



STAFF REPORT ACTION REQUIRED

Sheppard Corridor Study – Final Report

Date:	January 25, 2008
To:	Planning and Growth Management Committee
From:	Chief Planner and Executive Director, City Planning Division
Wards:	Wards 33, 39, 40 and 41
Reference Number:	pg02 035530 ESC 40 TM

SUMMARY

The Sheppard Corridor Study Area extends from Don Mills Road to McCowan Road. Study findings have identified growth related opportunities within both the short and long term. If realized, these opportunities will result in significant new growth within the Corridor. Recent development approvals alone will add over 6,900 new dwelling units to the Corridor and over a quarter of a million square metres of additional non-residential gross floor area.

The Toronto Transit City - Light Rail Plan, which was announced in early 2007, proposes a network of new light rail transit (LRT) lines in the City, including the Sheppard East Corridor. The Toronto Transit Commission (TTC) has endorsed this plan as the basis and priority for rapid transit expansion in the City.

The Transit City - Sheppard East LRT Corridor, which extends from the Sheppard Subway Don Mills Station east to Meadowvale Road, has been identified by the TTC as a first priority project in order to qualify for available Provincial funding.

In light of the Transit City Plan and recent commitments to fund rapid transit projects, it is important to report on the Sheppard Corridor Study, Phase 2 work at this time in order for these findings to inform and contribute to the required Environmental Assessment (EA) process.

Both the Sheppard Corridor Study and the Transit City Plan acknowledge the important role Sheppard Avenue plays in providing a critical link between the Scarborough and North York Centres and to the City's broader transit network. The realization of an improved Sheppard transit corridor, sooner rather than later, is an important City building initiative which will serve to enhance and strengthen the Corridor's current role.

Staff recommend that the findings of the Sheppard Corridor Study be forwarded to the TTC for consideration during the upcoming transit EA process and that interested parties and the public be advised of the status of the Sheppard Corridor Study by the means identified in this report.

RECOMMENDATIONS

The City Planning Division recommends that:

1. This report and the findings of the Sheppard Corridor Study be forwarded to the Toronto Transit Commission (TTC) for consideration during the Transit City, Sheppard East Light Rail Line Class Environmental Assessment Study.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

On June 28, 2004, the Planning and Transportation Committee received for information a staff report entitled Sheppard Corridor Profile Report. This report (<http://www.toronto.ca/legdocs/2004/agendas/committees/plt/plt040628/it008.pdf>) presents the findings of the work completed during the first phase of the Sheppard Corridor Study and outlines next steps to be undertaken.

The Sheppard Corridor Profile provides a comprehensive overview of the Study Area and provides a detailed examination of the key factors of demographics, housing, land use, economic conditions, transportation and community services and facilities.

ISSUE BACKGROUND

The Sheppard Corridor Study focuses on the 7.5 km stretch of Sheppard Avenue East located between Don Mills Road and McCowan Road. The study area extends south to Highway 401 and north to Huntingwood Drive / Old Sheppard Avenue in order to adequately address the comprehensive transportation and land use related matters which impact the Corridor.

The key objectives of the Study have been to:

- Determine an appropriate development strategy to take advantage of the improved accessibility to the area provided by the Sheppard Subway and other transportation related improvements;
- Identify key initiatives that will allow the Sheppard Corridor to function as a strategic connector between the North York and Scarborough Centres; and
- Establish priorities for both public and private investments to facilitate new development both within and beyond the Corridor which is transit supportive,

sustainable and attractive at a time when there is no current commitment to proceed with the construction of any future Sheppard Subway extension beyond Don Mills Station.

The Study was to be conducted in three Phases as follows:

- Phase 1: Sheppard Corridor Profile: Analysis of existing conditions.
- Phase 2: Opportunities Report: Identify opportunities to re-urbanize and invest in the Corridor.
- Phase 3: Implementation Plan: Strategy to guide reurbanization and investment in the Corridor.

As noted earlier, the Phase One Profile Report was completed and presented to the former Planning and Transportation Committee in June 2004. Following this, staff held a series of community information sessions to present the Phase One findings as discussed below.

COMMENTS

Phase One: Community Consultation

Four community information sessions (one per Ward) were held in the Fall of 2004. The purpose of these sessions was to introduce the Sheppard Corridor Study, to present the Phase 1 Profile Report findings and to receive feedback from people who work and/or live in the Corridor.

Approximately 200 persons attended these meetings with over half of these being in attendance at the Ward 40 (Scarborough-Agincourt) meeting. Comments have been summarized and are included as Attachment 2. These comments relate to a wide range of matters, including transportation, development, community services and facilities, built form / urban design, and overall vision and community improvements.

In general, there was acknowledgement that development will continue to occur within certain areas of the Corridor, such as Consumers Business Park, the Agincourt Mall area and certain segments of Sheppard Avenue, and that the challenge will be for the transportation (roads and transit) and community services and facilities infrastructure to keep pace with this development. The extension of the Sheppard Subway was generally viewed as a positive investment, however, there was scepticism that it would not occur in the immediate future given the projected costs and general absence of funding for such projects.

Phase Two: Development Opportunities

Significant growth related opportunities are present within the Sheppard Corridor Study Area as indicated by the tracking of development applications within the Corridor and an

assessment of future development opportunities based, in part, on criteria such as existing land use, official plan land use designations and lot sizes and configuration.

Opportunities Within Areas Currently Designated for Growth

Phase 2 work has indicated that significant new growth opportunities are available within the Corridor in areas currently designated for intensification in the Official Plan. These areas are as follows:

- Consumers Road Employment District;
- Agincourt Secondary Plan Area; and
- Mixed Use Areas *Avenues* Segments.

Sites designated as “Apartment Neighbourhoods” were not included in the opportunities assessment as they are considered to be physically stable areas where significant growth is generally not anticipated. As evidenced by the Parkway Forest and 10 Chichester Place development applications, however, some sites may provide some potential for infill development.

The Agincourt Secondary Plan Area and some of the Mixed Use Areas *Avenues* Segments are candidates for future study. A discussion of these areas is contained under the Future Study Areas section of this report.

The Consumers Road Business Park is identified as an *Employment District* in the Official Plan and designated as “Employment Areas”. Lands adjacent to Sheppard Avenue are also identified as *Avenues*. The presence of many surface parking lots here provides opportunities to accommodate additional development. As a result, new growth, which takes advantage of the District’s proximity to the Sheppard Subway at Don Mills Station and Highways 401 and 404 / DVP, is expected. Further study of this area is not warranted at this time since Official Plan policies already encourage employment-related growth here. Opportunities for streetscape and pedestrian linkage improvements can be addressed through the Sheppard East LRT Environmental Assessment process.

Development Applications

Planning applications for major developments received since 2001 have been tracked and are shown on Attachment 3 and listed in Attachment 4. Major developments are considered to be those that will result in additional dwelling units or which propose more than 500 square metres of non-residential gross floor area. Application status, dwelling unit counts and gross floor areas are indicated.

A total of 19 major developments have been listed. In most cases, these developments are expected to occur in the short term (before 2011). Four (4) temporary use by-law applications, regardless of their scale and nature, have also been listed.

a) Residential Projects

Ten of the major developments listed include residential dwelling units, either within exclusively residential or mixed use projects.

Selected residential project highlights are as follows:

- 8,499 new dwelling units are proposed to be added to the Study Area.
- Over 55% (4,716) of the proposed new dwelling units are within Ward 33 with the rest being in Ward 40.
- 6,916 (81%) of the new dwelling units are within projects that have been approved.
- 480 of the approved dwelling units have been built or are under construction.
- 33% (2,732) of proposed new dwelling units are within the Parkway Forest neighbourhood (Ward 33).
- 332 rental replacement units within the Parkway Forest neighbourhood are also proposed.
- 11% (914) of proposed new dwelling units are on the Atria lands located in the Consumers Road Employment District. City Council refused this application and the applicants have appealed this decision to the OMB.
- 33% (2,818) of proposed new dwelling units are within the Agincourt Secondary Plan Area.
- 97% of proposed new dwelling units are condominium apartments.

b) Non - Residential Projects

Over 267,000 square metres of non-residential gross floor area is proposed. Approved development on the Fairview Mall lands and the expansion of the mall itself represent over 70% of this floor area.

Selected highlights are as follows:

- 6% (16,000 square metres) of the non-residential gross floor area has been constructed.
- Office space comprises roughly 27% of the total proposed non-residential gross floor area.

c) Temporary Use By-laws

Four temporary use by-law applications, all for the conversion or partial conversion of existing single detached dwellings, have been filed for sites on Sheppard Avenue (see Attachments 3 and 4). Temporary use by-laws can only be in effect for a maximum of three years. Any extensions require further approval.

Two of the applications relate to lots located on the south side of Sheppard, west of Pharmacy Avenue. One of these applications was approved and the other refused.

The other two applications pertain to four of the six residential lots located at the south-east corner of Sheppard and Birchmount. This area is unique in that a number of these lots continue to be serviced by private septic systems. Both of these applications have been approved and the dental office at 3717 Sheppard Avenue East has recently applied for a second three-year extension. Further study of this area is not warranted given the lands have been designated as “Apartment Neighbourhoods” in an effort to encourage their eventual consolidation and comprehensive redevelopment once municipal sanitary sewer services are available to all lots.

Multiple requests for temporary use permissions are often an indication that an area is either in transition or existing conditions have resulted in an area becoming less desirable in terms of existing land uses being maintained. Further discussion on this matter is contained within the Development Opportunities – Future Study Areas section of this report.

Transit City Light Rail Plan – Sheppard East Corridor

Since the completion of Phase One of the Sheppard Corridor Study, the Toronto Transit Commission (TTC) has endorsed the Toronto Transit City - Light Rail Plan as the basis and priority for rapid transit expansion in the City of Toronto. The plan is based on a new rapid transit vision for the City which shifts from a reliance on new subway lines to a network of seven (7) new light rail lines, each within its own right-of-way. These light rail lines would introduce a broad, interconnected network of rapid transit throughout Toronto by extending light rail transit to areas of the City which do not have the service now. The intention is for this network to connect with both existing and planned rapid transit routes. The related report to Planning and Growth Management Committee from the TTC can be found at <http://www.toronto.ca/legdocs/mmis/2007/pg/bgrd/backgroundfile-3311.pdf>.

The TTC has established a website for Transit City at www.transitcity.ca

One of the seven corridors identified is the 14 km long Sheppard East Corridor which extends east from Don Mills station to Meadowvale Road. Key opportunities for this route are to provide direct connections to the Scarborough Centre and the Bloor subway system and to the GO Transit Stouffville line at the Agincourt GO Station which is located on Sheppard Avenue, between Kennedy Road and Midland Avenue.

In June 2007, the Province announced the MoveOntario 2020 funding program for the implementation of various rapid transit initiatives in the GTA. The Plan calls for two thirds of the projects to be completed by 2015. Following the announcement of this funding program, the TTC prepared an Implementation Work Plan which is intended to mesh with the timeframes contained in the Provincial plan and to include the feasibility of starting construction on one of the light rail lines as early as 2009.

Preliminary evaluation undertaken by the TTC has identified the Sheppard East Corridor as being one of two lines recommended for immediate study. The report to Planning and Growth Management Committee from the TTC on this matter can be found at <http://www.toronto.ca/legdocs/mmis/2007/pg/bgrd/backgroundfile-5722.pdf>.

Work on the required municipal Class Environmental Assessment (EA) is currently underway. It is intended that this EA will be conducted in accordance with the new Class Environmental Assessment process for transit projects. This process will allow the City to implement significant transit improvements more quickly and take advantage of the MoveOntario 2020 funding program. A related report to Planning and Growth Management Committee from the TTC can be found at <http://www.toronto.ca/legdocs/mmis/2007/pg/bgrd/backgroundfile-3930.pdf>.

The required update to the approved EA for the planned extension of the Scarborough RT from Scarborough Centre (McCowan Station) to Sheppard Avenue near Markham Road is expected to start early this year as well.

Preliminary evaluation of the Sheppard East LRT Corridor by the TTC has identified that a significant number of existing residential and employment related developments within the Corridor are expected to generate a large number of transit trips. The report to Planning and Growth Management Committee from the TTC can be found at (<http://www.toronto.ca/legdocs/mmis/2008/pg/bgrd/backgroundfile-9473.pdf>).

Development opportunities identified through the Sheppard Corridor Study will be forwarded to TTC for consideration during the Sheppard East EA process and to determine projected future transit ridership.

Development Opportunities – Future Study Areas

As noted earlier, areas which are appropriate for future study have been identified. These areas are discussed below.

Agincourt Secondary Plan Area

Recent development applications confirm that the Agincourt Secondary Plan Area (see Area 3 on Attachment 1) will capture a significant portion of the anticipated growth within the Sheppard Corridor Study Area.

The existing Agincourt Secondary Plan Area focuses on the Sheppard/Kennedy intersection and includes lands historically identified as the South Agincourt Employment District which extends south to Highway 401. Within the Secondary Plan Area, the

Agincourt Mall lands are planned to redevelop, over time, from a suburban shopping centre to a more intense, mixed use urban form. Recent development approvals, when built, will contribute to the gradual evolution of these lands as intended.

The current Secondary Plan Area boundaries and policies are influenced, in large part, by the planned extension of the Sheppard subway. Two future station locations and the preferred alignment for the subway are identified and protected in the Official Plan and the approved Sheppard Subway Environmental Assessment.

Existing Secondary Plan policies call for the review of the plan once the Sheppard Subway reaches Don Mills. Review of the plan commenced a number of years ago as required and preliminary transportation related findings of this review, together with the submission of significant development applications in the Corridor, became the catalyst for the commencement of the Sheppard Corridor Study.

New mixed use, predominately residential development, has been approved on the former Toronto Sufferance Truck terminal lands. This approximately 6.8 hectare site will be redeveloped with medium to high density residential units along with eventual office development as part of Tridel's Metrogate Community. This approval poses implications for adjacent lands, mainly to the north, and triggers the need to re-evaluate the vision for the immediate area.

Although the Agincourt Secondary Plan Area is still intended to be served by rapid transit in the long term, the recent shift in focus from a subway extension to a light rail transit facility on Sheppard Avenue warrants the need for a comprehensive review of existing plan policies.

Mixed Use *Avenues* Segments

Official plan policies state that the re-urbanization of the *Avenues* will be achieved through the preparation of *Avenue* studies for strategic mixed use segments of these corridors. *Avenue* studies, generally, involve extensive public and stakeholder consultation in order to determine the appropriate scale and intensity of development to be reflected in the eventual zoning for these areas.

Within the Sheppard Corridor Study area there are four *Mixed Use Areas* segments. These are located in the vicinity of the Victoria Park & Sheppard, Warden & Sheppard, Midland & Sheppard and Brimley & Sheppard intersections, respectively.

Although each of these segments contains future development opportunities and includes lands which front directly on Sheppard Avenue, each contains distinguishing characteristics which influence the need for future study. The segments at Warden & Sheppard and Midland & Sheppard would appear to be candidates for further study based, in part, on development interest, existing uses, lot size and configuration.

a) Warden & Sheppard Avenues Segment

The Warden & Sheppard *Avenues* segment (Area 2 on Attachment 1) is comprised of lands mainly used for local commercial and auto-related commercial uses. Four development applications affecting lands within this segment have been submitted (see Attachments 3 and 4). The Harmony Village development, which proposes a seniors retirement complex and community centre use, is presently being reviewed. An *Avenues* segment review is required to be prepared by the applicants in support of this application. Generally, the goal of the review is to ensure that the proposed development will establish a positive precedent for the future reurbanization of the *Avenue*, particularly as it relates to building massing and intensity, impact on adjacent neighbourhoods and available infrastructure. Detailed urban design and streetscape review, extensive ongoing public consultation and implementing zoning are not included as part of an *Avenues* segment review.

b) Midland & Sheppard Avenues Segment

The Midland & Sheppard *Avenues* segment (Area 4 on Attachment 1) is crossed by the GO Transit Stouffville rail line and contains the Agincourt GO station and associated commuter parking lot located between Kennedy Road and Midland Avenue. The Canadian Pacific Railway line which crosses Sheppard Avenue, east of Midland, forms the southern boundary of this segment. Lands at the south-west corner of Midland and Sheppard are within the Agincourt Secondary Plan Area. Given this segment is adjacent to the Agincourt Secondary Plan Area, any further examination of this area should be part of the comprehensive review of the Secondary Plan Area.

Sheppard Avenue, south side between Victoria Park and Pharmacy

As noted earlier, two temporary use by-law applications have been submitted on lands within this area. The area consists of eight, single detached residential lots (Area 1 Detail Plan on Attachment 1). Six of the lots have direct driveway access to Sheppard Avenue. The two lots with frontage on Commons Drive do not. Lots are uniformly 98 feet in depth.

Comments received during the processing of the above-noted, temporary use by-law applications point to the possibility of considering the re-designation of these lands to permit a limited degree of intensification. Factoring into this consideration are the high degree of visibility these lots have as a result of their frontage on Sheppard Avenue and the planned investment in rapid transit within the Corridor.

The lands are currently designated “Neighbourhoods” in the Official Plan. Policies only permit development that respects and reinforces the existing physical character of the neighbourhood, including prevailing building types, heights, massing and scale of nearby residential properties. Intensification here requires lot consolidation and agreement among owners but would present an opportunity to reduce the number of driveway accesses to Sheppard Avenue while still managing to preserve and protect the stable

residential neighbourhood to the south. Townhouse development, with shared rear lane access and rear garages, may be a viable option. Live/work units are a possibility.

The degree of interest among the various property owners will need to be determined before further action on this matter is taken. Additional lots on Commons Drive and Foxhill Road to the south should not be considered.

Future Study Priority and Timing

The first priority is the resumption of the Agincourt Secondary Plan review and the implementation of a new plan which reflects the emerging transportation vision for the Sheppard Corridor. As previously noted, this review should include the Midland & Sheppard *Avenues* segment.

The Warden & Sheppard *Avenues* segment may be a candidate for a future *Avenues* study. Such a study will be considered depending on Division wide priorities at the time and available staff resources. The level of community support for such a study can also be determined when the findings of the required Harmony Village *Avenues* segment review are presented to the local community.

The consideration for re-designation of the eight residential lots on the south side of Sheppard between Victoria Park and Pharmacy Avenues is not a priority item and should be viewed as an identified local opportunity for limited intensification subject to sufficient landowner interest.

The findings of the Sheppard East LRT Environmental Assessment will inform all these areas and it is recommended that none of these reviews start until the EA work has advanced to an extent where key technical and operational considerations have been determined. This will ensure that any review will be consistent with the outcomes of the Sheppard East LRT Environmental Assessment process.

Public Notice of Study Status

An extensive interested parties list for the Study has been compiled. This list is largely comprised of individuals who attended the community meetings held at the end of Phase One. Although the terms of reference for the study allow for the possibility of creating working groups or advisory committees as the study progressed, none have been established to date given the broad scope and nature of the study and given detailed Phase 2 findings and recommendations have not been presented.

It is intended that all interested parties will be advised in writing of the status of the study and directed to the link to this report provided the Planning and Growth Management Committee and City Council adopt the recommendations in this report. An update on the Study will also be posted on the City Planning Division website and could also be included in Ward Councillor newsletters. Upcoming public consultation associated with the Sheppard East LRT Class Environmental Assessment will also provide an additional opportunity to update the public on the Study status and new priorities and opportunities.

The Agincourt Secondary Plan review, *Avenue* studies, and any future growth-related studies will provide considerable opportunities for community assessment and input.

CONCLUSION

The Sheppard Corridor Study has identified opportunities for development and transportation-related improvements in the Corridor. Opportunities for redevelopment have been identified and modelling was initiated in order to prepare population and employment estimates for the Corridor. These estimates are used in determining the projected impacts on existing infrastructure and the need for future improvements and investment.

When the TTC approved the Transit City Plan and the start of the Sheppard East LRT Environmental Assessment Study, staff recognized the need to re-assess the study approach. Staff resources devoted to determining future growth opportunities and implications would be better utilized as part of the transit Environmental Assessment which will need to have regard for ridership forecasts resulting from development potential along and close to the proposed route.

Reporting out now on the Sheppard Corridor Study Phase 2 development opportunity findings is a strategic decision intended to ensure that this information is taken into consideration during the Environmental Assessment process which is a new priority. Priorities for specific study areas, all of which will provide opportunity for public input, have also been identified and may commence once related EA outcomes are available.

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ATTACHMENTS

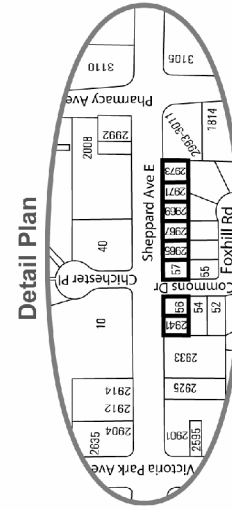
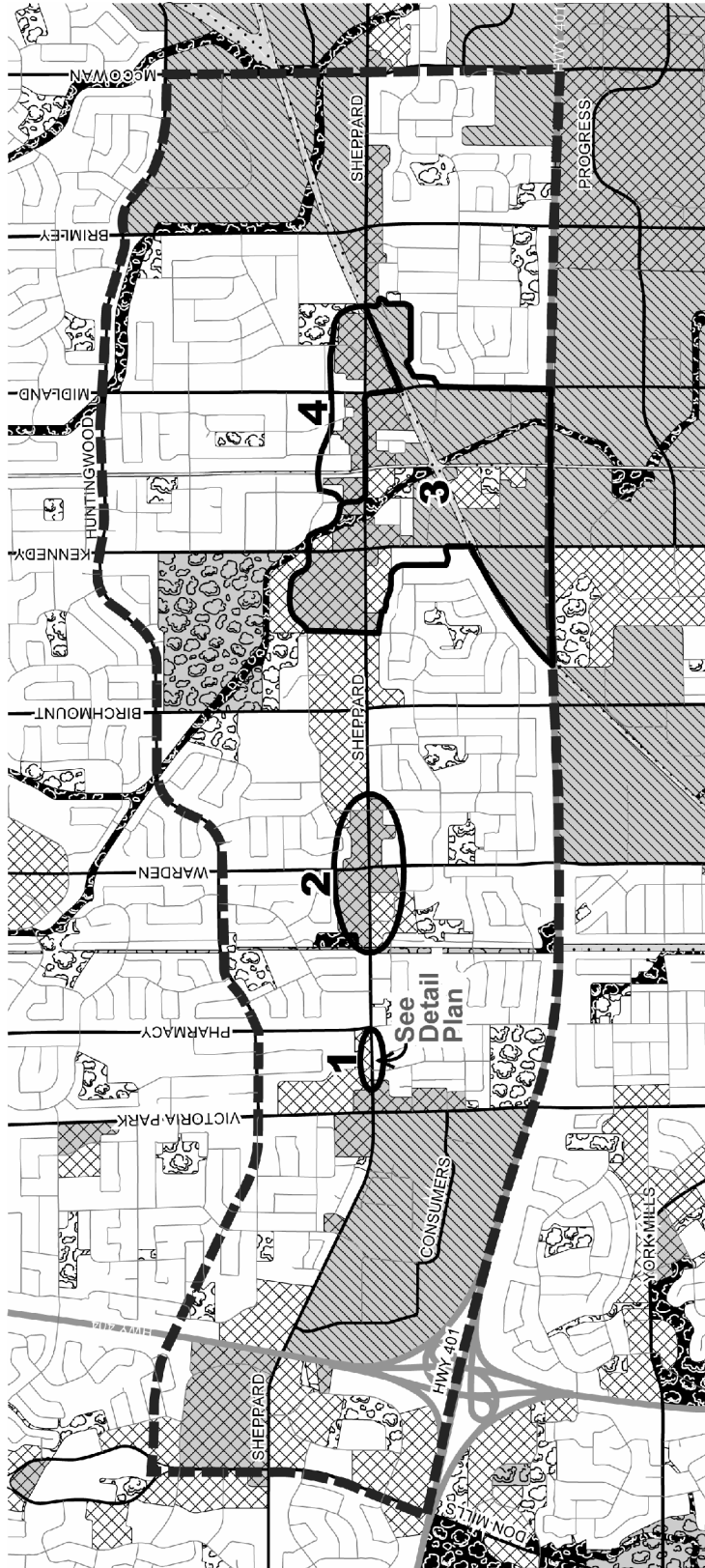
Attachment 1: Future Study Areas Map

Attachment 2: Phase One – Public Comments

Attachment 3: Map Planning Applications (2001- 2007)

Attachment 4: Chart Planning Applications (2001- 2007)

Attachment 1: FUTURE STUDY AREAS MAP



- Land Use Designations**
- Neighbourhoods
 - Apartment Neighbourhoods
 - Mixed Use Areas
 - Parks and Open Space Areas
 - Natural Areas
 - Parks
 - Other Open Space Areas (Including Golf Courses, Cemeteries, Public Utilities)
 - Employment Areas
 - Utility Corridors
- Major Streets and Highways
- Local Streets
 - Railway Lines
 - Hydro Corridors
- Sheppard Avenue Corridor Study Boundary
- Future Study Areas**
- 1 Residential sites on south side of Sheppard (see Detail Plan)
 - 2 Warden/Sheppard Avenues Segments
 - 3 Agincourt Secondary Plan Area
 - 4 Midland/Sheppard Avenues Segments

Attachment 2: PHASE ONE PUBLIC COMMENTS

The following comments were recorded at the four Community Consultation Meetings held in Fall 2004 to present the Phase 1 Profile and to receive comments from people who live and/or work in the Corridor.

TRANSPORTATION

Traffic / Road Network:

- Too much automobile traffic and speeding on Sheppard Avenue.
- Concerned about expanding Sheppard to 6 lanes – seems highway-like and could have negative impacts on local businesses.
- Don't mind the stretch of Sheppard between Don Mills and Victoria Park which is 6 lanes, but can't imagine how the continuation will work.
- Generally, high volumes of traffic on all main roads in the Corridor.
- Appears to be a lot of commercial traffic on Sheppard.
- Put diamond lanes on Sheppard, west of Pharmacy, where it is already wider.
- Would like more left turn signals at major intersections (ie. Midland and Sheppard) – realize this may pose an impediment to pedestrians however.
- Difficult to access some properties from Sheppard Avenue.
- Congested arterial road intersections (ie. Victoria Park and Sheppard Avenues).
- High traffic volumes on Huntingwood Drive.
- Want to see a plan with proposed traffic improvements.
- Transportation is a real issue for youth – they need to get better access to the rest of the City. Sheppard should be improved with access in mind to areas such as universities and downtown.
- Will Sheppard Avenue be widened?
- At rush hour, traffic is very bad along Sheppard, Consumers Road and Victoria Park.
- Traffic doesn't move at rush hour
- Make the Brimley/401 interchange fully operational to alleviate traffic at Kennedy/401.
- Difficult to cross Sheppard from Pharmacy to Warden.
- Reduce the number of driveways on Sheppard.
- Too many people in cars turning left on Sheppard – this slows traffic in the regular lane.
- Need left turn arrows at the main intersections (ie. Kennedy and Sheppard).
- Truck traffic makes rush hour worse.
- Loading/unloading on the street should not be allowed.
- Limit the number of parking spaces so people don't have as many cars.
- Traffic is the big issue
- The area can't handle any more cars.
- Parking should be underground.

Transit:

- Price of \$1 billion for Subway extension – questioned what that included and assume it will cost more.
- Sheppard Subway is a good thing and will support existing and new development.
- When will the Sheppard Subway extension happen? has been proposed for awhile.
- Any new lanes on Sheppard should be focused on improving transit.
- More bus service on Sheppard Avenue – needed by seniors so that they don't have to drive.
- Fairview Mall TTC lot – why is there a fee to park if you already have a Metropass.
- Where will the subway station go at Victoria Park Avenue as there are buildings there.
- If you want to increase transit use, then why widen Sheppard?
- Need bus lanes.
- Agincourt GO station – the parking lot is full.
- What is the plan for parking at the new subway stations.
- What guarantee can the City give that there will be transportation improvements to support more development.

Bicycle Network:

- Bike lanes are needed and will help improve the safety of sidewalks.
- There are no bike lanes on Sheppard.
- Need safe bikeways.
- Have dedicated bike lanes in the Corridor – do this on streets that have less traffic so that it is safer for bikes.
- Huntingwood would be a good street for bikes.
- It is dangerous to have a bike lane on Sheppard.
- Need to connect bike paths so that they take you somewhere.

Pedestrian Connections:

- A crosswalk is needed at Bridlewood Blvd at Sheppard to allow safe crossing of road by seniors. A median would help those seniors who can't make it across in one light.
- Sidewalks are not safe to walk on and bikes are a real issue.
- Sidewalks between Pharmacy and Warden are very bad. Hedges and fences are an issue on Abbotsfield.
- Maintenance of area around sidewalks and roads is poor.
- Need more crosswalks to make it easier to cross Sheppard Avenue.
- Provide pedestrian islands in the middle of Sheppard to help people cross the street.

- Can there be parallel corridors to Sheppard to alleviate the stress on Sheppard.
- Move traffic to Steeles to alleviate the stress on Sheppard.
- Need trails connected and finished.

DEVELOPMENT

Commercial Development:

- Residents acknowledge that Agincourt Mall cannot stay as is and needs to change to remain competitive and to serve the local population.
- Agincourt Mall is awful (parking, no landscaping, architecture, services, stores).
- Eliminate strip malls – too many and they don't do anything for local residents.
- Need higher end retail along the Corridor.
- There are a lot of car dealers in the Corridor.
- Need a food store along the Corridor – Loblaws has left Agincourt Mall.
- Promote the area and get the existing retailers to clean-up.
- Home businesses not a bad thing but not in the middle of neighbourhoods.
- Want grocery store within walking distance.
- People go out of their neighbourhood to shop because there are not interesting places in the local area.
- There are low end strip malls.
- Businesses are not investing in their sites along Sheppard – ie. strip malls.
- Pacific Mall has drawn businesses to it.
- Businesses see themselves as temporary.

Housing:

- Absentee landlords is a big issue – properties are neglected.
- Aging in Place – being able to stay in your area when you get older – moving to an apartment or nursing home.
- Family homes are being turned into boarding and rooming houses.

Physical Infrastructure:

- Concerns about the capacity of the hard infrastructure – water, hydro, sewers etc... to accommodate new development.

COMMUNITY SERVICES AND FACILITIES

Need more health care – local community based with a holistic approach

Agincourt Library:

- well used and well equipped.
- library parking is adequate.
- books are dirty and library is too crowded.

Parks and Community Centres:

- Park facilities are good and well equipped (ie. Bridlewood Park).
- Stephen Leacock Recreation Centre is well used and residents are happy with the services/programs it provides.
- Stephen Leacock rink is closed.
- Need more garbage cans in Wishing Well Park.
- Garbage cans should be emptied more frequently.
- Parks need more maintenance and grass cutting.
- Need more parks, bike paths and community centres.
- It is difficult to get to a pool or recreation centre.
- Need community centres around transit hubs so people use transit.
- Need more outdoor recreational facilities (ie. basketball and tennis courts).
- Need more community centre space for youth programs.
- Seems to be a competition between getting new green space and new development – seems like you can't have both. Need to have a plan for where green space will be located.
- Tam O'Shanter golf course should be made into a public park that more people could use.
- Parkettes are a good thing – they need to be busy, visible and safe.
- There is not enough green space – need trails and bike paths.

BUILT FORM / URBAN DESIGN

- If we are going to get more buildings than lets benefit from them and have good quality of retail stores, restaurants etc..
- Build a real community and not just condos. New community has to work for both new and existing residents.
- Clean-up the strip malls and make new development work and look good.
- Vacant lots are a problem – they attract a wide range of problems.
- Make sure new development does not cost the taxpayers any more.
- Need better controls for the design of a building.
- Sheppard and Warden – there are several low rise buildings – they should be taller buildings here instead of a gas station and bank – buildings are also ugly.
- Low rise buildings are short term until the subway is built – then there should be tall buildings like at Yonge & Sheppard.

- Don't want lowrise buildings as found along Danforth Avenue.
- Would like to see buildings closer to the street rather than parking lots.
- Buildings should look good.
- Need trees, benches, wider sidewalk on Sheppard
- It is very uncomfortable to walk along Sheppard – there is a lot of traffic, people drive very fast, the scenery/buildings are dull.
- The streetscape along Sheppard Avenue is ugly – there is no greenery.
- Sheppard/Midland corner is ugly.
- Building setbacks from the street – have green and planter boxes, not just concrete.

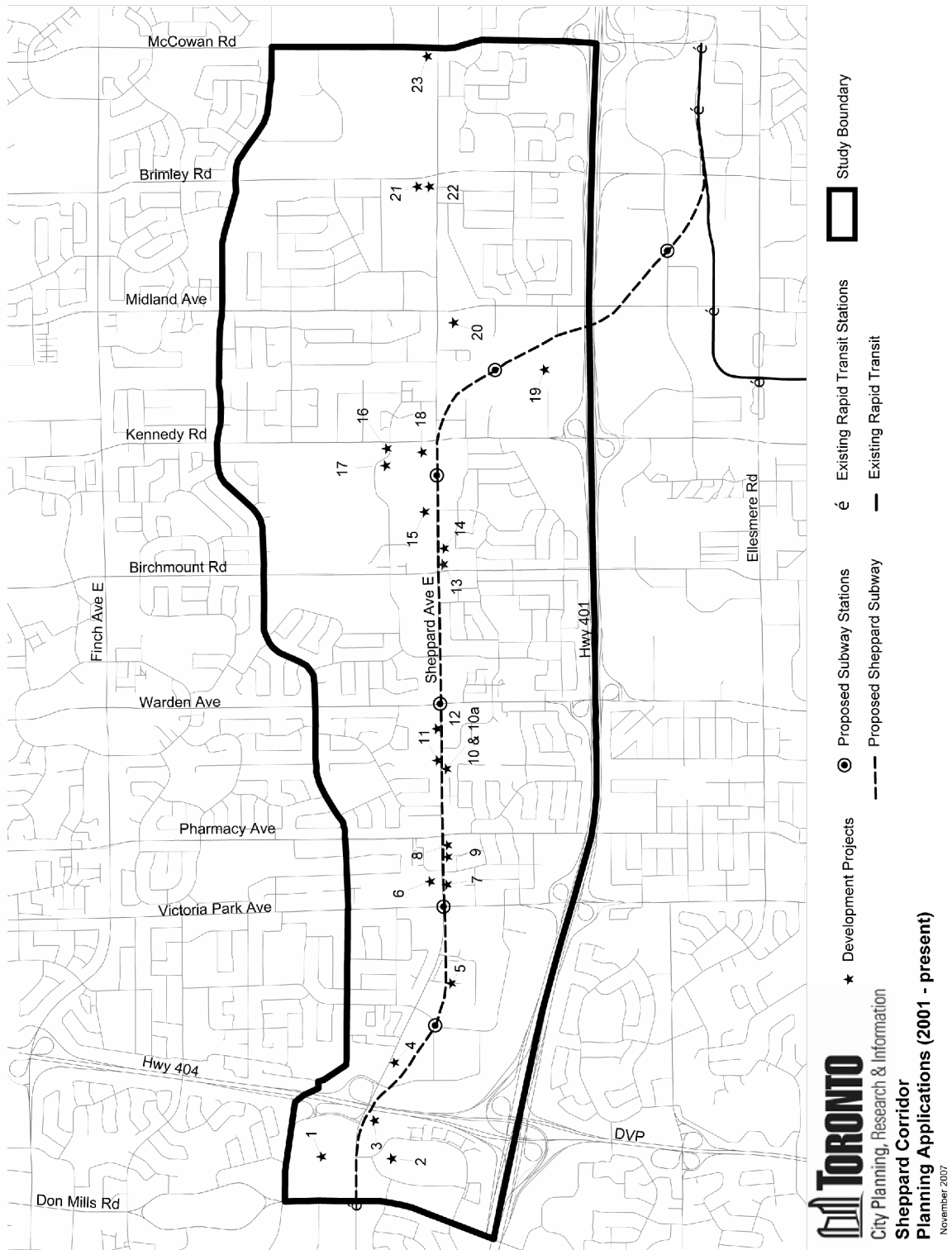
VISION – COMMUNITY IMPROVEMENTS

- Yonge/Eglinton is a good example of what we should have along Sheppard.
- Create a night-life with restaurants.
- Beautify – need to create a positive/beautiful environment.
- Consider appropriate street signs to identify Old Agincourt or the Village of Agincourt.
- Improve the building facades to make them look nicer.
- Every builder should have to plant trees.
- Centre median planters would make the street look nice.
- Rather have a downtown feel like North York.
- New development should be like North York – something should be given back to the local community as well (ie sidewalks, small parkettes).
- Make the area feel safer by having more stores and restaurants.
- Need to improve the overall environment of Sheppard Avenue. It should be an attractive area to walk and travel along.
- Goal should be to have it so that people can stay in their community and walk to places (ie. groceries, drug stores, restaurants).
- Sheppard should be a destination that people want to go and walk along.
- Study should promote developing a sense of community (ie. Leaside, High Park). These are real communities with great retail, nice parks and some new development.
- Signage is an issue. Don't feel you are welcome as the signs are only in foreign languages.
- Need more awareness about garbage on the street.
- Dumpsters are messing up the streets.
- Have higher density development along the subway line.
- Need entertainment uses, movies, restaurants, businesses along Sheppard.
- People should live and work along Sheppard.
- It is a challenge to change the character of Sheppard over night.
- Need decent architecture and more density.
- Neighbourhoods will change as seniors move out and families move in.

OTHER

- Public don't know of development proposals, fait accompli due to OMB.
- Better communication with the residents is needed, especially if more development is going to happen. This process is a good start.
- Concerned about ethnic segregation – spill over to gang issues. Why do we not have a strong turnout from the ethnic communities in the area? Planners need to figure out how to outreach to that community.
- Strip malls becoming the hang out for youth – not safe for the community and not fair for the youth.
- Air and noise pollution creates health problems.

Attachment 3: PLANNING APPLICATIONS (2001 – 2007)



Attachment 4: PLANNING APPLICATIONS (2001 –2007)

Planning Applications (2001 - 2007) Sheppard Corridor Study



City Planning Division

Application Type	Application No. (Name)	Status	Address	Proposed Use Type	Proposed Use Description	Prop. Non-Resd. GFA SQ M	Prop. Resd. GFA SQ M	TOTAL GFA SQ M	Res. units	Height (storeys)	Density (FSI)	Comments
1	Re-zoning 01 036302 NNY 33 Fairview Mall	Council Approved	1800 Sheppard Ave E	Retail Mall	Fairview Mall expansion	188,173 (18,129 office 170,044 retail)	N/A	188,173	N/A	10 and 15	1	2 office buildings, retail mall expansion - no construction
2	Official Plan & Rezoning 04 194214 NNY 33 El-Ad Group	OMB Approved	25, 100, 110 & 125 Parkway Forest Drive, 120 & 130 George Henry Blvd., 32-50, 65 & 80 Forest Manor Rd	Residential - new & replacement	Add new apartment buildings, 1,553 apt. units exist. Proposed demolition & replacement of 332 rental apartment & townhouse units and retention of rest. 4,053 units will be on site. New public street also proposed between Don Mills Road and Forest Manor Road. S. 37	3,500 retail 1,357 institutional	406,325	413,182	2,500 (new)	1, 3 @ 39, 3 @ 42, 48	3.5	332 replacement rental units
3	Site Plan Approval 06 185982 NNY 33	Open - Active	100 Parkway Forest Drive	Rental Apartment	Bldg "D1" on s/s Sheppard, east of Parkway Forest Dr				74	7		replacement rental units
4	Site Plan Approval 06 185982 NNY 33	Open - Active	100 Parkway Forest Drive	Rental Apartment	Bldg "E2" between 100 & 110 Parkway Forest Dr				82	6		replacement rental units
5	Site Plan Approval 06 186005 NNY 33	Open - Active	100 Parkway Forest Drive	Rental Apartment	Bldg "A2" between 100 & 110 Parkway Forest Dr				74	7		replacement rental units
6	Site Plan Approval 03 197634 NNY 33 Parkway Forest	Approved July 2004	121 Parkway Forest Drive	Rental Apartment	Affordable rental apartment building	0	18,151	18,151	232	14	1.24	built
7	Subdivision 04 175091 NNY 33 Monarch	Draft Approved	2025-2045 Sheppard Ave E	Mixed Use - Residential & Commercial	Mixed use residential and commercial - new public road connecting Yorkland and Sheppard - residential & commercial on n/s road and commercial uses on s/s	N/A	N/A	N/A	N/A	N/A	N/A	Consumers Road Employment Area
8	Official Plan & Rezoning 02 035601 NNY 33 Monarch	OMB Approved		Mixed Use - Residential & Commercial	Re-designation from industrial to Mixed Use - 3 residential apartment buildings and 2 commercial buildings	9,290*	85,524	94,814	900-1,070	25, 30 and 38 (R) 2 @ 3 (C)	3.5	Consumers Road Employment Area
9	Site Plan Approval 04 170793 NNY 33	Open - Active		Mixed Use - Residential & Commercial	Mixed use residential and commercial	*8,740 office 550 retail			1,070			Consumers Road Employment Area
10	Official Plan & Rezoning 06 199562 NNY 33 Atra Phase 4	Refused - Appeal to OMB	2205 Sheppard Ave E	Mixed Use - Residential & Commercial	Three residential apartment towers proposed. Commercial uses proposed along Sheppard frontage.	3,285 retail and commercial	71,988	75,283	914	2 @ 38, 1 @ 26	3.8	Designated Employment Areas
11	Official Plan & Rezoning 06 187066 ESC 40	Council Approved	10 Chichester Place	Apartment (condo)	new 20 storey, infill apt (condo) building - retention of existing 16 storey rental apt bldg	0			208	20	2.7*	* density includes existing apartment
12	Site Plan Approval 07 119461 ESC 40 SA	Open - Active		Apartment (condo)		0	17,500	17,500	0	20	2.7*	no construction commenced
13	Official Plan & Rezoning 02 035601 ESC 40 Victoria Court Ltd.	OMB Approved	2933 SHEPPARD AVE E	Apartment	Condominium apartment building - lands currently vacant	0			88	8	1.8	Section 37 agreement required
14	Site Plan 02 035485 ESC 40	Inactive		Apartment	Condominium apartment building - lands currently vacant	0	6,679	6,679	0	8	1.8	no action
15	Rezoning Temporary Use 05 111420 ESC 40	Council & OMB Refused	2873 Sheppard Ave E	Retail store	Use part of existing house for flower shop	45		45	N/A	2	N/A	refused
16	Rezoning Temporary Use 03 182931 ESC 40	Approved	2969 Sheppard Ave E	Office	Use existing house for office use	114	N/A	114	0	2	N/A	built

Built or Under Construction



City Planning Division

Planning Applications (2001 - 2007)
Sheppard Corridor Study

Application Type	Application No. (Name)	Status	Address	Proposed Use Type	Proposed Use Description	Prop. Non-Resd. GFA SQ M	Prop. Resd. GFA SQ M	TOTAL GFA SQ M	Res. Units	Height (storeys)	Density (FSI)	Comments
Rezoning	05 101960 ESC 40	Open - Active	3195 Sheppard Ave E	Commercial	Add educational use as a permitted use	0	0	0	0	N/A	N/A	add use within existing building
Site Plan Approval	04 117678 ESC 40	Open - Active		Commercial	Add one storey addition to existing 3 storey building	534	0	534	0	1	N/A	
Site Plan Approval	03 035177 ESC 40	Closed	3195 Sheppard Ave E	Commercial	3 storey retail/office building	1,112	0	1,112	N/A	3	0.33	built
Site Plan Approval	06 157119 ESC 40	Open - Active	3220 Sheppard Ave E	Retail plaza	one storey plaza	1,695	0	1,695	N/A	1	0.5	restaurant use not permitted
Rezoning	06 200145 ESC 40	Open - Active	3260 Sheppard Ave E	Seniors Residences & Cmty Ctr	Seniors retirement complex, 669 residential units, community & recreational facilities, retail, 2 towers by Sheppard Ave E.	7,721	55,604	62,795	669	2, 4, 9, 2 @ 20	4.4	Avenues segment study required
Site Plan Approval	07 281624 ESC 40	Open - Active		Seniors Residences & Cmty Ctr	as above							
Rezoning Temporary Use	04 141413 ESC 40	Approved	3717 Sheppard Ave E	Dental office	Convert existing house to dental office - 3 year extension	91	0	91	0	1	N/A	07 request to extend 3 yrs
Rezoning Temporary Use	01 036133 ESC 40	Council Approved	3719, 3721 and 3723 Sheppard Ave E	Office	Convert existing houses to office uses - two lots on private septic system	373	0	373	0	2	N/A	Servicing agr't needed x.ref 04 198996 SA
Site Plan Approval	TF SPC 2001 0008	Approved	3758 Sheppard Ave E	Long term care facility	new Shepherd Lodge long term care facility - part of 4 building Shepherd Village complex	0	16,228	16,228	n/a	7	1.5	built
Site Plan Approval	04 163597 ESC 40	Approved	238 Bonis Avenue	Apartment	Condominium apartment building	0	25,569	25,569	248	24	5	built
Site Plan Approval	98 036232 ESC 40	CMB Approved	South side Bonis Avenue	Apartment	2 condominium apartment buildings - north of Agincourt Mall & 40 townhouse dwellings	0	25,679	25,679	470	20 & 22	1.55	1.55 X density mall lands
Site Plan Approval	04 127865 ESC 40	Approved	2330 Kennedy Rd	Office/retail	Existing one storey commercial building (1,009 m2) to be demolished and replaced with 6 storey retail/office building	9,666	0	9,657 new	0	6	N/A	built
Subdivision, Official Plan & Rezoning	06 186899 ESC 40 & 06 186915 ESC 40	Approved	2055 Kennedy Rd	Mixed Use - Residential & Commercial	Amendments to draft approved subdivision for revised local road network and changes to development blocks & park. No increase in total density or no. of du. 6 condo apt towers, townhouse units, 1 office tower.	36,300	165,000	201,300	2,100	30, 35 & 40 apts & 23 office	3	74 townhouse units proposed
Site Plan Approval	05 201817 ESC 41	Approved	4181 Sheppard Ave E	Commercial	conversion of existing "flea market" building	2298*	0	2298*	0	1	0.17	* existing no increase
Site Plan Approval	04 144702 ESC 41	Closed	2094 Birmley Rd	Bank	TD Bank with drive-thru	604	0	604	0	1	0.19	built
Site Plan Approval	04 163759 ESC 41	Closed	4420 Sheppard Ave E	Retail	Canadian Tire PartSource Store (automotive parts)	671	0	671	0	1	0.3	built
Site Plan Approval	TF SPC 2002 0035	Closed	4600-4632 Sheppard Ave E & 1900 McCowan Rd	Retail	New Canadian Tire store, gas bar, car wash & Marks Work Warehouse	3,994 (additional) & 691 (new)	0	3,994 (additional) & 691 (new)	0	1	0.33	built
TOTAL					Built or Under Construction	267,632	896,257	1,163,889	8,499			