

**Sheppard Avenue Commercial Area Secondary Plan
Review – City Initiated Official Plan Amendment – Final
Report**

Date:	November 7, 2016
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 23 – Willowdale
Reference Number:	11 298705 NNY 23 OZ

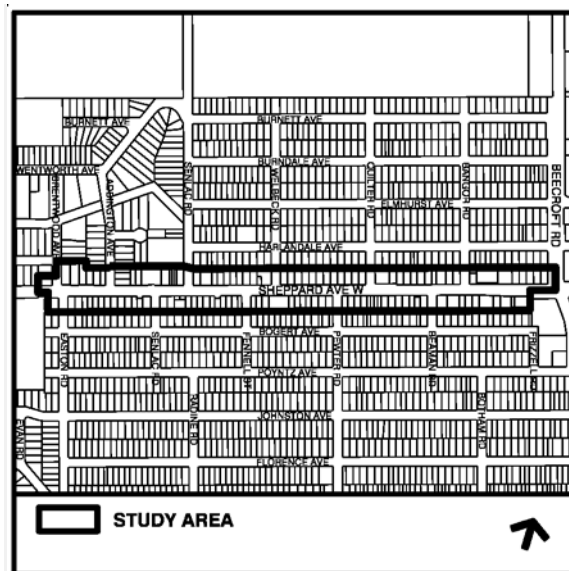
SUMMARY

This City-initiated Official Plan Amendment is subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

The purpose of this report is to present the conclusions of the Sheppard Avenue Commercial Area Secondary Plan (SACASP) review and the proposed Official Plan policies for public consideration.

This report and the proposed Official Plan Amendment, to be tabled at the North York Community Council's November 15, 2016 meeting, will be brought back for consideration at a statutory Public Meeting of North York Community Council on January 17, 2017.

This phase of the Sheppard Avenue Commercial Area Secondary Plan (SACASP) review examined the permitted land uses, density and development standards within the western segment of the SACASP area segment of the SACASP area located west of the North York Centre between Beecroft Avenue and



Brentwood/Easton Avenues. The draft Official Plan Amendment proposes updates to the SACASP, including:

- A mixed-use avenue;
- Appropriate density permissions;
- Appropriate built form types, setbacks, heights, massing and transitions to neighbouring properties;
- Improving the public realm of the 36 m right-of-way along Sheppard Avenue West; and
- New parking and transportation demand management strategy.

RECOMMENDATIONS

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The City Planning Division recommends that:

1. North York Community Council direct that this report dated November 7, 2016 containing proposed amendments to the Official Plan for the policies for the western segment of the Sheppard Avenue Commercial Area Secondary Plan be available to the public and considered at a statutory public meeting to be held on January 17, 2017.
2. City Council, upon consideration at a statutory public meeting:
 - a) Amend the Official Plan substantially in accordance with the proposed Official Plan Amendment appended as Attachment 2.
 - b) Authorize the City Solicitor to make such stylistic and technical changes to the proposed Official Plan Amendment as may be required.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

At the June 22, 2011 meeting of North York Community Council, Community Council directed City Planning to: “bring forward modifications to the existing Sheppard West Plan that would facilitate similar developments, which incorporate use of the 45 degree angular plane and other appropriate and desirable measures to protect adjoining Neighbourhoods, and which provide for a mix of residential and retail uses, and that such report be brought forward at the same time as the final report for 258-262 Sheppard Avenue West.”

The 2011 North York Community Council recommendation directed staff to focus the review on the western segment of the SACASP area. The decision can be viewed at: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.NY8.49>.

In 2016, City Planning recommended continuing with subsequent phases of a focused in-house study to conduct further analysis and consultation in order to:

- identify an updated vision and character for the Secondary Plan Area; and
- develop a proposed planning policy framework to address land uses, density, maximum building heights, setbacks and appropriate angular planes.

A status report on the review of the Sheppard Avenue Commercial Area Secondary Plan was adopted at the January 19, 2016 meeting of North York Community Council. The report summarized the analysis completed to date, issues identified and next steps for the study, including the remaining scope of work. The recommendation adopted directed staff to expand the study area and scope and phase it to include both the western and eastern segments of the Sheppard Avenue Commercial Area Secondary Plan. The report can be viewed at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.NY11.32>.

STUDY BACKGROUND

Study Area and Context

The western portion of the Sheppard Avenue Commercial Area Secondary Plan (SACASP) includes the majority of the lots fronting on to Sheppard Avenue West from Beecroft Road/Frizzell Road to Brentwood Avenue/Easton Road. The lands at the north-west corner of Sheppard Avenue West and Senlac Road are not included in the Secondary Plan, but are included in the study area as they have a similar lot pattern, have non-residential uses and are also designated *Mixed Use Areas* (see Attachment 1 - Study Area and Secondary Plan Area).

The study area includes a mix of uses and building types. Redevelopment under the current SACASP has resulted in two- to four-storey office buildings with parking located at the rear. Other non-residential uses along this corridor are primarily professional and medical offices, as well as a few private schools, located in re-purposed residential buildings. Many lots in the area were originally developed with post-war bungalows and this form of development comprises a number of lots in the study area along Sheppard Avenue West.

This part of the Sheppard Avenue West corridor is planned to have a future right-of-way width of 36 metres as shown on Map 3 of the Official Plan. Due to the alignment of Sheppard Avenue West, the lands required to be conveyed to achieve this will be greater on the south side. Once land is conveyed for the road widening, lot depths on the south side of Sheppard Avenue West could be as shallow as approximately 25 metres and generally 31-35 metres on the north side, with a few 45 metre deep lots.

Official Plan

The Urban Structure Map 2 of the Official Plan identifies the Sheppard Avenue West study area as *Avenues*. The *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities, while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. Development along *Avenues* is required to support the relevant land use designations in the Official Plan. Sheppard Avenue West is currently identified as both a Higher Order Transit Corridor on Map 4 and part of the Surface Transit Priority Network on Map 5 of the Official Plan.

The land use designation for the study area is *Mixed Use Areas*. *Mixed Use Areas* are made up of a broad range of commercial, residential and institutional uses in single or mixed use buildings. The *Mixed Use Areas* policies and criteria for development apply to and prevail on lands broadly shown on Map 2 as *Avenues*.

The areas north and south of the study area are designated *Neighbourhoods* and are stable low-rise residential areas. Immediately west of the study area, on the south side of Sheppard Avenue West, are properties designated *Apartment Neighbourhoods* and the Don Valley which is designated *Natural Areas*.

The eastern edge of the study area is adjacent to the North York Centre, which is one of four vibrant transit-supportive mixed use *Centres* in the City. This Centre is subject to the North York Centre Secondary Plan, which provides a clear framework for managing growth and redevelopment, protecting adjacent neighbourhoods and strategies for improving the pedestrian realm. The North York Centre Secondary Plan framework reflects the three subway stations on its Yonge Street spine and sets out policies for a mix of land uses, transition to neighbourhoods and built form. Retail at grade, animated street frontages and design polices promote an attractive, vibrant and safe pedestrian environment.

The strategies for reurbanization of *Avenues* include improving the streetscape, local retail and services, transportation, parks and open space, community services and facilities and upgraded water and sewer infrastructure. As there are a variety of conditions along the City's *Avenues*, the Official Plan promotes *Avenues* studies for strategic mixed use segments of these corridors to determine the specific means of facilitating and shaping growth. An *Avenues* study has not been done for this segment of Sheppard Avenue West as the area is subject to the detailed policy framework of the Sheppard Avenue Commercial Area Secondary Plan.

Recently updated Official Plan transportation policies speak to the critical integration of the land use planning and transportation infrastructure to achieving increased accessibility throughout the City. These include policies that prioritize and support pedestrian movement, travel demand management measures and active transportation.

The Official Plan transportation policies provide direction on developing plans and guidelines to implement pedestrian priorities and "Complete Streets". The overall

objective of "Complete Streets" policies is to create a well-functioning street network that is planned and designed to:

- provide safe access and efficient operation for all street activities and functions;
- provide safe and comfortable pedestrian, cycling and transit facilities; and
- balance the competing demands placed upon the use of street rights-of-way.

These objectives are to be applied when streets are constructed, reconstructed or otherwise improved. The Complete Streets Guidelines have been developed and continue to be reviewed. Additional information can be found at the following

link:<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=bdb604f82477d410VgnVCM10000071d60f89RCRD>.

Sheppard Avenue Commercial Area Secondary Plan (SACASP)

The current planning framework for the study area is set out in the SACASP which permits and encourages development and redevelopment to create a commercial district accommodating primarily office and health care uses. The policies also speak to the retention of existing buildings or the development of new buildings which complement existing houseform buildings.

The western portion of the SACASP is designated *Mixed Use Area 'A'* and permits detached dwellings, financial institutions, institutional uses, office uses, necessary public utilities and accessory uses. The Secondary Plan seeks to ensure compatibility with adjacent residential areas and contains density limits and development criteria that are met through appropriate zoning and/or site plan control requirements.

The SACASP *Mixed Use Area 'A'* designation permits a maximum height of 8 metres, with the height of any building, or portion thereof, not to exceed the horizontal distance separating that building from the rear lot line, or in effect a 45 degree angular plane.

The SACASP provides for a maximum Floor Space Index (FSI) of 1.0 times the lot area for all permitted uses. This is subject to the following development criteria: suitable opaque fencing between uses in the SACASP and uses in designated residential areas, a 1 metre landscape strip along the rear property line, and signs, lighting and garbage areas which are appropriately located to minimize impact on residential uses and do not detract from the overall residential appearance of the area.

The SACASP also requires that land be secured for the future widening of Sheppard Avenue West to seven lanes and 36 metres. The plan also directs that sufficient on-site parking be provided behind the principal structure so as to not create demand for street parking in designated residential areas.

New buildings within the Sheppard Avenue Commercial Area shall have massing and an appearance that has regard for siting, roof lines, fenestration design, floor levels and materials used in existing house form buildings.

Mid-Rise Design Guidelines

City Planning conducted a study of the *Avenues* and mid-rise buildings and in 2010 City Council adopted the Performance Standards (section 3 of the Study) in the *Avenues* and Mid-Rise Building Study. At that time, Council provided City Planning with a series of directions to encourage the realization of the 'vision' of the *Avenues* more quickly, and to monitor the Performance Standards over a 2 year period.

City Council, at its meeting of July 6, 7, and 8, 2010, requested that staff use the Mid-rise Building Performance Standards in the evaluation of mid-rise development proposals on the *Avenues*. The vision for the *Avenues* is one of animated sidewalks and buildings that frame the street, with heights that are proportionate to the right-of-way widths and transition to *Neighbourhoods*. The Mid-rise Guidelines set minimum performance standards guided by the objective to create healthy, liveable and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods.

In November 2013, City Council [extended the monitoring period](#) to the end of 2014, and directed City Planning to include resident and ratepayer groups as stakeholders in any consultations. In May 2014, City Planning provided an [update to the monitoring period](#) to Planning and Growth Management Committee.

In June 2016, City Council approved the Mid-rise Building Performance Standards Addendum (April 20, 2016). The Addendum is to be used by City Staff together with the 2010 approved Mid-rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable. The Performance Standards and Addendum may also be used to help inform the preparation or review of area studies and policies involving mid-rise buildings. The Addendum is approved as an interim supplement to the 2010 Performance Standards until such time as Council considers and adopts updated Mid-rise Building Design Guidelines, which is targeted for the fourth quarter of 2017. Refer to the Council Decision <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and Attachment 1: Mid-rise Building Performance Standards Addendum (April 20, 2016) <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>

The performance standards of the Mid-Rise Design Guidelines do not apply to the study area as it is subject to the policies of the Sheppard Avenue Commercial Area Secondary Plan. However, they have informed the background analysis of redevelopment options for the Sheppard Avenue Commercial Area. Staff have reviewed how they can be applied or tailored to the site-specific context of the study area.

Amendments to the Sheppard Avenue Commercial Area Secondary Plan – Mixed Use Area 'A'

There have been a number of site-specific amendments to the SACASP approved in the *Mixed Use Area 'A'* designation. The amendments have been to permit: densities between 1.2 -2.4 FSI; building heights between 10.83- 24.2 metres (3 to 6 storeys); retail uses; and development that does not implement the "houseform character" policies.

Current Applications to Amend the Sheppard Avenue Commercial Area Secondary Plan – *Mixed Use Area 'A'*

Currently, there are four active applications to amend the SACASP: 110-112 Sheppard Avenue West; 52-63 Sheppard Avenue West and 62-68 Bogert Avenue; 202 Sheppard Avenue West; and 245-255 Sheppard Avenue West and 250-258 Bogert Avenue.

The Official Plan and zoning by-law amendment application for 110-112 Sheppard Avenue West is to permit retail uses, a 3 storey and 11.0 metre building height, and a maximum F.S.I of 1.3 times the lot area. As well, the application is for the policies related to houseform character (3.2.2) to not apply. Additional details can be found at the following link to the Preliminary Report:

<http://www.toronto.ca/legdocs/mmis/2015/ny/bgrd/backgroundfile-83946.pdf>.

The application for 53-63 Sheppard Avenue West and 62-68 Bogert Avenue is for an Official Plan Amendment to: add the *Neighbourhoods* designated lands on Bogert Avenue to the Sheppard Avenue Commercial Area Secondary Plan; permit multi-unit residential dwellings including apartment and townhouse units; provide for a maximum density of 4.8 times the area of the lands; permit a maximum height of 14 storeys and 48 metres on the Sheppard Avenue West frontage in a non-houseform building; and permit a maximum height of 14.5 metres on the Bogert Avenue frontage. The properties at 53-59 Sheppard Avenue West have permissions under a previous site specific amendment, approved by the Ontario Municipal Board, that permits retail and service uses, 2.4 FSI, building height of 20.4 metres and that the houseform character policies do not apply. Additional details about the proposal can be found at the following link to the Preliminary Report: <http://www.toronto.ca/legdocs/mmis/2015/ny/bgrd/backgroundfile-83060.pdf>.

This application has been appealed to the Ontario Municipal Board and a hearing date has been scheduled for July 2017. A copy of the Request for Direction Report can be found at: <http://www.toronto.ca/legdocs/mmis/2016/ny/bgrd/backgroundfile-86996.pdf>.

The application for 202 Sheppard Avenue West is for a 3-storey professional office building. An amendment to the SACASP is required to permit the proposed floor space index and building height. The proposed floor space index of 1.72 times the lot area exceeds the Secondary Plan's maximum permitted FSI of 1.0. Similarly, the proposed building height of 10.6 metres exceeds the Secondary Plan height limit of 8.0 metres. The Preliminary Report on this application was on the agenda for the January 19, 2016 North York Community Council meeting:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.NY11.27>.

The application for Official Plan and Zoning By-law Amendment (File 16 208200 NNY 23 OZ) for 245-255 Sheppard Avenue West and 250-258 Bogert Avenue proposes an eleven-storey mixed-use building with ninety-eight units fronting onto Sheppard Avenue West and seven three-storey townhouse units fronting onto Bogert Avenue. The proposed FSI of the development would be 3.78 times the area of the lot. A preliminary report on this application will be on the November 15, 2016 North York Community

Council agenda and can be found at
<http://www.toronto.ca/legdocs/mmis/2016/ny/bgrd/backgroundfile-97796.pdf>.

Reasons for the Study

As a result of the issues raised by the community regarding the 2011 application at 258, 260 and 264 Sheppard Avenue West, the Ward Councillor initiated a number of resident working group meetings to further discuss the proposed development. One outcome of the discussions was an expression by the local community to discuss the broader aspects of development and permitted uses along this segment of Sheppard Avenue West, while also continuing to protect adjacent residential neighbourhoods.

Building on the original NYCC direction, this Secondary Plan study has also allowed for a review of the consistency of the SACASP with the overall Official Plan policies, in particular built form, public realm and transportation. The review of the existing policy framework included the examination of the policies related to "houseform character", as well as the use, density, transition and height provisions. This review provides an updated planning framework and opportunities for modest intensification on this *Avenue* by modifying the SACASP.

There have been a number of site-specific amendments to the SACASP to permit retail uses and modest increases to building height and density, all meeting the angular plane. An updated framework will reduce the need for site specific Official Plan Amendments.

Sheppard Avenue Commercial Area Secondary Plan Review Process

The SACASP review consists of three main phases, following the background phase. The Phase 1- Sheppard West of the SACASP review is based on and expands the background phase conducted in 2011 and 2012 and focuses on the west side of Sheppard Avenue. Phase 2 – Sheppard East will update the eastern portion of the SACASP. Phase 3 – Urban Design Guidelines/ Streetscape Plan of the study will cover both the eastern and western areas. The results will be an integrated vision, updated policies and planning framework for the study area to achieve a quality streetscape, improved pedestrian amenity and appropriate development opportunities compatible with the area context.

Background Phase

As per North York Community Council's direction, in the fall of 2011, City Planning staff initiated a study of the western portion of the Sheppard Avenue Commercial Area Secondary Plan (see Attachment 1), with the objective of reviewing permitted land uses, density and development standards along the stretch of Sheppard Avenue West between Beecroft Road/Frizzell Road and Brentwood/Easton Avenues.

Background analysis and consultation on the study was conducted in 2011 and 2012. This phase was summarized in the January 2016 status report to North York Community Council: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.NY11.32>. The background analysis was illustrated in a series of panels presented at the community

meetings. The background material is on the project webpage: www.toronto.ca/sheppardstudy.

A range of issues were discussed at the community meetings and through correspondence including: the need for a vision for the public realm and streetscape, determining an appropriate mix of uses (residential, retail, professional offices), relationship to the neighbourhood and whether the boundary of the study area and *Avenues* designation should be expanded.

Following the public meetings and discussions with external and internal stakeholders, a range of issues were identified for further review:

- Potential modification of the Secondary Plan boundary to include other *Mixed Use Areas* designated properties fronting onto Sheppard Avenue West currently outside the Plan area;
- Measures for protection and transition to adjacent *Neighbourhoods*;
- Appropriate building heights and density permissions;
- Introducing a range of commercial uses;
- Appropriate built form character;
- A vision and strategy for better design, pedestrian amenity and streetscape along the Sheppard Avenue West corridor;
- Review of the required right-of-way along Sheppard Avenue West; and
- Assessment of how site servicing and parking can be accommodated on shallow sites.

Phase 1

The first phase builds on the background analysis and initial consultation to complete the review of the Sheppard Avenue West area of the SACASP. The scope of work for Phase 1 set out to include:

- Appropriate building heights and density permissions;
- Range of commercial uses;
- Appropriate built form character;
- Review of the 36 metre right-of-way along Sheppard Avenue West; and
- A vision and strategy for pedestrian amenity and streetscape along the Sheppard Avenue West corridor.

Phase 1 included public consultation and meetings with agencies and stakeholders to receive feedback and comment on concepts and directions. As part of this work staff modelled and tested built form and land use options; reviewed the resulting density; and tested how parking and loading could or could not be accommodated with the different scenarios.

Phases 2 and 3

The review of the Sheppard Avenue East area of the Secondary Plan is intended to be in 2017 (Phase 2). This phase would include the development of an updated planning policy framework for Sheppard Avenue East. Concurrently with this phase, it is proposed to also

develop Urban Design Guidelines and a Streetscape/Public Realm Plan (Phase 3) for the Sheppard Avenue East and West segments of the Secondary Plan.

Community Consultation

The community consultation and outreach for Phase 1 included two community meetings, two Planners in Public Spaces events, a project web page (www.toronto.ca/sheppardstudy) to provide information to the public and meetings with internal and external stakeholders.

The community meetings for this phase of the study were held on April 7, 2016 and September 7, 2016. Meetings were well attended with approximately 100 people attending in April 2016 and 80 in September 2016. Landowners and developers attended these meetings.

The April 7, 2016 meeting included a staff presentation on the study and opportunity for community members and other stakeholders to provide feedback on specific theme areas and identify priorities. Feedback and issues that were raised at the April 7, 2016 meeting included:

- Support for streetscaping, greening and trees;
- Improving pedestrian environment and crossings is a priority;
- Support for retail and inviting uses at grade;
- Connecting cycling network;
- Concern with traffic infiltration on local streets;
- Parking and loading constraints, including challenges of shallow sites, providing on-site parking and opportunities for public parking;
- Different perspectives on height and degree of intensification that is appropriate for Sheppard West;
- Different perspectives on how the *Neighbourhoods* boundary should be addressed or maintained; and
- Questions about sewer capacity and stormwater management.

At the two Planners in Public Spaces events held in July 2016, members of the public had the opportunity to view displays on the study and identify priorities. The common theme identified in these consultations was support for streetscape initiatives and improving the pedestrian environment.

Staff have met with the Toronto Parking Authority and other stakeholders. As well, staff have provided information for Toronto Water to review and ensure consistency with recent basement flooding studies in the area.

At the September 7, 2016 community meeting City Planning staff presented draft principles and recommendations for the Secondary Plan update. Comments at the meeting included general support of the concepts, height and density from community members, positive feedback about active uses at grade, streetscape and pedestrian improvements, including a potential signalized crossing and the need for bicycle facilities and parking.

There were questions about the financial viability of mid-rise scale development, including the need for commercial and retail parking. Reducing the commercial parking requirement was presented by staff as an option to reduce on-site parking requirements, along with possible opportunities for on street parking and future Green P commercial parking. However, there were comments that on-site parking was needed to make commercial and retail development in this corridor viable.

Correspondence from residents and landowners in the area has been received throughout the study process and has identified a range of perspectives on the study and directions for future development in the area. Community members wrote to indicate their support for the proposed updates to the Secondary Plan, maintaining the Secondary Plan boundary and having an updated framework for new development. With respect to land use, their letter indicated support for residential uses above the first floor. Comments were also received about identifying the pedestrian connection through the Addington Greenbelt which is located adjacent to the study area and links the neighbourhood to Earl Bales Park and the Don Valley natural heritage system.

Other comments were received over the course of the study from area landowners and residents. Some viewed this segment of Sheppard Avenue West as a continuation of the North York Centre, near subway lines and busy intersections, and not an area for low to mid-rise development. The constraints of redeveloping shallow lots on Sheppard Avenue West and the loss of additional lot depth due to the road widening have been identified both at community meetings and in written correspondence. These constraints include the provision of parking and loading and proposing to extend below grade parking into the *Neighbourhoods* as a solution. Feedback to City Planning also raised the issue of the shallow lot depth and how to encourage redevelopment and intensification in this *Mixed Use Areas* along Sheppard Avenue West.

COMMENTS

The recommendations to update the western segment of the SACASP were initiated by the original direction from North York Community Council. The recommendations reflect the expanded scope and objectives, set out in the January 2016 status report, of an integrated vision, policies and a planning framework to achieve a quality, lively streetscape; an appropriate mix of uses and built form that supports the public realm on Sheppard Avenue West; and appropriate transition to the adjacent neighbourhoods. The development and refinement of the draft policies were based on community consultation and City policies and guidelines.

The original framework for the SACASP along Sheppard Avenue West was to create a commercial district, encouraging the retention of the existing "houseform" buildings or complementary redevelopment on these small lots. One-to two-storey buildings, set back from the street, form the context of "houseform" character. Since the SACASP has set out this framework, the street has been characterized by non-residential uses in converted

dwelling and site-specific amendments for buildings with heights of three to four storeys that expand the boundaries of the houseform character policies. This has resulted in a mix of office and institutional uses and some newer buildings with a more contemporary architectural expression, set on an arterial road with narrow sidewalks and uncomfortable conditions for pedestrians. Currently, there is a 750 metre distance between signalized crossings, making it difficult for pedestrians or cyclists to cross Sheppard Avenue West and connect to the neighbourhoods to the north and south.

Missing from the SACASP framework is the development of the public realm and how it supports more sustainable modes of transportation. The Official Plan Public Realm policies call for the recognition of the streets as "significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities" (3.1.1.5). The proposed Sheppard Avenue West Promenade will be a new public open space as part of the 36 metre right-of-way. The Sheppard Avenue West Promenade will provide a more active public realm supported through more flexibility in built form and uses, as set out in the recommended Secondary Plan updates (Attachment 2). The strengthened public realm with the greater mix of uses, built form policies and neighbourhood transition inform the key principles of the SACASP update.

Phase 1 Study and Recommendations

The proposed recommendations to update to the western portion of the SACASP are framed through the following principles:

1. Create a mixed use avenue;
2. Frame and support Sheppard Avenue West with low- to mid-rise built form;
3. Provide street enclosure with building heights that range from 3 to 6 storeys;
4. Provide adjacent *Neighbourhoods* with appropriate transition;
5. Animate the public realm with appropriately massed and high quality built form;
6. Rebalance the right-of-way to create a complete street and the Sheppard Avenue West Promenade;
7. Complete the transportation network for pedestrians and cyclists; and
8. Parking and travel demand management strategies to support a mix of uses and active transportation.

The proposed land use, built form and transportation policies together are intended to create a comfortable public realm and complete street with the appropriate transition to the adjacent *Neighbourhoods*. The creation of a more vibrant and attractive streetscape with greening, pedestrian amenity and a mix of uses reflects the proposed vision and character of this section of Sheppard Avenue West. The draft Official Plan Amendment (Attachment 2) sets out the policy framework to support this vision and is presented for public consideration.

It is also recommended to rename the western section of the Secondary Plan area "Sheppard Lansing Area". Once both phases are complete a new name for the SACASP will be finalized in consideration that it is proposed to no longer be solely a "commercial area."

Secondary Plan Boundary

It is recommended to modify the Secondary Plan boundary for the Sheppard Lansing Area to include other *Mixed Use Areas* designated properties fronting onto Sheppard Avenue West currently outside the Plan area. This was presented at both community meetings and does not leave any "holes" in the western section of the Secondary Plan Area and includes these missing properties which have a similar lot pattern, have non-residential uses and are also designated *Mixed Use Areas*. The proposed planning framework that has been developed is relevant, and can be applied, to all of the *Mixed Use Areas* properties on this segment of Sheppard Avenue West.

Another issue considered was whether the Secondary Plan boundaries should be considered for expansion to the north and south in order to include *Neighbourhoods* sites as part of *Mixed Use Areas* redevelopment sites. This would provide greater development potential with deeper lots, underground parking and townhouses fronting onto the neighbourhood streets. An implication of modifying the Secondary Plan boundary would be higher heights as a result of measuring the angular plane from a new *Neighbourhoods* boundary line. In other areas, such as the Eglinton corridor, the redesignation of certain lands designated as *Neighbourhoods* was considered because of the lot patterns, the relationship between the *Mixed Use Areas* to the *Neighbourhoods* and the context of funded transit improvements. However, the Sheppard Lansing area's lot patterns, relationship between the *Mixed Use Areas* to the *Neighbourhoods* and no context of a plan with an approved Environmental Assessment or funded transit improvements do not meet the criteria considered appropriate for redesignation.

The *Mixed Use Areas* designation and the *Avenues* policies apply to the lands fronting Sheppard Avenue West, and do not apply to the *Neighbourhoods* located to the north and south. The lot patterns of the surrounding *Neighbourhoods* predominantly back on to the Sheppard Avenue West lots. This creates a back-to-back relationship with the lots that front neighbourhood streets that run parallel to Sheppard Avenue West. It is not appropriate to adjust the Secondary Plan boundary or the *Mixed Use Areas* designation to include the *Neighbourhoods* to accommodate for the same levels of growth of some other *Avenues* in Toronto. The Official Plan recognizes that each *Avenue* is different in terms of lot sizes and configuration, street width, existing uses, neighbouring uses, transit service and streetscape potential. Based on these characteristics, each *Avenue* also has different potential for growth.

This proposed Secondary Plan updates the framework for this section of the Sheppard Avenue West *Avenue* between Beecroft Avenue and Brentwood/Easton Avenues.

Mixed Use Avenue

The strategies to support creating a new mixed use avenue include expanding the permitted uses and direction for how uses at grade are to relate to the street.

Currently in the western section of SACASP, the permitted uses are primarily office and institutional uses and detached dwellings. The original Council direction initiated the

review to expand the permitted uses with a mix of residential and retail uses. A greater mix of uses in the area, including having local shops and services within walking distance, was supported through the community consultation process.

The proposed permitted uses in the Sheppard Lansing Area would include retail and additional residential uses, such as townhouses, stacked townhouses and low-rise/mid-rise buildings for residential and/or commercial uses. Commercial uses would continue to be permitted throughout the Sheppard Lansing Area. This greater mix of uses meets the broader Official Plan direction to provide a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community in *Mixed Use Areas*. The updated *Mixed Use Areas* designations are shown on Map 29-1A – Attachment 2.

Some existing site specific exceptions would also continue to apply as the uses, densities or site specific exceptions are not permitted by the proposed amendments. It is recommended to delete existing site specific permissions when the permissions are covered by the proposed updates. (See Map 29-1E – Attachment 2).

Retail at grade is proposed to be permitted throughout the Secondary Plan Area and required on the deeper lots (*Mixed Use Areas "C"*). The challenge with requiring retail or non-residential at grade on the shallow sites is the provision of parking and loading for these uses. Parking and loading facilities require a large portion of the site area at grade, and minimize the opportunity for viable commercial space. Community support has been expressed for retail at grade and for the area to not be solely residential. The proposed land uses and standards would allow residential at grade for the areas with the shallowest lot depth, because of the challenges of these sites.

For sites with residential at grade, greater setbacks will be required to provide a separation between the residential uses and the street activity, to provide soft landscaping and ensure privacy is maintained.

Density

The proposed maximum densities for the varying areas within the Sheppard Lansing Area are shown on Map 29-1B of Attachment 2. These densities, ranging from 2.0 to 3.0 FSI for the majority of lots, reflect what can be appropriately accommodated on sites of varying lot depths while meeting the built form and transition objectives. The proposed densities are an increase from the current SACASP permission of 1.0 FSI, however there have been site-specific amendments to the SACASP in the past that permit higher densities of up to 2.5 FSI.

Travel demand for the increased density was reviewed by Transportation Planning. Based on this transportation review the existing road network can accommodate the additional moderate density increase. In addition, dedicated cycling, wider pedestrian and public realm space are identified as the future needs for the area to support active transportation modes.

For lots with a depth greater than 35 m in *Mixed Use Areas C*, greater height above 6 storeys and density above 3.0 FSI will be considered if the performance standards in the updated policy framework are met. These amendments would be subject to Section 37 provisions of the *Planning Act* if they meet the threshold and policies for securing community benefits under Section 37 within Section 5.1.1 of the Official Plan. Section 37 priorities for community benefits in this area could include streetscape improvements and other priorities identified through consultation.

Mixed Use Area D, comprised of the lot on the north side of Sheppard Avenue West, west of Brentwood, is the smallest lot in the SACASP and does not have a depth (after future road widening) to support increased development based on the performance standards set out in these recommendations. It is recommended that this lot maintain its current permissions under the SACASP for detached dwellings and non-residential uses in low-rise built form at 1.0 FSI. The height permission would be increased to 10 metres, consistent with the City of Toronto Zoning By-law 569-2013 (<http://www.toronto.ca/planning>).

The proposed density increases are appropriate for the area context and compatible with the surrounding *Neighbourhoods*.

Built Form

The proposed vision and character of the Sheppard Lansing Area inform the built form policies through building typology, height, transition and public realm recommendations. These key elements and principles provide a built form strategy that reflects the Official Plan's built form policies and Council's 2011 direction for new development by using a "45 degree angular plane and other appropriate and desirable measures to protect adjoining *Neighbourhoods*, and which provide for a mix of residential and retail use."

Official Plan objectives to improve the streetscape are realized through a built form typology of low-rise and mid-rise buildings, including townhouses and stacked townhouses on some sites, which can be designed for commercial and/or residential uses.

Low-rise buildings are buildings that have a maximum height of 4 storeys. Mid-rise buildings are defined as buildings that range in height from 4 to 11 storeys with a maximum height equivalent to the width of the adjacent right-of-way. This range of built form, subject to the height requirements noted below, will frame Sheppard Avenue West and provide the building blocks to create a more welcoming pedestrian environment and public realm.

The resulting height within the Secondary Plan Area for these built form types, using a modified 45 degree angular plane from the rear property line combined with the lot depths are maximum heights of 5 to 6 storeys in *Mixed Use Areas A, B* and some of *C*. As noted above, for lots with a depth greater than 35 metres in *Mixed Use Areas C*, greater height above 6 storeys and density above 3.0 FSI will be considered if the performance standards in the updated policy framework are met. These amendments would be subject to Section 37 provisions of the *Planning Act* if they meet the threshold

and policies for securing community benefits under Section 37 within Section 5.1.1 of the Official Plan.

The modified 45 degree angular plane and the relationship to the adjacent *Neighbourhoods* are illustrated in Attachment 3. The modified 45 degree angular plane is a component of the Mid-rise Performance Standards for shallow sites and is measured from a height of 10.5 metres from the rear yard setback. It provides an appropriate design standard for the Sheppard Lansing Area. It allows for redevelopment while maintaining natural light, views and ensuring privacy, while minimizing overlook and shadows to neighbouring properties.

The building height requirement is 5 to 6 storeys for most of the different categories of *Mixed Use Areas* set out in the draft Official Plan Amendment (Attachment 2). These policies define height through number of storeys because of the potential difference in height between floor to ceiling heights for residential, commercial and/or mixed use buildings. The building heights for those sites that develop with residential at grade will be less than sites with non-residential at grade because of higher commercial first floor heights. The height requirement for the 6 storey buildings (*Mixed Use Areas* B, C, D) will be approximately 20 metres if non-residential at grade is required or provided and residential is provided above the ground floor.

A minimum height requirement of 3 storeys is also recommended to create a continuous street wall along Sheppard Avenue West.

Appropriate transition to *Neighbourhoods* was set out as an objective in the original North York Community Council direction and is set out in the Official Plan's criteria for development in *Mixed Use Areas*. Transition to *Neighbourhoods* is recommended to be provided through a modified 45 degree angular plane, a 7.5 metre rear yard setback and a 1.5 metre landscape strip and fence. The SACASP previously required a 1 metre landscape strip. The recommendations expand this landscaping requirement to be 1.5 metres to allow for more intensive planting and to clearly set out a required rear yard setback that is consistent with the Mid-rise Performance Standards. Regarding other servicing and screening provisions, it is recommended to keep provisions from the SACASP and update it to reflect current policy directions/standards.

The Mid-rise Performance Standards also speak to providing a 45 degree angular plane at a height of 80 percent of the right-of-way width along the front façade to maintain a minimum of 5 hours of sunlight on the public realm of the *Avenue* at the equinox. This standard, while important to ensuring a successful, comfortable and pleasant public realm, was not brought forward in the recommendations because heights within the Secondary Plan area do not achieve 80 percent of the right-of-way width or approximately 28.5 metres, after the application of the modified rear angular plane described above. This standard is therefore not required to be brought forward in the recommendations.

The recommendations do however provide direction concerning building setbacks and other massing elements. Further direction regarding built form elements will be detailed in the Urban Design Guidelines (Phase 3 of the study) including: site organization, access and servicing, minimum ground floor height; pedestrian weather protection; sun/shadow provisions; high quality materials for visual interest and sustainability; areas of special character; and the location of entrances. These guidelines will also provide direction on public realm and landscaping.

Public Realm

The Sheppard Avenue West corridor of the SACASP area is currently set in the existing 23 metre to 31 metre right of way. There are inconsistent setback and boulevard widths; narrow sidewalks; large gaps between pedestrian crossings; and few street trees. The pedestrian experience on the street or travelling from or to transit stops is not inviting.

Improvements to the public realm along Sheppard Avenue West are a primary focus of the vision in the recommendations for the Sheppard Lansing Area. Developing a green, comfortable, safe and accessible public realm is woven through the land use, built form and transportation/mobility principles of these new Secondary Plan policies. The recommendations for public realm improvements and opportunities are shown on Map 29-1C – Pedestrian Connections and Streetscape (Attachment 2).

The proposed Sheppard Avenue West Promenade is identified as an expanded public realm for the greening of the street and improved pedestrian amenities with elements, such as street trees, lay-bys, wider sidewalks and a potential location for a new mid-block pedestrian crossing. The details of these elements will be developed further as part of the Streetscape/ Public Realm Plan in Phase 3 of the study.

The proposed built form and land uses are intended to animate and create a consistent street wall along Sheppard Avenue West. In order to reduce the number of curb cuts and create a more continuous pedestrian and public realm, it is recommended that the Secondary Plan provide direction on site access, organization and lot frontages. The policy framework will encourage consolidation of lots to have a minimum frontage of 30 metres in order to reduce curb cuts, provide an appropriate development parcel and provide active frontages.

Area parks and green spaces, the Addington Greenbelt and Albert Standing Park, are recommended to be shown on 29-1C – Pedestrian Connections and Streetscape (Attachment 2). These areas, while outside the Sheppard Lansing Area, inform and provide opportunities for the broader neighbourhood public realm, as both connections to the larger green space system, surrounding neighbourhoods and destinations for area residents and employees.

Transportation Network

The Official Plan recognizes that mobility and land use are inextricably linked. The design of a street and the associated public right-of-way will shape the use, intensity and form of development along a corridor. Streets provide an organizing principle and

framework for the quality of the public realm and the ability to facilitate positive infill. The key principles for the Sheppard Lansing Area of the Secondary Plan address a more complete and connected transportation network for sustainable transportation users. These elements include easy access to transit, cycling, walking and innovative and creative solutions for parking and travel demand management strategies.

Overall area transportation demand was reviewed to assess the future needs on the Sheppard corridor, including this segment of Sheppard Avenue West. Existing conditions and corridor growth were analyzed, together with the additional demand from proposed the land use changes and density increases, to determine the pattern of travel behaviour changes. Although traffic volume changes were minimal, significant transit growth was observed after the opening of the Sheppard East subway corridor in the last decade. With proposed mixed land-use and other intensification in the area, pedestrian and cycling demand will increase further under future conditions. Based on this review, the existing four lane cross-section, including a left-turn lane, is sufficient for future demand (2031). Given the higher demand for transit, anticipated walking and cycling activities, dedicated cycling, enhanced pedestrian facilities and public realm improvements are critical to improve the quality-of-life of existing and future residents and workers along the Sheppard corridor.

Rebalance the Right-of-Way to Create a Complete Street

The Sheppard Avenue West right-of-way was reviewed with the objective of creating a more "complete street" consistent with the Official Plan and other strategic Council directions. Sheppard Avenue West is currently identified as both a Higher Order Transit Corridor on Map 4 and part of the Surface Transit Priority Network on Map 5 of the Official Plan. As part of the Phase 1 analysis, staff reviewed appropriate and balanced uses for the 36 metre Sheppard Avenue West right-of-way that support the broader City-wide Official Plan transportation strategy.

The SACASP refers to "a possible widening of Sheppard Avenue to a seven lane, 36 metre right-of-way." As part of this review, a seven lane road was no longer seen as relevant or desirable in the current planning and transportation context. Instead, the appropriate use of the 36 m right-of-way width has been identified as an opportunity to "re-balance" Sheppard Avenue West to provide more space for the public realm and streetscape improvements including:

- wider sidewalks;
- safer, dedicated cycling facilities and pedestrian amenities;
- shared mobility and other sustainable transportation facilities; and
- maintaining the right-of-way for transit priority and/or higher order transit.

The design of the right-of-way will be developed in more detail through the Streetscape and Public Realm Plan.

Complete Transportation Network for Pedestrians and Cyclists

The recommended Secondary Plan includes policies and maps which set out and illustrate the principles of the pedestrian network, streetscape and cycling connections and facilities. Other elements to support the expanded public realm, such as higher order

pedestrian zones and introduction of a new mid-block pedestrian crossing, are shown on Map 29-1C – Pedestrian Connections and Streetscape (Attachment 2).

Existing conditions and pedestrian demand were reviewed to identify the gaps in the area network. There are no pedestrian crossing facilities between the approximately 800 metres between Senlac Road and Beecroft Road. Large gaps do not allow for safe, convenient pedestrian crossing of Sheppard Avenue West. A mid-block crossing has been identified to provide safer crossing and connect the neighbourhoods on the north and south sides of Sheppard Avenue West. The details of this mid-block pedestrian crossing, including whether it would include a signalized intersection and exact location, will require review by Traffic Operations or through future redevelopment of sites close to the intersection.

In order to connect existing and future cycling facilities, the Sheppard Lansing area was reviewed in context of City policies and current cycling initiatives. The review of the SACASP provides an opportunity to build on and connect to other City cycling and streetscape initiatives such as the REimagining Yonge Street Environmental Assessment (www.toronto.ca/reimaginingyonge) and Cycling Master Plan (www.toronto.ca/cycling/locker.htm). Recommended connections and opportunities are shown on Map 29-1D Cycling Connections (Attachment 2). The proposed cycling facilities on Sheppard Avenue West are proposed to fill the gap that currently exists between the communities east of the study area, the North York Centre, the Don Valley trail system and other destinations to the west of Yonge Street. The proposed cycling facility would also connect to other minor street cycling facilities on both sides of Sheppard Avenue West.

Parking and Travel Demand Management Strategies

The recommendations include policies that would consider reduced commercial parking together with potential public or commercial parking, curbside parking, more sustainable use of vehicles and increased infrastructure for pedestrians and cycling.

Improving the quality of the public realm and supporting a greater mix of uses informed the review of parking and travel demand management strategies. Creative design to improve pedestrian and cycling safety and application of smart technologies will help implement transportation demand and parking management strategies. Creative uses of curb spaces, improving street corners and creating pedestrian, cycling and innovative mobility access points to provide more options is the recommended outcome of this review and will be considered as part of parking and travel demand management strategies. Through the variety of parking and travel demand management strategies, reductions in the parking requirements can be considered and evaluated.

The potential negative impacts of parking and loading on the public realm and adjacent neighbourhoods has been addressed through the proposed new policies. The detailed configuration of how new development will address these strategies and provide solutions will be evaluated through the application review process.

Parking will continue to be provided on site or, if possible, on Sheppard Avenue West and not on residential streets. As well, as noted in the Built Form and Public Realm sections, parking access is recommended to be consolidated and is to provide appropriate screening to adjacent *Neighbourhoods*.

As part of the development of the Public Realm and Streetscape Plan, staff will explore the development of implementation tools to secure and combine possible funds for initiatives such as new lay-by parking, mobility access points and other parking and travel demand management measures.

Servicing

Servicing, stormwater management and basement flooding were identified in consultations as an issue to consider in the context of redevelopment and increasing the permitted uses, heights and densities for this area. Toronto Water has been conducting Basement Flooding Class EA studies in this area. The objective of these studies are to provide recommendations to reduce the risk of future basement and surface flooding during extreme storm events and to improve the quality of stormwater runoff in order to help meet the long term water quality objectives of the City's Wet Weather Flow Master Plan :

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=972bab501d8ce310VgnVCM10000071d60f89RCRD>.

Toronto Water is continuing with the assessment of the capacity of sewers for wastewater flows generated against future increase in population. New developments within the study area will be expected to meet Wet Weather Flow Management (WWF) guidelines with respect to stormwater management and therefore may mitigate downstream WWF concerns.

In addition, with regards to water distribution, estimated future population numbers for the study area in comparison to existing population will be used to assess future water demands and available water supply (i.e., flow and pressure).

The study recommendations continue to be reviewed with Toronto Water and any further conditions or directions can be incorporated in the Secondary Plan review for both Sheppard East and West.

Community Services and Facilities

Given the size of the Secondary Plan area and modest development potential, community services and facilities will be reviewed on an application by application basis, as outlined in the Official Plan policies for community services and facilities.

NEXT STEPS

The draft amendment to the Official Plan (Attachment 2) outlines the new vision for the Sheppard Lansing Area and is proposed as the basis for public consideration and comment. There will also be an opportunity to comment on the draft Bill to implement

the Official Plan Amendment to the SACASP at the statutory public meeting at the January 2017 North York Community Council meeting.

Work on Phase 2 – Sheppard East and Phase 3 – Urban Design Guidelines/Streetscape Plan and further public consultations will begin in 2017. More detailed design and implementation plans for the streetscape and public realm is also planned to be undertaken concurrently in Phase 3.

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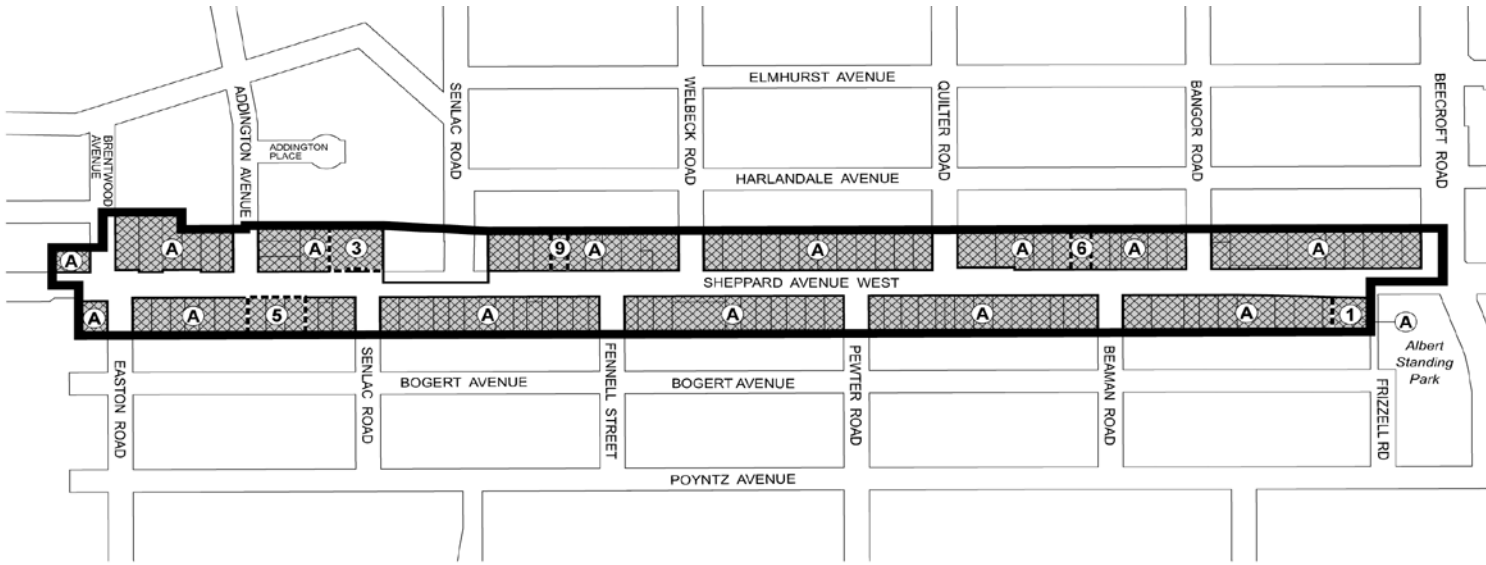
Joe Nanos, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Study Area/Secondary Plan Area

Attachment 2: Draft Official Plan Amendment

Attachment 3: Modified Angular Plane Diagram







Not to Scale 



Sheppard Avenue Commercial Area Secondary Plan

MAP 29-1 Land Use Areas

-  Secondary Plan Boundary
-  Study Area
-  Mixed Use Areas
-  Site and Area Specific Policy Areas

November 2015

Attachment 1:

Attachment 2: Draft Official Plan Amendment – Sheppard Lansing Area

1. INTRODUCTION

1.1 Vision

The Sheppard Lansing Area is a linear corridor, consisting of the lots primarily fronting on to Sheppard Avenue West, which will be developed and designed around the Sheppard Avenue West Promenade to become an attractive place, supportive of active transportation and providing local shops, services, offices and residences. The Sheppard Avenue West Promenade connects and creates an adjacent, enhanced public realm for the *Mixed Use Areas* and the *Neighbourhoods* to the north and south of Sheppard Avenue West through improved and safer bicycle and pedestrian amenities and a greener street. Appropriate land uses and built form within the *Mixed Use Areas* will reinforce the public realm of Sheppard Avenue West and be compatible with and provide transition to the adjacent stable residential *Neighbourhoods*.

This Secondary Plan sets out a planning framework for potential redevelopment of the Sheppard Lansing Area, shown on Map 29-1A, and includes policies on land use, built form, public realm and mobility.

1.2 Principles

Development in the Secondary Plan Area will be informed by the following 8 guiding principles to realize the Vision in Section 1.1.

It is the objective of this Secondary Plan to permit and encourage within the Sheppard Lansing Area development and redevelopment based on the following guiding principles:

1. Create a mixed use avenue;
2. Frame and support Sheppard Avenue West with low- to mid-rise built form;
3. Provide street enclosure with building heights that range from 3 to 6 storeys;
4. Provide appropriate transition to adjacent *Neighbourhoods*;
5. Animate the public realm with appropriately massed and high quality built form;
6. Rebalance the right-of-way to create a complete street and the Sheppard Avenue West Promenade;
7. Complete the transportation network for pedestrians and cyclists; and
8. Parking and travel demand management strategies to support a mix of uses and active transportation.

2. CREATING A MIXED USE AVENUE

2.1 Land Use

Creating a mixed use avenue will support the animation of the public realm and provide housing opportunities, local retail and services in walking distance of surrounding *Neighbourhoods* and Sheppard Avenue West.

2.1.1 The permitted land uses are:

a) In *Mixed Use Areas 'A'* and *Mixed Use Areas 'B'*:

- financial institutions;
- institutional uses;
- office uses;
- retail and service commercial uses;
- residential uses in a townhouse or apartment building form; and
- parks and open spaces.

Residential uses are permitted at grade.

b) In *Mixed Use Areas 'C'*

- financial institutions;
- institutional uses;
- office uses;
- retail and service commercial uses;
- residential uses in an apartment building form; and
- parks and open spaces.

Only non-residential uses are permitted at grade.

c) In *Mixed Use Areas 'D'*:

- financial institutions;
- institutional uses;
- office uses;
- residential uses in a detached dwelling form; and
- parks and open spaces.

2.2 Density

- 2.2.1 The maximum Floor Space Index (F.S.I.) for all permitted uses is set out on Map 29-1B, subject to all development criteria set out in Sections 3, 4, 5, and 6.
- 2.2.2 Notwithstanding policies 2.2.1, in *Mixed Use Areas 'C'* additional density above 3.0 FSI may be considered subject to policies of this Secondary Plan, Urban Design Guidelines, and Section 37 provisions, provided it is demonstrated that any additional density is compatible with the adjacent *Neighbourhoods* and is within the 45 degree angular plane for the Sheppard Lansing Area.

3.0 BUILT FORM

3.1 Building Types

Low-rise and mid-rise buildings will frame and support Sheppard Avenue West and contribute to a high quality public realm, while protecting and limiting impacts on adjacent *Neighbourhoods*.

3.1.2 The building types permitted are:

- a) Low-rise and Mid-rise buildings, including townhouses, stacked townhouses and low-rise apartments, in *Mixed Use Areas 'A'* and *Mixed Use Areas 'B'*.
- b) Mid-rise buildings in *Mixed Use Areas 'C'*.
- c) Detached dwellings and low-rise buildings in *Mixed Use Areas 'D'*.

3.2 Comprehensive Development

- 3.2.1 Encourage consolidation of lots to have a minimum frontage of 30 metres to reduce curb cuts, provide active frontages and support the public realm.
- 3.2.2 Comprehensive assemblies are encouraged to prevent piecemeal development and to achieve the public realm objectives of this Plan.

3.3 Pedestrian Entrances

- 3.3.1 Pedestrian entrances to new development will be directly connected to the public sidewalk.
- 3.3.2 All principal entrances will be taken from Sheppard Avenue West, or on corner lots from the adjacent local streets. No principal pedestrian entrances will be provided from the rear of the property.

3.4. Setbacks

3.4.1 Front Yard Setbacks

A minimum 2 metre front yard setback will be provided from Sheppard Avenue West where residential uses are provided at grade in *Mixed Use Areas 'A' and 'B'* to provide appropriate separation between residential uses and street activity.

3.4.2 Rear Yard Setbacks

A minimum 7.5 metre rear yard setback will be provided from the rear property line to provide an appropriate separation from the adjacent *Neighbourhoods*.

3.5. Height

Buildings in the Secondary Plan Area will have heights that contribute to the creation of a built form edge along Sheppard Avenue that reinforces the public realm, while protecting and limiting impacts on adjacent *Neighbourhoods*.

3.5.1 Maximum Building Heights

The maximum building heights permitted are:

- a) 5 storeys in *Mixed Use Areas 'A'*;
- b) 6 storeys in *Mixed Use Areas 'B' and 'C'*; and
- c) 3 storeys in *Mixed Use Areas 'D'*.

3.5.2 Notwithstanding policies 3.5.1, in *Mixed Use Areas 'C'* additional height above 6 storeys may be considered subject to policies of this Secondary Plan, Urban Design Guidelines, and Section 37 provisions, provided it is demonstrated that any additional density is compatible with the adjacent *Neighbourhoods* and is within the 45 degree angular plane for the Sheppard Lansing Area.

3.5.3 Minimum Building Heights

A minimum 3 storey building height will be provided in *Mixed Use Areas 'A', 'B' and 'C'* to create a consistent street wall height along Sheppard Avenue West.

3.6 Massing

3.6.1 Step-backs

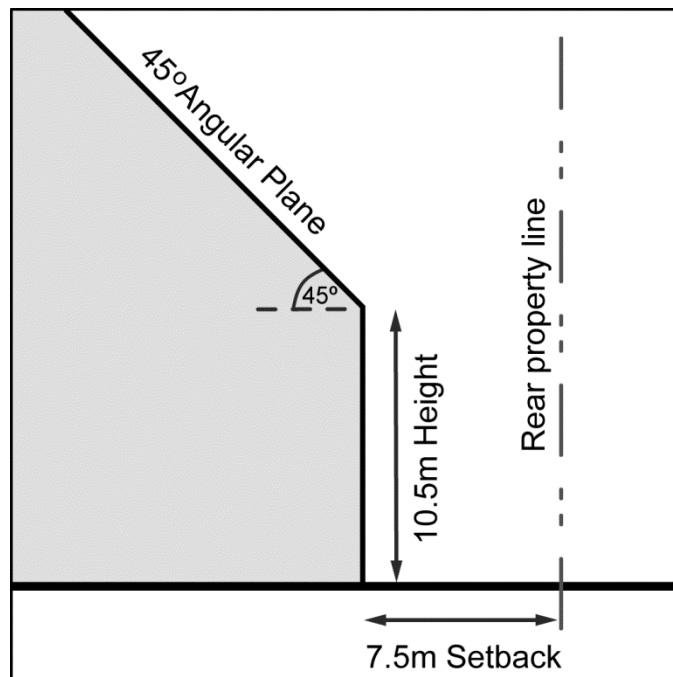
Step-backs are portions of buildings that are recessed from the primary street wall and help to relate the scale of larger buildings to the pedestrian realm and the surrounding context. Step-backs will be provided along Sheppard Avenue West to create a consistent street wall at a comfortable scale for pedestrians and to integrate new buildings into the existing context.

3.6.2 New buildings will provide overlook and animation to Sheppard Avenue West and be articulated with high-quality materials, glazing and design elements that contribute to the pedestrian scale and the public realm.

3.6.3 Transition to Adjacent *Neighbourhoods*

Transition in scale will be provided to maintain natural light and views and ensure privacy, while minimizing overlook and shadows to neighbouring properties. No part of any building should project into a 45 degree angular plane measured from a height of 10.5 metres at the minimum required rear yard setback.

Figure 1 – Modified Angular Plane



3.6.4 New development will be massed to minimize and limit impacts of overlook and ensure privacy is maintained to adjacent development.

- 3.6.5 New development will be massed to limit resulting shadowing on the Sheppard Avenue West public realm, adjacent local streets, open spaces, and neighbouring properties.
- 3.6.6 Mechanical equipment will be incorporated into the building mass and screened from view along Sheppard Avenue, adjacent public spaces, and neighbouring properties.

4.0 SERVICING AND SCREENING

- 4.1 An opaque fence will be provided along the rear property line.
- 4.2 Intensive landscape screening should be provided at a minimum width of 1.5 metres along the rear property line.
- 4.3 Exterior lighting will be located to direct light downward onto the site and away from adjacent properties to prevent light trespass and glare.
- 4.4 All garbage receptacles will be located behind the principal structure and screened from view within a building.

5.0 PUBLIC REALM

- 5.1 Improvements to the public realm will be undertaken in accordance with Map 29-1C and the Urban Design Guidelines to be developed for the Secondary Plan.

5.2 Sheppard Avenue Promenade

The Sheppard Avenue West Promenade will include boulevard improvements consisting of wider pedestrian sidewalks, installation of street furniture and tree planting on both sides of Sheppard Avenue West and side streets connecting to Sheppard Avenue West, and include the integration of bicycle and shared mobility facilities within the boulevard.

- 5.3 A new mid-block pedestrian crossing will be provided as shown on Map 29-1C. The exact location will be determined through detailed study.

5.4 Higher Order Pedestrian Zones

Higher Order Pedestrian Zones will be provided at main crossings and will provide shorter distances for crossing; more visible crossing facilities, create landscaped and amenity space with corner extensions, and provide opportunities to activate corners for commercial activities.

- 5.5 Landscaped setbacks on Sheppard Avenue West will be used to screen residential uses located at grade from street activity and provide at-grade amenity for non-residential uses where provided.

6.0 Mobility

6.1 Streets and Connectivity

- 6.1.1 To achieve balanced mobility options and implement "Complete Street" design elements, Sheppard Avenue West will protect for a 36 metre right-of-way including: the existing four travel lanes, left-turn-lanes at signalized intersections, separated on-street bicycle lanes; potential boulevard parking facilities, tree planting, enhanced sidewalks and other streetscape improvements, such as pedestrian amenities and sustainable mobility facilities.
- 6.1.2 Encourage consolidated access points from Sheppard Avenue West to minimize curb cuts and maximize pedestrian and cycling quality, comfort and safety along the corridor
- 6.1.3 Vehicular site access will be from flanking streets for corner lots.
- 6.1.4 Midblock sites are encouraged to design and protect for connections to flanking streets.
- 6.1.5 Shared access and parking will be encouraged for both residential and commercial uses where there is an opportunity to combine with the application of smart technologies to ensure efficient and easier access to on-site facilities and manage demand for mixed-use developments.
- 6.1.6 New development will not negatively impact transit, walking, cycling, or other sustainable and shared mobility options by removing facilities or spaces to encourage vehicle usage. Mitigation measures shall be identified in the development review process if negative impacts have been identified and need approval from the City on proposed mitigation measures.
- 6.1.7 New development will not rely on the local street network as part the transportation assessment.
- 6.1.8 Development which reduces the need to travel long-distance through mixing of land uses for daily needs and maximizes trips within the area and increases non-automobile trips will be eligible for parking reduction provided through sustainable transportation spaces such as bike-share stations, shared bicycle parking, and shared mobility spaces.

6.2 Cycling Network

- 6.2.1 Improvements to the cycling network will be undertaken in accordance with Map 29-1D.
- 6.2.2 Cycling infrastructure shall follow the City's cycling design standards and align with provincial manuals to facilitate increased cycling safety and ridership. Physically separated facilities for cycling are encouraged on Sheppard Avenue West between the Sheppard Avenue West access from Earl Bales Park and the North York Centre with the opportunity to connect to future facilities on Yonge Street. Other local street facilities may include separated bicycle lanes, sharrows, signed routes and off-street facilities.
- 6.2.3 "Cycling interchanges" are encouraged to provide infrastructure for bicycles, including sheltered and easily accessible visitor bicycle parking, shareable parking at transit stops or stations, bike accessories and pedestrian amenities.

6.3 Transit

- 6.3.1 The location and design of streets, buildings and other facilities shall provide direct access to transit stops and stations.

6.4 Parking

- 6.4.1 Reduction of parking will be considered on the basis of the mix of uses, contributions to the installation and implementation of travel demand measures and other sustainable mobility options and facilities or services.
- 6.4.2 New vehicular parking facilities, except sustainable vehicle uses (such as car-sharing, ride-sharing, eco-friendly and car-pooling vehicles), will be encouraged to provide below-grade as part of new development.
- 6.4.3 In order to promote a high quality visual environment, wherever possible, all parking facilities will be located behind the principal structure, except on-street parking lay-bys.
- 6.4.4 On-street lay-by parking will be permitted on Sheppard Avenue West for short-term and sustainable vehicle uses to enhance street activity, serve at-grade retail uses, provide a separation between vehicular traffic and sidewalks and contribute to creating a desirable pedestrian environment.

6.5 Travel Demand Management Strategies

- 6.5.1 A Transportation Demand Management Program will be required for all rezoning applications. The program will:

- a) Be integrated with required transportation impact assessments submitted to support the proposed development;
- b) Identify design and/or programmatic means to reduce single occupancy vehicle use and encourage transit use, cycling and walking;
- c) Identify the roles and responsibilities of the property owner with respect to each recommended program and its implementation; and
- d) Identify the operational and financial roles and responsibilities of the property owner including, but not limited to, program development, implementation and ongoing management and operations of the transportation demand management plan and/or program.

6.5.2 Developments shall provide transit supportive infrastructure (such as pavement markings at key stops, seating, street furniture and security features) to improve transit users' experience as part of the travel demand management strategies.

7.0 IMPLEMENTATION

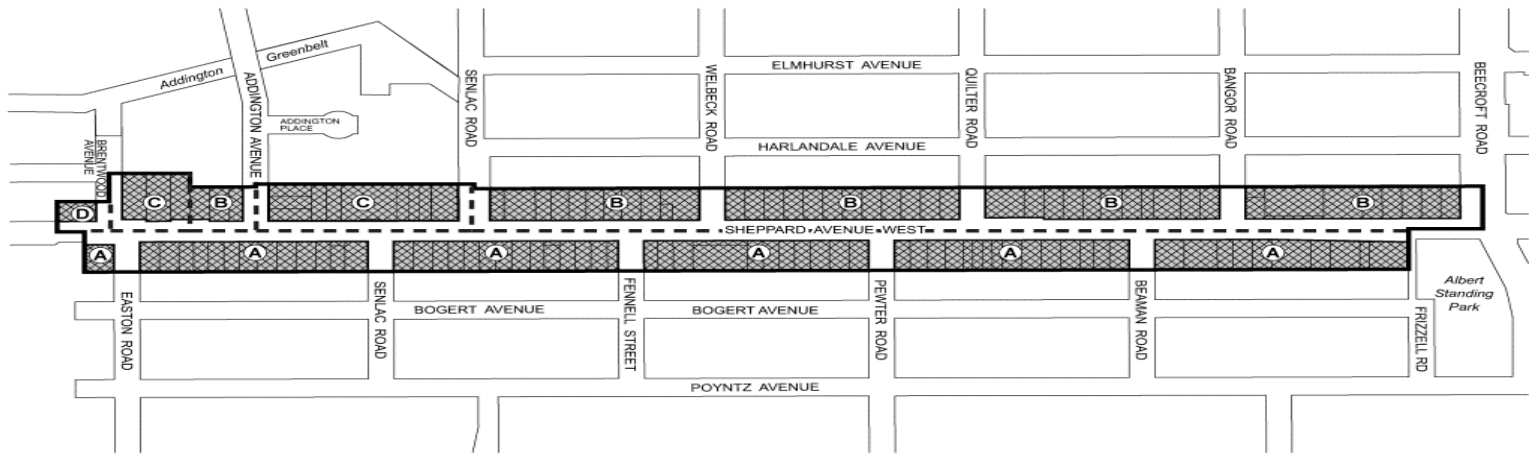
7.1 Urban Design Guidelines

The Urban Design Guidelines will be formulated and adopted by City Council and will establish a context for coordinated development of the Secondary Plan Area. The Urban Design Guidelines will be used as a tool to ensure that development is consistent with the Official Plan and this Secondary Plan. The Urban Design Guidelines will also be used as a tool to inform standards that will be included in implementing Zoning By-law(s) and to evaluate applications for Site Plan Control. To achieve this, the Urban Design Guidelines will address:

- a) Site and building location and organization including setbacks, ground floor uses and building entrances;
- b) Building types;
- c) Access and servicing;
- d) Building massing and articulation;
- e) Pedestrian amenity and landscape; and
- f) Public realm matters including pedestrian and cycling connections and boulevard improvements including tree planting, lay-by parking, sidewalks, pedestrian amenities, and street furniture.

- 7.2 All development will have appropriate and meaningful regard for all Council-adopted urban design guidelines, including but not limited to those that address specific building types such as mid-rise buildings and townhouses.
- 7.3 Implementation of Transportation Policies:
- a) As part of the transportation assessment, quantitative analysis of multimodal transportation infrastructure and site related mitigation measures will be evaluated to demonstrate support for new development.
 - b) The appropriateness of employing a Holding (H) provision to ensure transportation infrastructure is secured will be considered during the processing of an application to amend the zoning by-law.
 - c) As part of the development approval process and as part of the Streetscape and Public Realm Plan, all development will be encouraged to support the area's multimodal transportation infrastructure by providing improvements to implement the transportation policies of this Secondary Plan.
 - d) As part of the Streetscape and Public Realm Plan, implementation strategies to secure the development and maintenance of curbside management of parking spaces, multimodal transportation infrastructure and commuting programs will be undertaken. These implementation strategies will be developed in collaboration with the Toronto Parking Authority (TPA), Smart Commute (North Toronto) and City Planning and Transportation Services staff.
 - e) The development of multimodal transportation infrastructure can be supported by the following measures, in conjunction with public realm improvements, for the Secondary Plan area, including, but not limited to:
 - a) amenities for non-auto users;
 - b) on-street parking;
 - c) shared mobility spaces, such car-share and carpool spaces;
 - d) consolidated pick-up/drop-off areas;
 - e) on-street bicycle parking;
 - f) publicly accessible spaces for shared bicycle systems;
 - g) digital mobility information and real-time travel display at key building entrances; and

- h) comprehensive transit supportive infrastructure and services, including those cited in 6.5.2.



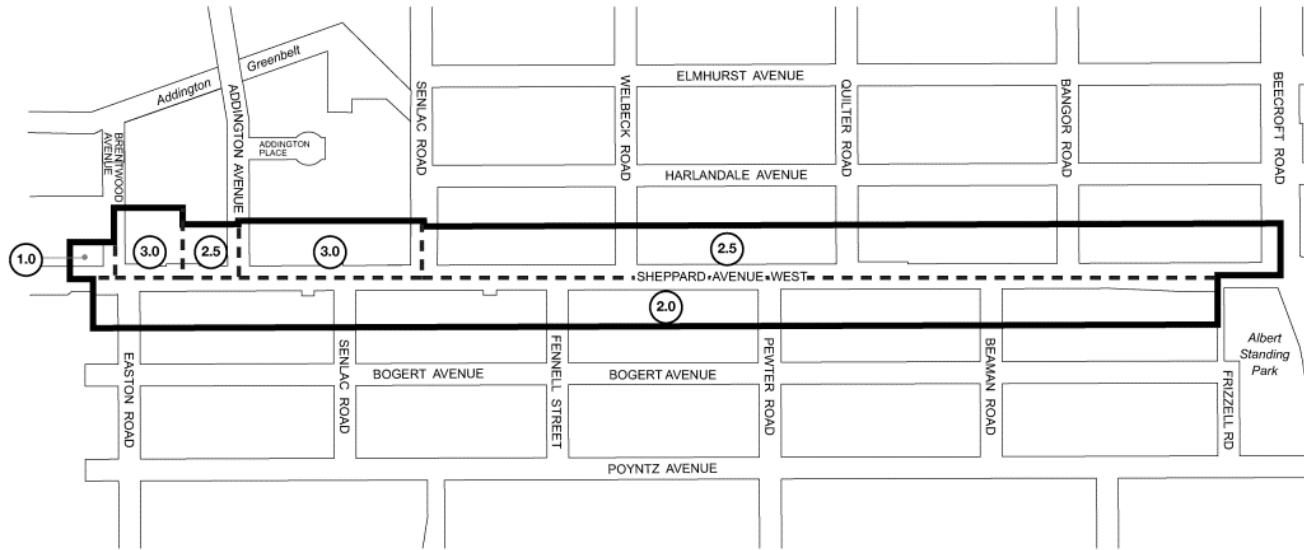
Not to Scale 



Sheppard Lansing Area
MAP 29-1A Land Use Areas

-  Secondary Plan Boundary
-  Mixed Use Areas
-  Mixed Use Area A
-  Mixed Use Area B
-  Mixed Use Area C
-  Mixed Use Area D



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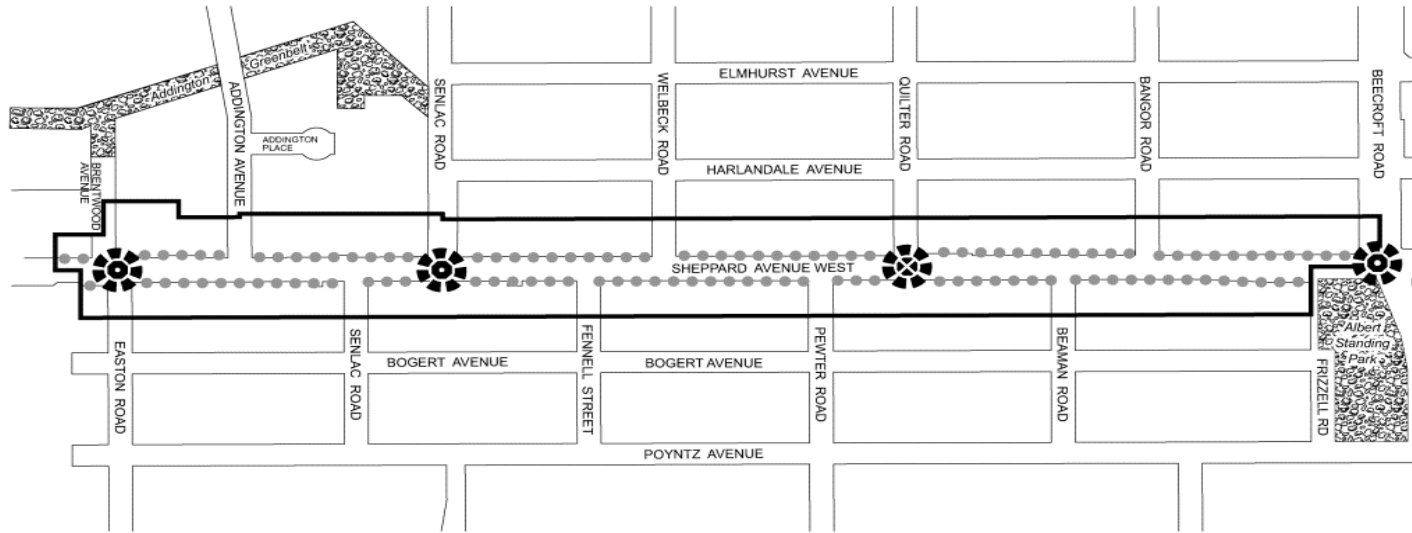
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Sheppard Lansing Area
MAP 29-1B Maximum Density

-  Secondary Plan Boundary
-  Maximum Overall Block Density

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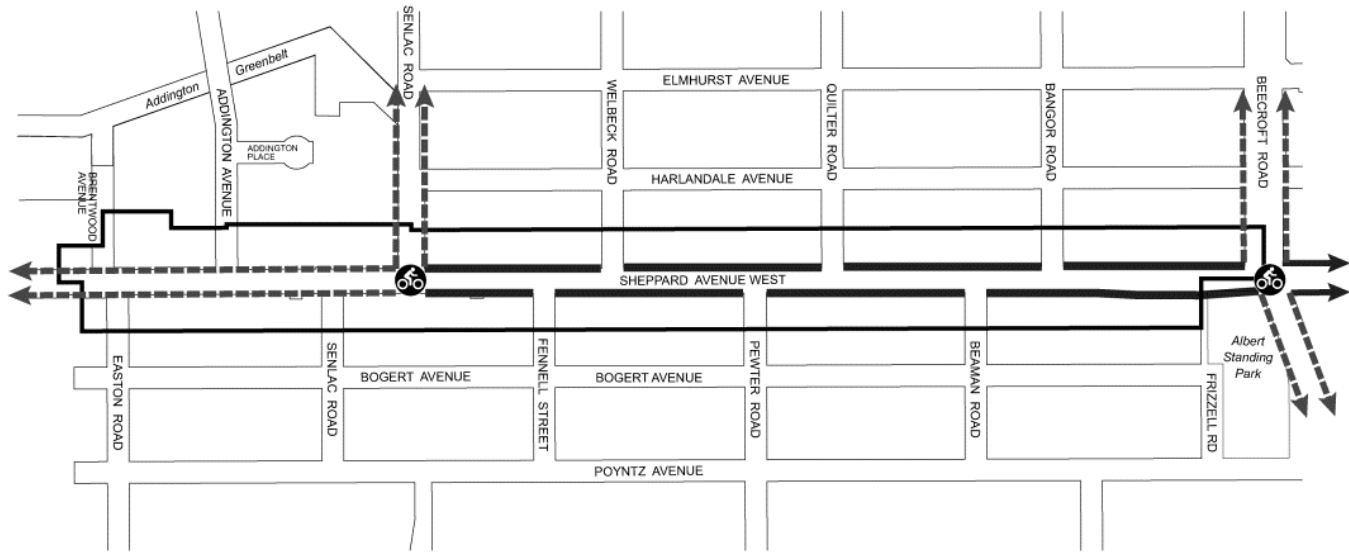


Sheppard Lansing Area

MAP 29-1C Pedestrian Connections and Streetscape

-  Secondary Plan Boundary
-  Signalized Intersection - Existing
-  Mid-block Pedestrian Crossing - Proposed (Exact location to be determined through detailed study)
-  High Order Pedestrian Zones
-  Public Park
-  Sheppard Avenue West Promenade





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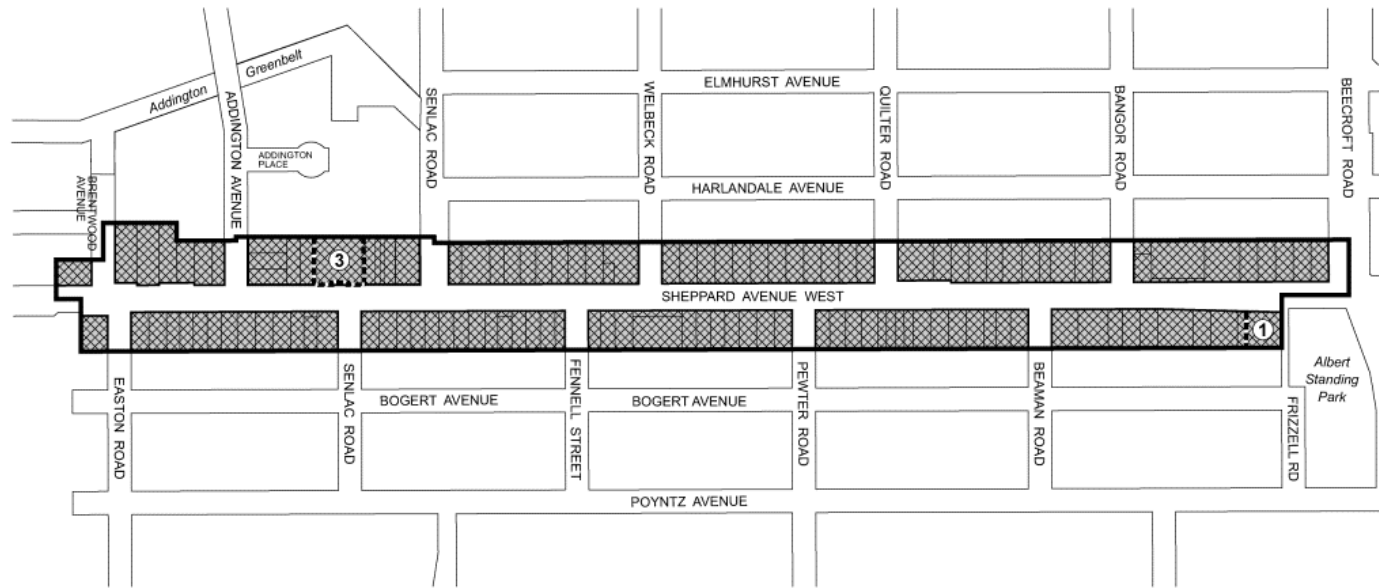
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Sheppard Lansing Area
 MAP 29-1D Cycling Connections

-  Secondary Plan Boundary
-  Proposed Separated Bicycle Lanes
-  Proposed Bicycle Lanes
-  Proposed Cycling Interchange

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Sheppard Lansing Area
 MAP 29-1E Site Specific Policies

-  Secondary Plan Boundary
-  Mixed Use Areas
-  Site and Area Specific Policy Areas

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Attachment 3: Modified Angular Plane Diagram

