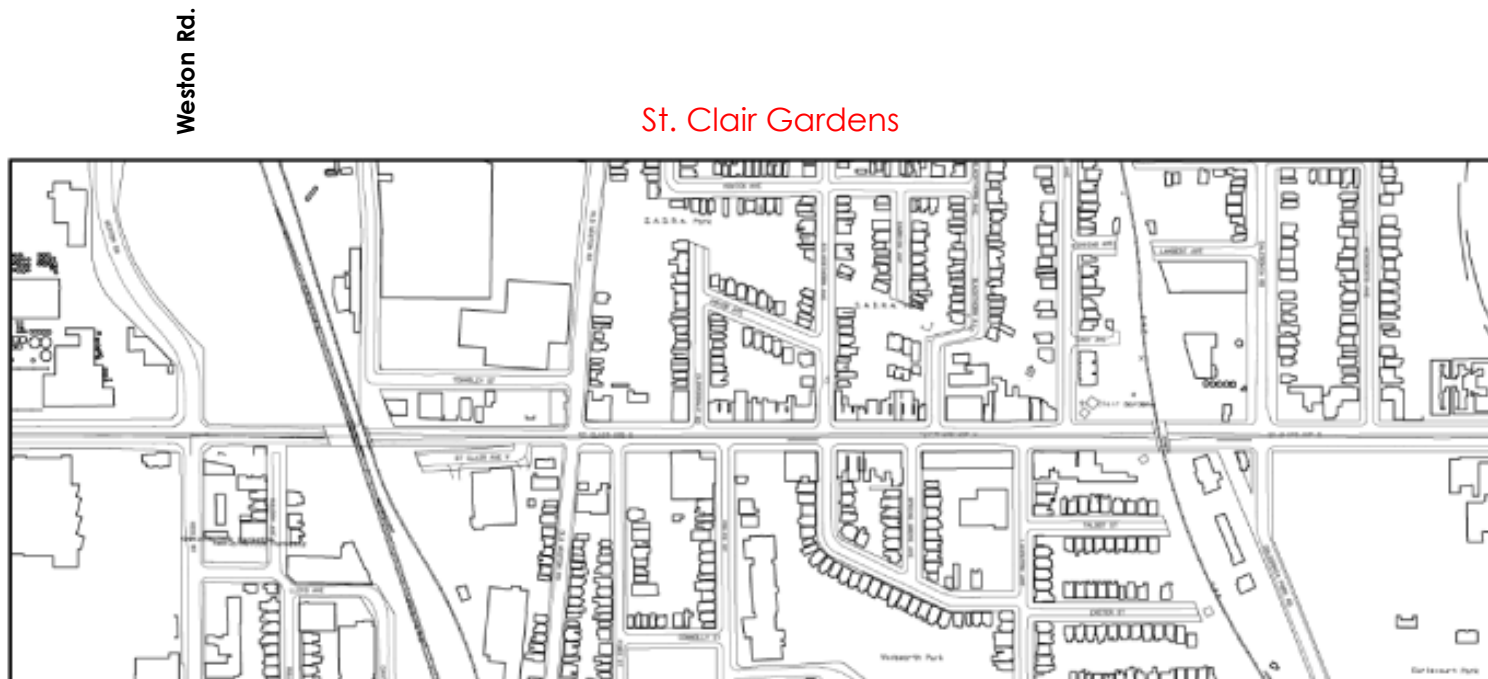


C. Community Consultation

C.1 Walkabouts

The St. Clair Avenue West study was initiated with two community walkabouts. The first extended in the eastern half of the study area from Glenholme to the Joseph J. Piccininni Community Centre. The second walkabout began at the community centre and extended to western boundary of the study area at Keele Street. Summaries of the observations recorded and documentation of the route and the event follow:

Second Walkabout, January 31, 2004



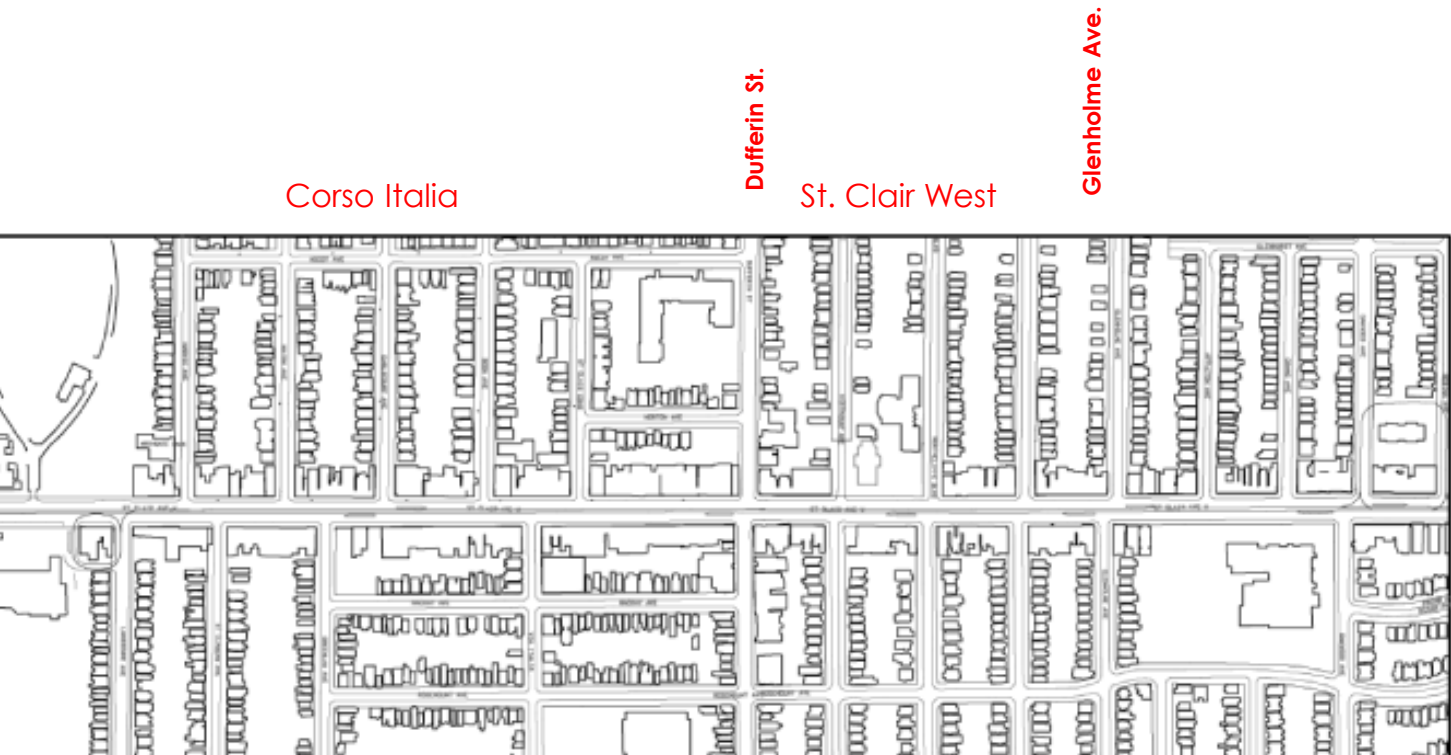
Walkabout 2 - St. Clair Gardens - Caledonia Road to Keele Street

Street Data

- total length of street: 1,000 metres
- Bounded by railway underpasses:
 - Keele Street - links to Downsview / Union Station
 - Caledonia Road, Go Train Service
- Industrial zone at western edge of St. Clair Gardens
- Earlscourt Park at eastern edge St. Clair Gardens
- 6 blocks on the north side, 7 blocks on the south side
- Keele, Old Weston Rd., Caledonia major n/s streets
- a total of 12 intersections, 7 "T" intersections
- a total of 2 streetcar islands, 4 streetcar stops at Silverthorne, Old Weston Road, Keele, Caledonia
- -existing R.O.W. 30.0 meters / 100 feet
- road bed: 16.0 meters
- north sidewalk: 7.0 meters, south sidewalk: 7.0 meters



First Walkabout, January 18, 2004



Walkabout 1 - St. Clair West / Corso Italia - Westmount to Lansdowne **Street Data**

- total length of street: 800 metres
- 10 blocks on the north side (8 short, 2 long)
- 9 blocks on the south side (6 short, 3 long)
- Lansdowne and Dufferin major n/s streets
- major park: Earls court and Prospect potential connection
- a total of 14 intersections along the length of the street including 9 T-intersections
- a total of 4 streetcar islands
- 2 streetcar stops: 1 at Dufferin, 1 at Earls court Ave.
- 1 streetcar loop at Lansdowne
- existing R.O.W.: 30.0 metres/100 ft.
- road bed: 21.0 metres
- north sidewalk: 4.5 metres, south sidewalk: 4.5 metres



Walkabout 1

St. Clair West BIA / Corso Italia – Glenholme/Lansdowne

About a dozen people met at the St. Clare's Church and walked west, weaving back and forth along the north and south sides of St. Clair Avenue. The group talked about particular ideas, problems and characteristics of the street. The walk concluded at Lansdowne Avenue where coffee and drinks were followed by further ideas and discussions. Some of the observations made included:



Santa Chiara open space



Typical 2 storey facades

Street furniture



- In front of the St. Clair Catholic school there is a small green open space with trees enclosed by a chain link fence, known as Santa Chiara. It is currently fenced because of safety concerns with the school children using the space at recesses. It is not well lit and a sizable area on the west edge has been appropriated for parking. *Parkette to Piazza.* If the use of this open space was re-considered with regard to its connection to the adjacent church and related rituals, and became a sort of outdoor performance place / outdoor classroom, etc. its use could become more equitable between the street and school, making a more friendly connection to the public space of the street.
- Westmount and Northcliffe Streets were flipped in their one way designations. Some residents felt that this has had some adverse effects in terms of local traffic patterns and interfering with normal access to St. Clair.
- Jerrett Funeral home has only one entrance in the front that requires all funeral procession rituals to take place on St. Clair between St. Clare Church and the street. Parking problems, lane access, and the existing corner open space need to be incorporated into any plan for an improved St. Clair Avenue.
- The existing cedar hydro poles that run along the south side of the street are archaic. The poles currently up along the Corso Italia were to have been taken down as they now have underground services.
- Garbage bins, newspapers and poles clutter the streets, particularly at the intersections where they block and prevent safe street crossings, and create a poor image of the street through their unappealing appearance. These need to be re-organized, redesigned and re-considered.
- The St. Clair West B.I.A. would like to expand into the 'gap' zone over to Winona. (Outside the scope of this study.)
- Oakwood Collegiate's Schoolyard presence on St. Clair was raised by people on the walk; Its future possible multi-functional role, shared staff and public parking, and how the school yard and institution might improve the relationship to the street. (Oakwood Collegiate is out of the boundary of the study area.)
- Focus on the status and well being of the corner buildings is strategically important to the street. The Dufferin/St. Clair intersection's decline in status in terms of the uses in the corner buildings was noted. The 'well-being' of the corners are indicators of how well the whole street is working economically. Upgrading the corner buildings and attracting high-end uses would help the overall revitalization of St. Clair.



TTC Loop at Lansdowne



Dufferin and St. Clair NE corner



St. Clare Church

Residential street intersection



- The TTC loop at Lansdowne is extremely unsafe for people entering Earls Court Park; there is not enough room to accommodate transit transfers, park entrance, access to rear lane for Lansdowne. This is seen as a key priority for change on the street.
- Residential streets are predominantly long north-south; easterly blocks on St. Clair's south side at Dufferin are organized running parallel to the street.
- The Lansdowne/Caledonia park road open space and rail corridor was noted as the 'centre' geometrically of the entire study area; as a void it suggested the probability of further intensification and ideas for improvement. It connects to Union station and York University.
- What if this became a substantial public space and urban transportation 'node'?
- Most blocks have either a T lane access behind the commercial building fronts accessed from both adjacent residential streets and provide off-street servicing potential to commercial retail uses.
- The western limit at Lansdowne signals significant change with open spaces creating a gap in the otherwise continuous commercial street frontages.
- The nature of the commercial buildings are typically small frontages with lot depth of 100 feet; all streets and blocks have corner buildings that occupy and reinforce both street faces



Walkabout 2

St. Clair Gardens – Caledonia to Keele Street

La Paloma Cafe was the site rendezvous for the second walkabout. There were about ten people attending. The walkers began with a look behind J.J.Piccininni Centre into Earls court Park by walking through the TTC / bus loop area to the back of the building. People were surprised that there in fact was a park behind the building and how inhospitable the building was to the park. A number of observations were made:



Overpass



TTC Loop and Piccininni Centre street edge

Piccininni Centre and Earls court Park



- the two underpasses bracket the 4 commercial blocks and form a distinct enclave
- towards the west , a quiet suburban periphery and industrial uses are predominant
- linear open space systems cut across and behind retail area (hydro ROW – SADRA Park) and remnant ravine parks/schoolyards but do not currently enrich environment of St. Clair
- overpasses lack identity and have negative and divisive impacts on street character
- The TTC loop and adjacent building on Lansdowne do not make use of the rich potential that could be achieved if these infrastructures were more carefully integrated with the surrounding context and St. Clair Avenue. The TTC loop and adjacent laneways that run the entire length of the east side of Earls court Park do not establish an outside linkage into the park. These prominent areas of disconnection are both unsafe in terms of its concentration of uses and are also very unappealing in appearance and give an extremely poor image of the street in an area that could be highly attractive. As a significant part of the street where transit connections are made and the entrance located to the community's recreation and cultural centre, this loop could become a major public space node.
- Much like the Prospect Cemetery's new gateway structure, this area of St. Clair could create more meaningful buildings with more appropriate scale and design.
- The backspace of the Piccininni Centre is a large windowless box, no entrances, or any other features that would acknowledge the presence of the park.
- Earls court Park on almost all four sides lacks clear "front" and public edges.
- At the southern edge of Earls court Park on Davenport Road, the whole edge is blocked from public access by a metal rail, except for on small set of steps. Caledonia Park Road on the western edge is separated from the park by a significant gradient making it unusable and cut off from the rest of the open space.
- The St. Clair face to the park obscures the presence of Earls court Park with an array of skating rinks, small structures and indifferent landscape treatments
- The interior area of the park is a large open space without a clear pathway system. There is no evidence of lighting that marks pathways



Hydro / SADRA Park, St. Clair Gardens



Corner plaza



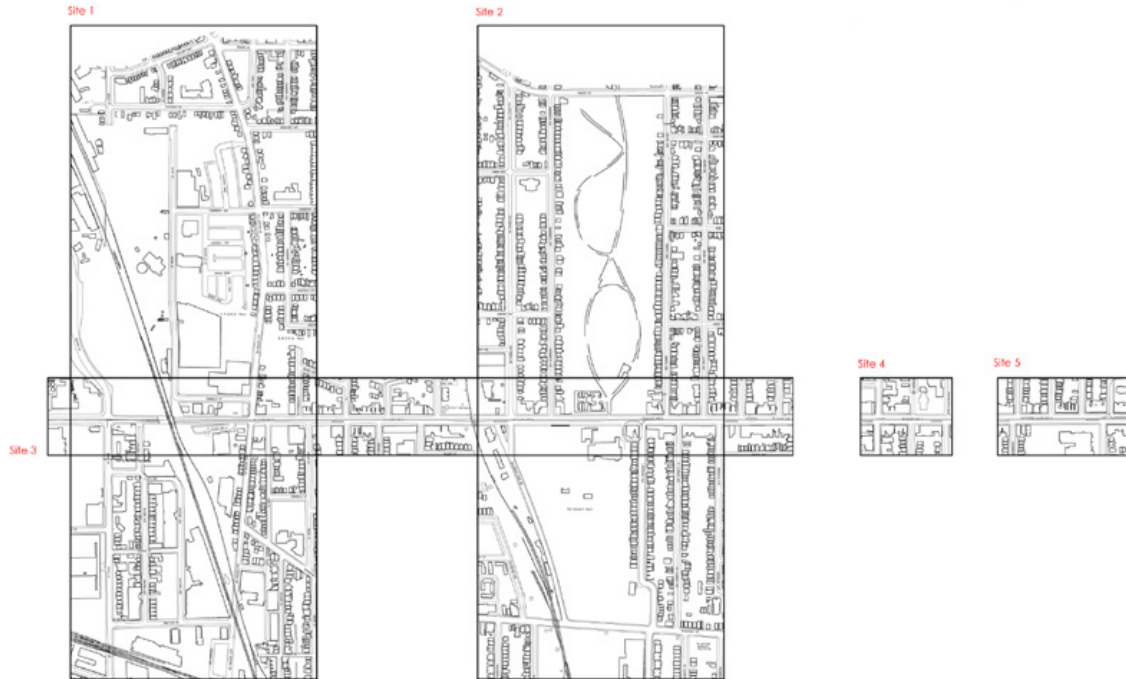
Streetscape, St. Clair Gardens
Corner Building



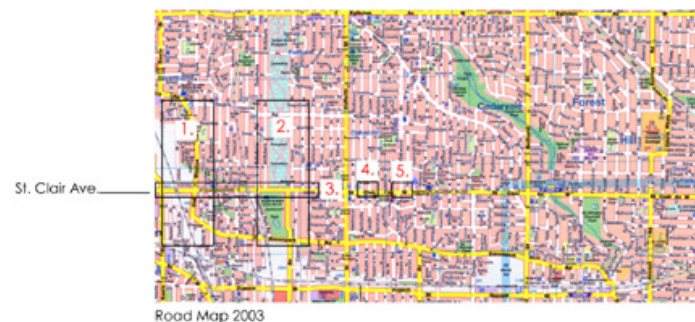
- The viaduct at Caledonia Park Road and St. Clair shares an edge with the beginning of SADRA Park, which is a hydro right of way with a secondary use as a park. The hydro function overwhelms the park aspect of the open space because of the number of hydro transformer towers.
- Surrounding this viaduct, park, and intersection, comments were made regarding the possibility of this becoming a real internodal location for a relocated TTC loop and GO Station. A better connection to Earls Court Park, intensification and new buildings were also suggested.
- St. Clair Gardens – comments were made with respect to the need for street furniture to take advantage of the very good sidewalk width that exists there.
- The sidewalk width and road dimensions for St. Clair Gardens are quite distinct from the Corso Italia section of St. Clair. The sidewalks are quite generous in width. Trees, planted closer to the middle of the sidewalk make them healthier and function more as sources of shade.
- The lack of identity of the BIA area was noted and potential planters were suggested.
- Traffic was noted as being slower on this section of St. Clair, because of many cars turning at Old Weston Road in longer commuting trips
- Comments were made noting the invisible parks located behind St. Clair main street buildings – the potential of linking these visually to the street by framed green views to the park were noted.
- Parking was noted as being deficient in this area – the Parking Authority has been approached but not interested in building new lots
- The building stock along this section is fairly constant facades of two storey heights
- The potential for the future of St. Clair Avenue, new developments and GO Station linkages both to York university and Pearson Airport are being considered for both viaduct locations.
- The Keele Viaduct location was investigated, standing on top of the corridor looking east onto St. Clair: A vast space stretches north and south across St. Clair.
- Underutilized industries with a potential GO Station connection to Pearson should be built upon.
- There is great potential for development with access to main street, highways to the west, and transit linkages in all directions (potentially)
- St. Clair is a street that rolls up and down over a large escarpment. The landscape, history and infrastructures of this area are intertwined.
- Heydon House, a significant corner building, was once a railway hotel. It could potentially be transformed in a similar fashion to the revitalized Gladstone Hotel on Queen Street West.

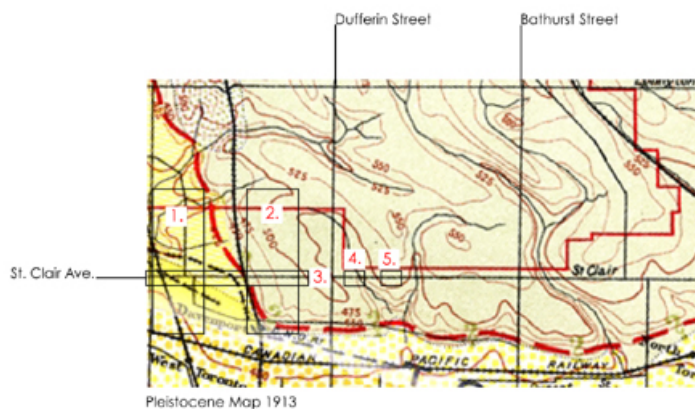
D. Research, Mapping and Documentation

- Several series of mapping were produced for the St. Clair Avenue West Capital Design Strategy that first provide a survey of existing mapping that shows many characteristics of the area. The second series of mapping summarizes the five areas of interest along the street and systems mapping that relates to the four general design directions of Open Spaces, Transportation Nodes, "Front of House / Back of House and Streetscapes. The following pages show reproductions of this mapping with brief descriptions.



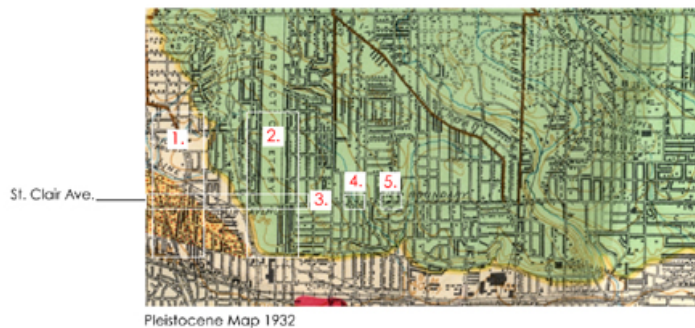
Five sites are identified and superimposed on the TTC transportation map and the Toronto road map to show these sites in varying contexts and interpretations.





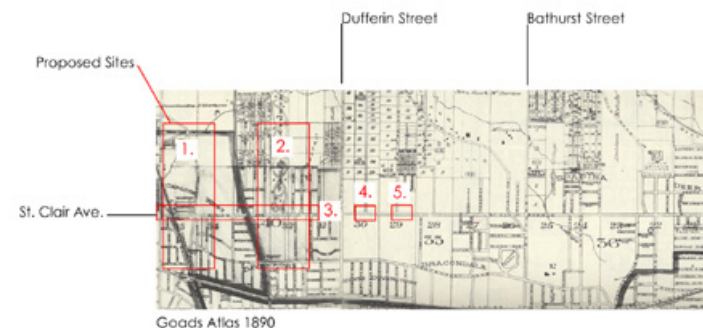
The Pleistocene Map 1913

The presence of the glacial Lake Iroquois shoreline (the ridge along Davenport Road) was a founding structural landform of this area. The 19th century railways followed this profile as a convenient route into the city. The slope and high points are equivalent to the landscape of Casa Loma further east. This sets St. Clair Avenue to the north, and Earls Court Park, at a significant crest in the city landscape.



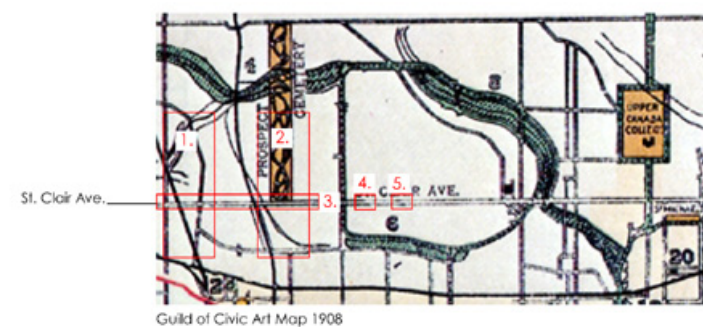
The Pleistocene Map 1932

The presence of the glacial Lake Iroquois shoreline (the ridge along Davenport Road) was a founding structural landform of this area. The 19th century railways followed this profile as a convenient route into the city. The slope and high points are equivalent to the landscape of Casa Loma further east. This sets St. Clair Avenue to the north, and Earls Court Park, at a significant crest in the city landscape.



Goads Atlas Map 1890

This map shows the emergent city pattern evolving out of the earlier concession grids and agricultural beginnings of the city. St. Clair Avenue is clearly the organizer of the street patterns forming to the north and south.

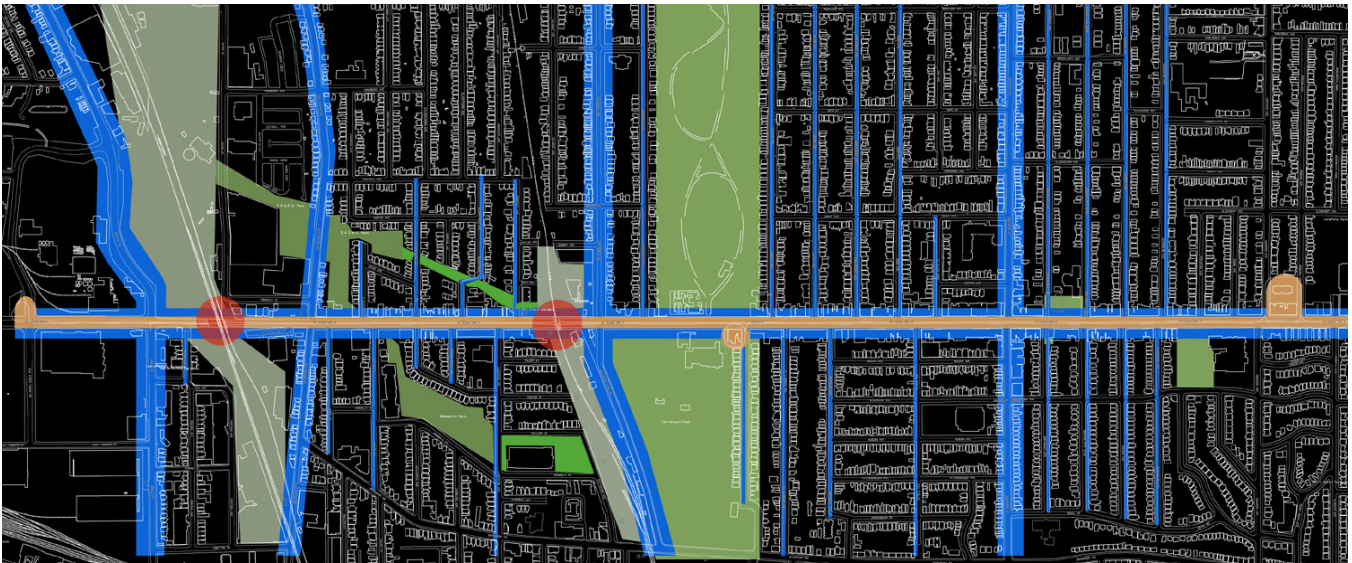


Guild of Civic Art Map

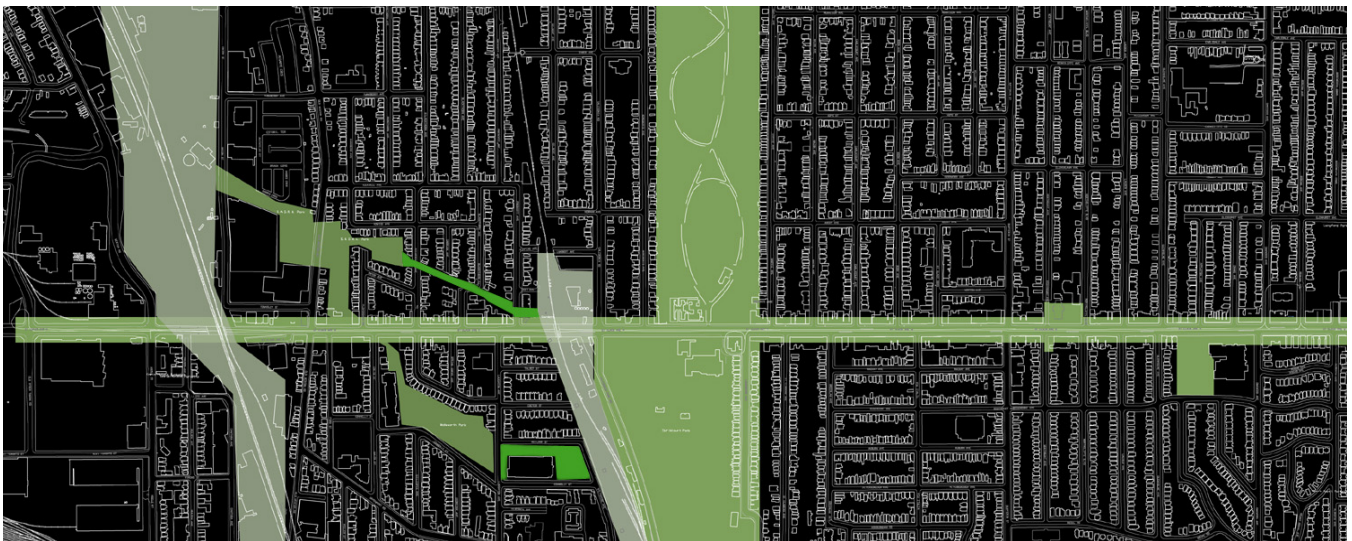
This famous Toronto document combined the dreams of the city artists, planners and architects of the period to make a visionary (unbuilt) map. Prospect Cemetery, the surrounding ravines and public spaces were conceived as a connecting network and as a counterpoint to the city grid of streets. New parks were proposed along the former Lake Iroquois edge.

E. Mapping - Design Directions and Concepts

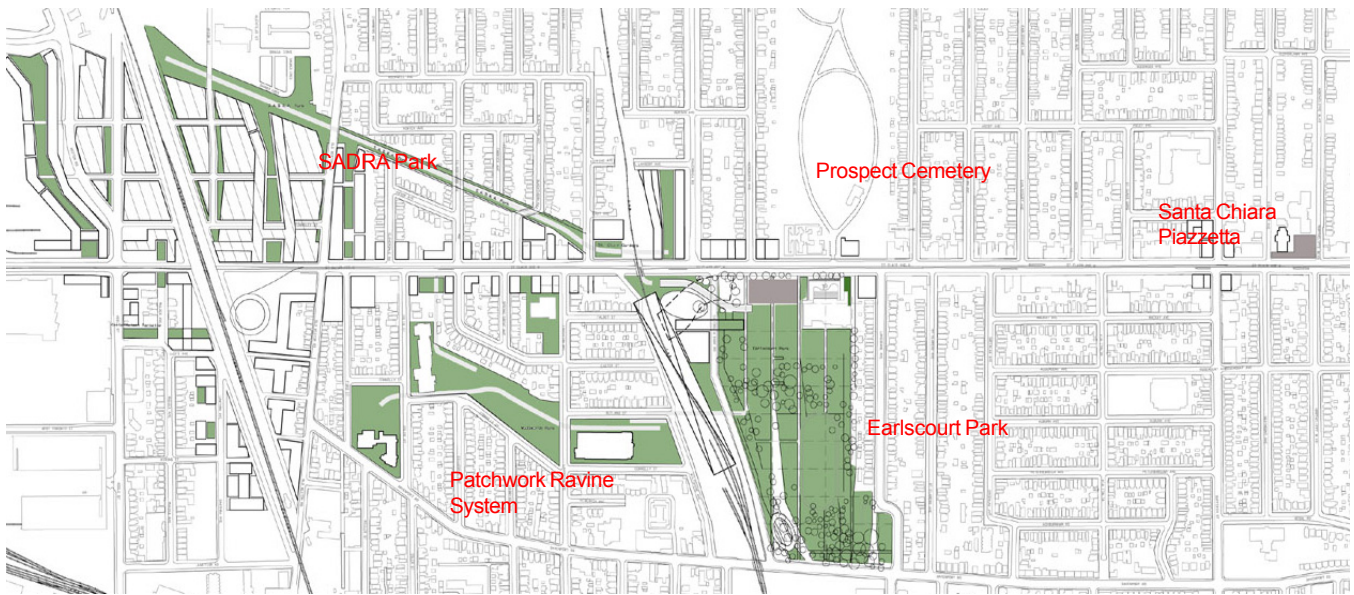
The four systems of open spaces, intensification, GO Station potential sites and streetcapexes are superimposed to suggest that a comprehensive approach to St. Clair Avenue West is dependent on a fully integrated consideration of those aspects.



Integrated Design Directions



Connecting Open Space Networks



1. Open Spaces

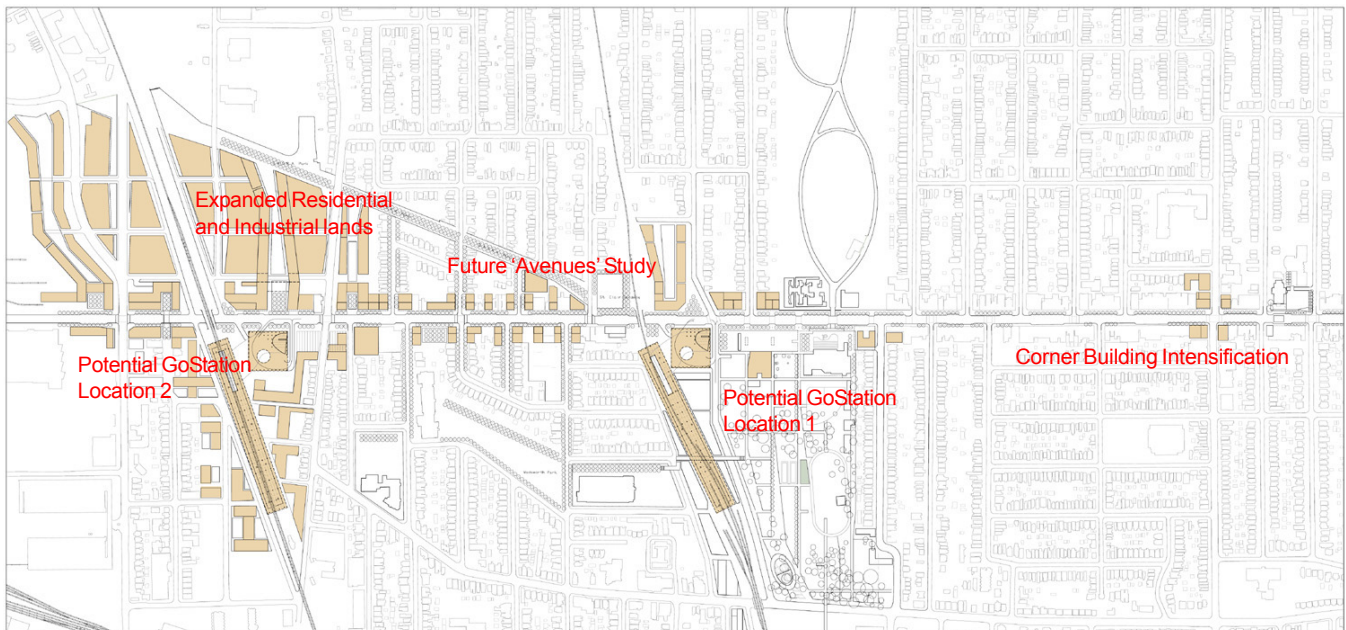
The study section of St. Clair Avenue West lies within a potentially rich interconnected series of open space / green systems that can serve to tie the north and south sides of St. Clair together as a central focus. This is important because of the extraordinary width of the right of way which can cause disconnection between the two sides of the street. Several scales of interventions and improvements to the relationship of St. Clair Avenue to its surrounding green open spaces are suggested:

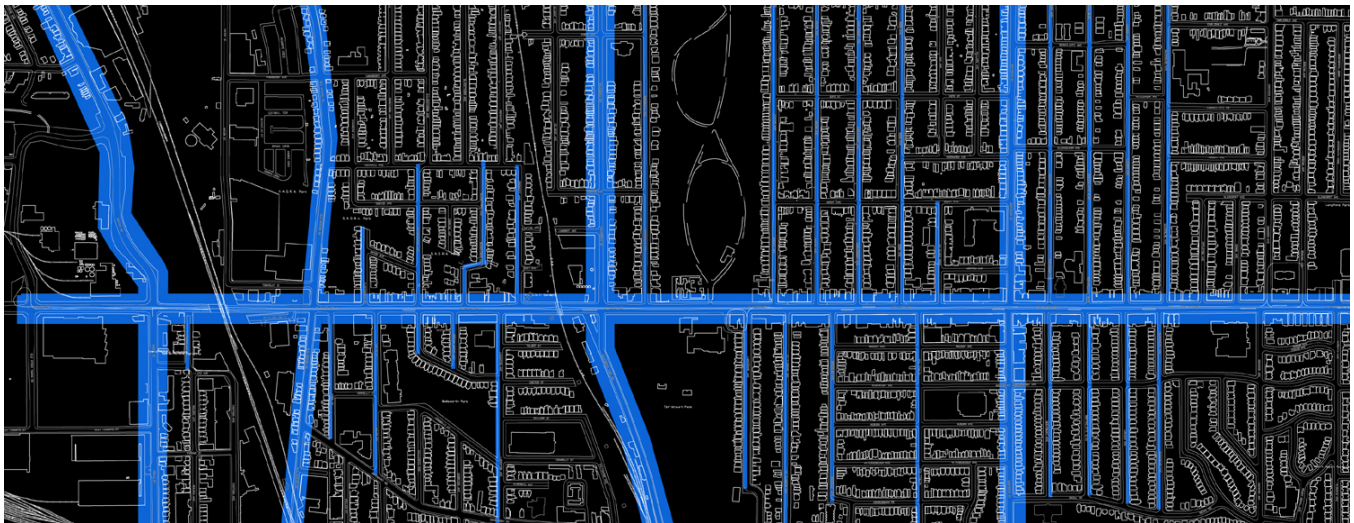
- i. **Earls court Park** – This park extends from the south side of St. Clair Avenue West to the north side of Davenport Road, a ridge landform that once formed the shoreline of a glacial lake thousands of years ago. The park currently has no presence on St. Clair Avenue, having been blocked by the Joseph Piccininni Community Centre. This study suggests ways of reconnecting this important park in a more meaningful way to the St. Clair Avenue streetscape and also southwards to its Davenport edge.
- ii. **Prospect Cemetery Lands:** - Although these lands are privately owned, they represent a significant and extensive green open space connecting Eglinton to St. Clair Avenue West. Creating a green network that has a safe crossing point to connect to the community centre and Earls court Park is recommended.
- iii. **Small public spaces and parks:** -
 - As the forerunner of the now widely accepted qualities of the public life on main streets, St. Clair Avenue ironically has few areas along the actual street length where public life can comfortably occur. Creating small “piazzettas” at the intersections connects the shady and green residential streets to St. Clair Avenue West, reinforcing the “greening” of the street.
 - Greening the short residential streets on the north side of the St. Clair Gardens BIA area can visually connect St. Clair to the extensive SADRA parkway that parallels St. Clair to the north.
 - A special project has been identified in a small green space adjacent to St. Clare Catholic Church which is currently under-used, where a small piazzetta could be created above a partially sunken parking structure. The Santa Chiara Piazzetta is suggested as an event space that is centrally located in the study area just east of Dufferin Avenue. A similar provision of partially submerged parking decks with public space piazzetta above is suggested along the face of the Earls court Park as well.



2. Potential GO Station scenarios & Intensification Areas

The St. Clair Avenue West study area is crossed in two locations by railway corridors, both of which have GO Train services operating on them. The railway crossing west of Caledonia operates GO Train services between Union Station and Bradford, while the crossing east of Keele Street operates GO Train services between Union Station and Georgetown. Both services operate in one direction during peak periods and have no off-peak service. There are long-term plans by GO Transit to increase the number of trains during peak periods once rail-rail grade separations are constructed in York Region. The potential for intensification and future GO connections will be studied as part of a future Avenue study along this section of St. Clair Avenue West.





3. Front of Stage / Back of Stage – Reinvigorating the industrial lands behind St. Clair

The revitalization of St. Clair Avenue West has been considered in a front of stage/ back of stage scenario, looking at the potential of the zones immediately south and north of the west end of the study area where new high tech industries could be developed. Current high energy uses like the flea markets and Delta Bingo (back of stage) should be connected to St. Clair (front of stage) as interconnecting uses rather than competing drains on the vitality of the street. Illustrative plans are developed to show potential connections in the western end of the study area to connect to these potentials.

4. Streetscapes

The revitalization of the St. Clair Avenue streetscapes can be realized through working towards the design directions noted above - new investment, residential intensification, internodal transit linkages, the reconsideration of the street's connection to large open spaces and the creation of a finer grain set of small piazzettas. Open space linkages, future transportation nodes, and smaller scale high tech industrial insertions provide a new sustainable “content” for the streetscape. The urban design goals for the St. Clair West streetscape must address how to connect the BIA's more contiguously with façade treatments, pavement treatments, and ways to accommodate expressions of street animation like outdoor cafes. At the same time, the individual characters of the BIA's must also be allowed to be expressed. Ultimately, the quality of the public space that is created on St. Clair Avenue West must be nurtured through good design, quality materials, and the close attention to elaborating and expanding a network of physical space and its interconnectivity. The communities along St. Clair Avenue West have been instrumental in teaching Toronto the richness of public life to be found in our main streets and cafes. Since the street and sidewalk widths are part of the subject of the ongoing EA study, a range of concepts are presented that illustrate strategies that can be adapted to sidewalk widths that result from the design concepts developed through the EA process.

5. Facades

The building stock along the St. Clair Avenue West facades varies from three storey traditional “main street” buildings to mid-twentieth century two-storey buildings to set-back corner plazas at the peripheries of the St. Clair Gardens BIA. The more suburban type corner plazas are typically located around the railway overpass areas, so that long range work at creating new transportation nodes would provide the impetus to create more urban building types. An overall strategy for the general improvement of facades is suggested that works with the eclectic nature of St. Clair Avenue West. The nature of main street building is many times that of a collection of vibrant yet very different facades. The European character of St. Clair Avenue West could likely be best expressed and elaborated as a contemporary and sophisticated collection of individual interpretations of the buildings, without bringing too much “theming” in terms of a distinct architectural era.

F. Recommendations for Short-Term, Medium-Term and Long-Term Design Projects

The general focus of this study has been to look at those spaces that are adjacent to the public right of way of St. Clair Avenue West to find ways to heighten the experience of the public realm. The following set of concepts have followed from the design directions set out in the mapping and consultation process – Open Spaces, Streetscapes and Potential Intermodal Stations. These proposed projects for St. Clair Avenue West range from those that can be implemented in the shorter term, medium term and longer term. All of the projects should be pursued and the SWRC committee should continue with their valuable work in promoting both short and long range planning for a variety of issues. Budget figures are given for short and medium term projects for future consideration in City of Toronto capital budgets. While all projects are considered necessary for the over-all revitalization of St. Clair Avenue West, the design concepts are listed in order of their priority.

E.1 Short-Term Projects

a. Lansdowne TTC Loop / JJP Centre Entrance Area / St. Clair Avenue



TTC Bus and Streetcar Loop viewed from St. Clair Avenue

Detail View of TTC Loop from St. Clair Avenue



The possibility of relocating the TTC “loop” from the current site at Lansdowne to west of the J.J. Piccininni Centre at the corner St. Clair Avenue West and Caledonia has been raised by SWRC as a priority that should be considered as an option in the design concepts being developed through the Environmental Assessment study. The present location of the Lansdowne loop is undesirable because the loop occupies space that is also used as an entrance to Earls Court Park, a rear laneway for Lansdowne houses to the south, has no proper sidewalk areas, often has illegal parking occurring on the west side of the La Paloma building, and is directly adjacent to the entrance of the JJP Community Centre. There is limited space available to accommodate all of these uses, partly due to the grade change necessary to enter the JJP Centre and the current arrangement of separate bus and streetcar loops.

Relocating the TTC loop to Caledonia would provide enough area to construct a safe transfer point and would be aligned with a major entrance to the park, as well as providing an equally accessible transfer point between the St. Clair Gardens and Corso Italia BIA's. It is recognized that property ownership issues at Caledonia / St. Clair must be addressed prior to any relocation of the loop.

Budget cost: to be determined through detail design



Corso Italia sidewalk

Corso Italia hydro poles



b. Streetscape Work:

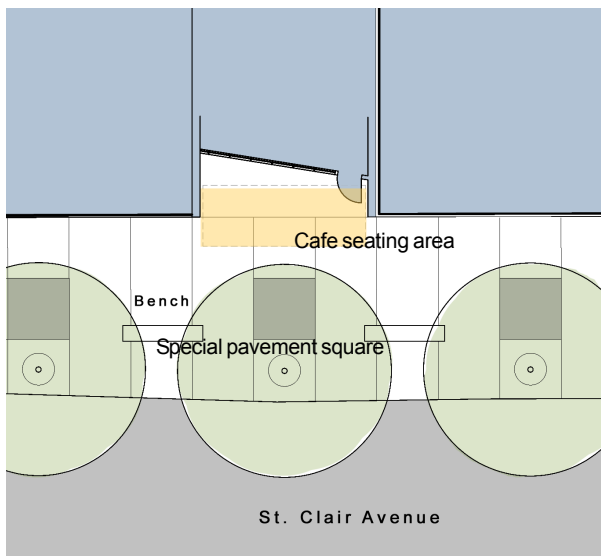
In order to strengthen the public realm of the street, at whatever dimensions are arrived at through the separate EA process, and to make strong linkages to adjacent neighbourhoods and open space networks, the following elements are recommended:

- General streetscape improvements to the pavement that are adaptable to various dimensions and adjacent traffic conditions;
- Tree planting in continuous tree pits where the dimension of the sidewalk permits;
- Thickening of the public right-of-way zones at secondary street intersections to permit corner cafes, small piazzettas, and intensive tree planting to visually connect to the tree-lined residential streets beyond;
- Coordination of street elements like news paper boxes, garbage disposal bins, and lights to reduce clutter and to provide opportunities for identifying the separate BIA areas.

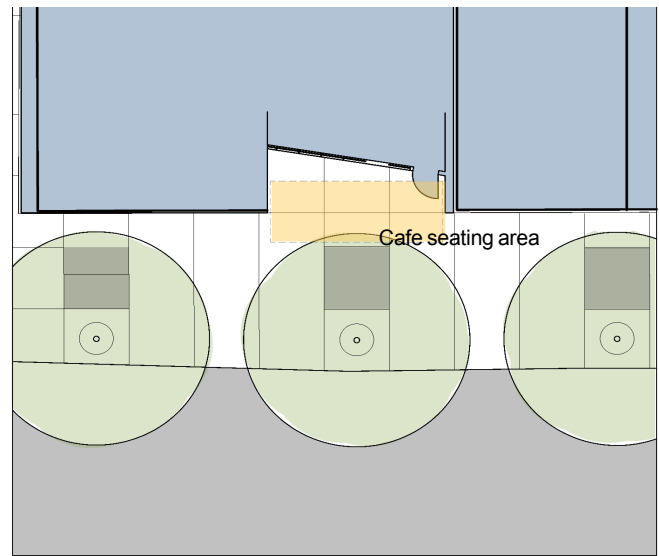
Budget Costs: These improvements are shown as additional costs to a base budget that would be carried by the City of Toronto Department of Works and Emergency Services for standard sidewalk replacement. Assuming that the streetcar project EA is approved, the extent of streetscape work will be established through the subsequent detailed design process. Therefore, these costs are given as unit costs only.

| | |
|-------------------------|----------------------------------|
| Special pavement: | \$430 / m2 (granite) |
| Tree pits construction: | \$475 / m2 |
| Trees: | \$800 each |
| Furniture allowance: | \$200,000 |
| | i.e. 75 garbage cans .. \$40,000 |
| | 50 benches \$75,000 |
| | 25 group bike racks \$85,000 |

The furniture allowance shows a sample breakdown of numbers and general costs, but this would also require detail design work to ascertain what furniture can be accommodated in the future sidewalk configuration. The number of elements is generated by assuming new fixtures across an approximate 2.3 km. total study area length, of 35 separate blocks. Group bike racks are suggested as ways of reducing the congestion of individual bike rings. The group racks can be located at corner locations where the side street right of way can be used.



1. Wide Sidewalk Variation



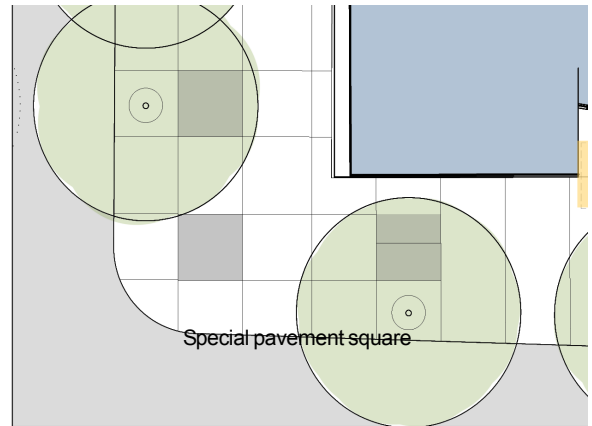
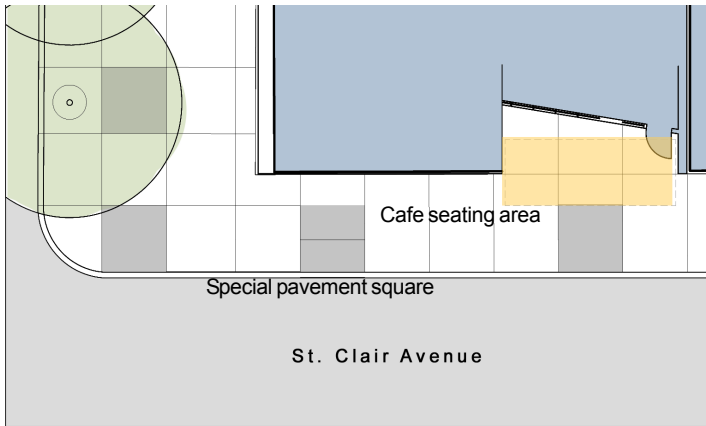
2. Medium Width Sidewalk

Variations 1 and 2 illustrate a streetscape concept of placing an orthogonal paving square repeated along the length of the sidewalk as a recurring pattern of special material - granite, unit pavers, etc. This special material can be interpreted by each BIA as a way of being part of the larger collective context of St. Clair Avenue in its common size and regularity, but also as a way of indicating their individual character by the colour / material of the repeated square.

The square sets up a secondary pattern of potential tree planting along the curb of the street which provides shaded areas for bench placement and other service elements of the street like garbage receptacles, light standards and signage kiosks. The variations show that this pattern can be adapted to a range of sidewalk widths. The rectangular form at the storefront indicates a guideline for St. Clair Avenue merchants to establish an outdoor area of display or for cafe seating. By partially 'merging' the seating / display area with the privately owned area of the commercial lot, and the public right-of-way area of the street, a functional area is provided that maintains a strong presence on the street. As a longer term strategy, it is suggested that, as stores are renovated, the built face of the ground floor be slightly set in from upper storey line to allow for this arrangement of cafe / display areas.

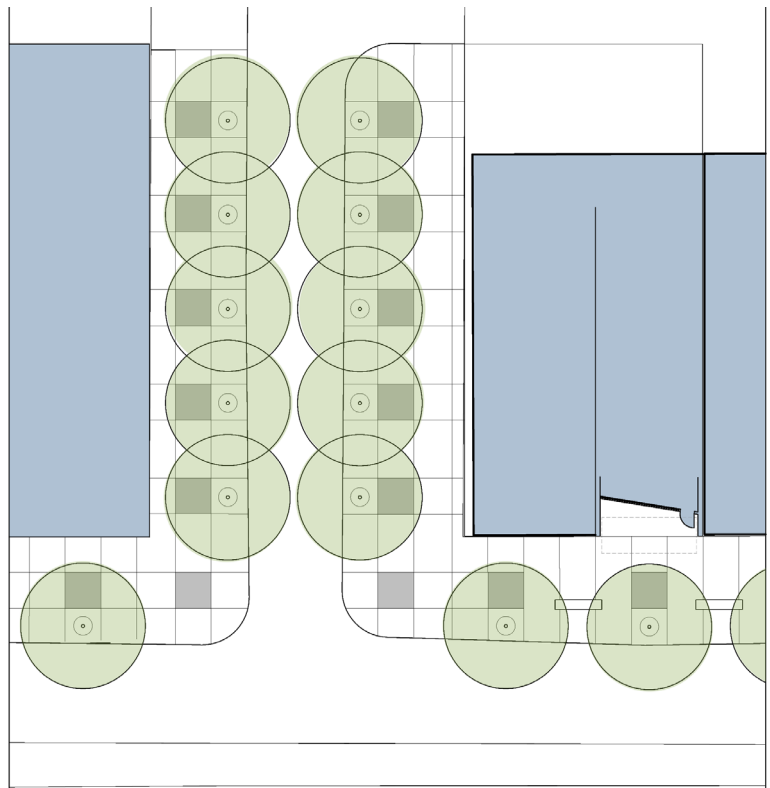
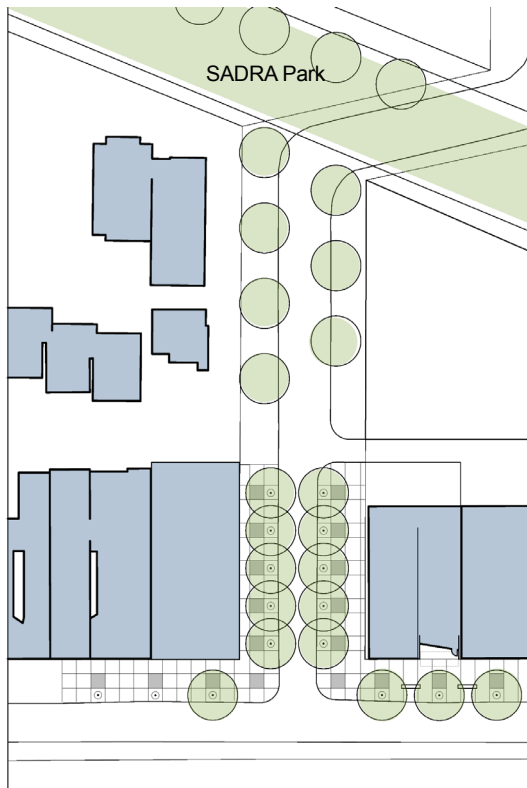
The third variation shows the streetscape square pattern in a minimum width sidewalk condition. In this variation, the square moves to a curb position, with the same provision shown for cafe seating areas. In the narrow sidewalk condition, it would not be possible to plant trees. However, in these situations, it is highly recommended that the corner intersections at secondary residential streets be "thickened" to provide good opportunities for establishing small 'piazzettas' with more intense tree planting up to the street line. This would provide a punctuation along the many intersections of St. Clair Avenue West while providing a visual connection of the new line of trees to the mature trees that existing in the north/south residential streets. Also, the use of traditional awnings could provide shade and colour in the absence of trees, or as a complement to them.

In the St. Clair Gardens BIA area, the thickened secondary street would also provide a strong visual link to the SADRA park / hydro r.o.w. that runs to the north of St. Clair Avenue. This condition is shown in Variation 5 and 6.



**3. Narrow Sidewalk Variation
Thickened Secondary Street Intersection**

**4. Wide Side Sidewalk Variation
Thickened Corner Condition**



**5. Thickened Corner Condition at
St. Clair Gardens and SADRA Park**

6. Detail at Corner



St. Clair Gardens - Existing Condition

St. Clair Gardens with Proposed Streetscape Improvements





Corso Italia - Existing Condition



Corso Italia with Proposed Streetscape Improvements

c. Overpass Sites:

The overpass site that divides St. Clair Gardens from Corso Italia is a barrier that does not encourage pedestrians to continue in either direction. While these overpasses should become the subject of a longer term project of residential intensification and potential internodal transit connections, in the short term, they should be considered as physical passages to each BIA and be explored as strong landmarks.

The overpass itself should be upgraded and restored. The “underpass” should be re-painted and “over-lit”. New light standards across the top are suggested with signage – (i.e. “Welcome to St. Clair Gardens”) to highlight the idea of passage by day and by night. The banks of land on either side of the overpass could become either public art sites or landscaped garden sites that would be sponsored / maintained by the BIA’s.



Budget cost: \$120,000

(not including any possible required upgrading of the underpass or funds for a public art installation / competition):

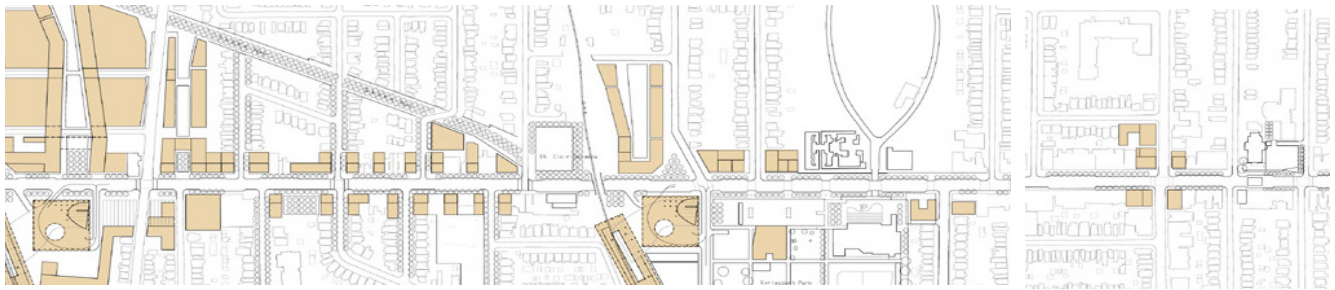
Breakdown of Costs:

| | |
|----------------------------------|------------------|
| Demolition | \$ 10,000 |
| Landscaping / grading ... | \$ 30,000 |
| Lighting | \$ 40,000 |
| Signage Element | \$ 20,000 |
| Contingency and Design . | \$ 20,000 |

d. Avenue Studies

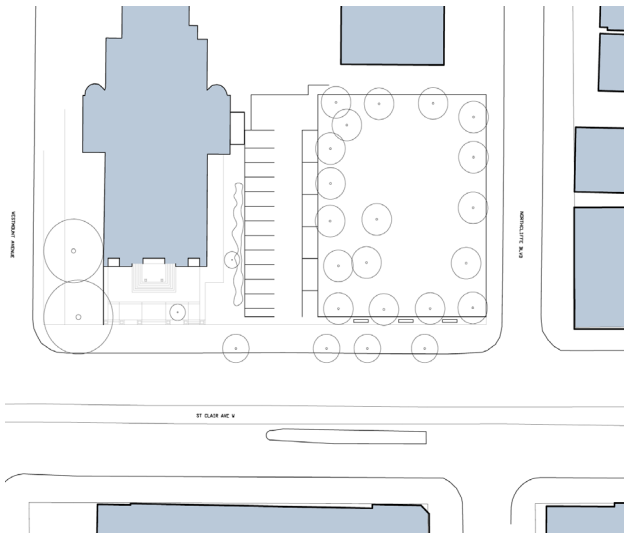
St. Clair Avenue West (through the study area being examined), because of the potential to significantly improve transit service, and the wide right-of-way (31 metres), and current land uses, has been identified in the new Official Plan as an Avenue for intensification. The City Planning Division is currently conducting a series of Avenue studies that look at ways to intensify main streets of the City for residential and commercial uses. This segment of St. Clair Avenue West should be made a priority for study under the Avenue studies program. The whole of St. Clair Avenue West was identified as requiring an Avenue study starting in 2005 by Council at its July 2004 meeting.

There are significant opportunities for increasing the density along St. Clair Avenue, but any new residential intensification should be accompanied by a complementary enhancement and elaboration of public spaces and improved connections between Earls Court Park and St. Clair Avenue.



5.1 Medium -Term Projects

a. Piazzetta Santa Chiara



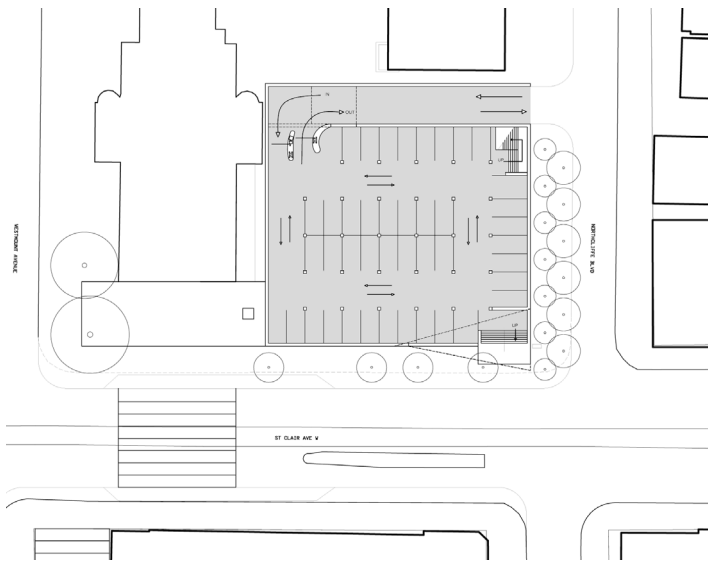
Existing Site



The proposed site for the Piazzetta Santa Chiara is located just east of St. Clare Catholic Church, which is in the second block east of Dufferin and St. Clair Avenue West. St. Clare Church plays a central role in the cultural legacy of St. Clair. Immediately surrounding the Piazzetta Santa Chiara site and the church is a Catholic public school, a dance school, local shops and restaurants and a funeral home, each of these elements playing a significant role in the life of the street and the community.

The Piazzetta Santa Chiara site could play an equally significant role in the community as a centrally located space that is used for neighbourhood and BIA events and church celebrations, but this property, owned by the Catholic School Board, is a small open space with grass and young trees that is fenced on all sides and inaccessible from the street. This space has been used by the school in the past, but is now primarily used by dogwalkers. One third of the site has also been appropriated for a school parking lot, with access given directly over the sidewalk to St. Clair Avenue, an arrangement which is generally not encouraged on Toronto's main streets. The open space is also disconnected from the forecourt space of St. Clare Church by way of a set of raised steps and plinths that lead to the church entrance.

Compounding the potential of this open space / piazzetta is the need for parking, which is in short supply. Weddings and funerals have established a unique ritual between Jerrett Funeral Home, the street, and the Catholic church. The 'ritual' of movement between these institutions requires stopping car and streetcar traffic to allow a procession of staff and mourners to cross the street. This happens on a regular basis, and takes on significance equally for weddings and celebrations. Added into this mix are the TTC stops, street parking issues, and the tired quality of the public realm. In spite of the available open space, it lacks identity and creates a border boundary condition rather than establishing a more porous and amenable public space.



Parking Level - 1/2 Level Below Grade



Event Space at Raised Plinth Level
(matches elevation of St. Clare Church forecourt)

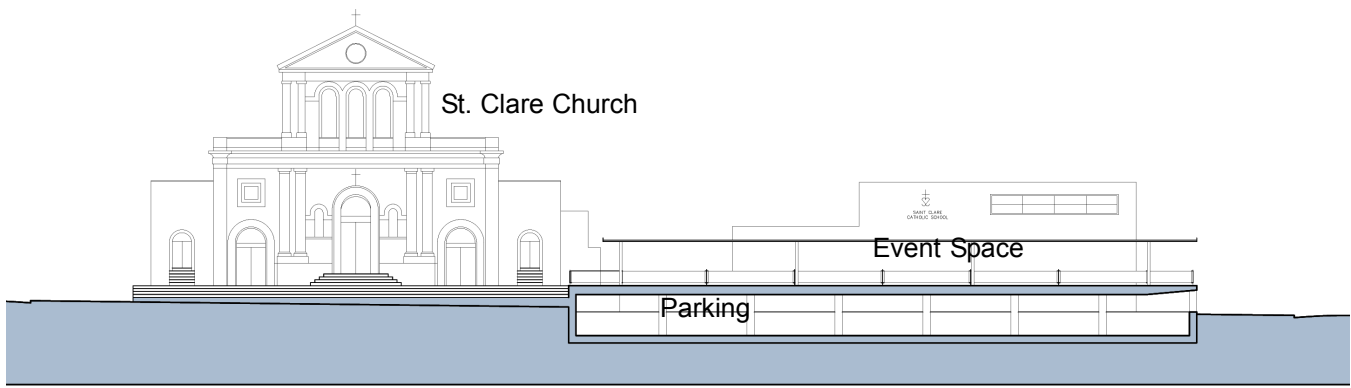
Piazzetta Santa Chiara

Consolidating the existing green space into a more comprehensive public space that also provides a necessary solution to the parking problems around the site can be achieved in an effective and economical manner.

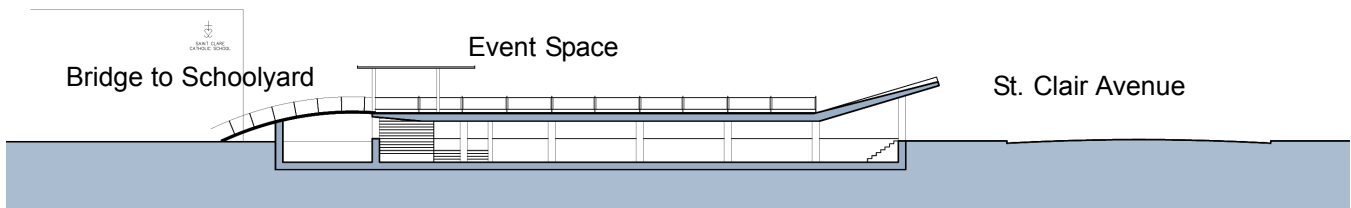
By conceiving of the site as a half in-ground, half out-of-ground parking structure, and utilizing its upper roof as a piazzetta, the ground plane is utilized twice, doubling the current surface area. Instead of a complete underground parking solution, this slightly raised parking solution means that the parking is highly visible and easily accessible, in particular to safeguard the community and school children and other users.

The elevation profile of St. Clair Avenue West that includes the church, school and public space is a sloping grade, sloping down towards the east. This creates an ideal situation for the half-level parking deck to align with the raised forecourt of the church, with its stairs and landscape being accommodated into the same elevation as the new raised parking surface and piazzetta.

Raising up the piazzetta requires unique treatment along its edges - places to enter below into the parking garage, views and access onto the "square". Vehicle access to the lower parking deck is removed from the St. Clair edge, and placed on Northcliffe Boulevard. Northcliffe Boulevard can become a two way street for a short length to permit access to a new ramped entrance for cars. A wide and generous pedestrian way could bridge over the vehicle ramp to strongly connect the large schoolyards to the north to the special piazzetta space. The corner of the piazzetta is marked in this proposal by "flipping up" the surface to reveal both a public view into the parking area and into the public space.



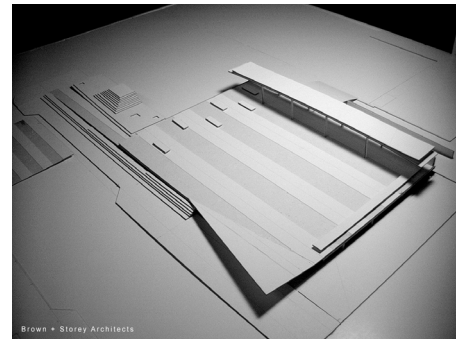
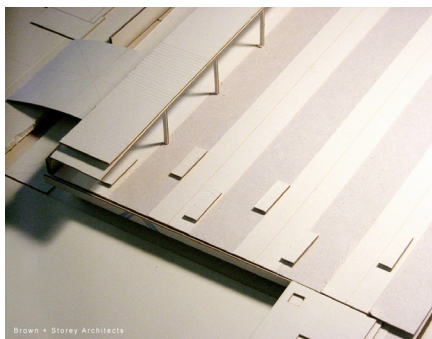
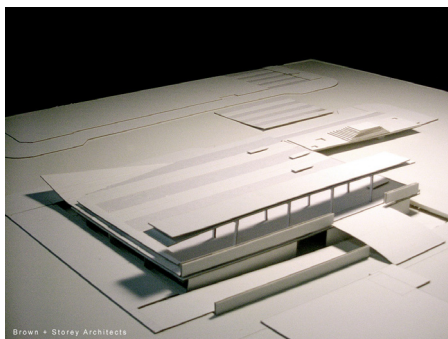
East/West Section through Parking Level and Piazzetta



North/South Section through Parking Level and Piazzetta

While further design development with ongoing community consultation is necessary for the next steps of this proposal, the illustration of the concept shows ideas that include a trellis and shaded seating, while providing a support for events and kiosks. Other surface features could include special water displays, lighting, seating and surfaces that facilitate events and community uses. By thickening the surface, more greening could be introduced to the surface of the piazzetta, or by providing raised planting beds.

As an event space, it could be used for day-to-day users by the church, the funeral home, a public space along St. Clair, and as a potential 'outdoor classroom' for the Catholic school. The piazzetta could also form an important role for the St. Clair BIA's for public events and promotions.





‘Before’ View of Piazzetta



‘After’ View of Piazzetta

Idea Development

Making this space available to St. Clair Avenue requires an involved group that would include the Catholic church, the Catholic school, (who own the site), the City of Toronto, Jerrett Funeral Home, the B.I.A.'s, and the Toronto Parking Authority. Providing public amenities such as public washrooms and more parking would greatly improve the current shortfall, and creating a larger shared parking facility could also have an economic spin-off. Most importantly, Piazzetta Santa Chiara would bring a needed infusion of public space directly interconnected with the right of way of St. Clair Avenue in a site that has been the heart of the community and where that focus could now be reclaimed.

Budget: \$550,000 - \$800,000 (surface construction only)

This estimate does not include the cost of construction of the parking deck which has been estimated by the Toronto Parking Authority at 1.2 million dollars. The cost of acquiring property has also not been included in this budget figure.

5.1 Long Term Projects

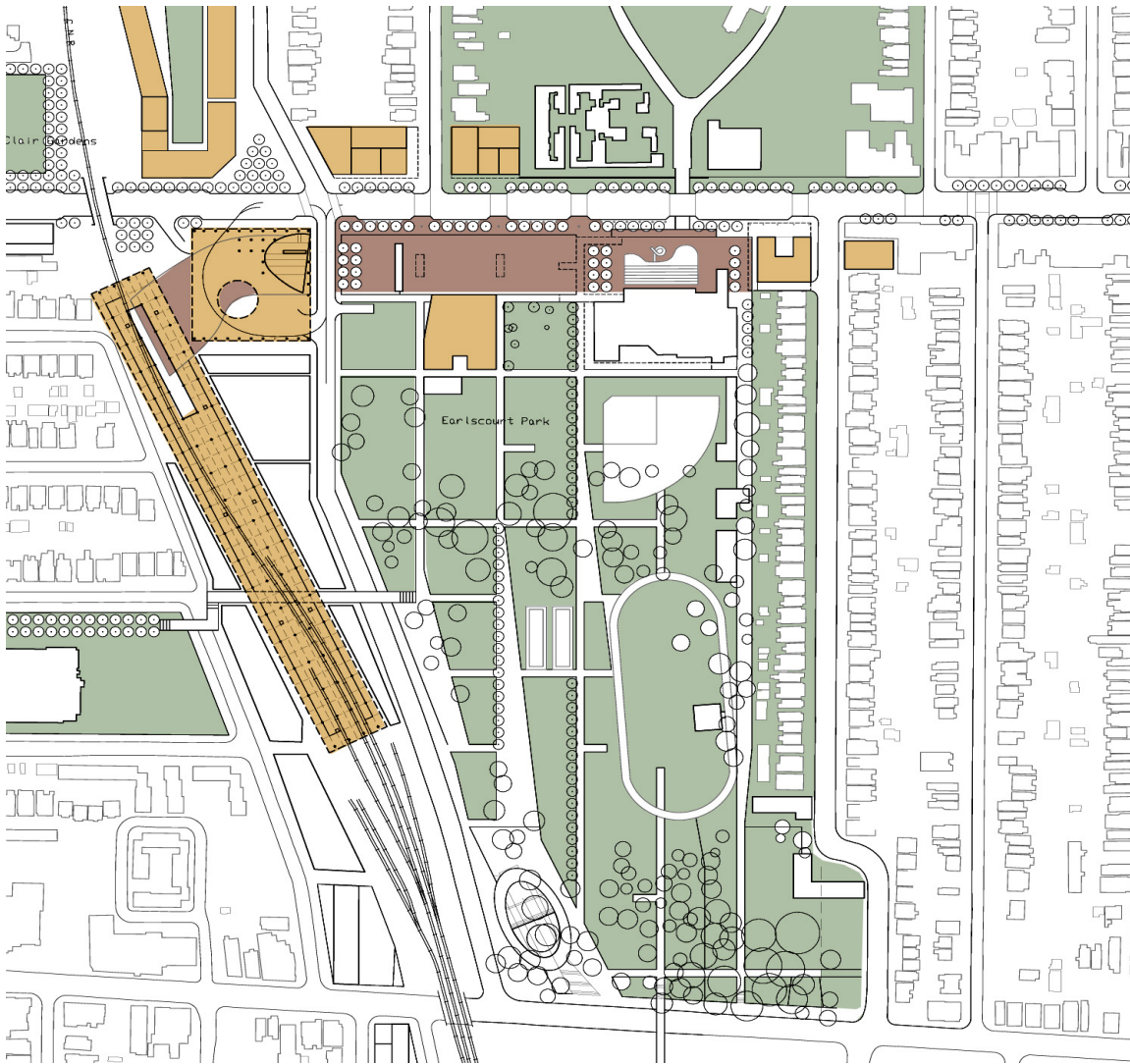
a. Earlscourt Park and the Joseph P. Piccininni Community Centre



Illustrated Earlscourt Concept Plan

Both Earlscourt Park and the J.J.Piccininni Community Centre require an extensive re-design, and should be considered jointly by a working committee of stakeholders, City Staff, BIAs, and SWRC.

The first phase mapping studies of the St. Clair Capital Design Strategy study show that Earlscourt Park is part of a much larger green space system of the city, reaching from the northern limit of Prospect Boundary to the south edge of Earlscourt Park that terminates at the Davenport Ridge. (The Davenport Ridge is a founding landform of the city, marking the original shoreline of the glacial lake, Lake Iroquois.) However, in its current condition, Earlscourt Park is disconnected at all edges – Caledonia Road to the west by a steep slope and the railway corridor, Davenport Ridge to the south by a fenced in edge and grade difference facing onto the GE industrial complex, Lansdowne Avenue to the east by a back lane and garages, and most pertinently, St. Clair Avenue West and Prospect Park by way of the Joseph Piccininni Centre which effectively blocks both views and access by way of an opaque building and ancillary structures that stretch across the St. Clair edge of the park.



The face of Earls Court Park is blocked by the community centre from any presence on St. Clair Avenue, although this major park could add a wonderful amenity to the public life of the street. The community centre is constantly and steadily busy by many members of the St. Clair West neighbourhoods, but this public animation is given no outlet to either the parkland directly to the south or to the street to the north. The centre provides no access or views to the park. There is no through route from the centre connecting the street to the park. The plethora of elements in the forecourt of the community centre – the swimming pool, the ice rink, the changing facilities, - all seem arranged to be blockers rather than connectors.

These are basic considerations that should be taken into account in a larger re-design study that should be undertaken for both the centre and the park. This would add an enormous revitalizing effect to St. Clair, and its position as a mid-point between St. Clair Gardens and Corso Italia.

The work of this study illustrates a re-design concept for Earls Court Park that suggests a strong presence on the street and discreet divisions of the park through paths and surfaces for appropriation by smaller groups and activities that do not preclude larger gatherings and sports fields. The circulation system of the park and the arrangement of elements promotes a continuous north-south link to Davenport Road, and a progression of uses and surfaces that lead to the more public hard-surface piazzas facing St. Clair Avenue. The area facing St. Clair Avenue West is re-organized to allow the elements of the skating rink and pavilions to make linkages from the street to the park. A partially sunken parking deck, with public piazza above, similar to that proposed to Santa Chiara is shown as a way of alleviating the current parking shortfall and providing a community space for events and celebrations and day-to-day public use.

At the Caledonia Road face, the steep slope creates an unusable edge that is further limited by a zone at the top of the crest. The illustrated plan appropriates these areas into the fuller physical programming of the Park by providing look-outs, sets of access stairs along the edges, and small “runlet” water features that express the original landform character. An elliptical trellis / look-out is shown at the Caledonia Road / Davenport Road corner that creates a southern focus and termination point extending the park’s views to the city to the south and providing a generous public stair to Davenport Road.

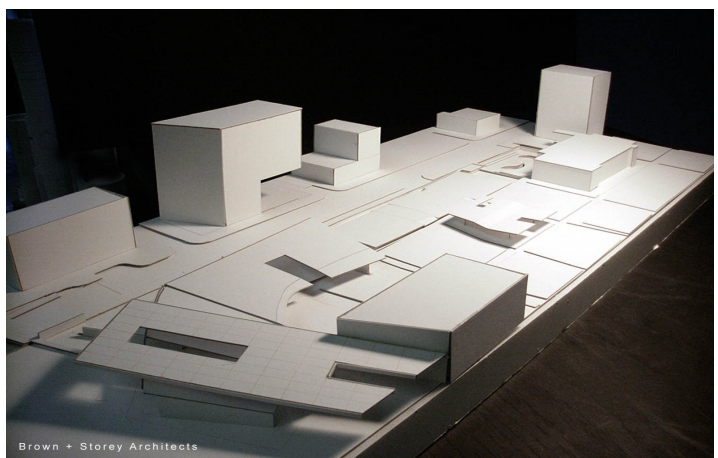
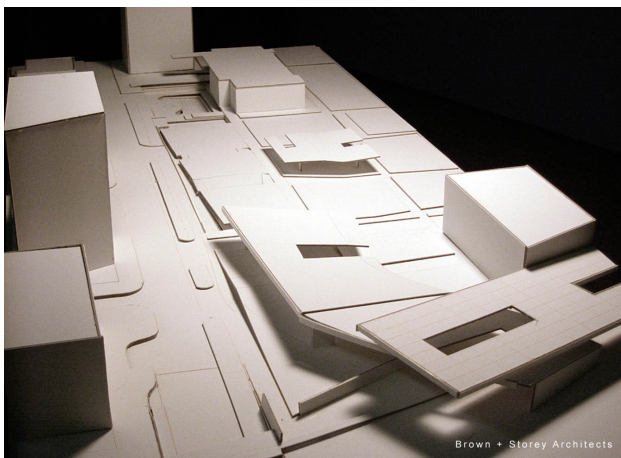
The Davenport edge, now fenced off with another steep slope, is a ‘dead end’ for the park, and faces into the GE industrial lands which are currently being redeveloped into major new residential neighbourhoods. The pattern of circulatory paths are extended to the southern limit of the park, along with a new east west pathway along the top of the Davenport Ridge, culminating at the southwest corner viewing trellis / lookout.

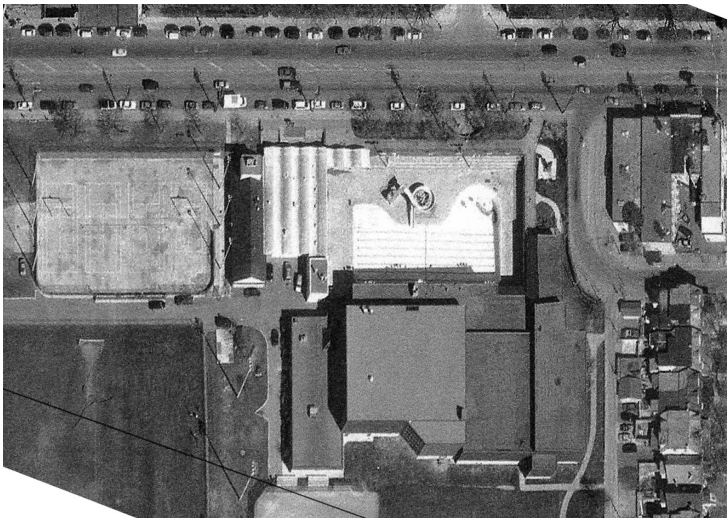
At the eastern edge, where the park currently faces onto a back alley with garages, a new route is introduced that makes the back lane into a ‘front’, by upgrading the pavement and amenities by adding small public structures as supports for the recreational facilities. The larger pathway network has been suggested to create smaller and larger ‘loops’ reaching out from St. Clair Avenue West, so that the Park becomes a place for both recreational team use and for individual passive ‘corsos’.

This plan is a suggested illustration and is included as a demonstration only of the potential of a re-considered park amenity. A working group is required that would begin to closely examine the use and potential use of Earls court Park and the larger issues of context and connection to St. Clair Avenue, Davenport Road, Caledonia Road and Prospect Cemetery.

Similarly, the intense use of the Piccininni Centre should be reflected in a far better equipped and sited building that would enhance the relationship between the street and the park, and the building and the park. A major renovation / rebuilding of this centre should be pursued that considered opening up the building to its surrounding edges with permeable and transparent surfaces and public uses that can spill out into the park and street face areas. Views and routes through the building that link the three elements of street, building and park should be taken across the building, lined with public uses.

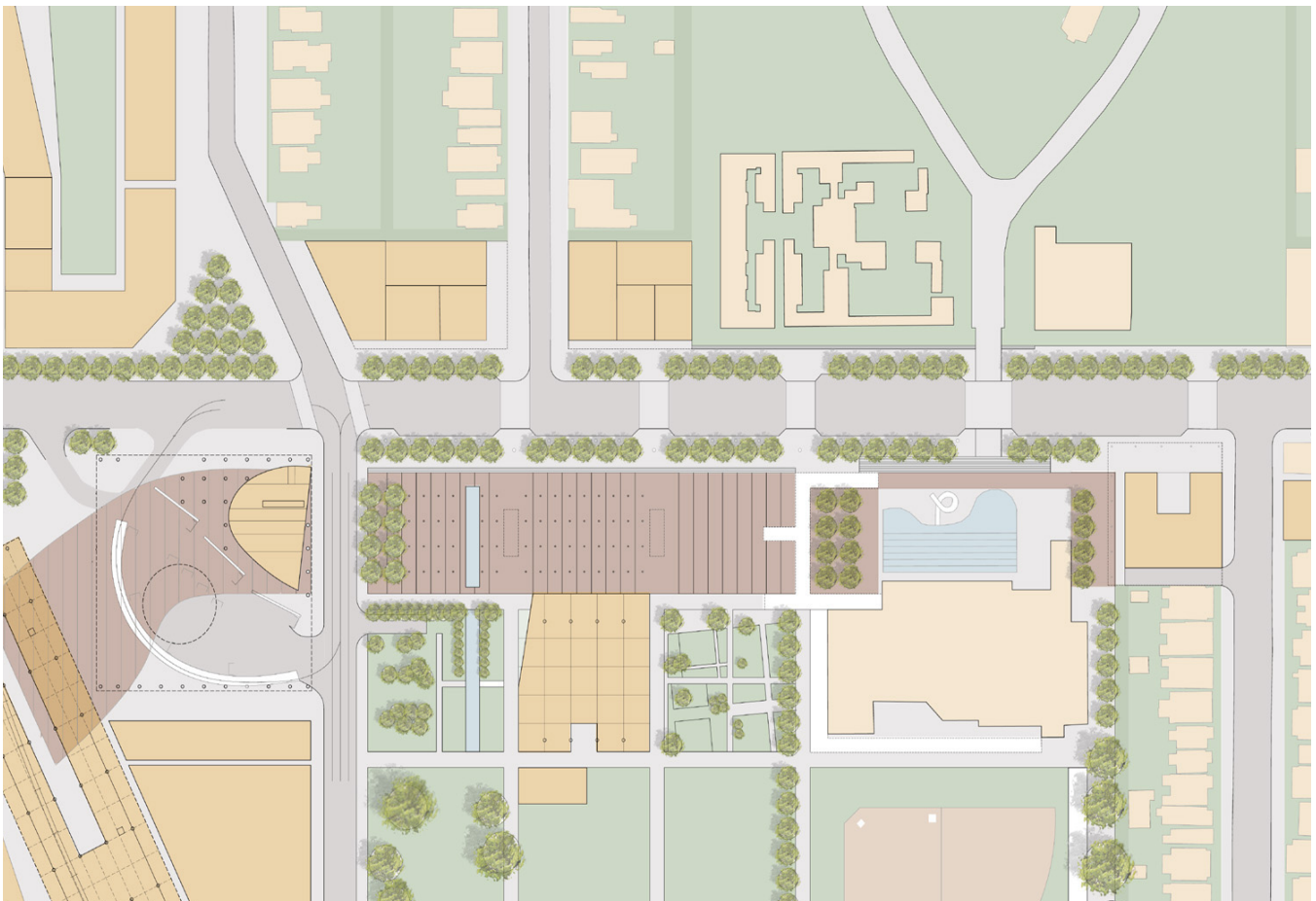
Budget: to be determined





Existing Aerial View of Piccininni Centre

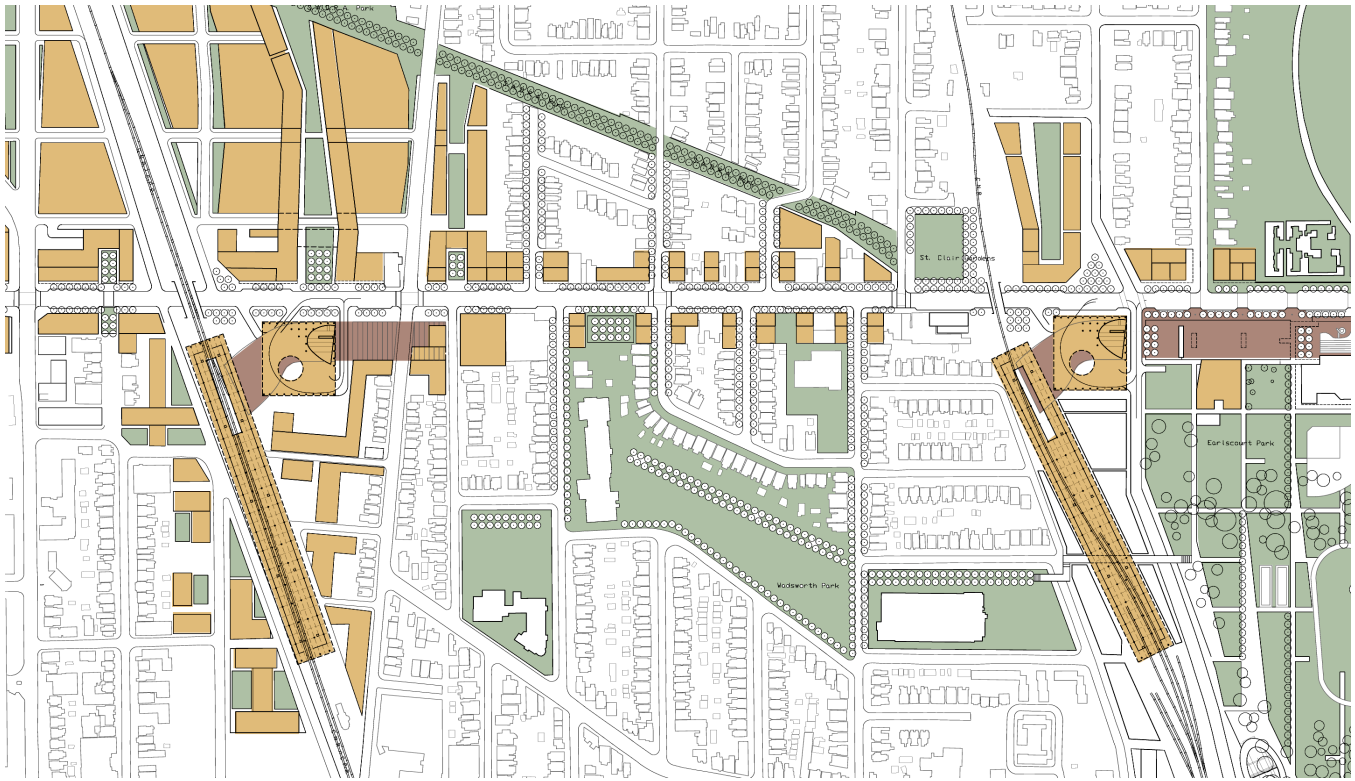
Proposed Concept for Piccininni Centre at St. Clair Avenue West



c. GO Station Internodal Connection

A major revitalization factor was recognized in the study in the potential future siting of a Go Station Internodal Connection at St. Clair and Caledonia Road, that would provide a linkage between the St. Clair streetcar and a future intensified Go Station. This scenario was explored in plan to show the extent of new residential / high-tech industrial development that would accompany such an infrastructural initiative. The exploratory plan also shows a reconfiguration of the St. Clair / Caledonia Road intersection, providing a building site and new station location that would revitalize and transform the current overpass condition.

This speculative proposition was explored briefly by this study and further study of this proposal is recommended, recognizing that there are no immediate plans by a government agency to build a GO Station at this location.



GO Station Location 1

GO Station Location 2

Process and Costing / Next Steps

As the concurrent Environmental Assessment process moves into a next phase of detail design, the recommendations of this study will be made available to the TTC and relevant City of Toronto departments. These details should be fed into the detailed design in order to determine accurate costs so that improvements to the public realm can become eligible for inclusion in future capital budgets. A working / building committee from SWRC should be established to pursue the recommendations of this report.

Project / Budget Summary

Short Term Projects:

- TTC Lansdowne Loop Relocation
- Streetscape improvements
- Overpass Sites

Budget (if available)

- to be determined
- as per unit costs (area unknown)
- \$120,000

Medium Term Projects:

- Piazzetta Santa Chiara

- \$550,000 - \$800,000

Long Term Projects:

- Earls Court Park / JPP Community Centre
- Go Station Scenario Potential

- to be determined
- to be determined

Appendix A - Open House Comments

St. Clair Open House Comments

"The options for the street should be costed out so that the community has a sense of the range of alternatives available".

"The parking lot does not appear ecologically sound or safe. It could easily become a 'dead zone' throughout much of the year and at night".

"We would welcome a set of priorities in the absence of the Go Station for the area."

Resident

"Each B.I.A. must have a distinct and appealing appearance. Corso Italia must be a very attractive commercial district."

Resident

Re: Piazzetta Santa Chiara

"I like the idea of the underground parking but the surface is austere. There needs to be much more greenery in the form of grass, trees and shrubs".

Resident

"We need to build green space on top of the underground parking. Maintaining the green space allows better view and make the location attractive and less industrial looking".

Resident

"Exciting ideas..... I hope that GO transit hears about this!"

"Please remember to design in green spaces and greening projects wherever possible. Our neighbourhood is lacking in 'soft' edges already".

"We need to see costing options for materials".

"Why do we need a parking lot next to St. Clair church? Why not a community Garden?"

Resident

"Many wonderful ideas and I applaud your efforts".

Principal, St. Clair School

“The elimination of the hydro wires would be a big step in beautifying the area”.

“Present buildings along St. Clair that wish to beautify their facades but do not get grants could be granted a tax concession”.

“CN Georgetown Line will have in two to three years upgraded traffic every 15 minutes with the Blue 22 service to PIA”.

Transportation

“Why is the area of Bathurst to Gleholme not being revitalized”.

“It is recommended that the second phase of the study looks at bike lanes both along the railroad lines and as a linear portion of the sidewalks. For example narrow the pedestrian walkways and have a dedicated lane with raised sides for bikes. (See Amsterdam models). People won’t need the parking lot if they can walk”.

Resident

“Expand Capital Design Study to include larger parts of St. Clair. Do not politicize the Urban Design”.

“Inclusion of public art — can also bring much funding”.

“The Piazzetta seems to be a trademark of Brown and Storey (very similar to Dundas Square) – yet clever idea”.

“All ideas seem to work better if streetcar idea is approved”.

Resident

“Removal of railway line at Caledonia and replacing it with a pedestrian / bicycle path. GO station can be in place at Old Weston location. Pedestrian path / cycling would be an amenity everyone in the neighbourhood can use”.

“How is or how can St. Clair’s historical attributes be celebrated in any new design. I.e. sidewalk markings much like Garrison Creek at Oakwood and Alberta St.”.

“Piazza’s and open spaces are great – but with great park/ street furniture. They can become derelict space. Event programming is needed to make spaces vibrant. For example Nathan Phillip’s Square – ugly design but becomes vibrant through event planing”.

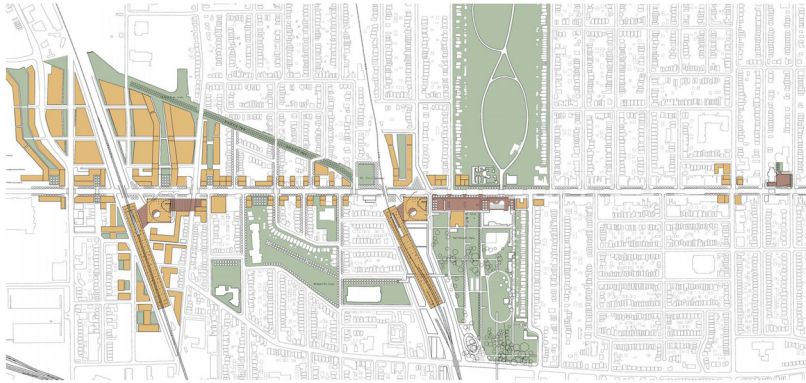
Commercial Property Owner

Appendix B - Open House Design Panels

The Future St. Clair

Brown + Storey Architects
Richard Gilbert

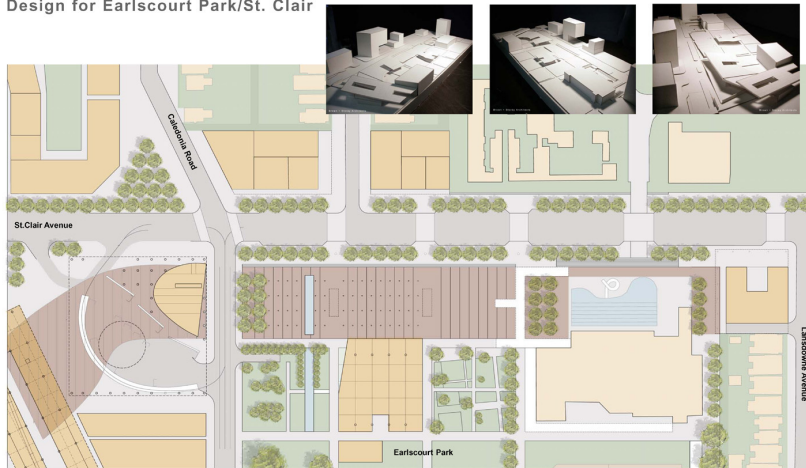
St. Clair Avenue Study Area



The Future St. Clair

Brown + Storey Architects
Richard Gilbert

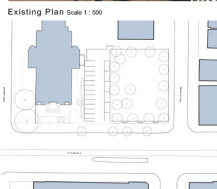
Design for Earls Court Park/St. Clair



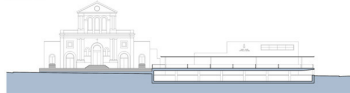
The Future St. Clair

Brown + Storey Architects
Richard Gilbert

Design for a Piazzetta Piazzetta Santa Chiara



Section East-West
Scale 1:250



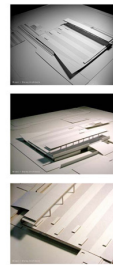
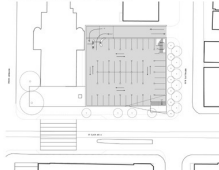
Section North - South
Scale 1:250



Piazzetta Plan Scale 1:500



Lower Parking Plan Scale 1:500



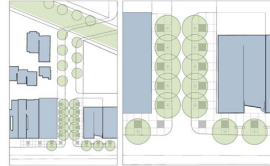
The Future St. Clair

Brown + Storey Architects
Richard Gilbert

Streetscape Designs



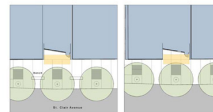
Streetscape Plan Ideas:
Connecting green space and creating Public Space



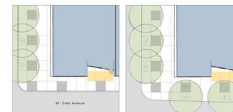
Bridge Lighting Idea



Pattern Adjustment



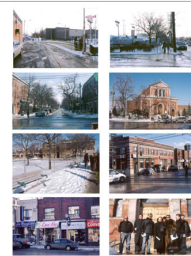
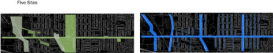
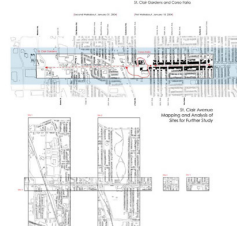
Pattern Adjusts at Narrow & Wide Corners



The Future St. Clair

Brown + Storey Architects
Richard Gilbert

Walking Tours and Mapping

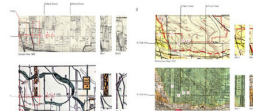


St. Clair Gardens - Colborne Rd to Keele

- 1. The gardens are located on the east side of St. Clair Avenue West, between Colborne Road and Keele Street.
- 2. The gardens are a public space that is open to all.
- 3. The gardens are a public space that is open to all.
- 4. The gardens are a public space that is open to all.
- 5. The gardens are a public space that is open to all.
- 6. The gardens are a public space that is open to all.
- 7. The gardens are a public space that is open to all.
- 8. The gardens are a public space that is open to all.
- 9. The gardens are a public space that is open to all.
- 10. The gardens are a public space that is open to all.

Core Parks - Waterfront/Gardens

- 1. The parks are located on the east side of St. Clair Avenue West, between Colborne Road and Keele Street.
- 2. The parks are a public space that is open to all.
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- 10. The parks are a public space that is open to all.



St. Clair Avenue

Proposed Public Space

St. Clair Avenue

Proposed Public Space

St. Clair Avenue

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St. Clair Avenue

Proposed Public Space

Appendix C - Precedents

Placa del Sol

Barcelona, Spain

Hard surface square with parking below



Scharnhauser Park Town Hall

Stuttgart, Germany

Multi - level square / hard and soft landscaping

