

**SHEPPARD EAST SUBWAY CORRIDOR
SECONDARY PLAN**

9. SHEPPARD EAST SUBWAY CORRIDOR SECONDARY PLAN

The lands shown on Map 9-1 are subject to the following policies.

1. INTRODUCTION

1.1 Purpose

The building of the Sheppard Subway requires the City to have an overall strategy to manage, direct and ensure quality development in support of this significant public investment in rapid transit.

This Secondary Plan is intended to encourage development to occur within key development areas which are primarily designated *Mixed Use Areas*, and to establish a planning context for long term growth.

1.2 Basis of the Amendment

This secondary plan is based on the following assumptions:

- a) that a Sheppard Subway has been constructed with stations at Don Mills Road, Leslie Street, Bessarion Road, Bayview Avenue and Yonge Street, and that a future station may be constructed at Willowdale Avenue; and,
- b) that Sheppard Avenue will be widened to seven lanes from Beecroft Road to Leslie Street.

2. GOAL AND OBJECTIVES

The following are the Goal and Objectives which apply in the Sheppard East Subway Corridor.

GOAL

- a) The City promotes and encourages appropriate, high quality development in the Sheppard East Subway Corridor in support of, and to take advantage of, the large public investment in rapid transit.

OBJECTIVES

- b) Development will be supportive of the existing goals and objectives of the Official Plan. These include the urban structure policies and the *Neighbourhoods* and *Apartment Neighbourhoods* policies which limit intensification in stable residential areas.
- c) Key development areas are identified and designated primarily as *Mixed Use Areas*.
- d) Residential communities which are outside the areas appropriate for reurbanization in close proximity to the subway stations, are to be protected and enhanced as stable residential communities through the specific policies of this Secondary Plan and the applicable *Neighbourhoods* and *Apartment Neighbourhoods* policies of the Official Plan.
- e) Development will be facilitated through a streamlined approval process with policies which establish criteria for rezoning, and where appropriate through pre-zoning.
- f) Development will be transit supportive with the highest densities generally located closest to the rapid transit stations, and to a lesser extent along arterial road frontages. The pedestrian environment of Sheppard Avenue will be a key consideration in transit supportive urban design.

- g) Development will be of a high quality urban design, and will create compatible transitions in height and scale between higher density mixed use areas and those existing designated stable residential areas which are to be protected and retained.
- h) Development will be managed within the capacity of existing and committed transportation and servicing infrastructure. Required improvements will be secured as they are identified through a monitoring program and through the comprehensive review of development applications.
- i) Sufficient community amenities to serve future residents will be provided, including:
 - i. new parkland with linkages to existing parks;
 - ii. community facilities such as schools, emergency services, libraries and childcare all as may be appropriate; and
 - iii. protected heritage features.
- j) Development will be monitored on an ongoing basis to evaluate the effect of new development and to introduce measures as are required to ensure compatibility with existing communities.

3. LAND USE

An overall mix of land uses in the Sheppard East Subway Corridor is designated to ensure that there are both employment areas and residential communities at varying densities.

Generally, commercial uses are encouraged to locate at subway station nodes and development should be more residential in nature adjacent to designated stable residential areas.

The designations which apply to lands in the Corridor are shown on the Land Use Plan. The detailed range of permitted land use densities for *Mixed Use Areas* are set out in this Secondary Plan.

Development of those lands designated *Neighbourhoods* and *Apartment Neighbourhoods* will be in accordance with the Official Plan, with additional Secondary Plan policies in Section 4.2.2.1 for certain lands north west of Bayview and Sheppard Avenues.

4. DEVELOPMENT POLICIES

The following policies apply to the Sheppard East Subway Corridor as shown on Map 9-1.

4.1 Key Development Areas

The nature of development along the Sheppard East Subway Corridor should reflect the nature and character of the communities around the subway stations. The mix and range of uses encouraged by this Secondary Plan and the level of development potential are influenced by these characteristics. The key development areas are shown on Map 9-2 and their development will be governed by the following policies.

The key development areas are primarily designated *Mixed Use Areas* and are focused within walking distance of the subway stations.

Development of lands designated *Mixed Use Areas* will be in accordance with the Official Plan and the following policies:

- a) *Mixed Use Areas* may be permitted to be developed primarily for residential uses, however, mixed use developments with non-residential uses such as retail or small offices at grade with multiple residential or offices located above grade are encouraged along the Sheppard Avenue frontage;

- b) in predominately residential areas within *Mixed Use Areas* designations, non-residential retail and office uses will be located on properties with frontage or flankage on Sheppard Avenue, Bayview Avenue or Leslie Street. Access to such non-residential uses will be primarily via the arterial road and such development will not depend upon obtaining vehicular access through local roads serving multiple residential development;
- c) within the interior of *Mixed Use Areas*, a mix and variety of residential buildings, uses complementary and accessory to a multiple residential use and public and private open space areas will be encouraged;
- d) on lands designated *Mixed Use Areas* which abut properties designated *Neighbourhoods*, only residential uses which can be designed to be compatible with the low density character of the stable low density residential properties they impact will be permitted; and
- e) it is intended that as densities are distributed within a comprehensive development area, the highest densities will generally be located closest to the subway nodes, and along the frontages of arterial roads and abutting Highway 401. Densities will be lowered toward stable residential areas where no change in land use policy is introduced by this Secondary Plan.

4.2 Development Nodes

This Secondary Plan identifies development nodes at Bayview Avenue, Bessarion Road, Leslie Street and Don Mills Road, as shown on Map 9-2. The following policies set out a reurbanization strategy for each of the development nodes.

Specific policies apply to the nodes shown on Map 9-3, in addition to the general policies of this Secondary Plan. Further specific policies may be added to this Secondary Plan by official plan amendment, as may be necessary, as part of the review of development applications.

A. Bayview Node

The Bayview subway station will be a residential development node providing opportunities for new residential uses with a mix and range of housing types. Residential development will enhance the destination shopping and employment at the Bayview Village Shopping Centre. New development will be focused at locations which are readily accessible to the Bayview subway station, including:

- a) primarily south of Sheppard Avenue: through residential intensification of assembled lands designated *Mixed Use Areas*, and on *Mixed Use Areas* at the Bayview/Sheppard intersection;
- b) on the lands designated *Mixed Use Areas* northeast of Bayview Avenue and Sheppard Avenue;
- c) on the now vacant lands at the northeast flankage of Bayview Avenue between Sheppard Avenue and Bayview Mews Lane designated *Mixed Use Areas*; and
- d) on the lands designated *Mixed Use Areas*, *Neighbourhoods* and *Apartment Neighbourhoods* northwest of Bayview and Sheppard Avenues, including the lands abutting Clairtrell Road, Teagarden Court, Mallingham Court and the south side of Spring Garden Avenue.

4.2.1 Bayview Village Shopping Centre Block

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 rise additions approximately two to three storeys in height.

4.2.2 Kenaston Gardens/Sheppard Square Areas

The Secondary Plan assigns a *Mixed Use Areas* designation, and densities of 3.0 and 3.71 times the lot area, as shown on Map 9-2, in anticipation of redevelopment.

The existing uses including single detached dwellings and public parkland are permitted to continue until redevelopment occurs.

Mixed uses including mixed use development, multiple family development, and parkland may be permitted, subject to the following additional policy criteria:

- a) coordination of development applications on these lands in the context of the surrounding area to evaluate impacts on neighbouring stable residential uses;
- b) comprehensive assemblies are encouraged in order to achieve the maximum permitted density and to prevent piecemeal development;
- c) a “mainstreet” approach along Sheppard Avenue, with mid-rise building heights compatible with the commercial and residential uses north of Sheppard Avenue;
- d) a distribution of density to provide for a more intense built form toward the Bayview subway station, but building heights increasing toward Highway 401;
- e) design criteria which ensure compatibility with, and the stability of the adjacent designated stable residential area, by providing for appropriate transitions in density, height and massing toward the east;
- f) retention of the existing road patterns, to the extent possible;
- g) the preservation and protection of the Thomas Clark House heritage building in accordance with the Heritage policies of the Official Plan;
- h) improved pedestrian connections to the transit terminal at Bayview/Sheppard; and
- i) the establishment of a central park or the expansion of Rean Park.

4.2.2.1 Teagarden Court/Mallingham Court/Clairtrell Road Area

This area is to be developed primarily with residential uses in keeping with the characteristics of the Bayview Node. The Secondary Plan assigns residential designations including *Neighbourhoods* and *Apartment Neighbourhoods* to permit residential redevelopment. The lands located closest to the arterial roads and rapid transit station are assigned a *Mixed Use Areas* designation and a density of 3.0 times the lot area.

The existing uses are permitted to continue until redevelopment occurs.

Subject to the approval of a Context Plan pursuant to Section 9, mixed use development and multiple family development may occur within the appropriately designated lands, subject to the additional policy criteria:

- a) comprehensive assemblies are encouraged in order to achieve the maximum permitted density and to prevent piecemeal development;
- b) density incentives outlined in Section 4.3.3 of the Secondary Plan may also be utilized for the lands designated *Apartment Neighbourhoods* in addition to the lands designated *Mixed Use Areas* within the key development area;

- c) the lands designated *Neighbourhoods* on the west side of Clairtrell Road will provide a low density residential built form that is limited to single detached, semi-detached and townhouse dwellings with a maximum height of 3 storeys. A maximum density of 1.4 times the lot area is permitted to ensure compatibility with the adjacent designated stable residential area;
- d) a maximum density of 1.5 times the lot area is permitted on the lands designated *Apartment Neighbourhoods* on the west side of Clairtrell Road;
- e) a maximum density of 2.0 times the lot area is permitted on the lands designated *Apartment Neighbourhoods* on the east side of Clairtrell Road;
- f) establishment of a park in this neighbourhood is considered to be of importance;
- g) without specifying a preferred location, the establishment of a new park within the key development area will be encouraged;
- h) co-ordination of development applications on the lands in the Teagarden Court/Mallingham Court/Clairtrell Road Area in the context of the surrounding area is required to evaluate impacts on neighbouring residential uses;
- i) development should be sensitive to the remaining lands within the key development area and their existing uses and built forms;
- j) new development should ensure that the signalized intersection of Teagarden Court and Bayview Avenue functions as a coordinated access point to *Mixed Use Areas* with frontage on Bayview Avenue;
- k) particular attention should be given to development on the south side of Spring Garden Avenue and its shadow impacts on the St. Gabriel's Separate school yard to the north; and
- l) the Urban Design Principles set out in Section 4.4 will also apply to lands designated *Neighbourhoods* and *Apartment Neighbourhoods* in addition to the lands designated *Mixed Use Areas* within the key development area. The application of the principles in 4.4.2(e) is not intended to, and will not, permit building heights in excess of the 3 storey height permitted in the *Neighbourhoods* designation. The application of the principles in 4.4.2(d) is not intended to apply to the property line between the new *Apartment Neighbourhoods* and lands currently occupied by St. Elizabeth of Hungary Church.
- m) for the lands municipally known in the year 2010 as 17, 19, 21 and 23 Clairtrell Road and 391 Spring Garden Avenue, the City may accept as a density incentive a monetary contribution equal to the full market value of gross floor area in the Secondary Plan Area to a maximum gross floor area of 2,884 square metres to be used towards the cost of constructing and equipping a public community centre and/or social facility as identified in Section 4.3.3 of this Secondary Plan. The maximum permitted gross floor area that may be achieved through any combination of density incentive, transfer or monetary contribution will be secured in an agreement pursuant to Section 37 of the *Planning Act* and in no case will exceed the permitted density of 2.2 times the lot area by more than 33 per cent to a total maximum density of 2.95 times the lot area.
- n) for the lands municipally known in the year 2009 as 393, 395, 397, 399, 401 and 403 Spring Garden Avenue, the City may accept as a density incentive a monetary contribution equal to the full market value of gross floor area in the Secondary Plan Area to a maximum gross floor area of 883 square metres to be used towards the cost of constructing and equipping a public community centre and/or social facility as identified in Section 4.3.3 of this Secondary Plan. The maximum permitted gross floor area that may be achieved through any combination of density incentive, transfer or monetary contribution will be secured in an agreement pursuant to Section 37 of the *Planning Act* and in no case will exceed the permitted density of 3.0 times the lot area by more than 10 per cent to a total maximum density of 3.3 times the lot area.

B. Bessarion Node

The Bessarion subway station will be a walk-in community station primarily serving the nearby designated stable residential community, with limited development opportunities on the large surplus former industrial blocks, and on some properties fronting on Sheppard Avenue. New development will be focused:

- a) primarily south of Sheppard: on the lands designated *Mixed Use Areas*, east of Bessarion Road; and on the lands along the south side of Sheppard Avenue, west of Bessarion Road, which are designated as *Mixed Use Areas*; the four properties known as 12, 14, 16 and 18 Dervock Crescent are encouraged to develop comprehensively with the *Mixed Use Areas* fronting on Cusack Court/Sheppard Avenue; and
- b) on the *Mixed Use Areas* designations on the north side of Sheppard Avenue.

No new *Mixed Use Areas* designations will be permitted on residential lands north of Sheppard Avenue.

4.2.3 *Mixed Use Areas* West of Provost Drive

The predominant use of the lands designated *Mixed Use Areas* within this development node will be for both residential and non-residential employment uses, public and private open space uses and amenities suitable to serve an employment district which increases in intensity of non-residential commercial use and distribution of built form density as it approaches the Leslie node.

- a) The distribution of densities should be highest closest to the Leslie subway station, with lower densities distributed toward the Bessarion subway station.
- b) Development will provide appropriate transitions in density, height and massing toward the stable residential uses on the east side of Bessarion Road.
- c) Proposed roads being public roads which result in a street and block pattern, to be created through a registered plan of subdivision.
- d) Retail uses are encouraged to be located near the Sheppard Avenue frontage, potentially at the southwest corner of Sheppard Avenue and Provost Drive.
- e) An opportunity for a large scale, stand alone retail store may be implemented through the Official Plan policies for *Mixed Use Areas*, if the tests of transportation demands and market impact can be satisfied.
- f) Where land is conveyed to the City for public parkland, the density attributable to such land may be transferred to another parcel of land within the same development node or to land in the Leslie Node located east of Provost Drive, west of the railway tracks, south of Sheppard Avenue and north of the new east-west road.
- g) In addition to the uses permitted by the Official Plan on lands designated as Parks within this development node, public school, public community centre, day nursery and public library uses shall be permitted.
- h) Notwithstanding Policy 4.3.8 of Chapter 4, the sale of parkland to the Toronto District School Board and the Toronto Catholic District School Board for public school purposes on Block 20 and Block 18 shown on Schedule 1 is permitted.
- i) Pursuant to Section 37 of the *Planning Act*, and subject to compliance with the provisions of the By-law, the increase in height and density of development on the lands is permitted in return for the provision by the owner of the following facilities, services and matters to the City at the owner's sole expense, in accordance with an agreement or agreements, in a

form satisfactory to the Chief Planner and Executive Director, City Planning Division and the City Solicitor and such agreement(s) shall be registered against title to the lands shaded on Schedule 1 to secure the following facilities, services or matters;

- i. A contribution of 8 million dollars toward the community centre part of a joint public community facility which is to be located within the Bessarion Node of the Sheppard East Subway Corridor Secondary Plan. The contribution shall be indexed in accordance with the Statistics Canada Quarterly Capital Expenditure Price Statistics from the date that the implementing Zoning By-law comes into force to the date of submission of the funds by the owner to the City. The sum of \$4,468,156.00 (indexed) is to be paid prior to the issuance of the first above-grade building permit on any of the lands shaded on Schedule 1 and the balance of \$3,531,844.00 (indexed) is to be paid upon the earlier of:
 - a) four years following the date of registration of the Plan of Subdivision containing Block 18 and Block 9 if the School Boards have not exercised the school reserve to purchase Block 18 and Block 9;
 - b) 10 days following the date Block 9 and Block 18 are purchased by a School Board; and
 - c) 30 days following the date by which both School Boards have advised the Owner and the City in writing that they release their school reserves over Block 18 and Block 9.

Following the occurrence of the earlier of (a) – (c) herein, no further building permits shall be issued on any of the lands shaded on Schedule 1 until the payment of said balance has been made.

- ii. The agreement should also provide an option for construction of the community facility by the owner in accordance with City policies including the Fair Wage Policy and purchasing and procurement policies.
- iii. The provision of, or as set out in more detail below, funding for a 52 space, 532 m² finished, furnished and equipped day nursery with 290 m² of outdoor play space contiguous to the day nursery, to be provided either on Block 7 or within the community facility on Block 10, all at the discretion of the General Manager, Children Services:
 - a) in the event that the day nursery is to be provided on Block 7, the day nursery shall be provided by the Owner prior to the registration of the first condominium on Block 7;
 - b) in the event that the City elects to provide the day nursery within the community facility on Block 10, the City shall provide written notice to the Owner of that election, the Owner will be relieved of its obligation in (a) above, and provision of the funding for the day nursery shall be paid by the Owner to the City the earlier of:
 - i. the issuance of any above-grade building permit for Block 7; and
 - ii. within 30 days of the Owner being notified in writing by the City that Site Plan Notice of Approval Conditions have been issued in respect of the community facility;
 - c) as an alternative to (b) and (c) above, the City and the Owner may enter into an agreement for the construction of the day nursery by the Owner in accordance with City policies, including the Fair Wage Policy and purchasing and procurement policies; and

Following the expiration of (b) above, no further building permits shall be issued on any of the lands shaded on Schedule 1 until the payment for the day nursery has been made.

- iv. The owner is to provide a public art contribution of 1% of the gross construction cost for development, other than for a school or day nursery, constructed on the lands shaded on Schedule 1 in accordance with an updated District Public Art Plan.

- j) The maximum density of 2.2 floor space index as set out in and illustrated on Map 2 will be allocated throughout the area subject to the density maximum by implementing zoning by-laws.
- k) A minimum of 10% of the number of dwelling units on each of Blocks 7, 9, 11, 12, 13 and 15 shown on Schedule 1 will have a minimum gross floor area of 100 m².

Schedule 1



4.2.3.1 650 and 672 Sheppard Avenue East

These lands are approximately 3.03 hectares in extent and designated as *Mixed Use Areas*. The lands will be developed in a co-ordinated and comprehensive manner. The building massing will be arranged so that there is an appropriate height relationship between existing high-rise apartment buildings west of the lands and low-rise residential buildings located north and east of the lands. Development of the lands is intended for multiple family residential development in townhouse and apartment building forms, a retirement home, a place of worship and grade-related commercial uses up to a maximum density of 2.35 times the lot area.

The density incentives outlined in Section 4.3.3 of this Secondary Plan may be utilized for the lands. For the purposes of calculating density, the provision of, or the retention of, a place of worship to be relocated and built will be exempt from the calculation of gross floor area. Density will be calculated on the basis of the overall site comprising the lands shown on Map 9-3 as Specific Development Policy Area 4.2.3.1.

C. Leslie Node

The Leslie subway station will be an interchange station, and employment development node, providing prime opportunities to capitalize on the superior transit accessibility at this location. New development will be focused:

- a) primarily on lands designated *Mixed Use Areas* south of Sheppard Avenue in the southwest quadrant of Leslie/Sheppard, and west of the CN Rail line; and on the lands designated *Mixed Use Areas* north of Sheppard Avenue, east of the CN Rail line; and
- b) on the *Mixed Use Areas* designation north of Sheppard Avenue, west of the CN Rail line.

4.2.4 Southwest Quadrant of Leslie/Sheppard

Lands south of Sheppard Avenue, designated *Mixed Use Areas*, will be developed predominantly for non-residential employment and service commercial uses which may, among other considerations, be complementary to North York General Hospital. Public institutional and private service provider uses ancillary and complementary to this health care facility will be encouraged. The following policies also apply in the area designated *Mixed Use Areas*:

- a) the distribution of densities should be highest closest to the Leslie subway station;
- b) higher building heights should be directed toward Highway 401 and Leslie Street, and away from the southwest corner of Sheppard Avenue and Leslie Street;
- c) at the time of redevelopment, a weather protected, barrier-free pedestrian access should be provided from the existing bridge over Leslie Street, to the subway station, to improve access to North York General Hospital, and therefore is encouraged by means of a density incentive;
- d) a convenient and ideally weather protected, barrier-free pedestrian connection should be provided between the relocated GO station and the subway station and therefore is encouraged, and potential connections to the lands west of the railway tracks should be considered; and
- e) a road connection from a new road linking Old Leslie Street and Leslie Street, across the CN Rail line, to provide access to the lands to the west, will be evaluated as part of a feasibility study.
- f) In lieu of the provision of a public community centre, in exchange for the additional density of 23,106 square metres for the lands municipally known as 1181 Sheppard Avenue East, the City may accept a monetary contribution towards the costs of constructing and equipping the public community centre proposed on the former Canadian Tire lands.

4.2.4.1 1255 Sheppard Avenue East

Lands municipally known as 1255 Sheppard Avenue East, approximately 1.8 hectares in extent and formerly the Seneca College Leslie Campus lands, are designated as *Mixed Use Areas* and are considered to be a significant redevelopment site within this quadrant. Notwithstanding other policies in this Secondary Plan, the following principles will be applied when considering any zoning amendment application for intensification of this site to its maximum density opportunity of 3.0 times the lot area:

- a) in recognition of the topography of this site which offsets street frontage from the arterial roads, and the location of the Leslie subway station to the west of the Leslie/Sheppard intersection, portions of this site may be exempted from various urban design principles outlined in Section 4.4 and from the Conceptual Parks Plan and linear greenways outlined in Section 6.3, in order to achieve appropriate development;
- b) in considering opportunities for encouraging, at the time of comprehensive redevelopment of this site, the relevant portion of the pedestrian access sought in Section 4.2.4 (c), appropriate density incentives may be considered exempting such gross floor area up to three times the area of the access as set out in Figure 4.3.3, secured through an agreement pursuant to Section 37 of the *Planning Act*;
- c) rezoning of the site may proceed independently of other development in this key development area; and
- d) until such time as the area infrastructure improvements are completed, traffic certifications pursuant to Section 5.2 may reflect traffic assignments that continue to recognize capacity constraints and diversion opportunities within the context of sound traffic engineering principles.

4.2.5 1200-1220 Sheppard Avenue East

The three existing office buildings at 1200-1220 Sheppard Avenue East are located on a closed waste disposal site. In the event that redevelopment of these lands occurs, or intensification of the existing development occurs testing of the soil conditions will be undertaken in accordance with the policies outlined in Section 8 of this Secondary Plan.

Subject to the amelioration of any identified environmental concerns, the properties may be rezoned for redevelopment for residential, commercial or mixed uses.

A *Mixed Use Areas* designation, and a maximum gross density of 2.5 times the lot area applies to these lands. Notwithstanding the policies of this designation and density, the retention of office uses, or some other employment generating use, is required at the south end of the lands to reinforce the Leslie node as an employment area. An opportunity for residential uses exists primarily at the north end of the lands.

4.2.6 North York General Hospital

A broad range of uses and support facilities ancillary and complementary to the principal health care, educational and research uses of North York General Hospital is supported.

The hospital properties will be prezoned, in consultation with North York General Hospital, to accommodate their long term development opportunities.

4.2.6.1 25 Buchan Court

- a) On the lands designated *Mixed Use Areas* and *Neighbourhoods*, development of two apartment buildings and townhouses is permitted with a maximum density 2.6 times the lot area, provided the apartment buildings are developed on the lands designated *Mixed Use Areas*.
- b) The City may enter into an agreement under Section 37 of the *Planning Act* with the owner of the lands to secure community benefits, including park improvements and maintenance, landscaping, streetscaping and traffic monitoring.

D. Don Mills Node

The Don Mills node will accommodate an interchange subway station reflecting its connections for Highway 404, destination shopping at the Fairview Mall, and the substantially developed surrounding residential communities. The existing *Mixed Use Areas* block can accommodate existing and future employment and residential development opportunities. New development will be focused on:

- a) the *Mixed Use Areas* designations north of Sheppard Avenue; and
- b) other lands relating to Sheppard Avenue and the Don Mills subway station.

4.2.7 Fairview Mall

Additional development is encouraged on the site of Fairview Mall. Efforts should be made to relate the development of new buildings to the Don Mills/Sheppard intersection, and to integrate development of new buildings with the Don Mills subway station.

To allow for the development of subway-related facilities such as a commuter parking structure, and to protect for future development at the Don Mills/Sheppard intersection, an increase in site coverage may be permitted.

4.2.8 Parkway Forest Community (120, 130 George Henry Boulevard, 32-50, 65 and 80 Forest Manor Road, and 100, 102, 110 and 125 Parkway Forest Drive)

Certain lands in the area east of Don Mills Road and south of Sheppard Avenue East are approximately 8.03 hectares in extent and designated *Mixed Use Areas*. Development of these lands is intended predominantly for multiple family residential development in townhouse and apartment building forms with grade-related ancillary convenience retail/commercial uses, grade-related non-profit community space along the Sheppard Avenue frontage, and recreational uses up to a maximum density of 3.5 times the lot area.

The central block of lands bounded by Parkway Forest Park, Parkway Forest Drive and Forest Manor Road is designated *Apartment Neighbourhoods*. Development of these lands is intended predominantly for multiple family residential development in townhouse and apartment buildings with recreational uses up to a maximum density of 1.9 times the lot area.

The following policies also apply to these lands:

- a) the distribution of densities will provide for the highest densities located closest to the Don Mills Subway Station and to a lesser extent, along the Don Mills Road and Sheppard Avenue frontages. Lower densities are attributed to the lands designated *Apartment Neighbourhoods* adjacent to the Parkway Forest Park;
- b) a “main street” approach is required along Sheppard Avenue East with commercial/retail uses and/or community uses at grade;
- c) the scale and massing of buildings within the central block will reflect the lower density

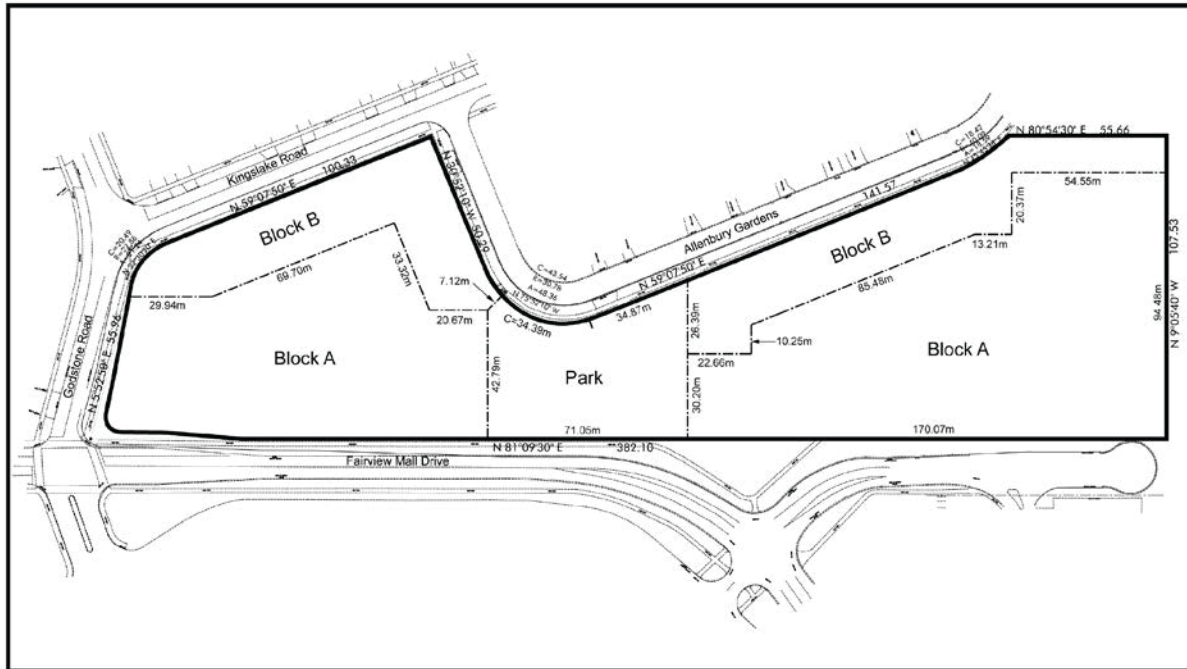
character of development along the east side of the park and provide for appropriate street proportion;

- d) improved underground and aboveground pedestrian connections will be provided to the Don Mills Subway Station and bus transit terminals and within the community;
- e) a public road connection will be created from Forest Manor Road to Don Mills Road through a registered plan of subdivision;
- f) the existing Parkway Forest Park will be expanded to the north to extend into the central block, immediately north of Parkway Forest Park, replacing the existing private recreational centre with an outdoor swimming pool and accessory building. A community centre and day care facility will be provided on the northwest portion of Parkway Forest Park, fronting Forest Manor Drive;
- g) new development should be sensitive to the remaining uses and built forms within the Key Development Area and central block;
- h) where land is conveyed to the City for public parkland, the density attributable to such land may be used in the calculation of permissible density and may be transferred to another block within the same development node;
- i) the Urban Design Principles set out in Section 4.4 will also apply to the lands designated *Apartment Neighbourhoods* in addition to the lands designated *Mixed Use Areas* within the Key Development Area;
- j) the preparation of a Context Plan to determine appropriate design criteria including appropriate transitions in density, height, massing and building location within the Parkway Forest neighbourhood and the stable residential neighbourhood on the west side of Don Mills Road;
- k) the density incentives outlined in Section 4.3.3 of the Secondary Plan may be utilized for the lands;
- l) the City may enter into an agreement under Section 37 of the *Planning Act* with the owner of the lands to secure community benefits, including traffic monitoring, transit passes for residents, and a rent supplement contribution for residents; and
- m) the sum of \$1,000,000 will be contributed to the City to enable the City to provide rental assistance to facilitate the provision of affordable housing for eligible households residing at the remaining apartment buildings.

4.2.9 3, 5, 11, 17 and 21 Allenbury Gardens and 3, 5 Kingslake Road

On the lands designated *Apartment Neighbourhoods*, development is permitted with a maximum density of 2.8 times the area of the lands shown on the map below. On the lands shown as Block A, apartment buildings and townhouses are permitted. On the lands shown as Block B, only townhouses with a maximum height of 3 storeys are permitted.

The height of any building will not exceed the horizontal distance separating the building from the nearest property line of a lot within a low density stable residential area.



4.3 Density

4.3.1 General

The densities assigned to the *Mixed Use Areas*, *Neighbourhoods* and *Apartment Neighbourhoods* on Map 9-2 are intended to be in support of the subway facility. Maximum densities are defined by built form, urban design objectives, community resources, infrastructure capacity and the need to address potential impacts on stable land uses and areas within and beyond the boundaries of the Sheppard East Subway Corridor.

This Secondary Plan does not assign attributable density to existing parks and open road allowances. However, in the case where it is necessary to close part of a road allowance pursuant to the *Municipal Act* or other applicable legislation, or where it is necessary to close a park with the intent of incorporating the land into a development site, density equal to that of the abutting lands may be assigned.

Where a comprehensive development proposal involves lands of sufficient size, it is recognized that a maximum density greater than that indicated on Map 9-2 may result on individual parcels comprising the development site provided that the maximum density assigned to the development as a whole does not exceed that established by this Secondary Plan.

Density attributable to a net site is calculated generally using three measures:

- Map 9-2 indicates the maximum density permitted in *Mixed Use Areas*, *Neighbourhoods* and *Apartment Neighbourhoods*;
- Section 4.3.2 below indicates additional density achievable through density transfers; and
- Figure 4.3.3 indicates additional density achievable through development incentives.

Exceptions or modifications to these three measures are only as may be contained in the specific policies of this Secondary Plan.

4.3.2 General Transfers

In order to assist in obtaining the dedication of additional lands which are required for public purposes, the density attributable to such lands may be transferred, subject to compliance with all policies in this plan, to development permitted on another parcel of land within the same development node as shown on Map 9-2 when the lands from which the density is transferred are conveyed at nominal or no cost to the City for one or more of the following purposes:

- a) publicly owned parkland; and
- b) required roads and road widenings.

4.3.3 Incentives

Figure 4.3.3 shows incentives for the provision of specific uses and facilities on lands designated *Mixed Use Areas*. The gross floor area (g.f.a.) of such facilities are exempted from the calculation of densities, to the maximum extent provided in Figure 4.3.3. These uses and facilities may be secured through various means which may include agreements pursuant to Section 37 of the *Planning Act*. Density incentives are to be achieved through rezoning. The scale of the incentive requested and the implications in terms of built form, infrastructure, and public benefit will be assessed on the basis of individual development applications.

Figure 4.3.3 Incentives

USE	INCENTIVE
Private Recreational Use Accessory to a Residential Use <ul style="list-style-type: none"> • must be located in a residential development • must not be a commercial enterprise 	g.f.a. of private recreational use exempted from calculation of g.f.a.
Provision of a Public Recreational Centre <ul style="list-style-type: none"> • to be owned by the City • will be constructed and equipped to the satisfaction of the City 	the g.f.a. of the public community centre is exempted from the calculation of g.f.a. and 3 x the g.f.a. of the public community centre is available as an incentive
Provision of a Fire Station <ul style="list-style-type: none"> • to be owned by the City • to be constructed to the satisfaction of the City 	the g.f.a. of the fire station is exempted from the calculation of g.f.a. and 3 x the g.f.a. of the fire station is available as an incentive
Provision of, or Retention of a Place of Worship (including relocation)	g.f.a. of place of worship exempted from the calculation of g.f.a., and the incentive available for places of worship may include g.f.a. for accessory uses not exceeding the g.f.a. of the main worship area
Provision of Social Facility <ul style="list-style-type: none"> • such as, but not limited to child, elder, or co-generational daycare, drop-in counselling or crisis centre, etc. • does not include schools, or institutions that are predominately office or residential uses other than group homes • premises will be constructed, finished and furnished to enable operation of the social facility in compliance with relevant legislation and regulations, and will be of sufficient size and condition to enable its efficient operation; for day nurseries confirmation must be obtained from the Ministry of Community, Family and Children's Services that the basic plans comply with the <i>Day Nurseries Act</i> and the <i>Day Nurseries Design Guidelines</i> 	the g.f.a. of the new social facility is exempted from the calculation of g.f.a. and 4 x the g.f.a. of the new social facility is available as an incentive
Heritage Building <ul style="list-style-type: none"> • designation in accordance with the <i>Ontario Heritage Act</i> will be considered 	in accordance with the <i>Heritage policies</i>
Transit Terminal <ul style="list-style-type: none"> • owned or operated by a public authority 	g.f.a. of the transit terminal exempted from the calculation of g.f.a.
Pedestrian Access Between the Leslie Subway Station and Leslie Street Bridge <ul style="list-style-type: none"> • weather protected and barrier-free • to improve access to North York General Hospital 	g.f.a. of the pedestrian access exempted from the calculation of g.f.a. and 3 x the g.f.a. of the pedestrian access is available as an incentive
Direct Underground Pedestrian Connections to Transit Terminal <ul style="list-style-type: none"> • maximum 5 % of the density limit shown on Map 9-2 	g.f.a. of the underground pedestrian connection exempted from the calculation of g.f.a.

4.4 Urban Design Principles

In keeping with the objective of achieving innovative, high quality development within the Corridor, the following urban design principles will generally guide future development and will be included in the detailed consideration of development in the key development areas designated *Mixed Use Areas*.

4.4.1 Streets and Blocks

- a) The road network will be used to serve development wherever possible. When new roads are required, a street and block pattern should be created to establish a network of public streets, designed and built to public standards, making new developments an integrated part of their communities. Care will be taken to complement the character of existing communities.
- b) The role of the public street right of way as an amenity and linkage among areas should be asserted and maintained. Sheppard Avenue, in particular, should act as a pedestrian oriented main street.
- c) New streets should be designed to encourage cycling and pedestrian activity. On wider roads, a median should be included as a pedestrian refuge and design amenity. Consideration will also be given to incorporating traffic calming measures where appropriate.
- d) Where appropriate, buildings should be treated architecturally to highlight vista terminations.
- e) Generally, all buildings should be aligned along streets to provide appropriate street presence and street enclosure.

4.4.2 Building Yard Setbacks, Height and Massing

- a) New buildings should be sufficiently set back from the Sheppard Avenue road allowance to accommodate the planned widening and any streetscape initiatives of the City.
- b) Building height and massing should minimize excessive shadowing, wind or snow drifting effects within blocks, along streets, and within open space areas.
- c) Development will respond sensitively to the nearby low density residential uses and minimize the adverse impact of built form on homes. The height and mass of buildings should ensure a proper response to pedestrian scale.

There will be compatible transitions in density, height, and scale between development nodes and stable residential areas. Generally the highest densities and building heights should be promoted closest to the subway stations, and to a lesser extent along the arterial roads.

- d) Particular attention will be given to the height relationship between new buildings within *Mixed Use Areas* and detached and semi-detached dwellings on properties designated *Neighbourhoods* outside the development nodes. The height of any building or any portion thereof will not exceed the horizontal distance separating such building or portion thereof from the nearest property line of a lot within a designated stable residential area. Greater heights should be permitted at the major intersections, near the transit stations (subway and GO) and adjacent to Highway 401.
- e) Generally, buildings should be designed with a maximum height based on a 1:1 height to street width ratio. Exceptions to this standard may be accommodated through treatment of bulk and mass of buildings, as well as detailed elevation articulation.
- f) Along the Sheppard Avenue frontage, there is a desire to relate the height and mass of development to a pedestrian scale while, at the same time, frame the street edge at a scale that balances with the street width. Along those parts of the Sheppard Avenue frontage not in proximity to subway stations, the maximum height will generally be six storeys, and 1 and 2

storey podiums are encouraged. It is intended that the greatest density, height and mass of new buildings will be:

- i. along Highway 401;
- ii. at the major intersections; and
- iii. at locations with the greatest accessibility to public transit.

Exceptions to this standard may be considered where it can be demonstrated that the treatment of bulk and mass of buildings through creative architectural features including terracing and detailed elevation articulation results in a built form that enhances the Sheppard Avenue street edge.

- g) Zoning by-laws may be enacted that provide for exceptions to the maximum height standard without amendment to this Secondary Plan where it can be demonstrated that the intent of the plan has been respected.

4.4.3 Pedestrian Connections

Pedestrian connections should be provided between subway station entrances and new development, and where possible to major activity centres such as Bayview Village Shopping Centre, the North York YMCA, North York General Hospital, Seneca College, Fairview Mall, and similar sites. Underground pedestrian connections to the subway stations will be permitted where appropriate.

4.4.4 Pedestrian Comfort

To ensure that wind conditions in outdoor areas are generally compatible with outdoor activity, pedestrian level wind studies will be required for developments which exceed 5,000 square metres (53,820 square feet). A preliminary review of other developments may be required.

4.4.5 Public Art

Public art, particularly in prominent locations, is encouraged in the design of transit buildings and public facilities, and should be visible from the public street.

4.5 **Monitoring Policy**

The impact of development on both the public infrastructure and community facilities that serve the Sheppard Corridor will be monitored on an on-going basis. To ensure that these facilities keep pace with the rate of intensification, development will not be permitted to proceed until it can be demonstrated that such development can be properly served. Before zoning bylaws are enacted, all development proposals will be reviewed against the findings of the monitoring programs in the following areas:

- a) sanitary sewer and water supply;
- b) transportation; and
- c) community facilities.

The following policies will guide both development and the ongoing monitoring program:

4.5.1 Sanitary Sewer and Water Supply

The Sheppard East Subway Corridor is located in the Don Sanitary Sewer Drainage Area, discharging into the Don Trunk Sewer. A portion of the interim capacity of the Don Sanitary Trunk Sewer is allocated to the Sheppard East Subway Corridor to accommodate future development. Allocations of this capacity assigned to the Corridor, and required capital works

commitments, will continue to be monitored on an ongoing basis as development proceeds. Prior to the enactment of any zoning by-law, adequate sewer capacity must be available to serve the proposed development. As the capacity limit within the Corridor is approached, a full analysis of remaining capacity and a reassessment of future development within the Corridor will be undertaken.

A review of alternative funding sources for the trunk relief sewer, a review of the existing methodology for the allocation of available sewer capacity, and the development and implementation of a demand management plan and contingency measures should be undertaken.

Improvements to the sub-trunk sewers and sub-trunk water mains needed for development will be funded through the Development Charges, and improvements to local sewers and water mains for specific developments will be funded at the applicant's cost.

4.5.2 Transportation

The transportation and travel characteristics within the Corridor will be monitored in order to anticipate and plan for transportation improvements, including the widening of Sheppard Avenue between Bayview Avenue and Leslie Street, required to implement this Secondary Plan. Prior to the enactment of any zoning by-law, the City must be satisfied that the proposed development can be accommodated within the existing road network or that any required transportation improvements upon which such development is dependent have been identified and all necessary provisions made for their implementation.

The monitoring programs will include:

- a) traffic volumes, based on periodic traffic counts, on key routes and at key intersections such as the intersections of Bayview/Sheppard and Leslie/Sheppard;
- b) the amount of floor space existing, and proposed floor space for which zoning or site plan approval has been granted, status of development approvals, completions and occupancy;
- c) travel characteristics and modal split;
- d) population and employment generated by existing development, and projected for approved but not yet occupied development;
- e) evaluation of existing, planned and proposed development, in order to allow for intensification and planning of transportation improvements, or to allow time to take steps to control the pace of development;
- f) the extent of traffic infiltration within stable residential areas; and
- g) parking availability and cost.

Local roads north of Sheppard Avenue East will not be considered part of the road network required to support development south of Sheppard Avenue.

The results of the monitoring program will be reviewed. Sufficient detail will be made available to the public to enable the verification of results and conclusions. Community consultation will take place prior to selecting the appropriate traffic control devices or measures on local roads in a given area.

4.5.3 Community Facilities

The provision of appropriate community facilities will be monitored as development proceeds, and incentives may be granted in accordance with Section 4.3.3 of this Secondary Plan for their provision, retention or relocation. All development proposals will be assessed to determine

their impact on both existing and proposed community facilities. A Recreational Needs Assessment may be required as outlined in Section 6.4 of this Secondary Plan. All necessary steps will be taken to secure community facilities as development proceeds. The co-ordination of joint community facilities among various public agencies is encouraged.

In particular, the impact of development will be assessed through monitoring of the following:

- a) the amount of parkland per capita, its distribution, and the adequacy of recreational facilities;
- b) the adequacy of existing and proposed school facilities to serve the student population which new residential development may generate. The advice of the Toronto District School Board and the Toronto Catholic District School Board will be sought as to the adequacy of school facilities when considering rezoning applications for proposed residential developments;
- c) the adequacy of other community facilities such as libraries, emergency services, childcare and others as may be identified over time; and
- d) the amount and type of private recreational amenity space available within the Corridor.

4.5.4 Secondary Plan Review

This Secondary Plan will be reviewed in five years to evaluate the achievement of the plan's goal and objectives. If the ongoing monitoring of the plan or the pace of development is such that an earlier review is warranted, the review may take place prior to five years.

5. TRANSPORTATION

5.1 Road Capacity Constraints at Bayview/Sheppard and Leslie/Sheppard

Feasibility studies will be undertaken on transportation solutions to the road capacity constraints at the Bayview/Sheppard and Leslie/Sheppard intersections. The location and design of any road improvements, including new local road connections to Bayview Avenue and/or to Leslie Street, will be provided in conformity with the requirements of the *Environmental Assessment Act*.

Development in the Sheppard East Subway Corridor will not be dependent on construction of a continuous east-west service road parallel to Highway 401 between Bayview Avenue and Leslie Street.

5.2 Traffic Certification

Applicants proposing rezonings for developments which exceed 5,000 square metres (53,820 square feet) in Gross Floor Area will be required to provide a Traffic Impact Study and traffic certification by a qualified transportation consultant stating that the development meets with the following traffic criteria:

- a) the traffic resulting from occupancy of the proposed building does not significantly contribute to reducing the level of service of nearby arterial roads and their intersections with local roads to below a generally acceptable level;
- b) the project will not increase local residential road traffic on local roads north of Sheppard Avenue East, which are not considered to be part of the road network required to support development south of Sheppard Avenue, and the project will not produce appreciable new hazards, noise, dust and fumes for nearby residential communities. Where the potential exists for increased traffic infiltration through stable residential areas, mitigating measures must be identified as part of the transportation certification;

- c) the site layout provides adequately for the movement needs of visiting pedestrians, automobiles and commercial vehicles without disrupting bordering streets and properties; and
- d) the project provides sufficient parking while still encouraging the use of public transit, walking and cycling as alternatives to automobile use.

Where traffic certification identifies road improvements or new road links to the existing road network, such work must satisfy the requirements of the *Environmental Assessment Act*. Approval of required road improvements or new road links must be granted through the Environmental Assessment process.

5.3 **Access Points to Arterial Roads**

To facilitate traffic flow, the number of access points from public roads to private redevelopment sites will be minimized, particularly on arterial roads.

5.4 **Travel Demand Management Measures**

Major office/employment development proponents will be encouraged to develop and implement appropriate travel demand management strategies to reduce peak period automobile trips, and facilitate non-auto modes of travel such as transit, walking and cycling. In addition, measures to support transit use such as maximum parking standards, parking sharing arrangements, public parking structures, and payment-in-lieu may be required on sites within walking distance of rapid transit stations.

6. **PUBLIC PARKLAND AND PRIVATE OPEN SPACE**

6.1 **Open Space and Facilities Needs**

The City will maximize its opportunities to provide a combination of public and private open space and recreational facilities on-site to meet the needs of the present and future community residents.

Although a portion of parkland demand will be satisfied within the planning area, it is the objective of this Secondary Plan to satisfy parkland needs generally within a walking distance of 0.8 kilometres.

6.2 **Parkland Dedication**

- a) All development or redevelopment proposals will be subject to the parkland provisions of the *Planning Act* and implementing by-laws.
- b) Parkland dedication either in the form of land or cash-in-lieu will be required for each development. The specific combination of land or cash will be determined as part of the consideration of a specific proposal. The City will endeavour to acquire land in an effort to keep pace with development. Cash-in-lieu of the whole or part of the parkland dedication required may be accepted, where the required dedication would yield areas of unsuitable size, shape or location for parks purposes, or where the remainder of the development site after such dedication would not be suitable for redevelopment.
- c) Land taken by the City is to meet the following criteria:
 - i. the land should be free of any encumbrances, including buildings or structures, both above and below grade;
 - ii. the soil and environmental conditions of land to be dedicated will be suitable, or made suitable, for parkland use, according to the applicable Provincial standard;

- iii. it should be developable land;
- iv. it should be visible and publicly accessible;
- v. it should be of a usable shape, topography and size that reflects its intended use;
- vi. where possible, it should be consolidated with an existing or proposed park; and
- vii. it should create or enhance a linkage to accommodate pedestrian and cyclist movement between the parks and various land uses.

6.3 Conceptual Parks Plan

A conceptual parks plan for the Corridor is contained in Map 9-4. This parks plan is conceptual in nature in that the final determination of parks, open space, and recreational needs will be made as development proceeds. It identifies existing parks and preferred locations for new parkland and parkland linkages. The parks plan has been based on the premise that the establishment of suitable open space features within the Corridor is desirable. Private recreational amenities will be encouraged which serve to enhance both the proposed development they are intended to serve as well as public open space facilities within the Corridor. Wherever suitable, linkages connecting both public and private open space features will be established. The parks plan will be refined in consultation with the community as development proposals are reviewed.

6.4 Recreational Needs Assessment

- a) In considering redevelopment proposals, an applicant may be required to submit a recreational needs assessment which projects the recreational and open space demands of the new residents on existing and proposed public and private recreational facilities.
- b) Where there will be a demonstrated recreational need as a consequence of development, which can not be satisfied in a reasonable and timely fashion through the provision of public recreational facilities and open space, new development will be required to provide on-site private recreational facilities specifically designed and constructed to supplement as may be reasonable, the identified public recreational need, but such facilities will not be included as a credit for public parkland.

7. COMMUNITY FACILITIES

7.1 Schools

The provision of appropriate school facilities to serve the residents within the Sheppard East Subway Corridor is encouraged. Lands in the area east of Bessarion Road, west of Leslie Street, and south of Sheppard Avenue will be required by the Toronto District School Board and the Toronto Catholic District School Board. Such lands will have the following characteristics:

- a) up to approximately 4 hectares in size;
- b) adjacent to family oriented housing;
- c) adjacent to a park; and
- d) safe and conveniently accessible.

A separate or joint use facility may be developed on lands less than 4 hectares where arrangements have been made to the satisfaction of the subject School Board. Prior to site plan approval for any school(s), the relevant School Board will be required to provide a Traffic Operations Plan prepared by a qualified transportation consultant which demonstrates how pedestrian and vehicular activities associated with the school will be accommodated, will identify mitigating measures and will include the adjacent activity of all permitted uses.

The development of joint-use facilities between the School Boards, the City and other public or private interests, or any combination thereof is supported.

7.2 Fire Station

A fire station may be required within the Bessarion or Leslie nodes. To accommodate the fire station, the City may consider either a separate site of approximately 3,900 square meters (1 acre), or a station incorporated into the ground floor of a building, provided adequate access to Sheppard Avenue or Leslie Street is maintained.

8. ENVIRONMENTAL ISSUES

8.1 Industrial Sites

Redevelopment of former industrial sites for uses other than industry will be undertaken in a manner which promotes safe and healthy environmental conditions.

The City, in consultation with the Ministry of the Environment and Energy, will be satisfied that adequate studies of soil and environmental conditions have been carried out in support of development applications, and a general strategy for the clean up and rehabilitation of the site identified as may be necessary. Such studies, as approved, will be included in registered subdivision agreements and site plan agreements, and will form part of a general indemnification agreement in these covenants between the owner and the City.

Where applicable, the City, in consultation with CN Rail and the Ministry of the Environment and Energy, will be satisfied that adequate studies in support of rezoning development applications have been carried out to assess the feasibility of noise abatement and vibration control from the operation of the railway, the subway, and other noise sources such as Highway 401 and Highway 404. Such studies and any mitigation measures, as deemed necessary, will be included in registered subdivision agreements, site plan agreements and will form part of a general indemnification agreement in these covenants between the owner and the City. Development adjacent to railways will ensure that appropriate safety measures such as setbacks, berms and security fencing are provided to the satisfaction of the City in consultation with the appropriate railway.

8.2 Transportation

The Class Environmental Assessment for Municipal Road Projects is a planning procedure designed to ensure that potential social, economic and environmental effects are considered in the planning of certain projects. Feasibility studies will be undertaken on transportation solutions to the road capacity constraints at the Bayview/Sheppard and Leslie/Sheppard intersections. The location and design of new road links, road improvements, retirement of sections of road and various intersection improvements will be subject to the requirements of the *Environmental Assessment Act*.

9. IMPLEMENTATION

The policies of this Secondary Plan will be implemented through various means including such tools as pre-zoning, zoning, registered plans of subdivisions, site plan agreements and agreements entered into under Section 37 of the *Planning Act*, and through Holding (H) provisions.

All development applications will be evaluated on the basis of their merits in the context of the goal and objectives of this Secondary Plan.

Key development areas have been identified and primarily designated *Mixed Use Areas*. Development will be particularly encouraged and facilitated in these areas. Comprehensive redevelopment is promoted in the key development areas to prevent piecemeal development.

Limited development outside the key development areas is permitted in accordance with the Official Plan policies applying to the land use designations in those areas.

In the key development areas, context plans may be required for the entire block on which the development is located, including its relationship to adjacent streets, open space and development sites, as part of rezoning applications. The purpose of the context plan is to:

- a) provide a context for co-ordinated incremental development by showing the proposed development in relation to relevant adjacent conditions in the area surrounding the site;
- b) to assist in evaluating the conformity of the proposed development with the relevant provisions of this Secondary Plan, including the conceptual parks plan; and
- c) to provide a framework within which streetscape initiatives of the City will be developed and implementation mechanisms identified.

The context plan may illustrate:

- a) how the proposed development addresses the principles of this Secondary Plan, by showing the proposed massing of buildings, including heights, setbacks above the street wall or podium level, and distribution of density on the block;
- b) the location, dimensions and character of interior and exterior publicly accessible private open spaces showing their continuity and complementary relationship to adjacent public spaces and streets and their pedestrian amenity including weather protection;
- c) the location and nature of the pedestrian system;
- d) the general location of parking facilities and vehicular access points which are of sufficient detail to assess the effect of these facilities on the public sidewalks and on adjacent signalized intersections;
- e) the location of public street-related uses; and
- f) a phasing plan for developments. Holding (H) policies and Holding (H) zones may be used as a mechanism to ensure that large developments proceed in step with infrastructure and services.

10. LONG TERM GROWTH IN THE CORRIDOR

This Secondary Plan defines limits to redevelopment areas by identifying key development areas and assigning subway-related densities only to certain lands.

Significant development in the Corridor is to proceed first in the identified key development areas. Further, it is intended that before the five year Secondary Plan review takes place, official plan amendments to allow significant developments outside the key development areas will only be enacted if a substantial amount of development has occurred in the key areas.

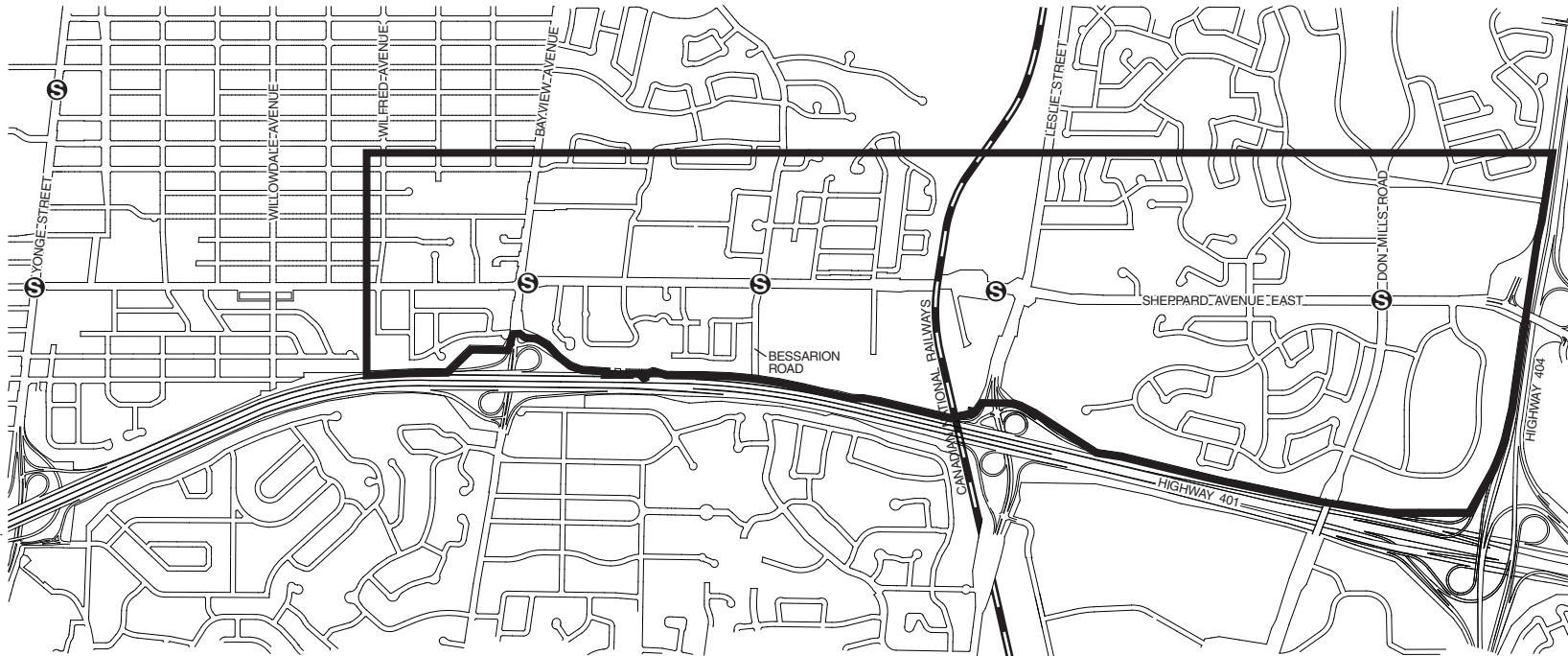
The following criteria should guide official plan amendments to add new areas for subway-related development:

- a) the proposal is consistent with the policies of this Secondary Plan;
- b) the proposed development will enhance and preserve nearby stable areas, particularly nearby designated stable residential areas;
- c) the proposal includes a parcel of land large enough to comprehensively implement the principles of this Secondary Plan; and,
- d) the proposed development responds to further improvements to the rapid transit system such as the extension of the Sheppard Subway east of Don Mills Road.

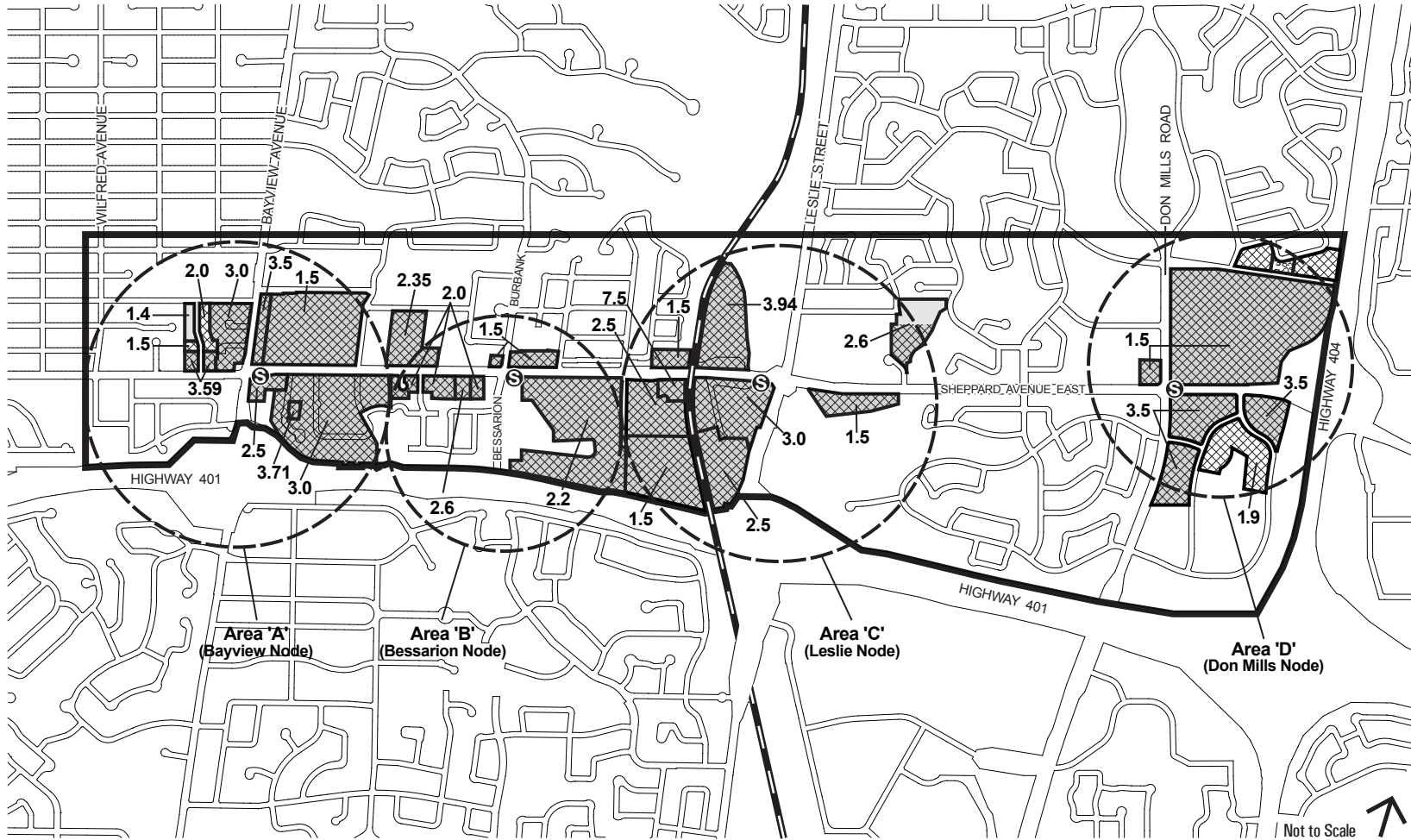
List of Maps

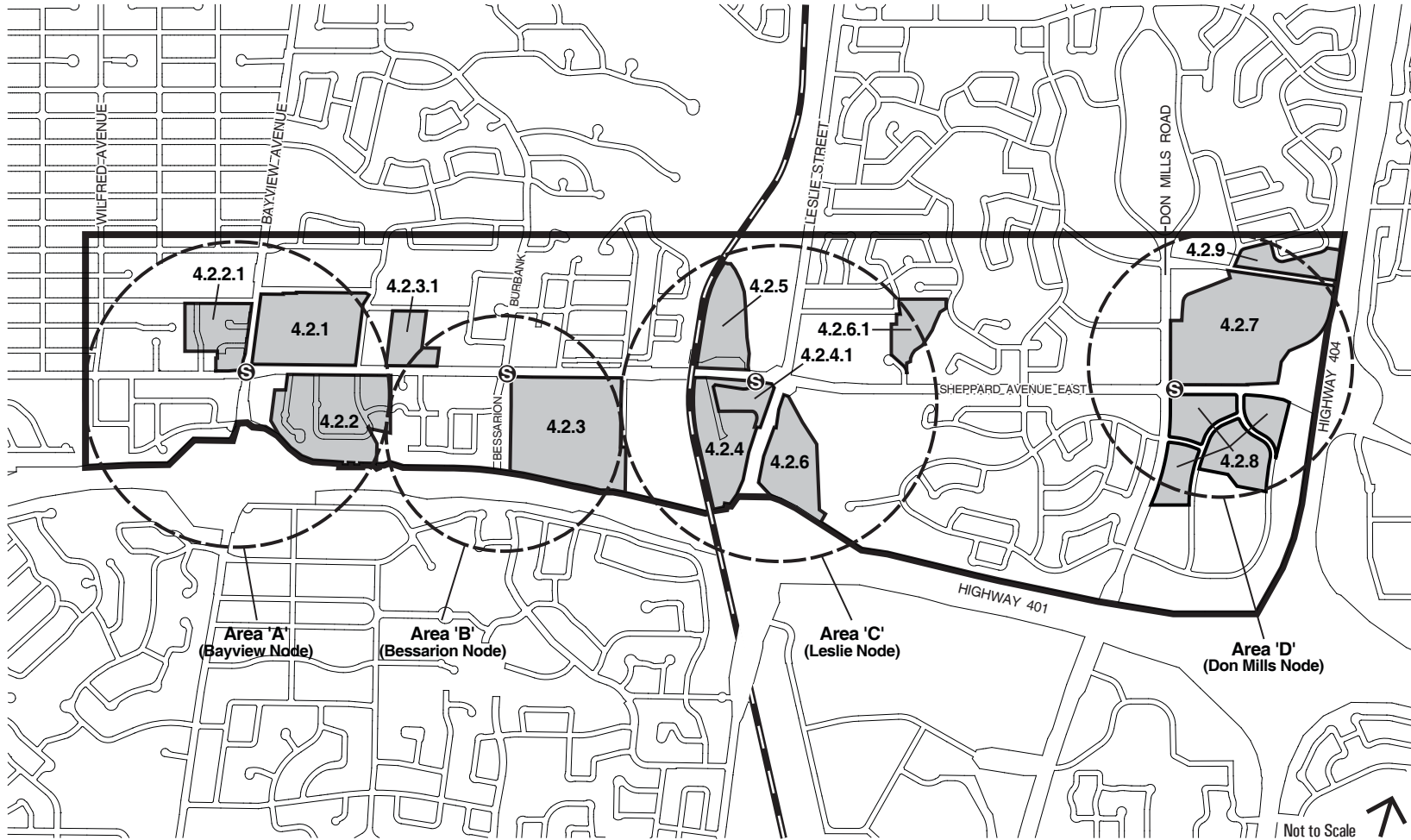
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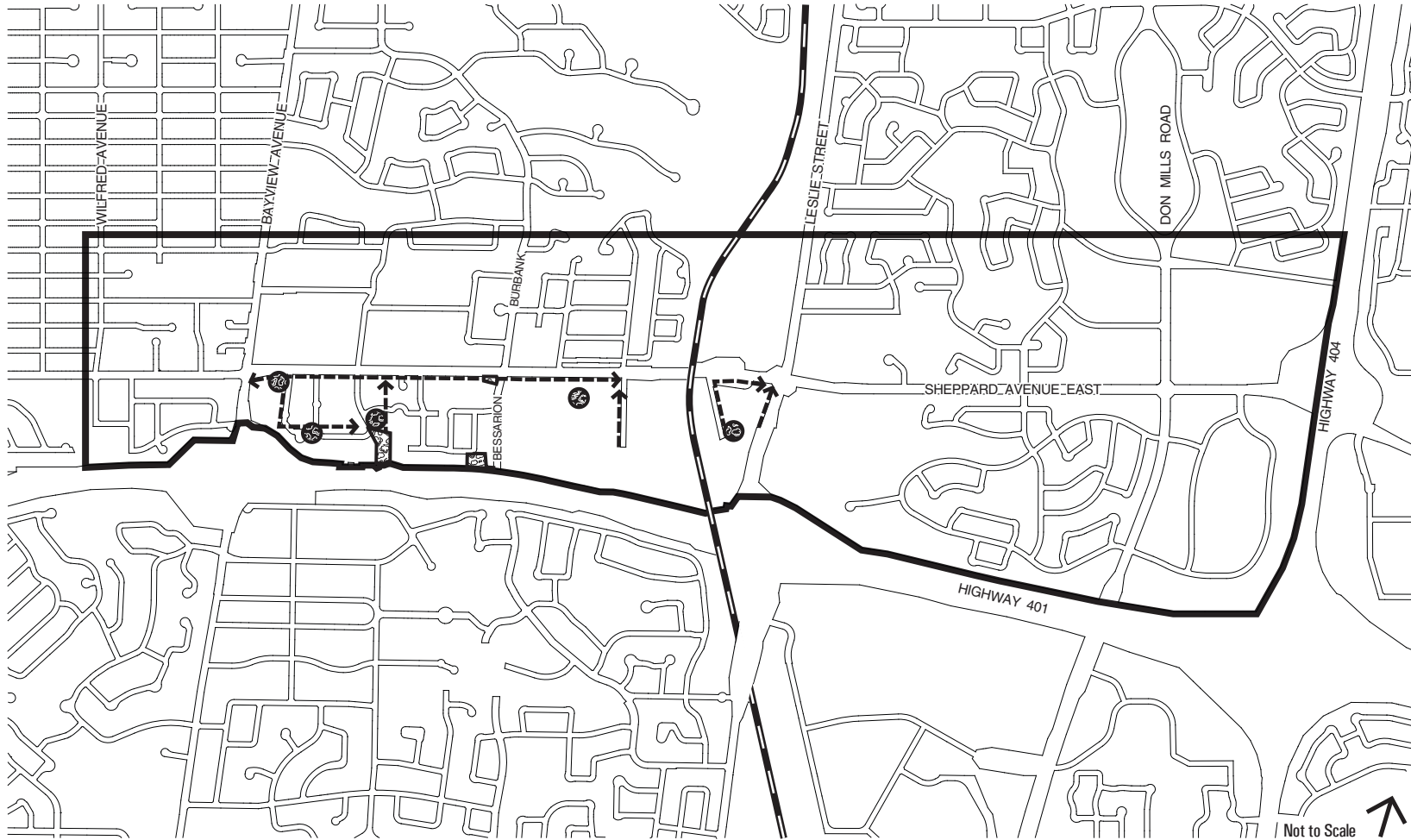
- Map 9-1 Urban Structure
- Map 9-2 Key Development Areas
- Map 9-3 Specific Development Policies
- Map 9-4 Conceptual Parks Plan






Not to Scale 







- Secondary Plan Boundary
-  Existing Parks
-  Conceptual Location of New or Expanded Parkland
-  Linear Greenways