

Sherway Area Secondary Plan – Final Report

Date: September 23, 2019

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 3 - Etobicoke Lakeshore

SUMMARY

This report recommends that City Council adopt the Sherway Area Secondary Plan (the “Secondary Plan”). The Secondary Plan is a comprehensive planning framework for the lands bounded by Highway 427, the Queen Elizabeth Way, Etobicoke Creek and the Canadian Pacific rail corridor, which directs anticipated growth to appropriate locations, secures public realm amenities and identifies community facilities necessary to meet the existing and future needs of residents and workers. The Secondary Plan facilitates the transformation of the Sherway Area from an auto-oriented, primarily retail destination to a vibrant, complete mixed-use community, through the introduction of mixed-use development as well as new public streets, parks and open spaces to accompany development.

The Secondary Plan provides an overarching framework for land use, development capacity, a new street network and a parks and open space system, within which more detailed precinct planning can be undertaken. Given the overall size of the Secondary Plan area (approximately 136 hectares), this approach is appropriate to respond to specific conditions and desired character of multiple precincts, including the need to acknowledge existing uses and required phasing of development. The Secondary Plan provides flexibility regarding the location and timing of dedication of public streets, the number and locations of new parks, and built form. The provision of clear and specific policy direction at the macro level, coupled with flexibility in implementation at the precinct level, will allow development to proceed in a predictable and consistent manner while ensuring precinct-specific conditions can be addressed.

The Secondary Plan is the outcome of the Sherway Area Study, a four-phased process to address City Council’s direction to review and update the planning framework for the area. The Sherway Area Study included a thorough public consultation process and the input of staff from various City Divisions and commenting agencies. Following the Sherway Area Study, City Council directed staff to replace the current Sherway Area Site and Area Specific Policies with a Secondary Plan for the area based on its key findings. A draft of the Secondary Plan was released in the Spring of 2019 for public consultation, as well as divisional and agency review.

The Secondary Plan is accompanied by Urban Design and Streetscape Guidelines for the Sherway Area, which provides more detailed standards to assist in the review of development applications and public realm improvements, and the implementation of the Secondary Plan.

The Secondary Plan has regard to matters of provincial interest under Section 2 of the *Planning Act*, is consistent with the Provincial Policy Statement (2014), and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019). The Secondary Plan also maintains the intent and purpose of, and conforms to the City's Official Plan.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council adopt the Draft Official Plan Amendment, Sherway Area Secondary Plan, included as Attachment 2 to this report.
2. City Council adopt the Draft Sherway Area Urban Design and Streetscape Guidelines, included as Attachment 3 to this report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the Draft Official Plan Amendment as may be required.
4. City Council direct staff to use the Sherway Area Secondary Plan and Sherway Area Urban Design and Streetscape Guidelines in the evaluation of all current and new development proposals within its boundaries.
5. City Council endorse the Draft Boundaries for the Major Transit Station Area around the future transit station in the Sherway Area, included as Attachment 5 to this report, to be considered in the context of the review of major transit stations through a City-wide Growth Plan conformity exercise.
6. City Council authorize the City Solicitor and appropriate City staff to take such necessary steps, as required, to implement City Council's decision.

FINANCIAL IMPACT

Much of the infrastructure required to support the growth anticipated in the Sherway Area will be identified through Precinct planning exercises and secured through the development application review process. At the time of writing of this report, amendments to Sections 37 and 42 of the *Planning Act* made by Bill 108 have not yet been proclaimed, and as such there is no statutory basis for the Community Benefits Charge by-law. Further, City-wide strategies for employing the Community Benefits Charge process under the *Planning Act* have not yet been confirmed. Beyond these tools, other infrastructure timing and funding will need to be prioritized against other City-wide capital projects and operating impacts, both funded and unfunded, as well as the City's financial and resource capacity to deliver additional infrastructure works that

will inform and guide the future capital budget and plan as well as the operating budget processes.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

On September 10, 2013, Etobicoke York Community Council deferred a staff report dated August 23, 2013, seeking direction to undertake a review and update of the planning policy framework for the Sherway Area, to its October 17, 2013 meeting. The Community Council decision can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EY26.8>

On October 17, 2013, Etobicoke York Community Council approved the recommendations of the August 23, 2013 staff report and also requested the Director, Community Planning, Etobicoke York District, to report to the November 19, 2013 meeting of Etobicoke York Community Council, with a preliminary study terms of reference. The City Council decision to adopt Community Council's recommendations can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EY28.4>.

On November 19, 2013, Etobicoke York Community Council approved the preliminary study terms of reference from the Director, Community Planning, Etobicoke York District, as the basis for preparing and issuing a formal study terms of reference for the City-initiated Sherway Area Study. The City Council decision to adopt Community Council's recommendations can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EY29.8>

On December 13, 2016 City Council adopted the Directions Report on the City-initiated Sherway Area Study, which directed staff to update the existing planning framework for the Sherway Area with a Secondary Plan based on the key findings of the Study, bring forward Urban Design and Streetscape Guidelines for the Sherway Area, and finalize the Transportation and Servicing Master Plans. The Directions Report can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EY18.8>

BACKGROUND

Sherway Area Study Process

The Sherway Area Study was completed in four phases:

Phase 1: Background Review and Formulation of Alternatives

Phase 2: Testing and Evaluation of Development Alternatives

Phase 3: Identification of a Recommended Alternative

Phase 4: Synthesis and Final Report

All four phases of the Sherway Area Study included public and stakeholder consultation. Upon completion of the Study, the multidisciplinary consultant team delivered to the City:

- a Planning Study Report;
- a Transportation Master Plan;
- a Servicing Master Plan;
- a Community Services and Facilities Strategy; and
- Urban Design and Streetscape Guidelines.

Background information on the study work leading up to and including the preparation of this report can be found on the study website at: www.toronto.ca/sherwaystudy.

On May 12, 2017, the City issued a Notice of Completion for the Sherway Area Study Transportation Master Plan and Servicing Master Plan.

Since City Council's consideration of the Sherway Area Study Directions Report, staff have reviewed in detail and considered the endorsed policy directions, along with relevant provincial and municipal policy directions in the preparation of Secondary Plan policies. The draft Secondary Plan also includes changes from the Sherway Area Study Directions Report, which are the result of the extensive consultation with the landowners in the area, stakeholders and the general public. The draft Secondary Plan was released publicly for comment beginning on May 27, 2019 at two public open houses and on the study website. Following the release of the draft Secondary Plan, City staff met with landowners that requested meetings to discuss concerns that were specifically related to each property. Each landowner provided commentary to City staff, which has been reviewed, and where appropriate in staff's opinion, incorporated into the draft Secondary Plan.

Development Applications in the Sherway Study Area

There are currently four sites in the area with active development applications:

- 1750-1900 The Queensway and 290-320 North Queen Street – Application to amend the Official Plan and Zoning By-law to permit the redevelopment of the lands with residential and ground floor retail uses. This application is under appeal before the Local Planning Appeal Tribunal.
- 2217 The Queensway – Applications to amend the Zoning By-law to lift a holding provision and to obtain Site Plan Approval to permit the development of two commercial buildings with a future public road traversing the parcel. City Council has approved the rezoning application, with the Site Plan application under review.
- 98 Index Road – Application to obtain Site Plan Approval to permit the installation of a customer pick-up structure in the parking lot of an existing commercial plaza. This application is under review.

- 25 The West Mall – Application to amend the Official Plan to permit the redevelopment of certain parcels within the Sherway Gardens shopping centre site with residential, retail, office and hotel uses. This application is under review.

Official Plan Amendment No. 231 Appeals

There are two sites with existing appeals to Official Plan Amendment 231 (“OPA 231”) within the Sherway Area, at 701-703 Evans Avenue and 51 Manstor Road. These appeals will continue to be determined through the OPA 231 process. No revisions to either *Core* or *General Employment Areas* were considered as part of the Sherway Area Study, nor are they recommended as part of this Secondary Plan.

LEGISLATIVE AND POLICY CONSIDERATIONS

Section 2 of the *Planning Act*

The *Planning Act* governs land use planning in Ontario and establishes the means by which a municipality must implement land use planning decisions. In particular, Section 2 of the *Planning Act* requires that municipalities, when carrying out their responsibility under this Act, have regard for matters of provincial interest including:

- (a) the protection of ecological systems, including natural areas, features and functions;
- (e) the supply, efficient use and conservation of energy and water;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) the orderly development of safe and healthy communities;
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (k) the adequate provision of employment opportunities;
- (l) the protection of the financial and economic well-being of the Province and its municipalities;
- (m) the co-ordination of planning activities of public bodies;
- (n) the resolution of planning conflicts involving public and private interests;
- (o) the protection of public health and safety;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of built form that,
 - (i) is well-designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant; and
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

These matters of provincial interest are particularly relevant to this Secondary Plan and are discussed throughout this report, including relevant sections of the Provincial Policy

Statement (2014), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) and the City's Official Plan.

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

Provincial Policy Statement (2014)

The Provincial Policy Statement (2014) (the "PPS") provides province-wide policy direction on land use planning and development matters to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- the efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- protecting the natural and built environment;
- building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- promoting a mix of housing in residential development; the provision of recreation, parks and open space; and access to transportation choices that increase the use of active transportation and transit; and
- encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of City Council with respect to the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by City Council shall also be consistent with the PPS.

The PPS is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans".

Provincial Plans

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. City Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by City Council shall also be consistent with the PPS and conform with Provincial Plans.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan") provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part, including:

- Support the achievement of *complete communities* that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.
- Prioritize *intensification* and higher densities in *strategic growth areas* to make efficient use of land and *infrastructure* and support transit viability.
- Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.
- Support a range and mix of housing options, including second units and *affordable* housing, to serve all sizes, incomes and ages of households.
- Improve the integration of land use planning with planning and investment in *infrastructure* and *public service facilities*, including integrated service delivery through community hubs, by all levels of government.
- Provide for different approaches to manage growth that recognize the diversity of communities in the *GGH*.
- Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.
- Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and *infrastructure* – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.

The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS in the event of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the *Planning Act*, all decisions of City Council with respect to the exercise of any authority that affects a planning matter shall conform to the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by City Council shall also conform to the Growth Plan. Analysis on how the draft Secondary Plan implements the policies and vision of the Growth Plan is provided in the Comments section of this report.

Official Plan

The City's Official Plan designates the lands within the Secondary Plan as *Mixed Use Areas*, *Core* and *General Employment Areas*, *Institutional Areas* and *Natural Areas* on Map 15 – Land Use Plan. On Map 2 – Urban Structure, the Official Plan also identifies the Etobicoke Creek ravine as part of the *Green Space System* and *Greenbelt River Valley Connections*; and identifies the lands along The Queensway as an *Avenue*. Having provided analysis and recommendations on the appropriate land use, density, heights, built form and public realm, the Sherway Area Study fulfills the required Avenue Study for the portion of The Queensway between Highway 427 and The West Mall. Consequently, the Secondary Plan states that no further Avenue Segment Studies will be required for development applications along this segment of The Queensway provided the intent of its policies is met.

On Map 4 – Higher Order Transit Corridors, an extension of the Bloor-Danforth TTC subway line is conceptually illustrated as an Expansion Element – Transit Corridors, with a potential GO/TTC interchange located in the vicinity of The West Mall and The Queensway. On Map 5 – Surface Transit Priority Network, The Queensway is identified as a Transit Priority Segment and a GO Rail Line traverses the Sherway Area.

Four Site and Area Specific Policies (SASPs 12, 13, 19 and 20) currently apply to the Sherway Area, setting out the following key policies:

- Definition of development caps for pre-subway office, retail and residential uses, and post-subway development caps for certain lands centred around Sherway Gardens.
- Provision of a new public network of local streets to divide the area into a more urban pattern of streets and blocks.
- Requirement for a comprehensive transportation study once retail and office development limits are reached.
- Priorities for community services and facilities to support residential uses.
- Restriction of industrial uses to enclosed buildings or to uses with limited outdoor storage having no noxious odour, dust, smoke, noise or vibration impacts.
- Permission for large scale, stand-alone retail uses on certain lands south of the CP rail corridor between The West Mall and Highway 427, to the north of North Queen Street.

The recommended Sherway Area Secondary Plan consolidates and updates the policies of the four existing SASPs. Consequently, staff are recommending that the four SASPs be deleted and integrated within the Secondary Plan through this Official Plan Amendment.

Zoning

Zoning for properties within the Sherway Area is implemented through the Etobicoke Zoning Code and City-wide Zoning By-law No. 569-2013, and many site specific Zoning By-laws apply. In general, a range of commercial, institutional and employment uses are permitted. Residential uses are only permitted through site specific re-zonings.

COMMENTS

Secondary Plan: Overview

The Sherway Area Secondary Plan updates and consolidates the planning framework in the Sherway Area. Section 5.2.1 of the Official Plan outlines the City-building objectives for Secondary Plan areas to stimulate and guide development of highly functional and attractive communities. The Sherway Area Secondary Plan provides an over-arching policy structure that provides clear direction to meet these objectives while allowing flexibility for more detailed and phased planning at the precinct scale. It is structured around a new public road network, new parks and open spaces and a mix of land uses that will ensure that the Sherway Area is a place where people can live, work and play over the coming decades. The Secondary Plan acknowledges the long-standing uses that are expected to continue into the future – Sherway Gardens, Trillium Health Partners hospital and the *Core* and *General Employment Areas* at the north end of the Sherway Area – while allowing for the incremental addition of residential, office and retail uses.

Growth Management Strategy

Both the PPS (2014) and the Growth Plan (2019) require the City to: identify the appropriate locations and promote opportunities for intensification and redevelopment; plan for intensification through a variety of land uses and compact built form; and identify the appropriate type and scale of development for those areas, while ensuring adequate infrastructure, transportation and public service facilities are or can be provided. These provincial policies include PPS Policies 1.1.3.2, 1.1.3.3, 1.1.3.7, 1.5.1, 1.6.5, and 1.6.7.2 and Growth Plan Policies 2.2.1.4, 2.2.2.3, 3.2.1.1, 3.2.8.1, 3.2.8.6 and 5.2.5.6. The intended approach to managing growth and intensification through the Secondary Plan is explained throughout this report.

One of the defining features of the Sherway Area is the limited access into and out of the Area as a result of barriers presented by the rail and hydro corridors, Highway 427, the Queen Elizabeth Way and the Etobicoke Creek ravine. The Queensway and The West Mall traverse the Area and North Queen Street provides secondary access. This lack of permeability is compounded by the absence of higher-order transit which results in predominantly car-oriented travel patterns. Throughout the Study, the desire for increased numbers of residents and workers resulting from new development needed to be balanced with the capacity of the road network to accommodate additional travel. Through the Transportation Master Plan, the capacity of the transportation network was analyzed based on a number of development alternatives and land use mixes.

Following on the recommendations of the Sherway Area Study Transportation Master Plan, the Secondary Plan establishes limits on overall gross floor area for the Sherway Area that can be supported with the current transportation infrastructure. Should the infrastructure landscape change dramatically (for example, the subway line is extended to the Sherway Area) the policies provide for a re-examination of those limits through a comprehensive City-initiated review of the Secondary Plan. These limits are distributed through a recommended land use pattern that balances a true mix of uses, located appropriately given the surrounding land uses and acknowledging the existing conditions.

Development Capacity

Existing infrastructure capacity in the Sherway Area supports total gross floor areas of 550,000 m² of residential uses, 225,000 m² of office uses and 250,000 m² of retail uses. These limits were identified by testing various scenarios through the development of the Transportation Master Plan and provide for an appropriate balance and mix of uses that is envisioned to emerge in the area over the next 20-30 years. In addition to the overall gross floor area limits for the Sherway Area, each land use designation has a maximum floor space index permission to ensure that the available gross floor area is appropriately distributed between precincts.

Land Use - Mixed Use Areas A, B, C, Employment Areas, Institutional Areas

The Secondary Plan introduces an updated land use plan for the Sherway Area that balances all land uses, acknowledges existing conditions and ensures the community infrastructure will continue to serve the needs of existing and future residents and workers. Land uses are directed to specific locations in an effort to minimize conflicts between residential and employment uses, and to strategically locate sensitive uses to minimize potential air quality and noise impacts from the highway corridors. Studies from Toronto Public Health indicate that the convergence of Highway 427 and the Queen Elizabeth Way presents the potential for the Sherway Area to experience diminished air quality relative to other areas in the City. New residential neighbourhoods are situated centrally to provide a buffer from these transportation corridors as well as from the Employment Areas, and to optimize access to parks, community services and facilities, and future transit investment.

Mixed Use Areas A – Residential – These areas are where new residential development in the Sherway Area will occur. They are located within the interior of the Secondary Plan Area, buffered from the rail corridor and 400-series highways, and clustered to create a sense of community. Parks and open spaces, retail and office uses are also permitted to ensure that new residents will have the services they use regularly close at hand. Residential uses are capped at a floor space index of 2.5 times the area of the lot. This is a gross floor space index to be calculated on the overall site area, including any lands that will be conveyed to the City as streets and parks; not calculated on a net site basis after conveyance.

Mixed Use Areas B – Office Commercial – These lands are primarily located along the Highway 427 and Queen Elizabeth Way, and are uniquely positioned to act as a buffer between these impactful facilities and the residential uses in the interior of the Sherway Area. Additionally, they will provide long-term opportunities for an expanded employment base that is essential to create a complete community. Their location next

to the highways provides visibility and access, and until they are redeveloped the existing uses can continue to function with permission for limited interim expansion. While no residential uses are permitted, office uses up to 1.5 times the area of the lot, and retail and service commercial uses up to 0.2 times the area of the lot are permitted.

Mixed Use Areas C – Retail – The Mixed Use Areas C designation acknowledges the Sherway Area's current character as a retail destination. Sherway Gardens and the large format stores north of The Queensway attract shoppers from across Toronto and beyond. It is anticipated these uses will continue and that development will first occur in the surface parking lots that serve these stores. The policies permit the existing use and expansion of these retail uses to a maximum floor space index of 0.5 times the area of the lot, with the exception of Sherway Gardens which is permitted 0.8 times the area of the lot.

Employment Areas – The Sherway Area Study did not make any revisions to any lands designated *Core Employment Areas* or *General Employment Areas*. These designations were previously determined through the City's Municipal Comprehensive Review and were established through Official Plan Amendment 231. Any changes to the designation of these lands will be made through the two site-specific appeals of OPA 231, if permitted. The Sherway Area Study has established maximum floor space indices for the *Core* and *General Employment Areas* to ensure they are contained within the overall development capacity of the Area.

Institutional Areas – Trillium Health Partners hospital is located on the west side of the Sherway Area. The land is designated *Institutional* to align with the designation shown on Map 15 of the Official Plan, acknowledging the existing and anticipated long-term use of the lands. While there is no maximum floor space index for institutional uses, ongoing development of these lands will be monitored for its potential impact on transportation and servicing capacity in the Sherway Area.

Natural Areas – A significant portion of the lands included in Site and Area-Specific Policy 12 are below the top of bank of the Etobicoke Creek ravine and cannot accommodate new development. The draft Official Plan Amendment would re-designate the City-owned lands in this Precinct from *Mixed Use Areas* to *Natural Areas* to recognize these site conditions. The remainder of the SASP 12 lands are owned by the Ministry of Transportation (MTO), who did not wish to pursue redesignation of land uses at this time. Any redevelopment of the lands would be subject to requirements for setbacks from the long-term stable top of slope, and the site area used to calculate gross density will continue to include only the table land, as provided for in SASP 12.

Built Form

Chapter 3 of the Official Plan includes policies to shape the built form of new development to ensure that each new building contributes to the quality of the area as a whole. These include locating new development to frame and support adjacent streets, parks and open spaces; minimizing the impact of vehicular access, parking and service areas to improve the safety and attractiveness of adjacent areas; massing new buildings to fit harmoniously with and respect the planned street proportion; providing amenity through landscaping, safe pedestrian routes, tree planting weather protection and public art; providing indoor and outdoor amenity space for residents; and designing

tall buildings to fit within their context and limit local impacts. The Secondary Plan builds upon the Built Form policies of the Official Plan by providing a detailed planning framework specific to the Sherway Area with general guidance for the planned built context, together with appropriately identified standards to ensure a well-proportioned and pedestrian scaled streetscape, while allowing for a wide variety of building types. More detailed built form controls and measures will be developed and secured in the Precinct Plans, with the guidance of the Sherway Area Urban Design and Streetscape Guidelines, included as Attachment 3 to this report.

Building Setbacks – Required building setbacks are shown on Map 6 of the Secondary Plan. The setbacks are determined by technical factors (separation from the highways as per Ministry of Transportation requirements, from rail corridors, the Etobicoke Creek ravine slope, and from the Enbridge gas line along The Queensway), as well as the planned character of the street onto which each building will front. Most streets have a minimum 3 metre setback requirement; those where greater pedestrian volumes are anticipated, or where retail uses will be required at grade, have a greater minimum setback of 5 metres. These setbacks will provide for the development of a consistent streetwall along the new and existing street network, and will ensure there is adequate space for landscaping, wide sidewalks, retail displays and patios.

Streetwall Heights – In addition to the consistent building setbacks, a well-defined and consistent streetwall height would frame the street and provide for a comfortable pedestrian realm. The Secondary Plan assigns specific ranges for streetwall heights to portions of The Queensway, The West Mall and North Queen Street to define a consistent character for these key thoroughfares linking the various precincts. Taller streetwalls on The Queensway and The West Mall reflect the broader width of those streets, while the shorter streetwall range on other identified streets acknowledges the more intimate character that will evolve there. The streetwall heights on new local streets will be determined through the Precinct Plans to reflect the character of each new street.

Building Stepbacks – To ensure that the scale of the streetwall height is legible from a pedestrian perspective, appropriate building stepbacks will set the taller portions of buildings away from the street. The Secondary Plan only requires specific building stepbacks on those streets with a specific required streetwall on Map 7. A standard minimum stepback of 3 metres is required for all streets except The Queensway which requires a minimum 4.5 metre stepback, reflecting its broader right-of-way width. In addition, any tall building must be stepped back a minimum of 4.5 metres from any streetwall.

Building Heights – The Secondary Plan is non-prescriptive on building types and building heights. Generally, buildings will relate to the width of the right-of-way onto which they front, to provide a consistent, pedestrian-scaled built form. However, the policies do provide for taller buildings in the Sherway Area if they are consistent with the built form policies of the Official Plan for tall buildings and the City's Tall Building Design Guidelines; do not adversely impact the street or existing and planned parks; are appropriately scaled to the context; and do not result in a density that exceeds the maximum floor space index by land use. The exact location and height of each building will be determined through the Precinct Plans.

Greening Strategy

The Public Realm policies in Chapter 3 of the Official Plan underscore the importance of good design in the spaces between buildings to create great streets, plazas, parks and open spaces. The Sherway Area is currently characterized by large surface parking lots with very little green space and open space. One of the benefits of increased development is the ability to secure new green spaces in the form of parks, open spaces, green corridors and improved connections into the Etobicoke Creek ravine. In addition, to link these green elements, all new streets in the Sherway Area will include streetscaping and tree planting.

Parks

The Secondary Plan indicates preferred locations for parks on Map 4 and contains policies relating to the character, function and quality of new parks in the Sherway Area. The Secondary Plan requires that new parks be distributed throughout the Sherway Area to ensure residents and workers have easy, continuous and linked access to green space. Parks and open space are one of the important components of the Secondary Plan as there is currently no City-owned parkland within the Sherway Area. In addition, this distribution of parkland must be balanced with the desire to achieve parks that are large enough to include a variety of functions for both active and passive use. The amount of parkland required will be determined by the in-force policy framework, and specific locations will be determined at the Precinct Plan stage where the location of streets, buildings and parks can be coordinated. The Secondary Plan also includes direction on elements that need to be considered as new parks are secured, designed and located through the Precinct Plan process, including adequately limiting shadows to ensure parks have access to sunlight for at least seven hours on March 21st and September 21st.

Open Spaces

To recognize the importance of a variety of types of open spaces and to allow for additional flexibility in the composition of the overall green space network, the Secondary Plan requires a minimum of 10% of the gross site area in each of the Precincts to be open space. This does not include roads or driveways but it may include Privately-Owned Publicly-Accessible Spaces (POPS), outdoor amenity areas and landscaped setbacks. This open space, in addition to the parkland to be acquired by the City, will ensure that the Sherway Area develops as a green community with a diversity of spaces for community life.

Public Realm

The public realm includes all public and private space to which the public has access. In addition to the new parks and open spaces that will be created as development proceeds, the new street network provides an opportunity to further link the new communities together. New streets will include generous landscaping, street furniture, trees and opportunities for public art. These elements will ensure that streets are comfortable for pedestrians and encourage active use of the streets. To enhance permeability of the new development blocks, mid-block connections will be encouraged. At the entry points to the Sherway Area, elements such as substantial tree planting, landscaping, seating and public art will be encouraged to welcome people and provide a sense of place for the area.

Natural Areas

Section 3.3 of the Official Plan states that the planning framework for building a new neighbourhood should include a strategy to protect, enhance or restore natural heritage. The Sherway Area is bounded along its western edge by the Etobicoke Creek ravine, and the Secondary Plan identifies opportunities to better connect the emerging community with this valuable heritage resource. Development in the area will be reviewed in accordance with Section 3.4 of the Official Plan to ensure that *Natural Areas* are appropriately protected, restored and enhanced while improving access and views to the ravine.

Building a Complete Community

The services, facilities and amenities required by residents, workers and visitors such as parks, child care centres, recreational facilities and libraries are key components of a complete community. As the residential and employment populations grow with increased development these services, facilities and amenities must be provided in tandem with that growth to ensure continued liveability within the Sherway Area. In addition the provision of services and facilities, a range of housing options must be provided to accommodate people in all stages of life and to accommodate the needs of all household sizes and incomes.

Community Services and Facilities

New and/or expanded community services and facilities, including but not limited to child care facilities, library enhancements and community agency space will be provided within the Sherway Area through development and the City's capital plan. The Secondary Plan identifies these service and facility priorities and encourages innovative approaches to the delivery of these requirements, including the development of shared-use spaces. The Secondary Plan provides for monitoring to evaluate the evolving needs of the area's population as development proceeds over time.

Since the completion of the Sherway Area Study, City Council adopted the Parks and Recreation Facilities Master Plan 2019-2038, which identified strategic investment priorities by facility type based on a principle of equitable distribution across the City. Based on its provision strategy, the Facilities Master Plan does not identify a priority for a community recreation centre to serve the Sherway Area at this time. However, the Facilities Master Plan will be updated every five years to align with related City initiatives and ongoing development monitoring.

Housing

The Secondary Plan requires a range of housing in terms of tenure, affordability and building type (including purpose built rental) to accommodate people at all stages of life and the needs of all household sizes and incomes. To achieve a balance of unit types and sizes, the Secondary Plan specifies that a minimum of 15% of units must contain two bedrooms and 10% must contain three bedrooms. An additional 15% of the total units must be a combination of two- and three-bedroom units.

Mobility

One of the key structuring elements of any new neighbourhood is a fine-grained, walkable public street network. The street network defines the development blocks, the new parks and open spaces and by its design it creates the character of a community. The Sherway Area is currently defined by two wide, busy, major streets – The Queensway and The West Mall. These streets will continue to play a defining role as the key points of entry into the Sherway Area, anticipating they will transform over time into its Main Streets as the adjacent uses develop to create newly defined built form edges.

The existing, vehicle-dominant streets will be augmented with new, precinct-based local streets and new facilities for cycling and pedestrians. Currently, the facilities for walking and cycling are disjointed and are therefore unsafe and unattractive. A defining principle of the Secondary Plan is to improve opportunities for walking and cycling throughout the Sherway Area, through the creation of new and enhanced streetscapes, midblock pedestrian connections, multi-use trails and cycling facilities.

New Street Network

The Secondary Plan establishes three categories of streets for the Sherway Area. The first category is New Street: Fixed Location. These streets extend or align with existing streets and will therefore be constructed in the locations shown schematically on Map 3. The second category is New Street: Flexible Location. These streets will provide the general linkages shown on Map 3 with their exact location to be determined through the Precinct Plan process. This allows for the location of streets, parks and development blocks to be considered comprehensively while responding to phasing requirements. The third type of street shown on Map 3 is Private Street – To Become Public. These are private streets that exist in the locations shown on the Map. Over time, these streets will become public streets, with flexibility in their exact location dependent on the development that occurs adjacent to them. The intention of the Secondary Plan is that all streets in the Sherway Area will be built as, or will become, public streets to meet the policies of the Official Plan and create a publicly accessible network.

The Sherway Area Transportation Master Plan recommended the removal of a grade-separated crossing to connect North Queen Street and The West Mall over the CP rail corridor, as it was found to be unnecessary in the context of supporting development in this area. The draft Official Plan Amendment attached to this report includes the deletion of this link from Official Plan Schedule 2 – The Designation of Planned but Unbuilt Roads.

Pedestrian Network Improvements

Improvements to the pedestrian network in the Sherway Area will include continuous sidewalks on all streets, additional signalized intersections, enhanced amenities including seating and other street furniture, and improved connections to existing trails and natural areas; under highways; and across the utility corridors. These improvements will make walking throughout the Sherway Area a viable option for new residents to go about their daily life in the emerging neighbourhood.

Cycling Facilities

The Secondary Plan includes policies aimed at creating a safe, convenient and comfortable cycling network that will be realized through development opportunities and regularly scheduled street reconstructions. The City's 2016 Cycling Network Plan includes new bike lanes/cycle tracks on The Queensway and North Queen Street. The Secondary Plan envisions an expanded network of new cycling facilities on North Queen Street, The West Mall, Evans Avenue and The Queensway, to be supported by the cycling-supportive design of all streets. The precise type of cycling facility will be determined through the Precinct Plans, although the Secondary Plan does indicate that the facility on The Queensway should be a protected, off-street facility. To supplement the new and improved cycling facilities, additional bicycle amenities such as bike parking will be required throughout the Sherway Area and end-of-trip facilities (such as showers and change rooms) are encouraged at major destinations.

Implementation

The Secondary Plan provides an overarching framework of land use, development capacity and new street and park networks, under which more detailed precinct planning can be comprehensively undertaken. This approach is recommended for the Sherway Area given the significant size of its land area, the need to acknowledge the existing uses and to allow for specific responses to any required phasing of development within a given precinct. Due to the long-term horizon of the Plan, it is anticipated that zoning will be implemented on a site-specific basis following the Precinct Planning approach described below. The Secondary Plan provides flexibility in terms of street locations, park number and locations, and building type and heights. It is this combination of clear and specific policy direction at the macro level and flexibility at the precinct level that will allow development to proceed in a predictable and consistent manner while ensuring precinct-specific conditions can be addressed.

Precinct Planning

The Sherway Area is organized into six precincts as shown on Map 9 of the Secondary Plan, each with a set of policies that relate to the specific features of that precinct. Where there are multiple landowners, coordination between landowners will be essential to ensure orderly development that delivers a complete community with consistently aligned streets, parks and open spaces and buildings that relate appropriately to each other.

Through the policies of the Secondary Plan, a Precinct Plan is required as part a complete application for the comprehensive redevelopment of any site within a precinct. The Precinct Plan must include the following:

- topography and grading plan;
- location of any natural features, or natural hazards, including trees and vegetation and strategies to protect them;
- the layout and design of existing and proposed streets in plan and section, including dimensions for sidewalks, trees and other street furniture;
- the location of parks, open spaces and Privately Owned Publicly-Accessible Spaces;

- a common approach to the design of the public realm and pedestrian circulation network;
- existing and proposed cycling routes, on public and private land;
- a precinct-wide transportation demand management strategy;
- local provision of community services and facilities;
- existing and potential locations for public art;
- anticipated land uses throughout the precinct;
- the layout of development parcels, including setbacks, ground floor uses and building entrances;
- the location and layout of proposed service areas, including public lanes, service courts, shared driveways, ramps and loading areas;
- proposed density, built form and massing, including building heights, setbacks and stepbacks;
- relationships between buildings, illustrating shadow impacts, transition in scale between areas of differing intensity of use and spacing dimensions;
- proposed unit breakdown, demonstrating the location and distribution of family-sized units;
- opportunities for energy conservation, peak demand reduction, resilience to power disruptions, and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage, through development of an Energy Strategy at the precinct level;
- the location of and setbacks from the transmission towers within the *Utility Corridors*;
- demonstration of reasonable attempts to consult and coordinate with other landowners within the precinct;
- phasing of development and strategies to achieve appropriate infrastructure at each phase of development; and
- the requirements for a complete application as outlined in the City's development application forms.

The Precinct Plan will be reviewed by City Planning staff and all appropriate City Divisions and agencies, and will form part of the consultation on the individual development application(s). Once an acceptable Precinct Plan has been developed, it will be brought forward to City Council for endorsement and then be used to guide future development on the subject and adjacent lands within the precinct. If future development proposals do not comply with the Council-endorsed Precinct Plan, a revised Precinct Plan will need to be submitted for review and if acceptable, brought forward to Council for consideration.

Zoning

The zoning for lands within the Secondary Plan Area will be brought forward on a site-by-site basis in compliance with an approved Precinct Plan. If there are conditions that must be fulfilled prior to the desired zoning taking effect, a holding provision will be applied.

Urban Design and Streetscape Guidelines

The recommended Urban Design and Streetscape Guidelines are intended to support high quality, appropriately scaled development in the Sherway Area coupled with a cohesive, green and vibrant public realm. Developed as a direct outcome of the Council-directed Sherway Area Study, these Guidelines are intended as an accompanying document to implement the Official Plan and the Secondary Plan as contemplated by Policy 5.3.2.1 of the Official Plan.

The Urban Design Guidelines illustrate the essential elements and important built form relationships that will shape the emerging community, and that reflect the intent and policies of the Secondary Plan. Together with the built form, public realm and mobility policies, the Urban Design Guidelines support ongoing implementation, provide a broad perspective for incremental change and present standards to assist in the review of development applications.

The Streetscape Guidelines provide direction for the dimensions and details of the streetscape, primarily the municipal boulevards. They serve as a toolkit for building and construction to ensure that existing and new streets are consistent and reinforce the vision for the Sherway Area. The Streetscape Guidelines build upon the existing City standards, to ensure consistency, but also provide details to create a unique character for the Sherway Area that helps build its sense of place.

Development applications in the Sherway Area will also continue to be evaluated on the basis of other City-wide guidelines as applicable.

Community Consultation

A summary of consultation activities undertaken throughout the Sherway Area Study and the development of the Secondary Plan is provided in Attachment 4 of this report. Building on public and stakeholder engagement undertaken throughout each phase of the Sherway Area Study, City staff initiated a consultation strategy to solicit feedback on the draft Secondary Plan policies. The draft Secondary Plan was released online concurrently with two public open house events in May 2019, advertised through over 4,600 direct mail notices, as well as social and print media. Landowners, stakeholders and their representatives who had participated in the Sherway Area Study were contacted about the draft Secondary Plan and open houses via direct email.

Consultation materials related to the development of the Secondary Plan, including information boards and public meeting summaries, are posted on the Sherway Area Secondary Plan website: www.toronto.ca/sherwaystudy. Staff collected both in-person and written comments from the public, and also received correspondence and met with landowners and key stakeholders through the spring and summer of 2019. City Planning received written submissions from eight area stakeholders, who provided a range of comments generally with respect to land use designation, additional residential permissions, phasing of development and interim use of lands; flexibility in built form, the provision of public streets and parks, and rail setback requirements.

Staff contacted Indigenous First Nations and circulated the draft Secondary Plan to City Divisions, Agencies and partners for comment as contemplated by PPS Policy 1.2.2 and Growth Plan Policy 5.2.3.3. Staff received a request from the Huron-Wendat Nation to be involved in any archaeology initiated in the next phases of development, which would be identified at the time of future development applications. Commenting boards and agencies include the Ontario Ministry of Transportation, Hydro One, Toronto Transit Commission, Toronto and Region Conservation Authority, the Toronto District School Board, and Toronto Catholic District School Board. Their comments were addressed in the Secondary Plan to ensure continued coordination with their objectives and mandates as contemplated by PPS Policy 1.2.1, such as the management of natural heritage resources, infrastructure and electricity generation facilities and distribution systems.

As a result of these consultations, a number of substantive revisions were made to the draft Secondary Plan. These include, but are not limited to:

- removal of the preferred tower locations from Map 7 in favour of policy text to identify criteria for the location of tall buildings, in response to concerns that the proposed locations were too prescriptive;
- expanded language to explain the intent and purpose of policies related to the function, location, number and size of new parks;
- revised language about the interface with and improvement to the trails in the Etobicoke Creek Ravine;
- clarification on the use of the Hydro One lands in the hydro corridor;
- removal of density limits on lands designated *Institutional Areas*;
- clarification on the technical requirements for setbacks from the rail corridor; and
- additional policies addressing the continuation of existing uses on an interim basis.

Provincial Policy Statement and Provincial Plans

Staff are of the opinion that the Secondary Plan has regard to the relevant matters of provincial interest under the *Planning Act*, is consistent with the PPS (2014), conforms to and does not conflict with the Growth Plan (2019) and maintains the intent and purpose of, and conforms to the City's Official Plan.

The Secondary Plan is consistent with the policies of the PPS (2014), including:

Topic	PPS Policy	Draft Plan Policy
Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns	1.1.1 – Sustainable healthy, liveable and safe communities	Map 5 – Land Use Plan Map 4 – Greening Strategy 2.2 – 2.4 – Guiding Principles 6.1 and 6.2 – Development Capacity aggregated by land use 8.1 – 8.6 – Community Services and Facilities to support growth 8.7 – 8.9 – Range of housing requirements

		11.10 – Precinct planning requirement
Land Use Compatibility	1.2.6.1 – Buffering of sensitive land uses	Map 5 – Land Use Plan 5.2 – 5.17 – Permitted land uses in each of the <i>Mixed Use Areas</i>
Employment Areas	1.3.2.1 and 1.3.2.3 - Protection and location of <i>employment areas</i>	5.18 – 5.20 – Protection of existing <i>Core and General Employment Areas</i>
Public Spaces, Recreation, Parks, Trails and Open Spaces	1.5.1 (a), (b) and (d) – Promotion of healthy, active communities by providing facilities for active transportation, spaces for recreation	Map 3 – Streets and Blocks Map 4 - Greening Strategy Map 8 – Pedestrian and Cycling Network 4.2 - 4.4 – distribution and design of new parkland 4.13 – 4.18 – Pedestrian Realm Network and Streetscaping 4.19 – 4.22 – Protection and enhancement of Natural Areas 9.8 – 9.16 – Pedestrian and Cycling facilities
Infrastructure and Public Service Facilities	1.6.1 – Coordination of infrastructure planning	11.10 – Precinct planning requirement
Transportation Systems	1.6.7.4 and 1.6.7.5 – Integration of land use and transportation	Map 3 – Streets and Blocks Map 5 – Land Use Plan 5.2 – 5.21 – Permitted uses and densities 11.10 – Precinct planning requirement
Transportation and Infrastructure Corridors	1.6.8.3 – Development compatibility with transportation corridors	Map 5 – Land Use Plan 5.7 – 5.20 – Permitted uses adjacent to the major highways adjacent to the Sherway Area
Long-Term Economic Prosperity	1.7.1 (a) and (b) – Promote opportunities for economic development and long term availability of land	Map 5 – Land Use Plan 5.2 – 5.20 – Permitted uses and densities

Energy Conservation, Air Quality and Climate Change	1.8.1 (b) and (e) – Provide employment and residential to shorten commutes with active transportation	Map 5 – Land Use Plan
Natural Heritage	2.1.2 – Protection of natural heritage systems	4.19 – 4.22 – Protection and enhancement of Natural Areas

The Secondary Plan conforms to and does not conflict with the policies of the Growth Plan (2019), including:

Topic	Growth Plan Policy	Draft Plan Policy
Employment	2.2.5.1 (b) – Ensuring the availability of land for employment	Map 5 – Land Use Plan 6.1 and 6.2 – Development Capacity per use
Employment	2.2.5.4 – Minimizing surface parking, supporting active transportation	9.23 – Minimization of surface parking Map 8 – Pedestrian and Cycling Network
Employment	2.2.5.15 – Retail in compact built form and integration with other uses to create complete communities	Map 5 – Land Use Plan 5.2 – 5.20 – Integration of retail with other land uses (permitted retail densities) 7.4 – Fine grain, street related retail emphasis in the base of buildings
Housing	2.2.6.1 (a) – identify a mix of housing options	8.7 – 8.9 – requirement for a wide range of housing options and specific percentages of 2- and 3-bedroom units
Integrated Planning	3.2.1.1	11.10 – Precinct planning requirement
Transportation - General	3.2.2.3 – streets should be designed with a complete streets approach	9.4.4 – design for new streets will be informed by the City's Complete Street Guidelines
Moving People	3.2.3.4 – Active transportation	Map 8 – Pedestrian and Cycling Network

	networks must be integrated into transportation planning	9.8 – 9.16 – Pedestrian and Cycling facilities
Infrastructure Corridors	3.2.5.1 (b) – protection of existing and planned corridors	Map 6 – Building setbacks from the Queen Elizabeth Way and Highway 427 7.10 – setbacks from <i>Utility Corridors</i>
Public Service Facilities	3.2.8.1 to 3.2.8.6 – coordinated planning, co-location of public service facilities	8.1 – 8.6 – Provision of new facilities, expansion of existing, promotion of shared-use, list of priorities
Natural Heritage	4.2.2.6 – natural heritage system	4.19 – 4.22 – Protection and enhancement of <i>Natural Areas</i>
Public Open Spaces	4.2.5.1 and 4.2.5.2 – encouragement to develop publicly-accessible parkland, open space, trails and creation of open space system	Map 3 – Streets and Blocks Map 4 - Greening Strategy Map 8 – Pedestrian and Cycling Network 4.2 - 4.4 – distribution and design of new parkland 4.13 – 4.18 – Pedestrian Realm Network and Streetscaping 4.19 – 4.22 – Protection and enhancement of <i>Natural Areas</i> 9.8 – 9.16 – Pedestrian and Cycling facilities

Major Transit Station Areas (MTSAs)

The Growth Plan requires that transportation system planning, land use planning and transportation investment be coordinated. The Secondary Plan provides for the development of a complete community that can be achieved with the existing and enhanced road and transit network, prior to the provision of higher-order transit service. It is noted that an Environmental Assessment approved in 1993 provides for a subway extension from Kipling Station, through the Sherway Area terminating in a station located near the southeast corner of The West Mall and The Queensway. As noted above, a GO/TTC exchange is shown in this general location on Map 4 of the Official Plan.

Given this potential future transit investment, the lands around this station, generally aligned with the Sherway Area Secondary Plan boundaries within the City of Toronto, may be considered a potential Major Transit Station Area in the Growth Plan. The overall density contemplated by the Secondary Plan meets or exceeds the minimum density target required by the Growth Plan of 200 residents and jobs per hectare within an 800 metre radius of a transit station.

Currently there is no dedicated funding for this subway extension and the project has not been identified as a priority project by either City Council or the Province. The Secondary Plan does include a policy that states:

In the event that higher-order transit is approved and funded within the Sherway Area, the City will undertake a review of this Plan to examine the appropriate land uses and densities that may be accommodated through improved transit access, with consideration for the community services and facilities, transportation and servicing capacity and other matters as may be necessary to serve additional development.

Policy 2.2.4.2 of the Growth Plan requires the boundaries of Major Transit Station Areas to be delineated by municipalities in a transit supportive manner to maximize the number of users within walking distance of the station. Policy 2.2.4.5 provides the municipality the discretion to delineate a particular Major Transit Station Area in advance of the next municipal comprehensive review for Ministerial Approval. Policy 5.2.5.3 provides for the implementation of strategic growth areas, like Major Transit Station Areas, through a Municipal Comprehensive Review pursuant to Section 26 of the *Planning Act*. The Growth Plan requires municipalities to achieve this conformity by 2022.

An outcome of the analysis undertaken during the Sherway Area Study is the ability for staff to advance a draft boundary around the future subway station within the Secondary Plan. The proposed draft Major Transit Station Area boundary is found in Attachment 5 to this report. As previously discussed, should this boundary be adopted for the major transit station areas as part of the City's Growth Plan conformity exercise for Ministerial Approval, the planned density on these lands would meet or exceed the required minimum density targets in the Growth Plan within the Secondary Plan as it provides for additional managed, transit-supported intensification. It is recommended that City Council endorse the draft boundary found in Attachment 5 to form part of the review of Major Transit Station Areas through a City-wide Growth Plan conformity exercise. It is intended the City will commence this conformity exercise in 2020.

At this time, given there is no dedicated funding for this subway station, advance delineation of this major transit station area outside of the municipal comprehensive review is not being provided for Ministerial Approval.

It is important to note that the Secondary Plan does continue to protect for the transportation infrastructure identified in the City's Official Plan as required by PPS Policies 1.6.8.1 and 1.6.8.3, and Growth Plan Policies 2.2.4.11 and 3.2.5.1. To ensure that transportation infrastructure is protected, the Secondary Plan establishes that a new future transit hub for bus route transfers and/or future rapid transit will be generally located in the area protected for the potential subway station, based on the previously completed environmental assessment. In addition, transit and mobility policies in the Secondary Plan ensure the use and viability of the future transit hub through the promotion of active transportation, pedestrian connections, and the range and mix of uses adjacent to or near the future transit hub.

CONCLUSION

The recommended Sherway Area Secondary Plan is the outcome of several years of comprehensive, multidisciplinary study, careful policy consideration and extensive consultation. It provides a framework for orderly and managed growth to facilitate the creation of a complete community with a broad mix of uses, a shift from auto dependence, and the provision of necessary infrastructure. While establishing a clear and foundational vision for the evolution of the Sherway Area over a 20- to 30-year time horizon, it provides flexibility for more detailed precinct planning that responds to specific conditions. Area-specific Urban Design and Streetscape Guidelines developed as a product of the Sherway Area Study will guide the ongoing evolution of the public realm, built form and streetscapes for this emerging neighbourhood.

The Sherway Area Secondary Plan has regard for matters of provincial interest, is consistent with the Provincial Policy Statement (2014), conforms to and does not conflict with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) and maintains the intent and purpose of, and conforms to the City's Official Plan. City Planning staff recommend that City Council adopt the Sherway Area Secondary Plan. City Planning staff also recommend that City Council adopt the Urban Design and Streetscape Guidelines to guide development in the Sherway Area.

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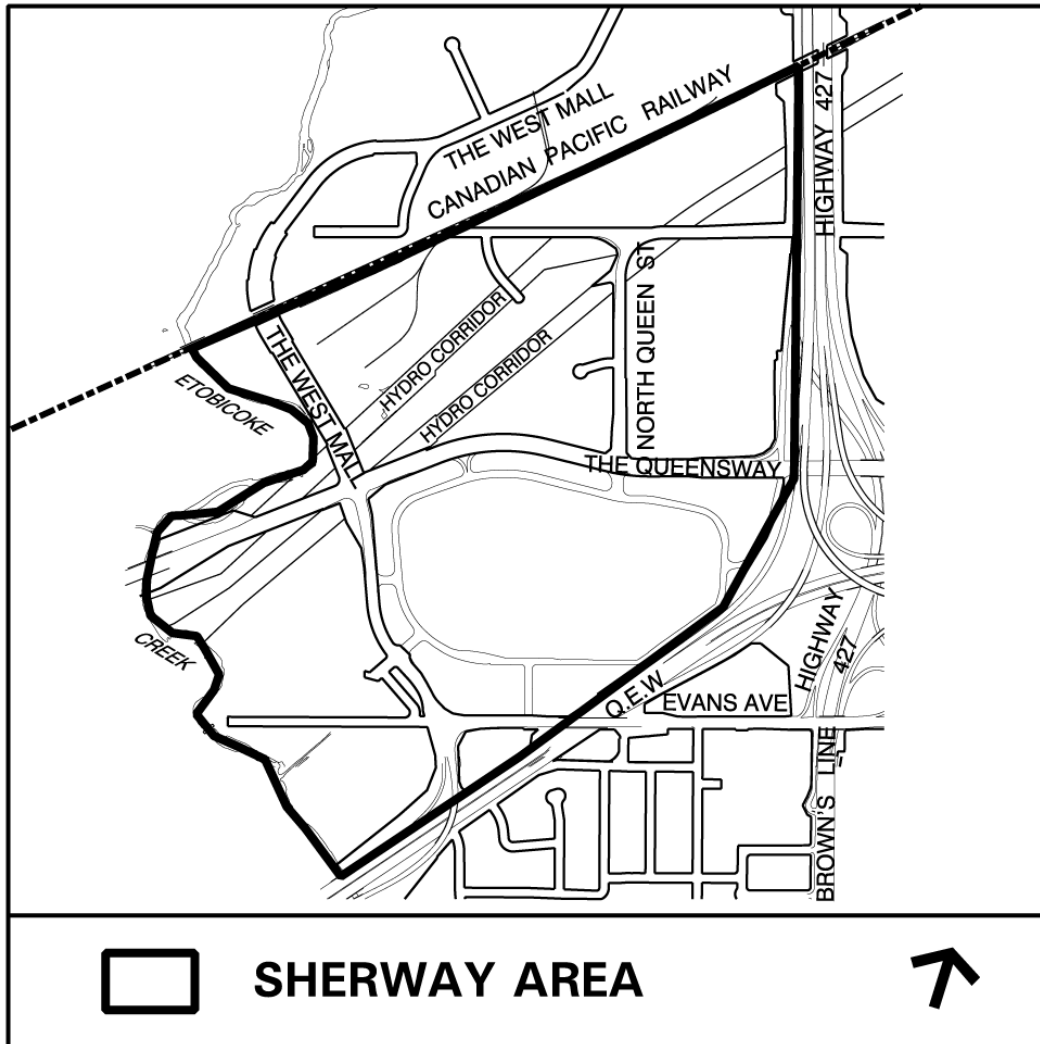
SIGNATURE

Neil Cresswell, MCIP, RPP
Director, Community Planning
Etobicoke York District

ATTACHMENTS

Attachment 1: Location Map
Attachment 2: Draft Official Plan Amendment
Attachment 3: Draft Sherway Area Urban Design and Streetscape Guidelines
Attachment 4: Summary of Public Consultations
Attachment 5: Draft MTSA Delineation

Attachment 1: Location Map



Attachment 2: Draft Official Plan Amendment

Authority: Etobicoke York Community Council Item
XX.XX, adopted as amended, by City of Toronto Council
on [DATE]

CITY OF TORONTO

Bill

BY-LAW -2019

To adopt Amendment xxx to the Official Plan for the City of Toronto respecting the lands generally bounded by Highway 427, the Queen Elizabeth Way, Etobicoke Creek and the Canadian Pacific Rail Corridor.

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

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

The Council of the City of Toronto enacts:

1. The attached Amendment 469 to the Official Plan is adopted pursuant to the *Planning Act*, as amended.

Enacted and passed on [DATE] , 2019.

Frances Nunziata,
Speaker

Ulli S. Watkiss,
City Clerk

(Seal of the City)

AMENDMENT 469 TO THE OFFICIAL PLAN

LANDS GENERALLY BOUNDED BY HIGHWAY 427, THE QUEEN ELIZABETH WAY, ETOBICOKE CREEK AND THE CANADIAN PACIFIC RAIL CORRIDOR

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

1. Chapter 7, Site and Area Specific Policies, including Map 26, Site and Area-Specific Policies, is amended by deleting Site and Area Specific Policy 12, for the lands south of Trillium Health Centre, west of The West Mall in its entirety.
2. Chapter 7, Site and Area Specific Policies, including Map 26, Site and Area Specific Policies is amended by deleting Site and Area Specific Policy 13, for the lands bounded by The Queensway, The West Mall, Evans Avenue and the Queen Elizabeth Way in its entirety.
3. Chapter 7, Site and Area Specific Policies, including Map 26, Site and Area Specific Policies is amended by deleting Site and Area Specific Policy 19, for the lands bounded by the CP Rail Line, Highway 427, the Queen Elizabeth Way and Etobicoke Creek in its entirety.
4. Chapter 7, Site and Area Specific Policies, including Map 26, Site and Area Specific Policies is amended by deleting Site and Area Specific Policy 20, for the lands south of the CP Rail Line between The West Mall and Highway 427 in its entirety.
5. Map 15, Land Use Plan, is amended by re-designating part of the lands located north of the Queen Elizabeth Way, west of The West Mall and south of Sherway Drive from *Mixed Use Areas* to *Mixed Use Areas* and *Natural Areas* as shown on the attached Schedule 1.
6. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by deleting the following planned, but unbuilt road:

STREET NAME	FROM	TO
New Link	Intersection of North Queen St and Manstor Rd	The West Mall (north of the CP rail corridor)

7. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by adding the following planned, but unbuilt roads:

STREET NAME	FROM	TO
Boncer Drive extension	Nova Road	Manstor Road
Nova Road extension	The Queensway	North Queen Street
New Link	Sherway Drive	Evans Avenue

8. Chapter 6, SECONDARY PLANS, is amended by adding Section 43, Sherway Area Secondary Plan as shown in the attached Schedule 2.



Official Plan Amendment No. 469

Schedule 1

— City of Toronto
Lands to be redesignated from
Mixed-Use Areas to Natural Areas

Mixed Use Areas
Natural Areas
Institutional Areas
Utility Corridors

Schedule 2 – Sherway Area Secondary Plan - will be submitted for consideration as a separate document.

Attachment 3: Draft Sherway Area Urban Design and Streetscape Guidelines

The draft Sherway Area Urban Design and Streetscape Guidelines will be submitted for consideration as a separate document.

Attachment 4: Summary of Public Consultations

Sherway Area Study

Meeting #1 for Area Landowners

June 25, 2014 – Etobicoke Civic Centre

Area landowners were invited to a meeting to introduce the study and the project team; and to gather input on the strengths and weaknesses of the Sherway Area to develop a vision to guide future growth in the area.

Community Consultation Meeting and Open House #1

June 25, 2014 - Etobicoke Civic Centre

The first community consultation introduced the Study, and provided an opportunity for community input to begin developing a vision to guide future growth within the area. This meeting also served as the first public consultation in the Municipal Class Environmental Assessment (EA) process for the Transportation Master Plan and Servicing Master Plan to be developed as part of the Study.

Meeting #2 for Area Landowners

October 23, 2014 – Etobicoke Civic Centre

The second landowners' meeting was in the form of a workshop/charrette where stakeholders, City staff and the project consultant team discussed land use and urban design options to advance a vision and guiding principles for the Sherway Area. Owners were invited to share preliminary plans for their properties to inform the discussion.

Community Consultation Meeting and Open House #2

April 8, 2015 – Etobicoke Civic Centre

The second Community Consultation Meeting and Open House provided an update on the Study Process and presented the Phase 1 Findings, which included three Development Options for the area. The public was invited to attend this meeting to provide input into the development of a vision for future growth within the area.

Meeting #3 for Area Landowners

June 25, 2015 – Etobicoke Civic Centre

The purpose of the third landowners' meeting was to provide an update on the study and present a preferred Development Alternative for the Sherway Area; discuss key components of the preferred alternative and the rationale for its selection; and solicit comments and obtain feedback from area landowners on the alternative.

Meeting #4 for Area Landowners

May 3, 2016 – Etobicoke Civic Centre

The fourth meeting with landowners was held to provide a study update; present draft study documents; and discuss next steps in completing the area study process.

Community Consultation Meeting and Open House #3

May 25, 2016 – Etobicoke Civic Centre

The purpose of this meeting was to provide an update on the Study Process and to present a draft of the final study findings for the area. The public was invited to attend this meeting to provide input into the development of a vision for future growth within the area.

Secondary Plan

Public Open Houses

May 27, 2019 – St. Ambrose Catholic School

May 29, 2019 – Sherway Gardens Shopping Centre

The purpose of these events was to introduce the draft Sherway Area Secondary Plan, providing both high-level and more detailed information on proposed policies and maps. Panels were available for viewing, outlining the Secondary Plan's Vision, Guiding Principles and key policy directions, with staff in attendance to take comments and answer questions.

Draft Secondary Plan Online Posting

May 27 – September 2019

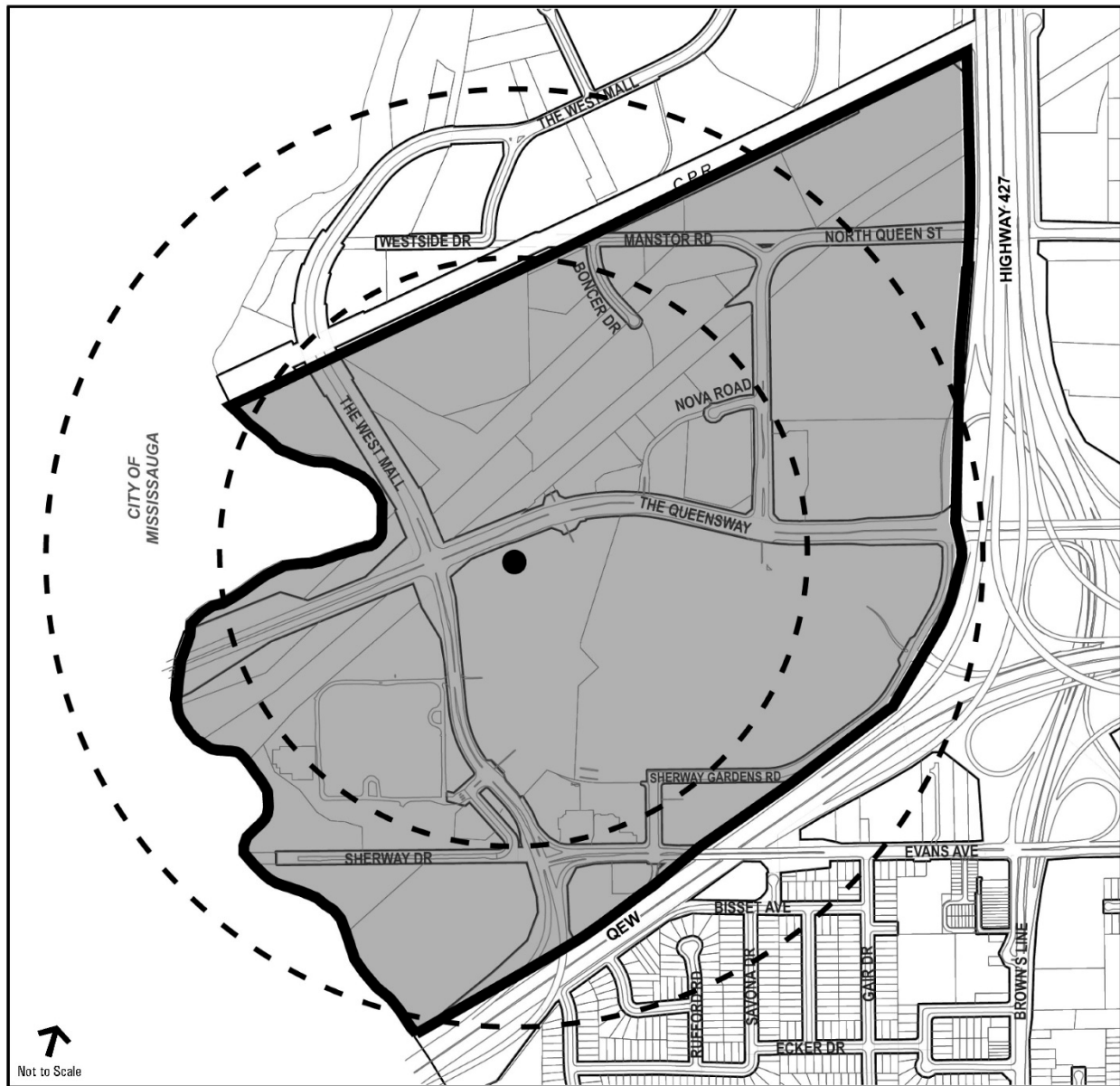
The draft Secondary Plan has been available for viewing on the City's website as of May 27, 2019. Comments were encouraged to be submitted by June 30, 2019.

Stakeholder Meetings




June-August 2019

City Planning staff met individually with stakeholders who requested meetings to discuss their comments and proposed changes to the Secondary Plan.

Attachment 5: Draft MTSA Delineation



Draft Boundaries for Major Transit Station Area

-  Draft Boundary of Major Transit Station Area
-  Planned Transit Station
-  500m & 800m radius from Transit Station

September 2019