

Authority: Planning and Growth Management Committee PG27.2, as adopted by City of Toronto Council on March 26 and 27, 2018

CITY OF TORONTO

Bill 497

BY-LAW -2018

To adopt Amendment 393 to the Official Plan for the City of Toronto respecting the ConsumersNext Secondary Plan generally between Highway 401, Highway 404, Sheppard Avenue East and Victoria Park Avenue and some lands north of Sheppard Avenue East and east of Victoria Park Avenue.

Whereas authority is given to Council under the Planning Act, R.S.O. 1990, c. P.13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto enacts:

1. The text and maps attached hereto are adopted as an amendment to the Official Plan for the City of Toronto.
2. This is Official Plan Amendment 393.

Enacted and passed on April , 2018.

Frances Nunziata,
Speaker

Ulli S. Watkiss,
City Clerk

(Seal of the City)

**AMENDMENT 393 TO THE OFFICIAL PLAN
OF THE CITY OF TORONTO**

For lands generally between Highway 401, Highway 404, Sheppard Avenue East and Victoria Park Avenue and some lands north of Sheppard Avenue East and east of Victoria Park Avenue as shown on Map 38-1.

Amendment 393 to the Official Plan of the City of Toronto is as follows:

1. Chapter 6, Secondary Plans, is amended by adding Secondary Plan 38 to lands between Highway 401, Highway 404, Sheppard Avenue East and Victoria Park Avenue, and lands north of Sheppard Avenue East and east of Victoria Park Avenue, identified in Map 38-1, as shown in Schedule I.
2. Schedule 2, The Designation of Planned But Unbuilt Roads, is amended by adding new planned but unbuilt roads and new links as follows:

STREET NAME	FROM	TO
Settlers Road Extension West	End of Settlers Road	Intersection with Consumers Road and Yorkland Boulevard
Settlers Road Extension East	Settlers Road	Intersection with Victoria Park Avenue and Esquire Road
New Link 1 (2018)	Heron's Hill Way	New Link 2
New Link 2 (2018)	Yorkland Boulevard	Sheppard Avenue East
New Link 3 (2018)	Intersection of Consumers Road and Yorkland Boulevard	Western end Ann O'Reilly Road
New Link 4 (2018)	Western end of Ann O'Reilly Road	Western end of Settlers Road
New Link 5 (2018)	Victoria Park Avenue	Sheppard Avenue East
New Link 6 (2018)	Settlers Road	Victoria Park Avenue
New Link 7 (2018)	Intersection of New Link 5 and Sheppard Avenue East	Consumers Road
New Link 10 (2018)	Yorkland Boulevard	Consumers Road
New Link 11 (2018)	Settlers Road	Consumers Road
New Link 12 (2018)	Hallcrown Road	Victoria Park Avenue

**SCHEDULE I
TO AMENDMENT 393**

38. ConsumersNext Secondary Plan

1 - Vision and Guiding Principles

The Consumers Road Business Park has become one of the highest concentrations of office uses in the city outside of Downtown Toronto based on its location at the intersection of Highway 401 and Highway 404 and the regional access to the business park provided by these highways. The future construction of higher-order transit and mixed use growth along Sheppard Avenue East and Victoria Park Avenue will drive the development of the Consumers Road Business Park and provide it with new competitive advantages to attract future employment investment.

The ConsumersNext Secondary Plan serves as a blueprint for future growth. This Secondary Plan sets the stage for the future of the ConsumersNext area, establishing a planning framework for potential redevelopment of the lands outlined on Map 38-1.

The policies of this Secondary Plan set the long term character in the area and priorities for development. This includes the creation of a comfortable and attractive public realm, framed and supported by appropriately scaled buildings. These buildings will contain appropriate uses that will combine with community facilities and services to provide amenity and enliven the area outside regular business hours. An emphasis on multi-modal transportation, anchored by higher-order transit along Sheppard Avenue East will be part of the new identity of the area. New connections and improved mobility will benefit the business park and the surrounding neighbourhoods.

Policies

Vision

- 1.1 Development within the lands identified on Map 38-1 will advance the following Vision:
 - 1.1.1 The ConsumersNext Secondary Plan Area includes a contemporary, vibrant business park that is a transit oriented location for employment investment and well connected to a complete, walkable, mixed use community along Sheppard Avenue East and Victoria Park Avenue.
 - 1.1.2 Intensification on lands within the Secondary Plan Area will be balanced with the need to protect adjacent neighbourhoods from impacts.
 - 1.1.3 Development of residential uses may be controlled through the use of a Holding (H) symbol and permitted following the fulfillment of criteria to allow removal of the Holding (H) symbol as it relates to the provision of new public streets, infrastructure construction, implementation of higher order transit, provision of non-residential floor area and/or dedication of parkland.

- 1.2 This Vision will be achieved through the implementation of this policy framework, area-specific zoning by-laws, as well as the Transportation and Infrastructure Master Plans.
- 1.3 The realization of the Vision of the ConsumersNext Secondary Plan is expected to occur over a 25-year time frame. Development will protect for the long range vision of this Secondary Plan.

Realizing the vision for the ConsumersNext Secondary Plan will be informed by the following Guiding Principles.

Policies

Guiding Principles

- 1.4 The ConsumersNext Secondary Plan is informed by the following Guiding Principles:

1.4.1 Define and Enhance Places & Livability

- a) development will establish an identity for the Secondary Plan area with high-quality streets, parks, open spaces, and community services and facilities for workers, residents and visitors.
- b) buildings will be located to define these spaces at an appropriate scale to create a pedestrian-oriented environment with access to sunlight and transition in scale towards lands designated *Neighbourhoods*.
- c) active uses at-grade will support the lively, safe and active use of these public spaces.

1.4.2 Connect and Move

Transportation options will be provided through redevelopment and infrastructure improvements delivering a network of public streets to help people get to and move through the business park and surrounding area. The improvement of connections for pedestrians, cyclists and transit riders will be prioritized.

1.4.3 Support and Promote Business

Complementary uses will provide amenity for employees and residents and a robust multi-modal transportation system will be provided to enhance the area's attractiveness as a place to do business.

2 – Structure

The Structure Plan, found on Map 38-2, builds on the economic capacity of the ConsumersNext Secondary Plan Area to enhance the visitor, resident and employee experience. The large blocks in the area will require a new, finer grid of public streets and pedestrian connections to be secured to promote active transportation, provide access and address for new development, and street frontage for public parks and publicly accessible open spaces. The Structure Plan is the

framework upon which a cohesive and attractive transit-oriented community can be built that reflects the Vision and Guiding Principles of this Secondary Plan.

The Secondary Plan Area is organized around a series of smaller geographies, called Districts and Nodes, which allow for public realm and built form strategies tailored to specific locations. Within the business park as it runs south from Sheppard Avenue East, a portion of Consumers Road will be a focal point for new retail, commercial and service uses.

Policies

- 2.1 The Secondary Plan Area will develop and intensify in accordance with the comprehensive planning framework provided by the Secondary Plan policies.
- 2.2 The public realm, identified in the Structure Plan on Map 38-2 will define the structure of the area and establish a network of public streets, public parks, pedestrian connections and privately owned, publicly accessible open spaces.
- 2.3 The expansion of the public street network identified on Map 38-3 will enhance the existing structure of streets and blocks to improve access for people in the area to destinations within and beyond the business park and provide suitably scaled blocks for redevelopment.
- 2.4 Development densities and land uses identified on Map 38-4 and Map 38-6 ensure that intensification does not exceed the capacity of the physical infrastructure, including public transit and the public street network and is undertaken in a contextually appropriate built form.
- 2.5 The Secondary Plan Area is comprised of a series of Districts and Nodes identified on Map 38-5. Each District and Node has its own identity, character and policies to guide new development and/or public realm expansion and treatments:

Districts

- 2.5.1 The **Sheppard East Corridor District** will continue the established built form pattern where mixed use development includes six storey base buildings containing non-residential uses at grade along the south side of Sheppard Avenue East, with tall building portions significantly stepped back at or above the sixth storey. This intensification will be subject to built form controls to provide transition in scale and massing that will minimize shadow impacts on the public realm both inside and outside the Secondary Plan Area and *Neighbourhoods* outside the Secondary Plan Area.
- 2.5.2 The **Victoria Park Corridor District** will be developed primarily at a mid-rise scale with a streetwall of up to six storeys and generous setbacks along Victoria Park Avenue. Along the east side of Victoria Park Avenue, mid-rise buildings will be massed within the *Mixed Use Areas* to provide transition in scale to low scale building types in adjacent *Neighbourhoods* outside of the Secondary Plan Area. On the west side of Victoria Park Avenue, tall buildings may be considered as an

alternative to mid-rise form, provided they comply with the Secondary Plan's development criteria and performance standards.

- 2.5.3 The **Highway Edge District** is characterized by large development parcels with excellent visibility from the adjacent highways. New buildings will generally be developed as buildings surrounded by substantial greenspace to create a group of individual points of interest. Landscaped setbacks, the Greenway and pedestrian connections will provide amenity and mobility options in the business park.
- 2.5.4 The **Business Park Interior District** provides an opportunity to establish a more urban commercial area with new streets and mid-block connections secured to provide address and access for new development and to foster walkability. New development shall conserve the existing tree canopy, and include buildings brought closer to the street edge. Parking will generally be located behind the building, underground and/or incorporated as part of the building structure to allow for main entrances to be directly accessible from the sidewalk, further animating the public realm and improving pedestrian walking conditions.

Nodes

- 2.5.5 The **Sheppard & Victoria Park Node** is a prominent intersection and transit interchange where the most intense levels of development can be located. The large sites located within the Sheppard & Victoria Park Node provide the greatest opportunity for the delivery of key city building outcomes including significant public parks and a large concentration of retail use along with new community services and facilities.
- 2.5.6 The **Sheppard & Consumers Node** will also be a place for new community uses within the base of new buildings that are consistent with the character of the Sheppard East Corridor District. The public realm within this Node will mark the entrance to the business park and be used to create activity around a future higher-order transit stop.
- 2.6 The **Consumers Road Main Street** will be established as an area within the Business Park Interior District where in addition to existing or intensified office uses, new opportunities for restaurants, retail and service uses can create a destination that enhances the attractiveness of the business park for workers, residents and visitors alike.

3 – Land Use and Economic Development

The Consumers Road Business Park is an important employment centre, particularly for the office sector, as it contains one of the largest concentrations of office workers outside of the Downtown. The land use framework of this Secondary Plan protects the area's economic function by providing land use certainty through the designation of lands for employment uses. Similarly, as lands designated *Mixed Use Areas* are redeveloped to include residential uses, the amount of non-residential gross floor area on these lands is required to be increased.

To create a vibrant place to work and encourage reinvestment to define, support and expand the public realm in the business park, complementary uses like retail, service commercial, workplace daycares and entertainment facilities are provided for in the business park. A focus for these uses will be the Consumers Road Main Street, where more urban infill buildings will be permitted for these uses in addition to the overall permission for these uses on the lower floors of existing or new office buildings. This Consumers Road Main Street is intended to be a central destination for area workers and residents, extending the hours of activity in the business park beyond the typical work day and animates the area on weekends.

Policies

- 3.1 The land use designations are illustrated on Map 38-6. Unless otherwise specified, the provisions of Chapter 4 of the Official Plan as they relate to land use designations will apply.
- 3.2 Employment uses will be compatible with nearby existing and planned residential uses in the Sheppard East Corridor District, Victoria Park Corridor District and the Sheppard & Victoria Park Node.

Non-residential uses in *Mixed Use Areas*

- 3.3 Development on sites designated *Mixed Use Areas* on Map 38-6 that includes residential units, is required to increase the non-residential gross floor area.
- 3.4 Larger sites may be designated both *Mixed Use Areas* and *General Employment Areas* on Map 38-6. Development that includes residential units on the portion of the site designated *Mixed Use Areas* is required to increase the non-residential gross floor area on the site through redevelopment. The non-residential development required to comply with this policy may be constructed on either the portion of the site designated *Mixed Use Areas* or designated *General Employment Areas*.
- 3.5 City Council may enact a Zoning By-law containing a Holding (H) Symbol to ensure that non-residential development is constructed concurrent or prior to development containing residential units.
- 3.6 A Noise Impact Study is required to determine an appropriate design and minimum separation distances of residential uses and sensitive non-residential uses from the Direct Fuel Cell-Energy Recovery Generation power plant at 500 Consumers Road prior to approval of residential development on lands in the Victoria Park Corridor District or the Sheppard and Victoria Park Node.

Complementary Uses in *Employment Areas*

- 3.7 Restaurants, workplace child care, recreation and entertainment facilities as well as small and medium retail stores and services are complementary uses that will add amenity and vibrancy to the business park. These uses will be permitted provided they comply with the following development criteria:

- 3.7.1 For lands designated *General Employment Areas* within the identified Consumers Road Main Street, these complementary uses may be established on the ground floor of existing or new office buildings or in small, stand-alone buildings provided:
- a) the main entrance to the complementary use is directly accessible from the public sidewalk along Consumers Road to support the street and adjacent open spaces with active uses and will include vision glazing;
 - b) parking areas are located below grade or behind the stand alone building containing the complementary use; and
 - c) landscape improvements to setbacks, mid-block pedestrian connections and other open spaces are provided in accordance with the Public Realm policies of this Secondary Plan including preserving where possible existing mature trees.
- 3.7.2 For lands designated *General Employment Areas* not within the Consumers Road Main Street, these complementary uses are only permitted on lower level floors of existing or new multi-storey buildings that include office uses or other *Core Employment Area* uses that are compatible with the complementary uses.
- 3.7.3 Complementary land uses on lands designated *Employment Areas* should be co-located within public and/or privately-owned, publicly accessible open spaces (POPs) to support the public realm.

- 3.8 Retail development with 6,000 square metres or more of retail gross floor area is not permitted in the Highway Edge District or Business Park Interior District.
- 3.9 Above grade parking structures are prohibited as stand-alone uses. Above grade parking structures must be ancillary uses on sites which contain employment uses. Where they are ancillary uses, above grade parking structures may not be located in the front yard of existing or proposed buildings and be designed to support and define the public realm. Active uses on the ground floor of ancillary parking structures are encouraged to support and provide amenity to the business park along the building edges defined by the Structure Plan on Map 38-2.

Economic Development

- 3.10 Business growth will be supported through transportation improvements and public realm enhancements identified through this Secondary Plan and its supporting Transportation Master Plan, including but not limited to a complete network of public streets, the implementation of higher-order transit along Sheppard Avenue East and improved pedestrian access to transit stops.
- 3.11 The introduction of regional transportation service and the expansion of shuttle services to nearby rapid transit stations (i.e., Oriole and Agincourt GO Stations, Don Mills Subway Station) will be encouraged to provide additional access to and from the business park.

- 3.12 The City will work to support local businesses in establishing a business association or a Business Improvement Area (BIA) for the business park and retail uses in *Mixed Use Areas* to assist with beautification initiatives and advocacy on issues related to business interest in the area.
- 3.13 The renewal of the office building stock in the business park will occur through the modernization and maintenance of existing Class B and Class C office buildings as well as through the addition of Class A office space. The City will encourage this renewal through its support of office incentives such as the Imagination, Manufacturing, Innovation and Technology (IMIT) incentive program. This renewal, along with the public realm and transportation improvements provided for by this Secondary Plan, will support investment in the employment base within the business park.

4 – Public Realm

The public realm is made up of the streets, parks and open spaces which provide structure for development in the Secondary Plan Area and gives the community its distinctive identity. Redevelopment presents an opportunity to build on the existing public realm and its character and organize the area to support a growing residential and working population by creating a more appropriate environment for pedestrians and cyclists within the business park, particularly along links to existing or future public transit infrastructure.

New public parks will be secured through redevelopment and will be strategically located on lands along the boundary between the *Mixed Use Areas* and *Employment Areas* land use designations to serve as an open space amenity for workers and residents.

Improvements to the public realm will build upon the green landscaped character currently found in the landscaped setbacks and other open spaces on some sites within the business park enhancing a network of connected and intensively landscaped streets, parks and open spaces. These improvements will be designed to promote the safe and comfortable use and access from both existing and future residential populations. They will also make the business park a more interesting place to work by serving as a gathering place for workers before, during and after the work day.

Policies

- 4.1 The public realm will be designed as a connected network of public streets, parks, public open spaces, the Greenway and pedestrian connections through the Secondary Plan Area providing access to and from the surrounding neighbourhoods.

Streets and Streetscape

- 4.2 Public streets will be designed to be experienced as places and will be laid out and designed with appropriate streetscape treatments and street furniture. Streetscape improvements secured through redevelopment of sites or public/private investment will be coordinated and integrated with landscaped setbacks.

- 4.3 Street trees will be planted on both sides of all existing and new public streets to reinforce and enhance the existing landscape character along streets within the Secondary Plan Area.
- 4.4 At key locations, pedestrians will be supported through the implementation of bump outs at intersections to shorten pedestrian crossings, as well as the provision of seating areas, other street furnishings, soft landscaping and bicycle parking.
- 4.5 In the Highway Edge District and Business Park Interior District, landscaping will be provided in the minimum required setbacks that reinforce the green character of streets within the business park, including paved areas for pedestrians, soft landscaping and tree planting.
- 4.6 Consumers Road Main Street will be designed and laid out with landscaping and sidewalks and to provide for all modes of transportation within the existing 20 metre right-of-way. As land is secured to expand the right-of-way to 27 metres as provided for by the Official Plan, this additional space will accommodate additional landscaping and enhanced pedestrian and cycling infrastructure and amenity.
- 4.7 Along the Consumers Road Main Street, paving and other hardscaping such as patios, seating areas and pathways providing direct access to the main entrances of buildings will be permitted in the front yard setback to support complementary uses.
- 4.8 Sheppard Avenue East and Victoria Park Avenue will be designed to support increased pedestrian activity through widened sidewalks and landscaped setbacks that will include patios and seating to support active non-residential uses on the ground floor of adjacent buildings. Residential uses at grade are discouraged along these streets.
- 4.9 Where grade-related retail use is anticipated along Sheppard Avenue East and Victoria Park Avenue, landscaping within the minimum required setback will add a second row of street trees and use paving treatments to extend the public sidewalk providing additional space for café patios, overhead weather protection canopies and other pedestrian amenity.
- 4.10 Landscaped setbacks and streetscape treatments on new local streets or extensions of existing local streets will be consistent with the streetscape treatment and landscape character of existing streets.

Parks

- 4.11 The amount, distribution, quality and diversity of parks will be improved by:
- 4.11.1 Requiring on-site dedication of land for new parks through redevelopment of lands designated *Mixed Use Areas*;
 - 4.11.2 Locating new parks in strategic locations in close proximity to residential and employment uses to increase accessibility for existing and new residents and employees in the business park; and

- 4.11.3 Securing parkland dedication in locations that expand existing parks or provide opportunities for expansion when adjacent properties redevelop.
- 4.12 Parkland dedication will be secured pursuant to the policies of the Official Plan and the City's Alternate Rate for Parkland Dedication By-law.
- 4.13 Development, particularly on large sites comprised of lands designated *Mixed Use Areas*, will prioritize the dedication of land to the City to meet parkland dedication requirements as generally located on Map 38-2.
- 4.14 Parkland to be conveyed through the development approval process will be located with generous public street frontage to provide the greatest possible benefit, safety and visibility for those accessing the park and to further the intent expressed by the public realm policies.
- 4.15 Parkland dedication will achieve parks that are programmable and have a functional size and shape and appropriate street frontage.
- 4.16 The above grade portion of development should be setback a minimum of 5 metres from new and existing parks to provide for an appropriate transition from public park to private ground floor uses.
- 4.17 Development on sites not large enough to yield a park of an appropriate functional size, shape and public street frontage is encouraged to satisfy the parkland dedication requirement through an off-site parkland dedication that will expand an existing or future public park in the area.
- 4.18 Payment of cash-in-lieu of land to be conveyed through the alternative rate provisions in excess of 5 percent of the site area will be used to implement parkland acquisition and improvements serving the parks network in the Secondary Plan Area and/or expansions and enhancements of Wishing Well Park, Farmcrest Parkette or Hickorynut Parkette.
- 4.19 For off-site dedications, legal and real estate fees may be credited at the City's discretion. However, base park, remediation and demolition costs will not be included in any credits.

Privately Owned, Publicly Accessible Open Spaces (POPS)

- 4.20 POPS will be strategically located and designed for a wide range of potential uses and amenity for the enjoyment of both the residential and employment population.
- 4.21 Where multiple POPS are planned in close proximity to each other, an opportunity to coordinate their design to develop a signature landscape treatment should be explored to incorporate branding and wayfinding features.
- 4.22 POPS should be coordinated with active ground level uses in adjacent buildings such as retail, restaurant and community spaces to provide seating and gathering spaces within the public realm. POPS should be setback from adjacent ground floor uses to allow for

appropriate transition at grade to maintain the public accessibility integral to the success of the open space.

4.23 The provision of POPS will not be in lieu of parkland dedication.

Pedestrian Connections and the Greenway

4.24 Safe, generously scaled and comfortable mid-block pedestrian connections will be secured through the redevelopment of large blocks to extend the mobility network identified on Map 38-2.

4.25 Owners of adjacent properties are encouraged to provide pedestrian easements along mutual property lines to help establish a pedestrian network of mid-block pathways as illustrated on Map 38-2 and Map 38-12.

4.26 Within the Sheppard & Victoria Park Node, a diagonal mid-block pedestrian connection shall be provided to ensure the most direct route from lands within the business park Interior District to transit facilities at Sheppard Avenue East and Victoria Park Avenue as identified on Map 38-2 and 38-12.

4.27 A multi-use Greenway Connection shown on Map 38-2 and Map 38-13 will be established through coordinated landscaping treatments within the setback required by the Ministry of Transportation along Highways 401 and 404 to serve as a recreational trail and alternate pedestrian and cycling connection through the Secondary Plan Area.

4.28 Landowners will be encouraged to coordinate efforts to dedicate the required public access easements to implement the Greenway Connection within the Highway Edge District as identified on Map 38-2. Mid-block pedestrian connections will be secured to the Greenway Connection through public access easements from existing and planned public streets.

Public Art

4.29 To add identity and visual interest to the public realm, public art will be provided in accordance with the City of Toronto's Percent for Public Art Program as coordinated through a Public Art Plan secured through development approvals.

4.30 The specific location of public art pieces will be determined through the creation of a Public Art Plan. Generally, public art pieces are encouraged to be located within the most publicly accessible areas of development sites and/or at the terminus of important views and vistas identified on Map 38-9.

5 – Built Form

Future development within the Secondary Plan Area will consist of a rich and varied built form that supports the existing and planned land uses, with new amenities and appropriate massing and transition in scale. Development will be of a high quality architecture, landscape and urban design that will contribute positively to the character and identity of the Secondary Plan Area.

Transit supportive principles direct the most intensive development in the Secondary Plan area to lands in close proximity to future higher order transit stations. The distribution of development within the Secondary Plan Area is further articulated by a number of policies which establish a built form character for each of the Districts and Nodes.

In the Highway Edge and Business Park Interior Districts, flexible performance standards for development support the public realm while allowing for the varied building formats needed for employment uses.

Mixed use intensification is anticipated within the Sheppard and Victoria Park Corridors, as well as within the Nodes. The scale of development in these areas will be more specifically controlled to ensure new buildings define a safe and comfortable public realm and are appropriately scaled for their context, transitioning to adjacent low scale uses.

Built form policies, including building type and related development criteria are the primary tools to direct the scale and form of development within the Secondary Plan Area. Built form controls will also ensure that appropriate sunlight and wind conditions are achieved within the public realm, including appropriate levels of sunlight on sidewalks in anticipated high volume pedestrian areas near future higher order transit stops.

Policies

Shaping Built Form

- 5.1 The scale and form of development will be contextually appropriate to its relationship to adjacent sites, nearby lands designated *Neighbourhoods* and *Employment Areas* and its access to transportation facilities.
- 5.2 Large blocks will be divided into smaller parcels of land with additional local public streets, parks and/or mid-block pedestrian connections to provide a range of options for public circulation and a setting for a development scaled to the size of the new parcels.

Defining the Public Realm: Streetwall, Active Uses and Step Backs

- 5.3 Consistent building setbacks and built edges will create a regular alignment for the streetwall to define the public realm and contribute to improving the civic and pedestrian experience in the Secondary Plan Area. Additional setbacks are appropriate if the additional space is landscaped for the use of pedestrians. Setbacks for buildings at grade will be as follows:
 - a) along Sheppard Avenue East and Victoria Park Avenue, not less than 5 metres;
 - b) along Consumers Road and Yorkland Boulevard, development will be sited to preserve existing mature trees with minimum front yard setbacks as determined by the Zoning By-law;
 - c) along all other public streets, not less than 3 metres; and
 - d) adjacent to new and existing parks not less than 5 metres.

- 5.4 On lands designated *Mixed Use Areas*, regardless of the building typology or maximum heights and density provided for by this Secondary Plan, a streetwall of up to six stories will be developed along Sheppard Avenue East and Victoria Park Avenue by shaping the built form of new development generally as follows:
- 5.4.1 On sites where tall buildings are provided for, the maximum height for the base building along Sheppard Avenue East and Victoria Park Avenue is six storeys.
 - 5.4.2 A minimum 10 metre setback from the base building is required to the tower portion in the Sheppard East Corridor District and Victoria Park Corridor District. In the Sheppard & Victoria Park Node, a 3 metre minimum setback from the base building to the tower is required.
 - 5.4.3 On sites where mid-rise buildings are provided for, a 3 metre minimum step back is required between a height of 10.5 metres (3 storeys) and 20 metres (6 storeys).
 - 5.4.4 The height of base buildings and mid-rise buildings are further subject to the angular plane policies of this Secondary Plan.

Supporting and Animating the Public Realm

- 5.5 At grade active uses will be encouraged as accessory uses in multi-storey buildings as identified in Map 38-8. These uses include retail and service uses, restaurants, entrances to office buildings and residential lobbies.
- 5.6 Active ground floor uses will be provided with sufficient ground floor height (minimum 4.5 metres) along public streets with continuous weather protection provided to ensure pedestrian comfort.
- 5.7 Parking should be sited underground, beside or behind buildings to ensure the implementation of appropriate landscaping in the front yard.
- 5.8 Built form strategies, including building setbacks, setbacks and articulation, and high quality landscape treatments should be used to provide memorable and identifiable features at the terminus of existing and potential views and points of interest as identified in Map 38-9.
- 5.9 Consistent with Policy 5.8, a view corridor to the cupola of St. Mary Armenian Apostolic Church will be maintained from the intersection of Consumers Road and Hallcrown Place; Victoria Park Avenue and a new east-west public right-of-way north of the church.
- 5.10 A diagonal view corridor into the Business Park Interior District from the intersection of Sheppard Avenue East and Victoria Park Avenue will frame views to the new park identified within the Sheppard & Victoria Park Node. It will also provide a physical link as a mid-block connection to encourage pedestrian travel between the interior of the business park and the intersection.

Built Form by District

- 5.11 The maximum heights shown for development on Map 38-10 are permitted subject to meeting the development standards related to density, streetwall and angular plane transitions set out by District.
- 5.12 The maximum densities for development are shown on Map 38-4 and subject to meeting the development standards related to streetwall and angular plane transitions set out by District.
- 5.13 Tall buildings are provided for in parts of the *Mixed Use Areas* within the shaded areas on Map 38-10, with the greatest height in the Sheppard & Victoria Park Node and lesser heights in the Sheppard East Corridor District.
- 5.14 Mid-rise buildings will be the predominant building type in the Victoria Park Corridor District. Only mid- and low-rise buildings are permitted on the east side of Victoria Park Avenue. Tall buildings, to a maximum of 83 metres, are provided for in this District on the west side of Victoria Park Avenue if the development complies with the density and angular plane provisions of this Plan and is at a height lesser than provided for in the Sheppard & Victoria Park Node and Sheppard East Corridor District.
- 5.15 Development on lands designated *Employment Areas* will achieve the following:
- 5.15.1 Buildings shall relate to their primary street address with direct pedestrian access from the public sidewalk.
- 5.15.2 In the Highway Edge District, development will build upon and improve the character that currently exists by locating taller buildings within generously landscaped settings. Built form provisions include:
- a) taller building elements will be set back significantly from the street to capitalize on the visibility from the highway and act as landmark for the business park;
 - b) buildings should have a more urban relationship to the public realm along Consumers Road and Yorkland Boulevard through either the provision of a pavilion building(s) which contains a clear and directly accessible main entrance to the building and through the provision of appropriate landscape treatments;
 - c) if secondary entrances are required to access parking behind the building, they should be incorporated through multifaced lobbies that also connect directly to the street;
 - d) soft landscaping should be provided in front yard setbacks and along interior lot lines to provide opportunities to preserve existing trees, provide for stormwater infiltration and pedestrian amenity; and
 - e) vehicular access, drop off and loading areas should be located in side or rear yards to minimize hard surfaces within front yard setbacks adjacent to the public sidewalk.

5.15.3 Development in the Business Park Interior District will be set back a minimum of 5 metres from the street and located to reinforce a landscaped character along Yorkland Road, Yorkland Boulevard, Consumers Road and the future extension of Settlers Road. Built form provisions include:

- a) buildings should feature prominent pedestrian entrances and clear glazing into the ground floor to support a lively, safe and comfortable pedestrian-oriented district;
- b) ground floor retail and service uses will provide visible entrances accessible from the public sidewalk, particularly along the Consumers Road Main Street;
- c) the incorporation of Privately-Owned, Publicly-Accessible Open Spaces (POPS) is encouraged to be related to non-office uses (such as restaurant or café patios) that are provided for by the policies of this Secondary Plan;
- d) the incorporation of hardscape pavement treatment within front yard setbacks will be located to preserve existing trees and landscape elements along the Consumers Road Main Street; and
- e) design elements and architectural variety are encouraged to provide visual interest.

5.16 Development on lands designated *Mixed Use Areas* will achieve the following:

5.16.1 All new buildings are subject to angular plane controls to provide transition in scale, limit shadow and overlook on neighbouring residential properties that are lower in scale and limit shadow and loss of sky view on adjacent streets, parks and public spaces.

5.16.2 All development will fall beneath a 45 degree angular plane projected from the abutting property line of lands designated *Neighbourhoods*. When the lands abutting the *Mixed Use Areas* within the *Neighbourhoods* designation contains a public street or public park, the required 45 angular plane shall be projected from the property line of the public right-of-way or parkland abutting the *Mixed Use Areas*.

5.16.3 For sites adjacent to or abutting lands designated *Neighbourhoods*, a minimum 7.5 metre setback shall be provided from the mutual property line regardless of built form typology.

5.16.4 Development in the Sheppard Avenue East District will continue the built form pattern established along the south side of Sheppard Avenue East and will be required to meet the following standards:

- a) tall buildings are permitted provided they comply with the development standards outlined in this Secondary Plan;
- b) to maintain sunlight on the opposite sidewalk of Sheppard Avenue East and maintain skyview, the tower and base building components of new development will fall beneath a 45 degree angular plane projected from the front property line of sites fronting Sheppard Avenue East, beginning

at a height equal to 80 percent of the width of the adjacent planned right-of-way;

- c) where tall buildings are permitted and address local streets, base buildings will fall beneath angular planes projected from the property line adjacent to the local street, beginning at a height equal to 80 percent of the planned width of the local street right-of-way; and
- d) where tall buildings are permitted and address local streets, a minimum 3 metre stepback will generally be provided to the tower component from the base building fronting the local street.

5.16.5 In the Victoria Park Corridor District, intensification will occur with a mid-rise character and meet the following standards:

- a) to maintain sunlight on the opposite sidewalk on Victoria Park Avenue and to maintain skyview, buildings will be massed to fall beneath a 45 degree angular plane projected from the front property line of sites fronting Victoria Park Avenue, beginning at a height equal to 80 percent of the adjacent right-of-way;
- b) when development sites on the east side of Victoria Park Avenue have frontage on an existing or new local street, buildings will be massed to fall beneath a 45 degree angular plane from the property line beginning at a height equal to 80 percent of the width of the local right-of-way;
- c) on development sites on the east side of Victoria Park Avenue between Esquire Road and Meadowacres Drive, low-rise built form such as townhouses will be encouraged on sites adjacent to lands designated *Neighbourhoods* to provide a transition from the mid-rise built form along Victoria Park Avenue;
- d) on the west side of Victoria Park Avenue within this District, tall buildings are permitted only if:
 - i. The base building does not exceed 6 storeys in height;
 - ii. The tower component of the building does not exceed 83 metres in height;
 - iii. The development complies with the angular plane provided for in Policy 5.16.5(a); and
 - iv. The overall development does not exceed the maximum density illustrated on Map 38-4;
- e) any development abutting a local street, regardless of typology, will be required to provide a minimum 3 metre step back from the base building or streetwall.

5.16.6 The Sheppard & Victoria Node will be developed to the greatest heights and densities within the Secondary Plan Area, and meet the following standards:

- a) development on lands designated *Mixed Use Areas* will transition in scale to lower scale uses on lands designated *Neighbourhoods*. This transition will consist of a minimum 7.5 metre setback from the lot designated *Neighbourhoods* and change in scale that falls beneath a 45 degree angular plane projected from lands designated *Neighbourhoods*;

- b) the front angular plane control that defines tower location in other districts does not apply to tall buildings within the Sheppard & Victoria Park Node, but a minimum setback of 5 metres will be provided to the tower from the edge of the 6 storey base building; and
- c) where tall buildings are permitted and address local streets, angular planes from local streets shall only apply to the base building provided a 3 metre setback is provided to the tower and complies with the other angular plane and built form controls.

5.17 For properties abutting *Employment Areas*, a setback of 20 metres is required between any building containing sensitive land uses and the shared property line. The separation distance may be occupied by a building containing other commercial uses or may include: a street; a laneway; landscaped space, either private or publicly accessible. Using a surface parking lot to obtain the required separation distance is discouraged.

6 – Mobility

The ConsumersNext Transportation Master Plan (TMP) for the Secondary Plan Area focuses on improving access to the business park and balancing modes of transportation to ensure a range of travel choices encouraging sustainable travel behaviour. The improvements to the transportation network enhance the attractiveness of the business park for investment and business growth, while also serving the needs of residents in the surrounding community. The TMP forms the basis for the transportation infrastructure required to support the growth provided for by this Secondary Plan and should be read in conjunction with this section.

Expanding the street network through a more complete structure of streets and blocks will better connect people in the area to destinations within and beyond the Secondary Plan Area. Several TMP actions are advanced through the policies of this Secondary Plan to create additional links to the business park as mixed use development occurs along Sheppard Avenue East and Victoria Park Avenue. The expanded street network will be designed to include pedestrian and cycling infrastructure. This focus of active transportation will service local trips, but will also support the anticipated higher order transit along Sheppard Avenue East.

The implementation of higher order transit along Sheppard Avenue East will provide a significant increase in network capacity and contribute to the provision of sustainable travel options to service existing and future demand. The full densities provided for by this Secondary Plan may not be authorized until such time as higher order transit is implemented. However, transit priority measures to improve transit service in the area include High Occupancy Vehicle (HOV)-Bus lanes along Sheppard Avenue East and Victoria Park Avenue could provide incremental changes to the transit network. Better interchanges with regional transit networks are strongly encouraged to address the current and anticipated proportion of trips which originate beyond the boundaries of the City of Toronto. In anticipation of a shift in mobility patterns, innovative mobility solutions and creative Transportation Demand Strategies will continue to encourage sustainable travel behaviours.

Until the full implementation of the transportation network including higher order transit as identified in the TMP, incremental growth via new development will need to be reviewed in the context of the available transportation network capacity. Managing growth and monitoring its

impact on the transportation system are important elements in the growth management strategy necessary to implementing the Vision for this Secondary Plan.

Policies

- 6.1 The transportation system in the Secondary Plan area will be enhanced to improve mobility by providing greater transportation choice, comfort and connectivity.
- 6.2 The ConsumersNext Transportation Master Plan is the foundation identifying the transportation infrastructure improvements required to service the growth provided for through this Secondary Plan. The work undertaken for the Transportation Master Plan satisfied Phases 1 and 2 of the Municipal Class Environmental Assessment process. The requirements from the ConsumersNext Secondary Plan will be refined, protected and implemented through the development approvals process and identified capital expenditures.
- 6.3 New development will be reviewed to determine if there is available capacity within the transportation network and/or the contributions required to expand and enhance the network.
- 6.4 The transportation and travel characteristics of the Secondary Plan area will be monitored for consistency with the ConsumersNext Transportation Master Plan to determine the impact of new development of the transportation system. Holding By-laws may be enacted to require certain transportation improvements, including higher order transit, are in place prior to new residential development being permitted at the densities shown on Map 38-4.

Public Streets

- 6.5 The planned public street network shown on Map 38-3 will provide a fine grid of public streets and a high level of permeability for pedestrian, cycling and vehicular circulation; improving access to and from the business park while creating new blocks that will be appropriately scaled for redevelopment.
- 6.6 While the layout and pattern of new local public streets is illustrated on Map 38-3, the exact location, alignment, access and design of each new street will be refined through the review and approval of development applications or other implementation mechanisms identified in this Secondary Plan.
- 6.7 New segments of the public street network will be implemented so that the functional integrity of the transportation system is maintained and enhanced at all times to the City's satisfaction. Appendix 1 provides the details of proposed new road segments.
- 6.8 Existing and new streets will include facilities for pedestrians, cyclists, transit users and shared mobility users within the public right-of-way as well as landscaping as guided by the policies of this Secondary Plan.

- 6.9 The City's Complete Streets Guidelines will be applied to the design and construction of new public streets or reconstruction of existing streets to ensure safety and comfort for users of all ages and abilities.
- 6.10 Design features that promote the safety and comfort for pedestrians and cyclists will be considered in the future design of highway interchanges, intersections and transit interchanges.

Higher Order Transit: Sheppard Avenue East

- 6.11 Development in proximity to existing and/or planned higher order transit stops in the Nodes will improve active transportation connections to and from transit stops and provide amenity including open space, seating areas and weather protection.
- 6.12 The areas around existing and/or planned transit stops in the Nodes are encouraged to provide mobility options for transit riders boarding or departing a vehicle including the potential for bike share, car share and other shared mobility infrastructure to facilitate last mile travel options consistent with the Transportation Master Plan.
- 6.13 Prior to the implementation of higher order transit along Sheppard Avenue East, surface transit priority measures, including high occupancy vehicle (HOV) transit lanes, should be implemented as required along Sheppard Avenue East on an interim basis.

Local and Regional Transit

- 6.14 New development and public infrastructure projects adjacent to transit interchanges identified in Map 38-11 will recognize and protect for local and regional transit system infrastructure and future improvements.
- 6.15 Transit priority measures such as HOV lanes may be implemented along Victoria Park Avenue to improve transit experience and reliability. Queue jump lanes will not be used to implement surface transit priority.
- 6.16 Transit supportive infrastructure, such as pavement markings at key stops, seating, street furniture and security features, will be incorporated into the design of such infrastructure with new development and infrastructure projects, where possible, to support existing and growing transit ridership.
- 6.17 Connectivity between the Secondary Plan Area and regional transportation networks will be improved through:
- 6.17.1 Increased convenience and availability of shuttle services to the Agincourt and Oriole GO Transit Stations coordinated for businesses through the Metrolinx Smart Commute and other such successor programs.
 - 6.17.2 The creation of transit interchanges as identified on Map 38-11 to integrate regional transit service with future higher order transit stops along Sheppard Avenue East and GO Bus service to the business park.

Pedestrian and Cycling Movement

- 6.18 Improvements to streetscapes will create inviting spaces for pedestrians and encourage walking and cycling as desirable choices to move to and through the Secondary Plan Area consistent with the following principles:
- 6.18.1 Planning, design, development and construction of existing and new public streets and other components of the public realm in the Secondary Plan area will be consistent with the Pedestrian Connections (Map 38-12) and Cycling Connections (Map 38-13) maps.
 - 6.18.2 Key pedestrian connections, shown on Map 38-12, are areas where pedestrians are anticipated to cross public streets or areas with high volumes of existing and/or anticipated pedestrian traffic and an enhanced pedestrian network is required. At these locations, shorter pedestrian crossings will be achieved through the implementation of wider sidewalks, corner extensions at intersections, street furniture and other pedestrian amenities.
 - 6.18.3 Mid-block pedestrian connections will be secured through public easement as identified on Map 38-12 to provide additional permeability and cycling movement as a component of the transportation system within the Secondary Plan Area.
 - 6.18.4 Bicycle infrastructure and facilities will be planned and provided through site development with public bicycle parking along cycling routes and bike-share facilities at cycling interchanges identified in Map 38-13.
 - 6.18.5 Bike boxes and other infrastructure should be provided to secure safer turning movements for cyclists at cycling interchanges identified on Map 38-13.
- 6.19 To improve safety and connectivity for pedestrians and cyclists travelling to the Don Mills Subway Station and other important destinations beyond the Secondary Plan Area, the City and landowners will work with the Province to improve conditions for these users at the interchange of Sheppard Avenue East and Highway 404, and Victoria Park Avenue and Highway 401.

Shared Mobility, Parking and Traffic Demand Management

- 6.20 To promote shared mobility and alternative modes of travel to reduce single-occupant automobile trips, "EcoMobility Hubs" will establish one-stop service points for multimodal systems including bike-share, ride-share, and car-share facilities at locations identified on Map 38-11 and as defined by the Transportation Master Plan.
- 6.21 New development will remove and not retain large surface parking areas. Parking is encouraged to be provided below grade or in structured solutions as an ancillary use to maximize the provision of landscaping and optimize development sites.

- 6.22 Short-term on-street parking will be implemented at appropriate locations to accommodate car-share vehicles and service retail and other ground floor uses in the Business Park Interior or Highway Edge District.
- 6.23 As part of a complete application, development proponents in *Mixed Use Areas* will be required to submit a comprehensive Travel Demand Management Strategy to the satisfaction of the City.
- 6.24 Parking requirements may be reduced at the City's discretion. Reductions to the parking rate will be considered on a site-by-site basis after a review of how parking space reductions may contribute to the implementation of Transportation Demand Management (TDM) strategies identified in the ConsumersNext Transportation Master Plan.
- 6.25 Shared vehicle parking facilities will be encouraged with new development.
- 6.26 Quantitative multimodal transportation assessments and site-related mitigation measures with functional designs shall be prepared for all development applications within the area that demonstrates sufficient and safe transportation infrastructure to service the proposed development consistent with the TMP.

7 – Housing and Community Services & Facilities

Residential development along Sheppard Avenue East and Victoria Park Avenue will result in a complete and inclusive community with connections to the business park. This will be achieved through the provision of a range of housing opportunities in terms of tenure and affordability, as well as through the provision of community services and facilities.

Community services and facilities act as focal points where people can play, learn, work and socialize. New development can play a role in supplementing the existing community services and facilities network with enhanced services and facilities for the growing residential and employment populations.

The Sheppard & Victoria Park Node and the Sheppard & Consumers Node will be planned to offer places and spaces where residents and workers can access services, attend community events and participate in leisure activities. Focusing new community facilities within the Nodes leverages their proximity to transit and their ability to be accessed by both working and residential populations. Beyond the Secondary Plan Area, existing community services and facilities currently have additional capacity to support the proposed growth through ongoing service planning or targeted investments, but this should be monitored as development occurs.

Policies

Housing

- 7.1 To support the achievement of a complete and inclusive community, a full range of housing in terms of tenure and affordability will be provided on lands designated *Mixed Use Areas* in the Secondary Plan Area.

- 7.2 Development containing more than 50 residential units will include:
- 7.2.1 A minimum of 30 percent of the total number of units as 2-bedroom units. Half of the required 2-bedroom units will have a minimum of 90 square metres of gross floor area; and
 - 7.2.2 A minimum of 20 percent of the total number of units as 3-bedroom units. Half of the required 3-bedroom units will have a minimum of 106 square metres of gross floor area.
- 7.3 Residential units will be encouraged to include storage, operable windows, and balconies or terraces to support larger households.
- 7.4 On development sites containing more than 150 residential units, the City will actively pursue the development of new affordable housing units as follows:
- a) 5 percent of the total residential gross floor area as Affordable Rental Housing; or
 - b) 10 percent of the total residential gross floor area as Affordable Ownership Housing; or
 - c) a combination of the above.
- 7.5 New buildings which include residential uses will include indoor and outdoor amenity spaces for the use of residents which are suitable for a range of unit types, including amenity areas suitable for families and pet owners.

Community Services & Facilities

- 7.6 New and/or expanded community services and facilities will be provided in a timely manner to support and be concurrent with growth. Development applications will address the requirements for community services and facilities as identified through the City's review by providing:
- a) new, expanded or retrofitted space for a specific community facility on-site;
 - b) new, expanded or retrofitted space off-site within an appropriate distance; and/or
 - c) a contribution towards a specific community service or facility that meets identified needs.
- 7.7 New community services and facilities will be focused within the Sheppard & Victoria Park Node and the Sheppard & Consumers Node to capitalize on access to public transit available in these locations.
- 7.8 The following community services and facilities will be prioritized:
- a) New, non-profit child care to serve the projected residential population growth;
 - b) Flexible multi-purpose, community agency space to provide for a wide range of programs; and
 - c) Above-base park improvements.

7.9 New community facilities, expansion and/or retrofits of existing facilities will be designed to meet the requirements of the City and its agencies and will:

- a) be located in highly visible locations with strong pedestrian, cycling and transit connections;
- b) consider co-location within mixed-use buildings; and
- c) provide for flexible, accessible, multi-purpose spaces that can be animated in different ways and adapted over time to meet the varied needs of different user groups.

7.10 New development that would have the effect of removing any gross floor area of any existing non-profit community services and facilities on site will not be approved unless an equal amount of gross floor area for non-profit community services and facilities is provided to ensure no net-loss of community space.

8 – Environment and Resiliency

Development is encouraged to integrate land use and supporting infrastructure in the public realm and on private property, including stormwater management and energy efficient designs. A key resiliency goal is the reduction of impervious surfaces in the Secondary Plan Area that will assist in stormwater management while minimizing the urban heat island effect. Additional landscaping in the Secondary Plan Area also provides an opportunity to increase biodiversity.

Development could capture low carbon thermal energy sources such as sewer and ground-source heat, as well as heat recovery from transit power stations once higher-order transit is implemented along Sheppard Avenue East. Distributing these and other low-carbon renewable energy sources through thermal energy networks (district energy systems) is an efficient and cost-effective means to large scale greenhouse gas emissions reduction. Similarly, renewable energy could be a part of a more resilient business park, as the southern orientation and large existing surface parking areas provide an opportunity to construct solar panel arrays.

Policies

8.1 Development and streetscape improvements will integrate storm water capture, trees and other plantings, where appropriate, as informed by the City's Green Streets Technical Guidelines.

8.2 The greening of all private and public spaces is encouraged through the use of infiltrative surfaces, soft landscaping, green roofs and "silva cells" or similar technology to connect to the drainage system to manage stormwater.

8.3 To achieve Tier 2 of the Toronto Green Standard, development will:

- 8.3.1 Be encouraged to incorporate biodiversity by creating habitats; planting varieties of species that are pollinator-friendly; and designing green roofs, informed by the City's Guidelines for Biodiverse Green Roofs and meeting the City's Green Roof By-law;

- 8.3.2 Submit an Energy Strategy to identify opportunities for energy conservation including peak demand reduction, reduction of greenhouse gas emissions, and improved resilience to power disruptions; and
- 8.3.3 Be encouraged to meet the Toronto Green Standard Tier 2 performance measures with respect to electric vehicle charging stations, bird collision deterrence and light pollution.

9 – Interpretation and Implementation

Development of the Sheppard East Corridor District, Victoria Park Corridor District and the Sheppard & Victoria Park Node into a mixed use community will provide an opportunity to secure new public streets, parks and open spaces to forge new connections to a vibrant and prosperous business park. The public realm and transportation improvements in the business park, along with the establishment of the Consumers Road Main Street will make the area an attractive place for investment and future business growth that is active with public life beyond regular business hours.

The implementation policies of this Secondary Plan include a number of strategies to manage growth through the expansion and enhancement of the transportation network, the comprehensive planning of large sites and the appropriate sequencing of development. The growth management strategy ties development potential, particularly in the Mixed Use Corridor Districts and the Sheppard & Victoria Node, to the availability of sufficient transportation capacity provided by measures identified through the Transportation Master Plan process.

Managing the growth provided for in this Secondary Plan is essential to ensuring the creation of a complete community and the continued success of the business park. Regulatory tools under the *Planning Act* and *City of Toronto Act*, including the use of Holding (H) Symbols in the zoning of parcels along the Mixed Use Corridor Districts, a framework for community benefit contributions pursuant to Section 37 or 45 of the *Planning Act*, and the use of Plan of Subdivision and Site Plan Control applications will be used to fully implement the Vision of the Secondary Plan over time.

Policies

- 9.1 This Secondary Plan should be read as a whole and with the policies of the Official Plan to understand its comprehensive and integrative intent as a policy framework for decision making.
- 9.2 The policies of the Official Plan apply to the ConsumersNext Secondary Plan Area, except in the event of a conflict where the policies of the Secondary Plan will prevail.
- 9.3 The shaded text of this Secondary Plan contains its policies. Unshaded text is provided to give context and background, and to assist in understanding the intent of the Secondary Plan policies.
- 9.4 Where the policies of this Secondary Plan limit the Floor Space Index (FSI) of development, FSI calculations will exclude the gross floor area of City-owned and non-

profit community facilities. FSI calculations will be calculated based on the gross site area before any new public streets, road widening, parkland dedications are provided. Where land to be conveyed as a local public street or park is shared between development blocks, the land area will be considered to be proportionately divided between the adjoining blocks for the purpose of calculating FSI.

- 9.5 New development will protect for the long term vision of the ConsumersNext Secondary Plan Area consistent with the policies of this Secondary Plan, the ConsumersNext Transportation Master Plan and Infrastructure Master Plan.

Transportation Network Expansion

- 9.6 The expansion of the street network in the Secondary Plan Area into a finer grid of streets and connections will occur incrementally with redevelopment through the direct construction and conveyance of new public streets on development sites or contributions towards the acquisition of land and construction of transportation infrastructure off site as secured through the development approvals process.
- 9.7 The expansion of the transportation network will gradually increase capacity in the Secondary Plan Area, but certain street links and network improvements will be required for development to proceed in associated areas. Map 38-14 outlines Development Areas and new segments of the street network and other network improvements as identified in the Transportation Master Plan.
- 9.8 If a required network improvement forms part of a site under application for redevelopment, that improvement will be secured and/or constructed prior to development proceeding.
- 9.9 When required network improvements are not part of a site under application for redevelopment, the development proponent of that site will make best efforts to coordinate the required improvements with other landowners in the Secondary Plan Area.
- 9.10 If the off-site network improvements required for a proposed development are not in place or constructed, development proponents must demonstrate to the satisfaction of City Council that the transportation network will function appropriately until the required improvements have been implemented.
- 9.11 If the required network improvement is an off-site improvement and the development has satisfied the provisions of Policy 9.9 and 9.10, City Council will require a financial contribution towards the costs associated with the future land acquisition and construction of the required transportation improvement as determined through the development review process.

Context Plans

- 9.12 Context Plans will form part of a complete application for any development application for the sites within the Sheppard & Victoria Park Node west of Victoria Park Avenue, as

well as any site or consolidation of sites under one application that has a split land use designation of *Mixed Use Areas* and *Employment Areas*.

9.13 Context plans will demonstrate how the proposal is in conformity with the policies of this Secondary Plan and the applicable City of Toronto Urban Design Guidelines, and how it contributes to good planning and urban design. Items to be addressed in the Block Context Plan include:

- a) existing topography and a conceptual grading plan;
- b) location of natural features, including mature trees and vegetation and strategies to protect them;
- c) the layout and design of existing and proposed streets in plan and section including dimensions for sidewalks, trees and other street furniture;
- d) the location of existing and required parks;
- e) the location of existing and proposed open spaces including POPS and other accessible open spaces;
- f) the pedestrian circulation network including public sidewalks and other walkways through existing and planned parks, accessible open spaces including midblock connections and other forms of POPS;
- g) the location of existing and future public destinations including parks, transit, community services and retail streets;
- h) existing and proposed cycling routes, on public and private land;
- i) the existing and possible locations for public art;
- j) the pattern of existing and proposed building types;
- k) the layout of development parcels including setbacks, ground floor uses, and building entrances;
- l) the location and layout of the proposed service areas including public lanes, service courts, shared driveways, ramps and loading areas;
- m) building massing including heights, setbacks and tall building elements if appropriate;
- n) density and heights illustrating shadow impacts, transition in scale between areas of differing intensity of use and spacing dimensions between buildings on a block; and
- o) phasing of development and strategies to achieve appropriate infrastructure at each phase of development.

9.14 When sites subject to an application for redevelopment are required to deliver street network improvements, non-residential gross floor area or public parks as required by this Secondary Plan, Context Plans will also indicate the phasing of development as it relates to these requirements.

9.15 An acceptable Context Plan will be endorsed by City Council concurrent with the adoption of an implementing Zoning By-law for a development application. The endorsed Context Plan will guide future development applications on adjacent lands, or inform applications for Site Plan Control Approval for buildings that form part of the Context Plan.

Growth Management – Holding (H) Symbol

9.16 The growth of residential uses in the Secondary Plan Area must be sequenced to ensure appropriate infrastructure is available to service intensification in *Mixed Use Areas* while preserving capacity for continued growth on lands designated *Employment Areas*.

9.17 To provide for the orderly sequencing of development and the required provision of infrastructure and services, City Council may enact a Zoning By-law pursuant to Section 34 or 36 of the *Planning Act* with a Holding (H) symbol with respect to residential uses on lands designated *Mixed Use Areas*.

9.17.1 When a Zoning By-law has been enacted that incorporates a Holding (H) symbol, it will specify both the use of the lands and any buildings that are permitted on the lands upon removal of the holding provisions and any uses, including existing uses, interim uses and minor alterations thereto, that are permitted while the lands remain subject to the Holding (H) symbol.

9.17.2 Any Zoning By-law that incorporates the Holding (H) symbol will define and incorporate the conditions that must be met or secured to the satisfaction of City Council prior to the removal of the Holding (H) symbol. Such conditions may include:

- a) the commencement of construction of higher-order transit along Sheppard Avenue East which serves the Secondary Plan Area;
- b) the implementation or the provision of an appropriate financial security to implement the street network and related transportation infrastructure improvements as required in Policies 9.6 to 9.11 of this Secondary Plan and the Transportation Master Plan;
- c) the provision of a Transportation Impact Study that demonstrates to the satisfaction of City Council that appropriate transportation infrastructure and network improvements, including potential higher order transit, is in place to provide sufficient transportation capacity to accommodate site-generated trips for all modes, or that appropriate measures can be undertaken to address network constraints in accordance with the Mobility policies of this Secondary Plan;
- d) the construction of or securing of required water, sewer and/or stormwater infrastructure;
- e) the endorsement of an appropriate Context Plan in accordance with the policies of this Secondary Plan;
- f) the construction or securing of required community services and facilities;
- g) the construction of non-residential gross floor area as required by this Secondary Plan;
- h) the registration of a Plan of Subdivision; and
- i) the completion of Environmental Assessments or other implementation plans.

9.17.3 The City may remove the Holding (H) symbol from all or some of the lands it is subject to only as the associated conditions have been satisfied and matters are

appropriately secured through an agreement or agreements entered into pursuant to the *Planning Act* including Sections 37, 41, 45 and 52 and Section 114 of the *City of Toronto Act*.

Section 37

9.18 In addition to the Official Plan Section 37 policies, the following policies apply to the Secondary Plan Area.

9.19 Prior to the enactment of an implementing Zoning By-law or the removal of Holding (H) symbols, Section 37 of the *Planning Act* will be used to secure the following priorities for community benefits:

- a) new, non-profit child care to serve the projected residential population growth;
- b) flexible multi-purpose community agency space to provide for a wide range of programs;
- c) above-base park improvements for new parks in the Secondary Plan area;
- d) new affordable housing; and
- e) contributions towards the expansion and/or retrofit of existing community facilities in the surrounding area taking into consideration relevant service plans of City Divisions and agencies.

9.20 Despite Policy 5.1.1.4 of the Official Plan, Policy 5.1.1.1 of the Official Plan will only apply to a proposed development that would permit a building or structure with residential gross floor area. The base value, in terms of residential gross floor area, from which increased height and/or density may be permitted in return for certain capital facilities will be zero (0) square metres. Non-residential gross floor area that supports the economic function of the Secondary Plan Area will not be subject to Policy 5.1.1.1 of the Official Plan.

Complete Application Requirements

9.21 In addition to the plans/drawings and studies/reports identified in Official Plan Policy 5.5.2 and Schedule 3 of the Official Plan, that are generally required to assess large-scale redevelopment applications, the following will be required for the submission of a complete application for the redevelopment of lands within the Secondary Plan Area:

- a) Transportation Demand Management Strategy;
- b) Context Plan as described in Policy 9.13 of this Secondary Plan
- c) Community Services and Facilities Study; and
- d) a Noise Study for residential development in the Victoria Park Corridor District and Sheppard & Victoria Park Node.

Appendix 1

Street Name	From	To
Settlers Road Extension West (New Link 8)	End of Settlers Road	Intersection with Consumers Road and Yorkland Boulevard
Settlers Road Extension East (New Link 9)	Settlers Road	Intersection with Victoria Park Avenue and Esquire Road
New Link 1	Heron's Hill Way	New Link 2
New Link 2	Yorkland Boulevard	Sheppard Avenue East
New Link 3	Intersection of Consumers Road and Yorkland Boulevard	Western end Ann O'Reilly Road
New Link 4	Western end of Ann O'Reilly Road	Western end of Settlers Road
New Link 5	Victoria Park Avenue	Sheppard Avenue East
New Link 6	Settlers Road	Victoria Park Avenue
New Link 7	Intersection of New Link 5 and Sheppard Avenue East	Consumers Road
New Link 10	Yorkland Boulevard	Consumers Road
New Link 11	Settlers Road	Consumers Road
New Link 12	Hallcrown Road	Victoria Park Avenue



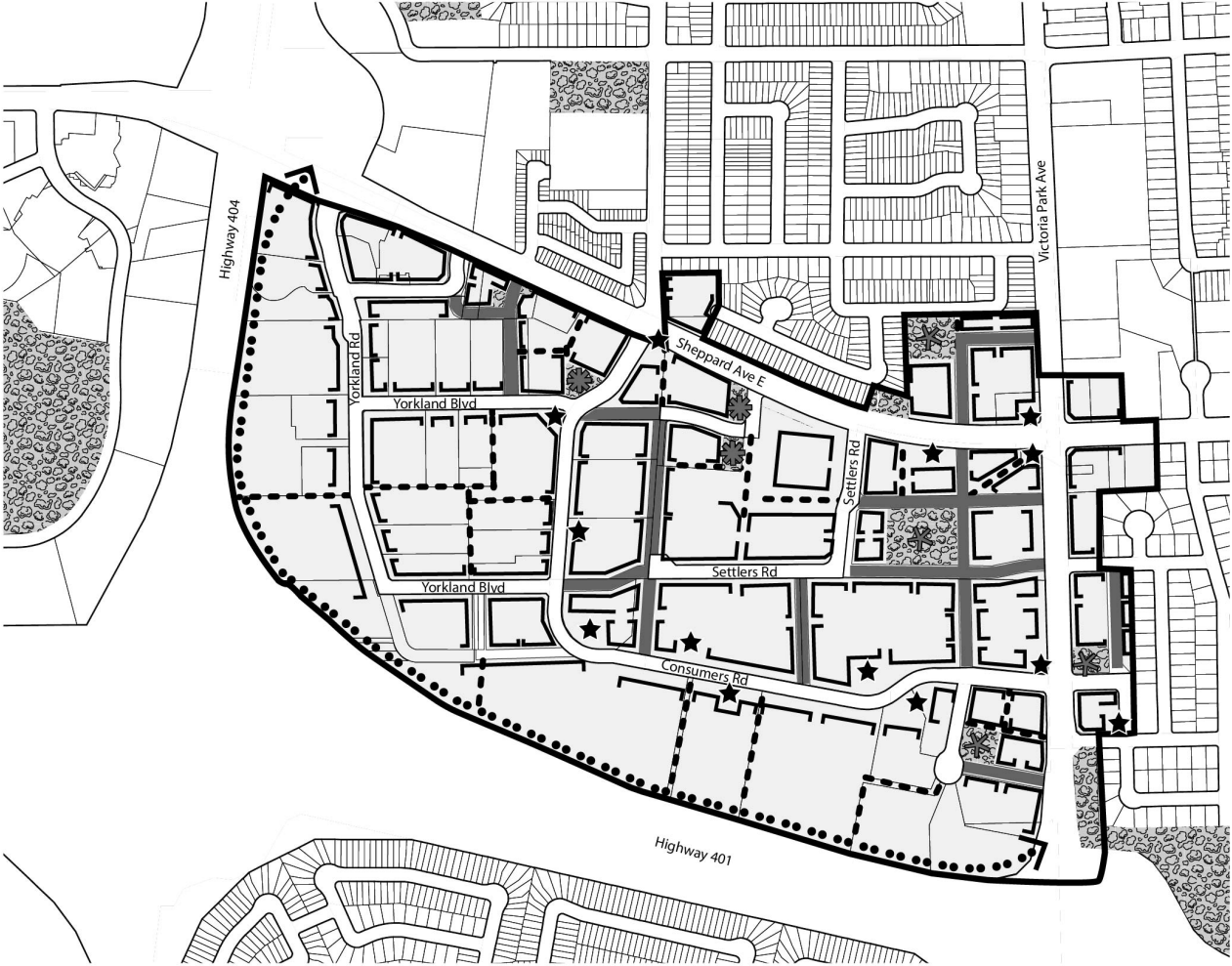
Not to Scale 



ConsumersNext Secondary Plan

MAP 38-1 Secondary Plan Boundary

 Secondary Plan Boundary



Not to Scale 

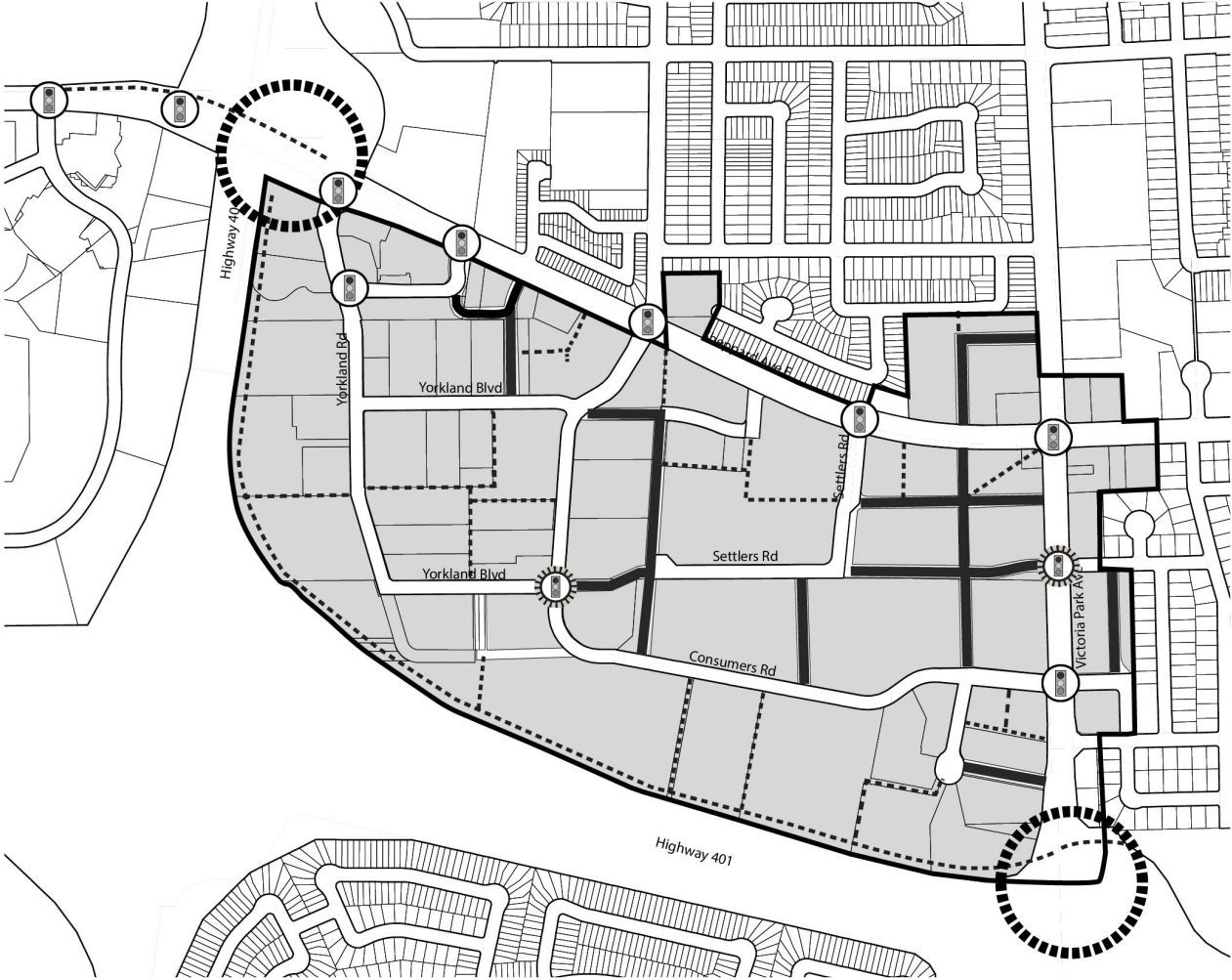


ConsumersNext Secondary Plan

MAP 38-2 Structure Plan

-  Secondary Plan Boundary
-  Possible Building Edge
-  New Public Streets
-  Conceptual location for POPS
-  Greenway Connection
-  Mid-Block Pedestrian Connections
-  Development Blocks
-  Public Park (Existing and Future)
-  Future Parks (Potential)
-  Future Parks (Secured)

November 2017



Not to Scale 



ConsumersNext Secondary Plan

MAP 38-3 Public Streets Plan



-  Secondary Plan Boundary
-  Proposed Public Streets
-  Proposed Pedestrian Connections: Flexible Location
-  Ramp Reconfiguration
-  Existing Signalized Intersections
-  Proposed Signalized Intersections



Not to Scale 



ConsumersNext Secondary Plan MAP 38- 4 Potential Tall Building Locations and Maximum Densities

-  Secondary Plan Boundary
-  Maximum permitted FSI

Note: All density maximums are subject to meeting other built form policy requirements



Not to Scale 



ConsumersNext Secondary Plan




MAP 38-5 Districts and Nodes Plan

 Secondary Plan Boundary

Districts

-  Sheppard and Victoria Park Corridors
-  Business Park Interior District
-  Highway Edge District

Nodes and Main Street

-  Consumers and Sheppard Node
-  Sheppard and Victoria Park Node
-  Consumers Main Street

November 2017



Not to Scale 



ConsumersNext Secondary Plan

MAP 38-6 Land Uses

-  Secondary Plan Boundary
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Parks & Open Space Areas
-  Parks
-  General Employment Areas












Not to Scale 



ConsumersNext Secondary Plan

MAP 38-7 Greening Plan

-  Secondary Plan Boundary
-  Public Park (Existing and Future)
-  Street Greening
-  Future Park (Potential)
-  Conceptual location for POPS
-  Midblock Pedestrian Connection
-  Greenway Connection
-  Future Park (Secured)
-  Signature landscape treatment

November 2017











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ConsumersNext Secondary Plan

MAP 38-8 Grade Related Retail Areas

- | | | | |
|---|---|--|--|
|  | Secondary Plan Boundary |  | Public Parks and Open Spaces (Existing and Future) |
|  | Priority at-grade retail and community services at key nodes |  | Future Park (Potential) |
|  | Retail or pedestrian relate at-grade use encouraged |  | Future Park (Secured) |
|  | Consumers Main Street: Retail or pedestrian related at-grade use encouraged | | |
|  | Commercial or office grade related frontage | | |

November 2017










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ConsumersNext Secondary Plan

MAP 38-9 View Corridors and Vistas Plan

-  Secondary Plan Boundary
-  Visual Point of Interest - Existing Enhanced
-  Visual Point of Interest - Potential
-  View Corridor
-  Visual Point of Interest - Potential
-  Views of the Business Park from the Highway Frontage
-  Public Parks and Open Spaces (Existing and Future)

November 2017






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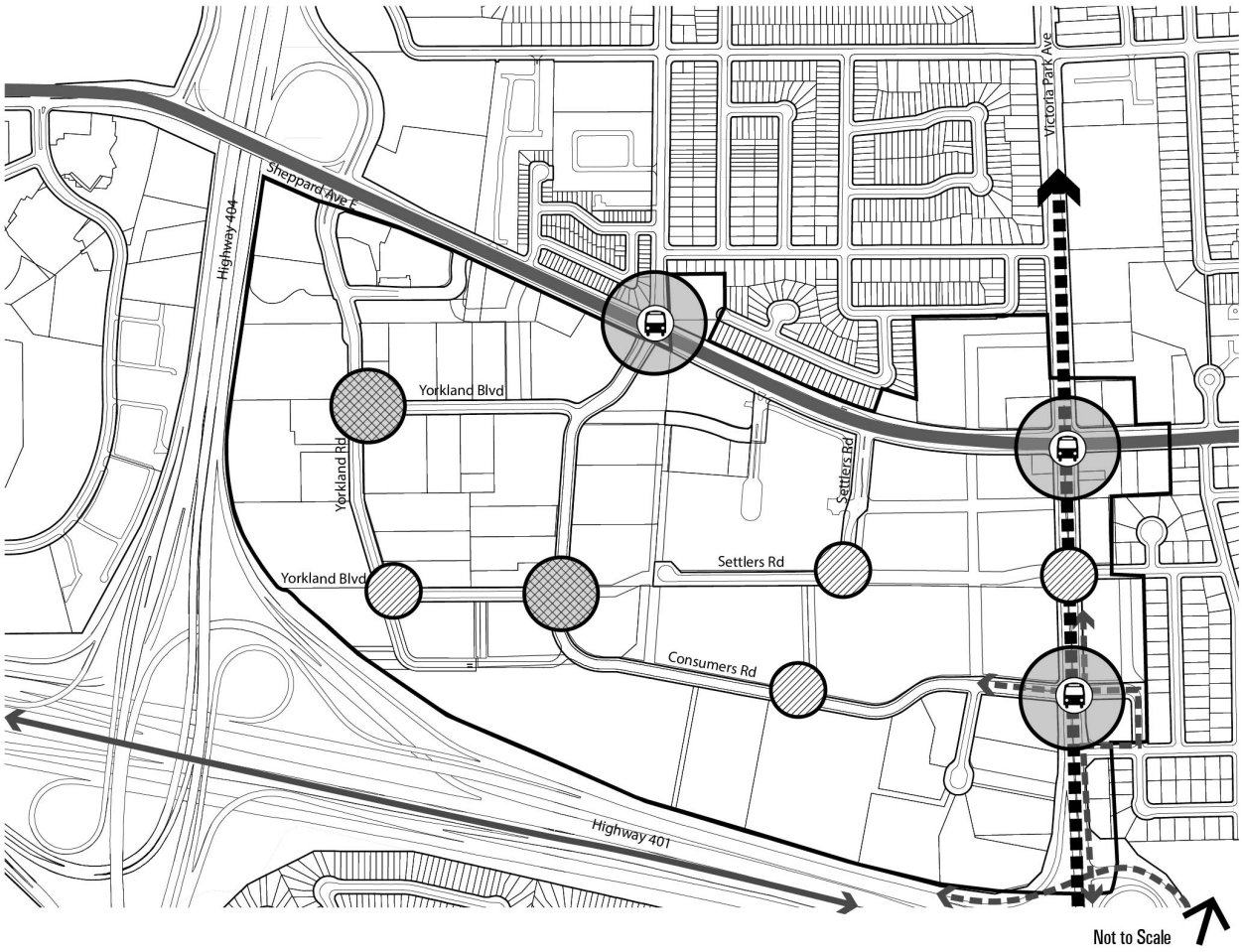


ConsumersNext Secondary Plan


MAP 38-10 Potential Tall Building Locations and Maximum Heights

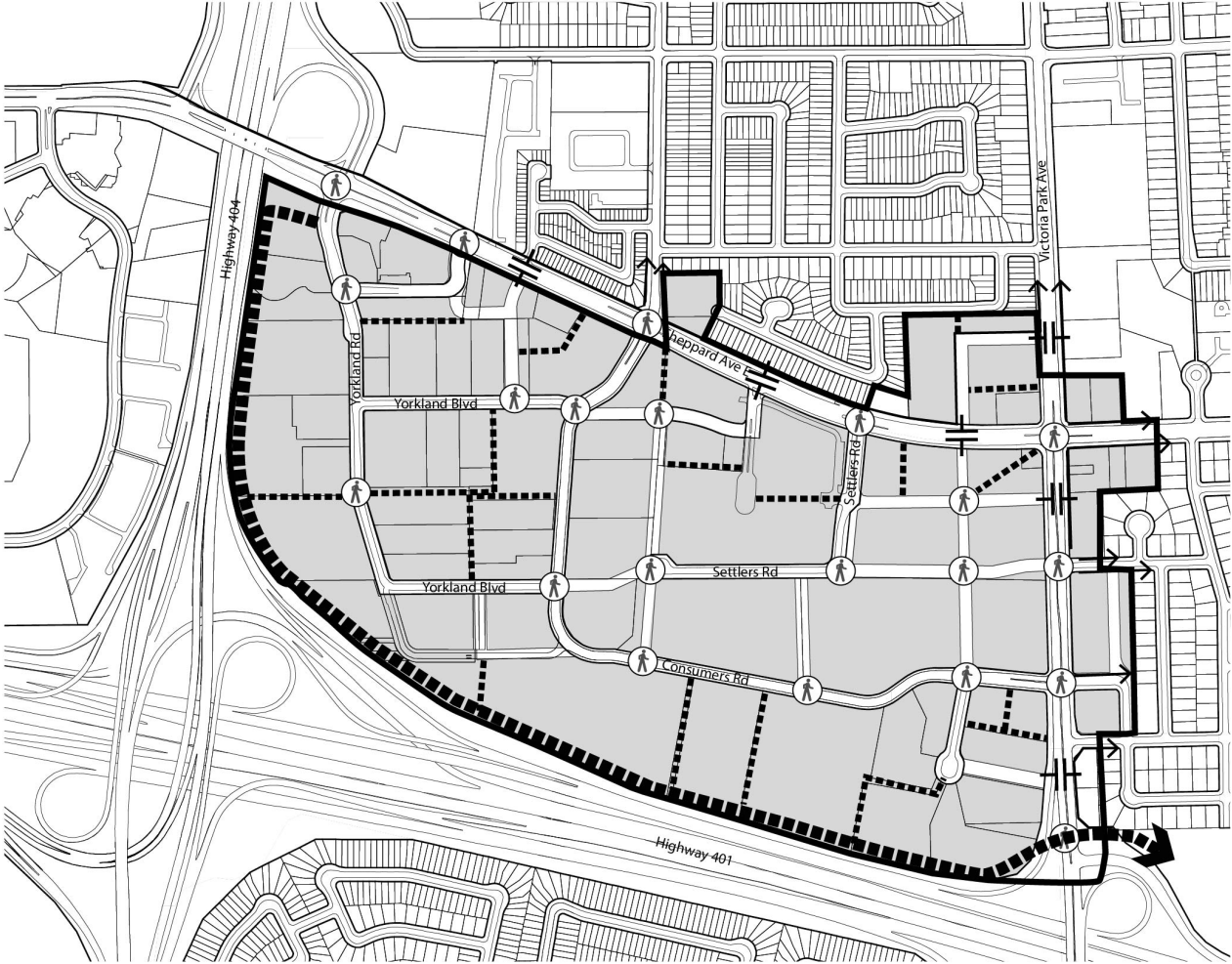
	Secondary Plan Boundary	78	Maximum 78m tower permitted
20	Maximum 20m midrise permitted	131	Maximum 131m tower permitted
36	Maximum 36m midrise permitted	137	Maximum 137m tower permitted
36*	Maximum 36m midrise permitted (Tower of 83m permitted if in compliance with Policy 5.16.5 (d))		
52	Maximum 52m tower permitted		

 Location with Existing/Approved Tall Building
 Location with Potential Tall Building
 Notes:
 1) m – Metres from grade as defined by the Zoning By-law.
 2) All height maximums are subject to meeting other built form requirements in section 5 of this Secondary Plan.



ConsumersNext Secondary Plan
 MAP 38-11 Transit and Transportation Demand Management Plan

- | | | | |
|---|------------------------------|---|-------------------------------------|
|  | Secondary Plan Boundary |  | Transit Interchange |
|  | Planned Higher Order Transit |  | Transit Interchange Ecomobility Hub |
|  | Transit Priority Segment |  | Large Scale EcoMobility Hub |
|  | Existing GO Transit Route |  | Small Scale EcoMobility Hub |
|  | Potential GO Transit Route | | |








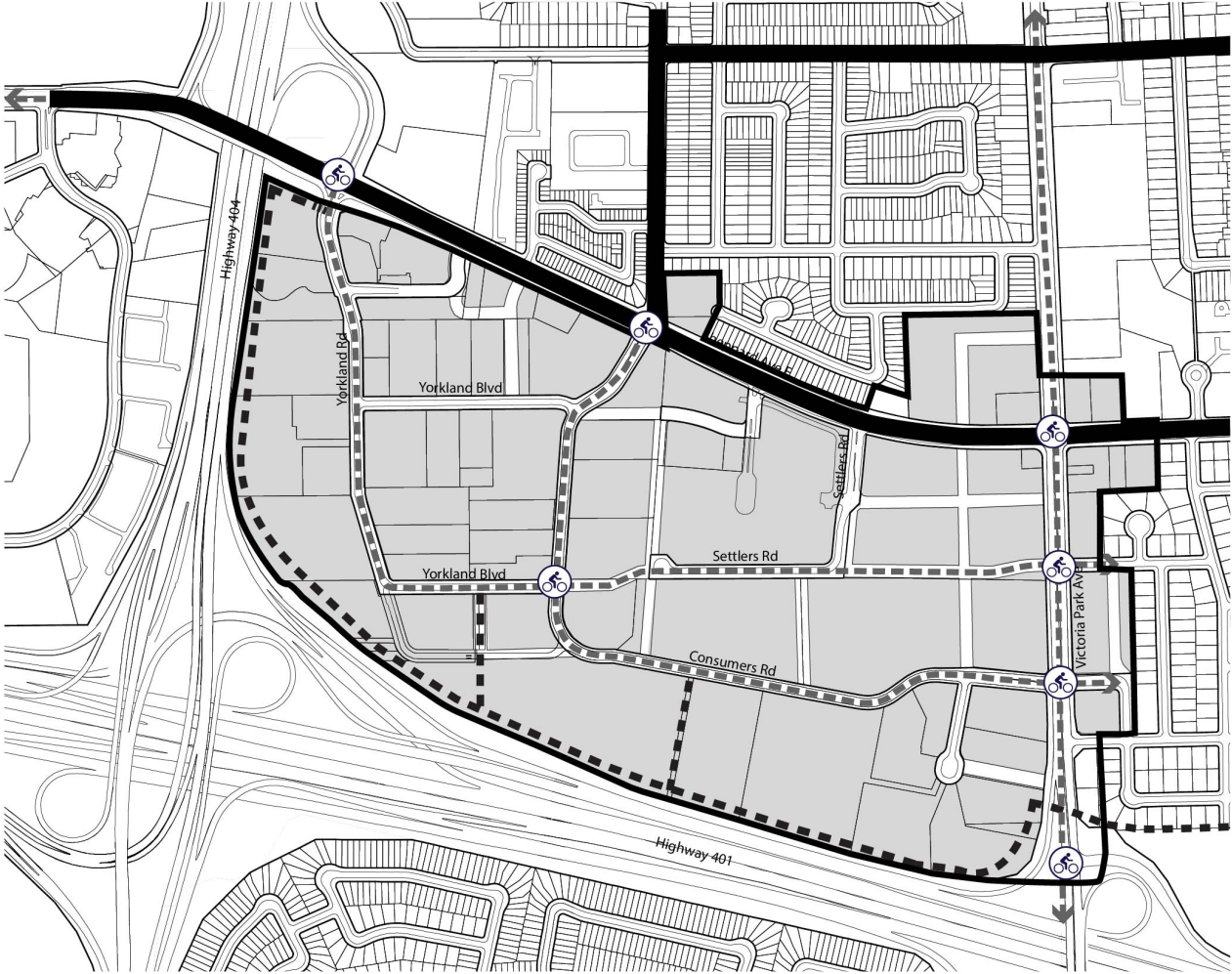
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ConsumersNext Secondary Plan

MAP 38-12 Pedestrian Connections

-  Secondary Plan Boundary
-  Potential Midblock pedestrian connections
-  Greenway connection
-  Key location for pedestrian and cyclist connectivity
-  Proposed Unsignalized Intersections (Right-in/Right-out)



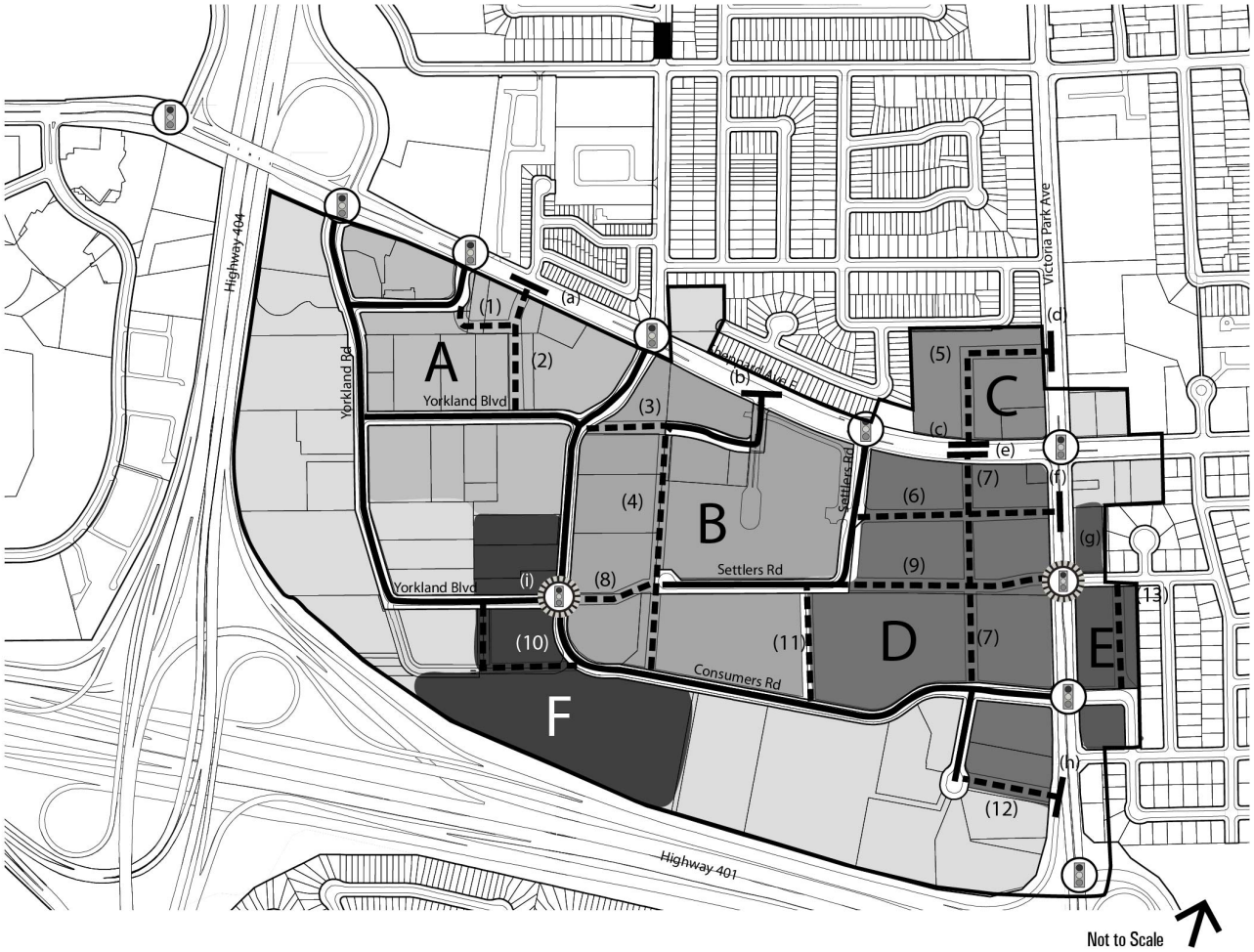
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ConsumersNext Secondary Plan

MAP 38-13 Cycling Connections Plan

-  Secondary Plan Boundary
-  Off-Street Cycling Routes
-  Planned Cycling Routines
-  Cycling Interchanges
-  Cycling Routes



ConsumersNext Secondary Plan

MAP 38-14 Transportation Implementation Plan

Development Area ID	Improvements Required
A	<ul style="list-style-type: none"> - Heron's Hill Way Extension to Beneset Road Connection (1) - Boneset Road Connection (2) - Right-in Right-out Intersection (3) - A portion of Settlers Road extension (8) and (9) and new signalized intersection (g)
B	<ul style="list-style-type: none"> - Yorkland Boulevard Extension (3) - North-south Road between Yorkland Boulevard Extension (3) and Consumers Road (4) - Right-in Right-out Intersection (b) - A portion of Settlers Road Extension (8) and (9) and new signalized intersection (g). - A portion of north-south road between existing Settlers Road and Consumers Road (11)
C	<ul style="list-style-type: none"> - Interior Local Roadway (5) - Right-in Right-out Intersection (c) - Right-in Right-out Intersection (d)
D	<ul style="list-style-type: none"> - East-west connection between Settlers Road and Victoria Park Avenue (6) - Hallcrown Place extension north to Sheppard Avenue East (7) - Hallcrown Place extension to Victoria Park Avenue (12) - Right-in Right-out Intersection (e) - Right-in Right-out Intersection (f) - A portion of Settlers Road Extension (8) and (9) and new signalized intersection at Esquire and Victoria Park (g) and Consumers / Yorkland (i) - A portion of north-south road between Settlers Road and Consumers Road
E	<ul style="list-style-type: none"> - Internal Access Roadway (13) - A portion of new signalized intersection at Esquire / Victoria Park (g)
F	<ul style="list-style-type: none"> - Internal Access Roadway (10)

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- Secondary Plan Boundary
- Existing Road
- New Road (Street ID)
- Existing Intersection
- New Intersection (all moves)
- Right-in Right-out turn movements only