

SHERWAY AREA SECONDARY PLAN

DRAFT FOR CONSULTATION

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1 Interpretation

- 1.1 The policies of the Sherway Area Secondary Plan (the "Plan") apply to the area shown on Map XX-1.
- 1.2 The boundaries of the land use designations are shown on Map XX-5 and are approximate. Where the general intent of the Toronto Official Plan, including this Plan, is maintained, minor adjustments to such boundaries will not require amendment to this Plan.
- 1.3 The shaded text in Sections 1 to 12 contains the policies of this Plan. Unshaded text within this Plan is provided to give context and background and assist in understanding the intent of the policies but is not policy.

2 Vision and Guiding Principles

Vision for the Sherway Area

The Sherway Area has experienced several stages in its evolution, from agricultural lands, to lands developed with primarily institutional and industrial uses in the 1950s, through its emergence as a car-oriented, regional retail destination. The Sherway Area will see increased residential and commercial growth coordinated with infrastructure, amenities and services to support a new, complete community at a local scale.

Investment in the Sherway Area will provide opportunities to create new streets, parks and open spaces, community facilities and municipal servicing to ensure safe, active, healthy and vibrant neighbourhoods where people will live, work, and undertake activities of daily life. Over time, the Sherway Area will emerge as an urbanized node for southwest Toronto, subordinate to the Etobicoke Centre.

The Sherway Area Secondary Plan establishes a clear pattern of development blocks enriched by a system of public streets, parks and open spaces that are scaled to encourage pedestrian activity and movement. Development will occur incrementally, ensuring the ongoing functionality and economic sustainability of the area while considering its longer-term growth potential.

Guiding Principles

2.1 Development in the Sherway Area will be informed by the following guiding principles to collectively advance the Vision.

2.2 Promote a Balanced Mix of Land Uses

2.2.1 The Sherway Area will shift to a more broadly balanced mix of land uses, to ensure the creation of a complete community.

2.2.2 Development will be designed and constructed to mitigate adverse effects from nearby *Employment Areas* and transportation infrastructure.

2.2.3 Residential development will be introduced incrementally in appropriate locations, subject to compatibility and mitigation as required, to recognize and respond to existing and planned conditions.

2.3 Create a Green and Cohesive Environment

2.3.1 New buildings will establish a cohesive, urban appearance, oriented toward street edges to provide a comfortable pedestrian realm.

2.3.2 The Sherway Area will emerge as a green, safe and attractive place consisting of public streets, parks, promenades, streetscape improvements and Privately Owned Publicly-Accessible Spaces that create a connected system and support a range of local social and recreation activities.

2.3.3 Access to natural areas will be incorporated as part of the green and open space networks while preserving, restoring and enhancing their health and environmental integrity, including supporting and enhancing bio-diversity and the ecological functions of these areas.

2.4 Support Community Vitality and Mobility

- 2.4.1 Development will support community-oriented activity and provide a diverse economic base for the area.
- 2.4.2 Safe and convenient movement through the area and beyond will be enhanced by providing improved opportunities for walking, cycling and public transit use, addressing traffic and congestion issues, and creating new public streets and connections as redevelopment occurs.
- 2.4.3 Residential development in the area will be coordinated with the provision of new and/or enhanced community services and facilities.
- 2.4.4 Sufficient water and sewage services, together with the integration of green infrastructure will be secured to accommodate new development and to ensure that storm water is managed in a sustainable way.

3 Structure

The Sherway Area covers a considerable land area of over 100 hectares. As new development introduces a growing residential and employment population, there are opportunities to improve the circulation, functionality and livability of the Sherway Area. Establishing a structure for the planned Sherway Area defines its intended character, and prioritize investment in the public realm and necessary infrastructure.

- 3.1 The framework for the planning and long-term development of the Sherway Area is illustrated in Map XX-2 – Structure Plan.
- 3.2 The Structure Plan provides for new streets and development blocks; the creation of parks, trails and open spaces for the benefit of all users; and establishes a network of connections to enhance mobility options.
- 3.3 The Etobicoke Creek ravine system and hydro corridors are structuring elements for the Sherway Area. The Structure Plan builds on these elements to establish an enhanced green network of parks, trails open spaces, streets and landscape treatments.
- 3.4 A new local street network, as shown in Map XX-3, will break up the existing large land parcels in the Sherway Area to increase permeability for public circulation, and encourage a scale of redevelopment that can accommodate a wide range of uses and built form.
- 3.5 Additional new streets and connections may be identified through the creation of Precinct Plans and/or the development review process, at the earliest possible point in the process.

4 Parks, Open Spaces and the Public Realm

Ongoing development within the Sherway Area presents opportunities to provide significant green space, recreational amenity and connections to the adjacent natural areas. The parks and open space system for the Sherway Area will form a network that includes a variety of elements allowing for a range of uses and activities, including active and passive recreation and community gathering.

General

- 4.1 The Sherway Area will be transformed through the Greening Strategy illustrated in Map XX-4, which identifies the general location of key elements of the parks and open space network including: parks in a range of types and sizes to accommodate a variety of programming and activity; Privately Owned Publicly-Accessible Spaces; natural areas; trails; landscaped entrances and street tree planting.

Parks and Open Spaces

- 4.2 Parkland dedication will achieve parks that can accommodate a range of programs and have a functional size, shape and appropriate frontage as determined by the City.
- 4.3 Additional parks and open spaces may be added to the network illustrated on Map XX-4 as opportunities arise.
- 4.4 As part of any development, parkland provision will be required in the following order of priority:
- 4.4.1 on-site;
 - 4.4.2 off-site;
 - 4.4.3 cash-in-lieu.
- 4.5 In addition to any required parkland dedications, within each of the Precincts described in Section 10 of this Plan, 10 per cent of the gross land area will be open space, which may include Privately Owned Publicly-Accessible Spaces and outdoor amenity areas at grade level, but excluding streets and driveways.
- 4.6 Natural areas, public uses within utility corridors and Privately Owned Publicly-Accessible Spaces shall not be used to satisfy parkland dedication requirements.
- 4.7 As development proceeds over time, parkland dedication is encouraged to be consolidated to provide for significant parks within the precincts as described in Section 10 of this Plan. Where appropriate, and to the City's satisfaction, parkland provided through dedication requirements may be located at a mutual property line, to facilitate its eventual expansion to other parcels.
- 4.8 Privately Owned Publicly-Accessible Spaces (POPS) are encouraged at the ground level of development to supplement the parks and open space network; increase the variety of public spaces with a range of uses and amenities for the enjoyment of all users; and provide transitions between buildings and the public realm. Privately Owned Publicly-Accessible Spaces may include, but are not limited to:

- 4.8.1 Urban Plazas – having a predominantly hardscape character, generally located at key nodes with more intensive pedestrian and retail activity;
 - 4.8.2 Courtyards – framed by the built edges of development but openly visible and accessible to the public; and
 - 4.8.3 Mid-block Pedestrian Connections – allowing non-vehicular passage between or through buildings that is spacious, well-lit and safe, to further reduce walking distances to streets.
- 4.9 Privately Owned Publicly-Accessible Spaces provided through development will:
- 4.9.1 be publicly accessible for as long as possible throughout each day of the year;
 - 4.9.2 be designed for a variety of ages and abilities;
 - 4.9.3 be sited in highly visible locations with street frontage and designed to serve the local population;
 - 4.9.4 be sited and designed to be seamlessly integrated and connected into the broader public realm;
 - 4.9.5 include new trees, seating, street furniture, public art, signage, landscaping and integration of storm water capture where possible; and
 - 4.9.6 be designed in accordance with the City's Urban Design Guidelines for Privately Owned Publicly-Accessible Spaces.

Public Realm Network and Streetscaping

- 4.10 New and existing streets will include generous streetscaping and street tree planting, ensuring adequate soil volume to grow trees to maturity on both sides of the street, to create green linkages connecting the open space network.
- 4.11 Landscaped pathways and mid-block connections will be encouraged in new development to contribute to the public realm network.
- 4.12 Landscaped Points of Entry, characterized by tree planting, generous landscape beds, seating and public art, will be utilized to identify the main entry points into the Sherway Area, generally as shown on Map XX-4.
- 4.13 Opportunities to expand and naturalize the public realm and trail network through *Utility Corridors* will be pursued. Vehicular parking within *Utility Corridors* will be limited and will not preclude the potential creation of multi-use trails.
- 4.14 Public art will be located in prominent, publicly accessible locations including landscaped entrances, parks, Privately Owned Publicly-Accessible Spaces and near major building entrances, to enhance placemaking and wayfinding in the Sherway Area.

- 4.15 Development will provide active and animated street frontages incorporating a variety of grade-related uses that encourage pedestrian comfort and movement throughout the Sherway Area.

Natural Areas

- 4.16 Existing natural areas will be incorporated into the parks and open space network in a manner which provides for appropriate public access and use while protecting, restoring and enhancing their health and environmental integrity, including supporting and enhancing biodiversity and the ecological functions of these areas.
- 4.17 New trail connections and sightlines into the Etobicoke Creek valley will integrate the ravine with the community and provide for the protection and enhancement of the natural areas.
- 4.18 Development will be appropriately set back from the Etobicoke Creek ravine in accordance with the City of Toronto Official Plan, Ravine and Natural Feature Protection By-law and the policies of the Toronto and Region Conservation Authority's Valley and Stream Corridor Management Program, whereby greater setbacks may be required to ensure these areas are protected for the long term.

5 Land Use

The Plan provides a framework for a range of compatible uses, balanced to achieve a dynamic place to live, work, shop and play at a local level. New residential development will be integrated with commercial, employment, institutional and recreational uses that provide amenity, services and jobs, adding vibrancy to the neighbourhood. Regional shopping destinations will be complemented with locally-oriented retail located in the base buildings of new mixed use development, which will be designed to promote pedestrian movement, animate the street frontage and provide 'eyes on the street' over public spaces.

The Sherway Area will include a variety of land use designations, including *Mixed Use Areas*, *Core Employment Areas*, *General Employment Areas*, *Institutional Areas*, *Utility Corridors* and *Parks and Open Space Areas*. While additional residential redevelopment is anticipated, continued development of employment uses, including office uses and denser forms of compatible light industrial work spaces will be encouraged to balance the land use mix in the Sherway Area. Special care will be paid to the transitions between uses to ensure compatibility and/or mitigation of impacts, within the Sherway Area, lands adjacent to the Sherway Area and lands adjacent to Highway 427 and the Queen Elizabeth Way.

General

- 5.1 Land use designations in the Sherway Area Secondary Plan are shown on Map XX-5. The land use policies and development criteria of the Official Plan continue to apply. The following policies also apply and in the case of conflict, the policies in this Secondary Plan will prevail.

Mixed Use Areas 'A' – Residential

- 5.2 *Mixed Use Areas 'A' - Residential* are primarily residential areas where new neighbourhoods will be focused. A limited range of uses, including residential, institutional, parks and open spaces, small-scale retail and office uses are encouraged that will serve the local community and contribute to the vibrancy of the public realm.
- 5.3 *Mixed Use Areas 'A' – Residential* will predominantly consist of mid-rise buildings, with tall buildings permitted in preferred locations generally identified on Map XX-7.
- 5.4 Grade-related retail and service uses that meet the needs of local residents are permitted in the base of buildings.
- 5.5 Residential uses are permitted to a maximum floor space index of 2.5 times the gross site area.
- 5.6 Retail and service commercial uses are permitted to a maximum floor space index of 0.2 times the gross site area.

Mixed Use Areas 'B' – Office Commercial

- 5.7 *Mixed Use Areas 'B' – Office Commercial* are primarily office-commercial lands in proximity to Highway 427 and the Queen Elizabeth Way that will serve as a land use buffer and separation between the highways and the rest of the Sherway Area. Permitted uses include office, commercial, institutional, retail, service, cultural and entertainment uses, as well as parks and open spaces.
- 5.8 *Mixed Use Areas 'B' – Office Commercial* will predominantly consist of low- to mid-rise buildings.

- 5.9 Residential uses are not permitted in *Mixed Use Areas 'B'*.
- 5.10 Residential and other sensitive land uses, including child care centres, senior facilities, places of worship and educational uses, are not permitted in *Mixed Use Areas 'B' – Office Commercial*.
- 5.11 Office and commercial uses are permitted to a maximum floor space index of 1.5 times the gross site area.
- 5.12 Retail and service commercial uses are permitted to a maximum floor space index of 0.2 times the gross site area.

Mixed Use Areas 'C' – Retail

- 5.13 *Mixed Use Areas 'C' - Retail* are lands with an existing or emerging concentration of retail uses, where expansion or intensification of retail, service and commercial uses will continue over time.
- 5.14 *Mixed Use Areas 'C' – Retail* will predominantly consist of low-rise buildings.
- 5.15 Residential uses are not permitted in *Mixed Use Areas 'C'*.
- 5.16 Retail uses are permitted to a maximum floor space index of 0.5 times the gross site area.
- 5.17 Notwithstanding Policy 5.4.4, on the lands designated *Mixed Use Areas 'C'* known as the Sherway Gardens shopping centre, retail uses are permitted to a maximum floor space index of 0.8 times the gross site area of the lands so designated.

Core Employment Areas

- 5.18 Office and commercial uses are permitted to a maximum floor space index of 1.5 times the gross site area.

General Employment Areas

- 5.19 Office and commercial uses are permitted to a maximum floor space index of 1.5 times the gross site area.
- 5.20 Retail and service commercial uses are permitted to a maximum floor space index of 0.5 times the gross site area.

Institutional Areas

- 5.21 Institutional uses are permitted to a maximum floor space index of 1.25 times the gross site area.

6 Development Capacity

The Sherway Area is currently not served by higher-order transit, and has significant barriers including the Canadian Pacific rail corridor, Gardiner Expressway, Queen Elizabeth Way and Etobicoke Creek limiting entry points from the surrounding area. At the same time, the introduction of a wider range of uses to the area provides opportunities to create a complete and balanced community. To ensure that development is appropriately balanced, distributed, and served by transportation and servicing infrastructure, development capacity will be regulated on an overall basis as well as within each precinct of the Sherway Area.

Maximum Gross Floor Areas

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| 6.1 | Development within the Sherway Area as a whole will not exceed the following maximum gross floor areas: |
| 6.1.1 | residential uses – 550,000 square metres |
| 6.1.2 | office uses – 225,000 square metres |
| 6.1.3 | retail uses – 250,000 square metres |
| 6.2 | To achieve the long-term goal of a balanced and sustainable mixed-use community throughout the Sherway Area, the distribution of these development limits will be informed by: |
| 6.2.1 | the land use designations illustrated on Map XX-5; |
| 6.2.2 | the gross site area densities applicable to each land use designation listed in Section 5; and |
| 6.2.3 | the built form policies outlined in Section 7 of this Plan. |
| 6.3 | Minor increases to these limits, up to five per cent, may be considered without amendment to this Plan where it can be demonstrated that development will proceed in accordance with the guiding principles and policies of this Plan. |
| 6.4 | Development that would result in exceeding any of the overall limits listed in Policy 6.1 will not be permitted until the City has undertaken a full review of this Plan that examines appropriate land use, transportation, transit and servicing capacity, community services and facilities, air quality and other matters in the public interest. |

7 Built Form

The Sherway Area will evolve into an urbanized mixed-use community. To help achieve this vision for the area, buildings will be appropriately scaled and massed, with a fine grain of entrances, and built form edges sited toward the street to support a comfortable pedestrian environment.

The Built Form and Public Realm Policies of the Official Plan continue to apply in addition to the policies of this Plan.

General

- 7.1 Development will be sited toward new and existing streets to collectively provide a consistent and contiguous street edge, giving a strong architectural presence and sense of enclosure for the comfort of pedestrians in the public realm, with appropriate setbacks to allow for street tree planting, pedestrian clearways and furnishing zones.
- 7.2 Development will contribute to the establishment of a fine-grained pattern of narrow building frontages and multiple entrances. Buildings fronting all streets will be encouraged to include street-related retail, service and other pedestrian-oriented uses at grade level.
- 7.3 Larger retail units located in the bases of new buildings can achieve the objective of Policy 7.2 by:
 - 7.3.1 locating larger retail units on the second level, with appropriately scaled and visible lobby areas;
 - 7.3.2 wrapping larger retail units with smaller retail units along the building frontages;
 - 7.3.3 designing retail units to include multiple entrances; and
 - 7.3.4 providing appropriate glazing on storefronts, ensuring direct access to entrances from the public sidewalk and keeping views into and out of the retail unit open and clear.

Building Setbacks, Stepbacks and Height

- 7.4 Development will be required to set back from street-facing property lines to ensure a generous public realm at grade; to provide an appropriate building scale relative to the street; to support pedestrian, cycling and retail activity; and to respond to distance requirements from transportation and utility corridors, as applicable. Required minimum setbacks for development along all new and existing streets are indicated on Map XX-6.
- 7.5 Development that includes tall building elements may be required to provide greater setbacks on new and existing streets.
- 7.6 Notwithstanding any setbacks indicated on Map XX-6, development will be set back a minimum of 5.0 metres from any public park or open space area.

- 7.7 Development will include minimum and maximum streetwall heights to ensure a comfortable and consistent built edge to new and existing streets. Map XX-7 establishes a range of minimum and maximum streetwall heights to provide flexibility in building design, massing and built form transition. The conceptual areas denoted on Map XX-7 are not intended to represent potential building envelopes.
- 7.8 Above the streetwall heights shown on Map XX-7, the following minimum building stepbacks are required:
- 7.8.1 4.5 metres facing The Queensway;
 - 7.8.2 3.0 metres on all other streets; and
 - 7.8.3 4.5 metres for any tall building.
- 7.9 Buildings will have heights no greater than the width of the right-of-way onto which they front.
- 7.10 Notwithstanding Policy 7.9, some tall buildings are permitted in the Sherway Area. The preferred locations for tall buildings are generally shown on Map XX-7, indicating key intersections and locations where development activity is intended to be focused. Any proposed tall building must demonstrate that it meets the policies of the Official Plan, including this Plan, to the satisfaction of the City.
- 7.11 The base building height of a tall building cannot exceed the maximum streetwall height as shown on Map XX-7, to ensure appropriate differentiation between the base building and the tower.
- 7.12 Tall buildings will be designed to minimize shadows casts on public spaces, parks, natural heritage areas, Privately Owned Publicly-Accessible Spaces and outdoor amenity areas within and in the vicinity of the Sherway Area.

8 Building a Complete Community

A complete community includes the services, facilities and amenities such as parks, child care centres, recreational facilities and libraries that are required to support a neighbourhood and ensure its livability. Development will contribute toward the provision of new and enhanced facilities to serve the growing residential and employment population.

Residential development in the Sherway Area will contribute to a complete and inclusive community through a range of housing options. An appropriate mix of tenure, size and affordability will be achieved in order to offer housing options for a wide variety of households.

Community Services and Facilities

- 8.1 New and/or expanded community services and facilities will be required to support and meet the needs of residents and employees in the Sherway Area. Development applications will address the requirements for community services and facilities identified through the City's review by providing:
 - 8.1.1 new, expanded or retrofitted space for a specific community facility on-site;
 - 8.1.2 new, expanded or retrofitted space off-site within an appropriate distance in the Secondary Plan area; and/or
 - 8.1.3 a contribution toward a specific community service or facility that meets identified needs.
- 8.2 Community services and facilities will be:
 - 8.2.1 located within the Sherway Area, within walking distance to the resident and employment populations they serve;
 - 8.2.2 located in highly visible and accessible locations, on public streets with strong pedestrian and transit connections;
 - 8.2.3 designed in a manner that promotes flexible multi-purpose facilities that can be adjusted to meet the varied and evolving needs of the Sherway Area community; and
 - 8.2.4 delivered in a timely manner to support residential and non-residential growth.
- 8.3 Innovative approaches for providing community infrastructure will be encouraged, including shared uses and integrating facilities within private developments that maintain public accessibility.
- 8.4 Development that is phased should include required facilities as part of the first phase of development.
- 8.5 Community service and facility priorities identified for the Sherway Area include but are not limited to: child care centres; a community recreation centre; library enhancements; community agency space; and schools. City Council may identify additional priorities as development proceeds in the Sherway Area.

- 8.6 Opportunities will be pursued to establish a central community facility adjacent to a significant neighbourhood park in the Nova Road Neighbourhood Precinct and/or the Highway 427 Mixed Use Precinct. Such a facility may incorporate services including but not limited to recreation, community agency space, child care centre and school.

Housing

- 8.7 A full range of housing in terms of tenure, affordability, and building type, including purpose-built rental housing, will be provided both within Precincts and over the entire Secondary Plan area.
- 8.8 New residential development will include a range of unit types and sizes to accommodate a variety of households and achieve a balanced mix of housing.
- 8.9 To achieve a balanced mix of unit types and sizes, development containing residential units will include:
- 8.9.1 a minimum of 15 per cent of the total number of units as 2-bedroom units of 87 square metres of gross floor area or more;
 - 8.9.2 a minimum of 10 per cent of the total number of units as 3-bedroom units of 100 square metres of gross floor area or more; and
 - 8.9.3 an additional 15 per cent of the total number of units being a combination of 2-bedroom, 3-bedroom and units with more than 3-bedrooms.
- 8.10 Indoor and outdoor amenity spaces provided in development containing residential uses are encouraged to be suitable for a range of households, including families and pet owners.

9 Mobility

The addition of residential uses and the intensification of retail and employment uses will result in many more people moving within the area, as well as moving to and from it. The Sherway Area will evolve from a place that prioritizes vehicular travel, to one that safely accommodates and encourages pedestrian, cycling and transit movement in an attractive and comfortable environment.

Through its development, opportunities to create and improve transportation facilities and infrastructure within a more pedestrian-scaled built environment will make other ways of getting around safe, attractive, convenient and preferable to car use. The provision of separated bike lanes and improved sidewalk connections will encourage walking and cycling, while improved local and regional bus service centred on a transit hub will increase mobility options for residents, shoppers, employees and employers in the Sherway Area.

Streets

- 9.1 New public streets will be added to the transportation network of the Sherway Area, as indicated on Map XX-3, to improve connectivity, create new development blocks and provide frontages for new buildings, parks and open spaces. New and improved linkages within the Sherway Area will include:
 - 9.1.1 the completion of the approved North Queen Street Extension, including its north-south connection to The Queensway;
 - 9.1.2 the extension of Nova Road to the Queensway;
 - 9.1.3 the southerly extension of Boncer Drive;
 - 9.1.4 a grid of local public streets internal to the block bounded by North Queen Street, The Queensway and Highway 427;
 - 9.1.5 a new public street linking The Queensway and The West Mall, through the Trillium Precinct; and
 - 9.1.6 the modification of the Evans Road/The West Mall intersection to reconnect Evans Road with Sherway Drive to the west of The West Mall.
- 9.2 Streets identified as Fixed shall be located as generally indicated on Map XX-3, subject to detailed design requirements to the satisfaction of the City.
- 9.3 Streets identified as Flexible should be oriented and located as conceptually shown on Map XX-3, with exact locations to be determined through the development approval process to the satisfaction of the City.
- 9.4 All streets, whether new or existing, will:
 - 9.4.1 be public streets, free of encumbrances;
 - 9.4.2 generally have a 20 metre right-of-way width unless otherwise indicated in the Official Plan;

- 9.4.3 be designed and constructed to current City standards, as amended from time to time;
- 9.4.4 prioritize pedestrians, cyclists and public transit relative to private automobiles, informed by the application of design guidelines for Complete Streets as developed and applied by the City;
- 9.4.5 accommodate a variety of users, abilities, and modes of mobility;
- 9.4.6 include comfortable, wide sidewalks on both sides, within landscaped setbacks; and
- 9.4.7 be designed to serve planned changes in use, intensity and character as redevelopment occurs over time.
- 9.5 Existing Private Streets indicated on Map XX-3 will be dedicated to the City, and redesigned to City standards as may be appropriate, to ensure appropriate access and linkages, building frontage and address as adjacent development proceeds. The location of these streets is flexible and may be realigned to the satisfaction of the City.
- 9.6 Main Streets are identified on Map XX-3. Main Streets will be the key corridors of activity, designed as vibrant, comfortable, pedestrian-oriented destinations in their own right to strengthen a sense of place for the Sherway Area. As an *Avenue*, The Queensway will be the primary Main Street, serving as a central spine as well as a key connector linking beyond the Sherway Area.
- 9.7 Development fronting Main Streets is required to include street-related retail, service and other pedestrian-oriented uses at grade level, serving both local needs and destination shoppers.

Pedestrian Movement

- 9.8 Key elements to improving the pedestrian network in the Sherway Area are shown in Map XX-8. The pedestrian network will be enhanced and expanded through:
 - 9.8.1 the development of pedestrian-scaled streets with broad sidewalks and generous street greening;
 - 9.8.2 mid-block pedestrian connections;
 - 9.8.3 additional signalized intersections;
 - 9.8.4 enhanced streetscape amenities such as street furniture and wayfinding elements;
 - 9.8.5 new linkages to natural areas and multi-use trails; and
 - 9.8.6 improved connections under highways and across the hydro corridor.
- 9.9 The pedestrian network will be complete, with no missing links in sidewalks or street crossings.
- 9.10 Additional signalized pedestrian crossings at intersections will be introduced where possible to improve pedestrian movement and enhance safety.

- 9.11 All new and existing streets will accommodate generous sidewalk zones on both sides, to provide greater pedestrian comfort and connectivity throughout the Sherway Area.
- 9.12 Multi-use trails throughout the Sherway Area will link to and complement pedestrian and cycling networks, and will connect to the existing trail network south of the QEW and across the Etobicoke Creek in the City of Mississauga, as generally shown on Map XX-8.

Cycling

- 9.13 Improvements to cycling facilities for the Sherway Area are shown in Map XX-8. The cycling network is intended to achieve safe, convenient and comfortable cycling connections within and beyond the area, to be implemented through development and street reconstruction opportunities.
- 9.14 Priority improvements to cycling infrastructure will include a variety of facilities, including but not limited to:
 - 9.14.1 cycling facilities along North Queen Street and the North Queen Street Extension;
 - 9.14.2 cycling facilities along the West Mall;
 - 9.14.3 cycling facilities along Evans Avenue;
 - 9.14.4 a protected off-street cycling facility on The Queensway;
 - 9.14.5 cycling-supportive design on other existing and new streets;
 - 9.14.6 off-street trails within the hydro corridors;
 - 9.14.7 connections to the Etobicoke Creek trail system; and
 - 9.14.8 the creation of cycling-friendly links from the Sherway Area to surrounding areas.
- 9.15 Bicycle parking facilities will be introduced on all streets to encourage local cycling activity.
- 9.16 Safe, convenient access and additional bicycle parking and end-of-trip bicycle amenities will be encouraged at important destinations including transit hubs, community spaces, parks and open spaces, and major retail and employment destinations.

Transit

- 9.17 A new transit hub will be established as a central point of transfer for all bus routes serving the Sherway Area, in the general location of the site protected for the potential subway station, as shown on Map XX-8.
- 9.18 Transit connections will be improved through the addition, reconfiguration and/or improved frequency of bus routes serving the Sherway Area to maximize catchment potential, as new developments and connections are constructed.

- 9.19 Street furniture and amenities will be provided at all transit stops in the Sherway Area to support current and growing ridership.
- 9.20 Transit operators serving the Sherway Area will coordinate to improve access and service, where possible, to the existing subway stations and regional transit stations beyond the Sherway Area, and consider longer term transit service expansion to support a growing community.
- 9.21 New development will continue to protect for the viability of a future subway extension to a new West Mall Station in the vicinity of The Queensway/The West Mall intersection, including below-grade alignments, pedestrian entrances, passenger pick-up and drop-off facilities, emergency access tunnels and surface transit connections, as may be required by the City and the relevant transit authorities.

Parking

- 9.22 Above-grade parking structures are strongly discouraged. Where they are determined to be appropriate, they will be designed to avoid blank walls; screen cars from view with high-quality architectural details; and include active, grade-related uses where feasible to animate the public realm.
- 9.23 Surface parking areas will be minimized and designed to maximize landscaping, tree planting, and stormwater capture opportunities.

10 Precincts

The Sherway Area will comprise a collection of diverse precincts that reflect existing and planned local characteristics. The following area-specific policies are intended to shape the cohesive development, public realm and built form character of each distinctive precinct in the Plan.

General

10.1 The boundaries of the six precincts of the Sherway Area are delineated on Map XX-9.

North Queen Employment Precinct

10.2 Within the North Queen Employment Precinct, the retention and intensification of employment uses, with new public streets and an improved built form relationship to the public realm will be prioritized.

10.3 Industrial uses are restricted within enclosed buildings or to uses that involve only limited outdoor storage and do not emit odour, dust, smoke, noise or vibration.

Nova Road Neighbourhood Precinct

10.4 The Nova Road Neighbourhood Precinct is envisaged as predominantly residential with grade-related activity animating the streetscape. The Nova Road Neighbourhood Precinct will include a significant park, open spaces, local retail and commercial uses and community services and facilities to support the community.

10.5 The introduction of new public streets within and immediately adjacent to the Nova Road Neighbourhood Precinct will serve to organize the area into smaller development blocks, while providing access and linkages to the employment areas to the north and the mixed use precinct to the east.

10.6 The following streets must be included in the precinct planning for growth in the Nova Road Neighbourhood Precinct:

10.6.1 the extension of Nova Road to the Queensway;

10.6.2 the extension of Boncer Drive through the precinct, including the portion crossing the hydro corridor, and

10.6.3 the portion of the north-south link of the North Queen Street extension, crossing the hydro corridor, between The Queensway and the east-west link of the North Queen Street extension.

10.7 A significant neighbourhood park will be located adjacent to the hydro corridor, improving access to and use of multi-use trails.

10.8 The open space system will be supplemented with Privately Owned, Publicly-Accessible spaces integrated with development.

Queensway Mixed Use Precinct

- 10.9 The Queensway Mixed Use Precinct will evolve into a pedestrian-scaled neighbourhood accommodating residential, office commercial and retail uses, with a new public street network and organization of smaller development parcels.
- 10.10 The introduction of new public streets within the Queensway Mixed Use Precinct will serve to organize the area into smaller development blocks, while providing access and linkages to the employment areas to the north and the mixed use precinct to the west. The street grid serving this area should include a minimum of:
- 10.10.1 two new north-south streets; and
 - 10.10.2 three new east-west streets.
- 10.11 Land uses will be located to provide general symmetry of character, form and function on both sides of the street. Grade-related uses that animate the streetscape and provide amenities for both residents and businesses are encouraged throughout.
- 10.12 Grade-related retail and service uses are required along The Queensway and North Queen Street frontages to establish to a local main street character.
- 10.13 Parkland dedication will be consolidated whenever possible to enable the creation of a new neighbourhood park system that provides a central organizing feature for the precinct and a substantial green link forming a gateway at North Queen Street, generally as shown on Map XX-4.
- 10.14 The open space system will be supplemented with Privately Owned, Publicly-Accessible Spaces integrated with development.

Trillium Precinct

- 10.15 The Trillium Precinct is centred on Trillium Health Partners Queensway hospital and includes lands south of The Queensway and west of The West Mall. Planning for this precinct will be undertaken with a coordinated approach to the network of new public streets, naturalized areas and access to the ravine trail system.
- 10.16 A new public street through the precinct will connect The Queensway to The West Mall, generally as shown on Map XX-3.
- 10.17 Sherway Drive will be realigned to create a new public street connecting the vehicular entrance to the Trillium Health Partners hospital lands with the westward extension of Evans Avenue, west of The West Mall.
- 10.18 The private street currently functioning as a service road to access the Trillium Health Partners hospital campus will, through future development:
- 10.18.1 be designed to City standards and dedicated as a new public street;
 - 10.18.2 be designed to create a sense of place within the hospital campus; and

10.18.3 be considered for realignment as development is phased over time.

10.19 Future expansion of the Trillium Health Centre hospital will be developed in a manner that locates buildings closer to the street edges, where possible, and provides pedestrian amenity along both public and internal streets.

10.20 A public open space will be provided at the corner of The West Mall and the new public street, generally as shown on Map XX-3, to establish a gateway feature for the Trillium Precinct.

10.21 Pedestrian and cyclist access points to the Etobicoke Creek trail system, generally illustrated on Map XX-8, will be established and clearly marked with signage for ease of wayfinding through the adjacent natural area.

10.22 On the lands designated *Mixed Use Areas 'A' – Residential* located south of Trillium Health Partners hospital, west of The West Mall, the site area used to calculate gross density will exclude any lands below the top of bank.

10.23 This Plan anticipates that the Trillium Health Partners hospital will continue to operate as a regional health care facility. In the event that the lands are considered for comprehensive redevelopment for non-institutional uses, a revised Precinct Plan shall be submitted that addresses the following matters to the satisfaction of the City:

10.23.1 the allocation of land use, heights and density;

10.23.2 the creation of a new public street network in a more urban pattern of streets and blocks;

10.23.3 transportation and municipal infrastructure capacity;

10.23.4 parks and open space; and

10.23.5 community services and facilities.

10.24 The revised precinct plan required by Policy 10.23 will be processed as part of an Official Plan Amendment, or by an alternative procedure acceptable to the City.

Sherway Gardens Precinct

10.25 The defining element of the Sherway Gardens Precinct, the Sherway Gardens shopping centre is the central retail hub with a significant contribution to the economic vitality of the Sherway Area and beyond. Over time, the existing surface parking lots fronting The Queensway and The West Mall will be redeveloped with a mix of uses surrounding the shopping centre to create a walkable and more hospitable pedestrian environment.

10.26 A new multi-use trail accommodating pedestrian and cycling movement will be established within the existing utility easement located along the south side of The Queensway between The West Mall and Highway 427.

10.27 Buildings will be set back a minimum of 3.0 metres from the south limits of the utility easement to allow for street tree planting.

10.28 Grade-related retail uses are required along The Queensway frontage, and generally extending around The Queensway/The West Mall intersection, as illustrated in Map XX-7.

10.29 A minimum of three parks will be provided within the Sherway Gardens Precinct, generally as shown on Map XX-4, one of which will be a significant neighbourhood park located within walking distance to the residential community.

10.30 The Sherway Gardens ring road currently functions as a private service road to access the Sherway Gardens Shopping Centre. Through development, the Sherway Ring Road will:

10.30.1 be designed to City standards and dedicated as a public street;

10.30.2 provide access to new mixed-use development; and

10.30.3 be fronted with development that addresses the street edge, minimizing vehicular service and access areas and screening them from view.

10.31 This Plan anticipates that the Sherway Gardens shopping centre will continue to operate as a regional retail destination. In the event that the Sherway Gardens shopping centre is considered for comprehensive redevelopment, a revised Precinct Plan shall be submitted that addresses the following matters to the satisfaction of the City:

10.31.1 the allocation of land use, heights and density;

10.31.2 the creation of a new public street network in a more urban pattern of streets and blocks;

10.31.3 transportation and municipal infrastructure capacity;

10.31.4 parks and open space; and

10.31.5 community services and facilities.

10.32 The revised precinct plan required by Policy 10.23 will be processed as part of an Official Plan Amendment, or by an alternative procedure acceptable to the City.

QEW Office Precinct

10.33 The QEW Office Precinct will be maintained as a *Core Employment Area*, where office commercial uses will be prioritized.

11 Implementation

Managing the growth contemplated in this Plan is essential to ensuring the development of a complete community. The transformation of this area, particularly with regard to residential development, must be undertaken with careful consideration for issues of land use compatibility, air quality, provision of community services, parks and open space, and necessary improvements to the transportation system and transit options to support an increased residential and employment population.

The implementation policies of this Plan include a number of strategies to manage growth through the expansion and enhancement of the transportation network, the comprehensive planning of large sites and the appropriate sequencing of development. Regulatory tools under the *Planning Act* and *City of Toronto Act*, Precinct Plans and the review of Rezoning, Plan of Subdivision and Site Plan Control applications will be used to fully implement the vision for the Sherway Area over time.

Development Guidelines

- 11.1 Development in the Sherway Area will adhere to the City's built form policies, standards and guidelines, as well as to the Council-adopted *Sherway Area Urban Design and Streetscape Guidelines*, as may be amended from time to time.
- 11.2 Where the standards of the City-wide guidelines differ from *Sherway Area Urban Design and Streetscape Guidelines*, the latter document will prevail.
- 11.3 Development will protect for the long term vision and implementation of the Secondary Plan.
- 11.4 The City may, at its discretion, require an easement on private land to secure public access to the public realm enhancements identified in this Secondary Plan, including, but not limited to, components of the public realm network, and mid-block connections and Privately Owned Publicly-Accessible Spaces secured through the development approval process. The public realm enhancements will be constructed and maintained by the owner.
- 11.5 For the purposes of implementing the policies of this Plan, development site(s) will be considered to be the size of the site(s) as they exist as of the date of adoption of this Plan, unless City Council is otherwise satisfied.

Holding Provisions

- 11.6 A holding provision may be placed on lands where the ultimate desired use of the lands is specified but development cannot proceed until conditions set out in this Plan, or in an implementing by-law, are satisfied.
- 11.7 Development that includes new residential or other sensitive land uses will be required to submit noise and air quality studies, which will be subject to third party peer review retained on behalf of the City at the applicant's expense.
- 11.8 Recommended mitigation efforts arising from a development application may be required as a condition to be met prior to the removal of a holding provision as set out in the Official Plan.

Precinct Plans

- 11.9 Within any precinct, as part of a complete application for any development proposal that requires an Official Plan Amendment, Zoning By-law Amendment or Draft Plan of Subdivision, a Precinct Plan is required which demonstrates the following to the satisfaction of the City:
- 11.9.1 existing topography and a conceptual grading plan;
 - 11.9.2 location of natural features, including trees and vegetation and strategies to protect them;
 - 11.9.3 the layout and design of existing and proposed streets in plan and section including dimensions for sidewalks, trees and other street furniture;
 - 11.9.4 the location of parks, open spaces and Privately Owned Publicly-Accessible Spaces;
 - 11.9.5 a common approach to the design of the public realm and pedestrian circulation network;
 - 11.9.6 existing and proposed cycling routes, on public and private land;
 - 11.9.7 a precinct-wide transportation demand management strategy;
 - 11.9.8 local provision of community services and facilities;
 - 11.9.9 existing and possible locations for public art;
 - 11.9.10 anticipated land uses throughout the precinct;
 - 11.9.11 the layout of development parcels including setbacks, ground floor uses and building entrances;
 - 11.9.12 the location and layout of proposed service areas including public lanes, service courts, shared driveways, ramps and loading areas;
 - 11.9.13 proposed density, built form and massing including building heights, stepback and tall building elements if appropriate;
 - 11.9.14 relationships between buildings, illustrating shadow impacts, transition in scale between areas of differing intensity of use and spacing dimensions;
 - 11.9.15 proposed unit breakdown, demonstrating the location and distribution of family-sized units;
 - 11.9.16 opportunities for energy conservation, peak demand reduction, resilience to power disruptions, and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage, through development of a Precinct Energy Plan;

11.9.17 demonstration of reasonable attempts to consult and coordinate with other landowners within the precinct; and

11.9.18 phasing of development and strategies to achieve appropriate infrastructure at each phase of development.

11.10 An acceptable Precinct Plan will be endorsed by City Council concurrent with the adoption of an implementing Zoning By-law for the development application. The endorsed Precinct Plan will guide future development on adjacent lands, or inform applications for Site Plan Approval for development located within the Precinct.

11.11 Landowners within each Precinct are encouraged to enter into landowner agreements with each other, and potentially the City, addressing their respective responsibilities regarding coordination, provision, financing, cost-sharing and phasing of infrastructure, community facilities, housing, parkland, public art or any other public amenities required to support development of the Precinct.

11.12 Precinct Plans endorsed by City Council will provide direction for the applicable Precinct and will be adhered to. Where significant changes are proposed to an endorsed Precinct Plan, City Council must be satisfied that these changes do not materially affect the endorsed Precinct Plan prior to endorsing a revised Precinct Plan.

Development Phasing and Infrastructure Provisions

11.13 Development will be sequenced to ensure appropriate transportation and municipal servicing infrastructure along with community services and facilities are available to service development.

11.14 The expansion of the transportation network into a finer grid of streets and connections will occur incrementally with development as follows:

11.14.1 if a required public street, whether fixed or flexible, is fully within a development site or land assembly, the full required right-of-way will be secured with the approval and construction of the first phase of development;

11.14.2 where a required public street, whether fixed or flexible, forms the boundary between development sites, the full conveyance of the right of way may be achieved in two stages provided interim measures to facilitate access and travel are put in place with the first site to redevelop; or

11.14.3 if required transportation infrastructure does not form part of a development site or land assembly, financial contributions towards the acquisition of land and construction of transportation infrastructure off site may be secured through the development approvals process.

Monitoring

11.15 The City will monitor development applications in the Sherway Area on an ongoing basis as growth occurs, to:

11.15.1 track growth relative to the overall gross floor area limits listed in Policy 6.1.1;

11.15.2 assess the adequacy of parks and open spaces serving the area;

11.15.3 evaluate the evolving needs of the area's population for community services, facilities, and agencies, and determine the timing and delivery of new and enhanced community infrastructure; and

11.15.4 review water, wastewater and stormwater servicing capacity to ensure appropriate levels of service.

11.16 A transportation monitoring program will be developed and undertaken with area stakeholders to monitor development levels and travel patterns as the transportation network and associated improvements are implemented with redevelopment. At appropriate times, the City will coordinate a monitoring program to inform Transportation Impact Studies submitted with development applications, and will include:

11.16.1 the travel characteristics of employees, residents and visitors including modal split, vehicular occupancy, trip distribution and peak hours of travel;

11.16.2 an evaluation of trip volumes from a multi-modal perspective on public streets and at key intersections, and the future capacity of all transportation modes against development levels and network improvements provided for by this Secondary Plan;

11.16.3 an evaluation of transit ridership and traffic volumes in the context of available capacity, new or approved transit availability, and the future total capacity of the transit network;

11.16.4 an evaluation of existing, planned and proposed development; and

11.16.5 an evaluation of parking availability, usage and location in relation to land use, as well as the performance of shared mobility options.

11.17 The findings of the transportation monitoring program will inform future comprehensive transportation analysis supporting new transit infrastructure and/or improvements to transit service as well as any future reviews of this Secondary Plan. The findings may also be considered in the review of individual development applications and the implementation or refinement of required Transportation Demand Management (TDM) programs.

11.18 In the event that higher-order transit is approved and funded within the Sherway Area, the City will undertake a full review of this Plan to examine the appropriate land uses and densities that may be accommodated through improved transit access, with consideration for the community services and facilities, transportation and servicing capacity and other matters as may be necessary to serve additional development.

Complete Application Requirements

11.19 In addition to the plans/drawings and studies/reports identified in Official Plan Policy 5.5.2 and Schedule 3 of the Official Plan that are required to planning applications, the following will be required for the submission of a complete application within the Secondary Plan area:

11.19.1 Precinct Plan as described in Policy 11.3.1 of this Secondary Plan;

11.19.2 Air Quality Study for any proposals to introduce residential or sensitive land uses, which assesses the impact of air emission by the surrounding environment on the propose development as well as mitigation measures to reduce any negative impacts, and which may be subject to peer review to be funded by the applicant;

11.19.3 Noise Impact Study;

11.19.4 Vibration Study; and

11.19.5 Transportation Demand Management Strategy as a component of the required Transportation Impact Study.

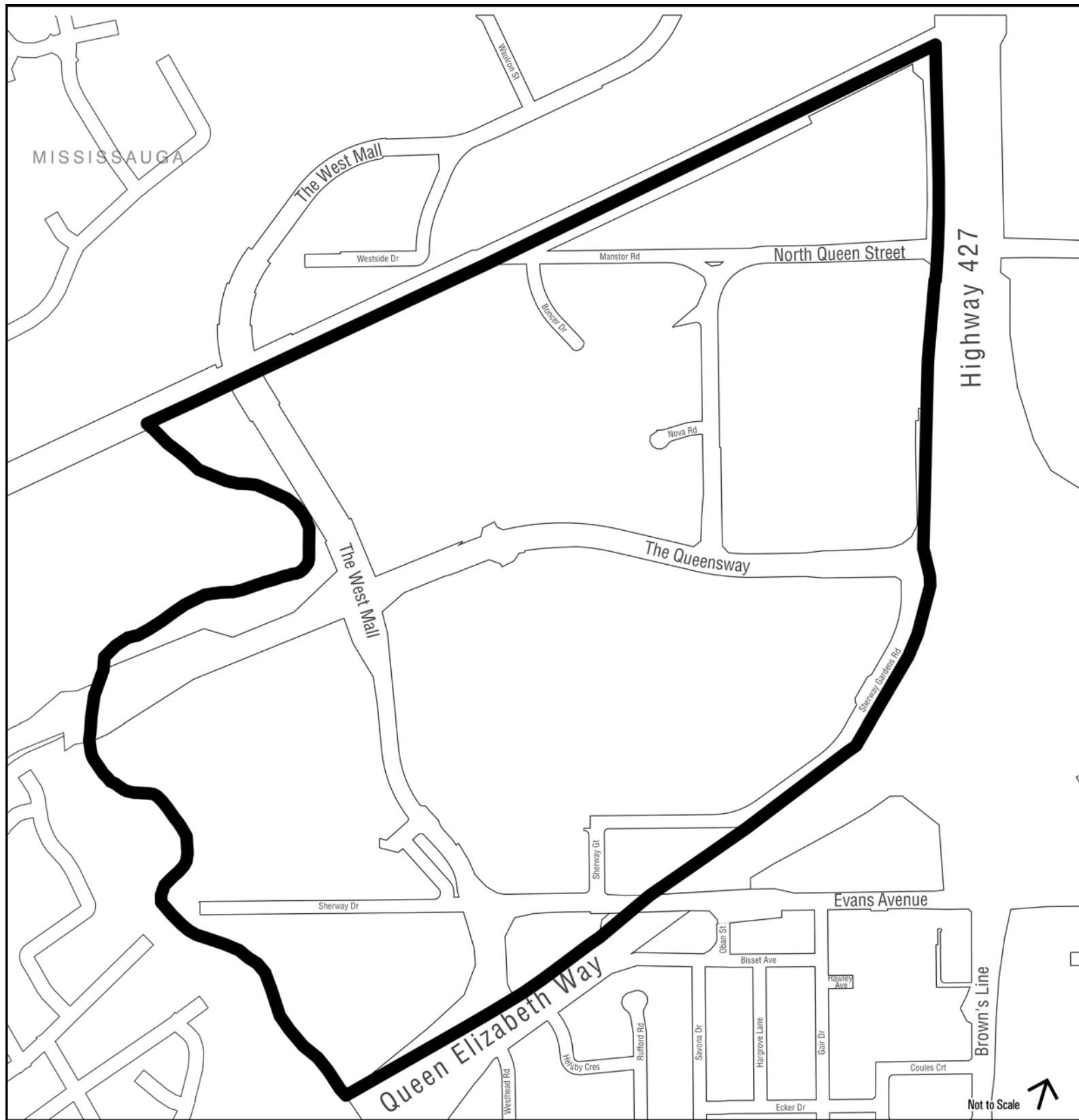
11.20 Where development is proposed on lands fronting The Queensway, between The West Mall and Highway 427, an Avenue Segment Study is not required to be submitted provided it can be demonstrated to the satisfaction of the City that the policies of this plan are met.

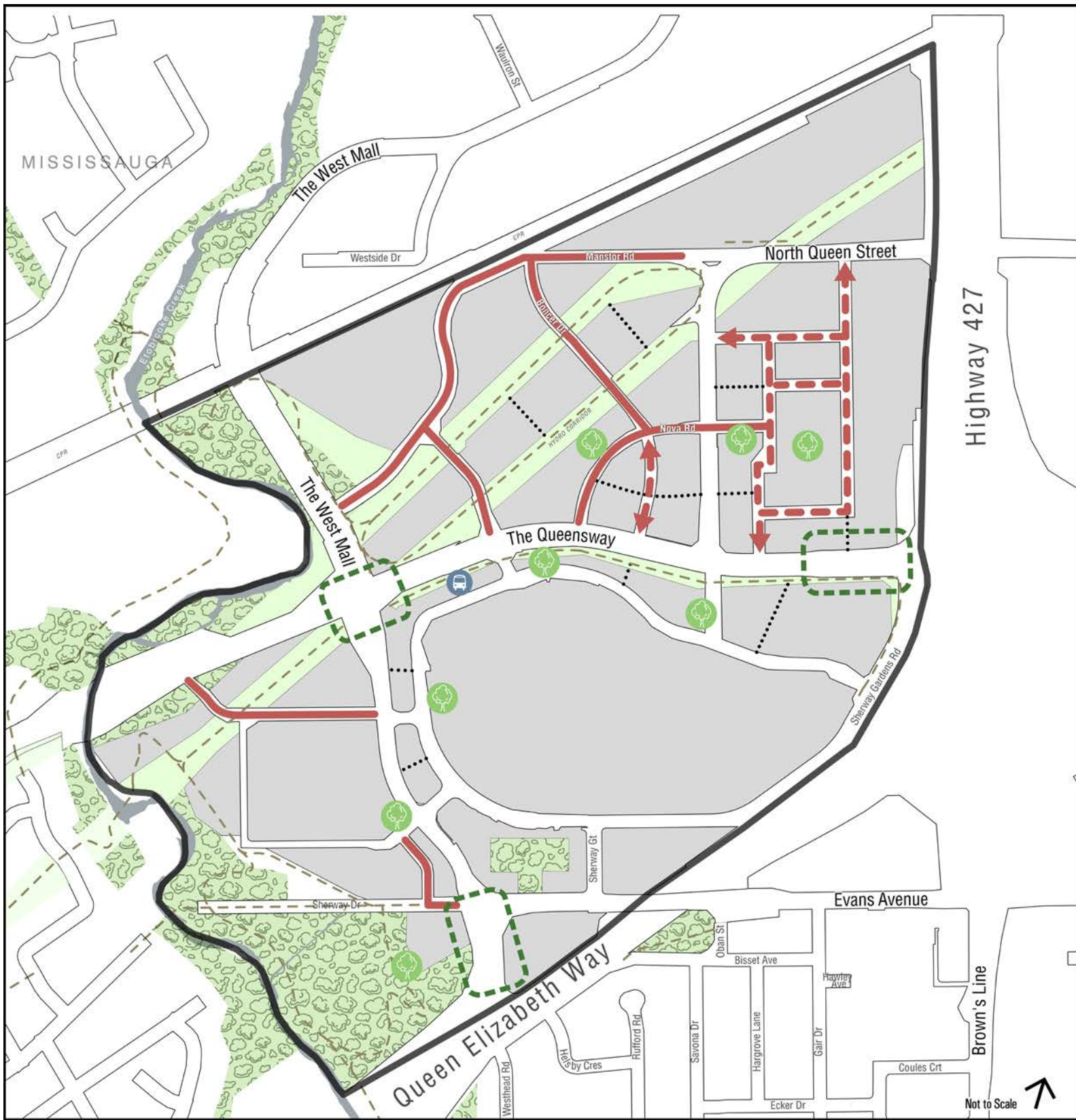
12 Site and Area-Specific Policies

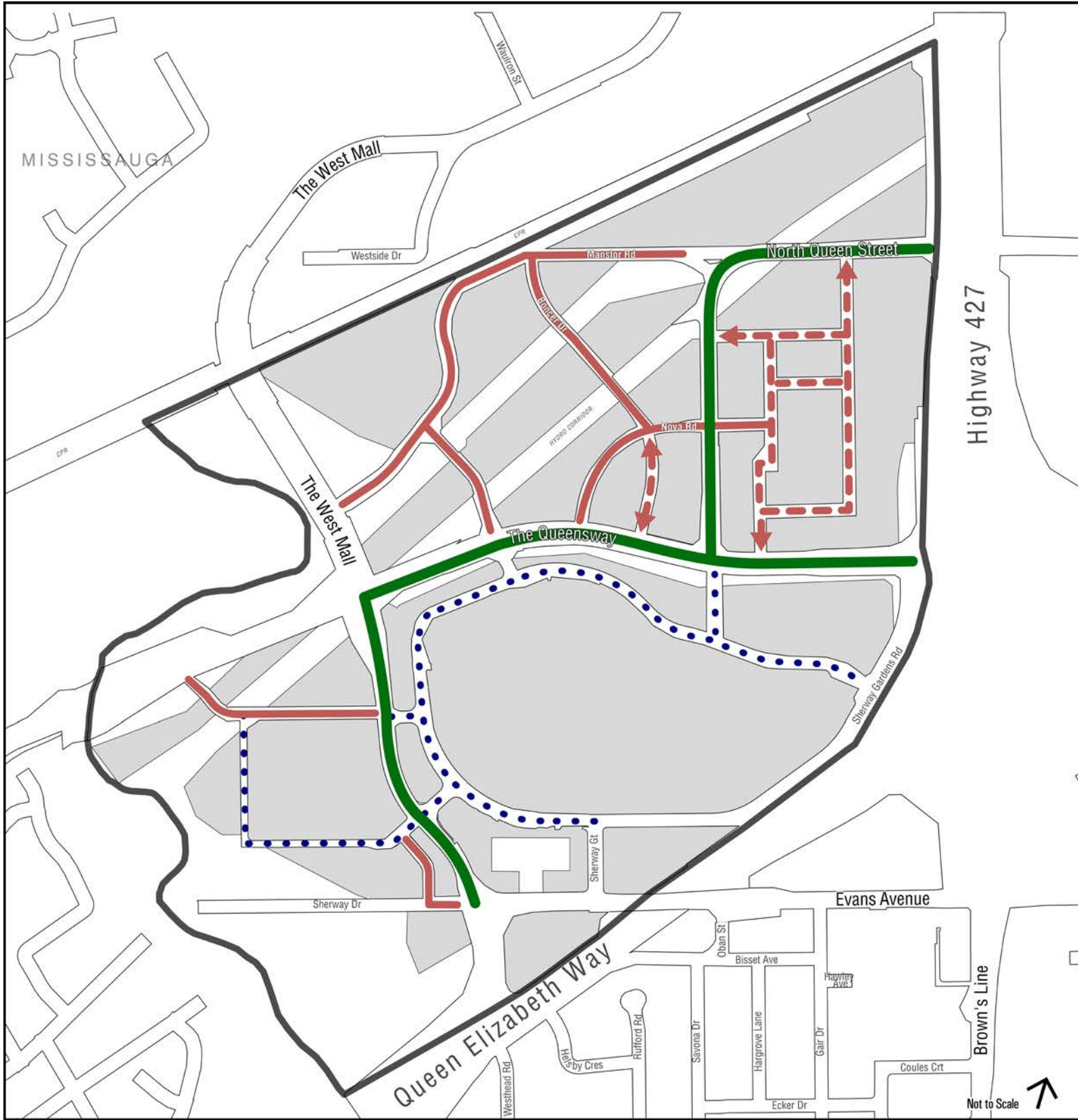
12.1 Lands South of the CP Rail Line Between The West Mall and Highway 427

12.1.1 Large-scale, stand-alone retail stores and entertainment, recreation, social and cultural facilities are permitted.

-END OF DRAFT SECONDARY PLAN-



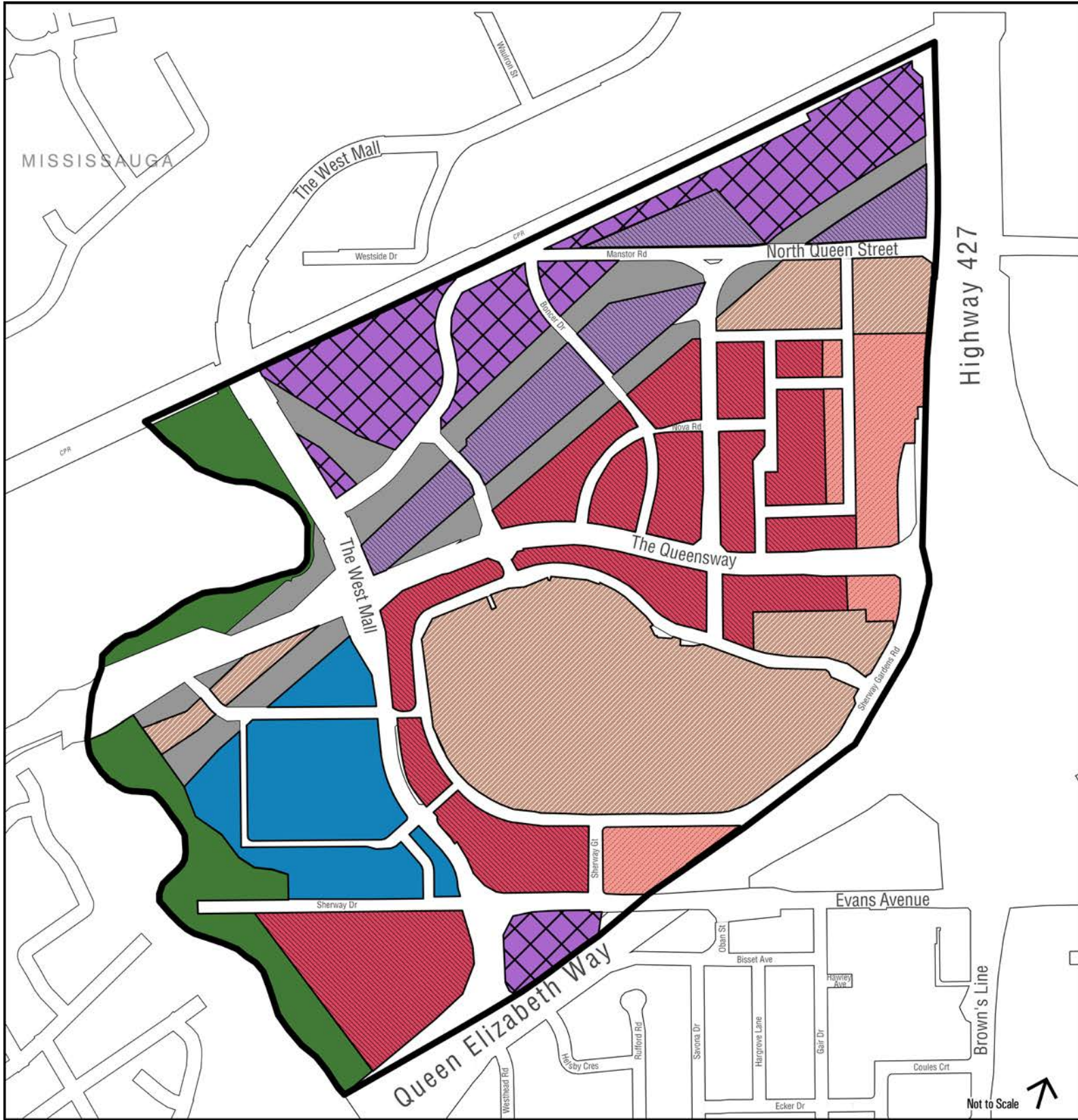




- Sherway Area Secondary Plan Boundary
- New Street: Fixed Location
- - - New Street: Flexible Location
- Main Street
- • • Private Street - to become Public



-  Sherway Area Secondary Plan Boundary
-  Potential New Privately Owned Publicly-Accessible Space
-  Existing Privately Owned Publicly-Accessible Space
-  New Park - Preferred Location
-  Streetscaping/Tree Planting
-  Potential Ravine/Trail Connection
-  Trail
-  Landscaped Points of Entry
-  Utility Easement
-  Existing Parks and Open Spaces



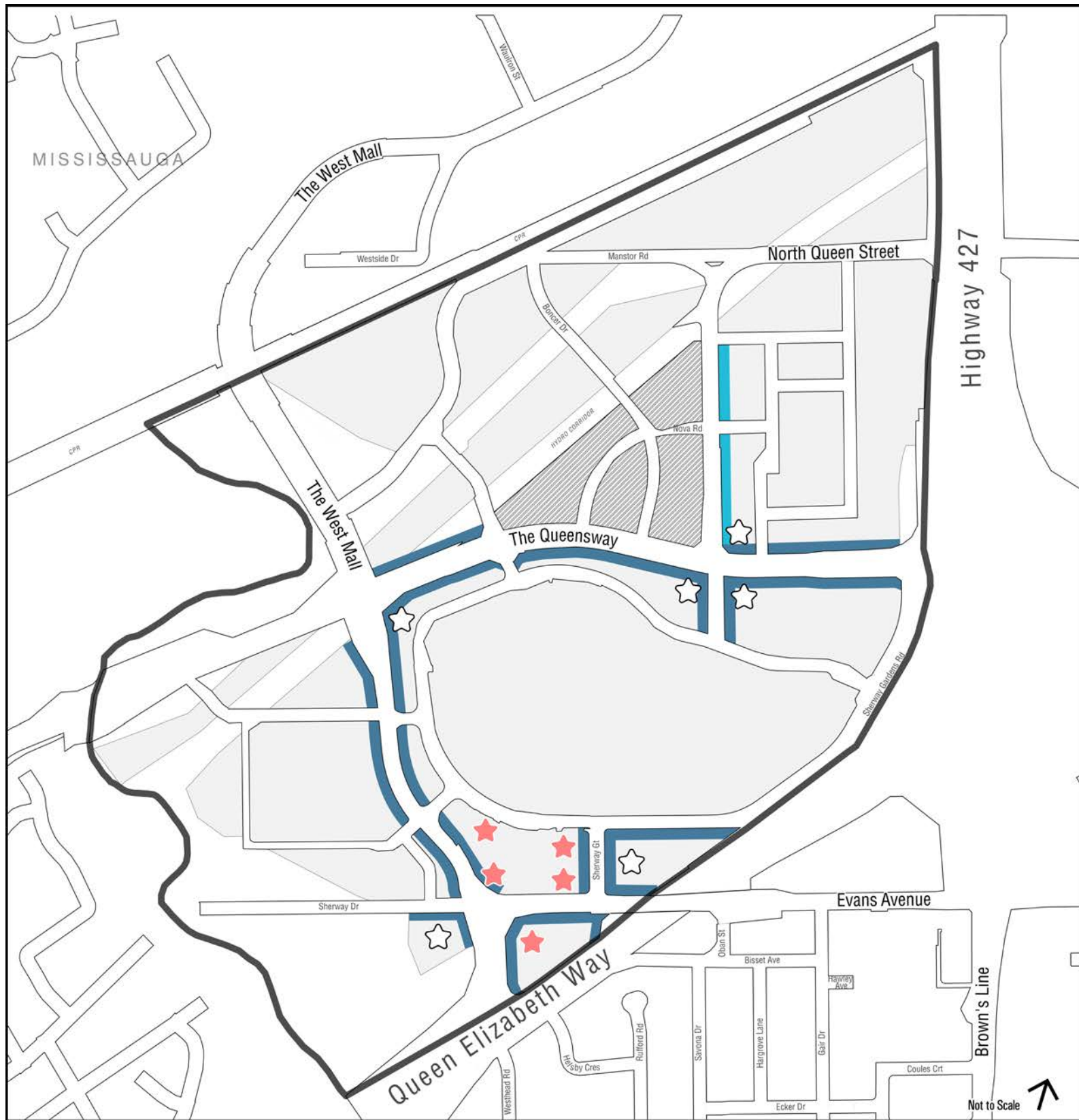
— Sherway Area Secondary Plan Boundary

- Mixed Use Areas A - Residential
- Mixed Use Areas B - Office Commercial
- Mixed Use Areas C - Retail
- Natural Areas

- Institutional Areas
- Core Employment Areas
- General Employment Areas
- Utility Corridors



- Sherway Area Secondary Plan Boundary
- 30m: CP Rail Corridor Setback
- 14m: Ministry of Transportation of Ontario Setback
- Preferred Park Location - 5.0m Setback Required from Park
- 3.0m Setback
- 5.0m Setback
- Enbridge Easement Location: Min. 3.0m Setback from South Limit of Easement
- Setback From Top of Bank as Required





- Sherway Area Secondary Plan Boundary
- Midblock Pedestrian Connection
- Proposed On Street Cycling Facility
- Off Street Cycling Facility

- Potential TTC Transit Hub
- New Park - Preferred Location

- Utility Easement
- Existing Parks and Open Spaces

