

# Welcome



## Purpose of Today's Open House:

The Study Team is looking for feedback to further articulate the study area's vision and guiding principles by presenting complete community development scenarios, block and street network, public realm plans, conceptual parks and open spaces including potential public art and retail street locations.

## In this room you'll find information on:

- Refined vision and guiding principles
- Potential Development Scenario options
- Public Realm, Parks and Open Space network
- Multi-modal connections
- Potential public art locations
- Potential retail street locations
- Draft Performance Standards
- Draft Development Evaluation Criteria



ReNew Sheppard East Study

Study Boundary

Not to Scale

## Talk to Us

A number of City staff are here to listen to your comments and answer questions.

## Write Down your comments

- We are looking for YOUR input!
- Fill out a comment form
- Email the planner at:  
[Jenny.Choi@toronto.ca](mailto:Jenny.Choi@toronto.ca)



# Land Acknowledgement



"We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with Mississaugas of the Credit."



# Where Are We Now?



- Dec 2022: DRP
- Jan 2023: TAC
- Apr 2023: CCM

## PHASE 1 Existing Conditions

- June 2024: CCM
- June 2024: DRP
- June 2024: TAC

## PHASE 2 Development Scenario Options

- Q4 2024: TAC
- Q4 2024: CCM
- Q4 2024: Present Draft  
Secondary Plan

## PHASE 3 Policy Development

- Q1 2025: Finalize  
Secondary Plan

## PHASE 4 Finalize Secondary Plan

### Public Consultation

- Draft Vision & Guiding Principles
- Opportunities and Constraints
  - Existing Land Use
  - Existing Built Form
  - Existing Public Realm
  - Existing Parks
  - Community Services & Facilities
- Transportation Consultant Existing Condition Report

### Public Consultation

- Refine Vision and Guiding Principles
- Draft Public Realm, Parks and Open Space
- Draft Opportunities for Intensification and Transitions
- Draft Performance Standards
- Draft Development Review Criteria
- Evaluate Development Scenarios

### Public Consultation

- Analyze and Test Preferred Development Scenario
- Community Services and Facilities Analysis
- Park Facilities Analysis
- Servicing Infrastructure Analysis
- Draft Secondary Plan for public input

### Public Consultation

- Statutory Meeting and Final Report

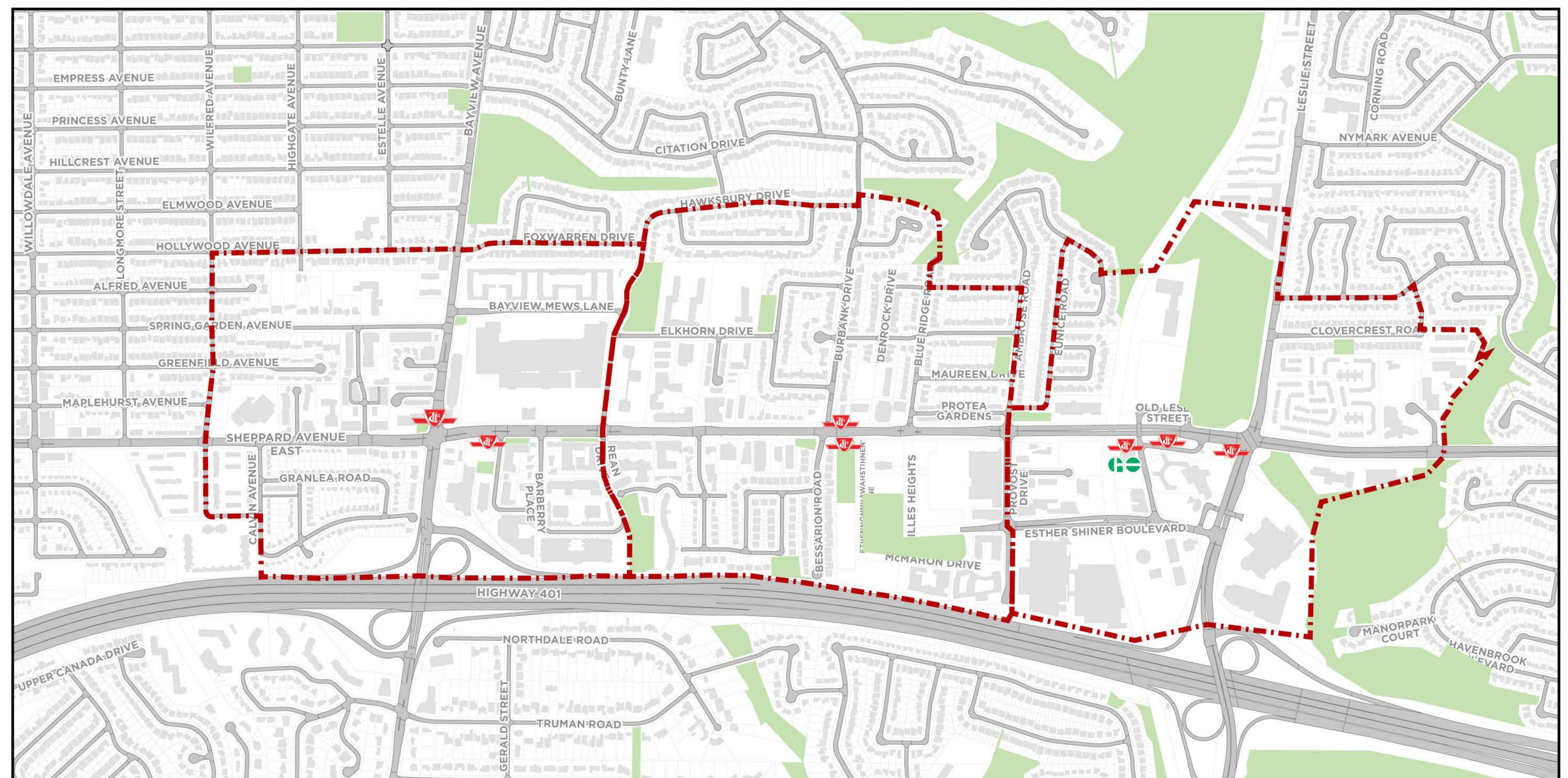


# Major Transit Station Areas

The Growth Plan for the Greater Golden Horseshoe defines a Major Transit Station Area ("MTSA") as "The area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk." – Growth Plan, Section 7 - Definitions, Page 75.

Within all major transit station areas, development will be supported by planning for a diverse mix of uses, such as additional residential units and affordable housing, to support existing and planned transit service levels – Section 2.2.4.9(a) - Transit Corridors and Station Areas, Page 18.

On July 22, 2022, City Council adopted Official Plan Amendment 575 which delineates the Bayview, Bessarion, and Leslie MTSA's.



Major Transit Station Areas

  MTSA
 GO GO Station
 T TTC Subway Entrance

Not to Scale



# Vision



## The Vision for the Study includes the following:

- Creating a shared sense of place that unifies the distinct neighbourhoods and reinforces community identity, resulting in the creation of a complete, livable, connected, prosperous, sustainable and resilient mixed-use transit supportive community.
- Prioritizing the public realm framework as the focal point for the Study Area, with buildings scaled with setbacks and heights that appropriately define the public realm to ensure a comfortable pedestrian environment.
- Utilizing the Parks and Open Spaces System as an organizing element for the public realm, providing access to the parkland network and to the broader natural heritage system, enhancing the quality of life, community and connecting people to nature.
- Leveraging of healthcare and institutional uses to enhance opportunities for employment, academic partnership, and research.
- Incorporating the street network within the Study Area as a support for investments in multi-modal transportation and leveraging local and regional transportation infrastructure.
- Recognizing the East Don River Valley as a key destination and natural heritage asset, with a focus on protection and enhancement to balance its recreational and ecological sustainability functions, to mitigate environmental impacts, and to adapt to climate change.





# Guiding Principles



## COMPLETE COMMUNITY

- Will encourage a mix of land uses to support daily needs, employment opportunities and access to community services and facilities.
- A range of housing options in form, tenure, and affordability.



## CONNECTED COMMUNITY

- Improve and provide a safe comfortable and connected pedestrian and cycling environment at transit stations.
- Enhance and provide sustainable and active transportation choices.
- Optimize the use of TTC Subway Stations and the Oriole GO Station.
- Establish a complete and balanced transportation network that connects residents and workers to important community destinations.



## SUSTAINABLE COMMUNITY

- Promote sustainable and resilient communities by incorporating low impact design measures, absorbing stormwater on-site, and growing the urban tree canopy.
- Recognize Don River Valley as an important natural heritage asset and destination for the Study Area. Protect and enhance the ravine adjacent to Don East River to balance its recreational and ecological functions.
- Will support the reuse of materials through the development and construction process.



## PROSPEROUS COMMUNITY

- Will build upon existing healthcare resources such as the North York General Hospital, and other institutional uses.
- Support the expansion of employment and service uses with connections to local and regional transit. A diverse range of new types of business opportunities will be encouraged.



## LIVABLE COMMUNITY

- A multi-functional, welcoming and resilient public realm network comprised of parks and open spaces that offer ample opportunities for passive and active recreation, social gathering, and connection to nature.
- Compact development that creates a comfortable pedestrian-oriented environment.
- Provide varied building heights with transition in intensit and scale to build upon existing character and to reflect transit-supportive communities.



# Development Review Criteria



Complete Community	Policy Driven Evaluation		How to Score	Scenario 1	Scenario 2	Notes
	Encourage diverse mix of uses to support existing and planned transit service levels	1. A	Higher score if meet or exceeds MTSA transit supportive policies and density targets	●	●	MTSAs are Council-adopted growth targets
	Supports comfortable, attractive, and vibrant spaces	1. B	Policy-driven provision of improved, expanded and new Parks Facilities and CSF will keep pace with growth	●	●	The delivery of new CSF is supported by Official Plan policy
	Encourages mix of housing types	1. C	Higher score means a greater range of housing types such as low-rise, mid-rise and tall buildings	◐	●	Option 1 has greater number of towers. Option 2 has more mid-rise than Option 1
		1. D	Higher score provides development concepts that leverage City-owned and large sites for affordable housing	●	●	Local large sites of 5 ha. + (OP Chapter 3)
	Ensure access to parks across the study area	1. E	Higher score means less impact of parkland provision rates	○	◐	Both options decrease parkland provision levels (per capita), with Option 2 performing better.
		1. F	Higher score means more opportunities to improve, expand or create new parkland in identified areas of parkland need	●	◐	Despite decrease in parkland provision levels (per capita), both options provide opportunities to increase total parkland supply
Liveable Community	Policy Driven Evaluation		How to Score	Scenario 1	Scenario 2	Notes
	Provides improved access to parks and the natural heritage system?	2. A	Higher score means more opportunities to create new access, or better connections to parks, open space and ravines	●	◐	
	Supports comfortable, attractive, and vibrant spaces	2. B	Higher score means the option provides social gathering opportunities for open spaces adjacent to key neighbourhood features	●	●	Open space around transit stations (POPS, parks and open spaces, public squares). Other key areas: heritage building, Bayview Village, YMCA, Concord, Bessarion, CMC/Park)
	Enhance visibility of parks and ravine?	2. C	Higher score means more opportunities to expand or improve park frontage along main streets, and to improve interface between parks and streetscape	●	◐	Soft sites with main street frontage would improve park visibility and expansion opportunities.
	Create a sense of place that unifies and reinforces community identity through Public Art	2. D	Higher score means the option provides more opportunity for sites with public art, particularly large sites	●	◐	Additional soft sites provide opportunities for public art
	Built form that supports an attractive pedestrian experience within the public realm	2. E	Higher score means the option provides a built form (major intersections, transit corners) to support the local context and public realm	◐	●	Higher score means the option provides setbacks, stepbacks and transition to support the public realm objectives in the Official Plan and City's Design Guidelines
	Provide built form transition to different intensity and scale existing/surrounding local context	2. F	Higher score means lower anticipated shadow impacts on parks and public realm spaces	◐	●	Mix of building types (mid-rise and low-rise) improves access to sky view and sunlight. Further analysis to be determined in Phase 3.
<div>○ Less</div> <div>◐ Moderate</div> <div>● Best</div>						



Connected Community	Policy Driven Evaluation		How to Score	Scenario 1	Scenario 2	Notes
	Supports and enhances the existing transportation network and expands active and sustainable mobility choices	3. A	Higher score means that the option has sufficient right-of-way space at transit stations to accommodate supportive infrastructure for active transportation including seating, bicycle racks, and bicycle repair stations			Both options improve pedestrian and cycling environment at transit stations
		3. B	Higher score means that the option provides infrastructure that supports sustainable and active transportation through the provision of sidewalks on every street, separated cycling infrastructure on major streets, and Bike Share stations.			Option 1 provides enhanced opportunities for improvements of active transportation infrastructure.
		3. C	Higher score means that the option provides new streets and mid-block connections to transit stations, development sites, contemplate integration with transit stations where possible, and that development blocks are designed to be transit oriented			Both Options do not optimize use of TTC Subway Stations and Oriole GO Station as well as Option 1.
		3. D	Higher score means that the option supports greater equitable distribution of travel modes that connects residents and workers to important community destinations through the presence of sidewalks on every street, new streets and mid-block connections, and net traffic signals to facilitate safe pedestrian and cyclist crossings at major streets			Scoring was balanced to consider all modes of transportation. Active transportation, transit, and vehicular. Option 1 challenged by vehicular congestion to be accounted for in scoring.
Prosperous Community	Protect and enhance Institutional Areas to build upon existing health-care, academic partnership and research	4. A	Higher score means that the option protects Institutional Areas for hospital use and clustering of institutional uses			Protect and enhance Institutional Areas to build upon existing healthcare, academic partnership and research
	Retention of non-residential uses to support employment growth.	4. B	Higher score means the option implements a non-residential gross floor area replacement policy			Policy intention to replace existing non-residential uses to support employment growth
		4. C	Higher score if land use redesignation permits non-residential uses in areas of residential intensification			Higher score means greater mix of uses to facilitate non-residential uses. Option 1 includes a greater mix of uses
Sustainable and Resilient Community  Less Moderate Best	Promote low impact design measures, including green infrastructure to absorb stormwater on-site and measures to grow the urban tree canopy.	5. A	Does option prioritize green stormwater infrastructure in ROWs (according to the City's construction specifications for GI and the Green Streets Technical Guidelines)			Models intend to provide Green Loop within existing ROW widths. Rebalancing ROW or increased ROW widths/setbacks will be further refined through Green Street workshop and Implementation policies
		5. B	Large sites for low carbon energy solutions (including district, energy systems, and local electricity production and storage e.g. through a Community Energy Strategy)			Policy Intention is to have low carbon energy solution for larger sites in the Secondary Plan
	Support adequate Infrastructure and servicing	5. C	Lower score for more capacity constraints or requirement for new or potentially significant investments to existing water and sanitary capital infrastructure			"New and potentially significant" means existing infrastructure cannot support it.  Preferred Option analysis will determine where the intensification will take place within each constrained dissemination area and will determine how significant the localized upgrades will be.
	Recognize Don River Valley as important natural heritage asset.	5. D	Higher score means the Option maintains existing trees and provide opportunities for increase tree canopy esp.in areas with low canopy cover.			Models are based on performance standards to protect for landscaped boulevards
	Support opportunities to protect and expand the natural heritage system	5. E	Higher score where there is less impact from development on naturalized areas (including sun) and/or opportunities to connect or expand re/naturalize the NHS			Both Options contemplate low-rise development next to natural areas.  All development requires Sun/Shadow Study to identify impact of proposed growth to parks and natural areas.  Other impacts are more on a site-by-site basis through Natural Heritage Study



# Development Review Criteria



HOW HAVE WE DEVELOPED  
THE SCENARIOS?

PHASE 1

Constraints &  
Opportunities



Community Feedback



PHASE 2

Vision and Guiding Principles



Evaluation Framework &  
Performance Standards



Development Scenarios



Community Feedback



PHASE 3

Preferred Option



Community Feedback



# Community Feedback



“Make Sheppard Avenue East a destination – a lively place to visit, walk, eat, and shop.”

“High-density development in the long term... close to subway stations should not be entirely single family homes.”

“The natural heritage character should be reflected given its proximity to the East Don Parkland.”

“Protection of existing single family homes.”

“These areas should be allowed to evolve denser.”

“Adequate water and sewer capacity before new development comes in.”

“Include public schools in the plans for inserting residential density.”

“Improve parks connection and make Sheppard a liveable street with more shops, benches, patios and areas to sit.”

“Improve and create more accesses to the ravine along East Don River.”

“Parks that accommodate all ages, in particular seniors.”

“Leslie Station should be better connected to bus lines and the GO Station. Would be great have a park connected to this transit hub.”

“Off leash dog area, please.”

“Enlarge existing park space.”

“Walk along Sheppard Avenue ... can be enhanced with murals or artwork under the underpass of the tracks.”

“Public art at subways to reflect the history of the area.”

“Micro-retail is nice to have as part of the neighbourhoods. It will help if there are some live-work spaces such as a coffee shop or an artist studio or pottery studio, a small bakery.”

“Retail streets should consider the mix of uses during different seasons and how the “space” can be used year-round.”

“Would be nice to have an anchor store or stores like a supermarket.”

“We need small size retail along Sheppard and Bayview.”

“Oriole GO has plans to be moved to Leslie, this area should be explored as a major retail shopping district. This can promote pedestrian traffic here during off peak hours to shop.”

“Local streets provide connection and access to amenities on Sheppard Avenue (retail and groceries).”

“How to encourage new businesses along Sheppard Avenue west of Bayview?”

“Don Valley Trail is an important access way for residents to go north-south by bike and access local greenery. More effort should be put towards making entry points more inviting.”

“Improve the pedestrian and accessible connection between the Don Valley Trail and North York General Hospital so that those at the hospital can benefit from their proximity to nature.”

“Need sidewalks on both sides of the street for school and park safety access.”

“Dead end streets should be connected to create a finer grain of street in the area.”

“Can the green loop include bike lane?”

“There needs to be better sheltered, accessible pedestrian access to the subway stations.”

“Mid-block connections via privately owned public spaces instead of fenced off areas.”

“Create cycling infrastructure to connect places like Hollywood Avenue, Foxwarren Drive, and nearby schools.”

“Concerns for fast traffic and cars as well as safety of pedestrians.”

“Mix of parking and mobility options.”



**Vision**  
Comments



**Built Form**  
Comments



**Parks**  
Comments



**Public Art**  
Comments



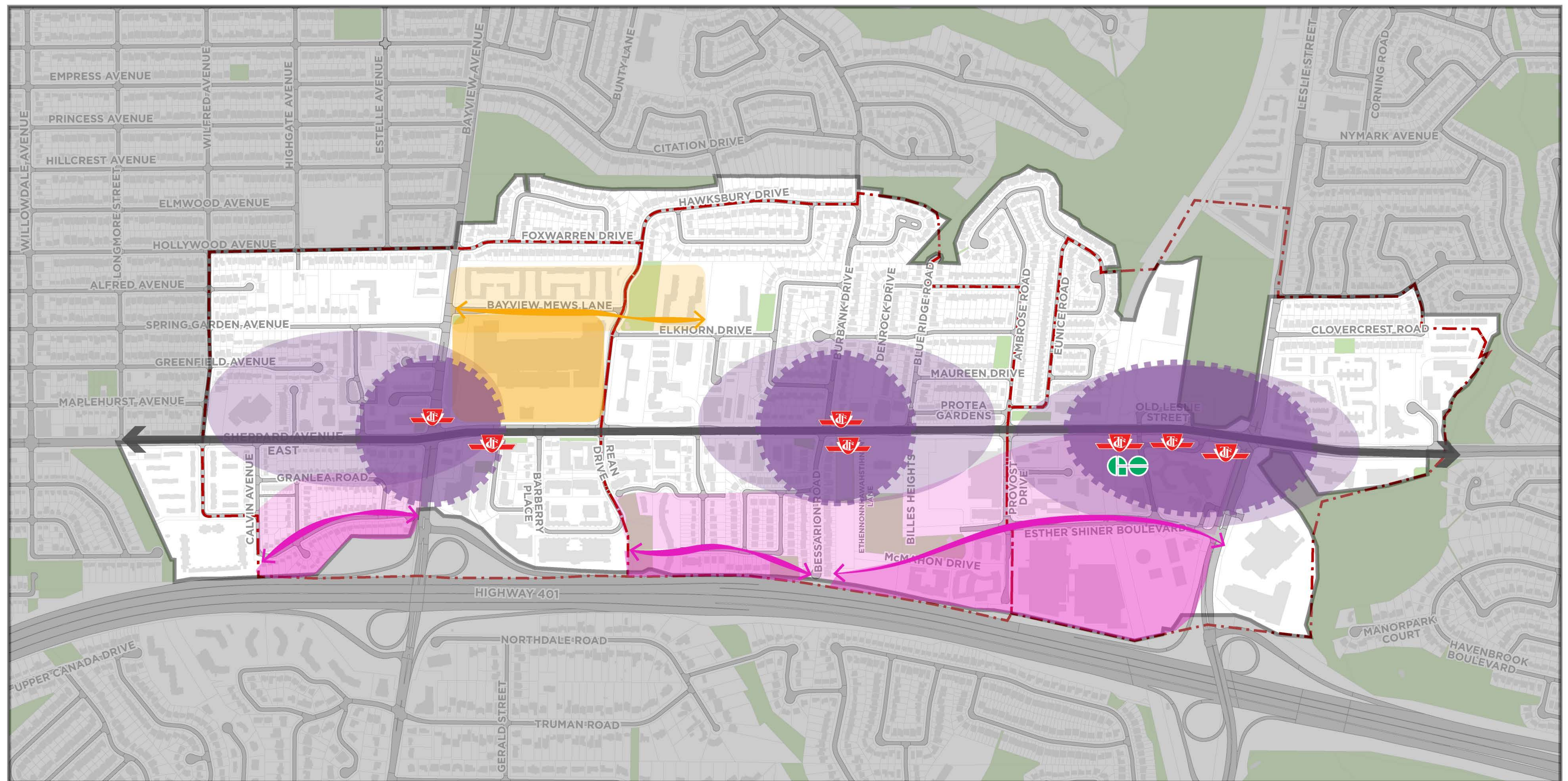
**Retail**  
Comments



**Public Realm**  
Comments





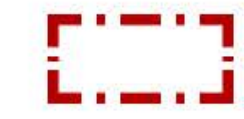





# Intensification and Transition



 **Toronto**

## Opportunities for Intensification and Transition

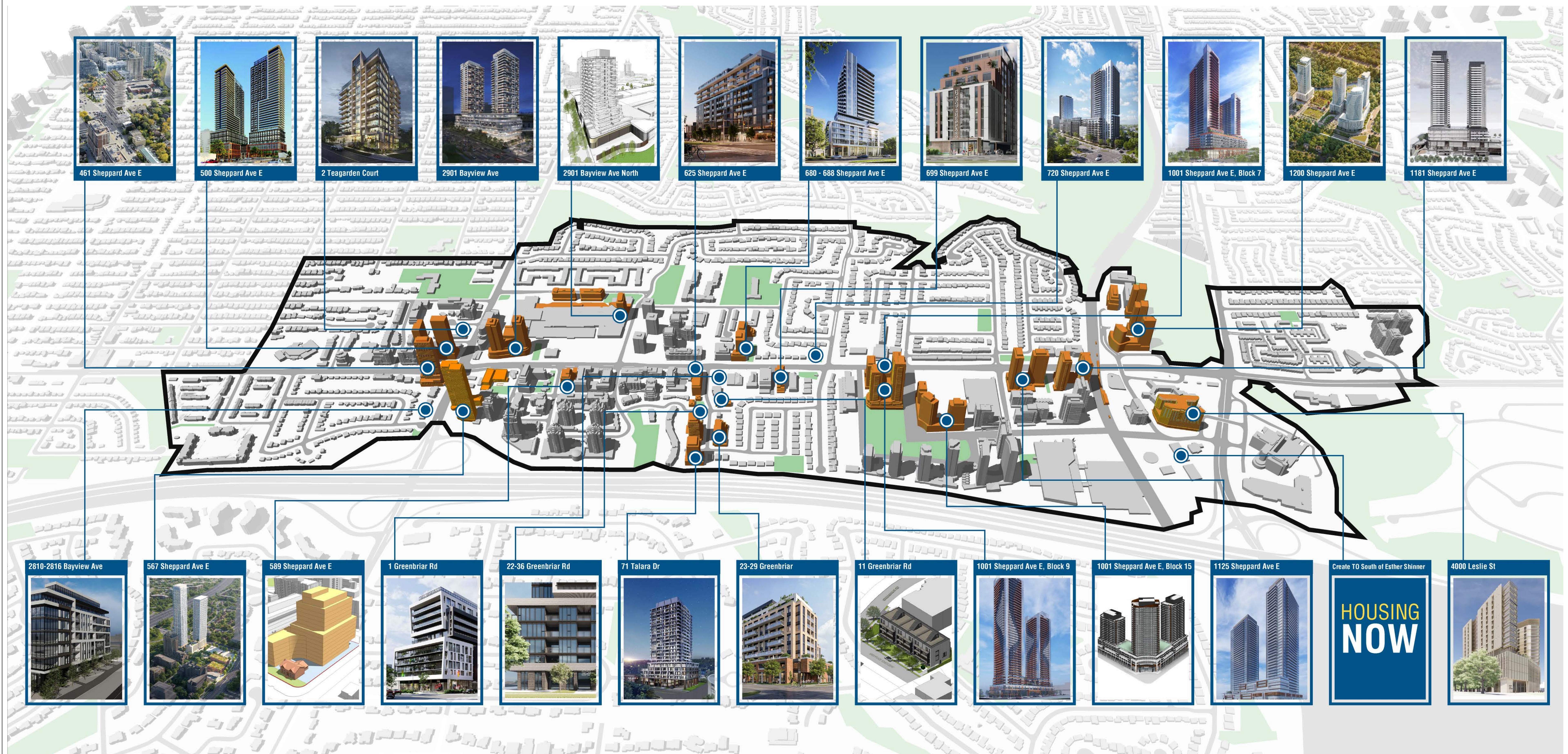
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|--|---|--|---|
|  Study Boundary |  Highway Intensification Areas and Transition Areas              |  Sheppard Avenue - Transit Corridor                                       |  TTC Subway Entrance |
|  MTSA           |  Higher Order Transit Intensification Areas and Transition Areas |  Bayview Village Redevelopment Intensification Areas and Transition Areas |  GO Transit Station  |

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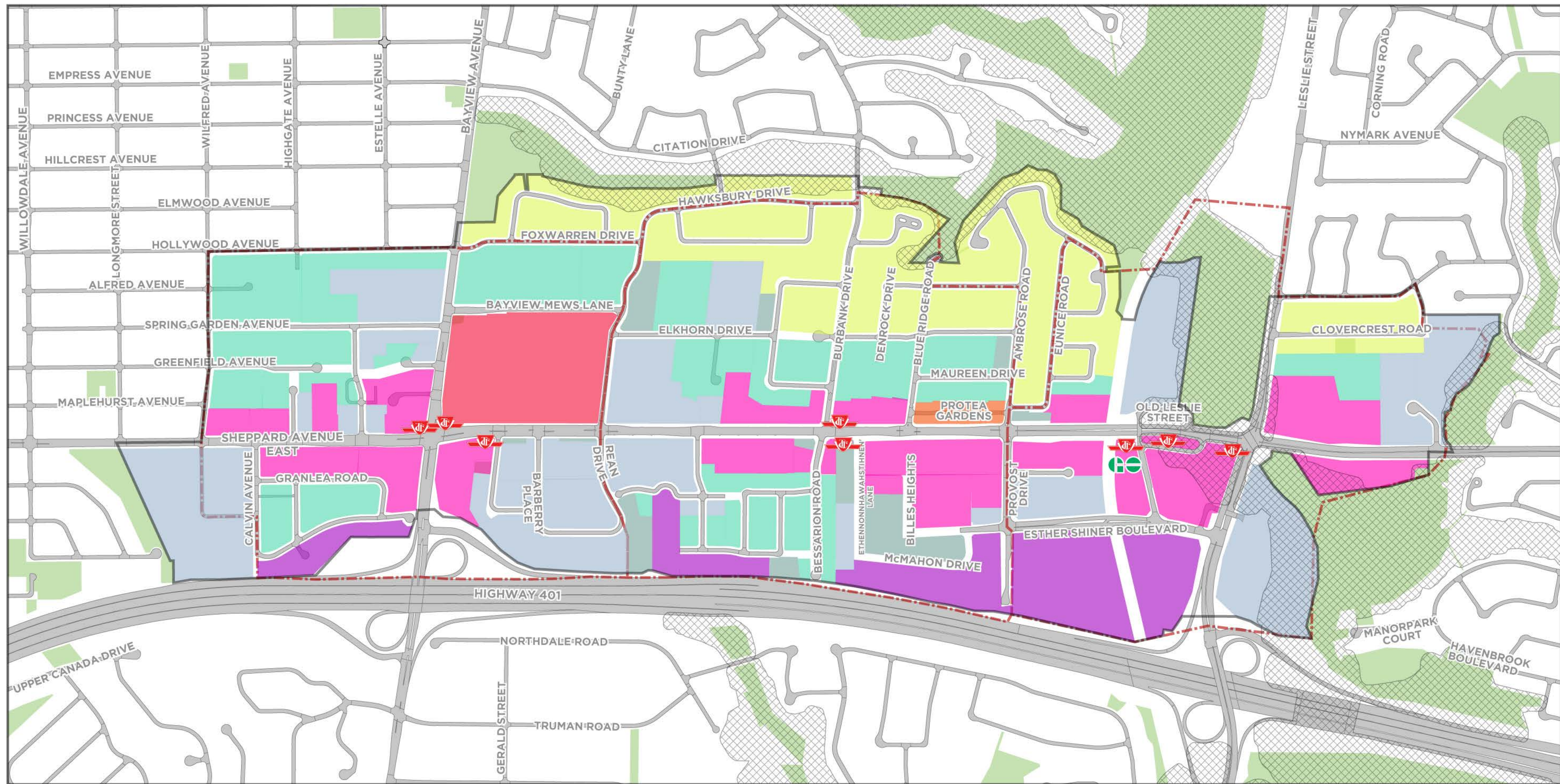
# Development Activity

- Total Applications: 26
- Total Residential Units: 13,061
- Status of All Applications: 10 Under Review, 10 Active, and 6 Newly Constructed.





# Built Form Character Area Map



Built Form Character Area  
Development Scenario 1

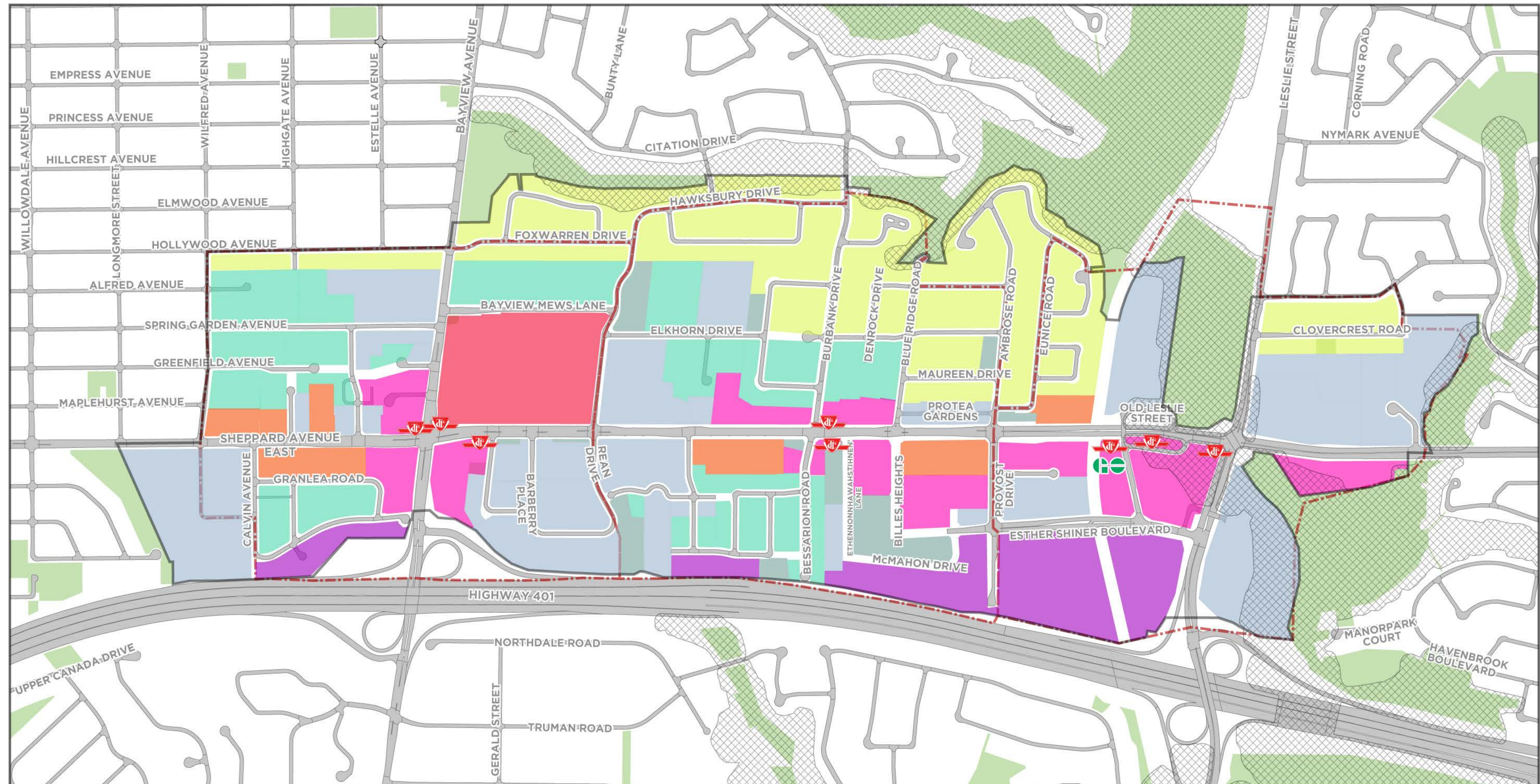
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|----------------|---------------------|--|--|---|---|
| Study Boundary | TTC Subway Entrance | Character Area 1:<br>Major Transit Station intensification area with mix of tall building and mid-rises. | Character Area 3:<br>Mid-rise with minimal tall building, fronting onto local street. (Tall building may only be appropriate on large sites) | Character Area 5:<br>Highway Tall Building and Midrise Area | Character Area 7:<br>Existing sites to remain |
| MTSA           | GO Station          | Character Area 2:<br>Sheppard Avenue Mixed Use Mid-rise Area (Large front setback, 11-storey Midrises)   | Character Area 4:<br>Bayview Village Redevelopment   | Character Area 6:<br>EHON Multiplex Area                    | TRCA  |

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Not to Scale





# Built Form Character Area Map

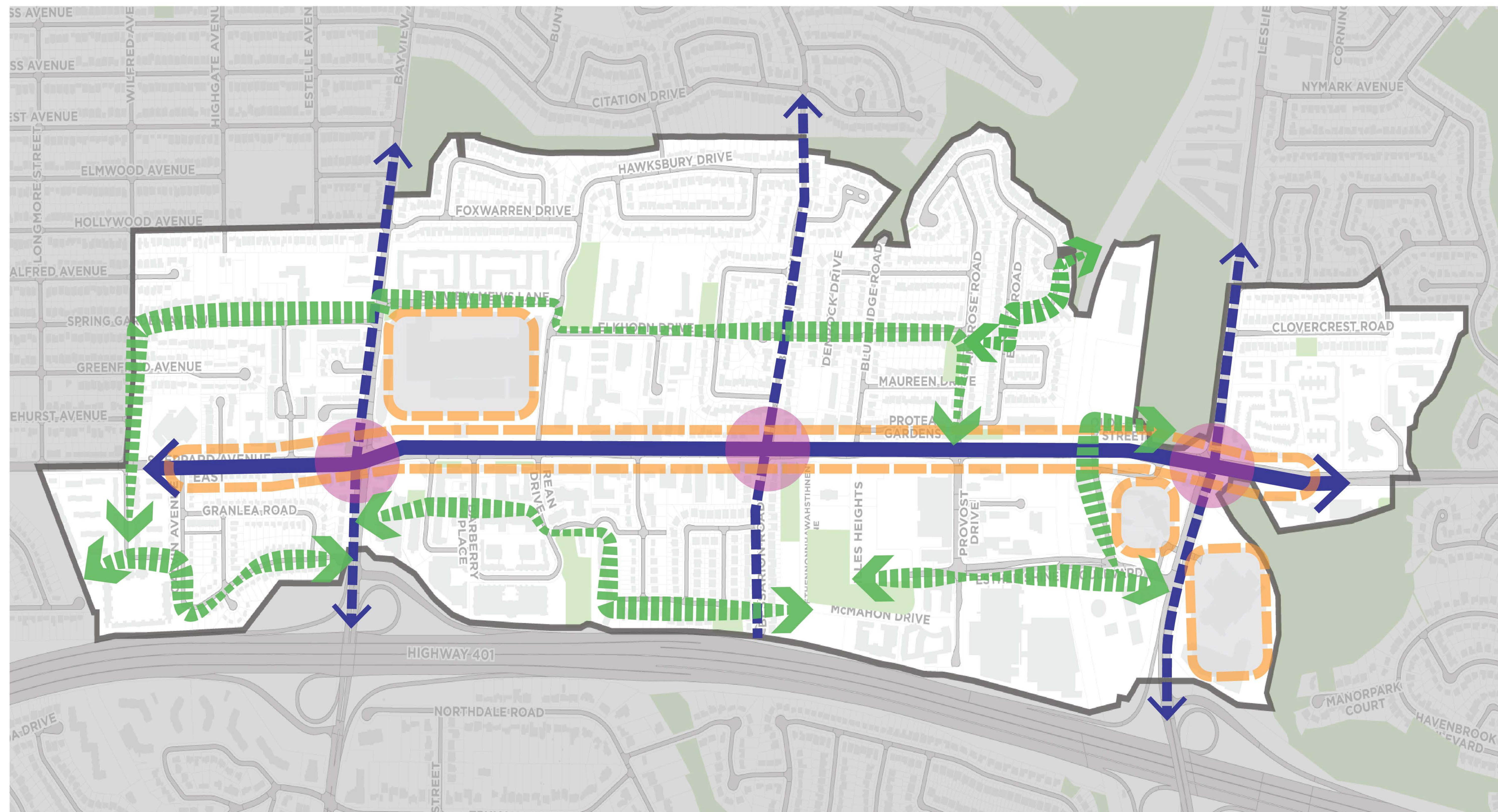


## Built Form Character Area Development Scenario 2





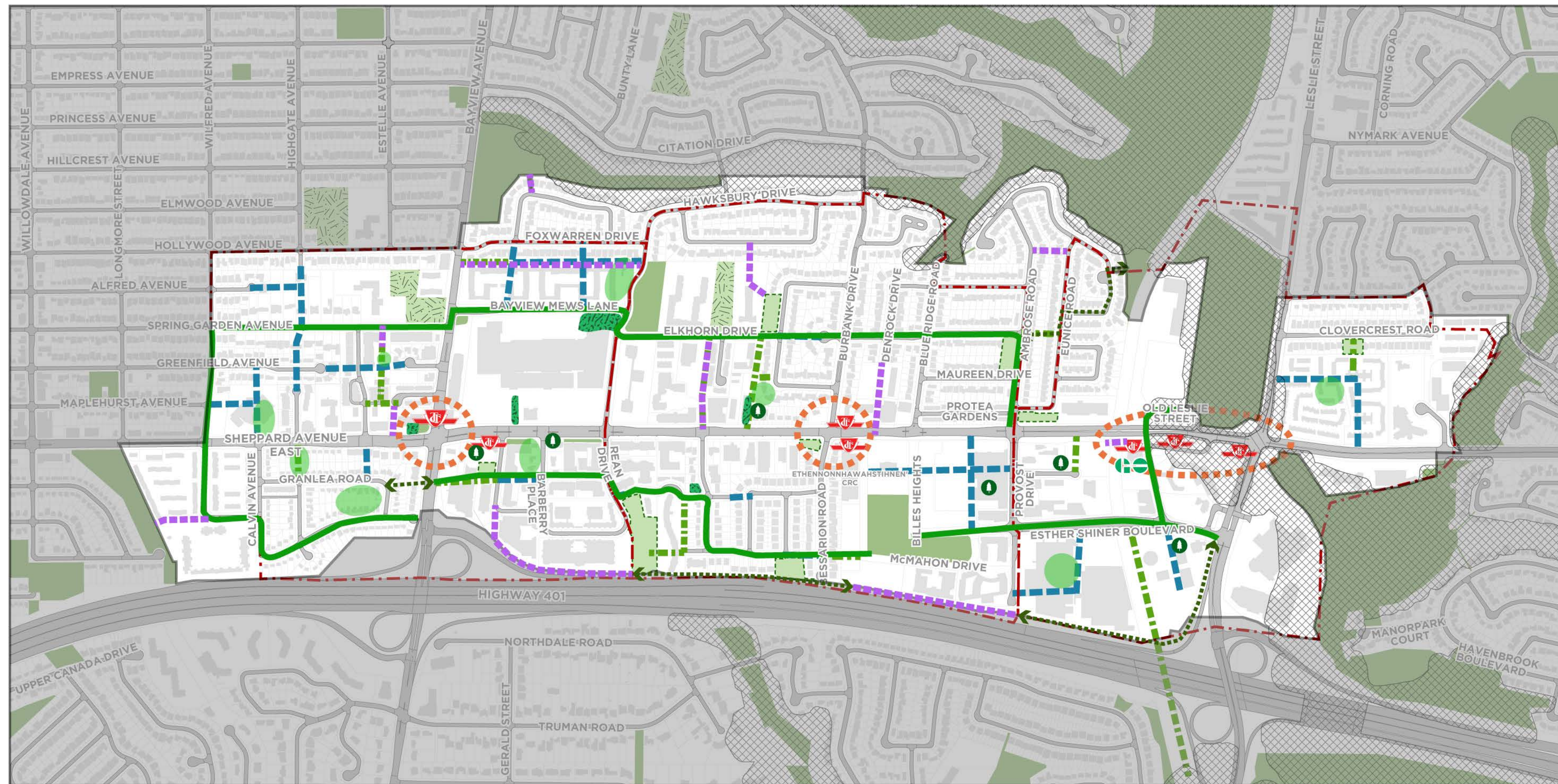
# Public Realm Moves



- Connections**
  - East-West Connections
  - North-South Connections
- Anchors**
  - Sheppard Promenade Anchor
  - Shopping Mall Anchor
  - Institutional Anchor
- Gateways**
  - Higher Order Transit Area
- Green Loop**
  - Priority access to Ravine
  - Connections to Parks and Open Spaces



# Public Realm



## Emerging Ideas for Green Loop

The **Green Loop** is intended as a network of greenway streets enhancing community life and movement, connecting parks, schools, community services, and natural heritage areas.

It prioritizes tree growth, stormwater management, and biodiversity. It features widened sidewalks, tree plantings, and improved landscaped boulevards that extend to the street edge creating attractive pedestrian-friendly spaces.

## Public Realm

- |                            |  |  |                       |
|----------------------------|--|--|-----------------------|
| Study Boundary             | Approved Park                                    | Green Loop   | Existing Connection   |
| MTSA                       | Potential Parkland (Conceptual Location)         | Potential Connections to Parks, Ravines and Open Space | New Local Streets     |
| Higher Order Transit Zones | Priority for Park Expansion                      | School Site  | Potential Connections |
| Existing Park              | Priority Area for New Park (Conceptual Location) | TRCA Regulation Limit                                  |                       |

Not to Scale



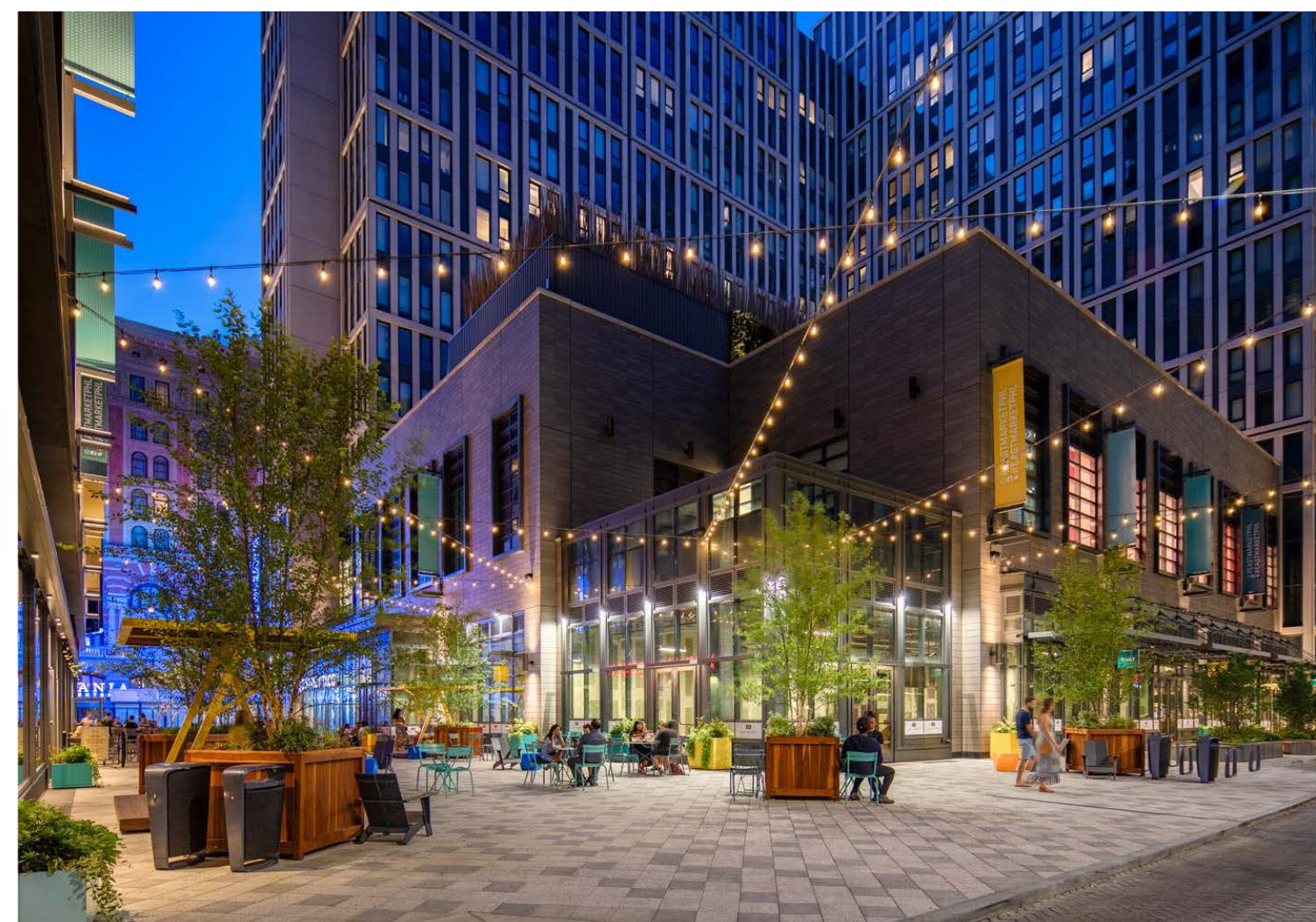
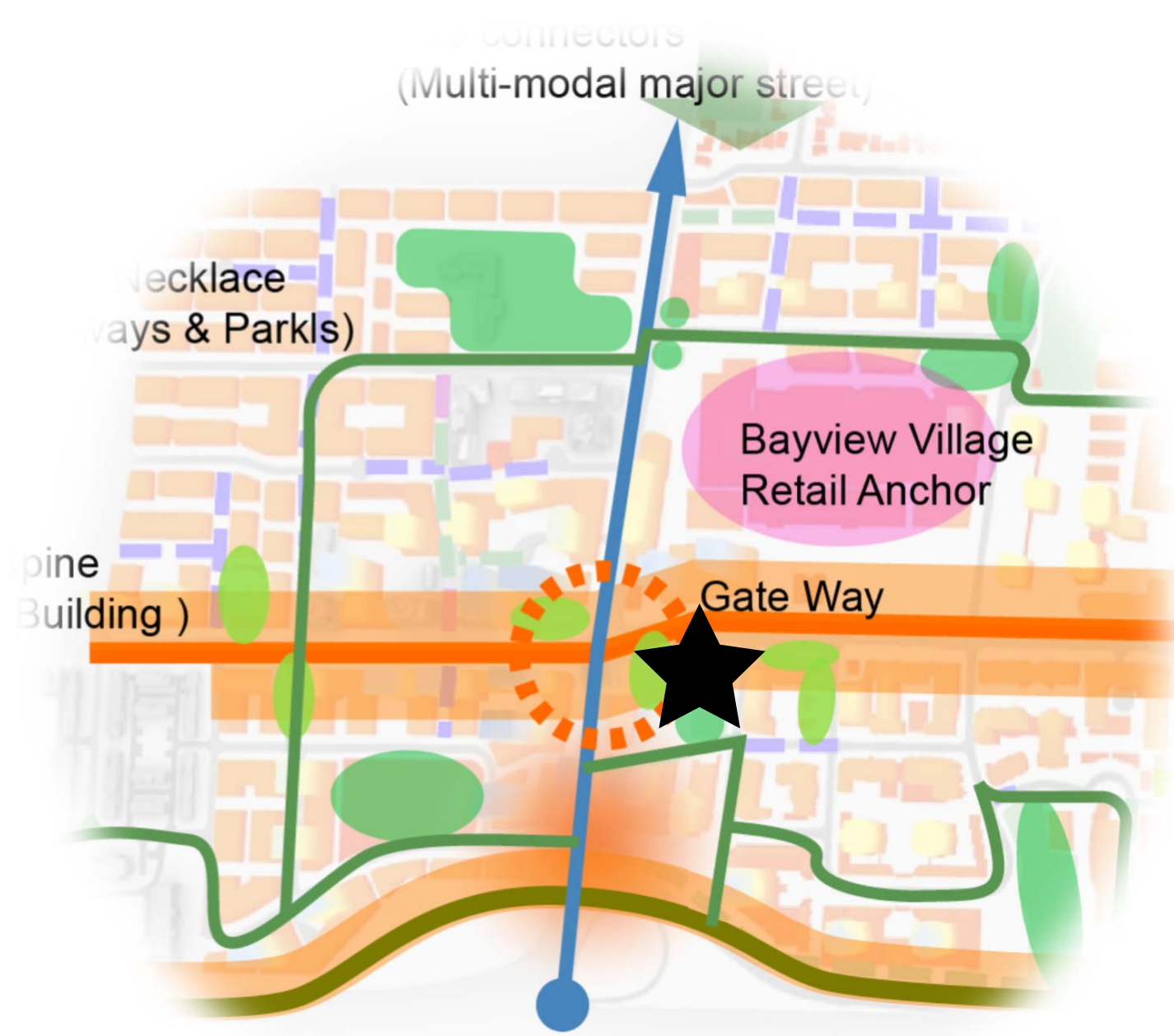


# Public Realm: Shared Sense of Place

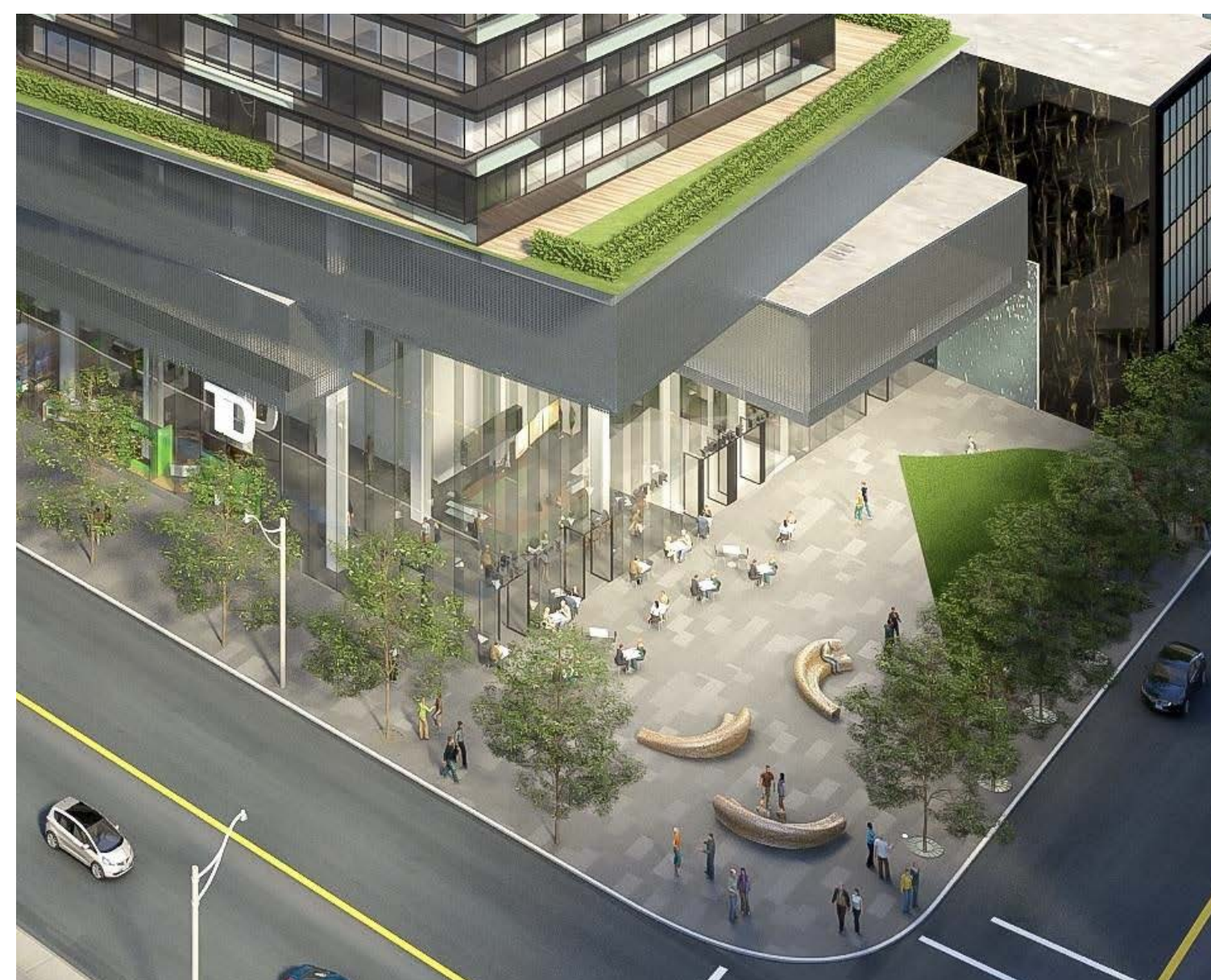


## Public Square

Enhanced local features at Transit Stations



Transit Station



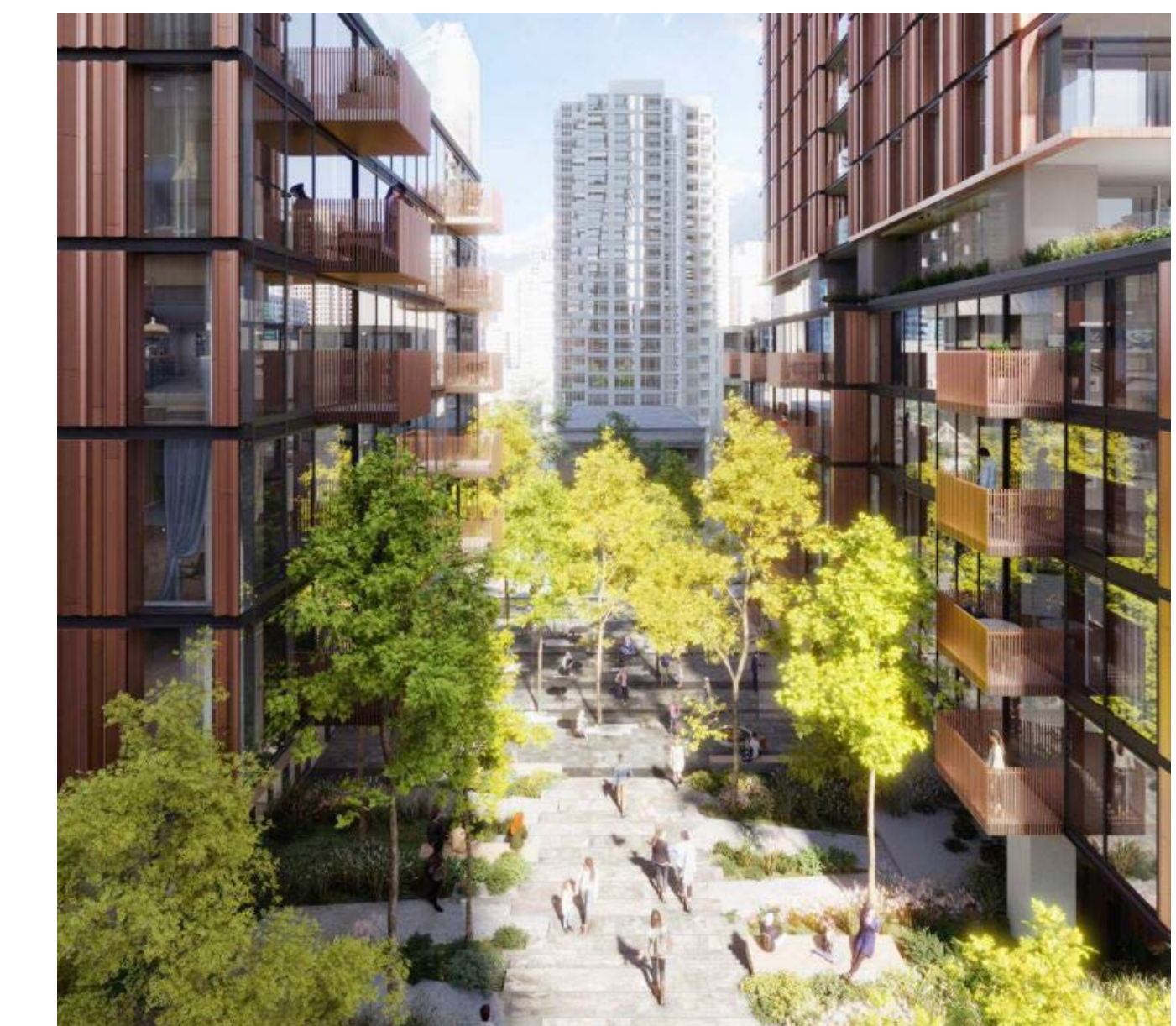
Urban Plaza

## Local Features

Enhanced local features in Neighborhoods



POPS



Mid-block Connection

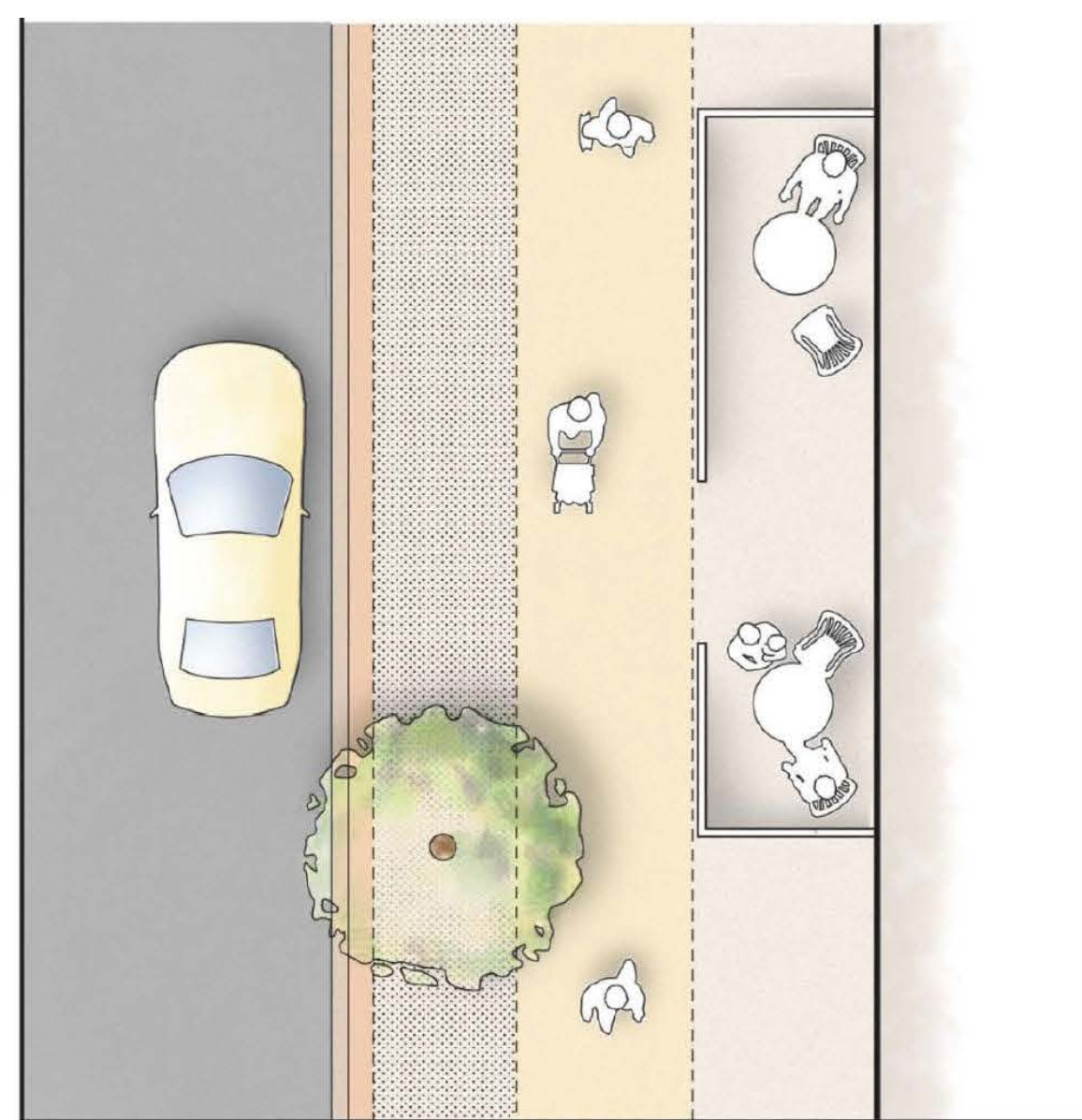
- Sheppard East Corridor
- Parks and Open Spaces
- Greenway
- Higher order Transit Station
- Ravin
- Mixed Use Anchors
- Connections
- Public realm Feature





- Not to Scale

Wide marketing and pedestrian zone, street trees with understory planting

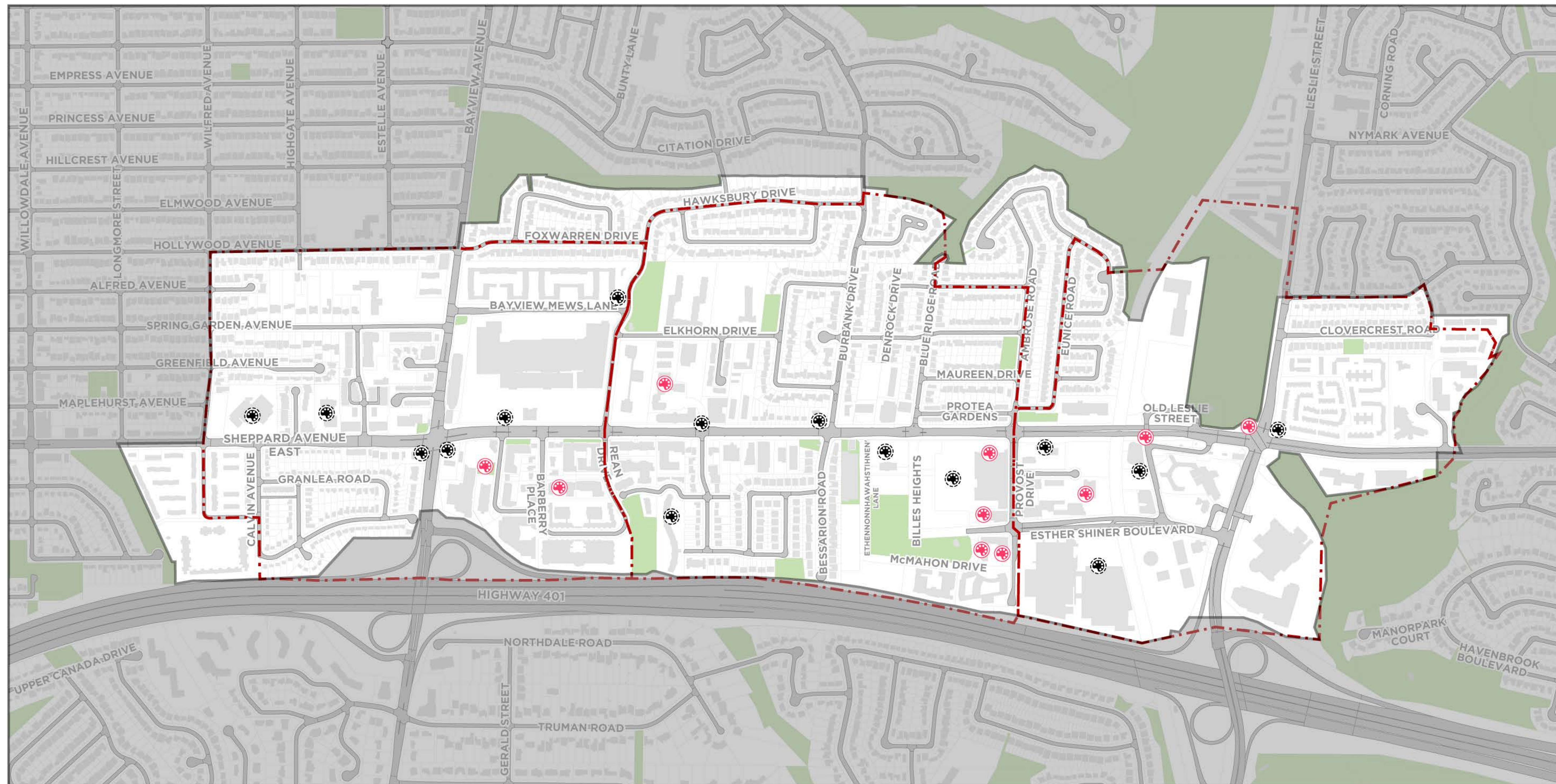


This architectural rendering shows the proposed building facade from a street-level perspective. The building is a two-story structure with a light-colored upper level and a darker green lower level. The primary facade (left) features a series of arched windows and a small entrance. The secondary facade (middle) has a large, arched window and a small entrance. The tertiary facade (right) is the back side of the building, showing a series of arched windows and a small entrance. The rendering includes a tree in front of the building, a sidewalk with a railing, and a street with a lamp post. Labels with leader lines identify the 'Primary façade', 'Secondary façade', and 'Tertiary façade (back side)'.





# Public Art



Public Art

- Study Boundary
- Existing Public Art Location
- Existing Park
- MTSA
- Potential Public Art Location

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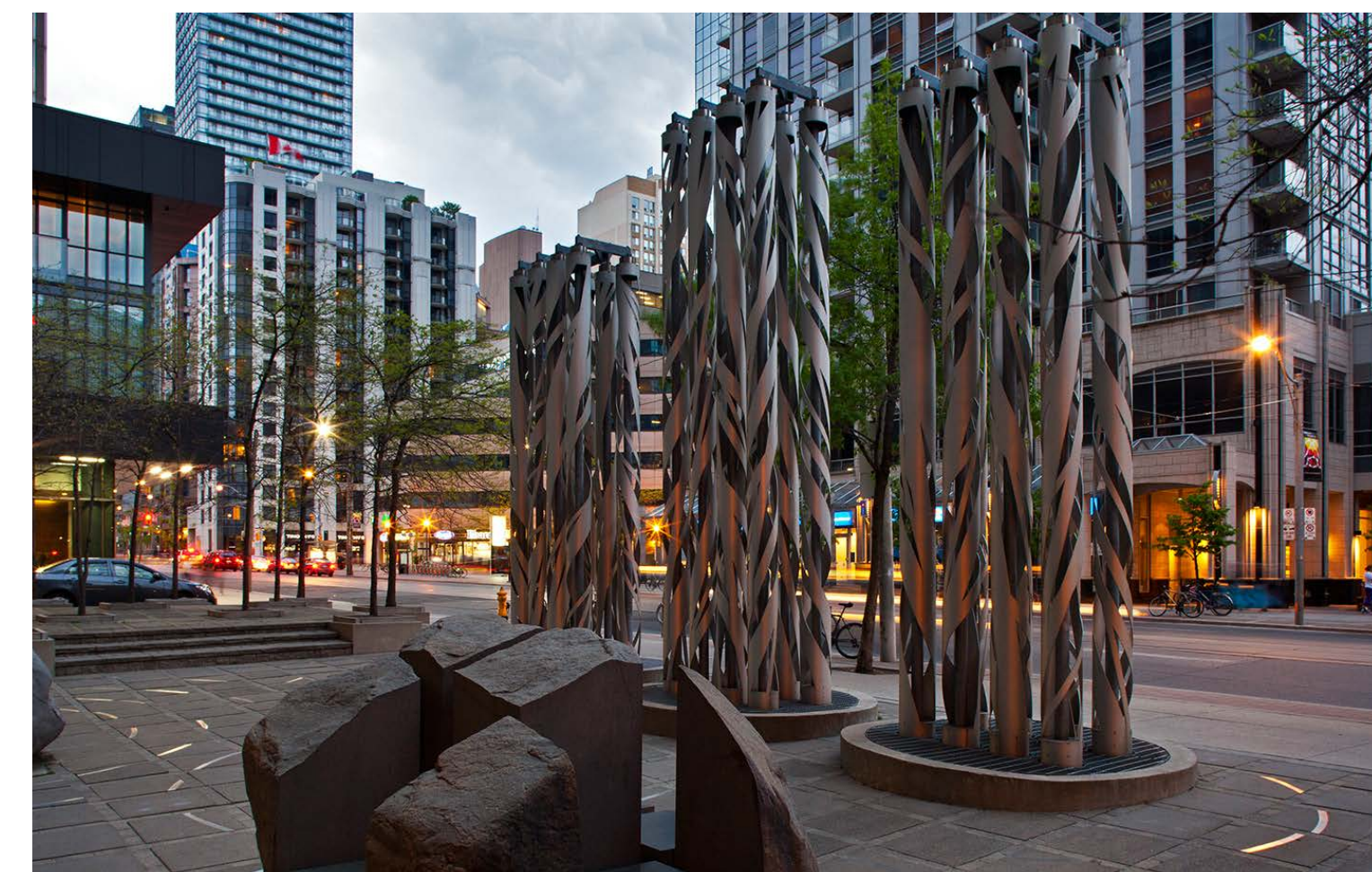
Across The Great Span Of Time,  
650 Sheppard Avenue east



Huan Rising, 180 University Avenue



Tipping Fountain,  
10 Scrivener Square



Liquid Echo, 750 Bay Street,  
The Pensore



Construction Workers,  
14 Temperance Street



# Built Form Development Scenario 1





# Built Form Development Scenario 2

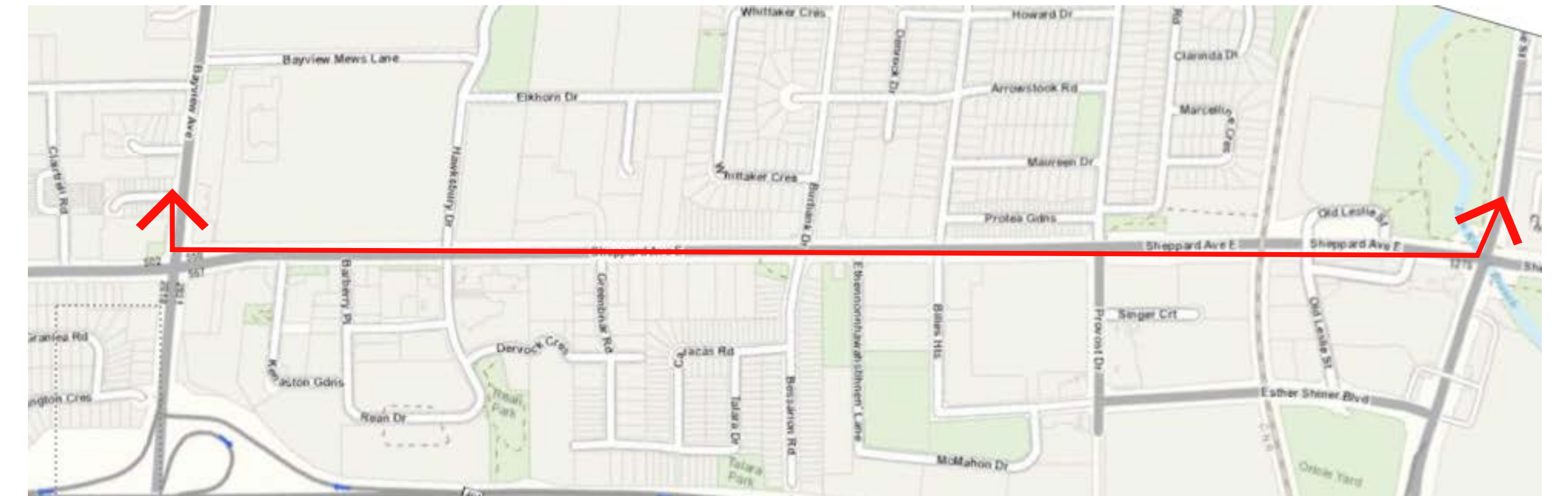




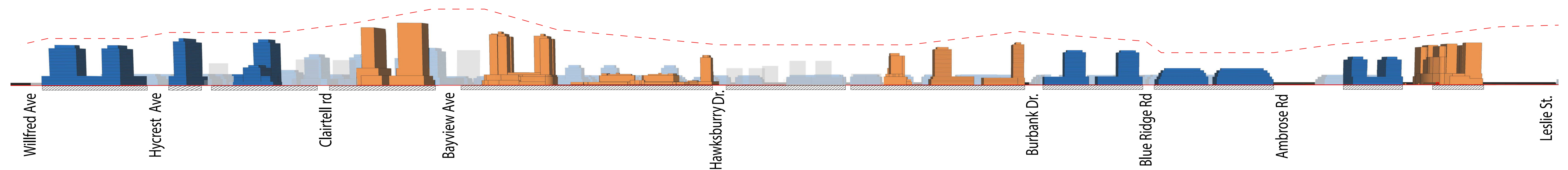
# Section Diagram: Built Form Variation



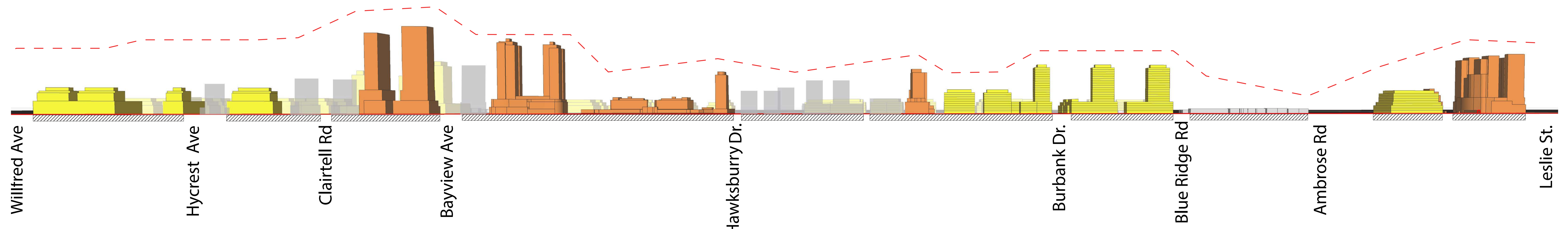
Scenario 1



Sheppard Avenue E Looking North



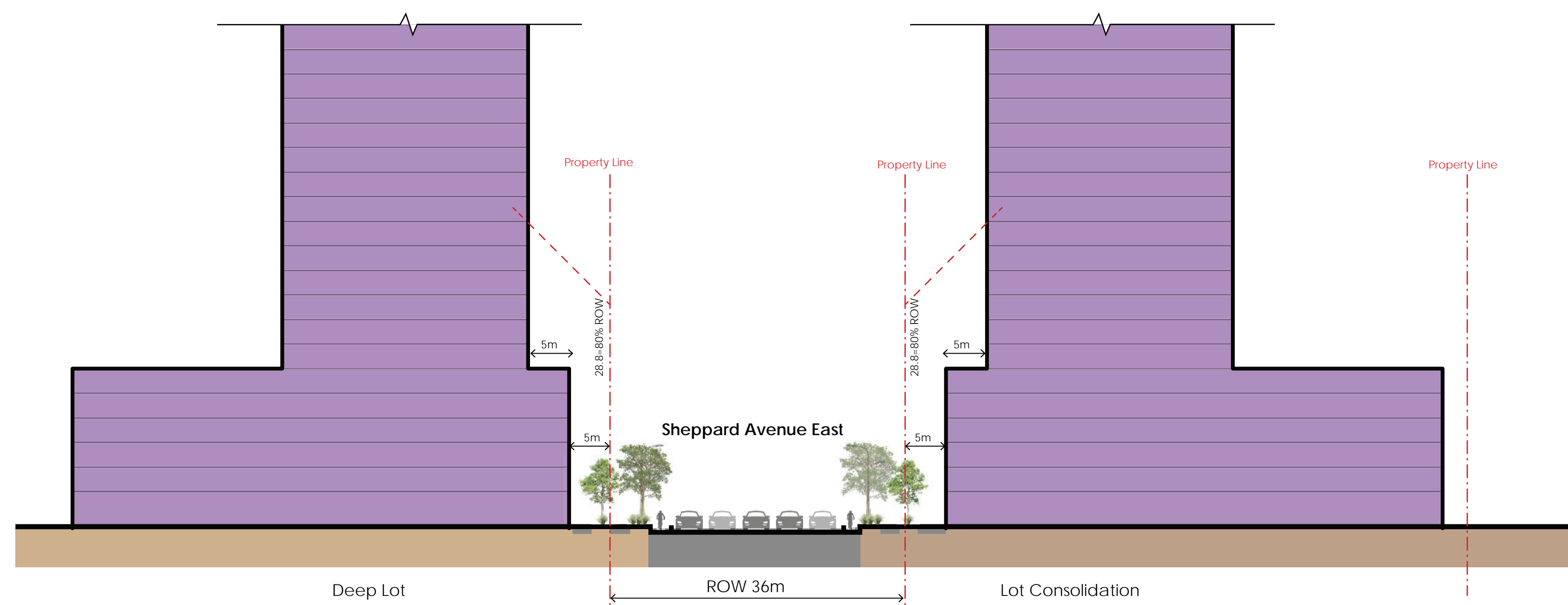
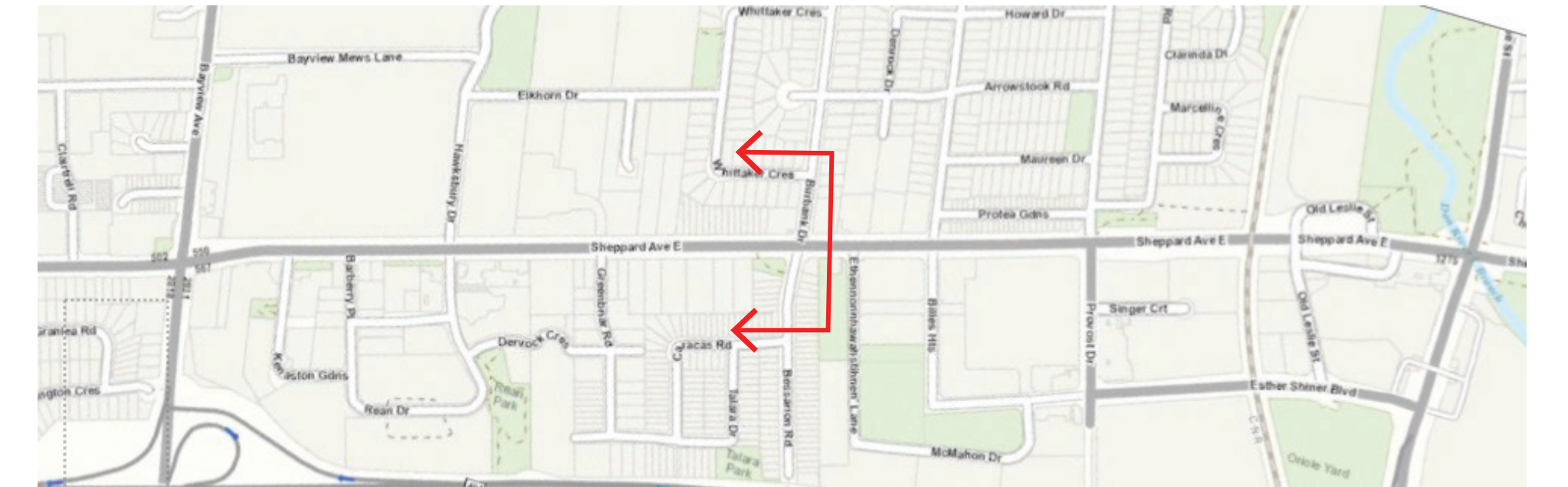
Scenario 2



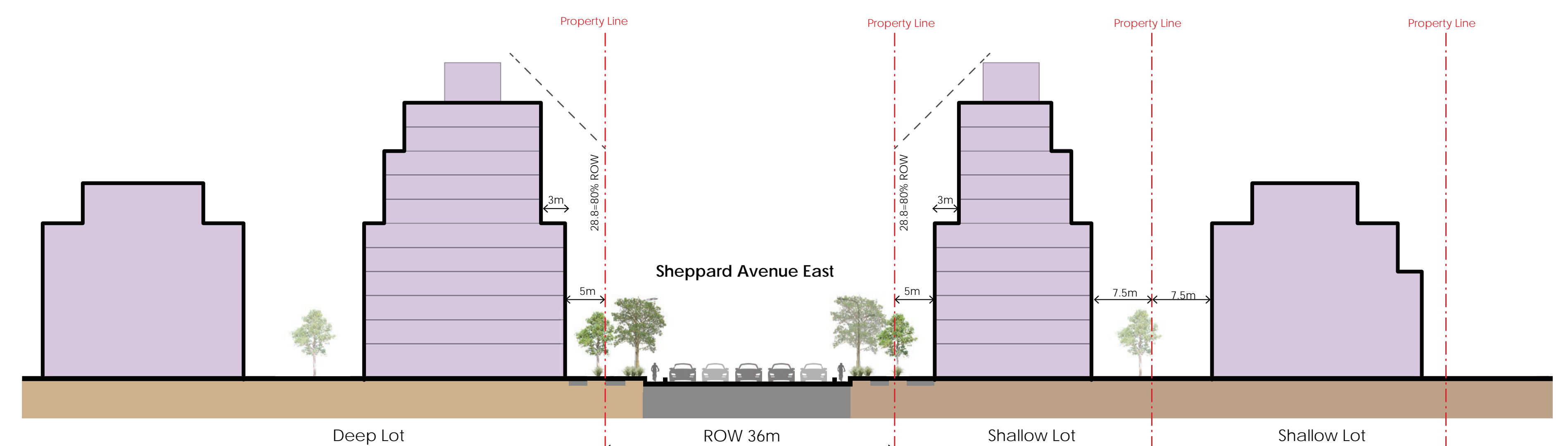


# Section Diagram: Sheppard Ave E

Provision of larger setbacks on Sheppard Avenue to accommodate various users, seating areas, street furniture, trees, and landscaping.



Street Diagram: Tall Building

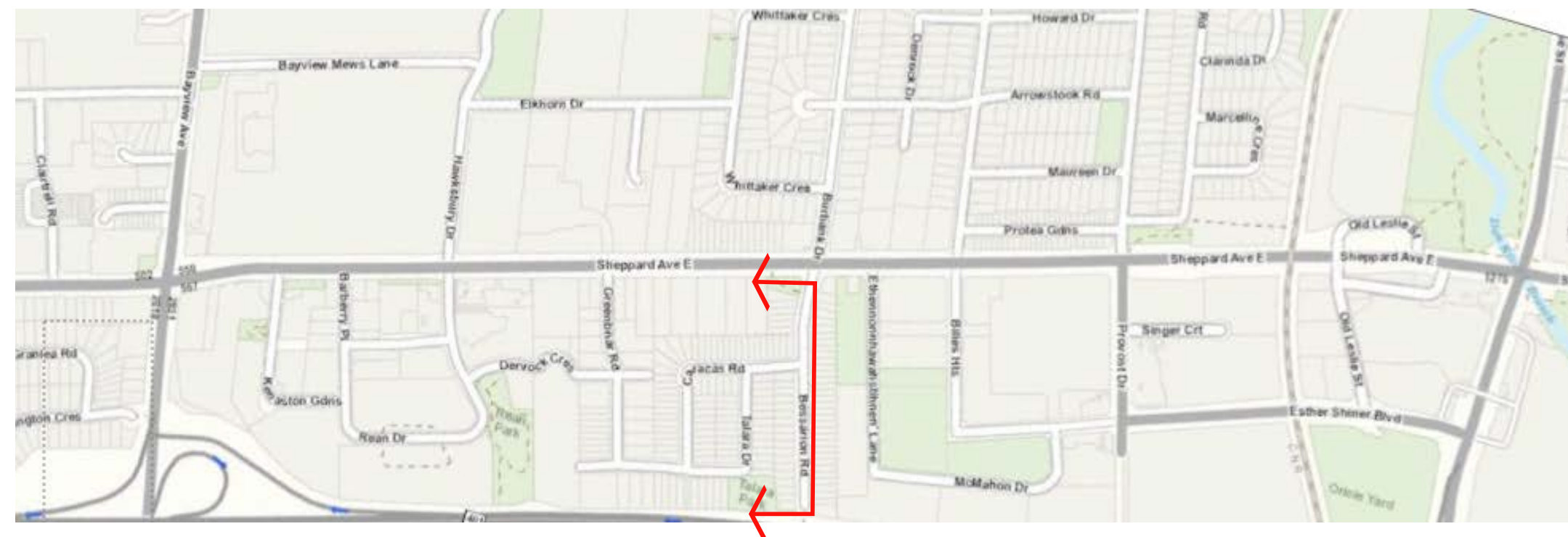


Street Diagram: Mid Rise Building

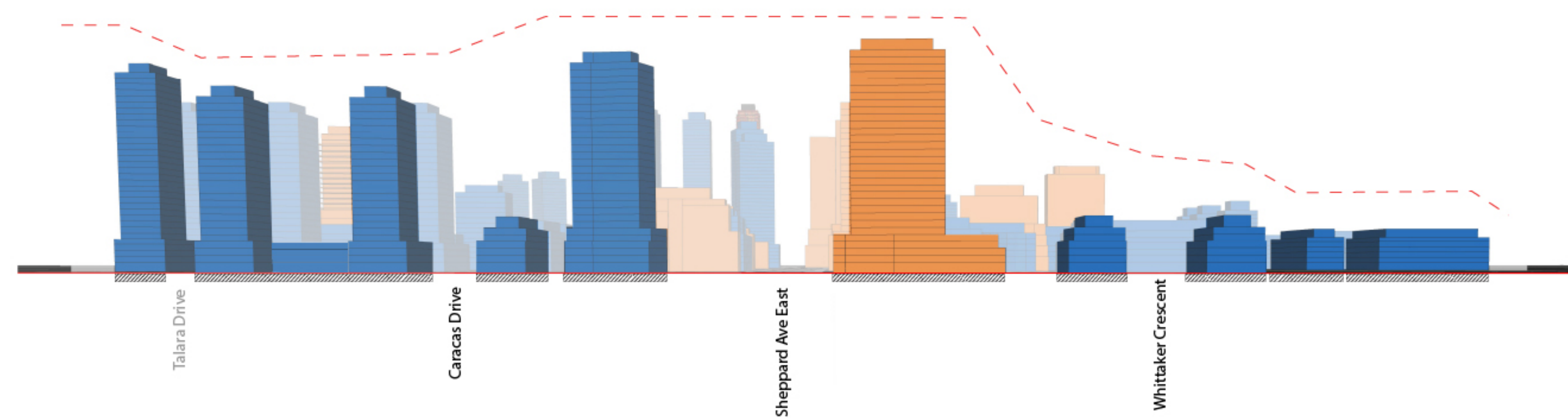




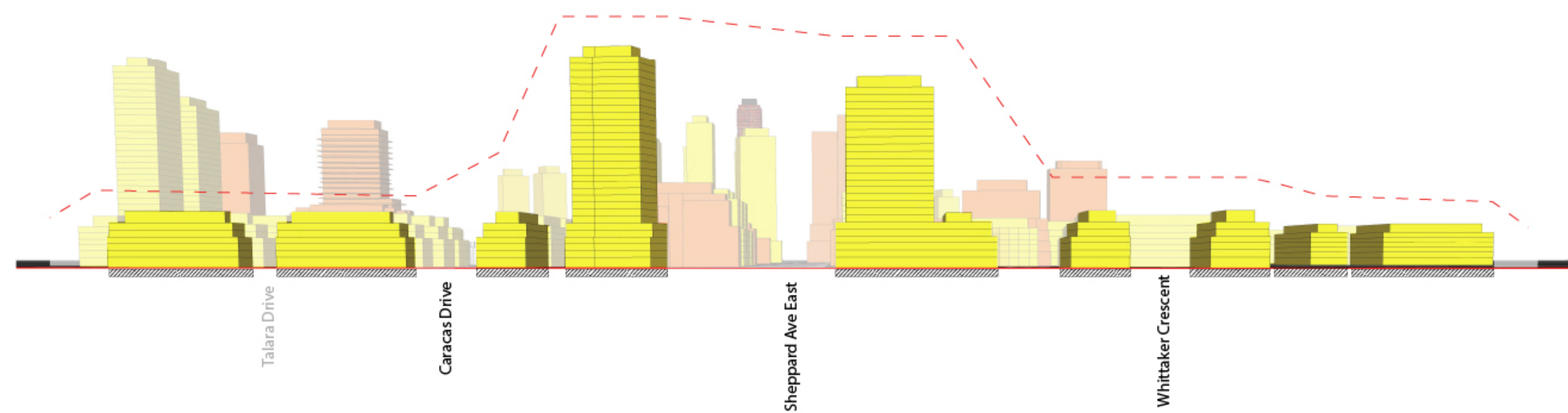
# Built Form: Transition in Height



Bessarion Node Looking West Section B-B



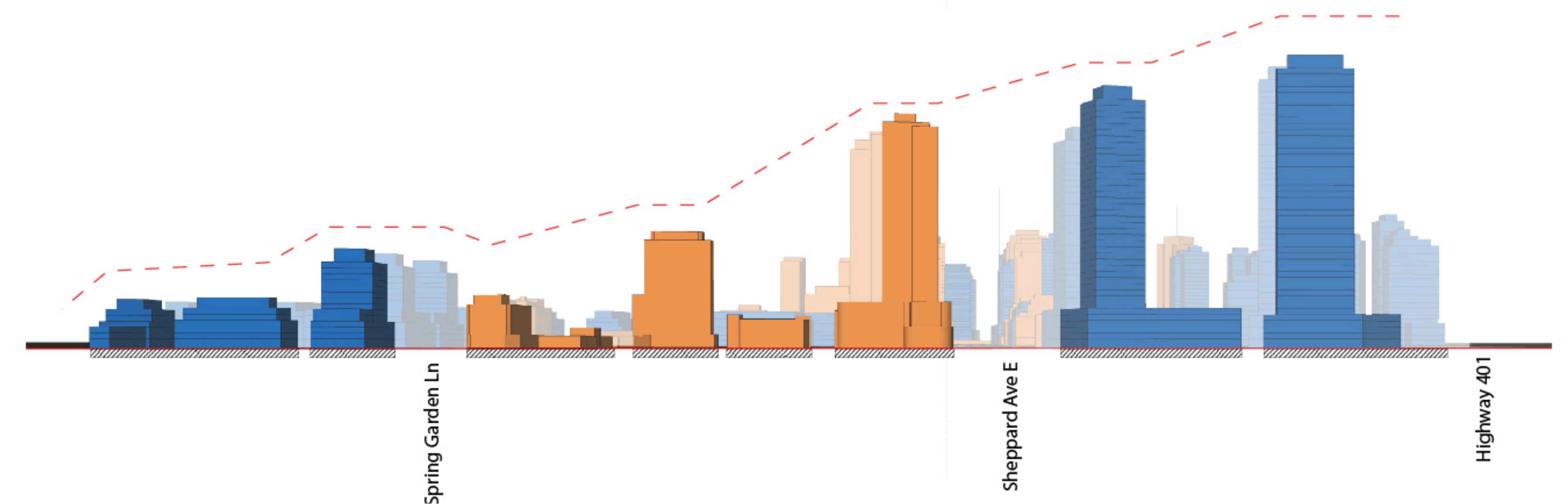
Scenario 1



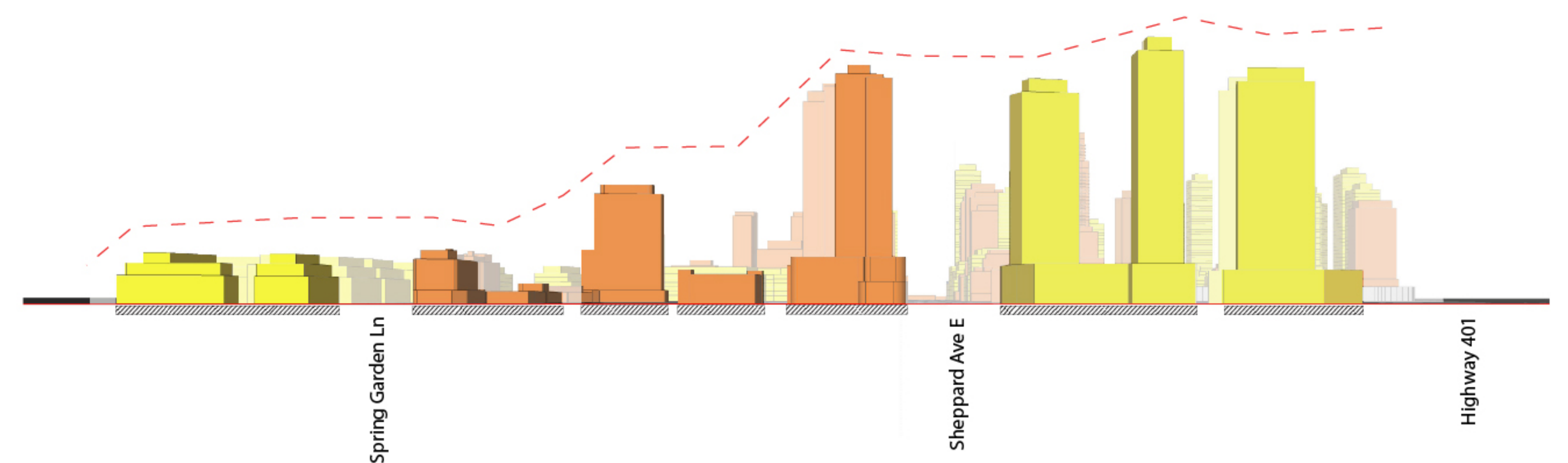
Scenario 2



Bayview Node Looking East Section A-A



Scenario 1



Scenario 2





# Performance Standards









Tall Building	Development Scenario 1	Development Scenario 2
Setback (along Sheppard)	5m	5m
Setback (along side streets)	3m	3m
Setback (rear) Setback (underlying land use based) Setback (side)	14m (along 401) 12.5m (Tower) 7.5m (Base) 5.5m	14m (along 401) 12.5m (Tower) 7.5m (Base) 5.5m
Base Building height	6 storeys (along Sheppard) 5 storeys (along 401, Leslie and Bayview) 4 storeys along interior	6 storeys (along Sheppard) 5 storeys (along 401, Leslie and Bayview) 4 storeys along interior
Tower Step-back (all sides)	5m (for 6 storey base at Sheppard) 5m For Bayview and along Leslie 3m (everywhere else)	5m (for 6 storey base at Sheppard) 5m for Bayview and along Leslie 3m (everywhere else)
Separation Distance from Towers	25m	25m
Base Building Level 1 (floor to ceiling height)	4.5m	4.5m
Tower Levels (floor to ceiling height)	3m	3m
MPH Stepbacks from tower (all sides)	7m 5m	7m 5m
Floor Plate	750 s.m	750 s.m

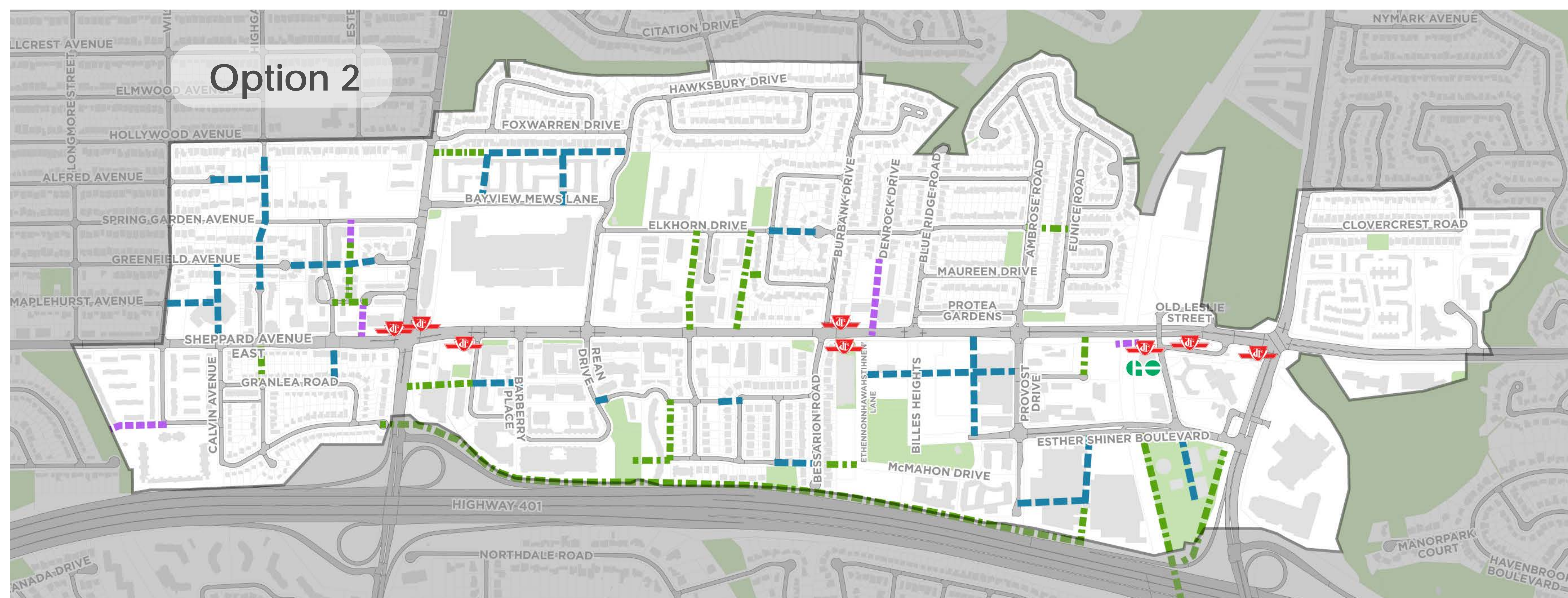
Mid-Rise Building	Development Scenario 1	Development Scenario 2
Front Setback (along Sheppard)	5m	5m
Front Setback (along sidestreets)	3m	3m
Rear Setback (as per emerging midrise guidelines) Rear Setback (form 401)	7.5m 14m as per MTO	7.5m 14m as per MTO
Side Setback (along Sheppard – adjacent to midrise – up to streetwall)	0m	0m
Side Setback (inner neighbourhoods)	5.5m	5.5m
Streetwall height (along Sheppard)	6 storeys	6 storeys
Streetwall height (along interior)	4 storeys	4 storeys
Stepbacks at streetwall height (Front)	3m	3m
Stepbacks (Front)	80% ROW and 45 degree front angular plane	80% ROW and 45 degree front angular plane
Side Stepback (adjacent to midrise at streetwall height along Sheppard)	5.5m	5.5m
Base Building Level 1 (floor to ceiling height)	4.5m	4.5m
Floor to Ceiling Height	3m	3m
MPH - Height Stepbacks	5.0m 5m	5.0m 5m



# Connections



-  Study Boundary
-  Existing Connections
-  New Local Streets
-  Multi-Use Trails & Mid-block Connections
-  TTC Subway Entrance
-  GO Station

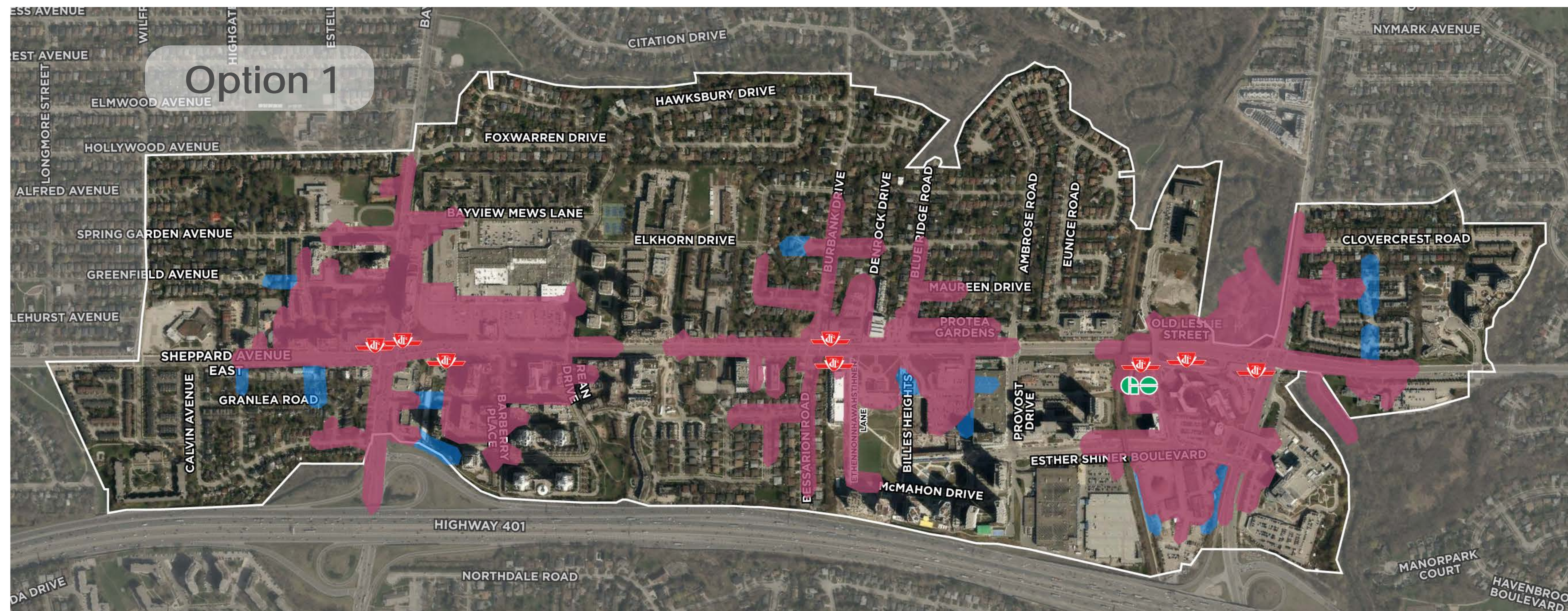







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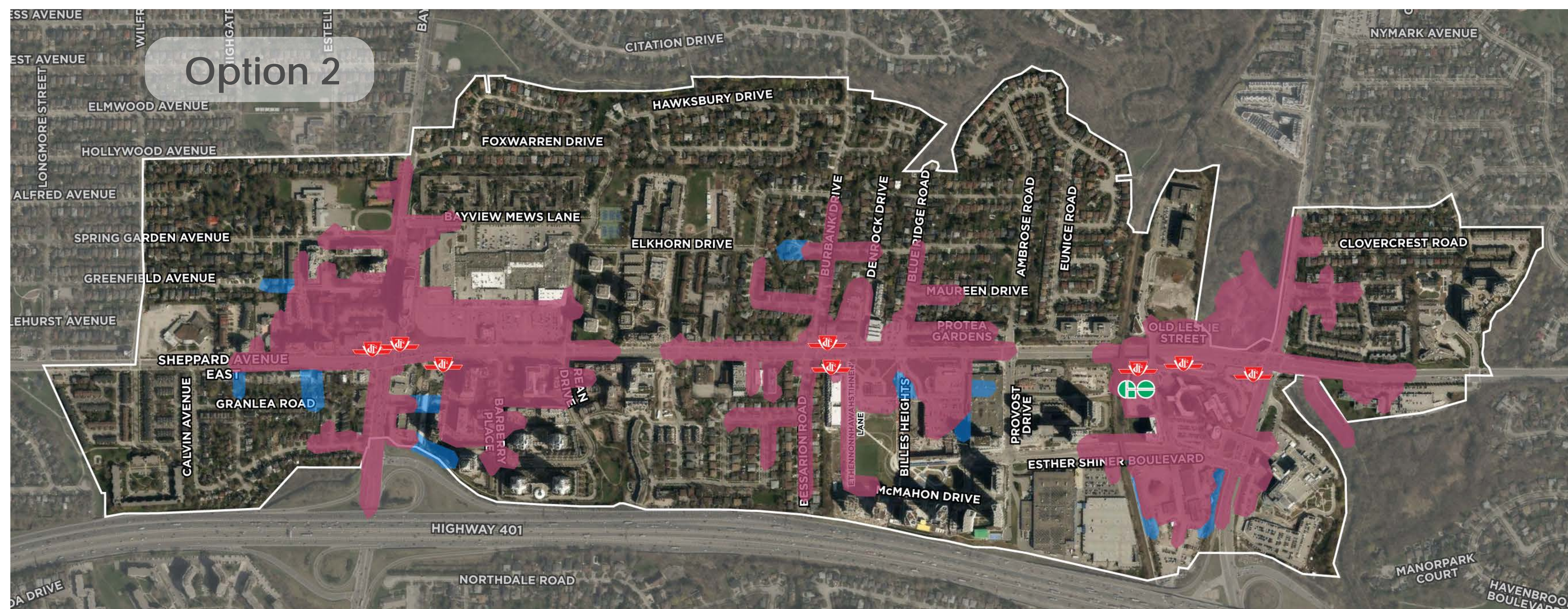




# Walkshed



-  Study Boundary
-  Walkshed 5 minutes
-  Existing Walkshed 5 minutes
-  TTC Subway Entrance
-  GO Station

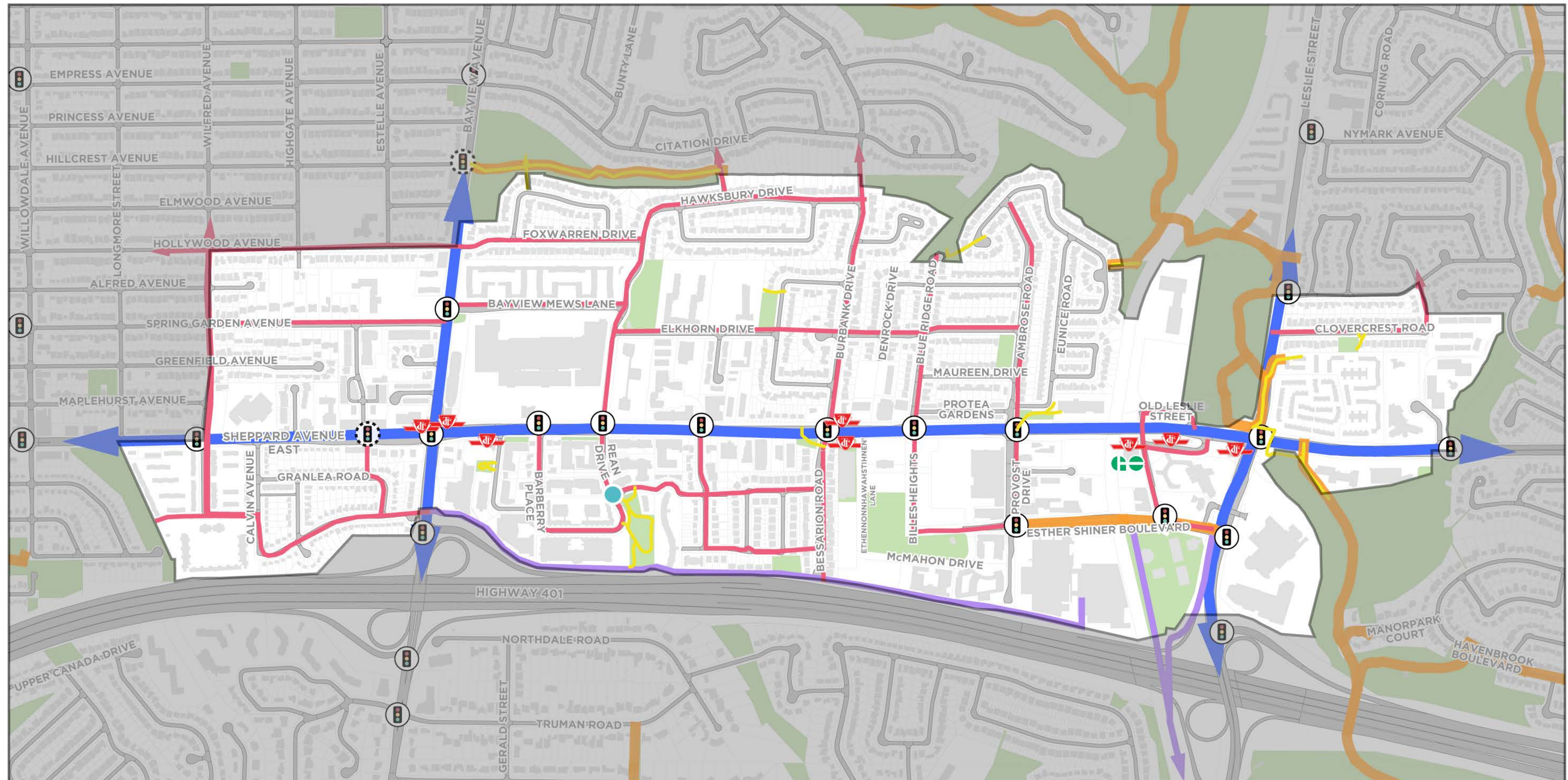


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# Cycling Network



Cycling Network



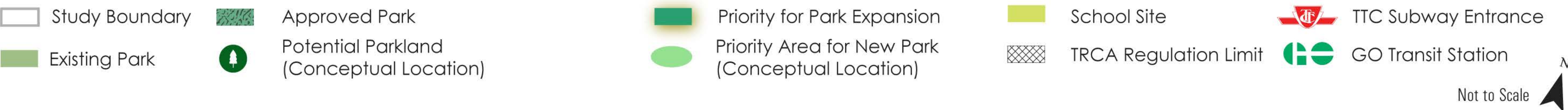
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# Conceptual Parks Plan



Conceptual Parks and Open Space Plan



PLAN COMPONENT	DESCRIPTION
Existing Park	An existing City-owned park that has been built and is open to the public.
Approved Park	A park that has been approved through the development review process but is not yet built. The size and location of the park are confirmed and design will be determined through future consultation.
Potential Park	An opportunity for parkland dedication that may be secured through the development review process. The park size, location and design are not yet confirmed.
Priority for Park Expansion	An existing park that is a priority for expansion over time. Park expansion may be secured through the development review process or City-led acquisitions.
Priority Area for Parkland	A general area that is being prioritized for new parkland. The precise location, size and configuration of new parks shown will be determined over time through the development review process and through City-led acquisitions.

## Parkland Strategy

As development occurs, additional parkland will be provided. The Parkland Strategy will explore opportunities to expand, improve and better connect the existing parkland network, with priority to:

- Increasing parkland supply in areas of low parkland provision, especially around Bayview and Sheppard intersection
- Creating or expanding existing parkland in locations that increase walkability and strengthen the connectivity of the parkland network
- Improving and expanding access to ravine areas along the East Don River
- Expanding existing parkland and potential future parkland assemblies of a size, shape and location suitable for programming



# Housing



## Creating More Housing Options

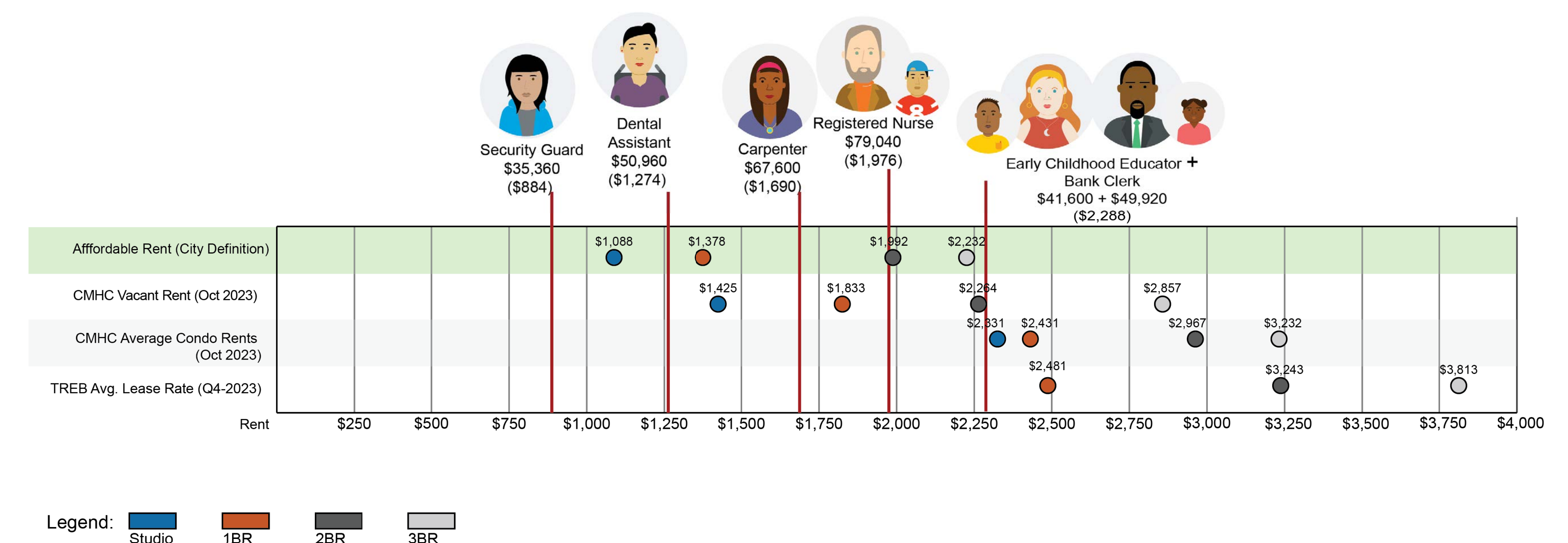
The City currently implements a suite of existing policies, guidelines and tools to secure new affordable housing, maintain and preserve existing rental housing, and support housing options for families:

- **Rental Housing Replacement Policies:** developments proposing to demolish 6 or more existing social housing units or market rental housing homes with affordable and/or mid-range rents have to provide replacement rental housing at similar rents and assistance to lessen hardship for tenants.
- **Inclusionary Zoning:** requires new developments around certain transit stations to include affordable housing units. Provincial approval of Protected Major Transit Station Areas is required before Inclusionary Zoning can be implemented.
- **Community Benefits Charge:** new developments proposing at least 10 new housing units and 5 or more storeys are required to provide a financial contribution to the City for community benefits, which may be provided in the form of affordable housing.
- **Growing Up Guidelines:** provide guidance on the proportion and size of larger units in new developments to better accommodate the needs of all households, including families with children.
- **Expanding Housing Options in Neighbourhoods (EHON):** initiative to expand opportunities for "missing middle" housing forms, such as garden suites, laneway housing, multiplex housing and low-rise walk-up apartments, in neighbourhoods

## What is Affordable Housing?

Affordable housing is meant to provide housing that is more affordable than typical private market housing for low- and moderate-income households earning approximately \$43,500 - \$89,300. Affordable housing is distinct from social housing, which provides rent-geared-to-income (RGI) subsidies through Toronto Community Housing and other social housing providers.

The City's Official Plan defines affordable rental housing based on the household incomes for renters across the City of Toronto, instead of solely relying on average market rents. The affordable rents for 2024 range from \$1,088 for a studio apartment to \$2,232 for a three-bedroom apartment.



*Note: Incomes are calculated based on median hourly wages and a 40-hour work week. The rent affordable for each household is calculated based on spending 30% of before-tax income*

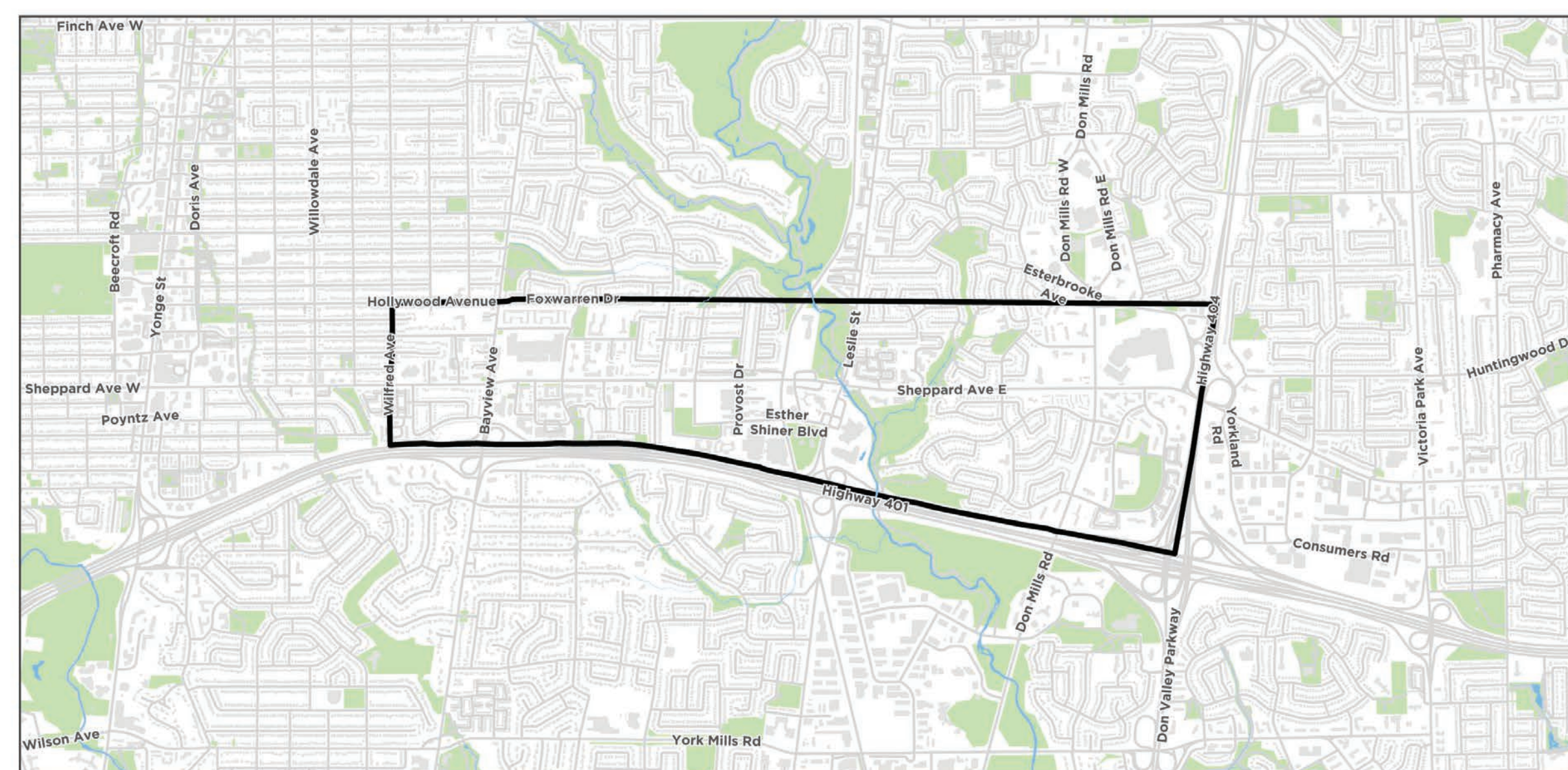


# Community Services and Facilities



## What are Community Service Facilities?

These include community recreation centres, libraries, childcare, public schools and community agency space for the provision of a range of social, employment and health services. Community service facilities act as neighbourhood focal points for people to gather, learn, socialize and access services, and are an essential component of complete communities.



Renew Sheppard East Corridor Study  
Study Area Boundary

CSRF Study Area

Not to Scale

## Outdoor Recreational Facilities

Based on anticipated growth-related needs, the following new park-based facilities and amenities should be prioritized: basketball courts; multi-sport fields; splash pads; outdoor fitness equipment; and off-leash areas. The location of new park-based facilities will be determined based on growth and applicable provision standards.

## Recent Investments

Ethennonhawahstihnnen Community Recreation Centre, officially opened March 23, 2024, features:

- Recreation: 38,000 square foot with a double gymnasium and change rooms, indoor running/walking track, fitness studio, weight room, art rooms, preschool rooms, games room, divisible community hall with kitchen, and multi-purpose rooms
- Aquatics: 27,000 square foot
- Toronto Public Library: 13,000 square foot neighbourhood branch
- Child Care: 6,400 square foot centre for 52 children



### Planned Facilities

Two elementary schools for both the TDSB and the TCDSB have been proposed at Concord Place located at 50 & 100 Ethennonhawahstihnnen Lane

The Fairview Branch is expected to fully open following completion of the renovation in early 2025.

## Future Needs Identified

A Renew Sheppard community service facilities strategy will guide development review and inform facility planning and capital budgeting. Informed by community engagement, the City has identified the following to meet the needs of existing and future residents:

- **Child Care Centres** – Based on estimate scenario 1 there is a need for 2,180-2,253 childcare spaces and scenario 2 would require 1,966-2,027 childcare spaces to serve 50% of the projected population, with 50% eligible for a fee subsidy
- **Public schools** – The TCDSB anticipates that the increase in student yield can be accommodated in the new elementary school. The TDSB anticipates the need for an additional elementary and/or secondary school
- **Non-profit community agency space** – Community agency space will be planned and supported over the next 30 years by providing where possible below-market rent to non-profit organizations that deliver community and cultural services to further the City's strategic objectives



# Sustainable & Resilient Community



## Guiding Sustainable, Resilient Growth and Change

ReNew Sheppard East Study will further support environmental sustainability and address climate resilience, adaptation and mitigation.

The City has existing policies and tools to protect the natural environment and ensure City-building activities are more resilient to the impacts of climate change, reduce carbon emissions, and promote biodiversity.

### Toronto Green Standard

The Toronto Green Standard (TGS) is Toronto's sustainable design and performance requirements for new private and city-owned developments since 2010. These requirements are applied through the planning approval process, such as:

- **Green Streets** – all new public streets are required to capture and control stormwater to the greatest extent possible, using green infrastructure\*
- **Stormwater management** – projects must comply with minimum control targets required by the Wet Weather Flow Management Guidelines
- **Energy & Emissions** – developments must meet minimum greenhouse gas emissions limits and building energy performance requirements
- **Tree canopy** – large-growing shade trees must be planted on-site and along streets
- **Heat island effect** – paving is designed and landscaping provided to reflect heat and cool down areas through vegetation
- **Biodiversity** – supporting pollinators by promoting native plants and avoiding invasives, and reducing bird strikes on buildings
- **Stewardship** –stewardship plans are required whenever a development site is adjacent to a natural area

\* Green infrastructure: natural and human-made elements and systems (such as permeable sidewalks, trees, bioretention planters, etc.) that provide multiple environmental, health, and social benefits, including: absorbing, storing and filtering stormwater to mitigate flooding and improve resilience, reducing heat, and promoting biodiversity





# Natural Heritage System

## Natural Heritage System

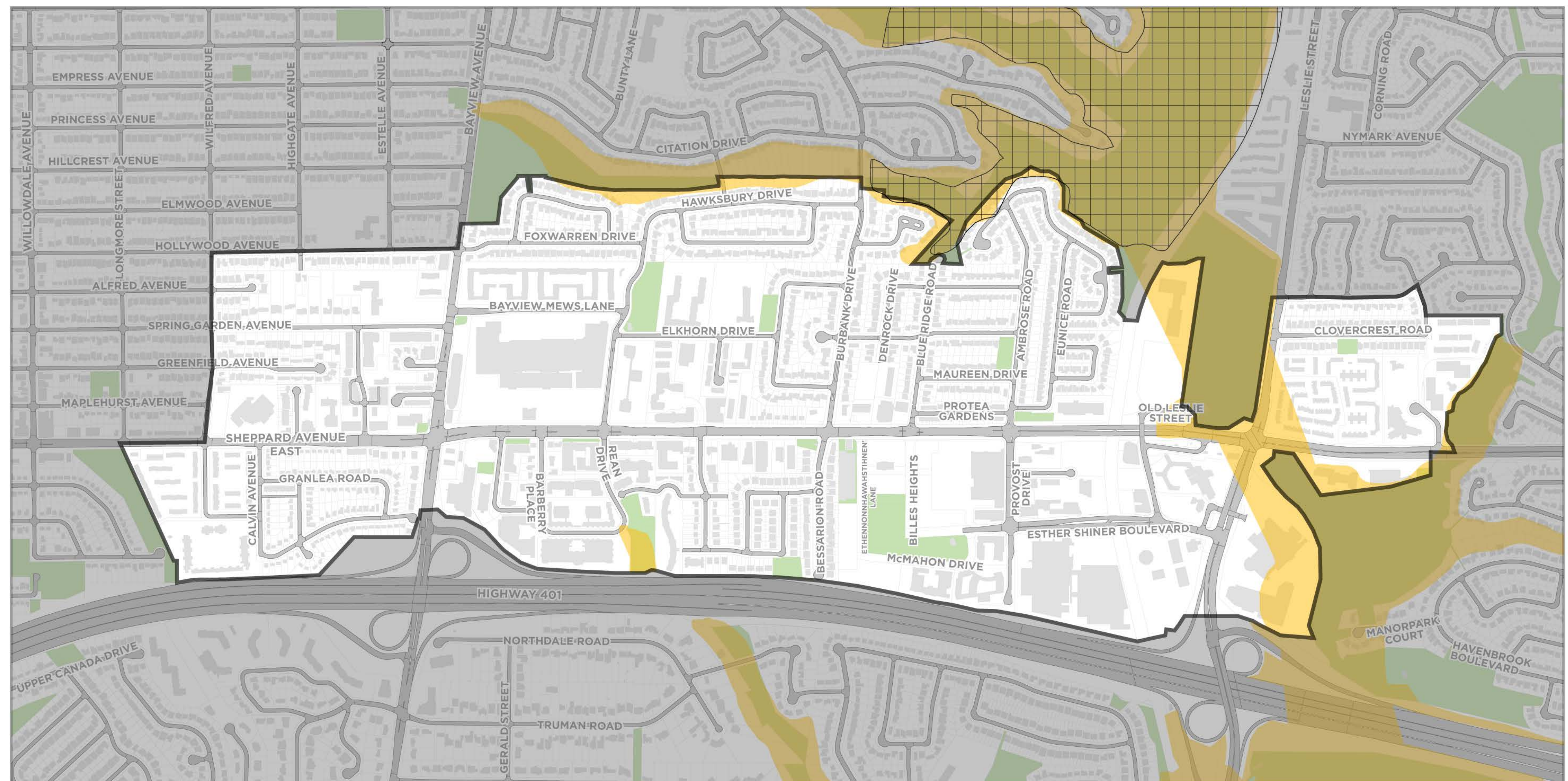
A system of natural heritage features and areas, lands, and waters (such as woodlands, wetlands, valley slopes and floodplains, or meadows). These systems are made up of core natural areas and linkages which support biodiversity and ecosystem function. Development is generally not permitted within the natural heritage system. Where development is proposed within or near it, Official Plan policies require an evaluation of potential impacts to the natural heritage system and potential mitigation strategies, such as buffers.

## Environmentally Significant Areas

Areas of land or water within the natural heritage system that are particularly sensitive and require additional protection to preserve their environmentally significant qualities. Only trail and conservation projects, where appropriate, are permitted in these areas.

## Contributing Areas and Linkages

Contributing areas are outside of the natural heritage system but may be able to support the system by providing natural linkages and habitat connectivity within developed areas. New policies could require new development to increase biodiversity within these areas.



Natural Heritage System

Study Boundary   Natural Heritage System   Environmental Significant Area   Existing Park

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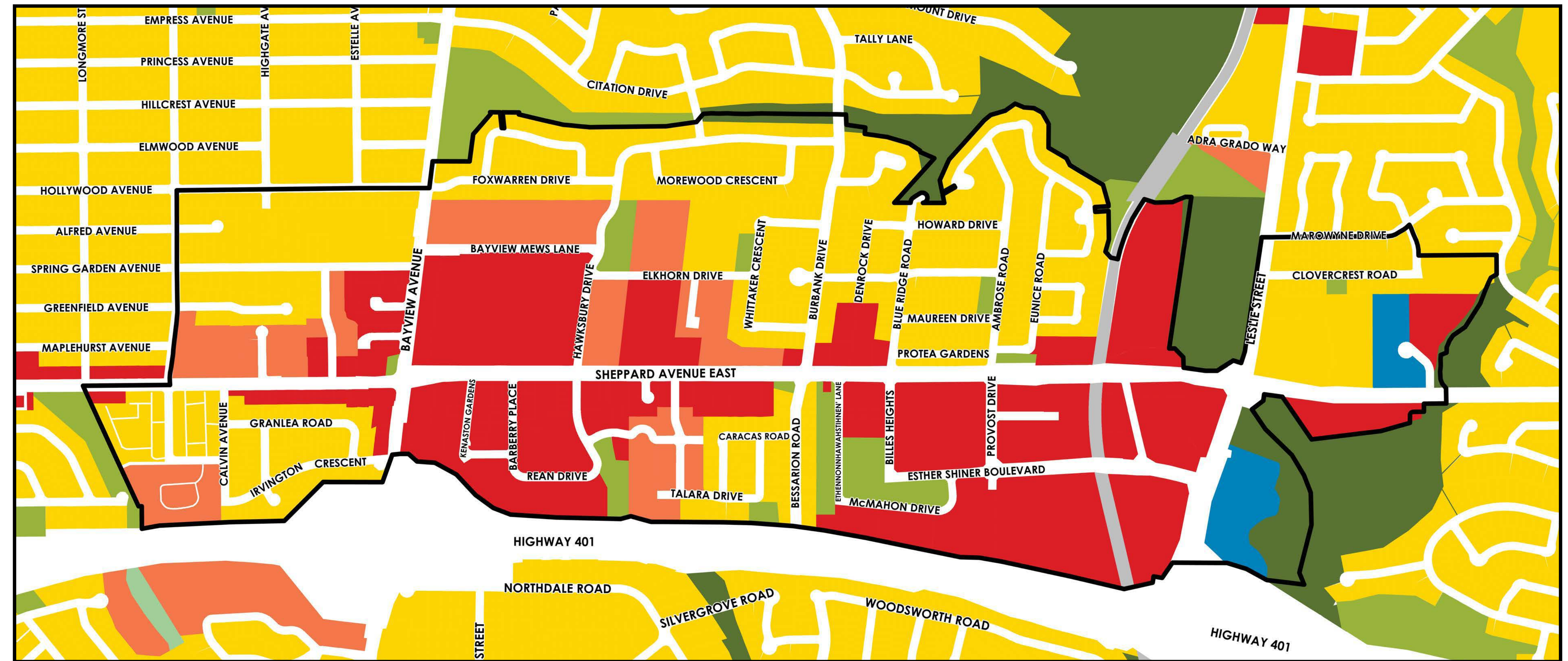
# Planning for maximizing economic opportunities and growing jobs

## What can the ReNew Sheppard Secondary Plan do?

Land use designations are set in Toronto's Official Plan. They describe where housing can be built, where stores, offices and industry can locate and where a mix of uses is desired.

What can a land use plan do to maximize economic opportunities and job growth?

1. Set permissions for use of lands.
2. Encourage the development of complete communities where people can meet all their daily needs within a short distance, without needing to drive.
3. Require that as residential uses are introduced or intensified, existing non-residential space is replaced.
4. Enhance walking and cycling connections between jobs and transit.



## Toronto's Official Plan

Four land use designations accommodate most of the increased jobs and population anticipated by the Plan's growth strategy: Mixed Use Areas, Employment Areas, Regeneration Areas and Institutional Areas.



## Opportunities to support a Prosperous Community

1. Maintained retail and service related businesses along Sheppard Ave East to build upon existing retail and commercial cluster.
2. Maintained Institutional designation on hospital lands to protect from conversion to residential uses.
3. Expand future growth in Institutional Areas where our hospitals, university and college campuses can reinforce the new economy linkages needed to sustain Toronto's economic future.
4. Allow flexibility for other forms of non-residential uses such as lab space, research facilities and other life science's related operations.
5. Increased the amount of land designated Mixed Use close to transit stops.



# Planning for maximizing economic opportunities and growing jobs



## City of Toronto business development tools

- **Competitive cost of business supported through incentives**  
IMIT, Creative Co-Location Facilities Property Tax Subclass etc.
- **Development Support**  
Gold Star Concierge and industrial/commercial development exemptions
- **Leveraging key relationships**  
Connect networks of businesses to support strategic sectors and employment
- **Support Entrepreneurship**  
Events and forums to offer individual advice to small business entrepreneurs including business plan review, connections to mentors, information about grants etc.
- **Leveraging Partnerships**
  - Anchor institution commitments for commercialization supports and social procurement.
  - Private landowner commitments to develop space for business/employment where permitted and encouraged by land use designations.

## Supports for main street retail businesses

- **Starter Company Plus and Summer Company Grants**  
Assist eligible entrepreneurs to build their small business, through business training, advisory and mentoring services and micro-grants.
- **Commercial Façade Improvement Program**  
Offers grants for improvements to exterior building façades.
- **Commercial Space Rehabilitation Grant Program**  
Provides funding for interior renovations to properties that are vacant or at risk of vacancy.
- **CaféTO Property Improvement Program**  
Restaurants, bars and cafes are eligible for grants to create or improve outdoor dining areas.
- **Main Street Innovation Fund**  
Offers funding for organizations to address main street challenges, engage in innovative place-making and animate main streets to support business recovery and success.
- **Transit Expansion Construction Mitigation Grant Program**  
Supports business areas impacted by major transit expansion-related construction.
- **Outdoor Mural and Street Art Program**  
Provides funding for murals in commercial districts.
- **Toronto Business Improvement Area Office**  
Staff are available to meet with groups of local businesses to discuss the BIA model and the process to establish a BIA.

Which of these tools should be used to support economic growth in the ReNew Sheppard Secondary Plan?



# Programs, policies and partnerships to support businesses



## What is a BIA?

- An organization of business people entrusted to deliver services and programs that benefit the local business community;
- Established at request of local business community following extensive consultation and polling by the City;
- Managed by volunteer Board elected from and by local business community;
- Self-funded through levy based on property assessment; and
- Board of the City operated in accordance with legislation.

## How to start a BIA?

- Local commercial and industrial business and property owners form a steering committee
- Define desired BIA boundary or boundary expansion and develop rationale including potential benefits and objectives for future improvements
- Canvass area to determine degree of local interest



## What do BIAs do?

- Marketing & Promotion
- Streetscape Improvements
- Festivals and Events
- Safety & Clean Streets
- Represent & Advocate for Local Businesses



## What are the benefits of starting a BIA?

- Funding mechanism to address issues
- Access to City programs
- Development of common goals and vision
- Unified voice for local business issues
- Forum for discussion
- Increased property values
- Revitalization





# Servicing Infrastructure: Context/Existing Conditions



**The local servicing capacity is challenged with the need to accommodate future intensification.**

The Study Area is currently serviced by a sanitary sewer system, a storm sewer system, and a watermain supply network.

A comprehensive approach to planning infrastructure improvements is required to coordinate with the mix, density, and timing of additional development in order to properly serve any growing demands.



## Sanitary Sewer

- The sanitary sewer system provides an outlet for wastewater flows from residential and industrial/commercial/institutional properties.
- Wastewater flows generated within the Study Area are discharged into sanitary sewers and are routed via trunk sewer systems to wastewater treatment plants.
- Any additional wastewater flow from intensification is expected to be safely conveyed through the existing system, or via upgrades without increasing the risk of sewer overflows or backup.



## Storm Sewer

- The storm sewer system provides an outlet for stormwater runoff generated during design storm events from contributing drainage areas (i.e. mostly road right-of-way, and portions of private properties).
- New developments are required to follow the City's Wet Weather Flow Management Guidelines in order to meet water balance, quality, and quantity control targets through the use of Stormwater Management measures.



## Watermains

- A network of municipal watermains provides potable water to local households and businesses.
- Watermains are used for domestic purposes as well as fire suppression (hydrants)
- Any intensification in the area will have to ensure that water demands, and supply are adequate as per the City's design criteria.



# Community Consultation Meeting Notes - June 13 CCM



Add additional bicycle parking and cycling connections at local subway stations.

Consider availability of free parking in front of local Community Centres and Public Libraries.

Need larger trees in public spaces (oak, maple, etc.). Trees being planted don't provide adequate shading for people using the parks.

Monitor feedback on Study received in popular social media spaces within Study Area to better gauge the thoughts and opinions of younger demographics on Planning Study.

The lands south of Sheppard Avenue East have better conditions for redevelopment, as there are opportunities to minimize impacts on traffic.

Areas within a 10-minute walk to subway stations are prime areas for developing condos, offices and retail space.

It is a great idea to extend Elkhorn Drive to Arrows-took Drive.

High density buildings should be surrounded by medium density buildings. Medium density buildings should be surrounded by low density buildings. This will soften the impact of development for the entire community.

Is there an opportunity to connect the Don Valley Ravine system north of Sheppard Avenue East with the Sutherland Trail segment of the Don Valley Ravine system south of Sheppard Avenue East?"

Allow for more artistic street furniture (bike racks, benches, utility boxes, etc.).

Provide retail space at-grade within new developments for small local businesses.

Are we able to consider what other similar-characteristic jurisdictions are doing to solve the high-density problem in a creative way?

Keep and expand other areas for local parks.

Consider accessibility and local community character when evaluating development proposals.

Ensure developments provide access to more sunlight and a healthy mix of buildings.

Incorporate policy that establishes preference for design that is sustainable, aesthetic, and environmentally positive.

Consider getting feedback door-to-door or by phone survey as many residents may not receive public meeting notices, to allow for residents to provide feedback despite various barriers.

The biggest problem for this area is that highway completely segregates the north and the south. They are very separated and there is no interaction.

Be mindful that vehicular entryways close to local intersections impact traffic on Burbank Drive.

Improve the pedestrian connection between the Silver Hills neighbourhood and north of the Oriole GO Station. The stairwell providing the current pedestrian connection is extremely steep and not accommodating for cyclists.

Consider the impacts of construction on quality of life and property resale values for local residents.

Improve safe pedestrian connections to the Bayview subway station.

Improve connections for cyclists at the Sheppard Avenue East and Leslie Street intersection.

Maintain walkable areas with minimum traffic and noise pollution, which benefits the community.

Is there a requirement for ensuring water, electricity, sewers, and hospital beds will meet the planned developments?