

Authority: North York Community Council Item [XXX],  
as adopted by City of Toronto Council on [DATE]

**CITY OF TORONTO**

**BY-LAW [XXX]-2024**

**To adopt Amendment 777 to the Official Plan for the City of Toronto respecting the lands generally bounded by Wilfred Avenue and Sheppard East Park to the West, Highway 401 to the South, the Don River Valley and Dallington Park to the East and portions of the Don River Ravine System and Bayview Village Park to the North.**

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 777 to the Official Plan is adopted pursuant to the Planning Act, as amended.

Enacted and passed on [DATE] 2024.

Frances Nunziata,  
Speaker

John D. Elvidge,  
City Clerk

(Seal of the City)

**AMENDMENT 777 TO THE OFFICIAL PLAN**

**LANDS GENERALLY BOUNDED BY WILFRED AVENUE AND SHEPPARD EAST PARK TO THE WEST, HIGHWAY 401 TO THE SOUTH, THE EAST DON RIVER VALLEY AND DALLINGTON PARK TO THE EAST AND PORTIONS OF THE EAST DON RIVER VALLEY AND BAYVIEW VILLAGE PARK TO THE NORTH.**

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

1. Map 16, Land Use Plan, is amended by redesignating lands between Wilfred Avenue and Clairtrell Road, from the north side of Alfred Avenue and Spring Garden Avenue to both sides of Greenfield Avenue from *Neighbourhoods* to *Mixed Use Areas* as shown on Schedule 1.
2. Map 16, Land Use Plan, is amended by redesignating lands between Wilfred Avenue and Clairtrell Road, south of Greenfield Avenue to the north side of Sheppard Avenue East from *Apartment Neighbourhoods* to *Mixed Use Areas* as shown on Schedule 1.
3. Map 16, Land Use Plan, is amended by redesignating certain lands between the east side of Calvin Avenue to west of Bayview Avenue from the north side of Granlea Road to Highway 401 from *Neighbourhoods* to *Mixed Use Areas* as shown on Schedule 1.
4. Map 19, Land Use Plan, is amended by redesignating certain lands generally between Sheppard Avenue East in the south, Elkhorn Drive and Arrowstook Crescent in the north, both sides of Whittaker Crescent in the west and the west side Ambrose Road in the east from *Neighbourhoods* to *Mixed Use Areas* as shown on Schedule 2.
5. Map 19, Land Use Plan, is amended by redesignating the lands on the south side of Marceline Crescent between the Richmond Hill GO rail corridor and Eunice Road from *Neighbourhoods* to *Mixed Use Areas* as shown on Schedule 2.
6. Map 19, Land Use Plan, is amended by redesignating certain lands along Talara Drive, Caracas Road and Bessarion Road from *Neighbourhoods* to *Mixed Use Areas* as shown on Schedule 2.
7. Map 19, Land Use Map, is amended by redesignating 4000 Leslie Street from *Mixed Use Areas* to *Institutional Areas* as shown on Schedule 2.
8. Schedule 2 of the Official Plan, The Designation of Planned but unbuilt Roads, is amended by adding the following new planned but unbuilt roads:

Street Name	From	To
New Link A*	Alfred Avenue	New Link B

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New Link B*	Hycrest Avenue	Highland Avenue
New Link C*	Maplehurst Avenue	Greenfield Avenue
New Link D*	Greenfield Avenue	Teagarden Court
New Link E*	Granlea Road	Sheppard Avenue East
New Link F*	Kenaston Gardens	Barberry Place
New Link G*	Rean Drive	Dervock Crescent
New Link H*	Dervock Crescent	Caracas Road
New Link I*	Elkhorn Drive	Lockton Court
New Link J*	Talara Drive	Bessarion Road
New Link K*	Ethennonnhawahstihnen' Lane	Provost Drive
New Link L*	Esther Shiner Boulevard	Sheppard Avenue East
New Link M*	Provost Drive	Esther Shiner Boulevard
New Link N*	Esther Shiner Boulevard	Ends

\*Refer to Chapter 6, Section 51, Renew Sheppard East Secondary Plan, Map 51-6, for the general location of the planned, but unbuilt new roads.

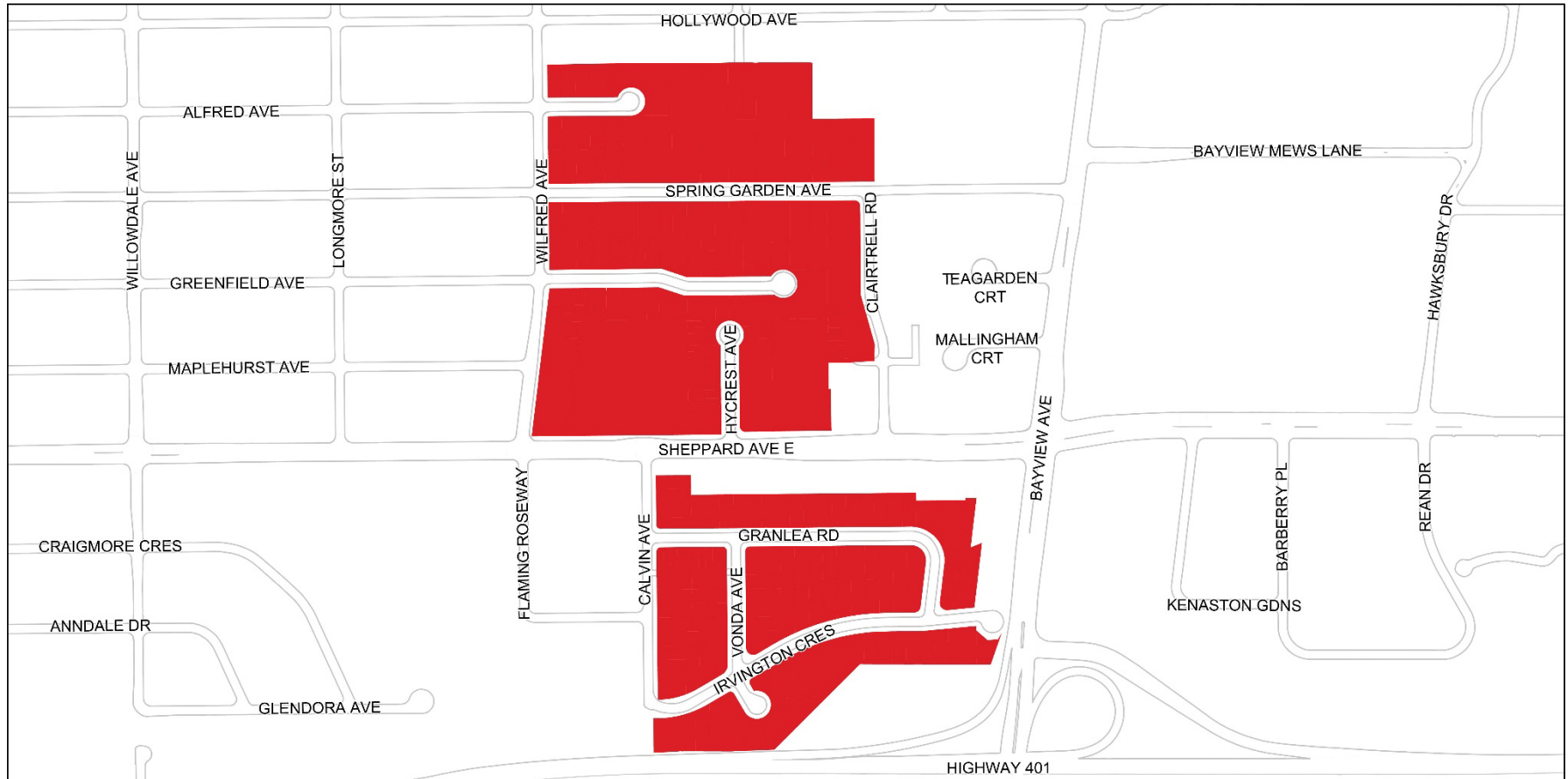
9. Chapter 6, Secondary Plans, is amended by adding Section 51, Renew Sheppard East Secondary Plan, as shown on the attached Schedule 3.
10. Map 35, Secondary Plan Key Map, is amended by adding Section 51, Renew Sheppard East Secondary Plan.
11. Chapter 6, Secondary Plans, Section 9, Sheppard East Subway Corridor Secondary Plan, is amended as follows, and the policy amendments in Paragraph 11. a. and b. below shall come into effect for the portions of the Renew Sheppard East Secondary Plan that overlap with the Sheppard East Subway Corridor Secondary Plan, as those portions of the Renew Sheppard Secondary Plan come into effect for those same lands:
  - a. deleting the words “The lands shown on Map 9-1 are subject to the following policies.”; and
  - b. adding a new Policy 1.3 as follows “The lands shown on Map 9-1 are subject to the policies of this Plan. Despite Map 9-1, the policies within the Sheppard East Subway Corridor Secondary Plan do not apply to lands within the boundaries of Map 51-1 of the Renew Sheppard East Secondary Plan and do not apply to the lands west of Bayview Avenue.”
12. Chapter 6, Section 29, Sheppard Willowdale Secondary Plan, Policy 1.2 is amended as follows, and Policy 1.2, as amended, shall come into effect for the portions of the Renew Sheppard East Secondary Plan that overlap with the Sheppard Willowdale Secondary Plan,

as those portions of the Renew Sheppard East Secondary Plan come into effect for those same lands:

- a. deleting the words “The east portion of the Plan Area falls within the boundaries of the existing Sheppard Avenue East Subway Corridor Secondary Plan. In the event of a conflict between the Sheppard Avenue East Subway Corridor Secondary Plan and this Plan, this Plan will prevail to the extent of the conflict.”; and
  - b. adding the words “Despite Map 29-1, the policies within the Sheppard Willowdale Secondary Plan do not apply to lands within the boundaries of Map 51-1 of the Renew Sheppard East Secondary Plan.”
13. Chapter 7, Site and Area Specific Policies, is amended by deleting Site and Area Specific Policy 72 in its entirety and this amendment shall come into effect as those portions of the Renew Sheppard East Secondary Plan come into effect for those same lands.
  14. Chapter 7, Site and Area Specific Policies, is amended by deleting Site and Area Specific Policy 80 in its entirety and this amendment shall come into effect as those portions of the Renew Sheppard East Secondary Plan come into effect for those same lands.
  15. Chapter 7, Site and Area Specific Policies, is amended by deleting Site and Area Specific Policy 205 in its entirety and this amendment shall come into effect as those portions of the Renew Sheppard East Secondary Plan come into effect for those same lands.
  16. Chapter 7, Map 27, Site and Area Specific Policies, is amended by removing the areas affected by the Site and Area Specific Policies 72, 80 and 205 and this amendment shall come into effect as those portions of the Renew Sheppard East Secondary Plan come into effect for those same lands.



Schedule 1 to Amendment 777 (Amendments to Map 16)

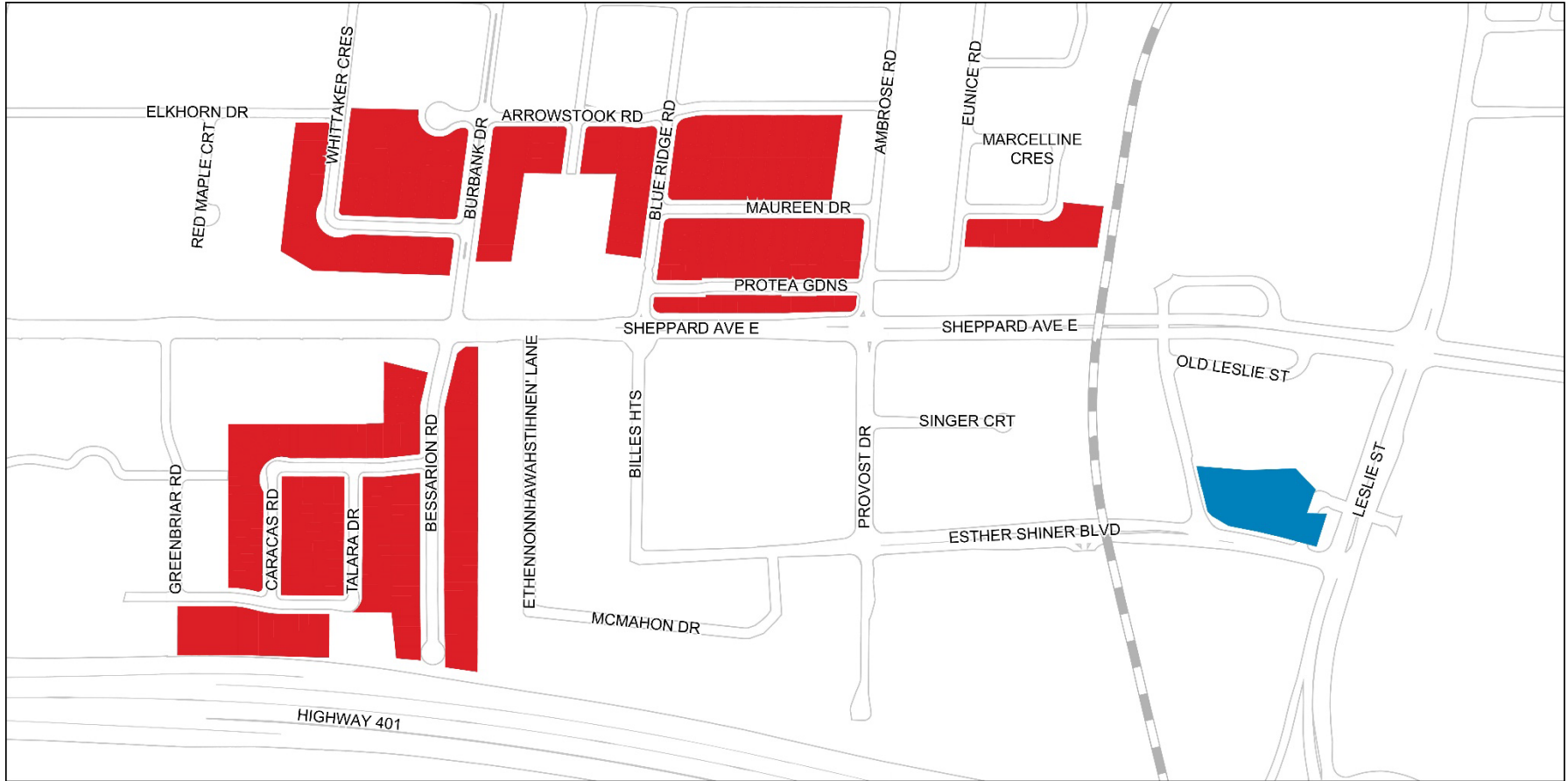


**Renew Sheppard East Secondary Plan**  
Schedule 1 - OPA 777 - Amendments to Official Plan Map 16 - Land Use Plan

 Mixed Use Areas

N  
Not to Scale  
November 2024

Schedule 2 to Amendment 777 (Amendments to Map 19)



**Renew Sheppard East Secondary Plan**  
Schedule 2 - OPA 777 - Amendments to Official Plan Map 19 - Land Use Plan

 Mixed Use Areas     Institutional Areas

N  
Not to Scale  
November 2024

Schedule 3 to Amendment 777

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## 1 HOW TO READ THIS PLAN

- 1.1.1 The policies of the Renew Sheppard East Secondary Plan (this “Plan”) apply to the area shown on Map 51-1: Secondary Plan Boundary.
- 1.1.2 Paragraphs that are listed by number and/or letter contain the policies of this Plan. Other paragraphs provide the context and intent of the policies.

## 2 VISION AND GOALS

The Renew Sheppard East Secondary Plan area will transform over time to become a complete, prosperous, connected, livable, sustainable, and transit-supportive community. The Plan Area has the potential to accommodate an estimated 83,000-86,000 residents and 13,000-21,000 jobs in the coming decades – an increase from approximately 20,750 residents and 10,750 jobs in 2021. Change will build upon the existing transit infrastructure and the area’s distinct neighbourhoods which have unique public realm elements that reinforce community identity. Significant public realm moves include the creation of the “Sheppard Promenade” and the “Green Loop” to support mixed-use communities and anticipated population and employment growth. Growth will be accommodated in compact built form that supports the Plan Area’s higher order transit assets. The Plan Area will have a resilient public realm network of green streets, parks, open spaces and is connected to the broader natural heritage system, that supports social gathering and pedestrian activity and opportunities to promote a healthier environment.

- 2.1.1 The Vision of this Plan will be guided by the following goals:
  - a) leveraging and supporting subway and regional rail infrastructure with transit-supportive densities and compact built form;
  - b) achieving a balance of jobs and housing, including affordable housing, to serve local residents and to offer opportunities for residents to work close to home;
  - c) supporting a strong local economy with a diversity of retail uses and innovative businesses that serve the community and provide a diversity of employment opportunities;
  - d) connecting new and expanded parks and open spaces with an active transportation network that links people with local and regional transit as well as natural areas and community uses;
  - e) protecting the natural heritage of the East Don River Valley and supporting its recreational and ecological functions while improving access to this important community destination; and
  - f) reinforcing the North York General Hospital area as a health-care hub with a broad range of health sciences, education and research uses complementary to the

hospital.

### 3 AREA STRUCTURE

The Plan Area is centred along the Sheppard Avenue East Corridor (the “Corridor”). The Corridor is served by two subway stations and one interchange station consisting of a subway station and a regional rail station. This transit infrastructure is a stimulus for continued change, focused on each of these three transit station areas linked as a whole. Together, the Plan Area will develop into a transit-supportive complete community, consisting of distinct character areas, complementary in their function and purpose.

#### 3.1 Character Areas

3.1.1 Seven (7) Character Areas are identified on Map 51-2, Character Areas, reflecting existing and planned context, to shape where and how each Character Area is envisioned to evolve, as follows:

#### 3.2 Transit Station Character Area

3.2.1 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.

3.2.2 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 more 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.

#### 3.3 Sheppard Corridor Character Area

3.3.1 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 as 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.

3.3.2 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 more 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 lively place and serve as a destination for many.

### 3.4 Edge Character Area

- 3.4.1 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.
- 3.4.2 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.
- 3.4.3 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.

### 3.5 Transition Zone Character Area

- 3.5.1 Lands within the Transition Zone Character Area are areas of transition between more intense and less intense scales of development.
- 3.5.2 The Transition Zone Character Area will be developed to contain mid-rise and low-rise buildings, in a green, landscaped setting; which provide a variety of housing forms and types.
- 3.5.3 Connectivity to, and through, the Transition Zone Character Area will be enhanced through improved connections, including new or extended public streets, and pedestrian and cycling connections. Non-residential uses that provide local amenity and serve local needs are encouraged in the Transition Zone Character Area.

### 3.6 Institutional Zone Character Area

- 3.6.1 The Institutional Zone Character Area will continue to be a hub for research, healthcare and educational uses. Anchored by the North York General Hospital and associated sites, this area will leverage healthcare related uses to expand job opportunities and investments in public health, research, services, and educational uses.

### 3.7 Green Character Area

- 3.7.1 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, a generous

canopy of mature trees, and green pathways.

### 3.8 Neighbourhood Character Area

- 3.8.1 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*.

## 4 LAND USE

### 4.1 General Policies

- 4.1.1 The Plan Area will develop as a complete community with a diverse mix of land uses that serve the daily needs of all residents. A broad range of non-residential uses will be provided to allow for nearby access to local job opportunities, retail, and services. Healthcare-related uses are encouraged within and adjacent to the Institutional Zone Character Area to support the expansion of the healthcare network including the North York General Hospital.
- 4.1.2 Development is encouraged to incorporate existing businesses and existing non-residential uses in new development and to expand opportunities for local employment. Displacement of existing businesses by new development is discouraged.
- 4.1.3 To support the City's provision of emergency services to the Plan Area, emergency and safety services such as fire, paramedic and police facilities may be considered as part of development. New or relocated facilities for emergency and safety services may be provided within new development.

### 4.2 Land Use Compatibility

- 4.2.1 A Vibration Study, Rail Safety and Risk Mitigation Report, Compatibility/Mitigation Study and/or a noise study may be required as part of a complete application for development near to existing or planned transportation infrastructure, including the Sheppard subway corridor, subway stations, the Richmond Hill GO rail corridor, and the Highway 401 corridor.
- 4.2.2 The Highway 401 corridor is a known source of Transportation Related Air Pollution (TRAP). An Air Quality and Odour Study and/or Compatibility/Mitigation Study may be required for development applications within 500 metres of Highway 401. Results of the Study may include buffering, separation distance or at-receptor mitigation measures (e.g. architectural, mechanical, building position and orientation) that minimize



exposure to transportation related air pollution.

- 4.2.3 A Methane Gas Study is generally required for development within the Plan Area between the Richmond Hill GO rail corridor to the west and Leslie Street to the east.

#### 4.3 Retail

A diversity of retail uses is essential to creating a sustainable, complete community by allowing residents and workers to access daily necessities and job opportunities within walking distance. Fine-grained retail supports a vibrant public realm by providing frequent entrances and new retail stores or services mere steps from each other. As a result, a variety of services are available in a short walking distance, and a range of options are nearby. This helps to create an interesting and enjoyable environment while supporting local business and encouraging active transportation.

- 4.3.1 Retail Required Streets, shown on Map 51-3: Retail Streets, are the primary retail corridors in the Plan Area.
- 4.3.2 Where development fronts onto a Retail Required Street, the ground floor frontage will only include retail and service uses or publicly accessible institutional or community uses that animate street frontages. Exceptions may be made for parks. Exceptions may also be made for compact residential lobbies if they cannot be located on side streets.
- 4.3.3 Development on Retail Required Streets should:
- a) establish a variety of storefronts with sufficient retail depth along the street frontage;
  - b) contribute to the establishment of a fine-grained pattern of retail uses with frequent entrances; and,
  - c) provide flexible layouts to support usable and adaptable spaces for new and future retail uses.
- 4.3.4 Retail on Retail Required Streets will provide a well-articulated, active public realm interface that animates the street with retail entrances directly accessible from the sidewalk.
- 4.3.5 Larger retail units are encouraged to:
- a) be located behind and/or to be wrapped with smaller retail storefronts on the primary retail facade; or
  - b) be located above or below-ground with the exception of entranceways.
- 4.3.6 Vehicle entry points are not permitted from a Retail Required Street, unless a vehicle entry point is not possible from another street or from a laneway. Where placement of vehicle entry points on Retail Required Streets cannot be avoided, the vehicle access

points will be consolidated to minimize their impact on, improve the safety of, and improve the attractiveness of the public realm.

- 4.3.7 Where a site with frontage on a Retail Required Street also has frontage on another public street, retail is encouraged to wrap onto both streets.

## 5 PUBLIC REALM

- 5.1.1 The public realm will be designed as a walkable, attractive and sustainable network of green streets, pathways, parks and open spaces for residents, workers and visitors to interact, connect with nature and enjoy a variety of active and passive activities, while also improving mobility and access to and from transit, mixed-use areas and local destinations.

### 5.2 General Policies

- 5.2.1 The public realm will be designed as a walkable, attractive and sustainable network of green streets, pathways, parks and open spaces for residents, workers and visitors to interact, connect with nature and enjoy a variety of active and passive activities, while also improving mobility and access to and from transit, mixed-use areas and local destinations.
- 5.2.2 Key Public Realm elements, identified on Map 51-4: Long Term Parks Plan, Map 51-5: Public Realm, and Map 51-7: Cycling and Pedestrian Network include parks, open spaces and natural areas, the Sheppard Promenade, the Green Loop, Higher Order Pedestrian Zones, new public streets, midblock connections and potential locations for Privately Owned Publicly Accessible Spaces and public art. Priorities for the public realm include, but are not limited to:
- a) delivering new and expanded parks with a focus on areas identified as Parkland Priority areas, areas with lower parkland provision rates, areas with walkability gaps and areas of high growth, including through parkland dedication on larger development sites;
  - b) maintaining and protecting the East Don River Valley system as an important destination and improving access to the Natural Heritage System where appropriate;
  - c) creating the Sheppard Promenade as a green and vibrant commercial main street;
  - d) creating the Green Loop as a network of landscaped setbacks on local streets to provide a continuous greenway connection between parks and open spaces, schools, community services and facilities and natural heritage areas that prioritizes pedestrians, cyclists and green infrastructure;
  - e) securing privately owned publicly accessible open spaces to support an expanded public realm, especially within the Higher Order Pedestrian Zones to support

gateway sites and urban squares with a high volume of people moving through the area; and

- f) extending the street network through new public streets, mid-block connections, and multi-use trails to improve active transportation circulation and the prominence of parks, open spaces, transit, schools and local destinations.

5.2.3 Sustainability and climate resilience will be integrated into the design of the public realm to minimize environmental impact, reduce embodied emissions from materials, manage stormwater and reduce the impact of heat exposure. Development and streetscape improvements will:

- a) promote biodiversity through prioritizing native and pollinator-friendly plants in landscaping, and reducing impervious areas;
- b) optimize infiltration and retention of stormwater through low impact development approaches including, but not limited to, rain gardens, swales, soakaways, and permeable paving;
- c) incorporate sufficient soil volume to ensure growth of large, healthy shade trees, and, where appropriate, other plantings;
- d) coordinate capital projects, municipal servicing and utilities in a manner that is compatible with existing trees and ensures space for planting new trees within the public right-of-way; and
- e) encourage the use high quality, sustainable and durable materials that minimize embodied carbon. Consideration should be given to effective maintenance and ability to support the intensity of use by residents, workers and visitors in all seasons.

### 5.3 Parks

Parks will be healthy, active and green places with areas for active and passive uses that meet a range of outdoor and recreational needs for residents, workers and visitors and provide valuable spaces for natural habitats and systems.

The priority areas for new parks, as identified on Map 51-4: Long Term Parks Plan, are intended to complement the existing parkland network and green space system, delivering equitable access to significant recreational and/or gathering spaces as growth in the Plan Area occurs. New parks will be coordinated with enhancements to key public realm elements and complemented by the broader green space system including trails and the natural heritage areas of the East Don River Valley and ravine system, to provide a connected network of green spaces, with a variety of recreational facilities, amenities and activities within easy reach.

5.3.1 Parkland priorities within the Plan Area include, but are not limited to:

- a) expanding and enhancing the size, function, visibility, and accessibility of existing parks;

- b) creating new parks, including within Parkland Priority areas identified in Map 51-4: Long Range Parks Plan; and
  - c) complementing and integrating parkland with adjacent Natural Heritage System, where appropriate, and with Privately Owned Publicly-Accessible Spaces (POPS) and other open spaces.
- 5.3.2 Priority locations for new parkland are conceptually shown on Map 51-4: Long Term Parks Plan. Parkland locations are identified as follows:
- a) Potential Future Parks are locations where it is anticipated development could accommodate new parkland on-site;
  - b) Parkland Priority areas are areas where parkland dedication or acquisition will be encouraged to achieve multiple public realm objectives;
  - c) Anticipated Parks are parks that have been approved by Council as part of development; and,
  - d) Parkland Expansion Areas are intended to guide future opportunities to expand existing parks over time.
- 5.3.3 The dedication of land to the City is to be prioritized through the development process to meet parkland dedication requirements. As part of development, parkland provision will be considered in the following order of priority:
- a) on-site parkland dedication;
  - b) off-site parkland dedication;
  - c) cash-in-lieu of parkland.
- 5.3.4 The precise size, location and configuration of Potential Future Parks and Parkland Priority areas, including additional parks not shown on Map 51-4, will be determined through the development review process and as other opportunities arise.
- 5.3.5 Consolidation of parkland dedication from more than one development and/or multiple landowners, assembled to create a larger park, is encouraged.
- 5.3.6 Improvements, expansions and connections to the public realm network are encouraged to enhance access to the Natural Heritage System, including the East Don River Valley system.
- 5.3.7 Development adjacent to parks will:
- a) achieve appropriate setbacks to allow the building and any of its exterior features and amenities, including fire separation structures and landscape elements, to be provided and maintained within the development site and not encroach into and impede utility of the park space;

- b) accommodate walkways and other pedestrian circulation from adjacent developments within the development site;
- c) provide an appropriate interface between public and private lands;
- d) be oriented to maximize public access and views to parks;
- e) be designed to have an attractive façade with active uses at grade;
- f) avoid locating loading and servicing areas, and mechanical equipment, including venting, abutting or adjacent to parks;
- g) provide for casual overlook, increasing the passive surveillance and safety of parks; and,
- h) be located and designed to ensure wind conditions in parks are suitable for comfortable sitting and standing.

#### 5.4 Streetscape – All Streets

- 5.4.1 All streets will be designed with a complete streets and green streets approach, supporting a welcoming, active, pleasant pedestrian environment, and will include:
- a) a functional streetscape zone, which is the space between the street curb and building, that includes landscaping, a pedestrian clearway and, where appropriate, a furniture zone;
  - b) a row of trees in the right-of-way on both sides of the street, where possible;
  - c) an additional row of trees within a required setback, where possible;
  - d) green infrastructure to the greatest extent possible, including ecological and hydrological functions to manage stormwater where it falls; and
  - e) coordination among underground utilities to support the public realm objectives of this Plan, including the provision tree retention and large, long-term tree growth.

#### 5.5 Streetscape – Retail

- 5.5.1 Retail Streets are those that are designed to support animated ground floor retail and service uses, and accommodate more people visiting the area. Retail streets will include all of the elements of 5.4 of this Plan, and:
- a) a wider functional streetscape zone;
  - b) a marketing zone supporting ground level active uses, where feasible; and
  - c) enhanced pedestrian weather protection, such as canopies and awnings.

#### 5.6 Streetscape – Sheppard Promenade

- 5.6.1 The Sheppard Promenade will be a vibrant and green commercial main street, acting as the primary street in the Plan Area. The Sheppard Promenade will include all of the

elements of Policies 5.4 and 5.5 of this Plan, and:

- a) the widest functional streetscape zone with rows of trees and, where possible, a double row of trees, including within the setback;
- b) a functional frontage and market zone;
- c) enhanced weather protection, such as canopies and awnings; and
- d) public art, installations, gateway features, and other enhancements, as appropriate.

## 5.7 Green Loop

5.7.1 The Green Loop is comprised of a network of primarily local streets, shown on Map 51-5: Public Realm, that connects parks and open spaces, schools, community services and facilities and natural heritage areas. The Green Loop will support a sustainable and resilient public realm by prioritizing people walking and using mobility devices, and maximizing soft landscaping, the retention of mature trees and expanding the tree canopy. Wherever possible the Green Loop will include green infrastructure to support stormwater management.

5.7.2 Development adjacent to the Green Loop will:

- a) have grade-related uses that provide generous landscaped front yards fronting the Green Loop;
- b) incorporate green infrastructure, such as bioretention and permeable pavement, as appropriate;
- c) where a development site is adjacent to a public park, provide pedestrian walkways to extend connections to the Green Loop within the development site;
- d) retain existing mature trees, where feasible, and plant new large shade trees to maximize the urban tree canopy;
- e) locate and design underground facilities, such as parking, to provide sufficient soil volume to maintain a permanent, high-branching tree canopy, including existing trees; and
- f) relocate above-grade and underground utilities, where necessary, to minimize utility conflicts for new tree plantings.

## 5.8 Setbacks

5.8.1 Setbacks assist in achieving the intent of the policies of this Plan, including those for streetscapes and built form.

5.8.2 Setback areas should be designed to be directly associated with the pedestrian

environment, be visible and directly accessible from the public realm.

- 5.8.3 A minimum setback of 5.0 metres from the property line is required along Sheppard Avenue East to establish the Sheppard Promenade. No cantilevering of buildings will be permitted within the setback area.
- 5.8.4 A minimum setback of generally 5.0 metres from the property line is required along Leslie Street and Bayview Avenue to accommodate an enhanced streetscape and pedestrian realm. Minor cantilevering of buildings into the setback may be permitted above a height of 16 metres.
- 5.8.5 To establish the Green Loop, development adjacent to the Green Loop should generally provide:
- a) a minimum setback of 5.0 metres from the property line;
  - b) a minimum setback of 3.5 metres from the property line on the flanking side yards; and
  - c) a minimum underground setback of 2.5 metres from the property line to accommodate soft landscaping, including trees.
- 5.8.6 A minimum setback for all other streets, is generally 3.0 metres from the property line. Larger setbacks are strongly encouraged where retail and grade related residential units are proposed.
- 5.8.7 A setback is required to a Provincial Highway. This setback exists above and below grade. No permanent structures are permitted within the required setback zone. Within this setback, an intense planting of deciduous and coniferous trees is encouraged close to the highway to create a soft edge and buffer to the highway.
- 5.8.8 Larger setbacks are required in Higher Order Pedestrian Zones to accommodate greater pedestrian circulation and activity.
- 5.8.9 Where additional space is needed to accommodate a publicly accessible open space, forecourts, urban squares, and/or additional space for tree planting, the City may request that a setback be increased.
- 5.8.10 Where a conflict exists among the required setbacks noted above, the greater setback shall be considered the minimum required setback for any given development site.

## 5.9 Higher Order Pedestrian Zones

- 5.9.1 Higher Order Pedestrian Zones are located at transit stations and are anticipated to experience the highest volume of retail activity, people walking or using mobility devices, cyclists, and transit users. Higher Order Pedestrian Zones are important

placemaking sites that can enhance neighbourhood identity and support commercial and social activity.

- 5.9.2 Higher Order Pedestrian Zones, shown on Map 51-5: Public Realm, will be designed as the centre of public life and will include publicly accessible urban squares and open spaces supported by retail and commercial uses.
- 5.9.3 Higher Order Pedestrian Zones will include protected and safe pedestrian crossings and intersection designs that prioritize pedestrian safety and comfort such as wide sidewalks, tactile walking indicators, narrow lanes, right turn restrictions, corner extensions or boulevard bump outs and pedestrian supportive signalling and timing. They may also include multi-modal shared mobility hubs.
- 5.9.4 Development in High Order Pedestrian Zones will address both public streets and Publicly Accessible Open Spaces (POPS) with integration of landscaping and potential public art to create a distinct sense of place and will be designed to:
- a) provide additional setbacks from public streets and open spaces to support retail spillover and public realm enhancement;
  - b) provide Privately Owned Publicly Accessible Open Spaces in the form of urban squares, plazas and forecourt to expand the public realm; and
  - c) enhance pedestrian amenities, tree planting and soft and hard landscaping.

#### 5.10 Mid-block Connections

Mid-block connections support active transportation by providing universal access through a block for people walking or using a mobility device. These connections supplement and build on the network of public sidewalks and multi-use trails.

- 5.10.1 Development will incorporate mid-block connections at locations conceptually identified on Map 51-5: Public Realm Plan.
- 5.10.2 Mid-block connections will be accessible for people of all ages and abilities. Where appropriate, mid-block connections will accommodate cyclists.
- 5.10.3 All mid-block connections will be generous in width. Where a mid-block connection is internal to a building, it should also be generous in height.
- 5.10.4 Development is encouraged to include ground floor units with direct pedestrian access along a mid-block connection.

#### 5.11 Connections to and Enhancements of the Natural Heritage System

- 5.11.1 The Plan Area will be connected to the Natural Heritage System through a network of



connections as shown on Map 51-5: Public Realm, and Map 51-7: Cycling and Pedestrian Network, and will be coordinated, where required, with the local conservation authority.

### 5.12 Public Art

Public art can celebrate local stories about the community's history and culture, including those of Indigenous peoples, that supports the Plan's vision to enhance the shared sense of place and contribute to community identity.

5.12.1 Development is encouraged to incorporate Public Art at locations conceptually identified on Map 51-5: Public Realm.

### 5.13 Privately Owned Publicly Accessible Open Spaces (POPS)

5.13.1 POPS can create landmark destinations that reinforce special places within neighbourhoods particularly within the Sheppard Promenade and the Higher Order Pedestrian Zones. Development is encouraged to incorporate POPS at locations conceptually identified on Map 51-5: Public Realm.

5.13.2 POPS on the Sheppard Promenade should co-ordinate their design with the Sheppard Promenade streetscape to develop a coherent landscape open space along the street.

5.13.3 POPS at Higher Order Pedestrian Zones should include high-quality public realm treatments, including well-designed soft and hard landscape elements, public art, and wayfinding elements to mark community destinations and gateway intersections.

## 6 MOBILITY

### 6.1 Walking, Personal Mobility and Cycling Network

6.1.1 Connections for people walking and people using personal mobility devices will be prioritized as part of the mobility network. These connections will be integrated into the larger transportation network, so that people walking and people using personal mobility devices can comfortably and directly access transit and daily needs.

6.1.2 Bikeways identified on Map 51-7: Cycling and Pedestrian Network, are to be incorporated into the design of new and existing streets. Where physically separated facilities and other bikeways intersect, protected intersection designs such as corner islands, may be required to mitigate conflicts between people and vehicles.

### 6.2 Multi-use trails

6.2.1 Multi-use trails shown on Map 51-7: Cycling and Pedestrian Network will establish a network for a recreational trail and alternate pedestrian and cycling connections

throughout the Plan Area.

- 6.2.2 Multi-Use trails identified on Map 51-7 provide local connectivity and access for people walking and cycling. Trails should be landscaped on both sides to provide landscaped buffers from adjacent properties.
- 6.2.3 Landowners are encouraged to coordinate efforts to dedicate the required public access easements to implement the Multi-Use Trails.
- 6.2.4 Development adjacent to Highway 401 is required to use the provincially required setback between the highway and the building face to:
  - a) provide a continuous pedestrian Multi Use Trail, as conceptually shown on Map 51-7, designed for all times and seasons, with ample clear sight lines along the route;
  - b) provide landscaping with lighting to promote safe use during all times and seasons;
  - c) provide an intense planting of deciduous and coniferous trees close to the highway to create a soft edge and buffer to the highway.;
  - d) provide green infrastructure for stormwater management to enhance climate change resiliency; and
  - e) coordinate with adjacent landowners to facilitate the design, access, and implementation of the Multi Use Trail, as conceptually shown on Map 51-7.

### 6.3 Street Network

- 6.3.1 New public streets are identified on Map 51-6: Street Network. A fine-grain network of public streets will be provided to improve walkability, enhance connectivity for active transportation modes, establish a block structure to support transit-supportive development, and provide vehicular access to development.
- 6.3.2 The exact location, alignment and design of streets will be refined through the development application review process.
- 6.3.3 Vehicular movement is intended to be focused primarily on Sheppard Avenue East, Bayview Avenue, and Leslie Street. All other streets will be designed with traffic calming measures to limit vehicle speeding, and limit traffic infiltration. These traffic calming measures may include speed humps, raised intersections, reduced speed limits, narrow lanes, bump-outs, or other measures.
- 6.3.4 Signalized intersections are proposed to be located as conceptually identified on Map 51-6. Additional signalized intersections are encouraged to facilitate all modes of

transportation and ensure safe pedestrian and cycling connections.

#### 6.4 Transit Infrastructure

- 6.4.1 Development near the Bayview Subway Station and the Leslie Subway Station will protect for local and regional transit infrastructure and future improvements.
- 6.4.2 To support transit-oriented development, transit agencies and/or other public authorities are encouraged to integrate transit infrastructure with private development and the public realm.

#### 6.5 Travel Demand Management

- 6.5.1 A “multi-modal shared mobility hub” provides a variety of movement choices in one location. Such a hub consists of a combination of elements which may include bike share stations, publicly accessible carshare spaces, public electric vehicle charging and alternative fuel stations, micromobility stations (e.g. electric bike charging points), taxi stands, and pick-up-and-drop-off locations.
- 6.5.2 Locations for multi-modal shared mobility hubs are conceptually shown on Map 51-8: Transit and Travel Demand Management. Additional locations may be identified through the development review process.

### 7 BUILT FORM

#### 7.1 General Policies

- 7.1.1 Prior to development, consolidation of lots may be necessary to ensure the comprehensive development site is of sufficient size and/or configuration to support new development and to ensure that lots are not orphaned or undersized to achieve the policies of this Plan.
- 7.1.2 A variety of building types and heights are required on sites:
  - a) that can accommodate multiple buildings; and
  - b) where new development will result in new development blocks.
- 7.1.3 Development fronting on Retail Required Streets will:
  - a) provide generous floor-to-ceiling heights on the first storey of generally no less than 4.5 metres;
  - b) provide setbacks at-grade for retail spill over and public realm enhancements;
  - c) provide high quality flexible design to allow for adaptability and a diversity of retail uses; and

- d) have main retail entrances accessed directly from the street, where possible.
- 7.1.4 Developments will contribute to a high level of block permeability, by utilizing mid-block connections, new streets, or other active mobility routes.
- 7.1.5 Balconies shall be designed to be of a useable size, shape, and configuration, while also achieving comfort and good building performance, including energy performance. Balconies shall be designed to minimize their impact on building mass.
- 7.1.6 Where the ground floor of a multi-storey building contains residential units, these units:
  - a) must be directly accessible from the public sidewalk or publicly accessible mid-block connection; and
  - b) be designed to have clear distinction between public and private space through measures such as having entryways which are generally elevated from the public realm.
- 7.1.7 Development along the Green Loop shown on Map 51-5: Public Realm, and development within the Transit Station Character Area and Sheppard Corridor Character Area will locate pick-up and drop-off areas for services such as deliveries and rideshare on the site itself to minimize impacts to the public realm.
- 7.1.8 Development impacting the property on the Heritage Register at 9 Barberry Place will improve visibility to the Thomas Clark House (c.1855) by restoring its frontage to Sheppard Avenue East.
- 7.1.9 Alternative design responses, including but not limited to increased setbacks, stepbacks and stepping down of building heights, may be required to conserve heritage properties on the City's Heritage Register as determined by a Heritage Impact Assessment.
- 7.1.10 Sustainability and climate resilience will be integrated into the design of new buildings. Development will:
  - a) be designed to minimize energy demand;
  - b) provide an efficient building shape, scale and massing, location and orientation to reduce heat loss and energy demand; and
  - c) ensure adequate thermal comfort in the public realm.
- 7.1.11 Development is encouraged to:
  - a) pursue zero emissions and carbon positive development, including impacts from embodied emissions from materials;
  - b) incorporate low-carbon/renewable thermal energy technologies such as geo-exchange and solar thermal systems, as well as heat recovery from sources such as

sewers, data centers, and industry to reduce greenhouse gas emissions;

- c) develop or incorporate connections to an existing or planned thermal energy network (district energy system);
- d) integrate on-site renewable energy and electricity production to reduce electricity demand; and
- e) provide backup power for resilience to area-wide power informed by guidelines developed by the City.

## 7.2 Mid-rise Buildings

- 7.2.1 Mid-rise buildings will provide for a minimum of 5 hours of sunlight on the public realm during the spring and fall equinoxes.
- 7.2.2 To achieve a consistent street wall, a step-back will generally be required above:
  - a) the 6th storey along Sheppard Avenue East, Leslie Street, and Bayview Avenue; and
  - b) above the 4th storey in all other locations.
- 7.2.3 Step-backs should generally be not less than 3.0 metres in depth.

## 7.3 Tall Buildings

- 7.3.1 Tall buildings will be located close to the transit stations. 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.
- 7.3.2 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.
- 7.3.3 Tower portions of tall buildings will provide appropriate setback distances to the nearest lot line and separation to the building face of adjacent existing and/or planned tower portions of tall buildings; and should include:
  - a) a minimum setback of generally 12.5 metres to the side and rear lot line or centre line of a lane;
  - b) separation distances of generally a minimum of 25 metres to the nearest adjacent existing or planned tall building;
  - c) where taller buildings are proposed, greater setbacks and separation distances should be provided.

- 7.3.4 Tower portions of tall buildings will provide appropriate setbacks distances to the nearest lot line and separation to the building face of adjacent existing and/or planned mid-rise buildings and planned low-rise areas; and should include:
- a) a separation distance of generally a minimum of 20 metres to the nearest existing or planned mid-rise building; and
  - b) a setback of generally 20 metres to existing or planned low-rise areas.
- 7.3.5 The base building of a tall building will generally contain:
- a) no more than 6 storeys along Sheppard Avenue East, Leslie Street, and Bayview Avenue; and
  - b) no more than 4 storeys in all other locations.
- 7.3.6 A step-back of 5.0 metres is required above a base building on Sheppard Avenue East.
- 7.3.7 A step-back of generally 5.0 metres is required above a base building along Leslie Street, Bayview Avenue, and/or abutting a park.
- 7.3.8 A minimum step-back of generally 3.0 metres is required above a base building locations other than those noted in Policies 7.3.6 and 7.3.7 of this Plan.
- 7.3.9 Encroachments into a required step back are not permitted, except for minimal projections, such as those features required for the functioning of the building.
- 7.3.10 The residential tower portion of a tall building will have a floor plate of generally not more than 750 square metres, inclusive of all area within the building, but excluding balconies.

#### 7.4 Transit Station Character Area

- 7.4.1 The Transit Station Character Area will develop primarily to contain tall buildings and mid-rise buildings. Development in the Transit Station Character Area will provide a variety of building forms and heights to transition to areas of lower scale.
- 7.4.2 Base buildings of tall buildings, shall generally be a minimum of 3 storeys.
- 7.4.3 Heights will generally transition downward in all directions with increasing distance from the transit stations.
- 7.4.4 Mid-rise buildings shall generally not have a step-back below the third storey, to frame

the public realm, including streets, parks, and open spaces.

#### 7.5 Sheppard Corridor Character Area

7.5.1 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.

7.5.2 Mid-rise buildings shall generally not have a step-back below the third storey, to frame the public realm, including streets, parks, and open spaces.

#### 7.6 Edge Character Area

7.6.1 The Edge Character Area will develop primarily to contain tall and mid-rise buildings within generous landscaped settings.

7.6.2 The tallest buildings in the Edge Character Area will be located on large sites close to Highway 401.

7.6.3 Base buildings of tall buildings will generally not be less than 3 storeys to frame the public realm, including public streets, parks, and open spaces.

7.6.4 Mid-rise buildings shall generally not have a step-back below the third storey, to frame the public realm, including streets, parks, and open spaces.

#### 7.7 Transition Zone Character Area

7.7.1 The Transition Zone Character Area will generally develop with low-rise and mid-rise buildings fronting on to local streets, within generous landscaped settings to fit with the existing and planned context.

7.7.2 Mid-rise buildings shall generally not have a step-back below the 3<sup>rd</sup> storey, to frame the public realm, including streets, parks, and open spaces.

#### 7.8 Institutional Zone Character Area

7.8.1 The Institutional Zone Character Area will generally develop with tall buildings, mid-rise buildings and buildings which contain institutional uses.

7.8.2 Buildings which contain institutional uses may be permitted to have floor plates larger than those noted in this Plan to support their institutional functions, provided:

- a) the public realm intent of this Plan is maintained, and
- b) there is good transition to nearby natural heritage features, including significant soft

landscaping along valley lands.

## 7.9 Green Character Areas

7.9.1 Development will maintain the unique characteristics of these areas, including:

- a) significant green landscaping;
- b) generous setbacks along the public realm; and
- c) landscaped and tree-lined publicly accessible connections to provide a high degree of permeability and interest. These connections function as both movement corridors and places to wander.

## 7.10 Amenity Spaces

7.10.1 All amenity spaces located on properties abutting Highway 401 will be located and designed to ensure that the impacts of noise, vibration and air pollution are mitigated.

7.10.2 Indoor and outdoor amenity spaces are encouraged to be co-located and directly accessible to each other.

7.10.3 Developments that include residential units are encouraged to provide pet amenity space, prioritizing outdoor play space including an outdoor pet relief area.

# 8 HOUSING

8.1.1 For developments that contain more than 80 new residential units, a minimum of 40 per cent of the total number of new units will be a combination of two-, three- or more bedrooms units, including:

- a) a minimum of 15 per cent of the total number of units as two-bedroom units; and
- b) a minimum of 10 per cent of the total number of units as three-bedroom units; and
- c) A minimum of an additional 15 per cent of the total number of units as either 2-bedroom, 3-bedroom, or more bedroom units.

8.1.2 The City may reduce the minimum requirements identified in policy 8.1 where development is providing social housing or other publicly funded housing; or specialized housing such as residences owned or operated by a post-secondary institution or a health care institution or other entities to house students, patients or employees, or people with special needs.

# 9 COMMUNITY SERVICES AND FACILITIES

9.1.1 New and/or expanded community services and facilities are to be provided in a timely



manner to support growth. Community service facilities priorities include:

- a) new non-profit licensed child care facilities; and
- b) new community space.

9.1.2 Existing community service facilities will be renewed through redevelopment, wherever possible. Development on sites with existing community service facilities will replace the total gross floor area of the community service facility on site. Off-site replacement of community service facilities will be at the City's discretion.

9.1.3 New community service facilities, and expansions to existing community service facilities will be:

- a) geographically well-distributed to provide broad access to new and existing residents and workers in the area;
- b) designed to provide flexible, multi-purpose space that can be used throughout the year to deliver diverse programming and adapt over time to meet varied needs;
- c) incorporated at grade or within the lower storeys of mixed-use buildings containing other uses; and
- d) co-located with other community service facilities where possible.

9.1.4 Public use of school space outside of school hours and school use of parks during school hours may be accommodated through a shared-use agreement. Any access to parks provided for school use will be contingent on maintaining the primary use and function as a park available for community use.

## 10 IMPLEMENTATION

### 10.1 Block Context Plan

10.1.1 A Block Context Plan is generally required as part of a complete application on sites that include new public streets, mid-block connections, trails, or other public realm moves shown on Maps 51-4, 51-5, 51-6, 51-7 or 51-8.

10.1.2 A Block Context Plan may be required as part of a complete application in any location in the Plan Area, particularly on larger sites.

### 10.2 Growth Management – Holding Symbol

10.2.1 Growth in the Plan Area must be considered and sequenced to ensure:

- a) orderly development;
- b) appropriate infrastructure is available to service intensification;

- c) appropriate land use compatibility with major facilities, such as transportation infrastructure and corridors; and
- d) protection of public health and safety.

10.2.2 In addition to the Policy 5.1.2 of the Official Plan, and to ensure growth is considered and sequenced, conditions to be met prior to the removal of the holding provision may include:

- a) the submission of a Block Context Plan that meets the intent of the policies of this Plan;
- b) the implementation or the provision the street network and/or related transportation infrastructure improvements as required in this Plan;
- c) the construction of, or securing the construction of, required water, sewer and/or stormwater infrastructure;
- d) securing the implementation of mitigation measures set out in any accepted study, including a Methane Gas Study and/or Air Quality Study that evaluates Transportation Related Air Pollution.

### 10.3 Growth Management – Servicing

10.3.1 Development will not exceed the capacity of existing servicing infrastructure supporting the Plan Area. Where improvements and/or upgrades to existing municipal infrastructure, or new municipal servicing infrastructure, is planned for implementation, timing and/or phasing of development will be required to coordinate with such planned new, improved and/or upgraded infrastructure so as to coordinate land use planning, infrastructure planning and infrastructure investment.

10.3.2 Where infrastructure capacity is inadequate to support proposed and planned growth, development will be required to provide upgrades and/or improvements to municipal servicing infrastructure, and new municipal servicing infrastructure, where appropriate, to provide adequate capacity, secured prior to development proceeding and any zoning by-law amendment approval. Where upgrades and/or improvements to municipal servicing infrastructure are required to be provided by the City and where development does not provide for or otherwise secure such upgrades and/or improvements to municipal servicing infrastructure, a Holding (“H”) provision may be imposed on any development that requires such upgrades and/or improvements to be provided by the City and may be lifted once the upgrades and/or improvements are installed and operational satisfactory to the City.

### 10.4 Avenue Study

10.4.1 This Plan meets the requirements and objectives of an Avenue Study for lands identified

as Avenues within the Plan Area.

## 10.5 Transportation Network

10.5.1 The required transportation network improvements will be refined, protected, and implemented through the development review and approvals process, and identified capital projects.

10.5.2 Transportation Impact Studies, which determine the effects of a proposed development on the surrounding transportation system, will include quantitative analysis of multimodal transportation infrastructure and site related mitigation measures.

## 10.6 Thermal Comfort

10.6.1 A detailed thermal comfort study may be required on large sites of approximately 5 hectares or more where significant new public realm elements are proposed.

# 11 SITE AND AREA SPECIFIC POLICIES

This section contains Site and Area Specific Policies which apply to the lands respectively identified on Map 51-9. All policies of the Official Plan apply to areas subject to Site and Area Specific Policies. Where there is a conflict between the Site and Area Specific Policies and the policies of the Official Plan, including this Plan, the SASP policies prevail.

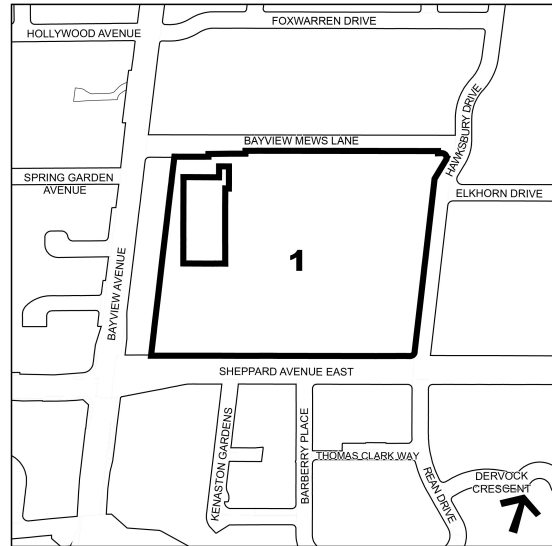
## 1. 2901 Bayview Avenue and 630 Sheppard Avenue East

With respect to the lands municipally known as 2901 Bayview Avenue and 630 Sheppard Avenue East, in year 2022, despite Policy 3.2.1.9 of the Official Plan, the provision of 20 percent of the residential dwelling units as affordable housing units is not required provided that at least 40 Affordable Rental Housing units are provided on the site and maintained with Affordable Rents for a period of at least 15 years.

On the lands shown on Map 51-9 as 1, additional development on the block bounded by Sheppard Avenue/Bayview Avenue/Bayview Mews Lane/Hawksbury Drive is encouraged to maximize its Mixed Use Areas designation and development potential. Mixed use development, including residential units, is supported. Efforts should be made to relate any new development to the Bayview/Sheppard intersection, and to integrate it with the Bayview subway station through attention to building orientation, scale, height and setbacks. Continuous and ideally weather protected pedestrian connections should be provided between the subway station and new development.

Design solutions which protect for coordinated vehicular access for development of the lands abutting Bayview Avenue and the shopping centre lands are encouraged.

Proposed expansions of the existing shopping centre are to be massed primarily to the south of the existing commercial buildings. Expansions to the north of the existing commercial buildings are generally to be low to midrise additions. Expansions to the east of the existing shopping centre are to be generally consistent in height with the existing residential apartment buildings located on the east side of Hawksbury Drive; The density of 1.75 times the area of the lot, is the maximum density permitted for uses on the Bayview Village Shopping Centre Lands.



The density of 1.75 times the area of the lot, is the maximum density permitted for uses on the Bayview Village Shopping Centre Lands.

**2. 1200, 1210, 1220 Sheppard Ave East**

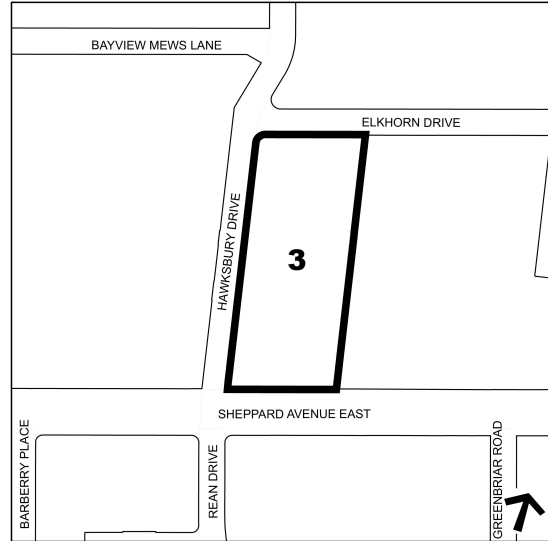
On the lands shown on Map 51-9 as 2, public access shall be provided at the north and east limit of the lands through key private open spaces to provide access to the adjacent East Don River Valley.

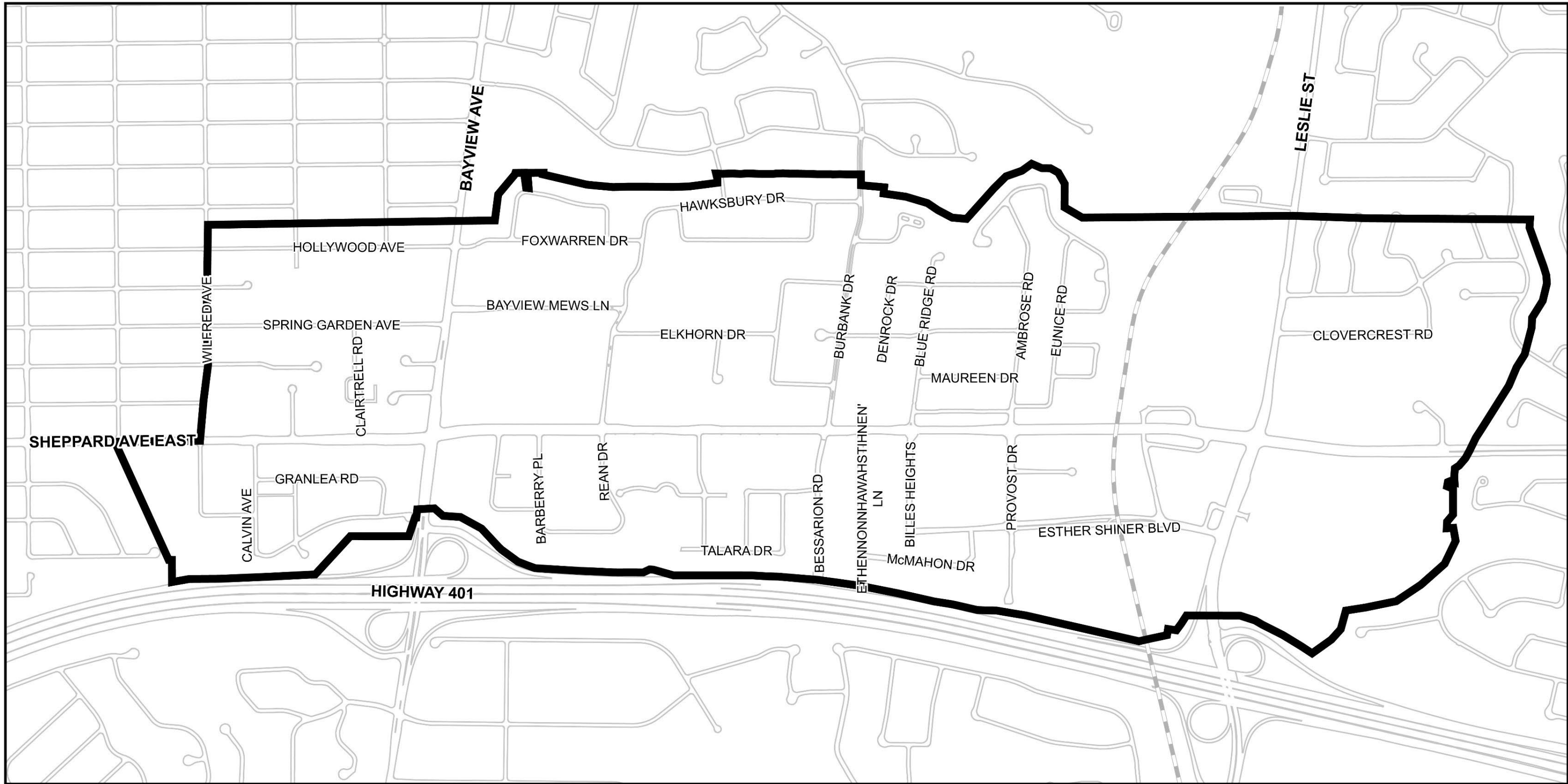
Interior and exterior lighting of the mechanical penthouses and rooftop amenity areas for all buildings located on the lands shall be minimized.



**3. 640 Sheppard Avenue East**

On the lands shown on Map 51-9 as 3, a broad range of non-residential uses are permitted along Sheppard Avenue East and are encouraged to allow for access to local job opportunities, retail, and services.



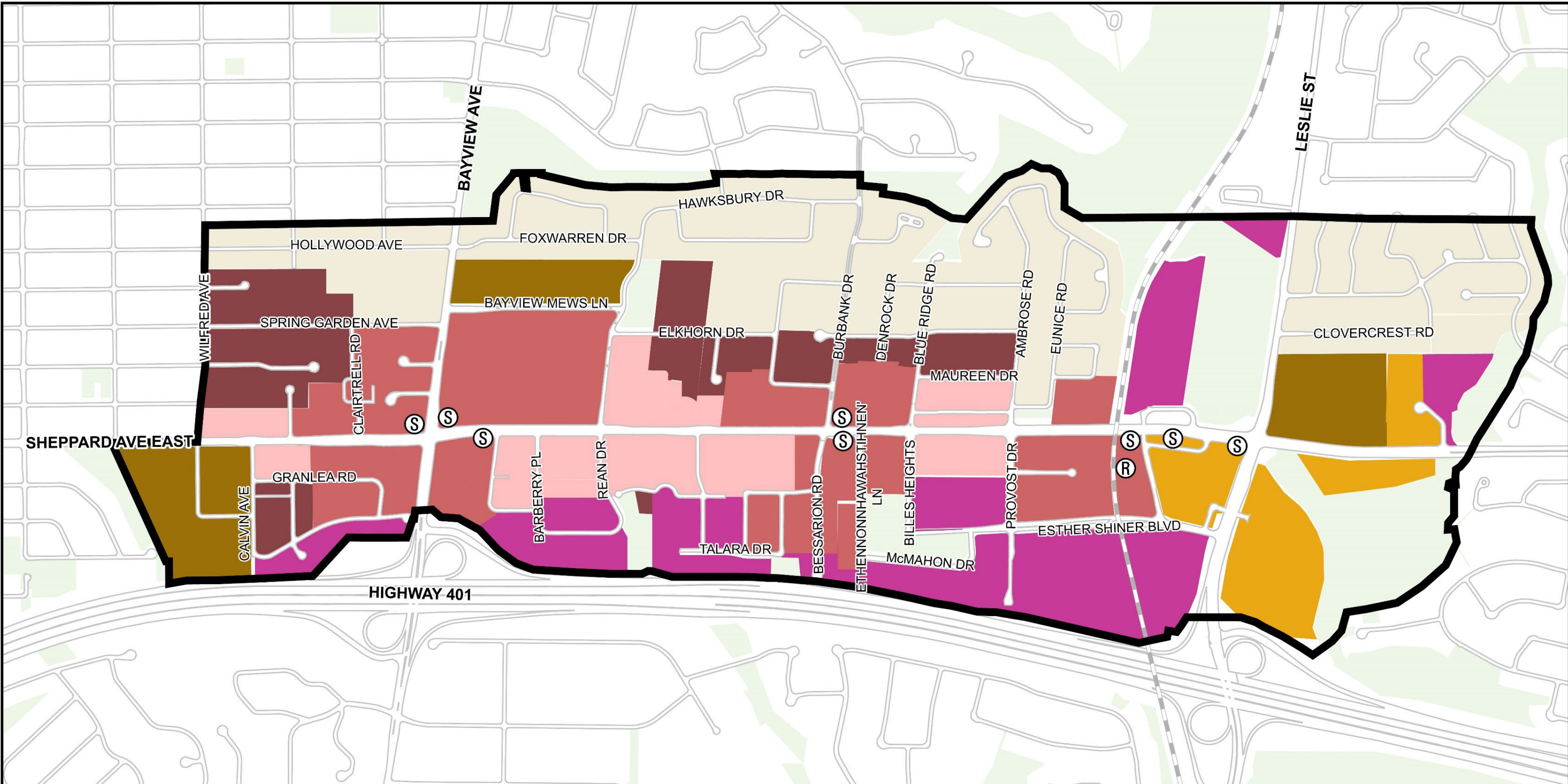


# Renew Sheppard East Secondary Plan

Map 51-1: Secondary Plan Boundary

**Secondary Plan Boundary**      **Richmond Hill GO Rail Corridor**





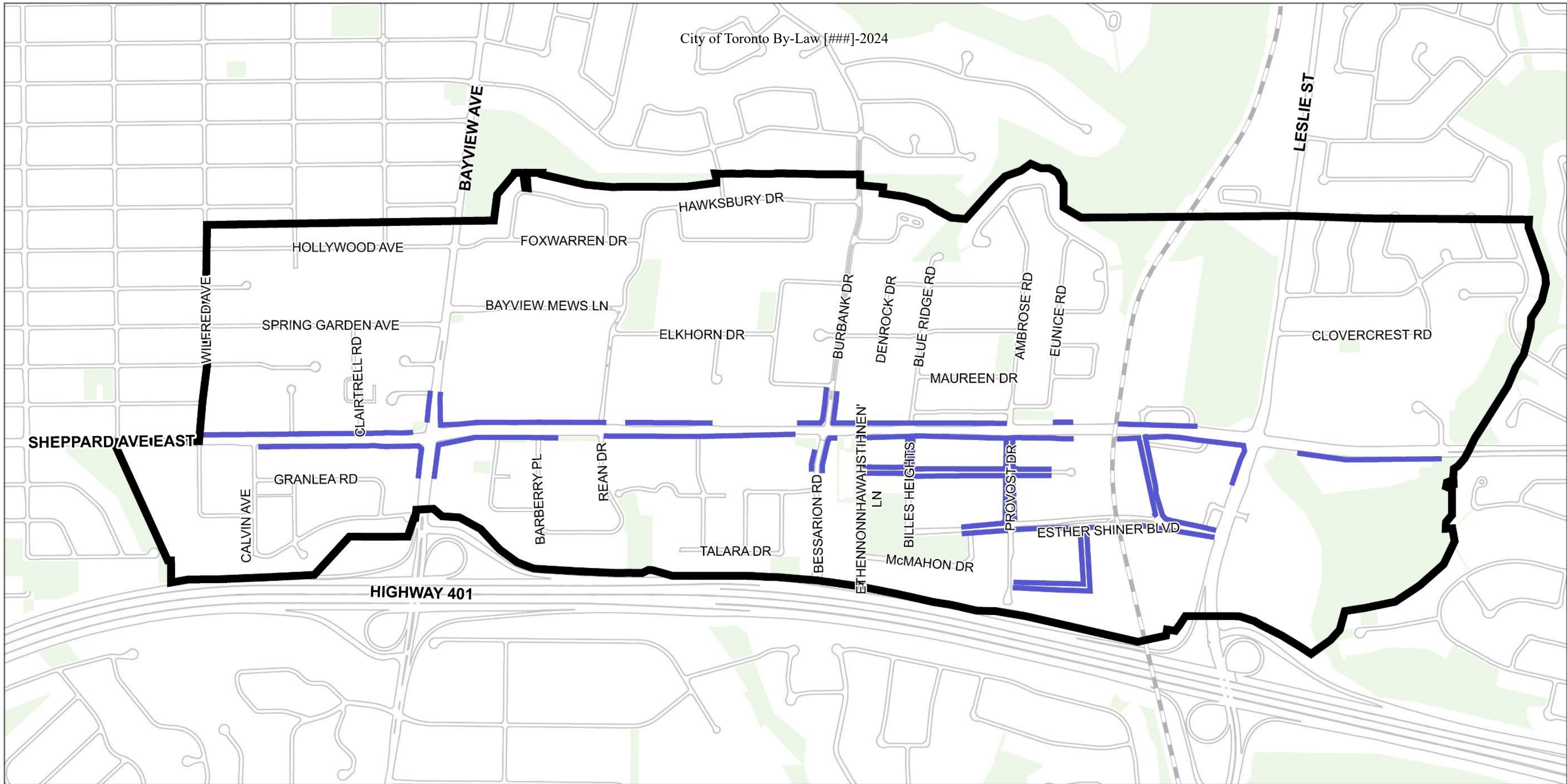
# Renew Sheppard East Secondary Plan

## Map 51-2: Character Areas

- Secondary Plan Boundary
- Transit Station Character Area
- Edge Character Area
- Sheppard Corridor Character Area
- Transition Zone Character Area
- Institutional Zone Character Area
- Neighbourhood Character Area
- Green Character Area
- New TTC Subway Station
- GO Station

Not to Scale  
 November 2024



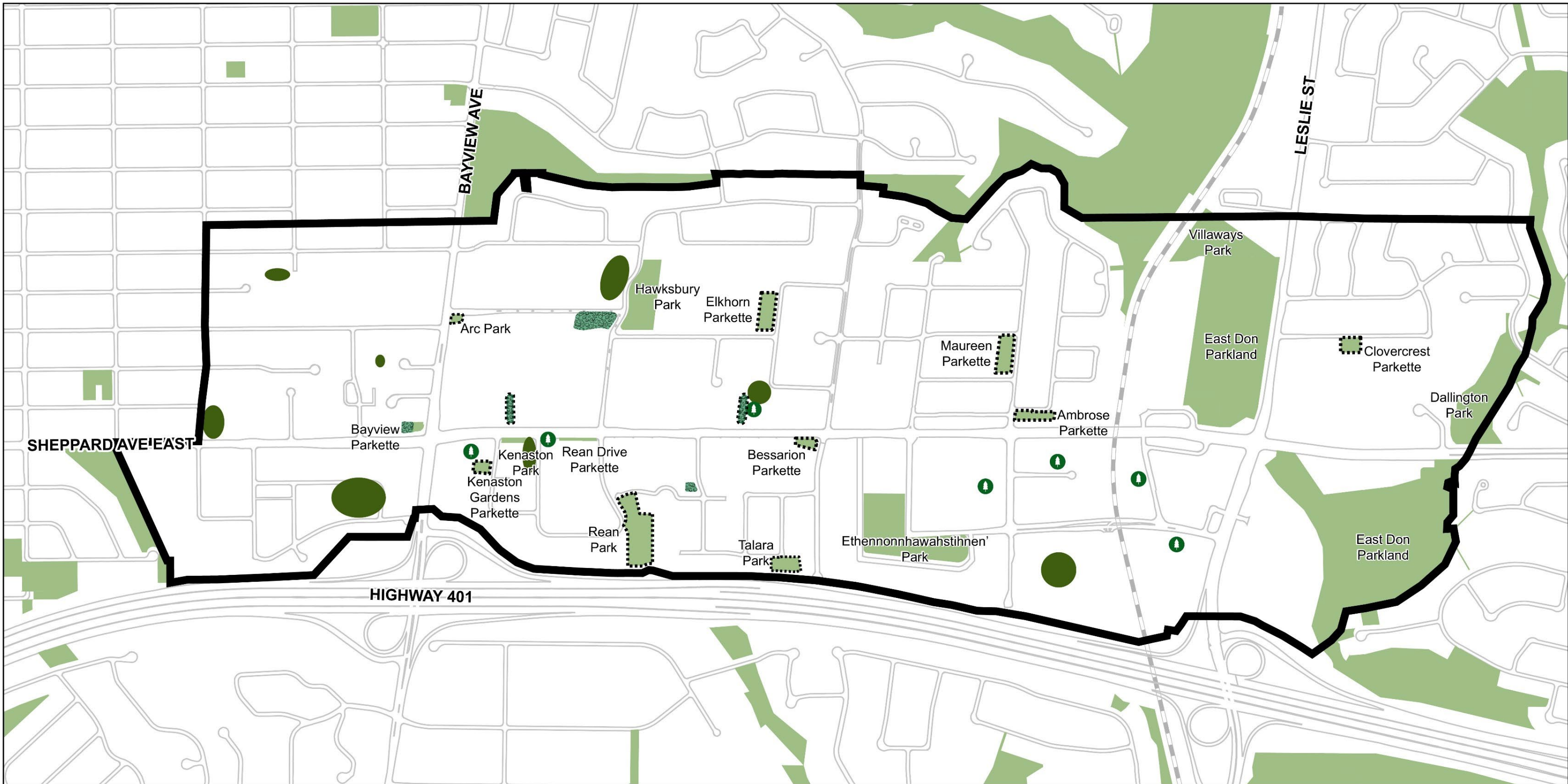


# Renew Sheppard East Secondary Plan

## Map 51-3: Retail Streets

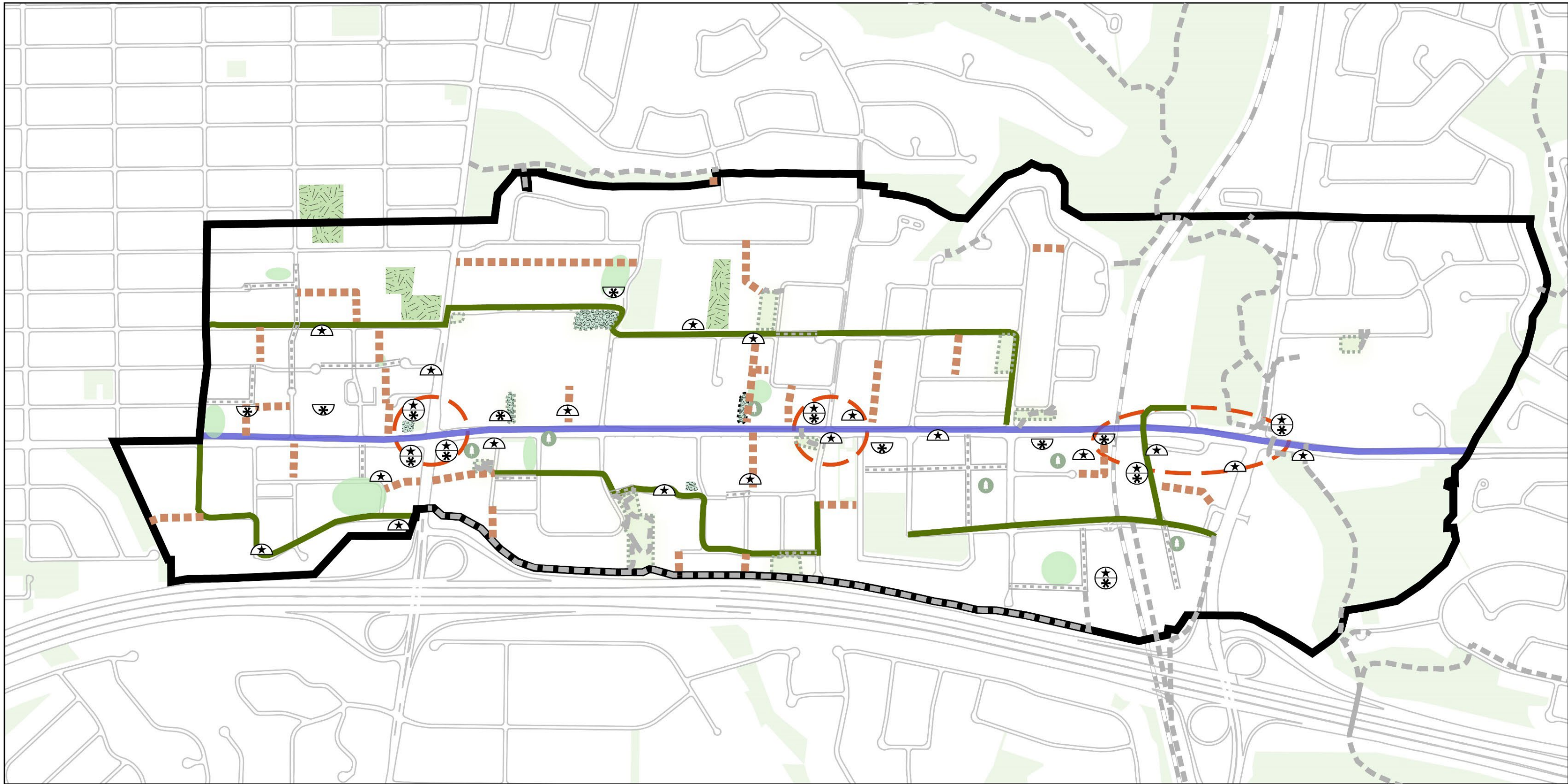
- Secondary Plan Boundary
- Retail Required Streets





- Secondary Plan Boundary
- Anticipated Park (Council Approved)
- Parkland Priority
- Potential Future Park
- Parkland Expansion Area

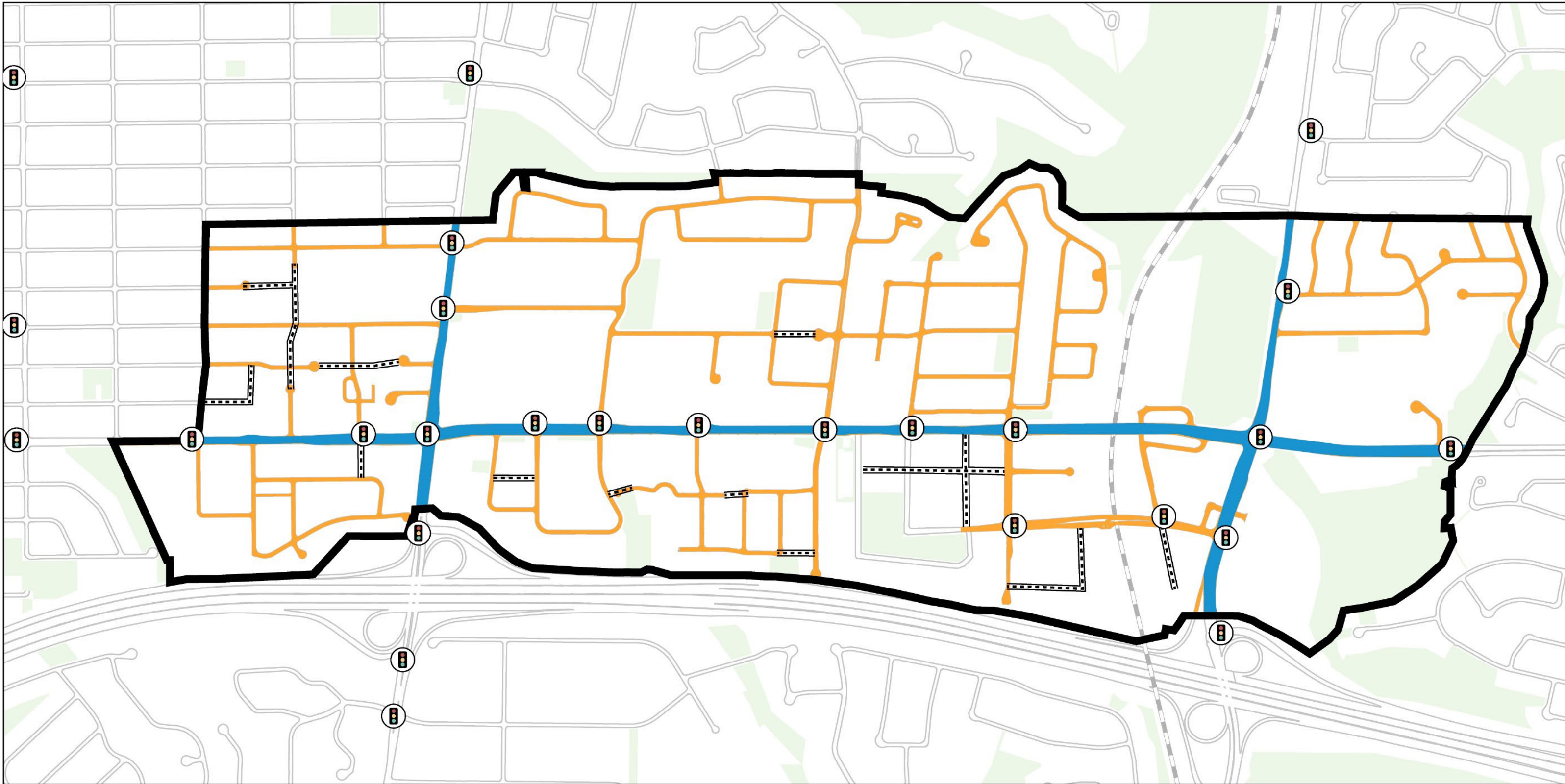




- Secondary Plan Boundary
- Sheppard Promenade
- Multi-Use Trail
- Higher Order Pedestrian Zones
- Mid-Block Connection
- Green Loop
- School Yard
- ★ POPs
- ✱ Potential Public Art Location

Renew Sheppard East Secondary Plan





# Renew Sheppard East Secondary Plan

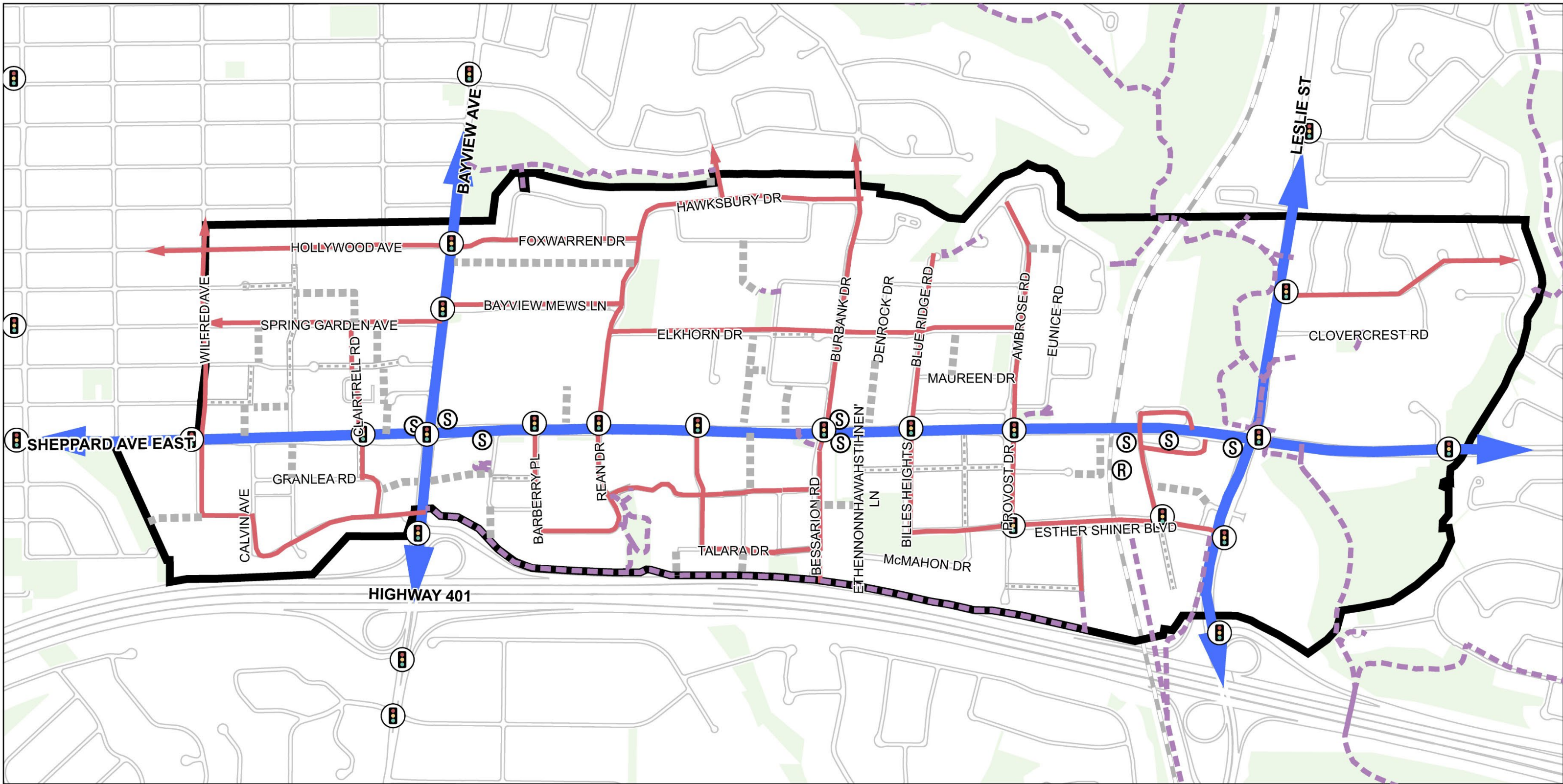
Map 51-6: Street Network

- Secondary Plan Boundary
- Major Streets
- Existing Streets
- New Streets
- Signalized Intersection

Renew Sheppard East Secondary Plan

Not to Scale  
 November 2024



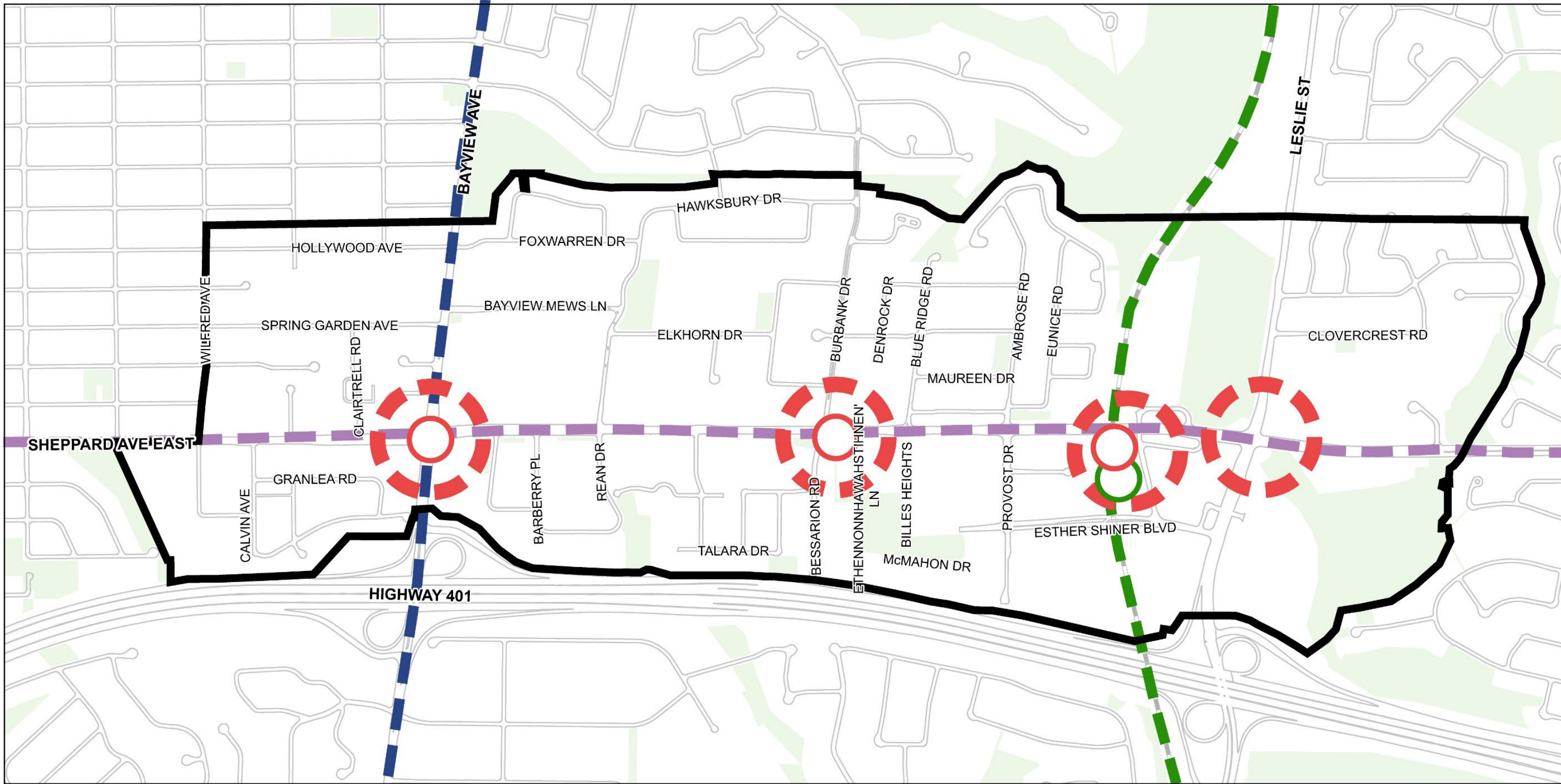


# Renew Sheppard East Secondary Plan

Map 51-7: Cycling & Pedestrian Network








- Secondary Plan Boundary
- Physically Separated Facility
- S TTC Subway Entrance
- R GO Station
- Bikeway
- Multi-Use Trail

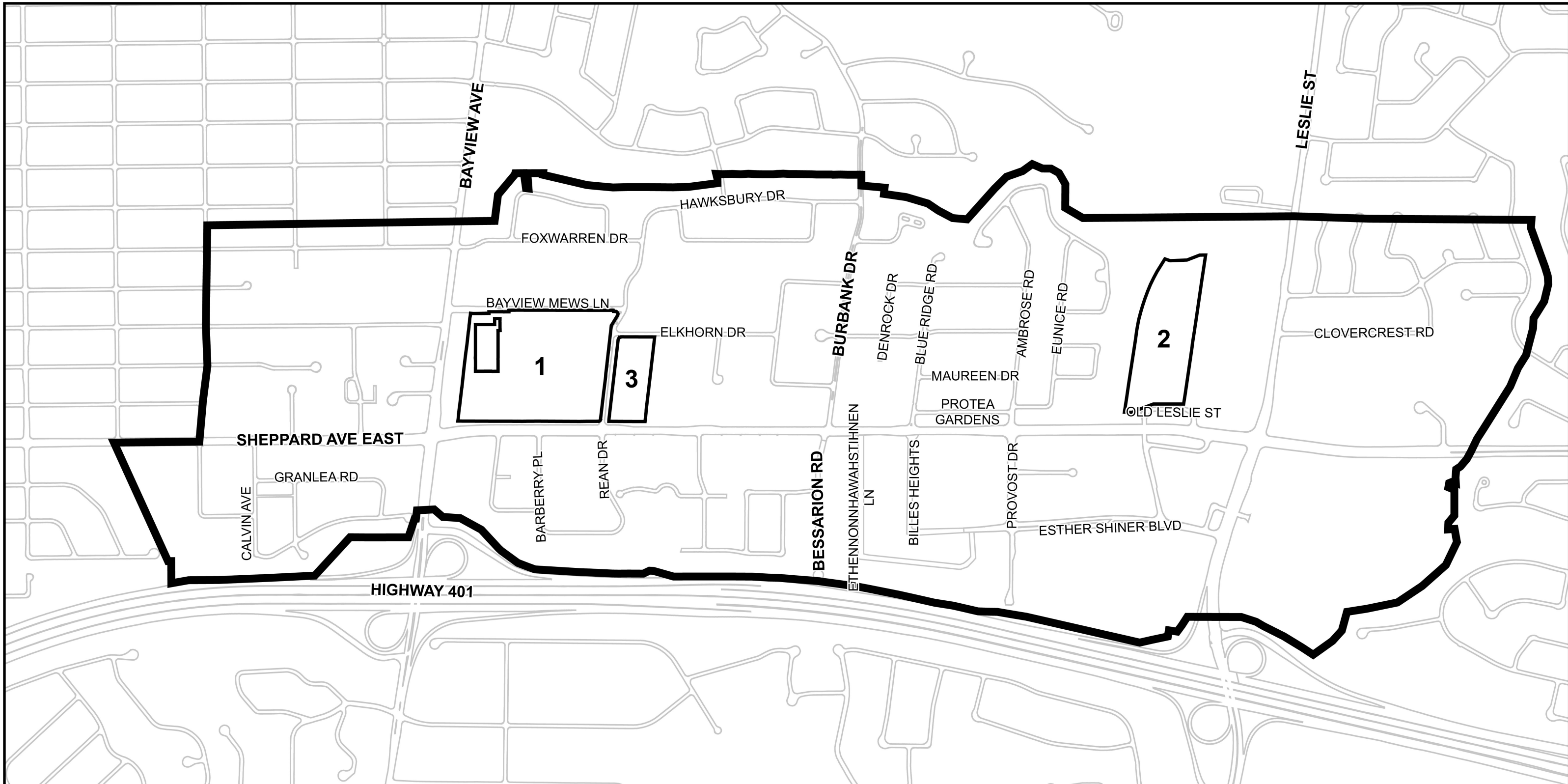




# Renew Sheppard East Secondary Plan

## Map 51-8: Transit and Travel Demand Management

-  Secondary Plan Boundary
-  Potential Shared Mobility Hub
-  TTC Subway Station
-  Future Oriole GO Station
-  Surface Transit Priority Segment (per the Official Plan)
-  Line 4 Subway
-  Richmond Hill GO Line  
Renew Sheppard East Secondary Plan



# Renew Sheppard East Secondary Plan

## Map 51-9: Site and Area Specific Policies

-  Secondary Plan Boundary
-  Site and Area Specific Policies