

6

YONGE-ST. CLAIR SECONDARY PLAN

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1. INTERPRETATION

- 1.1 The lands affected by the Yonge-St. Clair Secondary Plan are shown on Map 6-1.
- 1.2 The boundaries of the *Mixed Use Areas* are as shown on Map 6-3 and are approximate. The boundaries of the *Neighbourhoods* and *Apartment Neighbourhoods* are as shown on Map 17 and are approximate. Where the general intent of this Plan, including this Secondary Plan, is maintained, minor adjustments to such boundaries will not require amendment to this Plan.

2. GENERAL

2.1 Description of the Area

The urban structure elements of the Secondary Plan consist of:

- a) a grid of public streets and lanes shown on Map 6-1, some of which have landscaped edges between buildings and the street;
- b) a node of *Mixed Use Area* development at the intersection of Yonge Street and St. Clair Avenue, shown as *Mixed Use Area 'A'* on Map 6-3, at a higher density and scale;
- c) *Apartment Neighbourhoods* and *Mixed Use Areas* at a medium density and scale extending from the node west along St. Clair Avenue West to Avenue Road and east along St. Clair Avenue East to David Balfour Park;
- d) *Apartment Neighbourhoods* fronting on much of Avenue Road;
- e) lower density and scale “main street type” development extending from the node north and south along Yonge Street;
- f) *Parks and Open Space Areas* shown on Map 6-1;
- g) high quality, *Neighbourhoods* in the balance of the area; and
- h) significant topographical features including ravines and the escarpment which provide views to the Downtown.

2.2 Purpose of the Yonge-St. Clair Secondary Plan

The purpose of the Yonge-St. Clair Secondary Plan is to:

- a) protect, promote and enhance the existing type and quality of *Neighbourhoods* and *Apartment Neighbourhoods* and maintain their stability;
- b) require that redevelopment in the *Mixed Use Areas* on Yonge Street and St. Clair Avenue is compatible with the maintenance of adjacent *Neighbourhoods* and *Apartment Neighbourhoods* and improves Yonge Street and St. Clair Avenue as public spaces;
- c) retain, protect and enhance the special physical character and public spaces of the Yonge-St. Clair Secondary Plan area; and
- d) ensure that new development meets high urban design standards which contribute to achieving public areas which are attractive, inviting, comfortable and safe.

3. URBAN DESIGN PRINCIPLES

3.1 Urban Structure

- 3.1.1 Development and civic improvements will be responsive to the urban structure elements of the Yonge-St. Clair area as described in Section 2.1 of this Secondary Plan.
- 3.1.2 Unique physical characteristics and civic roles of Special Streets, as defined below, will be protected and enhanced through regulation, design guidelines and streetscape improvements, particularly when development and civic improvements are proposed. The following are Special Streets and are shown on Map 6-1:
- a) Yonge Street - Toronto's first street and most important north-south route;
 - b) Avenue Road - a broad arterial road with axial views to the Provincial Legislature and the Upper Canada College Clock Tower, large building setbacks and landscaped settings for buildings, especially north of St. Clair Avenue West;
 - c) Mount Pleasant Road - a major north-south road, with a distinct landscaped edge, which links Central Toronto with Downtown; and
 - d) St. Clair Avenue - from Mount Pleasant Road to Avenue Road - a broad avenue with a distinct building and landscape character which connects the area to the western parts of the City.
- 3.1.3 The area around the Yonge-St. Clair intersection is a prominent site of significant civic importance and will be enhanced for pedestrians through the use of zoning by-law requirements and design guidelines.
- 3.1.4 Landscapes and a built form which preserve and enhance the gateways and views shown on Map 6-1, including the Rosedale Reservoir, are encouraged. This policy is not to be interpreted as support for increases in permitted height limits.
- 3.1.5 The improvement of the existing lane system in the area and the introduction of new lanes are encouraged, where appropriate, to serve new development.

3.2 Built Form and Public Amenity

New development should be designed in accordance with policies set out in the Official Plan and the following principles:

- a) the lower level of buildings associated with the pedestrian realm will:
 - i. promote the public nature of the adjacent streets, parks and pedestrian routes;
 - ii. provide direct access from adjacent public sidewalks to any public uses;
 - iii. provide, wherever possible, vehicular access for servicing and parking from lanes, rather than streets; where lanes do not exist, vehicular access should be from local streets;
 - iv. provide an organized and safe relationship to abutting street frontages; including the control and management of pedestrian and traffic flows;
 - v. provide, to a high design standard, on-site loading facilities and wherever possible, on-site vehicle movements with vehicles entering and exiting the site in a forward motion;
 - vi. minimize pedestrian/vehicle conflicts in the design and location of parking and servicing access for vehicles; and

- vii. provide pedestrian protection through arcades, canopies and awnings adjacent to ground floor uses and building entrances;
- b) buildings will achieve a harmonious relationship to their built form context through building height, massing, setback, stepbacks, roof line and profile, architectural expression and vehicle access and loading. This applies to the entire Secondary Plan area, and, in particular, to new development within or adjacent to *Neighbourhoods*;
- c) development will provide high quality, co-ordinated streetscape and open space improvements to promote pedestrian amenity, orientation, access, greening and confidence in personal safety;
- d) development will provide high quality landscaped spaces for the use of visitors, residents and workers in the Secondary Plan area; and
- e) development will be encouraged to integrate public art.

4. RESIDENTIAL AREAS

- 4.1 *Neighbourhoods* are intended to be stable areas. When redevelopment is proposed in *Neighbourhoods* in Yonge-St. Clair, in addition to the Built Form policies of the Official Plan, the built form of redevelopment projects will:
 - a) respect and reinforce the essential elements of established neighbourhood structure and character;
 - b) be compatible with adjacent residential developments; and
 - c) recognize the relevant urban structure elements specified in Section 2.1 of this Secondary Plan, such as views afforded to and from the escarpment.
- 4.2 In addition to development criteria of the Official Plan, new development in *Apartment Neighbourhoods* in Yonge-St. Clair will provide setbacks at and below grade, from the front lot line to facilitate the planting of large shade trees in the setback areas. These trees will be planted at regular intervals.

5. MIXED USE AREAS

- 5.1 In addition to development criteria of the Official Plan, development in *Mixed Use Areas* in Yonge-St. Clair will meet the following objectives:
- d) provide animated, landscaped and comfortable publicly accessible spaces on properties fronting on Yonge Street and St. Clair Avenue;
 - e) create a visual impression of Yonge Street and St. Clair Avenue as comfortable and spacious, not crowded and cramped, through the location and massing of building;
 - f) integrate development well, with adjacent *Neighbourhoods* by ensuring appropriate transitions in building height and separation distances; and
 - g) encourage and support healthy retail businesses, especially on Yonge Street.
- 5.2 In order to accommodate wide sidewalks, landscaped and pedestrian space in front of buildings and to increase the spacious feeling of Yonge Street development on all properties fronting or flanking onto Yonge Street will be set back approximately 3 metres from the Yonge Street property line:
- a) on the east side of Yonge Street between Heath Street East and the south limit of the Yonge-St. Clair Secondary Plan Area; and
 - b) on the west side of Yonge Street at the intersection of St. Clair Avenue West.
- 5.3 On Yonge Street, between Heath Street and the south limit of the Yonge-St. Clair Secondary Plan Area the minimum number of hours of sunlight (around solar noon) on one sidewalk during the period of March 21 to September 21 will be:
- a) 3 hours within the *Mixed Use Area 'A'* shown on Map 6-3; and
 - b) 5 hours within the *Mixed Use Areas 'B'* and *'C'* shown on Map 6-3,
- By-laws will be passed to regulate the height, siting and massing of new development to, among other objectives, ensure the achievement of these sunlight standards.
- 5.4 On the flanking streets of properties with frontage on Yonge Street within *Mixed Use Areas 'B'* and *'C'* shown on Map 6-3, new development will be stepped back from the flanking street so as to minimize visual impacts of the new development when viewed from adjacent *Neighbourhoods*. By-laws will be passed to regulate the height, siting and massing of new development to achieve this policy.
- 5.5 In *Mixed Use Areas*:
- a) commercial buildings will be located in close proximity to the intersection of Yonge Street and St. Clair Avenue and conveniently accessible to the St. Clair subway station; and
 - b) by-laws will exclude from the calculation of commercial or non-residential gross floor area:
 - i. in areas above the Toronto Transit Commission's subway line, parking space located above grade in buildings and used in connection with those buildings in order to assist in the development of such areas; and
 - ii. in that portion of a building used for interior pedestrian walkways that provide connections between streets, parks, subway stations, public buildings and/or common outdoor space.

5.6 *Mixed Use Area 'A'* shown on Map 6-3:

- a) is the major office employment area of the Yonge-St. Clair Secondary Plan Area and may include residential and institutional uses;
- b) should in addition to the criteria in 5.1 and 5.3, contain the following features in new development wherever possible:
 - i. below grade access to the subway station;
 - ii. access to below grade pedestrian crossings, either existing or proposed;
 - iii. exterior design features and at grade landscaping, such as benches, planters and bicycle racks which enhance the streetscape and do not impede pedestrian movement; and
 - iv. at grade, or substantially at grade, retail, service and eating establishment uses which are visible to pedestrians on the Yonge and St. Clair Avenue frontages, except on the St. Clair Avenue West frontage, approximately 80 metres west of Yonge Street on the south side and 100 metres west of Yonge Street on the north side, where retail uses are generally discouraged.

5.7 In *Mixed Use Areas' B' and 'C'* shown on Map 6-3:

- a) there may be, subject to Section 5.8, a potential to develop or redevelop properties in excess of existing permitted height and/or density limits in the Zoning By-law in the following areas:
 - i. the east side of Yonge Street - between Summerhill Avenue and Heath Street East; and,
 - ii. the west side of Yonge Street - between Woodlawn Avenue West and Heath Street West.;
- b) when zoning by-law amendments in the areas specified in Section 5.7(a), are enacted, new development will, wherever possible:
 - i. provide grade-related residential units and entrances on side streets;
 - ii. minimize curb cuts by locating vehicular access for parking and loading either from laneways or within the building mass at one end of the site;
 - iii. encourage an active, comfortable and safe public environment on all streets; and
 - iv. for properties fronting or flanking onto Yonge Street:
 - 1) on lots with long frontages on Yonge Street, avoid a continuous building wall above the building base by using step backs, recesses and lower scale elements where appropriate;
 - 2) on streets flanking Yonge Street buildings should generally be set back:
 - i. 3 metres from the property line for approximately the first 30 metres from the Yonge Street property line; and
 - ii. 6 metres from the property line for those parts of the building more than 30 metres from the Yonge Street property line; and

- c) new development will:
 - i. provide massing transition on buildings adjacent to house-form buildings, stepping the mass from the height limit to the height of the adjacent building;
 - ii. meet the sunlight and step-back objectives of Sections 5.3 and 5.4 of this Secondary Plan;
 - iii. be designed and massed to reflect the change in topography on properties with long frontages on Yonge Street between Balmoral Avenue/Rosehill Avenue and the C.P.R. tracks;
 - iv. provide the same architectural quality and detail on exposed rear facades and walls as on facades and walls facing Yonge Street; and
 - v. place entrances on Yonge Street at the level of the public sidewalk to promote easy pedestrian access.
- 5.8 On the west side of Yonge Street, south of Woodlawn Avenue West developments in excess of current height limits will be considered on the basis of design requirements and intent of this Secondary Plan, and impacts on the pedestrian environment and the adjacent residential area.
- 5.9 On the east side of Yonge Street, south of Rosehill Avenue to Summerhill Avenue, zoning by-law amendments may be passed to permit building heights up to 21 metres provided that the building complies with the policies for *Mixed Use Areas* 'B' and 'C' in the Yonge-St. Clair Secondary Plan Area. Taller building elements will be set back even further that specified in Section 5.7 (b) (iv) on lots which are not adjacent to low scale house form buildings.
- 5.10 On the east and west sides of Yonge Street, south of St. Clair Avenue to Pleasant Boulevard and Balmoral Avenue, zoning by-law amendments may be passed to permit building heights up to 30 metres provided that the building complies with the policies for the appropriate *Mixed Use Areas* in the Yonge-St. Clair Secondary Plan Area and the design principles of this Secondary Plan.

These policies in no way reduce the applicability of Section 37 of the *Planning Act*.

6. NATURAL AREAS

- 6.1 In that portion of the Escarpment (Lake Iroquois Shoreline) as shown on Map 6-1, which is not publicly owned open space, the following are permitted subject to the policies of the Secondary Plan:
 - a) on properties fronting or flanking on Yonge Street, any development permitted in *Mixed Use Areas*; and
 - b) on all other properties, any development permitted in *Neighbourhoods*.

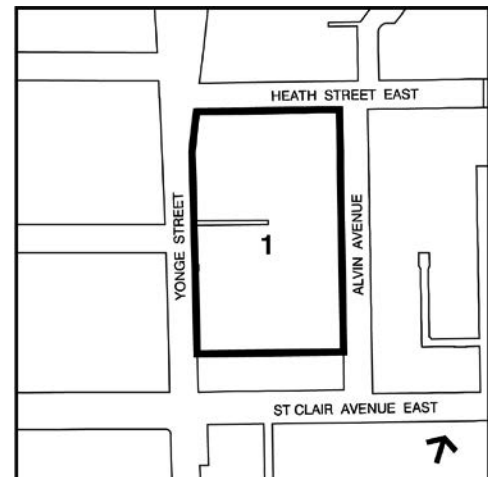
7. TRANSPORTATION, PARKING AND PEDESTRIAN CIRCULATION

- 7.1 An adequate amount of short-term parking will be made available for shoppers and visitors to the *Mixed Use Areas*. Accordingly:
- at least the number of municipally operated public parking spaces existing in the Yonge-St. Clair Secondary Plan Area at the time of the passage of this Plan will be maintained, except during temporary periods when construction affecting parking lots is in progress. A reduction in the number of municipally operated public parking spaces may be permitted only after the Parking Authority has conducted a study justifying a reduction in the number of municipally operated parking spaces and a public meeting advising interested stakeholders of this reduction has been held; and
 - when it has been determined that there is an inadequate number of parking spaces available for shoppers and visitors in *Mixed Use Areas* 'A' and 'B' shown on Map 6-3, an increase the number of municipally owned public parking spaces will be sought. The construction of any additional municipally owned public parking garage in Yonge-St. Clair will not result in a facility which contains more than a total of 400 public parking spaces unless a study, satisfactory to the City, justifies additional parking spaces.
- 7.2 The provision of pedestrian pathways in those locations shown generally on Map 6-1 as Mid-Block Connections and Future Park Connection will be sought and provided.

8. SITE AND AREA SPECIFIC POLICIES

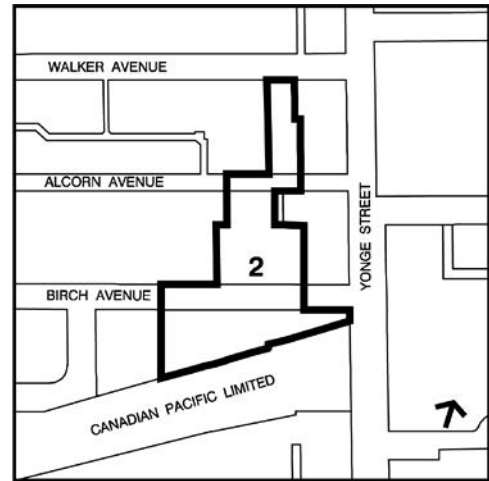
1. Area 1

- Within Area 1 there will be a transition in both scale and use to lands designated as *Neighbourhoods* to the north and east of Area 1.
- Area 1 is an area of potential redevelopment. Within Area 1:
 - any development or redevelopment will complement the existing built form context of the area and new buildings will be physically compatible with surrounding areas;
 - municipally operated short term public parking and parking for on-site residents and businesses will be provided; and
- The west facing main wall of the first storey of the building at 1481, 1491 and 1501 Yonge Street will be set back at least 1.5 metres at grade from the Yonge Street property line.
- A dedicated park maintenance fund may be established for maintenance of capital facilities in the park to be established in Area 1.



2. Area 2

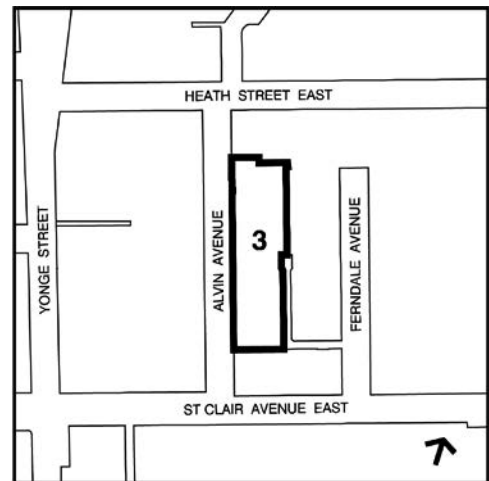
In recognition of existing uses, Area 2 shown on Map 6-2 of this Plan will be regarded as a transition area where office uses will be encouraged and where residential uses and, to a limited extent, the exhibition and selling of arts and crafts and limited service retail uses will be permitted provided that such uses do not, by reason of odour, noise, or other nuisance factors, adversely affect the amenity of neighbouring properties.



3. Area 3

In recognition of existing uses, Area 3 shown on Map 6-2 of this Plan is an area where the basement and first floor of existing house-form buildings may be converted to office uses provided that:

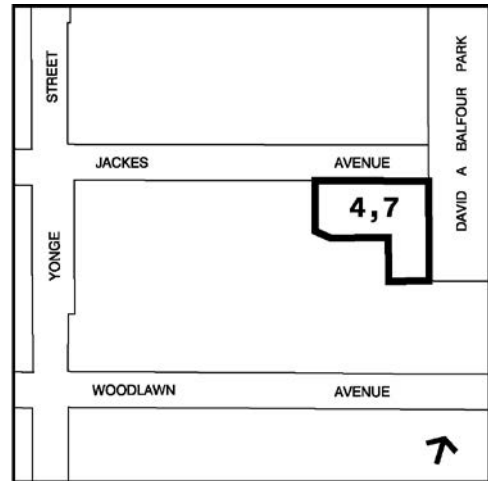
- a) the residential appearance of the building and the area is maintained;
- b) there is one dwelling unit in each house form building;
- c) parking is limited to not more than two parking spaces on each lot and, for the properties from 29 to 45 Alvin Avenue, is limited to appropriately landscaped front yards; and
- d) adequate landscaped open space is provided on the properties to buffer residential uses to the east and north of Area 3.



4. Area 4

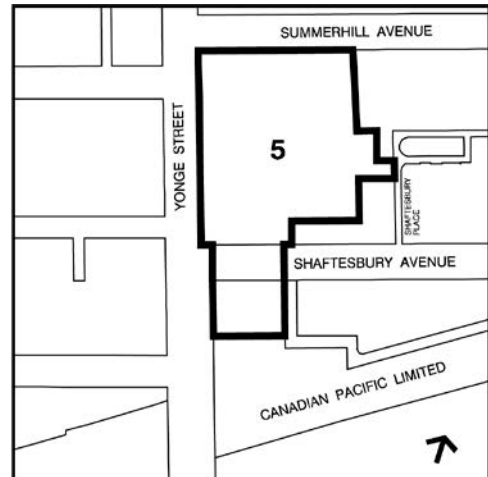
In recognition of existing uses and the proximity to David Balfour Park, Area 4 shown on Map 6-2, which consists of properties known municipally in 1999 as 35 and 49 Jackes Avenue, any redevelopment must:

- a) be no more than 12 metres in height;
- b) preserve the historically and architecturally significant Laidlaw House, including views of the House from Jackes Avenue; and
- c) be designed so as to:
 - i. maintain sunlight on the park;
 - ii. respect and, to the extent possible, preserve sky views and an appropriate separation from residences in the building known municipally in 1999 as 33 Jackes Avenue; and
 - iii. be compatible with the walkway immediately east of 49 Jackes Avenue.



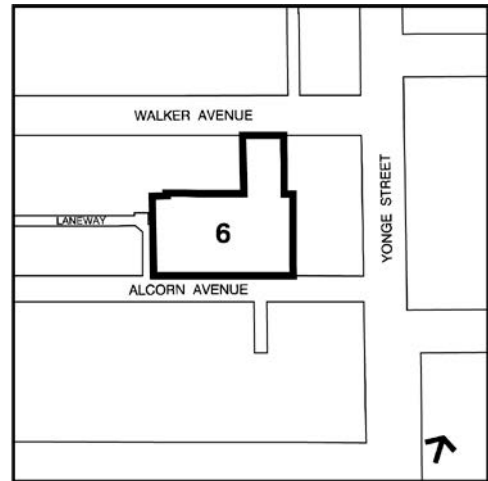
5. 1133, 1155 and 1177 Yonge Street

For the lands shown as 5 on Map 6-2 no further density transfers are permitted to or from the properties.



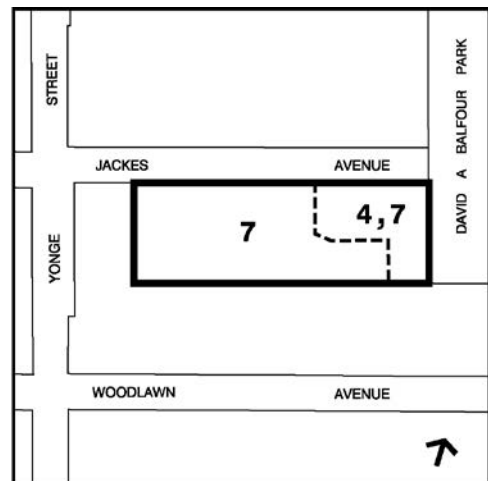
6. 10 Alcorn Avenue

For the lands shown as 6 on Map 6-2 a storage warehouse, printing plant or business office is permitted.



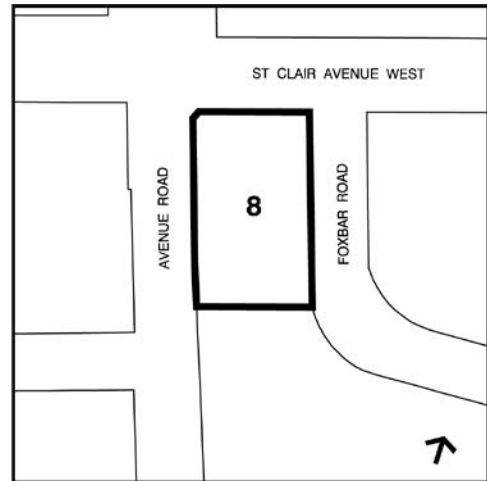
7. South Side of Jackes Avenue

The lands shown as 7 on Map 6-2 are an area of transition between the high-rise buildings on the north side of Jackes Avenue and the lands designated as *Neighbourhoods* to the south. Development on these lands will provide a transition in scale, stepping down to the low-scale residential buildings that front onto Woodlawn Avenue.



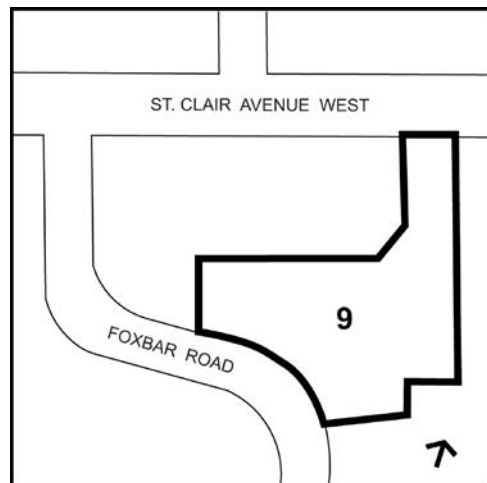
8. 135 St. Clair Avenue West

For the lands shown as 8 on Map 6-2 a 16,750 square metre residential condominium building is permitted.



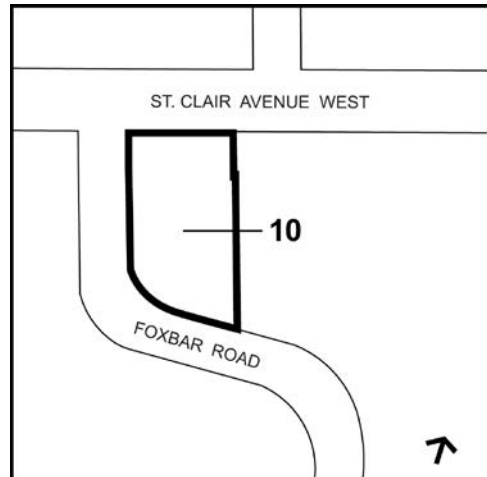
9. 111 St. Clair Avenue West

A below-grade garage for parking and servicing is permitted.



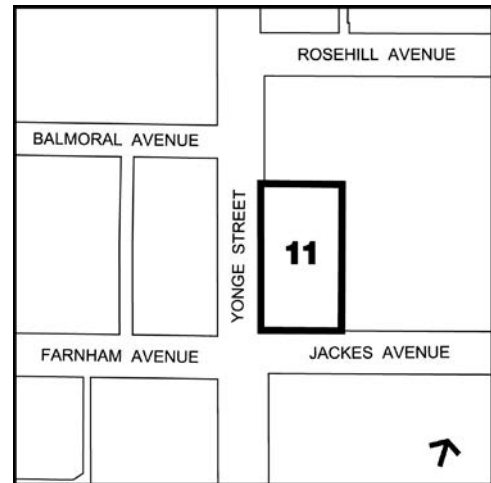
10. 129 St. Clair Avenue West and part of 111 St. Clair Avenue West

A below-grade garage for parking and servicing is permitted.



11. 1331 Yonge Street

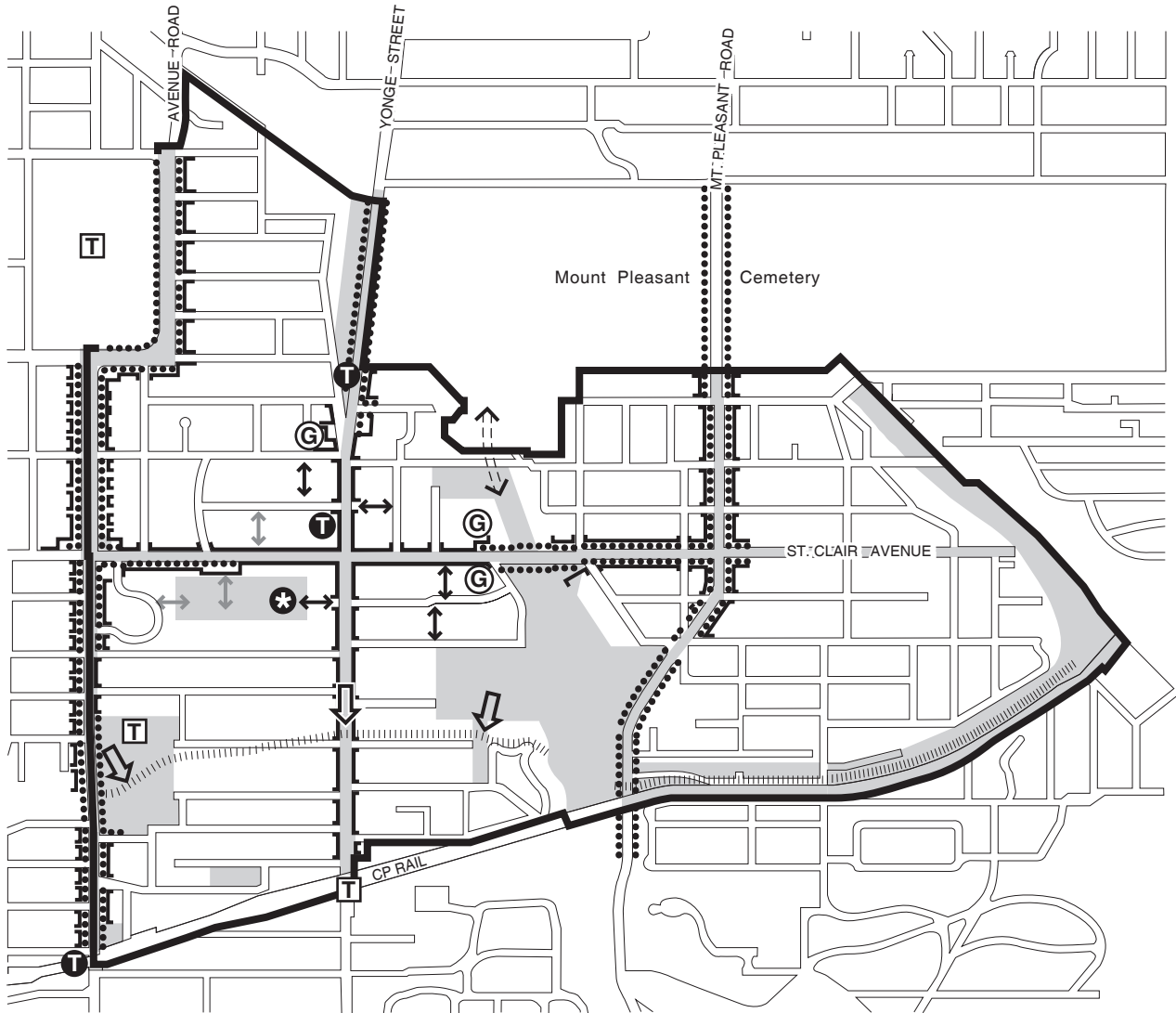
For the lands shown as 11 on Map 6.2, the maximum permitted height for the building is 39.0 metres to the top of the mechanical penthouse roof.
















List of Maps

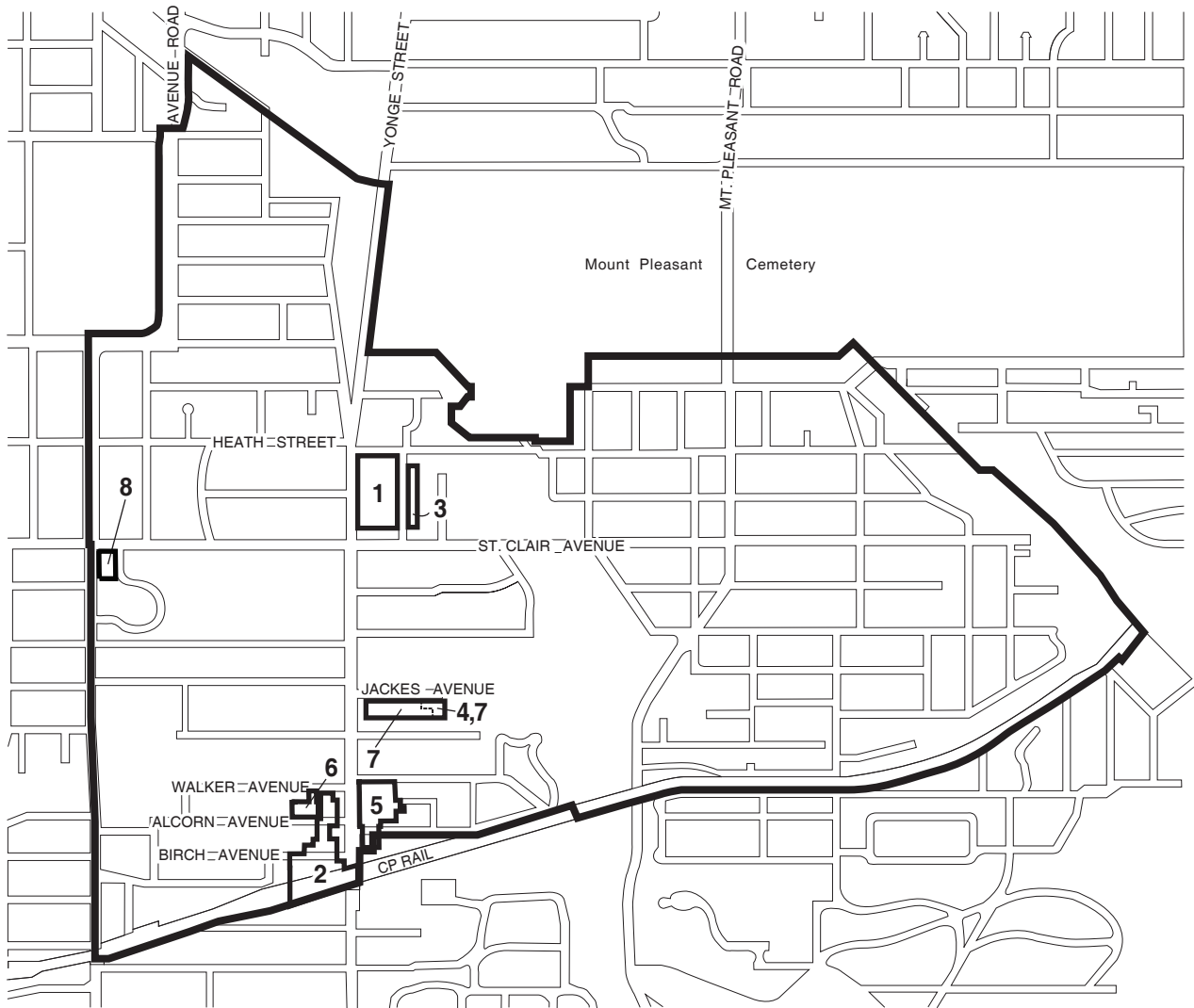
For the electronic version, please note some of these files may take some time to download.

- Map 6-1 Urban Structure Plan
- Map 6-2 Site and Area Specific Policies
- Map 6-3 Mixed Use Areas



Not to Scale 

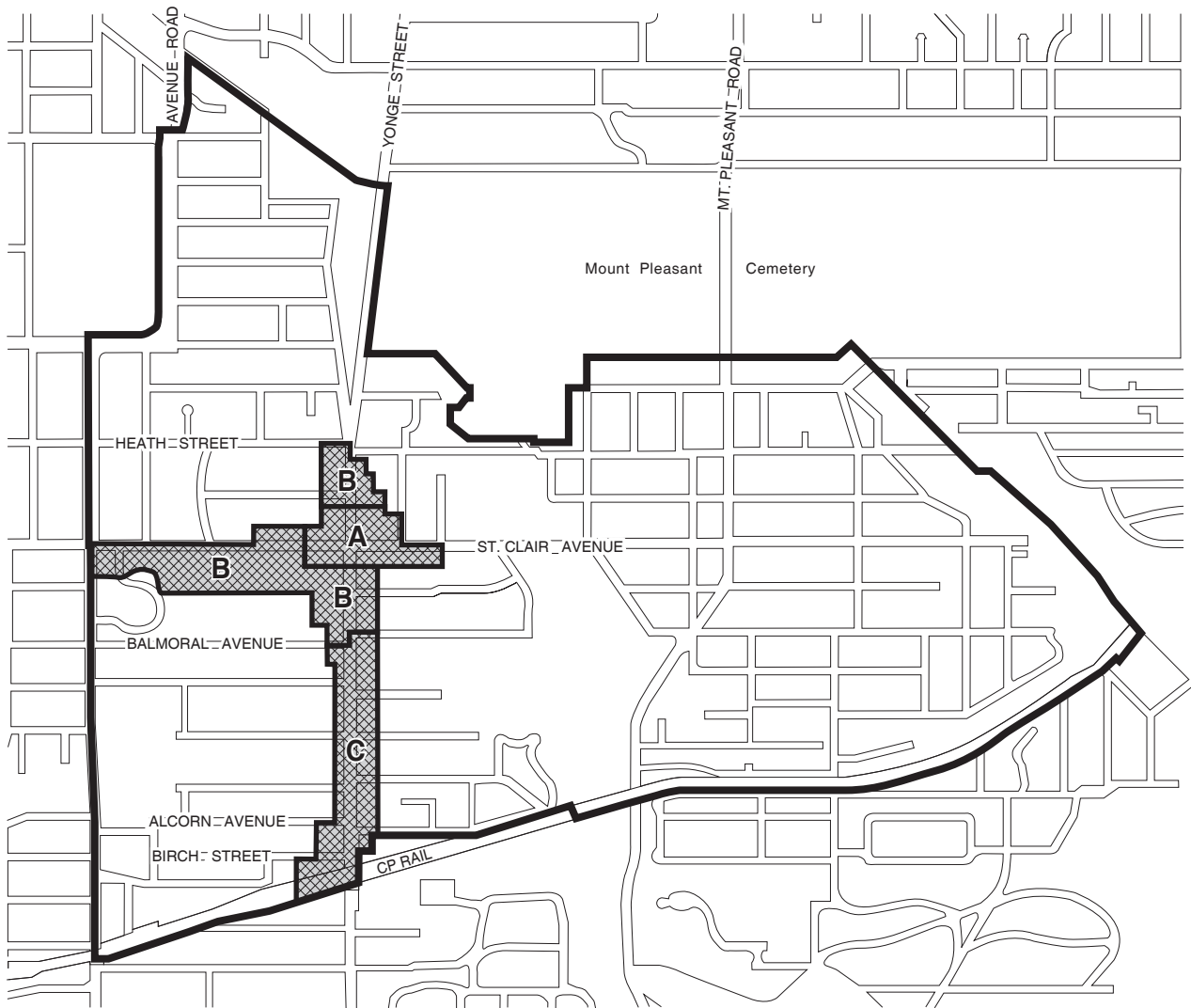
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|---|--|--|
|  Secondary Plan Boundary |  Escarpment |  Future Park Connection |
|  Existing View Terminus |  Landscaped Edge |  View of City Centre |
|  Potential View Terminus |  Existing and Potential Building Edge |  Open Areas |
|  Gateway |  Existing Mid-block Connection | |
|  To be Improved |  Future Mid-block Connection | |



Not to Scale 

 Secondary Plan Boundary

 Site and Area Specific Policies



Not to Scale 

-  Secondary Plan Boundary
-  Mixed Use Areas