

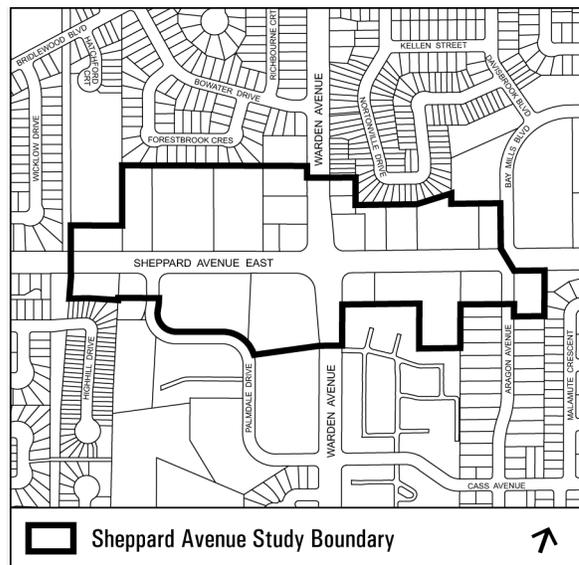
City-Initiated 'Avenue' Study of Sheppard/Warden Avenues between the former Hydro Corridor and Bay Mills Boulevard/Aragon Avenue – Final Report

Date:	December 16, 2011
To:	Scarborough Community Council
From:	Director, Policy and Research Director, Community Planning, Scarborough District
Ward:	Ward 40 – Scarborough Agincourt
Reference Number:	09 180951 40 TM

SUMMARY

These City-initiated official plan and zoning by-law amendments are subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

This report summarizes and contains recommendations to implement the Sheppard/Warden 'Avenue' Study for the portion of Sheppard and Warden Avenues between the former hydro corridor and Bay Mills Boulevard/Aragon Avenue. City staff, the Ward Councillor, the City’s consultants, and members of the local community have worked together to develop an implementation framework for new development and the improvement of the public realm on this portion of both Sheppard and Warden Avenues. To implement this 'Avenue' study, the report recommends approval of amendments to the official plan and the zoning by-law as shown on Attachments 3, 4 and 5. The report also outlines implementation strategies to achieve, over time, the revitalization of Sheppard and Warden Avenues.



The proposed official plan amendment proposes to redesignate two properties, known municipally as 3195 and 3251 Sheppard Avenue East from 'Apartment Neighbourhoods' to 'Mixed Use Areas', identifies potential locations for new streets, lanes and identifies a development framework for future development in the study area.

This report recommends zoning by-law amendments to the Sullivan Community Zoning By-law No. 10717, as amended and to the Tam O'Shanter Community Zoning By-law No. 12360, as amended. The zoning by-law amendments are required to delete the current Highway Commercial (HC), Neighbourhood Commercial (NC), Community Commercial (CC), and Office Uses (OU) zoning and replace it with a Commercial-Residential (CR) Zone which permits a mixture of commercial, residential and institutional uses. Standards regulating height, building setbacks, parking and bicycle parking standards have also been added. Permitted heights within the Commercial-Residential Zone vary from a minimum of 3 storeys to a maximum of 7 to 11 storeys, along with the application of a 45 degree angular plane from adjacent low-density residential areas to ensure an appropriate height transition from existing and planned neighbourhoods.

RECOMMENDATIONS

The City Planning Division recommends that City Council:

1. Amend the Official Plan, for the lands known municipally as 2190, 2191, 2201 and 2210 Warden Avenue and 3477 Sheppard Avenue and all lands on the north and south sides of Sheppard Avenue East between the former Hydro Corridor and Bay Mills Boulevard/Aragon Avenue, substantially in accordance with the draft official plan amendment attached to this report as Attachment 3.
2. Amend the Sullivan Community Zoning By-law No. 10717, as amended, for the lands known municipally as 2190 and 2210 Warden Avenue in the year 2011 and all lands on the north and south sides of Sheppard Avenue East between the former Hydro Corridor and Warden Avenue with the exception of 3275 Sheppard Avenue East, substantially in accordance with the draft zoning by-law amendment attached to this report as Attachment 4.
3. Amend the Tam O'Shanter Community Zoning By-law No. 12360, as amended, for the lands known municipally as 2201 and 2191 Warden Avenue and 3477 Sheppard Avenue East in the year 2011 and all lands on the north and south sides of Sheppard Avenue East between Warden Avenue and Bay Mills Boulevard and Aragon Avenue, substantially in accordance with the draft zoning by-law amendment attached to this report as Attachment 5.
4. Authorize the City Solicitor to make such stylistic and technical changes to the draft official plan and zoning by-law amendments as may be required.
5. Adopt the Urban Design Concept Plan as generally shown on Attachment 2.

6. Direct Parks, Forestry and Recreation and Facilities, Transportation Services and Real Estate staff, in consultation with the Ward Councillor and the Chief Planner and Executive Director, City Planning Division, to investigate creating new public open spaces within the study area as generally identified on the Urban Design Concept Plan shown on Attachment 2.
7. Direct Parks, Forestry and Recreation staff to direct the alternative parks levy above the first 5%, arising from developments in the Sheppard Avenue Study Area towards parks or other recreational purposes in the Tam O'Shanter Community or the Sullivan Community within, or in close proximity to the study area, in consultation with the Ward Councillor.
8. Direct Transportation Services Staff to consider Sheppard Avenue East between the former hydro corridor and Bay Mills Boulevard/Aragon Avenue, within Ward 40, as a priority area for the placement of street furniture under the City's Co-ordinated Street Furniture Program.

Financial Impact

The recommendations in this report have no financial impact.

BACKGROUND

The Official Plan identifies selected corridors along major streets as 'Avenues' where transit-supportive re-urbanization can create new jobs and housing while improving local streetscapes, infrastructure and amenities. Section 2.2.3 of the Official Plan establishes the policy objectives of Avenue studies. Among these objectives the official plan directs that both a vision and implementation plan be developed to demonstrate how the streetscape and pedestrian environment can be improved; where new public open spaces can be created and existing parks improved; where trees and shrubs should be planted, and how the use of the road allowance can be optimized.

The framework for redevelopment of the 'Avenues' will be established by a new zoning by-law and urban design guidelines created in consultation with the local community. These studies seek to create opportunities for growth and redevelopment supported by high quality transit services, along with urban design and traffic engineering practices that promote a street that is safe, comfortable and attractive for pedestrians and cyclists.

Area Characteristics

The study area is approximately 800 metres (0.5 miles) in length and includes all of the properties fronting on Sheppard Avenue East between the former hydro corridor and Bay Mills Boulevard/Aragon Avenue and includes a few properties fronting on Warden Avenue north of Sheppard Avenue East, as shown on Attachment 1. The majority of the properties within the study area are underutilized. Both Sheppard and Warden Avenues are major arterial roads (with planned right-of-way widths of 36 metres) that carry relatively high volumes of traffic, especially during morning and evening peak periods.

The study area is located in relatively close proximity to Highway 401 and Don Valley/Highway 404.

The study area is characterized by a varied lot pattern ranging from shallow lots to very deep lots ranging in depth from approximately 45 metres (148 feet) to 145 metres (505 feet). Lot frontages range from approximately 25 metres (82 feet) to 100 metres (328 feet). Buildings are generally setback from the street edge with large surface parking lots fronting on Sheppard and Warden Avenues. The predominant land use is low rise commercial and auto related uses and includes two automobile dealerships. There are several 2 to 4-storey office buildings along Sheppard and Warden Avenues with grade-related commercial uses. A 17-storey residential apartment building is located at the southeast corner of Palmdale Avenue and Sheppard Avenue East. Three gas stations frame the Sheppard/Warden Avenue intersection and a place of worship is located on the west side of Warden Avenue in the northern boundary of the study area.

Stable low-density residential neighbourhoods surround the study area. A number of tall residential apartment buildings are located to the east of the study area ranging in height between 13 and 20 storeys. The western boundary of the study area is framed by the former hydro corridor which has been redeveloped with primarily single-detached dwellings and a storm water management pond. In addition, there is a buried Enbridge gas line that runs north to south along the western end of the study boundary.

Redevelopment Approvals and Proposals

Sheppard and Warden Avenues through the study area have remained relatively stable over the last 20 years, with limited new development.

A zoning by-law amendment was submitted in late 2006 for the lands at 3260 Sheppard Avenue East (former car dealership) to permit a residential development geared towards seniors with two 20-storey apartment towers, a substantial mid-rise component stepping from 9-storeys to two-storey townhouses and a community centre. Also in 2006, a Site Plan Control application was submitted for the lands at 3220 Sheppard Avenue East for a one storey retail commercial plaza. At the request of the applicants these applications are not currently being processed.

In 2011 a Site Plan Control application was submitted for the lands at 3280 and 3300 Sheppard Avenue East to expand the existing funeral home and associated parking. This application is currently being assessed by City staff.

Study Process and Community Consultation

Urban Strategies Inc., in consultation with the BA Group and Urban Marketing Collaborative (UMC), were retained by the City Planning Division in 2009 to undertake this 'Avenue' study.

A Local Advisory Committee (LAC) comprised of area residents and businesses was established to provide input, comments on the options and provide feedback to the

consultants and staff. The LAC met on four occasions with the consultants, city staff and Ward Councillor to help develop the vision that is being presented in this report. In addition, three community meetings were held with the public to advise them of the study, to garner feedback on the study's direction and to advise them of the study's conclusions.

A web page http://www.toronto.ca/planning/sheppard_east.htm was created to enable interested parties to obtain information and learn about the study and its progress. The web site provided links to the various presentation materials prepared by the consultants, as well as the final consultant's report. Urban Strategies Inc., the lead consultants, worked with City Planning staff to finalize the study.

The proposed official plan and zoning by-law amendments and general study directions including the design concepts have been generally well received by those attending the community meetings and well received by the LAC, the general public and City divisions and agencies. A copy of the consultant's Urban Design Plan and Final Recommendations which form the basis of the recommendations contained in this report are attached for information purposes (see Attachments 7 and 8).

Policy Statement and Provincial Plans

The Provincial Policy Statement 2005 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS. The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

City Council's planning decisions are required by the Planning Act to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

The proposed recommendations for the study area are consistent with the PPS and conform to the policies of the Growth Plan for the Greater Golden Horseshoe.

Official Plan

As previously noted, this portion of Sheppard Avenue East is shown as an 'Avenue' on Map 2, Urban Structure of the Official Plan. Avenues are important corridors along major streets where re-urbanization can create new housing and jobs while improving the look of the street, shopping opportunities and transit service.

The official plan designates the majority of lands on Sheppard Avenue East both on the north and south sides between the former hydro corridor and Bay Mills Boulevard/Aragon Avenue and the lands known municipally as 2190, 2191, 2201 and 2210 Warden Avenue as 'Mixed Use Areas'. 'Mixed Use Areas' are made up of a broad

range of commercial, residential and institutional uses, as well as parks and open spaces. These areas are intended to absorb, over time, a portion of Toronto's expected growth. 'Mixed Use Areas' will vary in scale and intensity subject to local conditions.

The official plan contains a number of policies to guide the development of 'Mixed Use Areas', including: the creation of a balance of uses that reduces automobile dependence and meets the needs of the community; the provision of new jobs and homes on underutilized lands; the location and massing of buildings to frame streets, minimize shadow impacts and provide areas of transition toward lower scale Neighbourhoods; and the provision of an attractive, safe and comfortable pedestrian environment.

The lands located on both the southeast and southwest corner of Palmdale Drive and Sheppard Avenue East are designated 'Apartment Neighbourhoods'. 'Apartment Neighbourhoods' are made up of apartment buildings and parks, local institutions, cultural and recreational facilities and small-scale retail, service, and office uses that serve the needs of area residents. All uses provided for in the Neighbourhoods designation are also permitted in the 'Apartment Neighbourhoods' designation.

The portion of Sheppard Avenue East within the study area is considered a Higher Order Transit Corridor Map (Map 4) and is also part of the City's Surface Transit Priority Network (Map 5) of the official plan. The implementation of transit priority measures in the corridor will offer residents and employees improved transit service along Sheppard Avenue, and improved access to a network of transit priority routes.

Zoning

The lands within the study area are subject to the provisions of the Sullivan Community Zoning By-law No. 10717, as amended, and the Tam O'Shanter Community Zoning By-law No. 12360, as amended. Lands are zoned predominantly as Highway Commercial (HC), Neighbourhood Commercial (NC), Community Commercial (CC), and Office Uses (OU) under these by-laws. These zones provide, for the most part, a mix of commercial and office uses, but do not provide for significant residential permissions.

Located at the southeast corner of Palmdale Drive and Sheppard Avenue East, 3275 Sheppard Avenue East is zoned Apartment Residential (A).

In order to implement the vision and concept plan, amendments to both the Sullivan Community and Tam O'Shanter Community Zoning By-laws are required. The draft zoning by-law amendments are attached as Attachments 4 and 5.

Site Plan Control

All lands within the study area are subject to site plan control.

Agency Circulation

The recommendations presented in this report have been developed in consultation with the appropriate agencies and City divisions.

COMMENTS

In order to transform the study area into a vibrant mixed-use 'Avenue', a number of official plan and zoning by-law amendments are proposed to implement this vision. This vision includes intensifying land uses (both residential and commercial/institutional in nature), adding new streets and lanes, encouraging transit, beautifying the street through streetscape improvements and adding new mixed use zoning provisions. In addition, critical to the success of the vision are improvements to open spaces and other public amenities in the area.

The consultant's study identified a number of guiding principles that were used to develop a vision for the study area. These principles were further refined with community input and are summarized as follows:

- People and Places – encourage a pedestrian environment with a rich mix of places to meet, gather and spend time;
- Movement – design that supports walking, transit and cycling, as well as driving by introducing new public streets and public lanes where appropriate, to promote connectivity and provide better access, servicing and parking;
- Public Realm – green, safe and vibrant streets and open spaces that attract more people and activity by creating a pedestrian environment that links and complements the green character of the surrounding community; and
- Well Designed Buildings – buildings that aim for architectural excellence, strengthen the public realm and provide sensitive transition to the surrounding neighbourhoods.

The following sections summarize the proposed re-urbanization strategies to facilitate the vision for the Sheppard/Warden 'Avenue' Study. These sections:

- summarize the general themes that were developed by Urban Strategies Inc., with input from the LAC and further refined by City staff;
- detail the proposed official plan and zoning by-law amendments; and
- summarize other key implementation strategies to implement the study's conclusions.

In order to implement the urban design concept plan and implement the draft zoning by-law amendments, a number of amendments to the Official Plan (see Attachment 3) are required, including:

- redesignating the lands municipally known in 2011 as 3195 and 3251 Sheppard Avenue East from 'Apartment Neighbourhoods' to 'Mixed Use Areas';
- adding new public/private streets and new public lanes to the official plan; and
- adding a number of policies to the official plan to guide growth in the future and address key built-form objectives.

Each of these policy objectives are described in greater detail throughout this report.

Overall Study Vision

The objectives of the study were to promote a diverse housing mix while ensuring an adequate transition to the adjacent low-rise residential properties, and to create a built-form that complements the surrounding neighbourhood. These objectives will be addressed through draft official plan and zoning by-law amendments including design measures including height limits, angular planes, setbacks, building step-backs and separation distances. The study envisions a variety of building forms and heights. Mid-rise buildings will be the predominant form of new development (7 to 11 storeys). Where appropriate, tall buildings in a point tower form may be considered.

The proposed official plan amendment (see Attachment 3) contains a number of policies that address built-form objectives of the study and outlines a development framework to guide future growth. The site specific policy addresses built-form generally throughout the study area as being of a mid-rise character with a transition in height, density and scale to lower-scale residential buildings in the community. A mix of uses are encouraged throughout the study area with non-residential uses being concentrated on the Sheppard and Warden Avenue frontages.

The official plan amendment (Site and Area Specific Policy Number 373) also introduces the concept of a 'Tall Building Zone' to guide future development. The consultants identified that, where appropriate, tall buildings (point towers) could be constructed on parcels that are either deep lot depths in excess of 80 metres (262 feet) or are in locations that will not unduly impact stable residential neighbourhoods. Tall buildings are restricted to locations within 50 metres (164 feet) of the Sheppard and Warden Avenue frontages which are away from existing stable low-density residential neighbourhoods (as shown on Map 1 of Attachment 3).

The site-specific policy notes that tall buildings will be sited and organized in a way that provides desirable transition to adjacent neighbourhoods and ensures appropriate spatial separation between tall buildings. Specifically, tall buildings will adhere to a 45-degree angular plane taken from the lot-line abutting stable low-density residential neighbourhoods. Where a tall building is provided, the base building (podium) shall be generally no higher than 20 metres or 6-storeys. Architectural articulation and design quality are also a main focus to promote building form diversity and visual appeal. Main entrances/front doors are to face streets.

For tall buildings within the "Tall Building Zone" landowners will be required to submit a site specific zoning by-law amendment that will be reviewed against the built-form and public realm policies of the official plan, the tall building guidelines and other appropriate City-wide guidelines.

In addition, the site and area specific policy speaks to the residential character of buildings behind the Tall Building Zone in the northwest quadrant of the study area. This area is identified on Map 1 in Attachment 3 as the 'mid-rise transition zone'. Building

height in this zone would be regulated by a 45-degree angular plane taken from the lot-line of the new public street connecting Palmdale Drive to Warden Avenue at a height equal to 80% of the width of the street right-of-way on which the building has frontage. This provision would generally permit building heights of up to 9 storeys. This area will serve as the transition zone (mid-rise zone) between lower and taller buildings.

Lastly, the site specific policy notes that lands north of the proposed street running from Palmdale Drive to Warden Avenue should contain grade-related street townhouses no higher than three storeys in height. Townhouses similar in scale to the existing residential neighbourhood to the north will provide an appropriate transition between the stable residential neighbourhood to the north and higher built form elements further south.

Proposed Zoning By-law

The proposed zoning by-law amendments (see Attachments 4 and 5) contain detailed land use permissions and regulations to control development within the study area.

The existing Apartment Residential (A) zoning permissions for lands municipally known as 3275 Sheppard Avenue East will remain in place, as this site contains a 17-storey apartment building.

Land Use

The majority of the study area is currently zoned to permit only commercial uses, with one parcel permitting primarily residential uses and another permitting a place of worship. In order to provide for mixed use development that is consistent with the established vision and 'Mixed Use Areas' policies of the official plan, staff recommend deleting the existing zoning in the Sullivan and Tam O'Shanter Community Zoning by-laws and replacing it with a new Commercial-Residential (CR) Zone. The CR zone permits a range of commercial, institutional and residential uses, but will prohibit auto-related uses and low-density residential uses such as single-detached dwellings, semi-detached dwellings, duplexes and places of worship.

A number of specific restrictions/permissions within the Commercial-Residential Zone are proposed.

Commercial/Retail Uses

In order to reinforce and encourage commercial uses at the Sheppard and Warden Avenue intersection, residential uses will not be permitted on the ground floor but rather ground floor uses will be restricted to commercial and institutional type uses on all four sites fronting the Sheppard/Warden intersection.

Vehicular dealerships will be permitted as a use on sites that currently contain such a use. The display/sale of vehicles will be restricted to interior showrooms after the removal of the holding provision that will apply to these lands. Associated vehicular repair and service shop uses and outside storage of vehicles will not be permitted. Existing auto-related uses including automobile service stations, public garages and mechanical and

automatic car washes will no longer be permitted and will now become legal non-conforming uses.

The existing funeral home will be permitted.

Residential Uses

Apartment type dwelling units are expected to be the dominant form of development throughout the study area. Townhouse dwelling units will also be permitted on all lands within the study area with the exception of those lands fronting the first 20 metres (66 feet) of Sheppard and Warden Avenues. In these locations, it is recommended that buildings be a minimum of three (3) storeys in height. Buildings of three stories in height or higher are considered the minimum requirement to implement the vision of an urbanized mixed use corridor. Buildings of this scale will effectively frame the street edge by providing a continuous main wall along Sheppard and Warden Avenues. Single-detached dwellings, two-family dwellings, duplexes, split-level dwellings and multiple-family dwellings are not permitted within the Study Area.

Places of Worship

The existing place of worship located on west side of Warden Avenue north of Sheppard Avenue East on the lands known municipally as 2210 Warden Avenue, will retain its existing permissions; however, new places of worship will not be permitted in the CR Zone. This restriction would not prohibit the City from considering a site-specific rezoning application to permit a place of worship but simply prohibits such a use as-of-right, enabling the City to analyze the impact of a site-specific proposal on the 'Avenue'.

Site-Specific Exceptions

Numerous parcels within the study area are subject to site-specific exceptions. The majority of these site-specific exceptions contain use restrictions/permissions, parking and setback provisions. Staff recommend deleting these redundant site-specific exceptions, as the proposed new zoning provisions will guide development on these parcels.

Building Height

In order to implement the mid-rise vision established by the consultants, the proposed zoning by-laws (see Attachments 4 and 5) generally recommend minimum building heights of three (3) storeys (10.5 metres) and maximum building heights, depending on lot depth and location, of between 7 storeys (23.5 metres) and 11 storeys (36 metres). To minimize overlook, privacy impacts on adjacent Neighbourhoods and to provide guidance on overall building heights, the application of a 45-degree angular plane from rear property lines which abut Single-Family Residential (S), Two-Family Residential (T) or Multiple-Family Residential (M) zones, is recommended.

As noted the proposed zoning by-law amendments (Attachments 4 and 5) have not incorporated the tall building recommendations but the proposed official plan amendment provides policy direction on where and how tall building may be incorporated within the study area. Staff are generally supportive of tall buildings provided they are in keeping

with the consultant's urban design concept plan, the City-wide tall building guidelines and the City of Toronto public realm and built form policies.

Density

Where building heights are capped at 8 storeys, the maximum gross floor area permitted will range from 2.0 to 3.5 times the lot area depending on the location and size of the parcel of land (see Attachments 4 and 5). Where building heights are capped at 11 storeys, the maximum gross floor area recommended is between 2.5 and 4.5 times the lot area depending on the location and size of the parcel of land (see Attachments 4 and 5).

Minimum Building Frontage – “Build- to” Line

A continuous wall of buildings defines a main street as an urban space. Minimum “build to” standards have been proposed for lots having a lot frontage or flankage along Sheppard and Warden Avenues. The main wall of the first three (3) storeys fronting or flanking on Sheppard and Warden Avenues having a frontage of more than 30 metres (98 feet), must occupy a minimum of 75% of the frontage or flankage of lots on Sheppard and Warden Avenues. On lots with a lot frontage or flankage of 30 metres (98 feet) or less on Sheppard and Warden Avenues, the first three (3) storeys must occupy a minimum of 60% of the frontage or flankage of lots on Sheppard and Warden Avenues.

Setbacks

Front yard and Flankage Yard Setbacks on Sheppard Avenue

Main-street developments have traditionally developed directly adjacent to the street line. However, in anticipation of the future transit improvements for Sheppard Avenue East which may include a subway or an above-grade dedicated transit right-of-way of 2 traffic lanes in each direction and cycling lanes, staff propose to promote pedestrian movement by encouraging a larger boulevard by requiring a minimum 3 metre (10 feet) setback from the street. This 3-metre (10 feet) setback would generally create a minimum 6.3 metre (20.5 feet) wide sidewalk zone on the north and south sides of Sheppard Avenue East at the Sheppard/Warden Avenue intersection and a minimum 9.0 metre (29.5 feet) wide sidewalk zone at midblock locations. The 6.3 metre (20.5 feet) wide sidewalk zone is premised on a 1.6-metre (5.3 feet) wide bicycle lane being added to Sheppard Avenue East. The exact configuration of the Sheppard Avenue East cross-section will be determined when a determination has been made on what type of Higher Order Transit Service will be provided. To promote an active street edge along Sheppard Avenue East that encourages patios and soft landscaping, buildings may be setback an additional 2 metres (6.5 feet) from the street line beyond the required building setback.

Front yard and flankage yard setbacks on Warden Avenue and proposed new streets, will also be set back a minimum of 3 metres (10 feet) from the street line to encourage landscape and streetscape improvements, including the addition of landscaping in the area between the building and the sidewalk. Individual entrances to ground-level residential units along the street with tree and shrub plantings and pavers, are encouraged to provide a direct pedestrian connection to the street. Streetscape features will be reviewed and evaluated through the site plan approval process.

Rear Yard Setbacks

A minimum 7.5 metre (25 feet) rear yard setback is proposed for all properties where they abut Single-Family Residential (S), Two-Family Residential (T) and Multiple-Family (M) Zones. Within this setback a minimum 1.5 metre (5 feet) landscape buffer strip will be required where no public laneway exists.

Side Yard Setbacks

In order to promote a continuous street wall, generally no side yard setback will be required for buildings up to 6 storeys in height. For buildings 7 storeys and higher, a 5.5-metre (18 feet) side yard setback will be required to minimize blank side walls and to allow sunlight to filter through. In areas with long frontages on Sheppard Avenue East currently not interrupted by public streets, breaks in the building mass will be encouraged through the addition of mid-block setbacks or the addition of new public/private streets and lanes.

Separation Distances Between Buildings on the Same Lot

The study area contains large lots with significant lot depths and frontages. While two new public streets have been introduced to break up the area into smaller blocks, several large blocks remain. In the absence of the additional public streets, sufficient separation distances between buildings can help to create a pedestrian friendly environment within these blocks. Adequate separation distances will allow for driveways to be designed as private streets that look and function like public streets. They will also allow for features such as courtyards and walkways/passageways with good sun exposure, adequate landscaping, and pedestrian amenities.

Separation distances between buildings where principal windows face each other, the minimum above grade distance between the walls of each building must be 20 metres (66 feet) and where a building has windows facing a wall which does not have a window the above grade distance between the buildings must be a minimum of 11 metres (36 feet).

Minimum Ground Floor to Floor Height

To help achieve a main street character for those properties fronting on Sheppard/Warden Avenues and provide an opportunity for commercial uses, a minimum ground floor-to-floor height of 4.5 metres (15 feet) is recommended for that portion of all buildings located within 20 metres (66 feet) of the Sheppard/Warden Avenue street line.

Section 37

Section 37 of the Planning Act allows for community benefits in exchange for the ability of a development to be built higher, or have a greater density, than the maximum height and/or density allowed in the zoning by-law. As part of this study, staff recommend that where buildings are proposed to have a height greater than 11 storeys or 36 metres, the landowner will be required to enter into a Section 37 agreement with the City prior to obtaining an increase in height and/or density. The provision of community benefits in conjunction with these larger developments will assist in addressing the additional

demand on local community resources, maintaining the quality of life in the larger area, and implementing official plan objectives related to balanced and well-managed growth. Should a zoning by-law amendment application be submitted for an increase in height and density in the study area, staff may seek to secure one or more of the following benefits:

- fully furnished and equipped non-profit child care facilities, including start-up funding;
- public art;
- other non-profit arts, cultural, community or institutional facilities;
- streetscape improvements not abutting the site;
- purpose-built rental housing with mid-range or affordable rents, land for affordable housing, or, at the discretion of the owner, cash-in-lieu of affordable rental units or land;
- parkland, and/or park improvements;
- municipally owned and operated parking lots; and
- funding for capital approved projects in the vicinity of the study area.

Urban Design Guidelines

Beautiful, comfortable, safe and accessible streets, public open spaces and buildings are key assets of city building. These spaces draw people together, creating strong social bonds in the neighbourhood. They create interesting and inviting spaces and purposeful destinations for people to visit, live, work and shop. The official plan contains comprehensive policies that address the importance of urban design for the successful redevelopment and improvement of our City.

Arterial roads like Sheppard and Warden Avenue are the ‘front doors’ of our neighbourhoods and establish the overall image and character for an area. The consultants have prepared urban design guidelines to provide additional guidance for development within the study area to promote a high quality urban form, a comfortable and safe pedestrian environment and to implement the vision for the study area. These guidelines should be read in conjunction with city-wide design guidelines and official plan policies.

The proposed Sheppard Avenue East Urban Design Guidelines have been divided into 9 sections:

- Street and Blocks
- Land Use
- Open Space and Streetscape
- Built Form
- Parking
- Public Realm
- Signage
- Safety and Accessibility
- Sustainability

The guidelines include specific recommendations on issues such as safety and accessibility; sidewalks and streetscaping; parks and open spaces; building orientation and height; building façade articulation; application of the 45-degree angular plane; massing for new mid-rise buildings; architectural features; site landscaping; new streets; lanes; parking and access provisions (see Attachments 7 and 8).

Parks and Open Space

The area surrounding the Sheppard/Warden Study Area, contains numerous local parks within close proximity to the study area that offer a variety of active recreation opportunities. These parks include Vradenburg Park, Scarden Park, Lynngate Park, Wishing Well Woods Park, Bridlewood Park and Stephen Leacock Park. Improvements and enhancements have recently been completed in Lynngate Park, Bridlewood Park and Inglewood Park to promote better use. In addition, at the west end of the study area, the gas line corridor serves as an informal greenway and walking area for area residents.

Map 8B (Local Parkland Provision Levels) of the Official Plan, identifies a range in level of parkland provision within the study area from 0.43 - 1.56 hectares per 1,000 people on the north side of Sheppard Avenue East, to 0.8 - 2.99 hectares per 1,000 people on the south side of Sheppard Avenue. The lands in the northeast quadrant of the study area falls within the second lowest range of local parkland provision.

As this portion of Sheppard Avenue East is shown as an 'Avenue' in the official plan with potential for residential growth, properties fronting on Sheppard Avenue East are subject to the alternative parkland dedication policy. A larger dedication of land (greater than 5% of land, or cash-in-lieu) for parks purposes will be required for new residential development or the residential portion of mixed use development. The alternative parks levy above the first 5%, arising from developments in the Sheppard Avenue Study Area should be directed towards parks or other recreational purposes in the Tam O'Shanter Community or the Sullivan Community within, or in close proximity to, the study area.

As no parks currently front onto Sheppard Avenue East within the study area, the urban design concept plan (see Attachment 2 and Attachment 7, page 39 of the consultant's report) identifies various locations for small parks/parkettes, plazas and public squares. The northwest quadrant has the greatest development potential and it is suggested that a local park with adequate public street frontage could be provided in this area.

The urban design concept plan identifies a variety of plazas/squares/private courtyards and suggests these spaces could be either publicly or privately owned, but must all be publicly accessible. The proposed draft site-specific policy (refer to Attachment 3) encourages publicly accessible private courtyard and walkway connections to be provided as part of any new development. These private plazas/squares are best located adjacent to planned transit transfer stations or major intersections such as the northwest and southeast corners of the Sheppard/Warden Avenue intersection.

Development of a Parks Plan and Recreation Service Plan by the Parks, Forestry and Recreation Division, is currently underway. The plans will help guide decision-making

in the development, management and operation of Toronto's public parkland and in the management and delivery of the City's recreation and leisure services. Report findings will set priorities for implementation over a five-year period. Final reports are anticipated by the second quarter of 2012. Parks, Forestry and Recreation, Transportation Services and Real Estate Services staff will continue to work with Planning staff and the Ward Councillor to investigate creating new public open spaces within the study area as generally identified on the urban design concept plan shown on Attachment 2, including implementation of recommendations and priorities that maybe included as part of the Parks Plan and Recreation Service Plan to be approved later next year.

Retail/Commercial Opportunities

Urban Marketing Collaborative (UMC) was hired as a sub-consultant to review the current and proposed economic health of the study area, specifically with respect to the retail demand potential as it relates to the proposed urban design concept plan. UMC's analysis identified that the study area is polarized with various income levels making it difficult for retailers. UMC's analysis notes there is potential for approximately 8 000 square metres (86,114 square feet) to 10 000 square metres (107, 643 square feet) of retail floor space to flourish given the redevelopment opportunities proposed and the potential for higher order transit to be introduced through the study area.

The primary target market is local residents who live, shop and socialize in the neighbourhood. The proposed zoning by-law recommends that commercial uses be located on the ground floor as part of new development at the Sheppard/Warden Avenue intersection only. However, should Light Rail Transit (LRT) be constructed along Sheppard Avenue East, UMC recommends that at-grade retail be required at planned transit stops which might include the Palmdale Drive/Sheppard Avenue intersection; the Warden/Sheppard intersection and the Bay Mills Boulevard/Aragon Avenue/Sheppard Avenue intersection. UMC also suggests that the proposed new north-south street and proposed mid-block breaks are excellent opportunities to help retail succeed, as shorter development blocks allow for greater connectivity for residents. The combination of these improvements will strengthen the existing businesses in the area and promote retail in the study area.

Servicing

Technical Services indicates that there are currently no capacity issues with services, but notes that as development proceeds landowners will be required to submit a servicing report to satisfy Wet Weather Flow Management guidelines and satisfy that the sanitary and storm sewers are able to accommodate the additional flows generated by new development.

Transportation

Higher Order Transit

The City is currently exploring ways to extend and fund the Sheppard Subway east from its current terminus at Don Mills Station. An environmental assessment to construct a subway along Sheppard Avenue from Yonge Street to the Scarborough City Centre was

completed in 1992. If construction of the subway proceeds it is likely that the only transit station through the study area would be located at the Sheppard/Warden Avenue intersection. New development at the Sheppard/Warden Avenue intersection should take into consideration the location of the future subway station. No decisions to date have been made on the extension of the Sheppard Subway.

At the time Urban Strategies Inc., the consultants for this study, had been engaged, the City was proceeding with constructing a Light Rail Transit (LRT) service along Sheppard Avenue from Don Mills Road to Conlins Road as part of the Transit City plan. The recommendations contained in the consultant's report are premised on the construction of an LRT. A Class Environmental Assessment (EA) was completed by the City/TTC and this study recommended that the existing bus service along Sheppard Avenue East be replaced with an LRT. The LRT was to run in an exclusive right-of-way that consisted of electrically-powered vehicles. The LRT platforms were planned to be 3 metres (10 feet) wide and ultimately 60 metres (197 feet) long. Transit stations were proposed from west to east at Palmdale Drive/Sheppard Avenue; Warden/Sheppard Avenue and Bay Mills Boulevard/Aragon Avenue and Sheppard Avenue.

New Streets and Lanes/Walkways

The existing streets and lanes within the study area provide an excellent framework for redevelopment. Generally with the exception of the northwest quadrant of the study area, the existing north-south blocks are generally walkable; however, the east-west blocks along Sheppard Avenue East are long and do not encourage pedestrian movement. The proposed new framework of streets/lanes and blocks will:

- provide a framework for organizing new uses;
- establish a safe and comfortable pedestrian and cycling network;
- provide on-street parking on internal road systems to support retail; and
- improve connectivity and access to transit.

The urban design concept plan identifies an internal circulation system for each of the four quadrants in the study area. New public streets will generally have right-of-way widths of between 18.5 metres (61 feet) and 20 metres (66 feet). These right-of-way widths will permit on-street parking either on one or both sides of the street. Two new public lanes will be required to provide access to loading and parking facilities.

New mid-block streets and lanes will improve vehicle and pedestrian permeability and provide additional opportunities for commercial development on the newly created blocks. Section 3.1.3 of Policy 14 of the Official Plan supports the creation of new streets to provide connections with adjacent neighbourhoods, divide larger sites into smaller development blocks and provide access and addresses for new development.

The draft official plan amendment identifies the new public/private streets and public lanes required in order for development to proceed (see Attachment 3).

Northwest Quadrant of Sheppard and Warden Avenue

In order to create shorter more permeable blocks, a new mid-block street will be required to be provided prior to development proceeding on selected parcels in this quadrant (see Street 1, Urban Design Concept Plan on Attachment 2). The new public street will have a minimum right-of-way width of 20 metres (66 feet). By requiring this new mid-block street, shorter blocks will be created which will provide a framework for organizing new uses, provide an improved pedestrian environment and improve traffic circulation at the Sheppard/Warden Avenue intersection. Locations for new streets will be coordinated along property lines to the greatest extent possible; however, it is generally recommended that the east-west leg of this new public street be located approximately 30 metres (100 feet) from the northern boundary of the study area. This is to ensure there is sufficient land to create an appropriate transition zone between the new street and the existing low-density residential neighbourhood to the north. The draft zoning by-law amendment (see Attachment 4) requires landowners through this quadrant to dedicate the needed lands to the City for the design, construction and financing of public streets prior to redevelopment proceeding. It is recognized that given the number of landowners in the area, temporary connections or other interim design solutions may be required until the full length of road is secured.

In addition, the urban design concept plan identifies two additional north-south streets (shown as Streets 2 and 3 on Attachment 2). These streets could either be public/private streets or could be developed as a private walkway or open space connection to create shorter more permeable development blocks. A number of these connections will be achieved by requiring larger building setbacks in select locations through this quadrant (see Attachment 4). The exact location and form that these connections will take will be reviewed as development proceeds.

Northeast and Southeast Quadrants of Sheppard and Warden Avenue

In order to create shorter blocks, increase permeability and to ensure that the majority of loading, servicing and parking ingress/egress points are removed from Sheppard Avenue East, two new public lanes are required to be provided by landowners in these quadrants prior to development proceeding. The proposed public lane on the north side of Sheppard Avenue East, east of Warden Avenue will be constructed along the northern boundary of the study area between Warden Avenue and Bay Mills Boulevard. The proposed public lane on the south side of Sheppard Avenue East, east of Warden Avenue will generally be constructed along the southern boundary of the study area between Warden Avenue and Aragon Avenue (as shown as Lane 1 and 2 on Attachment 2). The proposed public lane on the north side of Sheppard Avenue East, east of Warden Avenue should be a minimum of 9 metres (30 feet) in width, of which a 3.0 metre (10 foot) landscaped strip separating the lane from the existing stable-density residential neighbourhood will be required. The proposed public lane on the south side of Sheppard Avenue East, east of Warden Avenue should be a minimum of 8 metres (26 feet) in width, of which a 2.0 metre (7 foot) landscaped strip separating the lane from the existing stable-density residential neighbourhood will be required. Where appropriate a private sidewalk shall be provided at the rear adjacent new development. The draft zoning by-law amendment (see Attachment 5) requires landowners through this quadrant to dedicate

the needed lands to the City for the design, construction and financing of public lanes/streets prior to redevelopment proceeding. It is recognized that given the number of landowners in the area, temporary connections or other interim design solutions may be required until the full length of road is secured.

In addition, the urban design concept plan identifies two additional north-south streets on the north side of Sheppard Avenue East and one north-south street on the south side of Sheppard Avenue East (as shown as Streets 4, 5 and 6 respectively, on Attachment 2). These streets could either be public/private streets or could be developed as a private walkway or open space connection to create shorter more permeable development blocks. A number of these connections will be achieved by requiring larger building setbacks in select locations through this quadrant (see Attachment 5). The exact location and form that these connections will take will be reviewed as development proceeds.

Of note, the lands municipally known as 3445 Sheppard Avenue East represent a unique condition in that a portion of these lands extend southerly towards the stable residential neighbourhood. This portion of 3445 Sheppard Avenue East has no visibility from Sheppard Avenue East and is surrounded on three sides by the rear yards of low-density residential uses. To improve the connectivity between Sheppard Avenue East and the rear portion of these lands, a mid-block connection should be developed either as a private street or public lane.

Southwest Quadrant of Sheppard and Warden Avenues

In order to improve traffic circulation at the Sheppard/Warden Avenue intersection, provide a framework for organizing new uses and improve pedestrian connectivity a new public street having a minimum width of 18.5 metres (61 feet) will be required. This street will extend from Palmdale Drive to Warden Avenue (as shown as Street 8 on Attachment 2). The draft zoning by-law requires the landowner for this quadrant to dedicate the needed lands to the City for the design, construction and financing of a public street prior to redevelopment proceeding.

In addition, the urban design concept plan identifies a mid block connection between Sheppard Avenue East and Palmdale Drive (see Street 7 as shown on Attachment 2). This street could either be public/private street or could be developed as a private walkway or open space connection to create a shorter more permeable development block. The exact location for this connection will be defined as development proceeds.

In summary, new streets should:

- provide a framework for organizing new uses;
- provide on-street parking where appropriate;
- provide boulevards that include sidewalks, seating and lighting;
- be designed with right-in/right-out movements at Sheppard and Warden Avenues, unless the intersections are signalized; and
- be public.

All new lanes should:

- provide a framework for organizing new uses;
- provide access to loading and parking, where appropriate;
- provide improved pedestrian facilities such as sidewalks, lighting and a landscape strip, where appropriate; and
- be public.

Parking

Generally, new parking should be provided within below-grade structures, and not be visible from the public realm. On-street parking is also recommended on all new public streets. Parking requirements for all uses, with the exception of new residential uses, will be regulated by the existing regulations contained in both the Sullivan and Tam O'Shanter Community Zoning By-laws.

Residential uses, including apartment type dwelling units and townhouse dwellings, will be required to provide parking generally consistent with the parking regulations contained in former City of Toronto Zoning By-law No. 1156-2010.

Bicycle parking is also being required in keeping with official plan policies that promote bicycle use.

Bicycle Lanes

The City of Toronto Bike Plan identifies Sheppard Avenue East as part of the City's on-street bicycle network. Cycling is a growing activity in Toronto providing many benefits including transportation efficiency; environmental benefits (reduction of ground level pollution); improvements to health and fitness of the cyclist; and other economic and social benefits.

The Sheppard Avenue East right-of-way through the study area is 36 metres (118 feet) in width. It is staff's opinion that adding bicycle lanes to Sheppard Avenue East is appropriate as it will facilitate the increased use of bicycles in the area. As noted, new zoning standards will require that new development provide on-site bicycle parking facilities. The previously approved Sheppard Avenue East LRT cross-section included bicycle lanes in both directions.

Pedestrian Environment

The study area is currently dominated by vehicular traffic, both in terms of Sheppard Avenue's arterial road function and the orientation of much of the corridor's commercial activity. To improve the pedestrian environment, both aesthetically and functionally, a number of initiatives are recommended. They include:

- increasing sidewalk widths through increased building setbacks by requiring generally a minimum 6.3 metre (20.6 feet) wide sidewalk zone on the north and south sides of Sheppard Avenue East at the Sheppard/Warden Avenue intersection and generally a minimum 9.0 metre (29.5 feet) wide sidewalk zone at midblock locations;

- adding new public streets/lanes and private streets/walkways to break up long continuous development blocks and improve the connectivity to the surrounding neighbourhood;
- eliminating the large surface parking lots adjacent to Sheppard Avenue East, in favour of rear yard or underground parking for all new development ensuring that new parking facilities are hidden from the public realm by creating a continuous street edge along Sheppard Avenue East;
- consolidate mid-block driveway entrances by getting owners to agree to share common access to more than one property;
- add new street furniture including benches, way-finding signs and waste receptacles; and
- enhanced street tree planting.

Sheppard/Warden Avenue Intersection

The urban design concept plan identifies intersection improvements on the four corners at the Sheppard/Warden Avenue intersection. Specifically, the northwest and southwest corners of the Sheppard/Warden Avenue intersection contain larger publically-owned boulevards which could accommodate small plazas or sitting areas. The size and configuration of each plaza is flexible but should be integrated with the design of adjacent buildings. Staff are encouraged to examine opportunities to fund or otherwise secure the design and construction of these spaces.

Community Services and Facilities

Community Services and Facilities (CS&F) are vital resources that help meet the everyday needs of local residents and make the area attractive for future development. A CS&F study was undertaken by staff for the study area (see Attachment 6). The review focussed on schools, child care facilities, libraries and community and recreation centres, arenas and swimming pools. The programs and services provided locally by human service agencies were also examined. The purpose of the review was to identify the range of available community services and facilities and emerging priorities for additional community resources that should be considered when planning for growth within the study area.

The CS&F review covered a larger geographic area than the study area as service areas vary widely. An inventory was compiled of existing community services and facilities. Policy and Research staff have completed an update of the CS&F work as part of the 2004 Sheppard Corridor Study Profile to inform and provide direction for the Sheppard/Warden 'Avenue' Study.

The Sheppard/Warden 'Avenue' Study is a more focused study with its study area located within the Central Area (see Map 2). The Central Area boundaries extend south to Highway 401, east to the CN track (just past Kennedy Road), west to Victoria Park Avenue and north to Huntingwood Drive. The Sheppard/Warden 'Avenue' Study area also abuts the Steeles-L'Amoreaux Priority Area to the north and west.

For the purpose of this profile work, "community services and facilities" serve the needs of the local population and include publicly funded schools, child care centres,

community centres, arenas, pools, places of worship (e.g. community space offered) and human services. "Human services" encompass a range of community services which are support and activity programs that promote and improve the independence, economic self-sufficiency, social development and personal growth of residents and workers.

Based on the CS&F update, a number of CS&F priorities have been identified for the Sheppard/Warden 'Avenue' Study, including:

- community recreation facilities such as larger, flexible multi-purpose space to run programs for youth and adults (e.g. basketball, badminton, camps, etc);
- additional non-profit child care facilities (62-72 space facility), particularly for infant and toddler spaces;
- community agency space (minimum 465 square metres (5,000 square feet) to approximately 930 square metres (10,000 square feet), particularly for the smaller non-profit organizations to run local programs and services such as settlement services, employment training, parenting and youth programs; and
- library renovation and expansion to the Agincourt Branch Library, including additional meeting space and upgrades to the auditorium space along with the addition of a third floor to provide additional spaces for collections, quiet and group study space, partnership and library programming and reading support programs.

The review identified that there are a few deficiencies in subsidized daycare, programming space for human services, recreation facilities and programs (a gym or multi-purpose space and expansion to existing library facilities. New development will be required to contribute monies through development charges and may be subject to Section 37 provisions of the Planning Act through which these type of facilities will be secured.

Toronto Green Development Standard

New development within the study area will be encouraged to incorporate sustainable features in accordance with the Toronto Green Standard adopted by Council in July 2006.

Conclusion

The recommendations contained within this report support Council's focus on investment in quality of life, the desire to link public initiatives with private investment in order to stimulate development and the need to strategically create opportunities that reflect the desired future of the Sheppard/Warden Avenues 'Avenue' between the former hydro corridor and Bay Mills Boulevard/Aragon Avenue. Staff's recommendations support existing and future retail uses, encourages residential intensification that generally reflects a mid-rise built form. In addition, the proposed Official Plan Amendment also identifies a tall building zone in selected locations through the study area that recognizes this corridors Higher Order Transit potential.

CONTACT

Victor Gottwald, Manager, Scarborough Waterfront

Tel. No. 416-396-7692

Fax No. 416-396-4265

E-mail: vgottwa@toronto.ca

SIGNATURE

Kerri Voumvakis, A. Director
Policy and Research
City Planning Division

Raymond David, Director
Community Planning, Scarborough District
City Planning Division

ATTACHMENTS

Attachment 1: Study Area

Attachment 2: Proposed Urban Design Concept Plan

Attachment 3: Draft Official Plan Amendment

Attachment 4: Draft Sullivan Community Zoning By-law Amendment

Attachment 5: Draft Tam O'Shanter Community Zoning By-law Amendment

Attachment 6: Sheppard/Warden 'Avenue' Study – Community Services & Facilities
Profile Update – June 16, 2010

Attachment 7: Chapter 6 – Urban Design Plan & Recommendations (Sheppard Avenue
East Avenue Study) prepared by Urban Strategies Inc., dated January
2011.

Attachment 8: Chapter 8 - Implementation Recommendations (Sheppard Avenue East
Avenue Study) prepared by Urban Strategies Inc., dated January 2011.

Attachment 2: Urban Design Concept Plan
(Refer to Official Plan Amendment Number 143 (Attachment 3) for the minimum
required Public/Private Street and Lane system)



FIGURE 18. URBAN DESIGN CONCEPT

Attachment 3: Draft Official Plan Amendment

Authority: Scarborough Community Council Item ~ [or Report No.~. Clause No.~] as adopted by City Council on ~, 20~

Enacted by Council: ~, 2012

CITY OF TORONTO

BY-LAW No.

To adopt Amendment No. 143 to the Official Plan for the City of Toronto with respect to 2190, 2191, 2201 and 2210 Warden Avenue and 3477 Sheppard Avenue and all lands on the north and south sides of Sheppard Avenue East between the former Hydro Corridor and Bay Mills Boulevard/Aragon Avenue

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

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

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The attached Amendment No. 143 to the Official Plan is hereby adopted pursuant to the *Planning Act*, R.S.O. 1990, c.P. 13, as amended.

ENACTED AND PASSED this th day of , A.D. 2012.

FRANCES NUNZIATA,
Speaker

ULLI WATKISS
City Clerk

**AMENDMENT No. 143 TO THE OFFICIAL PLAN
OF THE CITY OF TORONTO**

The following text and schedule constitute Amendment No. 143 to the Official Plan for the City of Toronto.

OFFICIAL PLAN AMENDMENT

The Official Plan of the City of Toronto is amended as follows:

1. Map 19, Land Use Plan, is amended by redesignating the lands known municipally in the year 2011 as 3195 and 3251 Sheppard Avenue from *Apartment Neighbourhoods* to *Mixed Uses Areas*, as shown on the attached Map.
2. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by adding the following planned but unbuilt roads:

Street Name	From	To
New Link A4	Sheppard Avenue	Warden Avenue
New Link B4	Palmdale Drive	Warden Avenue

⁴ Refer to Site and Area Specific Policy No. 373 for the general location of the Planned but Unbuilt Roads.

3. Chapter 7, Site and Area Specific Policies is amended by adding Site and Area Specific Policy No. 373 for all lands fronting onto the north and south sides of Sheppard Avenue between the former Hydro Corridor and Bay Mills Boulevard/Aragon Avenue and the lands known municipally in the year 2011 as 2190, 2191 and 2210 Warden Avenue, as follows:

373. **Sheppard/Warden Avenue Study**

- (a) Built Form and Uses
 - i) Mid-rise buildings will be the predominant form of new development, with new development providing an appropriate transition in height, density and scale to lower-scale building elements.
 - ii) A mix of uses is encouraged, where appropriate. Non-residential uses will be concentrated on the Sheppard

Avenue East and Warden Avenue frontages. Small-scale retail, office and community uses which are part of an integrated development will be located in close proximity to the Sheppard Avenue East and Warden Avenue intersection.

iii) Tall Building Zone

Where appropriate, tall buildings in a point tower built-form, may be considered in the Tall Building Zone identified on Map 1 of 2. Tall buildings may be located within 50.0 m of the Sheppard Avenue East and Warden Avenue frontages and away from existing stable low density residential neighbourhoods.

Tall buildings in a point tower built-form will be sited and organized in a way that provides desirable transition to adjacent neighbourhoods and ensures appropriate spatial separation between tall buildings. Specifically, tall buildings will adhere to a 45 degree angular plane taken from the lot line abutting stable low density residential neighbourhoods.

Where tall buildings are considered, the mid-rise components of the development (including base buildings (podium) and individual mid-rise buildings) will generally be no higher than 20.0 metres (6 storeys) and will be designed with appropriate step-backs.

iv) Mid-Rise Zone (Northwest Quadrant Sheppard Avenue East and Warden Avenue)

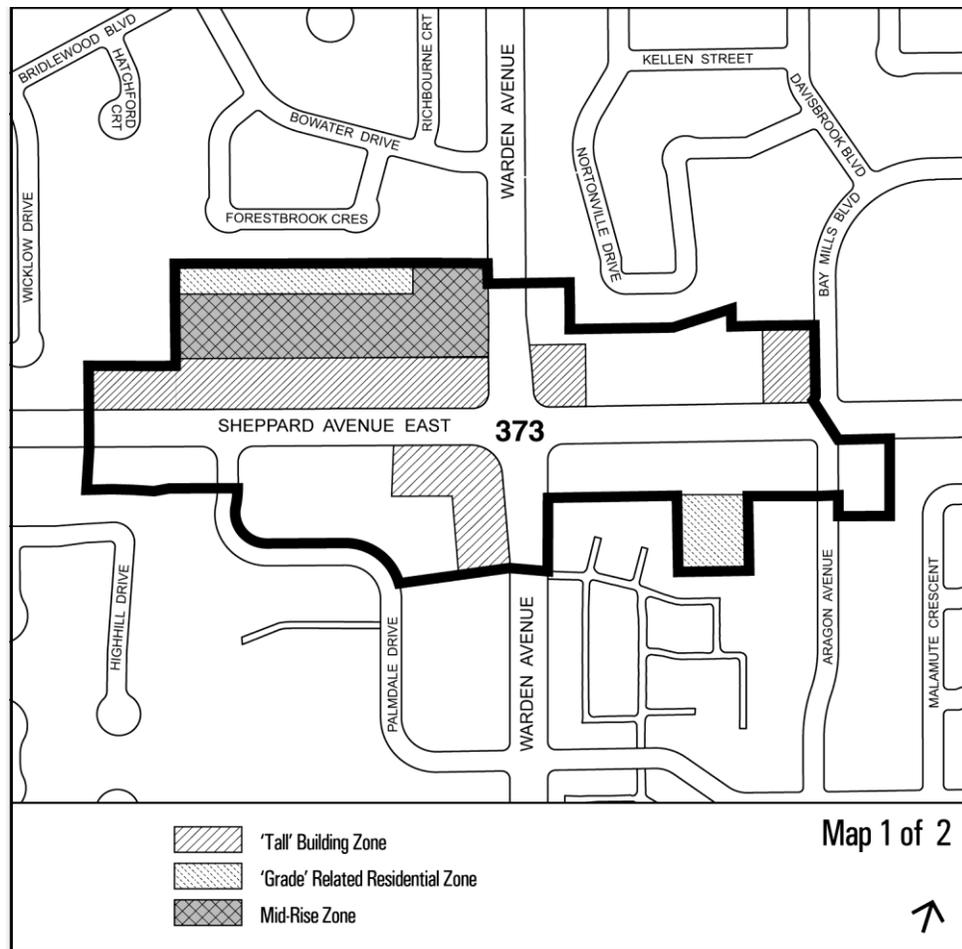
Buildings on lands beyond the Tall Building Zone identified on Map 1 of 2 and located to the north and west of the Sheppard Avenue East and Warden Avenues intersection will vary in height and massing and generally will not exceed 9 storeys in height.

All buildings in this quadrant will not penetrate a 45 degree angular plane taken from the lot-line of the planned public street connecting Palmdale Drive to Warden Avenue as illustrated on Map 2 of 2, at a height equal to 80% of the width of the street right-of-way on which the building has frontage.

Commercial development is generally not encouraged on these lands.

v) Grade-related Residential Zone

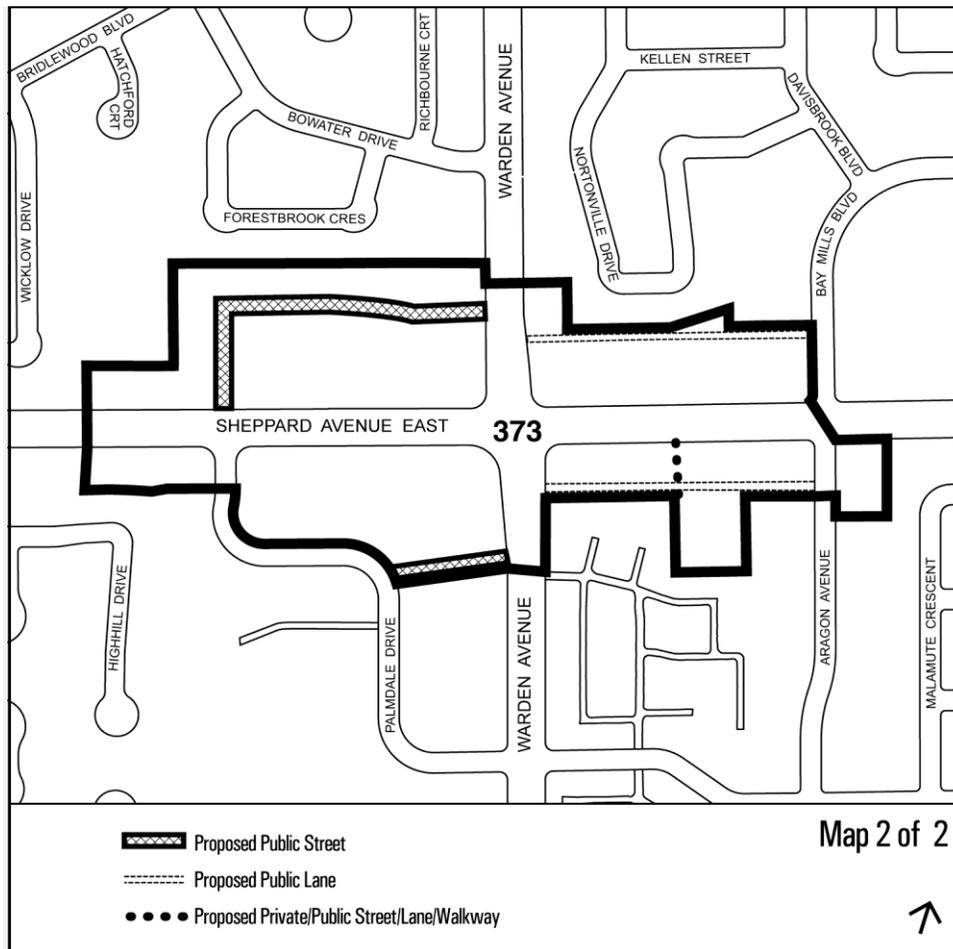
Grade-related residential development only will be permitted on lands adjacent to existing stable residential neighbourhoods on lands located to the north and west of Sheppard Avenue East and Warden Avenues and on the south side of Sheppard Avenue east of Warden Avenue, identified on Map 1 of 2.



(b) Public and Private Streets/Lanes

As a condition of development approval, new public streets and public lanes that serve to divide the existing lands into smaller blocks, provide a framework for organizing new uses and provide connections to Sheppard Avenue East and Warden Avenues, will be secured and be required to be dedicated to the City as follows:

- i) Create new public streets, public lanes and a public/private street in locations generally shown on Map 2 of 2, as follows:
 1. a public street on the north side of Sheppard Avenue East between Warden Avenue and Palmdale Drive including the lands known municipally in the year 2011 as 2190 and 2210 Warden Avenue having a minimum right-of-way width of 20.0 metres;
 2. a public street on the south side of Sheppard Avenue East between Warden Avenue and Palmdale Drive having a minimum right-of-way width of 18.5 metres;
 3. a public or private street on the south side of Sheppard Avenue East having a minimum right of way width of 18.5 metres;
 4. a public lane on the north side of Sheppard Avenue East having a minimum right-of-way width of 9.0 metres, within which a 3.0 metre landscape buffer strip shall be provided; and
 5. a public lane on the south side of Sheppard Avenue East having a minimum right-of-way width of 8 metres, within which a 2.0 metre landscape buffer strip shall be provided.
- ii) Publicly accessible private courtyards and walkway connections are encouraged to be provided as part of any new development to complement the public realm.

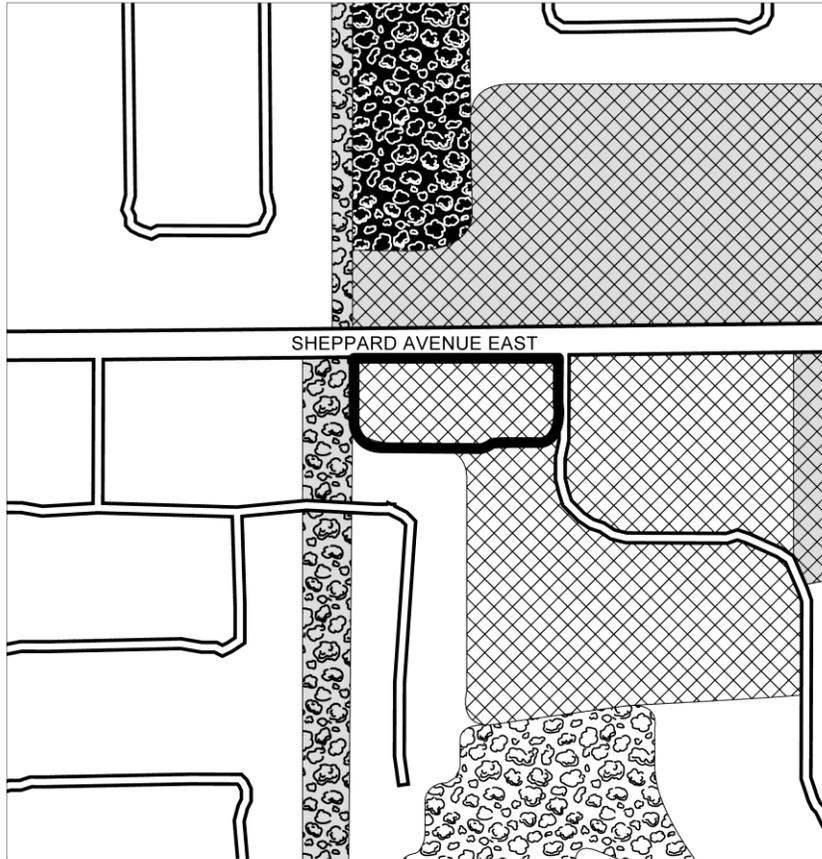


c) Implementation

This Site and Area Specific Policy applies to the lands identified on the map or portions thereof, which may be redeveloped independently. Through the submission of rezoning, plan of subdivision and site plan approval applications development will demonstrate how the policies in this Site and Area Specific Policy are addressed and provide the required street right-of-way and parkland conveyances.

3. Map 30, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 373 to all lands fronting onto the north and south sides of Sheppard Avenue between the former Hydro Corridor and Bay Mills Boulevard/Aragon Avenue and the lands known municipally in the

year 2011 as 2190, 2191 and 2210 Warden Avenue, as shown on the map as Site and Area Specific Policy No. 373.



SHEPPARD AVENUE EAST



Official Plan Amendment #

Revisions to Land Use Map 19 to Redesignate lands from Apartment Neighbourhoods to Mixed Use Areas

Sheppard/Warden Avenue Study

File # 09 180951

- | | |
|--------------------------|------------------------|
| Site Location | Natural Areas |
| Neighbourhoods | Parks |
| Apartment Neighbourhoods | Other Open Space Areas |
| Mixed Use Areas | |

↑
Not to Scale
11/29/11

Attachment 4: Draft Zoning By-law Amendment – Sullivan Community

Authority: Scarborough Community Council Item No. , as adopted by City of
Toronto Council on , 2012
Enacted by Council: , 2012

CITY OF TORONTO

BY-LAW No.

**To amend Sullivan Community Zoning By-law No. 10717, as amended,
with respect the lands known municipally as 2190 and 2210 Warden Avenue in the
year 2011 and all lands on the north and south sides of Sheppard Avenue East
between the former Hydro Corridor and Warden Avenue with the exception of
3275 Sheppard Avenue East as outlined on Schedules '1' to '3'**

WHEREAS authority is given to Council by Section 34 and 36 of the *Planning Act*,
R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

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

The Council of the City of Toronto HEREBY ENACTS as follows:

1. **CLAUSE IV – ZONES** is amended by adding the Commercial-Residential (CR)
Zone.
2. **CLAUSE V – INTERPRETATION**, is amended by adding the following
definitions to sub-section (f), **Definitions**:

Ancillary

means naturally and normally incidental, subordinate in purpose or floor area, and
exclusively devoted to a principal use, building or structure.

Amenity Space

means indoor or outdoor space on a lot that is:

- (i) ancillary to the main use, and
- (ii) communal and available for use by the occupants of a building on the lot,
or the general public, or both, for recreational or social activities.

Angular Plane

means an imaginary flat surface projecting over a lot, at an inclined angle
measured up from the horizontal.

Bicycle Parking Space

means an area used for the purpose of parking and storing a bicycle.

Duplex

means a building that has only two **dwelling units**, with one **dwelling unit** entirely or partially above the other.

Established Grade

means the average elevation of the ground measured at the two points where the projection of the required minimum **front yard setback** line is 0.01 metres past each **side lot line**.

First Floor

means the floor of the building, other than a floor used for a **parking space**, that:

- i) is closest in elevation to the elevation of **established grade**;
- ii) has an interior floor area in excess of 10 square metres; and
- iii) is closest to the required **front yard setback**.

Green Roof

means an extension to a building's roof that allows vegetation to grow in a growing medium and which is designed, constructed and maintained in accordance with the Toronto **Green Roof** Construction Standard.

Landscaping

means trees, plants, decorative stonework, walkways, retaining walls, or other landscape-architectural elements. **Driveways** and areas for loading, parking or storing **vehicles** are not **landscaping**.

Landscaping, Soft

means **landscaping** and excludes hard-surfaced areas such as decorative stonework, retaining walls, walkways, or other hard surface landscaped-architectural elements.

Outdoor Patio

means an outdoor patron area **ancillary** to a non-residential use.

Personal Service Shop

means premises used to provide personal grooming services or for the cleaning or care of apparel.

Townhouse

means a building that has three or more **dwelling units**, and no **dwelling unit** is entirely or partially above another.

3. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Sub-Clause 10, **Games Arcades and Games Machines Incidental to Commercial Operations** is amended by:

- (a) deleting the words “or **Clause IX**” in sub-section (i); and
- (b) adding “Commercial-Residential (CR),” to sub-section (iii) after the words “City Centre Commercial (CCC),”.

4. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Sub-Clause 15, **Lands Not Covered by Buildings** is amended by adding the following paragraph to the end of this Sub-Clause:

“In areas designated in Schedule ‘A’ as “CR”, the lands not covered by permitted buildings, structures and **parking spaces**, shall be used only for **landscaping**, 50% of which shall be **soft landscaping**. **Outdoor patio** areas **ancillary** to a permitted non-residential use in the “CR” Zone shall not be considered **landscaping** and shall be permitted, provided the **outdoor patio**:

- a) is located between the front wall of the building or structure housing the principal uses and the **front lot line** of the lot; or
- b) is located between the wall facing the **side lot line** of the building or structure housing the principal uses and the **side lot line** of the lot, to a maximum of 50% of the depth of the building or structure housing the principal use, measured from the front wall; and
- c) has a maximum area the greater of:
 - i) 30 square metres; or
 - ii) 30% of the interior floor area of the premises it is associated with;
- d) is not used to provide entertainment uses such as music and dancing, whether as an **ancillary** use or associated with the principal use;
- e) is at least 10.0 metres from a lot in a **Single-Family Residential (S)**, **Two-Family Residential (T)** or **Multiple Family Residential (M)** zone;
- f) despite e) above, if located on a roof, or on a platform that is higher than 0.6 m above average grade, must be at least 40.0 m, measured horizontally, from a lot in a **Single-Family Residential (S)**, **Two-Family Residential (T)** or **Multiple Family Residential (M)** zone; and
- g) if on a lot which abuts a lot in a **Single-Family Residential (S)**, **Two-Family Residential (T)** or **Multiple Family Residential (M)** zone, or a lot is within 10.0 m of a lot in a **Single-Family Residential (S)**, **Two-Family Residential (T)** or **Multiple Family Residential (M)** zone, an **outdoor patio** located in the rear yard of the lot must have a fence installed along the portion of the **outdoor patio** parallel to the **rear lot line**.”

5. **CLAUSE VIII – ZONE PROVISIONS** is amended by adding the following:

16. **Commercial-Residential (CR) Zone**

(a) **Permitted Uses**

- **Day Nurseries**
- **Dwelling Units**
- Educational and Training Facilities
- Financial Institutions
- Fraternal Organizations
- Hotels
- Medical Centres
- Municipally owned and operated Parking Lots
- Nursing Homes
- Offices
- **Personal Service Shops**
- **Places of Entertainment**
- **Recreational Uses**
- Restaurants
- Retail Stores
- Retirement Homes

(b) **Ancillary Uses Permitted**

- **Private Home Day Care**

(c) **Prohibited Uses**

- Automobile Sales, including Auto Sales Rooms
- **Automobile Service Stations**
- **Duplexes**
- **Mechanical or Automatic Car Washes**
- Outside storage of **vehicles**
- **Public Garages**
- **Single-Family Dwellings**
- **Split Level Dwelling**
- **Multiple Family Dwellings**
- **Two-Family Dwellings**

(d) **Supplementary Regulations**

- i) For the lands known municipally as 3300, 3306 and 3301-3333 Sheppard Avenue East and 2190 Warden Avenue: **Dwelling Units**, Retirement Homes, Nursing Homes, and **Private Home Day Care** shall only be permitted on or above the second **storey**, or where no portion of the **dwelling unit** is located within 20.0 m of the Sheppard

Avenue East and Warden Avenue **street** line. For the purposes of this supplementary regulation, the **basement** shall not be considered a **storey**.

- ii. **Townhouses** are permitted in all locations with the exception of those lands within 20.0 m of the Sheppard Avenue East and Warden Avenue **street** line.

6. **Schedule “A”** is amended by deleting the zoning for the lands outlined on Schedules '1' and '2' by adding the following zoning to the lands outlined on Schedules '1' and '2':

CR-128-129-130-131-134-135-136-211-307-308-312-313-314-316-317-318-321-322-330-332-405-450-451-475-476

CR(H)-128-129-130-131-134-135-136-209-307-308-310-312-313-314-316-317-318-320-321-322-405-450-451-475-476

CR(H)-128-129-130-131-134-135-136-209-307-308-310-312-314-316-317-318-320-325-326-332-405-450-451-475-476

CR(H)-128-129-130-131-134-135-136-209-307-308-310-312-314-316-317-318-320-321-327-329-332-334-335-405-450-451-475-476

CR-128-129-130-131-133-134-135-136-209-307-308-311-312-313-314-316-317-318-321-330-332-404-450-451-475-476

CR-128-129-130-131-133-134-135-136-210-307-308-310-311-312-313-314-316-317-318-321-332-404-450-451-475-476

PW-40A-72 or CR(H)-128-129-130-131-134-135-136-208-307-309-310-312-314-316-317-318-319-330-331-332-403-450-451-475-476

CR(H)-128-129-130-131-132-133-134-135-136-207-208-209-210-211-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-402-402-403-404-405-450-451-475-476

CR(H)-128-129-130-131-134-135-136-210-307-309-310-312-313-314-316-317-318-329-331-332-333-405-450-451-475-476

CR-128-129-130-131-134-135-136-211-307-308-309-312-314-316-317-318-321-328-332-405-450-451-475-476

CR(H)-128-129-130-131-134-135-136-210-307-308-312-313-314-316-317-318-321-332-405-450-451-475-476

CR(H)-128-129-130-131-134-135-136-209-307-308-309-310-312-314-316-317-318-320-321-327-329-332-405-450-451-475-476

CR(H)-128-129-130-131-134-135-136-209-307-309-310-312-314-317-318-327-329-332-403-450-451-475-476

M(H)-132-134-135-207-311-312-322-323-324-332-402

7. **Schedule “B”, PERFORMANCE STANDARD CHART**, is amended by adding the following Performance Standards:

MISCELLANEOUS

128. **Amenity Space** for buildings containing 20 or more **dwelling units** shall be provided at a minimum rate of 4.0 square metres for each **dwelling unit**, on the following basis:
- (a) a minimum of 2.0 square metres for each **dwelling unit** shall be indoor **amenity space**;
 - (b) a minimum of 40.0 square metres shall be outdoor **amenity space** located on the ground and adjoining or directly accessible to the indoor **amenity space**; and
 - (c) a maximum of 25% of the outdoor component may be in the form of a **green roof**.
129. Mechanical penthouse shall be **setback** an additional 5.0 m from the required building **setbacks** from a **street yard**. The mechanical penthouse shall cover no more than 30% of the roof area and extend no more than 5.0 m in **height**.
130. Minimum floor to floor **height** of the **first floor** shall be 4.5 m for that portion of a building located within 20.0 m of the Sheppard Avenue East and Warden Avenue **street** line.
131. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Sub-Clause 6, **Coverage**, shall not apply.
132. The **front lot line** shall be deemed to be the street line opposite the shortest **main wall** of the **dwelling unit**.
133. A minimum 1.5 m strip of land immediately abutting “S”, “T”, and “M” Zone shall be used for **landscaping** purposes only.
134. The provisions of this By-law shall apply collectively to this land notwithstanding its future division.

135. No person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:
- (a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and
 - (b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.
136. **Main Wall** length:
- i) lots having frontage or flankage of 30.0 m or less on the Sheppard Avenue East and Warden Avenue **street** lines: length of the **main wall** of the first 10.5 m of a building(s) **height** facing a **street** shall be no less than 60% of the adjacent **street** line frontage or flankage.
 - ii) lots having frontage or flankage of more than 30.0 m on the Sheppard Avenue East and Warden Avenue **street** lines: length of the **main wall** of the first 10.5 m of a building(s) **height** facing a **street** shall be no less than 75% of the adjacent **street** line frontage or flankage.

INTENSITY OF USE

207. Maximum **Gross Floor Area** 1.5 times the area of the lot or parcel.
208. Maximum **Gross Floor Area** 2.0 times the area of the lot or parcel.
209. Maximum **Gross Floor Area** 2.5 times the area of the lot or parcel.
210. Maximum **Gross Floor Area** 3.0 times the area of the lot or parcel.
211. Maximum **Gross Floor Area** 4.5 times the area of the lot or parcel.

BUILDING SETBACKS

307. For that portion of a building that has a **height** equal to or less than the width of the right-of-way of the **street** it abuts, the following provisions apply:
- i) if a wall of the building has principal windows and a line projected at a right angle from one of these walls intercepts another such

- wall on the same lot, the minimum above ground distance between the walls must be 20.0 m; or
- ii) if a wall of the building has principal windows facing a wall which does not have a window and a line projected at a right angle from one of these walls intercepts the other wall on the same lot, the minimum above ground distance between them must be 11.0 m.

308. Minimum building **setback** 3.0 m and maximum building **setback** 5.0 m from the Sheppard Avenue East **street** line.
309. Minimum building **setback** 3.0 m and maximum building **setback** 5.0 m from the Warden Avenue **street** line.
310. Minimum building **setback** 3.0 m for all other streets.
311. Minimum 7.5 m **rear yard setback**.
312. Buildings shall not exceed a 45-degree **angular plane** from the lot line of abutting “S”, “T” and “M” Zones. Where a public laneway abuts the development site, the portion of the laneway that abuts an “S”, “T” and/or “M” Zone may be included for the purposes of establishing the 45-degree **angular plane**.

For the lands known municipally as 3220 Sheppard Avenue East buildings shall not exceed a 45-degree **angular plane** from the westerly lot line of the lands zoned "PU".

313. For that portion of a building above 20.0 m in **height**, buildings shall be **setback** at a minimum an additional 5.5 m from that portion of the building below 20.0 m in **height** closest to the **side lot line(s)**.
314. **Street yard** setbacks that apply to the “CR” Zone shall not apply to underground structures.
315. For that portion of a building above 20.0 m in **height**, buildings shall be **setback** at a minimum an additional 5.5 m from that portion of the building below 20.0 m in **height** closest to the east lot line(s).
316. For that portion of a building above 20.0 m in **height**, buildings shall be **setback** at a minimum an additional 1.5 m from that portion of the building closest to all **street** lines.

For the purposes of this Performance Standard the wall below 20.0 m in **height** shall be no less than 75% in length, of the overall length of the wall facing all **street** lines.

317. A building shall not penetrate a 45-degree **angular plane** at a **height** along a lot line that abuts a **street** and is not a **rear lot line**, equal to 80% of the width of the **street** right-of-way on which the lot has frontage.
318. Balconies and unenclosed porches shall not project into the building **setback** required by Performance Standard Numbers 308, 309 and 310.
319. Minimum building **setback** 4.0 m from the north lot line.
320. Maximum building length for any one building shall not exceed 35.0 m for that portion of the building above 20.0 m in **height**, measured along the direction generally perpendicular to Sheppard Avenue East.
321. Sheppard Avenue East shall be deemed to be the **front lot line**.
322. Minimum building **setback** 3.0 m from the **Major Open Spaces "O" Zone**.
323. Minimum separation between **townhouse** dwellings as follows:
 - i. Minimum separation between the side walls of adjacent **townhouse** dwellings shall be 1.2 m, and 0.0 m along the common wall between **dwelling units**; and
 - ii. Minimum building **setback** 0.6 m from the **side lot line**.
324. Minimum building **setback** of 3.0 m from the **street** line except that a minimum building setback of 5.6 m is required from the **street** line for that part of the **main wall** containing vehicular access to a garage.
325. For that portion of a building above 20.0 m in **height**, buildings shall be setback at a minimum an additional 1.5 m from that portion of the building closest to the wall below 20.0 m in **height** closest to the east lot line(s).
326. Minimum building **setback** 10.0 m from the east **side lot line**.
327. For that portion of a building above 20.0 m in **height**, buildings shall be **setback** at a minimum an additional 1.5 m from that portion of the building below 20.0 m in **height** closest to the west lot line(s).
328. For that portion of a building above 20.0 m in **height**, buildings shall be **setback** at a minimum an additional 5.5 m from that portion of the building below 20.0 m in **height** closest to the west and north lot line(s).
329. Minimum building **setback** 10.0 m from the west lot line.

- 330. Minimum building **setback** 3.0 m from the west lot line
- 331. Warden Avenue shall be deemed to be the **front lot line**.
- 332. The finished floor of **dwelling units** on the **first floor** of a building shall be located a minimum 0.6 m above the average finished grade measured at the **street** line and a maximum 0.9 m above the average finished grade measured at the **street** line.
- 333. For that portion of a building above 20.0 m in **height**, buildings shall be **setback** at a minimum an additional 1.5 m, from that portion of the building below 20.0 m in **height** closest to the west lot line(s).
- 334. Minimum building **setback** 10 m from the east lot line for that portion of the lot 40.0 m north of the Sheppard Avenue East **street** line.
- 335. For that portion of a building above 20.0 m in **height** and 40.0 m north of the Sheppard Avenue **street** line, buildings shall be **setback** at a minimum an additional 1.5 m from that portion of the building below 20.0 m in **height** closest to the east lot line(s).

HEIGHT

- 402. Minimum **height** of 2 **storeys** and a maximum **height** of 3 **storeys**, excluding **basements**.
- 403. Minimum **height** of 10.5 m and a maximum **height** of 20.0 m, excluding **basements** and rooftop mechanical penthouses.
- 404. Minimum **height** of 10.5 m and a maximum **height** of 23.0 m, excluding **basements** and rooftop mechanical penthouses.
- 405. Minimum **height** of 10.5 m and a maximum **height** of 36.0 m, excluding **basements** and rooftop mechanical penthouses.

PARKING

- 450. **Parking spaces** shall not be located in the Sheppard Avenue East and Warden Avenue **street yard** for all new buildings constructed after January 1st, 2012.
- 451. Minimum vehicle **parking spaces** as follows:
 - (a) 0.7 **parking spaces** per bachelor **dwelling unit**;
 - (b) 0.8 **parking spaces** per one bedroom **dwelling unit**;
 - (c) 0.9 **parking spaces** per two bedroom **dwelling unit**;
 - (d) 1.1 **parking spaces** per three or more bedroom **dwelling unit**; and

- (e) 0.15 **parking spaces** per **dwelling unit** for visitors.

Maximum vehicle **parking spaces** as follows:

- (a) 1.0 **parking spaces** per bachelor **dwelling unit**;
- (b) 1.2 **parking spaces** per one bedroom **dwelling unit**;
- (c) 1.3 **parking spaces** per two bedroom **dwelling unit**;
- (d) 1.6 **parking spaces** per three or more bedroom **dwelling unit**; and
- (e) 0.15 **parking spaces** per **dwelling unit** for visitors.

BICYCLE PARKING

475. **Bicycle parking spaces** shall be provided at a rate of:

- (a) 0.7 long term **bicycles parking spaces** for each **dwelling unit**;
 - (b) 0.08 short term **bicycle parking spaces** for each **dwelling unit**;
- and where:
- i) Long-term bicycle parking are **bicycle parking spaces** for use by the occupants or tenants of a building and must be located in a secure, weather protected and enclosed bicycle parking area within 30.0 m from a pedestrian entrance to the principal building on the lot; and
 - ii) Short-term bicycle parking are **bicycle parking spaces** for use by visitors to a building and shall be located in bicycle parking area at grade within 30.0 m from a pedestrian entrance to the principal building on the lot.

Bicycle parking space for a **dwelling unit** shall not be located:

- (a) in a **dwelling unit**; or
- (b) on a balcony; or
- (c) in a storage locker; or
- (d) an area used for **ancillary** commercial space.

A **bicycle parking space** shall have the following dimensions:

- (a) if located in a horizontal position (on the ground):
 - minimum length of 1.8 m;
 - minimum width of 0.6 m;
 - minimum vertical clearance from the ground of 1.9 metres;and
- (b) if located in a vertical position (on the wall):
 - minimum length or vertical clearance of 1.9 m;
 - minimum width of 0.6 m;
 - minimum horizontal clearance from the wall of 1.2 metres.

476. Minimum 0.13 occupant **bicycle parking spaces** per 100 m² of **gross floor area** for all uses excluding **dwelling units** and the greater of 0.15 visitor **bicycle parking spaces** per 100 m² of **gross floor area** or 6 **bicycle parking spaces** for all uses excluding **dwelling units**.

8. **Schedule “C”, EXCEPTION MAP and EXCEPTION LIST** is amended by adding Exception Number 14, to the lands outlined on Schedule '3', so that it reads as follows:
 14. On those lands identified as Exception 14 on the accompanying Schedule "C" map, the following provisions shall apply:
 - (a) Only **townhouses** are permitted in the **Multiple-Family Residential (M) Zone** after the removal of the Holding Provision (H) from the zoning by-law.
9. **Schedule "C", EXCEPTION MAP and EXCEPTION LIST** is amended by adding Exception Number 15, to the lands outlined on Schedule '3', so that it reads as follows:
 15. On those lands identified as Exception 15 on the accompanying Schedule "C" map, the following provisions shall apply:
 - (a) Additional Permitted Use:

Funeral Homes after the removal of the Holding Provision (H) from the zoning by-law.
10. **Schedule “C”, EXCEPTION LIST** is amended by deleting Exception Number 21 and replacing it as follows:
 21. On those lands identified as Exception 21 on the accompanying Schedule "C" map, the following provisions shall apply:
 - (a) Permitted uses prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in the **Community-Commercial (CC) zone** with the exception of the following uses which are not permitted: **Automobile Service Stations, Mechanical or Automatic Car Washes and Public Garages.**
 - (b) Prior to the removal of the Holding Provision (H) the following performance standards will apply:

CC – 40A - 59 – 70 - 86
 - (c) The Holding Provision (H) used in conjunction with the **Commercial Residential (CR) Zone** shall be removed by amending By-law when:

Council is satisfied that land dedicated to the City for the design, construction and financing of new public street(s) has been satisfactorily reviewed by the Chief Planner and Executive Director in consultation with the Executive Director of Technical Services and that any recommended improvements have been implemented, or financially secured through appropriate agreements.

11. **Schedule “C”, EXCEPTION MAP and EXCEPTION LIST** is amended by deleting Exception Number 23 and replacing it on the lands outlined on Schedule '3', so that it reads as follows:

23. On those lands identified as Exception 23 on the accompanying Schedule "C" map, the following provisions shall apply:

(a) Permitted uses prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in the **Highway Commercial (HC)** zone with the exception of the following uses which are not permitted: **Automobile Service Stations, Funeral Homes, Mechanical or Automatic Car Washes and Public Garages.**

(b) Prior to the removal of the Holding Provision (H) the following performance standards will apply:

HC – 40A - 71 – 82

(c) The Holding Provision (H) used in conjunction with the **Commercial-Residential (CR)** Zone shall be removed by amending By-law when:

Council is satisfied that land dedicated to the City for the design, construction and financing of new public street(s) has been satisfactorily reviewed by the Chief Planner and Executive Director in consultation with the Executive Director of Technical Services and that any recommended improvements have been implemented, or financially secured through appropriate agreements.

12. **Schedule “C”, EXCEPTION MAP and EXCEPTION LIST** is amended by deleting Exception Number 25 and replacing it on the lands outlined on Schedule '3', so that it reads as follows:

25. On those lands identified as Exception 25 on the accompanying Schedule "C" map, the following provisions shall apply:

(a) Permitted uses prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in the **Office Uses (OU)** zone.

(b) Prior to the removal of the Holding Provision (H) the following performance standards will apply:

OU – 20G – 40B – 109 – 110 -111

(c) The Holding Provision (H) used in conjunction with the **Commercial-Residential (CR)** Zone shall be removed by amending By-law when:

Council is satisfied that land dedicated to the City for the design, construction and financing of new public street(s) has been satisfactorily reviewed by the Chief Planner and Executive Director in consultation with the Executive Director of Technical Services and that any recommended improvements have been implemented, or financially secured through appropriate agreements.

13. **Schedule "C", EXCEPTIONS MAP** is amended by deleting Exception Number 26 from the lands known municipally as 3195 Sheppard Avenue East, in the year 2011.

14. **Schedule "C", EXCEPTION LIST** is amended by adding Exception Number 28, so that it reads as follows:

28. On those lands identified as Exception 28 on the accompanying Schedule "C" map, the following provisions shall apply:

(a) Permitted uses prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in the **Place(s) of Worship (PW)** zone.

(b) Prior to the removal of the Holding Provision (H) the following performance standards will apply:

PW – 40A – 71 – 108

(c) The Holding Provision (H) used in conjunction with the **Commercial-Residential (CR)** Zone shall be removed by amending By-law when:

Council is satisfied that land dedicated to the City for the design, construction and financing of new public street(s) has been

satisfactorily reviewed by the Chief Planner and Executive Director in consultation with the Executive Director of Technical Services and that any recommended improvements have been implemented, or financially secured through appropriate agreements.

15. **Schedule "C", EXCEPTION MAP and EXCEPTION LIST** is amended by deleting Exception Number 31 and replacing it on the lands outlined on Schedule '3', so that it reads as follows:

31. On those lands identified as Exception 31 on the accompanying Schedule "C" map, the following provisions shall apply:

(a) Permitted uses prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in the **Highway Commercial (HC)** zone with the exception of the following uses which are not permitted: **Automobile Service Stations, Mechanical or Automatic Car Washes and Public Garages.**

(b) Prior to the removal of the Holding Provision (H) the following performance standards will apply:

HC – 40A - 71 – 82

(c) The Holding Provision (H) used in conjunction with the **Commercial-Residential (CR)** Zone shall be removed by amending By-law when:

Council is satisfied that land dedicated to the City for the design, construction and financing of new public street(s) has been satisfactorily reviewed by the Chief Planner and Executive Director in consultation with the Executive Director of Technical Services and that any recommended improvements have been implemented, or financially secured through appropriate agreements.

16. **Schedule "C", EXCEPTIONS MAP and EXCEPTION LIST** is amended by deleting Exception Number 34 and replacing it on the lands outlined on Schedule '3', so that it reads as follows:

34. On those lands identified as Exception 34 on the accompanying Schedule "C" map, the following provisions shall apply:

(a) Additional Permitted Use:

Place of Worship after the removal of the Holding Provision (H)
from the zoning by-law.

ENACTED AND PASSED this day of , A.D. 2012.

FRANCES NUNZIATA,
Speaker

ULLI S. WATKISS
City Clerk

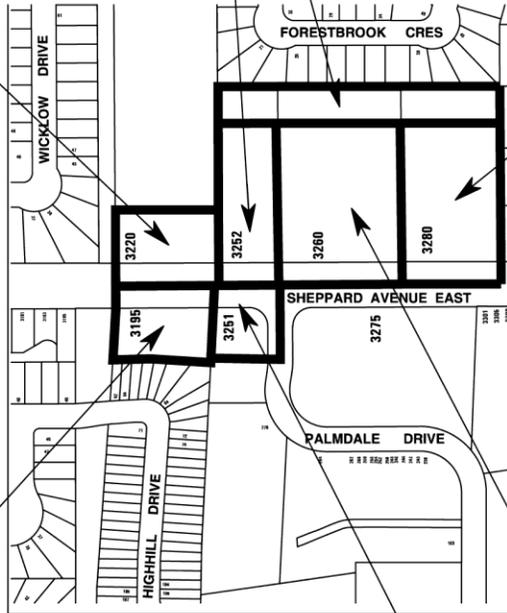
(Corporate Seal)

Schedule '1'

CR(H)-128-129-130-131-134-
135-136-209-307-308-310-312-
313-314-316-317-318-320-321-
322-405-450-451-475-476

M(H)-132-134-135-207-
311-312-322-323-
324-332-402

CR-128-129-
130-131-134-
135-136-211-
307-308-312-
313-314-316-
317-318-321-
322-330-332-
405-450-451-
475-476



CR(H)-128-
129-130-131-
134-135-136-
209-307-308-
310-312-314-
316-317-318-
320-321-327-
329-332-334-
335-405-450-
451-475-476

CR-128-129-
130-131-133-
134-135-136-
209-307-308-
311-312-313-
314-316-317-
318-321-330-
332-404-450-
451-475-476

CR-128-129-130-131-133-
134-135-136-210-307-308-
310-311-312-313-314-316-
317-318-321-332-404-450-
451-475-476

CR(H)-128-
129-130-131-
134-135-136-
209-307-308-
310-312-314-
316-317-318-
320-321-325-
326-332-405-
450-451-475-
476

 **TORONTO** City Planning
Division
Zoning By-Law Amendment

Sheppard/Warden Avenue Study

File # 09 180951

 Area Affected By This By-Law

Sullivan Community
Not to Scale
07/20/11


Schedule '2'

PW-40A-72 or
CR(H)-128-129-130-131-134-
135-136-208-307-309-310-312-
314-316-317-318-319-330-331-
332-403-450-451-475-476

CR(H)-128-129-130-131-
134-135-136-210-307-
309-310-312-313-314-
316-317-318-329-331-
332-333-405-450-451-
475-476



CR-128-129-130-131-
134-135-136-211-
307-308-309-312-
314-316-317-318-
321-328-332-405-
450-451-475-476

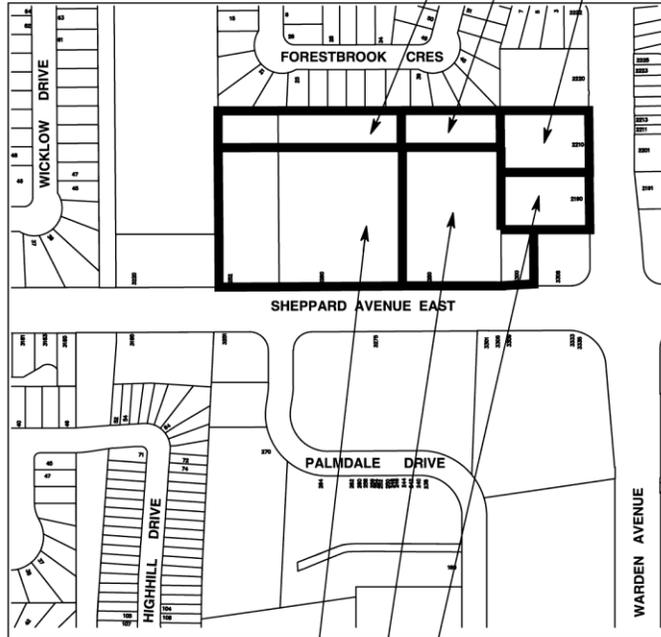
CR(H)-128-129-130-
131-134-135-136-210-
307-308-312-313-314-
316-317-318-320-321-
332-405-450-451-
475-476

CR(H)-128-129-130-
131-134-135-136-
209-307-308-309-
310-312-314-316-
317-318-321-327-
329-332-405-450-
451-475-476

CR(H)-128-129-130-
131-134-135-136-209-
307-309-310-312-314-
316-317-318-320-327-
329-332-403-450-451-
475-476

Schedule '3'

Exception No. 28, 34
Exception No. 14, 31
Exception No. 14, 23



Exception No. 23
Exception No. 15, 31
Exception No. 25

Attachment 5: Draft Zoning By-law Amendment – Tam O'Shanter Community

Authority: Scarborough Community Council, Item No. , as adopted by City of
Toronto Council on , 2012
Enacted by Council: , 2012

CITY OF TORONTO

BY-LAW No.

To amend Tam O'Shanter Community Zoning By-law No. 12360, as amended, with respect to the lands known municipally as 2201 and 2191 Warden Avenue and 3477 Sheppard Avenue East in the year 2011 and all lands on the north and south sides of Sheppard Avenue East between Warden Avenue and Bay Mills Boulevard and Aragon Avenue as outlined on Schedules '1' to '3'

WHEREAS authority is given to Council by Section 34 and 36 of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

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

The Council of the City of Toronto HEREBY ENACTS as follows:

3. **CLAUSE IV – ZONES** is amended by adding the Commercial-Residential (CR) Zone.
4. **CLAUSE V – INTERPRETATION**, is amended by adding the following definitions to sub-section (f), **Definitions**:

Ancillary

means naturally and normally incidental, subordinate in purpose or floor area, and exclusively devoted to a principal use, building or structure.

Amenity Space

means indoor or outdoor space on a lot that is:

- (iii) ancillary to the main use, and
- (iv) communal and available for use by the occupants of a building on the lot, or the general public, or both, for recreational or social activities.

Angular Plane

means an imaginary flat surface projecting over a lot, at an inclined angle measured up from the horizontal.

Bicycle Parking Space

means an area used for the purpose of parking and storing a bicycle.

Duplex

means a building that has only two **dwelling units**, with one **dwelling unit** entirely or partially above the other.

Established Grade

means the average elevation of the ground measured at the two points where the projection of the required minimum **front yard setback** line is 0.01 metres past each **side lot line**.

First Floor

means the floor of the building, other than a floor used for a parking space, that:

- iv) is closest in elevation to the elevation of established grade;
- v) has an interior floor area in excess of 10 square metres; and
- vi) is closest to the required **front yard setback**.

Green Roof

means an extension to a building's roof that allows vegetation to grow in a growing medium and which is designed, constructed and maintained in accordance with the Toronto **Green Roof** Construction Standard.

Landscaping

means trees, plants, decorative stonework, walkways, retaining walls, or other landscape-architectural elements. **Driveways** and areas for loading, parking or storing **vehicles** are not **landscaping**.

Landscaping, Soft

means **landscaping** and excludes hard-surfaced areas such as decorative stonework, retaining walls, walkways, or other hard surface landscaped-architectural elements.

Outdoor Patio

means an outdoor patron area **ancillary** to a non-residential use.

Personal Service Shop

means premises used to provide personal grooming services or for the cleaning or care of apparel.

5. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Sub-Clause 12, **Games Arcades and Games Machines Incidental to Commercial Operations** is amended by:

- (a) deleting the words “or **Clause IX**” in sub-section (i); and

- (b) adding “Commercial-Residential (CR),” to sub-section (iii) after the words “City Centre Commercial (CCC),”.

4. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Sub-Clause 18, **Lands Not Covered by Buildings** is amended by adding the following paragraph to the end of this Sub-Clause:

“In areas designated in Schedule ‘A’ as “CR”, the lands not covered by permitted buildings, structures and **parking spaces**, shall be used only for **landscaping**, 50% of which shall be **soft landscaping**. **Outdoor patio** areas **ancillary** to a permitted non-residential use in the “CR” Zone shall not be considered **landscaping** and shall be permitted, provided the **outdoor patio**:

- a) is located between the front wall of the building or structure housing the principal uses and the **front lot line** of the lot; or
- b) is located between the wall facing the **side lot line** of the building or structure housing the principal uses and the **side lot line** of the lot, to a maximum of 50% of the depth of the building or structure housing the principal use, measured from the front wall; and
- c) has a maximum area the greater of:
 - 1. 30 square metres; or
 - 2. 30% of the interior floor area of the premises it is associated with;
- d) is not used to provide entertainment uses such as music and dancing, whether as an **ancillary** use or associated with the principal use;
- e) is at least 10.0 metres from a lot in a **Single-Family Residential (S), Two-Family Residential (T) or Multiple Family Residential (M)** zone;
- f) despite e) above, if located on a roof, or on a platform that is higher than 0.6 m above average grade, must be at least 40.0 m, measured horizontally, from a lot in a **Single-Family Residential (S), Two-Family Residential (T) or Multiple Family Residential (M)** zone; and
- g) if on a lot which abuts a lot in a **Single-Family Residential (S), Two-Family Residential (T) or Multiple Family Residential (M)** zone, or a lot is within 10.0 m of a lot in a **Single-Family Residential (S), Two-Family Residential (T) or Multiple Family Residential (M)** zone, an **outdoor patio** located in the rear yard of the lot must have a fence installed along the portion of the **outdoor patio** parallel to the **rear lot line**.”

5. **CLAUSE VIII – ZONE PROVISIONS** is amended by adding the following:

21. **Commercial-Residential (CR) Zone**

- (a) Permitted Uses
 - **Day Nurseries**
 - **Dwelling Units**

- Educational and Training Facilities
- Financial Institutions
- Fraternal Organizations
- Hotels
- Medical Centres
- Municipally owned and operated Parking Lots
- Nursing Homes
- Offices
- **Personal Service Shops**
- **Places of Entertainment**
- **Private Home Day Care**
- **Recreational Uses**
- Restaurants
- Retail Stores
- Retirement Homes

(b) Ancillary Uses Permitted

- **Private Home Day Care**

(c) Prohibited Uses

- Automobile Sales, including Auto Sales Rooms
- **Automobile Service Stations**
- **Duplexes**
- **Mechanical or Automatic Car Washes**
- Outside storage of **vehicles**
- **Public Garages**
- **Single-Family Dwellings**
- **Split Level Dwelling**
- **Multiple Family Dwellings**
- **Two-Family Dwellings**

(d) Supplementary Regulations

- (i) For the lands known municipally as 2191 Warden Avenue, 3400, 3401 and 3410 Sheppard Avenue East: **Dwelling Units**, Retirement Homes, Nursing Homes, and **Private Home Day Care** shall only be permitted on or above the second **storey**, or where no portion of the **dwelling unit** is located within 20.0 m of the Sheppard Avenue East and Warden Avenue **street** line. For the purposes of this supplementary regulation, the **basement** shall not be considered a **storey**.
- (ii) **Street Townhouse Dwellings** are permitted in all locations with the exception of those lands within 20.0 m of the Sheppard and Warden Avenue **street** line.

6. **Schedule “A”** is amended by deleting the zoning for the lands outlined on Schedules '1' and '2' by adding the following zoning to the lands outlined on Schedules '1' and '2':

CR(H)-203-204-206-207-208-209-210-223-229-317-430-454-455-475-476-500-501-502-503-504-505-507-508-509-510

CR(H)-203-205-206-207-208-209-210-220-223-229-316-430-454-455-475-476-500-501-502-503-504-505-507-508-509-510

CR-203-205-206-208-209-210-211-218-223-225-229-316-429-454-455-475-476-500-501-502-503-504-505-507-508-509-510-511

CR-204-206-208-209-210-221-223-224-226-227-229-315-429-454-455-475-476-500-501-502-503-504-505-507-508-509-511

CR(H)-204-206-208-209-210-219-221-223-225-228-229-315-429-454-455-475-476-500-501-502-503-504-505-507-508-509-511

CR(H)-203-204-206-207-208-209-210-212-223-224-229-318-430-454-455-475-476-500-501-502-503-504-507-508-509-510

CR(H)-203-206-207-208-209-210-220-223-229-316-430-454-455-475-476-500-501-502-503-504-506-507-508-509-510

CR(H)-203-206-208-209-210-216-218-220-223-229-316-430-454-455-475-476-500-501-502-503-504-506-507-508-509-510

CR(H)-203-206-207-208-209-210-215-217-223-227-229-316-430-454-455-475-476-500-501-502-503-504-506-507-508-509-510

CR(H)-203-205-206-208-209-210-220-223-229-317-430-454-455-475-476-500-501-502-503-504-506-507-508-509-510

M(H)-206-213-214-222-223-314-428-508-509

7. **Schedule “B”, PERFORMANCE STANDARD CHART**, is amended by adding the following Performance Standards:

BUILDING SETBACKS

203. Minimum building **setback** 3.0 m and maximum building **setback** 5.0 m from the Sheppard Avenue East **street** line.

204. Minimum building **setback** 3.0 m and maximum building **setback** 5.0 m from the Warden Avenue **street** line.
205. Minimum building **setback** 3.0 m for all other **streets**.
206. Buildings shall not exceed a 45-degree **angular plane** from the lot-line of abutting “**S**”, “**T**” and “**M**” Zones. Where a public laneway abuts the development site, the portion of the laneway that abuts a “**S**”, “**T**” and/or “**M**” Zone may be included for the purposes of establishing the 45-degree **angular plane**.
207. For that portion of a building above 20.0 m in **height**, buildings shall be **setback** at a minimum an additional 5.5 m from that portion of the building below 20.0 m in **height** closest to the east lot line(s).
208. Mechanical penthouse shall be **setback** an additional 5.0 m from the required building **setbacks** from all **street yards**. The mechanical penthouse shall cover no more than 30% of the roof area and extend no more than 5.0 m in **height**.
209. For that portion of buildings above 20.0 m in **height**, buildings shall be setback at a minimum an additional 1.5 m from that portion of the building closest to all **street** lines.

For the purposes of this Performance Standard the wall below 20.0 m in **height** shall be no less than 75% in length, of the overall length of the wall facing all **street** lines.

210. A building shall not penetrate a 45-degree **angular plane** at a **height** along a lot line that abuts a **street** and is not a **rear lot line**, equal to 80% of the width of the **street** right-of-way on which the lot has frontage.
211. Minimum building **setback** 7.5 m from the east and south lot lines.
212. Minimum building **setback** 1.5 m from the north lot line.
213. Minimum separation between **street townhouse dwellings** as follows:
 - iii. Minimum separation between the side walls of adjacent **street townhouse dwellings** shall be 1.2 m and 0.0 m along the common wall between **dwelling units**.
214. Minimum building **setback** of 3.0 m from the **street** line except that a minimum building setback of 5.6 m is required from the **street** line for that part of the **main wall** containing vehicular access to a garage.

215. Minimum building **setback** 10.0 m from the west **side lot line**.
216. Minimum building **setback** 10.0 m from the east **side lot line**.
217. For that portion of a building above 20.0 m in **height**, buildings shall be **setback** at a minimum an additional 1.5 m from that portion of the building below 20.0 m in **height** closest to the west lot line(s).
218. For that portion of a building above 20.0 m in **height**, buildings shall be **setback** at a minimum an additional 1.5 m from that portion of the building below 20.0 m in **height** closest to the east lot line(s).
219. Minimum building **setback** 1.5 m from the south lot line.
220. For that portion of a building above 20.0 m in **height**, buildings shall be **setback** at a minimum 5.5 m from that portion of the building below 20.0 m in **height** closest to the west lot line(s).
221. Minimum **rear yard setback** 7.5 m.
222. Minimum building **setback** 7.5 m from the west, east and south lot lines.
223. The finished floor of **dwelling units** on the **first floor** of a building shall be located a minimum 0.6 m above the average finished grade measured at the **street** line and a maximum 0.9 m above the average finished grade measured at the **street** line.
224. For that portion of a building above 20.0 m in **height**, buildings shall be **setback** at a minimum of 1.5 m from that portion of the building below 20.0 m in **height** closest to the north lot line(s).
225. For that portion of a building above 20.0 m in **height**, buildings shall be **setback** at a minimum 1.5 m from that portion of the building below 20.0 m in **height** closest to the south lot line(s).
226. Minimum building **setback** 4.0 m from the north lot line.
227. For that portion of a building above 20.0 m in **height**, buildings shall be **setback** at a minimum 5.5 m from that portion of the building below 20.0 m in **height** closest to the south lot line(s).
228. For that portion of a building above 20.0 m in **height**, buildings shall be **setback** at a minimum 5.5 m from that portion of the building below 20.0 m in **height** closest to the north lot line(s).

229. For that portion of a building that has a **height** equal to or less than the width of the right-of-way of the **street** it abuts, the following provisions apply:
- i) if a wall of the building has principal windows and a line projected at a right angle from one of these walls intercepts another such wall on the same lot, the minimum above ground distance between the walls must be 20.0 m; or
 - ii) if a wall of the building has principal windows facing a wall which does not have a window and a line projected at a right angle from one of these walls intercepts the other wall on the same lot, the minimum above ground distance between them must be 11.0 m.

INTENSITY OF USE

314. Maximum **Gross Floor Area** 1.0 times the area of the lot or parcel.
315. Maximum **Gross Floor Area** 2.0 times the area of the lot or parcel.
316. Maximum **Gross Floor Area** 2.5 times the area of the lot or parcel.
317. Maximum **Gross Floor Area** 3.0 times the area of the lot or parcel.
318. Maximum **Gross Floor Area** 4.5 times the area of the lot or parcel.

HEIGHT

428. Minimum **height** of 2 **storeys** and a maximum **height** of 3 **storeys**, excluding **basements**.
429. Minimum **height** of 10.5 m and a maximum **height** of 27.0 m, excluding **basements** and rooftop mechanical penthouses.
430. Minimum **height** of 10.5 m and a maximum **height** of 36.0 m, excluding **basements** and rooftop mechanical penthouses.

PARKING

454. **Parking spaces** shall not be located in the Sheppard Avenue East and Warden Avenue **street yard** for all new buildings constructed after January 1st, 2012.
455. Minimum vehicle **parking spaces** as follows:
- (a) 0.7 **parking spaces** per bachelor **dwelling unit**;
 - (b) 0.8 **parking spaces** per one bedroom **dwelling unit**;
 - (c) 0.9 **parking spaces** per two bedroom **dwelling unit**;
 - (d) 1.1 **parking spaces** per three or more bedroom **dwelling unit**; and

- (e) 0.15 **parking spaces** per **dwelling unit** for visitors.

Maximum vehicle **parking spaces** as follows:

- (a) 1.0 **parking spaces** per bachelor **dwelling unit**;
- (b) 1.2 **parking spaces** per one bedroom **dwelling unit**;
- (c) 1.3 **parking spaces** per two bedroom **dwelling unit**;
- (d) 1.6 **parking spaces** per three or more bedroom **dwelling unit**; and
- (e) 0.15 **parking spaces** per **dwelling unit** for visitors.

BICYCLE PARKING

477. **Bicycle parking spaces** shall be provided at a rate of:

- (a) 0.7 long term **bicycles parking spaces** for each **dwelling unit**;
 - (b) 0.08 short term **bicycle parking spaces** for each **dwelling unit**;
- and where:
- i) Long-term bicycle parking are **bicycle parking spaces** for use by the occupants or tenants of a building and must be located in a secure, weather protected and enclosed bicycle parking area within 30.0 m from a pedestrian entrance to the principal building on the lot; and
 - ii) Short-term bicycle parking are **bicycle parking spaces** for use by visitors to a building and shall be located in bicycle parking area at grade within 30.0 m from a pedestrian entrance to the principal building on the lot.

Bicycle parking space for a **dwelling unit** shall not be located:

- (a) in a **dwelling unit**; or
- (b) on a balcony; or
- (c) in a storage locker; or
- (d) an area used for **ancillary** commercial space.

A **bicycle parking space** shall have the following dimensions:

- (a) if located in a horizontal position (on the ground):
 - minimum length of 1.8 m;
 - minimum width of 0.6 m;
 - minimum vertical clearance from the ground of 1.9 metres;and
- (b) if located in a vertical position (on the wall):
 - minimum length or vertical clearance of 1.9 m;
 - minimum width of 0.6 m;
 - minimum horizontal clearance from the wall of 1.2 metres.

478. aMinimum 0.13 occupant **bicycle parking spaces** per 100 m² of **gross floor area** for all uses excluding **dwelling units** and the greater of 0.15 visitor **bicycle parking spaces** per 100 m² of **gross floor area** or 6 **bicycle parking spaces** for all uses excluding **dwelling units**.

MISCELLANEOUS

500. **Main Wall Length:**
- i) lots having frontage or flankage of 30.0 m or less on the Sheppard Avenue East and Warden Avenue **street** lines: length of the **main wall** of the first 10.5 m of a building(s) **height** facing a **street** shall be no less than 60% of the adjacent **street** line frontage or flankage.
 - iii) lots having frontage or flankage of more than 30.0 m on the Sheppard Avenue East and Warden Avenue **street** lines: length of the **main wall** of the first 10.5 m of a building(s) **height** facing a **street** shall be no less than 75% of the adjacent **street** line frontage or flankage.
501. **Amenity Space** for buildings containing 20 or more **dwelling units** shall be provided at a minimum rate of 4.0 square metres for each **dwelling unit**, on the following basis:
- (a) a minimum of 2.0 square metres for each **dwelling unit** shall be indoor **amenity space**;
 - (b) a minimum of 40.0 square metres shall be outdoor **amenity space** located on the ground and adjoining or directly accessible to the indoor **amenity space**; and
 - (c) a maximum of 25% of the outdoor component may be in the form of a **green roof**.
502. Minimum floor to floor **height** of the **first floor** shall be 4.5 m for that portion of a building located within 20.0 m of the Sheppard Avenue East and Warden Avenue **street** line.
503. **CLAUSE VI – PROVISIONS FOR ALL ZONES**, Sub-Clause 6, **Coverage**, shall not apply.
504. **Street yard** setbacks that apply to the “CR” Zone shall not apply to underground structures.
505. A minimum 1.5 m strip of land immediately abutting “S”, “T”, and “M” Zone shall be used for **soft landscaping** purposes only.
506. A minimum 3.0 m strip of land immediately abutting “S”, “T”, and “M” Zone shall be used for **soft landscaping** purposes only.
507. Balconies and unenclosed porches shall not project into the Sheppard Avenue East and Warden Avenue **street yard** required by Performance Standard Numbers 203, 204 and 205.

508. The provisions of this By-law shall apply collectively to this land notwithstanding its future division.
509. No person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:
- (a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and
 - (b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.
510. Sheppard Avenue East shall be deemed to be the **front lot line**.
511. Warden Avenue shall be deemed to be the **front lot line**.
8. **Schedule "C", EXCEPTION MAP and EXCEPTION LIST** is amended by deleting Exception Number 19.
9. **Schedule "C", EXCEPTION MAP and EXCEPTION LIST** is amended by deleting Exception Number 15 and replacing it on the lands outlined on Schedule '3', so that it reads as follows:
15. On those lands identified as Exception 15 on the accompanying Schedule "C" map, the following provisions shall apply:
- (a) Only **Street Townhouse Dwellings** are permitted in the **Multiple-Family Residential (M) Zone** after the removal of the Holding Provision (H) from the zoning by-law.
10. **Schedule "C", EXCEPTION LIST** is amended by deleting Exception Number 29 and replacing it as follows:
29. On those lands identified as Exception 29 on the accompanying Schedule "C" map, the following provisions shall apply:
- (a) Permitted uses prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in the **Highway Commercial (HC)** zone with the exception of the following uses which are not permitted: **Automobile Service Stations, Mechanical or Automatic Car Washes and Public Garages**.

(b) Prior to the removal of the Holding Provision (H) in addition to permitted uses in the **Highway Commercial (HC)** zone retail stores, and **Personal Service Shops** are permitted uses.

(c) Prior to the removal of the Holding Provision (H) the following performance standards will apply:

HC – 40F - 74 – 138

(d) The Holding Provision (H) used in conjunction with the **Commercial Residential (CR)** Zone shall be removed by amending By-law when:

Council is satisfied that land dedicated to the City for the design, construction and financing of new public lanes or street(s) has been satisfactorily reviewed by the Chief Planner and Executive Director in consultation with the Executive Director of Technical Services and that any recommended improvements have been implemented, or financially secured through appropriate agreements.

11. **Schedule “C”, EXCEPTION LIST** is amended by deleting Exception Number 43 and replacing it as follows:

43. On those lands identified as Exception 43 on the accompanying Schedule "C" map, the following provisions shall apply:

(a) Permitted uses prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in the **Neighbourhood Commercial Uses (NC)** zone with the exception of the following uses which are not permitted: **Automobile Service Stations**.

(b) Prior to the removal of the Holding Provision (H) the following performance standards will apply:

NC – 40 F – 85 - 104 – 139

(c) The Holding Provision (H) used in conjunction with the **Commercial Residential (CR)** Zone shall be removed by amending By-law when:

Council is satisfied that land dedicated to the City for the design, construction and financing of new public lanes or street(s) has been satisfactorily reviewed by the Chief Planner and Executive Director in consultation with the Executive Director of Technical

Services and that any recommended improvements have been implemented, or financially secured through appropriate agreements.

12. **Schedule “C”, EXCEPTIONS MAP and EXCEPTION LIST** is amended by deleting Exception Number 44 and replacing it on the lands outlined on Schedule '3', so that it reads as follows:

44. On those lands identified as Exception 44 on the accompanying Schedule "C" map, the following provisions shall apply:

- (a) Additional Permitted Use:

Automobile Sales, including Auto Sales Rooms are permitted but only within a building after the removal of the Holding Provision (H) from the zoning by-law.

13. **Schedule “C”, EXCEPTIONS MAP and EXCEPTION LIST** is amended by deleting Exception Number 50 and replacing it on the lands outlined on Schedule '3', so that it reads as follows:

50. On those lands identified as Exception 50 on the accompanying Schedule "C" map, the following provisions shall apply:

- (a) Permitted uses prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in the **Highway Commercial (HC)** zone with the exception of the following uses which are not permitted: **Automobile Service Stations, Mechanical or Automatic Car Washes and Public Garages.**

- (b) Prior to the removal of the Holding Provision (H) in addition to permitted uses in the **Highway Commercial (HC)** zone retail stores, and **Personal Service Shops** are permitted uses.

- (c) Prior to the removal of the Holding Provision (H) the following performance standards will apply:

HC – 40F – 74 - 85

- (d) The Holding Provision (H) used in conjunction with the **Commercial Residential (CR)** Zone shall be removed by amending By-law when:

Council is satisfied that land dedicated to the City for the design, construction and financing of new public lanes or street(s) has been

satisfactorily reviewed by the Chief Planner and Executive Director in consultation with the Executive Director of Technical Services and that any recommended improvements have been implemented, or financially secured through appropriate agreements.

14. **Schedule “C”, EXCEPTION LIST** is amended by deleting Exception Number 65 and replacing it as follows:

65. On those lands identified as Exception 65 on the accompanying Schedule "C" map, the following provisions shall apply:

- (a) Permitted uses prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in the **Office Use (OU)** zone.
- (b) Prior to the removal of the Holding Provision (H) the following performance standards will apply:

OU – 40G – 104 – 163 -164

- (c) The Holding Provision (H) used in conjunction with the **Commercial Residential (CR) Zone** shall be removed by amending By-law when:

Council is satisfied that land dedicated to the City for the design, construction and financing of new public lanes or street(s) has been satisfactorily reviewed by the Chief Planner and Executive Director in consultation with the Executive Director of Technical Services and that any recommended improvements have been implemented, or financially secured through appropriate agreements.

15. **Schedule “C”, EXCEPTION LIST** is amended by deleting Exception Number 66 and replacing it as follows:

66. On those lands identified as Exception 66 on the accompanying Schedule "C" map, the following provisions shall apply:

- (a) Permitted uses prior to the removal of the Holding Provision (H) from the zoning shall be restricted to all uses permitted in the **Office Uses (OU)** zone.
- (b) Prior to the removal of the Holding Provision (H) the following performance standards will apply:

OU – 40F – 89 – 163 – 165 – 172

- (c) The Holding Provision (H) used in conjunction with the **Commercial Residential (CR)** Zone shall be removed by amending By-law when:

Council is satisfied that land dedicated to the City for the design, construction and financing of new public lanes or street(s) has been satisfactorily reviewed by the Chief Planner and Executive Director in consultation with the Executive Director of Technical Services and that any recommended improvements have been implemented, or financially secured through appropriate agreements.

ENACTED AND PASSED this day of , A.D. 2012.

FRANCES NUNZIATA,
Speaker

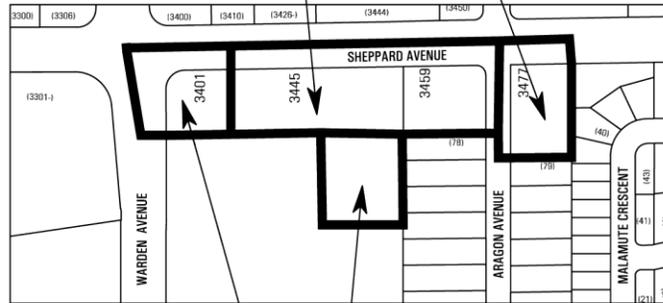
ULLI S. WATKISS
City Clerk

(Corporate Seal)

Schedule '1'

CR(H)-203-205-206-207-
208-209-210-220-223-
229-316-430-454-455-
475-476-500-501-502-
503-504-505-507-508-
509-510

CR-203-205-206-
208-209-210-211-
218-223-225-229-
316-429-454-455-
475-476-500-501-
502-503-504-505-
507-508-509-510



CR(H)-203-204-206-207-
208-209-210-223-229-
317-430-454-455-475-
476-500-501-502-503-
504-505-507-508-509-510

M(H)-206-213-214-222-
223-314-428-508-509

TORONTO City Planning
Division
Zoning By-Law Amendment

Sheppard/Warden Avenue Study

File # 09 180951

 Area Affected By This By-Law

Tam O'Shanter Community
Not to Scale
07/20/11


Schedule '2'

CR(H)-204-206-208-209-210-219-221-223-225-
228-229-315-429-454-455-475-476-500-501-
502-503-504-505-507-508-509-511

CR-204-206-208-209-210-221-223-224-226-
227-229-315-429-454-455-475-476-500-
501-502-503-504-505-507-508-509-511

CR(H)-203-
205-206-
208-209-
210-220-
223-229-
317-430-
454-455-
475-476-
500-501-
502-503-
504-506-
507-508-
509-510

CR(H)-203-204-
206-207-208-209-
210-212-223-224-
229-318-430-454-
455-475-476-500-
501-502-503-504-
507-508-509-510



CR(H)-203-206-
207-208-209-210-
220-223-229-316-
430-454-455-475-
476-500-501-502-
503-504-506-507-
508-509-510

CR(H)-203-206-
208-209-210-216-
218-220-223-229-
316-430-454-455-
475-476-500-501-
502-503-504-506-
507-508-509-510

CR(H)-203-206-207-
208-209-210-215-
217-223-227-229-
316-430-454-455-
475-476-500-501-
502-503-504-506-
507-508-509-510

 **TORONTO** City Planning
Division
Zoning By-Law Amendment

Sheppard/Warden Avenue Study

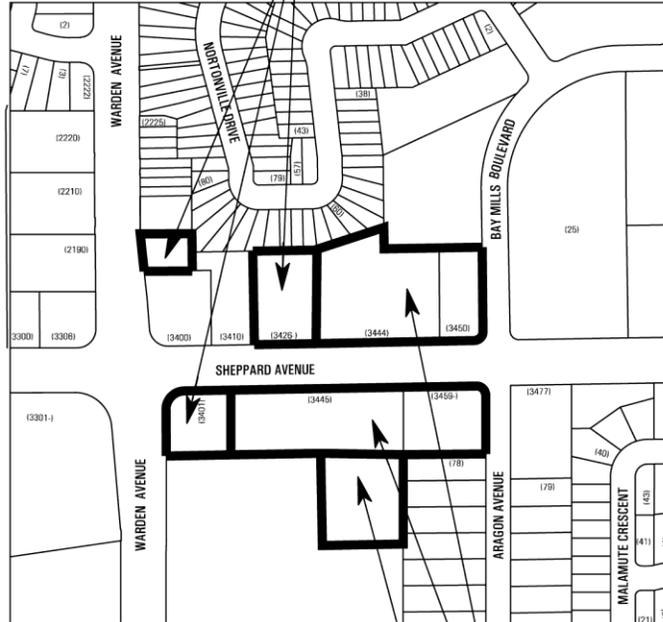
File # 09 180951

 Area Affected By This By-Law

Tam O'Shanter Community
Not to Scale
07/20/11


Schedule '3'

Exception No. 50



Exception No. 15, 50
Exception No. 44, 50

Attachment 6: Community Services & Facilities Profile Update

NOVEMBER 2011

Sheppard Avenue Study Community Services & Facilities (CS&F) Profile

Introduction

Community Policy staff have completed an update of the Community Services and Facilities (CS&F) work as part of the 2004 Sheppard Corridor Profile to inform and provide direction for the Sheppard Avenue Study. Given the large CS&F area, the Sheppard Corridor was divided into three sub-areas: Central, East and West (see Map 1). Each sub-area has its own social infrastructure, which plays an important role in providing for the social, economic, and cultural needs of the residents.

The Sheppard Avenue Study is a more focused study with its study area located within the Central Area (see Map 2). The Central Area boundaries extend south to Highway 401, east to the CN track (just past Kennedy Road), west to Victoria Park Avenue and north to Huntingwood Drive. The Sheppard Avenue Study area also abuts the Steeles-L'Amoreaux Priority Area to the north and west.

For the purpose of this profile work, *community services and facilities* serve the needs of the local population and include publicly funded schools, child care centres, community centres, arenas, pools, places of worship (e.g. community space offered) and human services. *Human services* encompass a range of community services which are support and activity programs that promote and improve the independence, economic self-sufficiency, social development and personal growth of residents and workers.

The CS&F findings for the Sheppard Avenue Study will be based on an update of the Central Area profile work. This update also incorporates findings from various CS&F assessments completed for this portion of the Sheppard Corridor. The Sheppard Avenue Study CS&F Profile includes a demographic profile of residents (based on 2006 Census), an inventory of CS&F together with identification of CS&F priorities.

Background

At its meeting of July 22, 2003, City Council approved the Terms of Reference for a comprehensive study of the Sheppard Corridor to develop a coordinated land use and transportation strategy. This Sheppard Corridor study focussed on the 7.5 km stretch of Sheppard Avenue between Don Mills Road and McCowan. A Phase 1 Profile Report for the Sheppard Corridor was prepared in June 2004. The Report contains a profile of the existing CS&F located within the Sheppard Corridor Study area. The purpose of the profile is to identify the range of available CS&F, including existing capacity, service deficiencies and potential priorities for improvements. The Phase 1 work focussed on

analysis of existing conditions related to demographics, economics, transportation as well as CS&F. Detailed profiles were produced for these key areas.

Findings from various strategic documents have been used to inform the assessment of this area as well as reconfirming CS&F needs previously identified in the 2004 Profile work. These reports include:

- Finch Warden Area Revitalization Study - CS&F Review (2010)
- Strong Neighbourhoods Task Force Report (2005) identified the Steeles-L'Amoreaux neighbourhoods as one of the 13 priority areas for reinvestments
- Steeles-L'Amoreaux United Way Community Hub Project, YOUTHLINK (2008)
- West Hill Community Services Community Health Centre Community Engagement Project, Final Report (2009)

CS&F Priorities

Based on the CS&F update, a number of CS&F priorities have been identified for the Sheppard Avenue Study, including:

- community recreation facilities such as larger, flexible multi-purpose space to run programs for youth and adults (e.g. basketball, badminton, camps, etc);
- additional non-profit child care facilities (62-72 space facility), particularly for infant and toddler spaces;
- community agency space (minimum 465 square metres (5,000 square feet) to approximately 930 square metres (10,000 square feet), particularly for the smaller non-profit organizations to run local programs and services such as settlement services, employment training, parenting and youth programs; and
- library renovation and expansion to the Agincourt Branch Library, including additional meeting space and upgrades to the auditorium space along with the addition of a third floor to provide additional spaces for collections, quiet and group study space, partnership and library programming and reading support programs.

CS&F Profile

The CS&F Profile summarizes the availability of CS&F in the Central Area. The majority of CS&F are clustered along Birchmount Road, north of Sheppard Avenue. Details on specific CS&F are included in the tables in Appendix A.

The Central Area has a population of 34,530 (2006 Census). It has experienced a slight decline in population (1% or 346 people) between 2001-2006, consistent with that of the City at 0.9%. Overall, the Central Area has an aging seniors population with a higher proportion of seniors 65+ than the City (over 30% of the area is 65+). However, the study area houses more husband-wife families than the overall City. Also, there are more families with children living at home (63%) compared to the City average (58.9%). The family size at 2.7 persons per household is larger than the City average at 2.5. The Central Area contains a number of different neighbourhoods, each with its unique character and population characteristics which is reflected in the type and range of community programs that are provided.

Immigrants accounted for almost 66% of the population in the study area. Immigration increased in the 1991-2000 period. Recent immigrants (those arriving in the last 5 year period between 2001-2006) represented over 28% of the immigrant population. The neighbourhoods located on the north side of Sheppard Avenue East have a large number of rental units, a higher proportion of recent immigrants together with lower average family incomes. The demographics and make-up of the area differs on the east side of Kennedy Road as well as the south side of Sheppard Avenue where there are more single detached homes occupied by senior and family households.

Schools

A total of eight elementary schools (7 TDSB, 1 TCDSB) and one secondary school (TDSB) are located in the Central Area. There are no separate secondary schools in the area, the closest is Francis Liberman located just north of the study area at 4640 Finch Avenue East. The 2004 Profile showed all elementary schools operating at or above capacity. However, the current situation is much different. Based on the 2009/2010 school data provided by the School Boards, enrolment levels have decreased substantially over the past 6 years with all schools currently operating below capacity. This decrease in enrolment also applies to the secondary school panel with Stephen Leacock C.I. seeing a drop in its enrolment level as well from 105% to 99%.

Child Care

Ten child care programs (8 non-profit and 2 commercial) are located in the Central Area and provide a total of 587 licensed child care space with over half the number of spaces (approx. 53%) geared for the pre-school group. This includes the new 61 space child care (Solaris) that serves the study area and located on the south side of Highway 401, east of Kennedy Road and at the east end of Sufferance Road. This facility is located at the base of a high-rise residential condominium building and is scheduled to open by December 2011. A second child care facility will also be constructed at this location in the future when the remaining phases of residential development are constructed. Locations of both child cares are shown on Map 2 attached. Children's Services staff advise, that infants and toddlers are definitely underserved, even with the two new child care centres. They note that the licensed vacancies in the subsidy system for this ward are low relative to the rest of the City, with 4 for infants, 4 for toddlers, 28 for pre-school and 9 for school age. For the waiting list, there are currently 132 infants, 68 toddlers, 248 pre-school and 123 school age children in the ward. The majority of the programs are located within local schools (5), while the remaining programs are located in apartment buildings (4) and a place of worship. There is also a new child care program located in the Stephen Leacock C.C. This program is an after-school recreation and child program and serves up to 40 children. It is not licensed and does not offer fee subsidy. Families can access the PF&R Welcome Policy and it is an option for families not needing full-time licensed child care.

Community Recreation

There is one City-owned and operated recreational facility located in the Central Area (Stephen Leacock C.C.). The City is also involved in the delivery of recreation programs

at a number of local schools. Access to the schools gymnasiums and sports fields is required to run these programs. The Stephen Leacock C.C. is a very busy facility that offers a diverse range of recreation programs for all age groups. Originally developed as a seniors centre, it offers exclusive space for seniors through a membership program. The small size of this facility (22,080 square feet) limits the amount of programming for all age groups as there is no full size gymnasium to run recreation programs, particularly for youth and children. In response to this increased demand for recreational space for youth and children, this facility is currently undergoing a major expansion. The original ice pad facility located adjacent to the recreation centre has been recently converted/renovated to include an indoor turf playing field, a youth lounge together with a 2nd floor addition with 2 multi-purpose rooms and washrooms. The next phase of renovations involving an additional 3 multi-purpose rooms, a teaching kitchen and an indoor running track was recently completed in Spring 2011.

Libraries

The Toronto Public Library operates one library in the Central Area. The Agincourt Branch is a 27,000 square foot District Branch providing service to the broader Sheppard corridor community. Agincourt Branch is the busiest District Library in the City with an annual circulation of over 1.2 million. At 27,000 square feet, this facility just meets the District Library criteria of a minimum of 25,000 square feet. The Branch serves a population of 60,115 (based on 2006), including the Steeles-L'Amoreaux priority neighbourhood. It has an extensive collection in order to meet a diverse range of age groups and cultures. To meet the service needs of the increasing population in the area, Toronto Public Library staff note that Agincourt Branch needs to be renovated (e.g. additional meeting space, upgrades to auditorium space) and expanded to include a third floor addition for additional programming and study space. The 2010-2019 capital budget identified a capital project for the Agincourt Branch, including a renovation and the addition of a third floor, beginning in 2017. The capital budget for the renovation is \$11.8 million while the third floor would require an additional \$5.8 million. The capital budget was reduced in the 2010 budget process to meet City budget targets.

Places of Worship

Places of worship can serve as key community focal points and often provide space available to community groups at a nominal charge. Eight places of worship are located in the Central Area with several providing space for use by local groups for community services and cultural events. Several of the places of worship also offer recreation programs for youth along with child care programs. Various partnerships have formed between a number of places of worship and service providers.

Human Service Agencies

There are approximately 11 human service agencies that serve the Central Area and offer a wide range of programs and services to area residents. These services effectively serve the new immigrant population that make up a large proportion of the population within this area and include employment training, settlement services and literacy. Agincourt Community Services is one of the key multi-service agencies that provide services to area

residents. Its focus is service delivery for the family, newcomer and homeless population with programs including immigrant/settlement, food security (e.g. food bank, hot meals), literacy (e.g. tutoring, reading) as well as information/referrals through its Information Scarborough program. This agency also runs a satellite Early Years Child and Family Centre at 4139 Sheppard Avenue East, a drop-in program for families with young children (0-6 years). Another key agency in the area is the Scarborough Centre For Healthy Communities (West Hill Community Services). This agency recently opened a satellite health centre at 4002 Sheppard Avenue East to serve residents living in and around this area. Many of the youth programs are delivered by agencies situated just outside the study area near the Scarborough Towne Centre. Also, several agencies deliver services and programs for seniors (i.e. home care, congregate dining, support services). Feedback from agencies have identified the need for accessible and affordable community space in the area for smaller organizations to effectively run programs/services to local residents.

The Central Area is a dynamic community that is supported by a network of human services and community facilities which have responded to the needs of the current population. A number of key agencies have located in and around this area given the large new immigrant population that have recently moved into the area as well as its central location near shopping, public transit and community services and facilities.

6 Urban Design Plan & Recommendations



The following section outlines key recommendations to support the vision described in Section 5. In order to move forward with the proposed vision, and guidelines, recommendations are outlined for the following elements:

- Streets and blocks
- Land use
- Open space
- Streetscape
- Built form
- Parking
- Public realm
- Signage
- Sustainability
- Safety and accessibility

The urban design plan and recommendations for the Sheppard Avenue study area mirror, and in some cases augment, those outlined in the City of Toronto Avenues and Mid-Rise Study. Any differences with the two studies are outlined in the relevant section and the rationale for the proposed distinction is provided.

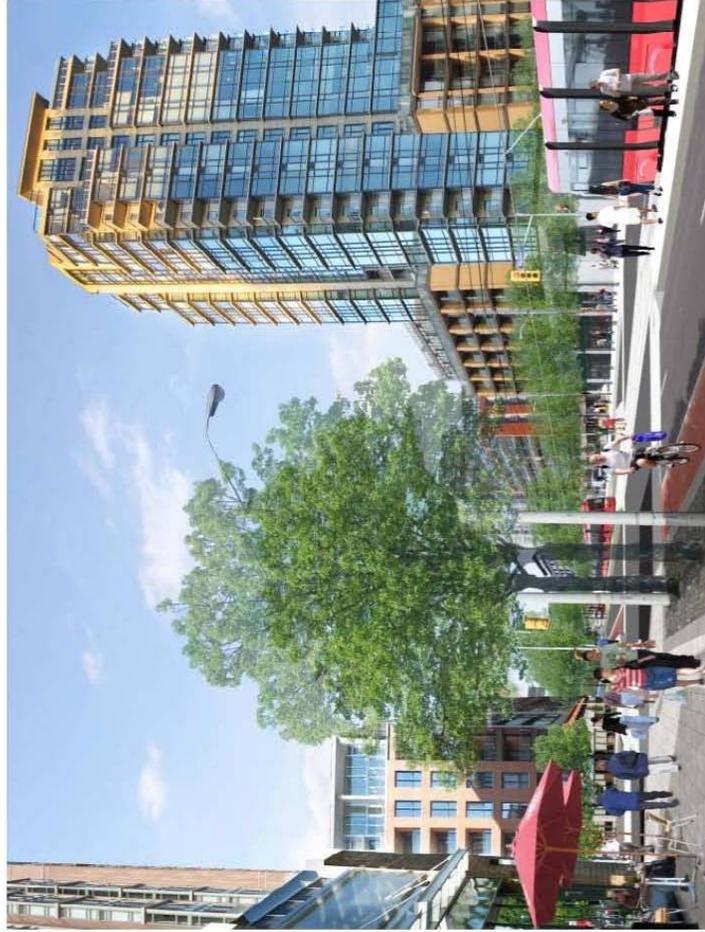


FIGURE 17. CONCEPTUAL VIEW LOOKING WEST FROM SHEPPARD AVENUE AT WARDEN AVENUE

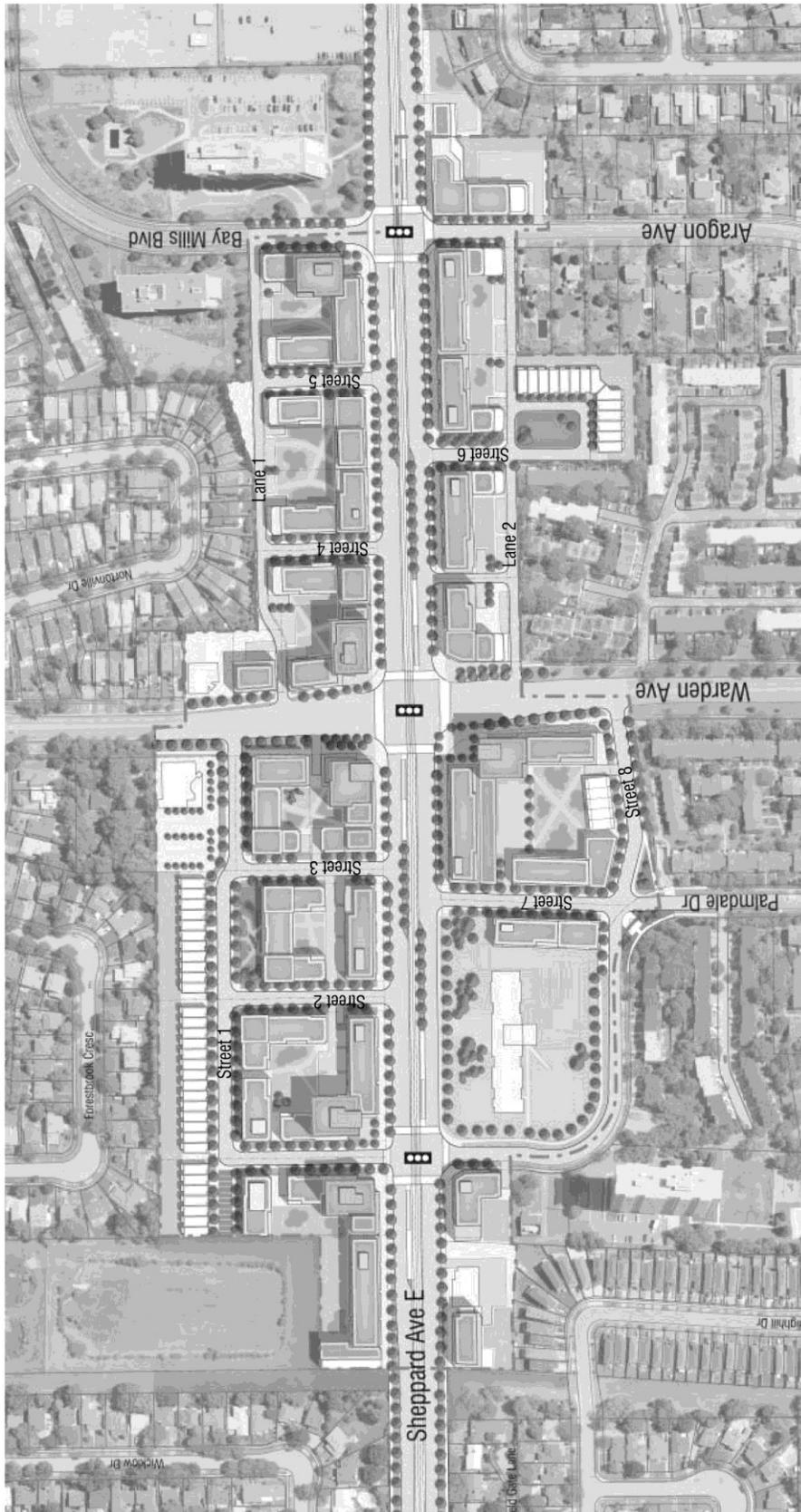
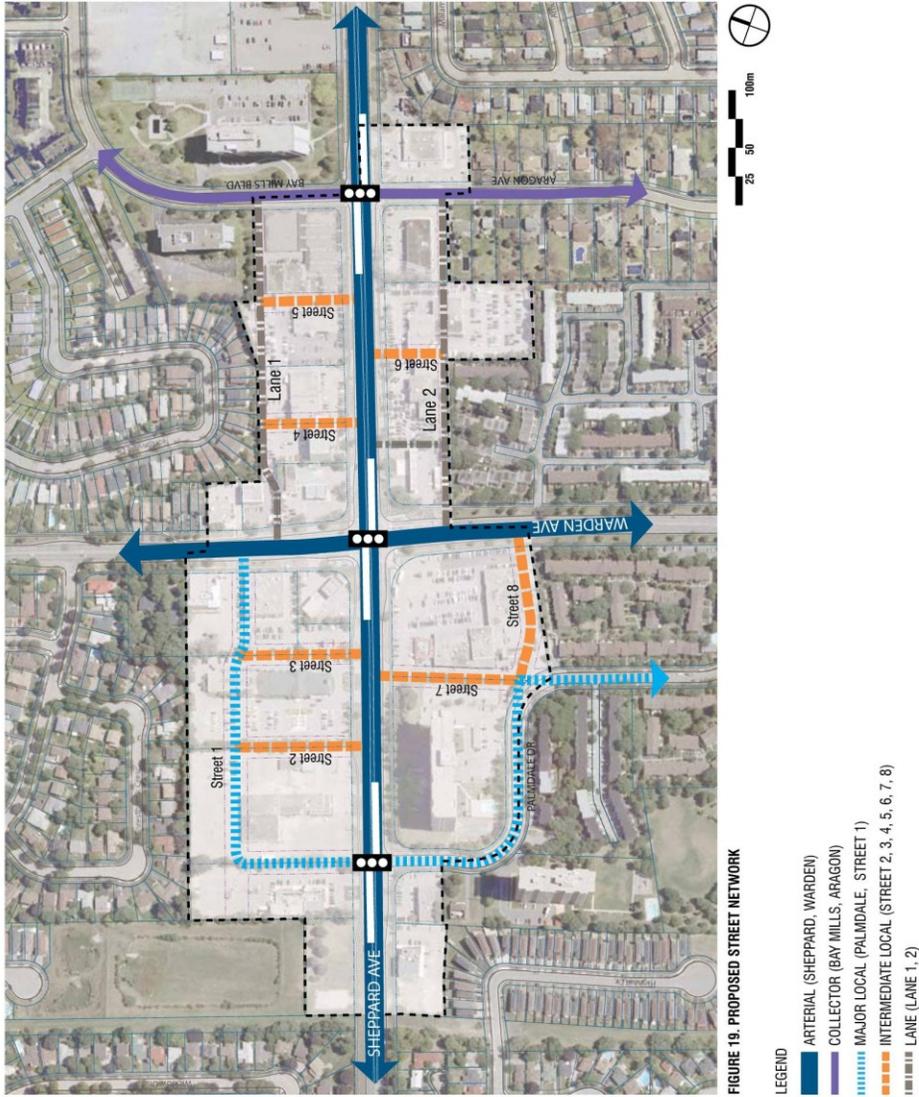


FIGURE 18. URBAN DESIGN CONCEPT

6.1 Framework of Streets and Blocks

An urban-scale framework of streets and blocks will:

- Establish a safe and comfortable pedestrian and cycling network;
- Provide on-street parking on internal road systems to support retail;
- Improve connectivity and access to transit, development and surroundings;
- Provide better access, servicing and parking for new development, while promoting use of alternative modes;
- Break down existing large (suburban) scale of development blocks and create a more fine-grained network of streets and blocks;
- Facilitate phasing;
- Expand the public realm;
- Create additional building frontages (addresses) to facilitate a greater range of development options;
- In the future, signalize the intersection at Warden Avenue and Future Street 1 and potentially Warden Avenue and Future Street 8.



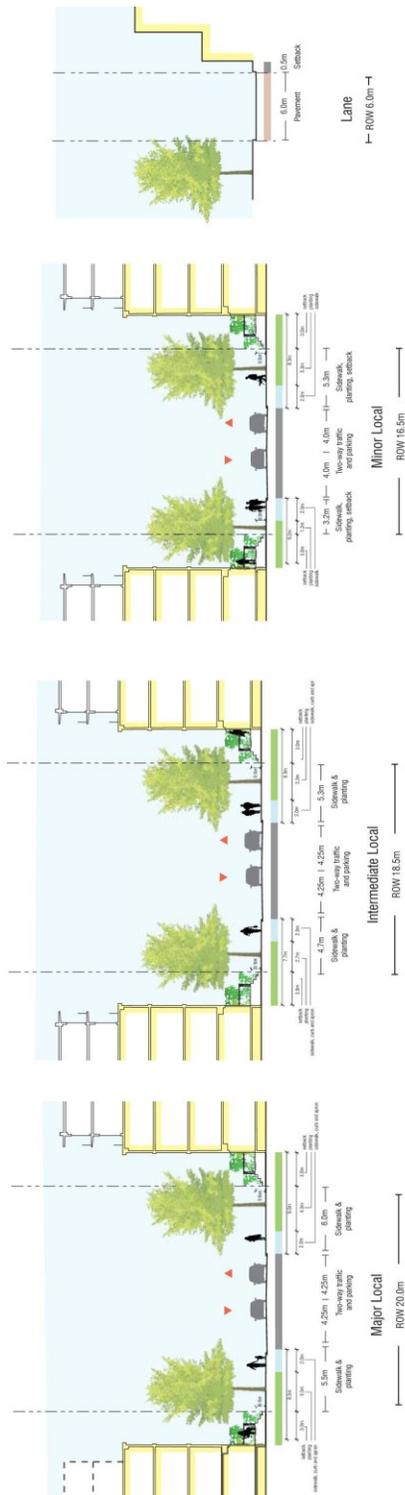


FIGURE 20. PROPOSED INTERNAL CIRCULATION NETWORK CROSS SECTIONS
 *MINOR LOCAL STREETS ARE PROPOSED AS AN ALTERNATIVE CONFIGURATION FOR STREETS 4, 5 AND 6

6.1.1 Sheppard Avenue

The proposed cross section for Sheppard Avenue is based on the proposed cross section in the Sheppard East on the proposed cross section in the Sheppard East LRT Class Environmental Assessment study. Detailed recommendations for Sheppard Avenue with respect to streetscape improvements are outlined in the Streetscape section of this report. Future pole placement will be determined through subsequent design work. Relocated poles should be placed within the planting zone.

6.1.2 Street System

An internal circulation system is planned for each of the four quadrants in the study area. North/south streets are encouraged, and depending on the desirability of street parking, the streets could be designed as minor local (16.5 metres ROW and no street parking permitted) or intermediate local (18.5 metres ROW with one side street parking permitted). Public lanes will be required to provide access to loading and parking facilities. Mid-block road and lane connections will facilitate pedestrian, cyclist and vehicular movement within the area, establish a finer-grained structure of streets and development blocks and provide locations for on street parking. These connections also provide street addresses for internal areas of each block.

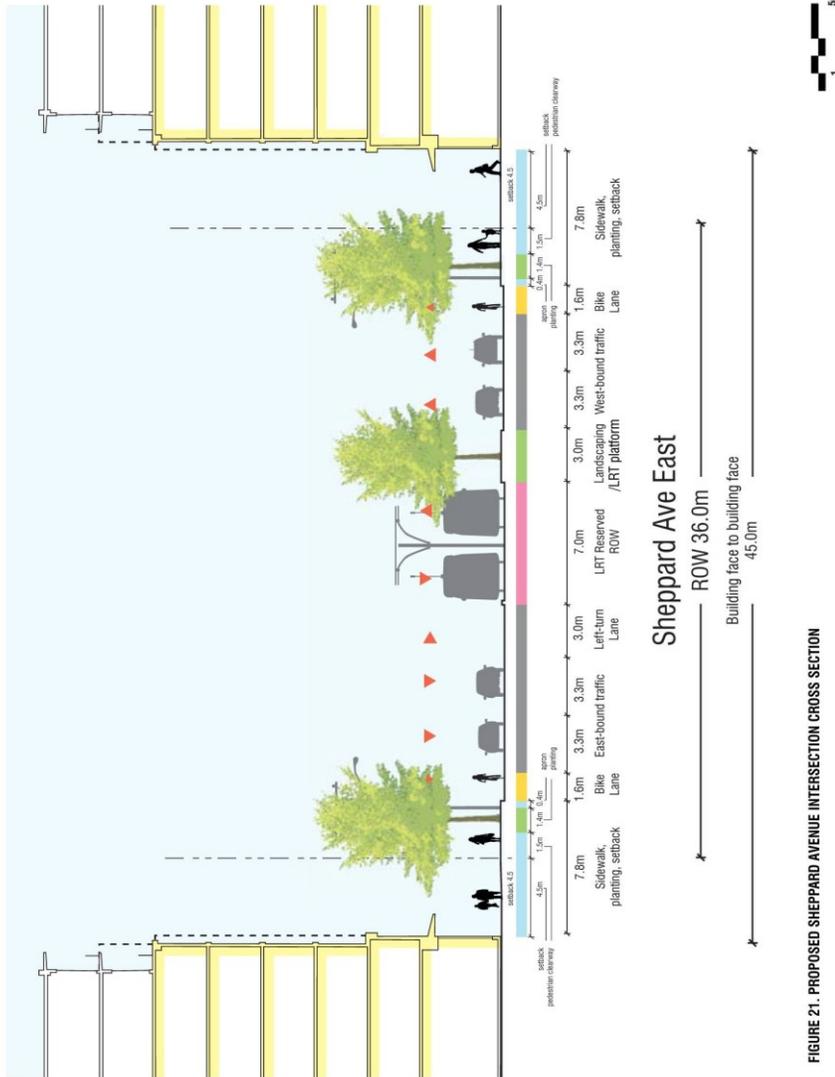


FIGURE 21. PROPOSED SHEPPARD AVENUE INTERSECTION CROSS SECTION

An Official Plan Amendment will be required to establish the authority for the City to secure all future proposed streets and lanes identified below. The precise location of the streets is flexible and will be determined at the time of site plan approval.

Recommended street-types and cross sections have been included in the vision, however, these may be modified based on urban design and transportation impact analyses conducted as applications for development are reviewed by the City.

6.1.2.1 North-eastern and south-eastern quadrants (see Proposed Street Network Diagram, figure 19)

Public lanes will be required to provide access and servicing to adjacent development. It is recommended that these lanes be included in the Official Plan and that they be dedicated to the City as a condition prior to the lifting of a "H" Holding Zone which is to be added to the lands. Generally, it is anticipated the lanes will follow the

rear property boundary and will form part of the setback from neighbourhood areas to the north. It is recognized that due to the number of landowners in the area, temporary connections or other interim design solutions may be required until the full length of the lane is secured.

The parcel located at 3445 Sheppard Avenue East represents a unique condition in the study area, in that a portion of it is much deeper than adjacent parcels and extends within the stable residential area. This deep property has no visibility from a public street and is surrounded on three sides by rear yards of low-rise residential housing. A mid-block connection from Sheppard will be required in this location (Street 6) with a direct sight line in order to ensure the entire block is accessible for emergency and service vehicles, and has visibility from a public street. Additional north-south streets are desired and should be secured as applications for development are reviewed by the City.

6.1.2.2 North-west quadrant (see Proposed Street Network Diagram, figure 19)

A major local road (Street 1, 20m) will be required to connect to Warden Avenue and Palmdale Drive. The intersection at Palmdale Drive and Sheppard Avenue will be signalized. It is recommended that this connection be included in the Official Plan and that it be dedicated to the City as a condition prior to the lifting of a "H" Holding Zone which is to be added to the lands. Signalization of the intersection is already approved through the Sheppard Avenue LRT Environmental Assessment. The location of the east-west portion of this road may be shifted to the north or the south (approximately 30 metres from the northern study area boundary), but should maintain capacity for townhouse development along the northern study area boundary.

It is recognized that due to the number of landowners in the area, temporary connections or other interim design solutions may be required until the full length of the street is secured. Additional north-south connections (Streets 2 and 3) are desired and should be secured as applications for redevelopment are reviewed by the City.

6.1.2.3 South-west quadrant

(see Proposed Street Network Diagram, figure 19)

Palmdale Drive should be extended as an 18.5 metre intermediate local road to provide access to the development blocks from Warden Avenue (Street 8).

A north-south intermediate local road is also recommended mid-block from Sheppard Avenue to Palmdale Drive (Street 7). It is recommended that Street 8 be included in the Official Plan and that it is dedicated to the City as a condition prior to the lifting of a "H" Holding Zone which is to be added to the lands.

6.2 Permitted Uses (Zoning)

The urban design concept envisions two zoning categories in the study area: a commercial-residential zone for the majority of the study area; and a residential zone adjacent to stable residential neighbourhoods.

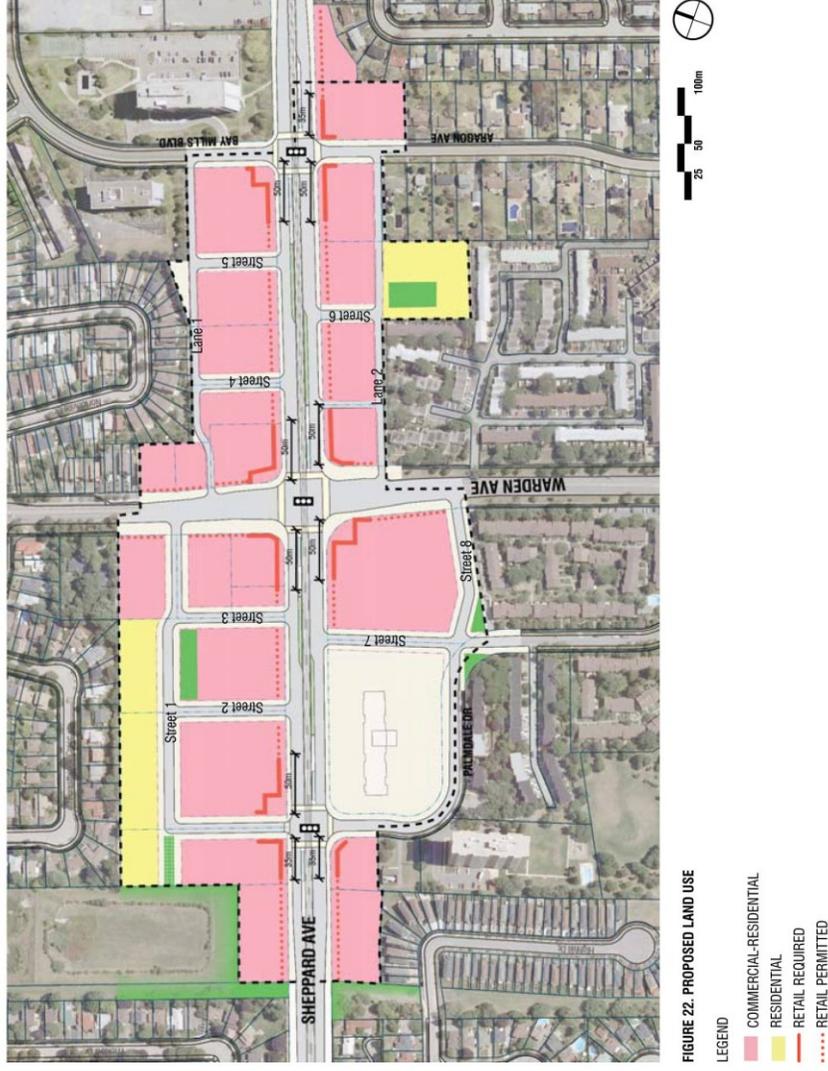
6.2.1 Permitted Uses: Commercial-Residential Zone (CR)

Permitted uses in the CR zone include commercial, residential and institutional uses such as residential apartment buildings, retail stores, restaurants and recreational uses.

Vehicle showrooms will be permitted. However associated automobile service and repair facilities will not be permitted. Limited surface parking associated with the vehicle showroom will be permitted.

Automobile Service Station, Automobile Service and Repair Shop, Gas Bar, and Car Washing Establishment are not permitted. Existing Automobile Service Stations, Automobile Service and Repair Shops, Gas Bars, and Car Washing Establishments will become legal non-conforming uses.





6.2.2 Permitted uses: Residential Zone
 Permitted uses within this zone include only townhouses and apartments.

6.2.3 Retail
 Retail will be required to be provided at a minimum within the first 50 metres, or the whole property if the frontage is less than 50 metres, at the following intersections: Palmdale Drive and Sheppard Avenue; Sheppard Avenue and Warden Avenue; and Aragon Avenue/ Bay Mills Boulevard and Sheppard Avenue. In addition, limited at grade frontage may be used for residential lobby space.

Most retail locations should have at minimum of 20 metres to 30 metres depths with the exception of sites that may accommodate larger uses such as a grocery store. Depths may be increased to accommodate larger retail units or unique configurations. The southwest corner of Sheppard Avenue East and Warden Avenue is currently the site of a grocery store. A new grocery store in a mixed-use development should be considered for this location, as

it has very high visibility and accessibility. This doesn't preclude other locations for a grocery store location within the study area. Minor amendments to the zoning by-law should be considered where necessary to support a grocery store.

A minimum floor to floor height of 4.5 metres on the ground floor.

6.3 Open Space

A number of larger-scale, recreation-oriented open spaces already exist within close proximity of the study area in addition to recreation space provided by area schools. The study area lacks smaller, urban spaces that provide focal points, social/meeting spaces and amenity for adjacent residents.

6.3.1 Local Open Spaces

The north-west quadrant has the greatest development capacity of all four quadrants in the study area. It has the potential to support in the range of 1,500 to 1,850 new units. A publicly-accessible open space in this area will provide a local amenity, a place of interaction among residents and a break in the building mass anticipated in the area. It would be an ideal location for a small playground and seating area. Flexibility exists as to the location of this open space. This open space should have adequate public street frontage.

The large, deep parcel at 3445 Sheppard Avenue, because of its odd configuration, should also include a small open space, which is required to ensure visibility, address and access to and from the internalized areas of the site. It is important to note that there are many possible development scenarios that could meet the aforementioned objectives and as such the plan ensures some flexibility. This space is envisioned as a passive park space, which could have seating and gardens.

6.3.2 Plazas/ Public Squares

The Urban Design Concept Plan identifies a variety of plazas. These spaces could either be public or privately owned but must all be publicly accessible. The corner of properties immediately adjacent to the planned LRT platforms (Palmdale/ Street 1 at Sheppard; Warden at Sheppard; and Bay Mills/ Aragon at Sheppard) will become focal points for pedestrian activity. Small plazas in these areas will provide additional space to accommodate transit riders and the spaces would also support ground-floor commercial uses.

Plazas should be oriented to maximize sun exposure and increased access to sunlight around the intersection. Generally, these spaces will be landscaped, but could also include planting areas and trees. The size and configuration of each plaza is flexible but should be integrated with the design of adjacent buildings, as well as maintain a continuous streetscape. Plazas should be located at the corner. Where plazas occur on privately-owned property, they should remain fully accessible to the public. The size, configuration and



FIGURE 23. OPEN SPACES IN THE STUDY AREA

- LEGEND
- PARKETTE
 - PLAZA
 - PRIVATE OPEN SPACE

design of the plazas will be determined at the time of site-plan approval for privately-owned properties.

The Concept Plan identifies a variety of locations for plazas which include:

- the north-west and south-east corners of Sheppard Avenue and Warden Avenue;
- the north-east corner of Sheppard Avenue and Palmdale Drive; and
- the north-west corner of Sheppard Avenue and Bay Mills Boulevard.

6.3.3 Pedestrian Links

The terminus point of the proposed east-west street (Street 1) in the north-west quadrant is a desirable location for pedestrians to access the informal trails on the gasoline corridor. Redevelopment of this parcel should include a pedestrian connection.

It is highly desirable to provide a pedestrian and bicycle crossing at the gasoline corridor and Sheppard Avenue in order to maintain full connectivity within the overall open space network. The potential for such a crossing at this location should be carefully reviewed at detailed design of the proposed LRT.

6.4 Streetscape

The Sheppard Avenue streetscapes shall provide the highest level of urban design treatment to create beautiful pedestrian environments and a great place to shop, live and work. The redevelopment of Sheppard Avenue and new street connections will introduce new street trees into the area and provide additional soft landscaping along internal streets improving the overall streetscape in the study area. Buildings will be oriented to reinforce the street edge and provide generous pedestrian boulevards and include:

- i. A 4.5 metre setback along Sheppard Avenue and Warden Avenue and a 3.0 metre setback on all other roads.
- ii. All design elements within the public right of way should adhere to the classifications, placement guidelines, and design details in the Toronto Urban Design Streetscape Manual.
- iii. The redesign of Sheppard Avenue to integrate the proposed LRT line will necessitate the replacement and repositioning of many existing poles. New poles should be positioned in the new tree planting alignment to minimize impact on pedestrians.
- iv. Tree planting strategies should ensure sustainable and optimal conditions for the growth of mature trees as defined by the City of Toronto's Urban Forestry Services' tree planting detail.

- a. Large growing shade trees will be planted at 8 to 10 metre intervals within the public Right of Way along all street frontages, open space frontages and public walkways, excluding driveways and easements.
- b. Trees in hard landscaping will be provided with a sufficient volume of high quality soil to support tree growth. A soil volume of 30m³ per tree (as per the Toronto Green Standard) will be provided through the use of continuous soil planters and/or the use of soil cells.
- v. Sidewalk width (Figure 21):
 - a. A minimum of 7.8 metres (curb to façade width) on Sheppard and Warden Avenues.
 - b. A minimum of 2.0 metres on all side streets.
- vi. An additional setback may be required on Sheppard and Warden Avenues for landscaping and seating areas in front of buildings.
- vii. The design of street furniture will follow the City of Toronto's standardized street furniture guidelines in the public rights of way, integrating seamlessly with publicly accessible spaces.
- viii. Parking, servicing and loading facilities for buildings should not interfere with the overall comfort and experience of pedestrians in the public realm. Development-related parking in the Sheppard Avenue study area will primarily be underground, except where specified below. Access and circulation elements will be strategically located to minimize disruption and screened from pedestrian views to reduce their negative visual impacts.

6.5 Built Form

The built form guidelines and recommendations outlined below apply to the entire study area. Specific recommendations for each of the three zones (Sheppard and Warden Avenues, Mid-block sections and Neighbourhood Transition Areas) are also provided. Guidelines for tall buildings are also outlined.

6.5.1 Built form principles

The following built form guidelines shall apply to the entire study area excluding transition areas (see Section 6.5.4). Where no mention is made, the Mid-Rise and Avenue Study guidelines shall apply.

- i. Buildings will reinforce the street and be built to the applicable setback for 75% of the frontage for the first 3 storeys in height.
- ii. Buildings will frame and provide definition to open spaces and street edges by providing, where appropriate, active uses at grade and continuous articulated street walls.
- iii. Architectural diversity will be encouraged in order to create a dynamic image of the precinct. A mix of materials and colours will also be encouraged to provide design variation.
- iv. Primary entrances to buildings should be located on public street frontages.

- v. The minimum floor to floor height for both residential and commercial uses on Sheppard and Warden Avenues on the ground floor shall be 4.5 metres to encourage flexible retail uses and good visibility onto the street.
- vi. Residential ground floors shall be raised 0.9-1.2 metres from the ground to provide privacy for residents and a safe street environment. Private at-grade and below-grade outdoor amenity areas are discouraged on public streets.
- vii. A transition to stable residential neighbourhoods shall be provided through a 45° angular plane from the abutting neighbourhood as well as maximum height. The maximum height of a tower in the north-west quadrant will be determined by a 45 degree angular plane, from a height of 16 metres above the south limit of Street 1 (or 80% of the proposed right-of-way width of Street 1).
- viii. The following sideyard setback and stepback shall be provided:
 - a. 0 metres from adjacent properties where future development is planned or expected to occur, from the ground floor to the 6th storey.
 - b. 5.5 metre setback and no blank wall above the 6th storey.
 - c. Where streets 2,3,4,5,6 and 7 are proposed in the concept plan, if no such streets are incorporated within future applications, a 10 metre minimum setback shall be provided from the property lines in lieu of the street.
- ix. Balconies must be inset behind the street wall in the podium section of buildings along a public street to reinforce a well defined continuous street wall and public realm. Above the podium section of the building, projected balconies are permitted but are not to exceed the setback width. Continuous balconies facing a public street will not be permitted to run the full length of a facade and should incorporate breaks.
- x. Building façades shall be articulated as per the Avenue and Mid-Rise Study performance standards.
- xi. In the case of corner buildings, both streets shall be treated as front facades, setbacks and stepbacks apply to both streets.
- xii. Mechanical penthouses shall be architecturally integrated and within the angular plane. Maximum height should be 5 metres.
- xiii. All new buildings shall comply with the City of Toronto Green Roof By-law.
- xiv. Design quality shall be promoted through:
 - a. Design excellence
 - b. Toronto Green Standards
 - c. Review by the City of Toronto Design Review Panel



I. CONSISTENT STREET WALL



II. FRONT DOORS ON THE STREET



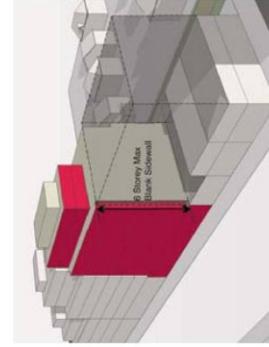
III. 4.5M MINIMUM COMMERCIAL GROUND FLOOR HEIGHT



IV. RESIDENTIAL GROUND FLOOR RAISED FROM STREET



V. 45° TRANSITION TO ADJACENT NEIGHBOURHOODS



VI. SIDERYARD SETBACK AND STEPBACK (SOURCE: CITY OF TORONTO, AVENUE AND MID RISE BUILDING STUDY)



VII. BALCONIES



VIII. FAÇADE ARTICULATION



IX. CORNER BUILDINGS (SOURCE: CITY OF TORONTO, AVENUE AND MID RISE BUILDING STUDY)



X. MECHANICAL PENTHOUSES



XI. GREEN ROOFS

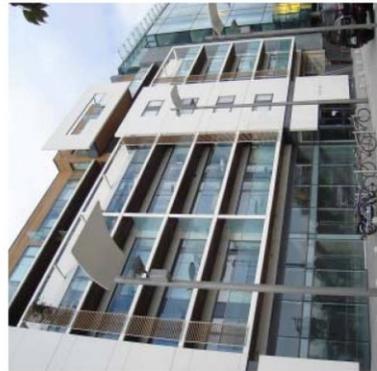


XII. DESIGN QUALITY

6.5.2 Built form guidelines for Sheppard and Warden Avenues

The following specific guidelines apply to Sheppard and Warden Avenues:

- i. The minimum height permitted is 3 storeys.
- ii. Buildings will have an as of right building height of 8 storeys as long as the 45% angular plane can be met from the rear and side lot of an abutting neighbourhood.
- iii. A minimum 4.5 metre setback from the Sheppard and Warden property line.
- iv. A 1.5 metre minimum building setback will be required between the 3rd and 6th storey along Sheppard Avenue and Warden to create a pedestrian-scaled environment



as well as to provide a variety of building form.

6.5.3 Built form guidelines for the Mid-Block Sections

The following specific guidelines apply to the Mid-Block Sections:

- i. The minimum height permitted is 3 storeys.
- ii. A maximum height of 6 storeys is permitted.
- iii. Buildings are to be setback 3 metres from the street.
- iv. Stepbacks are encouraged.
- v. The top two floors should have special architectural treatment (windows, materials, recessing, cornice, vertical elements etc.) that differentiate them from the floors below.



6.5.4 Built form guidelines for the Neighbourhood Transition Areas

The following specific guidelines apply to the Neighbourhood Transition Areas:

- i. Minimum height is 2 storeys and only townhouses and apartments are permitted.
- ii. A maximum height of 4 storeys is permitted provided all buildings achieve a 45% angular plane.
- iii. Buildings are to be setback 3 metres from the street.



6.5.5 Podium and point-tower concept

The podium and point-tower concept is recommended to realize the vision for Sheppard Avenue as an animated pedestrian friendly Avenue with buildings that appropriately frame the street. This concept includes a maximum as of right height of 8 storey podiums with at least one setback between third and sixth floors along the Avenue in order to provide visual interest, increase sun exposure to the street, open space and private amenities. Increased height in the form of point towers is permitted in predetermined locations.

It is important to note that if the height criteria proposed in the Avenue and Mid-rise Building Study were to be applied in the Sheppard Avenue case, the maximum height of the buildings along the Avenue would be 11 storeys.

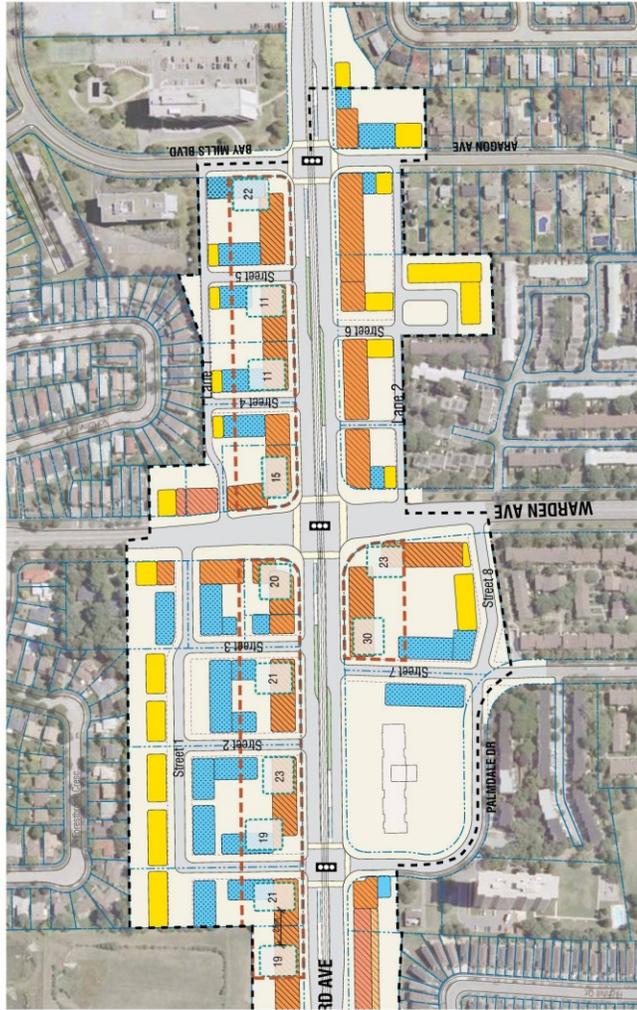


FIGURE 24. BUILT FORM ZONES

- LEGEND
- SHEPPARD AVENUE BUILDINGS - 8 STOREY (MAX.)
 - MID-BLOCK BUILDINGS - 6 STOREY (MAX.)
 - TRANSITION AREAS - 2 TO 4 STOREY
 - TALL BUILDING ZONE (POTENTIAL TALL BUILDING LOCATION)
(50M FROM SHEPPARD PROPERTY LINE)
 - 30
- APPROXIMATE MAXIMUM NUMBER OF STOREYS BASED ON 45° ANGULAR PLANE FROM ROW OR ADJACENT PROPERTY LINE
 NOTE: MAXIMUM NUMBER OF STOREYS IS BASED ON A 4.5 METRE FLOOR TO FLOOR HEIGHT ON THE GROUND LEVEL AND 3.0 METRES FLOOR TO FLOOR HEIGHT ON ALL OTHER LEVELS. MAXIMUM NUMBER OF STOREYS MAY VARY SLIGHTLY BASED ON FINAL FLOOR TO FLOOR HEIGHT, AND TOWER MASSING AND LOCATION.

6.5.6 Height determination and built form guidelines for Towers

Within the study area, a tower is defined as the portion of a building which exceeds the base or as-of-right height along Sheppard Avenue.

A 50 metre zone along Sheppard Avenue where development parcels are deep, has been defined and determined as an appropriate zone to locate towers within the study area. This zone is deemed appropriate because it shifts tower development to the main street and away from stable neighbourhoods to limit impact on these areas and protect existing neighbourhood character.

The 50 metre width of the zone was determined taking into consideration the following:

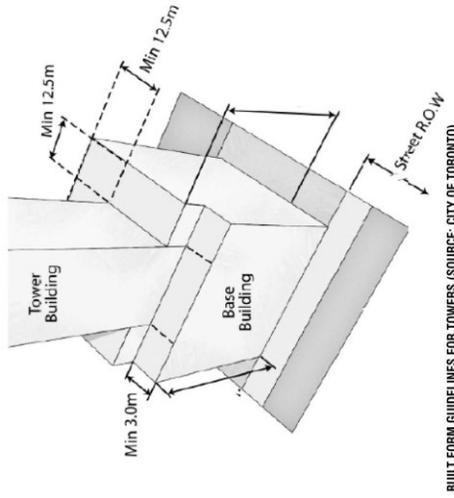
- 4.5 metre setback along Sheppard Avenue
- 3.0 metre setback from the podium for the tower component
- a 750 m² maximum tower floorplate; and
- additional setbacks to promote plazas/parkettes and offset of towers.

Buildings fronting on Sheppard Avenue, within the defined zone, can exceed the base or as-of-right height if all of the following criteria are satisfied:

- i. The tower shall have frontage on to Sheppard Avenue;

- ii. No more than one tower shall have a certain height on any one property;
- iii. The maximum floor plate shall not exceed 750 sq. metres;
- iv. The tower shall have a 3.0 metre minimum setback from the podium;
- v. A maximum of 1/3 of the tower floor plate shall meet the ground directly;
- vi. The tower shall be setback a minimum of 12.5 metres from adjacent properties;
- vii. There shall be a minimum separation of 25 metres between towers; and
- viii. The top of the tower shall contribute to city skyline with special treatment.

Tower height will be determined in the following manner:
 North-west Quadrant - 45 degree angular plane, from a height of 16 metres, above the south limit of Street 1 or a 45 degree angular plane from the nearest neighbourhood property line, whichever is smaller.
 South-west, and North-east Quadrants- a 45 degree angular plane from the edge of the nearest neighbourhood property line.



BUILT FORM GUIDELINES FOR TOWERS (SOURCE: CITY OF TORONTO)



6.6 Rooftops

New development will be subject to the Green Roof By-Law which requires green roofs on new residential, commercial and institutional buildings with a gross floor area of over 2,000 square metres. The by-law also establishes a construction standard for the green roofs.

6.7 Amenity Space

All development will provide private amenity space. Private amenity space can be provided in backyards, courtyards, rooftops, raised courtyards or a combination. The design of private amenity space will take into consideration accessibility by residents, sunlight access, privacy and safety. Interior amenity space will also be required.

6.8 Parking

Parking in the study area will comply with the parking standards set out in the new City-wide zoning by-law (Zoning By-law No. 1156-2010). In addition to the zoning by-law provisions, parking shall be provided in the following manner:

6.8.1 Below-grade

Parking for new development will be accommodated below grade.

6.8.2 On-street

On-street parking, on one side of the street, is encouraged on Major local roads and Intermediate local roads.

6.8.3 Surface

- i. Surface parking is not permitted in front of any buildings.
- ii. Surface parking is permitted behind developments fronting Sheppard Avenue to support retail. The parking must be in the rear and screened from the street.
- iii. Surface parking will be screened from public streets.

6.8.4 Bicycle

Bicycle parking shall be provided in accordance with Zoning By-law No. 1156-2010 provisions.

6.9 Servicing and Loading

Loading, servicing and other vehicular related functions should not detract from the use or attractiveness of the pedestrian realm.

- i. Garbage, loading, servicing and utility functions shall be integrated within the interior of a building at the rear whenever possible, with access from a rear lane or side street.

- ii. Rear lanes shall exit onto adjacent side streets.

6.10 Public Realm Guidelines

6.10.1 Public Art

The City's Percent for Public Art program (www.toronto.ca/planning/urban_design/public_art_guidelines.htm) recommends that a minimum of one percent of the gross construction cost of a significant development be contributed to public art. Public art installations may be appropriate within the proposed plazas and parkettes in the study area. Subtle treatments within the public realm such as pavement plaques, patterns or other treatments can also add to the quality of the public realm and showcase local artists.

6.11 Signage

High quality signage enhances the streetscape and improves the image of a neighbourhood.

All temporary and permanent signage associated with existing buildings and new developments are subject to the City of Toronto Sign By-law and it should be integrated harmoniously within the architecture of the building, not project over the setback and not contribute to visual clutter.

6.12 Sustainability

The following section outlines the City's approach to sustainability through regulations, standards, programs, initiatives and incentives.

6.12.1 City Regulations and Standards

6.10.1.1 Toronto Green Standard

The Toronto Green Standard (www.toronto.ca/planning/environment/index.htm) is a two-tiered system with a set of sustainability performance measures that promote sustainable development in high-rise and low rise residential, industrial, commercial and institutional buildings.

6.10.1.2 Green Roof By-law

The Green Roof By-Law (www.toronto.ca/greenroofs) requires green roofs on new residential, commercial and institutional buildings with a gross floor area of over 2,000 square metres. The by-law also establishes a construction standard for the green roofs.

6.10.1.3 Renewable Energy Regulation

Zoning requirements exist to permit the use of renewable energy and co-generation devices, and to permit the distribution of energy produced by those devices, subject to the regulations.

6.10.1.4 Wet Weather Flow Management

The Wet Weather Flow Master Plan (www.toronto.ca/water/protecting_quality/wwfmmpp) aims to reduce and ultimately eliminate the adverse impacts of wet weather flow to protect our environment and improve the ecosystem health of the watersheds through a hierarchy of solutions starting with "at source", followed by "conveyance," and concluding with "end-of-pipe."

6.12.2 Initiatives and Incentives

6.10.2.1 Tower Renewal

The Tower Renewal Project (www.towerrenewal.ca) focuses on retrofitting over 1000 existing residential apartment towers in the City to improve the quality of life for its residents by combining green technology with neighbourhood revitalization projects.

6.10.2.2 Toronto Atmospheric Fund

The Toronto Atmospheric Fund (www.toronto.ca/taf) provides loans and grants for Toronto-based initiatives that combat climate change.

6.10.2.3 Solar Neighbourhoods

Solar Neighbourhoods (www.solarnighbourhoods.ca) is a joint initiative between TAF, Toronto Energy Efficiency Office, Toronto Environment Office and Toronto Hydro. The program aims to implement solar hot water systems across the City.

6.10.2.4 Eco-roof Incentive

The Eco-Roof Incentive Program (www.toronto.ca/livegreen/greenbusiness_greenroofs_eco-roof.htm) offers incentives to retrofit existing industrial, commercial or institutional buildings with green or cool roofs.

6.13 Safety and Accessibility

6.11.1 Safety

The design of all publicly accessible areas should conform to Crime Prevention through Environmental Design (CPTED) concept. CPTED is a pro-active crime prevention strategy utilized by planners, architects, police services, security professionals and everyday users of space. CPTED surmises that the proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime. Emphasis is placed on the physical environment, productive use of space, and behavior of people to create environments that are absent of environmental cues that cause opportunities for crime to occur.

The four underlying CPTED concepts are:

- Natural Surveillance - the placement of physical features and/or activities, and people that maximizes natural visibility or observation.
- Natural Access Control - deters access to a target and creates a perception of risk to the offender.
- Territorial Reinforcement - defines clear borders of controlled space from public to semi-private to private, so that users of an area develop a sense of proprietorship over it.
- Maintenance - allows for the continued use of a space for its intended purpose.

6.11.2 Accessibility

A high quality public realm is accessible to all.

New development in the study area should have regard for accessibility in the public realm and to the proposed buildings. There are a number of regulations and design guidelines available to ensure that public spaces and new buildings are accessible:

- Ontarians with Disabilities Act
- Ontario Building Code
- City of Toronto Accessibility Plan and Accessibility Design Guidelines

- Principles of Universal Design

In addition, the City is able to comment on design of new buildings and public realm with respect to accessibility through Site Plan Control under the Planning Act.

8 Implementation Recommendations



The study recommends a number of Official Plan Amendments, Zoning By-law Amendments, and other recommendations to implement the vision, design principles and urban design concept outlined in this study.

8.1 Official Plan Amendment

The recommended Official Plan Amendments are as follows:

Creation of new streets and public lanes

The creation of Street 1, Street 8, Lane 1 and Lane 2 as identified in figure 19 will encourage an urban-scale framework of streets and blocks to improve connectivity and access as well as the pedestrian and cycling network in the study area.

Encourage towers along Sheppard Avenue frontage

Towers (defined as the portion of a building which exceeds the base or as-of-right height along Sheppard Avenue within the study area) should be encouraged in a 50 metre zone along the Sheppard Avenue frontage where development parcels are deep. Towers are encouraged in this zone to shift tower development to the main street and away from

stable neighbourhoods to limit impact on these areas and protect existing neighbourhood character. The proposed tower locations and maximum heights are shown on figure 24.

Encourage public parks/plazas in the study area

The study area lacks urban spaces that provide focal points, social/meeting spaces and amenity for adjacent residents. These spaces could either be public or privately owned but must all be publicly accessible. Small plazas at key intersections will provide additional space to accommodate transit riders and the spaces would also support ground-floor commercial uses. The proposed open space network in the study area is shown in Figure 24.

8.2 Zoning By-law Amendment

The study recommends updates to the Zoning by-law to reflect a more appropriate land use and built form framework for the study area including new provisions for permitted uses, height, setbacks, step backs, parking, loading, and servicing.

The recommended Zoning By-law amendments are as follows:

Permitted land uses

Two land use zones are delineated in the study area - Commercial-Residential and Residential (Figure 22). Permitted uses in the Commercial-Residential zone include commercial, residential and institutional uses such as residential apartment buildings, retail stores, restaurants and recreational uses. Permitted uses within the Residential-Townhouse zone include townhouses and small apartments. Vehicle showrooms will be permitted. However, associated automobile service and repair facilities will not be permitted. Limited surface parking associated with the vehicle showroom will be permitted. Automobile Service Station, Automobile Service and Repair Shop, Gas Bar, and Car Washing Establishment are not permitted. Existing Automobile Service Stations, Automobile Service and Repair Shops, Gas Bars, and Car Washing Establishments will become legal non-conforming uses.

Ground floor retail along Sheppard and Warden Avenues

Retail will be required along 80% of the building frontage of the first property west of Sheppard at Palmdale/Street 1 and east of Sheppard at Aragon/Bay Mills.

Retail will be required to be provided at a minimum within the first 50 metres, or the whole property if the frontage is less than 50 metres, at the following intersections: Palmdale Drive and Sheppard Avenue, Sheppard Avenue and Warden Avenue, and Aragon Avenue/ Bay Mills Boulevard and Sheppard Avenue. In addition, limited at grade frontage may be used for residential lobby space.

Most retail locations should have at minimum of 20 metres to 30 metres depths with the exception of sites that may accommodate larger uses such as a grocery store. Depths may be increased to accommodate larger retail units or unique configurations. The southwest corner of Sheppard Avenue East and Warden Avenue is currently the site

A minimum floor to floor height of 4.5 metres on the ground floor.

Height provisions

- Along Sheppard and Warden Avenues the minimum height permitted is 3 storeys and 8 storeys as long as the 45% angular plane can be met from the rear and side lot of an abutting neighbourhood.
- In mid-block sections the minimum height permitted is 3 storeys and the maximum height permitted is 6 storeys.
- In the neighbourhood transition areas the minimum height permitted is 2 storeys and a maximum height of 4 storeys is permitted provided all buildings achieve a 45% angular plane from the new property line.

Tower height provisions

Within the 50 metre tower zone, tower height will be determined in the following manner:

In the North-west Quadrant

- a 45 degree angular plane, from a height of 16 metres, above the south limit of Street 1 or a 45 degree angular plane from the nearest neighbourhood property line, whichever is smaller.

In the South-west and North-east Quadrants

- a 45 degree angular plane from the edge of the nearest neighbourhood property line will determine maximum tower height.

- Towers shall have a 3.0 metre minimum setback from the podium.
- A 5.5 metre setback and no blank wall above the 6th storey shall be provided.

Amenity space, parking, servicing and loading provisions

- Parking, servicing and loading provisions will comply with Zoning By-law No. 1156-2010 standards.

8.3 Other Recommendations

Urban Design Guidelines

- Building façades shall be articulated and highly transparent as per the Avenue and Mid-Rise Study performance standards.
- In the case of corner buildings, both streets shall be treated as front facades, setbacks and setbacks apply to both streets.
- Buildings will reinforce the street and be built to the applicable setback for 75% of the frontage for the first 3 storeys in height.
- Buildings will frame and provide definition to open spaces and street edges by providing, where appropriate, active uses at grade and continuous articulated street walls.
- Architectural diversity will be encouraged in order to create a dynamic image of the precinct. A mix of materials and colours will also be encouraged to provide design variation.
- All front doors shall face a street.

- There shall be a minimum separation of 25 metres between towers.
- A 10 metre minimum setback shall be provided from the property lines in lieu of a street where streets 2,3,4,5,6 and 7 are proposed in the concept plan, if no such streets are incorporated within future applications.

Separation distances

- There shall be a minimum separation of 25 metres between towers.
- A 10 metre minimum setback shall be provided from the property lines in lieu of a street where streets 2,3,4,5,6 and 7 are proposed in the concept plan, if no such streets are incorporated within future applications.

Balconies

- Balconies must be inset behind the street wall in the podium section of buildings along a public street to reinforce a well defined continuous street wall and public realm.
- Above the podium section of the building, projected balconies are permitted but are not to exceed the setback width.
- Continuous balconies facing a public street will not be permitted to run the full length of a facade to encourage breaks in the built form.

- The minimum floor to floor height for both residential and commercial uses on Sheppard and Warden Avenues on the ground floor shall be 4.5 metres to encourage flexible retail uses and good visibility onto the street.
- Residential ground floors shall be raised 0.9 -1.2 metres from the ground to provide privacy for residents and a safe street environment.

Ground floor provisions

- A minimum 4.5 metre setback from the Sheppard and Warden property line.
- A minimum 3.0 metre setback from all other street edges in the study area. Towers shall be setback a minimum of 12.5 metres from adjacent properties;
- No sideyard setback shall be provided from adjacent properties where future development is planned or expected to occur, from the ground floor to the 6th storey.

Minimum setbacks

- A minimum 4.5 metre setback from the Sheppard and Warden property line.
- A minimum 3.0 metre setback from all other street edges in the study area. Towers shall be setback a minimum of 12.5 metres from adjacent properties;
- No sideyard setback shall be provided from adjacent properties where future development is planned or expected to occur, from the ground floor to the 6th storey.

Upper level building step backs

- A 1.5 metre minimum building setback will be required between the 3rd and 6th storey along Sheppard Avenue to create a pedestrian-scaled environment as well as to provide a variety of building form.
- 30% of the tower will be permitted to meet the ground directly without a setback.

Public realm and streetscape design

The Sheppard Avenue streetscapes shall provide the highest level of urban design treatment to create beautiful pedestrian environments and a great place to shop, live and work.

- All design elements within the public right of way should adhere to the classifications, placement guidelines, and design details in the Toronto Urban Design Streetscape Manual.

- The redesign of Sheppard Avenue to integrate the proposed LRT line will necessitate the replacement and repositioning of many existing poles. New poles should be positioned in the new tree planting alignment to minimize impact on pedestrians.

- Tree planting strategies should ensure sustainable and optimal conditions for the growth of mature trees as defined by the City of Toronto's Urban Forestry Services' tree planting detail.

- Sidewalk width should be a minimum of 7.8 metres (curb to façade width) on Sheppard and Warden Avenues; and a minimum of 2.0 metres on all side streets.

- An additional setback may be required on Sheppard and Warden Avenues for landscaping and seating areas in front of buildings.

- The design of street furniture will follow the City of Toronto's standardized street furniture guidelines in the public rights of way, integrating seamlessly with publicly accessible spaces.

- Parking, servicing and loading facilities for buildings should not interfere with the overall comfort and experience of pedestrians in the public realm.

Signage

All signage associated with existing buildings and new developments are subject to the City of Toronto Sign By-law and should be integrated harmoniously within the architecture of the building, not project over the setback and not contribute to visual clutter.

Sustainability

There are a number of regulations, standards, programs, initiatives and incentives to promote sustainability including:

- Toronto Green Standards
- Green Roof By-law
- Renewable Energy Regulation
- Wet Weather Flow Management
- Tower Renewal
- Toronto Atmospheric Fund
- Solar Neighbourhoods
- Eco-roof Incentive

Safety and accessibility

The design of all publicly accessible areas should conform to Crime Prevention through Environmental Design (CPTED) concept. CPTED is a pro-active crime prevention strategy utilized by planners, architects, police services, security professionals and everyday users of space.

A high quality public realm is accessible to all. New development in the study area should have regard for accessibility in the public realm and to the proposed buildings.