

Authority: ~~North York Community Council Item NY19.11, adopted as amended by City of Toronto Council on December 17, 18 and 19, 2024~~Ontario Land Tribunal Decision and Order issued on [date] in File OLT-25-000068

CITY OF TORONTO

Bill

BY-LAW -2024~~(OLT)~~

To ~~adopt~~approve 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~~Whereas the Ontario Land Tribunal, by its Decision and Order issued on [date], in respect of Tribunal File OLT-25-000068, upon hearing appeals under Section 17(24) of the Planning Act, R.S.O. 1990, c. P.13, as amended, determined to modify and approve Amendment 777 to the Official Plan for the City of Toronto, with respect to the lands generally bounded by Wildred 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; 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 Ontario Land Tribunal authorized the City Solicitor to make such stylistic and technical changes to Amendment 777 to the Official Plan for the City of Toronto as may be required to implement the Tribunal's Order;

The ~~Council of the City of Toronto enacts~~Ontario Land Tribunal orders:

- ~~The attached Amendment 777 to the Official Plan is adopted pursuant to the Planning Act, as amended~~The Official Plan of the City of Toronto is hereby amended as set out in the attached Amendment 777 to the Official Plan for the City of Toronto, pursuant to the Planning Act, as amended.

~~Enacted and passed on December , 2024.~~Pursuant to Ontario Land Tribunal Decision and Order on [date] in File OLT-25-000068.

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* and *Parks and Open Spaces* 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* and Parks and Open Spaces 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~~ Road 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 the west side of Ethennonnhawahstihnen' Lane from *Parks and Open Space* to *Mixed Use Areas* as shown on Schedule 2.
7. 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.
8. Map 19, Land Use Map, is amended by redesignating 4000 Leslie Street from *Mixed Use Areas* to *Institutional Areas* as shown on Schedule 2.
9. Schedule 2 of the Official Plan, The Designation of Planned but unbuilt Roads, is amended by adding the following new planned but unbuilt roads:

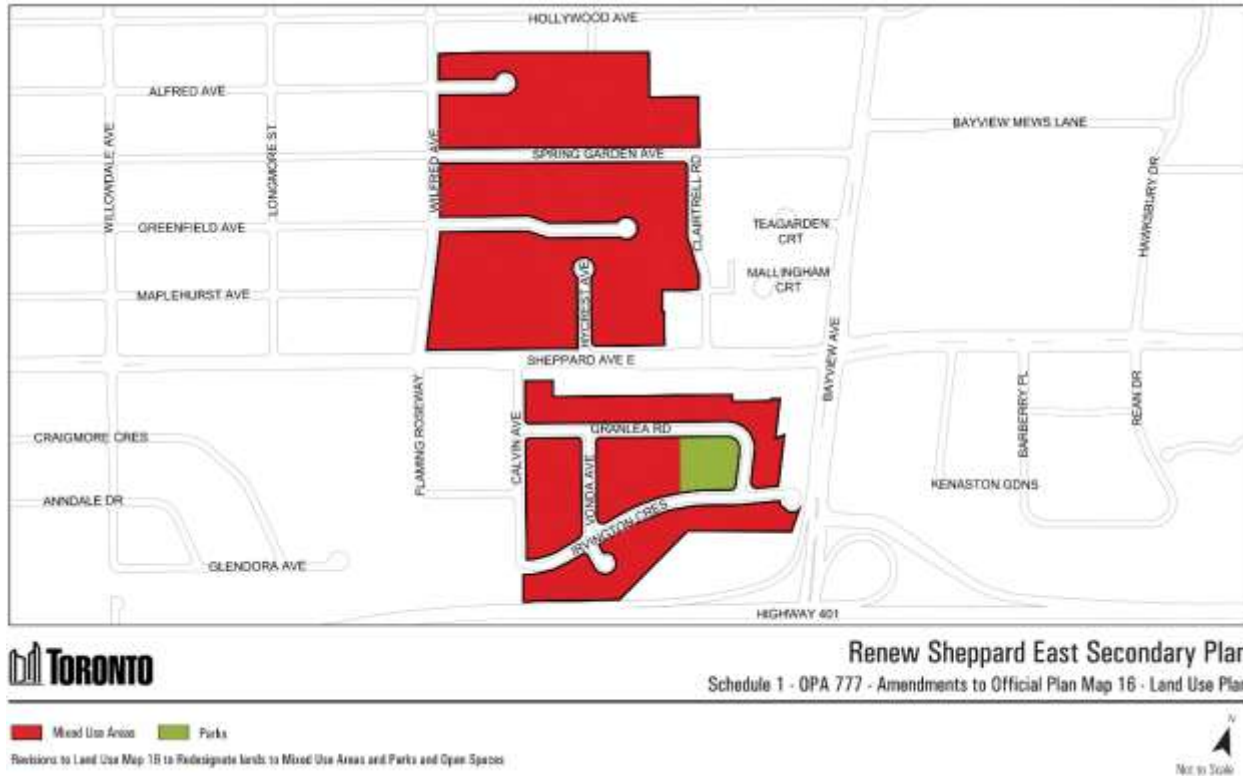
Street Name	From	To
New Link A*	Alfred Avenue	New Link B
New Link B*	Hycrest Avenue	Highland <u>Highgate</u> Avenue
New Link C*	Maplehurst Avenue	Greenfield Avenue
New Link D*	Greenfield Avenue	Teagarden Court
New Link E*	Granlea Road	Sheppard Avenue East
New Link F*	Kenaston Gardens	Barberry Place
New Link G*	Rean Drive	Dervock Crescent
New Link H*	Dervock Crescent	Caracas Road
New Link I*	Talara Drive	Bessarion Road
New Link J*	Ethennonnhawahstihnen' Lane	Provost Drive
New Link K*	Esther Shiner Boulevard	Sheppard Avenue East
New Link L*	Provost Drive	Esther Shiner Boulevard
New Link M*	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.

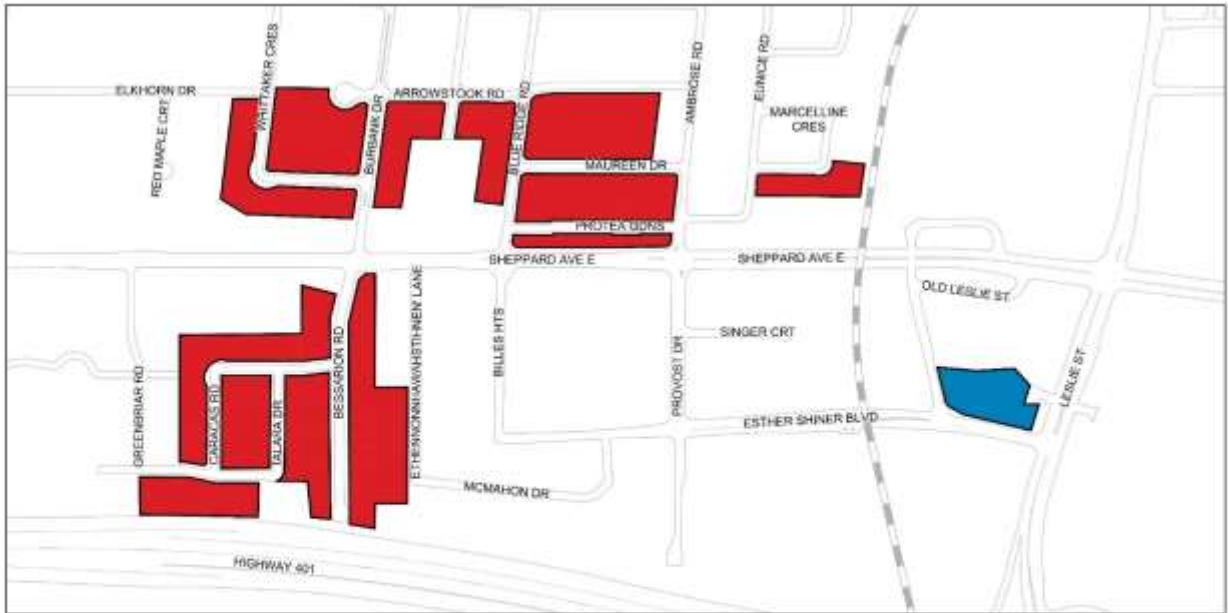
10. Chapter 6, Secondary Plans, is amended by adding Section 51, Renew Sheppard East Secondary Plan, as shown on the attached Schedule 3.
11. Map 35, Secondary Plan Key Map, is amended by adding Section 51, Renew Sheppard East Secondary Plan.
12. Chapter 6, Secondary Plans, Section 9, Sheppard East Subway Corridor Secondary Plan, is amended as follows, and the policy amendments in Paragraph 1+2. 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."

13. 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."
14. 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.
15. 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.
16. 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.
17. 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)



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

Revisions to Land Use Map 19 to Redesignate lands to Mixed Use Areas and Institutional Areas



Schedule 3 to Amendment 777

RENEW SHEPPARD EAST SECONDARY PLAN

1	HOW TO READ THIS PLAN	3
2	VISION AND GOALS	3
3	AREA STRUCTURE	4
3.1	CHARACTER AREAS	4
3.2	TRANSIT STATION CHARACTER AREA	4
3.3	SHEPPARD CORRIDOR CHARACTER AREA	4
3.4	EDGE CHARACTER AREA	5
3.5	TRANSITION ZONE CHARACTER AREA	5
3.6	INSTITUTIONAL ZONE CHARACTER AREA	6 5
3.7	GREEN CHARACTER AREA	6 5
3.8	NEIGHBOURHOOD CHARACTER AREA	6
4	LAND USE	6
4.1	GENERAL POLICIES	6
4.2	LAND USE COMPATIBILITY	7 6
4.3	RETAIL	7
5	PUBLIC REALM	8
5.1	GENERAL POLICIES	8
5.2	PARKS	10 9
5.3	STREETSCAPE – ALL STREETS	11
5.4	STREETSCAPE – RETAIL	12 11
5.5	STREETSCAPE – SHEPPARD PROMENADE	12 11
5.6	GREEN LOOP	13 12
5.7	SETBACKS	13 12
5.8	HIGHER ORDER PEDESTRIAN ZONES	14 13
5.9	MID-BLOCK CONNECTIONS	15 14
5.10	CONNECTIONS TO AND ENHANCEMENTS OF THE NATURAL HERITAGE SYSTEM	16 14
5.11	PUBLIC ART	16 15
5.12	PRIVATELY OWNED PUBLICLY ACCESSIBLE OPEN SPACES (POPS)	16 15
6	MOBILITY	1615
6.1	WALKING, PERSONAL MOBILITY AND CYCLING NETWORK	16 15
6.2	MULTI-USE TRAILS	17 15
6.3	STREET NETWORK	17 16
6.4	TRANSIT INFRASTRUCTURE	18 17
6.5	TRAVEL DEMAND MANAGEMENT	18 17
7	BUILT FORM	1917
7.1	GENERAL POLICIES	19 17
7.2	MID-RISE BUILDINGS	20 19
7.3	TALL BUILDINGS	21 19
7.4	TRANSIT STATION CHARACTER AREA	22 20

7.5	SHEPPARD CORRIDOR CHARACTER AREA	23 21
7.6	EDGE CHARACTER AREA	23 21
7.7	TRANSITION ZONE CHARACTER AREA	23 21
7.8	INSTITUTIONAL ZONE CHARACTER AREA	24 21
7.9	GREEN CHARACTER AREAS	24 22
7.10	AMENITY SPACES	24 22
8	HOUSING	24 22
9	COMMUNITY SERVICES AND FACILITIES	25 22
10	IMPLEMENTATION	26 23
10.1	BLOCK CONTEXT PLAN	26 23
10.2	GROWTH MANAGEMENT – HOLDING SYMBOL	26 23
10.3	GROWTH MANAGEMENT – SERVICING	26 24
10.4	AVENUE STUDY	27 24
10.5	TRANSPORTATION NETWORK	27 25
10.6	THERMAL COMFORT	28 25
11.	SITE AND AREA SPECIFIC POLICIES	28 25

Map List

- 51-1: Secondary Plan Boundary
- 51-2: Character Areas
- 51-3: Retail Streets
- 51-4: Long Term Parks Plan
- 51-5: Public Realm Plan
- 51-6: Street Network
- 51-7: Cycling & Pedestrian Network
- 51-8: Transit and Travel Demand Management
- 51-9: Site and Area Specific Policies

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. Heights should generally transition down with increasing distance from existing and planned transit stations, ~~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 Sites with frontage on Sheppard Avenue East in T the Transit Station Character Area will ~~contribute to support~~ the Sheppard Promenade as a ~~green street that includes a vibrant,~~ tree-lined commercial main street. The Sheppard Promenade, as a whole, will provide ~~with a variety of ground floor~~ 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 predominantly mid-rise built form, fitting with the existing and planned character of the surrounding area and provideding 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~~[support the establishment of](#) the Sheppard Promenade as a ~~green street that includes a~~ vibrant, [tree lined](#) commercial main street. [The Sheppard Promenade, as a whole, will provide](#) ~~with~~ a variety of [at-grade](#) 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 [identified on Map 51-5](#) 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~~ [Priority](#) Streets. However, small scale retail, service and community uses, [predominantly along the Green Loop](#), 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 locations contain open space, a mature tree canopy, generous planting, and/or green pathways. Although these areas may change over time, they are encouraged to 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. [Large-format retail uses contribute to the retail offerings in the area, providing an important economic contribution.](#) 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~~-[Priority](#) Streets, shown on Map 51-3: Retail [Priority](#) Streets, are the primary retail corridors in the Plan Area.
- 4.3.2 Where development fronts onto a Retail ~~Required~~-[Priority](#) Street, the ground floor ~~frontage will only include~~[should prioritize](#) retail and ~~service other non-residential uses or publicly accessible institutional or community uses~~ that animate [the](#) 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 [Fine-grained retail uses](#) ~~Development~~ on Retail ~~Required~~-[Priority](#) 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 To support retail diversity, development on Retail Priority Streets may include large-format retail uses where they contribute to an active frontage.

~~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 Large~~-format~~ retail ~~units-uses~~ are encouraged to include pedestrian-friendly design measures such as locating those uses:

- 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.~~

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

5 PUBLIC REALM

5.1 General Policies

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.

5.1.2 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 and tree-lined 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.

5.1.3 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 where feasible;
- ~~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)b)~~ coordinate capital projects, municipal servicing and utilities ~~in a manner~~ with the objective of preserving ~~that is compatible with~~ existing trees and ~~ensures~~ enabling space for planting new trees within the public right-of-way; and
- ~~e)c)~~ 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.

5.2 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 a~~ New and expanded parks, as ~~identified~~ conceptually shown 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.

5.2.1 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 with locational preference for ~~,including within~~ Parkland Priority areas identified ~~on~~ Map 51-4: Long ~~Range-Term~~ 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.

5.2.2 ~~Priority-Preferred~~ locations for new and expanded ~~parkland-parks~~ 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.

5.2.3 ~~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.~~

5.2.4 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~~ without amendment to this plan.

5.2.5 Consolidation of parkland dedication from more than one development and/or multiple landowners, assembled to create a larger park, is encouraged.

5.2.6 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.

5.2.7 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~~ provide appropriate pedestrian circulation ~~from adjacent developments~~ within the development site to enhance access and connectivity to parks;
- c) provide an appropriate interface between public and private lands;
- d) be located and oriented to ~~maximize public access and views to parks~~ provide or improve frontage, visibility and prominence of the park;
- e) be designed to have ~~an attractive façade with~~ active uses at grade, where appropriate;
- f) avoid locating loading and servicing areas, and mechanical equipment, including venting, abutting or adjacent to parks, where possible;
- 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~~ promote comfortable wind conditions to preserve the utility and intended use of the park.

5.3 Streetscape – All Streets

5.3.1 ~~All streets~~ The streetscape will ~~be designed with a complete streets and green streets approach, supporting~~ support a welcoming, active, pleasant pedestrian environment,

and will ~~include~~:

- a) include 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) include a row of trees in the right-of-way on both sides of the street, where possible;
- c) include an additional row of trees within a required setback, where possible;
- d) optimize green infrastructure ~~to the greatest extent possible~~, including ecological and hydrological functions to manage stormwater where it falls; and
- e) coordinate ~~ion~~ among underground utilities to support the public realm objectives of this Plan, including the provision tree retention and large, long-term tree growth.

5.4 Streetscape – Retail

5.4.1 Retail Priority Streets are those that are designed to support ~~animated ground floor~~ retail and ~~service uses~~ other non-residential uses, and accommodate more people visiting the area. Retail Priority ~~s~~Streets will include ~~all of the elements of 5.4 of this Plan, and~~:

- a) ~~a wider~~ functional streetscape zone;
- b) a frontage and marketing zone supporting ground level active uses, where feasible; and
- c) enhanced pedestrian weather protection, such as canopies and awnings.

5.5 Streetscape – Sheppard Promenade

5.5.1 Sheppard Avenue East is the widest street in the Plan Area. The Sheppard Promenade will be a vibrant ~~and green tree-lined~~ 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) will include ~~the widest functional~~ a streetscape zone with a row~~s~~ of street trees and, where possible, a ~~double~~ second row of trees, ~~including~~ within the setback;
- ~~b) — a functional frontage and market zone;~~
- ~~e~~b) will include enhanced weather protection, such as canopies and awnings; and
- ~~d~~c) may include public art, installations, gateway features, and other enhancements, as appropriate.

5.6 Green Loop

5.6.1 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.

5.6.2 Development adjacent to the Green Loop will enhance the public realm by:

- a) ~~have~~having active grade-related uses with landscaping~~that provide generous landscaped front yards fronting the Green Loop;~~
- b) incorporating~~ing~~ green infrastructure, such as bioretention and permeable pavement, ~~as appropriate~~where possible;
- c) where a development site is adjacent to a public park, provid~~ing~~ing pedestrian walkways to extend connections to the Green Loop within the development site, where possible;
- d) retain~~ing~~ing existing mature trees, where feasible, and plant~~ing~~ing new large-growing shade trees to maximize the urban tree canopy;
- e) locat~~ing~~ing and design~~ing~~ing 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~~
- f) locating pick-up and drop-off areas for services such as deliveries and rideshare on the site itself to minimize impacts on the public realm.

5.7 Setbacks

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

5.7.2 Setback areas should be graded and designed to be visually and physically connected with the adjacent pedestrian sidewalk ~~directly associated with the pedestrian environment, be visible and directly accessible from the public realm.~~

5.7.3 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.

- 5.7.4 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~~ provided that tree planting has been accommodated.
- 5.7.5 To establish the Green Loop, development ~~adjacent to~~ fronting the Green Loop should generally provide:
- a) a ~~minimum~~ setback of 5.0 metres from the property line; and
 - ~~b) — a minimum setback of 3.5 metres from the property line on the flanking side yards; and~~
 - ~~c) an~~ minimum appropriate underground ~~setback of 2.5 metres from the property line~~ to accommodate tree preservation and soft landscaping, including trees planting.
- 5.7.6 ~~A minimum setback of~~ For all other streets, ~~is generally~~ a setback of generally 3.0 metres from the property line is required. Larger setbacks are strongly encouraged where retail and grade related residential units are proposed.
- 5.7.7 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.
- 5.7.8 ~~Larger~~ Additional setbacks ~~are required~~ may be provided in Higher Order Pedestrian Zones to accommodate greater pedestrian circulation and activity, where appropriate.
- 5.7.9 Where additional space is needed to accommodate ~~a publicly accessible open space, forecourts, urban squares,~~ POPS and/or additional space for tree planting, the City may request that a setback be increased, where appropriate.

~~5.7.10 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.~~

5.8 Higher Order Pedestrian Zones

- 5.8.1 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.

- 5.8.2 Higher Order Pedestrian Zones, shown on Map 51-5: Public Realm, ~~will be designed as~~ are intended to be the centre of public life and ~~will include~~ are encouraged to provide publicly accessible urban squares and open spaces supported by retail and commercial uses.
- 5.8.3 Higher Order Pedestrian Zones within the public right-of-way 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.~~
- 5.8.4 Development in Higher Order Pedestrian Zones will address ~~both public streets and Publicly Accessible Open Spaces (POPS)~~ the public realm with integration of landscaping and potential public art to create a distinct sense of place and ~~will be designed is~~ encouraged 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.
- 5.9 Mid-block Connections
- 5.9.1 Mid-block connections support active transportation and universal accessibility 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.
- 5.9.21 Development will incorporate mid-block connections at locations conceptually identified on Map 51-5: Public Realm Plan. The exact location, alignment and design of mid-block connections may be refined through the development review process.
- 5.9.32 ~~Mid-block connections will be accessible for people of all ages and abilities.~~ Where appropriate, mid-block connections will accommodate cyclists.
- 5.9.43 All mid-block connections will ~~have generous dimensions,~~ generally ~~exceeding~~ be 5 metres in width. Where a mid-block connection is internal to a building, it should ~~also be generous in~~ have sufficient height to support its intended function. Outdoor mid-block connections will accommodate a pathway, space for lighting and soft landscaping ~~and~~

~~should include~~to support tree planting, where possible.

5.9.54 Development adjacent to an existing or approved mid-block connection will ~~contribute additional width to~~ enhance and support the functionality of the mid-block connection.

5.9.65 Development is encouraged to include ground floor ~~units~~uses with direct pedestrian access along a mid-block connection.

5.10 Connections to and Enhancements of the Natural Heritage System

5.10.1 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.

5.11 Public Art

5.11.1 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.

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

5.12 Privately Owned Publicly Accessible Open Spaces (POPS)

5.12.1 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.

5.12.2 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.

5.12.3 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 [adjacent to Highway 401](#).

- 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~~ [conceptually shown](#) 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 [work together to provide a variety of transportation demand management strategies holistically within the hub. These strategies](#) 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, [and other measures. Locations for multi-modal shared mobility hubs are conceptually shown on Map 51-8: Transit and Travel Demand Management. The exact locations, mix of multi-modal elements, and whether these elements are located on publicly- or privately-owned lands will be considered through the development review process, as appropriate.](#)
- 6.5.2 ~~Locations for multi-modal shared mobility hubs are conceptually shown on Map 51-8: Transit and Travel Demand Management.~~ Additional locations [for multi-modal shared](#)

[mobility hubs](#) 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~~ is 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~~ Priority Streets will:

- a) provide ~~generous floor to ceiling heights on the first storey of generally no less than 4.5 metres~~ a ground floor that includes adequate floor-to-ceiling heights for a wide range of retail uses;
- b) ~~provide setbacks at grade~~ include the opportunity for retail spill over space within the setback, where appropriate ~~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, where appropriate by utilizing using strategies such as mid-block connections, and new streets, ~~or other active mobility routes~~.

7.1.5 Balconies ~~shall~~ should be designed to be of a useable size, shape, and configuration, while also achieving comfort and good building performance, including energy performance. Balconies ~~shall~~ should be designed to minimize their impact on building mass.

7.1.6 Where the ground floor of a multi-storey building contains residential units adjacent to the public realm, these units will be designed to:

- a) ~~must be~~ provide doors that are visible and are encouraged to be directly accessible from the public sidewalk or ~~publicly accessible~~ mid-block connection; and
- b) ~~be designed to have~~ a 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.~~7~~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.~~8~~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 ~~generally maintain access to~~ ~~provide for~~ a minimum of 5 hours of sunlight on the public ~~realm~~ boulevard on the opposite side of the street during the spring and fall equinoxes.

7.2.2 ~~To achieve a consistent street wall, a step back will generally be required~~

~~above~~ Streetwalls will be designed to fit within the existing and planned context of neighbouring streetwall heights. The streetwall will generally:

- a) ~~the 6th storey~~ be no more than six storeys along Sheppard Avenue East, Leslie Street, and Bayview Avenue; and
- b) ~~above the 4th storey~~ be no more than four storeys in all other locations; and
- c) on corner sites, be a height that responds to the right-of-way of the local street.

7.2.3 Step-backs should generally be not less than 3.0 metres in depth above the streetwall of the adjacent street and/or abutting a park.

7.3 Tall Buildings

7.3.1 Tall buildings will be located close to the existing and planned transit stations. The tallest buildings, generally no greater than ~~45-50~~ storeys, will be located on lands close to ~~the transit stations at~~ Leslie Street-Subway Station and Bayview Avenue-Subway Station. ~~Buildings will~~ should with generally have lower heights on lands closest to ~~the transit station at~~ Bessarion Subway Station Road.

7.3.2 Where tall buildings are permitted, they will be provided in a variety of heights, ~~provided they can meet with~~ appropriate setbacks and separation distances. Heights of tall buildings will generally transition down to ~~natural areas, parks, open spaces, and areas of lower scale~~ planned Neighbourhoods, Natural Areas, and Parks and Open Spaces.

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; and
- 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 above the streetwall of ~~to~~ the nearest existing or planned mid-rise building; and
- b) a setback of generally 20 metres to ~~existing or~~ planned ~~low-rise~~

~~areas~~Neighbourhoods.

7.3.5 The base building of a tall building will generally ~~contain~~:

- a) be no more than ~~6~~six storeys along Sheppard Avenue East, Leslie Street, and Bayview Avenue; ~~and~~
- b) be no more than ~~4~~four storeys ~~in all other locations~~on local streets; and
- c) on corner sites, be a height that responds to the right-of-way of the local street.

7.3.6 ~~A step back of 5.0 metres is required above a base building on Sheppard Avenue East. A~~
tower will generally step back 5 metres above a base building adjacent to 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. A tower will generally step back 5 metres, but~~
not less than 3 metres, above the portion of a base building that is adjacent to Leslie Street, Bayview Avenue, and/or 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~~A tower will generally step back 3 metres above the portion of a base building that is adjacent to a local street.

7.3.9 Encroachments into a required step back are not permitted, except for ~~minimal projections,~~encroachments such as balconies and those features required for the functioning of the building, where appropriate.

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, but minor increases to the floor plate size may be considered when:-

- a) appropriate setbacks and separation distances are provided; and
- b) it has been demonstrated that the impacts of the larger floor plate, including pedestrian comfort, shadow and wind, transition in scale, and sky view can be satisfactorily addressed.

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~~contain buildings in a predominantly of mid-rise ~~buildings~~built form, ~~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 be~~developed with ~~low-rise and mid-rise~~ buildings that are predominantly mid-rise and low-rise 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 3rd 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~~ is encouraged to maintain the unique existing characteristics of these areas, including:

- a) significant ~~green-soft~~ landscaping on the development site;
- b) generous soft landscaped 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 p~~Properties abutting Highway 401 will ~~be located~~ and designed amenity space 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 8.1.1 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, [other than publicly funded schools](#), will be renewed through redevelopment, wherever possible. Development on sites with existing community service facilities, [other than publicly funded schools](#), 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~~ [may be](#) 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.~~

10.23 Growth Management – Servicing [and Holding Symbols](#)

~~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.~~

~~10.23.21 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.~~

10.2.1 As part of any zoning by-law amendment approval, when any new municipal servicing infrastructure and/or upgrades to existing municipal servicing infrastructure are required by the City to support a development, a ("H") holding provision may be imposed in a zoning by-law amendment.

10.2.2 Conditions to be met prior to the removal of a ("H") holding provision are identified in Policy 5.1.2 of the Official Plan and, in addition, may include the entering into of a financially secured agreement with the City to undertake the infrastructure work on a construction schedule 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.~~

~~10.35~~ Transportation Network

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

10.53.2 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.

10.64 Thermal Comfort

- 10.64.1 A detailed thermal comfort study ~~may be required~~ is encouraged to be provided 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.

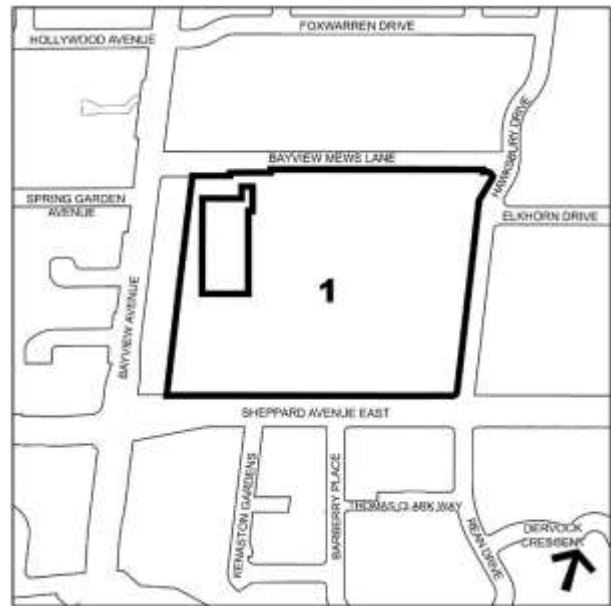
On the lands shown on Map 51-9 as 1, additional development on the block bounded by Sheppard Avenue/Bayview Avenue/Bayview Mews Lane/Hawksbury Drive is encouraged to maximize its Mixed Use Areas designation and development potential. Mixed use development, including residential units, is supported. Efforts 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.



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.

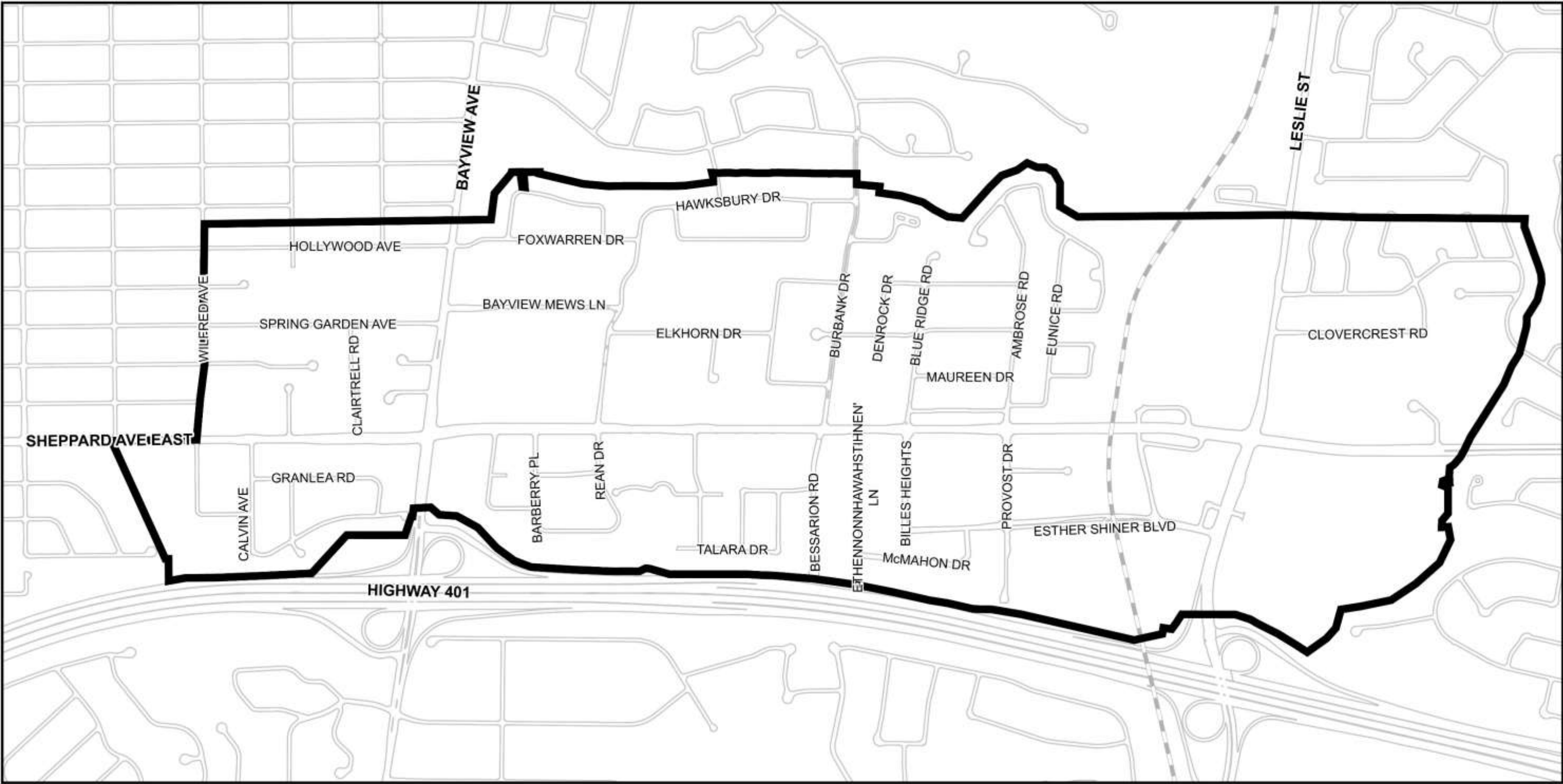
Interior and exterior lighting of the mechanical penthouses and rooftop amenity areas for all buildings located on the lands shall be minimized.



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.



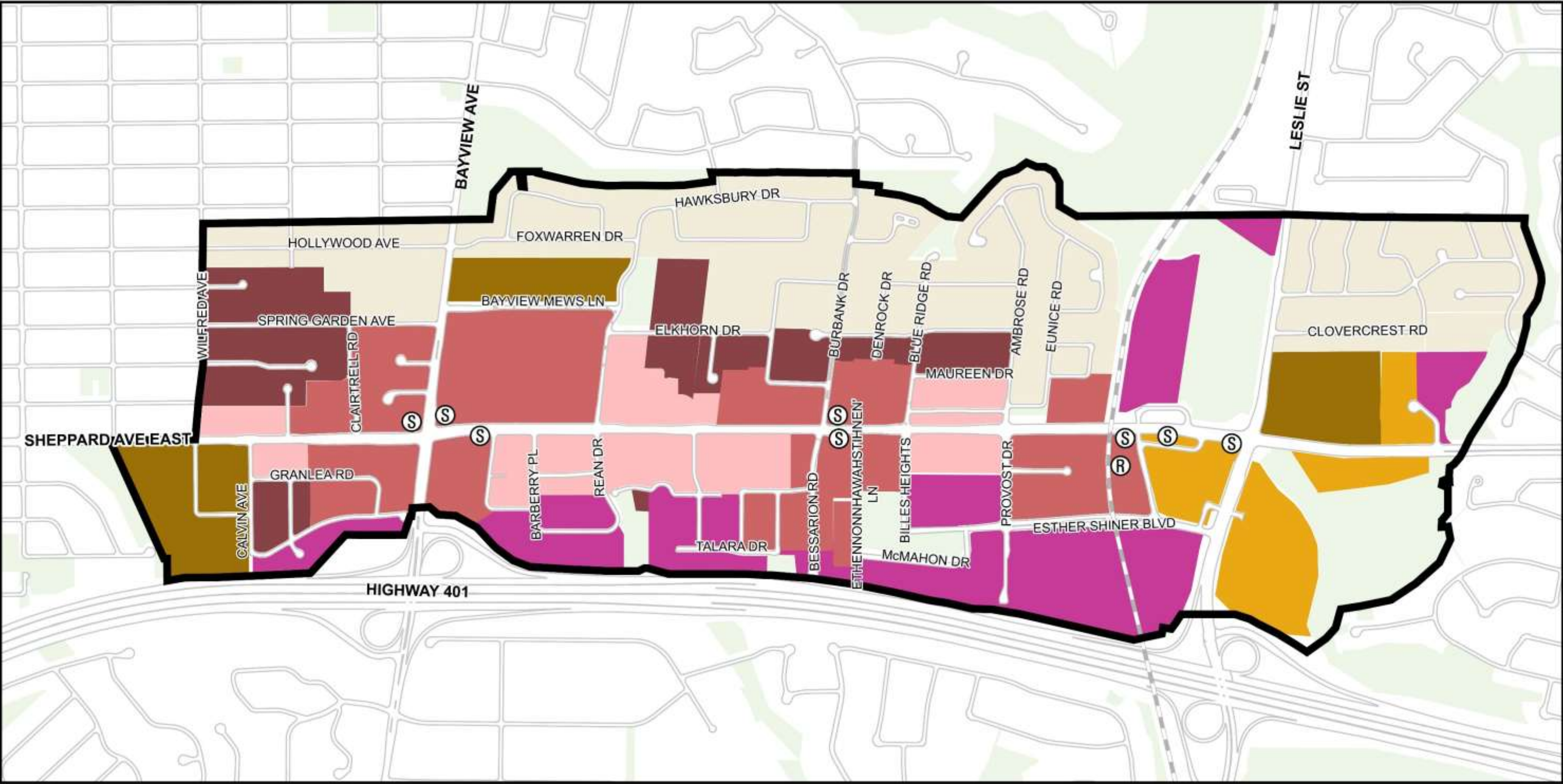


Renew Sheppard East Secondary Plan

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

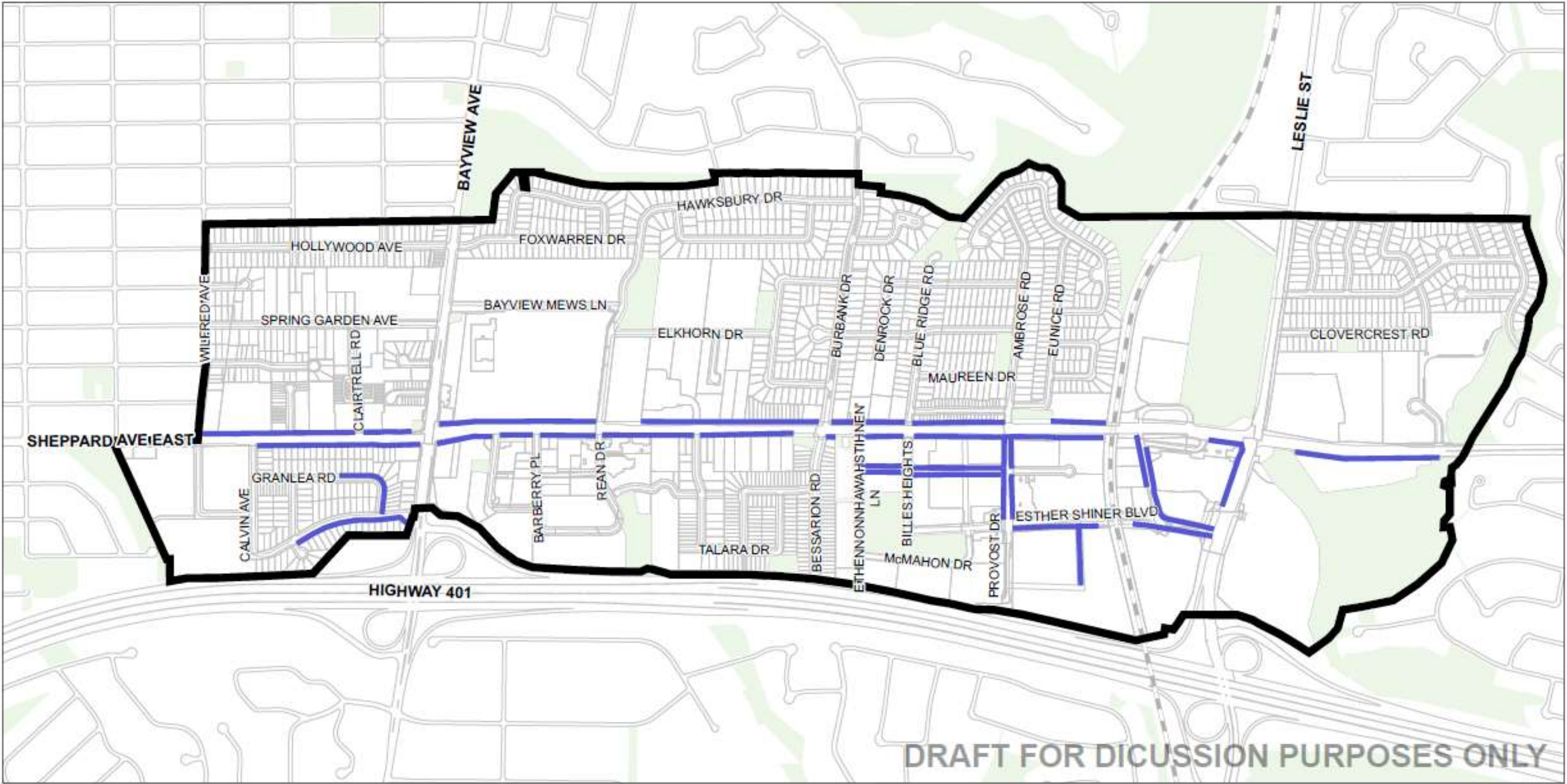
Green Character Area

TTC Subway Entrance

GO Station

N

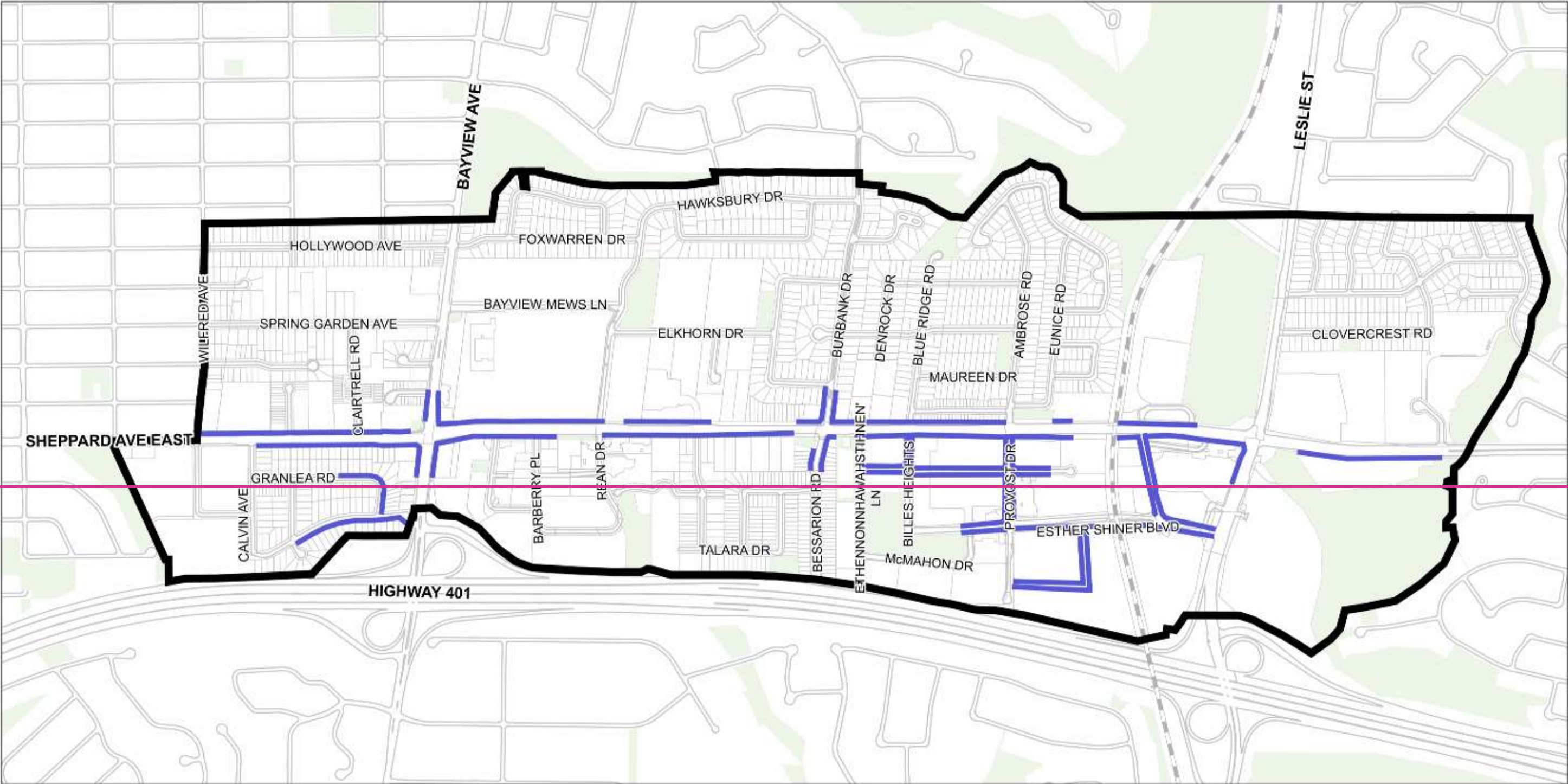
Not to Scale



Renew Sheppard East Secondary Plan
Map 51-3: Retail Streets

Secondary Plan Boundary Retail Priority Streets

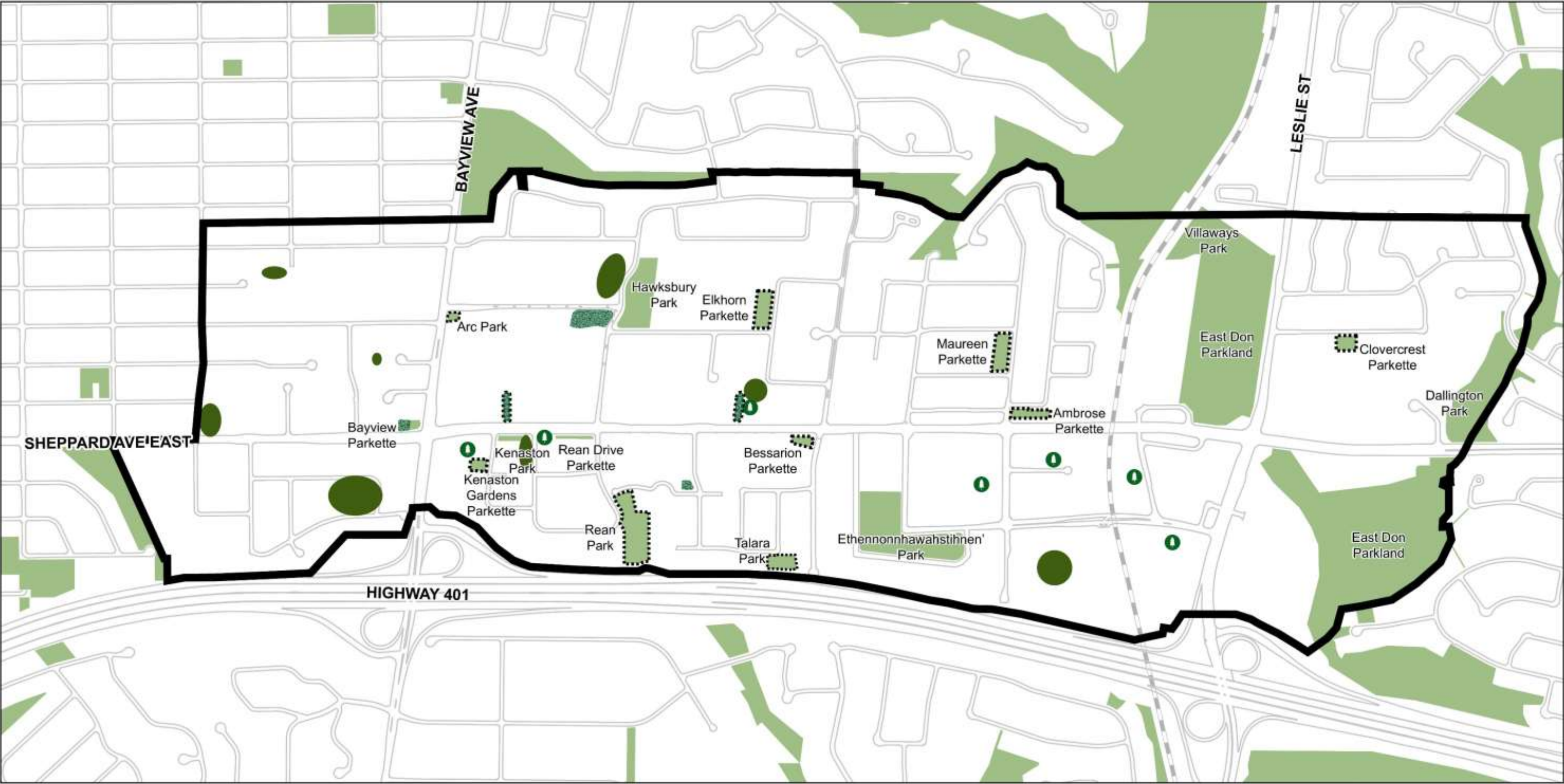




Renew Sheppard East Secondary Plan
Map 51-3: Retail Streets

Secondary Plan Boundary Retail Required Streets



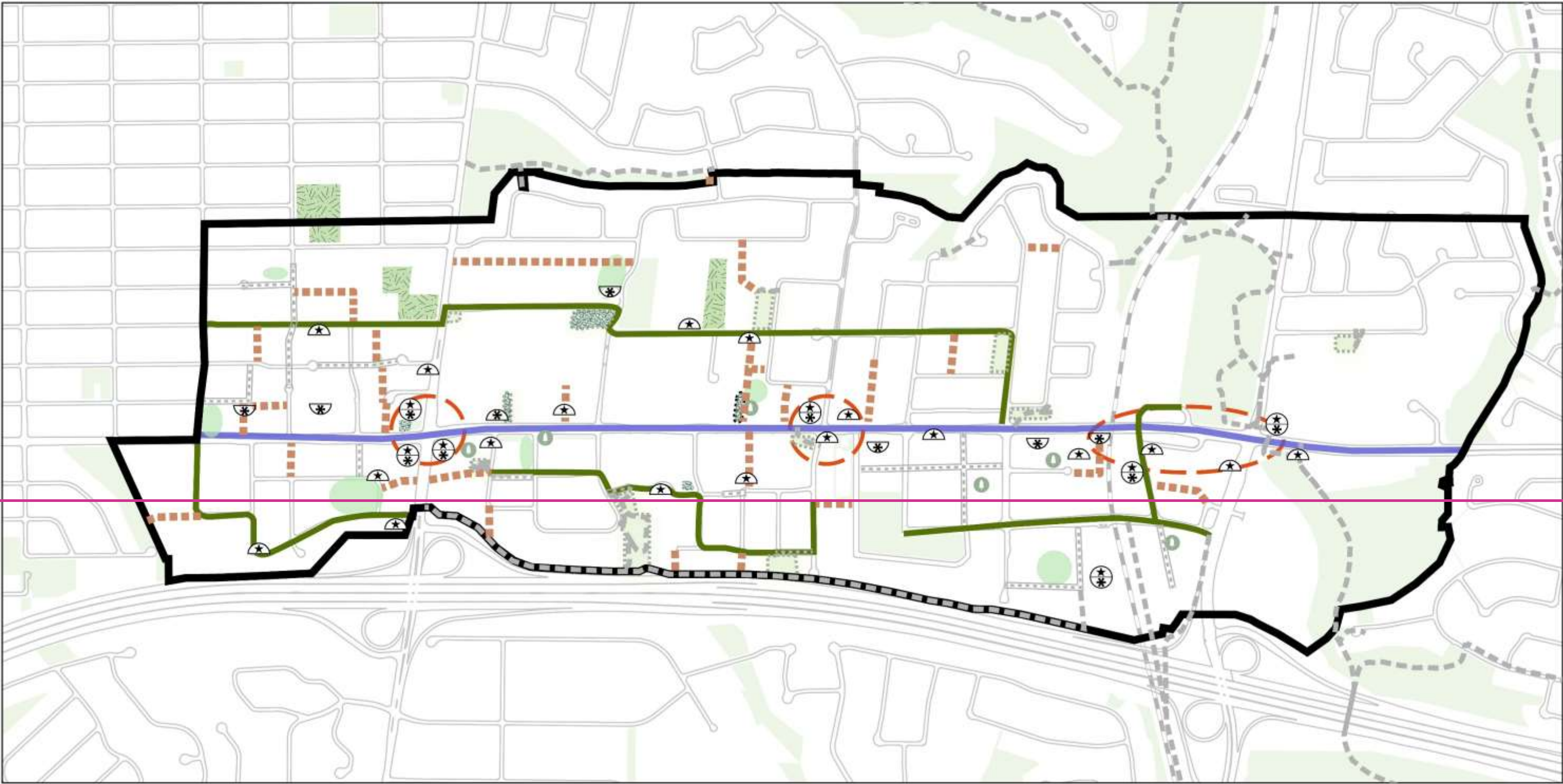


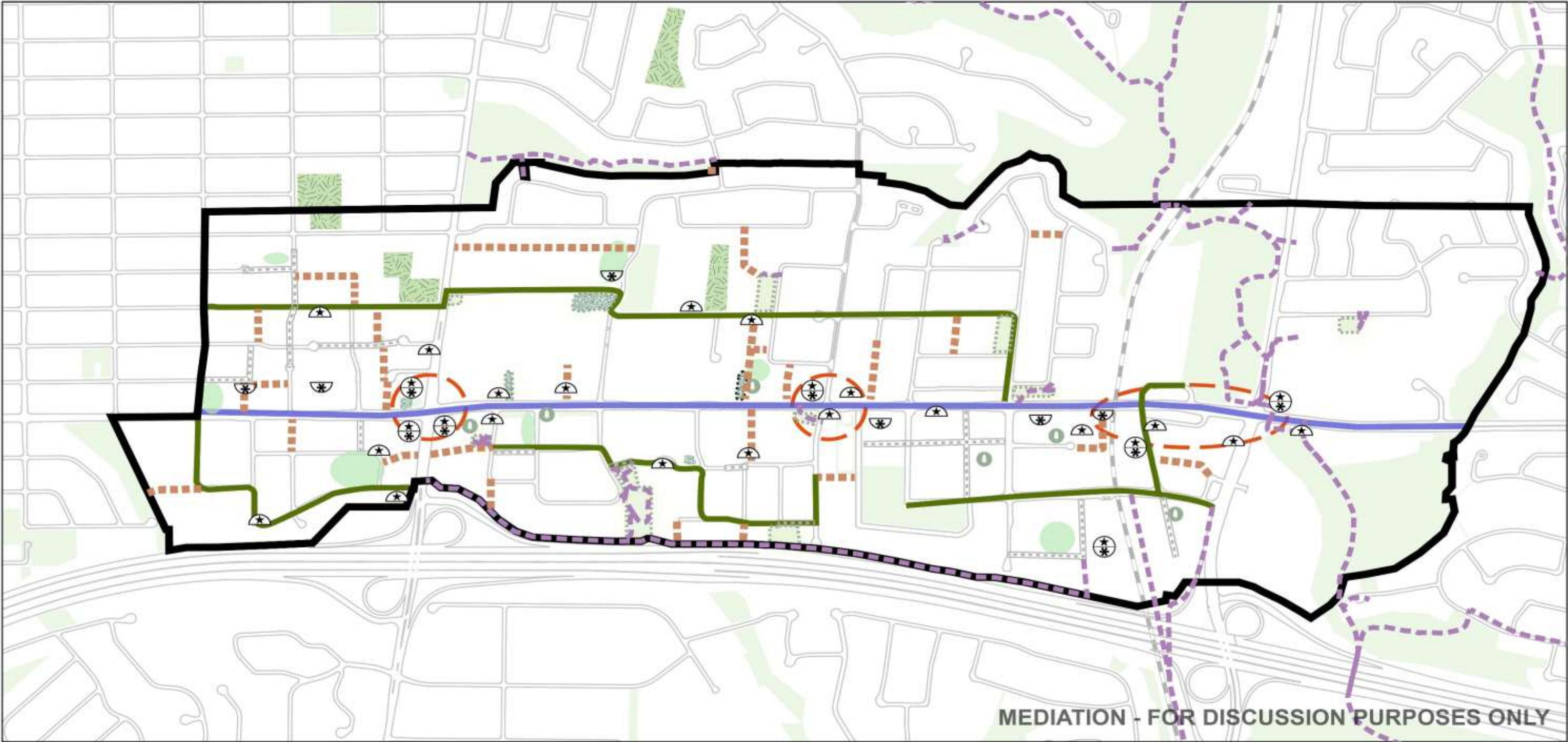
Renew Sheppard East Secondary Plan

Map 51-4: Long Term Parks Plan

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





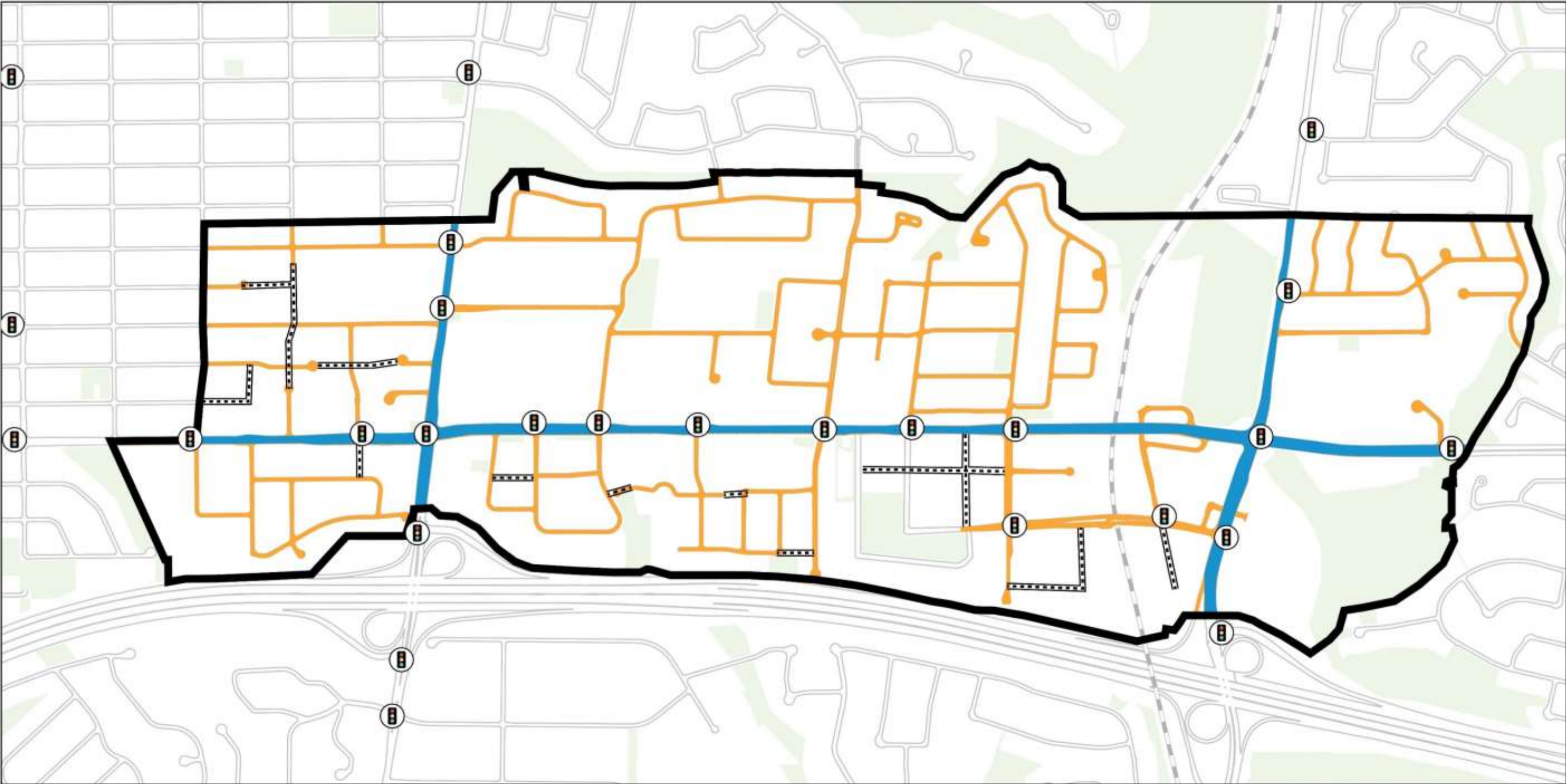


Renew Sheppard East Secondary Plan

Map 51-5: Public Realm Plan

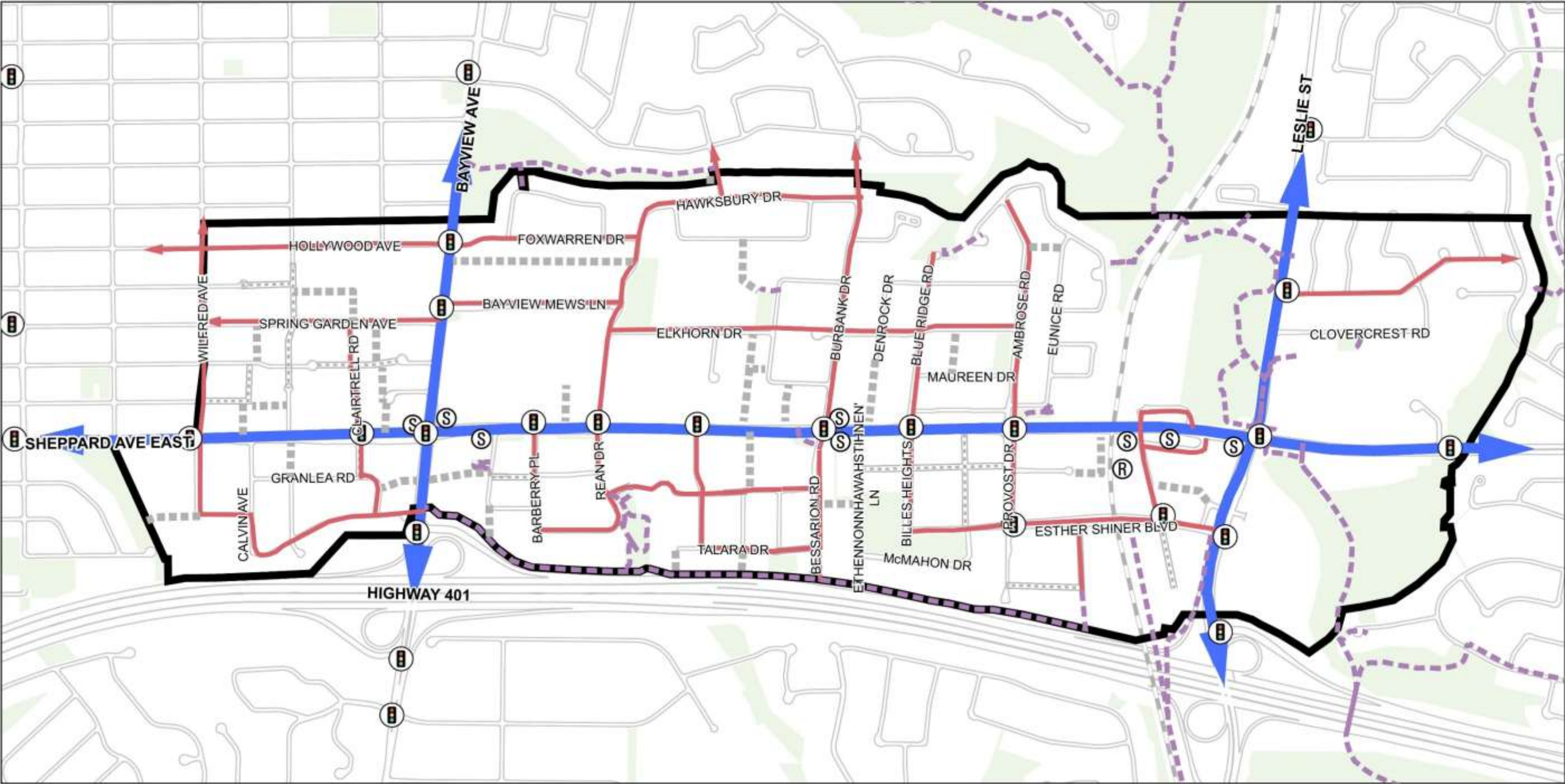
- | | | |
|-------------------------|-------------------------------|-------------------------------|
| Secondary Plan Boundary | Higher Order Pedestrian Zones | School Yard |
| Sheppard Promenade | Mid-Block Connection | POPs |
| Multi-Use Trail | Green Loop | Potential Public Art Location |





Renew Sheppard East Secondary Plan
Map 51-6: Street Network

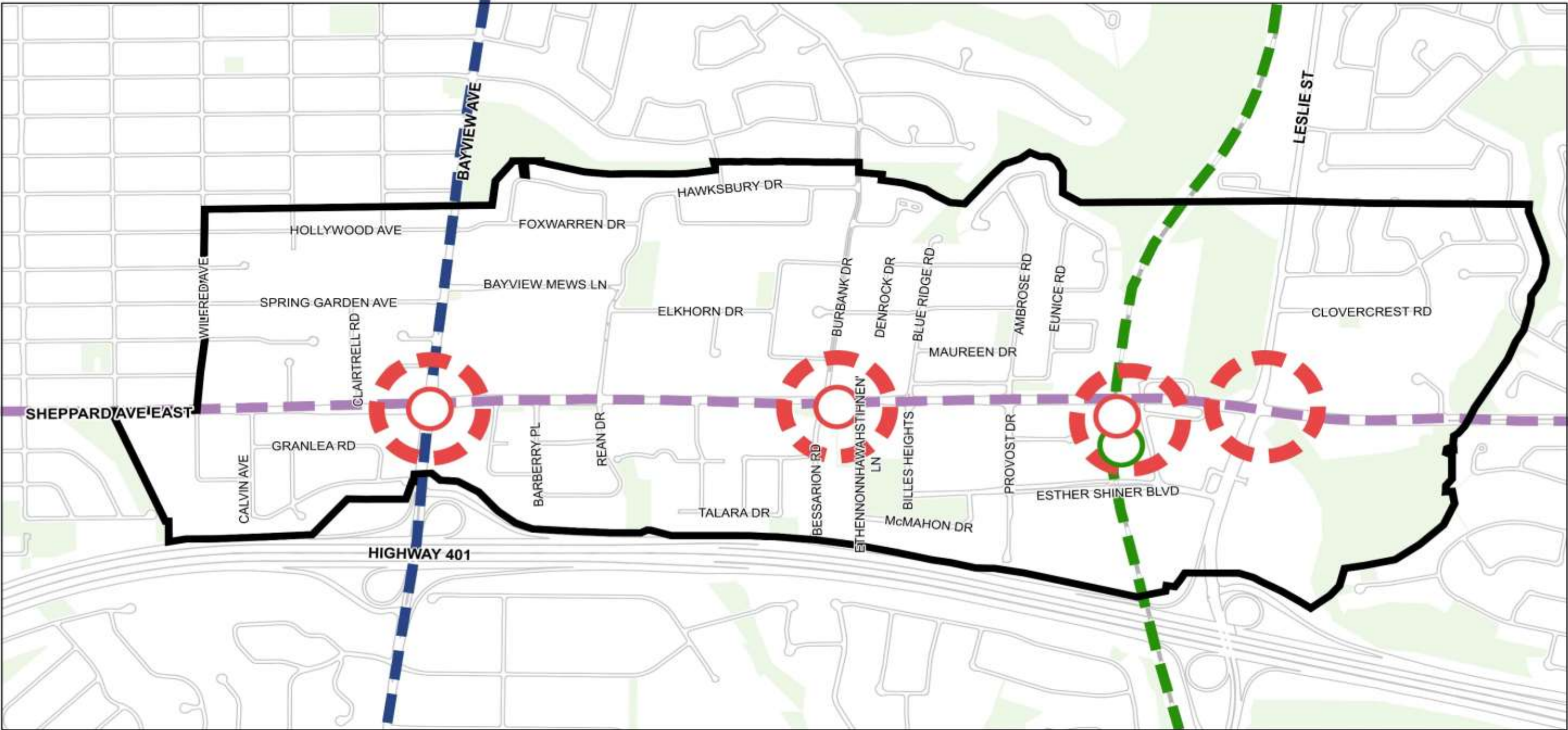




Renew Sheppard East Secondary Plan
Map 51-7: Cycling & Pedestrian Network

- | | | | |
|-------------------------|-------------------------------|---------------------|-------------------------|
| Secondary Plan Boundary | Physically Separated Facility | TTC Subway Entrance | Signalized Intersection |
| Bikeway | Multi-Use Trail | GO Station | |

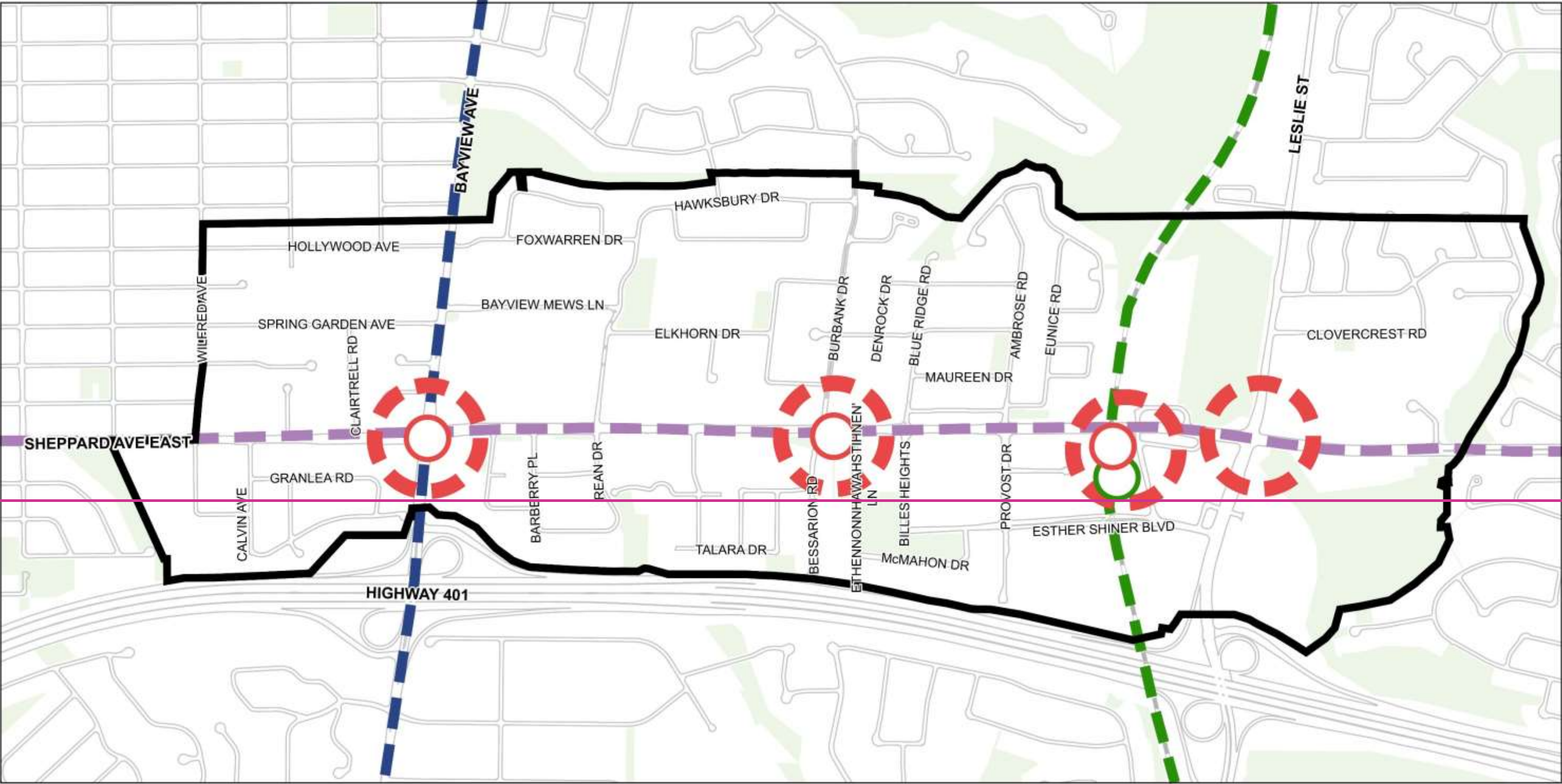
N
Not to Scale



Renew Sheppard East Secondary Plan
Map 51-8: Transit and Travel Demand Management

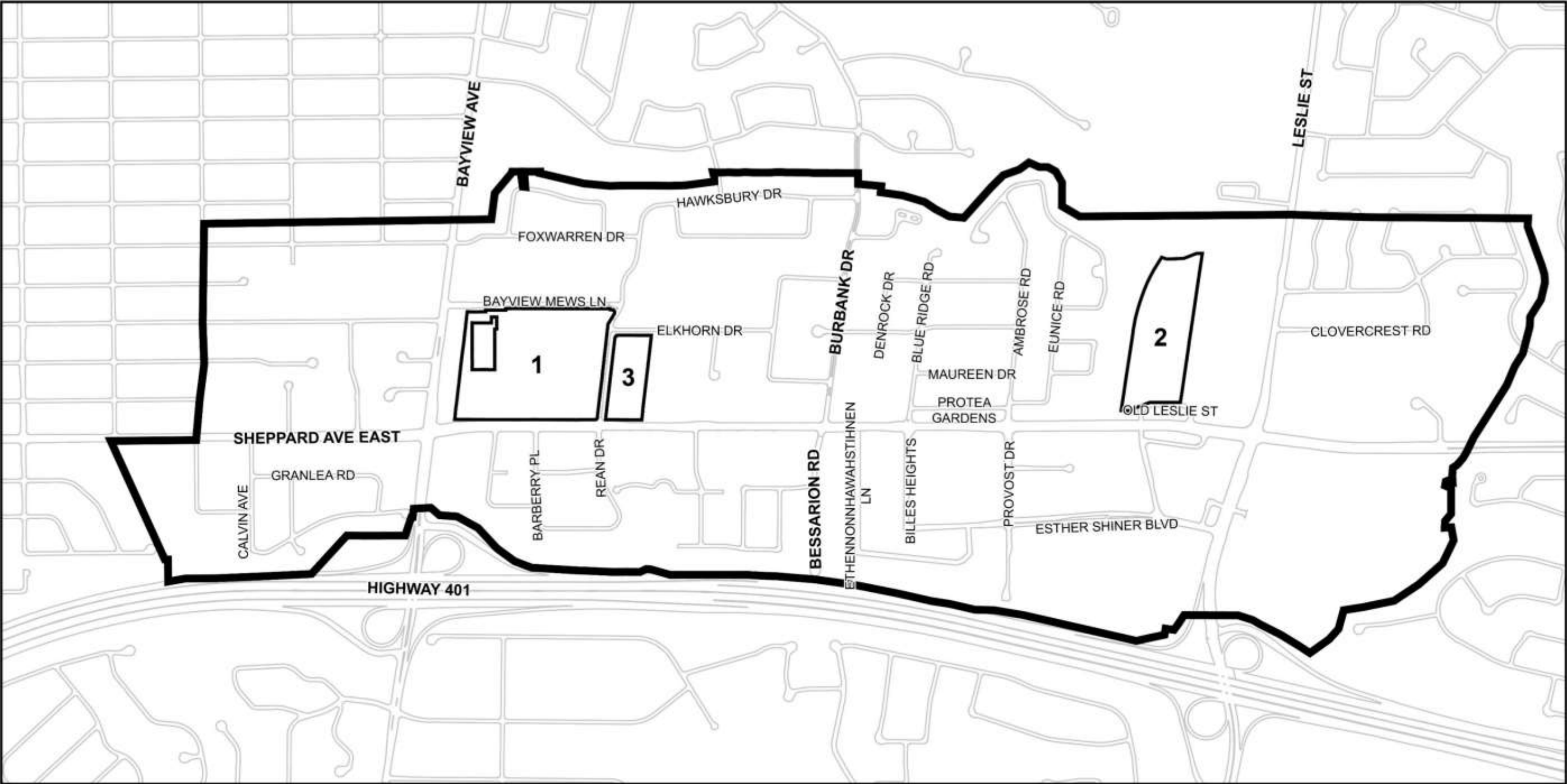
- | | | | |
|---------------------------------|--------------------------|--|-----------------------|
| Secondary Plan Boundary | TTC Subway Station | Surface Transit Priority Segment (per the Official Plan) | Richmond Hill GO Line |
| Multi-Modal Shared Mobility Hub | Future Oriole GO Station | Line 4 Subway | |

N
Not to Scale



Renew Sheppard East Secondary Plan
Map 51-8: Transit and Travel Demand Management





Renew Sheppard East Secondary Plan
Map 51-9: Site and Area Specific Policies

- Secondary Plan Boundary
- Site and Area Specific Policies

