

AGINCOURT SECONDARY PLAN

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The following policies and principles apply to the area herein referred to as Agincourt, as outlined on Map 1-1.

1. GENERAL POLICIES

- 1.1 This Secondary Plan sets out the policy framework for the post-subway planning vision for the Agincourt area, while providing site specific densities and policies to accommodate development prior to the construction of the subway. The long-term influence of the Sheppard Subway on development scale and density will be reassessed through further study. The long term post-subway employment and residential targets are approximately 15,000 new jobs and 2,000 new residential units, while pre-subway interim targets are approximately 8,300 new jobs and 1,300 new residential units.
- 1.2 As commitments to the construction of rapid transit facilities, such as the Sheppard Subway, are made by the respective authorities, all present density provisions may be re-evaluated. The first such re-evaluation will be conducted not later than the date of commencement of construction of a station at or near Don Mills Road. Earlier dates may be considered should there be new conditions warranting consideration of an intensity increase.
- 1.3 The maximum densities are subject to transportation capacity and the availability of other required public services. Development will be phased and proceed as the necessary infrastructure improvements are provided to support development on individual sites and in accordance with the Holding (H) provisions of the Official Plan. Also, a portion of the lands within the Agincourt area, which may experience flooding, is subject to Special Policy Area provisions in Chapter 3 of the Plan.
- 1.4 The number of school age children in relation to the capacity of the school system will be monitored and evaluated as applications for rezoning are processed. The City, School Boards and the developers will work together to identify the need for additional school accommodation and to find ways of providing for it, and to ensure safe access for students to schools north of Sheppard Avenue and west of Kennedy Road.

2. LAND USE

- 2.1 Residential uses south of Cowdray Court may be considered when the timing and funding for the construction of the CN/CP Railway subway station and for a north-south underpass below the CP Railway are both committed.
- 2.2 Public parkland required for the new population of the area affected by this Secondary Plan will be provided in accordance with the alternative parkland dedication policies in Chapter 3 of the Official Plan. The first priority will be the expansion of Collingwood Park south to include lands west of the CN Rail corridor to the proposed extension of Reidmount Avenue to Cowdray Court. Additional dedicated neighbourhood parkland may be required from the Agincourt Mall site and then south-west of Sheppard and Midland Avenues, if the ultimate residential densities and Site Plans allow for a park of a size and configuration suitable for community use.

3. DENSITY

- 3.1 Densities shown on Map 1-2 assume a number of road improvements including one or more of the following: the widening of Sheppard Avenue, north-south connection from Bonis Avenue to Sheppard Avenue, extension of Reidmount Avenue south to Sufferance Road, extension

of Lamont Avenue south to connect with Emblem Court, east-west connection from Lamont Avenue to Midland Avenue and the easterly extension of Sufferance Road to the CNR/GO Transit rail tracks.

- 3.2 The maximum densities are for all uses and will be calculated on a net basis. Public roads and parks will be deducted from the calculation of the site area.
- 3.3 To encourage development in connection with rapid transit facilities, floor space dedicated for transit-related facilities will not be included as floor area in the density calculations.
- 3.4 Lands to be dedicated for surface facilities required for public purposes such as transit, public utilities and for the Highland Creek regeneration will not be deducted from the site area for the purpose of calculating the permitted density.

4. TRANSPORTATION

- 4.1 Pedestrian access amenities from residential areas, including areas north of Sheppard Avenue to the new transit facilities to the south, will be encouraged.
- 4.2 Redevelopment in the vicinity of transit stations will reserve lands for future rapid transit and station-related facilities such as bus bays, passenger pick-up/drop-off and commuter car and bicycle parking, as well as vehicular and pedestrian access to those facilities where required. Adjustments may be considered to the current City's parking standards including parking sharing or payment-in-lieu, on sites located within walking distance of rapid transit stations.
- 4.3 No public road will be allowed west of Midland Avenue opposite to Pitfield Road. Connections, which improve access to Midland Avenue, will include traffic control measures to preclude through-traffic infiltration onto Pitfield Road, east of Midland Avenue. The most effective control measures will be introduced to limit vehicular movements at the intersections of Emblem Court and Weybright Court as follows:
 - a) Emblem Court: southbound right and eastbound left turns prohibited; and
 - b) Weybright Court: northbound left and eastbound right turns prohibited.
- 4.4 A public meeting will be held, subject to notification of the adjacent community, prior to consideration of the removal or relocation of the traffic signals at Pitfield Road and Midland Avenue. This policy will apply at any time development applications are considered that require transportation improvements, which would create road connections between Midland Avenue and Kennedy Road.
- 4.5 To facilitate access to transit facilities by residents east of Midland Avenue, land may be acquired for a pedestrian walkway from Midland Avenue to the future rapid transit station at the CN/CP railway junction.

5. URBAN FORM AND DESIGN

- 5.1 Collingwood Park will be expanded and improved to provide the level of amenities required by a local park, which may include opportunities for active recreation. Unless site conditions dictate otherwise, Collingwood Park, Highland Creek and the railway setbacks will be landscaped naturally, preferably using native species, to form the major open space focus for the area. New development close to Collingwood Park will complement the park and the watercourse with respect to views, built form and the regeneration objectives. The intersection of the Creek with Sheppard Avenue will be designed as a major pedestrian/bicycle entry.

- 5.2 New development will ensure adequate and convenient access, parking and drop-off for public facilities such as libraries, transit stations and community centres. Transit and parking facilities will be designed to permit street-related pedestrian-oriented activities to develop at-grade. Entrances to transit facilities, from public spaces, will be direct, clear, well signed and weather protected. Wind studies may be required to support development applications.
- 5.3 Buildings abutting, or across the street from single family dwellings, will not exceed 3 storeys in the facade facing the dwellings. For the properties on the Midland Avenue frontage, building height may increase, beyond 30 metres from the streetline.
- 5.4 Buildings facing Highway 401 will portray an attractive image for the area as viewed from the highway. While building massing will contribute to minimize the effect of highway noise, buildings will be designed in such a way to promote view corridors into this area, as opposed to creating a building wall.

6. SITE AND AREA SPECIFIC POLICIES

1. North of Sheppard Avenue East, West of Kennedy Road

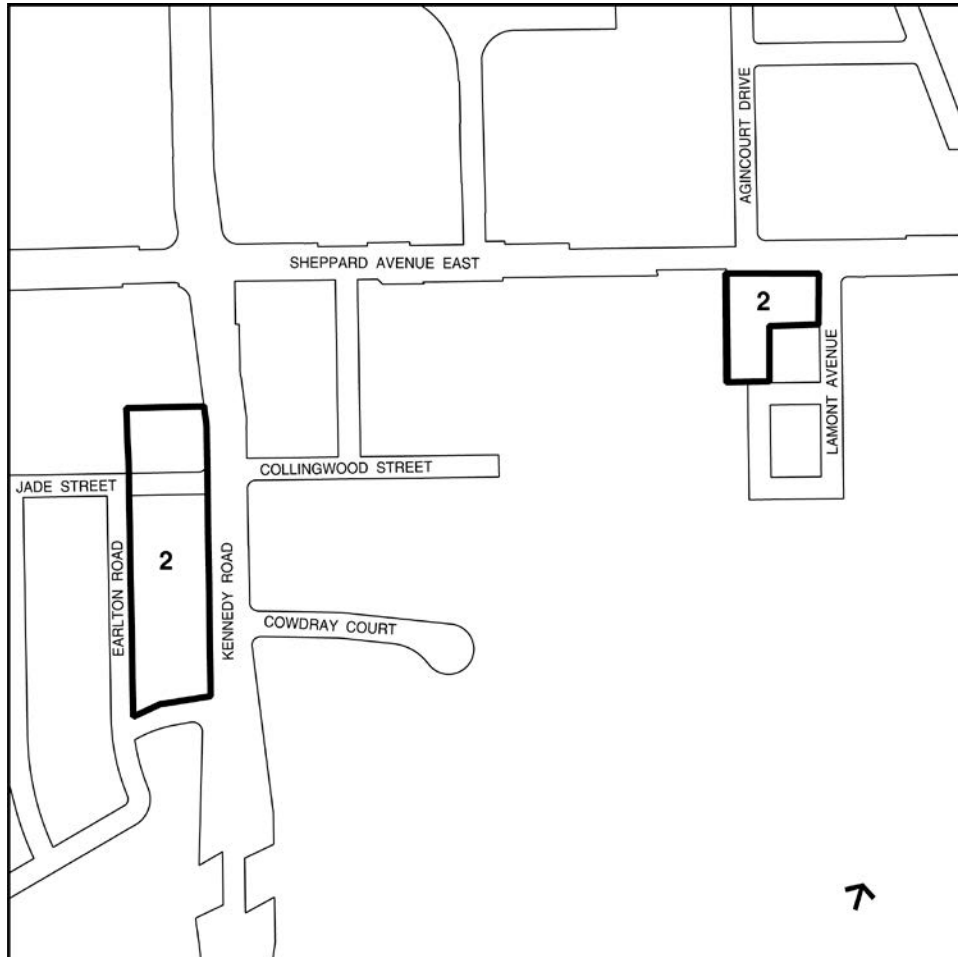
For the lands shown as 1 on Map 1-1:

- a) in the redevelopment of the Agincourt Mall lands a built form will be provided which is reflective of the transition from a suburban shopping centre to a more intense development urban form. Given their strategic nodal location, the lands will support urban nodal intensification including a major employment component;
- b) to encourage a vibrant mixed use residential and employment community, development of this site will contain areas that are publicly accessible during the hours of operation of transit to facilitate direct connections to transit. All spaces accessible to the public, both indoor and outdoor, will be designed to function well in all seasons; and
- c) built form and height of new buildings will reflect the importance of these lands within the overall City structure and existing land use context of the Agincourt Secondary Plan area. Building massing and height will also emphasize the importance of any future subway station or other transit facility.



2. West Side of Kennedy Road, South of Sheppard Avenue, and Southwest of Sheppard Avenue East and Lamont Avenue

For the lands shown as 2 on Map 1-1 residential uses at a maximum density of 50 units per hectare are permitted.



3. Southwest Quadrant of Sheppard Avenue East and Midland Avenue

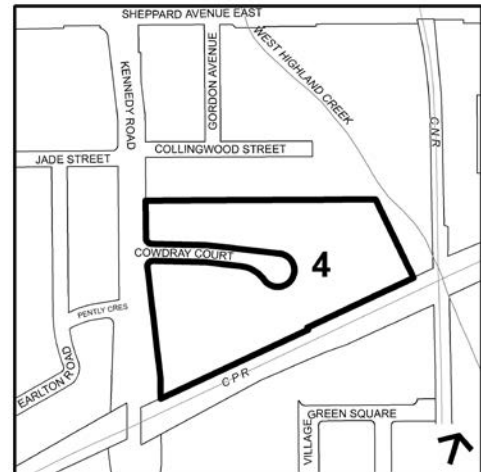
For the lands shown as 3 on Map 1-1:

- a) a road connecting the site at the southwest corner of Midland Avenue and Sheppard Avenue East to Lamont Avenue may be required to provide for the ultimate redevelopment potential of this significant property; and
- b) land consolidation will be encouraged to maximize the potential of this quadrant.



4. 20, 40, 50, 80, 100 Cowdray Court and lands between 50 & 80 Cowdray Court

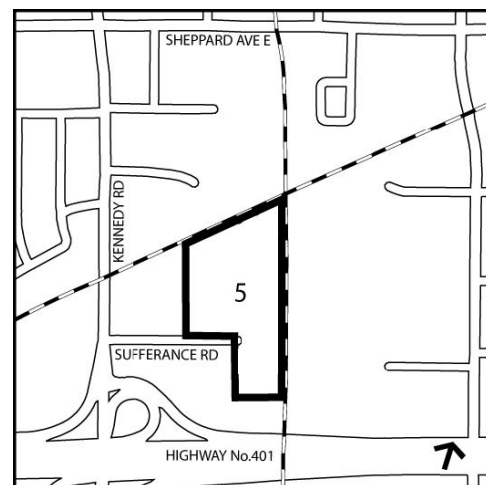
- a) Development of lands for residential use will provide a net gain of employment floor area on the site.
- b) Development of the lands will provide:
 - i. a future road connection between Sheppard Avenue East and Village Green Square, if required;
 - ii. lands for the future addition to Collingwood Park if required;
 - iii. appropriate transition to and limit impacts on the abutting low scale residential community to the north; and
- c) All new development is to be located and developed to the satisfaction of the Toronto and Region Conservation Authority and the City.



5. Lands located at the terminus of Sufferance Road, north and south of Sufferance Road, municipally known in 2007 as 2055 Kennedy Road

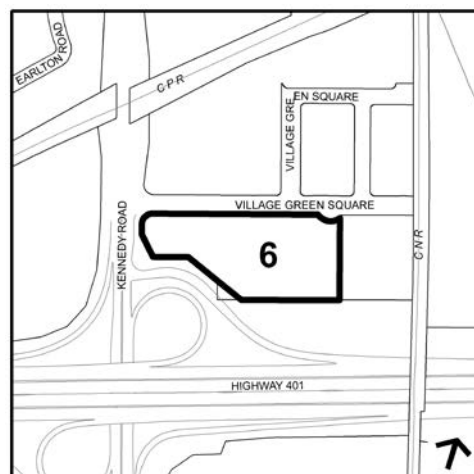
For the lands shown as 5 on Map 1-1:

- a) re-development of the lands, including preparation of draft plans of subdivision or condominium, conditions of approval of such plans, zoning by-laws, consents to sever and site plan approvals, will be done in accordance with the Metrogate Agincourt Redevelopment Urban Design Guidelines that are to be read in conjunction with the built form policies of the Official Plan;
- b) maximum overall density of development is not to exceed 3.0 times the site area;
- c) maximum residential density of development is not to exceed 2.5 times the site area;
- d) a maximum of 2,100 dwelling units are permitted; and
- e) detached and semi-detached dwellings are not permitted.



6. 2035 Kennedy Road

- a) Development of lands for residential use will provide a net gain of employment floor area on the site; and
- b) A noise impact assessment will be required to be undertaken by the applicant for any residential development at the time of submission of a re-zoning application, in accordance with the Ministry of the Environment's Noise Assessment Criteria in Land Use Planning and necessary noise mitigation measures are to be incorporated into the development design to the satisfaction of the City.



7. 2075 Kennedy Road and 26,50 Village Green Square

Development of the subject lands for residential uses will:

- a) Provide a net gain of employment floor areas within the first phase of any development on the site.
- b) Ensure the height, density and massing of new development provides appropriate transition to the surrounding existing and planned context and respects and reinforces the existing planned and physical character of the surrounding area, including lands to the east and south.
- c) Demonstrate sufficient servicing and transportation capacity is available to support future development to the satisfaction of the City.
- d) Demonstrate appropriate separation and mitigation measures to the adjacent rail corridor to the satisfaction of the City.
- e) In accordance with and subject to Section 5.1.1 of the Official Plan, the first priority community benefit to be secured through a negotiated Section 37 contribution will be the provision of residential gross floor area on site as affordable rental or affordable ownership housing, which affordable housing shall not exceed 5% of the total residential gross floor area of the new development.

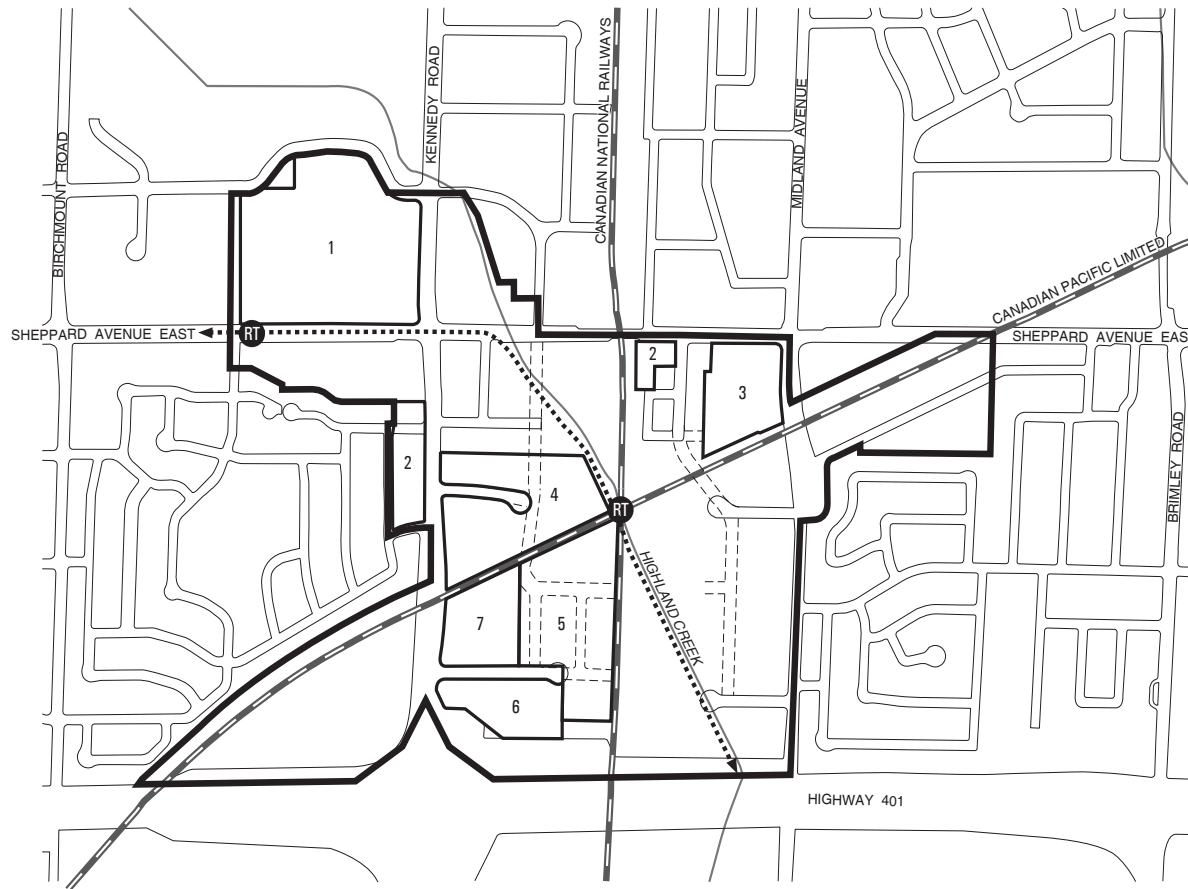


List of Maps

For the electronic version, please note some of these files may take some time to download.

Map 1-1 Urban Structure Plan

Map 1-2 Maximum Densities Pre-Subway



Not to Scale

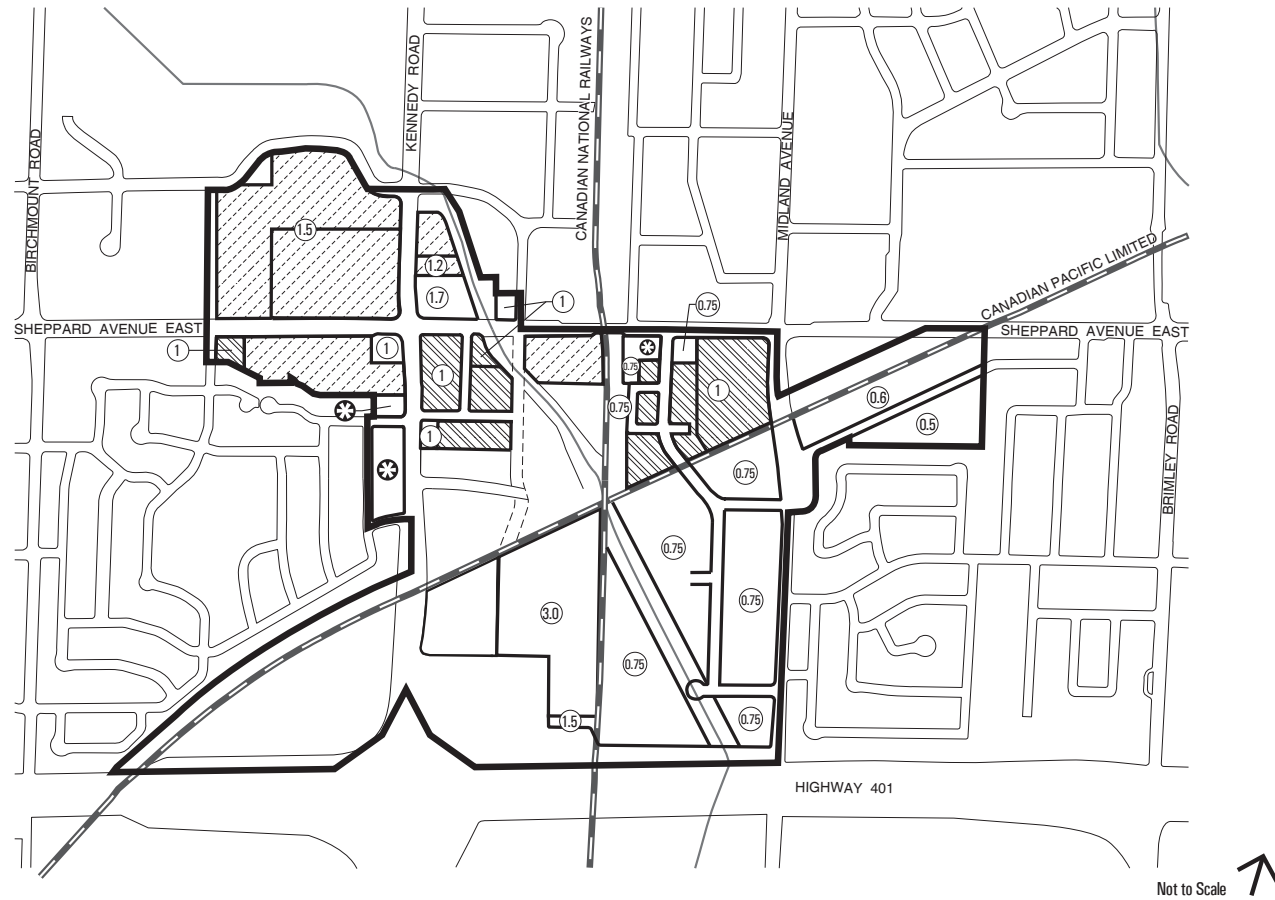


Agincourt Secondary Plan

MAP 1-1 Urban Structure Plan

- | | |
|---------------------------------|--------------------------------|
| Secondary Plan Boundary | Proposed Rapid Transit Station |
| Site and Area Specific Policies | Railway |
| Proposed Road | Highland Creek |
| Proposed Rapid Transit | |

October 2013



- Secondary Plan Boundary
- Residential
(150 Dwelling Units per Hectare)
- Residential
(100 Dwelling Units per Hectare)
- 1.5 Figure Shown Equals Floor Area of all
Uses Combined on Site Divided by the Site Area
- * For Residential Density See
Site and Area Specific Policies on Map 1-1
- Railway
- Highland Creek