

- R24.** Locate landscaped gateways at the entry points from the highways, characterized by dense tree planting of native coniferous and/or deciduous trees and shrubs that adhere to the City of Toronto's list of acceptable species.

## Pedestrian Connections

- R25.** Safe and comfortable mid-block connections are encouraged through development blocks, by providing active grade-related uses, building setbacks and pedestrian scaled lighting.
- R26.** Coordinate efforts among owners of adjacent properties to dedicate public easements contributing to a pedestrian network of mid-block paths connecting the new public realm into the existing and planned pattern of streets and open spaces.

## Greenway Connection

- R27.** Encourage the establishment of a multi-use Greenway Connection located adjacent to the Highway 401 and 404 rights-of way, to serve as a recreational trail and alternative pedestrian/cycling route through the Study Area.
- R28.** Coordinate efforts among owners of adjacent properties to dedicate a public easement to be linked across contiguous private properties as opportunities arise through redevelopment.

## Public Art

- R29.** Public art will contribute to the overall cultural vitality of ConsumersNext and complement specific qualities of sites and enhance wayfinding in ConsumersNext. The provision of public art will be carried out in accordance with the City of Toronto Percent for Public Art Program Guidelines. Implementation and location should be coordinated through a Public Art Plan to be included in the comprehensive planning of large parcel redevelopment.
- R30.** Encourage the provision of public art for parks, private open spaces, street boulevards, gateways, urban plazas, POPS, tall building entrances and as the terminus of view corridors identified in Figure 8. Sites offering opportunities for landmark public art include:
- At the view terminus of the 'aperture', within the major public park
  - Within the urban plazas at the Sheppard & Consumers Node and the Sheppard & Victoria Park Node;

- At the central Consumers Main Street plaza to mark this place as the heart of the business park; and
- integrated with improvements to the Highway 401 and 404 pedestrian crossings.

- R31.** Encourage public art to be integrated with its site. Public art can be included with all types of development including retail, office, and industrial as well as residential and institutional.
- R32.** Consider using lighting within public art to animate the evening and morning environment of the business park.



The Greenway is an opportunity to connect to the broader cycling and pedestrian network  
Source: Elizabeth Felicella



Public art located along a pedestrian path  
Source: Craig White



Lighting, or incorporating light within public art to animate the evening hours of the Business Park  
Source: Google

### 4.1.3 Streetscapes

As the ConsumersNext area redevelops, new and existing roads along with enhanced pedestrian cycling networks will evolve into places for people to live, work, shop and play.

The enhanced street network will provide choice for how people move around and will emphasize safe and comfortable travel. Streets will provide a green and comfortable setting for all users and activities that will take place in the emerging neighbourhood. The design of all streets in ConsumersNext should anticipate the proposed changes in use, intensity and character as redevelopment occurs, and adhere to the Toronto Complete Street Guidelines (2016) and Green Streets Technical Guidelines (draft 2017), and new local streets should conform to Toronto's Development Infrastructure Policy and Standards (DIPS).

The street cross sections that follow demonstrate the preferred typical mid-block street design. The network includes a number of different street types as shown in Figure 10.

**Avenue Main Streets** Sheppard Avenue East and Victoria Park Avenue in the Mixed Use Corridor Districts have a greater range and intensity of uses and users than the other streets in the Study Area. Avenue Main Streets serve mixed land uses with primarily commercial at grade, provide broader network connections and a greater transportation role. They will support increasing pedestrian activity and provide safe and comfortable facilities for all users.

**Consumers Main Street** is envisioned as the central spine for 'amenity uses' in the business park and will evolve into a destination for workers and area residents both during and after typical business hours. Consumers Main Street will connect a range of different land uses within the surrounding area, including residential, employment and commercial. The existing green character will be enhanced through landscaped frontages that can also accommodate the extension of grade-related activities – such as patios and public seating – into the boulevard.

**Collector (Yorkland Road/Blvd)** carries vehicular traffic entering the business park from Sheppard Avenue East and Highway 404. This street will be enhanced with extended street greening and improved facilities to encourage increased pedestrian and cycling movement.

**Local Streets** primarily serve immediately adjacent lands, with either commercial or residential uses and provide linkages to streets with higher network importance. Local streets have slower travel speeds than Avenue Main Streets and will provide access to primarily residential or commercial properties, supporting an increased level of pedestrian activity and providing safe facilities for all users. These streets will connect to both Main Streets providing access to the business park.



Streetscape improvements are critical to creating a welcoming and active public realm. New streets will be designed in conformity with the new City of Toronto Complete Streets Guidelines. Source: Google, hisamueltan.com, wdgarth.com



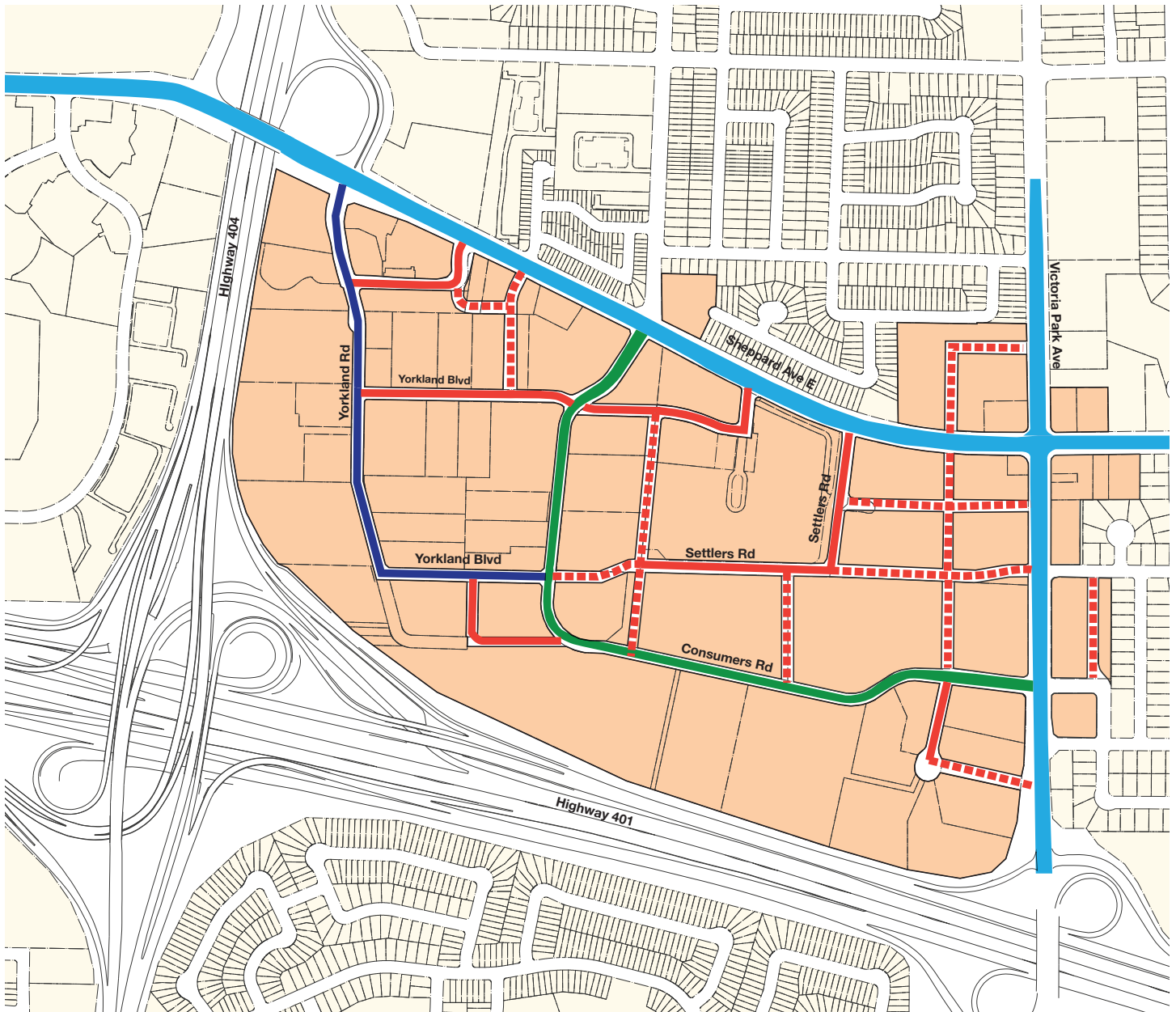


Figure 10 - Street Types

### Street Types

- Avenue Main Streets
- Consumers Main Street
- Collector (Yorkland Road/ Blvd)
- Local Street (Existing)
- Local Street (Potential)
- Study Area

## Sheppard Avenue East

Sheppard Avenue East, identified as an *Avenue* in the City's Official Plan, is the primary east/west Main Street for the ConsumersNext Area. Sheppard Avenue East connects the Sheppard and Victoria Park Node in the east to Don Mills Station in the west. The right of way is 36 metres, widening east of Heron's Hill Way at the Highway 404 on/off ramps.

Sheppard Avenue East has the opportunity to become a more green and gracious street, with trees of a large size and number to moderate its large scale and high volume of vehicles. New buildings will be set back a minimum of five metres from the right-of-way to provide generous boulevards for increasing pedestrian activity and broad frontage zones for outdoor cafes and seating to animate the streetscape. Cycling facilities are also possible to further invite and support non-auto movement in the area. The north edge of the Sheppard Corridor presents a very different context, largely consisting of the fenced rear lots of the single detached residential neighbourhoods to the north. Given the *Neighbourhoods* designation in the Official Plan of these lands north of Sheppard Avenue East, this context is not anticipated to change.

### Recommendations for Sheppard Avenue East:

- R1.** Provide a curb-to-curb travelway of 20.8 metres, and continuous boulevards of a minimum of 7.6 metres on each side of the street. The pedestrian clearway should be no less than 2.5 metres.
- R2.** Set buildings back a minimum of 5.0 metres on the south side from the public right-of-way to achieve a broad pedestrian boulevard and frontage zone. Design the setback to include hard and soft landscaped areas and tree planting while providing access to building entrances.
- R3.** Provide a mid-block lane assignment to accommodate two travel lanes in each direction and a central LRT ROW, consistent with the streetscape approved through the Sheppard East LRT Environmental Assessment process.
- R4.** Provide grade separated cycling facilities. On-street cycling lanes without separated facilities are not recommended.

For retail frontages, incorporate flexible areas capable of accommodating day-to-day and evening use. For residential uses, establish a landscaped threshold between the private and public realm using steps, low walls, planting or decorative fencing provided a visual connection to the street is maintained.

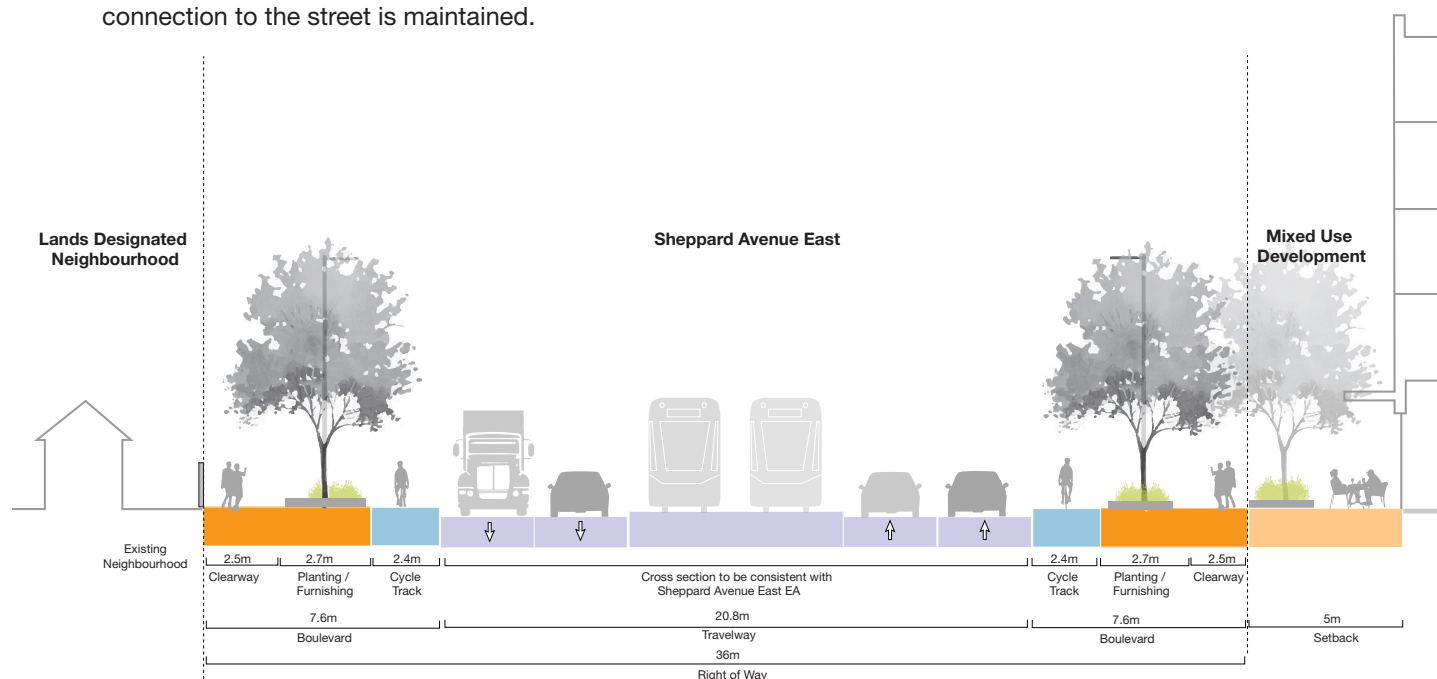


Figure 11 - Sheppard Avenue East Cross-Section



## Victoria Park Avenue

Victoria Park Avenue, identified as an *Avenue* in the City's Official Plan, is the primary north/south Main Street for ConsumersNext. Victoria Park Avenue connects the Sheppard & Victoria Park Node in the north to Highway 401 in the south. The right-of-way is 36 metres, widening south of Consumers Road for the 401 on/off ramps. The eastern edge of Victoria Park Avenue will evolve into a mixed-use place with primarily active pedestrian ground floor uses. It is anticipated that the western edge will see more incremental growth of mixed-use development intermixed with some existing office/commercial buildings.

### Recommendations for Victoria Park Avenue:

- R5.** Provide a curb-to-curb travelway of 23.4 metres, and continuous boulevards of a minimum of 6.3 metres on each side of street. The pedestrian clearway should be no less than 2.1 metres.
- R6.** Set buildings back a minimum of 5.0 metres from the public right-of-way to achieve a broad pedestrian boulevard and frontage zone. Design the setback to include hard and soft landscaped areas and tree planting while providing access to building entrances.
- R7.** The mid-block lane assignment should include three travel lanes in each direction.
- R8.** Provide a 3.0 metre central turn lane with a variable 1.0 metre concrete median to allow for separate turning movements.
- R9.** Provide grade separated cycling facilities. On-street cycling lanes without separated facilities are not recommended.

For retail frontages, incorporate flexible areas capable of accommodating day-to-day and evening use. For residential uses, establish a landscaped threshold between the private and public realm using steps, low walls, planting or decorative fencing provided a visual connection to the street is maintained.

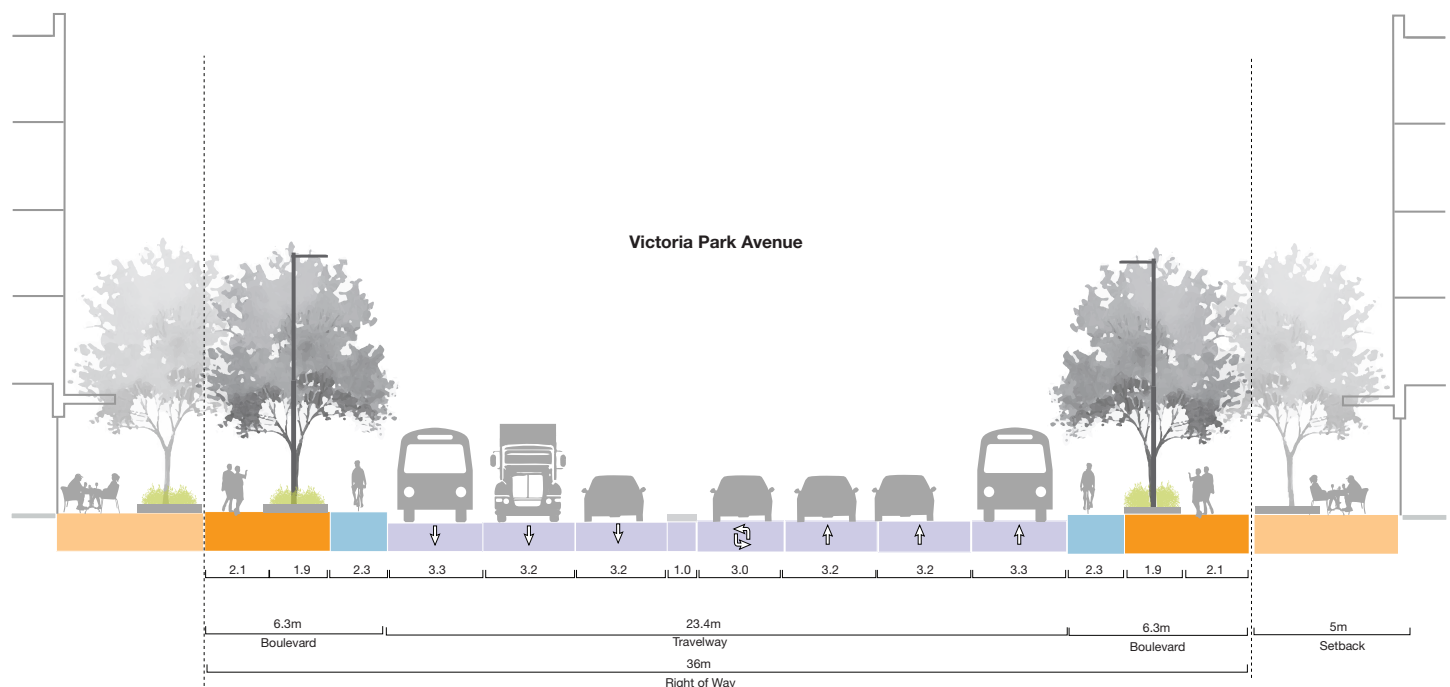


Figure 12 - Victoria Park Avenue Cross-Section

## Consumers Main Street

Consumers Main Street is envisioned as a destination and central spine that can provide new opportunities for dining, shopping, enjoying open spaces and accessing services within the Business Park. New restaurants, retail and recreation facilities lining Consumers Road would give employees places to go, and residents a reason to visit both during and outside the peak commuting hours. These might be located at the base of existing or new buildings, or wrapping parking structures. The streetscape character will build upon the existing generous landscaped frontages occurring along Consumers Road, while incorporating opportunities for urban plazas, patios and seating areas to extend grade-related activity to the street edge.

The east-west segment of Consumers Road plays a secondary role in connecting this concentration of increased amenity uses with neighbourhoods to the east. Deeper setbacks on properties fronting the south side of the east/west segment of Consumers Road provide an opportunity for larger landscape frontages and outdoor amenity spaces that improve the pedestrian experience.

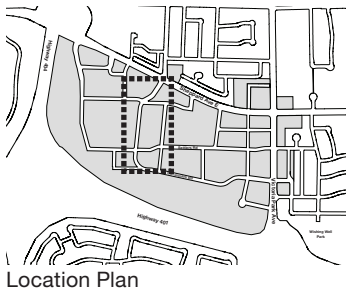
Consumers Main Street connects a range of different adjacent land uses, including residential, employment, retail/commercial and community space, to promote local, non-auto trips within the area.

### Recommendations for Consumers Main Street:

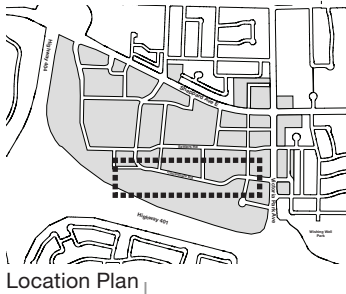
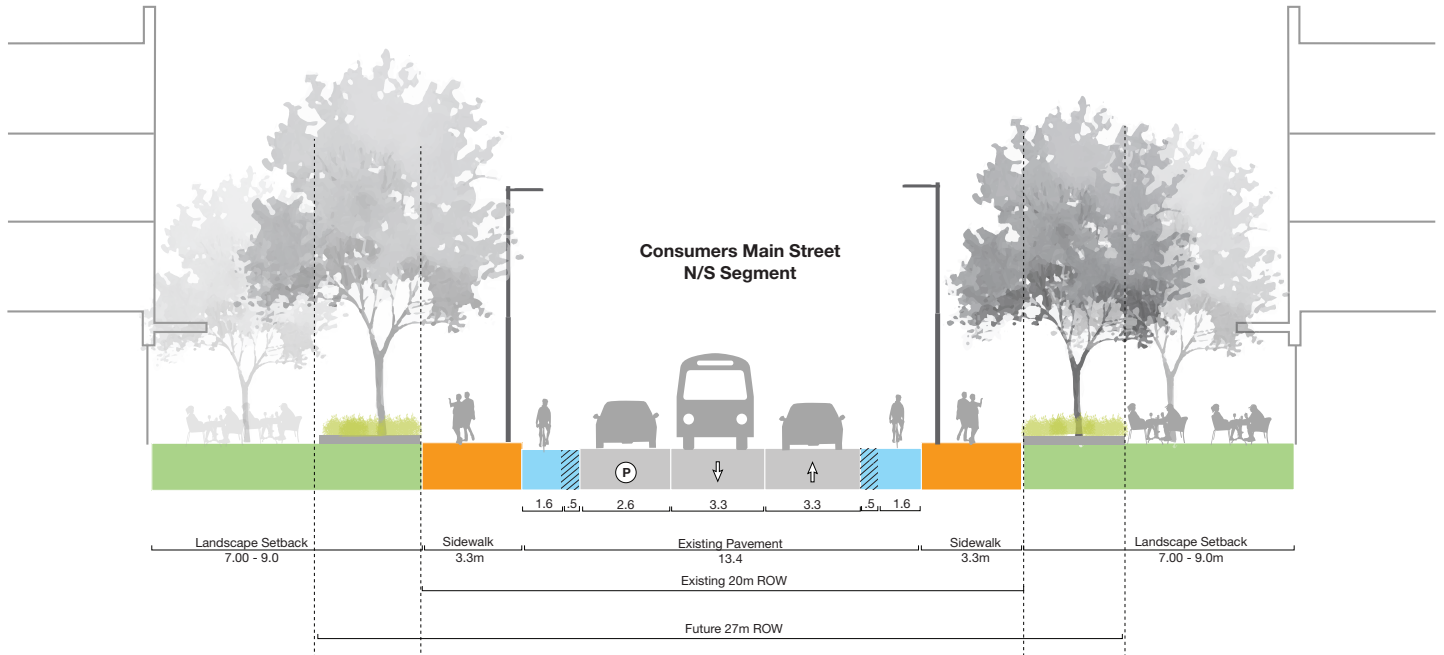
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| <b>R10.</b> Redevelopment along the Consumers Main Street will allow for the transition to an ultimate right-of-way width of 27 metres as provided for by the City of Toronto Official Plan, illustrated in Figures 13 and 14. In the interim period, the existing 20 metre right-of-way will accommodate two travel lanes, a parking lane, pedestrian and cycling facilities. Over time, an additional 3.5 metres on either side of the street will be conveyed to the City to allow for tree planting contributing to a generous landscaped setback. | <b>R14.</b> Set buildings back a minimum of 7.0 metres from the interim 20 metre right-of-way limits, or 3.5 metres from the ultimate 27 metre right-of-way limits, to maintain prevailing setbacks and provide a broad pedestrian boulevard and setback zone. Maintain flexibility in the allocation of this space to accommodate passive landscapes, hardscaped areas and/or pedestrian amenities to respond to particular characteristics of the site and adjacent ground floor uses. |
| <b>R11.</b> Maintain the curb-to-curb travelway of 13.4 metres, and continuous boulevards of a minimum of 3.3 metres on each side of street. The pedestrian clearway should be no less than 2.1 metres with the ability to be widened when the full 27 metre right-of-way is secured.  | <b>R15.</b> Maintain and enhance the existing pattern of landscape setbacks with existing mature trees. Existing trees and landscaped setbacks should be preserved to the extent possible, balanced with the creation of a built form edge with active adjacent outdoor spaces, to help frame and animate the street.  |
| <b>R12.</b> The mid-block lane assignment should include one travel lane in each direction and on-street bike lanes with buffers.  | <b>R16.</b> Incorporate tree planting and landscaping within private frontages.  |
| <b>R13.</b> Incorporate on-street parking to provide space for small scale ecomobility hubs, as well as parking options for amenity uses and quick retail stops.   |  |



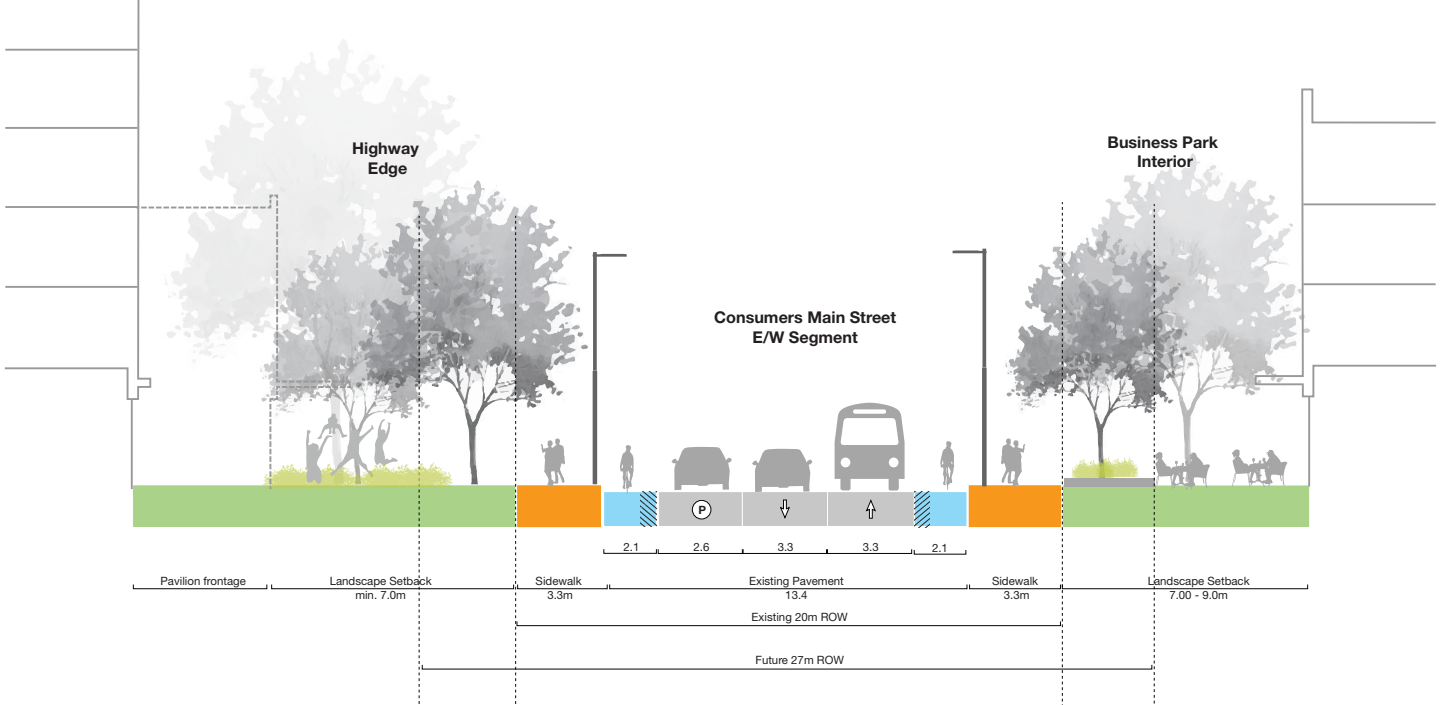
Design the Consumers Main streetscape for pedestrian activity, outdoor cafes and seating. Incorporate flexible multi-use settings capable of accommodating day-to-day and evening use within the frontages. Consumers Main Street landscape frontages should be comprised of a mix of durable hard and soft landscaping with many places for sitting. Source: cmgsite.com



**Figure 13 - Consumers Main Street  
N/S Segment Cross-Section**



**Figure 14 - Consumers Main Street  
E/W Segment Cross-Section**



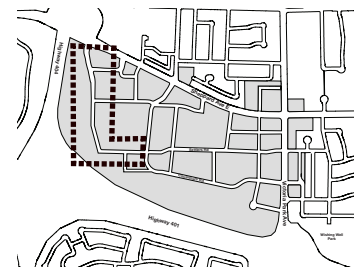


## Yorkland Road and Boulevard

Yorkland Road and Boulevard is a collector street from Sheppard Avenue East to Victoria Park Avenue, and is a primary vehicular entrance to the business park from the western part of Sheppard Avenue East and northbound Highway 404. The street is primarily oriented in a north-south direction, but turns east-west to intersect with Consumers Road. The street accommodates vehicular movements with two travel lanes in both directions. Buffered bike lanes to support cycling in the business park connect to the broader network. A green planting and furnishing zone is located between the curb and pedestrian clearway. Between buildings and the public right-of-way are generous landscape setbacks to provide a green character to the street.

### Recommendations for Yorkland Road and Boulevard:

- R17.** Redevelopment along Yorkland Road and Boulevard should allow for a transition to a 27.0 metre public right-of-way as defined in the City of Toronto Official Plan, allowing for greater flexibility in the allocation of boulevard space for pedestrian and landscape amenity.
- R18.** Maintain a curb-to-curb travelway of 17.2 metres and continuous boulevards of 4.9 metres on each side of the street. The pedestrian clearway should be no less than 2.1 metres. Provide a 2.8 metre planting and furnishing zone with trees and other plantings between the clearway and the curb.
- R19.** No on-street parking is permitted.
- R20.** Buffered cycling facilities of no less than 2.1 metres are required on both sides of the street.
- R21.** Set buildings back a minimum of 7.0 metres from the public right-of-way to maintain prevailing setbacks and provide a broad landscape frontage zone.
- R22.** Incorporate trees and other plantings within the private frontage.



Location Plan

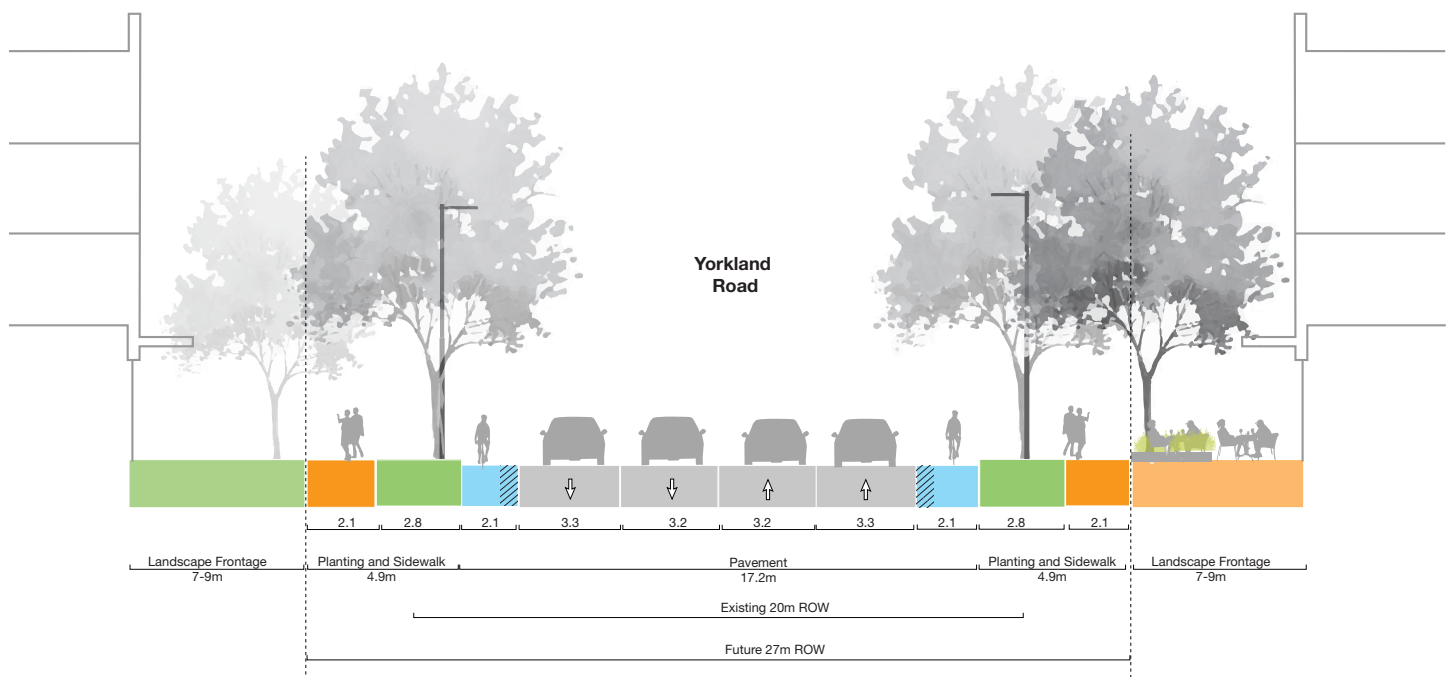


Figure 15 - Yorkland Road/Boulevard Cross-Section

## Local Streets

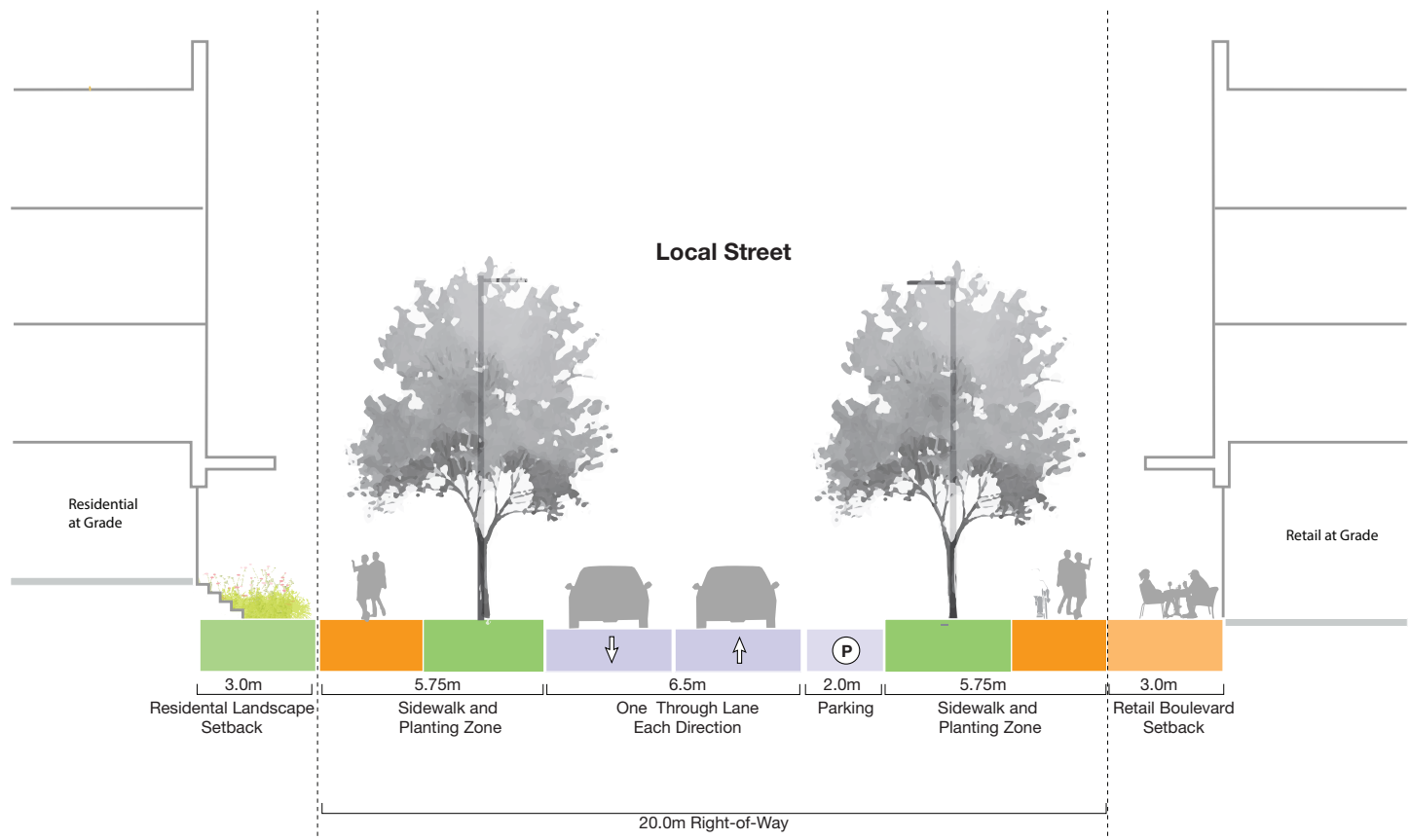
Local Streets generally reflect a lower scale of development, with a streetwall that is proportional to the narrow rights-of-way to provide pedestrian comfort. These streets provide access to the Main Streets and Consumers Main Street from residential, commercial, and employment uses. Vehicle traffic will be slower than on the other streets in the ConsumersNext Area, and will support an enhanced pedestrian and cycling environment with additional greening.

### Recommendations for Local Streets:

- R23.** Local Streets should have a consistent right-of-way width of 20 metres to accommodate street tree planting within the pedestrian zone. The minimum right-of-way may be reduced to 18.5 metres where low-scale residential townhouse blocks front onto the street.
- R24.** Provide a curb-to-curb travelway of 8.5 to 10 metres, and continuous boulevards of 4.25 to 5.75 metres on each side of street in accordance with DIPS.
- R25.** The mid-block lane assignment should include one travel lane in each direction, and allow for on-street parking on one side of the street.
- R26.** Set buildings back a minimum of 3.0 metres from the public right of-way to achieve a broad pedestrian boulevard and frontage zone.



Local streets will reflect a lower scale of development and achieve a broad pedestrian boulevard and frontage zone. Source: Ikiss.com



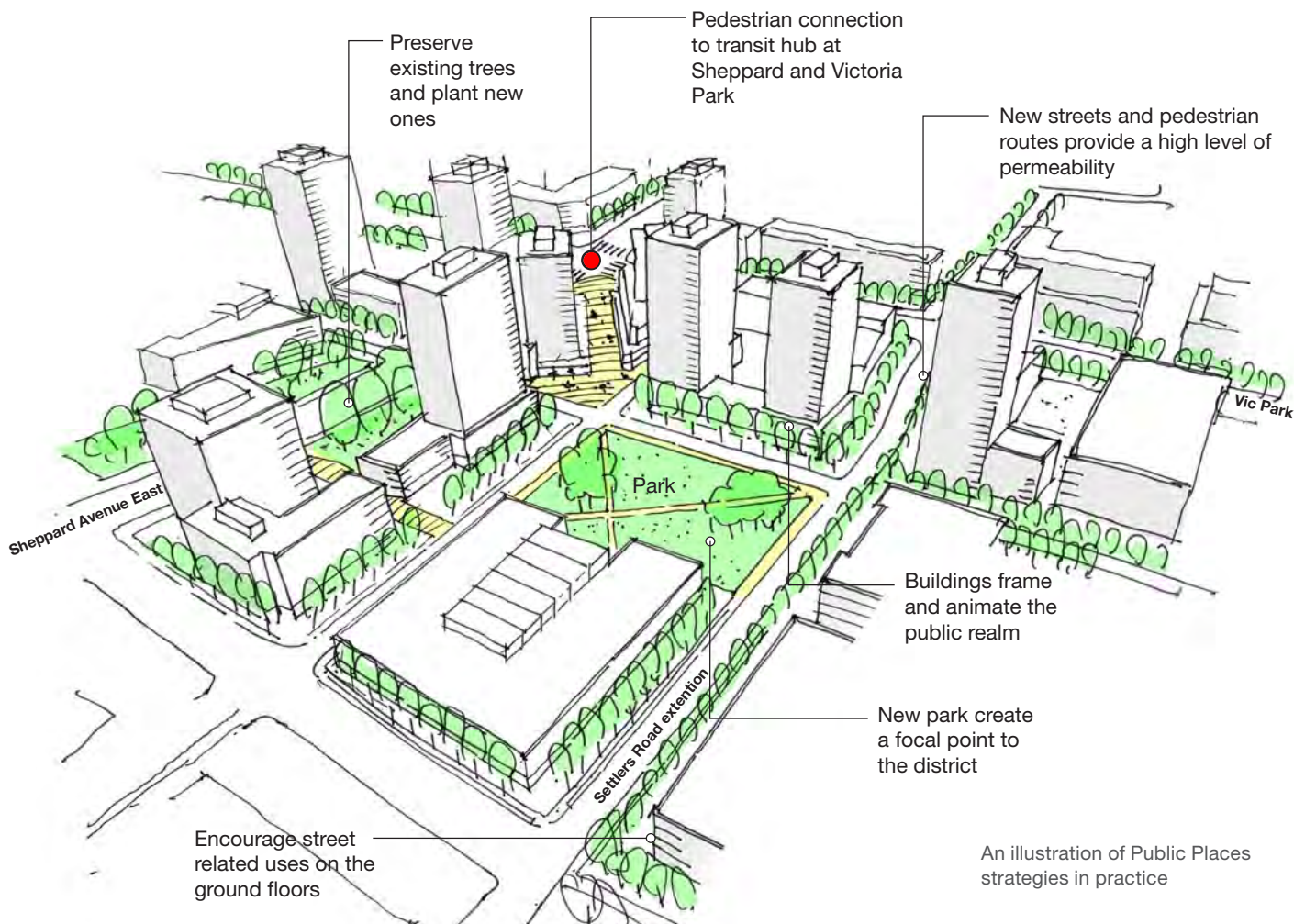
**Figure 16 - Local Street Cross-Section**

## Guidelines and Standards for All Streets

In addition to the standards recommended above, the following apply to the design of all street types and are intended to ensure the thoughtful placement of streetscape elements and tree planting consistent with the City's existing requirements.

### Recommendations for all streets:

- R27.** Utilize a planting/street furniture zone or cycling facilities – or both, where they can be accommodated – to separate the pedestrian clearway from the roadway curb to support pedestrian safety, comfort and convenience.
- R28.** Street trees should be planted with open planter details (Tree Planting Solutions in Hard Surfaced Boulevards (2013) Detail T-3) or in a landscaped strip. Where a minimum 2.0 metre width open planter is not possible, trees should be planted in linear tree pits with soil cells to extend the rooting zone below the sidewalk.
- R29.** Street trees should be planted and spaced 8.0 to 10.0 metres on-centre from one another.
- R30.** Coordinate below grade utilities to ensure proper tree growth and reduce visual clutter.
- R31.** Introduce new street lighting and furnishings from the approved City Standards.
- R32.** The street design, with particular focus on the roadway and intersections, will adhere to the procedures identified in the Complete Streets Guidelines (forthcoming 2017) to improve safety and mobility for all users.
- R33.** Consider bump-outs at intersections and mid-block connections to improve pedestrian crossing safety and provide additional seating areas, planting, cycle parking or transit stops.
- R34.** All development will consider the underground utilities and require the review and approval of the appropriate agencies.







Wherever possible, incorporate existing trees into the streetscape design. Source: [tonkinliu.co.yk](http://tonkinliu.co.yk), [hostalasuncion.com](http://hostalasuncion.com)



Consumers Main Street frontages should comprise a variety of durable hard and soft landscaping, to accommodate pedestrian activity, outdoor cafes and seating. Incorporate flexible multi-use settings capable of accommodating day-to-day and evening use within the frontages. Source: [terragalleria.com](http://terragalleria.com)



Bump-outs can expand the sidewalk space for additional seating, street tree planting, cycle parking or bioswales. Source: [ibigroup.com](http://ibigroup.com)



## 4.2 Built Form

Good urban places are composed of many buildings, varied in type, use and size. New buildings in the ConsumersNext area will play a role in shaping the pedestrian realm and providing a better-defined, more animated built environment.

Many of the existing buildings in the core of the business park are between one and three storeys in height. Generally, they do not have a direct relationship with the street as they are often set back behind large surface parking lots or informal landscaped frontages. This condition reflects the standards of the current zoning, which also allows a range of office and industrial uses, but limits or does not permit the supportive “amenity” uses such as retail, restaurants and day nurseries (child care facilities) that workers increasingly demand.

Similarly, the low rise commercial development along Sheppard and Victoria Park Avenues with surface parking dominating the street edge is reflective of low-density suburban zoning standards. More recently, mixed-use development has begun to transform the south side of Sheppard Avenue East. The emerging built form typology consists of a six storey base building set back to accommodate wide sidewalks and street tree planting. Taller forms are set back deeper within the block and fall beneath a 45-degree angular plane projected from lands designated *Neighbourhoods* on the north side of the street.

Given the redesignation of Sheppard and Victoria Park Avenues to *Mixed Use Areas*, residential redevelopment interest on these parcels is anticipated to continue. The ongoing intensification of these corridors must balance the joint objectives of creating a more walkable urban environment, managing transportation impacts, providing living and working opportunities and maintaining compatibility with existing neighbourhoods.

### OBJECTIVE:

**Promote a rich and varied built form that supports the existing and planned land uses, with new amenities and appropriate transitions**

### 4.2.1 Strategy

Introducing a broader range of uses, including retail and residential, has been an important element in revitalizing other North American business parks examined through this study. In the ConsumersNext context, recent policy changes through OPA 231 have allowed for new mixed uses along the *Avenues* immediately adjacent to the business park to create a more urban environment, while preserving a healthy supply of employment lands to accommodate future office growth. Balancing this mix of uses is an important factor in managing transportation demand to the Study Area, by promoting shorter trips and encouraging active modes of mobility and transit.

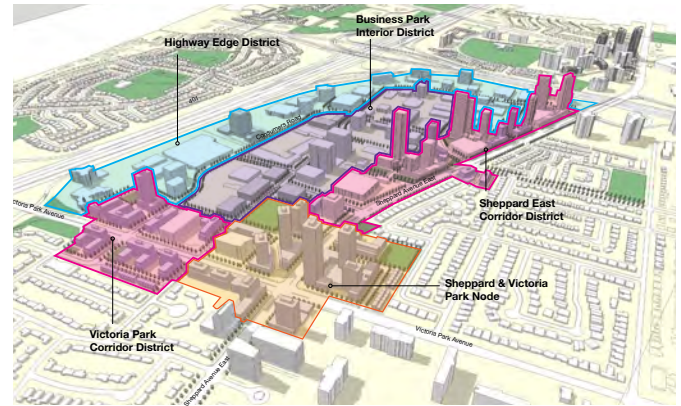
The overall built form strategy for the entire Study Area encourages the shift from a low-intensity, auto-dominated building typology to one that is sited closer to the street edge. This would create a more comfortable condition for pedestrians, fostering ground floor activity through grade-related uses including retail, restaurant, recreation and community-oriented amenities. This can be achieved, in part, by using new streets and connections to help create smaller, more human-scaled development blocks.

As the challenges and opportunities of redeveloping the Business Park Districts differ from those of the Mixed Use Districts and Nodes, a distinct approach is needed for each.

In the **Business Park Districts**, there can be a high degree of variability in the building requirements for the range of permitted uses, and landowners have expressed a need to preserve built form and land use flexibility to respond to investment opportunities. In response to this, a collection of key urban design strategies, or “Kit of Parts”, is recommended for each of the Business Park Districts to influence the built form, landscape and siting considerations for the incremental transformation of these areas over time. The Kits of Parts can be used to respond to particular site conditions to contribute to a cohesive and sustainable place.

In the **Mixed Use Districts and Nodes**, more prescriptive building performance standards are recommended to manage anticipated growth, achieve appropriate built form transition and direct public realm improvements. Because the particular vision, context, relationship to surrounding uses and place in the City’s structure is unique to each District and Node, specific recommendations are provided for each area.

The consideration of appropriate development density in the respective Mixed Use Corridor Districts and Nodes was explored iteratively in Phase 2 and further refined in Phase 3. A level of development across the area was determined through the application of appropriate built form standards evaluated with an analysis of available and potential transportation network capacity, and local and City-wide context. Based on this testing and modelling, a hierarchy of density and area-specific built form controls is recommended for mixed use parcels based on proximity to higher order transit. This ensures that the recommended intensification of the *Mixed Use Areas* fits within the broader urban structure of the City and appropriate to the local context.



The Sheppard & Victoria Park Node represents a key transit interchange for the area where the most intense levels of development are recommended, facilitated by some relaxation of built form controls within a maximum density permission. This appropriately marks the intersection and future transit interchange and provides for the opportunity for a mix of uses, and the delivery of other key city-building outcomes on the large sites in the Node, including significant open spaces and potential larger concentrations of retail uses.

Considering its proximity to existing and planned higher-order transit, the Sheppard East Corridor District is recommended to have secondary levels of density, managed with built form controls consistent with the recent pattern of redevelopment in this district. Development potential is also concentrated along the south side of the street as lands to the north are designated *Neighbourhoods* and not planned to intensify.

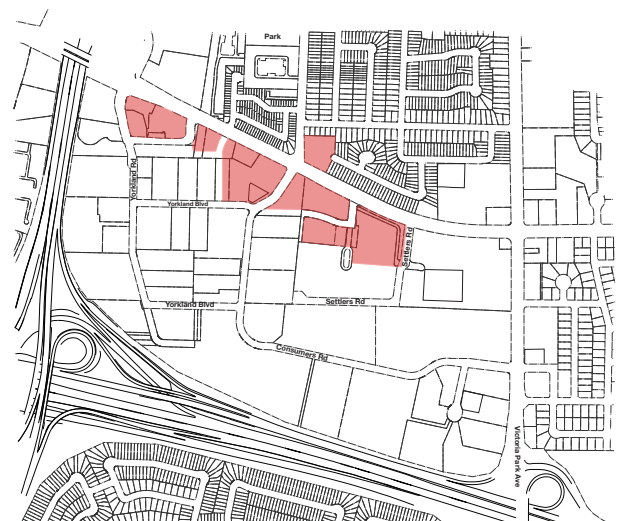
Victoria Park Avenue is not planned for the same level of transit improvement and development sites on the east side of the street are required to transition to adjacent low scale uses on lands designated *Neighbourhoods*. As such, it is recommended that the Victoria Park Corridor District be developed at lower densities.

All recommended densities listed below are subject to individual development sites meeting built form performance standards subsequently recommended in this report or which exist through in force Urban Design Guidelines as adopted by City Council. These ranges may be further refined or restricted through the development of future implementation documents including built form policy or zoning. The general built form directions and densities recommended for each District and Node are as follows:

**Sheppard East Corridor District.** New buildings along the south side of Sheppard Avenue East should follow the built form pattern of recent development approvals: towers are significantly set back from six-storey base buildings and accompanied by new parks and public realm improvements. The majority of the north side of Sheppard Avenue East is designated *Neighbourhoods* and is unlikely to experience an increase in scale, therefore transit-related growth can be absorbed on the south side.

### Recommendations:

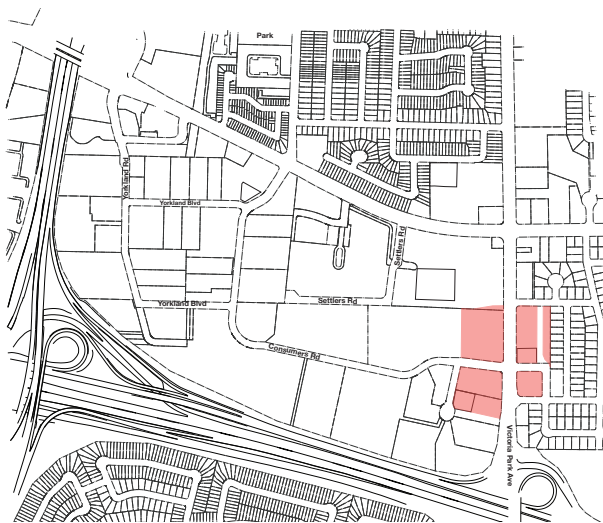
- R1.** *Mixed Use Areas* parcels along the south side of Sheppard Avenue East is recommended to accommodate intensification up to 3.5 FSI, and subject to built form controls outlined in this document.
- R2.** New development should be massed to minimize shadow impacts on the public realm in designated *Mixed Use Areas* and adjacent *Neighbourhoods*.



- R3.** The *Mixed Use Areas* parcel at Brian Drive should maintain a mid-rise character to address its immediate adjacency to abutting low-rise *Neighbourhoods*.



**Victoria Park Corridor District.** Along this *Avenue*, which is not currently planned to accommodate higher-order transit, lower-intensity development should be balanced along both sides of Victoria Park Avenue. A predominantly mid-rise character is recommended, expressed through a consistent six-storey streetwall with generous setbacks.



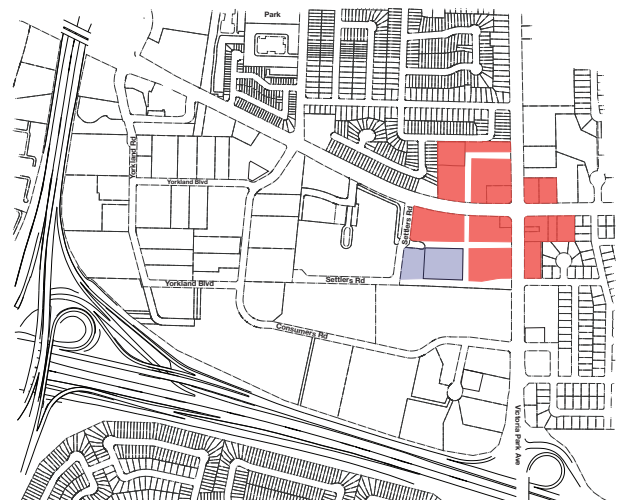
**Sheppard & Victoria Park Node.** As the large parcels at this prominent intersection are redeveloped, they should be reorganized to provide parks and open spaces, as well as new connections to Sheppard and Victoria Park Avenues. Some additional height can be accommodated to mark the Node, facilitated through some relaxation of built form controls as discussed further in this section. Six-storey base buildings will frame existing and new street edges and new open spaces with towers set back to minimize visual, wind and shadow impacts on the public realm.

#### Recommendations:

- R7.** *Mixed Use Areas* parcels in the Sheppard & Victoria Park Node should be developed at a range of 3.0 to a maximum 3.5 FSI, subject to built form controls outlined in this document.
- R8.** Wherever possible, larger floorplates in base buildings should be provided to accommodate retail and community services.
- R9.** At the southwest corner, buildings should be sited to frame a substantial public park, urban plazas and a pedestrian connection (the 'aperture') linking with the intersection.
- R10.** At the northwest corner, mid-rise and lower scale development should be introduced to address the local street right-of-way and provide a transition to adjacent low-rise *Neighbourhoods* to the north and west.

#### Recommendations:

- R4.** *Mixed Use Areas* parcels in the Victoria Park Corridor District should be developed at a range of 2.0 to a maximum 3.0 FSI and built form controls outlined in this document.
- R5.** Along the east side of Victoria Park Avenue, buildings should be massed to a maximum 11 storeys, stepping down to provide a transition in scale to adjacent low-rise *Neighbourhoods*. On deep parcels, this transition should be achieved through the introduction of low scale building types abutting *Neighbourhoods*.
- R6.** On the west side of Victoria Park Avenue, deeper parcels abutting employment uses can accommodate a reorganization of building massing within the maximum density to provide for taller building elements significantly set back from the street in accordance with built form controls outlined in this document.

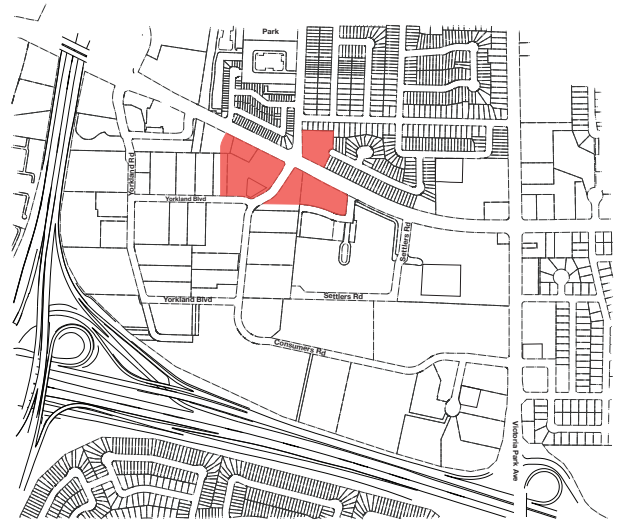


- R11.** Development on parcels on the east side of Victoria Park Avenue within the Sheppard & Victoria Park Node should provide a 6 storey streetwall, stepping down in height and massing to transition in scale to adjacent *Neighbourhoods*.
- R12.** Tall buildings at the Sheppard & Victoria Park Node should be sited and massed to minimize impacts on the public realm. On the south side of Sheppard Avenue East, the height of tall buildings should be distributed to maximize afternoon sunlight on Sheppard Avenue East and Victoria Park Avenue at the equinoxes.

**Sheppard & Consumers Node.** Located at an important intersection, development in this secondary Node should frame and support signature landscape treatment in the public realm to mark the entrance to the business park and create activity around the future higher-order transit stop. Base buildings within the Node should support community spaces and other active uses located adjacent to the new public plaza recommended at this intersection.

**Recommendations:**

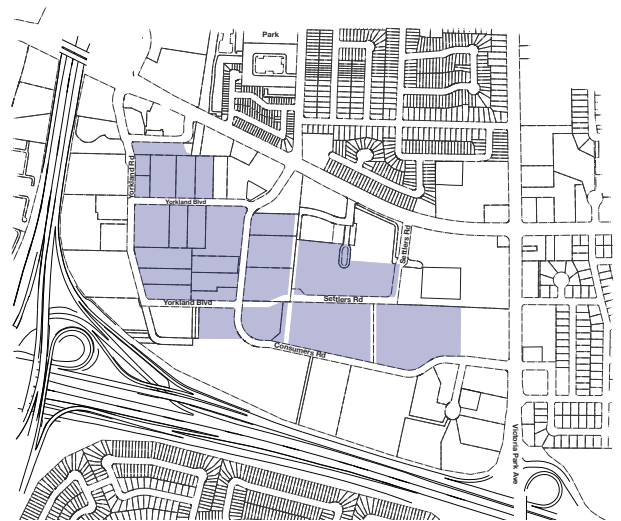
- R13.** Redevelopment in the Sheppard & Consumers Node should be consistent with the built form principles of the Sheppard East Corridor District while emphasizing an enhanced public realm with signature landscape treatments, community-focused amenities and intermodal transit accessibility.



**Business Park Interior District.** The smaller parcels and grid of streets internal to the business park provides opportunity to create a more urbanized commercial district, with new streets and mid-block connections secured as development occurs to foster a walkable place. These strategies can be accommodated within current density permissions.

**Recommendations:**

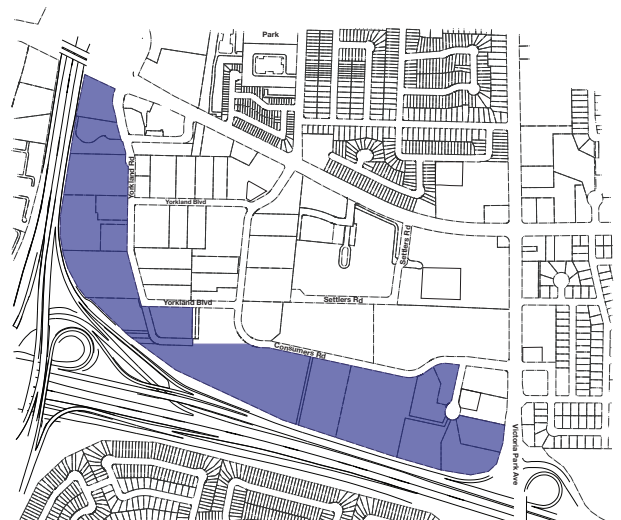
- R14.** New buildings in the Business Park Interior District should be brought closer to the street to form a comfortable, legible edge, and allocate more room for amenity space and parking behind the building,
- R15.** Opportunities to create prominent building entrances from the sidewalk, consolidated vehicular entrances and architectural details are encouraged.



**Highway Edge District.** Characterized by large parcels with superb visibility from the highway, new development should continue and improve upon the current pattern established by existing office buildings in this area, while providing a greener character for the business park. These strategies can be accommodated within current density permissions.

**Recommendations:**

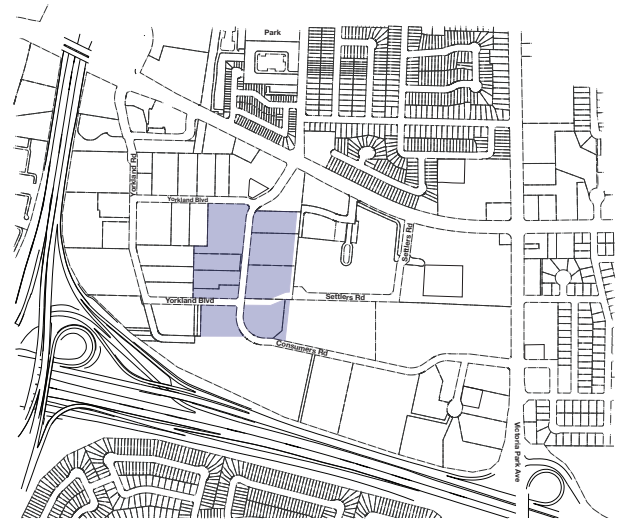
- R16.** New buildings in the Highway Edge District are encouraged to be developed as “towers in the landscape” – a visual landmark surrounded by substantial green space to create a point of interest while capitalizing on opportunities for maximum visibility.
- R17.** Parcels in the Highway Edge District should accommodate generous setbacks, structured parking and pedestrian access to the potential greenway connection.



**Consumers Main Street.** Envisioned as a destination and central spine, this area can enhance the attractiveness of the business park by providing new opportunities for dining, shopping, enjoying open spaces and accessing services.

**Recommendations:**

- R18.** Additional grade-related restaurants, retail and recreation facilities should be accommodated at the base of new and existing buildings lining Consumers Road.
- R19.** Buildings should be generously set back, building upon prevailing existing conditions to maintain a landscaped frontage that can also accommodate patios, plazas and seating areas related to ground floor uses.



Detailed in the following sections, guidelines and standards are recommended to address angular planes and transitions, building heights, setbacks and grade-related uses.

## 4.2.2 Setbacks

While setbacks are not always required along *Avenues*, they assist in improving the civic and pedestrian experience (Official Plan 3.1.1 (5-6)). As such, setbacks along the Avenue Main Streets and along open spaces will reinforce the goals of the Transportation Master Plan, enhance retail uses and encourage pedestrian and cycling activities.

Setbacks can enhance the public realm experience and buffer ground level uses from the street. The use of larger consistent setbacks along the major streets increases the perceived public realm and creates a sense of place when well utilized and designed. Shallower setbacks allow sufficient space for buffering and programming, but are proportional to the smaller right-of-ways and shallower lots. Along Yorkland Boulevard, Consumers Road and the south side of Sheppard Avenue East from Atria Boulevard to Victoria Park Avenue there is an established pattern of landscape setbacks with mature trees, which create a unique green character to build upon.

**Recommendations:**

- |  |  |
|--|--|
| <ul style="list-style-type: none"><li><b>R1.</b> A minimum 14.0 metre setback is required by the Ministry of Transportation for all blocks adjacent to the highways and off-ramps.</li><li><b>R2.</b> A minimum 5.0 metre building setback is required for all blocks adjacent to parks or open spaces.</li><li><b>R3.</b> A minimum 5.0 metre setback is required along Sheppard Avenue East and Victoria Park Avenue to encourage retail uses and pedestrian activity.</li><li><b>R4.</b> A 7.0-9.0 metre setback is required along Consumers Main Street, Yorkland Boulevard and Yorkland Road to maintain and enhance the existing landscape character and acknowledge existing setbacks. Incorporate multiple building entrances, streetscape or landscape treatments to support intended uses.</li></ul> | <ul style="list-style-type: none"><li><b>R5.</b> A 3.0 metre setback is required along local streets.</li><li><b>R6.</b> Infill redevelopment along the west side of Victoria Park Avenue should acknowledge local variation in setbacks.</li><li><b>R7.</b> Setbacks will be appropriately designed and landscaped to extend the public realm to the primary face of the building to enhance the proposed streetscape in Section 4.1.3.</li></ul> |
|--|--|



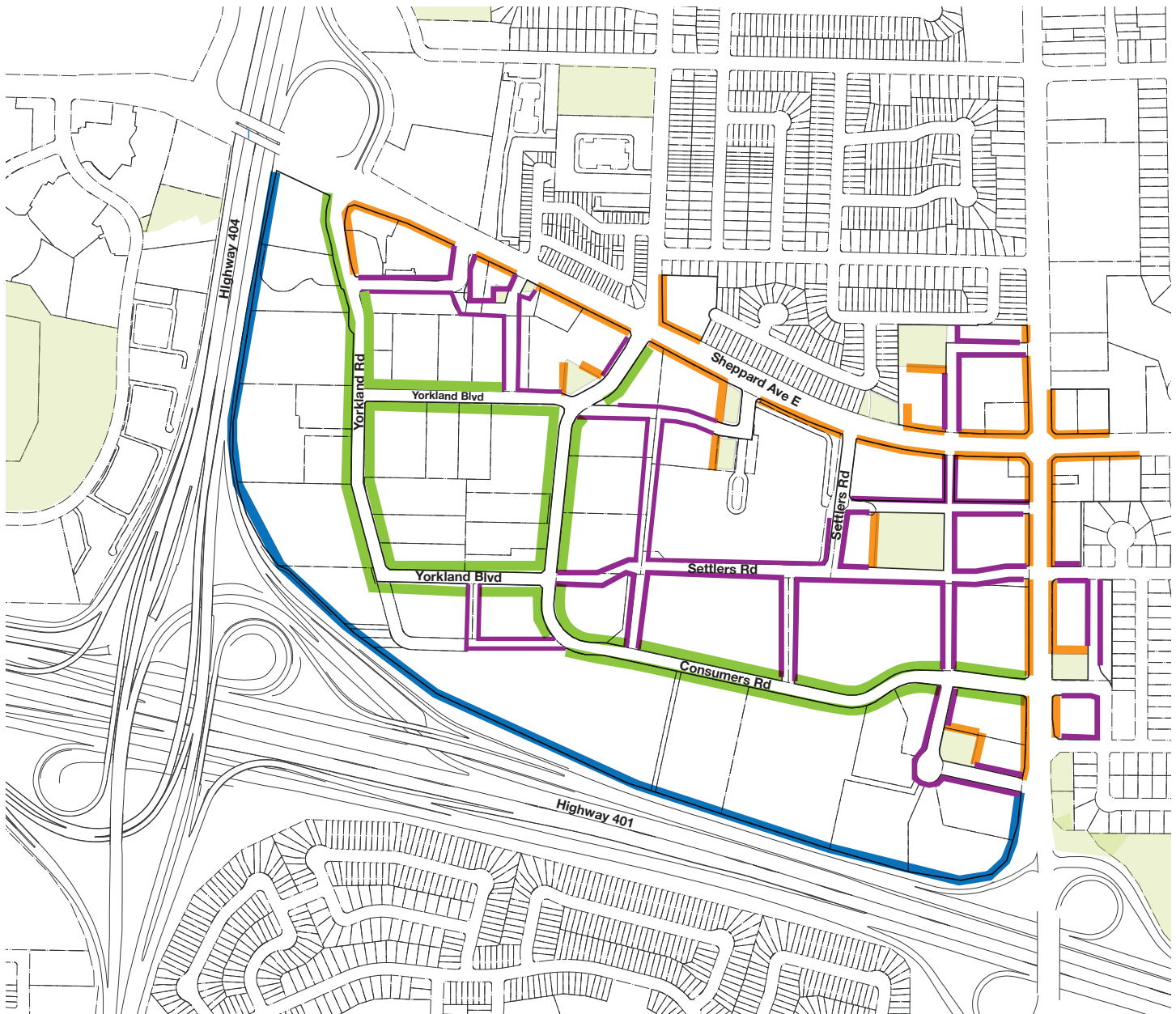


Figure 17 - Setbacks

## Setbacks

- 14m: MTO Setback
  - 3.0m Setback
  - 5.0m Setback
  - Landscape Frontage 7-9m setback \*
  - Existing and Proposed Parks and Open Spaces
- \*larger setbacks possible along east/west segment of Consumers Main Street where 'Towers in the Landscape' are possible in deep lots along south edge

## 4.2.3 Angular Planes and Built Form Transitions

In the Study Area, the transitions between employment, commercial and residential uses will consider land use adjacencies to ensure comfortable transitions between uses and new development intensity, and to provide for an inviting pedestrian realm.

Unless otherwise specified, this study applies and adheres to the front and rear angular planes defined in City of Toronto Design Guidelines and Performance Standards adopted by Council. Where new development backs onto existing *Neighbourhoods*, the angular planes and setbacks outlined in these documents will serve as the required transitions.

In some of the blocks, angular planes are also used to determine the location of tall buildings (taller than the height suggested by the right-of-way width), and mid-rise buildings. The intent of this approach is to avoid overwhelming the pedestrian environment at street level and adjacent lands designated *Neighbourhoods* with buildings of substantial height.

### Recommendations:

**R1.** All new buildings in the Study Area are subject to angular plane controls to provide transition in scale, limit shadow and overlook on neighbouring properties, that are lower in scale, and limit shadow and loss of sky view on adjacent streets and public spaces.

### Throughout the Mixed Use Districts, the following angular planes and transitions will be applied:

**R2.** Front angular planes extending at a 45-degree angle from the front property line, beginning at a height equal to 80 percent of the width of the adjacent right-of-way. Where feasible, additional setbacks within the front angular plane are recommended to vary building mass and proportion along the streetwall.

**R3.** All tall buildings within the Sheppard Avenue East and Victoria Park Avenue Mixed Use Corridor Districts, where permitted, are required to provide a minimum 10.0 metres setback from the primary podium building face.

**R4.** The front angular plane control that defines tower location does not apply to tall buildings within the Sheppard & Victoria Park Node.

**R5.** Where tall buildings are permitted and address local streets, angular planes from local streets shall only apply to the base building provided a 3.0 metre setback is provided to the tower and it complies with other angular plane and built form controls.

**R6.** Rear angular planes for all sites backing onto *Neighbourhoods* extending at a 45-degree angle from the rear property line of the *Mixed Use Areas* parcel (as per Figure 18). A 7.5 metres rear setback from the residential zone is also required. The rear angular plane applies to all building types without exception (low-rise and townhouse, midrise, and tall buildings).

**R7.** An angular plane from the front property line beginning at a height equal to 80% of the width of the adjacent right-of-way will be provided along new local streets adjacent to *Neighbourhoods* designations.

**R8.** For properties abutting *Employment Areas*, a setback distance of 20 metres required between any building containing sensitive land uses and the shared property line. The resulting 20 metre separation may include: a street; a laneway; landscaped space, either private or publicly accessible; or surface parking, as a least preferred alternative.



Transitions, setbacks and Angular Planes controlling built form on a typical development site in the along a Main Street