



REPORT FOR ACTION

Sheppard Willowdale Secondary Plan – Final Report

Date: December 1, 2021

To: North York Community Council

From: Director, Community Planning, North York District

Ward 18 - Willowdale

Planning Application Number: 19 142347 NPS 00 TM

SUMMARY

This report recommends the adoption of the Sheppard Willowdale Secondary Plan ("The Plan"). The Plan will replace the eastern segment of the existing Sheppard Avenue Commercial Area Secondary Plan (the "SACSP"). The current review of the eastern portion of the SACASP represents Phase two of the Secondary Plan review and consists of lands primarily fronting on Sheppard Avenue East between Bonnington Place and Clairtrell Road ("Plan Area").

The Plan establishes a comprehensive planning framework that sets out the long-term vision for the delivery of complete communities that provides a mix of jobs, housing opportunities, and a wide variety of locally accessible services, shops, and restaurants, that support daily living for the local community.

The Plan builds upon the existing "commercial district" realized through the 1987 SACASP and carries forward a full range of land uses within mixed-use, mid-rise buildings that frame Sheppard Avenue East and contribute to the commercial activity and the visual quality of the public realm.

The Plan is the outcome of public consultations with local residents, businesses, and stakeholders, in addition to input and feedback from various City Divisions and Agencies. The planning framework includes updated boundaries, land uses, built form, mobility, parks, green infrastructure, and special policy areas with an emphasis on providing a clear direction for appropriate transitions to *Neighbourhoods* and an improved public realm and streetscape.

The Plan has regard for matters of provincial interest under Section 2 of the Planning Act, is consistent with the Provincial Policy Statement (2020), and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The Secondary Plan is consistent with the general intent of the City's Official Plan.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council adopt Official Plan Amendment 560 substantially in accordance with Attachment 2 to the Report (December 1, 2021) from the Director, Community Planning, North York District.
2. City Council directs the Chief Planner and Executive Director, City Planning to bring forward Urban Design Guidelines and a Streetscape Plan for the Sheppard Lansing Secondary Plan and the Sheppard Willowdale Secondary Plan areas.
3. City Council authorizes the City Solicitor to make such stylistic and technical changes to Official Plan Amendment 560 as may be required.
4. City Council authorizes the City Solicitor and appropriate City staff to take such necessary steps, as required, to implement City Council's decision.

FINANCIAL IMPACT

The City Planning Division confirms that no financial implications are resulting from the recommendations included in this report in the current budget year or future years.

DECISION HISTORY

At its meeting of January 19, 2016, Community Council approved a status report outlining the scope of work for the review of both the western and eastern segments of the SACASP in three phases. Community Council's decision can be found here: [Agenda Item History - 2016.NY11.32 \(toronto.ca\)](#)

Council's direction initiated the review to expand the permitted uses with a mix of residential and retail uses, as well as to incorporate angular planes and other appropriate and desirable measures to protect adjoining *Neighbourhoods*, that would abut to the desired mix of residential and retail uses on Sheppard Avenue.

Phase 1 - review of the western portion

At its meeting of January 31, 2017, City Council adopted the Official Plan Amendment for the western segment of the SACASP review. The west segment of the SACASP was renamed the Sheppard Lansing Secondary Plan. City Council's decision can be viewed here: [Agenda Item History - 2017.NY19.33 \(toronto.ca\)](#)

The Sheppard Lansing Secondary Plan (OPA 367) was appealed in its entirety by local landowners. On September 9, 2019, the Local Planning Appeal Tribunal (LPAT) dismissed the appeals in their entirety and OPA 367 was approved without modifications.

Phase 2 - review of the eastern portion

The current review would update the vision and planning framework for this section of Sheppard Avenue East which includes an expanded Plan Area, land uses, density, heights, and transitions to *Neighbourhoods*, public realm, and streetscape improvements on Sheppard Avenue as outlined in Attachment 2 of this report.

Phase 3 - Urban Design Guidelines and Streetscape Plan

Urban Design Guidelines and Streetscape Plan would be developed for the entire Sheppard Avenue corridor within the Plan Areas of Phase 1 and Phase 2. This work would be conducted by external consultants, subject to funding approval during the budget cycle, who would be retained by the City to prepare the guidelines and final streetscape recommendations

POLICY CONSIDERATION

The Planning Act governs land use planning in Ontario and Section 2 of the Planning Act identifies matters of provincial interest for which City Council shall have regard to in carrying out its responsibilities. The Plan has been reviewed and evaluated against Section 2 of the Planning Act, the Provincial Policy Statement (2020) ("the PPS"), and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan").

Section 2 of the Planning Act

The Planning Act governs land use planning in Ontario and sets out the means by which a municipality must implement land use planning decisions. In particular, Section 2 of the Planning Act identifies matters of provincial interest which municipalities shall have regard for. These matters of provincial interest are addressed through the policies of The Plan.

The Provincial Policy Statement (2020)

The PPS provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- the efficient use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer, and other infrastructure is available to accommodate current and future needs; and

- protecting people, property, and community resources by directing development away from natural or human-made hazards.

The provincial policy-led planning system recognizes and addresses the complex interrelationships among environmental, economic, and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the [Planning Act](#) and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions, or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.6 of the PPS states that "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated, and long-term planning is best achieved through official plans."

Provincial Plans

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. The council may go beyond these minimum standards to address matters of local importance unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions, or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. These policies include:

- Section 2.2.1.3 (c) provides direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through compact built form;
- Section 2.2.1.4 (a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- Section 2.2.1.4 (d) expand convenient access to i) a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;

- Section 2.2.1.4 (e) provide for a more compact built form and a vibrant public realm, including public open spaces;
- Section 2.2.1.2 (f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability;
- Section 2.2.4.10 directs that lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities;
- Section 2.2.5 the retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration for those uses with other land uses to support the achievement of complete communities; and that in planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated;
- Section 2.2.6.3 the use of available tools to require that multi-unit residential development incorporate a mix of unit sizes to accommodate a diverse range of household sizes and income;
- Section 3.2.2 and 3.2.3 direct the coordination between transportation system planning, land use planning, and transit investment; the direction to provide a balance of transportation options to reduce automobile dependence and promote transit and active transportation use; offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities; provide for a complete streets approach; and development and implement transportation demand management policies and facilitating linkages between different areas, such as urban growth centres; and ensure that active transportation networks are comprehensive and integrated;
- Section 4.2.10 directs the development of official plan policies that identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, including reducing dependence on the automobile and supporting existing and planned transit and active transportation; and
- Section 5.2.5.6 states in planning to achieve the minimum intensification and density targets in this Plan, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high-quality public realm and compact built form.

The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan, take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the Planning Act, all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan.

Comments, submissions, or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

The Growth Plan contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs plan for the prescribed densities.

Toronto Official Plan

The Official Plan articulates a vision for our future and sets the urban structure for directing growth and managing change through the integration of land use and transportation. The Official Plan directs growth to compact, transit-oriented, mixed-use communities that can make effective use of existing infrastructure assets.

The Urban Structure Map 2 of the Official Plan identifies this portion of Sheppard Avenue East as an *Avenue*. Map 3 in the Official Plan plans for a right-of-way width of 36 metres for Sheppard Avenue East from Yonge Street to Bayview Avenue. Sheppard Avenue East is currently identified as both a *Higher Order Transit Corridor* on Map 4 and part of the *Surface Transit Priority Network* on Map 5 of the Official Plan.

Avenues are important corridors along *major streets* where re-urbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities, and transit service for community residents. Development along *Avenues* is required to support the relevant land use designations in the Official Plan.

The western edge of the Plan Area is adjacent to the North York Centre, which is one of four *Centres* in the City. North York Centre is an *urban growth centre* in the Growth Plan and a focal area for regional public service facilities as well as commercial, recreational, cultural and entertainment uses. The *urban growth centre* will be planned to achieve a minimum density target of 400 residents and jobs combined per hectare by 2031 or earlier. This is achieved through intensification policies contained in the North York Centre Secondary Plan.

While not within the study area, east of the Plan Area is Bayview Subway Station on TTC's Line 4 and the City is required to have an overall strategy to manage and direct development in support of existing and planned public transit infrastructure. This is achieved through the Sheppard Avenue Subway Corridor Secondary Plan.

Each *Avenue* in the city is different in terms of lot sizes and configuration, street width, existing uses, neighbouring uses, transit service, and streetscape potential. There is no "one size fits all" program for re-urbanizing the *Avenues*. A framework for change will be tailored to the situation of each *Avenue* through a local study that will involve local residents, businesses, and other stakeholders.

Transportation policies contained in Section 2.2 emphasize the integration of transportation and land use planning to achieve the overall aim of increasing accessibility throughout the City. Section 2.4 emphasizes the need to use available road space more efficiently to move people instead of vehicles and how the demand for vehicle travel can be reduced and make walking, cycling, and transit increasingly attractive alternatives to using the car and to move towards a sustainable transportation system.

The Public Realm, Section 3.1.1 policies provide further direction to foster: complete, well-connected walkable communities to meet the daily needs of people and support a mix of activities; active transportation and public transit use, comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction; contribute to the identity of and physical character of the City and its neighbourhoods, provide opportunities for passive and active recreation, be functional and fit within a larger network and contribute to the City's climate resilience. The City, together with its partners, should seek opportunities to expand and enhance the public realm to support existing and future populations.

Built Form policies in Section 3.1.2 of the Official Plan state our quality of life and personal enjoyment of the public realm depend in part on the buildings that define and support the edge of our streets, parks, and open spaces. The scale and massing of buildings define the edges of, and give shape to, the public realm. The ground floor uses, entrances, doors, windows, materiality, and quality of these building edges help to determine the visual quality, activity, comfortable environment, and perception of safety in those public spaces. Further, the built form policies provide principles on key relationships of the location and organization of development, its massing, and appropriate amenity within the existing and planned context to inform the built form and ensure each new building will promote and achieve the overall objectives of the Plan.

The Housing policies in Section 3.2.1 support a full range of housing forms, tenure, and affordability across the City and within *Neighbourhoods*. New housing supply will be encouraged through intensification and infill that is consistent with the Official Plan.

The land use designations for the study area include *Mixed-Use Areas*, *Apartment Neighbourhoods*, and *Park and Open Space Areas* as identified on Map 16 of the Official Plan. Lands abutting the Plan Area to the north and south are designated *Neighbourhoods*.

The majority of the Plan Area is designated *Mixed Use Areas* which provides for a broad range of commercial, residential, and institutional uses, as well as parks and open spaces and utilities. Development in *Mixed Use Areas* is subject to a number of development criteria in Policy 4.5.2. Developments will: locate and mass new buildings to provide a transition between areas of different development intensity and scale; provide appropriate setbacks and/or stepping down of heights, particularly towards lower scale *Neighbourhoods*; locate and mass new buildings to adequately limit shadow impacts on adjacent *Neighbourhoods* particularly during the spring and fall equinoxes; provide good site access and circulation and an adequate supply of parking for residents and visitors; provide an attractive, comfortable and safe pedestrian environment; locate and screen service areas, ramps, and garbage storage to minimize

the impact on adjacent streets and residences; and, provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development, among other requirements.

There are also two larger lots on Sheppard Avenue East within the study area that are designated *Apartment Neighbourhoods*. *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service, and office uses that serve the needs of area residents. Policy 4.2.2 provides development criteria for new development in *Apartment Neighbourhoods* respecting: location; massing; transition; streetscapes; and shadow impacts, among others. New buildings are required to be located and massed to provide: transition between areas of different development intensity and scale; to limit shadow impacts in adjacent *Neighbourhoods*; and to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks, and open spaces.

The Plan Area also includes lands designated *Parks and Open Space Areas*. *Parks and Open Space Areas* policies contained in Policy 4.3.2 generally prohibit development within these areas except for recreation and cultural facilities, conservation projects, cemetery facilities, public transit, and essential public works and utilities. Development on lands abutting these areas will maintain and reinforce the stability of these areas.

A portion of the Plan Area is currently subject to the SACASP. The policies of the SACASP permit residential, commercial, parks, and institutional uses with an emphasis on establishing a "commercial district" through the retention of existing 'houseform' buildings or through redevelopment at a maximum FSI of 1.0 and a maximum building height of 3 metres.

Secondary Plans establish local development policies in defined areas. Secondary Plans guide growth and change while ensuring adequate public infrastructure and environmental protection. Secondary Plan policies adapt and implement the objective, policies, land use designations, and overall planning approach of the Official Plan to fit the local contexts and are adopted as amendments to the Official Plan.

The City of Toronto Official Plan can be found here: [Toronto's Official Plan](#)

The Sheppard Lansing Secondary Plan can be viewed here: [Agenda Item History - 2017.NY19.33 \(toronto.ca\)](#)

Design Guidelines

Avenues and Mid-rise Building

City Council adopted the Mid-rise Building Performance Standards in 2010 and an addendum to these Standards in 2016, which are to be used together during the evaluation of mid-rise development proposals on the *Avenues*. The guidelines inform built form intensification in the Plan Area in a way that is compatible with the adjacent

neighbourhoods through appropriately scaled and designed mid-rise buildings. The guidelines can be viewed here: [Mid-Rise Buildings – City of Toronto](#)

Complete Streets Guidelines

Complete Streets was adopted by City Council in August 2014. "Complete Streets" are streets that are designed to be safe for all users: people who walk, bicycle, take transit, or drive, and people of varying ages and levels of abilities. The guidelines can be viewed here: [Complete Streets Guidelines – City of Toronto](#)

Growing Up: Planning for Children in New Vertical Communities

The Growing Up guidelines focus on expanding housing options in new mid-rise and tall buildings to support social interaction and to better accommodate the needs of all households at all different life stages, including those with children and multi-generational households with seniors. This includes indicating the need for larger-sized units at a minimum of 15 percent and 10 percent of the total number of units for two-bedrooms and three-bedrooms, respectively. The Guidelines also provide direction on unit sizes and the incorporation of services, shops, and restaurants into the building that meets families' daily needs and minimizes trips and travel times. The guidelines can be viewed here: [Growing Up: Planning for Children in New Vertical Communities – City of Toronto](#)

Retail Design Manual

City Council adopted the Retail Design Manual on October 27, 2020. The guidelines provide direction on the design of retail spaces as part of the lower floors in mixed-use buildings with a focus on retail uses that interface with the public realm to enable successful retail development. The guidelines can be viewed here: [Retail Design Manual – City of Toronto](#)

The analysis of the guidelines informed the policy direction of The Plan and provided guidance on the formulation of specific policies. Discussion on these policies follows in later sections of this report.

PUBLIC CONSULTATION

Community consultation played an integral component in the study review and included: three community consultation meetings and meetings with residents, businesses, and the development community. A project web page was also created to provide pertinent information and study material to the public and to solicit public feedback including the opportunity to review the draft Secondary Plan. The project web page can be viewed here: [Toronto's Planning Studies](#)

The study's community consultation kick-off was held on March 10, 2020 at the St. Gabriel Catholic Public School and was attended by the Ward Councillor, City staff, and approximately 85 members of the public. At the meeting, Community Planning gave a presentation that included the study scope of work, study process, policy framework,

and the existing and planned neighbourhood context. Following the presentation, staff held a facilitated discussion, and once all questions were answered members of the public were given the opportunity to visit information board stations to share their concerns and identify their priorities with City staff representing each policy theme covered in the Secondary Plan review. This community feedback was used to identify the neighbourhood's priorities and develop a community vision and guiding principles for the Plan Area. The Community's feedback is summarized below:

- Study boundary should expand to include abutting *Neighbourhoods* and *Apartment Neighbourhoods*, in addition to expanding the Plan Area to include *Mixed-Use Areas* along Willowdale Avenue, as well as to Bayview Avenue instead of Claritrell Road
- Support a diversity of commercial uses from small businesses, specialty shops, butcher shops, and medical offices and labs
- Support for mid-rise building typology with commercial uses at street level
- Concerns about increased density, privacy loss, and traffic congestion
- Concerns that maximum building heights of 5-7 storeys do not provide enough intensification
- Support for using transition towards *Neighbourhoods* to protect privacy and access to sunlight
- Concerns about garbage, servicing, and noise impacts on neighbourhoods
- Support to make Sheppard Avenue East attractive and act as a local destination
- Support for walkable streets and weather protection throughout all seasons
- Support for consistent widened sidewalks and boulevard treatment
- Support for schools and shops to add to the public realm and pedestrian interest
- Improve safe pedestrian crossings at intersections and add traffic signals
- Concerns of short crossing time at signalized traffic, especially for seniors
- Concerns about crossing a wide street existing/planned for Sheppard Ave East
- Support for cycling lanes and connections to Yonge Street, area valleys, midtown, and downtown
- Concerns regarding local floods and climate change
- Support for increasing use of green infrastructure, green streets, and green roofs
- Support for new park and amenities and safe connections to parks and trails
- Support for public art in recognition of Indigenous culture and history

At the follow-up consultation meeting held on April 26, 2021, staff presented the study's vision and guiding principles, as well as opportunities and constraints based on the community's feedback and profiling of the local and physical characteristics of the area. Additional feedback was provided to staff. In addition, City staff presented further lot analysis of the area and built form options from testing and modeling that informed the Plan's maximum density, massing, and heights policies.

At the virtual community consultation meeting held on November 4, 2021, City staff presented the draft Secondary Plan based on the refined community vision and guideline principles. Members of the public generally provided positive feedback for the draft policies including the expanded boundary, land uses, housing, active retail design, parks, public realm and streetscape improvements mobility, green infrastructure, and the special policy areas. While there has been general support for the planned

intensification on Sheppard Avenue East on *Mixed Use Areas* and within the Special Policy Areas, there have been some concerns about the density and height limitations on future redevelopment plans from businesses and the development community.

BACKGROUND

Study Context

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

This portion of Sheppard Avenue East will achieve a balanced level of intensification on lands that front on 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 on *Mixed Use Areas* and *Apartment Neighbourhoods* will transition to lower-scale areas.

The study has resulted in the proposed Sheppard Willowdale Secondary Plan. The Plan contains directions on how to implement the vision for the area which builds upon the existing character of Sheppard Avenue East.

Vision and Guiding Principles

Vision

The Sheppard Willowdale Secondary Plan will build upon the existing commercial district by creating a vibrant corridor that provides accessible services, shops and restaurants for the local community. Sheppard Avenue East will be generally framed by 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 spaces.

The vision will be realized by the following Guiding Principles:

- Establish a complete community by providing a wide array of land uses including commercial, residential, office, institutional, and community uses that support daily living throughout all stages of life, appropriate to the site and surrounding context;
- Frame and support Sheppard Avenue East with mid-rise buildings that animate the public realm and improve pedestrian comfort and interest;

- Provide appropriate built form that defines and frame the edges of the public realm with good street proportion, and transitions to *Neighbourhoods, Parks and Open Areas*;
- Enhance the public realm and its connectivity to parks and open spaces and local destinations through the creation of the Sheppard Avenue East Promenade and the High Order Pedestrian Zones;
- Rebalance the Sheppard Avenue East right-of-way to create a Complete Street; and
- Secure ecologically sustainable opportunities through the development of a green street and green infrastructure including new and expanded parks and open space network.

The draft Official Plan Amendment sets out the policy framework to support this vision. Refer to Attachment 2.

Boundary

The Secondary Plan review included modifications to the existing secondary plan boundary. The existing boundary along the east segment of the SACASP is inconsistent, fragmented, and does not capture all lands on Sheppard Avenue East designated *Mixed Use Areas*. When profiling the local and physical characteristics for lots on *Mixed Use Areas*, it was evident that the majority of the *Mixed Use Areas* lots shared similar lot characteristics and the study area would benefit from a planning approach that was consistently applied to all *Mixed Use Areas* with a Sheppard Avenue East frontage. To manage growth and change envisioned for Sheppard Avenue East, this Secondary Plan recommends lot assemblies to overcome shallow and narrow lots and to achieve the desired built form, public realm, and streetscape improvements for the Plan Area.

There is also a portion of the *Avenue* that is designated *Neighbourhoods* on the south side of Sheppard Avenue East from Sheppard East Park to the west side of Calvin Avenue. Staff have reviewed the potential incorporation of these *Neighbourhoods* designated lands into the Plan Area. These *Neighbourhoods* lands consisted of three residential subdivisions in generally low-rise built form ranging from detached houses, semi-detached houses, rowhouses, and 5-storey apartment buildings that front on to internal local roads. It was determined that due to the lot orientation towards the residential road, in addition to the lands being located within the interior of the neighbourhood subdivision, it would not be appropriate to incorporate this area into the Plan Area. In accordance with the Official Plan policies, not all lands that fall within *Avenues* are designated for growth. In the opinion of staff, the inclusion of these neighbourhood subdivisions will affect those *Neighbourhoods* in a manner contrary to the policies of the Official Plan and would not be compatible with the physical context established on this segment of the *Avenue*.

However, the Plan Area boundary was expanded on the south perimeter of the study area at the corner of Sheppard Avenue East and Calvin Avenue to include two parcels of land designated *Neighbourhoods* oriented east-west directly abutting the *Mixed Use Areas* to the east. This Official Plan Amendment will redesignate 33 and 35 Calvin Avenue from *Neighbourhoods* to *Mixed-Use Areas* to provide a sufficient lot depth at this corner that can support the Plan's built form objectives for a mid-rise building on a corner lot. The existing lot at 305 Sheppard Avenue East that is immediately north of 33 and 35 Calvin Avenue is not of sufficient lot depth to achieve the Plan's objectives appropriately. This redesignation will also provide an opportunity to establish a shared driveway system at the rear of the buildings for the entire block from Calvin Avenue to Bayview Avenue, accessed from the side street instead of Sheppard Avenue East. This will prevent multiple curb cuts on the public sidewalk to support the Plan's public realm principles for a safe, connected, and comfortable public space.

Additional comments from the public included extending the study boundary to incorporate abutting *Neighbourhoods* lands to the north and south of the *Mixed Use Areas* on Sheppard Avenue East. This would have the effect of increasing the lot depths and maximizing building densities and heights according to the planned right-of-way widths. As part of the study's modeling and testing of buildings on shallow lots, staff have determined that the *Mixed Use Areas* lots can support intensification of mid-rise buildings including the general application of *Neighbourhood* transitions and the required servicing when lots were consolidated with a greater lot frontage of 30 metres. The Secondary Plan contains policies that promote land consolidations greater than a lot frontage of 30 metres. Given this analysis, it is the opinion of staff, it is not warranted to modify the Plan's boundary for the purpose of achieving the maximum build-out of lots on Sheppard Avenue East.

The Secondary Plan review also included the identification of large sites that if redeveloped could greatly influence the character and quality of Sheppard Avenue East and reinforce the Plan's Vision and Guiding Principles.

Two sites were identified on the north side of Sheppard Avenue East which have different characteristics from the typical lots that front on Sheppard Avenue East: The People's church located at 374 Sheppard Avenue East that has a Sheppard lot frontage of approximately 169 metres and St. Elizabeth of Hungary Roman Catholic Church located at 432 Sheppard Avenue East that has a Sheppard lot frontage of 63 metres. These lands are designated *Apartment Neighbourhoods* and occupy considerable frontage on Sheppard Avenue East that if they redevelop have a prominent influence in implementing the Plan's vision and guiding principles. The Plan Area boundary was expanded to include these two sites.

Comments noted during community consultation included extending the boundary to Bayview Avenue, instead of the current eastern boundary at Clairtrell Road. The remaining lots on the north side of Sheppard Avenue East and extending to Bayview Avenue are already included in the existing Sheppard Avenue Subway Corridor Secondary Plan. The remaining lots on the south side of Sheppard Avenue East are also part of the Sheppard Avenue Subway Corridor Secondary Plan and should continue to be assessed under the Sheppard Avenue Subway Corridor Secondary to provide for appropriate and consistent treatment of all four corners at the important

intersection of Bayview Avenue and Sheppard Avenue. Therefore, the study boundary was not extended to Bayview Avenue.

There was also interest from the development community to expand the study area to include *Mixed Use Areas* on Willowdale Avenue from Sheppard Avenue East to Hollywood Avenue. However, the purpose of the study was to review and update the SACASP which was the work undertaken by staff. Expanding the boundary along Willowdale Avenue is not appropriate through this lens and Willowdale may be reviewed separately at an appropriate time as deemed by City Council.

Land Use

The PPS promotes a strong economy ensuring opportunities for job creation and Section 2.2.5 of the Growth Plan states that "the retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration for those uses with other land uses to support the achievement of complete communities". The Official Plan directs growth on *Avenues* where re-urbanization is anticipated and encourages new job and housing opportunities while improving the pedestrian environment.

The Plan's land use policies are intended to create a vibrant, mixed-use *Avenue* and establish a complete community that provides a mix of jobs, housing opportunities, and a wide variety of locally accessible services, restaurants, and shops to support daily living. Many of the commercial land use permissions within the existing SACSP were carried forward including financial institutions, institutional uses, office uses, retail, and service commercial.

Existing land use permissions such as public utilities, accessory uses as well as residential uses within low-scale buildings such as detached dwellings, live-work units, and townhouses were amended to better optimize the use of lands and to encourage street-oriented retail use within a mid-rise built form. The success in establishing complete communities is to ensure the growth of a residential base that supports businesses and vice versa. The existing land use permissions within low-scale buildings would hinder the Official Plan's and the Plan's vision for a vibrant *Avenue* with street-oriented retail use that would provide for the additional job and housing opportunities on the corridor.

Housing

In addition to the housing policies provided for in the Official Plan that promote a full range and mix of housing types in terms of tenure and affordability, this Plan will contribute to a range of housing options in vertical communities.

The PPS provides direction for sufficient provision of housing to meet changing needs including affordable housing to achieve strong communities, a strong economy, and a clean and healthy environment. Growth Plan, Section 2.2.6.3 directs that municipalities "use available tools to require that multi-unit residential development incorporate a mix

of unit sizes to accommodate a diverse range of household sizes and income". The City's Growing Up Guidelines provide direction for how to achieve this. Residential uses within mid-rise buildings will provide a range of unit types and sizes to meet long-term housing needs for a diverse range of households at different life cycles including larger and intergenerational households. The Plan requires that new buildings that contain 20 or more units provide a balance and mix of residential unit types. A minimum of 15 percent of the total number of units shall be 2-bedroom units and a minimum of 10 percent of the total number of units for 3-bedroom units. Larger units are encouraged to meet the minimum ideal unit size range: two bedrooms at 87 square metres to 90 square metres; and three bedrooms at 100 square metres to 106 square metres.

Active Retail Design

The Growth Plan, Section 2.2.5 provides direction that the retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration for those uses with other land uses to support the achievement of complete communities.

A balance growth of jobs and housing across the City will be pursued through the establishment of a complete community within mixed use buildings on Sheppard Avenue East that are within walking distance of existing subways to reduce the need for long distance commuting and to increase the proportion of travel by transit, walking and cycling.

One of the key components of establishing complete communities is the ability to secure successful, resilient, and vibrant retail uses. The Retail Design Manual is a collection of best practices that are to apply to all new development that includes retail uses, with a focus on street-oriented retail use that interfaces with the public realm. One of the key principles of the Plan is to build upon the existing commercial district promoted in the existing SACASP and create a vibrant corridor that provides accessible services, shops, and restaurants at the base of mixed-use buildings.

Through community consultation meetings, members of the public expressed strong support to provide a diverse array of services, shops, and restaurants within walkable distances, however, existing businesses that had successfully established their business on the corridor expressed concerns. The recommended policies work together to implement the Retail Design Manual so retail development can be successful and consider the long-term viability of street-oriented retail use in the face of shifting markets. Policies are used to encourage the early implementation of resilient, flexible, and adaptable retail design elements to attract a wide array of retailers to serve the local and prospective residents while also attracting existing businesses to be incorporated into new development plans.

Density

The Plan provides for the appropriate density and intensification that is transit-supportive and supportive of active transportation and a range and mix of uses and activities, as provided for in the Growth Plan, Section 2.2.4.10.

Sheppard Avenue East has a planned right-of-way width of 36 metres. The City will secure the planned right-of-way width of 36 metres in order to rebalance Sheppard Avenue East to a Complete Street. The Complete Street will expand convenient access to a range of transportation options including options for the safe, comfortable and convenient use of active transportation, as directed by the Growth Plan, Section 2.2.1.3 (c). The resulting land conveyances to secure the planned right-of-way width required on the north side and south side of Sheppard Avenue East were considered in the lot analysis. As all development in *Mixed Use Areas* are to locate and mass new buildings to provide a transition between areas of different development intensity and scale, using the net lot characteristics and applying the appropriate transitions to adjacent areas, this analysis was used to inform the Plan's maximum density permissions. On the north side, the net lot depths would be approximately 27 metres and on the south side, a range of net lot depths from 29.5 metres to 32 metres, in addition to lot depths greater than 35.5 metres. To ensure appropriate intensification and transit-supportive built form, this Plan recommends a maximum FSI of 2.5 on Mixed-Use Area A and a maximum FSI of 3.0 on Mixed-Use Area B in mixed-use, mid-rise buildings which provide higher densities in a compact built form tailored to the existing and planned context.

To allow for variations in lot characteristics within the Plan Area, particularly on the south side of Sheppard Avenue East, additional density permissions are permitted subject to adhering to the Vision, the Plan's policies, support for the public realm and streetscape plan, and appropriate transitions towards *Neighbourhoods* and *Parks and Open Space Areas* while providing sufficient servicing that can support the development.

Height and Massing

The Plan provides for appropriate heights and massing that will achieve the efficient use and management of land and infrastructure and provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors to support the achievement of complete communities through compact built form, as directed in the Growth Plan, Section 2.2.1.3.

The Official Plan directs growth on *Avenues* to accommodate intensification and higher density mixed uses in a more compact built form. The *Avenues* are important corridors along major streets where re-urbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities, and transit services for community residents.

New buildings in *Mixed Use Areas* are to locate and mass new buildings to provide a transition between areas of different development, intensity, and scale such as providing setbacks and/or a stepping down of heights, particularly towards lower scale

Neighbourhoods to limit shadow impacts and privacy. In addition, Built Form policy 3.1.2 directs development to be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good proportion and ensure access to direct sunlight and daylight on the public realm.

The Plan's built form policies build upon the existing Official Plan policies and respond to the local context and surrounding land uses. In consultation with the community, a built form vision emerged that would realize mid-rise buildings with maximum building heights of 5-storeys on the north side of Sheppard Avenue East, identified as Mixed Use Area A and maximum heights of 7-storeys on the south side of the Sheppard Avenue East on lands identified Mixed Use Area B. The recommended building type and maximum heights provide the appropriate heights and massing that transitions toward *Neighbourhoods*, *Apartment Neighbourhoods* and *Parks, and Open Space Areas* while ensuring that the appropriate built form also responds to the Plan's public realm and streetscape objections.

The built form policies provide for an appropriate street proportion from the public realm by stepping back building massing generally at a height equivalent to 80% of the adjacent right-of-way widths. This ensures and protects access to sunlight and open views of the sky from the public sidewalk that contributes to pedestrian comfort. In addition, mid-rise buildings will provide a stepback along Sheppard Avenue East to create a consistent street wall at a comfortable scale for pedestrians and to integrate new buildings into the existing context.

Development within *Mixed Use Areas* that abut *Neighbourhoods* or *Parks and Open Space Areas*, will provide a transition in scale to minimize overlook, shadows, access to sunlight, and open view of the sky on these lower-scale areas. This transition will be provided through the use of 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. On corner properties, the rear angular plane will be taken from the property line shared with lands designated *Neighbourhoods* and *Park's and Open Space Areas* 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.

To allow for variations in lot characteristics within the Plan Area, particularly on the south side of Sheppard Avenue East, additional height and massing permissions are permitted subject to adhering to the Vision, the Plan's policies, support for the public realm and streetscape plan, and appropriate transitions toward *Neighbourhoods and Parks and Open Space Areas* while providing sufficient servicing that can support the development.

Public Realm

The Planning Act, Section 2 promote built form that is well designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

One of the key components to realizing the Plan's vision is to make Sheppard Avenue East an attractive and vibrant street that includes an enhanced public realm and streetscape, a network of private and public spaces, consisting of new and expanded parks and open spaces, improved connectivity for pedestrians and cyclists to parks and open space and to local destinations on a street lined with appropriately scaled built form.

The Built Form policies promote buildings with good building proportions and active retail design that maximizes pedestrian comfort and interest, minimizes shadow and wind from the public realm and on *Parks and Open Space Areas*.

The public realm improvements will be undertaken in accordance with the Sheppard Avenue East Promenade and the High Order Pedestrian Zones, as outlined in the following sections.

Sheppard Avenue East Promenade

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

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

High Order Pedestrian Zones

High Order Pedestrian Zones identifies public realm enhancement direction at key pedestrian nodes by providing:

- Additional setbacks to activate corners and provide placemaking opportunities, retail spillover, soft landscaping, seating, and pedestrian clearway to support commercial and social activity;
- Privately owned publically accessible spaces to extend the public realm;
- Signalized pedestrian crossing, when warranted;
- Protected and safe pedestrian crossing designs such as tactile walking indicators, minimized vehicular lane requirements and widths, right turn restrictions, corner extensions or boulevard bump out and pedestrian supportive signal timing through the development review process; and

- Accommodation for transit stops and shelters.

Growth Plan Policies, Section 2.2.1.4 (e) provide for a more compact built form and a vibrant public realm, including public open spaces. The Plan's promotion of street related retail at the base of mid-rise buildings will work together to frame a vibrant public realm through the creation of the Sheppard Avenue East Promenade and High Order Pedestrian Zone and support the Plan's enhanced public realm vision within the network of private and public spaces through the establishment of a green street with enhanced pedestrian and cycling connections at key pedestrian nodes, including improved connectivity to the park and open space network.

Staff recommends the advancement of Phase 3 of the study review and the further development of the Urban Design Guidelines and Streetscape Plan to implement the public realm visions and to provide detailed guidance on public realm initiatives based on the existing and planned context that can aid incremental improvement on the public realm through future development applications.

Mobility

Sheppard Avenue East is currently identified as both a *High Order Transit Corridor* on Map 4 and *Surface Transit Priority Network* on Map 5 of the Official Plan.

The PPS, Growth Plan, and the City's Official Plan provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through compact built form. The Official Plan's transportation policies speak to the critical integration of land use planning with transportation infrastructure to achieve increased accessibility throughout the City.

The Official Plan also provides direction on developing policies, plans, and guidelines to implement pedestrian priorities and Complete Streets to ensure an urban environment and infrastructure will be created to encourage and support the pedestrian movement to workplaces, schools, recreation areas, transit, and other important community destinations for people of all ages and abilities.

The Plan's vision is to improve the pedestrian and cycling environment through the rebalancing of Sheppard Avenue East to create a Complete Street. The Complete Street approach will accommodate pedestrians, cyclists, transit uses, and all travelers in a universally accessible, comfortable, and safe manner. The Mobility policies in this Plan will:

- protect the planned 36 metre right-of-way width on Sheppard Avenue East;
- enhance pedestrian walkability through consistent, connected, and wider sidewalks;
- enhanced pedestrian amenities that include trees, seating, lighting, and pedestrian-scaled buildings;
- secure physically separated cycling lanes and interchanges; and
- prioritize transit vehicle mobility and transit users' convenience and comfort.

To maximize pedestrian and cycling comfort and safety on Sheppard Avenue East, development will provide: consolidated and shared vehicle access points from Sheppard Avenue East to minimize curb cuts; encourage vehicle access points from the side streets, when possible; encourage shared parking and site servicing facilities for lots on Sheppard Avenue East; 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; direct access to transit stops and shelters, when possible; and smart technologies to ensure efficient and easier access to on-site facilities and manage demand for mixed-use developments.

In addition, Transportation Demand Management strategies will be a requirement through the development review process so that overall travel activity reduces automobile reliance and encourages environmentally sustainable mobility choices to support planned development in the study area.

Parkland and Open Space Areas

The *Parks and Open Space Areas* in the Plan Area include Sheppard East Park, Glendora Park Trail, and Willowdale Park trail that all directly front on Sheppard Avenue East. The parks surrounding the study area include Maplehurst Park and Glendora Park.

Toronto's system of parks and open spaces is to have prominence and visibility from the public street frontage. Through the area study, it was identified that the existing entry points to both the Glendora Park Trail and Willowdale Park Trail along Sheppard Avenue East can be enhanced and be made more visible from the public street. In addition, a connection from Sheppard Avenue East Park to Maplehurst Park to the north could be enhanced and improved.

Through the community consultation process, residents expressed strong support for expanded parks and amenities to match the anticipated growth in the area. Residents also prioritize improved pedestrian connections between parks and trails and surrounding area trail systems as well as park amenities that reflect the needs of all ages, such as water fountains, seating and tables, basketball courts, skate parks, swimming pools, and playgrounds.

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced, and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the City. The Plan Area contains below-average parkland provision levels, which are projected to further decline as the area grows, therefore new parks will be secured concurrently with growth. In addition, the parks and open space network play an important role in expanding the City's green infrastructure that provides ecological and hydrological functions to be more responsive to climate change.

The Parkland Strategy, a 20-year plan for the enhancement of Toronto's park system, has produced an updated methodology to measure and assess parkland provision

across the city, using the baseline of the residential population against hectares of parkland.

The City intends to continue to secure new and expanded parks through parkland dedication on new development. The majority of sites in the Plan Area are anticipated to dedicate approximately 10% of their net site area as parkland for sites less than 1 hectare in size, as outlined in the Official Plan, Policy 3.2.3.

Heritage

This study did not include a Cultural Heritage Resource Assessment, and properties in the study area were therefore not evaluated for their potential cultural heritage value. As a result, a heritage assessment may be required for properties in the study area that are included in proposed future redevelopments.

Special Policy Areas

The Secondary Plan contains three Special Policy Areas that are identified in the recommended Secondary Plan Special Policy Map 29-6. These Special Policy Areas have the potential to accommodate comprehensive redevelopment and influence the character and quality of Sheppard Avenue East by providing opportunities to expand the public realm and provide on-site parkland. The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration for those uses with other land uses to support the achievement of complete communities; and that in planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated; and open space and built form that reinforces the Plan's Vision and Guiding Principles. Special Policy Areas include policies customized to the site-specific context that provides a clear vision for these areas while ensuring a coordinated approach in implementing the Plan's vision and guiding principles. New development in Special Policy Areas will be guided by a block context plan and related studies for further analysis to ensure compatibility with existing uses and the planned context.

Servicing

The Sheppard-Willowdale Secondary Plan Area is located within Basement Flooding Area 26, where the City has completed a Basement Flooding Protection Program (BFPP) Class EA study in 2016 which assesses municipal sewer infrastructure capacity at a sewershed level. The study had identified locations of localized existing capacity constraints and recommended upgrades to storm and sanitary sewers to mitigate flooding risks from sewer backups and overland flooding to properties during extreme storm events. In particular, the recommended upgrades for sanitary sewers took into account future population growth in accordance with planning horizon estimates.

New developments within the Plan Area will be required to conduct local system sewer and watermain capacity analysis as part of the existing Development Review process, in accordance with the City's Servicing Report Terms of Reference and all applicable policies and guidelines (e.g., *Wet Weather Flow Management Guidelines*, *Sewer Capacity Assessment Guidelines*, *Foundation Drainage Policy & Guidelines*, *Design Criteria for Sewers and Watermains*). New developments are to use the most up-to-date population estimates (based on latest development pipeline information) within the impacted sewershed, downstream and upstream of the property, to assess system adequacy. Where servicing infrastructure upgrades are deemed necessary to service the new development, the applicant will fully fund and implement proposed upgrades. Sanitary upgrades will be confirmed to be consistent with the BFPP EA study recommendations and updated to account for any increased population growth assumptions beyond the 2016 study.

Community Services and Facilities

The City has developed a Parks and Recreation Facilities Master Plan, a 20-year plan for new and enhanced recreation facilities across the city. The Plan will prioritize investments and address three major goals: Renew and upgrade existing facilities; address gaps and growth-related needs, and maximize the opportunity for partnership and leverage investments.

An inventory of Community Services and Facilities was completed for Ward 18 in August 2019 which compiled a thorough review of the existing service and city's capital plans and in consultation with City Divisions, Boards, and Agencies. The finding of this analysis supports the need to maintain, improve and expand existing community services facilities in the Plan Area to keep pace with growth. Through the development review process, applicants will be required to address how development will address new facilities and/or facility improvements that contribute towards the creation of complete communities to ensure the provision of community service facilities are in step with current and future residents.

Green Infrastructure

To respond to severe weather patterns and climate change, the Plan acknowledges the importance of implementing green infrastructure to secure ecologically sustainable opportunities through the development of a green street and the incorporation of sustainable technology as it continues to evolve. A green street through the implementation of Sheppard Avenue East Promenade includes tree plantings and landscaping that will help absorb and clean stormwater, add to biodiversity and reduce the overall urban heat island through tree canopy expansion.

Development within the Plan Area will incorporate green infrastructure into buildings, streets, and public and private spaces, wherever possible which includes energy-efficient buildings, sustainable building materials, permeable paving, and the expansion to the park and open space system. Development will be encouraged to provide soft landscaping that can absorb and retain rain where it falls while enhancing biodiversity

through green roofs, tree plantings, understory herbaceous plantings, rain gardens, and planting native varieties that are pollinator-friendly.

In addition, the creation of a Complete Street redirects the design of streets to accommodate pedestrian, cyclist, and transit uses that will reduce the use of motorized vehicles ultimately reducing overall greenhouse gas emissions. Other environmentally sustainable practices will be achieved through the City-wide application of the Toronto Green Standards and the multi-modal approaches secured through Transportation Demand Management that encourages sustainable and communal modes of travel such as car-sharing parking, electric charging station, or contribution to community bike stations through the development review process.

Implementation

The Plan is a long-term vision and urban design guidelines and a streetscape plan will be developed to guide incremental change through new development. The urban design guidelines and streetscape plan will be used as a tool to ensure that development is consistent with the Official Plan and this Plan, as well as used as a tool to inform standards that will be included in implementing zoning by-law(s) and to evaluate future development applications. To achieve this, the urban design guidelines and streetscape plan will address:

- Site and building location and organization including setbacks, ground floor uses and building entrances;
- Access and servicing;
- Building massing and articulation;
- Pedestrian amenity and landscape; and
- Public realm matters including pedestrian and cycling connections and boulevard improvements including tree planting, lay-by parking, sidewalks, pedestrian amenities, and street furniture.

In managing incremental growth and change, new development will be reviewed in the context of ensuring growth is in step with sufficient availability of servicing, parkland, and community services and facilities and aligned with transportation priorities of this Plan.

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

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.

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:

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

CONCLUSION

The Sheppard Willowdale Secondary Plan builds upon the current policies of Toronto's Official Plan and design guidelines to clarify and strengthen the policy framework to guide anticipated growth and future development in this corridor.

Community consultation played an integral component in the development of this Plan's vision and guiding principles that form the key objectives of the recommended Secondary Plan. The Plan takes a comprehensive, integrative planning framework to guide growth and sets out the long-term vision for mid-rise buildings and the intensification of land uses that are tailored to the local context. Through the establishment of complete communities and together with public realm improvements and the creation of a Complete Street, Sheppard Avenue East will become a vibrant mixed-use *Avenue* that provides a mix of jobs, housing opportunities, and a wide variety of locally accessible services, restaurants, and shops within an attractive pedestrian and cycling safe environment.

In the opinion of staff, the Sheppard Willowdale Secondary Plan has regard for Section 2 of the Planning Act, is consistent with the PPS, conforms to, and does not conflict with, the Growth Plan and is consistent with the general intent of the City of Toronto Official Plan. Implementation of the Plan's policies will lead to transit-supportive development that fits within its existing and planned context while having regard for the abutting lower-scaled lands designated *Neighbourhoods* and *Parks and Open Space Areas*. Staff recommends that Council adopt Official Plan Amendment 560 (the Sheppard Willowdale Secondary Plan) and direct staff to develop urban design guidelines and a streetscape plan for the Secondary Plan area.

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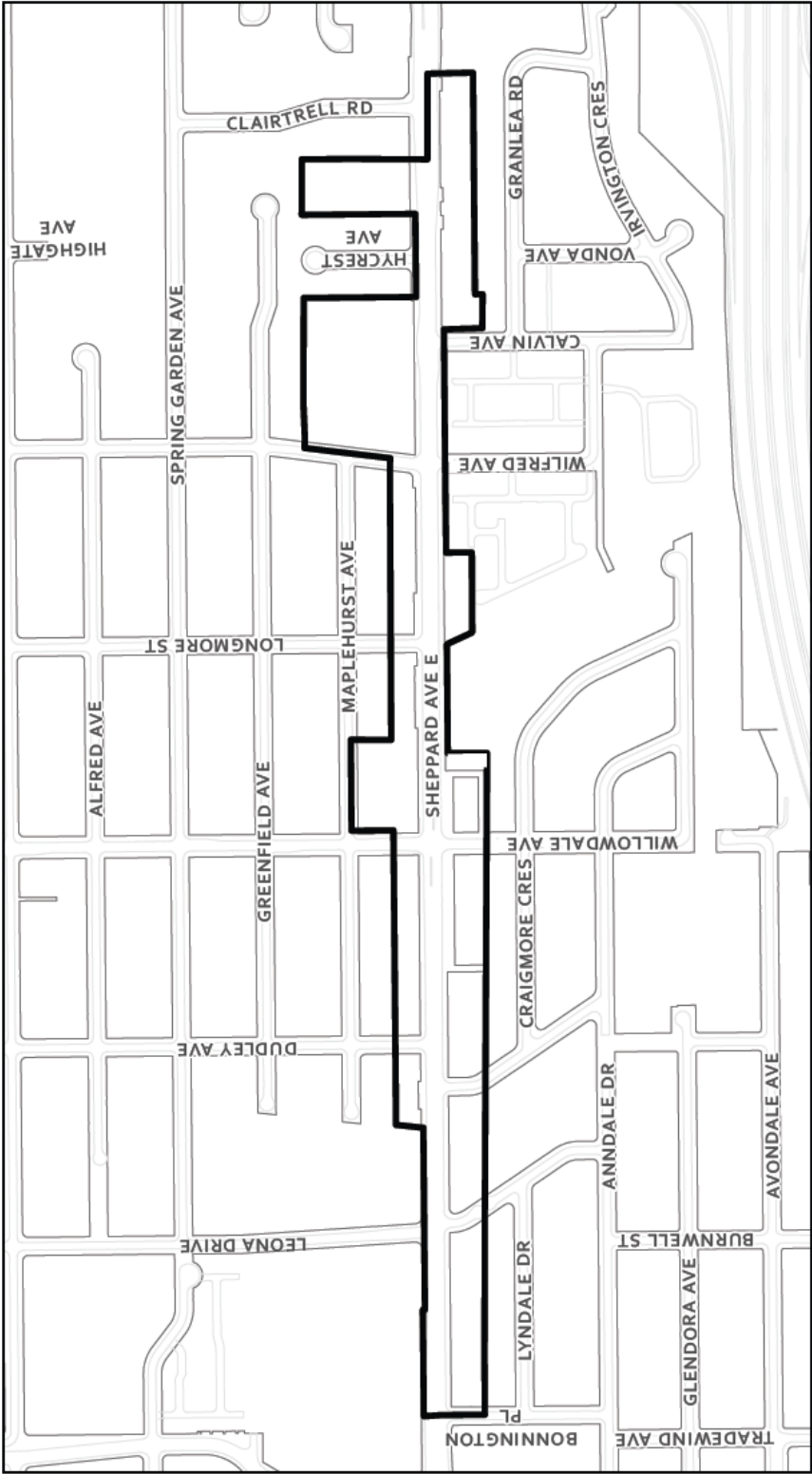
SIGNATURE

David Sit, Director, MCIP, RPP
Community Planning, North York District

ATTACHMENTS

Attachment 1: Secondary Plan Boundary
Attachment 2: Official Plan Amendment

Attachment 1: Secondary Plan Boundary



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

— Secondary Plan Boundary

Not to Scale

June 17, 2021

Attachment 2: Official Plan Amendment

Authority: North York Community Council Item XXX, adopted, by City of Toronto Council on [DATE]

CITY OF TORONTO

Bill ~

BY-LAW -2022

To adopt Amendment 560 to the Official Plan for the City of Toronto respecting the lands generally bounded by to the east of Bonnington Place and certain lands east of Clairtrell Road along Sheppard Avenue East, with certain lands north and south of Sheppard Avenue East.

Whereas authority is given to Council under the Planning Act, R.S.O. 1990, c. P.13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto enacts:

1. The attached Amendment 560 to the Official Plan is adopted pursuant to the Planning Act, as amended.

Enacted and passed on [DATE].

Frances Nunziata, John D. Elvidge,
Speaker City Clerk

(Seal of the City)

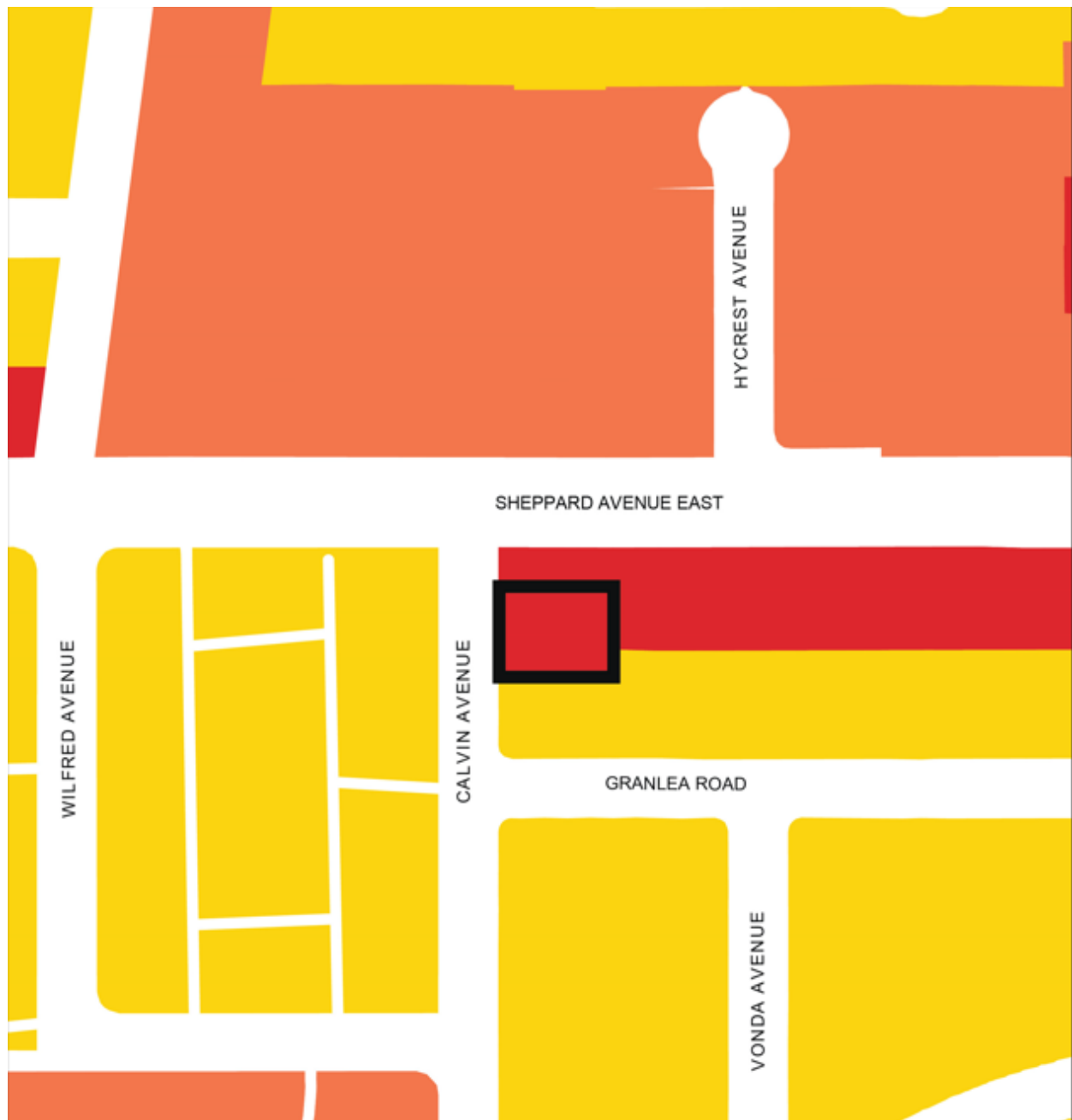
AMENDMENT 560 TO THE OFFICIAL PLAN

LANDS GENERALLY BOUNDED TO THE EAST OF BONNINGTON PLACE AND CERTAIN LANDS EAST OF CLAIRTRELL ROAD ALONG SHEPPARD AVENUE EAST, WITH CERTAIN LANDS NORTH AND SOUTH OF SHEPPARD AVENUE EAST.

The Official Plan of the City of Toronto is amended as follows:

1. Map 16, Land Use Plan, is amended by re-designating certain lands municipally known as 33 Calvin Avenue and 35 Calvin Avenue from *Neighbourhoods* to *Mixed Use Areas* as shown on the attached Schedule 1.
2. Chapter 6, SECONDARY PLANS, is amended by deleting Section 29, Sheppard Avenue Commercial Area Secondary Plan and adding Section 29, Sheppard Willowdale Secondary Plan as shown in the attached Schedule 2.
3. Map 35, SECONDARY PLANS, is amended by deleting Section 29, Sheppard Avenue Commercial Area Secondary Plan and adding Section 29, Sheppard Willowdale Secondary Plan.

SCHEDULE 1



Official Plan Amendment # 560

Sheppard Willowdale Secondary Plan

Revisions to Land Use Map 16 to Redesignate lands from Neighbourhoods to Mixed Use Areas

File # 19 142347 NPS 00 TM

-  Lands to be Designated from Neighbourhoods to Mixed Use Areas
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas


Not to Scale
11/18/2021

SCHEDULE 2: SHEPPARD WILLOWDALE SECONDARY PLAN

SHEPPARD WILLOWDALE SECONDARY PLAN

1. INTRODUCTION

The Secondary Plan Area is anchored by Yonge-Sheppard Subway Station and Bayview Subway Station, where higher heights and densities are permitted within their 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 on *Mixed Use Areas* and *Apartment Neighbourhoods* will transition to lower-scale areas.

Policies

1.1 The Sheppard Willowdale Secondary Plan sets out the planning framework for the redevelopment 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 district by creating a vibrant corridor that provides accessible services, restaurants and shops for the local community. Sheppard Avenue East will be generally framed by 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, office, institutional, and community uses that support daily living throughout all stages of life, appropriate to the site and surrounding context;
- b. Frame and support Sheppard Avenue East with mid-rise buildings that animate the public realm and improve pedestrian comfort and interest;
- c. Provide appropriate built form that define and frame the edges of the public realm with good street proportion, and transitions to the *Neighbourhoods, Parks and Open Space Areas*;
- d. Enhance the public realm and its connectivity to parks and open spaces and local destinations through the creation of the Sheppard Avenue East Promenade and the High Order Pedestrian Zones;
- e. Rebalance the Sheppard Avenue East right-of-way to create a Complete Street; and
- f. 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 different life stages.

3.2.2 Mixed-use buildings that contain 20 or more units 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 shall be encouraged to meet the minimum ideal unit size range:

- a. two bedrooms at 87 square metres to 90 square metres; and
- b. three bedrooms at 100 square metres to 106 square metres.

3.3 Active Retail Design

3.3.1 Development will build upon the established commercial district and incorporate existing retail commercial uses into new development when possible.

3.3.2 Retail development will consider the long-term viability of street-oriented retail uses and develop a strong retail identity by applying best practices contained in the City's Retail Design Manual.

3.3.3 Retail development on the ground floor of mixed-use buildings that interface with the public realm will provide well-articulated, active ground floor uses that animate the street.

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 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 the articulation of bays, glazing and entrances.

3.3.6 Weather protection should be provided 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 the policies of this Plan, the Urban Design

Guidelines and Streetscape Plan, and provided that the built form will transition towards *Neighbourhoods* and *Parks and Open Space Areas* 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, office, institutional 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 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 Mid-rise buildings will frame and animate Sheppard Avenue East while providing the appropriate transition to adjacent *Neighbourhoods* and *Parks and Open Spaces*.

4.2 Heritage

4.2.1 Alternative design responses, including but not limited to increased setbacks, stepbacks and stepping down of building heights, may be required to conserve properties on the City's Heritage Register and to mitigate the impact on cultural heritage resources.

4.3 Pedestrian Entrances

4.3.1 Primary entrances on Sheppard Avenue East will be directly connected and at the same level as the public sidewalk to support visibility and universal accessibility on the public sidewalk. Principal pedestrian entrances shall not be permitted at the rear of the property.

4.3.2 All principal pedestrian entrances will be taken from Sheppard Avenue East. On corner properties, the development will frame adjacent public streets by providing active ground floor uses with primary façades and multiple entrances directly accessible from the public sidewalk.

4.4 Comprehensive Development

4.4.1 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.

4.4.2. 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 in order to reduce curb cuts, provide active frontages and support the public realm.

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

4.4.4 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.

4.5 Setbacks

4.5.1 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* designated lands.

4.5.2 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 Development adjacent to *Parks and Open Space Areas* will be setback to provide an appropriate interface between public and private lands and provide appropriate transitions.

4.6 Height

4.6.1 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 transitioning and mitigating impacts on adjacent lower-scaled *Neighbourhoods* and *Parks and Open Space Areas*.

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

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

4.6.4 The maximum building heights permitted are:

- a. 5 storeys in Mixed Use Area A; and

- b. 7 storeys in Mixed Use Area B.

4.6.5 Notwithstanding Policy 4.5.4, additional heights above the maximum height may be considered subject to policies of this Plan including Policy 4.8, the Urban Design Guidelines and the Streetscape Plan.

4.7. Massing

4.7.1 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 stepbacks to maintain a minimum of 5-hours of sunlight access on the opposite sidewalk to contribute to pedestrian comfort.

4.7.2 Mid-rise buildings will provide a stepback along Sheppard Avenue East to create a consistent street wall at a comfortable scale for pedestrians and to integrate new buildings into the existing context.

4.7.3 New development will be massed to provide good transitions in scale to *Parks and Open Space Areas* to provide access to direct sunlight and daylight.

4.7.4 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.

4.7.5 Mechanical equipment shall 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.

4.8 Transition to Neighbourhoods

4.8.1 Transition in scale will be provided to minimize overlook and shadows to neighbouring low-scale areas. No part of any building shall project into a 45 degree angular plane measured from the 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 as shown on Figure 1, or at a height of 12.5 metres at the minimum required 7.5 metre rear yard setback for the first 3-storeys for commercial/non-residential uses as shown on Figure 2.

Figure 1

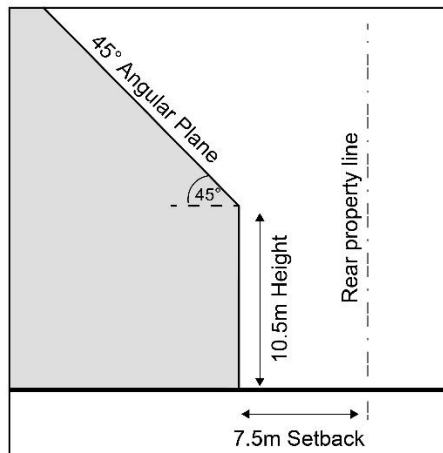
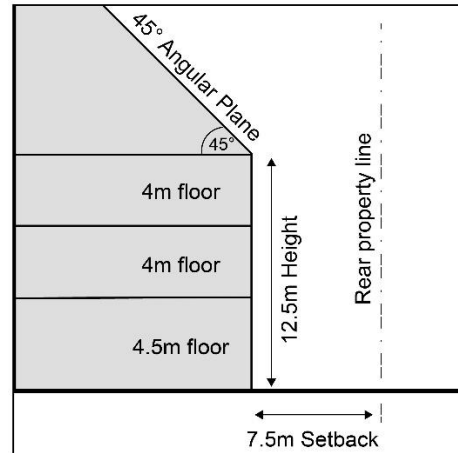


Figure 2



4.8.2 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.

4.9 SERVICING AND SCREENING

4.9.1 A soft landscaped area a minimum of 1.5 metres wide shall be provided along a property line abutting lands designated *Neighbourhoods*. The landscaped area will include tree species and shrubs that maximize privacy and opaque fencing.

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

4.9.3 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 the public realm.

4.9.4 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.

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 universally accessible, consistent, 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 seating, lighting, additional trees, landscaping, weather protection, 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 activate corners and provide placemaking opportunities, retail spillover, seating, soft landscaping, public art, and pedestrian clearway to support commercial and social activity;
- b. Privately owned publically accessible open spaces (POPS) to extend the public realm;
- c. Signalized pedestrian crossing, when warranted;
- d. Protected and safe pedestrian crossing and intersection design such as tactile walking indicators minimized vehicular lane requirements and widths, right turn restrictions, corner extensions or boulevard bump out and pedestrian supportive signal timing through the development review process; and
- e. Accommodation for transit stops and shelters.

5.3 Privately-Owned Publically Accessible Spaces (POPS)

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

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.

5.3.3 The provision of POPS will not be in lieu of parkland dedication.

6. GREEN INFRASTRUCTURE

Policies

6.1 Development will be encouraged to incorporate green infrastructure into new buildings, streets, and public and private spaces, when possible, to respond to climate change and improve ecological and hydrological functions. This includes energy-efficient buildings, sustainable building materials, permeable paving, and the expansion to the parks and open space system.

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, understorey 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 users in a universally accessible, comfortable and safe manner, as follows:

- a. Protect for the planned 36 metre right-of-way;
- b. Enhance pedestrian walkability through consistent, connected and wider sidewalks
- c. Enhanced pedestrian amenities that include trees, seating, lighting and pedestrian-scaled buildings;
- d. Physically separated cycling facilities and interchanges; and
- e. 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 for 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;
- f. Direct access to transit stops and shelters, when possible; and
- g. Encourage the use of 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 street network as part of the transportation assessment.

8.5 Development will support multimodal transportation and reduce auto reliance and provide 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 infrastructure 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 the 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 and *Parks and Open Space Areas*.

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 redevelopment and influence the character and quality of Sheppard Avenue East by providing opportunities to expand the public realm, provide on-site open space and a built form that reinforces the Plan's Vision and Guiding Principles.

12.2. Redevelopment of these Special Policy Areas will implement the 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 transitions 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 Plan Area and surrounding context. The Block Context Plan will implement the Vision for this Plan and will provide additional housing opportunities, including affordable housing, 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 on how the proposed development will support the Vision and Guiding Principles of this Plan with compatible land uses that transition to adjacent streets, *Neighbourhoods* and *Apartment Neighbourhoods*, *Parks and Open Space Areas*, existing and planned buildings and landscape elements;
- b. A public realm framework as the organizing element and setting for development that fosters a well-connected community integrates into the broader public realm framework of the surrounding area and provides address for new development, active ground floor uses and setbacks that contribute to and enhance the public realm;
- c. Contribute to street-oriented commercial uses abutting Sheppard Avenue East including the layout of the proposed land uses and including services areas, public/shared driveways, ramps and loading areas;
- d. The patterns of existing and proposed building types;
- e. Density and heights illustrating shadow impacts, transition in scale between areas of differing land uses, intensity and scale, including the 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, bikeways, mid-block connections which may be in the form of a public street, and the placement of POPS;
- g. The location of required on-site parkland, where appropriate, to maximize public access and views to park areas and in relationship to the public streets, existing parks, trails, open spaces, POPS, midblock connection, and active at-grade uses; and

- h. Public art opportunities where an applicant agrees to provide this. This may include the celebration and recognition of Indigenous culture and history.

Additional Policy Directions for Each Special Policy Area

Special Policy 1 - Willowdale Area

Willowdale Area is designated *Mixed Use Areas*, 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 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 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 commercial space along Sheppard Avenue East and Willowdale Avenue.
- b. The location of required on-site parkland as well as mid-block connections, where appropriate, to maximize public access and view to park areas and in relationship to the public streets, existing open spaces, POPS, mid-block connection, and at-grade uses.
- c. Provide additional setbacks at the corner of Sheppard Avenue East and Willowdale Avenue to provide placemaking opportunities to support commercial use at grade or to extend the public realm within the High Order Pedestrian Zone.
- d. Provide for mid-rise built form that will define, frame and animate the intersection at Sheppard Avenue East and Willowdale Avenue in good 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.
- e. 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.

- f. Public art opportunities where an applicant agrees to provide this. This may include the celebration and recognition of Indigenous culture and history

Special Policy 2 - Special Policy Wilfred Area

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

Policies

12.6 Development in Wilfred Area will:

- a. Reinforce the existing role of the site to provide community services and act as a community gathering place, when possible.
- b. Provide on-site parkland, where appropriate, in a location to maximize public access and views to park areas and in relationship to the public streets, existing open spaces, POPS, midblock connection, and active at-grade uses.
- c. Provide for built form that will frame Sheppard Avenue East 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.
- d. Frame and animate Sheppard Avenue East with commercial uses that serve the needs of area residents, workers and visitors, while providing new opportunities to expand housing choices, including affordable housing.
- e. 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 along the north property line, and appropriate setbacks and stepbacks.
- f. Provide a built form that provides appropriate building separations, setbacks and stepbacks with adjacent *Apartment Neighbourhoods*.
- g. Provide a mid-block connection, which may be in the form of a new public street or a POPS, to improve connectivity within the site and to the surrounding area and provide address for new development and open spaces.
- h. Public art opportunities where an applicant agrees to provide this. This may include the celebration and recognition of Indigenous culture and history.

Special Policy Area 3- Sheppard Area

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

Policies

12.7 Development in Sheppard Area will:

- a. Reinforce the existing role of the site to provide community service facilities, where possible with redevelopment.
- b. Provide new opportunities to expand housing choices, including affordable housing.
- c. Support the commercial and social activities on Sheppard Avenue East that serve the needs of area residents with appropriate at-grade uses.
- d. 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.
- e. 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.
- f. Provide built form that has appropriate building separations, setbacks and stepbacks with adjacent *Apartment Neighbourhoods*.
- g. Public art opportunities where an applicant agrees to provide this. This may include the celebration and recognition of Indigenous culture and history.

13. IMPLEMENTATION

Policies

13.1 Urban Design Guidelines

Urban Design Guidelines and a Streetscape Plan will be developed to guide development within the Sheppard Lansing Secondary Plan Area and this Plan. The Urban Design Guidelines and Streetscape Plan will be used as a tool to ensure that development is consistent with the Official Plan and this Secondary Plan. The Urban Design Guidelines and Streetscape Plan will also be used as a tool to inform standards

that will be included in implementing zoning by-law(s) and to evaluate applications for Site Plan Control. To achieve this, the Urban Design Guidelines and Streetscape Plan will address:

- a) Site and building location and organization including setbacks, ground floor uses and building entrances;
- b) Building types;
- c) Access and servicing;
- d) Building massing and articulation;
- e) Pedestrian amenity and landscape; and
- f) Public realm matters including pedestrian and cycling connections and boulevard improvements including tree planting, lay-by parking, sidewalks, pedestrian amenities, and street furniture.

13.2 Transportation Policies

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

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

13.4 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.

13.5 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

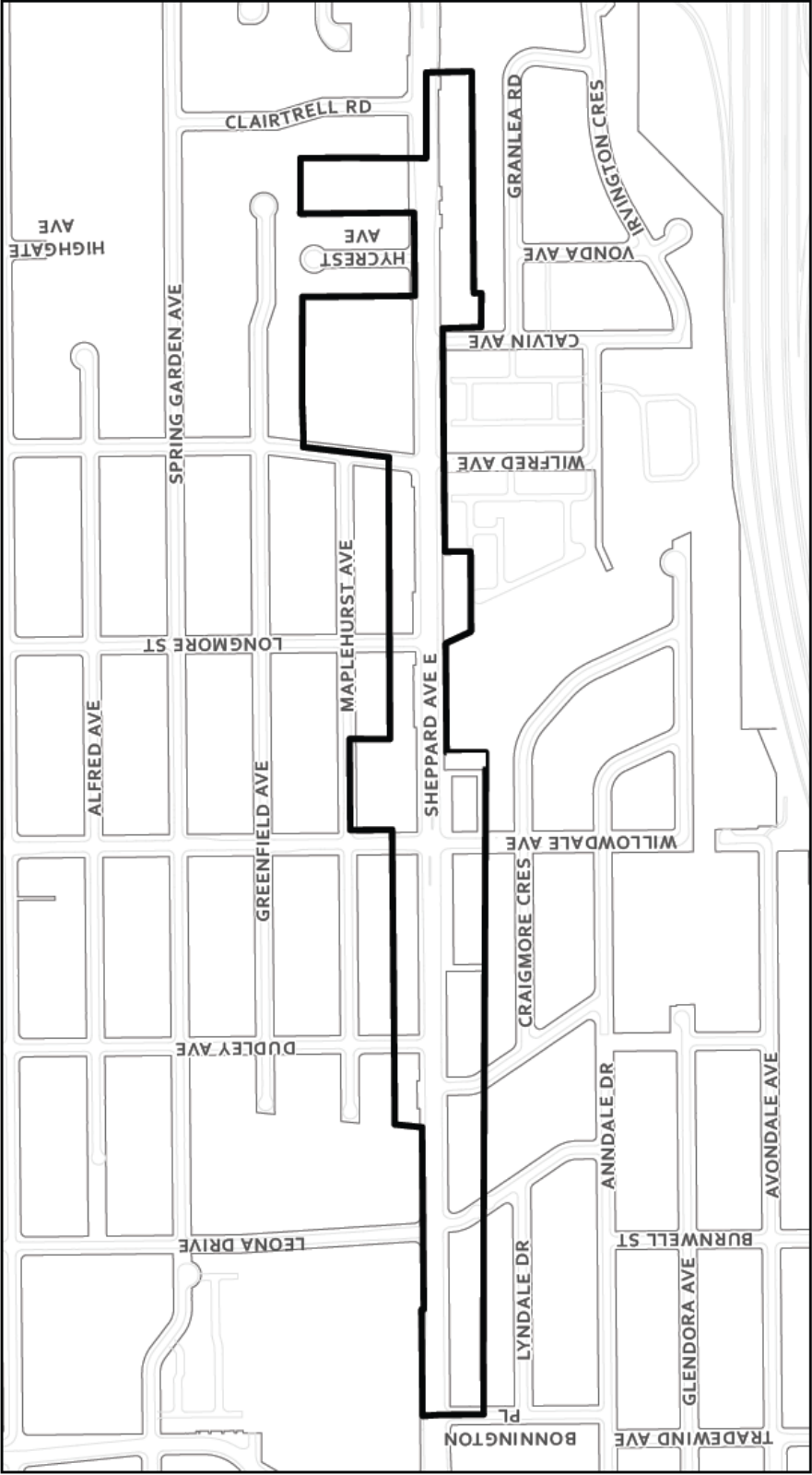
Map 29-3 - Maximum Density

Map 29-4 – Parks and Public Realm

Map 29-5 - Cycling Connection

Map 29-6 - Special Policy Areas

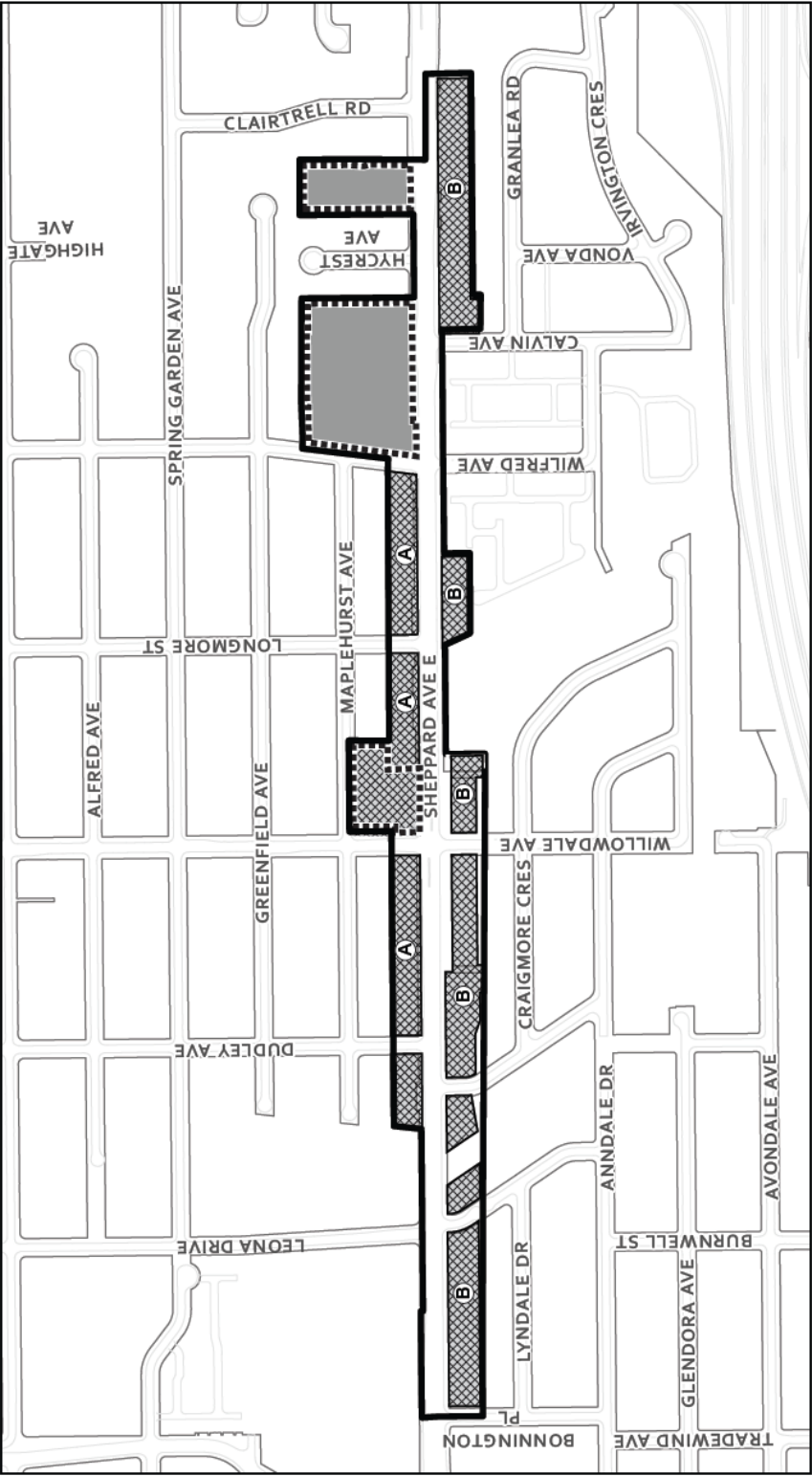
Map 29-1 - Secondary Plan Area Boundary



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

— Secondary Plan Boundary

↗ Not to Scale



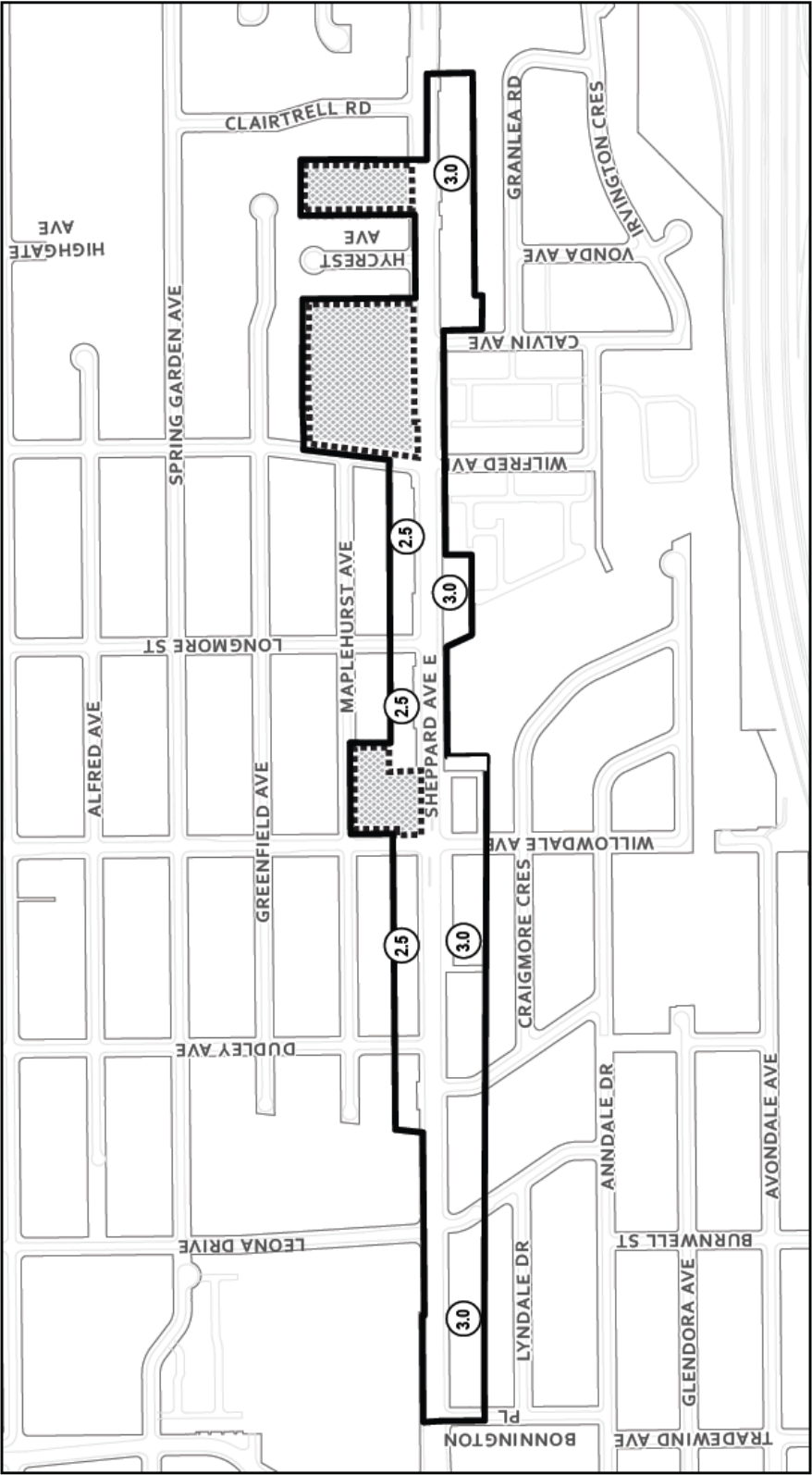
**Sheppard Willowdale Secondary Plan
Map 29-2 Land Use**

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

Not to Scale

June 17, 2021

Map 29-3 - Maximum Density



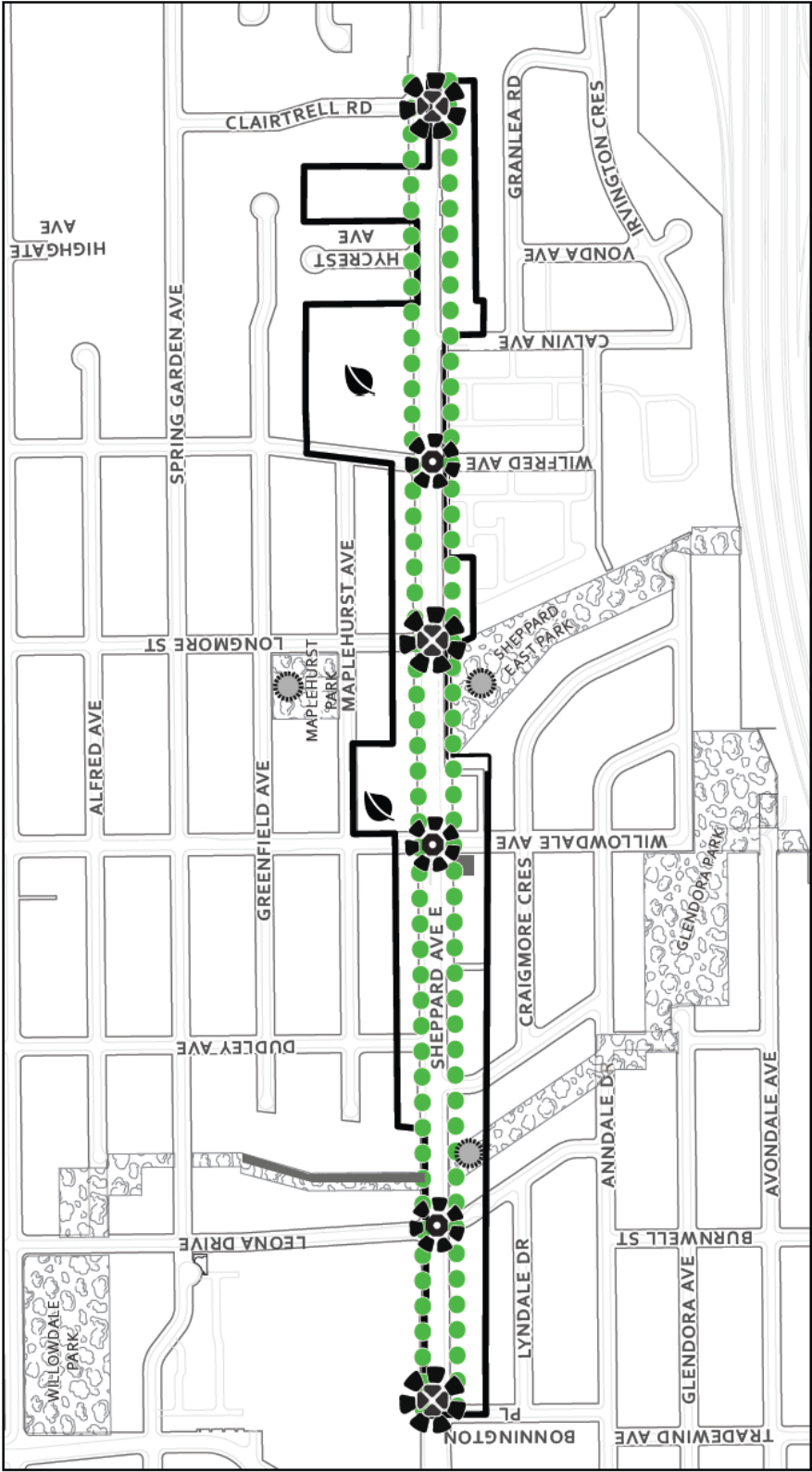
Sheppard Willowdale Secondary Plan
Map 29-3 Maximum Density

- Secondary Plan Boundary
- Special Policy Area

Not to Scale

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Map 29-4 - Park and Public Realm



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

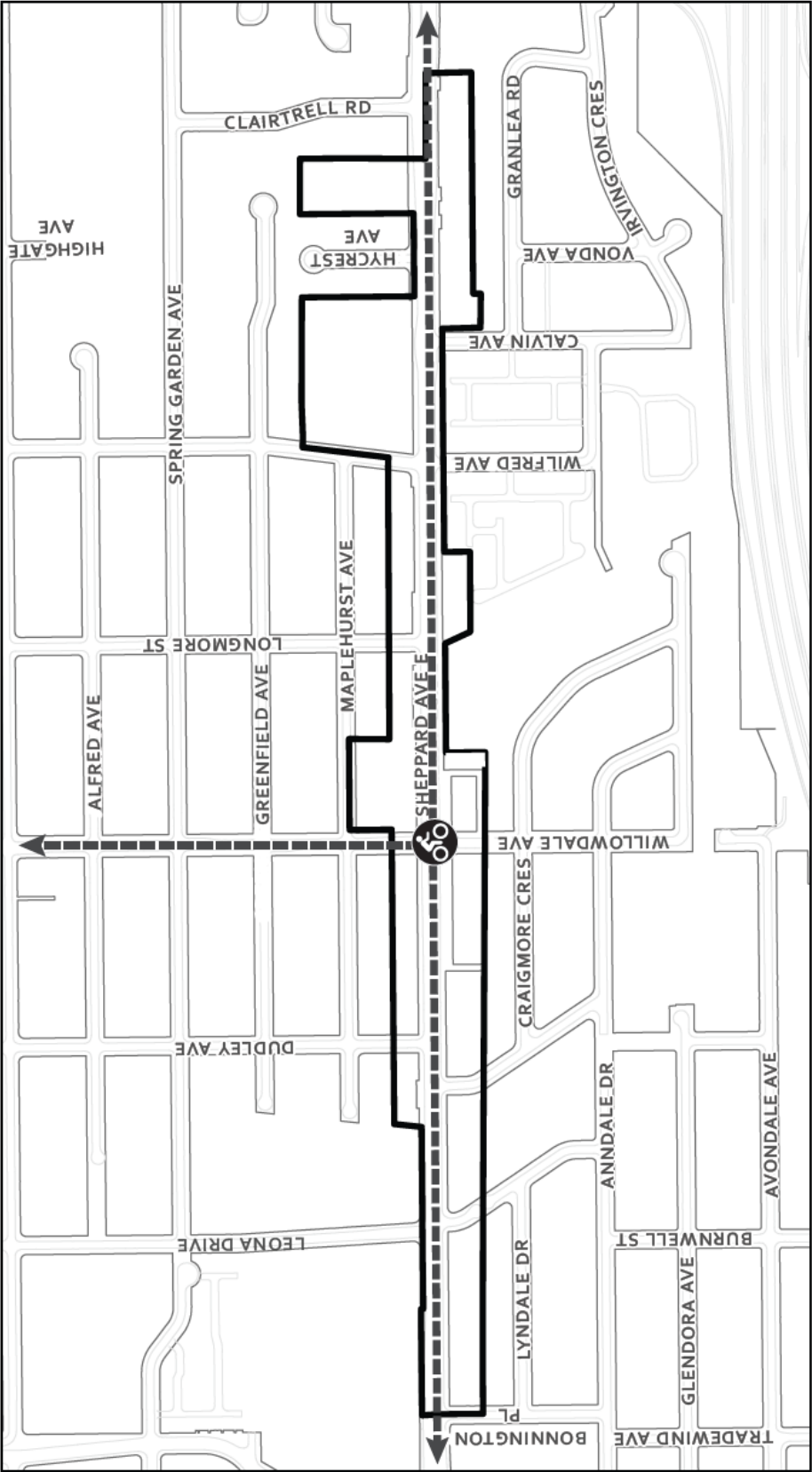
- Secondary Plan Boundary
- Parks and Open Spaces
- Council Approved Park
- Potential Expanded Park location
- Potential New Park Location

- Sheppard Avenue East Promenade
- High Order Pedestrian Zones
- Existing Signalized Intersection
- Proposed Signalized Crossing

Not to Scale

June 17, 2021

Map 29-5 - Cycling Connections



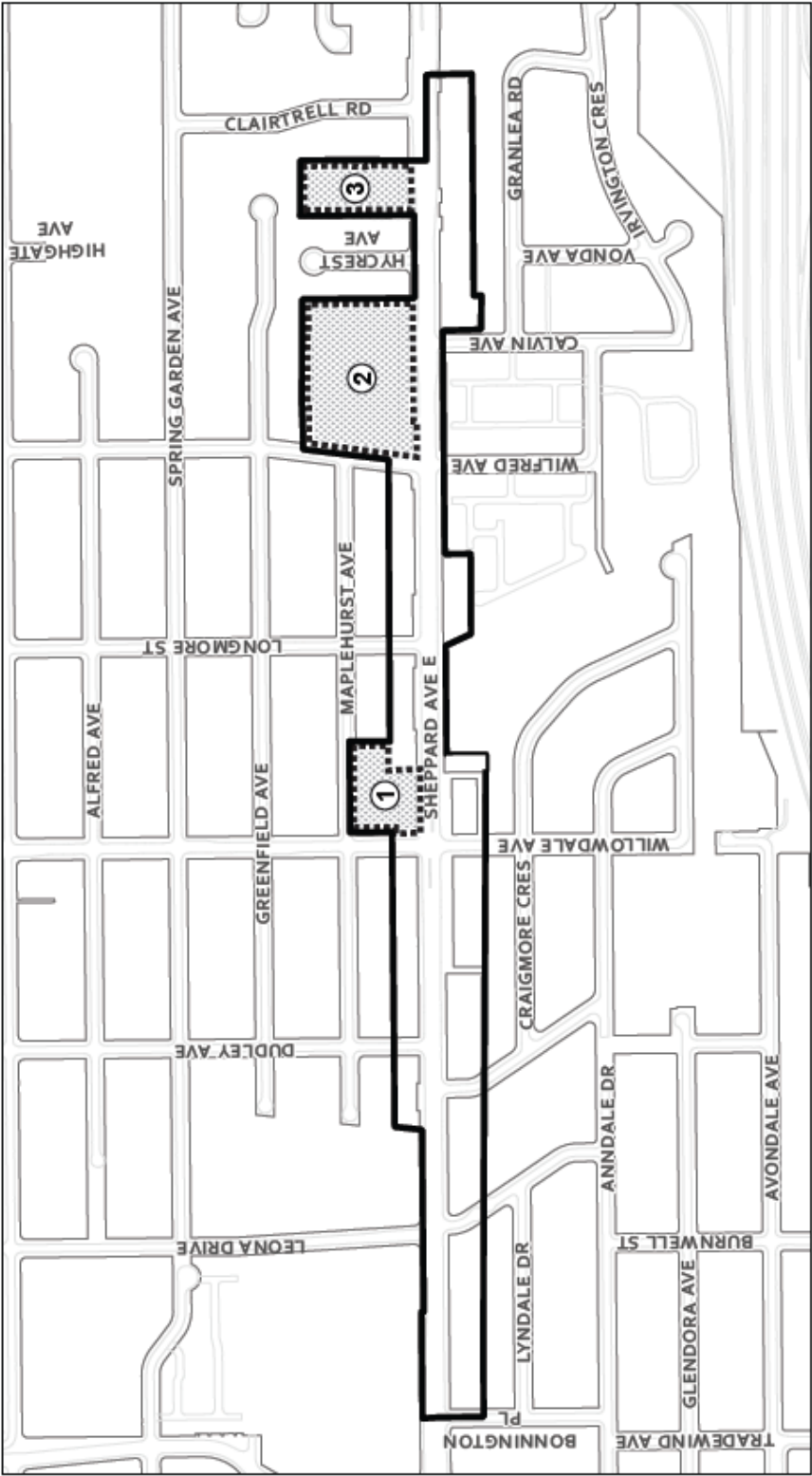
Sheppard Willowdale Secondary Plan
Map 29-5 Cycling Connection

- Secondary Plan Boundary
- Proposed Bikeways
- 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
- Willowdale Area
- Wilfred Area
- Sheppard Area

Not to Scale

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