

Renew Sheppard East Secondary Plan – Final Report

Date: November 18, 2024

To: North York Community Council

From: Director, Community Planning, North York District

Wards: 17 Don Valley North and 18 Willowdale

Planning Application Number: 19 254260 NNY 17 OZ

SUMMARY

This report recommends that City Council adopt the Renew Sheppard East Secondary Plan ("Secondary Plan") and the associated amendments in Official Plan Amendment No. 777 ("OPA 777") to provide a comprehensive policy framework to guide development for the area generally surrounding north and south of Sheppard Avenue East between the west side of Bayview Avenue to the east side of Leslie Street ("Plan Area"). Refer to Attachment 1 - Secondary Plan Boundary.

The Secondary Plan establishes a new secondary plan to effectively replace a portion of the 1999 Sheppard East Subway Corridor Secondary Plan to provide for an updated planning framework that supports a mix of land uses and policy directions to establish complete, livable, connected, prosperous, sustainable and resilient transit-supportive communities that transform the Plan Area from an auto-dependent to a pedestrian-oriented environment with an improved and expanded public realm.

OPA 777 identifies a number of structuring elements through the re-designation of certain lands as specified in OPA 777 to support the objectives and policies of the Secondary Plan, and the identification of new public streets to expand and support the transportation network. These improvements are necessary structuring elements of the Plan Area and will facilitate the creation of a complete community and allow for an appropriate level of intensification within the Plan Area.

OPA 777 also deletes several site and area specific policies in Chapter 7 of the Official Plan that are no longer required, due to more permissive policies in the Secondary Plan, and certain site specific policies are incorporated into the Secondary Plan, where appropriate.

OPA 777 is the outcome of a detailed study, named the Renew Sheppard East Planning Study, that established a general planning area boundary, undertook research and testing of growth options, and developed a policy framework to inform OPA 777. The Renew Sheppard East Planning Study also included inter-divisional team collaboration, public consultation, and stakeholder engagement which informed the updated policy framework to guide future growth and development in the study area.

OPA 777, including the Secondary Plan, is consistent with the Provincial Planning Statement (2024) (the "PPS 2024") and conforms to the Greenbelt Plan (2017). OPA 777, including the Secondary Plan, is consistent with the general intent of the City's Official Plan.

RECOMMENDATIONS

The Director, Community Planning, North York District recommends that:

1. City Council adopt Official Plan Amendment 777 substantially in accordance with Attachment 2 to the report (November 18, 2024 from the Director, Community Planning, North York District.
2. City Council authorizes the City Solicitor to make such stylistic and technical changes to the Official Plan Amendment 777, as may be required.
3. City Council direct the Chief Planner and Executive Director, City Planning to review the remainder of the existing Sheppard East Subway Corridor Secondary Plan and determine what, if any, amendments are required to those areas in a future report.
4. City Council endorse the Renew Sheppard East Transportation Planning Study Final Report (Attachment 5), Community Services and Facilities Strategy (Attachment 6) and the Servicing Capacity Assessment (Attachment 7), to use in the review of development applications in the Plan Area.

FINANCIAL IMPACT

The Director, Community Planning, North York District confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

On June 26, 2018, City Council directed Planning Staff to review the existing policies contained within the Sheppard East Subway Corridor Secondary Plan and the associated Bessarion-Leslie Context Plan for the lands located to the north and south of Sheppard Avenue East between the east side of Bayview Avenue and the east side of Leslie Street. City Council's decision can be viewed at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.NY31.8>

On June 29, 2020, City Council directed City Planning to commence the City's Growth Plan Conformity and Municipal Comprehensive Review (MCR) work plan. City's Council's decision can be viewed at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>

On March 1, 2021, North York Community Council directed City Planning Staff to provide a Status Report on the Sheppard Avenue East Planning Review. Community Council's decision can be viewed at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.NY22.26>

On February 2, 2022, City Council adopted a staff status report and work plan for the review of the Sheppard Avenue East Planning Review (now called Renew Sheppard East Planning Study). City Council directed staff to build upon the completed review and undertake a study to analyze a policy framework for street and block networks, compatible land use, parks and open spaces, enhanced public realm, heritage, built form, multi-modal transportation options, and adequate servicing infrastructure. City Council's decision can be found here: [Agenda Item History - 2022.NY29.27 \(toronto.ca\)](#)

At its meeting on July 19 – 22, 2022, City Council adopted the recommended Major Transit Station Areas (MTSA) and Protected Major Transit Station Areas (PMTSA) Official Plan Amendments (OPA 540, OPA 544, OPA 570, and OPA 575), which would amend Chapter 8 of the Official Plan pursuant to Sections 16(15) and 26 of the *Planning Act*. These OPAs have been submitted to the Minister of Municipal Affairs and Housing for final approval. City Council's decision can be found here: [Our Plan Toronto: City-wide 115 Proposed Major Transit Station Area/Protected Major Transit Station Area Delineations - Final Report](#)

OPA 575 includes the MTSA's for Bayview, Bessarion and Leslie Stations and sets out minimal density targets of 200, 300 and 300 people and jobs per hectare, respectively.

BACKGROUND

Purpose

The Renew Sheppard Avenue East Secondary Plan was produced following direction from City Council to conduct a review of the Sheppard Avenue East Subway Corridor Secondary Plan. City Council directed staff to review the existing policy framework contained in the Sheppard East Subway Corridor Secondary Plan regarding the plan boundary, street and block networks, compatible land use, parks and open spaces, enhanced public realm, heritage, built form, multi-modal transportation options, adequate servicing infrastructure. The updated policy framework will guide active and future development in the Plan area.

Study Process

OPA 777 is supported by a City-initiated three-phase study. The Renew Sheppard East Planning Study (the "Study") included the following components:

- Phase 1 – Research neighbourhood profile and local planning context, constraints and opportunities analysis, and identification of the emerging vision and guiding principles for the study.

- Phase 2 - Develop, analyze, and test design growth options including supportive infrastructure for the anticipated population projections. Develop study area boundary.
- Phase 3 - Develop and produce the preferred growth option and develop draft amendments to the Official Plan, including the secondary plan policies and maps. Refine study area boundary.

The Study included extensive inter-divisional team collaboration, research and evaluation, community engagement, and online engagements throughout each phase of the study process. The involved City divisions include: Community Planning, Urban Design, Planning Research and Analytics, Strategic Initiatives, Policy, and Analysis, Transportation Planning, Transportation Services, Parks Planning, Infrastructure Planning and Programming and Economic Development. Feedback from city staff has been used to assist in evaluating the preferred growth option and formulating OPA 777.

Upon completion of the Study, the following reports, assessments and strategies were prepared to support OPA 777:

- A Transportation Planning Study, Final Report prepared by the City's consultant, R. J. Burnside (Attachment 5);
- A Community Services and Facilities Strategy (Attachment 6); and
- A Servicing Capacity Assessment (Attachment 7).

City Divisions

The Renew Sheppard East Planning Study team was supported by a collaborative inter-divisional City staff team that developed the Secondary Plan through research, analysis, and ongoing dialogue throughout the study. Divisional staff included: Community Planning, Strategic Initiatives, Policy and Analysis, Research and Analytics, Urban Design, Transportation Planning, Transportation Services, Park Policy and Development Review, Environmental Planning, Infrastructure and Development, and Economic Development. Feedback from city staff has been used to assist in evaluating the preferred growth option and formulating the Official Plan amendment.

Technical Advisory Committee

A Technical Advisory Committee ("TAC") was established for the Study, and various stakeholders and agencies included: the Ministry of Transportation, Metrolinx, Toronto Transit Commission, Toronto Lands Corporation, Toronto District School Board, Toronto Catholic District School Board, and the Toronto and Region Conservation Authority. City Divisions represented in the TAC included Community Planning, Urban Design, Transportation Planning, Transportation Services, Transit Implementation Unit, Parks Policy, Environmental Planning, Engineering Construction and Services, Infrastructure and Development, and Economic Development. The Study team presented key findings for each phase of the study to the TAC for their comments and feedback. Responses received have been used to refine the recommended Secondary Plan boundary, policies, and maps.

Design Review Panel

The Design Review Panel is an advisory body comprised of design professionals who provide independent and objective advice to city staff on studies and development applications. The Study team presented and consulted with the Design Review Panel in each phase of the Study to receive feedback. The Design Review Panel's feedback assisted staff in refining the Secondary Plan's vision and integrating sustainability and public realm policies across the Plan Area through elements such as the Green Loop, Multi-Use Trail, Street Network, and Mid-block Connections to provide alternate pedestrian and cycling routes other than Sheppard Avenue East.

Development Application in the Renew Sheppard East Study Area

The Plan Area has significant proposed, approved, and under-construction redevelopment activity. Refer to Attachment 3 - Development Activity for a list of development applications.

COMMUNITY CONSULTATION

The City undertook community engagement over the Study's three phases. Engagement included a series of in-person and virtual meetings as well as virtual material to present existing conditions and emerging vision and development concepts. A summary of the commentary received over the course of the Study is included in this report. Refer to Attachment 4 - Public Consultation Summary.

Phase 1 public consultations included a series of open house meetings where the community feedback informed part of the background research to understand the neighbourhood context and identify constraints and opportunities. These Phase 1 meetings helped inform the development of an emerging vision and guiding principles. Meetings were held on January 27, 2020, and March 28, 2022 to kick-off the Study. The January 27, 2020, open house was combined with the community consultation meeting for the development application at 699 Sheppard Avenue East (File No. 19 192154 NNY 17 OZ). The purpose of the January 27, 2020 open house was also to seek community feedback on that proposed application.

Phase 2 public consultations sought community feedback on a wider scope of the Study as directed by City Council at its February 2, 2022 meeting (refer to City Council decision link: [Agenda Item History - 2022.NY29.27 \(toronto.ca\)](https://www.toronto.ca/agenda-item-history/2022/NY29.27)). Phase 2 public consultations included in-person open houses held on April 12, 2023 and May 28, 2024 where 100+ people attended, as well as in-person public consultation on February 22, 2024. The Study team shared the neighbourhood profile and sought feedback on several key elements including the vision and guiding principles, land uses, community services and facilities, parks and open spaces, public realm, mobility, built form, and economic development. As part of Phase 2, the Study team released a Social Pinpoint with both an interactive map and survey for public comment to obtain community feedback from April to May 2024. A total of approximately 50 responses were received

during the commenting period. The responses provided on key themes received from the Social Pinpoint map and survey included street safety improvements, parking availability, the need for more green spaces, access to a diversity of retail, and housing types and affordability.

Phase 3 public consultations included two open houses. On June 13, 2024, the Study team presented two growth development scenarios along with demonstration plans related to the public realm, parks and open spaces, and public street network. A total of approximately 90 people participated. On September 24, 2024, an open house was held to present the preferred option through draft secondary plan maps and demonstration plans, and approximately 200 people attended.

Staff reached out to First Nations and the Métis Nation via email and letters regarding the Study. The purpose of the email and letters was to invite direct participation with the City, and to inform the First Nations Treaty and territorial partners of the City's intent to update the policies in the Plan Area. As of the date of writing this report, staff have not received any input from First Nations or the Métis Nation on OPA 777. Staff will continue to offer direct participation and provide updates to the First Nations Treaty and territorial partners about OPA 777.

Presentations, information boards, and engagement summaries for all phases of the Study, can be found on the Renew Sheppard East Study webpage under 'Meetings & Events': [Renew Sheppard East \(Sheppard Avenue East Planning Review\) – City of Toronto](#)

LEGISLATIVE AND POLICY CONSIDERATIONS

Section 2 of the Planning Act

The *Planning Act* governs land use planning in Ontario and sets out 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 shall have regard to matters of provincial interest including the:

- (a) Protection of ecological systems, including natural areas, features and functions;
- (d) Conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (e) Supply, efficient use, and conservation of energy and water;
- (f) Adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) Orderly development of safe and healthy communities;

- (h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- (i) Adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (j) Adequate provision of a full range of housing, including affordable housing;
- (k) Adequate provision of employment opportunities;
- (l) 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) Resolution of planning conflicts involving public and private interests;
- (o) Protection of public health and safety;
- (p) Appropriate location of growth and development;
- (q) Promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) 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 OPA 777, including the Secondary Plan, and are discussed throughout this report, including the relevant sections of the PPS 2024, the Greenbelt Plan (2017) and the City's Official Plan.

Provincial Land Use Policies: Provincial Planning Statement and Provincial Plans

The PPS 2024 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 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.

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 Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS 2024 and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS 2024 and conform with Provincial Plans, including the Greenbelt Plan (2017).

Provincial Planning Statement (2024)

The PPS 2024 provides province-wide policy direction on land use planning and development. The PPS 2024 sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians.

The relevant policies of the PPS 2024 to OPA 777 include:

- Supporting the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs;
- Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and supports the use of active transportation;
- Permitting development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;
- Promoting development and intensification within major transit station areas by planning for land uses and built form that support the achievement of minimum density targets;
- Planning and designing major transit station areas to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing connections to local and regional transit services to support transit service integration, infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes and secure bicycle parking;
- Conserving protected heritage properties and proactively developing strategies for conserving significant built heritage resources and cultural heritage landscapes;
- Promoting green infrastructure, low-impact development, and active transportation;
- Protecting the natural environment and improving air quality;
- Planning for water, sewer and stormwater servicing to accommodate forecasted growth and optimize existing infrastructure systems;
- Planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity.

The PPS requires municipalities to delineate the boundaries of Major Transit Station Areas ("MTSA") on higher order transit corridors. The PPS 2024 carries forward the former Growth Plan minimum density targets for MTSA's, including:

- 200 residents and jobs per hectare for those served by subways;
- 150 resident and jobs per hectare for those served by GO transit rail network.

Through OurPlan Toronto, the City's Official Plan review as part of the City's municipal comprehensive review, the City established minimum density targets based on existing Council-approved development frameworks, including, in effect Official Plan land use designations within the identified areas, as-of-right zoning by-law permissions, density permissions included in secondary plans, and approved developments that have not yet been built. The following Council-adopted MTSA minimum density targets within the Plan Area are as follows:

- 200 residents and jobs per hectare for those served by Bayview Station;
- 300 residents and jobs per hectare for those served by Bessarion Station; and
- 300 residents and jobs per hectare for those served by Leslie Station.

These minimum density targets for MTSA's as identified through OPA 575 meet and exceed the requirements of the PPS and Council's decision to adopt OPA 777 would be consistent with OPA 575 and the PPS 2024 in this respect. OPA 575 is currently waiting for a Ministerial decision.

The PPS recognizes that municipal official plans are the most important vehicle for the implementation of the PPS and to achieve comprehensive, integrated, and long-term planning.

The Secondary Plan's planning framework prioritizes complete communities and compact built form designs that are transit-supportive and make efficient use of land and infrastructure. The recommended land use changes in the Secondary Plan contribute to the minimum population and employment targets in the PPS.

The Secondary Plan is located within three MTSA's (Bayview, Bessarion, and Leslie) adopted by City Council (OPA 575). The Secondary Plan estimated that combined people/jobs per hectare projections would exceed the minimum densities contemplated in OPA 575 through lands redesignated to *Mixed Use Areas* and *Institutional Areas* and would support provincial objectives to have people and jobs within walking distance of transit stations. OPA 777, particularly the land use redesignation permissions which support appropriate built form and public realm improvements to support existing and future residents and workers, as well as, current development applications in the development pipeline, collectively, achieve a forecasted estimated population projection of 86,265 people and an estimated employment projection of 21,365 jobs with a planning horizon to 2051 and beyond.

The Greenbelt Plan

The Greenbelt Plan (2017) is a provincial plan identifying where urbanization should not occur to permanently protect the agricultural land base and the ecological and hydrological features, areas, and functions within the landscape of the Greater Golden Horseshoe. The Don River Valley is identified as an Urban River Valley in the Greenbelt Plan. This designation of Urban River Valleys protects natural and open space lands along river valleys in urban areas to ecologically connect the rest of the Greenbelt Area to Lake Ontario (1.2.3). The Greenbelt Plan encourages stewardship, remediation, and appropriate park and trail initiatives to protect and enhance the ecological and hydrological features and functions of Urban River Valleys (3.2.6.2) on publicly owned lands (6.2.1). The recommended Secondary Plan conforms with the Greenbelt Plan.

Official Plan

The Toronto Official Plan manages the city's physical, social and economic growth towards a vision to 30 years in the future. The vision in Chapter One of the Official Plan is guided by four goals, including being a city of complete communities, a sustainable and resilient city, the most inclusive city in the world, and a city that contributes to a just future for Indigenous Peoples. Through these goals, the Official Plan seeks to address some of the city's key priorities: pursuing reconciliation, adapting to climate change, sustaining housing affordability, and resolving inequities throughout the city. The vision of the Secondary Plan and other amendments in OPA 777 reinforce the goals and principles of the Official Plan.

OPA 777 also recommends that City Council delete the following Site and Area Specific Policies ("SASP"):

- SASP 72 applies to lands northeast of Sheppard Avenue East and Wilfred Avenue, permitting an overall maximum density of 1.88 times the lot area, 233 residential units per hectare, including 200 senior citizen units and 166 non-profit co-operative units, and a maximum of 929 square metres of commercial uses. A public road extension is contemplated in the SASP as well. The Secondary Plan seeks to implement policies that would permit more flexibility in the built form contemplated in SASP 72. The SASP also includes provisions for transition based on the current *Neighbourhoods* designation on Greenfield Avenue. The Secondary Plan redesignates lots on Greenfield Avenue to *Mixed Use Areas*. A new public street is identified on the site. Deleting SASP 72 is intended to implement the vision of the Secondary Plan for public realm elements, including a public street, park, and new connections such as new public streets and mid-blocks. Refer to Attachment 2 - Official Plan Amendment 777, Map 51- 5: Public Realm and Map 51- 6: Street Network.
- SASP 80 applies to lands southwest of Sheppard Avenue East and Bayview Avenue, extending south on Bayview Avenue and west on Sheppard Avenue East. SASP 80 provides maximum density provisions for the site. One of the properties at 461 Sheppard Avenue East (Parcel B in SASP 80) has since been removed through Official Plan Amendment 732, enacted, and passed by City

Council on May 23, 2024. Deleting SASP 80 is intended to remove the maximum height and density permissions to align the area with the Transit Station Character Area policies of the Secondary Plan. Refer to Attachment 2 - Map 51 - 2: Character Areas.

- SASP 205 applies to 11 Dervock Crescent and 75 Talara Drive (one single lot containing 2 municipal property addresses). SASP 205 contains maximum density provisions for the site. The Secondary Plan is intended to provide a planning framework for lots adjacent to Highway 401, including this site. Any future development on the site is required to meet the policy direction of the Secondary Plan and Official Plan.

OPA 777 also incorporates modified SASPs into the Secondary Plan.

The summary of the changes to the Official Plan included in OPA 777 are below:

- Amend the land use redesignations for certain lands on Land Use Plan Map 16 and Map 19;
- Identify 14 new public streets, including extensions to existing public streets as an amendment to Schedule 2 of the Official Plan;
- Delete existing SASP 72, 80 and 205 from Chapter 7;
- Create the new Secondary Plan as Section 51 of Chapter 6 of the Official Plan;
- Identify the Secondary Plan boundaries on Map 35 which identifies Secondary Plans across the City.

The Official Plan can be found here: [Official Plan – City of Toronto](#)

RENEW SHEPPARD SECONDARY PLAN - COMMENTS

Secondary Plan: Overview

The Secondary Plan policies have been informed by the recommendations of the Final Consultant's Report; consultation with other City divisions and agencies, residents, stakeholder groups, and landowners; and comments received on the Secondary Plan (Attachment 2: Official Plan Amendment 777).

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 Secondary Plan addresses Policy 5.2.1.2 as the area demonstrates the characteristic of being a large area of underutilized land that would benefit from comprehensive planning to enable suitable development or redevelopment; is an area where there exists major public investment through the subway system; and is an area where development is proposed, at a scale, intensity or character which necessitates reconsideration or reconfiguration of local streets, block plans, public works, open space or other public services or facilities; and is an area identified for growth as identified by Council through delineated MTSAs.

City Council has determined that it is necessary for a Secondary Plan in this area, which will guide future development. Updates to the existing Secondary Plan are necessary to continue to achieve provincial and municipal policy objectives.

The Secondary Plan provides and supports an appropriate level of growth and development that will achieve a transit-supportive environment, increase transit ridership and optimize the public investment in transit. Intensification will be distributed in a hierarchical manner across the Plan Area, as supported by the Character Areas, to accommodate a higher intensity and mix of uses around subway station stops and existing regional rail, while achieving other key public realm and built form objectives to create a complete and liveable community with areas of distinctive character. The Secondary Plan will promote the desired building type and form of development that will result in highly functional, attractive and complete communities, and plan for an appropriate transition in scale and activity between character areas and neighbouring districts as defined and identified in the Secondary Plan.

The City building objectives established in Policy 5.2.1.4 are generally explained throughout this report and in OPA 777. The infrastructure elements essential to building a complete and livable community will be secured as growth occurs. These elements include community service facilities, parkland, green infrastructure, and physical infrastructure required to support the health of residents, workers, and visitors to the Plan Area.

Vision and Goals

The vision of the Secondary Plan is to transform the Plan Area into a complete, livable, connected, prosperous, sustainable, transit-supportive community.

The Secondary Plan will support complete, connected, and prosperous communities by facilitating a mix of uses to support equitable access to many necessities for daily living for people of all ages and abilities including the appropriate mix of jobs, a full range of housing in form, tenure and affordability, mobility choices, accessibility to public facilities, parks, open spaces, nearby job opportunities, shops and services, and transit.

The North York General Hospital and other public health providers that surround Leslie Station and the regional rail station form an important health-care employment hub for the Plan Area. The Secondary Plan supports the long-term preservation, viability, and expansion of future institutional uses by directing the important clustering of health-care-related uses near existing hospital lands to support the prosperous vision of the Plan.

The Secondary Plan's livable, connected, and sustainable vision is implemented through the public realm plan that provides a multi-functional, welcoming, and resilient framework comprised of an expanded network of green streets and mid-block connections enhancing community life and movement between parks, open spaces, schools, community services, and the natural heritage areas. The public realm prioritizes sustainable and resilient communities through expanded parks, tree planting, soft landscaping boulevards within generous setbacks through the creation of the Green

Loop, a greenway network that provides opportunities for green infrastructure and alternative quieter multi-modal routes to transit and local destinations.

The Secondary Plan's public realm initiatives are the focal point to support more people and jobs close to transit while prioritizing walkable and vibrant public spaces between buildings through the Sheppard Promenade and Higher Order Pedestrian Zones, offering ample opportunities for passive and active recreation and social gathering.

The Plan Area has three existing subway stations, one existing regional rail line, and planned new cycle tracks on Sheppard Avenue East, Bayview Avenue, and Leslie Street. In addition to the existing transportation infrastructure, OPA 777 proposes new public streets, mid-block connections, multi-use trails, and bikeways which improve affordable modes of travel, universal accessibility, and multi-modal choices regardless of age, abilities, and income. The improved transportation network further encourages sustainable active transportation that will aid in transforming the Plan Area to a healthier and less car-dependent environment that accommodates a range of existing and future mobility needs while strategically linking growth to transit.

Area Structure

The Secondary Plan establishes a structure to shape development that is centred along the Sheppard Avenue East Corridor (the "Corridor"). The Corridor is anchored by three subways (TTC Bayview, Bessarion, and Leslie Stations) and an intersecting regional rail line (GO Transit's Richmond Hill line). The Oriole GO Station is planned to relocate closer to Sheppard Avenue East to enable an interchange station consisting of a subway station (Leslie Station) and a regional rail station (Oriole GO Station).

The existing and planned transit infrastructure is the stimulus for continued change, focused on each of these three transit station areas linked as a whole. The three transit station areas consist of seven Character Areas identified as Transit Station, Sheppard Corridor, Edge, Transition Zone, Institutional Zone, Neighbourhood, and Green Character Area.

Character Areas

The Character Areas will build upon the distinct neighbourhoods while contributing to complete, livable, connected, prosperous, and sustainable transit-supportive communities. The Character Areas were developed by reviewing the existing and planned context, location and proximity to transit stations, unique attributes, and surrounding uses to establish a desired urban form, land uses, appropriate transition in scale and activity between Character Areas, neighbourhood character and public realm enhancements.

The Character Areas are as follows:

- **Transit Station Character Area:** The Transit Station Character Area, along Sheppard Avenue East, will contain the tallest buildings within the Plan Area, primarily on lands closest to existing and planned transit stations. As the most

intensely developed locations, these areas will be busy hubs near transit, with a public realm designed to handle higher pedestrian and cyclist volumes. The Transit Station Character Area will contribute to the Sheppard Promenade as a green street that includes a vibrant commercial main street with a variety of retail and non-residential uses while providing goods and services for both local and regional needs. Community services and facilities will welcome an increased population living within this and surrounding Character Areas. The Transit Station Character Area will be lively and will serve as a destination for many.

- **Sheppard Corridor Character Area:** The Sheppard Corridor Character Area, along Sheppard Avenue East, will contain buildings in a mid-rise built form, fitting with the existing character of the area and providing a transition from the Transit Station Character Area. This area will be vibrant and active, at a lower intensity than the Transit Station Character Area, and will provide access to mid-day sunlight and open views of the sky. The Sheppard Corridor Character Area will contribute to the Sheppard Promenade as a green street that includes a vibrant commercial main street with a variety of retail and non-residential uses while providing goods and services for both local and regional needs. Community services and facilities will welcome an increased population living within this and surrounding Character Areas. The Sheppard Corridor Character Area will be a lively place and serve as a destination for many.
- **Edge Character Area:** The Edge Character Area, along the northern edge of Highway 401 and adjacent to ravines, will be developed predominantly with tall and mid-rise buildings, in a green landscaped setting. Close to the highway, an intense planting of deciduous and coniferous trees will help create a pleasant, soft edge and buffer to the highway. Connectivity to, and through, the Edge Character Area, and to adjacent areas will be enhanced through improved connections, including the addition of a landscaped multi-use trail to provide opportunities for sustainable modes of transportation. Portions of the Edge Character Area will contain retail, commercial and employment opportunities, predominantly along Retail Required Streets. However, small scale retail, service and community uses that serve local needs may be found throughout the Edge Character Area.
- **Transition Zone Character Areas:** This area is planned to be a transition area between the areas of greater and lesser intensity in scale of development. This area will develop primarily with mid-and low-rise buildings in a green landscaped setting. The Transition Zone Character Area will be enhanced by extending the public street network to create continuous routes throughout the neighbourhood. Non-residential uses that provide local amenity, shops and services to meet the local needs are encouraged in the Transition Zone Character Area.
- **Institutional Zone Character Area:** The Institutional Zone Character Area will continue to be a hub for healthcare, educational and research uses. Anchored by the North York General Hospital and associated uses, this zone will protect and support the healthcare network centred by the North York General Hospital and encourage job opportunities and non-residential uses that complement the

existing institutional uses such as lab space, research facilities, and other life science's related operations.

- **Neighbourhood Character Area:** The Neighbourhood Character Area consists of lands designated as Neighbourhoods. Development in this Character Area will be in accordance with the policies of the Official Plan that relate to Neighbourhoods.
- **Green Character Area:** The Green Character Area consists of three locations within the Plan Area. These areas may change over time but will continue to contain significant landscaping and well-connected open spaces with generous canopy of mature trees and green pathways.

Land Use

The Secondary Plan supports the Plan vision for complete, livable, connected, prosperous, and sustainable transit-supportive communities. For *Mixed Use Areas*, the land use designations support a wide variety of uses in mixed-used developments that will serve the daily needs of residents, creating new jobs and access to retail and services for residents within walking distance to public transit and to existing and new neighbourhoods.

The changes to the land use redesignations in Official Plan Map 16 and Map 19 are outlined as follows:

- Lands in the Plan Area that are redesignated *Mixed Use Areas* will enable a broad mix of residential and non-residential uses, including commercial, office, institutional, community service and facilities, parks and open spaces, and recreational uses.
- *Institutional Areas*, which include properties owned by the North York General Hospital. The site at 4000 Leslie Street is currently subject to an Enhanced Minister's Zoning Order ("EMZO") for a long-term care facility with associated and complementary uses with the main hospital (Refer to Attachment 3: Development Activity). An *Institutional Areas* designation is recommended to acknowledge the site's long-term support for local and regional public health and its connection to the main hospital.

No other changes to land use designations are proposed through OPA 777.

Land Use Compatibility

The Secondary Plan requires that land use compatibility be addressed as part of a complete application for sensitive land uses, such as residential, educational, health facilities, and other sensitive uses near major facilities, including transportation and rail infrastructure or former landfill sites.

In accordance with Official Plan policies and Schedule 3 of the Official Plan, land use compatibility studies are required for Official Plan and Zoning By-law Amendment applications. The Secondary Plan continues to protect public safety by providing direction for land use compatibility studies and/or reports to identify any potential adverse impacts and measures to avoid, minimize or mitigate any potential adverse effects, such as odour, air, vibration, noise, rail safety, and methane gas. Development will need to address compatibility and mitigate impacts that may include, but is not limited to, buffering, separation, and building orientation that will be secured through the development review process.

Retail

An important objective of the Secondary Plan is to support complete and prosperous communities. To build upon and grow existing retail and commercial uses, the Secondary Plan identifies Retail Required Streets to support the long-term viability of retail on the Sheppard corridor and within existing retail clusters in the Plan Area. A diversity of retail is essential to creating sustainable, complete communities by allowing residents and workers to access daily necessities and job opportunities within walking distance. The Secondary Plan promotes a fine-grained retail pattern with well-articulated storefronts and active public realm interface that animates the street with frequent retail entrances directly accessible from the public sidewalk. The Secondary Plan also encourages the incorporation of existing businesses in new development to expand opportunities for local employment and avoid the displacement of businesses.

Public Realm

The Secondary Plan policies establish a public realm network to implement the Plan's vision for livable, connected sustainable communities.

The Public Realm Plan is anchored by the Sheppard Promenade and the Green Loop, which serve as the unifying elements connecting distinct neighbourhoods that make up the Plan Area. The Public Realm policies also identify locations for Higher Order Pedestrian Zones, mid-block connections, Privately-owned Publicly Accessible Spaces ("POPS"), and Public Art, all to enhance pedestrian connection, civic life, and to complement the existing and planned parks, open spaces, and broader natural heritage network.

In support of sustainability and climate resilience, the Public Realm Plan includes expanded parks, open spaces, green streets, and the establishment of a Green Loop, which together are intended to manage stormwater, support biodiversity, improve air quality by increased carbon sequestering, and enhance climate change resiliency.

Sheppard Promenade

The Sheppard Promenade is envisioned as a vibrant commercial green street serving as the primary street of the Secondary Plan. The Sheppard Promenade will be a lively main street, promoting economic activity and social engagement through thoughtful design. Development on the Sheppard Promenade will have a minimum building

setback of five metres for the base building to create a consistent streetwall to ensure sufficient pedestrian clearway and sufficient space to support retail activity and spillover. An additional 5-metre stepback is required above a base building on Sheppard Avenue East or abutting a park to reduce the visual and physical impacts of the tower and allow the base building to be the primary defining element of the public realm.

Development on the Sheppard Promenade will support key public realm features including a functional streetscape zone, generous landscaping and tree-planting in the boulevard, and additional trees in the setback. Development will incorporate retail or other active uses on the ground floor, with space to support retail activity with at-grade entrances and glazing to foster a strong visual connection between the street and building interiors.

Development along Sheppard Avenue East will prioritize streetscape and public realm improvements, ensuring coordination between adjacent lands. The streetscape will also include enhanced weather protection, such as canopies and awnings, and will be enriched with public art, installations, and gateway features to further elevate the pedestrian experience. By incorporating these elements, the Sheppard Promenade aims to create an attractive, dynamic, and pedestrian-friendly environment that enhances local economies and community life.

Green Loop

The Green Loop is a network of primarily local streets with the intent to provide an alternative quieter east-west travel route parallel to Sheppard Avenue East which connects parks, open spaces, schools, community services and facilities, and natural heritage areas. The Green Loop is envisioned to support a sustainable and resilient public realm by prioritizing pedestrians, maximizing soft landscaping, retaining mature trees, and expanding tree canopy and green infrastructure, whenever possible. Development fronting the Green Loop will have setbacks for buildings and locate underground utilities and facilities to support the retention of existing trees, the planting of large shade trees, and generous landscaped front yards. The Secondary Plan directs that development adjacent to the Green Loop support green infrastructure, and pedestrian walkways when adjacent to a public park.

Higher Order Pedestrian Zone

Higher Order Pedestrian Zones ("HOPZ") are located at transit stations and will be designed to accommodate the highest volumes of retail activity, people walking, or using mobility devices, cyclists, and transit users in the Plan area. HOPZ are important landmark sites that will enhance neighbourhood identity and support commercial and social activity. HOPZ support the greatest diversity of commercial activity within the Transit Character Areas, as well as, along the Sheppard Promenade and Retail Required Streets to create generous and inviting open spaces with vibrant commercial and social activity.

Development will provide additional setbacks to extend and enhance the public realm, allowing for commercial markets, retail spill over, and expanded pedestrian zones. Privately-owned publicly accessible spaces ("POPS") in these areas will be in the form of urban squares or plazas, offering high-quality civic spaces with hard and soft landscaping flanked by retail and commercial establishments, public art, and wayfinding elements to mark key destination sites surrounding transit stations.

Mid-Block Connections

Mid-block pedestrian connections are important in creating walkable neighbourhoods by increasing pedestrian routes that complement the street network and provide connections through the block that improve pedestrian access and ease of movement. The Plan provides direction for mid-block connections that will be developed to respond to the neighbourhood context and site. Mid-block connections will generally be a minimum of 5 metres in width and include a multi-use trail or walkway and generally a minimum of 3 metres to accommodate landscaping and tree-planting. Mid-block connection locations have been identified conceptually on Map 51-5: Public Realm and the exact location, alignment and design of mid-block connections will be refined, through the development application review process. Additional mid-block connections will be identified through the development application process.

Publicly Accessible Open Space

Privately-owned publicly accessible spaces ("POPS") will play an important role in the public realm network to supplement but not replace the need for parkland and open spaces. POPS provides the opportunity to create landmark destinations that reinforce special places within neighbourhoods and enhance community identity.

POPS will also facilitate mid-block connections and permeability of new development between the Sheppard Promenade, Green Loop, Multi-Use Trail, and the existing and priority park areas and provide direct connections to the public transit, schools, and local destinations. To enhance the permeability of new development, mid-block connections are to be generally a minimum of 5 metres in width for a walkway or multi-use trail and generally a minimum of 3 metres to accommodate landscaping or garden space. This landscape area will allow for appropriate building separation distances between buildings on either side of the mid-block connection.

Public Art

Public Art can celebrate local stories about the community's history and culture, including Indigenous history. Public art locations are conceptually shown in Amendment Map 51-5: Public Realm Plan to encourage the integration of public art within development sites. Additional public art opportunities may be identified through the development review process.

Parks

Toronto's park system plays an essential role in supporting a healthy, equitable, and livable City. Parks are critical pieces of social infrastructure, promoting physical and mental health, social cohesion, and a sense of local identity. These spaces also serve as green infrastructure that supports responsive actions to climate change by creating habitats, mitigating stormwater impacts, sequestering carbon, and reducing the urban heat island among other ecosystem services. Parkland provision in areas of growth is vital to the creation of complete, sustainable healthy communities.

The City's Parkland Strategy guides long-term park planning, prioritization, and investment throughout the City to ensure the expansion and enhancement of the parks system. The Strategy establishes four Guiding Principles to direct this work: Expand, Improve, Connect and Include. The Parkland Strategy assesses parkland provision City-wide, measuring the amount of parkland available to residents by census area.

According to the latest assessment, current parkland provision within the Plan Area varies from areas of very low provision, southeast of Bayview Avenue and Sheppard Avenue East, to areas of high provision around Leslie Street and Sheppard Avenue East where East Don River ravine crosses the eastern edge of the Secondary Plan. The East Don River ravine which crosses the Secondary Plan area at the eastern edge, notably contributes to the high parkland provision rates in this portion of the Plan area.

Despite low parkland provision in certain areas, overall, the Plan Area has good walkability, with most areas served by a park within a five to ten minute walk. Minor gaps are located in the interior of the neighbourhood northwest of Sheppard Avenue East and Bayview Avenue and southeast of Provost Drive and Esther Shiner Boulevard, close to Highway 401.

Analysis of estimated growth in the Plan Area indicates that additional parkland will be needed as development occurs. One of the most important tools that the City has for securing new parks is parkland dedication, as authorized by Section 42 of the *Planning Act*. The use of this tool, securing new parkland as a condition of development, is critical to ensuring the delivery of new parks in areas of high growth and achieving a complete community. In addition to parkland dedication, the City may also strategically acquire land to supplement existing or new parkland, where appropriate.

Although a number of new parks have recently been secured through the development application review process, additional parkland will be required to support the level of growth anticipated by the proposed Plan.

The Secondary Plan introduces a Long-Term Parks Plan on Map 51-4: Long-Term Parks Plan that identifies parkland expansion areas and priority areas for new parkland through the development application review process. The Plan intentionally locates priority areas for new parkland where there is lower parkland provision and walkability gaps to best serve both existing needs and future growth. These include priority areas for establishing new parks west of Bayview Avenue, in particular within the Granlea Road and Irvington Crescent neighbourhood, as well as west of Leslie Street at Esther

Shiner Boulevard and Provost Drive. Park expansions have been identified in the southeast of Bayview Avenue and Sheppard Avenue East. Potential future parks reflect areas where large scale development is proposed or anticipated and on-site parkland dedication should be prioritized. Overall, the plan prioritizes and encourages consolidation of parkland dedication in order to achieve larger parks with better programming potential.

Mobility

The Plan Area and its surroundings have been primarily designed to facilitate car movement and access. The existing transportation infrastructure, combined with physical barriers, such as the railway corridor, Highway 401, and the ravine system, poses a significant challenge to secure a mobility network for pedestrians and cyclists. The Secondary Plan seeks to reduce the impacts of these barriers and support higher-order transit through multi-modal access and shared mobility strategies to achieve a complete and connected community.

The Secondary Plan mobility policies implement the Official Plan policies and support the Plan's vision to:

- establish an accessible and sustainable mobility network focused on the travel of people in an accessible and sustainable manner that prioritizes walking, cycling, and transit;
- provide of a more fine-grain street network of continuous, safe, and comfortable direct streets, lanes, mid-block connections, greenways, and other active routes to provide access to transit stations, support transit-oriented growth, and enhanced connectivity to increase the proportion of trips made by people using active transportation and transit; and
- ensure that the design and operation of the mobility network prioritizes the safety, comfort, and accessibility of people of all ages and abilities.

The Official Plan further generally plans for new streets to be public streets. The Secondary Plan appropriately establishes a public street network that integrates with the existing street network and supports future redevelopment throughout the study area. As shown on Map 51-6: Street Network, the new public street links are planned to be delivered through development and their exact locations, alignment, and design will be refined through the development application review process. Map 51-7: Cycling and Pedestrian Network identifies new bikeways, physically separated facilities, and multi-use trails which will expand and support the active transportation network to enhance connectivity, safety, and permeability throughout the study area. Map 51-8: Transit and Travel Demand Management, identifies potential shared mobility hubs that will improve convenience and access to a variety of mobility choices at transit stations to support higher growth around existing local and regional transit stations.

The Renew Sheppard East Transportation Planning Study Final Report, prepared by the City's retained consultant in Attachment 5 (the "Transportation Study Report") examined the existing and future conditions of the Plan area and was developed to

provide guidance on the area's mode share and network development to manage and support the planned growth in the Secondary Plan.

Future travel demand from the estimated projected growth and the impact on the existing transportation network capacity were analyzed in the Transportation Study Report to assist in determining the appropriate interventions required to support intensification. The Transportation Study Report supports the expansion of the multi-modal street network and a network of shared mobility hubs and travel demand management measures, implemented through redevelopment, as important drivers to reducing automobile reliance and supporting transportation options, including increased use of transit and active transportation.

To support the land use scenarios developed in the Study, the Transportation Study Report examined the transportation network and outlined recommendations and improvements, including multi-modal transportation strategies and solutions to support the anticipated level of growth shown in Map 51-8: Transit and Travel Demand Management. This map illustrates the potential for shared Mobility Hubs and includes a variety of multi-modal transportation solutions to manage future travel demand.

Detailed mobility policies are included in the Secondary Plan regarding implementation and the delivery of new public streets through the development review process. As redevelopment within the Plan Area continues, transportation monitoring will be undertaken as part of the development application process to assess progression in accordance with the objectives of the Transportation Study Report and Secondary Plan, to inform any required adjustments to the recommended approach. The recommendations in this report would direct staff to use the Transportation Study Report as the basis for advancing mobility initiatives within the Plan Area.

Concerns were identified through public consultation about increased vehicular travel on existing roads and safety implications as further development occurs within the Plan Area. To address some of these concerns, the objectives of the Secondary Plan include the establishment of a street network to minimize congestion by use of private automobiles, limit traffic infiltration to neighbourhood areas, and provide directions to consider the implementation of physical traffic calming measures on local streets such as curb extensions and bump-outs contained in the HOPZ that should be designed and implemented as redevelopment occurs.

Multi-Use Trail

Multi-Use Trails shown on Map 51-7: Cycling and Pedestrian Network, will establish a network of recreational trails and alternate pedestrian and cyclist connections throughout the Plan Area. The multi-use trail along the Highway 401 corridor presents a valuable opportunity to improve mobility choices for pedestrians and cyclists in the Plan Area.

The Multi-Use Trail will be well-designed and coordinated between landowners. Landowners are encouraged to coordinate efforts to dedicate the required public access easements to implement the Multi-Use Trails. The design principles prioritize public

safety and comfort and encourage active uses with direct access from adjacent development. Landscaping, pedestrian-scale lighting, and large shade trees and shrubs will act as a visual and physical buffer from Highway 401 while enhancing visibility, comfort, and safe use for all times and seasons.

Collaboration with adjacent landowners will be essential to facilitate the seamless, continuous pedestrian and cycling route to provide an east-west connection from Bayview Avenue to Leslie Street.

Built Form

The Secondary Plan provides built form policy direction for each Character Area, providing location-specific policy to reflect the existing and planned context. The tallest buildings, generally no greater than 45 storeys, will be located on lands close to the transit stations at Leslie Street and Bayview Avenue. Buildings will have lower heights on lands closest to the transit station at Bessarion Road. Where tall buildings are permitted, they will be provided in a variety of heights, provided they can meet appropriate setbacks and separation distances. Heights of tall buildings will generally transition down to natural areas, parks, open spaces, and areas of lower scale.

The Edge Character Areas will develop primarily with tall and mid-rise buildings within generous landscaped settings. The tallest buildings in the Edge Character Area will be located on large sites close to Highway 401. The Sheppard Corridor Character Area will consist of mid-rise buildings, with heights, generally not exceeding a value equivalent to the width of the right-of-way plus any required setback, to ensure a minimum of 5 hours of sunlight is provided on the public realm. The Transition Zone Character Area will also generally develop with mid-rise and low-rise buildings within generous landscaped settings to fit within the existing and planned contexts. The Institutional Character Area is envisioned to develop with tall and mid-rise buildings with a focus on encouraging institutional uses that support public healthcare in the area surrounding Leslie Street and Sheppard Avenue East.

The Secondary Plan identifies three areas within the Green Character Areas. These areas represent large sites and multiple parcels that include existing public realm elements such as significant landscaping and existing mature trees, mid-block connections with improved access to parks, open spaces and within the neighbourhood as well as open spaces for amenities. The Secondary Plan creates a framework to ensure that development on these parcels incorporates these public realm elements within future development and the surrounding area. Should development occur on these sites, a Block Context Plan will be required to ensure that development meets the intent of this Plan.

To support the sustainability policies of the Plan, the Built Form policies provide direction for development to integrate sustainability and climate resilience in the design of new buildings to minimize energy demand, improve building efficiency, minimize shadowing on the public realm, and ensure access to sunlight.

Heritage Conservation

The Secondary Plan includes specific policy direction to conserve built form heritage resources and significant cultural resources as valuable elements of the Plan Area's past that will be leveraged to enrich its future. The Plan Area includes two properties on the Heritage Register (9 Barberry Place and 10 Buchan Court) that are designated under the *Ontario Heritage Act*, and the Secondary Plan directs that alternative design responses may be required, such as building reorientation, increased setbacks, stepbacks, and stepping down of building heights to conserve properties on the City's Heritage Register as determined by a Heritage Impact Assessment.

This study did not include a Cultural Heritage Resource Assessment, and properties in the study area were therefore not evaluated for their potential cultural heritage value. As a result, a heritage assessment may be required for properties in the study area that are included in proposed future redevelopments.

Housing

The Housing policies in Section 3.2.1 support a full range of housing forms, tenure, and affordability across the City and within Neighbourhoods. New housing supply will be encouraged through intensification and infill development that are consistent with the Official Plan.

For developments that contain more than 80 new residential units, a minimum of 40 percent of the total number of new units will be a combination of two-, three- or more bedroom units, including: a minimum of 15 percent of the total number of units as two-bedroom units, and a minimum of 10 percent of the total number of units as three-bedroom units, and a minimum of an additional 15 percent of the total number of units as either two-bedroom, three-bedroom, or more bedroom units

Community Services and Facilities

Community services are the building blocks of our neighbourhoods, foundational to creating complete, livable communities which include recreation centres, libraries, childcare, schools, public health, and human and cultural services.

OP 3.2.2.5 directs that Community Service and facilities strategy will be developed for areas that are inadequately serviced or experiencing major growth or change. The Official Plan establishes and recognizes that the provision of and investment in community services and facilities and providing for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

The Renew Sheppard Community Services and Facilities Strategy provides guidance on securing space for community service facilities for the implementation of the Renew Sheppard Secondary Plan over a 30-year time frame. The Community Services & Facilities Analysis is bounded by Wilfred Avenue to the west, Hollywood Avenue/Foxwarren Drive to the north, Highway 404 to the east and Highway 401. This strategy includes demographic profile of residents, an inventory of existing services

within the area, identification of existing capacity and service gaps in local facilities, an identification of local properties, recommend a range of services and co-location opportunities, and identification of funding strategies including but not limited to fund secured through the development approval process, the City's capital and operating budgets and public/private partnership.

A Renew Sheppard community service facilities strategy will guide development review and inform facility planning and capital budgeting. Informed by community engagement, the City has identified the following to meet the needs of existing and future residents: childcare centre, additional public elementary and/or secondary school, and non-profit community agency space. Based on the anticipated growth-related needs, the following new outdoor park-based facilities and amenities should be prioritized, including basketball courts, multi-sport fields, splash pads, outdoor fitness equipment, and off-leash areas. The location of new park-based facilities will be determined based on growth and applicable provision standards.

The Secondary Plan directs the new, expanded, and renewed community services and facilities to be provided in a timely manner to support growth, geographically well-distributed to provide broad and equitable access to new and existing residents and workers in the area.

Environment and Climate Resilience

The Secondary Plan policies direct that development prioritize sustainability and climate resilience, including through optimizing the massing, location and orientation of buildings to minimize energy demand, using low carbon materials, expanding the urban tree canopy, and reducing heat, promoting biodiversity and optimizing stormwater retention through low impact development principles.

In addition, development will be encouraged to incorporate low-carbon and renewable thermal energy technologies such as geo-exchange and solar thermal systems, as well as heat recovery from sources such as sewers, data centres, and industry to further reduce greenhouse gas emissions.

The Secondary Plan recognizes the role that an improved and expanded public realm plays in contributing to a sustainable and climate resilient community. The Secondary Plan policies direct that new streets and lanes be designed with a green streets approach and that the design of the public realm minimize environment impacts, reduce greenhouse gas emissions from materials, manage stormwater, and reduce impact of heat exposure.

The East Don River Valley is an important community destination and natural heritage asset within the Plan Area. A portion of the East Don River Valley within the Plan area is identified as an Environmentally Significant Area. Existing Official Plan policies provide for the conservation of Toronto's urban forest, ravines and river valleys in protecting the Natural Heritage System and Environmental Significant Areas, which are particularly sensitive and require additional protection to preserve their environmentally significant qualities.

The Secondary Plan supports the protection of the natural heritage system and its associated ecological functions, while recognizing the important role of recreation and access to this community destination. Policies encourage natural linkages between other green spaces and the natural heritage system within the Plan area while promoting additional habitat and biodiversity in the public realm.

Servicing

Toronto Water has analyzed the sanitary sewer and water distribution system capacity in the Study Area, accounting for the proposed population density in the Secondary Plan.

The analysis of the sanitary sewer system for the future growth scenario indicates that dry weather flow conditions will exceed existing sanitary sewer capacity in multiple locations. During dry and wet weather flow conditions, existing capacity constraints will be exacerbated by the increased density proposed in the future scenario.

The Study Area overlaps with Basement Flooding Study Areas, where the City has completed Basement Flooding Protection Program (BFPP) Class EA studies. Basement Flooding Study Areas have been completed in Areas 26 (2016), 27 (2016), 29 (2008), and 55 (2022). These Basement Flooding studies assess municipal sewer and drainage capacity at the sewershed level and recommend upgrades to drainage systems and storm and sanitary sewers to mitigate flooding risks from sewer backups and overland flooding to properties during extreme storm events. The recommended upgrades to sanitary sewers in the Basement Flooding studies took into account future growth in accordance with planning horizon estimates up to 2051 for the wastewater servicing, and 2041 for the water servicing component.

The water distribution system analysis indicates the existing system has adequate capacity to accommodate the maximum day water demand during the future growth scenario contemplated in the Secondary Plan, but there are multiple locations where the system cannot provide adequate fire flow. However, those system modifications and/or upgrades can be addressed through future developments as part of local upgrades which can be determined at the time of development. Development applications will need to account for the best available population data in the assessment of servicing needs, with upgrades to be implemented before construction.

The Servicing Capacity Assessment can be found in Attachment 7: Servicing Capacity Assessment, which provides additional details and results of the analysis.

As individual development applications are submitted, the Renew Sheppard East Servicing Capacity Assessment (Attachment 7) will be available to the applicants. Any infrastructure upgrades required to provide adequate capacity to meet the water and wastewater servicing demands due to development application will have to be assessed by the developer and implemented prior to the development proceeding to a building permit.

In September 2021, the City of Toronto commenced sewer infrastructure improvements in the East Don Parkland and River located at 1240 Sheppard Avenue East to increase sewer capacity for future growth, wet weather flow management, and East Don River channel naturalization. This project will take eight to nine years to complete. It will be carried out in phases. Work includes the following:

- Phase 1: Sewer replacement between Sheppard Avenue East and Leslie Street, and removal of an existing concrete weir and river channel improvements. This Phase 1 work is now substantially complete and in operation.
- Phase 2: Installation of an underground storage tank, pumping station and related sewer connections beneath the park parking lot and demolition of existing washroom building. Approximate schedule: Mid-2025 to end 2027.
- Phase 3: Construction of above-ground pump station and public washroom buildings.

The recommended upgrades for sanitary sewers took into account future population growth in accordance with estimates for the 2041 (water) and 2051 (wastewater) planning horizon, which was the best available projection data at the time of design.

Implementation

The Secondary Plan policies represent the long-term vision for the Plan Area, which is anticipated to develop incrementally over the next several decades. The implementation policies of the Secondary Plan direct how the Secondary Plan vision will be carried out over time which includes the requirement of a block context plan for proposed developments that includes public infrastructure such as new public streets, mid-block connections, trails or other public realm enhancement identified in Maps 51-4, 51-5, 51-6, 51-7 and 51-8.

The Secondary Plan also permits the use of Holding provisions to require transportation and servicing improvements, among other matters, to ensure development does not exceed the existing capacity. Development in the Plan Area will be considered and sequenced to ensure there is adequate servicing, transportation infrastructure, community services and facilities, and the proven protection of public health and safety prior to development approvals or the removal of a holding provision through development review.

In addition, the provision of community benefits is to be within the context of the *Planning Act* that permits the City to obtain community benefit charges and/or in-kind contributions consistent with the Plan's vision which includes affordable housing as a key objective in Policy 2.1.1 b).

Modifications

City staff posted a draft version of the Secondary Plan on the study's website on October 7, 2024 for public feedback prior to finalizing the policies. Refinements have

been made to the policy and maps to clarify the intent or objectives of the policy. The final recommended Secondary Plan (OPA 777) was posted on the study website on November 12, 2024. In response to the comments received on the draft Secondary Plan, the final recommended Official Plan Amendment including the Secondary Plan incorporates the following changes:

- Revisions to the Character Areas classifications to provide clarity on the intended planned built form and characteristics;
- Removal of Required Retail Streets identifications for areas with land use conflicts, including Parks, Neighbourhoods, and Apartment Neighbourhoods;
- Revisions to the built form and public realm policies to account for site conditions and building design, while meeting the intent of the Plan.
- Revisions to built form policies to identify height structure for the Plan Area.

These changes are consistent with the overall vision or intent of the Secondary Plan.

Conclusion

The Sheppard East corridor has undergone redevelopment since the construction of the Line 4 TTC Subway Stations. This transit infrastructure is a stimulus for continued change. The Secondary Plan provides an updated policy framework to guide growth and change while ensuring adequate public infrastructure. The Secondary Plan promotes a desired type and form of physical development, public realm enhancements, and improved multi-modal choices that will transform the area from auto-dependent into complete, livable, connected, prosperous, and sustainable transit-supportive communities. The Secondary Plan's public realm initiatives are the key component of the Plan to support more people and jobs close to transit while prioritizing walkable, welcoming, and vibrant public spaces between buildings, offering ample opportunities for recreation, economic vitality, and social connection to enhance a shared sense of place and community identity. The Official Plan Amendment reflects the outcome of extensive community consultation and a shared vision for the Plan Area. Adoption of the Secondary Plan advances Provincial policy direction for transit-supportive communities and Official Plan policies that support resilient, well-designed neighbourhoods to support daily activity, support business activity, and provide amenities and services within easy reach.

The Official Plan Amendment is consistent with the PPS 2024 and conforms to the Greenbelt Plan (2017). The Official Plan Amendment is consistent with the general intent of the City's Official Plan. City staff recommend the adoption of OPA 777.

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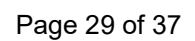
SIGNATURE

David Sit, MCIP, RPP, Director
Community Planning, North York District

ATTACHMENTS

- Attachment 1: Secondary Plan Boundary
- Attachment 2: Official Plan Amendment 777
- Attachment 3: Development Application Activity
- Attachment 4: Public Consultation Summary
- Attachment 5: Transportation Planning Study Final Report
- Attachment 6: Community Services and Facilities Strategy
- Attachment 7: Servicing Capacity Assessment

Renew Sheppard East Secondary Plan - Final Report



Secondary Plan Boundary

Not to Scale
September 2024

Attachment 2: Official Plan Amendment 777

Provided separately as a PDF and posted under the Agenda Item for North York Community Council's December 3rd meeting.

Attachment 3: Development Activity

There are significant development pressures that require an Official Plan Amendment to the existing policy framework within the study area. The below chart lists applications currently under review or recently approved:

Address	Application Type	Proposal	Status
567 Sheppard Ave E	OPA/ZBA	Mixed-use development for three buildings, including 55, 45, and 2 storeys	Under review
589 Sheppard Ave East	OPA/ZBA	Mixed-use development for a 14-storey building	Under review
690-720 Sheppard Ave East	OPA/ZBA	Mixed-use development for two buildings, each with 32 storeys	Under review
2810 Bayview Avenue	OPA/ZBA	Mixed-use development for a 42-storey building	Under review
4000 Leslie Street	EMZO	North York General Hospital Long-Term Care Home	Under review
1 Greenbriar Road	OPA/ZBA	Mixed-use development for a 12-storey building	Under review
23-29 Greenbriar Road	OPA/ZBA/SPA	25-storey residential building	Under review
11 Greenbriar Road	ZBA	4-storey residential building	Under review
1001 Sheppard Avenue East (Block 7)	OPA/ZBA/SPA	Mixed-use development for two residential towers, including 36- and 28-storeys	Under review
1125 Sheppard Ave East	OPA/ZBA/SPA	Mixed-use development with two residential towers, including 40- and 36-storeys	Under review
1181 Sheppard Avenue East	OPA/ZBA/SPA	Mixed-use development with two residential towers, including 38- and 32-storeys	Tribunal approved Under review (SPA)

Address	Application Type	Proposal	Status
1001 Sheppard Avenue East (Block 9)	OPA/ZBA/SPA	Mixed-use development for residential two towers, including 44- and 39- storeys Toronto Catholic District School Board elementary school integrated in the base of the development	City Council approved Under review (SPA)
2901 Bayview Avenue, 630 Sheppard Avenue East	OPA/ZBA	Mixed development, including 30, 29, 20, and two 6-storey residential buildings One 5-storey parking structure is proposed	Tribunal approved
500 Sheppard Avenue East	OPA/ZBA	Mixed development with residential buildings, including 37 and 41 storeys	Tribunal approved
461 Sheppard Avenue East	OPA/ZBA/SPA	Mixed-use 44-storey residential building	City Council approved Under review (SPA)
680-688 Sheppard Avenue East	OPA/ZBA	22-storey residential building with a 12-storey mid-rise component	Tribunal Approved Under review (SPA)
71 Talara Drive	OPA/ZBA	Development for 23-storey residential building	City Council Approved
22-36 Greenbriar Road	OPA/ZBA/SPA	23-storey residential building	City Council Approved Site Plan under review
625-627 Sheppard Avenue East, 6-12 Greenbriar Road	OPA/ZBA/SPA/CD	Mixed-use development with residential buildings ranging from 6-11 storeys and two, 3-storey townhouse blocks	Under construction

Address	Application Type	Proposal	Status
1200 Sheppard Avenue East	OPA/ZBA/SPA	Mixed-use development with 5 residential towers ranging from 12-31 storeys	Under construction
699 Sheppard Avenue East	OPA/ZBA	Mixed-use development for 12-storey residential building	Under construction
2-6 Teagarden	OPA/ZBA/SPA	14-storey residential building	

Attachment 4: Public Consultation Summary

Provided separately as a PDF and posted under the Agenda Item for North York Community Council's December 3rd meeting.

Attachment 5: Transportation Planning Study Final Report

Provided separately as a PDF and posted under the Agenda Item for North York Community Council's December 3rd meeting.

Attachment 6: Community Services and Facilities Strategy

Provided separately as a PDF and posted under the Agenda Item for North York Community Council's December 3rd meeting.

Attachment 7: Renew Sheppard East Servicing Analysis

Provided separately as a PDF and posted under the Agenda Item for North York Community Council's December 3rd meeting.