

SHEPPARD WILLOWDALE SECONDARY PLAN

1. INTRODUCTION

The Plan Area is anchored by Yonge-Sheppard Subway Station and Bayview Subway Station, where higher heights and densities are permitted within the respective Secondary Plans.

This portion of Sheppard Avenue East will achieve a balanced level of intensification on lands that front onto Sheppard Avenue East that are bounded by stable *Neighbourhoods* to the immediate north and south of the Plan Area. Some portions of Sheppard Avenue East are designated *Apartment Neighbourhoods* and *Parks and Open Space Areas*. New development and infill developments on *Mixed Use Areas* and *Apartment Neighbourhoods* will transition to lands designated *Neighbourhoods* and *Parks and Open Space Areas*.

Policies

1.1 The Sheppard Willowdale Secondary Plan (the "**Plan**") sets out the planning framework for the development of lands outlined on Map 29-1: Secondary Plan Area Boundary, which is referred to as the "**Plan Area**" in this Plan.

1.2 The east portion of the Plan Area falls within the boundaries of the existing Sheppard Avenue East Subway Corridor Secondary Plan. In the event of a conflict between the Sheppard Avenue East Subway Corridor Secondary Plan and this Plan, this Plan will prevail to the extent of the conflict.

1.3 The text under the heading Policies in Sections 1 to 13 and containing a letter contains the policies of this Plan. Other text within this Plan is provided to give context and background and assist in understanding the intent of the policies.

2. VISION AND GUIDING PRINCIPLES

VISION

The Sheppard Willowdale Secondary Plan will build upon the existing commercial character by creating a vibrant corridor that provides accessible services, restaurants and shops for the local community. Sheppard Avenue East will be generally framed by high quality mid-rise buildings that will contribute to the commercial activity and the visual quality of the public realm at the street level. The creation of the *Sheppard Avenue East Promenade* will connect and enhance the network of private and public spaces to contribute to an attractive and safe pedestrian and cycling environment that incorporates green infrastructure. Appropriate land uses and built form on Sheppard Avenue East will be compatible with adjacent residential *Neighbourhoods* and *Parks and Open Space Areas*.

GUIDING PRINCIPLES

Policies

2.1 The Vision will be realized by the following Guiding Principles:

- a. Establish a complete community by providing a wide array of land uses balancing commercial, residential and community uses that support daily living throughout all stages of life, appropriate to the site and surrounding context;

- b. Frame Sheppard Avenue East with high quality mid-rise buildings that animate the public realm and improve pedestrian interest while providing appropriate transitions to adjacent streets, *Neighbourhoods* and *Parks and Open Spaces*;
- c. Enhance the public realm, the network of private and public spaces and connectivity to local destinations through the creation of the *Sheppard Avenue East Promenade* and the *High Order Pedestrian Zones*;
- d. Rebalance Sheppard Avenue East to create a complete street that supports active transportation for pedestrians, cyclists, transit service and users, as well as, motor vehicles; and
- e. Secure ecologically sustainable opportunities through the development of a green street and green infrastructure, as well as expand, connect, and improve the park, trail and open space network.

3.0 CREATING A MIXED USE AVENUE

Policies

3.1 Land Use

3.1.1 Land use permissions as shown on **Map 29-2** for *Mixed Use Area A* and *Mixed Use B* are:

- a. Residential uses in mixed-use buildings;
- b. Retail and service commercial uses;
- c. Financial institutions;
- d. Institutional uses;
- e. Office uses; and
- f. Parks and Open Spaces.

3.1.2 Only non-residential uses are permitted at-grade fronting onto Sheppard Avenue East.

3.2. Housing

3.2.1 Mixed-use buildings will provide a range of unit types and sizes to meet long term housing needs for a diverse range of households at all different life stages.

3.2.2 Mixed-use buildings that contain 20 units or more will provide a balance and mix of residential unit types:

- a. a minimum of 15 percent of the total number of units will be 2-bedroom units; and
- b. a minimum of 10 percent of the total number of units will be 3-bedroom units.

3.2.3 Larger units should be encouraged to meet the minimum ideal unit size:

- a. two bedrooms at 90 square metres; and
- b. three bedrooms at 106 square metres.

3.3 Retail Uses

3.3.1 Development will build upon and incorporate existing commercial uses into new development at the base of mixed use buildings that are well-articulated, active ground floor uses that animate the street.

3.3.2 Development will consider the long-term viability of the street-oriented retail uses on Sheppard Avenue East through adaptable and animated spaces to respond to shifting markets and work place structures.

3.3.3 Ground floor retail uses that interface with the public realm will provide a strong retail identity that attracts a variety of retailers.

3.3.4 Development will provide appropriate glazing and well-lit storefronts to provide clear views into the retail unit(s) and eyes on the public street. On corner properties, appropriate glazing and lighting should wrap around the corner to also address the side street.

3.3.5 Development will articulate retail façades and add to pedestrian comfort through accentuating the windows, entrances and providing weather protection through the use of overhangs, canopies and awnings.

3.4 Density

3.4.1 The maximum Floor Space Index (FSI) for all permitted uses is set out on **Map 29-3**, subject to the development criteria set out in Sections 4 and 5 of this Plan.

3.4.2 Notwithstanding Policy 3.4.1, additional density above that permitted in **Map 29-3** may be considered subject to adhering to policies of this Plan, the Urban Design Guidelines and Streetscape Plan, and provided that the built form will be compatible with *Neighbourhoods* and servicing and transportation capacity can support the development.

3.5 Special Policy Areas

3.5.1 Special Policy Areas are outlined on **Map 29-6**. These Special Policy Areas have the greatest potential to accommodate comprehensive development through a balance of commercial, residential and community uses that provide a range of housing choices and contribute to the commercial activity along Sheppard Avenue East, as well as an improved network of parks and open spaces and pedestrian connections that expand the public realm and provide for high quality built form to implement the Plan's Vision and Guiding Principles. To achieve the vision of this Plan, additional development policies pertaining to Special Policy Areas in the Plan Area are found in Section 12 of this Plan.

4.0 BUILT FORM

Policies

4.1 Building Types

4.1.1 High quality mid-rise buildings will frame and animate Sheppard Avenue East while providing appropriate transition to adjacent *Neighbourhoods* and *Parks and Open Spaces*.

4.2 Pedestrian Entrances

4.2.1 Primary entrances on Sheppard Avenue East should be emphasized and at the same level as the adjacent sidewalk to support universal accessibility and visibility from the public sidewalk on Sheppard Avenue East. Principal pedestrian entrances shall not be permitted at the rear of the property.

4.2.2 On corner properties, development will frame adjacent public streets by providing active ground floor uses with primary façades and multiple entrances that are universally accessible from the public sidewalk.

4.3 Comprehensive Development

4.3.1 The consolidation of lots within the Plan Area is encouraged, and in some circumstances may be required, to achieve the Plan Area's built form and public realm objectives.

4.3.2. Comprehensive assemblies of lots within the Plan Area will have a minimum lot frontage of approximately 30 metres along Sheppard Avenue East and will consolidate vehicle and loading access to parking and site servicing facilities to minimize impacts on the public realm.

4.3.3 Development on corner properties will be encouraged to provide a private shared rear yard driveway system taking access from the side street.

4.3.4 Mid-block development sites will be encouraged to share vehicle and loading access from the side street through the creation of a private shared driveway system.

4.4 Setbacks

4.4.1 A minimum rear yard setback of 7.5 metres will be provided from the rear property line to provide an appropriate separation from the abutting *Neighbourhoods*.

4.4.2 On corner properties, a minimum building setback of 7.5 metres will be provided from the property line shared with lands designated *Neighbourhoods* to protect for a shared rear yard driveway system with access from the side street.

4.5 Height

4.5.1 Development in *Mixed-Use Area A* and *Mixed-Use Area B* will have heights that contribute to the creation of mid-rise buildings on Sheppard Avenue East that reinforce the public realm, while protecting and mitigating impacts on adjacent lower-scaled *Neighbourhoods*.

4.5.2 Development will create a continuous street wall with a minimum building height of 10.5 metres or 3-storeys on Sheppard Avenue East.

4.5.3 Development will provide a minimum ground floor height of 4.5 metres to facilitate at-grade uses.

4.5.4 The maximum building heights permitted are:

- a. 5 storeys in *Mixed Use Area A*; and
- b. 7 storeys in *Mixed Use Area B*.

4.5.5 Notwithstanding Policy 4.5.4, additional heights above the maximum height may be considered subject to policies of this Plan the Urban Design Guidelines and Streetscape Plan, provided it can be demonstrated that any additional height is compatible with adjacent *Neighbourhoods* and is within a 45 degree angular plane measured from the shared rear yard setback at a height of 10.5 metres for residential uses, or at a height of 12.5 metres for commercial/non-residential uses.

4.6. Massing

4.6.1 Mid-rise buildings will provide an appropriate street wall height in proportion with the adjacent right-of-way width. New buildings will provide a front angular plane and setbacks to maintain a minimum of 5-hours of sunlight access on the opposite sidewalk to contribute to pedestrian comfort.

4.6.2 New buildings will provide overlook and animation onto Sheppard Avenue East and side streets, and be articulated with high-quality and durable materials, glazing and design elements that contribute to the public realm.

4.6.3 Transition in scale will be provided to minimize overlook and shadows to neighbouring properties. No part of any building should project into a 45 degree angular plane measured from the rear property lot line shared with lands designated *Neighbourhoods* at a height of 10.5 metres at the minimum required 7.5 metre rear yard setback, or at a height of 12.5 metres at the minimum required 7.5 metre rear yard setback for the first 3-storeys of for commercial/non-residential uses.

4.6.4 On corner properties, the rear angular plane will be taken from the property line shared with lands designated *Neighbourhoods* at a height of 10.5 metres at the minimum required 7.5 metre setback, or at a height of 12.5 metres for commercial/non-residential uses.

4.6.5 New development will be massed to minimize and limit impacts of privacy and overlook on neighbouring properties.

4.6.6 Mechanical equipment should be incorporated into the building mass and will be screened from view along Sheppard Avenue East, adjacent streets, parks, trails and open spaces and neighbouring properties.

4.7 SERVICING AND SCREENING

4.7.1 Landscaping will be provided at a minimum width of 1.5 metres along the shared property line on lands designated *Neighbourhoods*, which includes trees species that maximize privacy through all the seasons.

4.7.2 Exterior lighting should be used to increase safety on-site and within public realm. Light should be directed downward to prevent light overspill on adjacent properties within *Neighbourhoods*.

4.7.3 Development will locate and incorporate site service areas and access to underground parking within the building mass to minimize visual and noise impacts on adjacent properties and on the public realm.

4.7.4 Development will enclose service and access areas when incorporating them into the building massing is not possible.

5.0 PUBLIC REALM

Policies

5.0.1 The public realm improvements will be undertaken in accordance with the *Sheppard Avenue East Promenade* and the *High Order Pedestrian Zones* shown on **Map 29-4** and the Urban Design Guidelines and Streetscape Plan to be developed for the Plan Area.

5.1 Sheppard Avenue East Promenade

5.1.1 The *Sheppard Avenue East Promenade* will include boulevard improvements consisting of wider pedestrian sidewalks, tree planting on both sides of Sheppard Avenue East and side streets connecting to Sheppard Avenue East, installation of street furniture including the integration of cycling and shared mobility facilities within the boulevard.

5.1.2 The *Sheppard Avenue East Promenade* will improve the attractiveness, connectivity and safety for all users of all ages and abilities by providing:

- a. A consistent, direct and connected pedestrian network with wider sidewalks;
- b. Consistent tree planting on both sides of Sheppard Avenue East and on side streets that connect to Sheppard Avenue East;
- c. Enhanced pedestrian amenities through weather protection, seating, street lighting and public art;
- d. Accessible cycling amenities and shared mobility facilities within the boulevard; and
- e. Green infrastructure including ecological and hydrological functions to manage stormwater where it falls.

5.2 High Order Pedestrian Zones

5.2.1 *High Order Pedestrian Zones* are shown on **Map 29-4** which identifies public realm enhancement opportunities at key pedestrian nodes by providing:

- a. Additional setbacks to accommodate Publically Accessible and Privately Owned Spaces (POPS) to provide place making opportunities, additional areas for soft landscaping and to support commercial and social activity.
- b. Signalized pedestrian crossing, when warranted.
- c. Protected and safe pedestrian crossing designs such as tactile walking indicators, corner extensions or boulevard bump out, pedestrian supportive signal timing, minimized vehicular lane requirements and width, and right turn restrictions through the development review process.
- d. Accommodation for transit stops and shelters.

5.3 Privately Owned, Publically-Accessible Spaces (POPS)

5.3.1 POPS should be considered on the street level on corner properties and appropriate locations throughout the Plan Area to supplement the park and open space network and improve connections to transit, parks, trails and open spaces which also includes mid-block connections.

5.3.2 POPS should be provided through development review and coordinated with active at-grade uses abutting the public realm to encourage social gather places.

6. GREEN INFRASTRUCTURE

Policies

6.1 Development will incorporate green infrastructure into buildings, streets and public and private spaces, wherever possible, to respond to climate change and improve ecological and hydrological functions. This includes energy efficient buildings, sustainable building materials, infiltrative surfaces and soft landscaping.

6.2 Development will be encouraged to provide soft landscaping that can absorb and retain rainfall where it falls while enhancing biodiversity through green roofs, tree plantings, understory herbaceous plantings, rain gardens and planting native varieties that are pollinator-friendly.

7. PARKLAND

Policies

7.1 Potential locations for new and expanded parks are conceptually shown on **Map 29-4**.

7.2 Parkland priorities within the Plan Area include, but are not limited to:

- a. Expanding and enhancing the size, function, visibility, and accessibility of existing parks and trails;
- b. Creating new parks; and
- c. Contributing to new and improved pedestrian connections to and between parks and trails.

7.3 Development is required to prioritize dedication of land to the City in order to meet parkland dedication requirements. As part of any development, parkland provision will be considered in the following order of priority:

- a. On-site parkland dedication;
- b. Off-site parkland dedication; and
- c. Cash-in-lieu of parkland.

7.4 Consolidation of parkland dedication from more than one development, assembled to create a larger park, will be encouraged.

7.5 Development adjacent to parks will:

- a. Achieve setbacks related to fire separation in order to allow the building and any of its exterior features and amenities to be provided and maintained on the development site;
- b. Provide an appropriate interface between public and private lands;
- c. Be oriented to maximize public access and views to parks;
- d. Be designed to have an attractive façade with animated uses at-grade;
- e. Provide for casual overlook, increasing the passive surveillance and safety of parks;
- f. Be located and designed to ensure wind conditions in parks are suitable for comfortable sitting and standing;
- g. Be located and designed to minimize shadowing on parks; and
- h. Avoid locating loading and servicing areas, and mechanical equipment, including venting, abutting parks.

8. MOBILITY

Policies

8.1 Sheppard Avenue East will balance mobility choices through Complete Street principles. Urban Design Guidelines and the Streetscape Plan will provide detailed design direction for improvements that will support all travellers in a universally accessible, comfortable and safe manner, as follows:

- a. Protect the planned 36 metre right-of-way;

- b. Enhance pedestrian walkability through wider sidewalks and enhanced pedestrian amenities that include tree planting, seating, lighting and pedestrian scaled buildings;
- c. Physically separated cycling facilities and interchanges; and
- d. Accommodate transit vehicle mobility and prioritize transit users' convenience and comfort.

8.2 To maximize pedestrian and cycling comfort and safety on Sheppard Avenue East, development will provide:

- a. Consolidated and shared vehicle access points from Sheppard Avenue East to minimize curb cuts;
- b. Encourage vehicle access points from the side streets, when possible;
- c. Encourage shared parking and site servicing facilities for lots on Sheppard Avenue East;
- d. Protect side street access for mid-block development sites by encouraging a private rear driveway system and shared vehicle access points, parking and site servicing facilities;
- e. Direct access to transit stops and shelters, when possible; and
- f. Employ smart technologies to ensure efficient and easier access to on-site facilities and manage demand for mixed-use developments.

8.3 Development and associated facilities such as turn lanes, vehicle lanes or on-street parking will not negatively impact or remove transit, walking, cycling, or other sustainable and shared mobility facilities. Through the development review process, mitigation measures will be identified and evaluated to reduce negative impacts on transit, walking, cycling, or other sustainable and shared mobility facilities and subject to City approval.

8.4 Development will not rely on the local neighbourhood streets as part of the transportation assessment.

8.5 Development will support multimodal transportation and reduced auto reliance, through minimizing vehicle parking requirements and providing appropriate transportation demand management measures such as bike-share stations, car-share spaces, and accommodation for shared mobility.

9. CYCLING NETWORK

Policies

9.1 Streetscape design will include physically separated cycling facilities and cycling interchange in accordance with **Map 29-5**.

9.2 Cycling infrastructure will meet the City's cycling design standards to support increased usage and safety. Cycling infrastructure should connect to future facilities on Yonge Street and east of Bayview Avenue.

9.3 Provide infrastructure and support for bicycles, including sheltered and easily accessible public bicycle parking, shareable parking, bike corrals and bike rings near transit stops, stations and local destinations at Cycling Interchanges.

10. PARKING

Policies

10.1 Developments will minimize on-site surface parking. If surface parking is proposed, it should be prioritized for shared mobility facilities such as car-share.

10.2 New vehicle parking facilities should be provided underground to limit impact on the public realm. Shared mobility vehicle spaces such as car-share and loading for ride-share, should be publically accessible in highly visible locations.

10.3 When underground parking facilities are not possible, parking facilities will be located behind the principal structure and appropriately screened to minimize any negative impacts on adjacent *Neighbourhoods* properties, parks, trails and open spaces.

11 TRAVEL DEMAND MANAGEMENT STRATEGIES

Policies

11.1 A Transportation Demand Management strategy may be required as part of a complete development application and will:

- a. Be integrated with required transportation impact assessments to support the proposed development;
- b. Identify infrastructure and strategies to reduce single occupancy vehicle use and encourage transit use, cycling and walking;
- c. Identify the roles and responsibilities of the property owner with respect to each recommended program and its implementation; and
- d. Identify the operational and financial roles and responsibilities of the property owner including, but not limited to, program development, implementation and ongoing management and operations of the transportation demand management plan and/or program.

11.2 Developments shall consider transit supportive infrastructure, such as seating and weather protected shelters and street furniture to improve transit users' experience.

12 SPECIAL POLICY AREAS

Policies

12.1. Special Policy Areas are identified in **Map 29-6**. These Special Policy Areas have the potential to accommodate comprehensive development and influence the character and quality of Sheppard Avenue East by providing opportunities to expand the public realm, provide on-site open space and high quality built form that reinforces the Plan's Vision and Guiding Principles.

12.2. Redevelopment of these Special Policy Areas will implement this Plan's Guiding Principles and Vision as demonstrated through a Block Context Plan. By implementing the policies of this Plan, development in these Special Policy Areas will maintain and reinforce the stability of adjacent *Neighbourhoods* and provide for compatibility between the development in *Mixed Use Areas* and *Apartment Neighbourhoods* to adjacent land use designations.

Block Context Plan

12.3 A Block Context Plan will be required for each Special Policy Area to ensure comprehensive and coordinated redevelopment within each Special Policy Area as well as within the overall Sheppard Willowdale Area and with their surrounding context. The Block Context Plan will implement the Vision for this Plan and will provide additional housing choices and provide a public realm framework that will

improve accessibility to transit, parks, trails and open spaces, and the retail activity planned for Sheppard Avenue East.

12.4 The plans/drawings and studies/reports required for the submission of a complete application for development within the Plan Area are identified in Policy 5.5.2 and Schedule 3 of the Official Plan. In order to assess proposed development in the Special Policy Areas, additional information regarding the complete application submission requirements in the Block Context Plan will be required:

- a. To demonstrate coordinated and comprehensive development within each Special Policy Area, as well as integration within the larger surrounding context as demonstrated through written and graphic text how the proposed development will support the Vision and Guiding Principles of this Plan and on how it transitions to adjacent streets, *Neighbourhoods* and *Apartment Neighbourhoods*, parks, trails and open spaces, existing and planned buildings and landscape elements;
- b. A public realm framework for the layout and organizing of development that gives address and animates Sheppard Avenue East including adjacent streets and building(s) setbacks, ground floor uses and entrances;
- c. Support for retail activity on lands designated *Mixed Use Areas* including layout of the proposed uses including services areas, public/shared driveways, ramps and loading areas;
- d. The patterns of existing and proposed building types and uses;
- e. Density and heights illustrating shadow impacts, transition in scale between areas of differing land uses, intensity and scale, including application of angular planes, building separation on-site or on abutting sites;
- f. Improvements to the pedestrian and cycling circulation network which includes public sidewalks, walkways, mid-block connections which may be in the form of a public street, the placement of POPS and street furniture;
- g. The location of required on-site parkland, where appropriate, in relationship to the existing parks, trails, open spaces, POPS, pedestrian and cycling routes, transit and retail streets; and
- h. Identify any cultural or natural heritage on or adjacent to the Special Policy Area.

Additional Policy Directions for Each Special Policy Area

Willowdale Area 1

Willowdale Area 1 is designated *Mixed Use Areas* that front onto Sheppard Avenue East and Willowdale Avenue, and is situated within a *High Order Pedestrian Zone* on **Map 29-4** where future bikeways are proposed. The northern portion of Willowdale Area 1 is directly adjacent to lands designated *Neighbourhoods* to the immediate east within the same block on Maplehurst Avenue, as well as, to the north, across the street on Maplehurst Avenue.

Policies

12.5 Development in *Willowdale Area 1* will:

- a. Acknowledge the street intersection to support commercial and social activity for area residents, workers and visitors through the creation of an active, lively retail space along Sheppard Avenue East and Willowdale Avenue.
- b. Provide for mid-rise built form that will define, frame and animate the intersection at Sheppard Avenue East and Willowdale Avenue in proportion with the adjacent right-of-way width while maintaining a minimum of 5-hours of sunlight access on the opposite public sidewalk of Sheppard Avenue East, Willowdale Avenue and Maplehurst Avenue to contribute to the pedestrian environment and comfort.
- c. Provide for low-rise built form along Maplehurst Avenue, that will fit and be compatible with the scale to the local street and adjacent lands designated *Neighbourhoods*, and provide transition in scale through the application of a 45 degree angular plane from front and rear yards, and appropriate setbacks and stepbacks.
- d. Provide an additional setback at the corner of Sheppard Avenue East and Willowdale Avenue to accommodate a POPS to provide placemaking opportunities within the *High Order Pedestrian Zone*, and the creation of parks and open spaces where appropriate.
- e. Provide a mid-block connection to improve connectivity to and between surrounding parks and trails.

Wilfred Area 2

Wilfred Area 2 is designated *Apartment Neighbourhoods* and is situated on a large corner lot with generous frontages on Sheppard Avenue East and Wilfred Avenue. *Wilfred Area 2* is directly adjacent to lands designated *Neighbourhoods* to the north and *Apartment Neighbourhoods* to the east.

Policies

12.6 Development in *Wilfred Area 2* will:

- a. Determine whether the existing building and/or landscape have any cultural heritage value which require conservation of the cultural heritage resource.
- a. Reinforce the existing role of the site to provide community services and act as a community gathering place, where possible with redevelopment.
- b. Provide for built form that will frame Sheppard Avenue and Wilfred Avenue in proportion with the adjacent right-of-way width to provide a minimum of 5-hours of sunlight access on the opposite public sidewalk to contribute to the pedestrian environment and comfort.
- c. Frame and animate Sheppard Avenue East with mixed uses to support the commercial and social activity that serve the needs of area residents, while providing new opportunities to expand housing choices.

- d. Provide low-rise built form along the northern portion of the site that will be compatible with adjacent lands designated *Neighbourhoods* on Greenfield Avenue by transitioning lower in height, density and scale through the application of a 45 degree angular plane, and appropriate setbacks and stepbacks.
- e. Provide a built form that provides appropriate building separations, setback and stepbacks with adjacent *Apartment Neighbourhoods*.
- f. Provide a mid-block connection, which may be in the form of a new public street, to improve connectivity within the site and to the surrounding area and provide address for new development and open spaces.

Sheppard Area 3

Sheppard Area 3 is designated *Apartment Neighbourhoods* and is a mid-block site on a deep lot with frontage on Sheppard Avenue East. *Sheppard Area 3* is adjacent to lands designated *Neighbourhoods* to the north and *Apartment Neighbourhoods* to west and east.

Policies

12.7 Development in *Sheppard Area 3* will:

- a. Determine whether the existing building and/or landscape have any cultural heritage value which require conservation of the cultural heritage resource.
- b. Reinforce the existing role of the site to provide community service facilities, where possible with redevelopment.
- c. Provide new opportunities to expand housing choices.
- d. Support the commercial and social activity on Sheppard Avenue East that serve the needs of area residents with appropriate at-grade uses.
- e. Provide built form along Sheppard Avenue East in proportion with the adjacent right-of-way width to provide a minimum of 5-hours of sunlight access on the opposite public sidewalk to contribute to the pedestrian environment and comfort.
- f. Provide for low-rise built form along the northern portion of the site that will be compatible with adjacent lands designated *Neighbourhoods* on Greenfield Avenue by transitioning lower in height, density and scale through the application of a 45 degree angular plane and appropriate setbacks and stepbacks.
- g. Provide built form that has appropriate building separations, setback and stepbacks with adjacent *Apartment Neighbourhoods*.

13. IMPLEMENTATION

Urban Design Guidelines and a Streetscape Plan will be developed for the Sheppard Lansing Secondary Plan Area and this Plan. Urban Design Guidelines and Streetscape Plan are intended to provide a

context for coordinated development by showing the proposed development in relationship to areas surrounding the site, while ensuring conformity with the Secondary Plan's Urban Design goals and objectives for the public realm and built form on Sheppard Avenue.

Policies

13.1 The Urban Design Guidelines and the Streetscape Plan will be used in the review of all development applications to ensure consistency with the Plan.

13.2 The Urban Design Guidelines and the Streetscape Plan are intended to implement and build upon the policies of this Secondary Plan.

13.3 As part of the transportation assessment for development applications, quantitative multi-modal transportation analysis and site related mitigation measures will be required to demonstrate that sufficient and safe transportation infrastructure is available to support the new development.

13.4 As part of the development approval process, all developments will be encouraged to support and improve the multimodal transportation infrastructure in the Plan Area.

13.5 As part of the Urban Design Guidelines and Streetscape Plan, implementation strategies to secure the development and maintenance of curbside management of on-street parking spaces, multimodal transportation infrastructure and commuting programs will be undertaken. These implementation strategies will be developed in collaboration with the Toronto Parking Authority (TPA), Smart Commute (North Toronto), City Planning and Transportation Services staff.

13.6 The development of multimodal transportation infrastructure can be supported by the following measures, in conjunction with public realm improvements, for the Plan Area, including, but not limited to:

- a. Amenities for non-auto users;
- b. Shared mobility spaces, such as car-share and carpool spaces;
- c. Consolidated pick-up/drop-off areas;
- d. On-street bicycle parking;
- e. Publicly accessible spaces for shared bike facilities;
- f. Digital mobility information and real-time travel display at primary building entrances; and
- g. Comprehensive transit supportive infrastructure and services, including those contained in the Transportation Demand Management Strategies.

List of Maps

Map 29-1 - Secondary Plan Area Boundary

Map 29-2 - Land Use

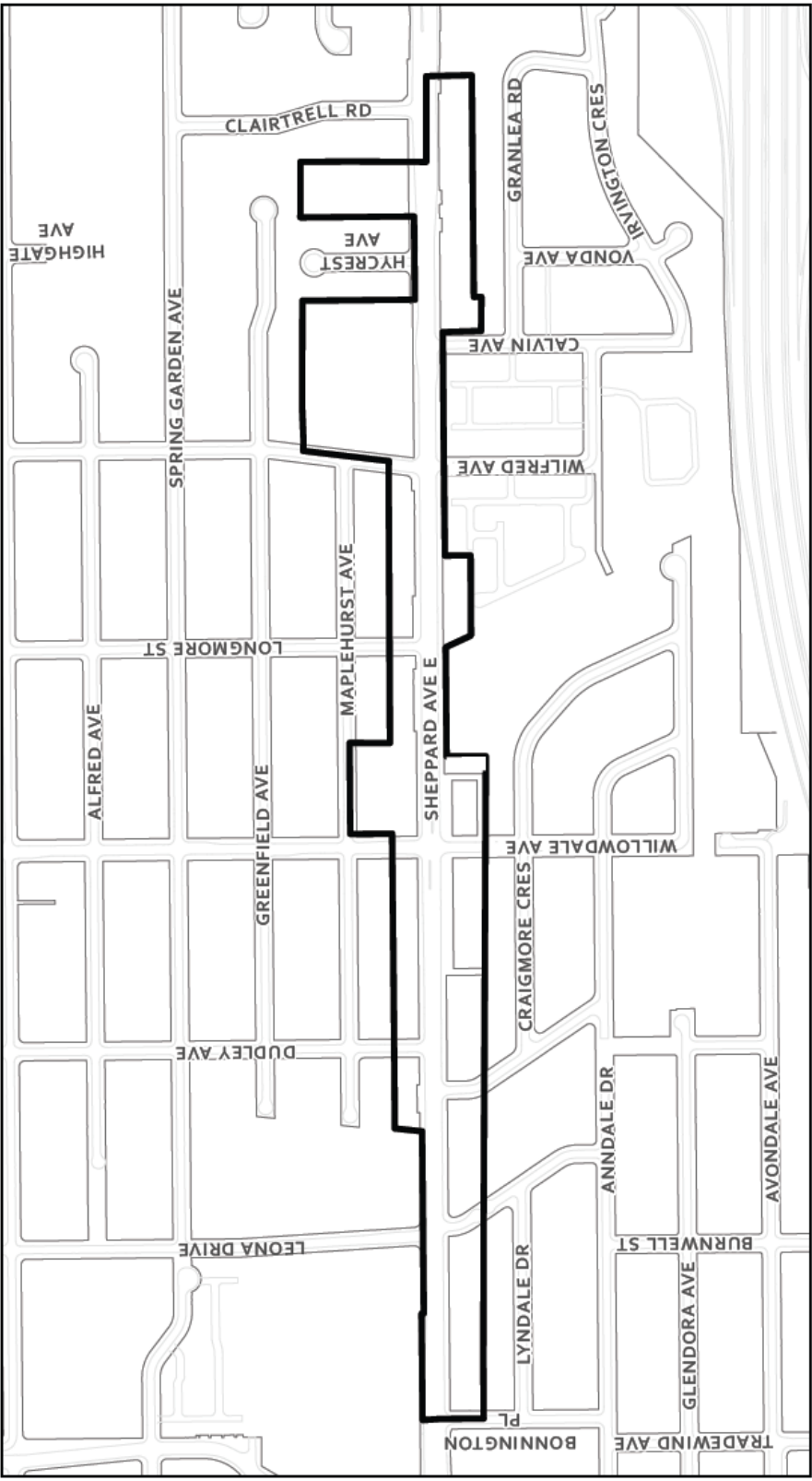
Map 29-3 - Maximum Density

Map 29-4 – Parks and Public Realm

Map 29-5 - Cycling Connection

Map 29-6 - Special Policy Areas

Map 29-1 - Secondary Plan Area Boundary

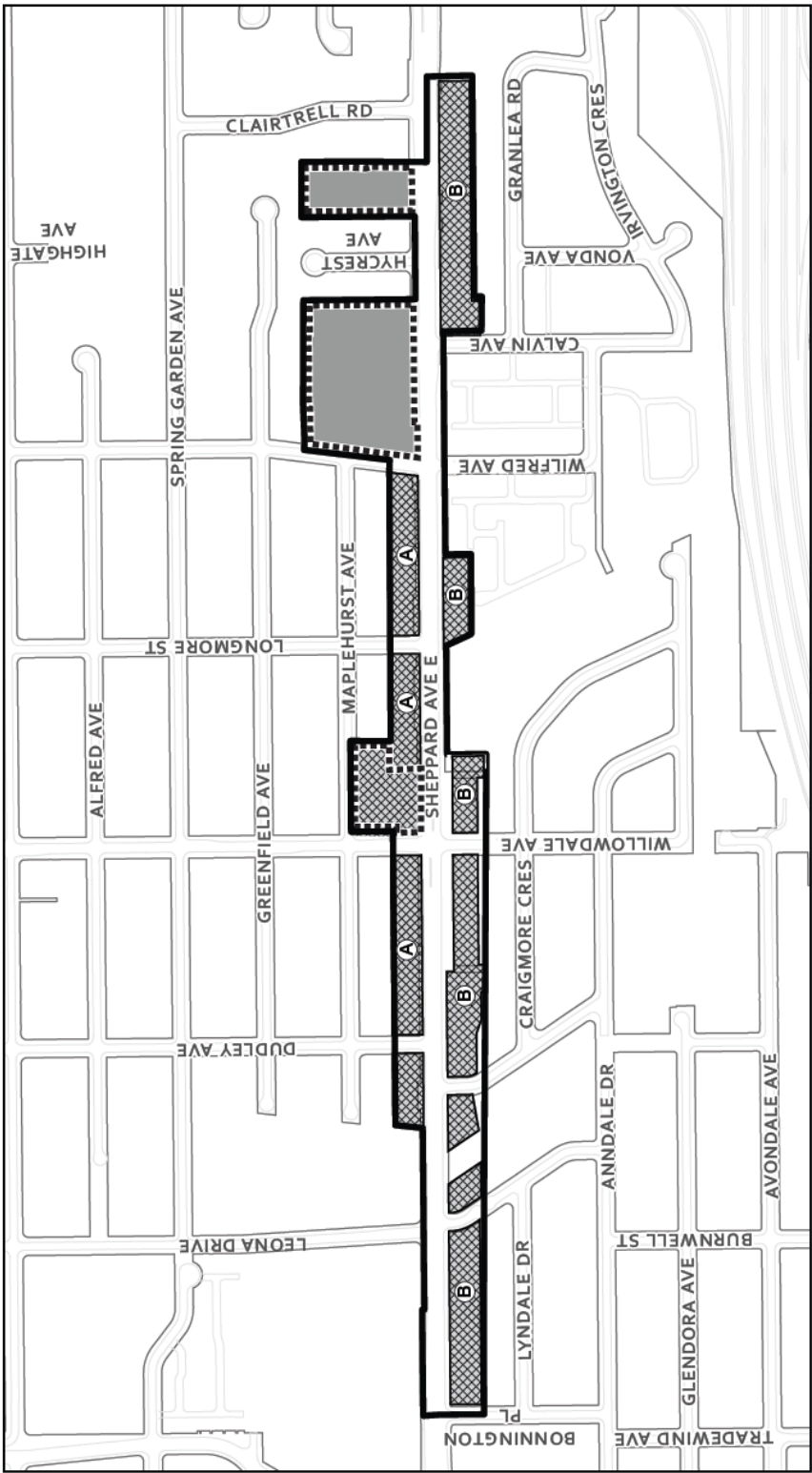


**Sheppard Willowdale Secondary Plan
Map 29-1 Secondary Plan Area Boundary**

— Secondary Plan Boundary

↗ Not to Scale

June 17, 2021



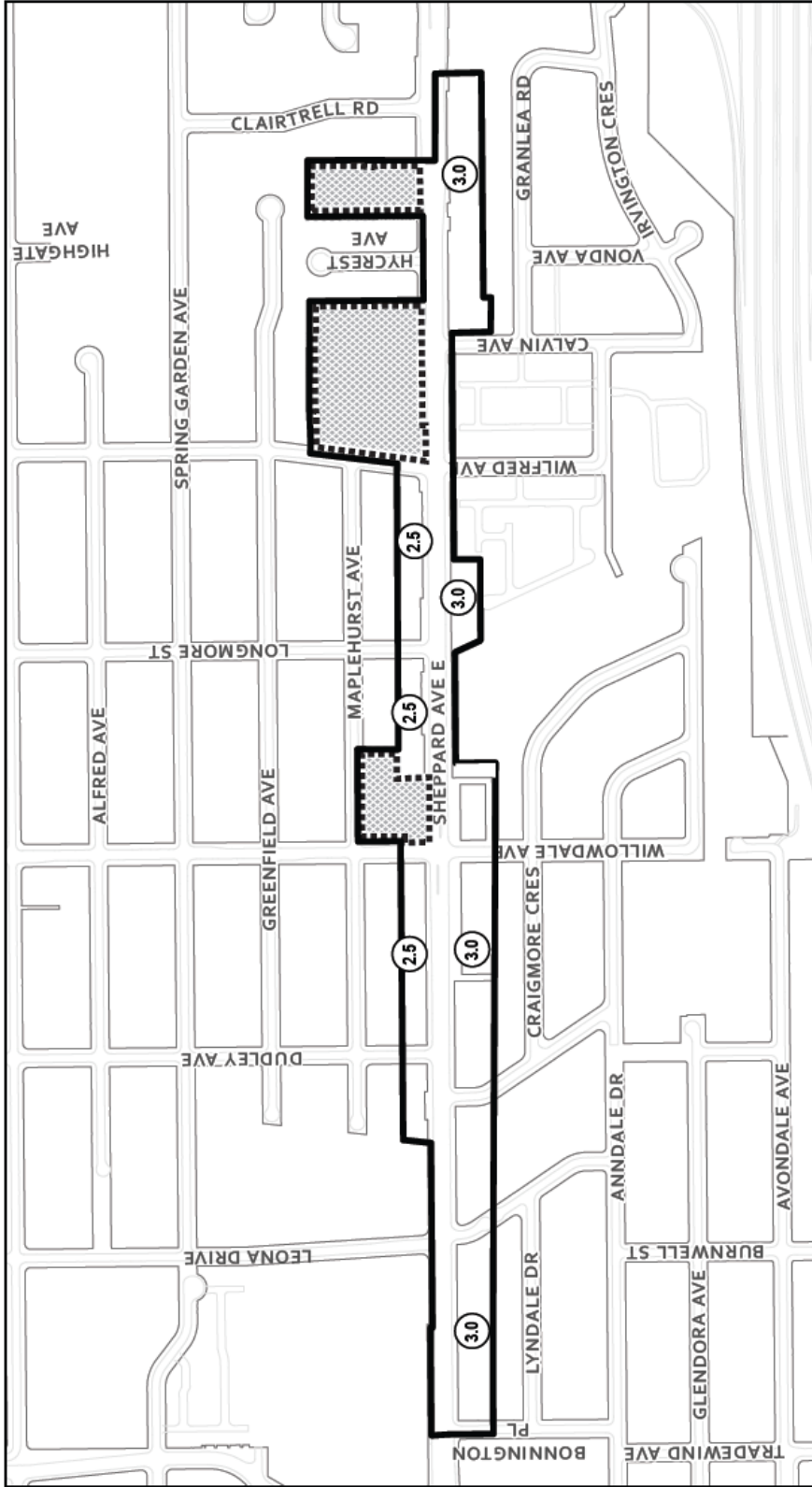
**Sheppard Willowdale Secondary Plan
Map 29-2 Land Use**

Not to Scale

- Secondary Plan Boundary
- Special Policy Area
- Mixed Use Area A
- Mixed Use Area B
- Apartment Neighbourhoods

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Map 29-3 - Maximum Density

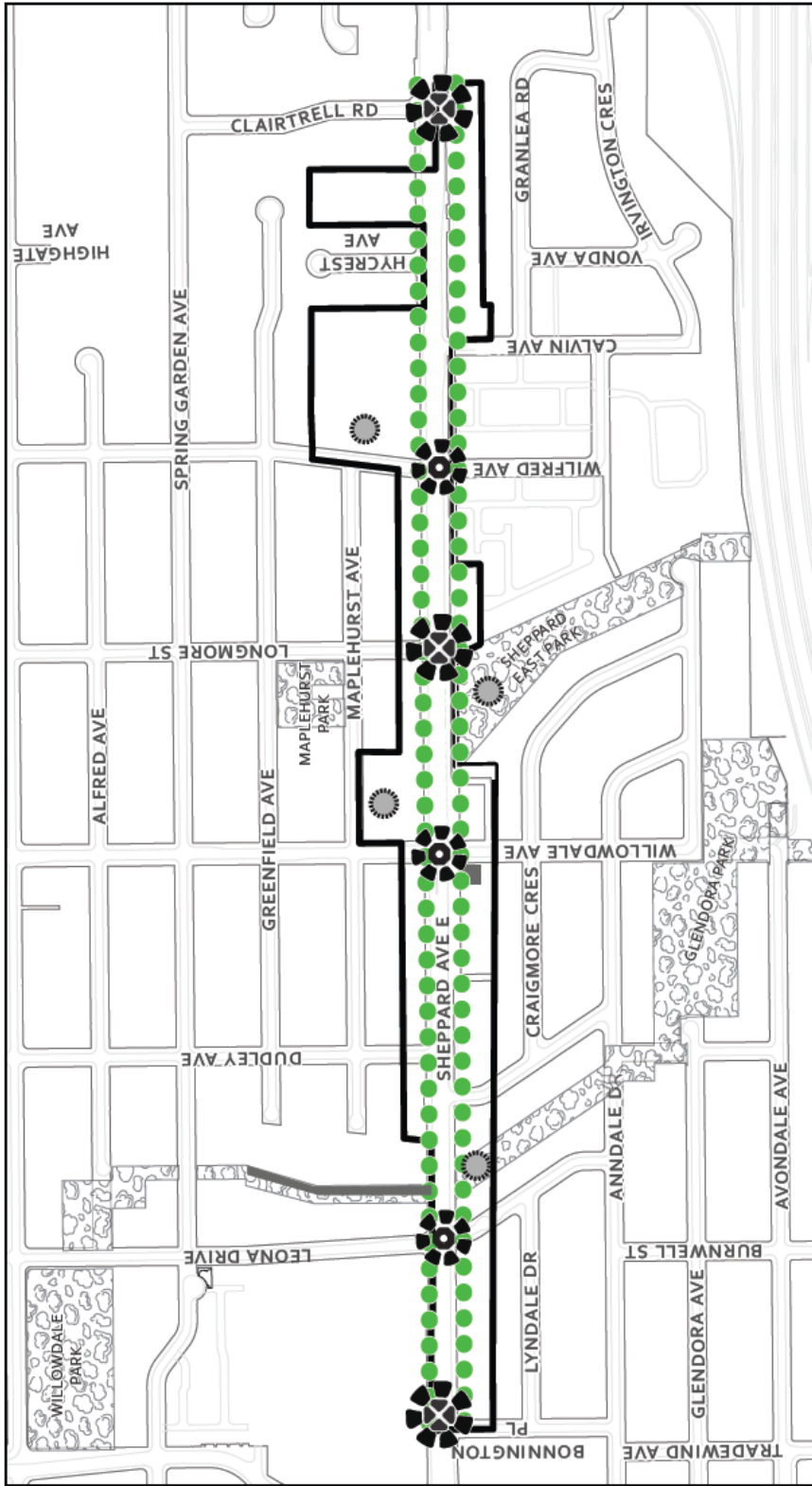


Sheppard Willowdale Secondary Plan Map 29-3 Maximum Density

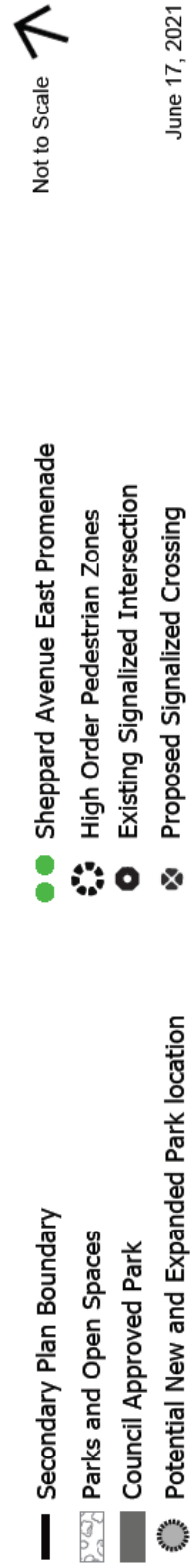
-  Secondary Plan Boundary
-  Special Policy Area

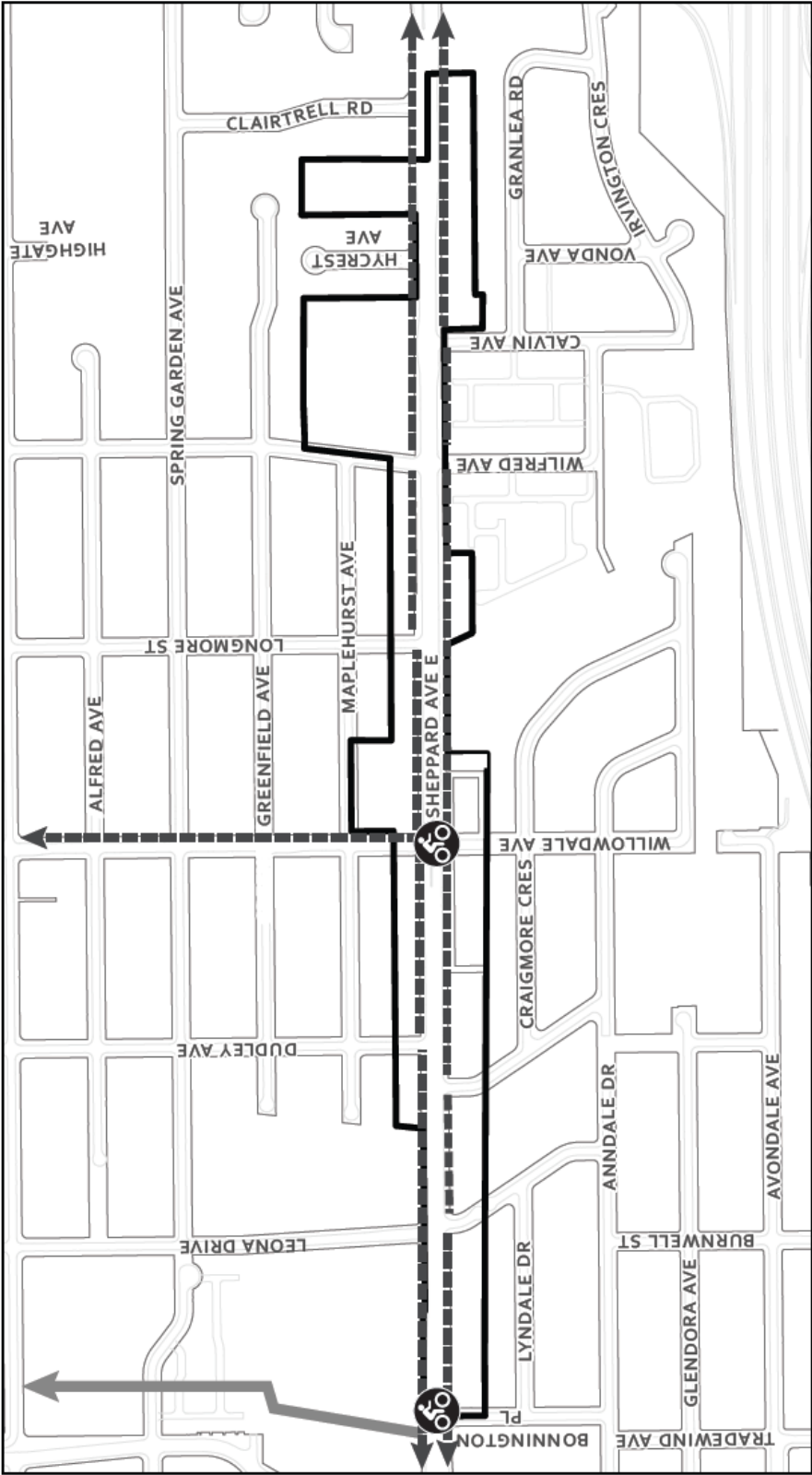
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Sheppard Willowdale Secondary Plan Map 29-4 Parks and Public Realm





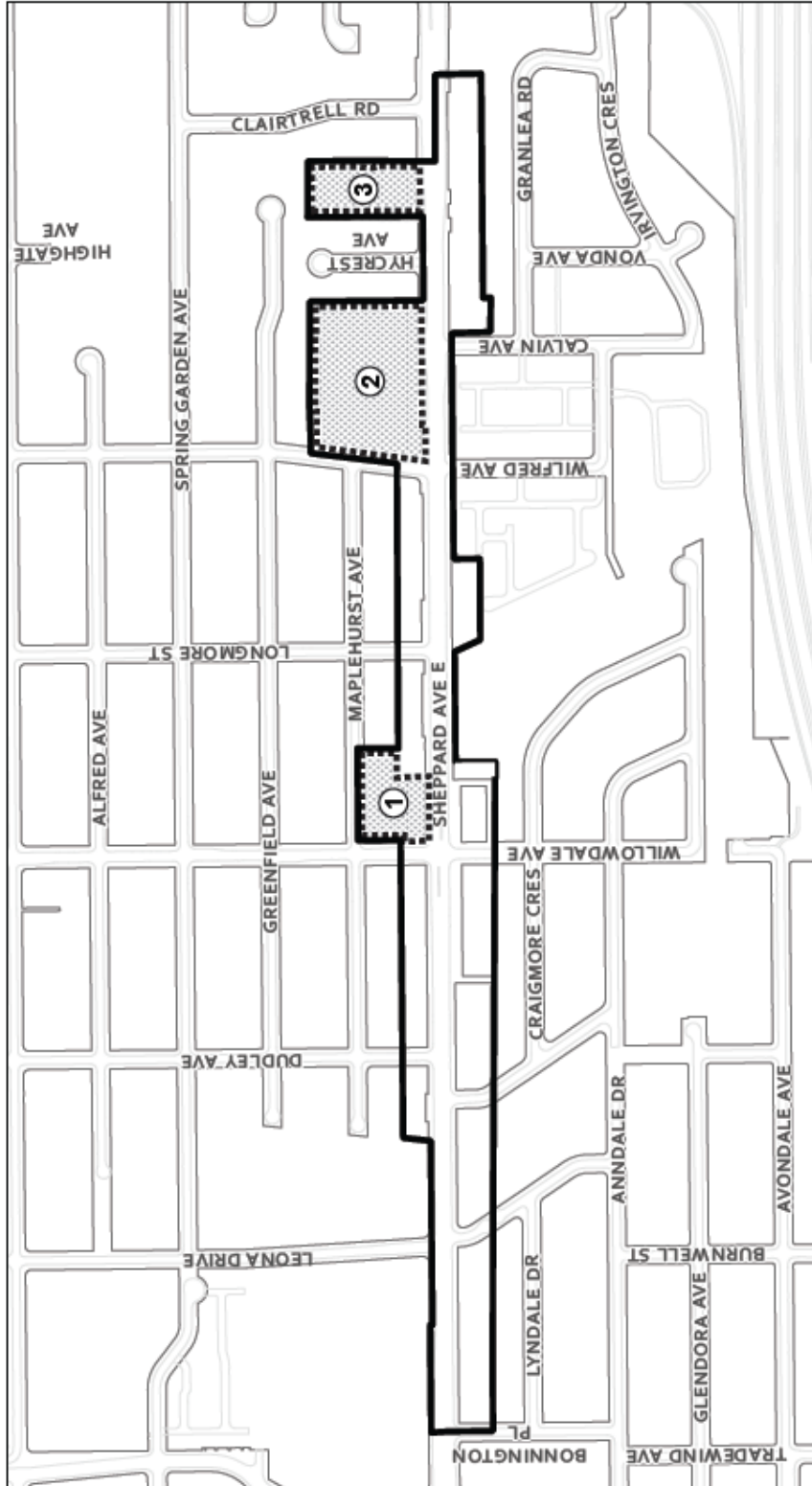
Sheppard Willowdale Secondary Plan
Map 29-5 Cycling Connection

- Secondary Plan Boundary
- Proposed Separate Bicycle Lanes
- Potential Bicycle Lanes
- Proposed Cycling Interchange

Not to Scale

June 17, 2021

Map 29-6 - Special Policy Areas



Sheppard Willowdale Secondary Plan Map 29-6 Special Policy Areas

- Secondary Plan Boundary
- Special Policy Areas
- 1 Willowdale Area
- 2 Wilfred Area
- 3 Sheppard Area

Not to Scale

June 17, 2021