

Figure 18 - Relevant Residential Property Lines

Relevant Residential Property Line

- Study Area
- Relevant Residential
Property Line, based on
lands designated
Neighbourhoods

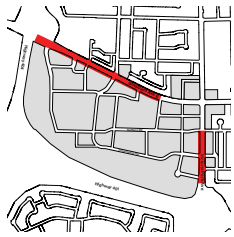


Figure 19a) - Front Angular Planes
Avenues: Typical Mid-Rise Building Site

Mid-rise buildings on sites on the south side of Sheppard Avenue East and Victoria Park Avenue will fall below a 45 angular plane projected from a height equivalent to 80% of the width of the adjacent 36 metre right-of-way to a maximum height of 11 storeys. In addition to a 3.0 metre step back at the sixth storey to create a consistent streetwall, additional step backs are recommended to vary building mass.

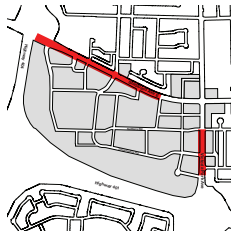
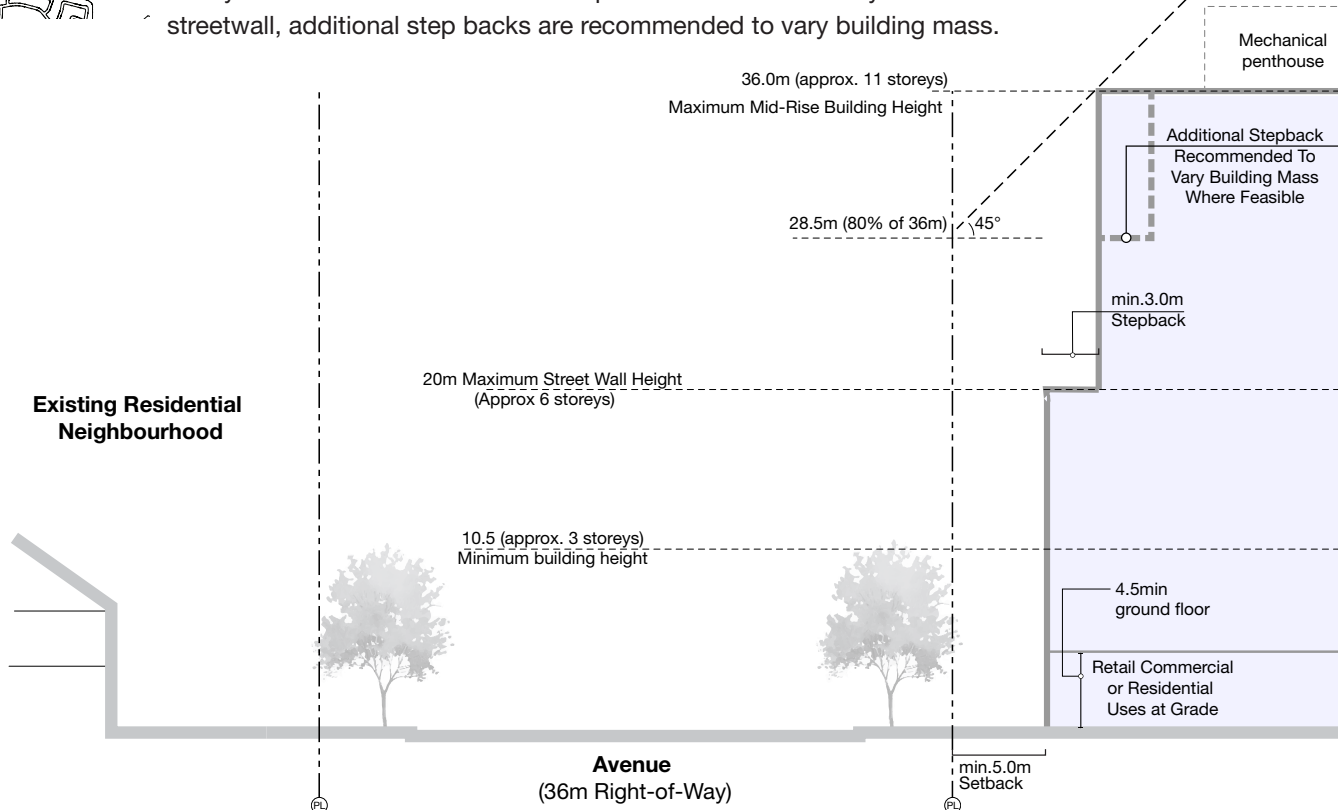
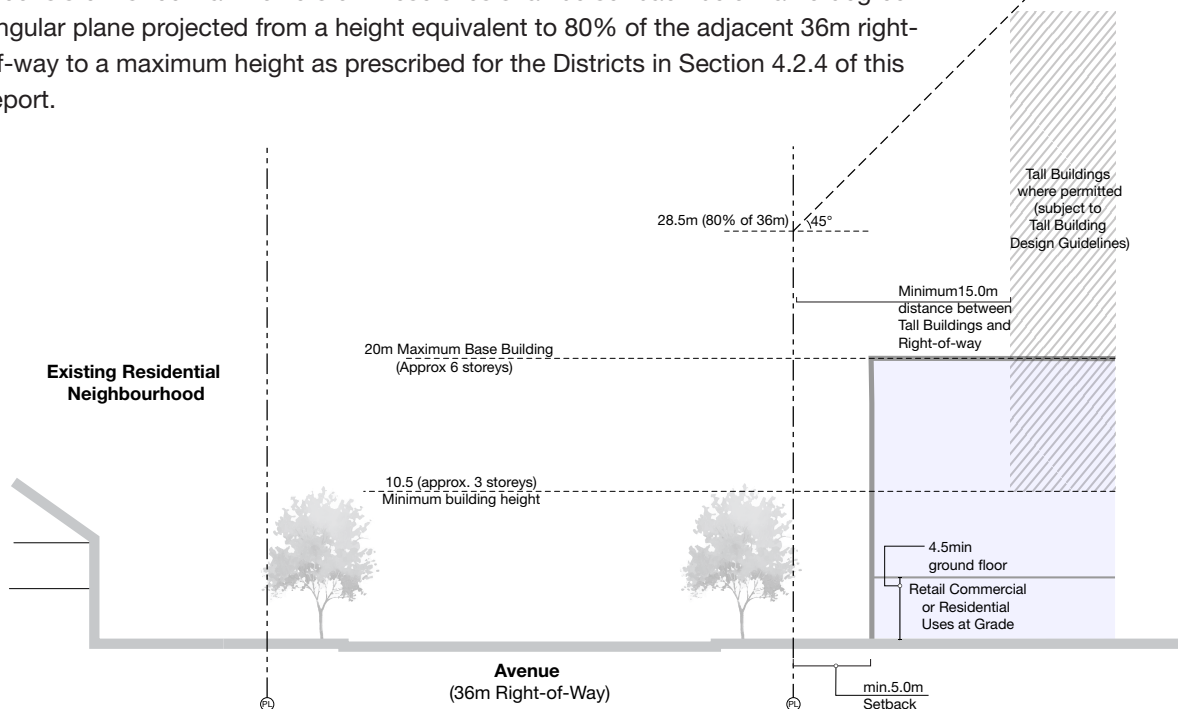


Figure 19b) - Front Angular Planes
Avenues: Typical Tall Building Site

Tall buildings on sites on the south side of Sheppard Avenue East and the west side of Victoria Park Avenue shall have a maximum 6 storey (20m) base building to create a consistent streetwall. Towers on these sites shall be set back below a 45 degree angular plane projected from a height equivalent to 80% of the adjacent 36m right-of-way to a maximum height as prescribed for the Districts in Section 4.2.4 of this report.



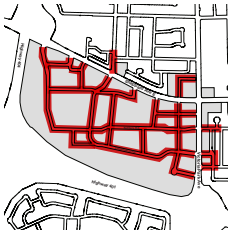
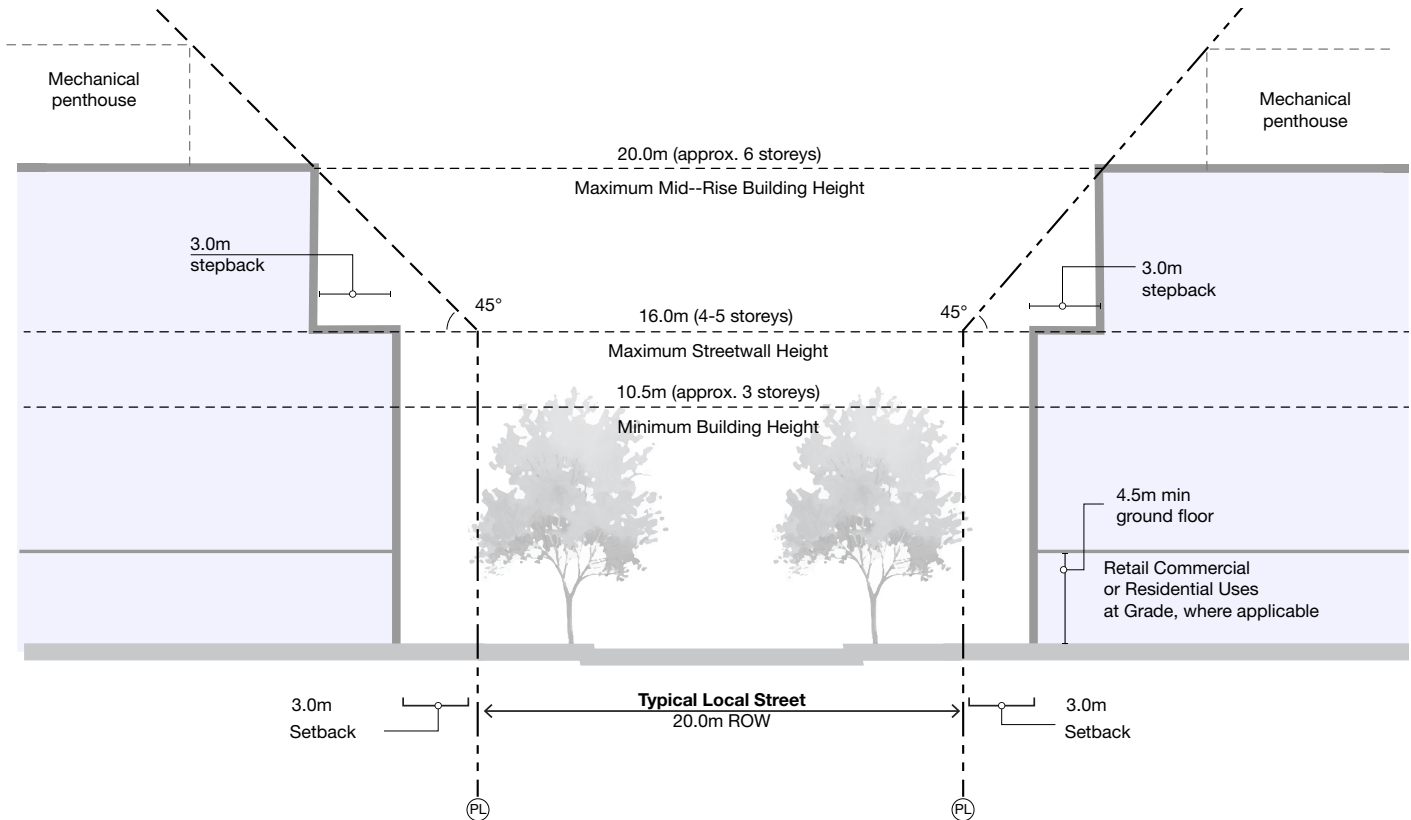


Figure 19c) - Front Angular Planes
Local Streets: Typical Mid-Rise Buildings

For sites where mid-rise buildings are proposed on local streets within the Mixed Use Areas and Business Park, buildings will fall below a 45 degree front angular plane projected from a height equivalent to 80% of the adjacent right-of-way. Local streets in the study area vary from 20 metres to 27 metres. The example below is for a local street with a 20 metre right-of-way. Deeper sites which also front an Avenue Main Street can accommodate maximum heights up to 11 storeys on the Avenue Main Street provided taller portions of the mid rise building fall below this angular plane to locate the massing away from adjacent the local streets.



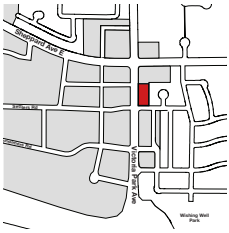


Figure 20a) - Rear Angular Planes

Avenues: Shallow Lot

East of Victoria Park Avenue, north of Esquire Road, sites will develop with mid-rise buildings set below a 45 degree angular plane projected from a height equivalent to 80% of the adjacent 36m right-of-way as well as a 45 degree angular plane projected from the relevant residential property line. Because of the depth of the site, only a 3.0 metre stepback is required at 6 storeys to create a consistent streetwall height along Victoria Park Avenue.

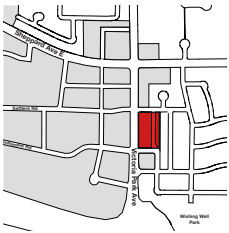
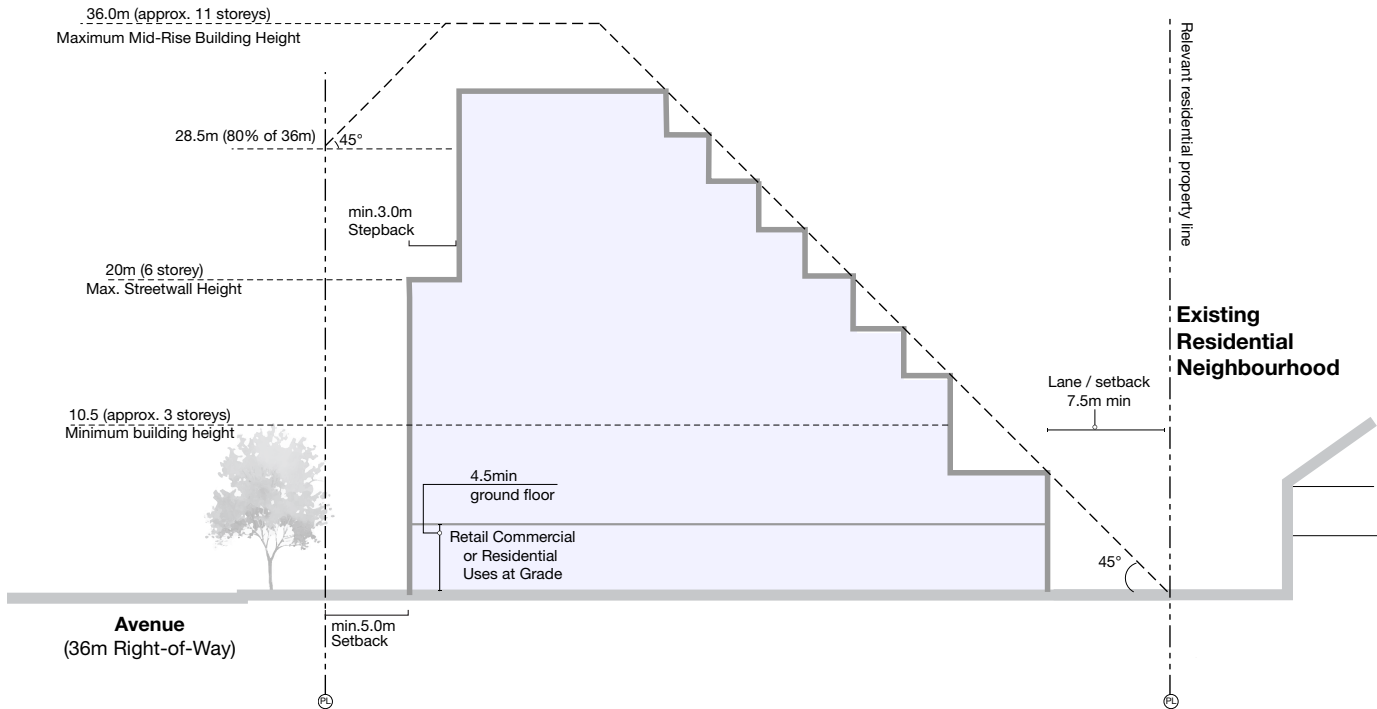
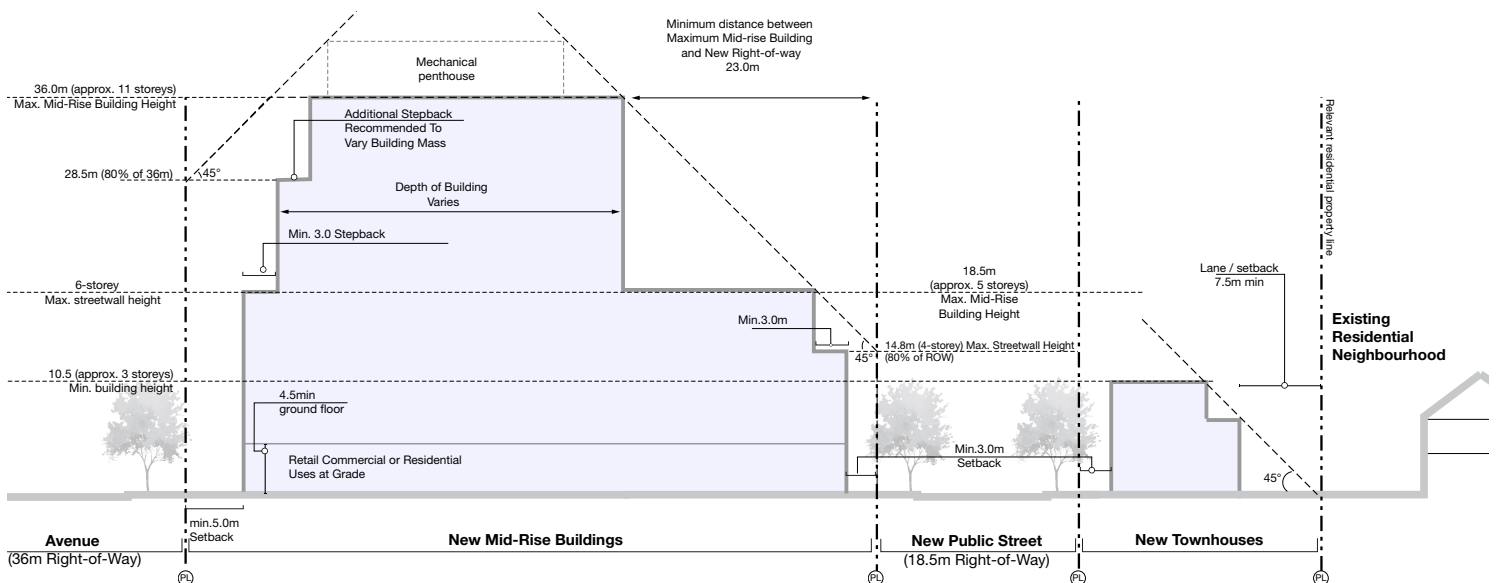


Figure 20b) - Rear Angular Planes

Avenues: Deep Lot

East of Victoria Park Avenue, north of Esquire Road, sites will develop with mid-rise buildings set below a 45 degree angular plane projected from a height equivalent to 80% of the adjacent 36m right-of-way as well as a 45 degree angular plane projected from the relevant residential property line.



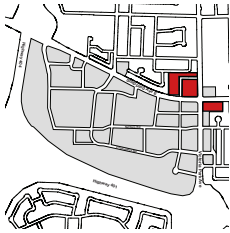
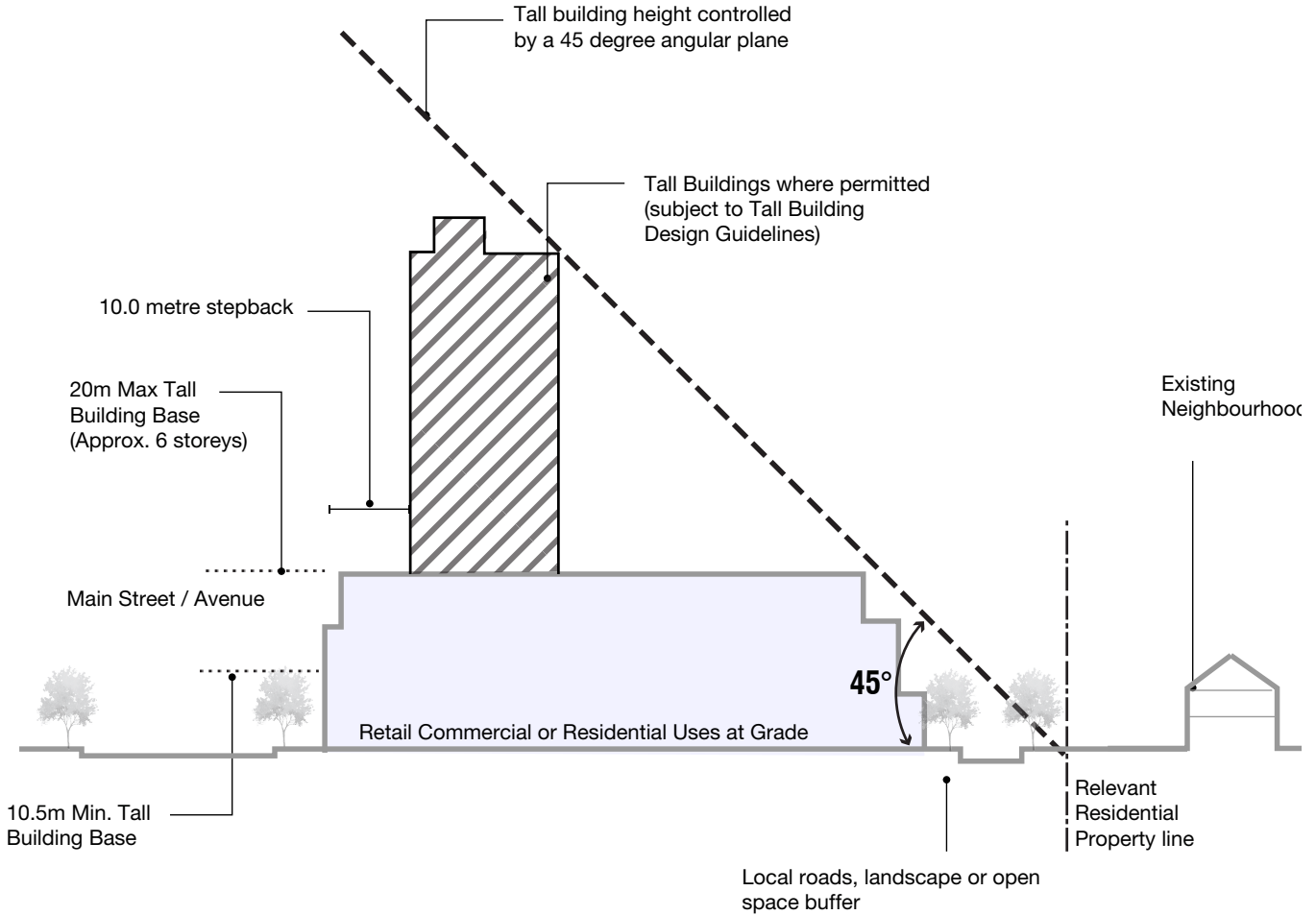


Figure 20c) - Rear Angular Planes
Sheppard & Victoria Park Node

Towers within the Sheppard and Victoria Park Node will fall below a 45 degree angular plane projected from the Relevant Residential Property Line. The maximum base building height will be 6 storeys, but the base building must also fall below the required 45 degree angular plane.



4.2.4 Building Height

All buildings will help to shape and define the street wall edge to reinforce a pedestrian-scaled urban place. The predominant anticipated building type within the Mixed Use Corridor Districts and Nodes is mid-rise, either as stand-alone development or as the base for tall buildings.

Establishing a minimum building height will ensure that new development contains and frames the public realm. The maximum height of buildings and locations of tower forms is defined by angular plane controls and transitions described in Section 4.2.3.

Recommendations:

- R1.** Within the *Mixed Use Areas*, the minimum building height is 10.5 metres (3 storeys).
- R2.** Within the *Mixed Use Areas*, the maximum mid-rise building height is 36 metres (11 storeys), subject to angular plane controls.
- R3.** The maximum tall building podium is 20 metres (6 storeys), subject to angular plane controls and other performance standards.
- R4.** Along Avenue Main Streets, a 6 storey streetwall will be provided. Streetwall perception stepbacks are required for all midrise buildings between 10.5 (3 storeys) and 20 metres (6 storeys). Additional stepbacks are recommended between 20 metres and maximum mid-rise building height to further articulate overall massing. All stepbacks shall be no less than 3.0 metres.
- R5.** Tall buildings are anticipated in parts of the *Mixed Use Areas*, with the greatest height in the Sheppard and Victoria Park Node and lesser height along the west side of Victoria Park Avenue and the south side of Sheppard Avenue East.
- R6.** In the Sheppard and Victoria Park Node, the maximum height for tall buildings is 137 metres (45 storeys) subject to angular plane controls and density controls.
- R7.** Along the Sheppard East Corridor District, the maximum height for tall buildings is 131 metres (43 storeys), subject to angular plane controls and density controls.
- R8.** In the Victoria Park Corridor District, the maximum height for mid-rise buildings is 36 metres subject to angular plane controls. On the west side of Victoria Park, buildings may be developed to a maximum height of 83 metres, subject to angular plane and density controls.
- R9.** Within the *Employment Areas*, the minimum building height is 7.5 metres (2 storeys).
- R10.** Within the *Employment Areas*, all buildings shall relate to their primary street address as street wall buildings and comply with all City of Toronto design guidelines and performance standards. Guidance regarding floor plate dimensions and maximum height for commercial buildings will be determined through the development review process.
- R11.** The maximum height for mechanical penthouses is 5 metres, subject to angular plane controls.
- R12.** All mid-rise buildings must comply with the City of Toronto Avenues and Mid-Rise Building Performance Standards.
- R13.** All tall buildings must comply with the City of Toronto Tall Building Design Guidelines.
- R14.** All low-rise and townhouse buildings will be expected to comply with the (Council adopted) City of Toronto Infill Townhouse Guidelines and (forthcoming) Low-rise and Townhouse Buildings Design Guidelines, as applicable.



Tall Building with 5-7 storey podium base example in Toronto on Queens Quay (RBC Building). Source: urbantoronto.com

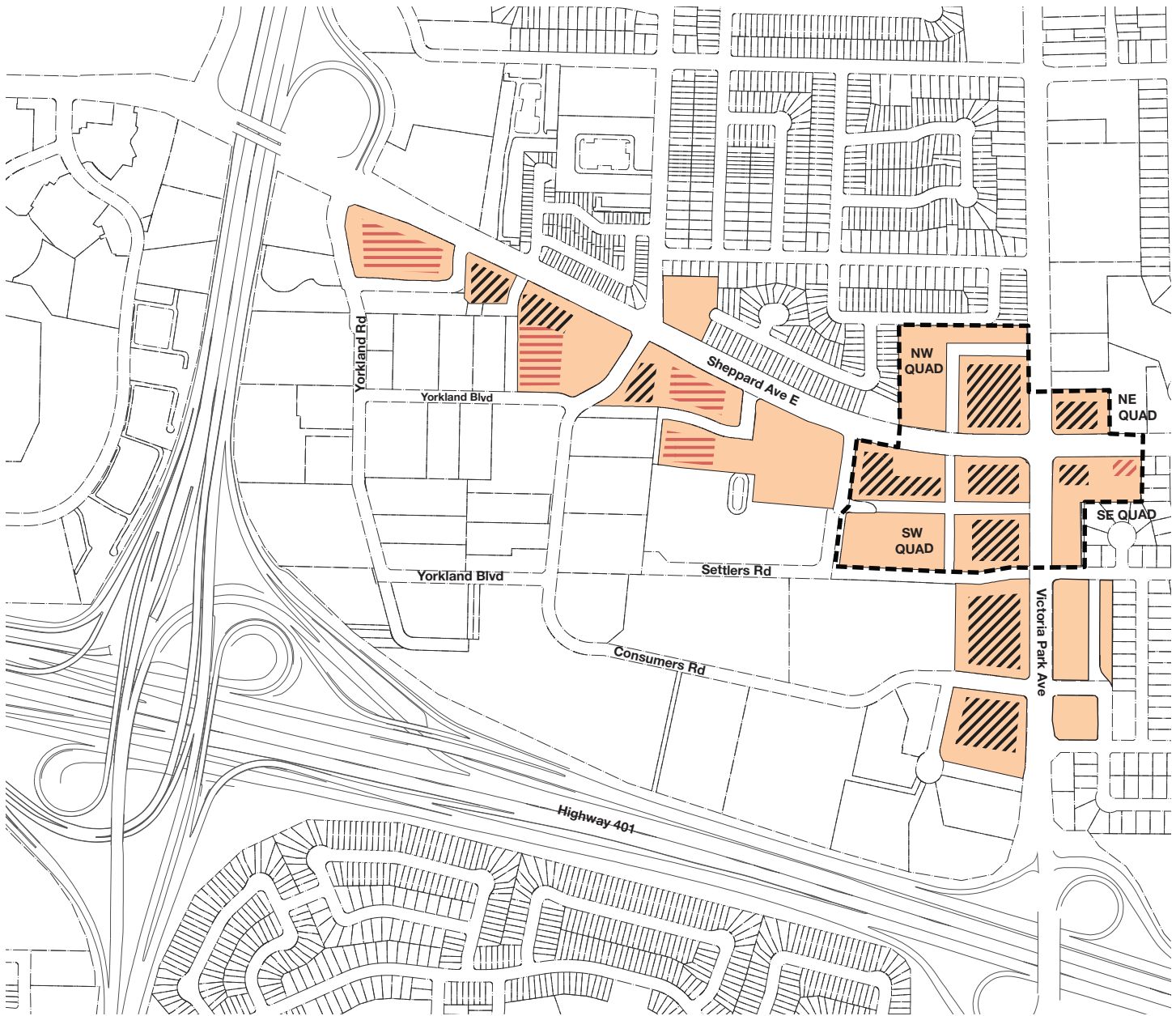





Figure 21 - Potential Tall Building Locations

**Corridors and Node
Permitted Locations for
Tall Buildings**

-  Existing or approved Tall Buildings
-  Area within which there is Tall Building potential
-  Sheppard and VictoriaPark Node

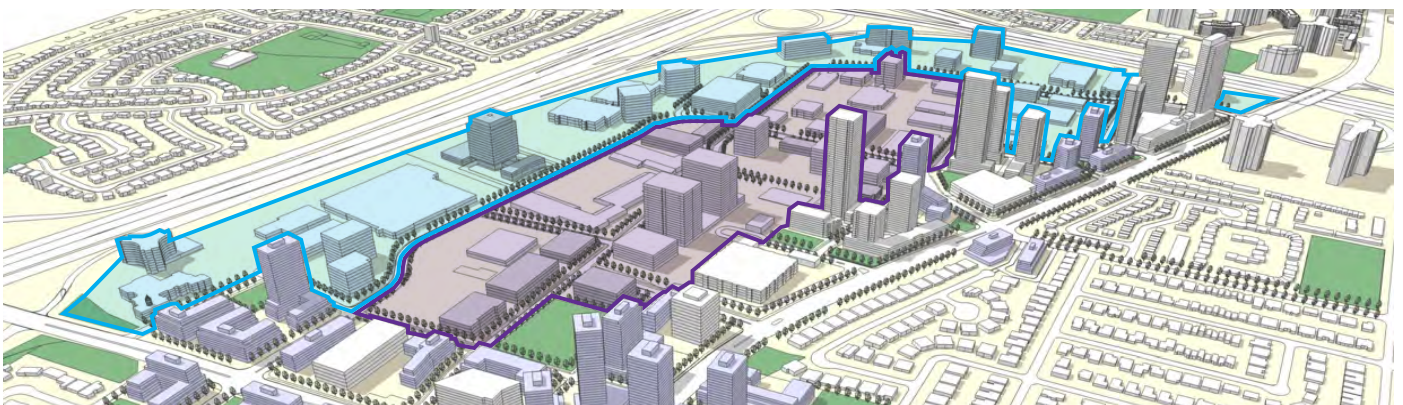
4.2.5 Business Park Districts

Development in the Business Park Districts will be guided by a ‘Kit of Parts’ – a toolkit of urban design components and strategies, which are intended to provide guidance and flexibility as the business park is redeveloped over time. These elements, which can be used to respond to particular site conditions, are intended to contribute to a cohesive and sustainable place, reflecting the ConsumersNext Guiding Principles.

Some of the recommended guidelines and standards are applicable throughout the Business Park Districts, while others apply specifically to either the Highway Edge or Business Park Interior Districts. These should be considered in conjunction with the recommendations contained in the Urban Structure, Public Places and Built Form sections of this report.

Recommendations: Business Park Districts – General

- R1.** Development in the Business Park Districts should maximize opportunities to provide publicly accessible pedestrian connections and amenity spaces through and between buildings, as illustrated in Figure 9.
- R2.** New development should target a minimum of 30% soft landscaping on-site. This could include pedestrian-oriented permeable paving, turf areas for outdoor social activities or spaces that encourage physical activity, garden spaces dedicated to community gardens, preserved or created habitat, or stormwater retention areas or green roofs with physically accessible paved areas.
- R3.** Vehicular entrances should be consolidated to serve multiple buildings, to minimize the number of interruptions along the street edge and pathways, and to reduce the number of potential conflicts with pedestrians and cyclists.
- R4.** Vehicle parking for new development should be provided at the rear of buildings and may be provided at grade level, or in parking structures either above- or below-grade. Avoid surface parking in the space between the building face and the public street.
- R5.** Design surface parking areas in accordance with the City’s Design Guidelines for Greening Surface Parking Lots and incorporate elements to reduce their urban heat island effect such as bioswales, permeable paving materials, light materials or canopy coverage.
- R6.** Consider shared parking facilities, reduced minimum parking requirements and preferential parking for fuel efficient vehicles to minimize the environmental impact of vehicular parking.
- R7.** Stand-alone parking structures should be designed to screen cars from view with high-quality architectural details and incorporate active ground floor uses to animate the public realm.
- R8.** As an interim measure prior to redevelopment, encourage the ‘greening’ of existing surface parking lots by adding landscaped strips, tree planting and marked pedestrian paths.



The Highway Edge (light blue) and Business Park Interior (purple) are expected to meet certain design guidelines which reflect their location and role within the business park

Highway Edge District

- R9.** New development will build upon and improve the “Tower in the Landscape” character of the Highway Edge District, by siting buildings within a generously landscaped setting.
- R10.** Taller building elements, set back significantly from the street to relate to Highway 401 and Highway 404 on deeper sites, are encouraged to provide visual interest and act as landmarks.
- R11.** Buildings should provide a prominent pedestrian entrance easily visible and accessible from the street. Lower-scale, pavilion-style entrance buildings are encouraged to be located between 7.0-9.0 metres from the front lot line to help define a legible street edge.
- R12.** If secondary entrances are required to access parking behind the building, they should be incorporated into through lobbies which connect to the street entrance.
- R13.** Landscaping and tree planting will be provided within the front yard setback to create a green character and contribute toward the minimum 30% soft landscaping target on site. Direct vehicular access to side or rear entrances to minimize hard-surface drop-off areas within the setback.
- R14.** A minimum 10 metre wide green buffer is required along interior lot lines to provide stormwater infiltration and pedestrian paths.
- R15.** Landowners within the Highway Edge District are encouraged to provide a public easement along the highway frontage that will connect with adjacent lands to create a Greenway Connection as recommended in Section 4.1.2 of this report.

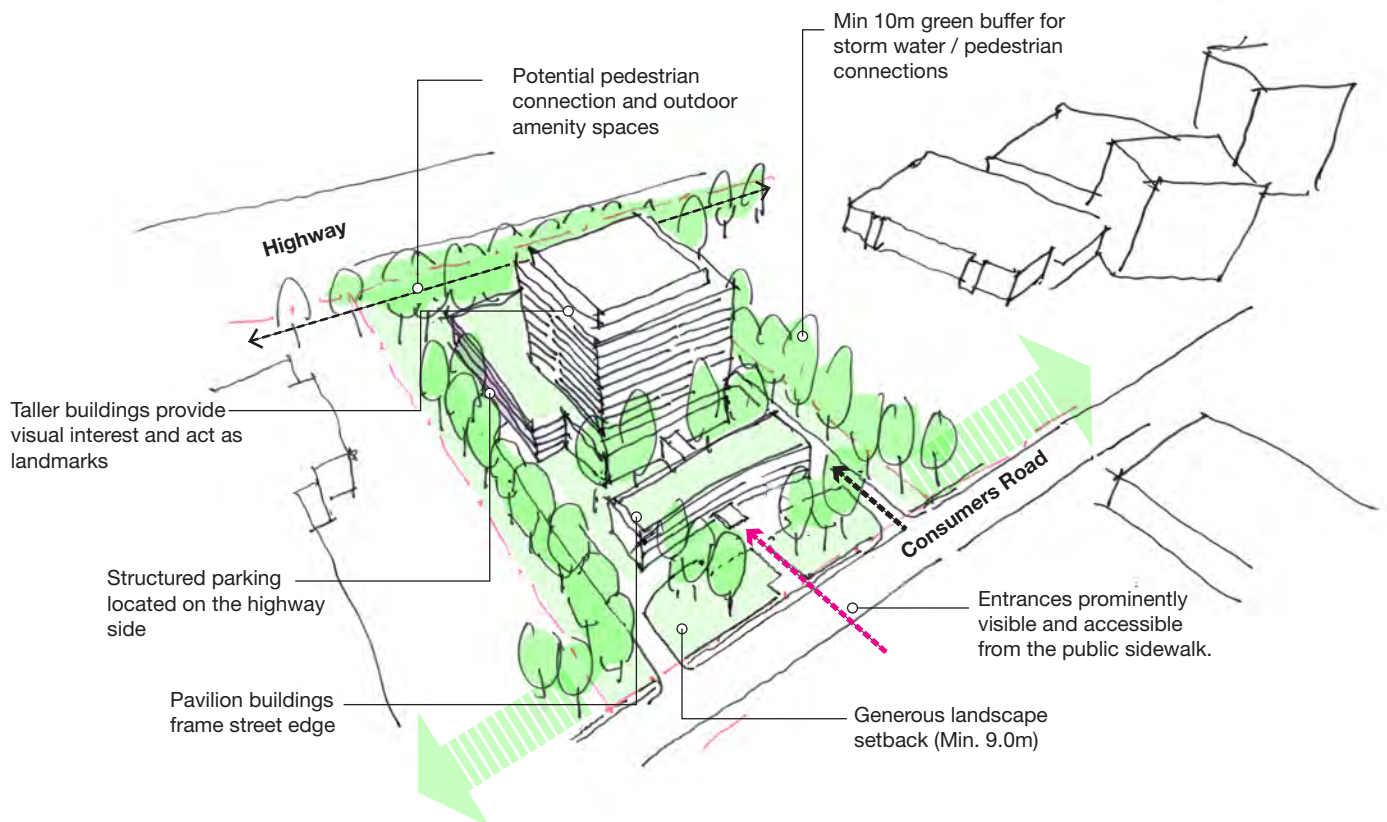


Figure 22a) - Kit-of-Parts

Highway edge properties should provide generous landscape setbacks from both the highway and internal streets

Business Park Interior District

- R16.** New development will be set back a minimum of 7.0 metres and a maximum of 9.0 metres from Yorkland Road, Yorkland Boulevard and Consumers Road to acknowledge existing characteristics and reinforce the landscaped frontage along these streets.
- R17.** On all other existing and proposed streets within the Business Park Interior, buildings should maintain a consistent setback of 3.0 metres to define a more urban street edge.
- R18.** Buildings should feature prominent entrances and visibility into the ground floor to support a safe and comfortable pedestrian-oriented district. Where feasible, small-scale convenience retail and eating establishments may be permitted on the ground floor of buildings, and should provide visible entrances from the street.
- R19.** Design elements and built form articulation to emphasize building corners are encouraged in order to provide visual interest.



Landscaped parking lots located behind buildings and integrated storm water management. Source: Technopole Angus

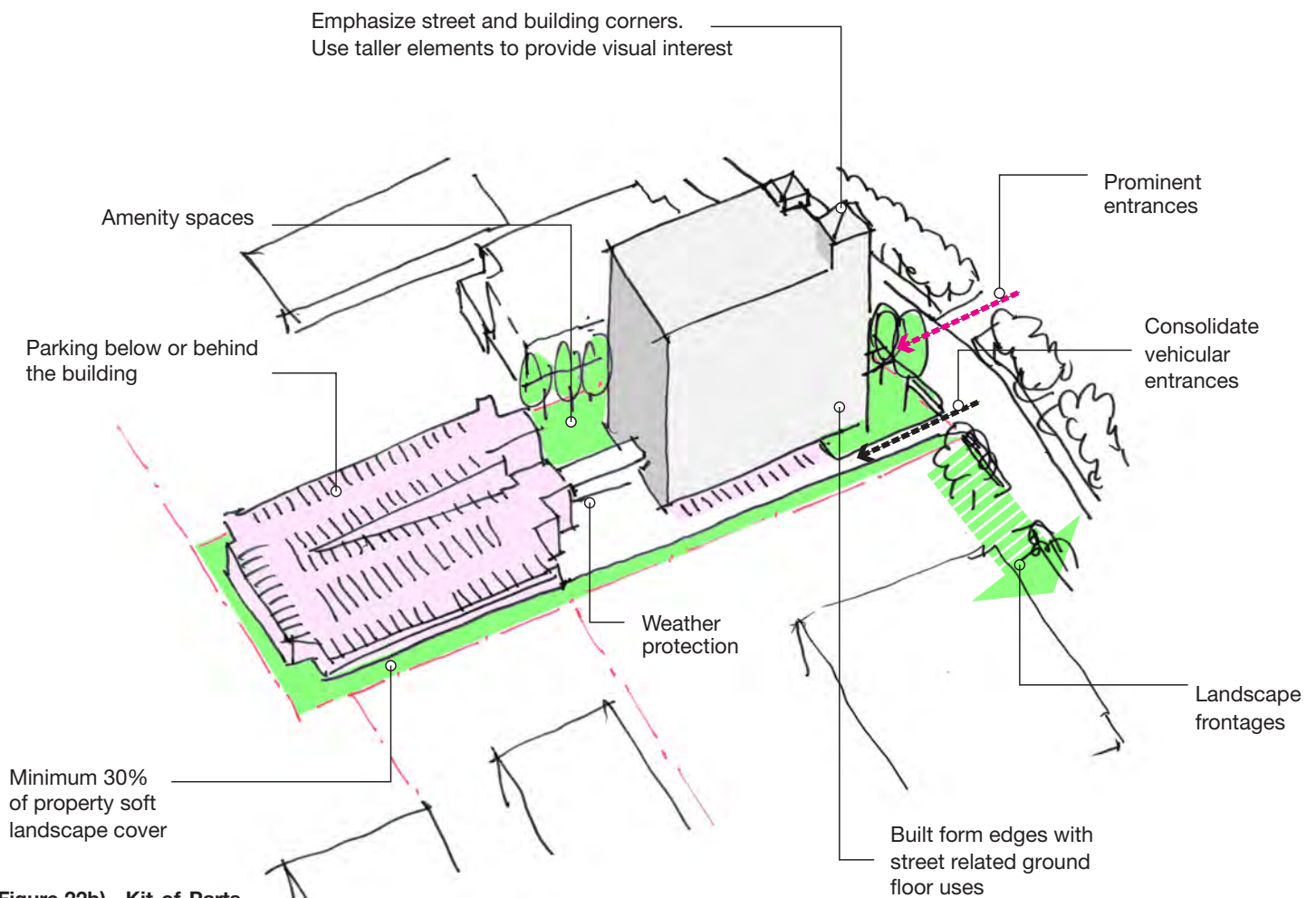


Figure 22b) - Kit-of-Parts

New buildings in the business park interior properties should be sited close to the street with prominent pedestrian entrances

Consumers Main Street

- R20.** New development along the Consumers Main Street shall be set back between 7.0 and 9.0 metres of the front lot line to acknowledge existing characteristics and reinforce the landscaped frontage along these streets.
- R21.** Buildings should feature prominent pedestrian entrances and active amenity uses on the ground floor such as eating establishments, convenience retail and service, community and recreation uses, to support a vibrant, pedestrian-oriented district.
- R22.** The incorporation of publicly-accessible open spaces (such as urban plazas) and spaces related to ground floor uses (such as restaurant patios) are encouraged to be located within the front yard setback where existing trees are not affected.



Figure 22c) - Kit-of-Parts

Consumers Main Street is to play a critical function as the business park's primary location for retail and service establishments. Creating a focal point will allow for an increase in the number of trips made *within* the business park, reducing congestion during peak hours

4.2.6 Grade-Related Uses

Street-related activities are the key initiators for a dynamic and vibrant streetscape and public realm. A plan for active, accessible uses at grade will ensure a successful and safe neighbourhood.

The ConsumersNext area encompasses a range of pedestrian environments and functions across its various Districts and Nodes. The type of activity experienced in each of these settings is influenced by the nature of land uses occupying the ground floor of new and existing buildings. The following strategy is proposed to established priorities for grade-related uses to support the intended character of the Districts and Nodes.

Nodes. Both the Sheppard & Consumers and Sheppard & Victoria Park Nodes are key locations for ConsumersNext with the greatest transit accessibility and visibility. They are also intended to act as Community Commons where new community space and facilities will be clustered. Certain parcels are required by SASP 386 to maintain or provide replacement non-residential space, which can be partly accommodated in active ground floor retail, commercial and community space. Some parcels within the Nodes are large enough to accommodate more substantial retail uses, such as grocery stores, which support the daily life of the community. For these reasons, the Nodes are identified as Priority Retail areas, where activation of the ground floor with retail, commercial and community uses is mandatory.

Mixed Use Corridor Districts. Sheppard Avenue East and Victoria Park Avenue are both *Avenues* in the Official Plan, where retail development is encouraged to support the establishment of a high quality pedestrian environment. However, given their proximity to a major shopping centre at Fairview Mall, and the priority for retail recommended for the Nodes, it is acknowledged that providing retail uses on a mandatory basis could prove challenging. Therefore, grade-related uses such as retail, restaurant, office, community and other uses that contribute to pedestrian activity are encouraged but not required.

Consumers Main Street. Consumers Main Street is envisioned as key destination and central spine, providing new opportunities for dining, shopping, enjoying open spaces and accessing services along the north/south alignment of Consumers Road. ConsumersNext recommendations include updating zoning permissions to allow a greater proportion of ground floor area to be dedicated to retail, restaurant and recreational uses, and the introduction of these types of establishments along this segment is strongly encouraged.

Business Park Districts. Within the Highway Edge and Business Park interior, it is anticipated that these parcels will be developed with primarily office and commercial uses. However, this is not intended to preclude the location of local convenience retail and restaurant uses within these buildings to serve workers.

Residential frontages. On certain lands immediately abutting low-rise *Neighbourhoods*, street-related townhouses are presented as a means to provide built form transition to higher-intensity development. Building setbacks will allow the street to take on a 'green' character, with additional landscape space to provide the appropriate transition from the public sidewalk to private space.

The setbacks recommended in the Built Form section are designed to provide the opportunities for additional greening and an option for retail and pedestrian amenity space (e.g. café seating, open-air display of goods) where needed.

Recommendations:

- R1.** Encourage a variety of pedestrian related-uses along all frontages to promote streetscape animation and provide 'eyes on the street'.
- R2.** Encourage retail and pedestrian-oriented ground floor uses along the Mixed Use Corridors, with priority given to the Sheppard & Consumers Node and the Sheppard & Victoria Park Node to take advantage of transit accessibility.
- R3.** Locate grade-related community spaces and facilities in the Nodes adjacent to parks and open spaces wherever possible to maximize their accessibility and useability for community agencies and services.

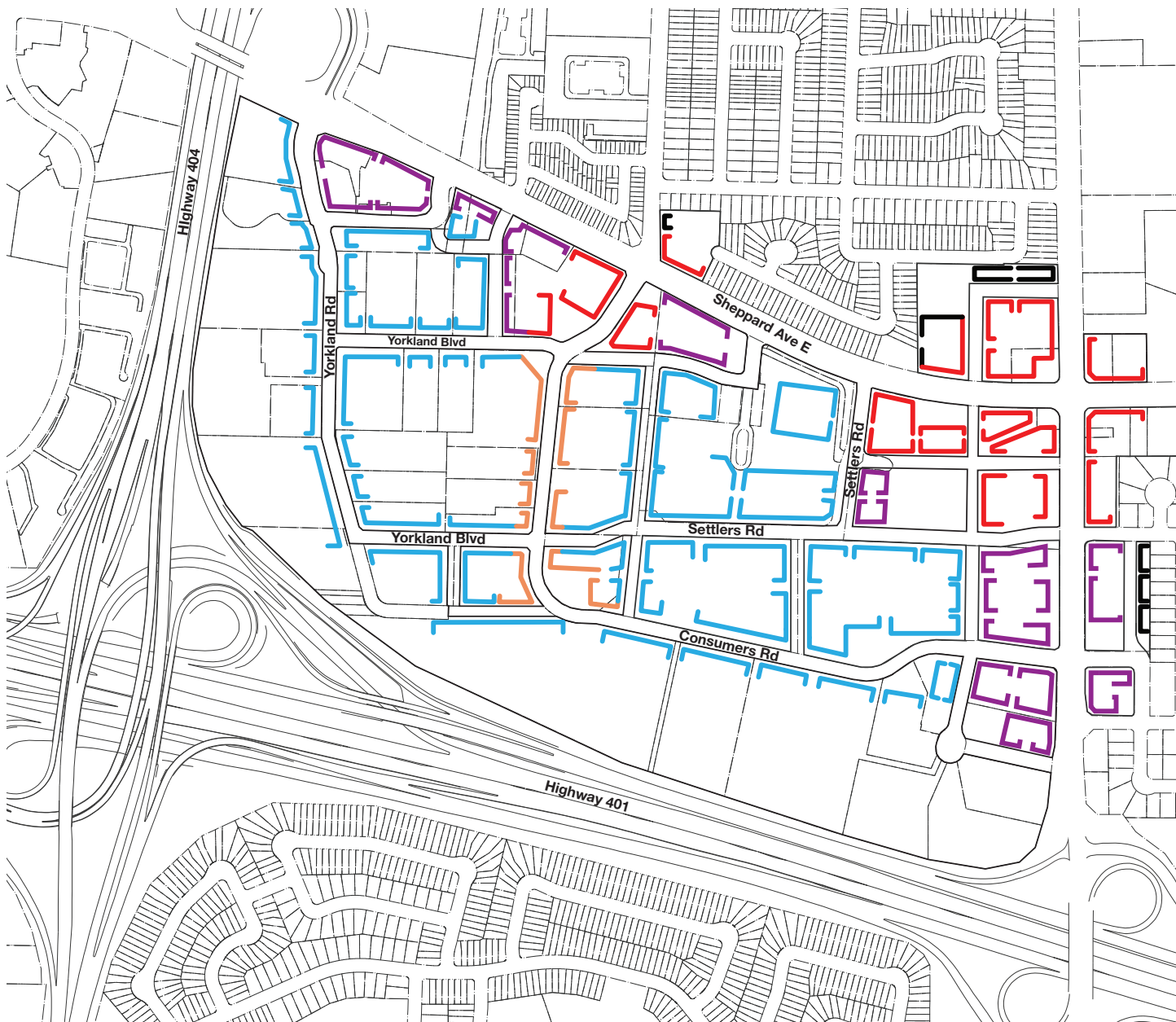







Figure 23 - Grade-Related Uses Plan

Grade-related Uses

-  Priority at-grade retail and community services at key nodes
-  Retail or pedestrian related at-grade use encouraged
-  Consumers Main Street: Retail or pedestrian related at-grade use encouraged
-  Commercial or office grade related frontage
-  Residential grade related frontage

- R4.** Recognizing SASP 386 policies requiring the retention or replacement of existing non-residential gross floor area in the Mixed Use Districts and Nodes, streetwall and base buildings should be designed to accommodate a broad range of non-residential uses beyond ground-level retail, by considering appropriate floorplates and floor-to-ceiling heights to support office, commercial and community space.
- R5.** Incorporate active, publicly-oriented spaces and facilities in the Nodes adjacent to parks and open spaces wherever possible to maximize their accessibility and useability for community agencies and services.
- R6.** Support the establishment of the Consumers Main Street as a viable retail district by implementing zoning changes recommended in Section 5 of this report.
- R7.** Active ground floor uses, such as retail and service uses, studios, office entrances, and lobbies of residential buildings, will be provided with sufficient ground floor height (min. 4.5 metres) to accommodate commercial uses along major public roads.
- R8.** Set back the base of new buildings relative to the type of street frontage to allow for engagement with the public realm as identified in Section 4.2.2.
- R9.** Avoid parking at the front of the building to ensure the implementation of appropriate landscaping to support the public realm.
- R10.** Incorporate weather protection at access points to ground floor uses for pedestrian comfort.



Parking structures should have the qualities of good urban buildings and provide a positive contribution to place making and identity (Santa Monica, CA) Source: Behnisch Architekten



Permeable paving, bioswales and soft landscaping areas incorporated into the site design.
Source: Kevin Robert Perry



Atrium spaces
Source: Melissa Clark Photography



Built form edges should be designed to support activity and redevelopment that provides a healthy economic foundation for the area.



Amenity Spaces
Source: Simon Wood



Taller buildings provide visual interest and act as landmarks. Source: som.com

4.3 Transportation Choices



ConsumersNext offers the opportunity to transform the area from an auto-centric environment to a multi-modal, smart mobility network. Some solutions can be implemented immediately, while longer-term strategies are required to manage transportation capacity as development occurs. An approach that promotes and improves active transportation uses, transit, and smart mobility features will support the economic health of the business park.

In Phase 1 of ConsumersNext, a **Problem and Opportunity Statement** was developed to address the transportation challenges and potential solutions for the Study Area, as follows:

The Consumers Road Business Park and the surrounding area were planned for cars. The roads are wide with complex intersections, the street network is disconnected, land parcels are large with a significant portion of land dedicated to surface parking, and walking distances are longer between destinations and transit stops. These conditions create a challenging environment for pedestrians, cyclists, and transit users, and only further encourage people to drive their cars despite traffic delays, congestion, and safety issues.

OBJECTIVE:

Improve mobility by providing greater transportation choices

ConsumersNext and the planned Sheppard LRT represent significant opportunities to redevelop the Business Park and surrounding area to promote safe and accessible transportation choices for all users and age groups by:

- Promoting shorter trips between places of residence and places of work;
- Creating world class infrastructure, including streets that are seen as both a link and a place;
- Promoting an active community and lifestyle;
- Improving connections to, from and within the business park; and
- Providing convenient and safe connections to existing and future transit services.

4.3.1 Strategy

The Transportation Master Plan (TMP) study addresses Phases 1 and 2 of the five-phase Municipal Class EA process. Phase 1 establishes the problem and opportunity while Phase 2 identifies alternative solutions to address the problem and opportunity. The EA process ensures that the public and affected agencies are consulted to identify the preferred solution. Three solution sets were identified to satisfy the Transportation Master Plan process include the Do Nothing scenario, the LRT “as is” scenario, and the LRT “plus” scenario (see Table 3).

A total of 47 unique opportunities or solution components form the three transportation solutions to address the Problem and Opportunity Statement. The components are divided into sub-categories addressing:

- Street Network Connectivity;
- Vehicular Safety and Operations;
- Transit Infrastructure, Amenities and Experience;
- Pedestrian Safety and Infrastructure;
- Cycling Safety and Infrastructure; and
- Innovative Mobility Plan and Parking Strategies.

Based on an evaluation framework consisting of a broad range of criteria, including shaping the city, supporting employment growth, and social equity, the preferred TMP Solution is Solution 3: LRT “plus”. This solution provides components consistent with Official Plan policy, helps to support the preferred development alternative, provides the best potential to promote active lifestyle for all ages and users, and provides a planning framework to embrace the new wave of shared mobility. However, based on the capacity constraints discussed in the TMP, additional refinement and implementation strategies are required to be explored further.

TMP Solutions

Characteristics

1: Do Nothing



Applying only existing network and transportation improvements, not including Sheppard LRT

2: LRT “as is” (current plans)



Implementation of the LRT without a significant reduction in automobile mode share and infrastructure investment; this includes a new street network, planned cycling growth, planned infrastructure improvements and existing TDM/Share Mobility services.

3: LRT “plus” (big ideas)



Implementation of the LRT with incremental shift in mobility behaviour away from automobile uses leading up to the construction and operation of the LRT; providing infrastructure investment for a balanced mobility network to maximize capacity, especially the planned transit services.

Table 3: Summary of TMP Alternatives

4.3.2 Big Opportunities

The Preferred TMP Solution identifies six big opportunities:

1. Providing a balanced land use mix to maximize capacity

As the business park is made up of primarily employment uses, the residential components of new mixed use developments along Sheppard and Victoria Park Avenues have the potential to create new, short-distance non-auto trips.

However, putting residential next to employment is not the only solution. According to National Cooperative Highways Research Program (NCHRP) Report 684 on Enhancing Internal Trip Capture Estimation for Mixed-Use Developments, office uses and residential uses have a weak synergy initially, as live-work relationships develop slowly over time. It is important in the interim to supplement existing office uses with other uses that have strong synergy, including restaurants and other food services, and recreational facilities. These uses also provide the opportunity for existing workers to avoid peak hours by transforming the business park from an 8 hour place into a 16 hour place.

2. New street network for all mobility users

The continued growth and redevelopment of the ConsumersNext Study Area provides opportunities to increase the number of streets, as well as improved walking, and cycling connections. This will lead to better connections to transit stops, and an increased ability to access the business park by all travel modes from the arterial road network. Together, the Settlers Road Extension and new traffic signal at Victoria Park Avenue and Esquire Road is a key intervention that provides an alternate east-west access point to and from the business park. Without a finer grid street network, less than half of the future development within the business park is within a 10 minute walk of the planned Sheppard LRT stops. By implementing this network, that number increases to almost 80% (see Figure 23).



Figure 24 – Existing versus Proposed Walk-shed

3. Improve pedestrian and cycling connections at interchanges

Normalizing the on-ramp from Victoria Park Avenue southbound to Highway 401 westbound would reduce vehicle speeds, increase safety, provide a protected crossing of Victoria Park Avenue, and allow for a new roadway between Hallcrown Place and Victoria Park Avenue.

On the Sheppard Avenue East bridge over Highway 404, the pedestrian and cycling environment can be improved by firstly reducing vehicle travel lane widths to 3.3 metres and providing wider sidewalks. Additionally, removing right-turn channels at the Highway 404 northbound off-ramp and southbound on-ramp and the fourth westbound lane would provide an additional 6.9 metres of useable space.

In order to modify the ramp terminal intersections, consultation with the Ministry of Transportation will be required. However, some of these Sheppard Avenue East improvements can be implemented quickly.

4. New innovative smart mobility plan and parking strategies

The existing transportation demand management (TDM) measures implemented in the area through the Smart Commute program have demonstrated successful shifts in mobility behavior away from the single occupant vehicle. The ConsumersNext Transportation Master Plan has the potential to enhance the Smart Commute program to further tailor it to the needs of local businesses, including small businesses which provide 65% of the jobs within the business park.

To leverage emerging transportation technologies, the City can implement policies, initiatives and infrastructure promoting car-sharing, ride-sharing and bike-sharing at designated “Ecomobility Hubs”, strategically located throughout the Study Area. Scaled to potential demand, the availability of these hubs can facilitate the “last mile” of travel for transit riders as well as provide alternative choices for business-related auto use during the day. The Toronto Parking Authority has the ability to integrate different shared mobility options as the owners of Bike Share Toronto and a partner with the Car2Go car-sharing enterprise.

Addressing congestion in the ConsumersNext area requires a comprehensive approach to increase modal share for transit, cycling, and walking as well as the implementation of innovative mobility strategies. Figure 24 illustrates the interrelated actions that collectively contribute to increased connectivity, comfort and choice for people moving to and through the area.

The following Sections 4.3.3 through 4.3.7 provide detailed recommendations intended to take advantage of the six big opportunities. Some of these solutions can be achieved in the short term, as ‘quick wins’ to begin the modal shift in the ConsumersNext area. Others can be implemented as interim measures to manage incremental growth prior to the construction of the Sheppard LRT. Further detail and analysis can be found in the Transportation Master Plan by HDR (May 2017).

5. Feasibility for regional transit integration

The future Sheppard LRT will provide a strong future connection to Agincourt GO and planned Regional Express Rail (RER) all-day 2-way GO Train services on the Stouffville GO Line. As GO implements this service, high quality transfers and fare integration between RER and TTC services are essential to continuing to promote regional transit travel as well as to and from the Study Area.

In addition, consideration should be given to routing GO buses travelling along Highway 401 into the business park at a potential regional transit hub at Consumers Road and Victoria Park Avenue / Meadowacres Drive. As 51% of trips to the business park originate from outside of Toronto, the introduction of regional transit provides a travel option that is not the personal automobile.

6. Pre and Post LRT conditions for transit integration

Prior to the Sheppard LRT, the conversion of curb lanes on Sheppard Avenue East and Victoria Park Avenue can be repurposed for High-Occupancy Vehicles (HOV) and transit. This improvement would improve HOV travel times, transit service schedule reliability, operational costs and user experience. These lanes would be permanent on Victoria Park Avenue. The section of Sheppard east of Consumers Road would be transitioned to LRT.

HOV-transit lane implementation on Sheppard Avenue East is warranted today based on a high level of transit and auto passenger trips. Incremental growth would benefit HOV-transit lane usage by promoting modal shift to transit use or increased auto occupancy over time. However, full build-out of the preferred development alternative might create vehicular operation issues. As such, the implementation of HOV-transit lanes on Victoria Park Avenue should be reviewed and monitored as development occurs.

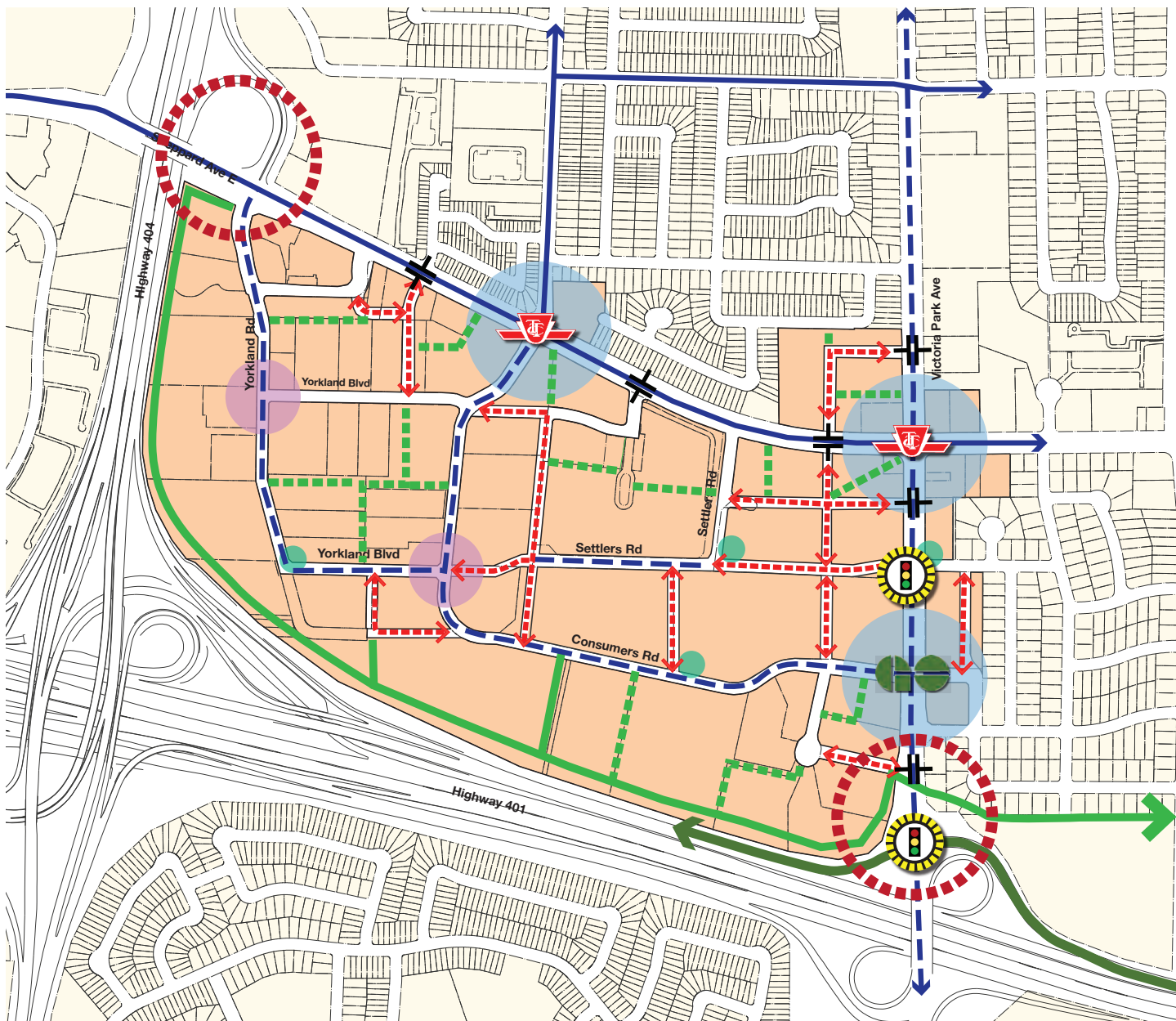
















Figure 25 - Composite Transportation Plan

Legend

- | | | |
|--|--|---|
|  | Future LRT Stops | Cycling Network |
|  | General Location of Future GO loop |  Planned Cycling Routes |
|  | Potential Future GO Route |  Proposed Cycling Routes |
|  | Proposed Signalized Intersections | Pedestrian Network |
|  | Proposed Unsignalized Intersections (Right-in/Right-out) |  Potential Midblock pedestrian connections |
|  | Proposed Streets |  Greenway |
|  | Ramp Reconfiguration | Ecomobility Hubs |
| | |  Transit Interchange |
| | |  Large-scale Ecomobility Hub |
| | |  Small-scale Ecomobility Hub |

4.3.3 Promoting Shorter Trips, Enhancing Connectivity and Efficiency

The implementation of a finer grain street network will occur in phases as the Mixed Use Areas redevelop to improve connectivity between the Districts to facilitate a modal shift to active transportation. However, several critical links are required to be implemented to support the continued growth of the Business Park and provide capacity for mixed use intensification along the arterial roads.

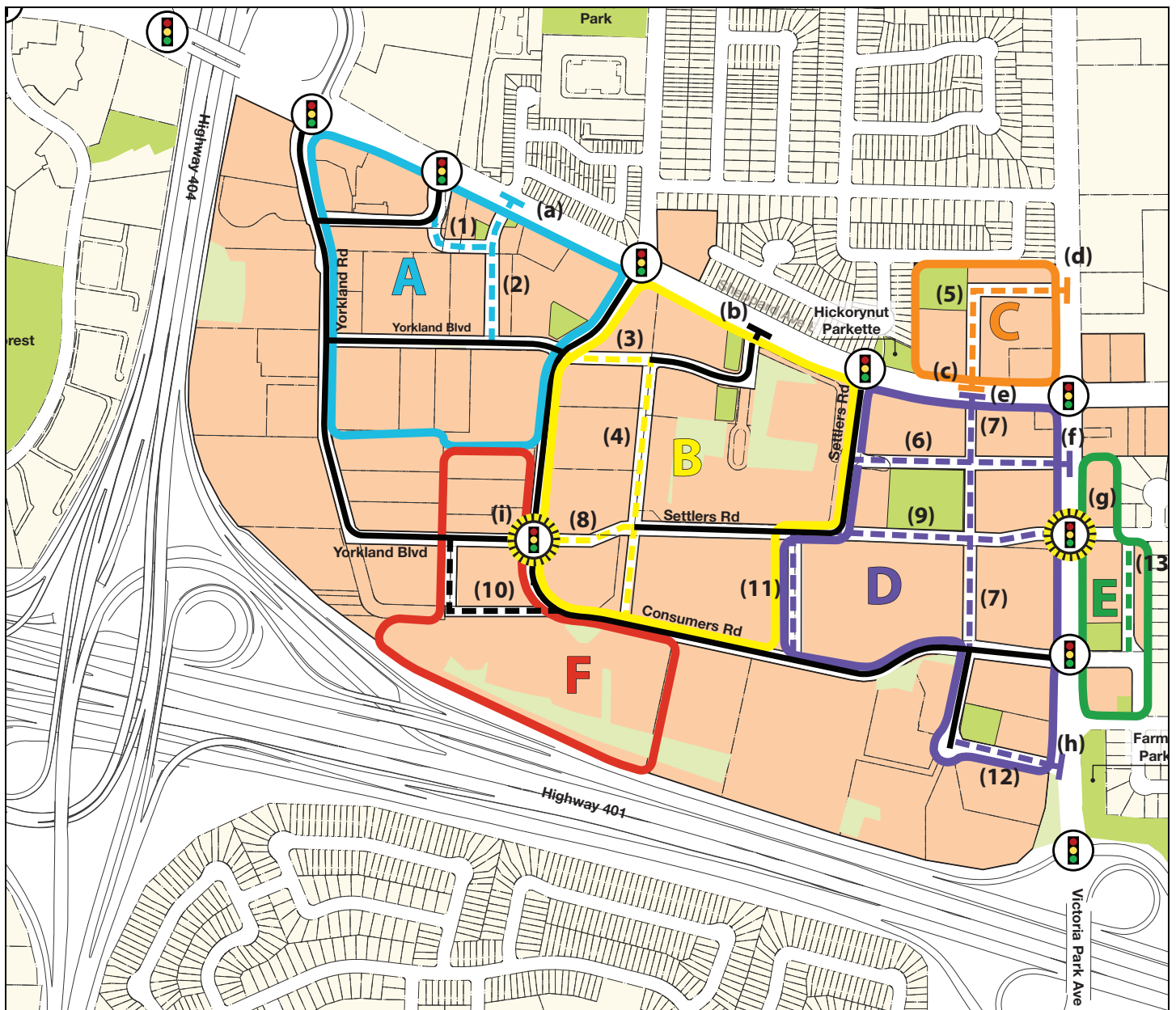
Recommendations:

- | | |
|--|--|
| <p>R1. Continue the managed growth of mixed use development in the Mixed Use Corridor Districts to encourage people to live and work in the area, contributing to a reduction in vehicular travel.</p> <p>R2. Encourage complementary land uses to support existing employment uses, including community services, restaurants, and other amenities within the Study Area to provide more off-peak activities or options to avoid peak travel times.</p> | <p>R3. Implement an area-wide traffic signal retiming program to optimize efficient vehicular movement through the network.</p> <p>R4. Implement a finer grid network of public streets and intersection improvements illustrated in Figure 5 and Figure 25 through redevelopment and other opportunities, to increase connectivity to, from and within the business park.</p> |
|--|--|

Table 4 lists the new streets recommended by this study, correlated to particular Development Areas delineated in Figure 25. This diagram illustrates how the new streets and intersection improvements need to be delivered in association with redevelopment within these broader Development Areas, through conveyance or other implementation mechanisms. Development within these areas should not proceed unless the required infrastructure is secured. In the absence of this required infrastructure, development proponents must demonstrate to the City's satisfaction that the street network will function appropriately in the near term until the required improvements are delivered.

Area ID	Development Area Description	Improvements Illustrated on Figure 25 (Map ID#)
A	Yorkland Road to Consumers Road	<ul style="list-style-type: none"> Heron's Hill Way extension to Boneset Road connection (1) Boneset Road connection (2) Right-in Right-out Intersection (a) A portion of Settlers Road extension (8) and (9) and a new signalized intersection.
B	Consumers Road to Settlers Road	<ul style="list-style-type: none"> Yorkland Blvd extension (3) North-south road between #3 and Consumers Rd (4) Right-in Right-out Intersection (b) A portion of Settlers Road extension (8) and (9) and a new signalized intersection. A portion of north-south road between existing Settlers Road and Consumers Road (11)
C	Northwest quadrant of Sheppard and Victoria Park	<ul style="list-style-type: none"> Interior local roadway (5) Right-in Right-out Intersection (c) Right-in Right-out Intersection (d)
D	Southwest quadrant of Sheppard and Victoria Park Node, Victoria Park West Side	<ul style="list-style-type: none"> East-west connection between Settlers Road and Victoria Park Avenue (6) Hallcrown Place extension north to Sheppard (7) Hallcrown Place extension east to Victoria Park (12) Right-in Right-out Intersection (e) Right-in Right-out Intersection (f) Right-in Right-out Intersection (h) A portion of Settlers Road extension (8) and (9) and new signalized intersection at Esquire / Victoria Park (g) and Consumers / Yorkland (i) A portion of north-south road between existing Settlers Road and Consumers Road (11)
E	Victoria Park East Side	<ul style="list-style-type: none"> Internal access roadway (13) A portion of new signalized intersection at Esquire / Victoria Park (g)
F	Highway Edge South	<ul style="list-style-type: none"> Internal access roadway (10)

Table 4: Development areas and associated infrastructure requirements



Legend

- Existing Road
- - - - New Road (Street ID)
- ⬆ Existing Intersection
- ⬆ New Intersection (all moves)
- ⬆ Right-in Right-out turn movements only

Figure 26 - Grid Network Implementation

4.3.4 Improve Transit Experience and Amenities

Introducing regional transit service, transit priority measures and improved connections with the future Sheppard East LRT makes transit a more reliable choice for commuters to the business park as well as future residents to shift travel from private vehicles to transit.

Recommendations:

- R1.** Work with Smart Commute and businesses to increase convenience and usage of existing shuttle services.
- R2.** Work with York Regional Transit (YRT) to ensure existing and planned services are optimized for the the Study Area. Explore YRT route connections at the Sheppard & Victoria Park Node, and/or a potential regional transit hub at the Victoria Park/ Consumers Road intersection.
- R3.** Improve amenities at all bus stops to include seating and shelter to enhance passenger comfort.
- R4.** Improve active transportation connections to and from transit stops by building a finer grid street network through development.
- R5.** Work with Smart Commute and businesses to implement dynamic, technology-based shuttle services.
- R6.** Work with GO / Metrolinx to plan for a potential regional transit hub integrated with existing GO bus services at Victoria Park Avenue and Consumers Road / Farmcrest Drive.
- R7.** Implement transit priority measures, including HOV-transit lanes as warranted on Victoria Park Avenue and on an interim basis on Sheppard Avenue East to be removed with the construction of the Sheppard LRT.
- R8.** Implement transit priority measures, including HOV-Transit lanes as warranted, on Sheppard Avenue East and Victoria Park Avenue.

When the future Sheppard LRT is in place, additional measures shall include:

- R9.** Create transit interchanges which provide mobility options at the planned Sheppard Avenue East and Consumers Road LRT stop and Sheppard Avenue East and Victoria Park LRT stop.

Existing



Proposed Improvement



Proposed regional transit hub at Victoria Park Avenue and Consumers Road / Farmcrest Drive

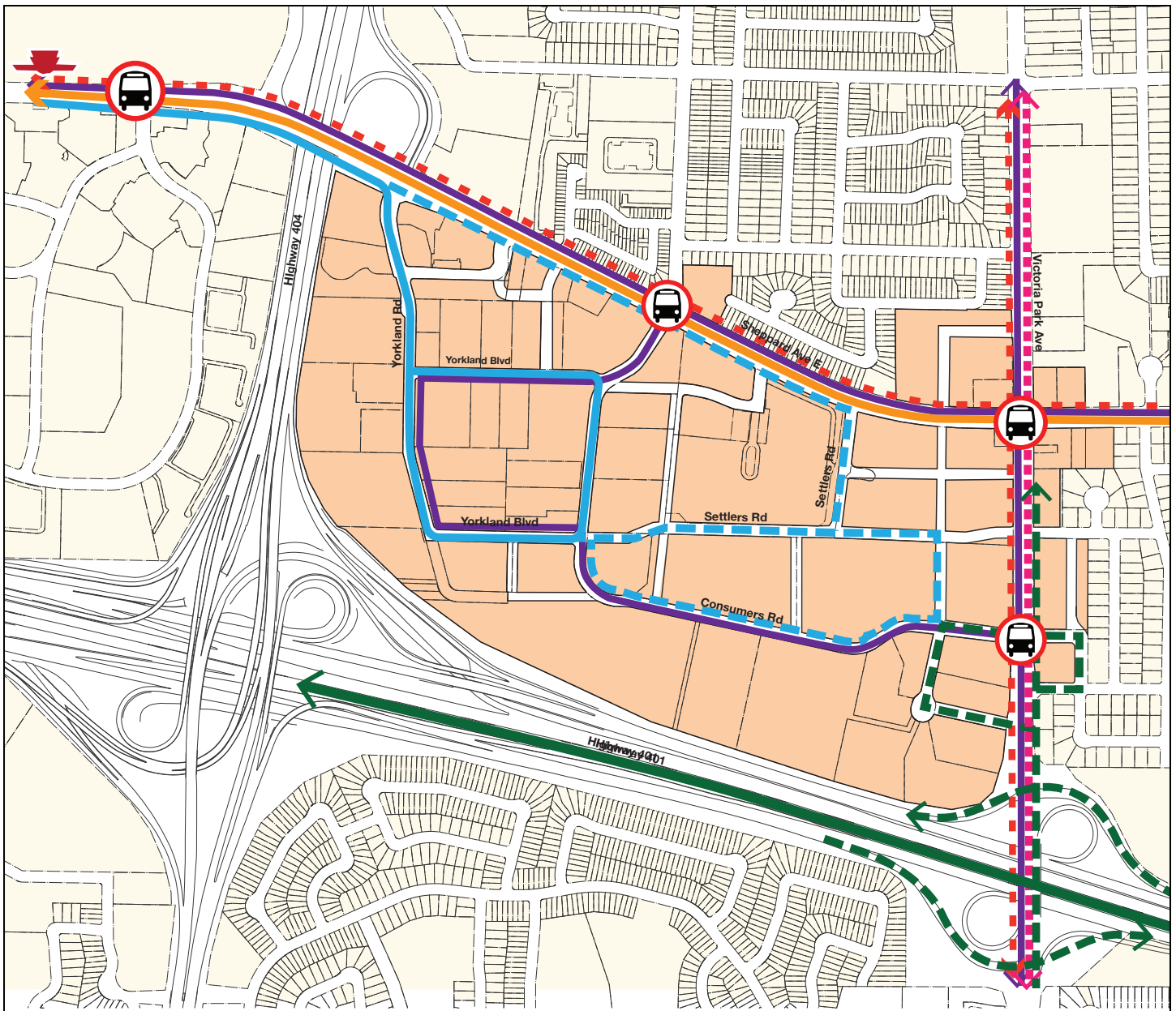












Figure 27 - Proposed Transit Map

Transit

-  Don Mills Subway Station
-  Existing TTC Bus Route
-  Existing Smart Commute Shuttle Route
-  Existing GO Transit Route
-  Proposed Smart Commute Route
-  Transit Interchange
-  Potential GO Transit Route
-  Planned Higher Order Transit
-  Transit Priority Segment
-  HOV Lane

4.3.5 Increase Walk Share and Pedestrian Safety

Pedestrian comfort, safety and connectivity can be improved to increase the number of people walking through the area by reallocating parts of the right-of-way for active transportation, particularly near highway interchanges.

Recommendations:

- R1.

Provide shorter pedestrian crossings through the use of wider sidewalks and corner extensions at intersections.
- R2.

Apply lane width reductions to the Sheppard Avenue East bridge over Highway 404 to increase sidewalk width.
- R3.

Work with MTO to reallocate the weaving / curb lane on the Sheppard Avenue East bridge for pedestrian and cycling access and remove channelizations at Highway 404 on- and off-ramp intersections.
- R4.

Work with MTO to normalize the Victoria Park Avenue
- and Highway 401 westbound on-ramp to provide the opportunity to introduce pedestrian crossings and a new right-in, right-out link from Hallcrown Place to Victoria Park Avenue.
- R5.

Implement pedestrian only connections within development blocks as detailed in Section 4.1 of this report, and as conceptually shown in Figure 25.
- R6.

Provide new controlled pedestrian connections at key intersections and midblock on Consumers Road, Yorkland Road, Yorkland Boulevard, Settlers Road and new local streets.
- R7.

Implement streetscape and median improvements on Victoria Park Avenue and Consumers Road.

Proposed 401 Ramp Normalization Conceptual Layout



Proposed 404 Ramp Normalization Conceptual Layout



- Existing through lane
- Proposed lane modification
- Active transportation movements

404 Crossing - Existing



404 Crossing - Proposed Improvement



Existing and proposed improvement to Sheppard Avenue over Highway 404 (Source: Francisco Mejia, Stochastic Studio, 2016)

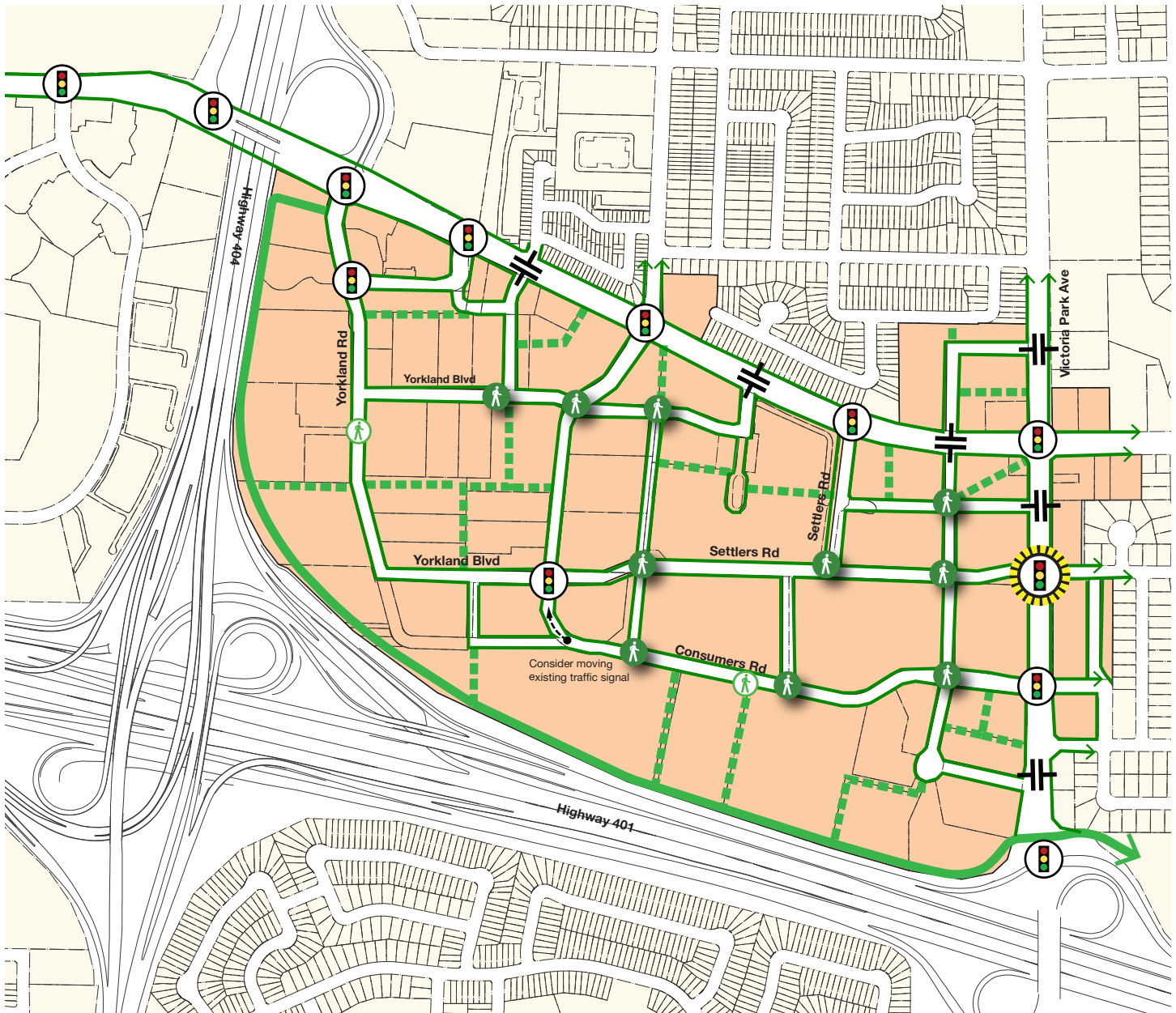


Figure 28 - Proposed Pedestrian Network

Legend



Existing Signalized Intersections



Proposed Signalized Intersections



Proposed Unsignalized Intersections
(Right-in/Right-out)



Potential
Midblock pedestrian
connections



Pedestrian route



Greenway



Existing pedestrian
midblock crossover



Key location for
pedestrian and cyclist
connectivity

4.3.6 Increase Cycling Share and Cyclist Safety

These improvements complement the planned cycling network with additional cycling options and provide a safe and comfortable environment for cyclists.

Recommendations:

- R1.** Work with Toronto Parking Authority and landowners to create a bike share network to promote ease of movement between transit stops and area businesses.
- R2.** Implement on-street bicycle parking spaces along the key cycling routes to provide increased opportunities to secure bicycles at destinations in the area.
- R3.** Implement planned cycling facilities on Sheppard Avenue East, Brian Drive, and Old Sheppard / Huntingwood Drive to improve connectivity beyond the ConsumersNext area.
- R4.** Undertake refinements to the City's Cycling Network Plan to implement new cycling facilities on Victoria Park Avenue, Consumers Road, and Yorkland-Settlers Road to provide a safer and more comfortable commute by bicycle.
- R5.** Encourage the establishment of a multi-use path highway greenway along the "highway edge", as discussed in Section 4.1 of this report, as an alternative off-street cycling route.
- R6.** Implement bike boxes at cycling interchanges to allow for safer turning movements.

Existing



Proposed Improvement




Highway edge: 1) Existing along Highway 401 and 2) with proposed greenway (Source: Francisco Mejia, Stochastic Studio, 2016)



Figure 29 - Proposed Cycling Network

Cycling Network

- Planned Cycling Routes
- - Cycling Routes (Type TBD)
- - Off-Street Cycling Routes
-  Cycle Interchanges