

City-Initiated Sherway Area Study – Directions Report

Date:	October 27, 2016
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward 5 – Etobicoke-Lakeshore
Reference Number:	13 222659 WET 05 OZ

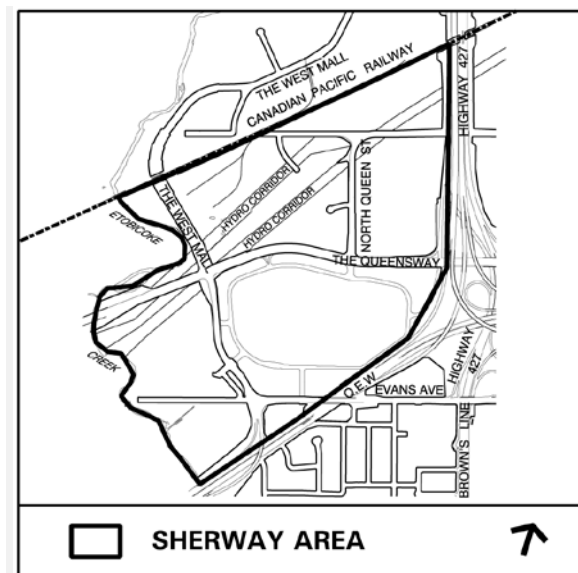
SUMMARY

This report presents the key findings of the Sherway Area Study and requests City Council direction to develop an updated planning policy and development framework for the area, in the form of a Secondary Plan.

The Study focus area is bounded by a CP rail corridor to the north, Highway 427 to the east, the Queen Elizabeth Way (QEW) to the south and the Etobicoke Creek to the west and is subject to a number of Site and Area Specific Policies (SASP's) in the Official Plan. These policies require a comprehensive transportation review to be conducted once permitted development capacity has been reached. Currently, retail and residential development is at or nearing the maximum capacity permitted by these Site and Area Specific Policies.

The Sherway Area has the potential for significant change. To address growth and change in the area, it was determined that a comprehensive review of the existing planning policy and development framework was required.

The City Planning Division initiated the Sherway Area Study in 2014. The Study was completed by an external Consulting Team with the direction and assistance of City staff. The consulting team was led by Gladki Planning Associates Inc. with support from DTAH, Arup and The



Municipal Infrastructure Group (TMIG).

The result of the Study is a recommended comprehensive update to the existing policy and design framework for the Sherway Area. The framework includes recommendations regarding urban structure, land use, built form, building heights, public realm and streetscapes, community services and facilities, transportation and servicing. Supporting documents address important elements of the framework in greater detail:

- Urban Design Guidelines;
- Streetscape Guidelines;
- Community Services and Facilities Strategy;
- Transportation Master Plan; and
- Servicing Master Plan.

The key findings of the Sherway Area Study provide a framework to guide future growth and development toward a unified vision of creating a complete community, while reflecting local conditions, the planning context and the capacity of infrastructure to support growth.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council direct the Chief Planner and Executive Director, City Planning to update the existing planning framework for the Sherway Area by replacing the current Sherway Area Site and Area Specific policies with a Draft Secondary Plan for the area based on the key findings of the City-initiated Sherway Area Study, as summarized in this report. Further, that the Draft Secondary Plan be distributed to the public and considered at a statutory public meeting to be held by Etobicoke York Community Council in the third quarter of 2017.
2. City Council request staff to bring forward Urban Design and Streetscape Guidelines for the Sherway Area that are generally in accordance with the Draft Urban Design and Streetscape Guidelines included as Attachment 7 to this report for City Council's consideration and adoption in the third quarter of 2017.
3. City Council direct staff and the consultants to finalize the Transportation and Servicing Master Plans and that staff provide notification for public review and comment upon completion of the Master Plans in accordance with the Municipal Class Environmental Assessment Process.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

On September 10, 2013, Etobicoke York Community Council deferred a staff report dated August 23, 2013, seeking direction to undertake a review and update of the planning policy framework for the Sherway Area to its October 17, 2013 meeting. The Community Council decision can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EY26.8>

On October 17, 2013, Etobicoke York Community Council approved the recommendations of the August 23, 2013 staff report and also requested the Director, Community Planning, Etobicoke York District, to report to the November 19, 2013 meeting of Etobicoke York Community Council, with a preliminary study terms of reference. The City Council decision can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EY28.4>.

On November 19, 2013, Etobicoke York Community Council approved the preliminary study terms of reference from the Director, Community Planning, Etobicoke York District, as the basis for preparing and issuing a formal study terms of reference for the City-initiated Sherway Area Study. The City Council decision can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EY29.8>

BACKGROUND

Study Area Context

The Sherway Area Study focuses on the lands bounded by a rail corridor to the north, Highway 427 to the east, the Queen Elizabeth Way (QEW) to the south and the Etobicoke Creek to the west. The area is also bisected by hydro utility corridors in the form of above-ground towers. An Enbridge easement, containing a significant natural gas line runs roughly parallel to The Queensway on its southern side between The West Mall and Sherway Gardens Road.

The Sherway Gardens Shopping Centre and Trillium Health Centre strongly define the structure of the area, while the hydro corridors heavily impact land configuration. There is also a strong presence of big-box retail, surface parking and industrial commercial development.

The Sherway Area is auto-dominated. Buildings generally do not animate or frame public streets, but instead front onto large surface parking lots. The pedestrian realm is generally poor. The limited number of access points into the Sherway Area includes overpasses, underpasses or bridges, where conditions are inhospitable to pedestrians.

Although informal green spaces include the Etobicoke Creek ravine, vacant land owned by the Ministry of Transportation (MTO) and portions of the hydro corridors, there are no public parks in the Sherway Area.

The Etobicoke Creek lands are an underutilized asset. Adjacent built form does not capitalize on the creek's amenity as a natural heritage area.

Policy Framework

Provincial Policy Statement

The Provincial Policy Statement (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 the use of land.

The emphasis of the PPS is the promotion of intensification and redevelopment as the preferable means to manage growth. Growth will feature densities and a mix of land uses that efficiently use land, resources, infrastructure and public service facilities, and support the use of alternative transportation modes and public transit. Employment areas are to be protected and preserved for current and future use.

City Council's planning decisions are required by the *Planning Act* to be consistent with the PPS.

Growth Plan for the Greater Golden Horseshoe

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.

As an alternative to sprawl, the Growth Plan outlines a growth management regime with emphasis on intensification and the efficient use of infrastructure. In the context of the City of Toronto, the key elements include:

- Directing a significant portion of new growth to the existing built-up area through intensification;
- Better use of infrastructure through compact urban form;
- Reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments;
- Using transit infrastructure to shape growth, and planning for high residential and employment densities that ensure the efficiency and viability of existing and planned transit service levels;
- Providing convenient access to intra- and inter-city transit; and
- Planning and investing for a balance of jobs and housing in communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services.

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 Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe have been wholly considered in completing the Sherway Area Study.

Official Plan

The City's Official Plan designates the majority of the lands within Site and Area Specific Policies (SASP's) 12, 13, 19 and 20 as *Mixed Use Areas* in addition to *Employment Areas*, *Institutional Areas* and *Natural Areas* on Map 15 – Land Use Plan. The Official Plan also identifies the lands along The Queensway as an *Avenue* and the lands north of The Queensway as an Employment District on Map 2 – Urban Structure.

Key policy direction and development capacity regulation is also provided for the subject lands by (SASP's) 12, 13, 19 and 20 in the City's Official Plan (see Attachment 1). These four Site and Area Specific policies set out the following:

- Limit the amount of pre/post subway office, retail and residential development.
- Require a new public network of local streets to divide the area into a more urban pattern of streets and blocks.
- Require a comprehensive transportation study once retail and office development limits are reached.
- Require community services and facilities to support residential uses.
- Restrict industrial uses to enclosed buildings or to uses with limited outdoor storage having no noxious odour, dust, smoke, noise or vibration impacts.
- Provide for large scale, stand-alone retail uses north of The Queensway.

SASP 12 applies to the Trillium Health Centre lands on the south side of Evans Avenue, west of The West Mall. SASP 13 applies to the Sherway Gardens Shopping Centre lands. The Official Plan designates these lands as *Mixed Use Areas* and identifies lands along The Queensway as an *Avenue*. SASP 19 applies to the majority of the lands within the Sherway Area. SASP 20 applies to the employment lands south of the rail corridor designated *Employment Areas* in the Official Plan.

A requirement of the SASP's, is that a comprehensive transportation review be conducted once permitted retail and office development capacity has been reached. As a result of population growth and development changes in the area, residential and retail development is at or nearing the maximum capacities permitted by SASP's 13 and 19. There is also further landowner interest in redeveloping lands north of The Queensway for residential and additional retail uses.

Zoning

Zoning for properties within the Sherway Area is implemented through the Etobicoke Zoning Code and City-wide Zoning By-law 569-2013. In both cases, many site specific Zoning By-laws apply. In general, a range of commercial, institutional and employment uses are permitted. Residential uses are only permitted through site specific re-zonings.

Study Purpose

To thoroughly address the area's growth and change, Planning staff determined a comprehensive review of the existing planning policy and development framework for the area was required. The City-initiated Sherway Area Study was undertaken from the first quarter of 2014 to the last quarter of 2016, to conduct this comprehensive review.

The Study was completed in four phases by a Consultant Team comprised of Gladki Planning Associates Inc., DTAH, Arup and The Municipal Infrastructure Group (TMIG). Each Study Phase outlined specific Study activities relative to the Study scope of work, resulting in specific Study deliverables.

The goal of the Study was to identify comprehensive planning policy and design mechanisms to appropriately address and manage growth and development pressures occurring in the Sherway Area.

The purpose of the Study was to conduct a multi-disciplinary review of the Sherway Area and its existing planning policy context, and to update the current area planning policies and development framework to guide future development and intensification.

The objective of the Study was to establish a new and updated vision for the area with guiding principles that support the development of a complete community, as envisioned by the City's Official Plan. Further, the Study would provide recommendations on:

- Land-use mix;
- Density levels;
- Built form;
- Road network and block plans;
- Public realm and streetscape improvements;
- Parks and open space linkages;
- Community services and facility requirements; and
- Servicing/infrastructure including phasing requirements.

These recommendations would in turn facilitate the implementation of the guiding principles and area vision, in establishing the Sherway Area as a unique and distinct community.

As a result of the Study, five Study documents have been produced: a Planning Study Report (PSR), Transportation Master Plan (TMP), Servicing Master Plan (SMP), Community Services and Facilities Strategy (CSFS), and Urban Design and Streetscape Guidelines (UDSG). Although each document has its own significance, the Planning Study Report is the main Study document and it serves as the foundation document for the Study. The other four Study documents serve as supporting documents to the Planning Study Report.

The Consulting Team is currently finalizing the Study documents to issue to the City. The revisions are editorial in nature and will not alter the Study's key findings as summarized in this report. It is anticipated that Final Study documents will be posted on the Sherway Area Study website prior to the end of 2016 and can be viewed at the following link when available:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=2d1200d0a76d4410vgnvcm10000071d60f89rcrd>

Study Process

As noted, the Study was completed in four phases as follows:

Phase 1: Background Review and Formulation of Alternatives

- Analyze existing conditions and background information.
- Development of vision and key principles to guide the Study process.
- Formulation of development options/alternatives.
- Development of evaluation criteria to test development alternatives.

Phase 2: Testing and Evaluation of Development Alternatives

- Generate development alternatives.
- Assess each alternative using evaluation criteria.

Phase 3: Identify a Recommended Alternative

- Refine analysis based on ongoing work as well as stakeholder input and feedback.
- Identify a recommended development alternative.
- Provide rationale for the recommended alternative and its key elements.
- Create a draft outline of each of the required Study documents.

Phase 4: Synthesis and Final Report

- Prepare Draft Study reports.
- Review and Finalize Study reports.
- Final Report to Etobicoke York Community Council.

Study Deliverables

The Consultant Team was also required to produce the following key Study deliverables:

- A Planning Study Report that outlines a vision for the area with guiding principles and a recommended planning policy and development framework update to achieve the vision.
- A Transportation Master Plan that identifies a public street system, and improved public transit, cycling and pedestrian connections.

- A Servicing Master Plan that identifies servicing improvements required to achieve the area vision and support the recommended planning policy and development framework.
- A Community Services and Facilities Strategy that identifies parks, open spaces and other community facilities with suggested triggers to assist in the timely delivery and development of such services and facilities.
- Updated Urban Design Guidelines.
- A Public Realm and Streetscape Plan.

Municipal Class Environmental Assessment Process (MCEA)

As noted above, the study deliverables include a Transportation Master Plan (TMP) and Servicing Master Plan (SMP). Both Plans examined the existing area infrastructure and assessed the infrastructure requirements needed to support future growth and development in the area. The Plans also provide recommendations for new streets, watermains, sewers, water and waste water servicing and stormwater management measures.

These Master Plans are currently being finalized as part of the Sherway Area Study and the work on both plans satisfy the Phase 1 and 2 requirements of the Municipal Class Environmental Assessment (MCEA) Master Plan process. Both Master Plans identified the problem/opportunity to be addressed, developed and evaluated a range of alternative solutions and offered opportunities for the public to provide input throughout the process. The MCEA Notice of Commencement was issued as part of the first Community Consultation Study meeting held on June 25, 2014.

At the time this report was written, both Master Plans were near completion of Phase 2 of the MCEA process. Additional work is required to satisfy the Class EA process, which includes the collection of comments from the public. The City will issue Notice of Completion and publish the Project File for the TMP and SMP in the public record for 30 days in accordance with the requirements of the Municipal Class Environmental Assessment.

Once the TMP and SMP are finalized, an implementation plan will provide the Class EA schedule and phasing for each of the transportation and servicing infrastructure components to guide future actions and environmental assessments to support the future development vision for the Sherway Area. Further stages of Environmental Assessment will be undertaken as specific projects are implemented to investigate alternative designs for the preferred solutions.

Public and Stakeholder Engagement

As part of the Study process, an engagement program was established to gather ideas, gain advice and obtain input and feedback from technical experts, stakeholders, the general public and the Ward Councillor.

In facilitating the engagement program, a Technical Advisory Committee (TAC) comprised of City staff and other government agencies was established. The purpose of the group was to provide specialized advice and technical input on various key aspects of the Study. A Stakeholder Advisory Group (SAG) comprised of landowners and other interested parties was also established. The purpose of this group was to provide input and advice on existing land conditions, current business needs and requirements as well as future development plans. Additionally, Community Consultation meetings were held throughout the Study process to provide the public with Study updates and to outline next steps. A comment period was also provided to allow for further feedback resulting from the various consultations.

Throughout the Study process, interim Consultant Team memos for each Phase were issued and made available for public viewing on the City's Study website. Materials can be viewed at the following link:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=2d1200d0a76d4410VgnVCM10000071d60f89RCRD>

The Draft Sherway Area Study was also presented to the City of Toronto's Design Review Panel (DRP). The DRP is comprised of private sector design professionals who provide independent, objective advice to City staff, aimed at improving matters of design that affect the public realm. Commentary from the DRP was incorporated into the Study documents.

Vision and Guiding Principles

A vision and set of guiding principles were established in the Study's first phase in consultation with the public, stakeholders and City staff.

Vision

The Sherway Area will evolve to become a place that is physically integrated and has its own unique identity as a community. The buildings, streets, parks and open spaces, community facilities, servicing and infrastructure should create a physical environment that supports a safe, active, healthy and vibrant destination with the goal of creating a complete community.

Guiding Principles

The following 10 principles provide guidance for achieving the vision of the Sherway Area:

1. Support activity and redevelopment that provide a healthy economic foundation for the area.

2. Shift to a more broadly balanced mix of land uses that are part of a clear strategy, which responds appropriately to existing and planned conditions.
3. Minimize adverse impacts between new development and adjoining *Employment Areas* and transportation infrastructure.
4. Establish a cohesive, urban appearance, with buildings that frame the streets as the dominant built form.
5. Enhance safe and convenient movement through the area and to surrounding areas by providing greater opportunities for walking, cycling and public transit use, addressing traffic and congestion issues, and creating new streets and connections as redevelopment occurs.
6. Create a green, safe and attractive place consisting of public parks, promenades, streetscape improvements and privately owned publicly-accessible open spaces (POPS) that create a connected system and support a range of local social and recreation activities.
7. Incorporate access to natural heritage areas as part of the green and open space networks while preserving their environmental integrity.
8. Coordinate the introduction of new residential development in the area with the provision of new and/or enhanced community services and facilities.
9. Ensure that adequate water and sewage services exist to accommodate new development and that stormwater is managed in a sustainable way.
10. Phase new residential development to incrementally add to the creation of a complete community that can coexist with adjacent uses.

STUDY FINDINGS

The vision and guiding principles outlined above provide the groundwork for the creation of a complete community. The following is a summary of key findings of the Sherway Area Study, which would implement the area vision.

Planning Framework

The proposed planning framework represents a significant evolution of the Study area. Key features of the framework include (see Attachment 2 – *Proposed Urban Structure*):

- A shift to higher intensity uses;
- The introduction of a finer network of streets which create smaller blocks;
- Built form that frames and animates streets;
- The introduction of mid-rise built form with tall buildings to mark key intersections;
- A network of parks and open spaces;
- Improved quality of public spaces and pedestrian amenities;
- Access to natural heritage areas;
- Completed pedestrian and cycling networks; and
- Transit service that grows to meet demand.

Land Use

The principal Official Plan land use designations in the Sherway Area include *Mixed Use Areas*, *General Employment Areas*, *Core Employment Areas* and *Institutional Areas*. The purpose of the planning and design framework is to provide a further level of detail

to guide the evolution of the area within the existing land use designations. The key land use findings detailed below support the Study's vision of creating a complete community.

The recommended planning and design framework promotes the intensification of employment uses. *Mixed Use Areas* featuring retail and office commercial uses are recommended to form a buffer between the highways and the rest of the Sherway Area. A strip of retail-focused *Mixed Use Areas* is recommended south of the east-west portion of North Queen Street, to allow land use and built form symmetry in relation to the retail-oriented *Employment Areas* on the north side of the street. Sherway Gardens Shopping Centre is anticipated to remain retail in focus. The majority of the remainder of the *Mixed Use Areas* are anticipated to develop with a residential focus.

The recommended planning framework allows for the intensification and expansion of the Trillium Health Centre. A small portion of the Trillium Health Centre site along the West Mall is recommended to be re-designated *Mixed Use Areas* (from *Institutional Areas*) to permit cohesion in uses and built form to the *Mixed Use Areas* across the street. (see Attachment 3 – *Proposed Land Use*).

The key land use findings also contemplate mitigation measures in recognition of studies undertaken by the City's Environment and Energy Division, which have shown that the Sherway Area has poor air quality, largely attributable to the presence of two major highways and highway interchanges. Air quality issues may change over time with the introduction of new technologies and regulations.

Key Findings:

1. The mix of land uses in the Sherway Area should create a complete community that provides opportunities to live, work, shop and recreate at a local level as well as access the amenities of the wider city.
2. The core of the Sherway Area is a *Mixed Use Area* which is complemented by other uses found in adjacent *Employment Areas*, *Institutional Areas*, *Utility Corridors* and *Parks and Open Space Areas*. Special care should be paid to the transitions between uses to ensure the cohesion of the overall area.
3. Existing land uses should remain in place, with the exception of:
 - A portion of the *Institutional Areas* along The West Mall (southeast edge of the Trillium Health Centre lands) be re-designated to *Mixed Use Areas*, to provide a degree of symmetry in uses on both sides of this street.
 - The eventual inclusion of parks and open spaces as the configuration of these are finalized over time.
 - The potential re-designation of a buffer adjacent to major transportation corridors to a *Mixed Use* designation not permitting sensitive land uses.
4. In anticipation of development applications, the City may wish to conduct a study that assesses the appropriateness of the Sherway Area for the development of

sensitive land uses given present levels of air pollution. The study could identify potential adverse effects, if any, and more clearly define effective mitigation. The outcomes of the study could have land use planning policy implications, for example, the re-designation of lands, or limitations on sensitive land uses within current designations.

5. Alternatively, development proponents of sensitive land uses should be required to complete an analysis, as a separate study or included in the planning rationale, that identifies potential adverse effects, demonstrates that any potential adverse effects have been appropriately mitigated through transitions, buffers and other measures, and ensures that the proposed use does not impact on employment uses in *Employment Areas*. The proponent would be responsible for implementing any required mitigation measures. The City may wish to prepare guidelines to outline the basic requirements of analyses or studies of this type.
6. A 30- to 50-metre buffer along transportation corridors, such as Provincial highways, may be an appropriate response to the land use compatibility challenges presented by these features. This buffer would serve as a transition area within which no sensitive land uses would be permitted. The necessity for, and the extent of, the buffer would be confirmed through further analysis in conjunction with future development applications. The need for mitigation approaches, such as a buffer, may change over time as air quality in the area improves or deteriorates.
7. Grade-related retail should be promoted on key streets to animate and provide passive surveillance of public spaces and add to the locally-oriented retail offer of the mixed use community.

Streets and Blocks

A new block pattern comprised of an expanded local road network would allow for traffic to disperse and provide relief to the arterial road network. The deep blocks within the Sherway Study Area should be subdivided by a fine grain of new local public streets to facilitate movement and accessibility and provide relief to the arterial road network. These local streets would be complemented by several planned new collector and arterial roadways including the approved North Queen Extension and a recommended road connection from The Queensway to The West Mall.

Not only would new streets break up large development blocks, they could be designed and landscaped to provide for an improved pedestrian environment and offer more connections for cycling. Rather than act primarily as vehicular travel routes, streets would function as places and destinations through the implementation of smaller block sizes that are animated by buildings and grade-related uses (see Attachment 4 – *Proposed Streets and Blocks Plan*).

Key Findings:

1. Large land parcels should be divided with street rights-of-way to ensure a high level of permeability for public circulation and to encourage a scale of redevelopment similar to that of urban sized blocks that can flexibly accommodate a wide range of uses and built form.
2. New local streets should be in public ownership with 20 m right-of-way widths. A standard street width of 20 m provides maximum flexibility for present and future configurations. In special circumstances where public dedication is not appropriate, private streets and lanes may be permitted if full public access is guaranteed and design standards match those of public streets. Private streets should have a 20 m width and be built to public street standards as specified by the City, where applicable.
3. The City should adopt the recommended *Streets and Blocks Plan* (Attachment 4) that illustrates the pattern of streets recommended as development proceeds. *The Streets and Blocks Plan* includes Fixed Location Streets and Flexible Location Streets. Fixed Locations Streets are those which, for particular reasons, must be placed in a specific location. Flexible Location Streets should be oriented in a particular direction, but exact locations can be determined through the development approval process.

Parks and Open Spaces

Parks and open spaces are integral to the creation of complete communities. The Sherway Area Study recommends a greening strategy to create a network of green spaces, connected via trails and a landscaped public realm that will unlock the potential of currently underutilized areas such as the hydro corridors and the Etobicoke Creek ravine lands. See Attachment 5 – *Proposed Greening Strategy*.

Key Findings:

General

1. The City should adopt the recommended *Greening Strategy* (Attachment 5) that identifies the location of key elements of the parks and open space network: parks, urban plazas, natural heritage areas, trails, landscape gateways and greened streetscapes.
2. The parks and open space system should form a network that includes a variety of open space elements which provide for a range of uses and activities, including active and passive recreation and community gathering. Programming of parks and public spaces should be undertaken in consultation with stakeholders such as local residents, workers and businesses when possible.
3. Parks and open space amenities should be distributed throughout the Study area. Park space should be consolidated into neighbourhood parks to be located in each of the precincts planned for residential redevelopment. Landscaped linkages such

as multi-use trails and sidewalks should facilitate access to parks and open spaces from all parts of the Study area to strengthen its cohesion as a network.

4. Parks and open spaces should be designed to ensure good visibility, access and safety. High quality design would foster a sense of place which contributes to the community's identity as a distinct place within the larger city.
5. Public art should be encouraged to animate public spaces, such as parks, urban plazas, boulevards and streets.
6. Multi-use trails throughout the Study area should link to and complement pedestrian and cycling networks and connect to the existing trail network south of the QEW and across the Etobicoke Creek in the City of Mississauga.
7. Street trees should be planted on both sides of all streets in the Study area, existing or proposed, wherever possible.

Parks

1. Parks should be visible and accessible from adjacent public streets, and be of a usable shape, topography and size that reflect their intended use.
2. All parks should front onto public streets.
3. The alternative parkland dedication rates identified in Section 3.2.3 of the Official Plan and enacted in Municipal Code Chapter 415 Article III and By-law 1020-2010 should apply to the entire Study area.
4. The conveyance of parkland should be phased to occur with the redevelopment of the area, and in particular the development of residential uses.
5. Proposed parkland provided through dedication requirements should be located at a mutual property line, to permit its eventual expansion to other parcels.
6. Where the size, location or configuration of the required parkland conveyance would prove unusable or undesirable, developments should satisfy parkland requirements by acquiring and conveying off-site parkland dedications to the City in accordance with the recommended Greening Strategy or provide cash-in-lieu funds, as directed by the Toronto Municipal Code - Development of Land, Chapter 415, Article III, to contribute toward the development of parks in the Study area.
7. Parks could include joint community facilities that are integrated with open space and recreational uses.

Privately Owned Publicly-Accessible Spaces (POPS)

1. The City should encourage the inclusion of privately owned publicly-accessible spaces (POPS) in new developments, in addition to the required public parkland dedication, to increase the variety of public spaces and to provide transitions between built form and the public realm. The inclusion of privately owned publicly-accessible spaces in new developments cannot be used to satisfy parkland dedication requirements.
2. Urban plazas should be located at the northeast and northwest corners of the intersection of The Queensway and North Queen Street, the southeast corner of the intersection of The Queensway and The West Mall and the west side of the intersection of The West Mall and Sherway Drive.
3. Urban plazas and privately owned publicly-accessible spaces are subject to the City of Toronto's guidelines for Privately Owned Publicly-Accessible Space (POPS).

Utility Corridors

1. The use of utility corridors as public open space should not be used to satisfy parkland requirements.
2. The priority for the secondary use of utility corridors should be public uses that contribute to the park and open space network.

Natural Heritage Areas

1. Natural heritage areas should be incorporated into the parks and open space system in a manner which provides for appropriate public uses while protecting their environmental integrity. Natural heritage areas should not be used to satisfy parkland dedication requirements.
2. New development should be distanced appropriately from the Etobicoke Creek ravine in accordance with the City of Toronto's Ravine and Natural Feature Protection By-law (Chapter 658 of the Toronto Municipal Code) and the policies of TRCA's Valley and Stream Corridor Management Program.

Landscape Gateways

1. Landscape gateways should be located at the main entry points into the Study area at The West Mall and Evans Avenue, at The Queensway and The West Mall and at The Queensway and Highway 427. Gateways would be characterized by features such as dense tree plantings and the installation of public art.

Public Art

1. The provision of public art would be carried out in compliance with the City of Toronto *Percent for Public Art Program Guidelines*. Implementation and placement

should be coordinated through a Public Art Plan for each Precinct to be produced by development proponents.

Development Capacity

The supportable built form for the Sherway Area was determined through consideration of land uses and local conditions. Applying current City-wide policies such as the Avenues and Mid-Rise Buildings Study and Tall Building Design Guidelines on appropriate sites, would allow the City to determine the level of appropriate growth that could occur on a given site.

Analysis included in the Transportation Master Plan assessed the capacity of the transportation network to support intensification. A number of development alternatives were analyzed. The results of the analysis informed the land use mix and built form heights and massing recommended through this Study and established recommended intensification limits that could be supported by the transportation infrastructure in the area.

The below key findings focus on the determination of potential intensification levels.

Key Findings:

1. The City should establish limits on gross floor area (GFA) for the Study area as a whole:
 - Residential – 550,000 m²
 - Office – 225,000 m²
 - Retail – 250,000 m²
2. Proposed development in excess of the established limits on GFA should trigger the requirement for an update of the planning framework for the Study area, including an analysis of transportation and servicing capacity and a review of whether additional development supports the planning objectives for the area.
3. The City should continually monitor the GFA existing in the Study area to determine when development limits are being approached.
4. Built form standards and land use recommendations included in the Sherway Area Study should be implemented to ensure the appropriate dispersion of GFA throughout the Study area.
5. The first redevelopment in a Precinct requiring a Zoning By-law Amendment, Draft Plan of Subdivision, Part Lot Control or Consent should trigger the requirement for a detailed Precinct Plan which illustrates the massing of buildings, the internal network of streets and the location of parks and open spaces, among other matters.

Built Form

The Sherway Area offers opportunities for a more intensive form of development. The existing environment is geared towards vehicular travel with expansive parking lots creating large distances between buildings. The Sherway Area Study sought to determine the appropriate scale of a more intensive built form that would animate the public realm and integrate the built form with the surrounding environment to positively influence the community. The Study's recommended built form is predominantly mid-rise buildings with tall buildings sited at key locations.

Existing tools such as the Avenues and Mid-Rise Buildings Study were used to inform the recommended height and massing of mid-rise buildings throughout the Study Area. Mid-rise buildings are intended to match the scale of their abutting road right-of-ways. Given this framework, taller mid-rise buildings should front onto The Queensway and The West Mall. Secondary and local streets would accommodate a smaller scale of mid-rise building. Tall buildings would be sited at key intersections along The Queensway and The West Mall. These buildings would be built to the edge of blocks and interact directly with the public realm. Retail uses at grade may also animate the pedestrian environment where appropriate.

The below key findings provide general built form recommendations with consideration given to building heights and the relationship of buildings to the public realm. See Attachment 6 – *Proposed Built Form Strategy*.

Key Findings:

General

1. The City should adopt the recommended *Built Form Strategy* (Attachment 6) and the Urban Design and Streetscape Guidelines (Attachment 7) to provide guidance on built form considerations in the Sherway Area.
2. All new mid-rise buildings should adhere to the City of Toronto Mid-Rise Building Performance Standards. In cases where these standards and the Sherway Area Urban Design and Streetscape Guidelines differ, the latter should apply.
3. All new tall buildings should adhere to the City of Toronto Tall Building Design Guidelines. In cases where these standards and the Sherway Area Urban Design and Streetscape Guidelines differ, the latter should apply.
4. Any new townhouse development should adhere to the City of Toronto Townhouse and Low-Rise Apartment Guidelines. In cases where these standards and the Sherway Area Urban Design and Streetscape Guidelines differ, the latter should apply.

Building Heights

1. The City should adopt the recommended *Building Heights Plan* shown in Attachment 8 that establishes maximum streetwall heights throughout the Study area and locations where tall buildings should be permitted.

2. Tall buildings should reference heights in other intensification areas in Etobicoke to ensure the height, density and level of intensification of proposed buildings fits within the wider urban hierarchy of reurbanization locations and, in particular, recognizes Etobicoke Centre as the location of the greatest scale of intensification.
3. Tall buildings should, at a minimum, address key considerations such as:
 - Demonstrate how the proposed building and site design would contribute to and reinforce the urban structure of the area;
 - Demonstrate how the proposed building and site design relate to and provide adequate transitions to adjacent buildings and public spaces; and
 - Minimize the negative impact of shadows, sky view and wind on adjacent public areas including streets, parks and open spaces.
4. Tall buildings should not exceed 30-storeys in height.
5. The bases of tall buildings should be no greater than 22.5m (approximately 7 storeys) in height and no less than 16.5m (5 storeys).
6. The minimum height for all buildings within *Mixed Use Areas* should be 10.5m. Minimum building heights in *Employment Areas* (not along *Avenues*) should be 7.5m. Minimum heights in *Employment Areas* (along *Avenues*) should be 10.5m.
7. Townhouses or street-related units should be encouraged to create a finer residential scale within the larger Precincts and act as a transition from the taller, more intense building types.

Relationship of Built Form to Public Realm

1. Buildings should collectively provide a relatively consistent and contiguous street edge that gives a strong architectural presence.
2. Continuity in the built-up edge of blocks on main streets such as The Queensway and North Queen Street should strengthen a sense of place and vitality for the pedestrian boulevards and support a viable retail environment.
3. Grade animating, pedestrian-related uses, such as retail and service uses, studios, office entrances, and the lobbies and entrances of individual units of residential buildings should be encouraged along all street fronts to ensure streetscape animation and allow 'eyes on the street'.
4. The minimum floor-to-floor height of all land uses at grade should be 4.5 metres to facilitate retail and commercial uses.
5. Retail-oriented at-grade uses should be provided at key locations.

Public Space and Streetscapes

The Sherway Area should seek to incorporate forward thinking principles regarding streets and sidewalks, parks and open spaces, and setbacks between property lines and

buildings. The goal should be to improve upon the existing auto-dominated public realm and develop a sense of place in the Study area.

The below key findings focus on main streets, employment streets, connectors and neighbourhood streets and provide direction on transforming the public realm. The intent is to make the Sherway Area a place where people want to live and work while improving its identity.

Key Findings:

1. The City should adopt the recommended Urban Design and Streetscape Guidelines (Attachment 7) to provide a further level of guidance on creating a network of parks and open spaces and the design of streets and public spaces.
2. Street design should adhere to the procedures identified in the Complete Streets Guide (2016) to improve safety and mobility for all users.

Transportation and Mobility Strategy

Movement in the Sherway Area is currently dominated by private vehicles. Due to development patterns in the area, many existing parcels of land are dominated by large surface parking lots. Coupled with insufficient pedestrian infrastructure (i.e. sidewalks) on many area streets and the lack of cycling infrastructure, active mobility is currently a significant challenge.

As previously noted, there is no higher order transit in the Sherway Area and transit service consists of several surface bus routes operated by the Toronto Transit Commission (TTC) and Mississauga Transit (MiWay). The evolution of the Sherway Area into a complete community with a mix of uses presents an opportunity to evolve from an auto-oriented community to a more balanced split between different ways of moving to, from and around the Sherway Area. Some initiatives include building separated bike lanes, expanding bus transit service and improving sidewalk connections.

Key Findings:

Pedestrian

1. A new local street network should be implemented. The City should adopt the recommended *Hierarchy of Street Types* (see Attachment 9).
2. Streetscape improvements recommended in the Urban Design and Streetscape Guidelines (see Attachment 7) should be implemented, with broad pedestrian sidewalks on all streets.
3. Street-oriented pedestrian spaces like sidewalks should connect to other facilities like multi-use trails. The City should adopt the recommended *Pedestrian Network* (see Attachment 10).
4. The pedestrian network should be complete with no missing links in sidewalks or road crossings.

5. Additional signalized pedestrian crossings at intersections should be introduced where possible to improve pedestrian movement and enhance safety.

Cycling

1. The City should adopt the cycling infrastructure improvements (see Attachment 11 – *Proposed Cycling Network*) recommended in the Transportation Master Plan and Urban Design and Streetscape Guidelines, including bike lanes on North Queen Street, the North Queen Street Extension, The West Mall and Evans Avenue, a protected facility on The Queensway (either on one side or on each side of the street), safe and convenient bike supportive design on other existing and new neighbourhood streets, off-road trails in the hydro corridors, and connections to the Etobicoke Creek trail system should be implemented.
2. The creation of cycling-friendly links from the Sherway Area to surrounding areas should be prioritized.
3. The City of Toronto On-Street Bikeway Design Guidelines (2016) and MTO Book 18 Cycling Facilities should inform the ultimate selection and design of on-street cycling facilities.
4. Bicycle parking facilities on all public streets to encourage local cycling activity should be encouraged.
5. At-grade sheltered bike parking as part of every new development should be encouraged.

Transit

1. A transit hub should act as a point of transfer for all bus routes that service the Sherway Area at the location of the proposed subway station site as shown on Attachment 12 – *Proposed Transit Network*.
2. The City should adopt the transit service improvements recommended in the Transportation Master Plan, as shown on Attachment 12 – *Proposed Transit Network*.
3. TTC and Metrolinx should coordinate to improve access and, where possible, service to the existing subway stations and regional transit stations from the Sherway Area and consider longer term transit service expansion to support a growing community.
4. Shuttle services to nearby transit hubs as part of development approvals should be encouraged.
5. New street furniture and amenities should be introduced at all transit stops in the Sherway Area to support current and growing ridership.
6. Transit signal priority should be investigated for key routes, particularly The Queensway as well as improved signal coordination.

Vehicular

1. As development occurs within the area, road network improvements through new and improved linkages should be made as outlined in the Transportation Master Plan and shown on Attachment 9 – *Proposed Hierarchy of Street Types*.
2. Operational improvements throughout the Study area should be considered to improve intersection performance, but not at the expense of reducing safety for pedestrians and cyclists.

Precincts

To assist in the coordinated and harmonized development of the Sherway Area, nine Precincts (A, B, C, D, E, F, G, H and I) have been identified – see Attachment 13 – *Proposed Precincts*.

Roads and features such as hydro corridors currently divide the Sherway Area into a number of irregular Precincts. It is anticipated that due to local conditions, as well as permitted uses and built form, each of these Precincts would develop its own character while contributing to realizing the vision for the larger Sherway Area. Many of these Precincts would be sub-divided by a network of local streets to improve mobility throughout the area and define development parcels.

The Sherway Area Study indicates that Precinct planning is a useful tool that should be incorporated into the future policy framework to ensure a comprehensive approach to redevelopment, including:

- A coherent network of roads and public spaces;
- A common approach to the design of the public realm;
- Local provision of parks and community services and facilities;
- Compatible built form and massing; and
- The efficient use of municipal infrastructure.

For larger Precincts, a Precinct Plan that addresses these issues and illustrates the implementation of City policies and guidelines could be added to the development application requirements. For some smaller Precincts that do not involve multiple parcels, require significant coordination among landowners, or major infrastructure improvements, a Precinct Plan may not be required.

Key Findings:

1. The City should adopt the recommended *Precincts* (see Attachment 13). Applications including Zoning By-law Amendment, Draft Plan of Subdivision, Part Lot Control or Consent should be required to submit Precinct Plans, as determined appropriate by City staff, to assist in the evaluation of the conformity of the proposed development with the relevant provisions of planning policy.

2. To ensure the comprehensive development of a site, Precinct Plans should examine the relationship of the proposed development within the context of the existing Precinct, its relationship to adjacent Precincts, and the planned context provided for by the planning policy.
3. Precinct Plans should include the following unless the City is satisfied that a requirement is not applicable or has been otherwise addressed or if the City requires additional information to appropriately evaluate the proposal:
 - a. Precinct level land use map;
 - b. Proposed street and block pattern for the Precinct;
 - c. Transportation Precinct Study to determine the adequacy of the road network to accommodate development/redevelopment within the Precinct, including any necessary off-site improvements;
 - d. The proposed massing of buildings including heights, setbacks and distribution of density within the Precinct;
 - e. The size and location of public lands proposed to be conveyed to the City, including additional streets, parks and open spaces within the Precinct;
 - f. A public realm plan that addresses streetscape elements including paving, lighting, coordinated street furniture and landscaping to illustrate how the public realm objectives are implemented as guided by the Urban Design and Streetscape Guidelines.
 - g. A public art component that identifies potential opportunities for public art installations and has appropriate and meaningful regard to applicable City policies and guidelines such as the *Percent for Public Art Guidelines*.
 - h. The location, dimensions and character of proposed public space, privately owned publicly-accessible open spaces and pedestrian/cycling routes within the Precinct showing their connection, continuity and complementary relationship to adjacent public spaces;
 - i. The general location, size and treatment of vehicular access points in sufficient detail to identify locations where parking may be shared between developments within a Precinct and to assess the effect of these facilities on public sidewalks and pedestrian routes;
 - j. The location of street-related uses and principal pedestrian entrances to proposed buildings within the Precinct and the relationships of such uses and entrances to street frontages to ensure that the role of the public street and pedestrian movements along the street is supported and reinforced;

- k. Identification of TRCA-regulated areas where development is proposed on properties adjacent to the Etobicoke Creek ravine;
- l. Precinct level functional servicing and stormwater management reports;
- m. Completion of a Community Service and Facilities Strategy;
- n. Draft Plan of Subdivision for the Precinct;
- o. Precinct level phasing plan to illustrate how roads and municipal servicing would be provided and how they would be secured; and
- p. Natural Heritage Impact Study for properties within the Precinct containing the *Natural Heritage* Official Plan designation.

Community Services and Facilities Strategy

Community services and facilities (CS&F) are important components to the quality of life, health and well-being of existing and future residents. The Official Plan speaks to ensuring that there is adequate and equitable access to community services and facilities.

A CS&F Strategy has been prepared to support the planning and design framework for the Sherway Area. The intent of the Strategy is to support new facilities and services as the area intensifies. The below key findings address matters relating to child care centres, schools, parks, community recreation, libraries and community agencies.

Key Findings:

Child Care Centres

1. The provision of 3 to 4 child care centres in the Sherway Area (for a total of 220 child care spaces) should be provided at full build out.
2. New child care centres should contain between 62 and 72 spaces and have one infant room, two toddler rooms and two preschool rooms. This is considered by Children's Services staff to be an operationally efficient model.
3. Given the projected child care needs for the area, a new child care centre would need to be provided for every 1,625 to 2,170 new occupied units.
4. The design of child care facilities should be in accordance with the guidelines established in the "Child Care Design & Technical Guideline" (2016), prepared by the City of Toronto Children's Services Division, and the *Child Care and Early Years Act* (2014). Child care facilities will have 10.22 m² per child of interior space and 5.6 m² per child of exterior space.
5. Opportunities for the provision of child care facilities on an ongoing basis should be monitored.
6. Non-profit or publicly operated child care facilities should be prioritized.

7. Spaces for infant (birth to 18 months) and toddler-aged children (aged 18 months to 2.5 years) should be prioritized.
8. The co-location of child care facilities with other facilities such as community service hubs or schools should be prioritized.

Schools

1. Opportunities for school developments early in the planning process should be identified as enrollment in existing surrounding schools reach capacity, preferably in advance of development applications or expressions of interest by landowners or developers. In the interim, there is capacity for additional elementary school students at both boards.
2. The suitability of potential school sites should be evaluated in consultation with the TDSB and TCDSB.
3. The provision of an elementary school in the Sherway Area should be considered as the number of elementary students residing in the area may justify the addition of a local school. This could be a small elementary school providing 250-350 spaces with a focus on play space, preferably integrated into a mixed use development as part of a community hub and located adjacent to a public park space. The number of students in the area should be continually monitored.

Parks and Community Recreation

1. The provision of new public parks should be guided by the planning and design framework for the Sherway Area, which identifies a preferred parks and open space system and should take into consideration the broader development framework envisioned for the area. This includes:
 - The provision of new public parks in accordance with the Alternative Parkland Dedication Rate applicable to Parkland Acquisition Priority Areas (3.32 hectares at a minimum). Priority should be given to obtaining parkland, rather than cash-in-lieu. Prior to accepting any cash-in-lieu of parkland in the Sherway Area, developers are encouraged to satisfy parkland requirements by acquiring and conveying off-site parkland dedications to the City in accordance with the preferred parks and open space system included in the planning and design framework. As a last option, cash-in-lieu received by the City from development should be used to acquire parkland in the Sherway Area in accordance with the preferred parks and open space system included in the planning and design framework.
 - A preference for consolidated neighbourhood-level parks in the Sherway Area, linked by pedestrian/bicycle paths and a trail system and connected to the Etobicoke Creek trail system.

- The provision of privately owned publicly-accessible spaces (POPS) in addition to lands required to be dedicated as public parkland.
 - The identification of additional opportunities for open space amenities, such as landscaped pathways and setbacks with seating areas, among others.
2. Programming and activation strategies should be developed in consultation with residents as development occurs in the Sherway Area.
 3. Growth and development in the Sherway Area should be monitored to assess the adequacy of parks and open spaces serving the area.
 4. The provision of a new community recreation centre is required to support projected levels of growth in the Sherway Area. The new community recreation centre should be:
 - Located within the Study area (as shown on Attachment 3) in close proximity to the resident and worker populations it serves;
 - Located in a highly visible and accessible location with strong pedestrian, cycling and transit connections;
 - Designed in a manner that promotes the development of flexible multi-purpose spaces that can be adjusted to meet varied needs;
 - Delivered in a timely manner to support residential and non-residential growth so as not to place additional burdens on existing community services and facilities in the area where available capacity may not exist;
 - Incorporated within mixed-use buildings or designed as a joint-use facility where possible; and
 - A minimum of 4,772 m² in size.
 5. Section 37 of *the Planning Act* should be used to secure community services and facilities in the Sherway Area.
 6. Community services and facility needs of residents should be monitored as the area develops to determine the timing and delivery of new and enhanced community infrastructure.

Libraries

1. The Alderwood branch has capacity to accommodate the additional population expected to reside in the Sherway Area. To better address the anticipated growth in demand, service enhancements should be pursued particularly through Section 37 benefits. Priority improvements include: a digital innovation hub, a computer learning centre, an interactive early literacy centre and additional program or meeting space.

2. Similar opportunities should also be pursued to extend hours of service at the Long Branch neighbourhood branch, to improve its capacity to handle a potential increase in user demand.
3. The current distance of 2-2.5 km between the Alderwood branch and the Sherway Area may make it difficult for Sherway Area residents to access the library. Opportunities to improve pedestrian connections between the Alderwood branch and the Sherway Area should be pursued.
4. As the Sherway Area evolves, residents' needs should be assessed and the service capacity of the Alderwood branch should be monitored to anticipate potential changes or new demands.
5. These recommendations should be reviewed to incorporate any changes associated with the Toronto Public Library's revised service model, which is expected to be available in the near future.

Community Agencies

1. Section 37 of the *Planning Act* should be used to fund service enhancements through new and existing community agencies serving the Sherway Area.
2. Emerging program, service and location requirements should be identified in consultation with community agencies and residents through a stakeholder engagement process.
3. Opportunities for agency co-location and collaboration should be considered, potentially through a community service hub that could house multiple community services.
4. The needs of the incoming population should be monitored periodically and opportunities to secure new service and facility priorities through the development process should be identified.

Transportation Master Plan

The Transportation Master Plan (TMP) developed as part of the Sherway Area Study examined matters of transit infrastructure and transportation networks pertaining to pedestrian, cycling and vehicular connections.

The Sherway Area has largely developed to accommodate private vehicle trips. Survey data has found that over 90% of all trips in the Sherway Area are made by car; large surface parking lots reflect this. Moreover, there is no physical infrastructure that supports cycling, and large setbacks exist between buildings that do not support walkability and result in low transit usage.

As the Sherway Area intensifies, there will be opportunities to implement long-standing City of Toronto policies, improve the functionality of the transportation network and improve the urban environment. The TMP presents scenarios for improving the transportation network and offers opportunities to address congestion while enhancing active transportation and transit use.

The TMP has been prepared to satisfy Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA) Master Plan process and analyzed the current transportation network and considered improvements for all modes – pedestrian, cyclist, transit and vehicular – to facilitate a sustainable pattern of growth in the Sherway Area. Since there are no formal plans to extend the Bloor-Danforth subway line to the Sherway Area, the TMP did not include a potential subway extension in its analysis. However, the key findings of the TMP do not preclude the future opportunity to extend the subway line to the Sherway Area.

The transportation analysis included in the TMP was used to evaluate a number of land use scenarios with varying mixes of uses and densities to inform the development of the planning and design framework. The TMP identifies the required transportation infrastructure and policy direction to support the recommended framework.

Key Findings:

1. The level of development proposed in the recommended planning and design framework makes full use of available transportation capacity and can be accommodated during the busiest periods with a few exceptions.
2. The City should adopt the recommended roadway network (see Attachment 14 – *Proposed Transportation Improvements*) that generally maintains the same structure as the existing conditions with the addition of the approved North Queen Street extension.
3. Smaller, internal links should be added, including Boncer Drive and Nova Road forming an internal grid to the northwest of The Queensway/North Queen Street intersection.
4. A series of new roads is recommended to create new development blocks to replace the large-scale retail developments at the SmartCentres and Home Depot sites and form a park providing green space for the residential and commercial focused area in the northeast portion of the Sherway Area.
5. The Queensway should be linked to The West Mall via a new road and an extension of the southwest portion of Sherway Drive through to the intersection at The West Mall and Evans Avenue, providing direct access to the Trillium Health Centre and simultaneously removing a portion of the turning movements from the intersection at The Queensway and The West Mall.

6. All new roads and connections should be designed as complete streets. This includes sidewalks on all new streets, and making connections between pedestrian routes that currently exist. Major improvements to the trail network are proposed with strong connections between the existing creek trails and the new green spaces (as detailed on Attachment 10 – *Proposed Pedestrian Network*).
7. The proposed cycling network, as shown on Attachment 11 – *Proposed Cycling Network* largely follows the City's Bike Plan with a few recommended additions (North Queen Street extension, The West Mall and Evans Avenue).
8. Transit improvements in the area should largely involve the re-routing of existing bus routes to maximize catchment potential.
9. Consultation was undertaken with the Toronto Transit Commission staff and the recommended approach is to revisit bus routing through the area as and when new developments and connections are constructed. It is anticipated that, at least, a new branch route will serve the North Queen Street extension link and any development in that portion of the Sherway Area.
10. A new transit terminal is recommended in the general location of the site protected for the potential subway station. This would act as a hub for transit, providing an improved transfer experience and would center transit in the heart of the Sherway Area (as detailed on Attachment 12 – *Proposed Transit Network*).

Servicing Master Plan

The Servicing Master Plan developed as part of the Sherway Area Study addressed municipal infrastructure with a focus on the adequacy of watermain distribution, sanitary sewer systems and stormwater management within the Study area under existing conditions and potential future growth scenarios.

The Servicing Master Plan reviewed the existing servicing infrastructure in the Sherway Area to allow the City to coordinate municipal infrastructure planning within a new planning policy and development framework. A servicing strategy through the expansion and enhancement of the existing watermain distribution and sanitary sewer systems (where required) has been identified to service the future redevelopment of the Sherway Area. This servicing strategy will be subject to site-specific Functional Servicing Studies for all new development applications within the area to ensure there are no increased environmental impacts, or costs to other properties, and all applicable City of Toronto and MOECC policy and design requirements are met.

Key Findings:

1. Hydrant testing and subsequent flow monitoring determined that the watermain along The Queensway from The East Mall Trunk Feedermain to approximately North Queen Street has reduced capacity due to pipe roughness. It is

- recommended that the existing 300 mm watermain be replaced by a new 400 mm watermain east of North Queen Street, rather than be rehabilitated.
2. A number of new internal watermains would be required to adequately service the development blocks recommended through the Sherway Area Study.
 3. Sanitary sewer improvements are recommended along The Queensway, including the replacement of the existing sanitary sewer with larger pipes to accommodate anticipated growth. This would alleviate potential surcharging along this portion of The Queensway that would accompany redevelopment.
 4. A number of new and extended sanitary sewers are recommended to service the development blocks recommended through the Sherway Area Study.
 5. Any redevelopment in the Sherway Area would require that stormwater management measures be brought to current municipal standards. It is anticipated that there would be no increase in the storm flows to storm sewers or roads and that new development would likely significantly improve stormwater management in the Sherway Area.

NEXT STEPS

Implementation

Based on the Consultant Team work and the input provided through the community and stakeholder engagement process, Planning staff are recommending that an updated planning and design framework for the Sherway Area be incorporated into the Official Plan through the creation of a Draft Secondary Plan. The Draft Secondary Plan would:

- List urban design objectives;
- Present a Structure Plan outlining potential locations for new streets, parks, open spaces and urban plazas, and pedestrian and cycling amenities;
- Develop a Building Heights Plan showing permitted building and podium height ranges as well as minimum building height requirements;
- Include guidelines that support the City's Mid-Rise and Tall Building Design Guidelines;
- Outline alternate parkland dedication rates;
- Outline implementation targets and study requirements for comprehensive Precinct Plans;
- Establish limits on gross floor area for residential, office and retail uses;
- Include policies requiring a land use compatibility study with any application that includes residential or other sensitive land uses, which would address air quality, noise and vibration; and

- Include policies that address the introduction of sensitive land uses not impacting existing employment uses. This could be achieved through requiring compatibility studies with new development applications.

The Draft Secondary Plan should also support a full range of housing for the area to meet the needs of a variety of households. New residential developments should include a minimum of 20% of units of two or more bedrooms. Affordable housing should also be included in a list of community benefits to be secured through Section 37 Agreements as per the *Planning Act*.

Further, the Draft Secondary Plan should not preclude the future opportunity to extend the Bloor-Danforth subway line to the Sherway Area.

CONCLUSION

With the potential for redevelopment in the Sherway Area comes the opportunity to reconsider the current planning context. The existing planning policy and design framework, developed in the 1990's no longer reflects current levels of development. As a result, City staff initiated a comprehensive review of the area to determine the most appropriate solutions to address this issue.

The Sherway Area Study documents provide a comprehensive planning and design analysis of the Sherway Area to implement the vision of creating a complete community. Further, they provide guidance and direction to City staff in developing an updated planning policy and design framework to appropriately manage the area's growth and development. Based on the information provided in the Sherway Area Study documents, Planning staff are satisfied that the purpose and intent of the Study has been met.

Planning staff are therefore seeking City Council direction to comprehensively update the existing planning framework for the Sherway Area through replacing the current Site and Area Specific policies, with a Draft Secondary Plan based on the key findings of the City-initiated Sherway Area Study, as summarized in this report. It is also recommended that the Draft Secondary Plan be distributed to the public and considered at a statutory public meeting to be held by Etobicoke York Community Council in the third quarter of 2017. Further, Planning staff are seeking direction to bring forward accompanying Urban Design and Streetscape Guidelines for the Sherway Area for City Council's consideration and adoption in the third quarter of 2017.

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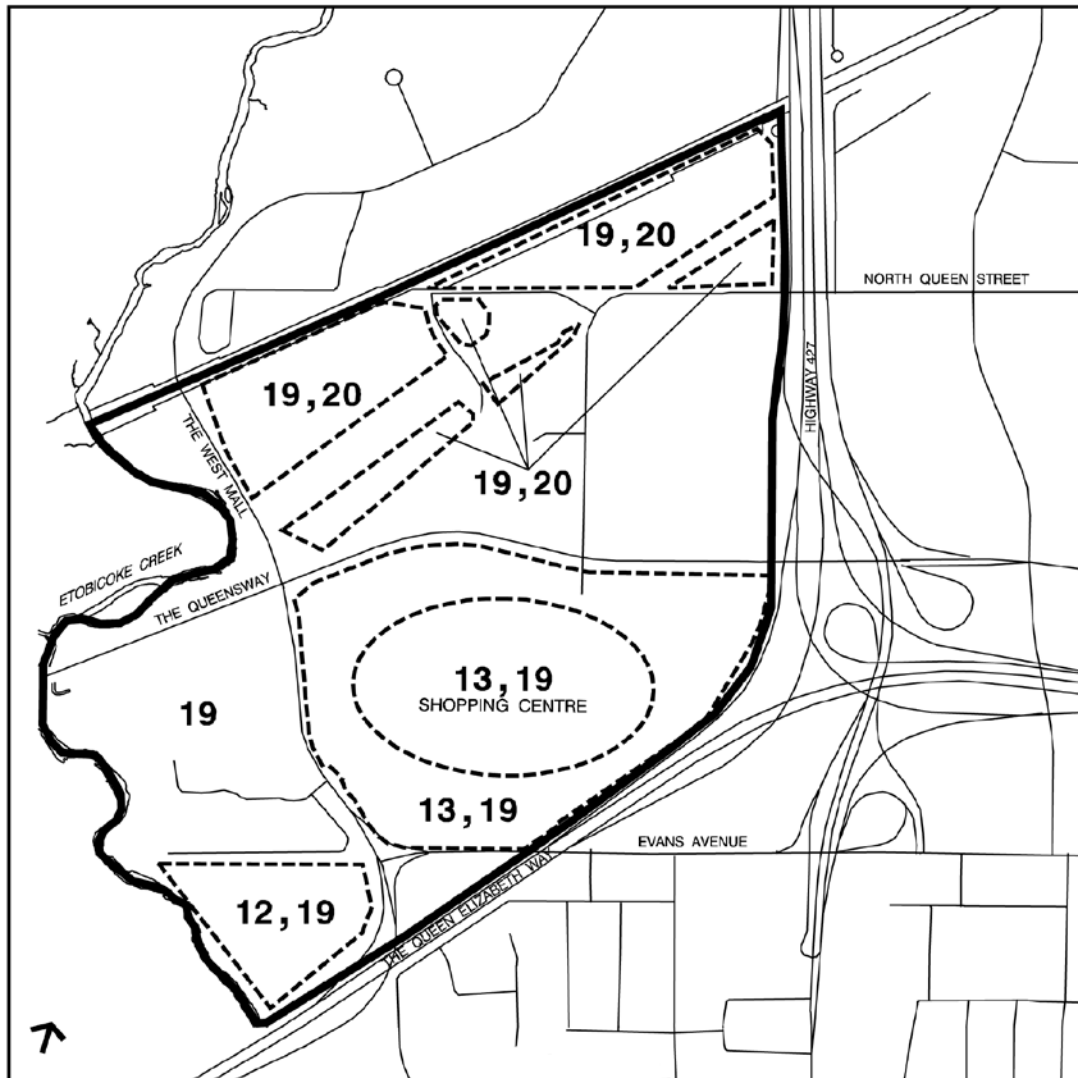
SIGNATURE

Neil Cresswell, MCIP, RPP
Director of Community Planning
Etobicoke York District

ATTACHMENTS

- Attachment 1: Official Plan Site and Area Specific Policy Areas 12, 13, 19 and 20
- Attachment 2: Proposed Urban Structure
- Attachment 3: Proposed Land Use
- Attachment 4: Proposed Streets and Blocks Plan
- Attachment 5: Proposed Greening Strategy
- Attachment 6: Proposed Built Form Strategy
- Attachment 7: Proposed Urban Design and Streetscape Guidelines
- Attachment 8: Proposed Building Heights Plan
- Attachment 9: Proposed Hierarchy of Street Types
- Attachment 10: Proposed Pedestrian Network
- Attachment 11: Proposed Cycling Network
- Attachment 12: Proposed Transit Network
- Attachment 13: Proposed Precincts
- Attachment 14: Proposed Transportation Improvements

Attachment 1: Official Plan Site and Area Specific Policy Areas 12, 13, 19 and 20



Site and Area Specific Policy Areas 12, 13, 19 and 20

Sherway Area Study

Not to Scale
08/20/13



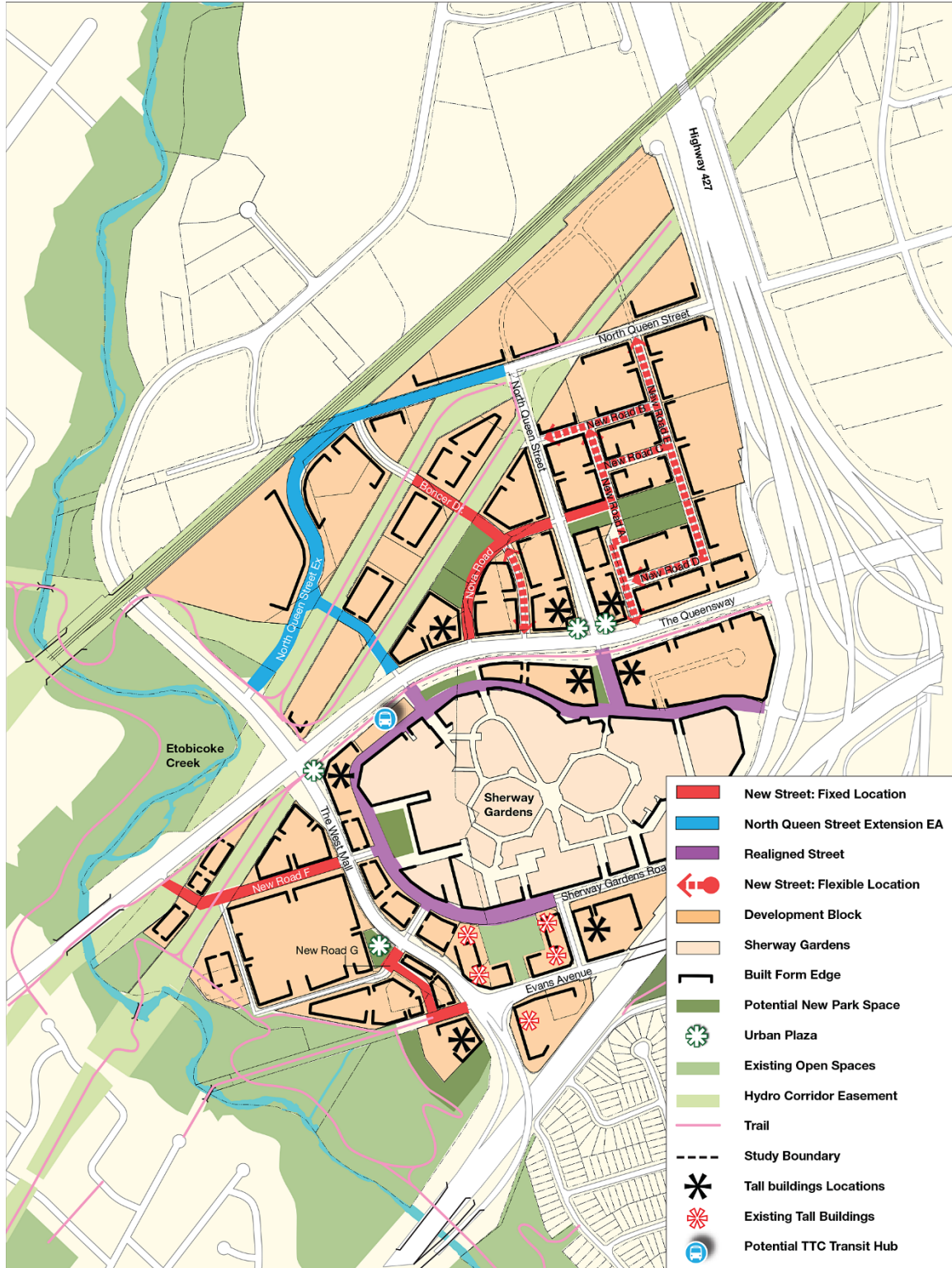
Study Area



Site and Area Specific Policy Areas

File # 13 222659 WET 05 02

Attachment 2: Proposed Urban Structure

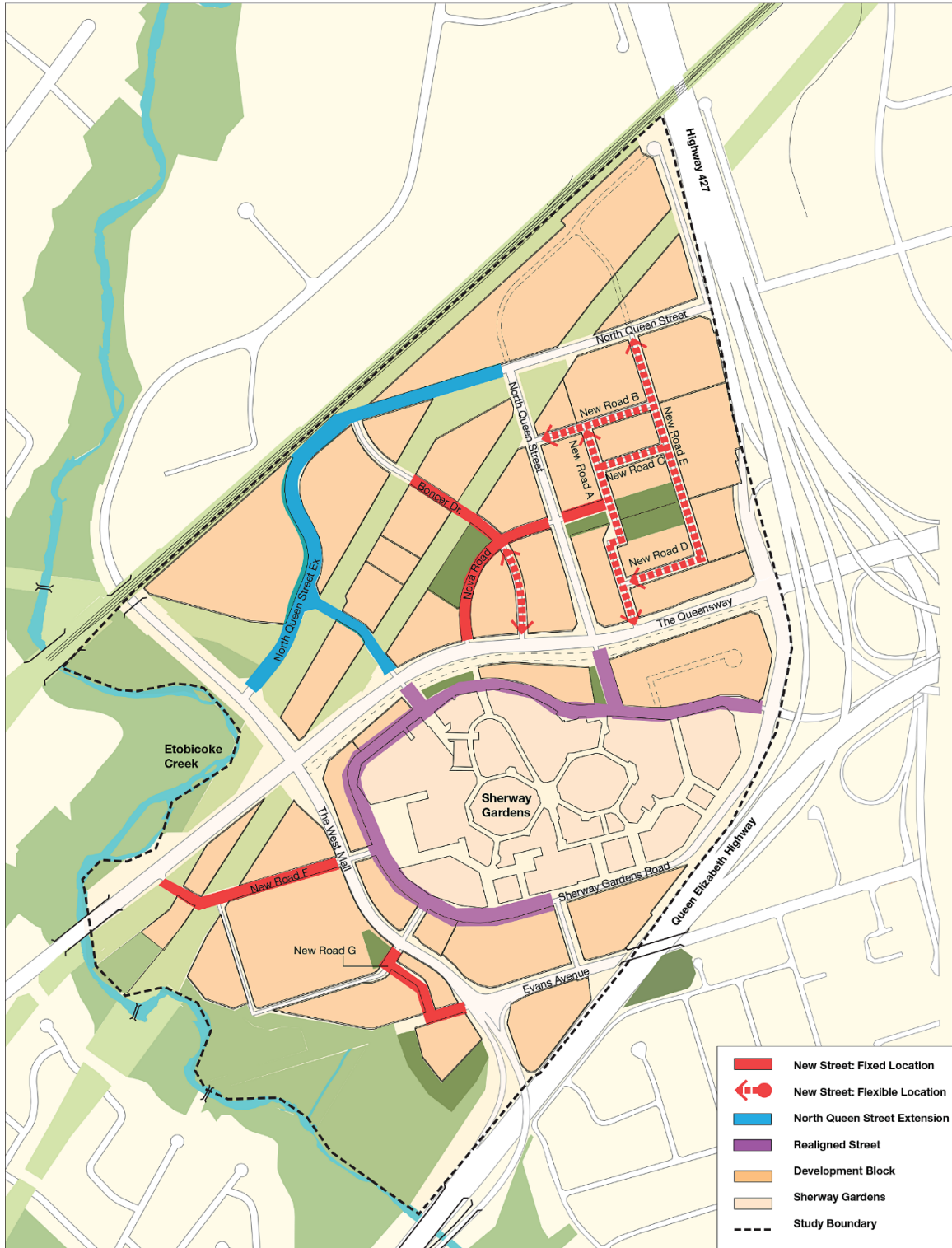


The map illustrates the North York City Centre area, highlighting various land use zones and infrastructure. The legend identifies the following categories:

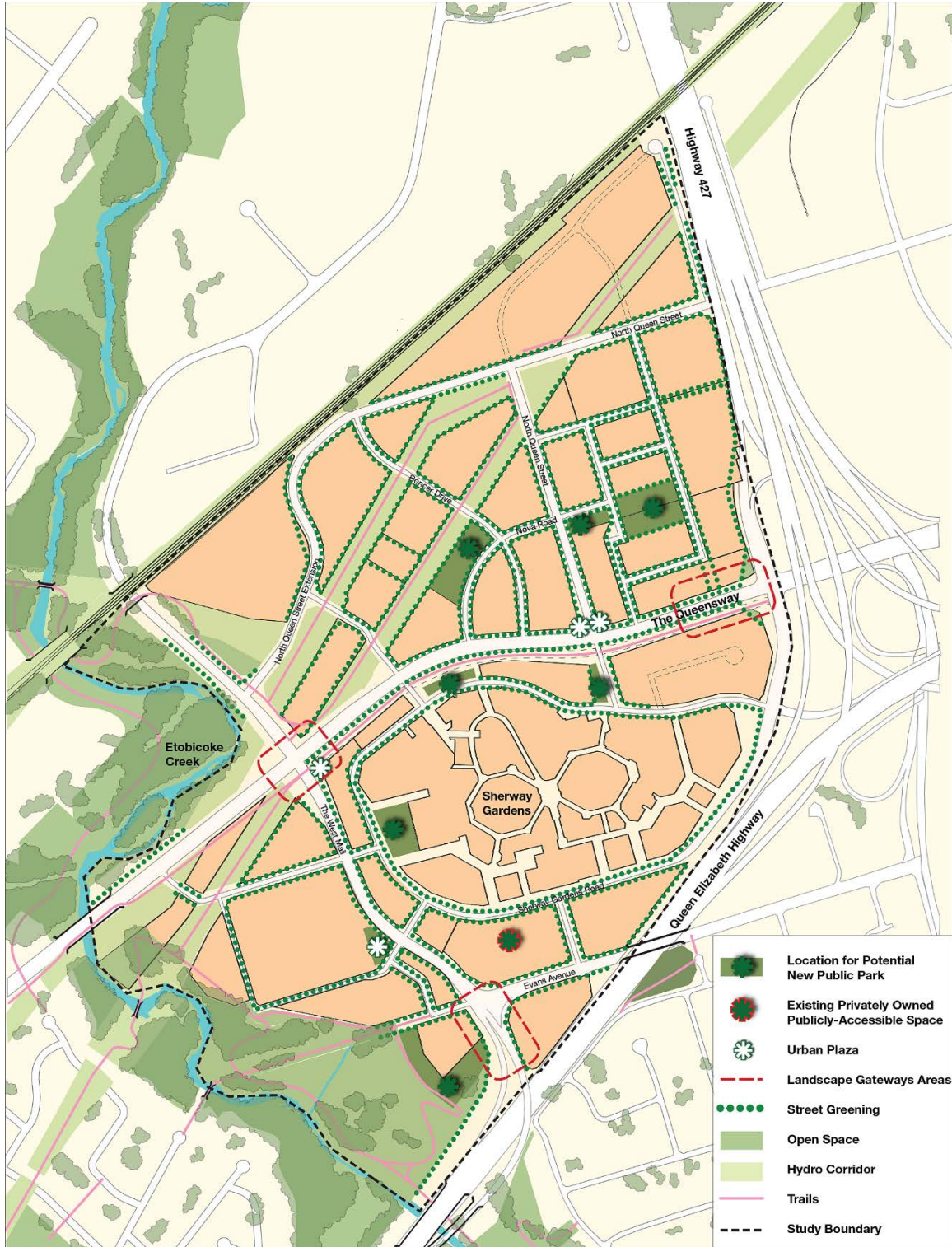
- Mixed Use - Residential** (Orange)
- Mixed Use - Office Commercial** (Purple)
- Mixed Use - Retail** (Red)
- Employment** (Pink)
- Institutional** (Light Blue)
- Existing Tall Building** (Red star symbol)
- Potential Location for Tall Building** (Black star symbol)
- Preferred Community Facility Location** (Blue star symbol)
- Potential TTC Transit Hub** (Blue bus icon)
- Existing Parks and Natural Areas** (Green)
- Existing Hydro Corridors** (Light Green)
- Potential New Parks** (Dark Green)

Key streets shown include North Queen Street, The Queensway, Evans Avenue, and Highway 427. A dashed black line outlines the study area. The map also shows existing and potential parks, hydro corridors, and transit hubs.

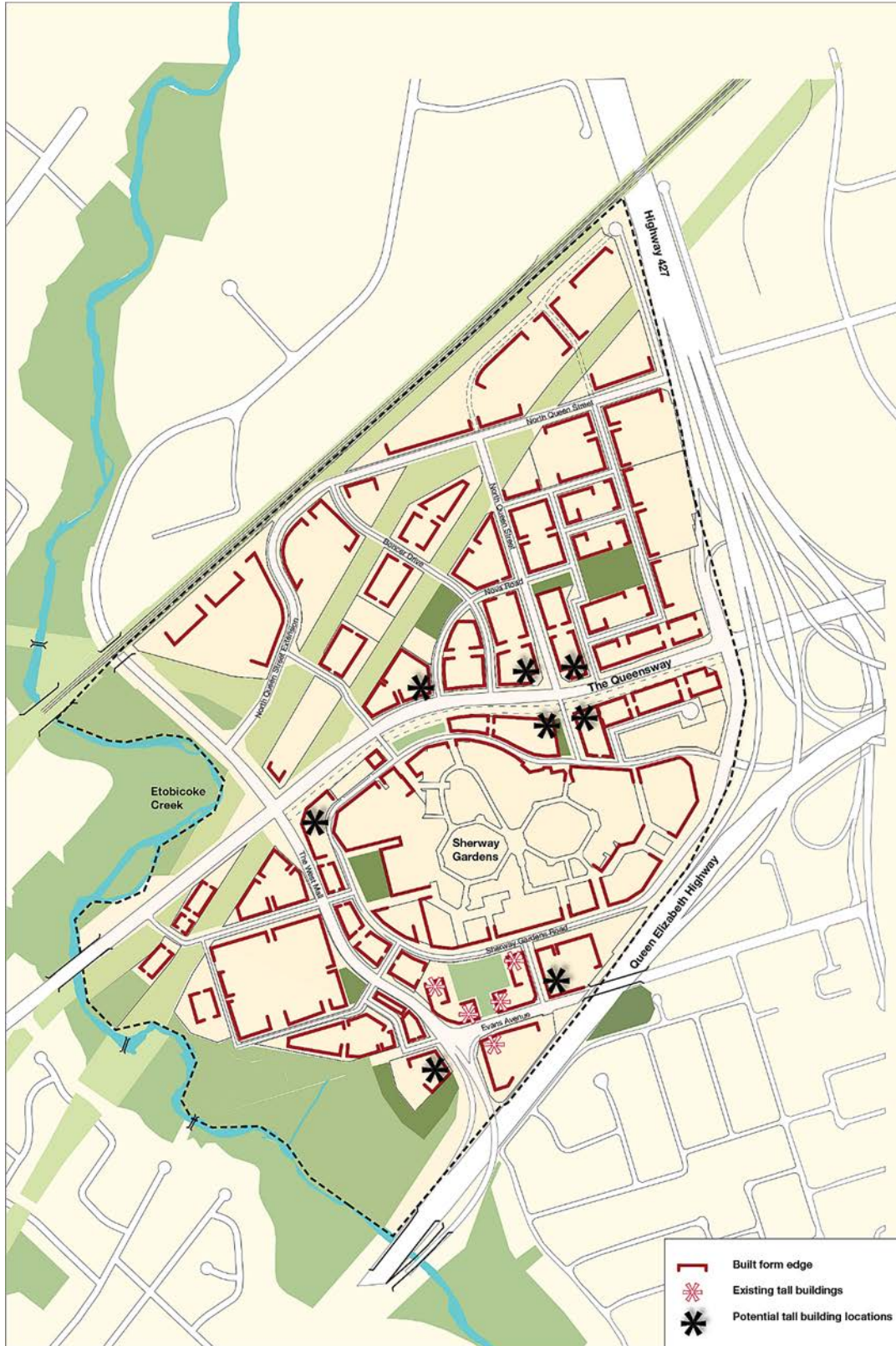
Attachment 4: Proposed Streets and Blocks Plan



Attachment 5: Proposed Greening Strategy

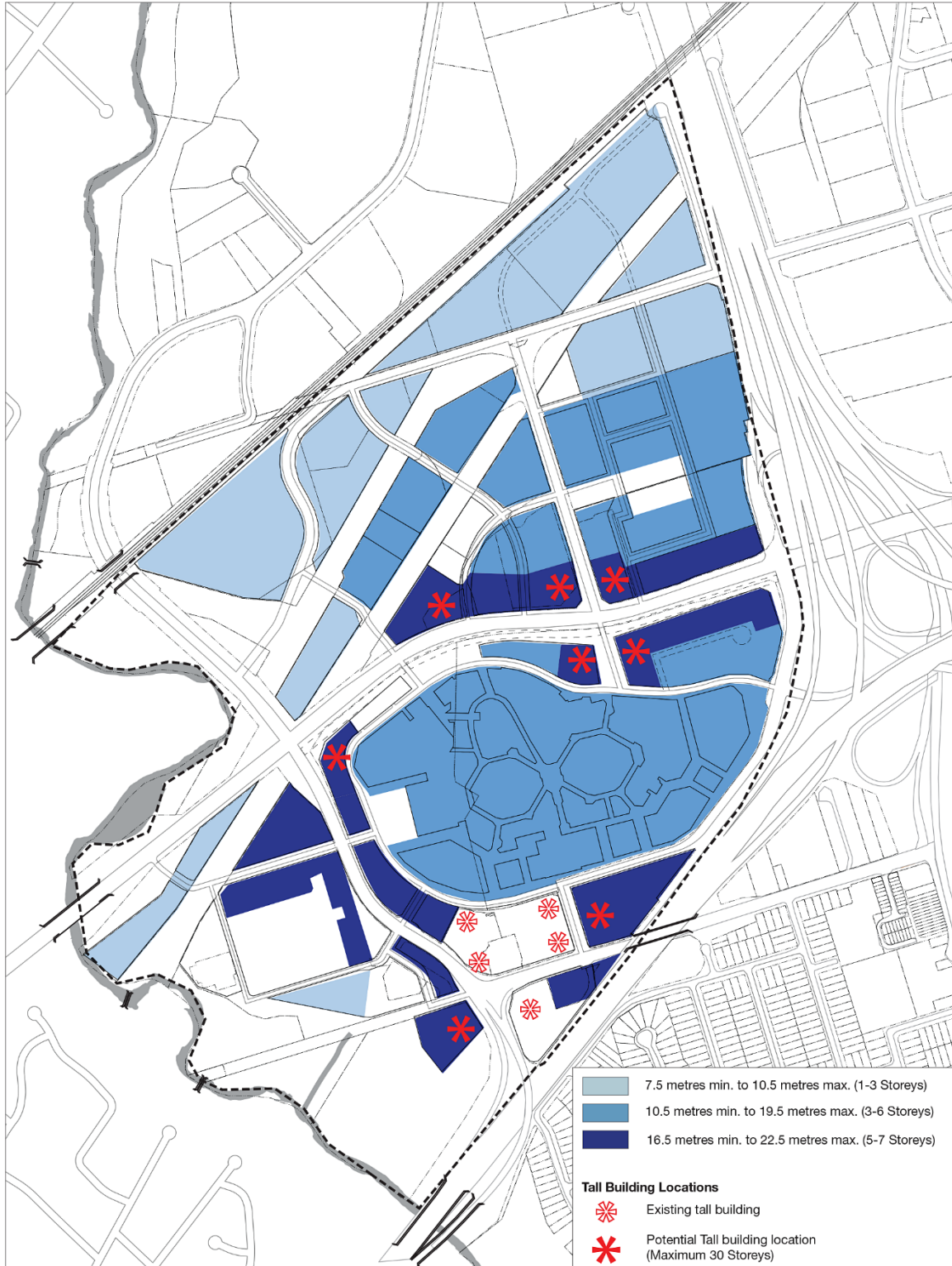


Attachment 6: Proposed Built Form Strategy

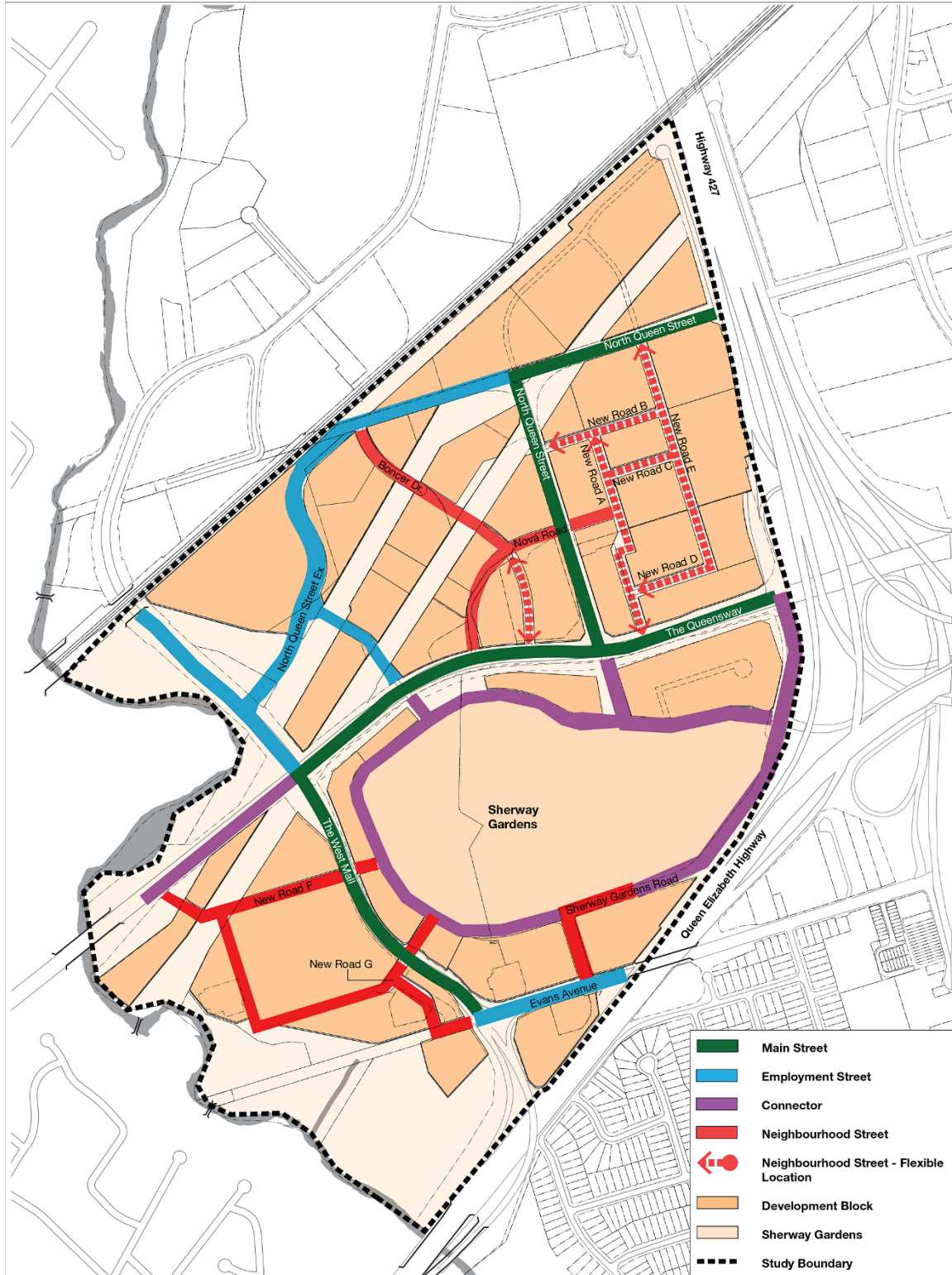


Attachment 7: Proposed Urban Design and Streetscape Guidelines

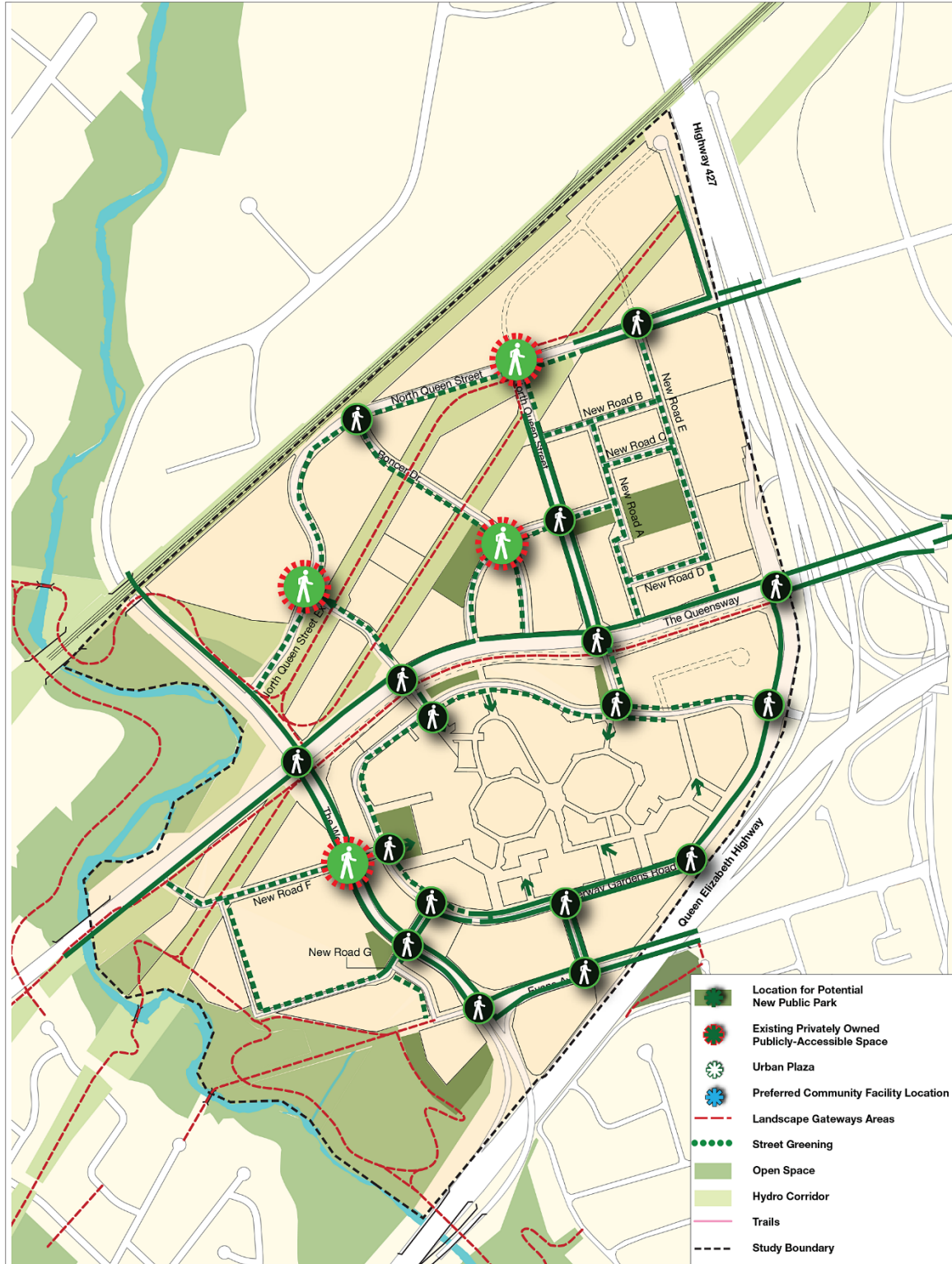
Attachment 8: Proposed Building Heights Plan



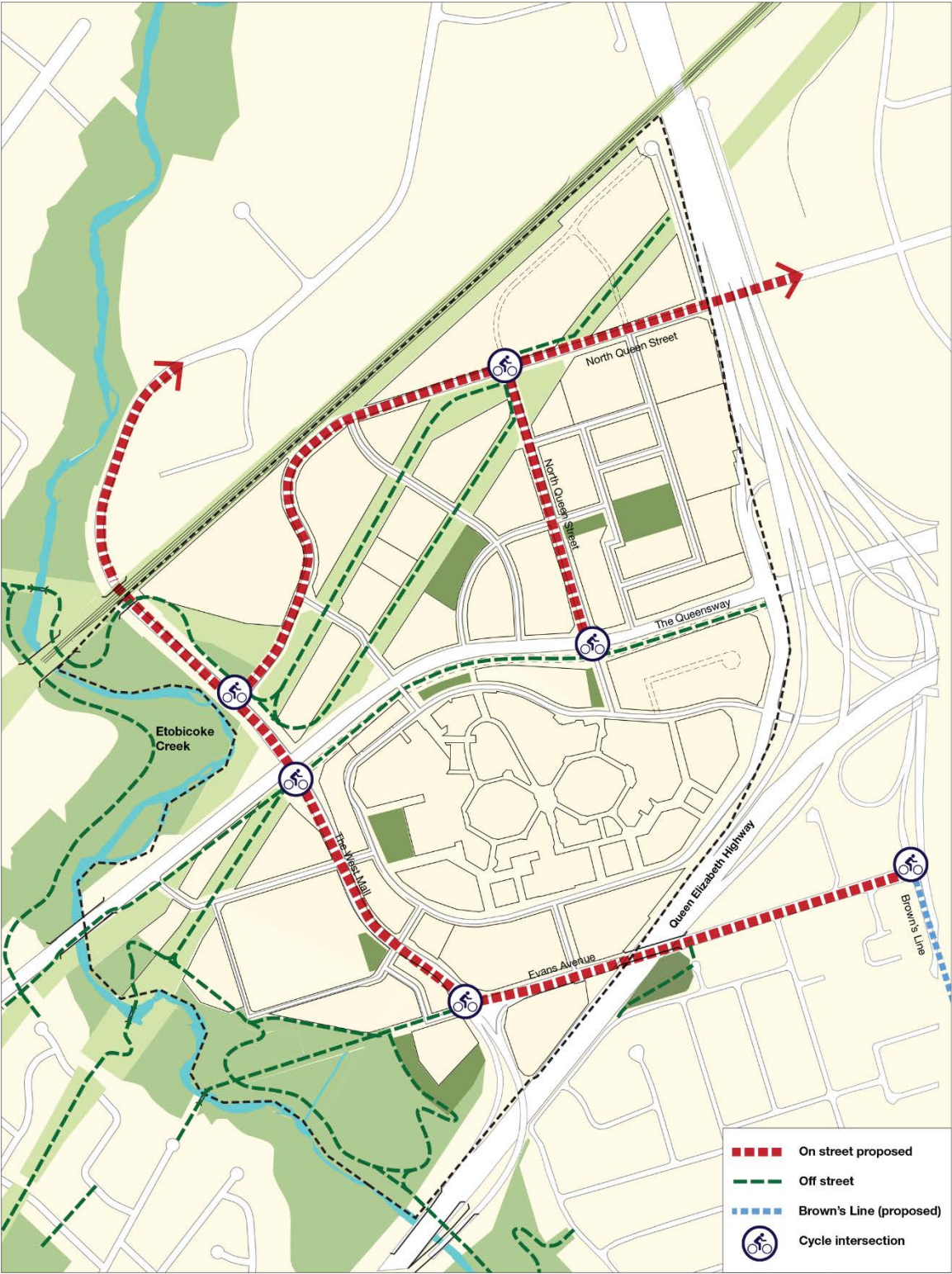
Attachment 9 – Proposed Hierarchy of Street Types



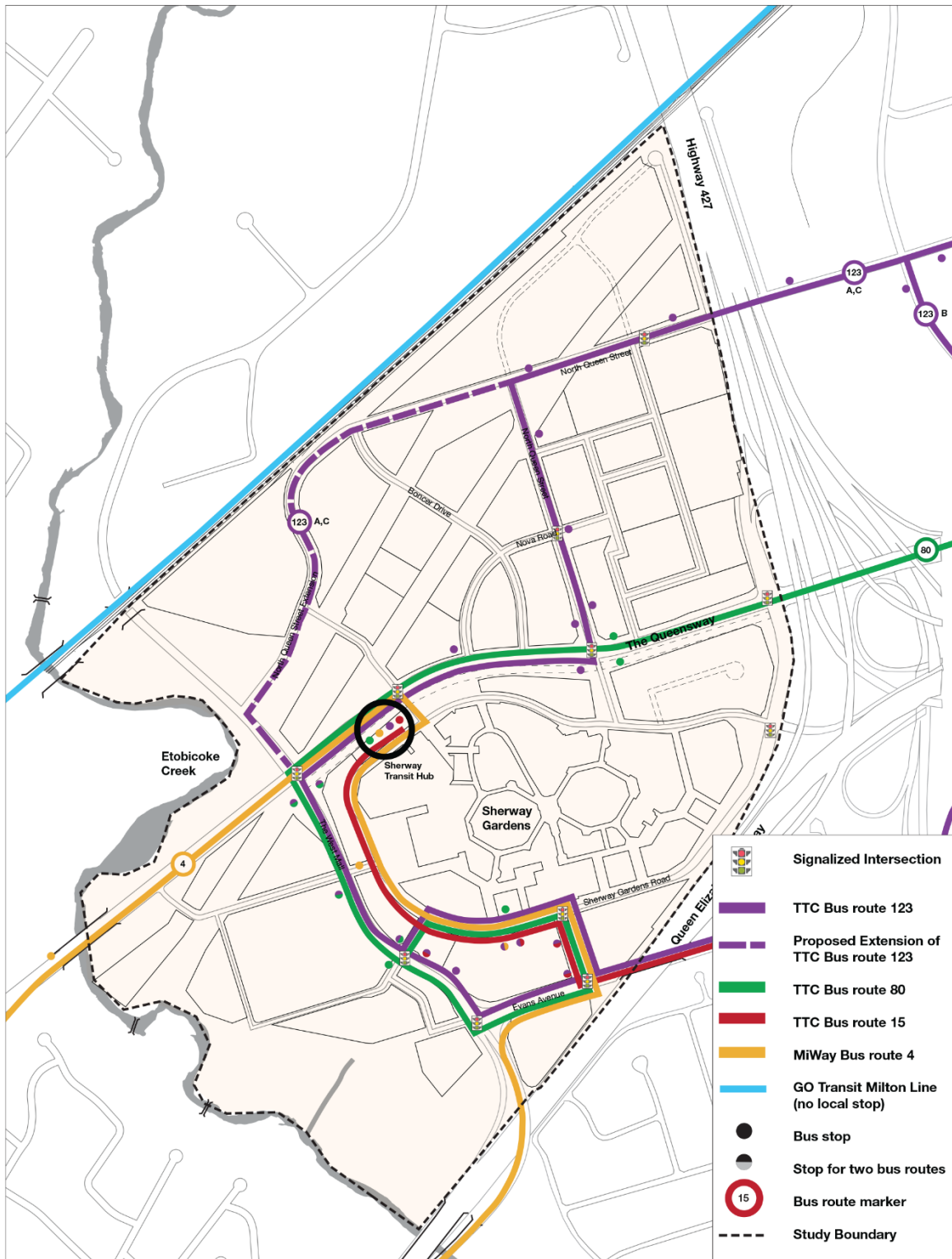
Attachment 10 – Proposed Pedestrian Network



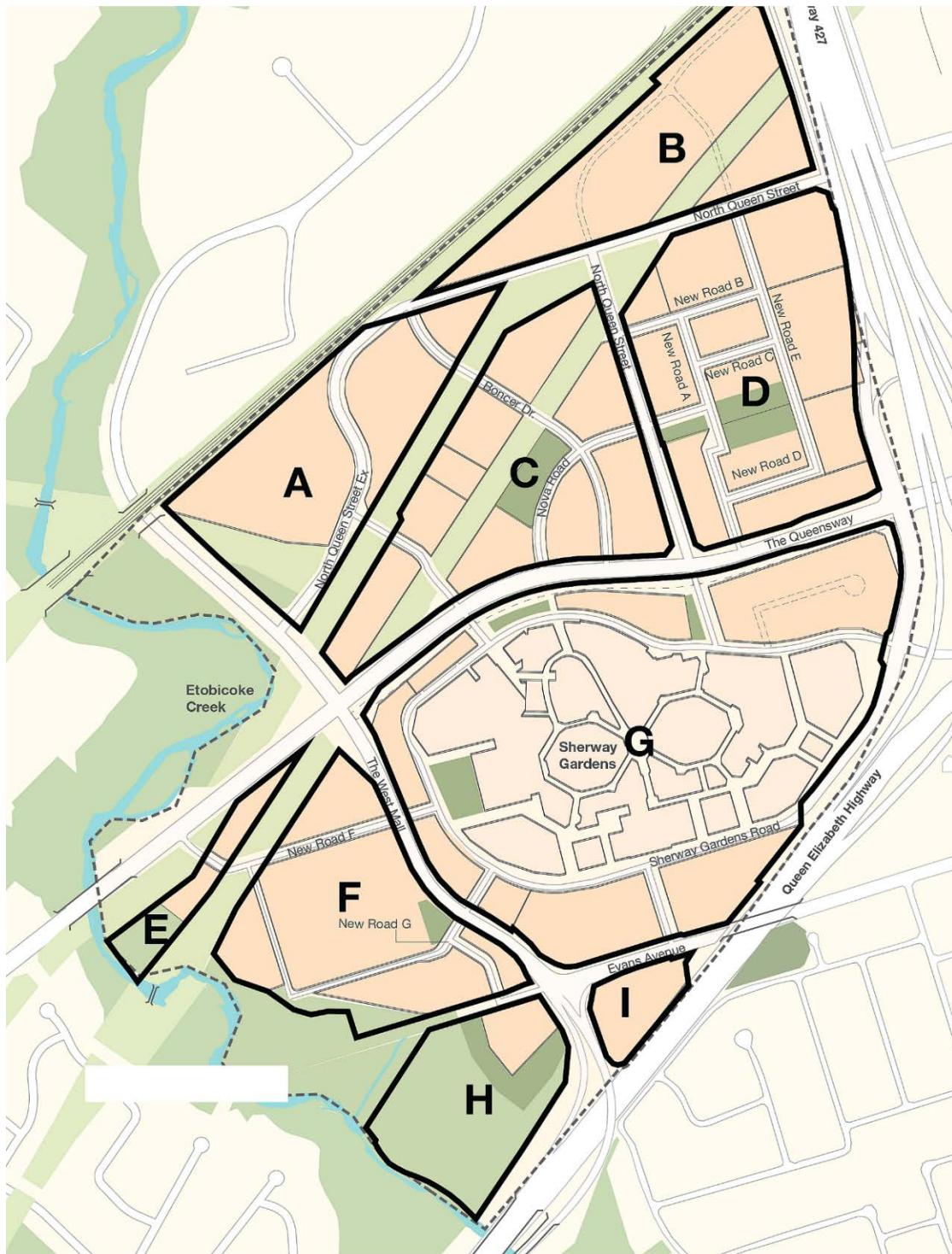
Attachment 11 – Proposed Cycling Network



Attachment 12 – Proposed Transit Network



Attachment 13 – Proposed Precincts



Attachment 14 – Proposed Transportation Improvements

