

### 4.3.7 Innovations in Shared Mobility, TDM, and Parking

Emerging technologies can be leveraged to improve transportation efficiency, including car-sharing, ride-sharing and bike-sharing, offering innovative solutions to ensure additional travel choice and adding capacity to the network without expansion.

#### Recommendations: Short Term

**R1.** Work with Toronto Parking Authority (TPA), Smart Commute and businesses to pilot “EcoMobility” hubs<sup>1</sup> - one-stop service points for multimodal systems including bike-share, ride-share, and car-share facilities - to encourage easier alternatives to single-occupant vehicular travel.

**Prior to completion of the future Sheppard LRT, interim measures shall include:**

- R2.** Implement on-street parking spaces at appropriate locations within the business park, especially to accommodate car-share vehicles and to serve ground-floor amenity uses.
- R3.** Develop car share network and public/private pick-up and drop-off areas throughout the business park integrated with development EcoMobility hubs and transit interchanges.
- R4.** Work with TPA to implement public parking infrastructure utilizing smart technology and real-time information at strategic locations.



Example of an ‘EcoMobility’ hub Integrated mobility interchange  
Source: Multi Mobility, Sophia von Berg, 2014).

<sup>1</sup> Karim D. M., Innovative Mobility Master Plan: Connecting Multimodal Systems with Smart Technologies, Disrupting Mobility Conference, MIT Media Lab, Cambridge, USA, November 11~13, 2015.

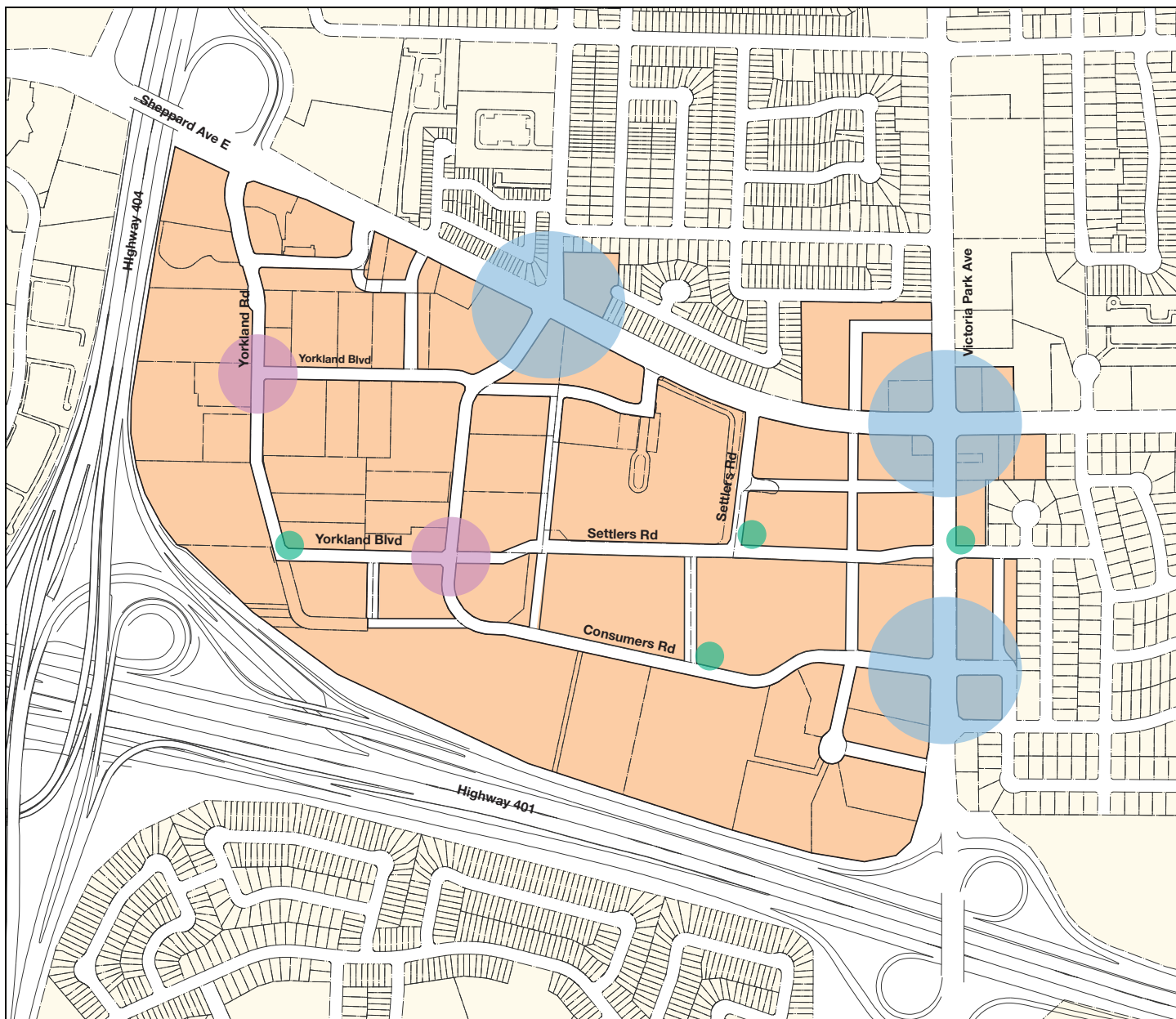


Figure 30 - Potential EcoMobility Hub Locations

#### Ecomobility Hubs

- Transit Interchange
- Large-scale Ecomobility Hub
- Small-scale Ecomobility Hub

## 4.4 Opportunities for Business Growth

The ConsumersNext Economic Potential Study has examined and reaffirmed the importance and magnitude of the Consumers Road Business Park as an employment centre, primarily for the office sector. A multi-pronged approach to supporting the ongoing economic health of the business park includes transportation and public realm improvements, reliable infrastructure, increased amenities, flexible development standards and financial incentives.

The ConsumersNext Economic Potential Study Phase 1 report was completed by Malone Given Parsons Ltd. (MGP) in December 2015. MGP's background analysis revealed that in 2014, the business park accommodated approximately 18,000 jobs in over 630 businesses. According to the most recent City of Toronto Employment Survey, these numbers have increased since. There is also a significant range of businesses by size, with approximately 59% of all jobs in businesses with over 100 employees. Without any new buildings in the Study Area, this job growth was accommodated through the occupancy of previously vacant space and/or building retrofits that increased available space within existing buildings.

MGP tested the economic viability and investment potential of office development in the Study Area. The three development scenarios analyzed were not found to be profitable under current market conditions without an uplift in market rents; however incentives can still be effective as a signal that the City is supportive of redevelopment. Older buildings with more economic rents remain competitive and attractive to companies of all sizes; new companies with limited capital rely on less expensive rents in the initial years of operations. In the near term, the opportunity to support employment growth is through retrofits and upgrading of existing buildings. Further details of this analysis can be found in MGP's Report entitled *ConsumersNext Economic Potential Study Phase 2: Final Analysis and Recommendations* (January 6, 2017).

### OBJECTIVE:

**Retain a strong employment base and provide opportunities for business in the area**

### 4.4.1 Strategy

Consumers Road Business Park is in a state of transition. Higher densities and a mix of land uses coupled with the planned transit investment will help to create an environment that is more walkable and attractive to businesses and their employees.

The low rents currently experienced in Consumers Road Business Park do not support new office development in the near term, but they are part of the value proposition of the business park. In the short term, the focus should be on attracting investment through continued retrofits and enhancements of existing buildings. In the longer term, the City can help create the conditions for employment growth and the possibility of new development as market factors change.

ConsumersNext Economic  
Potential Study Phase 2: Final  
Analysis and Recommendations





Among MGP's findings are the following:

- The creation of new streets and blocks would directly address issues raised by the business community and in the TMP report including vehicular congestion during peak travel times and a poor pedestrian environment. A priority from an employment potential perspective would be to increase the number of entry and exit points on both Sheppard Avenue East and Victoria Park Avenue.
- Master planning for Consumers Road Business Park should minimize, to the extent possible, the interruption to large or contiguous parcels under common ownership to balance the provision of new connections and maintain development opportunities.
- A Consumers Main Street has the potential to be an impetus for future employment growth and provide the type of amenities employers are seeking. It would also encourage residents to patronize businesses within the interior of the Business Park, creating a more vibrant environment outside of "9 to 5" business hours.
- The kit-of-parts approach recommended by this Study should be expanded to provide urban design guidelines for sites that will continue to only provide surface parking.
- From an economic potential perspective, all of the TMP goals are supportable.
- There should be a focus on reducing the demand for parking rather than attempting to reduce the supply in the near term. The abundant supply of parking in the business park is used, supports, and is a necessary amenity for existing tenants and businesses.
- The City could work with Metrolinx to help promote and expand the Smart Commute initiative. This represents an early opportunity to reduce the auto mode-share using an existing program.
- Travel data suggests the need for additional transit provision with east-west connectivity and into the former City of Scarborough specifically.
- Increased regional transit connections can leverage the central GTA location of the business park and its accessibility to major highways.
- If land from private landowners is required for eco-mobility hubs, details should be provided on how such space will be secured. The City should also ensure there is a plan to finance maintenance of these hubs.
- The implementation of the Sheppard East LRT is key to sustaining employment growth as congestion continues to increase. In order to maximize the economic benefits from the Sheppard East LRT, a key priority will be to increase the permeability between Sheppard Avenue East and the interior of the business park to improve the portion of employment area that is within walking distance to the transit stations/stops. There is supporting evidence of increased demand and willingness to pay a premium for office space within walking distance of rapid public transit.



The Facebook corporate campus in Menlo Park, California provides a good design precedent for how to amenitize a business environment

The City does not have the ability to control all factors related to office development, but it can make targeted policy changes to improve the development attractiveness and investment potential of the Business Park. The City can support upward growth in rents and incent new employment development by supporting the evolution of a business park that provides a wealth of amenities, an attractive public realm, state of the art infrastructure, and a variety of viable transportation choices. MGP offered the following recommendations, detailed in their Phase 2 Report referenced above.

### Recommendations:

- R1.** Promote amenitization - Several approaches to offering the right mix of amenities and sense of place should be explored to give the business park a competitive advantage, including: providing greater zoning flexibility to encourage amenities within office buildings; public WiFi, ideally co-located with public or private amenity space; and/or reduction or rebate of fees for works which substantially upgrade or increase amenity space.
- R2.** Provide an expedient, flexible and certain development review process - consider a pilot Development Permit System under the *Planning Act* that combines rezoning, minor variance and site plan review processes to streamline approvals, provide greater development certainty and reduce risk for developers.
- R3.** Maintain and attract employment within existing office buildings - support employment growth by providing financial support for retrofits of existing office space through an office tenancy program, which would provide financial support in the form of a grant or low interest loan to either building owners or:
  - o New companies or tenants establishing a new office location in the City;
  - o Tenants who are expanding; and
  - o Tenants who are relocating from another location from within the City of Toronto but are substantially increasing their current leasehold area.
- R4.** Undertake required public sector capital investment - the City can provide a strong signal of confidence by making necessary capital investments in the business park and surrounding area as described in this report, in anticipation that private sector investment will follow, including:
  - o Pedestrian and cycling infrastructure (including an improved connection over Highways 404 and 401).
  - o New green spaces and parks;
  - o Transit improvements and transit stop amenities;
  - o Streetscaping/street beautification; and
  - o Provision of new roads and complete streets.
- R5.** Address the commercial tax rate differential - Continue the IMIT program as a means of offsetting the commercial tax differential between office markets in Toronto and other GTA municipalities.
- R6.** Establish a business association or BIA - a local business association could undertake recommended initiatives such as promoting Smart Commute, coordination of private shuttle services, branding and marketing of Consumers Road, establishing wayfinding and signage, creating a local business directory, and coordinating events (farmers' markets, food fairs, outdoor concerts/ event screenings, etc.).





Promoting amenitization is a key component in sustaining the long term viability of the business park. High-quality spaces, such as the proposed plaza or POPS at Consumers Road shown here, create a more interesting public realm while reducing the number of trips made outside of the business park during working hours.

## 4.5 Community Services and Facilities

Community Services and Facilities (CS&F) act as focal points in neighbourhoods where people can play, learn, work and socialize. New development can play a role in supplementing the existing CS&F network with enhanced services and facilities for the growing residential and employment populations.

In collaboration with various City Divisions and partner agencies, the City completed *Taking Stock: Consumers Road Community Services and Facilities Profile Report* (October 2015) to assess existing conditions and determine what community infrastructure is needed to support current and future residents and workers in the ConsumersNext Study Area.

The profile report identified a broad range of community services and facilities within and surrounding the Consumers Road Business Park. This includes 2 libraries, 3 community centres, 2 arenas, 16+ child care centres, 17 TDSB and 3 TCDSB schools and approximately 25 community agencies. Through this assessment several emerging priorities and opportunities were identified.

**Subsidized Child Care.** The Study Area and a number of its surrounding neighbourhoods are priority areas for capital investment in childcare and in need of subsidized spaces. At the time of the Profile Report, three child care centres were located within the ConsumersNext Study Area providing a total of 202 licensed commercial spaces and no subsidized child care spaces.

Since completion of the Profile Report, four additional child care centres have been established in the area, including the Ars Nursery School located in the Armenian Community Centre at 45 Hallcrown Place. Despite these new facilities, the proportion of infant and toddler spaces remains low. No new subsidized spaces have been created within the vicinity of the ConsumersNext Study Area.

**Parks and Open Space.** The ConsumersNext lands within *Avenues* are identified as a Parkland Acquisition Priority Area and subject to the Alternative Parkland Dedication Rate under the City's Official Plan and By-law 1020-2010. The provision of new parks and open spaces support the delivery of various community services, facilities and activities. Area service providers advise they often travel outside the business park to take health breaks or hold outdoor programming. Introducing new parks and open spaces can support existing service providers and serve as focal points for locating new community services and facilities, offering opportunities to build connections between the residential and business communities.

**Community Agency Space.** Of the over 25 local community and human services agencies, eight are located within the ConsumersNext Study Area. Located in rented office and commercial spaces, these agencies deliver a range of programs on-site and administer programs at various satellite locations within surrounding communities. Review of the programs and services offered show a strong emphasis on employment training and job placement, language skills and settlement services, among others. While well established in the area, agency surveys and public stakeholders indicated a need for more affordable, accessible and visible community spaces.

The number of community agencies within the ConsumersNext Study Area highlights an important role the area plays in supporting the delivery of community and human services. Future growth presents opportunities to enhance the area's position as a community service centre by creating spaces and places that are visible, accessible and affordable where community agencies can deliver services, share information and exchange ideas with local residents and the business community.

### OBJECTIVE:

**Identify priorities for community services and facilities to serve the needs of the existing and future population in the area**



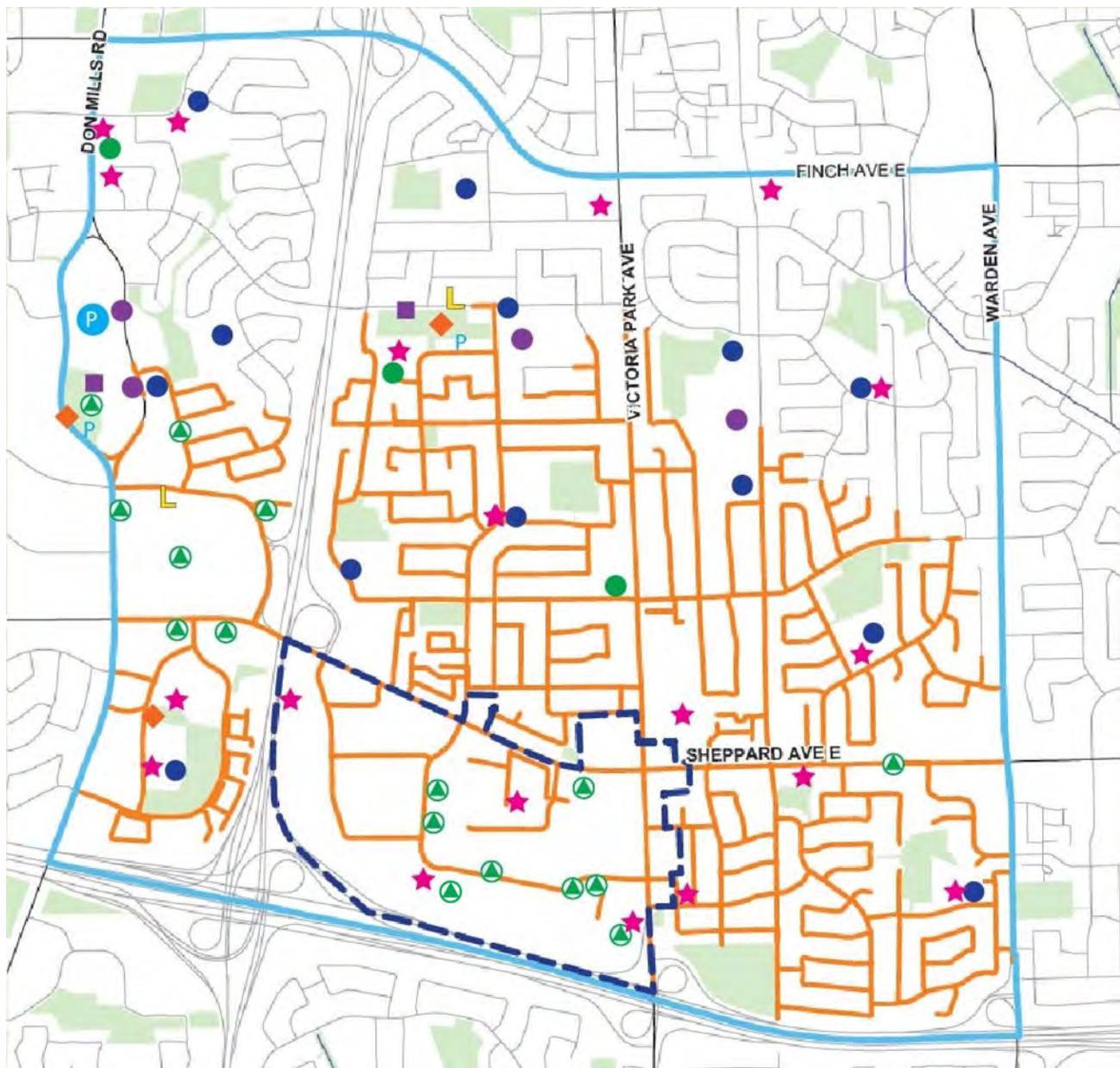
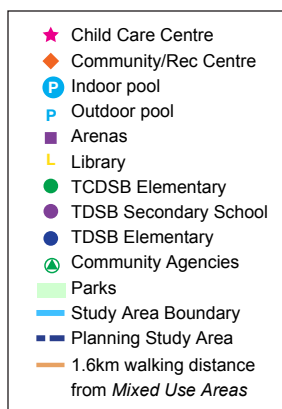


Figure 31 - Community Services and Facilities





## 4.5.1 Strategy

Growth in the ConsumersNext Study Area is anticipated to occur incrementally as land ownership, use patterns and market conditions change. Based on the CS&F findings, proposed growth and built form plan, and additional consultation with City's Divisions and partner agencies, two directions have emerged to address current and future CS&F needs in the area.

### Direction #1: Focus on Community Commons with the Nodes

The two Community Commons have been identified along Sheppard Avenue East, within the Nodes at Consumers Road and at Victoria Park Avenue (see Figure 31). These hubs offer places and spaces where residents and workers can access services, attend community events and participate in leisure activities. Accessible by transit, the nodes serve as gateways to the ConsumersNext area, connecting residential and employment uses. The Commons present opportunities for new non-profit child care and community agency spaces providing amenity for local residents and workers, and animating new parks and open spaces.

### Direction #2: Enhance Existing Community Assets

ConsumersNext is well served by a wide range of community services and facilities in the surrounding area. Over 18 existing facilities are located within 1.6 kilometres or a 20 minute walk of the Mixed Use Districts in ConsumersNext (see Figure 30). This includes 8 TDSB elementary schools, 2 TCDSB elementary schools, 3 TDSB secondary schools, 2 libraries, 2 community centres and 1 arena. Many of these facilities have been found to have existing capacity or may be able to support proposed growth through ongoing service planning and/or targeted capital investments. Investing in existing and potential facilities benefits both existing and future residents and employees.

A CS&F Strategy and Implementation Plan will be developed based on the proposed built form and public realm plan in conjunction with implementing a secondary plan and/or site-specific policies for the ConsumersNext area. The CS&F Strategy and Implementation Plan will identify appropriate planning tools and funding mechanisms to support the identified directions through both on-site and off-site interventions.

### Recommendations:

- R1.** Encourage the establishment of two “Community Commons” at nodal transit interchanges to facilitate the clustering of services and facilities accessible at central locations adjacent to new open spaces.
- R2.** Encourage the accommodation of new non-profit child care and community agency spaces in the base buildings of new development in the Mixed Use Corridor Districts with a focus on Community Commons around future LRT stops as illustrated in Figure 31.
- R3.** Locate new parks and open spaces to provide maximum visibility, accessibility and benefit for both the resident and working populations.
- R4.** Monitor development to support ongoing investment and needed improvement to existing facilities that will provide capacity to meet growing residential and worker populations.
- R5.** Develop a CS&F Strategy and Implementation Plan in conjunction with a secondary plan and/or site-specific policies for the ConsumersNext Study Area, identifying appropriate planning tools and funding mechanisms to achieve the identified directions.



Flexible outdoor gathering space, Rockville, Maryland

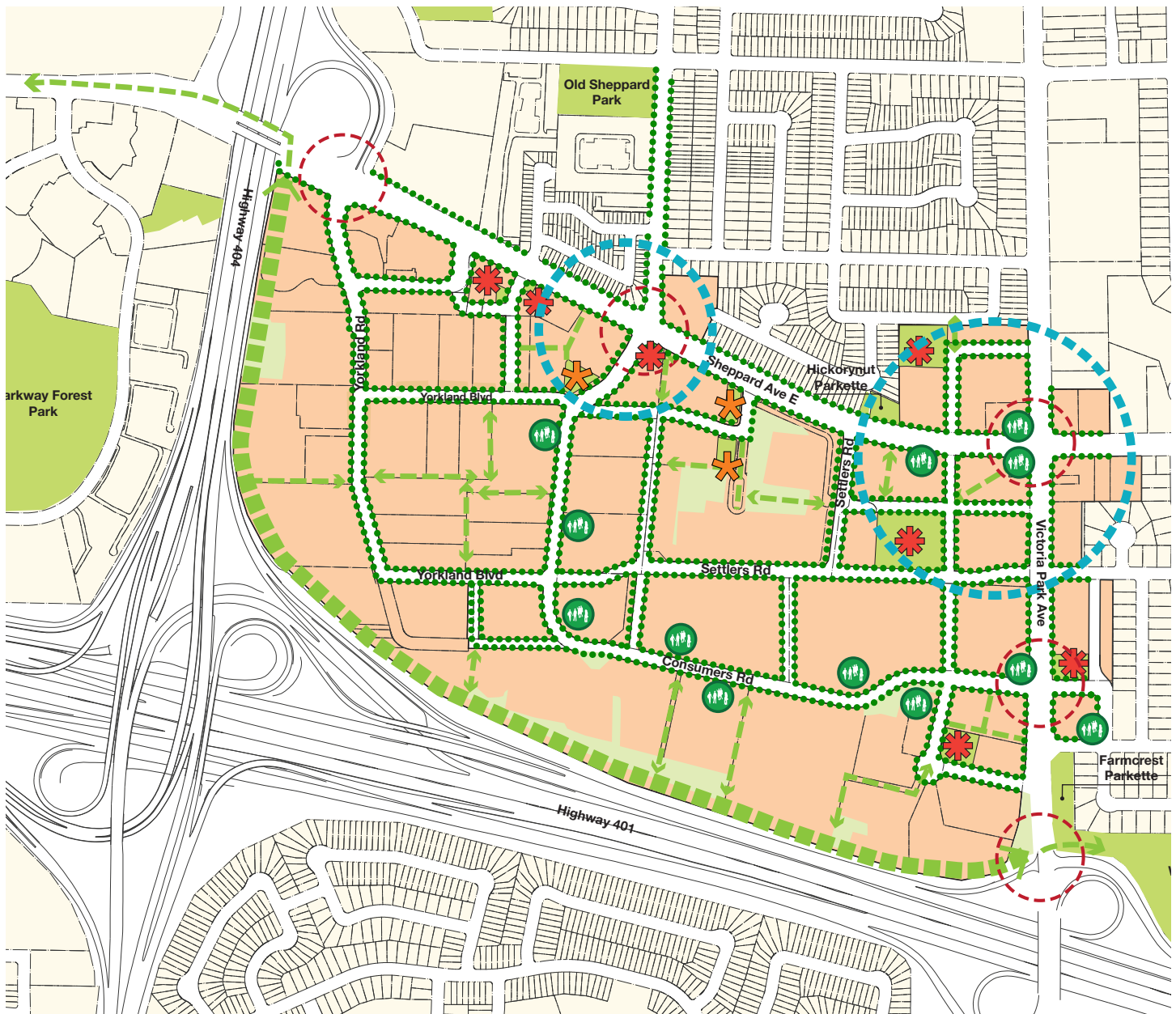


Figure 32 - Community Commons

#### Public Realm

-  Park
-  Open Space
-  Street Greening
-  Conceptual Location for Potential New Public Park
-  Conceptual Location for Potential New Plaza/POPS
-  Pedestrian Connection
-  Greenway Connection
-  Proposed and Secured Parks
-  Signature landscape treatment
-  Preferred Community Commons location for new child care and community agency space

## 4.6 Water Infrastructure

The supporting servicing infrastructure systems in the Study Area are well-established, having been constructed between 1959 and 2009. All watermains are well connected to the City's larger water supply and distribution infrastructure, and previous City studies undertaken for these pressure districts revealed no obvious deficiencies in the system as it relates to the Study Area.

Storm and sanitary sewers in the area are separated, with the local sanitary sewers consisting of pipes ranging in diameter from 200 mm to 675 mm, installed between 1962 and 2009. These sewers discharge to the City's downstream infrastructure via the Victoria Park – 401 Sanitary Trunk Sewer. The local storm sewers consist of pipes ranging in diameter from 150 mm to 2600 mm, installed between 1962 and 2009. These sewers discharge to the City's downstream infrastructure via the Victoria Park – 401 Storm Trunk Sewer, which eventually discharges to the Don River.

The Consumers Road Business Park can be characterized as having a high degree of impervious cover, including building rooftops and parking areas. As a result, a large fraction of rainwater which falls on these surfaces is converted to runoff, which is intended to be collected by the local and downstream minor (i.e., storm sewer) and major (e.g., roadway and overland flow path) drainage systems.

From a servicing perspective, the Study Area is constrained by its location adjacent to Highways 401 and 404, as well as the established infrastructure serving the existing residential neighborhoods to the north and east.

### OBJECTIVE:

**Integrate land use and redevelopment with supporting infrastructure, including stormwater management and energy efficient designs**

### 4.6.1 Strategy

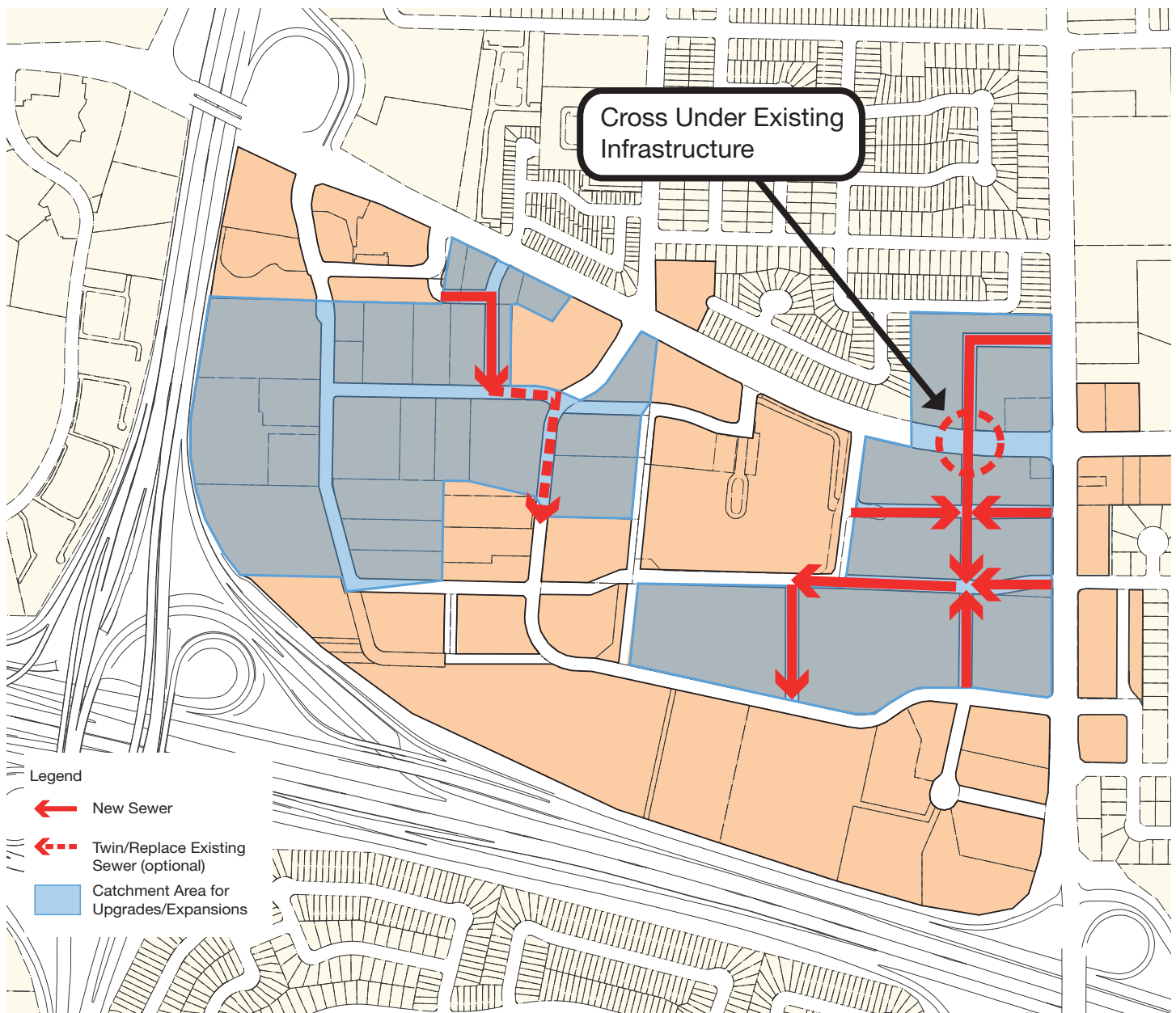
One of the outcomes of the ConsumersNext study is a Master Servicing Plan, undertaken in accordance with the Class Environmental Assessment Process, which identifies strategic investment in potential system upgrades necessary to support the preferred alternative. Further details can be found in the Master Servicing Plan by Fabian Papa and Partners (February 21, 2017).

As development proceeds, the City should continue the application of its Wet Weather Flow Management Guidelines and the Toronto Green Standard, while seeking opportunities to expand and improve the system at the time that new roads are constructed. Improved stormwater and groundwater discharge is an important benefit of increasing soft landscaping and green roofs throughout the Study Area.

**Storm Sewer.** There is no need to implement major system upgrades to support the land use planning for the Study Area. However, additional investigation may be warranted to gain a clearer understanding of the potential flooding risks given the quantum of flows from external areas. Options for significant infrastructure works, including relief sewers and a storage facility, to improve existing system performance are identified. However, as noted above, these are not considered a pre-requisite for development in the Study Area, but rather opportunities that may be considered.

The continued application of both the City's Wet Weather Flow Management Guidelines (WWFMG's) and the Toronto Green Standard present opportunities to improve the runoff characteristics of the Study Area, thereby improving the response (performance) of the receiving systems. Increased landscaping and streetscaping recommended in the Public Realm strategy for ConsumersNext, in addition to targets to maximize softscaping in the business park districts, are intended to mitigate potential localized flooding while improving the quality of the public realm.





**Figure 33 - Catchment Areas for Infrastructure Upgrades/Expansions**

**Sanitary Sewer.** The increase in population and employment within the Study Area produces only a modest increase in design (dry weather) flow. As such, improvements to the existing sanitary system are not needed to support the planned growth. However, an optional improvement to increase the capacity of a particular stretch of sewer is presented to alleviate anticipated modest surcharging. This project is considered optional as the level of performance may continue to be satisfactory in that there is no practical risk of basement flooding associated with the anticipated condition. New sanitary sewers are proposed for new roadways, into which much of the growth related sewage will be directed.

**Water Supply & Distribution.** The existing infrastructure is capable of supporting the planned growth with no upgrades required, with opportunities for localized improvements identified, including looping of currently dead-end watermain where the new road network permits.

**Groundwater & Foundation Drainage.** In general, the existing subsurface conditions are such that the soils have low hydraulic conductivity and low groundwater levels. Accordingly, significant groundwater and foundation drainage is not anticipated.

## Recommendations

- R1.** Examine the twinning/replacement of existing sanitary sewers in Yorkland Road and Consumers Road as needed to support redevelopment.
- R2.** Extend/expand existing water distribution, storm and sanitary sewer systems into new roads wherever they are required through redevelopment.
- R3.** Implement “looping” of the water distribution system at existing and future cul-de-sac locations wherever practical.
- R4.** Seal manhole covers at low points in roadways and other low-lying areas, as well as in areas with high surface flow depths, as recommended in the relevant basement flooding study (Flood Remediation Plan, Environmental Assessment Project File Report, Sewershed Study Area 30, Prepared by XCG Consultants Ltd., dated 18 July 2008).
- R5.** Encourage the implementation of water conservation measures.
- R6.** Continue the current City program of relining and/or replacing existing watermains, considering replacements more heavily in cases where roads may be reconstructed.
- R7.** Encourage the “greening” of all public and private spaces, as well as the use of “silva cells” or similar technology to be connected to the drainage system.
- R8.** Implement backflow prevention on sites to protect private property, as needed.
- R9.** Implement a continuous overland flow system across new roadways.
- R10.** Implement inlet restrictions in accordance with the Basement Flooding study.
- R11.** Encourage groundwater discharge to pervious surfaces wherever possible or practical.
- R12.** Continued application of the City’s Wet Weather Flow Management Guidelines (WWFMG) to new developments with no modifications.
- R13.** Re-developments which contain future ROWs or other lands to be deeded to the City are required to over-control runoff to account for these lands which will not be controlled. Depending on whether the East Side Relief Sewer & Storage Facility is implemented, as discussed below, there may be an opportunity to use the storage element identified as part of that project to offset the need for private-side quantity controls upstream thereof.



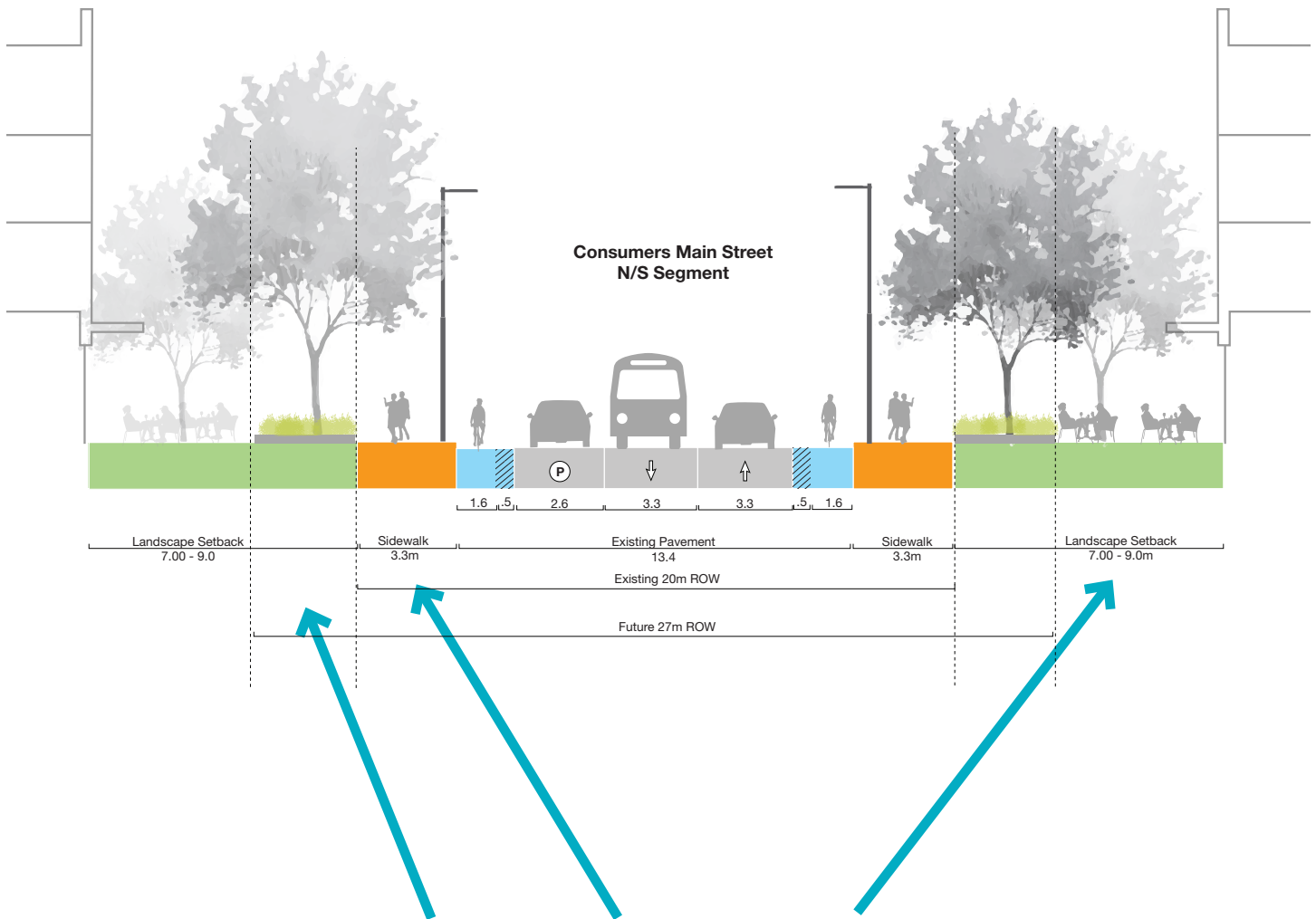
Greening of surface parking lots wherever possible to increase permeable surface and reduce water runoff.



Green roofs can retain rainwater and provide thermal benefits.

- R14.** Although not deemed necessary to support the planned development, given the quantum of flows from external areas and the opportunity afforded by re-development, additional consideration should be given to the implementation of the West Side Relief Sewer (See Master Servicing Plan), a project which bears resemblance in terms of both function and scale to the project previously identified in the relevant basement flooding study.
- R15.** Although not deemed necessary to support the planned development, given the quantum of flows from external areas and the opportunity afforded by re-development, additional consideration should be given to the implementation of the East Side Relief Sewer & Storage Facility (see Master Servicing Plan) which can collect drainage from re-development sites, help attenuate the significant external flows from east of Victoria Park Avenue, as well as collect drainage from the low-elevation area near the intersection of Consumers Road and Victoria Park Avenue. Should this project proceed, there may be an opportunity to use the storage element to offset the need for private-side quantity controls upstream.





## Potential Locations for Silva Cells



“Silva cells” allow for effective on-site stormwater treatment and the growing of large trees while supporting traffic loads.



## 5.0 Implementation

The ConsumersNext area is poised for transformative mixed-use growth along its corridors that will create a new, amenity-rich environment to support and enhance the business park. To achieve this outcome, a suite of planning tools and targeted actions are needed to facilitate the recommendations of this study.

The recommended components of an implementation strategy include:

- A **Secondary Plan** to outline the goals and objectives, policies and implementation mechanisms specific to the ConsumersNext area;
- A **Zoning update** to reflect the intended land use and built form direction for the Districts and Nodes;
- **Urban Design Guidelines** to assist in the review of development applications and ensure the realization of public realm and built form objectives for area as it develops incrementally over the long term; and
- **Early Solutions and Interventions** that can be achieved in the short term to improve existing conditions and unlock the potential for sustainable growth in the business park.

### 5.1 Official Plan

Because the Study Area was recently examined and considered through the Municipal Comprehensive Review (as discussed in Section 1.3), no further land use redesignations are recommended. SASP 386 provides a framework for further policy development to ensure no loss of employment space in the development of the *Avenues*, as well as to bring new amenities to the area to be more readily accessible to workers. It also provides for the establishment of an implementation plan to address these matters.

The ConsumersNext area has experienced new residential growth in its recently redesignated corridors with the potential for additional mixed-use development along the *Avenues*. At the same time, the business park continues to attract new investment, jobs, and businesses with underutilized employment lands remaining that could benefit from reurbanization and improvements to the public realm. In both cases, the anticipated scale and intensity of development contemplated through this study warrant careful consideration to ensure the capacity of the local transportation network, municipal servicing, open spaces and other public services and facilities to serve the future population and support the business park functions. Given the breadth of geography and complexity of interrelated issues in the ConsumersNext area, it is recommended that the City develop a Secondary Plan based on the framework provided by SASP 386 and the recommendations and outcomes of this study.

This study has shown that the introduction of a broader mix of uses provides an opportunity to improve and revitalize the ConsumersNext area. As this growth is expected to happen incrementally over time, the recommended public realm, street network and other improvements will likewise be delivered on an incremental basis. In addition, existing and future network constraints may limit the level of redevelopment that can be accommodated both prior to and following the construction of the Sheppard East LRT. Section 36 of the *Planning Act* allows City Council to institute a holding symbol (H) in the implementing zoning by-law(s) to specify certain conditions to be met before sites can be redeveloped. A Secondary Plan for the ConsumersNext area should incorporate this tool to ensure that growth in the Mixed Use Corridor Districts is managed in such a way that will support the business park, with particular regard to transportation infrastructure as well as other municipal services that benefit the community as a whole. As mixed-use development proceeds, holding provisions would require applicants to review and address the current network capacity, and implement improvements recommended by this study and the TMP to manage the transportation network or improve traffic operations in the area.

It is recommended that the Secondary Plan include:

- An introductory section outlining the purpose, objectives and guiding principles for the area as developed through the ConsumersNext study;
- A figure defining the Districts and Nodes identified by this study;
- A Structure Plan showing potential locations for new streets and blocks, parks, open spaces, community commons, and built form edges;
- A figure delineating existing and potential view corridors and visual points of interest;
- A Public Realm Plan illustrating the conceptual network of parks, open spaces, street greening and signature landscape treatments;
- Maps outlining the maximum heights and density and potential tower locations.
- A Mobility Plan compiling the key transportation recommendations for improving connectivity, identifying new streets and intersections, mid-block pedestrian paths, cycling network improvements, opportunities for local and regional transit integration and conceptual locations for ecomobility hubs; and
- Subsections outlining the specific policies to guide the development of each District and Node – including their intended character and role within the Secondary Plan area; public realm improvements; built form objectives; desired land uses and building types, development intensity, and the limitation and appropriate location of surface parking areas.

The Secondary Plan should also include policies to enable the following implementation tools to realize the recommended ConsumersNext vision:

- The requirement to prepare a conceptual block master plan prior to redevelopment of larger parcels with *Mixed Use Areas* designation. Such plans should show the location of new streets, parks, open spaces and proposed built form and land use relationships, to ensure the achievement of multiple city-building objectives consistent with the guiding principles and urban design objectives for ConsumersNext;
- Provisions to enable the use of a Holding (H) Symbol in the zoning of parcels in the Mixed Use Corridor Districts to ensure the satisfactory completion of studies or other matters necessary prior to zoning coming into effect, including but not limited to:
  - Streets, blocks and circulation plan
  - Transportation Impact Study which reviews traffic conditions to demonstrate that operations and levels of service will be adequately controlled at the time of redevelopment; that there is sufficient transportation capacity to accommodate additional site-generated people trips for all modes; and that appropriate measures can be undertaken to address network constraints in accordance with the transportation policies in the Secondary Plan
  - Provision of new streets, pedestrian links, innovative mobility hub infrastructure, and intersection and streetscape improvements to support multi-modal mobility throughout the Secondary Plan area
  - Municipal servicing requirements
  - Noise impact studies
  - Community services and facilities needs and delivery
  - Provision of parks and open spaces
  - Environmental assessment (as may be necessary)
  - Agreements pursuant to Sections 37, 41, 45, and 52 of the *Planning Act*;
- Policies identifying limits to development prior to the provision of transportation infrastructure;
- Policies requiring CS&F needs to be monitored and addressed through development;
- Implementation tools to enable improvements to the public realm including parks and open spaces, as well as to community services and facilities, such as:
  - City capital funding;
  - Parkland acquisition and/or cash-in-lieu of parkland pursuant to Section 42 of the *Planning Act* and the City of Toronto Municipal Code, with specific reference to the potential to pool cash-in-lieu funds collected on smaller development parcels to be directed to the creation of parks within the Secondary Plan area;
  - Contribution of benefits from developments resulting in increased heights and densities, pursuant to Section 37 of the *Planning Act* and the City of Toronto Official Plan; and
  - Improvements to the public realm adjacent to private development secured through Section 41 Agreements.

## Additional Policy Considerations

While SASP 386 has provided a valuable starting point signalling future directions for the ConsumersNext area, some of its policies could be reviewed to better align with the outcomes of this study. To ensure consistency and avoid confusion, the City could consider repealing SASP 386 and incorporating some of its policies within the Secondary Plan, in particular:

- the requirement to increase the amount of non-residential gross floor area with redevelopment in *Mixed Use Areas*;
- the requirement for a Noise Impact Study for residential development in proximity to the Direct Fuel Cell Plant at 500 Consumers Road;
- limitation on major retail development on lands in the business park designated *General Employment Areas*;
- recognizing permission for existing specific multi-storey car dealerships, though additional such uses are not encouraged; and
- permitted locations for amenity uses within buildings in the Business Park Districts, though these should not apply to the Consumers Main Street area.

If a repeal of SASP 386 is not undertaken, at a minimum it is recommended that the City consider the following amendments to SASP 386 to allow for the findings of ConsumersNext to advance:

**Review the intent and effect of policies governing permitted uses in the *General Employment Areas*.** Other SASP 386 policies may require reconsideration in light of the study. As currently written, Policies e) and f) have the effect of limiting the type and nature of uses within the business park to those compatible with residential uses. This conflicts with other policy directions in OPA 231 which protects existing and permitted industries located in *Employment Areas*. Policies in OPA 231 require new residential and other sensitive land uses adjacent to *Employment Areas* to be appropriately designed and buffered to prevent or mitigate adverse effects, and to bear the costs of studies and measures. It has been stated and assumed throughout the study process that the Consumers Road Business Park would continue to develop as a primarily office node, but that the flexibility of permitted employment uses would be maintained. The current in-force zoning already prohibits

heavy industrial uses with particularly noxious potential impacts, but the intention of the in-force SASP policies should be reviewed and confirmed for compatibility with OPA 231 directions.

**Introduce a new “Area D” to identify the “Consumers Main Street”.** The Consumers Main Street is located within Area “C” of SASP 386, wherein Policy h) limits the size and location of restaurants, workplace daycares, recreation and entertainment facilities, and small and medium scale retail stores and services. This would not allow for the diverse destination area envisioned for the Consumers Main Street. A separate “Area” designation would allow for these types of uses to be located in stand-alone buildings, and not only limited to the lower floors of multi-storey buildings as required by SASP 386. It could also allow for temporary structures within the area to achieve these objectives on an interim basis.

## 5.2 Zoning Updates

**As the area redevelops, the current in-force zoning will require some updating to align with City Council’s intended direction, as well as study outcomes, for ConsumersNext.**

In Phase 1 of the ConsumersNext study, a comprehensive review of existing zoning revealed that updates may be necessary to support the variety of planning objectives for the Study Area, and the specific goals of SASP 386 (see Phase 1 Report, October 21, 2015). Several approaches to updating the zoning to implement the recommendations of this study are discussed below:

**Incorporate lands redesignated as *Mixed Use Areas* into By-law 569-2013 and apply CR zoning.** Lands on the south side of Sheppard Avenue East and west side of Victoria Park Avenue, formerly considered part of the Consumers Road Business Park, were redesignated via OPA 231 to allow a range of mixed commercial, residential and institutional uses. However, they retain the MO (Industrial-Office Business Park)

zoning applicable under North York Zoning By-law 7625 and do not form part of the new City-wide Zoning By-law 569-2013. The City may consider bringing these parcels into By-law 569-2013, rezoned to the CR (Commercial Residential) category to align with the new Official Plan direction. The purpose of the CR zone, as defined by the Zoning By-Law, is to provide areas for a broad range of uses, including retail,



service commercial, office and residential uses, often in mixed use buildings. It also defines development standard sets setting out specific built form requirements to address different physical contexts.

Pursuant to By-law 569-2013, Development Standard Set 2 (SS2) is intended to regulate development on the City's "main streets". It would be appropriate to extend these standards to the Sheppard and Victoria Park Corridor Districts, consistent with their *Avenues* designation, at the time of their rezoning. Further review is required to determine if SS2 provisions need to be adjusted on a site-or area-specific basis to reflect the built form recommendations of this study. In addition, the City has the opportunity to secure the desired mix of commercial and residential density, reflective of the SASP 386 non-residential requirement, by specifying these in the zoning label.

Lands at the southeast corner of Sheppard Avenue East and Victoria Park Avenue, currently subject to former Scarborough By-law 10717 should also be brought into Zoning By-law 569-2013 with CR zoning to reflect the land use direction of OPA 231 and the built form recommendations of this study.

**Update CR zoning where it currently exists to reflect study recommendations.** Lands on the east side of Victoria Park Avenue, and the north side of Sheppard Avenue East at the Node, are already zoned CR but reflect a very low intensity of development and do not permit residential uses. In particular, density is limited to 33% of the lot area with no limitation on front yard parking, which has encouraged an auto-centric form of development despite existing minimum setback of just 3 metres. Rezoning these lands offers the opportunity to consider the appropriate maximum density, height, setback and parking requirements that would encourage the more urban form of development recommended by this study.

**Apply a Holding ('H') symbol to new and updated CR zoning to ensure provision of necessary transportation infrastructure.** As discussed in Section 4.3.3 of this report, the ConsumersNext Transportation Master Plan (TMP) has identified that the construction of the Sheppard East LRT is the critical transportation infrastructure required to facilitate the growth contemplated in this report. From a capacity perspective, a limited proportion of development recommended by this study can be supported prior to the Sheppard LRT. The application of a Holding symbol to the new and updated CR zoning recommended above is an effective tool to ensure that growth is appropriately monitored and sequenced with the provision of higher-order transit serving the area.

The TMP also identifies improvements needed in conjunction with the development of certain blocks (see Section 4.3.3 of this report). The Holding symbol can be utilized to tie the provision of these streets and transportation improvements to CR parcels, for the benefit of the area as a whole. In addition, the TMP recommends a series of incremental measures to increase modal share and alleviate congestion leading to the implementation of the LRT, some of which can be achieved through redevelopment and may be appropriate to consider as a condition of lifting the 'H' symbol.

There are several critical links that would increase connectivity to and from the business park and these links act as important triggers to ensure sufficient transportation capacity can be provided to support business development as mixed use development proceeds. Where new streets are associated with the development of parcels in the Business Park Districts, which do not have CR zoning, they will need to be negotiated with landowners during the development review process. Section 41 of the *Planning Act* does not require the provision of new public highways as a condition of Site Plan Approval, nor can a potential Development Permit System include these as a condition. Using a Plan of Subdivision or applying a Holding symbol to the zoning of Business Park Districts offers other tools to create new streets, but imposes a layer of complexity that challenges the intent of recommendations to provide a streamlined, flexible development review process.

The potential redevelopment of the *Mixed Use Areas* should provide the ability to secure these links and complete the necessary street network to support business growth. The 'H' provision in the CR parcels should explore the need for financial contribution to secure the street network in the Business Park Districts.

While the monitoring of transportation capacity is a priority, the Holding symbol can also be utilized to require other studies and matters necessary to support development, such as those listed in Section 5.1 above.

**Undertake area-specific amendments to in-force zoning of Business Park.** For lands with the General Employment Areas designation under OPA 231, the intent of the MO zone is generally consistent but is somewhat outdated. Further area-specific refinement is needed to expand the permitted size and location of "amenity" uses; and to reflect the standards articulated through the "Kit of Parts" approach to new development in the Business Park Districts.

These refinements could potentially include:

- increasing the permitted gross floor area for a retail store or service shop beyond the maximum 20% of the largest floor of the building in which it is located. This may be appropriate to limit the size of individual uses but should not serve to prohibit multiple such uses from occupying more cumulative gross floor area, especially on lower floors. However, gross floor area restrictions to discourage large-scale retail development should be introduced;
- reducing the minimum front yard setback from 9.0 metres to 7.0 metres along Consumers Road, Yorkland Road and Yorkland Boulevard to reflect the desired landscape frontage character;
- establishing a build-to line of 3.0 metres along all other streets to ensure buildings are brought closer to the street;
- increasing side yard setbacks within the Highway Edge District to provide significant green edges along interior lot lines; and
- considering a minimum area for soft landscaping between 20-30% to help reinforce the green character, though not necessarily provided as “landscaped open space” for amenity purposes.

**Apply EO zoning to General Employment Areas under By-law 569-2013.** Alternatively, lands in the Business Park Districts could be brought under By-law 569-2013. Given the stated purpose of the EO zone is “to provide areas for a mix of light manufacturing and office uses that coexist with each other in a “business park” setting”, this zone may be best aligned with the MO zone in the former City of North York Zoning By-law 7625. Similar adjustments to the specific standards of the EO zone may be necessary to reflect the “Kit of Parts” standards. The list of permitted uses should be reviewed and expanded to lift size restrictions and allow currently prohibited uses such as day nurseries, fitness centres and trade schools that are contemplated under OPA 231, with consideration for appropriate separation distances of these sensitive uses from any industrial operations.

**Explore reduced and/or locational parking standards for Business Park District parcels.** The Transportation Master Plan recommends the consideration of reduced parking standards throughout the Business Park Districts, to limit the availability of parking and therefore the attractiveness of commuting via private vehicle. In addition, zoning should contain provisions that regulates the size and location of surface parking areas to limit their impact on the public realm.

**Review permitted land uses to consider compatibility between Business Park Districts and Mixed Use Corridor Districts and Nodes.** The list of uses permitted in the MO and/or EO zones should be reviewed to determine if uses are permitted that may not be compatible with the urban design or employment objectives of ConsumersNext. For example, some light manufacturing, open storage areas and auto-related uses such as gas and service stations do not contribute to the intended character for the area. Zoning permissions could be enhanced or changed to ensure these goals are met.

**Maintain site-specific zoning by-laws.** Any existing site-specific zoning by-laws regarding the development of certain parcels should be maintained, or brought forward as exceptions under Section 900 of By-law 569-2013. These include:

**2014-0417** - to permit a mixed commercial residential development at 2025-2045 Sheppard Avenue East

**1182-2016(OMB)** - to permit a mixed commercial residential development at 2135 Sheppard Avenue East

**2014-0070** – to permit a mixed commercial residential development at 2205-2255 Sheppard Avenue East

**802-2013 and 1156-2015** – to permit automotive dealerships at 243-255 Consumers Road

**999-2014** – to permit a mixed commercial-residential development at 2933 Sheppard Avenue East

## 5.3 Urban Design Guidelines

It is recommended that the City develop urban design guidelines for the ConsumersNext Study Area for adoption by City Council, and referred to in the text of the Secondary Plan.

A comprehensive set of urban design guidelines based on the recommendations of this report would be beneficial to both landowners and City staff to direct appropriate development for ConsumersNext. This document would:

- outline design criteria for the provision and appropriate location of new parks, open spaces, urban plazas and pedestrian connections throughout the Study Area;
- identify areas and provide objectives for streetscaping and other public realm improvements as recommended in Section 4.1 of this report;
- include comprehensive built form guidelines specific to the different characteristics of the Mixed Use Corridor Districts, Business Park Districts and Nodes as recommended in Section 4.2 of this report; and
- illustrate detailed cross-sections for different street types as recommended in Section 4.1 of this report.

## 5.4 Early Solutions and Interventions

The recommendations brought forward in this report are intended to be brought forward over the medium to long term. However, a number of solutions or interventions have been identified for implementation in the near term. Most are specifically tied to supporting the economic development goals of ConsumersNext. These potential quick wins will help establish some early successes and signal to the business community the importance of the Consumers Road Business Park to the City, potentially attracting additional private sector investment.

**Streetscape Improvements** - The timing of recommended streetscape improvements could either take place incrementally with development activity or as a larger public capital project. If the latter, the overall reconstruction of the street and implementation of the recommended streetscape improvements should be coordinated with major below grade infrastructure works to reduce construction schedule timing and disturbance to the local and business communities.

**Transportation ‘Quick Wins’** – The TMP identifies a series of actions that the City can undertake in the short term to improve modal share, independent of private redevelopment. These ‘quick wins’ include improved pedestrian crossings, lane width reductions, implementing planned cycling facilities and enhancing partnerships with regional transportation departments and agencies to achieve common goals (see Section 4.3 of this report). The City should also consider the implementation of HOV-transit lanes on Sheppard Avenue East as recommended by the TMP.

**Branding & Wayfinding** - Improved communication between area businesses can lead to coordinated branding and wayfinding efforts to increase the business park’s visibility and identity. Better organization can also make greater, more efficient use of Smart Commute resources to help employee mobility before, during and after the work day.



Winnersh Triangle, Berkshire, UK. An office and industrial park with a coordinated way-finding strategy



**Pop-Up Urbanism** - The use of shipping containers and other temporary structures can assist in amenitizing areas of the business park while highlighting possibilities. The City of Toronto operates one such market, called Market 707, at Bathurst and Dundas Streets. Another shipping container “village” has recently been proposed at Bathurst and Front Streets to animate a vacant industrial parcel. The City should review its official plan, zoning by-law, and development engineering policies in an effort to identify barriers which may exist for pop-up forms of urbanism and provide for their potential use as a catalyst to amenitizing the business park.

**Solar Resources** - The business park’s many parking lots, as well as its location next to two 400-series highways, provide a unique advantage in the form of solar energy resources. Recent changes to City policy have also paved the way for allowing “vertical agriculture” on employment lands. These provide an opportunity to align the business park with emerging 21st Century industries.



An example of “pop-up urbanism” from London, UK. The use of shipping containers for retail purposes is a growing trend worldwide due to their low cost and temporary nature

**Tenant Improvement Program** - Because low rental rates do not encourage reinvestment, the City can support employment growth by providing financial support for retrofits of existing office space to attract new tenants. An office tenancy incentive program could be implemented that offers incentives to tenants who wish to relocate to Toronto, but may have locational requirements or preferences that the Consumers Road Business Park does not provide.



A solar installation in California, USA

## 6. Conclusions and Next Steps

The ConsumersNext area is evolving. What was once an auto-oriented business park is poised to reinforce its position as one of Toronto's major office nodes, with an enhanced public realm, improved amenities for workers and complementary mixed-use intensification on revitalized urban *Avenues*. Planned transit investment is anticipated to catalyse future residential and employment growth. A coordinated approach is needed to ensure this unfolds in a way that is sustainable and beneficial to existing and future communities.

To support this evolution, the ConsumersNext Study set out three Guiding Principles: Define & Enhance Places and Liveability; Connect & Move; and Support & Promote Business. Based on these principles ConsumersNext has:

- Reviewed existing conditions of the Consumers Road Business Park and the surrounding neighbourhoods to understand their development history and context for future growth;
- Explored and recommended built form and massing options for new mixed-use development along Sheppard Avenue East and Victoria Park Avenue to ensure appropriate intensity, scale and transition;
- Identified potential new parks, open spaces, community hubs and public realm improvements to enhance the liveability of the area for workers and residents;
- Proposed new streets, intersections, transit accessibility, cycling routes, pedestrian networks and priority measures to improve multimodal connectivity to and through the area;
- Provided recommendations to support the long-term health of the business park as an office and employment centre; and
- Determined hard and soft infrastructure needs to serve projected new residential and employment populations.

The effective implementation of the ConsumersNext strategies and recommendations can be achieved through new and amended Official Plan policies, updated zoning, urban design guidelines, transportation and servicing plans, capital programs and opportunities presented through redevelopment. This phase of the work program will be completed by City Planning staff in consultation with partner divisions and agencies.

The ConsumersNext area is a major asset to the City, enjoying a central location with excellent access to the Greater Toronto Area via the adjacent 400-series highways. The employment population within the business park continues to grow with thousands of workers and hundreds of businesses existing alongside an emerging mixed-use community. The next era of city-building will see new investment in higher-order - and potentially regional - transit systems. This in turn will spur additional residential and employment intensification that comes with improved live-work options and mobility choices. The momentum of this renewed investment must be captured in a way that ensures the continued success and attractiveness of the business park as an amenity-rich environment, creating a 16-hour-a day place at the heart of this growing community.

**Appendix A**  
**Evaluation of Land Use Alternatives**  
**(Excerpt from Phase 2 Report)**



## 6. Evaluation Criteria and Analysis/Testing

Following the Phase 2 public engagement and further consultation with City staff, the consultant team evaluated three development alternatives. For these alternatives, the development intensity of the Mixed Use Districts reflects those described in Section 5 above. However, soft sites in the Business Park Districts are assumed to be developed at the “Infill” scenario, representing a Floor Space Index (FSI) of 1.0 across the soft sites in those districts.

The ConsumersNext Economic Development Potential Study has noted that due to market factors, new employment growth in the Business Park is expected to take place incrementally and over a long period of time. Many of the existing parcels within this district are developed to an FSI well under 1.0, despite zoning permissions allowing up to 1.5 FSI as-of-right. An analysis of existing sites in the study area reveals that the 1.5 FSI maximum can accommodate up to a twelve-storey building depending on site massing and

organization pursuant to the ‘kit-of-parts’ concept. However, interim findings of the Economic Potential Study indicate that this scale of redevelopment is unlikely to occur on most sites under current market conditions, likely due to high development costs relative to potential leasing rates, traffic congestion and lack of amenities in the vicinity. Continued job growth within the existing building footprints is still expected. As market conditions improve, it is anticipated that landowners may pursue infill development of underutilized sites or wholesale redevelopment up to the maximum permitted. Therefore the 1.0 FSI reflected in the “Infill” growth scenario is utilized as an average. The development alternatives described in Table 1 assume a constant employment FSI paried with each mixed use scenario on a constant urban structure.

Due to different development intensities explored in these options, assumptions on the type of non-residential gross floor area retained through redevelopment in the Mixed Use Districts (office space as opposed to retail/commercial uses) results in a modest variation in projected jobs for the Mid-Rise option.

Development Alternatives for Study Area	Jobs	Net Jobs	People	Net People
<b>Mid-Rise Avenues</b> <ul style="list-style-type: none"> <li>Built form on Sheppard follows recent redevelopment pattern (5-6 storey base with towers set back)</li> <li>Predominantly mid-rise built form (up to 11 storeys) on Victoria Park</li> <li>Streetwall base buildings at Sheppard/Victoria Park Node with taller elements set back</li> <li>Stand-alone low-rise building at Sheppard/Consumers Node for potential community and/or commercial use</li> <li>FSI of 1.0 for Business Park</li> </ul>	31,609	+ 13,903	16,249	+ 9,844
<b>Tower/Base Avenues</b> <ul style="list-style-type: none"> <li>Same as Victoria Park Mid-Rise, with addition of tall building elements on deep sites on west side of Victoria Park Avenue which fit under angular plane</li> <li>Southeast parcel at Sheppard/Consumers Node redeveloped for mixed uses following tower/base built form</li> <li>Tall building elements exceeding angular plane at northwest corner of Sheppard &amp; Victoria Park Node</li> <li>FSI of 1.0 for Business Park</li> </ul>	31,413	+ 13,707	19,343	+ 12,938
<b>High Rise Node</b> <ul style="list-style-type: none"> <li>Same as Tower/Base Form, with addition of taller building elements exceeding front angular planes at Sheppard/Victoria Park Node</li> <li>FSI of 1.0 for Business Park</li> </ul>	31,413	+ 13,707	20,592	+ 14,187

Table 1: Alternative Development Scenarios

## 6.1 Criteria

The emerging urban structure and alternative development scenarios determined through Phase 2 were designed to meet the overarching Guiding Principles and Building Block objectives. In order to examine each scenario more fully, they were also evaluated for their potential impacts on the quality of the public realm, appropriate building massing and ease of mobility through the area. As determined in consultation with City staff, the evaluation of particular criteria related to the Public Places, Built Form and Transportation Choices Building Blocks was intended to measure more specific impacts of development, to understand areas requiring further refinement.

## 6.2 Methodology

The alternative scenarios were all evaluated in the context of relevant Official Plan policies, urban design guidelines, and accepted transportation methodologies. Each scenario was evaluated in terms of whether it met the criteria (●), partially met the criteria (◐), or did not meet the criteria (○).




### PUBLIC PLACES




The proposed Public Realm Strategy plan was compared to the existing public realm elements in the Study Area. New parks, open spaces and green connections were considered with respect to their size, visibility and ease of access, programmability, equity of provision and ability to be delivered with existing planning tools and mechanisms.

Criterion	Mid-Rise	Tower/Base	High-Rise
1. Maximizes parkland dedication on site for each development parcel	◐	◐	◐
<ul style="list-style-type: none"> <li>Mixed Use parcels west of Victoria Park are demonstrated with on-site dedication assuming the application of the City's alternative dedication rate, meeting this criterion.</li> <li>Mixed Use parcels east of Victoria Park do not demonstrate on-site dedication, limiting access to local parkland for residents in the immediate vicinity. This criterion is therefore not met and the public realm strategy should be reviewed in these areas.</li> <li>Due to lower dedication rates, parks demonstrated in Business Park districts would require some consolidation of dedications from several parcels, rather than delivering parkland on individual sites. Though this would result in larger, more programmable spaces it relies on long-term coordination of redevelopment. This criterion is only partially met and recommended parks and open space locations should be reviewed through Phase 3.</li> </ul>			
Criterion	Mid-Rise	Tower/Base	High-Rise
2. Parks are visible and accessible from adjacent public streets	●	●	●
<ul style="list-style-type: none"> <li>All parks demonstrated front onto existing or proposed new streets, allowing visibility and access for users.</li> </ul>			
Criterion	Mid-Rise	Tower/Base	High-Rise
3. Parks and open spaces are of a useable shape, topography and size that reflects their intended use	●	●	●
<ul style="list-style-type: none"> <li>In all options, sizes of parks and open spaces range between 0.05 to 0.67 hectares, provide flexibility for a variety of programs.</li> </ul>			
Criterion	Mid-Rise	Tower/Base	High-Rise
4. Parks are consolidated or linked with an existing or proposed park or green space where possible	●	●	●
<ul style="list-style-type: none"> <li>The Public Realm Plan demonstrates the expansion of Hickorynut Parkette and Farmcrest Park, and a new green link between Hallcrown Place and Wishing Well Park. On the south side of Sheppard, an existing stand of mature trees are proposed to be maintained as parkland at the time of redevelopment. These proposed actions allow all options to meet this criterion.</li> </ul>			




## BUILT FORM




The scenarios were also reviewed for: conformity with Official Plan policies regarding Urban Structure, Built Form and Mixed Use Areas; regard for the City's Avenues and Mid-Rise Performance Standards and Tall Building Guidelines; and consistency with the existing and emerging planning context for the Study Area. To understand the potential shadow impacts of the built form as demonstrated, shadow studies were performed for each of the development scenarios, examined hourly on September 21<sup>st</sup> between the hours of 8:18 am and 5:18 pm.

Criterion	Mid-Rise	Tower/Base	High-Rise
1. Building massing and height considers the area's role and function within the overall City Structure.			
<ul style="list-style-type: none"> <li>Sheppard and Victoria Park are defined as <i>Avenues</i> in the OP – areas intended to absorb transit-supportive intensification anticipated in mid-rise forms. However, built form within <i>Avenues</i> should respond to its specific local context. Given the planned higher-order transit corridor, as well as the established precedent pattern of redevelopment, greater intensity of development is appropriate to be considered along Sheppard Avenue East. Tall building forms can mark the Sheppard &amp; Victoria Park Node and support intensification around the transit interchange. The lot depths and adjacent land uses along Sheppard suggest that taller forms are possible in some locations, provided they are massed and sited to minimize shadows, impacts on the public realm and impacts on the existing low rise neighbourhood to the north.</li> <li>Taller building elements may be considered at appropriate locations along Avenues, such as at key nodal intersections or areas of transition to higher building types; however, these should adhere to the same controls as mid-rise buildings (for example, maintaining sunlight access and minimizing shadow impacts). In the Mid-Rise and Tower/Base options, this criterion is fulfilled at the Node. In the High-Rise option, the tall building form at the Sheppard &amp; Victoria Park Node does not conform to the Mid-rise Performance Standards for angular planes, which results in an unacceptable shadow impact on the public realm.</li> <li>Densities as demonstrated for soft sites within the Sheppard Corridor District (3.8-3.9 FSI on the south side and 1.22 for the Mixed Use parcel at Brian Drive on the north side) are generally consistent with those contemplated for similar higher order transit corridors. For example, densities for the Sheppard East Subway Corridor plan to the west range between 1.5 and 3.5 FSI; along Sheppard Avenue East at Warden, between 2.5 and 4.5 FSI.</li> <li>On soft sites within the Victoria Park Corridor District, mid-rise built form as demonstrated results in densities averaging 2.8 FSI; the Tower/Base scenario results in average densities approaching 4.0 FSI. In other Avenues without higher order transit, such as Dufferin Avenue and Wilson Avenue, average densities between 2.0 and 3.0 have been recommended and may be more appropriate for this corridor.</li> <li>Within the Sheppard &amp; Victoria Park Node, average densities as demonstrated on the soft sites range from 3.4 FSI in the Mid-Rise Avenues scenario; to 3.7 FSI in the Tower/Base Avenues scenario; to 4.1 FSI in the High-Rise Node scenario with certain parcels exceeding 4.5 FSI. The latter densities are more consistent with the North York Centre Area, a Centre in the Official Plan at the interchange of two subway lines, and thus from a structural perspective may be too intense to be considered in this context.</li> <li>Victoria Park Avenue intersects with Sheppard Avenue East but is not a higher order transit corridor itself, therefore a change in the intensity of development from the Node to the remainder of Victoria Park Avenue is appropriate. Mid-rise buildings along this segment with typical Avenue densities in the 2.5-3.5 FSI range would support the objectives for the City's Avenues.</li> </ul>			

Criterion	Mid-Rise	Tower/Base	High-Rise
2. Building Massing frames adjacent streets and open spaces at an appropriate scale to define and support the existing and/or planned street proportion and built form context.			
<ul style="list-style-type: none"> <li>In all three scenarios, the streetscape includes wide boulevards with street tree planting, maximum 5-6 storey streetwall, and active ground floor frontages to create a comfortable street edge. Above the streetwall, mid-rise buildings do not exceed 11 storeys in height; where tall buildings are modelled, they are significantly set back from 5-6 storey base buildings.</li> <li>Streetwall massing is appropriate relative to the Avenues, but in some areas may be too high to address new and existing local side streets, particularly in adjacent Neighbourhoods.</li> <li>In the Tower/Base scenario, taller forms are set back from the street under a front angular plane to minimize shadow impact on the sidewalk and further contribute to a comfortable public realm. This is not achieved in the High-Rise Node scenario, where towers breaking the angular plane overwhelm the streetscape</li> </ul>			






Criterion	Mid-Rise	Tower/Base	High-Rise
3. Taller buildings are located to ensure adequate access to sky view from the public realm			
<ul style="list-style-type: none"> <li>The demonstration plans test the capacity of sites within the study area, based on the City of Toronto's built form guidelines. All tall buildings demonstrated meet the minimum 25 m separation distance between towers as identified in the Tall Building Guidelines.</li> <li>Larger separation distances are not necessarily required or appropriate, especially within the Sheppard &amp; Victoria Park Node given its location as a higher order transit interchange.</li> </ul>			













Criterion	Mid-Rise	Tower/Base	High-Rise
4. Building massing adequately limits any resulting shadowing on neighbouring streets, properties, parks and open spaces			
<ul style="list-style-type: none"> <li>The Mid-Rise and Tower/Base scenarios allow for at least five hours of sunlight on the north side of Sheppard Ave E and east side of Victoria Park, which is appropriate.</li> <li>The High-Rise scenario introduces additional shadow impacts on the public realm within the Sheppard/Vic Park Node, as well as on the existing Hickorynut Parkette (proposed to be expanded), moving between 8:00am and 2:00pm – which is not acceptable under this criterion considering it can be avoided under the Mid-Rise and Tower/Base alternatives.</li> <li>In all scenarios, five of six proposed new green spaces are not affected by shadows between 12:00pm-2:00pm; new green space on the south side of Sheppard is affected by moving shadows between 10:00 am and 4:00 pm. However, this is balanced against the preservation of an existing stand of significant mature trees, which currently contribute to the landscape character of this segment of Sheppard Avenue East. This space is currently affected by shadows cast by the existing 12-storey building just to the west, from 3:18 pm onward.</li> <li>The degree of shadowing on the portion of Victoria Park Avenue north of Sheppard Avenue east increases incrementally among the options as taller buildings are introduced at the intersection. The Mid-Rise option allows for five hours of sunlight on most of the east and west sides of the street in the morning and early afternoon. The Tower/Base option introduces an additional shadow impact onto the public sidewalks in this segment; taller towers modelled at the southwest corner in the High-Rise Node option also contribute to the shadow impact in this area.</li> </ul>			

## TRANSPORTATION CHOICES

A multimodal trip generation analysis was undertaken for the proposed scenarios, based on the application of the Institute of Transportation Engineers Trip Generation Manual (9th edition) to each land use type anticipated for the Study Area. For the purposes of transportation analysis, only uses within the Business Park were considered for a screenline analysis of travel in and out of the Business Park.

To supplement the generation of vehicle trips, assumed auto occupancies and modal shares are applied to determine the total number of person trips generated. In addition, trip distribution informed further breakdown of the trip generation in an attempt to provide more accurate forecasts. Further details of this analysis are provided in Appendix #C: Testing of Land Use Scenarios - Transportation.

Criterion	Mid-Rise	Tower/Base	High-Rise
1. Minimizes vehicular mode share within and outside of study area			
<ul style="list-style-type: none"> <li>Each scenario assumes Sheppard LRT and new street connections to Sheppard and Victoria Park Avenues.</li> <li>Modal shares will be approximately equal (66%) across all scenarios, a reduction of 3% from the existing condition.</li> <li>Because each of the scenarios will result in similar modal shares for vehicles, none of the scenarios is preferred over the others.</li> </ul>			

Criterion	Mid-Rise	Tower/Base	High-Rise
2. Compare demand and capacity for vehicles going outside of Business Park area to ensure acceptable traffic operations			
<ul style="list-style-type: none"> <li>A vehicular volume-to-capacity ratio analysis is undertaken looking at the critical time period of traffic flow and the critical direction of traffic movements, specifically for total traffic either entering or exiting the Business Park.</li> <li>Capacity assumptions applied for both the existing and proposed street network.</li> <li>Estimated volume to capacity ratio for traffic entering/exiting the Business Park: <ul style="list-style-type: none"> <li>Mid-Rise: 1.17</li> <li>Tower/Base: 1.22</li> <li>High-Rise: 1.22</li> </ul> </li> <li>All scenarios result in vehicular demand exceeding capacity – thus none support the evaluation criteria for acceptable traffic operations.</li> </ul>			
Criterion	Mid-Rise	Tower/Base	High-Rise
3. Compare demand and capacity for transit to ensure acceptable quality of service for Sheppard LRT			
<ul style="list-style-type: none"> <li>Transit ridership capacity is assessed at anticipated peak points for transit demand, estimated based on existing and future transit ridership capacity; existing and anticipated future transit ridership; and additional transit ridership for each of the alternative development scenarios.</li> <li>Each scenario assumes Sheppard LRT with 2-car trains operating at 4-minute headways.</li> <li>Estimated total volume to capacity ratio for transit services on Sheppard Avenue over Highway 404: <ul style="list-style-type: none"> <li>Mid-Rise: 0.88</li> <li>Tower/Base: 0.92</li> <li>High-Rise: 0.92</li> </ul> </li> <li>As the current volume currently exceeds capacity at a ratio of 1.07, traffic is an issue both today and in the future across all land use options, and thus additional transportation demand management measures must be considered.</li> <li>All alternatives are supported by proposed LRT operations.</li> </ul>			
Criterion	Mid-Rise	Tower/Base	High-Rise
4. Maximize percentage of residents and employees within acceptable walking distance to transit services for all ages and abilities of people			
<ul style="list-style-type: none"> <li>A walking shed analysis was undertaken to calculate the number of people and jobs within the study area, within an acceptable (400 m) walking distance to and from the proposed rapid transit stops on Sheppard Avenue East, and based on the existing and proposed street networks.</li> <li>The percentage of total existing and projected residents plus employees within the study area for each of the development scenarios: <ul style="list-style-type: none"> <li>Mid-Rise: 38%</li> <li>Tower/Base: 40%</li> <li>High-Rise: 41%</li> </ul> </li> <li>While the proportion of the population within acceptable walking distance to the proposed LRT stops increases nominally with increased density, the overall outcomes for all options are comparable.</li> </ul>			
Criterion	Mid-Rise	Tower/Base	High-Rise
5. Maximizes percentage of cyclists within acceptable distance to cycling routes			
<ul style="list-style-type: none"> <li>This criterion assesses whether planned population and employment growth are within acceptable (1km) cycling distance to dedicated cycling facilities.</li> <li>As cycling facilities are planned on Sheppard Avenue and Brian Drive, the 1km distance covers the entire study area, resulting in 100% of the population within that distance for all three options.</li> </ul>			

**Appendix B**  
**Local Advisory Committee Meeting 3**  
**(LAC #3) Summary**



## Local Advisory Committee 3 Summary

Tuesday, September 20, 2016

6:30-8:30pm

Radisson Toronto East

55 Hallcrown Place

### MEETING OVERVIEW

On September 20, 2016 the City of Toronto hosted the third and final ConsumersNext Local Advisory Committee (LAC) meeting. The purpose of the LAC is to provide an ongoing forum for feedback, guidance and advice to the ConsumersNext Study Team at key points during the process. The LAC is composed of organizations representing a range of interests including local residents, property owners and managers, local employees, community groups and transportation advocates. Representatives from 10 organizations participated in the meeting (see attached participant list). Councillor Shelley Carroll also attended the meeting.

This was the third of three LAC meetings that were held over the first three phases of the study. The purpose of this meeting was to share and seek feedback on the emerging preferred development scenario and ideas related to: (1) the overall land use and built form; (2) key transportation moves; and, (3) key moves, quick wins, and interim solutions for the business park.

This summary was written by Swerhun Facilitation, an independent facilitation firm that is part of the R.E. Millward & Associates-led consultant team. This report is not intended to provide a verbatim transcript of the meeting but instead provides a high level summary of the views provided by participants.

This summary was subject to participant review prior to being finalized.

### SUMMARY OF ADVICE & QUESTIONS

The summary of advice and questions below have been organized into three categories, based on the three components discussed at the meeting. These categories are (1) land use and built form, (2) key transportation moves, and (3) key moves, quick wins and interim solutions. Responses from the study team are provided in *italics* following each question.

#### Land Use & Built Form

##### Existing Development Applications

- Will existing development applications have to follow the guidelines in this plan? *The development applications that have been submitted will have certain rights afforded to them based on current policies. That being said, whenever the City adopts new policies it looks to advance those policies for future development.*

- Currently, when there is opposition to developments we have been told that they will go before the Ontario Municipal Board (OMB); will this still happen even with this plan? *We anticipate this plan will make the policies clearer for developers so fewer applications would be appealed to the OMB. This plan will also give us a bigger hammer in our toolbox that we could take to the OMB, if needed.*
- Are there any current applications for this area? *Currently, there are no formal applications with the City except for the site plans that have already received their approvals.*

#### Land Use Recommendations

- Except for the large retail/food area in the business park, it seems that the majority of ideas in the plan are focused on the perimeter of the business park; will there be any other ideas for the interior? *We are hoping that the retail area in the proposed Consumers Main Street area will jump start the redevelopment of the area and be supportive to the employment uses in the business park.*
- It appears this proposed plan is recommending some employment areas be changed to residential; will there still be office space? *The proposal builds on the current mixed use designation along Sheppard and Victoria Park frontages which is shown in pink on the map and would include residential, retail, office and other uses. There is a policy for the business park that any employment areas removed be replaced.*
- Would it be possible to rezone an employment area through a variance? *No, it would require a change to the City's Official Plan.*
- The plan refers to a Floor Space Index (FSI) of 1 times coverage for employment areas, what does this mean? *The FSI is the ratio of a building's total floor area to the size of the piece of land upon which it is built. Properties in the employment areas are allowed up to 1.5 times FSI but many buildings have lower FSIs. The 1 times coverage is being used as an average for modelling to test different scenarios. It is not a policy direction or a cap.*

#### Built Form Recommendations

- One LAC member felt that allowing high-rise developments at the nodes/corners of the business park would increase traffic and make it less attractive for businesses to develop within core of the business park.

## **Key Transportation Moves**

#### Transit Mobility

- Several members of the LAC repeated their preference for an extension of the Sheppard subway instead of an LRT. They felt that a subway would reduce traffic congestion because it would be underground and would provide the capacity required for the area's projected growth. Participants also said a subway would make more sense because the Environmental Assessment has been approved. *Deciding between subway and LRT is outside of the scope of this study. This plan recognizes future higher-order transit along Sheppard Avenue East but is technology agnostic, meaning that it could work with either subway or LRT.*

- One LAC member said planning the “last mile” in the business park will be crucial to the success of any transit option. They said sidewalks, shading, lighting, benches and connections to active transportation choices will be needed.

#### Pedestrian Mobility

- Will there be a pedestrian crossing on the south side of Consumers Road and Victoria Park Avenue? *It would be difficult to introduce a pedestrian crossing here because of the heavy left hand turning traffic.*
- One LAC member suggested installing traffic circles, noting the centre of the circles could be used to enhance the pedestrian environment. *A traffic circle was an idea that was thought of early on in the process. They work well in low traffic areas but are not as safe as pedestrian crossings in high traffic areas. They also require a great deal of land acquisition.*
- There was a suggestion to make the southwest corner of Yorkland Boulevard and Sheppard Avenue East safer for pedestrians. *We haven't looked at this corner specifically but in principle it is something that could be done to create a safer pedestrian environment. We will look into this.*

#### Automobile Mobility

- One member of the LAC said that more needs to be done to improve the traffic in the area; especially with an additional 11,000 people and 50% more traffic expected. If traffic congestion is too bad, it will affect the economic potential of the area.
- One LAC member suggested adding more streets to help vent the traffic out of the business park, similar to the one proposed near the Armenian Community Centre and the Universal building.

### **Key Moves, Quick Wins and Interim Solutions**

#### Financial Incentives & Barriers

- One LAC member said the City should look into financial tools that could incentivize commercial developments, including but not limited to tax deferrals. *This is something that is being considered through the economic study that is being done in conjunction with this planning study.*
- A member of the LAC said that the current lease rates within the business park do not justify office development. They provided two examples of properties currently under development to illustrate their point, one being a parking lot and the other a car dealership.

#### Business Improvement Area (BIA)

- Some LAC members felt that introducing a BIA at this point may be premature and raised concerns about added costs/taxes. One member said it may be useful at a later point when there are opportunities for retail beautification.
- A LAC member from Smart Commute said any structure that would bring the businesses together as a group would allow them to acknowledge the site as a campus. Acknowledging the site as a campus would help to identify shared needs and introduce Smart Commute programs more efficiently.



### Eco Mobility Hub & Active Transportation

- Members of the LAC generally liked the idea of creating eco-mobility hubs. One member said it presents an opportunity to bring in private enterprise, such as car sharing companies.
- One member of the LAC suggested doing a count of the bike racks in the business park and installing more to make it easier to get around the area by bike.

## **FEEDBACK RECEIVED AFTER THE MEETING**

Following the meeting participants shared written feedback via email. This feedback has been summarized in the following section.

### **Land Use & Built Form**

#### Land Use Recommendations

- The park being proposed on the south west corner of 2450 Victoria Park Avenue should be located further west, closer to the larger density of residents and employees. Opportunities for publicly-owned private space would be preferred for 2450 Victoria Park Avenue as they would allow for linkage opportunities and on-site public amenities.
- Consider the impacts of the introducing residential uses in the south east corner of the Consumers Road Business Park and the daily functions of the Armenian Community Centre. Any development should respect the existing nature of the lands and the function of the Centre. Any uses which are incompatible with the existing community function should be restricted or eliminated.

There was an interest in intensifying the lands at 50 Hallcrown Place, including expansion of the existing school and the development of employment and employment supportive uses. Potential impacts to the existing and planned function of these lands deserves further assessment of nearby development applications.

#### Built Form Recommendations

- The mid-rise buildings, with a 45-degree angular plane to Victoria Park Avenue, envisioned for 2450 Victoria Park Avenue do not provide enough density for the property. 2450 Victoria Park Avenue has excellent access to transit and serves as a gateway to the area from Highway 401.

Phase 2 of the Study indicated that tall buildings act as landmarks when next to highways and provide visual interest. Limiting the built form to mid-rise would represent a lost opportunity to anchor the area with a landmark building.

Tall buildings can work well on 2450 Victoria Park Avenue without undue impacts on nearby properties. The western portion of the property is particularly appropriate for tall buildings because of the employment uses west of the property.

- Consider built form impacts on the Armenian Community Centre lands, particularly as it relates to overlook, massing, height and building position to ensure suitable built form types and heights that are compatible and transition towards the community centre are incorporated to limit potential impacts on the church.

### Infrastructure

- It is essential that sufficient infrastructure, especially water supply and waste water treatment capacities are available for the planned functions of the properties on the north and south side of Consumers Road that are characterized as large development blocks. Servicing infrastructure should be reserved to accommodate the future development of these blocks.

### Landscaping and Amenity

- The existing trees and green spaces throughout the Consumers Road Business Park should be conserved, wherever possible, to create an attractive and comfortable streetscape.

## **Key Transportation Moves**

### Automobile Mobility

- Concerns were raised about the suggestion that redevelopment of 2450 Victoria Park Avenue may be dependent upon completion of a new east-west public road between Hallcrown Place and Victoria Park Avenue. This would require a reconfiguration of the existing on-ramp, which is entirely within the control of MTO. This should not be a precondition to any redevelopment of 2450 Victoria Park Avenue.
- Intensification, particularly along the Victoria Park corridor, will likely make existing congestion worse and may negatively impact the function and safety of the Armenian Community Centre and the business park as a whole.
- There was a request for further details on the proposed street between the Armenian Community Centre and 2450 Victoria Park Avenue.

### Parking

- The ConsumersNext Study provides an opportunity to consolidate the parking standards for the various types of retail, employment, institutional and residential uses within the business park. Consolidating standards would maximize the benefits of shared parking throughout the area.

## **NEXT STEPS**

LAC members were thanked for their contributions and told that any additional feedback they provided to Steve Forrester ([sforrester@toronto.ca](mailto:sforrester@toronto.ca) or 416-395-7126) following the meeting and up until Friday, October 14, 2016 would be included in the LAC 3 summary. The facilitation team committed to sharing the draft summary with participants for their review and the City shared the presentation materials with LAC members upon request. Lastly, participants were reminded that a final community meeting would be held later in the fall and were encouraged to attend.

## ATTACHMENT 1 – LAC MEMBERS

The following is a list of the Local Advisory Committee members. Those members that attended LAC Meeting 3 are signified by bold text.

1. 150 Consumers Road
2. Abu Huraira Centre
3. Agincourt Community Services Association
4. **Agellan Commercial Properties**
5. American Express
6. **Armenian Community Centre**
7. Atria properties
8. **Brian Village Association**
9. Comfield Management Services
10. Cycle Toronto
11. Dillon Consulting Limited
12. **Don Valley East Ontario Early Years Centre**
13. **Enbridge**
14. Epic Realty
15. Fairview Mall
16. Family Day Care Services
17. Former School Board Trustee
18. **Galleon Property Management**
19. Gracepoint Baptist Church
20. **Henry Farm Community Interest Association**
21. Heron's Hill Condo Board
22. **Manulife Real Estate**
23. Parkway Forest Community Association
24. Parkway Place Holdings Ltd.
25. Redbourne Realty Advisors Inc.
26. RV Anderson
27. Sheppard Subway Action Coalition
28. **Shiplake Management Company**
29. Shoppers Drug Mart
30. **Smart Commute**
31. Total Credit Recovery Limited
32. TTCRiders
33. Universal Music
34. **WalkTO**
35. Ward 40 business owner
36. Ward 40 resident
37. Wishing Well Ratepayers' Committee
38. YMCA of Greater Toronto



## ATTACHMENT 2 – LAC 3 AGENDA

6:30pm	<b>Welcome, Introductions, Agenda Review</b> City of Toronto Swerhun Facilitation
6:40	<b>Presentation: Evaluation, Emerging Preferred Alternative, Refinements</b> Melanie Melnyk, R. E. Millward & Associates Brent Raymond, DTAH
7:00	<b>Discussion: Emerging Preferred Alternative and Refinements</b>  <u>Focus Questions:</u> 1. What do you think about the emerging preferred alternative? 2. What other refinements (if any) should we consider?
7:25	<b>Presentation: Key Transportation Moves</b> Jonathan Chai, HDR
7:40	<b>Discussion: Key Transportation Moves</b> 1. What do you think about the presented transportation moves? 2. What refinements (if any) would you suggest?
8:00	<b>Presentation: Key Moves, Quick Wins, Interim Solutions</b> Melanie Melnyk, R. E. Millward & Associates
8:10	<b>Discussion: Key Moves, Quick Wins, Interim Solutions</b>  <u>Focus Questions:</u> 1. What do you think about the key moves, quick wins, and interim solutions? 2. Are there any others you would like to see considered?
8:25	<b>Wrap Up &amp; Next Steps</b> Swerhun Facilitation City of Toronto
8:30	<b>Adjourn</b>

# **Appendix C**

## **Community Consultation Meeting 4 (CCM #4) Summary**

ConsumersNext: Planning for People and Business at Sheppard and Victoria Park

## Community Meeting 4 Summary



Prepared for the City of Toronto by Swerhun Facilitation

November 24, 2016

## MEETING OVERVIEW

On November 2, 2016, the City of Toronto hosted ConsumersNext Community Meeting 4 from 5:00 – 8:30pm at the Radisson Hotel Toronto East, 55 Hallcrown Place. Over a 100 people participated in meeting, including residents, employees from businesses located in the Study Area, and commercial land owners. Councillor Shelley Carroll and a member from her office also attended.

This was the fourth and final community meeting held over the first three phases of the study. City staff committed to coming back to the community during Phase 4 to discuss implementation. The purpose of Community Meeting 4 was to share and discuss the preferred development scenario, supporting transportation, servicing and community infrastructure directions, and economic potential findings. The feedback from this meeting will be used to help refine the preferred alternative.



### Study Process Graphic

The meeting started with an open house during which participants could view display panels and engage in one-on-one discussions with members of the study team. The display boards outlined the ConsumersNext's findings related to each of the study's "building blocks", including public places, built form, transportation, community services & facilities, economic potential and water infrastructure. Part way through the meeting the format shifted to an overview presentation. At the request of several participants, the overview presentation was followed by questions and plenary discussion. Following the questions and plenary discussion, participants had a second opportunity to view the display panels and have one-on-one discussions with members of the study team. The facilitation team and City staff let participants know they could share any additional feedback by November 16, 2016 — feedback submitted after the meeting is summarized beginning on page 6.



*This summary was prepared by Swerhun Facilitation, an independent facilitation firm that is part of the R.E. Millward & Associates-led consultant team. The City of Toronto reviewed a draft and finalized the summary. This report is not intended to provide a verbatim transcript of the meeting but instead provides a high-level summary of participant feedback.*

*If you have any questions about this summary, please contact Steve Forrester, Senior Planner, Community Planning, City of Toronto, by email ([sforreest@toronto.ca](mailto:sforreest@toronto.ca)) or by phone (416-395-7126).*

## SUMMARY OF FEEDBACK

*The detailed summary of feedback below is based on the views of participants shared through one-on-one discussions with members of the study team, the plenary discussion, and written feedback shared in the feedback forms (see Attachment 2 for feedback from these forms). The feedback has been organized into four categories, including: (1) feedback about process; (2) feedback about proposed solutions; (3) feedback about the strategic directions; and (4) feedback submitted after the meeting.*

### Feedback about Process

#### Meeting purpose and format

- Several participants raised questions about the purpose of the meeting and shared concerns that the open house format was not conducive to the community hearing each other's perspectives. *Melanie Melnyk from RE Milward, part of the project team, said the purpose of the meeting was to listen to participants' feedback on the preferred scenario.*
- Some participants said the project team has done a good job listening to the community and explaining the study in a way people can understand it.

#### Armenian Community Centre meeting

- There was a suggestion for the City to host a separate meeting to discuss concerns and interests raised about and on behalf of the Armenian Community Centre. Others felt all concerns should be discussed at the community meeting.

#### Councillor representation

- It was suggested that the two local councillors should be present for these discussions.

#### Previous summaries

- Some participants said they had not received previous Community Consultation summaries. *Previous consultation summaries can be downloaded via the links below:*
  - [Planners in Public Spaces #1 \(June 2015\)](#)
  - [Community Consultation Meeting #1 \(July 2015\)](#)
  - [Local Advisory Committee #1 \(September 2015\)](#)
  - [Community Consultation Meeting #2 \(December 2015\)](#)
  - [Local Advisory Committee #2 \(April 2016\)](#)
  - [Planners in Public Spaces #2 \(May 2016\)](#)
  - [Community Meeting #3 \(June 2016\)](#)

- [Local Advisory Committee #3 \(September 2016\)](#)

## Feedback about Proposed Solutions

### Traffic and Congestion

- Participants said traffic is already bad in the area and felt that the proposed solutions will make it worse: more development will create more traffic. There was a suggestion to introduce/improve traffic light coordination along Victoria Park Ave and Sheppard Ave. Another suggestion was to add a traffic light on Hallcrown Place and Consumers Road.
- Participants raised concerns about traffic and parking around the Armenian Community Centre. They said dropping students off at the A.R.S. School takes up to 25 to 30 minutes in the morning and afternoon. Since the community welcomed many Syrian refugees, there are even more students going to the school now — which means there are even more cars picking up/dropping off kids. The high volume of people that go to church also results in a lot of traffic and a lack of parking. Many people get ticketed when visiting the Community Centre because of a lack of parking.
- Participants said they would like to see the Study consider traffic and parking impacts on the east side of Victoria Park Avenue; people who cannot find parking west of Victoria Park are looking on the east side, which has led to increased traffic and less parking.

### Recognizing and respecting the Armenian Community Centre

- Participants said that the Armenian Community Centre has been recognized as playing an important role in developing and supporting the community (and city and country), especially by taking in many Syrian refugees and accommodating them in the school.
- Some participants felt the Community Centre's current functions, such as hosting events, weddings, festivals, etc. should be considered. Participants said these events generate noise, sometimes late at night, and should be protected. Participants also raised concerns that the Community Centre is being "cornered" and will be in the "shadow/cut off" by the new development at 2450 Victoria Park Avenue.

### Transit

- Several participants repeated their preference for an extension of the Sheppard subway considered over an LRT. *As at other meetings, City staff and the consulting team said that the Study is agnostic on transit technology; the plan has been developed to support either LRT or subway. Decisions about transit modes are made by City Council, not City Planning.*
- Some participants said they would like to see the planned underground portion of the LRT extended east along Sheppard Avenue to minimize impacts on traffic. They felt a street level right-of-way for an LRT would make traffic worse, noting Highway 7 as an example.

## **Parking**

- There was a suggestion to introduce sustainable parking materials to increase absorption of water and reduce runoff and flooding. Edward Gardens was suggested as an example to consider.

## **Highway Ramps**

- Some participants said they liked the proposed realignment of highway ramps to improve pedestrian and cycling infrastructure. Others said they would make traffic even worse in the area and didn't think the amount of pedestrian and cycling traffic warrants the realignments.

## **Safety**

- Participants were concerned about extending Hallcrown Place between the church/park and school. Children would need to cross traffic to go between church/park and school.
- There was a suggestion to install traffic control measures at Consumers Road and Hallcrown Place to increase visibility.

## **Importance of Measuring Impacts & Growth**

- Participants said it will be important to clearly show how the impacts of the preferred scenario are being measured.
- Others said they are concerned about the level of growth projected for the area and want further consideration given to safety, parking, traffic, and infrastructure before growth occurs.

## **Electricity and water infrastructure**

- Participants said they want to understand steps being taken under this study to prevent brownouts (which have occurred in the area) and flooding (which occurred last winter and caused Hallcrown Place to be closed). *City staff replied that the City has engaged Toronto Hydro to make sure the plan is considering the area's energy needs.*

## **Retail & Commercial Development**

- Participants said the area needs a larger grocery store and suggested the City find ways to entice people to build retail in the Business Park. *Melanie Melnyk from RE Milward said that the City cannot require specific tenants (like grocery stores) to occupy a building, but it is encouraging them by requiring the kind of floorplate (square footage) that a grocery store might need.*
- Some liked that the preferred scenario could spur development and attract infrastructure investments.
- Since it sometimes takes a long time for the City to review development applications — around 3 years — some developers opt to develop condos instead of offices, which are more profitable and can recoup the costs associated with the long review time.

### **Mixed Use and Housing Mix**

- Some said there should be a variety of housing types and sizes, including units large enough for two and three bedrooms.
- Some participants said they liked the proposed mixed use. Others raised concerns, suggesting there would likely be conflicts between current occupants and new residents.

### **Parkland and Open Space**

- Participants said they liked the additional parkland, conservation of land, and greening of streets being proposed in the preferred scenario. There was a suggestion to make pedestrian access to public parks a priority.

## **Feedback about the Strategic Directions**

During the Open House participants had the opportunity to identify the Strategic Directions they considered most important. The Strategic Directions were grouped under the study's Guiding Principles, which include: (1) Define + Enhance Places and Liveability, (2) Connect + Move, and (3) Support + Promote Business. Participants placed dots next to the Strategic Directions they felt are most important. See Attachment 1 for a picture of the board used at the meeting.

The feedback below describes how participants in this activity prioritized the Strategic Directions.

### **Define + Enhance Places and Liveability**

- The greatest number of dots were placed next to:
  - Use new streets and connections to help create smaller development blocks.
- Some dots were placed next to:
  - Greening of streets to improve the pedestrian experience and create streets that are places in their own right;
  - Secure multiple new public parks along with a series of connected and publically accessible open spaces;
  - Use specific building performance standards for the Mixed Use Districts to ensure new development is appropriately scaled for their context;
  - Create community nodes where people can access services/facilities in proximity to transit; and
  - Enhance existing community infrastructure within walking distance of ConsumersNext study area.
- There were no dots placed next to:
  - Use flexible approaches to built form in the business park so new buildings support public realm.

### **Connect + Move**

- The greatest number of dots were placed next to:
  - New grid street network to improve mobility for all users.
- Some dots were placed next to:



- Balanced mix of land uses to promote shorter trips and encourage active transportation; and
  - Improved pedestrian and cycling connections to Wishing Well Park at Victoria Park and Highway 401.
- A few dots were placed next to:
  - Improved pedestrian and cycling connections at Highway 401 and Sheppard Ave East;
  - Improved access and integration with regional transportation options; and
  - Pre-LRT and Post-LRT transit integration.
- There were no dots placed next to:
  - Innovative mobility plan including eco-mobility hubs throughout business park.

### **Support + Promote Business**

- The greatest number of dots were placed next to:
  - Invest in the public realm, transit and transportation infrastructure to increase connectivity and walkability.
- Some dots were placed next to:
  - Encourage additional amenity through greater land use flexibility for retail and restaurants; and
  - Provide financial support for retrofits of existing office space and other leasehold improvements to support job growth.
- A few dots were placed next to:
  - Explore a local business association to promote the business park, manage travel demand and establish branding/marketing material
  - Continue City's IMIT program to offset tax differential with potential enhancements to attract new office development; and
  - Use planning tools that ensure an efficient approval process but provide flexibility for the various building needs of businesses.

### **Feedback submitted after the meeting**

After the meeting, participants shared additional feedback via email. This feedback is summarized below.

#### **Addressing current problems**

The study area is already experiencing some challenges (like traffic and periodic flooding). Rather than focus on developing this long-term plan, the City should explain what it is doing **today** to provide solutions to these issues. Demonstrating an ability to address challenges could help build confidence in the City's ability to address long-term challenges. Changes proposed for the long-term should minimize impacts on existing neighbourhoods and residents today.

For example, streets in the study area were recently closed twice as a result of flooding. The study team should explain how it has looked into this flooding and what it is proposing to address it (along with solutions for water, wastewater, and stormwater capacity).

The post-meeting feedback also identified construction as having an impact on the area's traffic and safety. Recent asphalt work on both Victoria Park and Sheppard has resulted in reduced lanes, blocked pedestrian access, and traffic back-ups. There should be better notice and communication from the City about the purpose and schedule of these disruptions.

### **Traffic, transit, and transportation**

The study needs to explain how it is considering parking and traffic issues in the area. Some feedback suggested the City consider consolidating parking standards for retail, employment, institutional, and residential uses. Other feedback expressed concern that Sheppard is not wide enough to support an LRT without making traffic worse.

The post-meeting feedback included mixed opinions about HOV lanes. Some said that the construction of HOV (and LRT) lanes would create years of disruption; other feedback suggested widening Sheppard and adding HOV lanes on both sides to make more space and reduce the impact on traffic. If these HOV lanes are enforced with fines, police, and cameras, there may be a reduction in car use and increased bus use, which could diminish the need for a costly LRT or subway.

It is important that traffic data informs decisions about residential development in Mixed Use areas so that City Planning understands the impact this development might have on employment or business uses. New development should be compatible with existing uses, especially the Armenian Community Centre. There was some support for the new proposed road north of the Armenian Community Centre and the proposed reconfiguration of the 401 ramp. Widening Hallcrown should be on the radar, as should improving safety on Hallcrown to prevent and reduce accidents.

### **Safety**

Future parks and green spaces should be designed with children's safety in mind. Lanes and intersections should be designed to optimize efficiency and safety, especially near schools, where speed bumps, crosswalks, and turn restrictions could calm traffic and improve safety.

### **Built form**

Some post-meeting feedback said the built form policies were moving in the right direction. Some offered additional feedback about the built form directions:

- Where buildings face onto Consumers Road, built form policies should be reconsidered to ensure compatibility with the heights of other buildings on that road. New developments should be based on 1 – 1.5 times lot coverage for the next 10 – 20 years.
- There was some support for low-rise built form next to the church and mid-rise development fronting on to Victoria Park. Taller buildings should be located as far north as possible and oriented towards Victoria Park. The height of these tall buildings should be limited to ensure compatibility with the height of nearby buildings.
- There was some concern with mid-rise building setbacks, the location from which tall building angular plane policies were taken, and the potential for density limitations in the Secondary Plan. Specific suggestions to address these concerns were to: remove the

maximum 11 storey height limit on Victoria Park (which could still provide 4 hours of sunlight on Victoria Park); use the closest Neighbourhoods-designated property east of Victoria Park to determine the 45-degree angular plane; reduce the mid-rise building setback to 0 where a 4.8 metre sidewalk zone can be achieved without the setback, and; remove density limitations.

### **Land use, retail, and redevelopment**

Post-meeting feedback included requests for clarification and additional suggestions:

- There was a request to confirm that the study was not going to propose changes to the land use designations on Map 19 of the Official Plan.
- The City should fast track development that provides supermarkets, retail, professional services, entertainment, daycare, schools, and private schools (especially on the first 6 floors of a new building). One way to fast-track that development would be to provide a tax abatement to those developers. It is important for people to be able to window shop, people watch, and sight-see in the study area.
- Any future development at 2450 Victoria Park Avenue should be a mix of office and commercial units.
- Support for the new green space beside the church. This green space should run along the south side of proposed new road to create a buffer between the church and the road and to provide direct access to this space.
- More detail is required to understand the impacts of the district boundaries on 279 and 285 Yorkland Boulevard.

### **Feedback about the Armenian community and Armenian Community Centre**

Much of the post-meeting feedback focused on the role, importance, and needs of the Armenian community and Armenian Community Centre. Specifically:

- The plan should explain how it is considering the operations of the Armenian Community Centre; many are concerned that new residents nearby might prevent the on-going operations and financial health of the community centre (by complaining about noise from events, for example).
- The plan should consider the social and cultural significance of the Armenian Community Centre lands and the ongoing operation of this facilities including rentals and festivals. New development should demonstrate consideration of the social and human impact of new development on existing communities and neighbourhoods.
- The Community Services and Facilities inventory should be revised to indicate the daycare, school, library, and auditorium as community services and facilities (in addition to the church and community centre).
- The plan should consider the future development of the Armenian Community Centre lands — there is a concept for a mixed employment / commercial building on these lands, including office, medical, and hotel uses.

## Process

Post-meeting feedback shared suggestions about process, including:

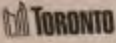
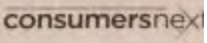
- City Planning should tour the Armenian Community Centre to see the extent to which it is used.
- Consider creating a Community Advisory Committee to facilitate communication between the City and the community, especially around the timing and construction of new roads.
- Prominently display summaries and detailed feedback from this meeting and previous meetings on the ConsumersNext website. Append anonymized, raw feedback from post-meeting emails and letters.
- Explain how feedback from previous meetings has been considered in the plan (such as feedback to improve pedestrian safety, make connections between existing and new buildings, and improve pedestrian paths and sidewalks).
- Future meetings should include an opportunity for people to speak in public — not just in one-on-one conversations.
- Concern about the lack of notice for the Official Plan Amendment application for 2450 Victoria Park Avenue — notice of this application should be on the project website, in emails, and in printed newsletters from Councillors. It is also frustrating that the proposed built form for 2450 has been incorporated in the ConsumersNext plans even though there has been no formal submission or application to the City; it gave some the impression that the City was “testing” the community’s acceptance of this application.

## NEXT STEPS

The feedback shared by participants at Community Meeting 4 will be used to help develop policy during Phase 4, Implementation. The City will hold a Public Meeting in the spring of 2017 prior to seeking Council approvals.



# Attachment 1: Strategic Directions Activity Station Board


**Strategic Directions - Activity Station**


### Define + Enhance Places and Liveability

Define the identity of the Consumers Road area and promote quality of life for residents, workers and users with high quality streets, parks and open spaces.

Locate and design buildings at appropriate scales to support and create active edges to public spaces and provide a welcoming environment.

- Use new streets and connections to help create smaller development blocks.
- Designing of streets to improve the pedestrian experience and create streets that are places in their own right.
- Secure multiple new public parks along with a series of connected and publicly accessible open spaces.
- Use specific building performance standards for the Mixed-Use Districts to ensure new development is appropriately scaled for their context.
- Use flexible approaches to build form in the business area to ensure business support public realm.
- Create community nodes where people can access services/facilities in proximity to transit.
- Enhance existing community infrastructure (i.e. libraries and child care) within walking distance of ConsumersNext study area.

### Connect + Move

Create balanced transportation options to get to and move through the business park and surrounding area, improving connections for pedestrians, cyclists, and transit riders.

- Balanced mix of land uses to promote shorter trips and encourage active transportation.
- Local grid street network to improve mobility for all users.
- Improved Pedestrian and Cycling Connections at Highway 404 and Sheppard Avenue East.
- Improved Pedestrian and Cycling connections to Wexford West Park at Victoria Park and Highway 401.
- Improved access and integration with regional transportation systems.
- Increased mobility per including accessibility public throughout business park.
- Pre-LRT and Post-LRT Transit Integration.

### Support + Promote Business

Enhance the area's attractiveness as a place to do business, by encouraging more complementary uses for workers and residents, and ensuring a robust system of transportation choices and City services.

- Encourage additional amenity through greater land use flexibility for retail and restaurants.
- Provide financial support for security of existing office space and other business improvements to support job growth.
- Invest in the public realm, transit and transportation infrastructure to increase connectivity and walkability.
- Explore a local business association to provide the business park, manage travel demand and establish knowledge/training/training.
- Continue City's MIT approach to ensure that all development with potential for employment is about new office development.
- Use planning tools that ensure an efficient approval process, but provide flexibility for the unique building needs of businesses.

**Put it all next to what you have to make it most important**

R.E. Milward & Associates | O'Neil | HDR | AECOM | Post Office Parkway | Sheppard Inc. | Master Plan Review

## Attachment 2: Transcribed Written Feedback

At the meeting participants were given worksheets with three questions, including: (1) What do you like about the preferred scenario; (2) What refinements (if any) would you suggest; and (3) Which of the proposed strategies would you identify as a priority?

The worksheets received have been transcribed and included below; they are numbered for ease of reference only. Questions left blank are indicated by “*no comment*”.

### Question 1: What do you like about the preferred scenario?

Worksheet #	Response
1.	<ul style="list-style-type: none"> <li>Go Bus loop</li> <li>Sheppard 404 expansion bridge to accommodate pedestrian/cycling traffic.</li> <li>Realignment of Victoria Park/401 ramp, with new road. Needed pedestrian link to Wishing Well Park</li> <li>Diagonal Pedestrian path to Victoria Park/Sheppard node</li> </ul>
2.	<i>No comment.</i>
3.	<ul style="list-style-type: none"> <li>The preferred scenario has a lot of problems as it was presented. I have a real big issue with the ‘TRAFFIC’ that is already a huge problem as is. I bring my kids to school every morning to the A.R.S. School 45 Hallcrown and the traffic is so that it takes us at least 20 minutes to get out of school from Hallcrown to the 401. I have a real issue with the proposed plan because if there is going to be mixed use (until now it was only commercial) then there will be a greater problem with the growth. I don’t think the growth has been measured properly – the residents of the houses will complain about noise, congestion, etc.</li> </ul>
4.	<i>No comment</i>
5.	<ul style="list-style-type: none"> <li>As part of the committee I think you all did a great job in taking our views.</li> <li>One suggestion I’d like to make is we need to consider seriously the issue of transit. We must support finishing the subway from Fairview Mall. Certainly that will take care of the traffic problem that we are concerned about. Thank you.</li> </ul>
6.	<ul style="list-style-type: none"> <li>In the preferred scenario I like the concept of additional parks for conservation of land for future generations. Also the idea to add different types of transportation.</li> </ul>
7.	<ul style="list-style-type: none"> <li>I like the recognition of parks, landscaping and open areas. For our own sustainability in future years it should not be over looked or overridden by traffic supporting development. Sometimes the best development is no development.</li> </ul>
8.	<i>No comment.</i>
9.	<ul style="list-style-type: none"> <li>It will spur development and attract infrastructure investments, more people in the area and more activity.</li> </ul>
10.	<ul style="list-style-type: none"> <li>The additional roads and connectivity within the areas.</li> <li>The addition of nodes and parkland and mixed use.</li> </ul>
11.	<ul style="list-style-type: none"> <li>Public transportation – east/west is required now!</li> </ul>
12.	<i>No comment.</i>
13.	<i>No comment</i>
14.	<i>No comment.</i>

### Question 2: What refinements (if any) would you suggest?

Worksheet #	Response
1.	<ul style="list-style-type: none"> <li>• Shuttle to Oriole GO station (only need 5 per rush hour)</li> <li>• Extend underground portion of LRT to Victoria Park so that traffic congestion is not worsened by removal of 2 lanes. (Ideally, a subway extension, but underground LRT would also accomplish this).</li> <li>• Traffic control to Consumers/Hallcrown Intersection. Can include yellow/red beacons to increase visibility around “blind corner”.</li> </ul>
2.	<ul style="list-style-type: none"> <li>• There needs to be more discussion between transit planners and ConsumersNext planners. Ingress/Egress to the business park from Sheppard and exit to Sheppard from the business park will be disastrous because of the dedicated ROW. Not allowing for left hand turns. This will end up making congestion much worse.</li> </ul>
3.	<ul style="list-style-type: none"> <li>• I would like to suggest that the City reconsider this growth plan and think about the extra traffic, infrastructure problems and safety issues.</li> <li>• Adding more people, more car, more businesses will create a kind of chaos that will be disastrous. There are only <u>two exits</u> from this area. I am not quite sure whether the smaller roads proposed will actually be allowed to be added.</li> <li>• I would strongly recommend that the City reconsider this plan and do some more studies before they start to build anything.</li> <li>• The plan has to be reconsidered, growth has to come only after very serious consideration has been given to safety, traffic issues, parking issues, congestion, infrastructure, etc.</li> </ul>
4.	<p>I'm concerned because:</p> <ul style="list-style-type: none"> <li>• 1. Traffic is already more than its capacity.</li> <li>• 2. Sewer system failed last year, therefore it is <u>not</u> capable to take more.</li> <li>• 3. It will not be a safe community with these changes.</li> <li>• 4. The Armenian Community serves not only the immediate community but the whole Canadian Community at large.</li> <li>• 5. The Armenian Church was built by one of the most prestigious architects “Robbie” (the dome builder) which gives pride and beauty to the neighbourhood, cannot be obstructed/blocked with big buildings.</li> <li>• 6. The Armenian Community's theater is the one that serves North York. It's ideal. Not only will Armenian-Canadians not be able to use the facility but the whole dance/choir communities.</li> <li>• 7. Do not clip the wings of this community because you will be clipping the wings that serve Canada.</li> <li>• 8. The proposed exit from Hallcrown to Victoria Park is suicide street. It's already a very dangerous area, it's a collision #1 in the Province.</li> <li>• The process of these “phases” are not productive, who is listening to the community's concerns. If neighbourhoods are not heard, then, do not hold meetings.</li> </ul>
5.	<i>No comment.</i>
6.	<ul style="list-style-type: none"> <li>• Refinements I would suggest is to understand the function of the existing community instead of looking to benefit the business people more.</li> </ul>
7.	<ul style="list-style-type: none"> <li>• What about sustainable parking? I recognize you are incorporating greenery but what about absorbable asphalt. Like the sustainable parking at Edwards Gardens / Toronto Horticultural Gardens. It allows absorption and minimum run off which would reduce flooding which has been an issue.</li> </ul>
8.	<ul style="list-style-type: none"> <li>• The traffic on Victoria Park and Sheppard has already reached saturation and the significant increase in residents and commercial units does not make sense, regardless of new arterial roads, nodes, etc. The bottle necks and backlog of cars will</li> </ul>

	be disastrous. The number of units (residential/commercial) has to be significantly limited.
9.	<ul style="list-style-type: none"> <li>Need City investment to make it happen faster.</li> </ul>
10.	<ul style="list-style-type: none"> <li>In the absence of the LRT I would readdress what you are doing at Sheppard and DVP / Victoria Park and 401 – The current gridlock in the am/pm will only get worse.</li> <li>Housing at the last meeting a unit was described as 70 square metres. This is a one bedroom (bedroom + den). The talk was to a housing “<u>mix</u>”. The plan needs to <u>pre-zone</u> to ensure 2 and 3 bedroom units (a good percentage in the 1000 and 1200 square footage. It should be a minimum of 40% +/- . If it's <u>pre-zoned</u> this way the land values will find their own “value” that reflects the density and unit size. The values will be higher than today anyway so nobody loses. You must have family housing as there are no options in the area – short of ground oriented at a huge premium and affordability is tough.</li> </ul>
11.	<ul style="list-style-type: none"> <li>With the increase possibly to 18,000 it is essential that public transportation along Sheppard Ave be improved with LRT or subway. More busses will not help; in fact, they will complicate the present problem. LRT or subway on Sheppard is needed to connect with Agincourt GO Station to allow local residents and 905 residents the ability to travel east and west!</li> </ul>
12.	<i>No comment.</i>
13.	<ul style="list-style-type: none"> <li>Don't put a high-rise in the corner of Consumers Road and Hallcrown.</li> </ul>
14.	<ul style="list-style-type: none"> <li>Enable the office buildings along 404/401 should be allowed to redevelop to mixed use.</li> </ul>

**Question 3: Which of the proposed strategies would you identify as a priority?**

Worksheet #	Response
1.	<ul style="list-style-type: none"> <li>Increased number of roads.</li> <li>Underground rapid transit.</li> <li>Increased parking with intensification.</li> <li>Toronto Hydro capacity/reliability</li> </ul>
2.	<i>No comment.</i>
3.	<i>No comment.</i>
4.	<i>No comment.</i>
5.	<i>No comment.</i>
6.	<ul style="list-style-type: none"> <li>The proposed strategies I would identify as priority would be: pedestrian access to healthy scenic habitat in the form of public parks.</li> </ul>
7.	<ul style="list-style-type: none"> <li>A priority strategy I know you have tried to incorporate is listening to the community itself. I know you have had public meetings, you encourage their emails but they don't feel you hear them. As one person mentioned the community is more than the buildings and the proposal, it's the people. Perhaps take away all the displays and just have an open forum and let them be heard again. They know change is coming. They just need to be heard (even if you heard it before).</li> </ul>
8.	<i>No comment.</i>
9.	<ul style="list-style-type: none"> <li>1. Incent development in the area through financial incentives.</li> <li>2. Invest in road building per proposal.</li> </ul>
10.	<ul style="list-style-type: none"> <li>Roadwork and connectivity asap. This will start the change much sooner and allow the rest of the nodes, etc. If the roads are built the development will come.</li> </ul>



11.	<ul style="list-style-type: none"> <li>Public Transportation on Sheppard east and west is required before any of this development happens.</li> </ul>
12.	<ul style="list-style-type: none"> <li>Co-ordination of Traffic lights on Victoria Park and Sheppard.</li> <li>Adding additional traffic outlets without proper light syncing would be a disaster.</li> <li>Will the LRT at Victoria Park.</li> </ul>
13.	<ul style="list-style-type: none"> <li>The small street that goes from Hallcrown to Victoria Park.</li> </ul>
14.	<ul style="list-style-type: none"> <li>Transportation and access in and out of the park.</li> </ul>