

west of the North York Centre between Beecroft Avenue and Brentwood/Easton Avenues. The draft Official Plan Amendment (Attachment 1) 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 metre right-of-way along Sheppard Avenue West; and
- New parking and transportation demand management strategy.

RECOMMENDATIONS

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council:
 - a) Amend the Official Plan substantially in accordance with the proposed Official Plan Amendment appended as Attachment 1.
 - b) Authorize the City Solicitor to make such stylistic and technical changes to the proposed Official Plan Amendment as may be required.

Financial Impact

There are no financial implications.

DECISION HISTORY

A Final Report and the proposed OPA, was submitted to North York Community Council's November 15, 2016 meeting, including a recommendation to bring back the OPA for consideration at a statutory Public Meeting of North York Community Council on January 17, 2017. A copy of the report and Community Council's decision can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.NY18.34>.

ISSUE BACKGROUND

The proposed City initiated amendment of the Official Plan proposes to generally:

- Set out a vision and principles of development and redevelopment in the western segment of the SACASP;
- Amend the permitted land uses to permit retail and residential uses in a townhouse or apartment building form;
- Increase the permitted density for most of the properties from 1.0 times the area of the lot (FSI) to between 2.0 and 3.0 FSI;
- Increase the maximum building heights from 2 storeys (8.0 m) to 5-6 storeys for most of the Secondary Plan area;
- Removing some site-specific exceptions that are addressed by the proposed changes;
- Provide appropriate transition to abutting residential areas through a modified 45 degree angular plane and other policies; and
- Introduce public realm policies and connections for the pedestrian and cycling network.

COMMENTS

A range of community comments were received at the November 15, 2016 NYCC meeting and through subsequent communications. The additional comments received were primarily from landowners and are summarized below with additional staff comments providing clarification on the issues identified.

Planning Issues

Landowner representatives for Sheppard Avenue West properties also wrote to NYCC and following the November 15, 2016 meeting. Issues identified in these communications from landowners and their representatives raised the following similar issues:

- Additional intensification is appropriate on Sheppard Avenue West beyond the proposed 5-6 storey height limit and maximum 2.0-2.5 FSI;
- The draft policies are not clear as to why only *Mixed Use Area 'C'* is identified to exercise Section 37 provisions;
- The challenges of developing on the shallow lots as a result of the 36 metre right-of-way; and
- Support for the use of the Mid-Rise Design Guidelines and concern that this study is recommending that the study area is exempt.

In response to these comments City Planning offers the following clarifications and responses:

- The proposed Secondary Plan review increases the height and density from two storeys and 1.0 FSI to 5-6 storeys and between 2.0 to 3.0 FSI for most of the sites. This is the appropriate level of intensification based on the area context, built form modelling and evaluation of the Official Plan policy framework.
- Through the proposed draft OPA, sites in *Mixed Use Areas 'A'* and *'B'* are being recommended for additional height and density without providing Section 37 benefits. Given their size and anticipated levels of development these sites would not reach the threshold for Section 37 consideration. The intent of the policies is to indicate that if additional height or density is considered for *Mixed Use Areas 'C'*, which are deeper lots, beyond the 6 storeys and 3.0 FSI, than Section 37 provisions would apply, subject to the provisions outlined in the OPA.
- The policy framework is intended to provide for development that can happen on these shallower lots while still providing appropriate transition to the neighbourhood. The draft framework provides provisions to build to the front lot line now that there is intended to be an expanded boulevard and public realm; a modified 45 degree angular plane; and potential parking reductions through transportation demand management measures.
- The proposed OPA does not exempt the study area from the Mid-Rise Design Guidelines performance standard. When the Mid-Rise Design Guidelines were originally approved, they did not apply to the study area as it was subject to the policies of the SACASP. However, they have informed the analysis of this study area and some of the performance standards, such as the modified 45 degree angular plane, are incorporated into the policies. The Mid-Rise Design Guidelines will continue to inform the area specific Urban Design Guidelines to be developed as part of Phase 3 of the study.

Additional comments were received from the planning consultant to the owner of 173-177 Sheppard Avenue West. These comments raise issues with the challenges of redeveloping properties with the 36 m right-of-way requirement; challenges with parking and loading; and the interim public realm condition. The interim public realm condition and overall implementation will be addressed in the future study phases.

Letters from area residents expressed support for the proposed plan and its strategy to appropriately integrate Sheppard Avenue West development with the surrounding community. Some residents raised concern with traffic congestion and development proceeding ahead of transit improvements on Sheppard Avenue West, especially the connection contemplated between Yonge and Downsview Stations. Their position is to require the Sheppard subway extension, in advance of development approvals, although this concern is larger than this study area and is more focused on the area west of Bathurst.

Another concern heard at community meetings and raised in subsequent correspondence was regarding the viability of commercial development with limited parking. One letter raised concerns about limited or no available street parking. The proposed streetscape plan will be looking at opportunities for on-street parking on Sheppard Avenue West in order to address these concerns.

A number of 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. Residents expressed opposition to the expansion of the planning boundary to the south or north to include properties on Bogert Avenue or Harlandale Avenue. Their letters indicate support for the implementation of the Mid-Rise Guidelines for the properties on Sheppard Avenue, and the change in land use from commercial /office/ professional to mixed use including residential above the 1st floor.

As noted in the report to the November 2016 NYCC meeting, there were a range of comments provided to City Planning during the process. Correspondence from residents, including the West Lansing Homeowners Association, 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.

Angular Plane

In meetings with area landowners regarding future applications, the issues were raised regarding flexibility to accommodate projections beyond the 45 degree angular plane, particularly for balconies and railings. In the comments from the planning consultant to the owner of 173-177 Sheppard Avenue West, modifications to the angular plane measurement and its application are suggested.

Maintaining the 45 degree angular plane is a key element of providing an appropriate transition to lands designated *Neighbourhoods* in the Official Plan. Recognizing site specific constraints and challenges, Urban Design Guidelines being created in the next phase of the study, will review and study if non-building mass projections such as railings are appropriate to project into the angular plane, and how they could be treated to maintain privacy and overlook to be consistent with the intent of the policy framework. This will give guidance to evaluating any future rezoning applications.

Site Exemptions

A deputation at NYCC and letters from the solicitor for the applicant/owners of 245-255 Sheppard Avenue West and 250-258 Bogert Avenue requested that the sites be excluded and exempt from the study area of the Secondary Plan review. These lots are currently subject to Official Plan and Zoning By-law Amendment applications (File 16 208200 NNY23 OZ). Staff have reviewed this request and have determined that exempting the properties from the study

area is not appropriate. The Preliminary Report on this application was on the November 15, 2016 NYCC agenda and a further report is expected to be on the January 17, 2017 NYCC agenda. The Preliminary Report and Community Council's direction can be found at the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.NY18.31>.

Similar issues, also requesting that the sites be excluded and exempt from the study area of the Secondary Plan review, were raised in the deputation to NYCC and letters from the solicitor for the applicant/owners of 53-63 Sheppard Avenue West and 62-68 Bogert Avenue which is subject to an application to amend the Official Plan and Zoning By-law (File 15 170269 NNY 23 OZ). This application has been appealed to the OMB and mediation has been scheduled for March 9, 2017 with a hearing beginning July 4, 2017. The letter also raises the issue of the applicability of the policy framework for these sites.

The current Official Plan and Secondary Plan policies apply to these sites. The vision set out in the draft OPA informs our evaluation of and position on these application; the emerging policy framework is relevant but not determinative of the policy framework. The position set out in the Request for Direction report on 53-63 Sheppard Avenue West opposes the application on the basis of a review of the current OP framework.

Petition

A petition initiated by Sheppard West Lansing Area Ratepayers Association (SWLARPA) was submitted to the November 15, 2016 meeting of NYCC with a letter from Artur and Martina Zapal, 64 Bogert Avenue (a site within one of the proposed development applications noted above), submitting comments and a petition containing 404 signatures of area residents. The petition objectives set out were to give support for the following:

- To widen Sheppard Avenue West to its 36 metre planned right-of-way width;
- Subway construction along Sheppard Avenue West to join Downsview Park and Sheppard-Yonge subway stations; and
- Mixed use development between 8 and 12 storeys with commercial uses on the ground floor and underground parking.

The proposed OPA does not change the planned 36 metre right-of-way and continues to protect for this. However, unlike the existing SACASP which speaks to a possible seven lane road, what is being proposed through this study is to use and "rebalance" the 36 metre right-of-way for an enhanced pedestrian realm and cycling connections.

The petition states that the people who signed it live within "the circulation area and not within a wider geographic area" however addresses on the petition extend north to Park Home Avenue, Betty Ann Drive, Horsham Avenue and Hounslow Avenue, which are further than the notice area for the study or the expanded notice area for the area applications. Concerns with the petition and how it was presented to residents were voiced at the December 6, 2016 community consultation meeting for the proposal at 245-255 Sheppard Avenue West and 250-258 Bogert Avenue. It was raised that some people signed the petition based on the first two statements, were not fully aware of the last statement regarding 8-12 storey development and they were unaware about who was behind the petition.

On December 8, 2016, City Planning received a letter from the lawyer representing the SWLARPA in support of the 245-255 Sheppard Avenue West and 250-258 Bogert Avenue application and to advance their issues related to the SACASP review. This letter notes that the petition submitted to NYCC on November 15, 2016 was initiated by SWLARPA and makes

arguments comparing the number of signatories to the petition to the number of people who spoke in opposition to the application at the December 6, 2016 community meeting as a way of evaluating support or concerns with the development application. The SWLARPA notes that the number of people participating and commenting on the study and the 245-255 Sheppard Avenue West and 250-258 Bogert Avenue development application provides a gauge for the level of interest and an important opportunity to hear a range of opinions. However staff's evaluation of issues and applications is informed by, but not primarily weighed by, numbers of signatories to a petition or people who speak at a meeting.

The Sheppard West Lansing Area Ratepayers Association (SWLARPA) and the Sheppard Avenue Corridor Ratepayers Association representing landowners and business owners along Sheppard Avenue East and West have provided written submissions throughout the process and participated in the community consultation meetings. The issues raised by the representatives of these organizations were noted in the report tabled at November 15, 2016 NYCC. Subsequent letters were received requesting that the City retain an outside consultant to conduct the studies and the area's role with *Mixed Use Areas* and *Avenues* designations.

Open Space

Comments were received from the community prior to the November 15, 2016 meeting of NYCC regarding open space connections and issues raised by Parks, Forestry and Recreation through application comments regarding the requirements for and location of future parkland contributions. Earlier comments received identified the need for a 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. The open space framework, opportunities for Privately Owned Public Spaces, new parkland and connections to the ravine system will be explored and developed through the Public Realm and Streetscape Plan and Urban Design Guidelines to be developed in Phase 3.

Servicing

Toronto Water has reviewed the projected population for the corridor based on the proposed OPA and confirmed that it is consistent with the 2031 projections for population and employment used for infrastructure capacity assessment for the Basement Flooding EA studies. The recommendations (e.g., sanitary and sewer improvement projects) from the Basement Flooding EA program for Areas 25 and 26 will be applicable in order to address system-wide servicing issues related to wet weather flow conditions in the area. Recommendations of the Basement Flooding studies are subject to the EA being finalized and implementation of such projects is subject to a cost-per-benefitting threshold following a multi-phase process.

As part of the development application process, all new developments in the study area will still need to complete Functional Servicing and Stormwater Management Reports in order to assess local capacity availability and impacts to watermain, sanitary and storm servicing infrastructure following requirements set out in the City's *Design Criteria for Sewers and Watermains* and the *Wet Weather Flow Management Guidelines*.

Draft Official Plan Amendment

Modifications to the draft OPA from the OPA presented to NYCC in November 2015 were primarily technical, including minor re-wording; modifying the wording in Section 4 Servicing and Screening to be more consistent with other current City Planning policies; further

clarification of Section 6.1.6; and adding the text for Section 8 on Site and Area Specific Policies, which were illustrated on the map for the previous draft.

Conclusions

The draft OPA (Attachment 1) has not had significant changes based on the comments and feedback. Some of the issues raised would require changes to the fundamental interpretations of Official Plan policies and appropriate transition to *Neighbourhoods*. However, some of the issues regarding open space and details of how the angular plane is reviewed for buildings that meet the height limits can be addressed through the Public Realm/Streetscape Plan and Urban Design Guidelines in the subsequent phases of the study. Planning staff recommend that the Official Plan be amended in accordance with the proposed OPA in Attachment 1.

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SIGNATURE

Joe Nanos, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Draft Official Plan Amendment

Attachment 1: Draft Official Plan Amendment

Authority: North York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

**To adopt an amendment to the Official Plan
for the City of Toronto
respecting the Sheppard Avenue Commercial Area Secondary Plan area west of Beecroft
Road/Frizzell Road
and lands known municipally in the year 2015, as 240, 242, 246, 248,250, 252 and 256
Sheppard Avenue West**

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

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

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

1. The attached Amendment No. 367 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

AMENDMENT NO. 367 TO THE OFFICIAL PLAN

**LANDS IN THE
SHEPPARD AVENUE COMMERCIAL AREA SECONDARY PLAN AREA WEST OF
BEECROFT ROAD/FRIZZELL ROAD
AND LANDS KNOWN MUNICIPALLY IN THE YEAR 2015, AS 240, 242, 246, 248,250,
252 AND 256 SHEPPARD AVENUE WEST**

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

1. Chapter 6, Section 29, Sheppard Avenue Commercial Secondary Plan is amended to delete all references in the text and the mapping to those lands that are located on Sheppard Avenue West, by:
 - a) deleting Map 29-1;
 - b) renaming Map 29-2 as Map 29-1;
 - c) deleting each reference within the text to Map 29-2 and replacing it with the words "Map 29-1";
 - d) renaming *Mixed Use Area 'B'* as *Mixed Use Area 'A'*;
 - e) deleting Section 2.1.1, *Mixed Use Area 'A'*;
 - f) renumbering Sections 2.1.2 and 2.1.3 as Sections 2.1.1 and 2.1.2 respectively;
 - g) deleting the text of renumbered Section 2.1.1, originally Section 2.1.2, and replacing it with the following text:

"Permitted uses on lands designated *Mixed Use Area 'A'* on Map 29-1 are:

 - detached dwellings
 - financial institutions
 - institutional uses
 - office uses
 - necessary public utilities
 - accessory uses
 - live-work uses
 - residential dwellings in commercial buildings
 - residential uses
 - retail and service commercial uses"
 - h) deleting from Section 4.0, Site and Area Specific Policies, sub-sections 4.1, 4.3, 4.5, 4.6 and 4.9; and

- i) renumbering in Section 4.0, Site and Area Specific Policies, sub-sections 4.2, 4.4, 4.7 and 4.10 as 4.1, 4.2, 4.3 and 4.4 respectively.
2. Chapter 6 is amended by adding a new Section 37, Sheppard Lansing Area Secondary Plan as shown in attached Schedule I.

SCHEDULE I

10. SHEPPARD LANSING SECONDARY PLAN

1. INTRODUCTION

1.1 Vision

The Sheppard Lansing area is a linear corridor, consisting of the lots primarily fronting onto Sheppard Avenue West, which will be developed and designed around the Sheppard Avenue West Promenade, which implements the vision for the streetscape and right-of-way, 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 37-1, 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 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.

Policies

2.1.1 The permitted land uses are:

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

- i) financial institutions;
- ii) institutional uses;
- iii) office uses;
- iv) retail and service commercial uses;
- v) residential uses in a townhouse or apartment building form; and
- vi) parks and open spaces.

Residential uses are permitted at grade.

b) In *Mixed Use Areas 'C'*

- i) financial institutions;
- ii) institutional uses;
- iii) office uses;
- iv) retail and service commercial uses;
- v) residential uses in an apartment building form; and
- vi) parks and open spaces.

Only non-residential uses are permitted at grade.

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

- i) financial institutions;
- ii) institutional uses;
- iii) office uses;
- iv) residential uses in a detached dwelling form; and
- v) parks and open spaces.

2.2 Density

Policies

2.2.1 The maximum Floor Space Index (FSI) for all permitted uses is set out on Map 37-2, subject to all development criteria set out in Sections 3, 4, 5, and 6.

- 2.2.2 Notwithstanding Policies 2.2.1 and 3.5.1, within *Mixed Use Areas 'C'* additional density above 3.0 FSI and/or additional building height above 6 storeys may be considered subject to all other policies of this Secondary Plan, Urban Design Guidelines, and appropriate Section 37 provisions, provided it can be demonstrated that any additional density and building height is compatible with the adjacent *Neighbourhoods* and is within the 45 degree angular plane for the Sheppard Lansing Area as illustrated in 3.6.3.

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*.

Policies

- 3.1.1 In *Mixed Use Areas 'A'* and *'B'*, low-rise buildings are permitted in townhouse, stacked townhouse, apartment, commercial and mixed commercial-apartment buildings.
- 3.1.2 In *Mixed Use Areas 'A'* and *'B'*, mid-rise buildings are permitted in apartment, commercial and mixed commercial-apartment forms.
- 3.1.3 In *Mixed Use Areas 'C'*, mid-rise buildings are permitted in commercial and mixed commercial-apartment forms.
- 3.1.4 In *Mixed Use Areas 'D'*, low-rise commercial buildings and detached dwellings are permitted.

3.2 Comprehensive Development

- 3.2.1 The consolidation of lots to have a minimum frontage of 30 metres on Sheppard Avenue West is encouraged in order to reduce curb cuts, provide active frontages and support the public realm.
- 3.2.2 Comprehensive assemblies along Sheppard Avenue West 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 pedestrian entrances will be taken from Sheppard Avenue West, or on corner lots from the adjacent local street. 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 an 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 West that reinforces the public realm, while protecting and limiting impacts on adjacent *Neighbourhoods*.

Policies

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 2.2.1 and 3.5.1, within *Mixed Use Areas* 'C' additional density above 3.0 FSI and/or additional building height above 6 storeys may be considered subject to all other policies of this Secondary Plan, Urban Design Guidelines, and appropriate Section 37 provisions, provided it can be demonstrated that any additional density and building height is compatible with the adjacent *Neighbourhoods* and is within the 45 degree angular plane for the Sheppard Lansing Area as illustrated in 3.6.3.

3.5.3 Minimum Building Heights

A minimum building height of 3 storeys will be provided in *Mixed Use Areas* 'A', 'B' and 'C' to create a consistent street wall height along Sheppard Avenue West and create a built form edge that reinforces the public realm.

3.6 Massing

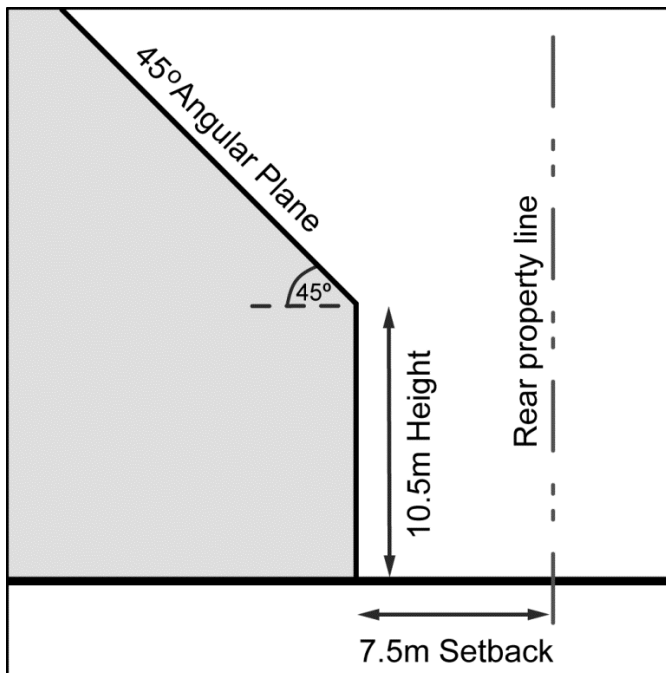
3.6.1 Step-backs

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 7.5 m rear yard setback, as illustrated in Figure 1.

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 from Sheppard Avenue West, adjacent streets, 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 Orient and screen lighting and amenity areas so as to minimize impacts on adjacent properties, including those in *Neighbourhoods*.
- 4.4 Locate and screen service areas and access to underground parking, locate any surface parking so as to minimize impacts on adjacent properties, including those in *Neighbourhoods* and enclose service and access areas where distancing and screening do not sufficiently mitigate visual and noise impacts on adjacent properties, including those *Neighbourhoods*.

5.0 PUBLIC REALM

- 5.1 Improvements to the public realm will be undertaken in accordance with Map 37-3 and Urban Design Guidelines to be developed for the Secondary Plan.

5.2 Sheppard Avenue West Promenade

The Sheppard Avenue West Promenade will include boulevard improvements consisting of wide 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 37-3. 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 street crossing and more visible crossing facilities. Landscaped and amenity space with corner extensions will be created, and opportunities will be provided to activate corners for commercial activities.

- 5.5 Areas located between Sheppard Avenue West and buildings will be landscaped to screen residential uses located at grade from Sheppard Avenue West 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: four travel lanes for vehicles, 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 Consolidated access points from Sheppard Avenue West are encouraged to minimize curb cuts and maximize pedestrian and cycling quality, comfort and safety along the corridor
- 6.1.3 Vehicular site access to corner lots will be provided from flanking streets.
- 6.1.4 When midblock sites are being designed for development, protecting for connections to flanking streets will be encouraged.
- 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, associated facilities such as turning lanes, vehicle lanes or parking, will not negatively impact or remove transit, walking, cycling, or other sustainable and shared mobility facilities. In the development review process, mitigation measures will be identified and evaluated to reduce negative impacts on transit, walking, cycling, or other sustainable and shared mobility facilities and subject to City approval.
- 6.1.7 New development will not rely on the local street network as part of the transportation assessment.
- 6.1.8 Development which reduces the need to travel long distances through a mix of land uses and increases non-automobile trips through sustainable transportation spaces such as bike-share stations, shared bicycle parking, and shared mobility spaces will be eligible for a reduction in vehicle parking requirements.

6.2 Cycling Network

- 6.2.1 Improvements to the cycling network will be undertaken in accordance with Map 37-4.
- 6.2.2 Cycling infrastructure will meet the City's cycling design standards and 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, bicycle accessories and pedestrian amenities.

6.3 Transit

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

6.4 Parking

- 6.4.1 Reduction of vehicle 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 be provided 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 for on-street lay-by parking.
- 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 applications to amend the zoning by-law and 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 will 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

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, angular planes 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 multimodal transportation infrastructure in Sheppard Lansing 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), 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:

- i. Amenities for non-auto users;

- ii. On-street parking;
- iii. Shared mobility spaces, such car-share and carpool spaces;
- iv. Consolidated pick-up/drop-off areas;
- v. On-street bicycle parking;
- vi. Publicly accessible spaces for shared bicycle systems;
- vii. Digital mobility information and real-time travel display at key building entrances; and
- viii. Comprehensive transit supportive infrastructure and services, including those cited in 6.5.2.

8.0 SITE AND AREA SPECIFIC POLICIES

1. Lands Located on the South Side of Sheppard Avenue West, known municipally as 53, 57 and 59 Sheppard Avenue West (1 on Map 37-5)

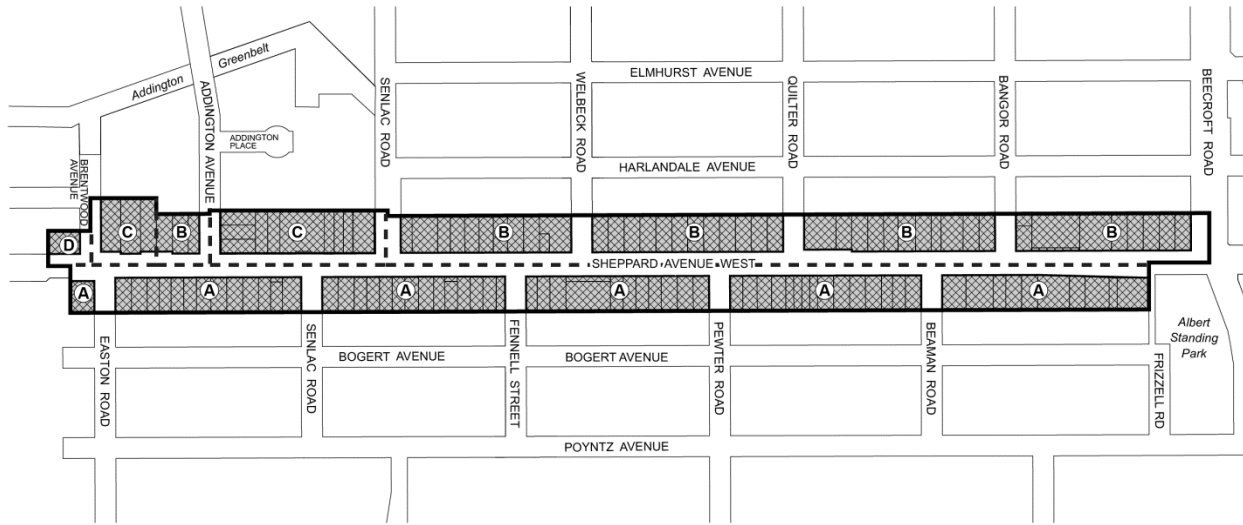
The maximum FSI will be 2.4 and the maximum building height will not exceed 20.4 metres, provided the horizontal distance separating the first storey and mezzanine of the building from the southerly (rear) property line is not less than 7.5 metres and the horizontal distance separating the storeys above the first storey and mezzanine of the building from the southerly (rear) property line is not less than 12 metres.

2. Lands located on the North Side of Sheppard Avenue West, municipally known as 258, 260 and 264 Sheppard Avenue West (2 on Map 37-5)

The opaque fence and 1.5 m landscaping strip do not apply along the common lot line between 258, 260 and 264 Sheppard Avenue West and 10 Senlac Road. Vehicular access to parking and servicing facilities will be from 10 Senlac Road.

List of Maps

Map 37-1	Land Use Areas
Map 37-2	Maximum Density
Map 37-3	Pedestrian Connections and Streetscape
Map 37-4	Cycling Connections
Map 37-5	Site and Area Specific Policies



Not to Scale 

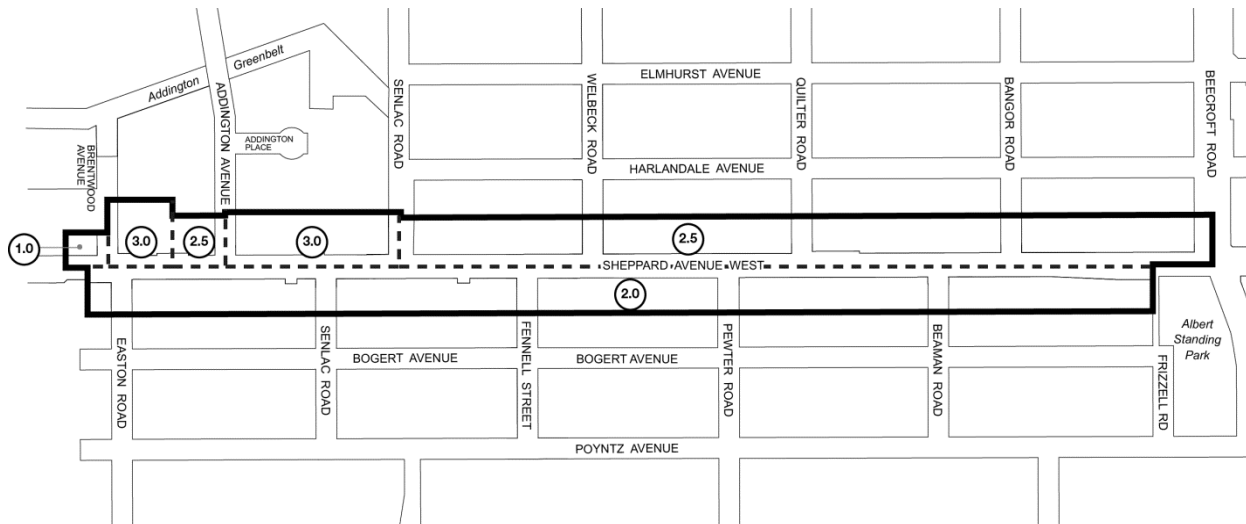


Sheppard Lansing

MAP 37-1 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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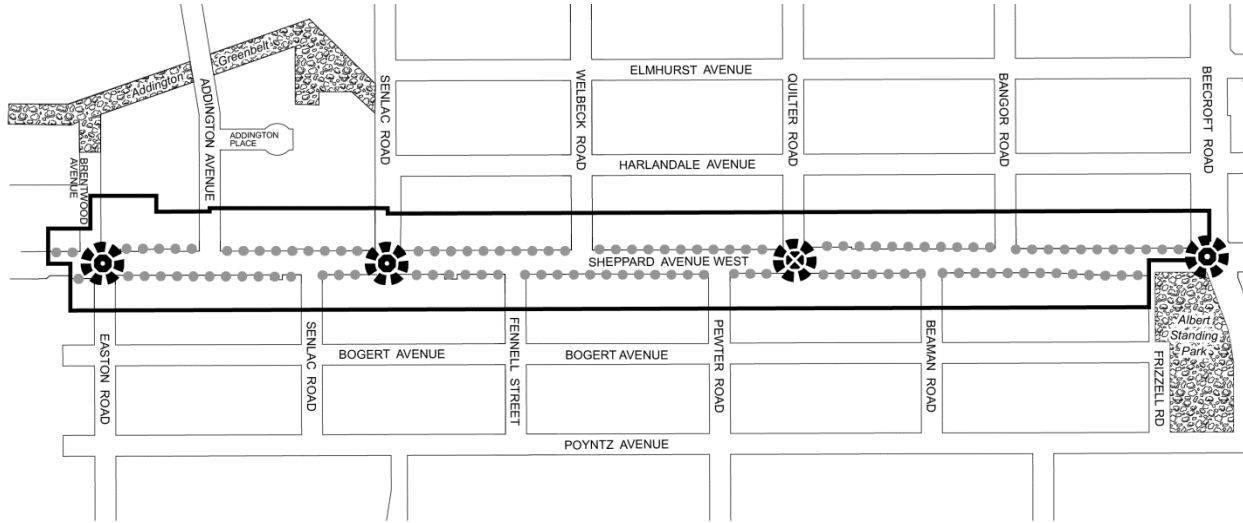
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Sheppard Lansing
MAP 37-2 Maximum Density

-  Secondary Plan Boundary
-  Maximum Overall Block Density

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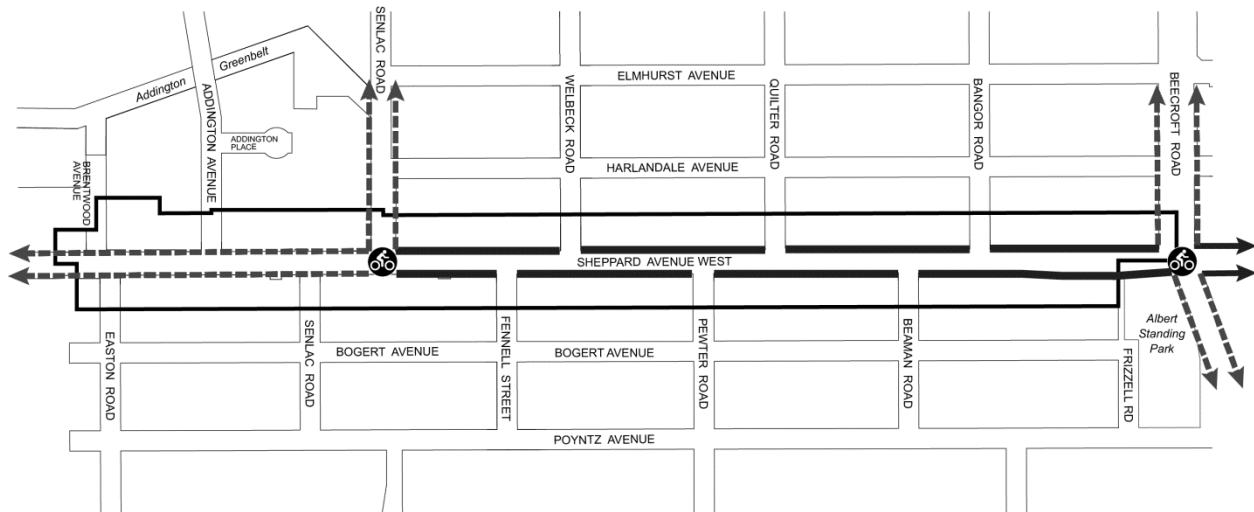
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Sheppard Lansing
MAP 37-3 Pedestrian Connections and Streetscape

-  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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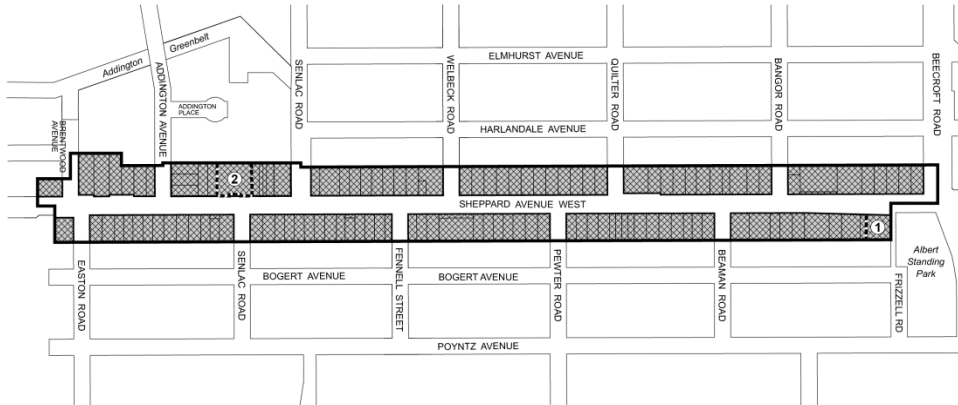
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Sheppard Lansing
MAP 37-4 Cycling Connections

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

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Not to Scale ↑



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 MAP 37-5 Site & Area Specific Policies

- Secondary Plan Boundary
- ▨ Mixed Use Areas
- ① Site and Area Specific Policy Areas

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