

Open House: ConsumersNext Draft Secondary Plan



TONIGHT'S OPEN HOUSE

The information on display represents policy highlights of the future ConsumersNext Secondary Plan.

Please review the panels and share your thoughts with us, either in person through conversations with staff, with a comment form, or by using the stickies and markers provided to comment directly on the panels.



WHAT IS A SECONDARY PLAN?

Secondary Plans establish local development policies to guide growth and change in a defined area of the city resulting in the creation of new neighbourhoods and employment districts while ensuring adequate public infrastructure and environmental protection. Secondary Plan policies adapt and implement the objectives, policies, and overall planning approach of the Official Plan to fit local contexts and are adopted as amendments to the Official Plan.

LOOKING FOR MORE INFORMATION?

The preparation of the ConsumersNext Secondary Plan was directed by City Council through the adoption of a Proposals Report in June 2017.

For more information, please visit:
www.toronto.ca/consumersnext

1: UNDERSTAND STUDY AREA AND ESTABLISH VISION

2: TEST AND CONFIRM IDEAS

3: FINALIZE DESIGN AND DEVELOP PLAN

4: IMPLEMENTATION

2013

DECEMBER 16-18

2015

JUNE 15-23

JUNE 24

SEPTEMBER 15

SEPTEMBER 24

OCTOBER 1

2016

JANUARY 20

JANUARY 21

APRIL 11

APRIL 25

MAY 5

MAY 6-15

SEPTEMBER 20

NOVEMBER 2

2017

MAY 23

MAY 31

OCTOBER 26

DECEMBER 13

2018

FEBRUARY 22

City Council adopted Official Plan Amendment 231 (OPA 231) and brought forward Site and Area Specific Policy 386 (SASP 386) for the Consumers Road Business Park

Over 1,150 employees participated in PiPS events held by City Planning Staff and provided feedback including completing an employee travel survey.

Project Launch Meeting was attended by 130 community members to discuss the existing conditions of the study area and to collect feedback on area for improvement.

Local Advisory Committee (LAC), consisting of local residents and business representatives holds first meeting to share feedback on existing conditions and opportunities for improvements.

Two Visioning Workshops were attended by 50 community members to discuss preliminary alternative design ideas and to test the draft guiding principles for improvements through ConsumersNext.

The ConsumersNext study is reviewed by the City's Design Review Panel which provided advice on how to create an identity for the study area as a place for people and businesses as part of the urban fabric of Toronto.

Planning and Growth Management Committee adopts the Phase 1 Report outlining key findings of the component studies and the three Guiding Principles.

The first ConsumersNext Business Forum was attended by 50 representatives of local businesses to discuss the strengths and weaknesses of the business park and opportunities for business growth.

LAC Meeting #2 allowed representatives to share feedback on alternative development ideas relating to the overall urban structure, mixed use areas along employment districts within the business park.

Community Consultation Meeting attended by 100 community members to discuss different design alternatives with the feedback from this discussion informing the selection of the preferred development alternative for ConsumersNext.

The ConsumersNext study is presented for a second time to the City's Design Review panel seeking advice on possible urban structure strategies and built form alternatives.

Over 185 employees of establishments in the business park participated in PiPS events held by City Planning Staff and provided feedback on the suggested development alternatives and emerging mobility strategies.

At LAC Meeting #3, the preferred development alternative was presented for feedback related to land use, built form and transportation solutions and suggested quick wins for implementation of ideas for the business park.

Community Consultation Meeting attended by over 100 community members to discuss the recommended development alternative and findings on supporting transportation, community infrastructure and economic potential.

Information Open House on Proposals Report attended by over 140 members of the public and interested parties.

Planning and Growth Management adopts the ConsumersNext Proposals Report and directs staff to undertake further consultation to inform the preparation of a new Secondary Plan.

ConsumersNext Business Forum #2 attended by 45 representatives of local businesses to discuss the possible creation of a business association and seek feedback on potential development incentives for business uses.

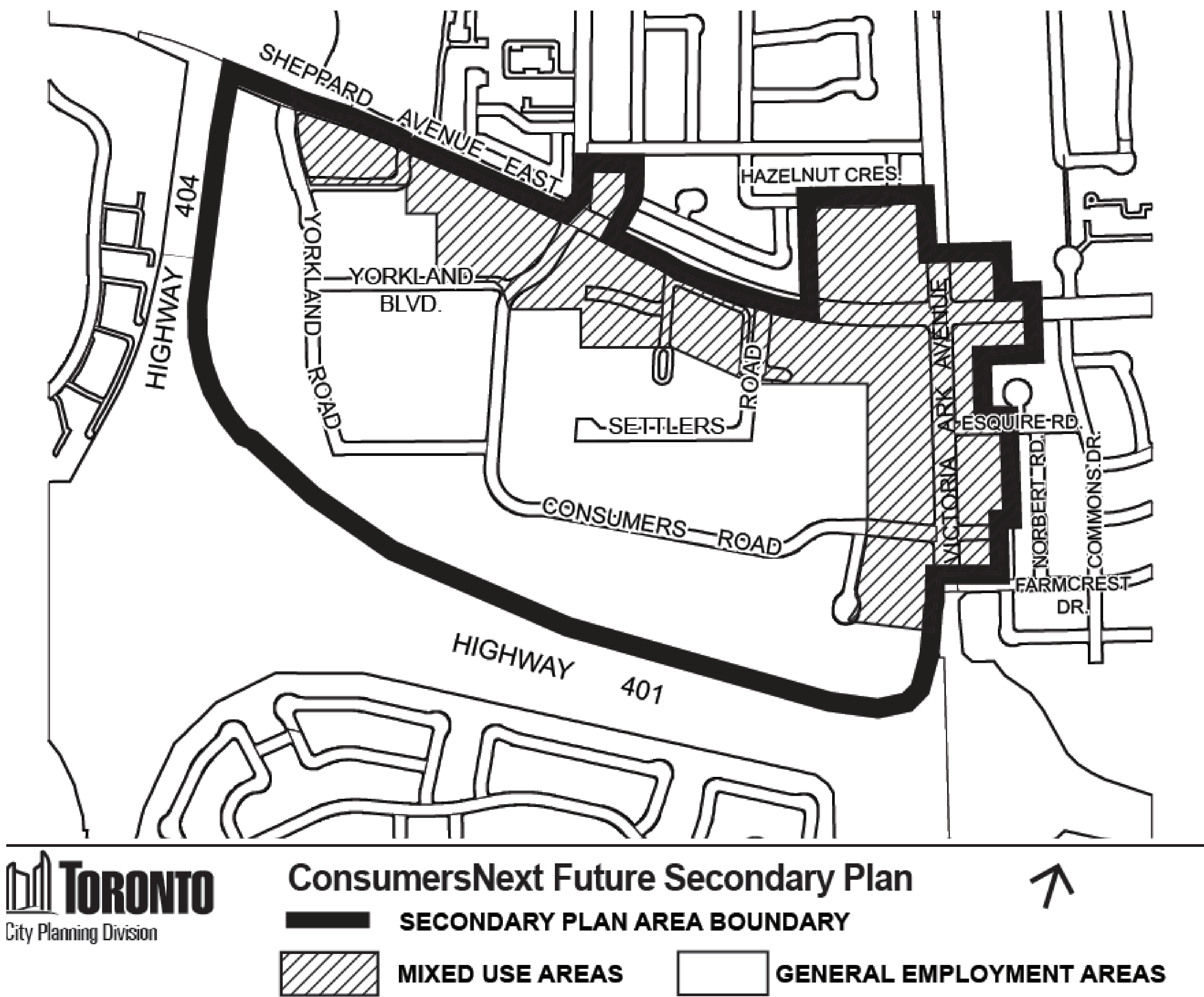
ConsumersNext Draft Secondary Plan Open House seeking feedback on draft Secondary Plan policies to inform the Secondary Plan to be presented to City Council for consideration in 2018.

ConsumersNext Secondary Plan will be considered by City Council's Planning and Growth Management Committee



Vision and Guiding Principles

The Secondary Plan establishes a vision for the ConsumersNext study area as a modern, vibrant business park that is an attractive, transit oriented location for employment investment and well connected to a complete, walkable, mixed-use community along Sheppard Avenue East and Victoria Park Avenue.



The goals of the ConsumersNext Secondary Plan are expressed in the following Guiding Principles:

Define and Enhance Places & Livability



Development will help establish an identity for the Secondary Plan area with high-quality streets, parks, open spaces, and community services and facilities for workers, residents and visitors. Buildings will be located to support and create active edges to public spaces and constructed at appropriate scales to provide a welcoming environment.



Connect and Move



A balance of transportation options will be provided through redevelopment and infrastructure improvements to help people get to and move through the business park and surrounding area. This includes improving connections for pedestrians, cyclists and transit riders.



Support and Promote Business



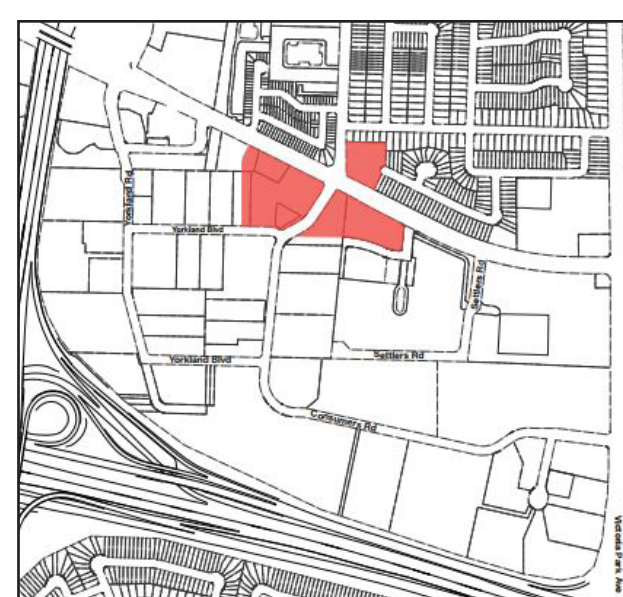
Complementary uses for employees and residents and a robust multi-modal transportation system will be provided to enhance the area’s attractiveness as a place to do business.



Structure

Sheppard East Corridor District:

Follows the built form pattern of recent approvals with mixed use buildings and towers set back significantly from six storey base buildings containing non-residential uses at grade.



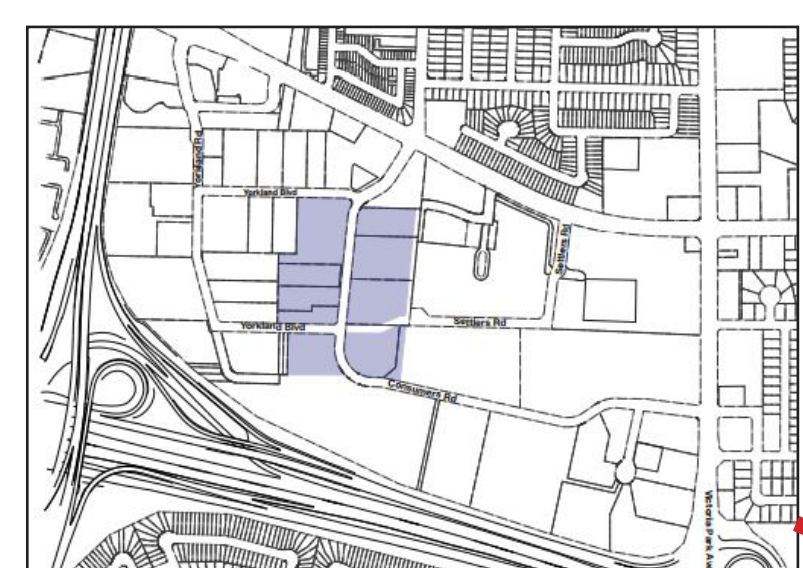
Sheppard & Consumers Node

A place for new community uses within the base of buildings that is consistent with the character of the Sheppard East Corridor District including landscape treatment in the public realm to foster activity around a future higher order transit stop.



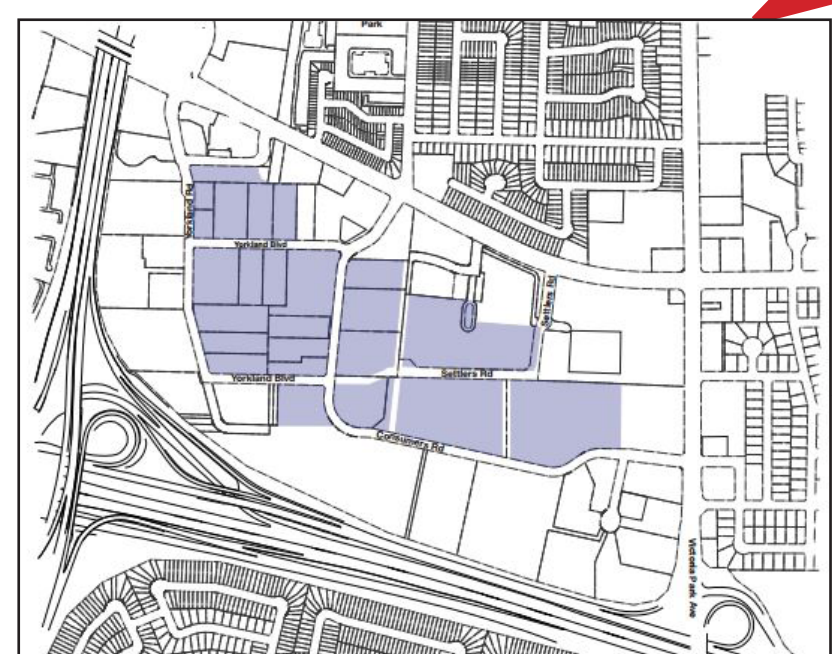
Sheppard & Victoria Park Node

The intersection and transit interchange where the most intense levels of development are provided for with large sites providing the greatest opportunity for significant public parks and a large concentration of retail use along with new community services and facilities.



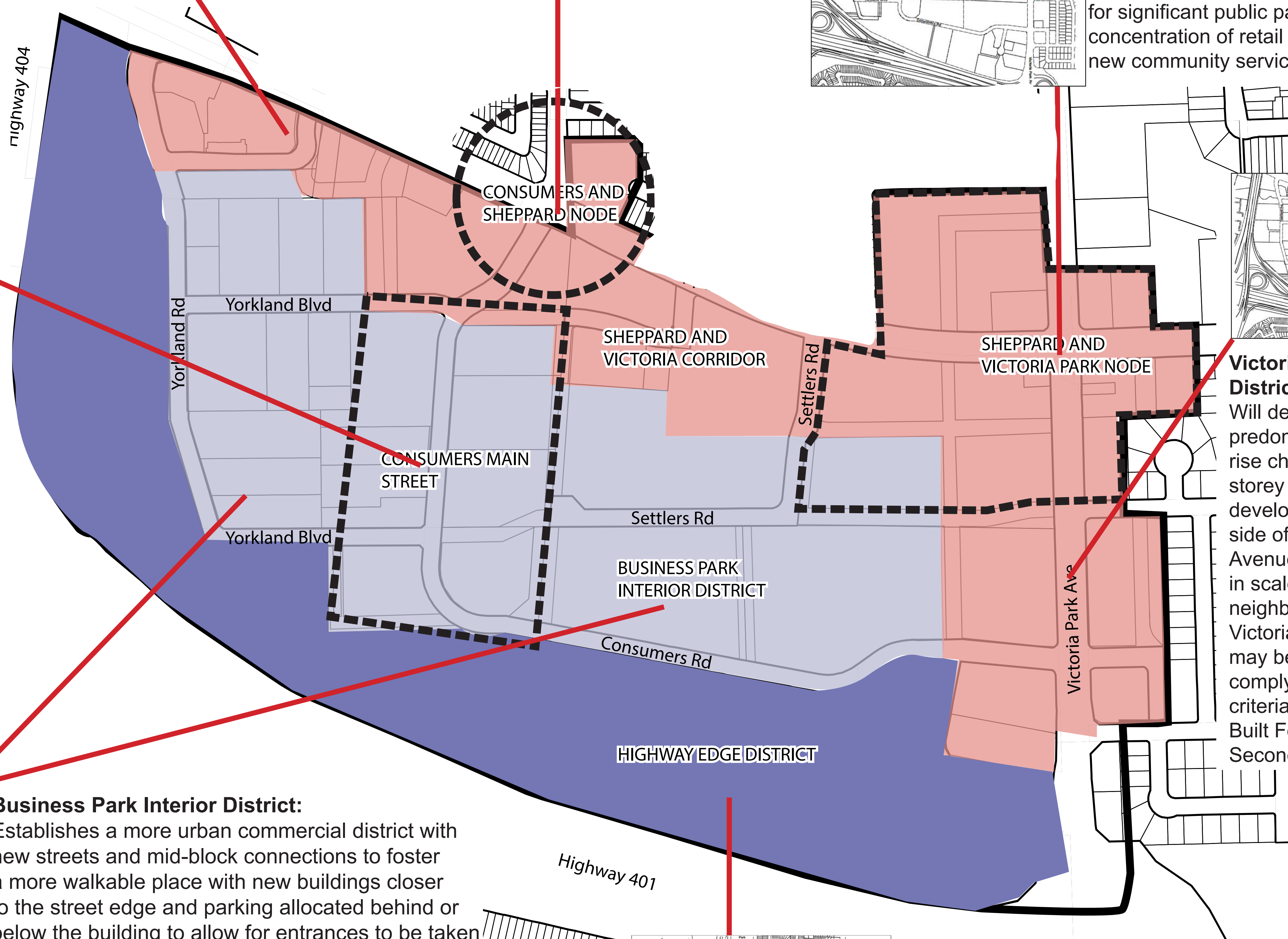
Consumers Road Main Street

An area within the Business Park Interior District where new opportunities for restaurants, retail and service uses can create a destination that enhances the attractiveness of the business park for workers, residents and visitors alike.



Business Park Interior District:

Establishes a more urban commercial district with new streets and mid-block connections to foster a more walkable place with new buildings closer to the street edge and parking allocated behind or below the building to allow for entrances to be taken directly from the sidewalk.



Victoria Park Corridor District:

Will develop in predominantly a mid-rise character with a six storey street wall, with development on the east side of Victoria Park Avenue transitioning in scale to adjacent neighbourhoods. West of Victoria Park, tall buildings may be considered if they comply with development criteria set out in the Built Form Section of the Secondary Plan.



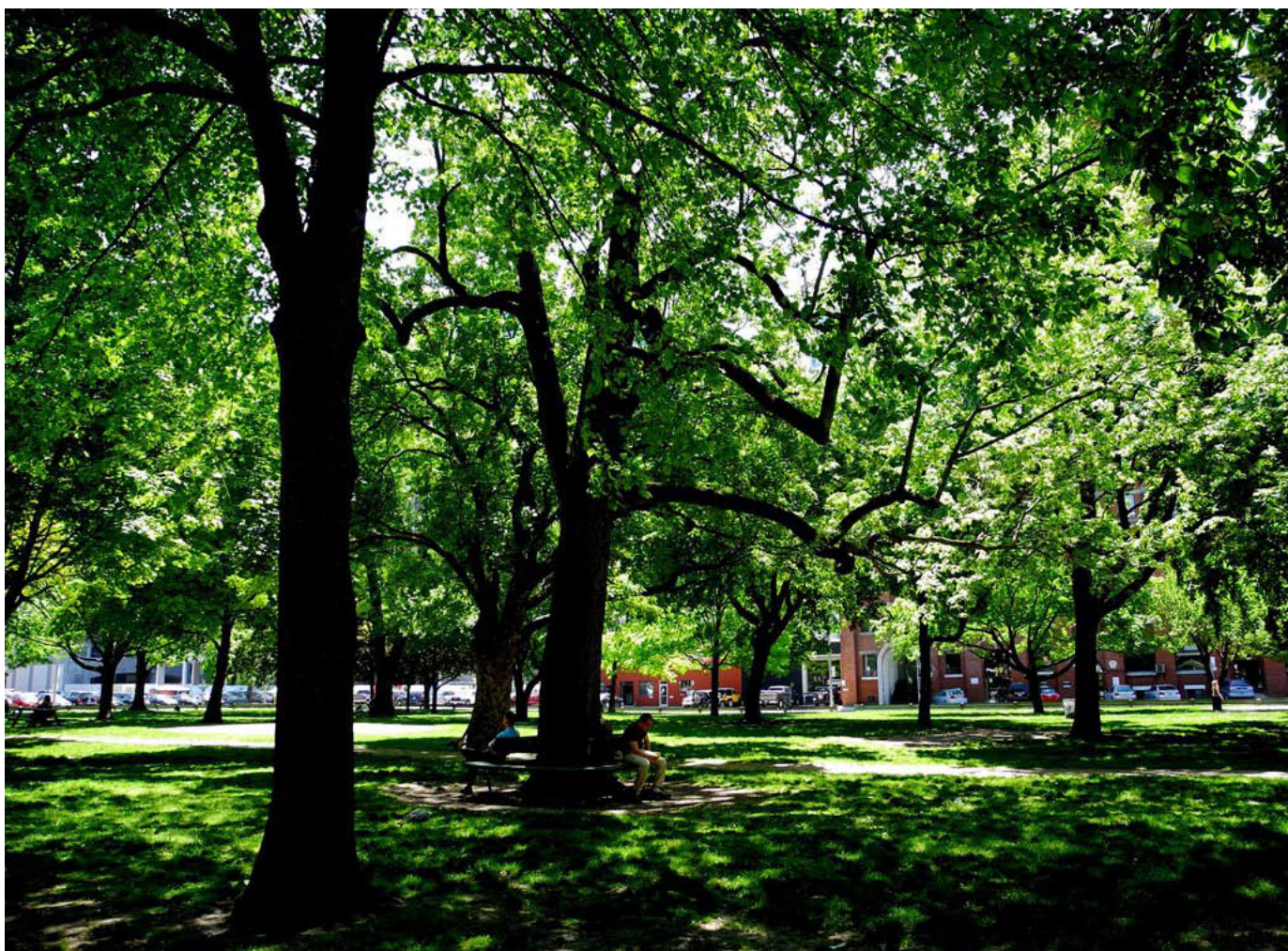
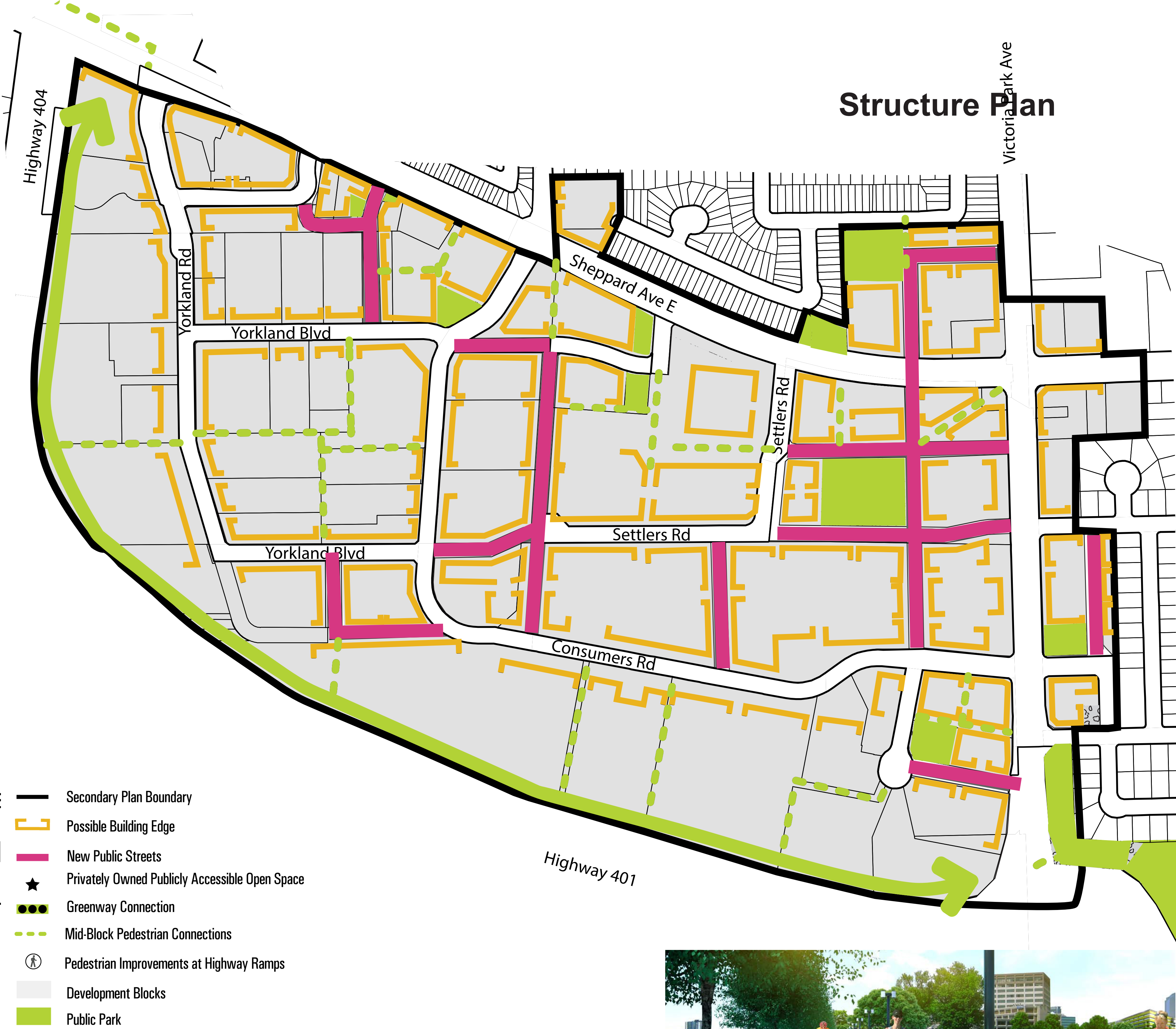
Highway Edge District:

Large development parcels with superb visibility from the adjacent highways present opportunities for additional development and investment complemented by substantial greenspace with landscaped setbacks and pedestrian connections to provide a greener character for the public realm in the Business Park.

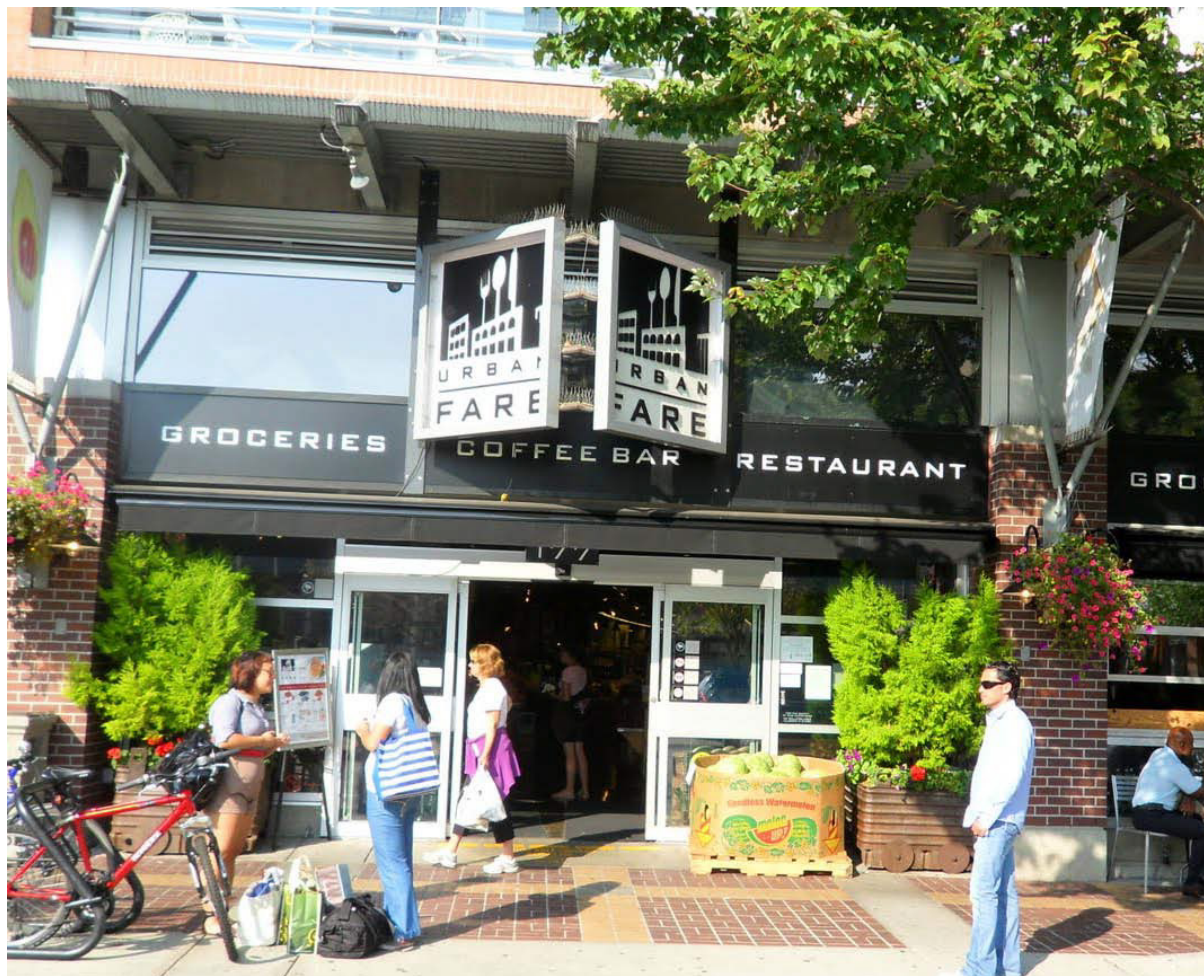
Policy Highlights

- A Structure Plan organizes the 99 hectare Secondary Plan area into a series of smaller geographies, called Districts and Nodes.
- Identifying these smaller geographies allows for focused public realm and built form strategies to be tailored to specific locations to enhance the employee, resident and visitor experience.
- The public realm will define the structure of the area and establish new public streets, public parks, pedestrian connections and privately owned, publicly accessible open spaces.
- The expansion of the public street network creates opportunities to better connect people in the area to destinations within and beyond the Business Park and provide suitably scaled blocks for redevelopment.

Public Realm



Public parks are required with redevelopment and intensification



Streetscape improvements and active uses will make for an attractive and vibrant public realm.



Mid-block pedestrian walkway landscaped to provide access through large development blocks.

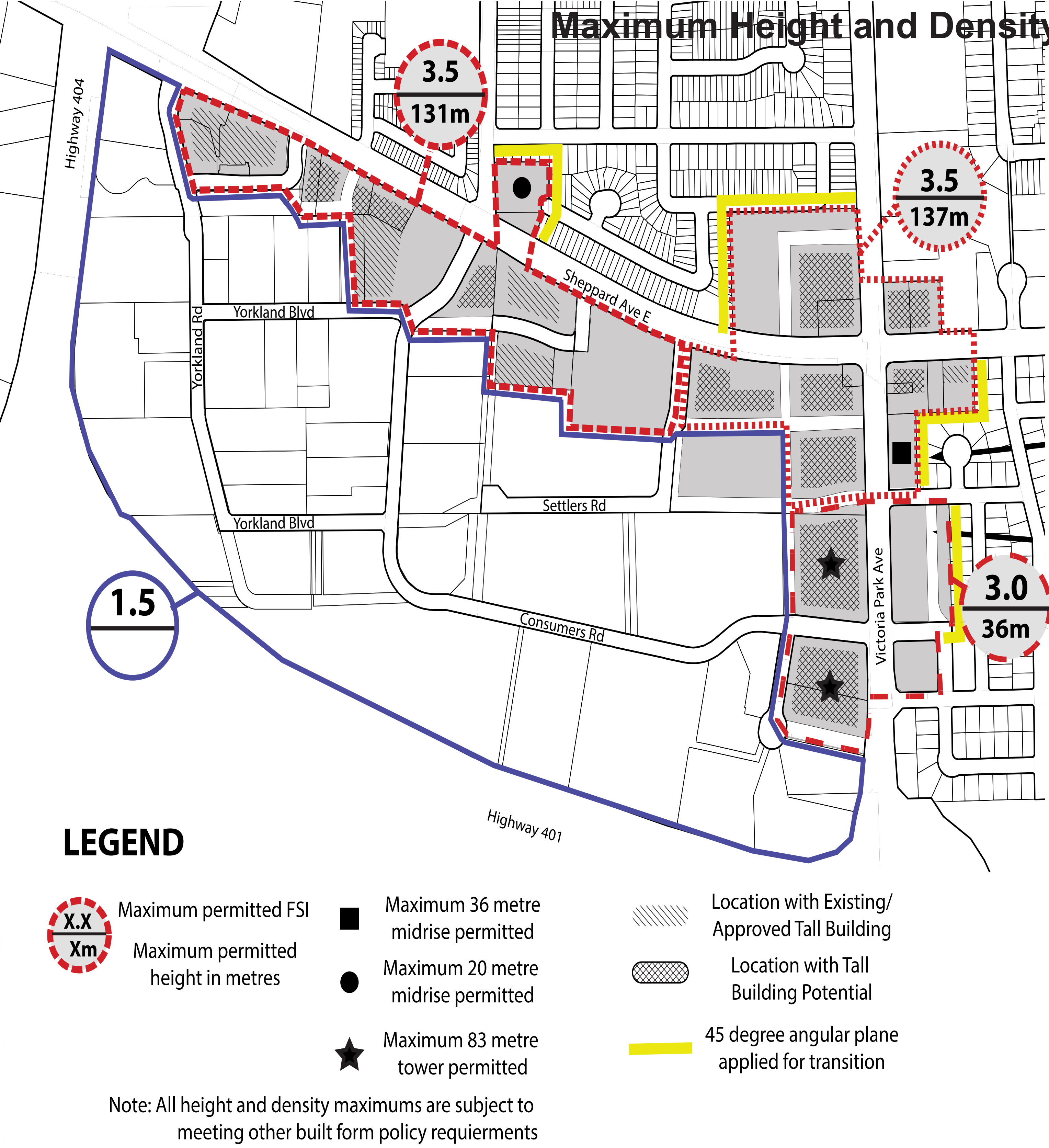


Artists rendering of the Greenway Connection adjacent to the highways within the required 14m setback.

Policy Highlights

- Development in Mixed Use Areas will be required to dedicate land or secure an off-site contribution of a new park as generally located on the structure plan.
- Privately-owned, publicly accessible open spaces will provide additional open spaces coordinated with adjacent active uses on the ground floor of buildings like restaurants, retail and community uses.
- New public streets will be accompanied by landscaped mid-block pedestrian connections secured through public access easements over large blocks to enhance the local pedestrian network.
- Pedestrian activity will be encouraged through widened sidewalks and landscape setbacks that will continue the green character of the area and support active non-residential uses on the ground floor of buildings.
- A multi-use Greenway Connection running through coordinated landscape treatments within the 14 metre setback required from Highway 404 and Highway 401.
- Public Art will be secured through the development approvals process to enhance the public realm and add distinction to the Secondary Plan area.

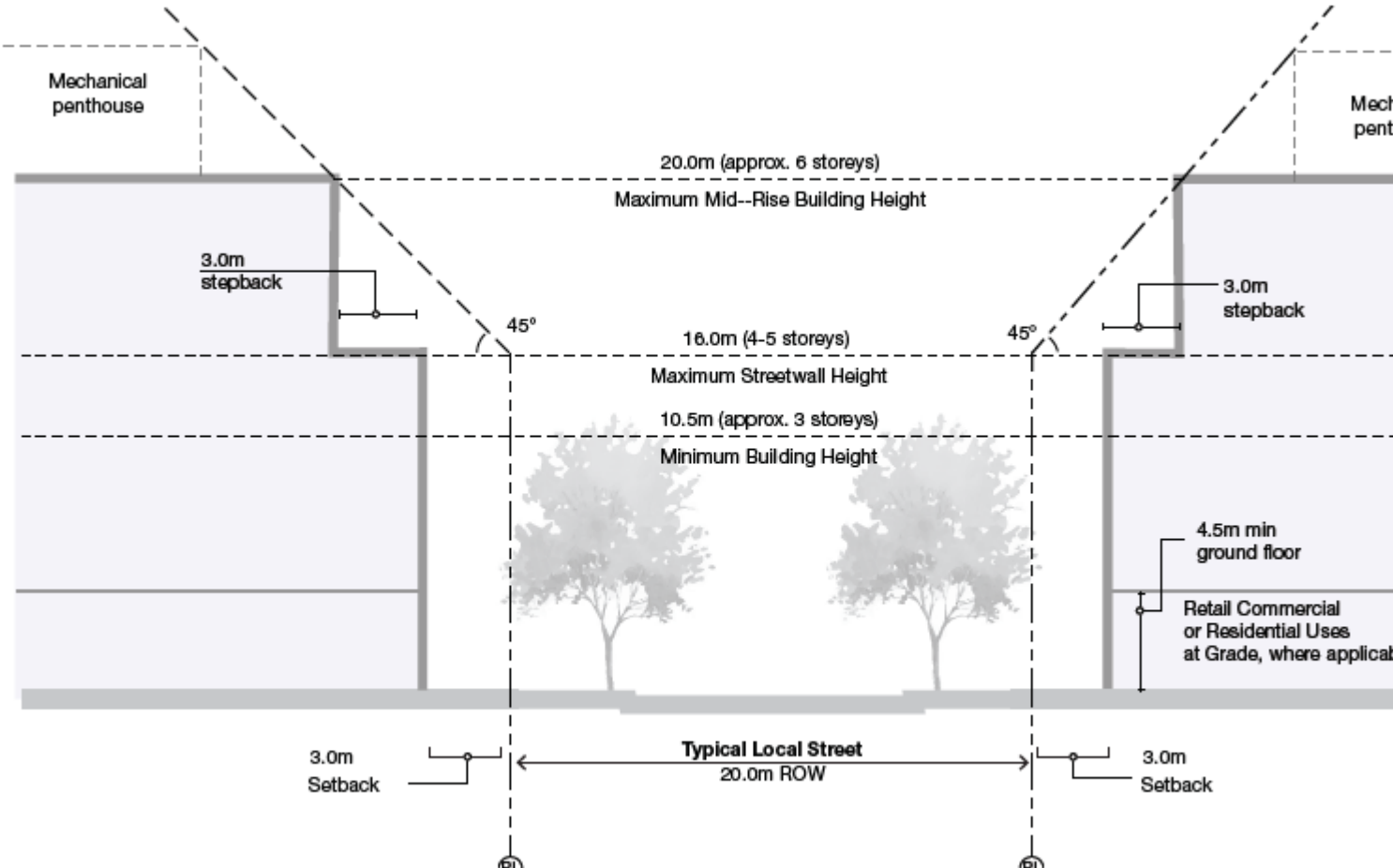
Built Form



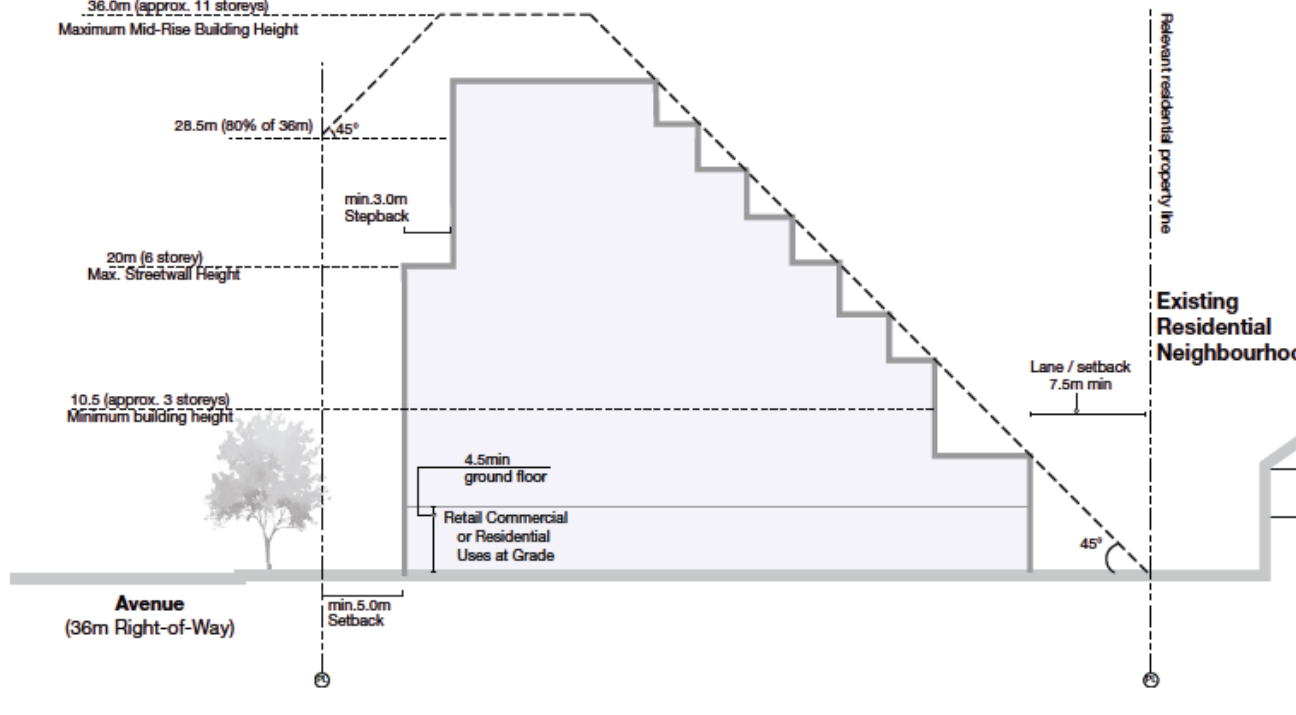
Policy Highlights

- The Built Form policy regime sets out context-specific policies to shape the anticipated intensification to establish a character for the area and ensure appropriate transition from the Secondary Plan area to its surroundings.
- Active ground floor uses and minimum setbacks are required to extend, enhance and support the public realm throughout the Secondary Plan area.
- Built form requirements for the employment uses in the Business Park are flexible to support the various building needs of existing and potential businesses.
- Minimum setbacks and landscape coverage will be required in the Business Park that will reinforce the green character of streets and enhance the pedestrian experience.

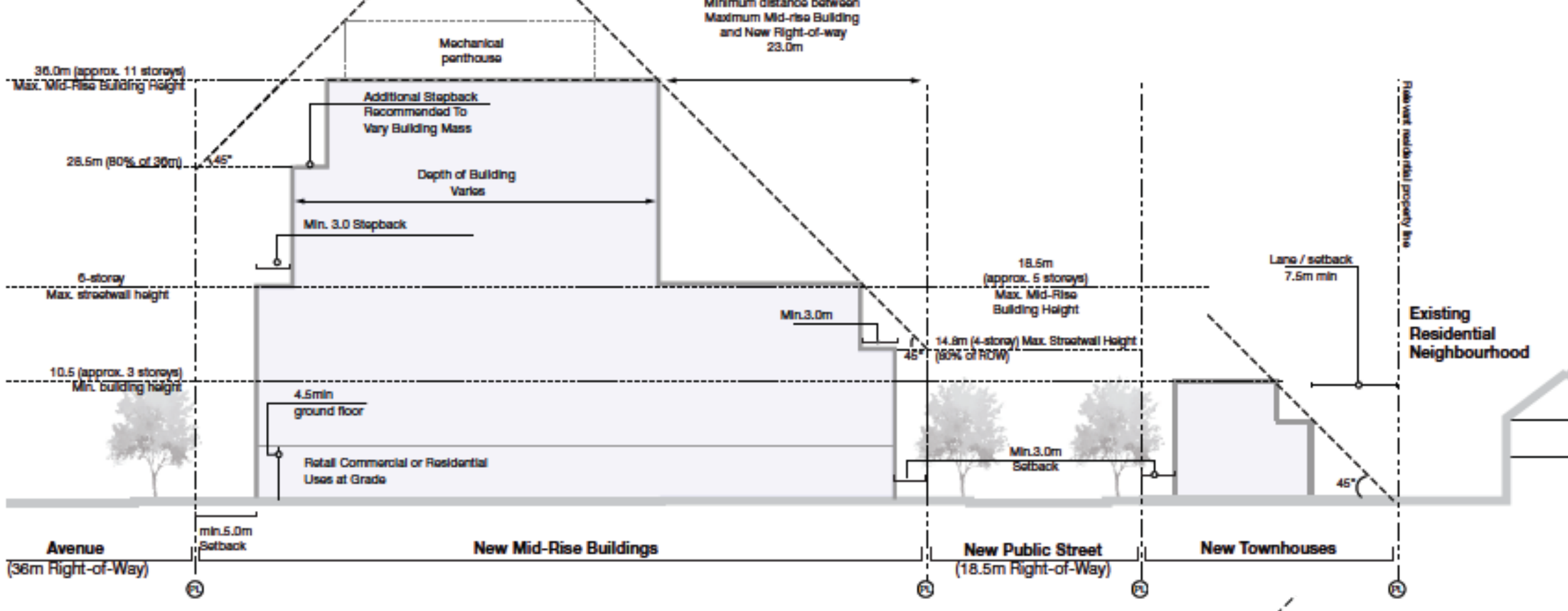
Angular plane controls applying to development sites on local streets throughout the Secondary Plan Area.



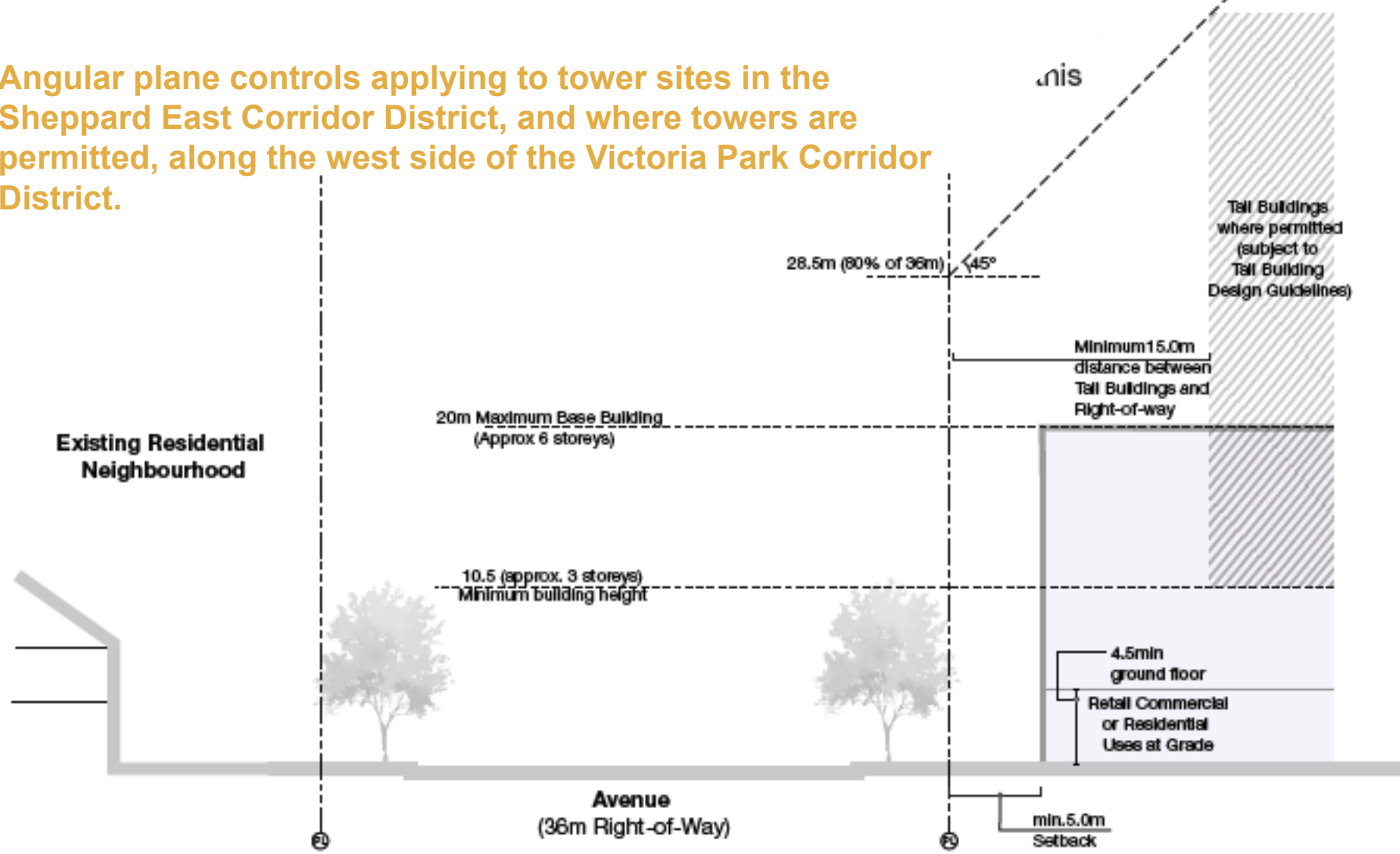
Angular plane controls applying to shallow sites on the East Side of Victoria Park Avenue in the Sheppard & Victoria Park Node.



Angular plane controls applying to deep sites on the East Side of Victoria Park Avenue. Similar angular plane control and setback would be required for lands in the Sheppard & Victoria Park Node for lands adjacent to Neighbourhoods



Angular plane controls applying to tower sites in the Sheppard East Corridor District, and where towers are permitted, along the west side of the Victoria Park Corridor District.

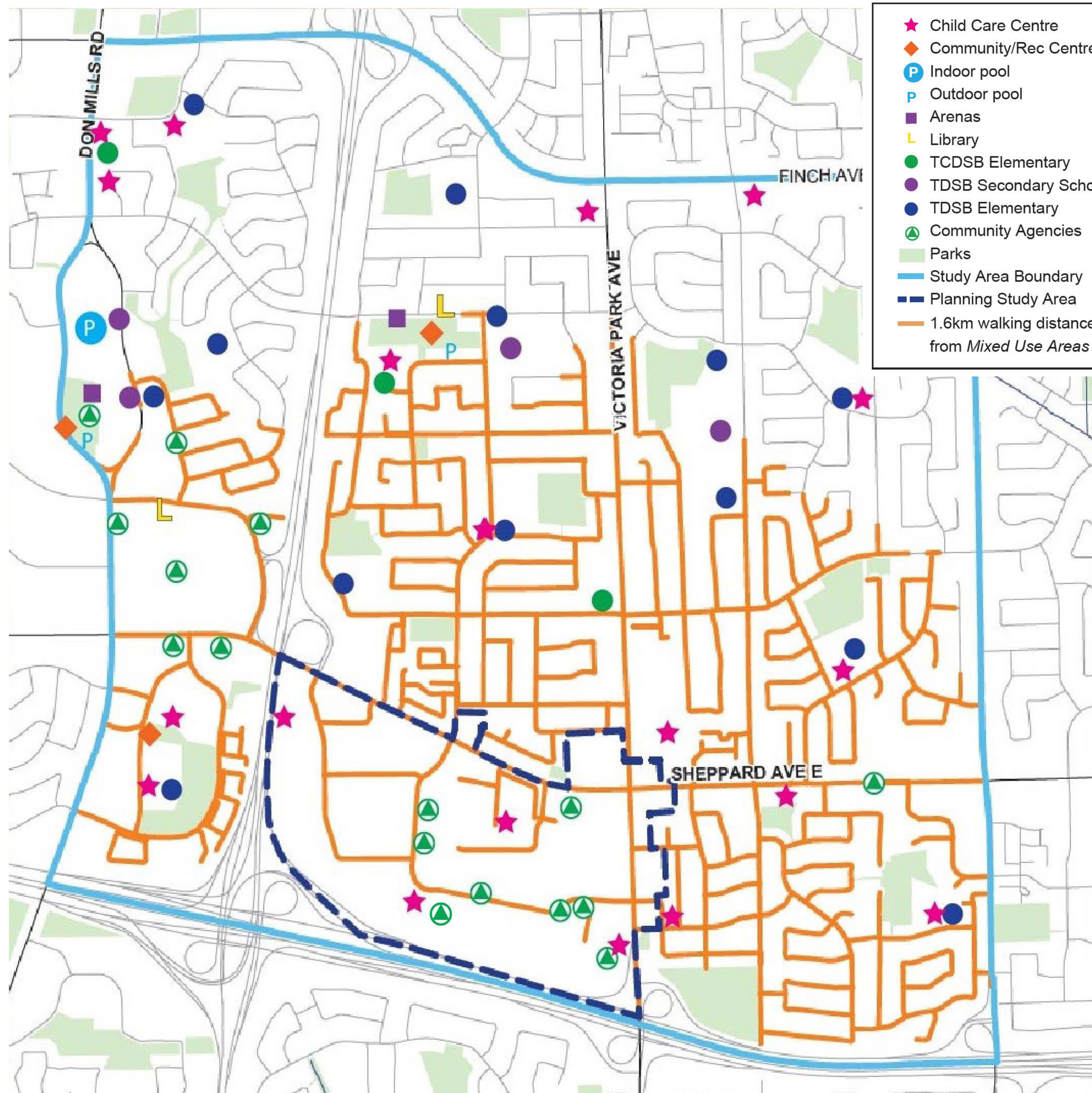


- Specific policy direction for *Mixed Use Areas* including:
 - Minimum 5 metre setbacks to extend the public realm and provide opportunity for seating areas, restaurant patios and tree planting
 - A maximum 6 storey streetwall for buildings along Sheppard Avenue East and Victoria Park Avenue.
 - Minimum step backs and angular plane control for towers located in the Sheppard East Corridor and certain sites in the Victoria Park Corridor.
 - Angular Plan requirements for all lands abutting low scale uses in Neighbourhoods.
 - Maximum heights and densities for all development in *Mixed Use Areas*.

Housing, Community and Green Infrastructure



Area Community Services and Facilities



Public gathering spaces are enlivened by co-locating community facilities and services adjacent to parks or open spaces.



Green roofs and on-site energy production.

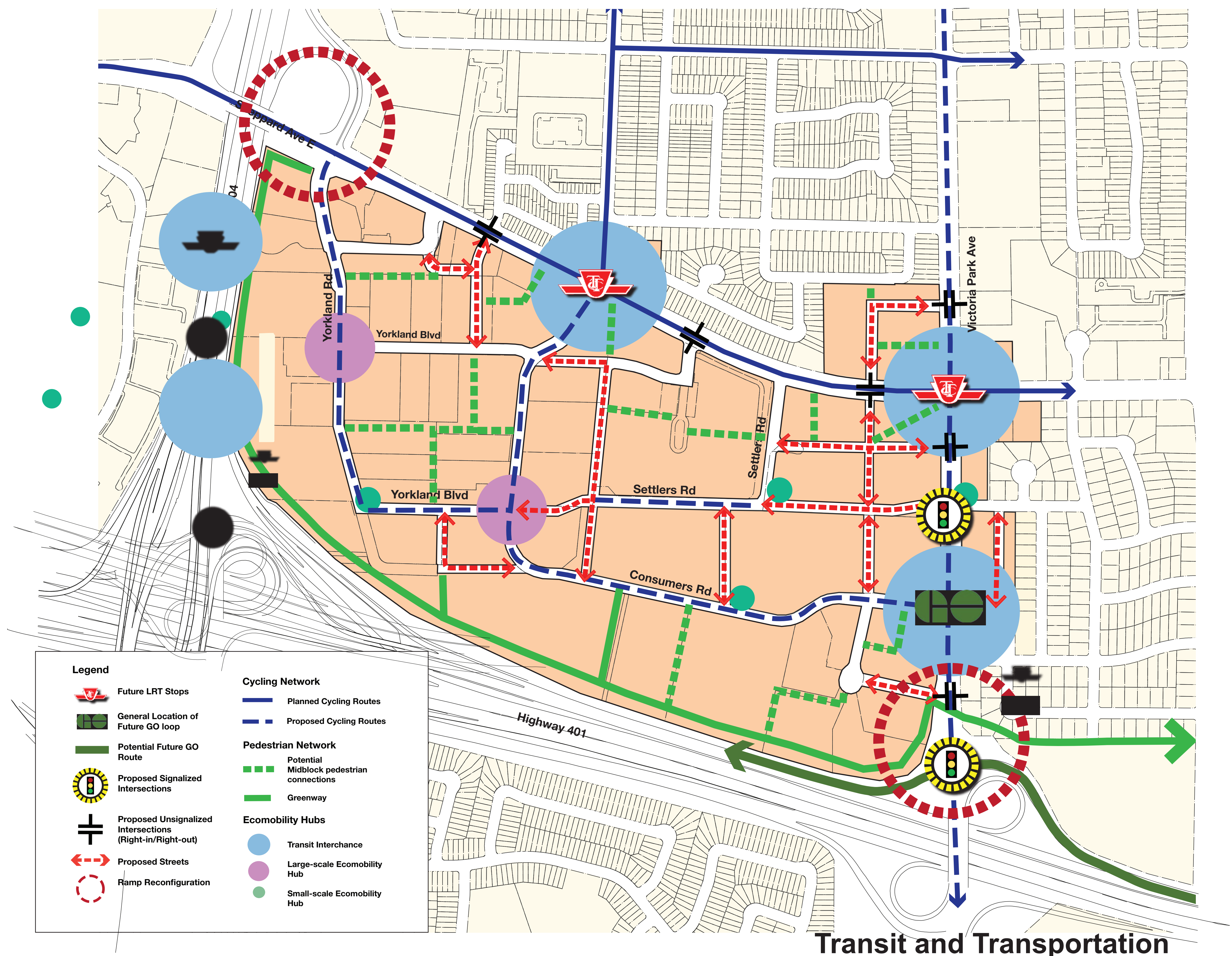


Stormwater management features to control water runoff within the public realm and mitigate localized flooding.

Policy Highlights

- A full range of housing in terms of term and tenure will be provided in the Mixed Use Areas to meet the needs of changing households over time, including a minimum of 30% of new units required to have 2 bedrooms and 20% of new units required to have three bedrooms.
- Affordable housing will be strongly encouraged in development to ensure the achievement of a complete and inclusive community.
- New not-for profit day care spaces provided with a preference for their inclusion in development within the Sheppard & Victoria and Sheppard & Consumers Nodes.
- Additional agency space in the Secondary Plan area as well as enhancements to existing facilities in the surrounding area.
- Development and streetscape improvements will integrate stormwater capture as informed by the City's Green Streets Technical Guidelines.
- New development will be strongly encouraged to achieve Tier 2 of the Toronto Green Standard, incorporating biodiversity, potential for on-site energy production and green roofs.

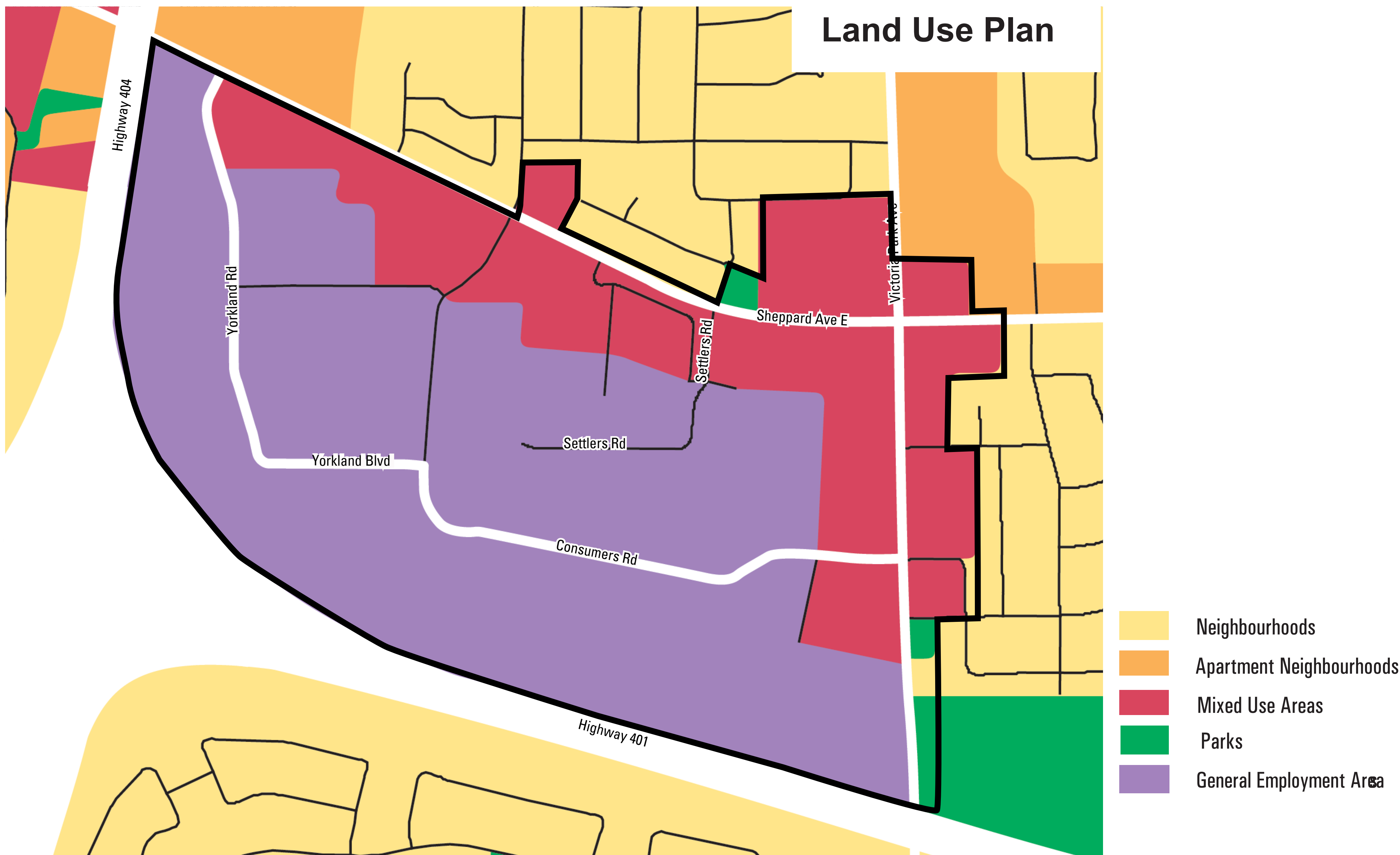
Mobility



Policy Highlights

- The transportation network in the Secondary Plan area will be enhanced to improve mobility by providing greater transportation choice, comfort and connectivity through implementation of the ConsumersNext Transportation Master Plan.
- New development will be reviewed against the availability of capacity within the transportation network.
- New public streets and mid-block connections will be secured to provide a fine grain of development blocks and a high level of pedestrian and cycling circulation through wide sidewalks and dedicated cycling lanes.
- Transit interchanges will integrate and encourage existing and planned regional transit service to the area.
- Increased convenient shuttle bus services to Agincourt GO Station, Oriole GO Station and potential GO Bus Loop will increase regional transit capacity in the area.
- Higher-order transit supported along Sheppard Avenue East with better walking and cycling connections and the potential for local ecomobility hubs to facilitate options for the first and last mile of transit trips.
- The City and landowners will work with the Ministry of Transportation to improve pedestrian and cycling connections through interchange reconfiguration at Highway 401 and Highway 404.

Land Use & Economic Development



Policy Highlights

- Development on existing office sites in Mixed Use Areas that include residential units will be required to increase the non-residential gross floor area on the site through redevelopment.
- Supports the creation of a business association and/or a potential Business Improvement Area for the Business Park to assist in beautification initiatives and advocacy on issues related to business interest in the area.
- Consumers Road Main Street provides amenity to the area, clustering “complementary” uses, potentially in stand-alone buildings if development criteria are met.
- Employment uses will be incentivized through public realm improvements, transportation enhancements and support through city programs to assist the revitalization and renewal of the existing office buildings in the Business Park.



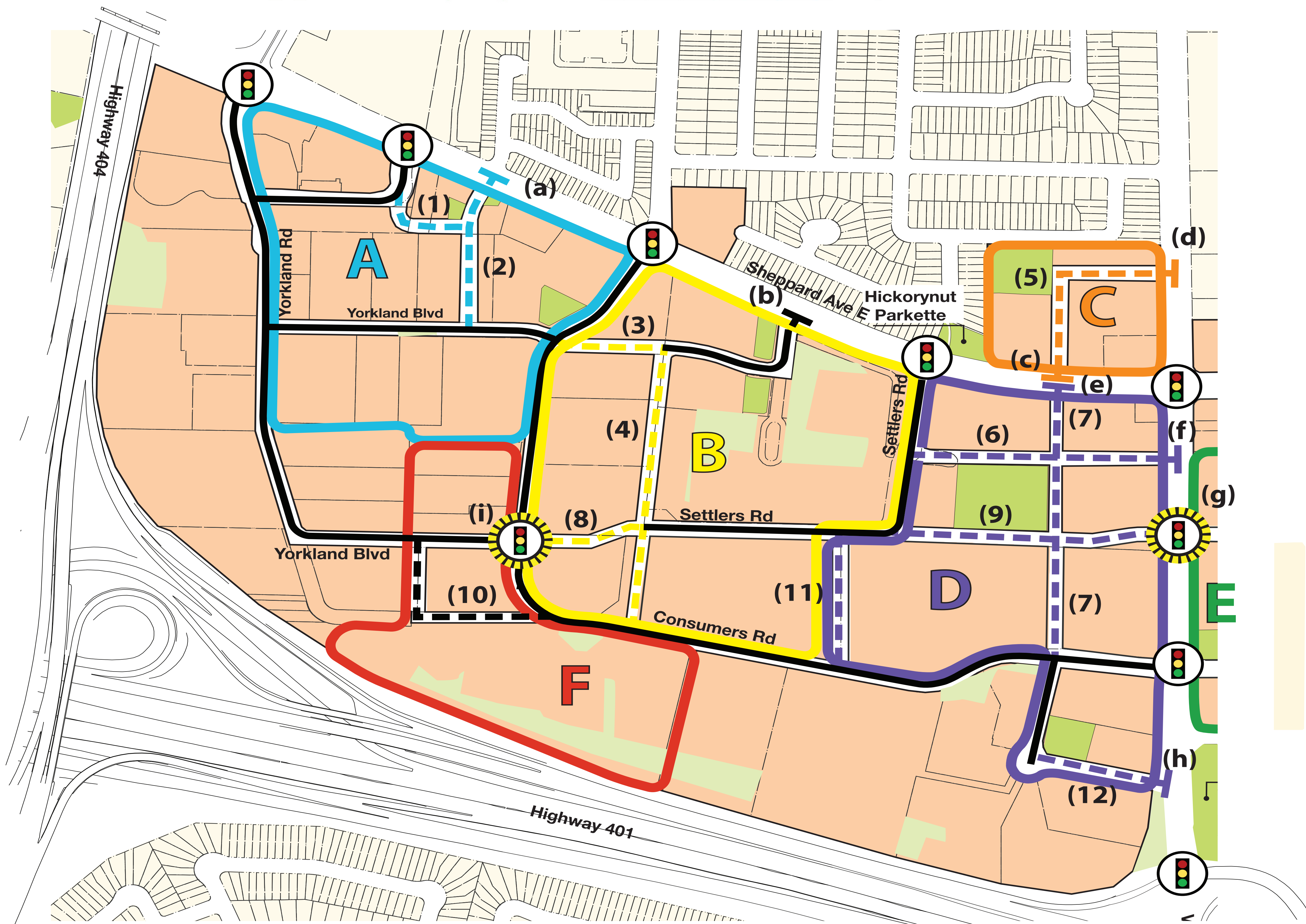
WHAT IS A BUSINESS ASSOCIATION?

Business associations are organizations that represent a group of businesses who have similar interests and concerns about the place they do business. Business associations can represent members in a defined geographic area, common industry or cultural group.



An artist's rendering of a publicly accessible, private open space adjacent to complementary restaurant and retail uses along the Consumers Road Main Street.

Implementation



Transportation Implementation Map

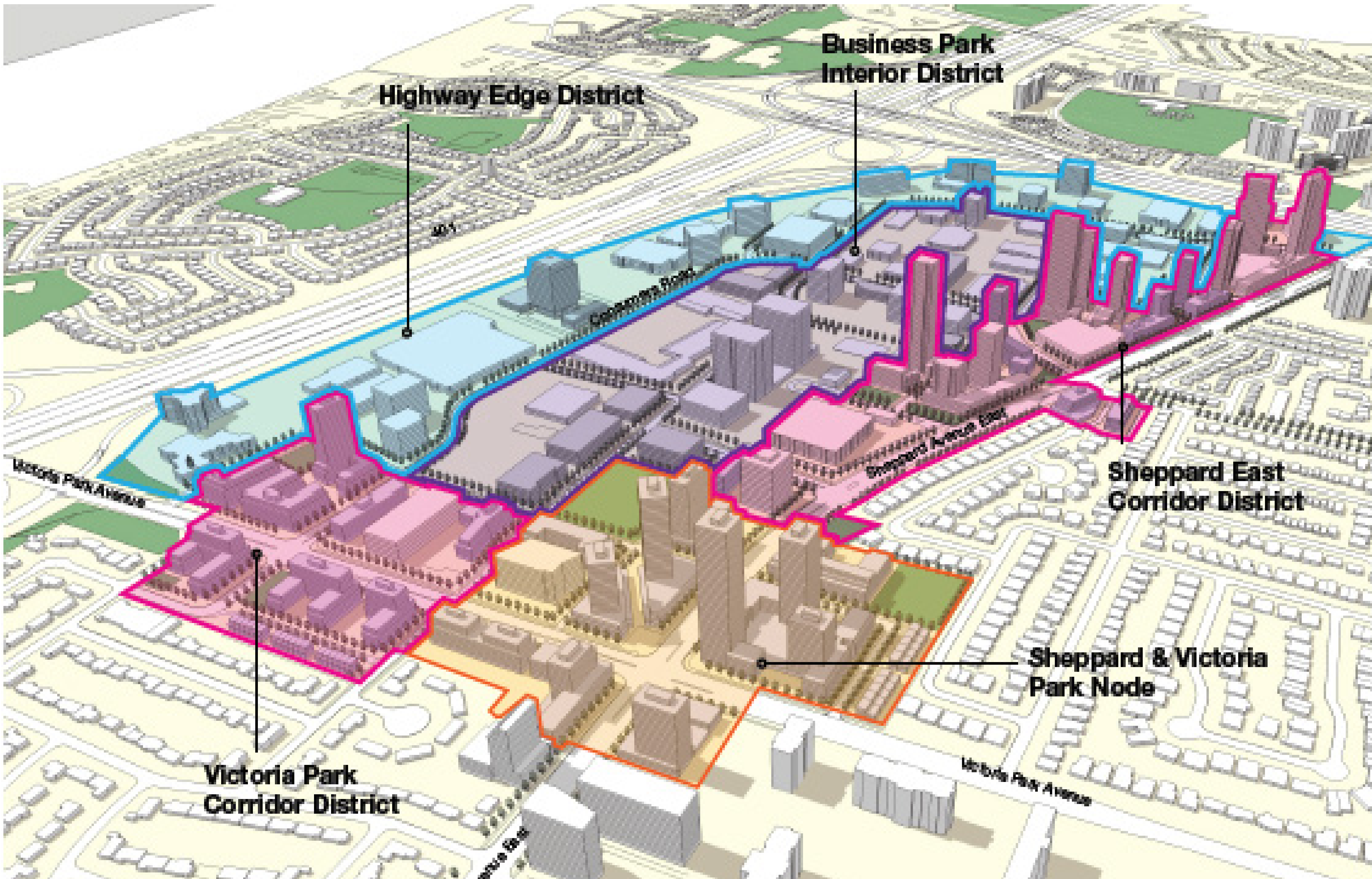
Policy Highlights

- The expansion of the street network and implementation of higher order transit infrastructure is required to create the capacity to support development.
- Development will be required to contribute to the required transportation network enhancement as identified for each development area on the transportation implementation map either through on-site construction or contribution to/construction of off-site improvement.
- In advance of off-site improvements, development proponents must demonstrate to the satisfaction of City Council that there is capacity in the network to support development which could include a contribution towards future infrastructure off-site if unavailable at the time of approval.

Area ID	Improvements Illustrated
A	<ul style="list-style-type: none">• Heron's Hill Way extension to Boneset Road connection (1)• Boneset Road connection (2)• Right-in Right-out Intersection (a)• A portion of Settlers Road extension (8) and (9) and a new signaled intersection.
B	<ul style="list-style-type: none">• Yorkland Blvd extension (3)• North-south road between #3 and Consumers Rd (4)• Right-in Right-out Intersection (b)• A portion of Settlers Road extension (8) and (9) and a new signaled intersection.• A portion of north-south road between existing Settlers Road and Consumers Road (11)
C	<ul style="list-style-type: none">• Interior local roadway (5)• Right-in Right-out Intersection (c)• Right-in Right-out Intersection (d)
D	<ul style="list-style-type: none">• East-west connection between Settlers Road and Victoria Park Avenue (6)• Hallcrown Place extension north to Sheppard (7)• Hallcrown Place extension east to Victoria Park (12)• Right-in Right-out Intersection (e)• Right-in Right-out Intersection (f)• Right-in Right-out Intersection (h)• A portion of Settlers Road extension (8) and (9) and new signaled intersection at Esquire / Victoria Park (g) and Consumers / Yorkland (i)• A portion of north-south road between existing Settlers Road and Consumers Road (11)
E	<ul style="list-style-type: none">• Internal access roadway (13)• A portion of new signaled intersection at Esquire / Victoria Park (g)
F	<ul style="list-style-type: none">• Internal access roadway (10)

- The links required to extend Settlers Road to intersect with Consumers Road and Victoria Park Avenue will be included as an amendment to Map 3 (Major Streets) of the Official Plan. All other links will be added to Schedule 2 of the Official Plan (Planned & Unbuilt Roads)

Implementation



A Demonstration Plan of the Secondary Plan Area illustrating how the area could develop over the next 20 years.



Policy Highlights

- Urban Design Master Plans will be required for large sites illustrating how proposals will implement the policies of the Secondary Plan and will be adopted by Council to inform adjacent properties and/or further development application for the sites under review.
- City Council may use provisions in Holding By-laws to ensure development does not out pace the required transportation network improvements, parkland dedication, community infrastructure, and replacement of office uses are provided.
- All additional residential floor area will be subject to contributions secured through Section 37 of the *Planning Act*, but non-residential replacement will not be subject to these provisions.

WHAT IS A HOLDING BY-LAW?

A Holding By-law is a Zoning By-law with an “H” symbol that restricts future development until conditions for removal of the “H” are met. These conditions could include implementation of required infrastructure, community services or others as identified in the Secondary Plan. Development proponents must apply to City Council to remove the “H” symbol, and provide the City with the necessary information to determine whether conditions have been met to remove the “H” and authorize development.

planning for people and business at sheppard and victoria park

consumersnext

THANK YOU

FOR YOUR PARTICIPATION AND FEEDBACK



Have additional feedback? Contact:

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WHAT'S NEXT?

Staff will present a Secondary Plan and an implementing Zoning By-law for the *Employment Areas* for consideration by Planning and Growth Management Committee in 2018.

Statutory notice will be mailed in advance of the meeting, so please ensure you have signed into tonight's meeting to receive your notice and stay informed.