

DRAFT: RENEW SHEPPARD SECONDARY PLAN

Proposed Policies for Consultation – October 2024

The City of Toronto is seeking feedback on this draft Official Plan Amendment for the Renew Sheppard area. Please see <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/sheppard-avenue-east-study/> for more information.

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INTRODUCTION	3
1 HOW TO READ THIS PLAN	3
2 VISION AND GOALS	3
3 AREA STRUCTURE.....	4
Character Areas.....	4
4 Land Use.....	5
General Policies.....	5
Land Use Compatibility	6
Retail	6
5 PUBLIC REALM.....	7
General Policies.....	7
Parks	8
Streetscape	10
Retail	10
Sheppard Promenade	10
Setbacks	10
Higher Order Pedestrian Zones.....	11
Green Loop.....	12
Multi-use trail.....	13
Connections to and Enhancements of the Natural Heritage System.....	13
Public Art.....	13
Privately Owned Publicly Accessible Open Spaces (POPS)	13
6 MOBILITY.....	14
Pedestrian and Cycling Network	14
Mid-block Connections	14
Street Network.....	14
Transit Infrastructure	15
Travel Demand Management.....	15
7 BUILT FORM.....	15
General Policies.....	15
Mid-rise Buildings	17
Tall Buildings.....	17

	Transit Station Character Area	18
	Sheppard Corridor Character Area.....	19
	Highway Edge Character Area	19
	Transition Zone Character Area.....	19
	Institutional Zone Character Area	19
	Green Character Areas	19
	Amenity Spaces.....	20
8	HOUSING	20
9	COMMUNITY SERVICES AND FACILITIES	20
10	IMPLEMENTATION.....	21
	Block Context Plan	21
	Servicing.....	21
	Avenue Study	22
	Transportation Network.....	22
	Monitoring	22
11	SITE AND AREA SPECIFIC POLICIES	22
12	Map List.....	24

INTRODUCTION

This Secondary Plan sets the direction for the area's continued intensification as it transforms into a more walkable, more complete, better connected, and more sustainable transit-supportive community.

In recognition of the cultural diversity of First Nations, Inuit and Métis peoples today and to ensure the urban landscape reflects an authentic account of Toronto's history, this Plan encourages the celebration of Indigenous history and contemporary cultures through placekeeping, public realm improvements and public art.

1 HOW TO READ THIS PLAN

- 1.1 The policies of the Renew Sheppard Secondary Plan apply to the area shown on Map 1: Secondary Plan Boundary.
- 1.2 Paragraphs that are listed by number and/or letter contain the policies of this Secondary Plan. Other paragraphs provide the context and intent of the policies.

2 VISION AND GOALS

The Renew Sheppard Secondary Plan area will transform over time from one that is auto-oriented, to a complete, prosperous, connected, livable and sustainable, transit-supportive community. The public realm and connectivity are prioritized to support the mixed-use communities and anticipated population and employment growth. Change builds upon the existing nodes and the distinct neighbourhoods while promoting a shared sense of place as a unifying element to reinforce community identity. The area has a resilient public realm network of green streets, parks, open spaces and the broader natural heritage system, with compact built form that supports social gathering and pedestrian activity and opportunities to promote a healthier environment.

- 2.1 Change in the Secondary Plan area is guided by the following goals:
 - a) leveraging and supporting subway and regional rail infrastructure with transit-supportive densities;
 - b) achieving a balance of jobs and housing, including affordable housing, to serve local residents and to offer opportunities for residents to work close to home;
 - c) supporting a strong local economy with a diversity of retail uses and innovative businesses that serve the community and provide a diversity of employment opportunities;
 - d) connecting new and expanded parks and open spaces with an active transportation network that links people with local and regional transit as well as natural areas and

- community uses;
- e) protecting the natural heritage of the East Don River valley and supporting its recreational and ecological functions while improving access to this important community destination; and
- f) reinforcing the North York General Hospital area as a health-care hub with a broad range of health sciences, education and research uses complementary to the hospital.

3 AREA STRUCTURE

The Plan Area is focused along the Sheppard Avenue East Corridor. The Corridor is served by two subway stations and one interchange station consisting of a subway station and a regional rail station. This transit infrastructure is a stimulus for continued change, focused on each of these three transit nodes linked as a whole. Together, these nodes will develop into transit-supportive complete communities, consisting of distinct characters areas, complementary in their function and purpose.

Character Areas

- 3.1 Map 2: Character Areas, identifies seven (7) Character Areas reflecting existing and planned context, to shape where and how each Character Area is envisioned to evolve.
- 3.2 The Transit Station Character Area and the Sheppard Corridor Character Area, along Sheppard Avenue East, will contribute to the Sheppard Promenade as a green street that includes a vibrant commercial main street with a variety of retail and non-residential uses, while providing goods and services for both local and more regional needs. Community services and facilities will welcome an increased population living within the Character Areas, as well as in surrounding Character Areas and communities. These Character Areas along Sheppard Avenue East will be lively places and a destination for many.
 - a) the Transit Station Character Area will contain the tallest buildings within the Plan Area, primarily on lands closest to existing and planned transit stations. As the most intensely developed locations, these areas will be busy hubs near transit, with a public realm designed to handle higher pedestrian and cyclist volumes.
 - b) the Sheppard Corridor Character Area will contain buildings in a mid-rise built form, as a transition from the Transit Station Character Area. This area will also be vibrant and active, but at a lower intensity than the Transit Station Character Area.
- 3.3 The Highway Edge Character Area, along the northern edge of Highway 401, will also be more intensely developed to accommodate more housing, predominantly in tall and mid-rise buildings, in a green landscaped setting and a network of connections through the Green Loop. Connectivity to, and through, this area will be enhanced through improved connections, including the addition of a landscaped multi-use trail. While the Required

Retail Streets identified within the Transit Station, Sheppard Corridor and Highway Edge Character Areas will be the primary destinations for retail, commercial, and employment opportunities, the Highway Edge Character Area will also contain non-residential uses along retail streets that serve local and more regional needs. Small scale retail, service and community uses that serve local needs may be found throughout the Character Area.

- 3.4 The Transition Zone Character Area includes lands located in areas of transition between more intense and less intense scales of development. The Transition Zone Character Area will be developed to contain mid-rise and low-rise buildings, in a green, landscaped setting; providing variety in housing form and type. Connectivity to, and through, this area will be enhanced through improved connections, including new or extended public streets, and pedestrian and cycling connections. Non-residential uses that provide local amenity and serve local needs may also exist in this area.
- 3.5 The Institutional Zone Character Area is located near Sheppard Avenue East and Leslie Street. This area will continue to be a hub for healthcare and educational uses. Anchored by the North York General Hospital and associated sites, this area will leverage healthcare related uses to expand job opportunities and investments in public health, services, and educational uses.
- 3.6 The Neighbourhood Character Area consists of lands designated as Neighbourhoods. Change will occur as permitted in the Neighbourhoods land use designation as per the Official Plan.
- 3.7 The Green Character Area consists of three locations within the Plan Area. These areas will continue to contain significant landscaping, limited lot coverage, a generous canopy of mature trees, and shady green pathways.

4 Land Use

General Policies

- 4.1 The Plan Area will develop as a complete community with a diverse mix of land uses that serve the daily needs of all residents. A broad range of non-residential uses will be provided to allow for nearby access to local job opportunities, retail, and services. Healthcare-related uses are encouraged within and adjacent to the Institutional Zone Character Area to support the expansion of the healthcare network for the North York General Hospital.
- 4.2 Development in *Mixed Use Areas* resulting in the displacement of businesses and services will generally provide for the replacement of non-residential gross floor area through redevelopment.

Land Use Compatibility

- 4.3 A vibration study is required as part of a complete application for development in proximity to transportation infrastructure, including the Sheppard subway corridor, subway stations, the Richmond Hill GO rail corridor, and the Highway 401 corridor.
- 4.4 The Highway 401 corridor is a known source of transportation related air pollution. An Air Quality and Odour Study is required for development applications in proximity to the highway. Results of the Study will focus on receptor mitigation measures (e.g. architectural, mechanical, positioning, etc.) that minimize exposure to transportation related air pollution.
- 4.5 Methane testing may be required on private lands in proximity to former landfill sites.
- 4.6 Sources of noise in the area include the Highway 401 corridor and the Richmond Hill GO rail corridor. A Noise Impact Study is required as part of a complete application for development in proximity to highways and rail infrastructure.

Retail

- 4.7 Retail Required Streets, shown on Map 3: Retail Streets, are the primary retail corridors in the area. The creation of a diversity of retail uses is essential to creating a sustainable, complete community by allowing residents and workers to access daily necessities and job opportunities within walking distance.
- 4.8 Where development fronts onto a Retail Required Street, the ground floor frontage will only include retail and service uses or publicly accessible institutional or community uses that animate street frontages. Limited exceptions may be made for compact residential lobbies, if they cannot be accessed from side streets.
- 4.9 Development is encouraged to incorporate existing retail commercial uses into new development.
- 4.10 Development on Retail Required Streets should contribute to the establishment of a fine-grained pattern of retail uses, flexible layouts, and sufficient depth to provide frequent entrances and many stores along a street frontage.
- 4.11 Retail development on the ground floor will provide a well-articulated, active public realm interface that animates the street.
- 4.12 Larger retail units are encouraged to:
 - a) wrap long store frontages with smaller retail storefronts on the primary retail facade;
 - or

- b) be located above or below-ground with the exception of an entranceway; or
 - c) be wholly located behind smaller scale units.
- 4.13 Vehicle entry points are not permitted from a Retail Required Streets, unless a vehicle entry point is not possible from another street or from a laneway. Where placement of vehicle entry points on Retail Required Streets cannot be avoided, they will be consolidated to minimize their impact and improve the safety and attractiveness of the public realm.
- 4.14 Where a site with frontage on a Retail Required Street also has frontage on another public street, retail is encouraged to wrap onto both streets to maintain active retail frontages.

5 PUBLIC REALM

The public realm will be designed as a walkable, attractive and sustainable network of green streets, parks and open spaces for residents, workers and visitors to interact, connect with nature and enjoy a variety of active and passive activities, while also improving mobility and access to and from transit, mixed-use areas and local destinations.

General Policies

- 5.1 Key Public Realm elements, identified on Map 4: Long Term Parks Plan and Map 5: Public Realm, include parks, open spaces and ravine, the Sheppard East Promenade, Multi-Use Trail, Green Loop, Higher Order Pedestrian Zones, new streets and midblock connections, and public art. Priorities for the public realm include, but are not limited to:
- a) delivering new and expanded parks with a focus on areas identified for parkland priority, lower parkland provision rates, walkability gaps and areas of high growth, including through parkland dedication on larger development sites;
 - b) recognizing the Don River Valley system as an important destination and improving access to the Natural Heritage System;
 - c) creating the Sheppard Promenade as a green and vibrant commercial main street;
 - d) creating the Green Loop as a network of landscaped setbacks on local streets to provide a continuous greenway connection between parks and open spaces, schools, community services and facilities and natural heritage areas that prioritizes pedestrians, cyclists and green infrastructure;
 - e) securing privately owned publicly accessible open spaces to support an expanded public realm, especially within the Higher Order Pedestrian Zones to support gateway sites and urban squares with high volumes of travelers; and
 - f) extending the street network through new public streets and mid-block connections to improve active transportation circulation and prominence of parks, open spaces, transit, schools and local destinations.

5.2 Sustainability and climate resilience will be integrated into the design of the public realm to minimize environment impact, reduce greenhouse gas emissions from materials, manage stormwater and reduce impact of heat exposure. Development and streetscape improvements will:

- a) optimize infiltration and retention of stormwater through low impact development approaches including rain gardens, swales, soakaways, permeable paving, etc.;
- b) promote biodiversity through prioritizing native and pollinator-friendly plants in landscaping, and reducing impervious areas;
- a) incorporate sufficient soil volume to ensure growth of large, healthy shade trees, and, where appropriate, other plantings, informed by design guidelines developed by the City;
- b) coordinate capital projects, municipal servicing and utilities in a manner that is compatible with existing and planned trees within the public right-of-way; and
- c) use high quality, sustainable and durable materials that minimize embodied carbon. Consideration should be given to effective maintenance and ability to support the intensity of use by residents, workers and visitors in all seasons.

Parks

Parks will be healthy, active and green places that meet a range of outdoor and recreational needs for residents, workers and visitors and provide valuable spaces for natural habitats and systems.

The priority areas for new parks, as identified on Map 4: Long Term Parks Plan, are intended to complement the existing parkland network, delivering equitable access to significant recreational and/or gathering spaces as growth in the Plan Area occurs. New parks will be coordinated with enhancements to key public realm elements and complemented by the broader green space system including trails and the natural heritage areas of the East Don river and ravine system, to provide a connected network of green spaces, with a variety of amenities and activities within easy reach.

5.3 Priority locations for new parkland are conceptually shown on Map 4: Long Term Parks Plan. The Long Term Parks Plan is intended to guide future opportunities to create new parks or expand existing parks over time.

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

- a) on-site parkland dedication;
- b) off-site parkland dedication;

- c) cash-in-lieu of parkland.
- 5.5 The precise size, location and configuration of new parks and open spaces, including additional parks not shown on Map 4, will be determined through the development review process and as other opportunities arise.
- 5.6 Consolidation of parkland dedication from more than one development, assembled to create a larger park, is encouraged.
- 5.7 Improvements, expansions and connections to the public realm network are encouraged to contribute to a broader network of green spaces connecting the Plan Area to the Natural Heritage System, including the East Don river system.
- 5.8 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;
 - b) creating new parks, including within New Park Priority Areas identified in Map 4: Long Range Parks Plan and Map 5: Public Realm; and
 - c) complementing and integrating parkland with adjacent *Natural Heritage System*, Privately Owned Publicly-Accessible Spaces (POPS) and other open spaces, where appropriate.
- 5.9 Development adjacent to parks will:
- a) achieve setbacks to allow the building and any of its exterior features and amenities to be provided and maintained on the development site, as well as for fire separation;
 - 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 active 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 maximize sunlight and minimize shadowing on parks; and,
 - h) avoid locating loading and servicing areas, and mechanical equipment, including venting, abutting parks.

Streetscape

- 5.10 All streets will be designed with a complete streets and green streets approach, supporting a welcoming, active, pleasant pedestrian environment, and will include:
- a) a functional streetscape zone between the street curb and building that includes generous landscaping and a pedestrian clearway and, where appropriate, a furniture zone;
 - b) a row of trees in the right-of-way on both sides of the street;
 - c) where possible, an additional row of trees within a required setback;
 - d) green infrastructure to the greatest extent possible, including ecological and hydrological functions to manage stormwater where it falls; and
 - e) coordination among underground utilities to support the intent and purpose of this Plan, including the provision of large, permanent tree growth.

Retail

- 5.11 Retail Streets are those that are designed to support animated ground floor retail and service uses, and accommodate more people visiting the area. Retail streets will include all of the components of 5.10 above, and:
- a) a wider functional streetscape zone;
 - b) a marketing zone supporting ground level active uses, where feasible; and
 - c) enhanced pedestrian weather protection, such as canopies and awnings.

Sheppard Promenade

- 5.12 The Sheppard Promenade will be the primary street in the Plan Area. The Sheppard Promenade will include all of the components of policies 5.10 and 5.11, and:
- a) the widest functional streetscape zone with rows of trees and, where possible, a double row of trees, including within the setback;
 - b) a functional frontage and market zone;
 - c) enhanced weather protection, such as canopies and awnings; and
 - d) public art, installations, gateway features, and other enhancements, as appropriate.

Setbacks

Setbacks assist in achieving the intent of the policies of this Plan, including those for streetscapes and built form.

- 5.13 A minimum setback of 5.0 metres is required along Sheppard Avenue East, Leslie Street,

and Bayview Avenue.

- 5.14 A minimum setback for all other streets, is generally 3.0 metres. Larger setbacks are strongly encouraged where grade related residential units are proposed.
- 5.15 For development fronting the Green Loop:
- a) a minimum setback of 5.0 metres is required;
 - b) a minimum setback of 3.5 metres on the flanking public street(s) is generally required; and
 - c) underground structures will be set back a minimum of 2.0 metres to accommodate soft landscaping, including trees.
- 5.16 A setback is required to a Provincial Highway. This setback exists above and below grade. No permanent structures are permitted within the required setback zone.
- 5.17 Additional, larger setbacks are required in Higher Order Pedestrian Zones to accommodate greater pedestrian circulation and activity.
- 5.18 Additional setbacks may be required at strategic locations for architectural interest, pedestrian amenity, additional space for tree planting, forecourts, plazas and other publicly accessible places.
- 5.19 Where a conflict exists among the required setbacks noted above, the greater setback shall be considered the minimum.

Higher Order Pedestrian Zones

- 5.20 Higher Order Pedestrian Zones (HOPZ) are located at transit stations and are anticipated to experience the highest volume of retail activity, people walking or using mobility devices, cyclists, and transit users. Higher Order Pedestrian Zones are important placemaking sites that can enhance neighbourhood identity and support commercial and social activity.
- 5.21 Higher Order Pedestrian Zones, shown on Map 5: Public Realm, will be designed as the centre of public life and will include publicly accessible urban squares and open spaces supported by retail and commercial uses.
- 5.22 HOPZ will include protected and safe pedestrian crossings and intersection designs that prioritize pedestrian safety and comfort such as such as tactile walking indicators, narrow lanes, right turn restrictions, corner extensions or boulevard bump outs and pedestrian supportive signalling and timing. They may also include multi-modal shared mobility hubs.

- 5.23 Development in HOPZ will address both public streets and Publicly Accessible Open Spaces (POPS) with integration of landscaping and public art to create a distinct sense of place and will be designed to:
- a) provide additional setbacks from public streets and open spaces to support retail spillover and public realm enhancement;
 - b) provide Privately Owned Publicly Accessible Open Spaces (POPS) in the form of urban squares, plazas and forecourt to expand the public realm; and
 - c) enhance pedestrian amenities, tree planting and soft and hard landscaping.
- 5.24 POPS at HOPZ should include high-quality public realm treatments, including well-designed soft and hard landscape elements, public art, and wayfinding elements to mark community destinations and gateway intersections.

Green Loop

- 5.25 The Green Loop is a network of primarily local streets, shown on Map 5: Public Realm, that connects parks and open spaces, schools, community services and facilities and natural heritage areas. The Green Loop will support a sustainable and resilient public realm by prioritizing people walking and using mobility devices, and maximizing soft landscaping, the retention of mature trees and expanding the tree canopy. Whenever possible the Green Loop will include green infrastructure to support stormwater management.
- 5.26 Development adjacent to the Green Loop will:
- a) have grade-related uses that provide generous landscaped front yards fronting the Green Loop;
 - b) incorporate green infrastructure, such as bioretention and permeable pavement, as appropriate;
 - c) where a development site is adjacent to a public park, pedestrian walkways will be provided to extend connections to the Green Loop;
 - d) retain existing mature trees and plant new trees to maximize the urban tree canopy;
 - e) locate and design underground facilities, such as parking, to provide sufficient space to maintain a permanent, high-branching tree canopy;
 - f) relocate above-grade and underground utilities, where necessary, to minimize utility conflicts for new tree plantings; and
 - g) consolidate building access and driveway entrances to minimize disruptions in the sidewalk.

Multi-use trail

5.27 Development adjacent to Highway 401 is required to use the setback space between the highway and the building face to:

- h) support a continuous pedestrian Multi Use Trail in all times and seasons with ample clear sight lines along the route;
- i) provide landscaping with lighting to promote safe use during all times and seasons;
- a) provide green infrastructure for stormwater management to enhance climate change resiliency; and
- b) coordinate with adjacent landowners to facilitate the design, access, and implementation of the Multi Use Trail.

Connections to and Enhancements of the Natural Heritage System

5.28 The Plan Area will be connected to the Natural Heritage System through a network of existing and planned connections as shown on Map 5: Public Realm, and Map 7: Cycling and Pedestrian Network, to be coordinated, where necessary, with the local conservation authority.

Public Art

Public art can celebrate local stories about the community's history and culture, including Indigenous histories and contemporary cultures, that supports the Plan's vision to enhance the shared sense of place and contribute to community identity.

5.29 Development is encouraged to incorporate Public Art at locations conceptually identified on Map 5: Public Realm.

Privately Owned Publicly Accessible Open Spaces (POPS)

POPS are spaces that the public is invited to use but remain privately owned and maintained. They are an important part of the city's public realm network that supplement, but do not replace, the need for parkland. POPS are not left-over spaces on a site. They have the potential to create landmark destinations that reinforce special places within neighbourhoods and community identity, in particular within the Sheppard Promenade and the Higher Order Pedestrian Zones.

5.30 Development is encouraged to incorporate POPS at locations conceptually identified on Map 5: Public Realm.

6 MOBILITY

Pedestrian and Cycling Network

- 6.1 Connections for people walking and people using personal mobility devices will be prioritized as part of the mobility network. These connections will be integrated into the larger transportation network, so that people walking and people using personal mobility devices can comfortably and directly access transit and daily needs.
- 6.2 Bikeways identified on Map 7: Cycling and Pedestrian Network, are to be incorporated into the design of new and existing streets. Where physically separated facilities and other bikeways intersect, protected intersection designs such as corner islands, are required to mitigate vehicle and pedestrian/cyclist turning conflicts.
- 6.3 Multi-Use trails identified on Map 7 provide local connectivity and access for people walking and cycling. Trails should be landscaped on both sides to provide landscaped buffering from adjacent properties.

Mid-block Connections

- 6.4 Development will incorporate mid-block connections at locations conceptually identified on Map 7: Cycling and Pedestrian Network.
- 6.5 Mid-block connections will be accessible for pedestrians of all ages and abilities. Where appropriate, mid-block connections will accommodate cyclists.
- 6.6 All mid-block connections will be generous in width. Where a mid-block connection is internal to a building, it should also be generous in height.

Street Network

- 6.7 New public streets are identified on Map 6: Street Network. A fine-grain network of public streets will be provided to improve walkability, enhance connectivity for active transportation modes, establish a block structure to support transit-supportive growth, and provide vehicular access to development.
- 6.8 Vehicular movement is intended to be focussed primarily on Sheppard Avenue East, Bayview Avenue, and Leslie Street. All other streets will be designed with traffic calming measures to limit vehicle speeding, and limit traffic infiltration. These measures could include speed humps, raised intersections, reduced speed limits, narrow lanes, bump-outs, or other measures.
- 6.9 New signalized intersections are proposed to be located as noted on Map 6. Additional

signalized intersections are encouraged to facilitate all modes of transportation and ensure safe pedestrian and cycling connections.

Transit Infrastructure

- 6.10 Development near both the Bayview and Leslie subway stations will recognize and protect for local and regional transit infrastructure and future improvements.
- 6.11 Higher Order Pedestrian Zones (HOPZ) located close to or existing or anticipated transit station entrances, are identified on Map 5: Public Realm.

Travel Demand Management

- 6.12 A “multi-modal shared mobility hub” provides a variety of movement choices in one location. Such a hub consists of a combination of elements which may include bike share stations, publicly accessible carshare spaces, public electric vehicle charging and alternative fuel stations, micromobility stations (e.g. electric bike charging points), taxi stands, and pick-up-and-drop-off locations.
- 6.13 Locations for multi-modal shared mobility hubs are conceptually shown on Map 8: Transit and Transportation Demand Management. Additional locations may be identified through the development review process.

7 BUILT FORM

General Policies

- 7.1 Prior to development, consolidation of lots may be necessary to ensure lots of sufficient size and/or configuration to achieve the intent of this Plan.
- 7.2 A variety of building types and heights are required:
 - a) on sites that can accommodate multiple buildings and on sites where multiple buildings are proposed; and
 - b) on sites which will result in new blocks.
- 7.3 Development fronting on Retail Required Streets will:
 - a) provide generous floor-to-ceiling heights of a minimum of 4.5 metres;
 - b) provide setbacks at-grade for retail spill over and public realm enhancements;
 - c) provide high quality flexible design to allow for adaptability and a diversity of retail uses; and
 - d) have main retail entrances accessed directly from the street, where possible.

- 7.4 Development will demonstrate a high level of block permeability, such that a mid-block connection, street, or other active mobility route, is generally located every 80 metres.
- 7.5 Balconies shall be designed to be of a useable size, shape, and configuration, while also achieving comfort and good building performance, including energy performance. Balconies shall be designed to minimize their impact on building mass.
- 7.6 Where the ground floor of a multi-storey building contains residential units, these units:
- a) must be directly accessible from the public sidewalk or publicly accessible mid-block connection; and
 - b) have entryways which are generally elevated from the public sidewalk or publicly accessible mid-block connection.
- 7.7 Developments that include residential units are encouraged to provide pet amenity space, prioritizing outdoor play space including an outdoor pet relief area.
- 7.8 Development along the Green Loop as noted on Map 5: Public Realm, and development within the Transit Station and Sheppard Corridor Character Areas will locate pick-up and drop-off areas for services such as deliveries and rideshare on the site itself to minimize impacts to the public realm.
- 7.9 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 as determined by a Heritage Impact Assessment.
- 7.10 Sustainability and climate resilience should be integrated into the design of new buildings. Development should:
- a) be designed to minimize energy demand; and
 - b) provide an efficient building shape, scale and massing, location and orientation to both reduce incidences of heat loss and energy demand that minimizes shadowing on other buildings and ensure excellent sunlight conditions in the public realm and daylighting within interior spaces.
- 7.11 Development is encouraged to do the following:
- a) pursue zero emissions and carbon positive development, including impacts from embodied emissions from materials;
 - b) incorporate low-carbon/renewable thermal energy technologies such as geo-exchange and solar thermal systems, as well as heat recovery from sources such as sewers, data centers, and industry to reduce greenhouse gas emissions;
 - c) develop or incorporate connections to an existing or planned thermal energy

- network (district energy system);
- d) integrate on-site renewable energy and electricity production to reduce electricity demand; and
- e) provide backup power for resilience to area-wide power informed by guidelines developed by the City.

Mid-rise Buildings

- 7.12 Mid-rise buildings will provide for a minimum of 5 hours of sunlight on the public realm during the spring and fall equinoxes.
- 7.13 To achieve a consistent street wall, a step-back is required generally above:
 - a) the 6th storey along Sheppard Avenue East, Leslie Street, and Bayview Avenue; and
 - b) above the 4th storey in all other locations.
- 7.14 Step-backs should generally be not less than 3.0 metres in depth.

Tall Buildings

- 7.15 Where tall buildings are permitted, they will be provided in a variety of heights.
- 7.16 Tall buildings will be sited and designed to limit shadows on parks, open spaces, the public realm, and areas of lower scale.
- 7.17 The tallest buildings will generally be permitted:
 - a) closest to transit stations; and
 - b) along the highway corridor.
- 7.18 Where tall buildings are permitted in locations other than those noted in policy 7.17, they will generally transition downward in height in all directions from those locations.
- 7.19 A minimum separation distance of 25 metres between towers is required for all tall buildings.
- 7.20 The base building of a tall building will generally contain:
 - a) no more than 6 storeys along Sheppard Avenue East, Leslie Street, and Bayview Avenue; and
 - b) no more than 4 storeys in all other locations.
- 7.21 A step-back of 5.0 metres is required above a base building on Sheppard Avenue East.

- 7.22 A step-back of generally 5.0 metres is required above a base building along Leslie Street, Bayview Avenue, and/or abutting a park.
- 7.23 A minimum step-back of generally 3.0 metres is required above a base building in all other locations.
- 7.24 Encroachments into a step back are not permitted, except for minimal projections for canopies and features required for the functioning of the building.
- 7.25 The tower portion of a residential tall building shall have a floor plate of not more than 750 square metres, excluding balconies.
- 7.26 Floor plates larger than 750 square metres may be considered on a limited basis without amendment to this Plan where the proposed residential building:
- a) has minimal shadow impacts on the parks, public realm and lands designated *Neighbourhoods*;
 - b) does not result in adverse wind conditions on the public realm;
 - c) is not designed with elongated floor plates which block sky view; and
 - d) can accommodate generous tower separation distances.
- 7.27 Floor plates larger than 750 square metres may be considered where the tower is to contain significant non-residential uses or a significant amount of affordable housing.

Transit Station Character Area

- 7.28 The Transit Station Character Area will develop primarily to contain tall buildings and mid-rise buildings. Buildings will be of a variety of forms and heights in order to transition to other Character Areas.
- 7.29 The Transit Station Character Area will accommodate the tallest buildings in the Plan Area, with the greatest heights located closest to transit stations and a maximum height generally of 45 storeys.
- 7.30 Base buildings of tall buildings, shall be a minimum of 3 storeys.
- 7.31 Heights will transition downward in all directions with increasing distance from transit stations.
- 7.32 Mid-rise buildings shall not have a step-back below the third storey, in order to frame the public realm, including streets, parks, and open spaces.

Sheppard Corridor Character Area

- 7.33 The Sheppard Corridor Character Area will consist primarily of mid-rise buildings, with heights generally not exceeding a value equivalent to the width of the right-of-way plus any required setback, to ensure a minimum of 5 hours of sunlight on the public realm.
- 7.34 Mid-rise buildings shall not have a step-back below the third storey, in order to frame the public realm, including streets, parks, and open spaces.
- 7.35 Development impacting lands at 9 Barberry Place will improve visibility to the heritage designated building through restoring its frontage to Sheppard Avenue East.

Highway Edge Character Area

- 7.36 The Highway Edge Character Area will develop primarily to contain tall and mid-rise buildings.
- 7.37 The tallest buildings in the Highway Edge Character Area will be located on large sites close to the highway. Heights will be lower on sites near to parks and open spaces in order to transition to these places. Heights will also decrease with increasing distance from the highway.
- 7.38 Base buildings of tall buildings, shall not contain less than 3 storeys in order to frame the public realm, including public streets, parks, and open spaces.
- 7.39 Mid-rise buildings shall not have a step-back below the third storey, in order to frame the public realm, including streets, parks, and open spaces.

Transition Zone Character Area

- 7.40 The Transition Zone Character Area will generally develop with mid-rise buildings fronting on to local streets.

Institutional Zone Character Area

- 7.41 The Institutional Zone Character Area will generally develop with tall buildings and mid-rise buildings.

Green Character Areas

- 7.42 Development in Green Character Areas will be required to submit a Block Context plan as part of a complete application. The Block Context Plan should demonstrate how the proposed development meets the intent of this Plan.

7.43 Development in Green Character Areas will front onto Sheppard Avenue East will provide retail frontage on the Sheppard Corridor.

7.44 Development will maintain the unique characteristics of these areas, including:

- a) significant green landscaping and minimal building lot coverage;
- b) generous setbacks along the public realm; and
- c) landscaped and tree-lined publicly accessible connections to provide a high degree of permeability and interest. These connections function as both movement corridors and places to wander.

7.45 Development will provide appropriate transitions to parks, open spaces and areas of lower scale.

Amenity Spaces

7.46 All amenity spaces located on properties abutting Highway 401 will be designed to ensure that the impacts of noise and air pollution are mitigated.

7.47 Indoor and outdoor amenity spaces are encouraged to be co-located and directly accessible to each other.

8 HOUSING

8.1 For developments that contain more than 80 new residential units, a minimum of 40 per cent of the total number of new units will be a combination of two-, three- or more bedrooms units, including:

- a) a minimum of 15 per cent of the total number of units as two-bedroom units; and
- b) a minimum of 10 per cent of the total number of units as three-bedroom units; and
- c) A minimum of an additional 15 per cent of the total number of units as either 2-bedroom, 3- bedroom, or more bedroom units.

8.2 The City may reduce the minimum requirements identified in policy 8.1 where development is providing social housing or other publicly funded housing; or specialized housing such as residences owned or operated by a post-secondary institution or a health care institution or other entities to house students, patients or employees, or people with special needs.

9 COMMUNITY SERVICES AND FACILITIES

9.1 New and/or expanded community services and facilities are to be provided in a timely manner to support growth. Community service facilities priorities include:

- a) new non-profit licensed child care facilities; and
 - b) new community space.
- 9.2 Existing community service facilities will be renewed through redevelopment, wherever possible. Development on sites with existing community service facilities will replace the total gross floor area of the community service facility on site. Off-site replacement of community service facilities will be at the City's discretion.
- 9.3 New community service facilities, and expansions to existing community service facilities will be:
- a) geographically well-distributed to provide broad access to new and existing residents and workers in the area;
 - b) designed to provide flexible, multi-purpose space that can be used throughout the year to deliver diverse programming and adapt over time to meet varied needs;
 - c) incorporated at grade or within the lower storeys of mixed-use buildings containing other uses; and
 - d) co-located with other community service facilities where possible.
- 9.4 Public use of school space outside of school hours and school use of parks during school hours may be accommodated through a shared-use agreement. Any access to parks provided for school use will be contingent on maintaining the primary use and function as a park available for community use.

10 IMPLEMENTATION

Block Context Plan

- 10.1 A Block Context is generally required as part of a complete application on sites that include midblock connections, trails, or other public realm moves shown on Maps 4, 5, 6, 7 or 8.
- 10.2 A Block Context Plan may be required as part of a complete application in any location in the Plan Area, particularly on larger sites.

Servicing

- 10.3 Development will not exceed the capacity of existing servicing infrastructure supporting the Secondary Plan area. Where improvements and/or upgrades to existing servicing infrastructure, or new servicing infrastructure, is planned for implementation, timing and/or phasing of development will be required to coordinate with such planned new, improved and/or upgraded infrastructure to align land use planning, infrastructure

planning and infrastructure investment.

Avenue Study

10.4 This Secondary Plan meets the requirements and objectives of an Avenue Study for lands identified as Avenues within the Plan Area.

Transportation Network

10.5 The required transportation network improvements will be refined, protected, and implemented through the development review and approvals process, and identified capital projects.

10.6 As part of the transportation assessment, quantitative analysis of multimodal transportation infrastructure and site related mitigation measures will be evaluated to demonstrate support for new development.

Monitoring

A transportation monitoring program will be developed as part of the development application process in coordination with area stakeholders, to monitor development levels and travel patterns as the mobility network and associated improvements are implemented.

Each program shall consider the influence of changing travel behaviour on mobility needs, the impact of new technology, land use and permitted density, and the supporting mobility infrastructure planned for the district.

The findings of the transportation monitoring program will inform future transportation analysis and future review of development. The findings will be considered in the review of individual development and the implementation of Transportation Demand Management requirements.

11 SITE AND AREA SPECIFIC POLICIES

Explanatory Note: There are several Site and Area Specific Policies (SASPs) for lands within the study area that are currently in force either in Chapter 7 of the Official Plan or the existing Sheppard East Subway Corridor Secondary Plan. Many of the policies are out of date and can be deleted and others may need to be updated and maintained. Site and Area Specific Policies will that are no longer relevant will be recommended for deletion. Those that provide current direction will be updated and retained within this Secondary Plan.

Site and Area Specific Policies in Chapter 7 of the Official Plan – to be deleted or modified:

- SASP 72 - Northeast of Sheppard Avenue East and Wilfred Avenue
- SASP 80 - Southwest of Sheppard Avenue East and Bayview Avenue

- SASP 205 - 11 Dervock Crescent and 75 Talara Drive

Site and Area Specific Policies within the Sheppard East Subway Corridor Secondary Plan – to be deleted or modified:

- 4.2.1 Bayview Village Shopping Centre Block
- 4.2.2 Kenaston Gardens/Sheppard Square Areas
 - 4.2.2.1 Teagarden Court/Mallingham Court/Clairetrell Road Area
- B. Bessarion Node
- 4.2.3 Mixed Use Areas West of Provost Drive
 - 4.2.3.1 650 and 672 Sheppard Avenue East
- C. Leslie Node
- 4.2.4 Southwest Quadrant of Leslie/Sheppard
 - 4.2.4.1 1255 Sheppard Avenue East
- 4.2.5 1200-1220 Sheppard Avenue East
- 4.2.6 North York General Hospital
 - 4.2.6.1 25 Buchan Court

12 Map List

Map 1: Secondary Plan Boundary

Map 2: Character Areas

Map 3: Retail Streets

Map 4: Long Term Parks Plan

Map 5: Public Realm

Map 6: Street Network

Map 7: Cycling and Pedestrian Network

Map 8: Transit and Transportation Demand Management

Proposed Policies for Consultation – October 2024

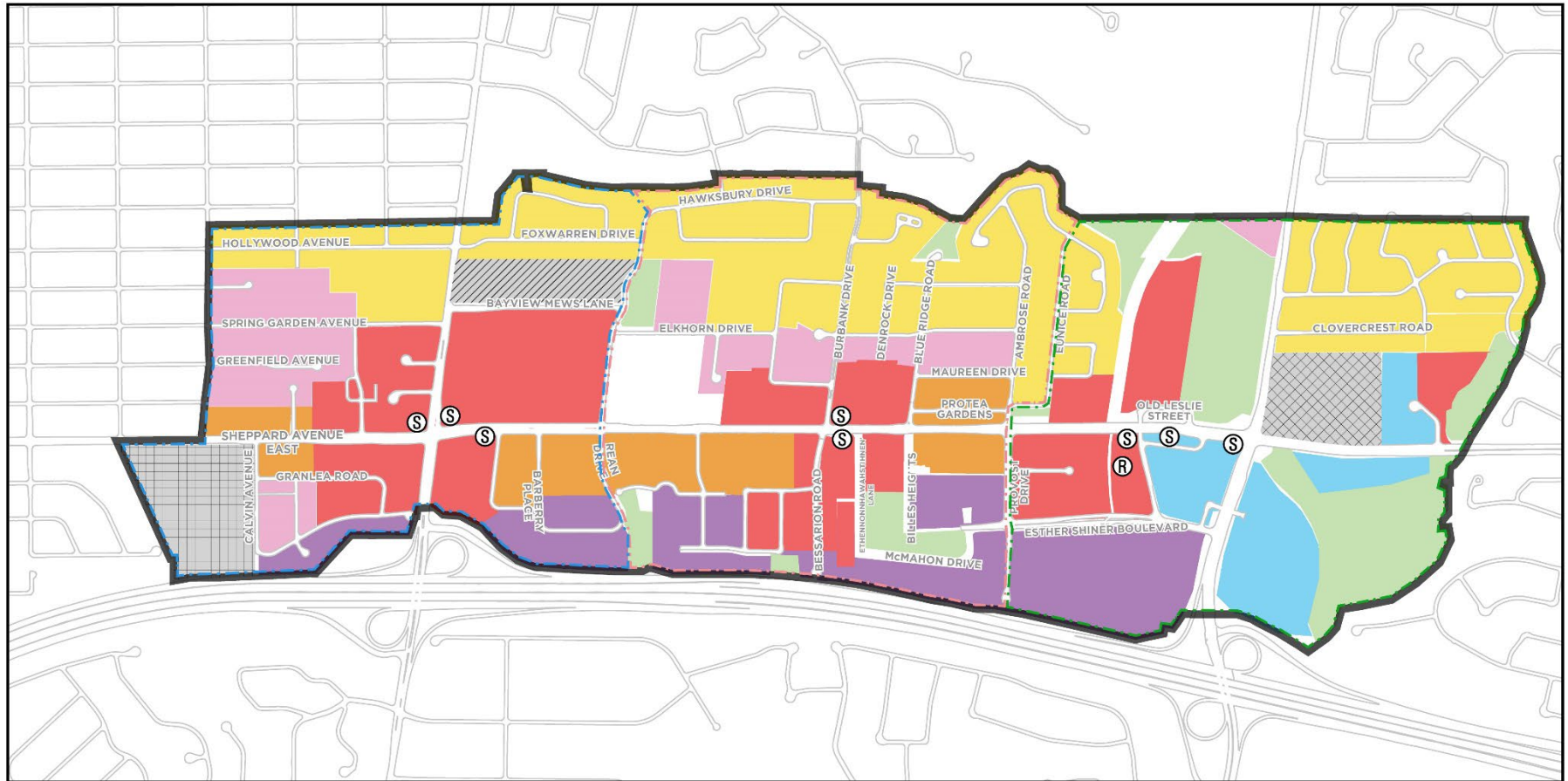
The City of Toronto is seeking feedback on this draft Official Plan Amendment for the Renew Sheppard area. Please see <https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/sheppard-avenue-east-study/> for more information.

Please send comments to: Michael.Romero@toronto.ca, 416-395-6747

Map 1 - Secondary Plan Boundary

Secondary Plan Boundary

Not to Scale
September 2024

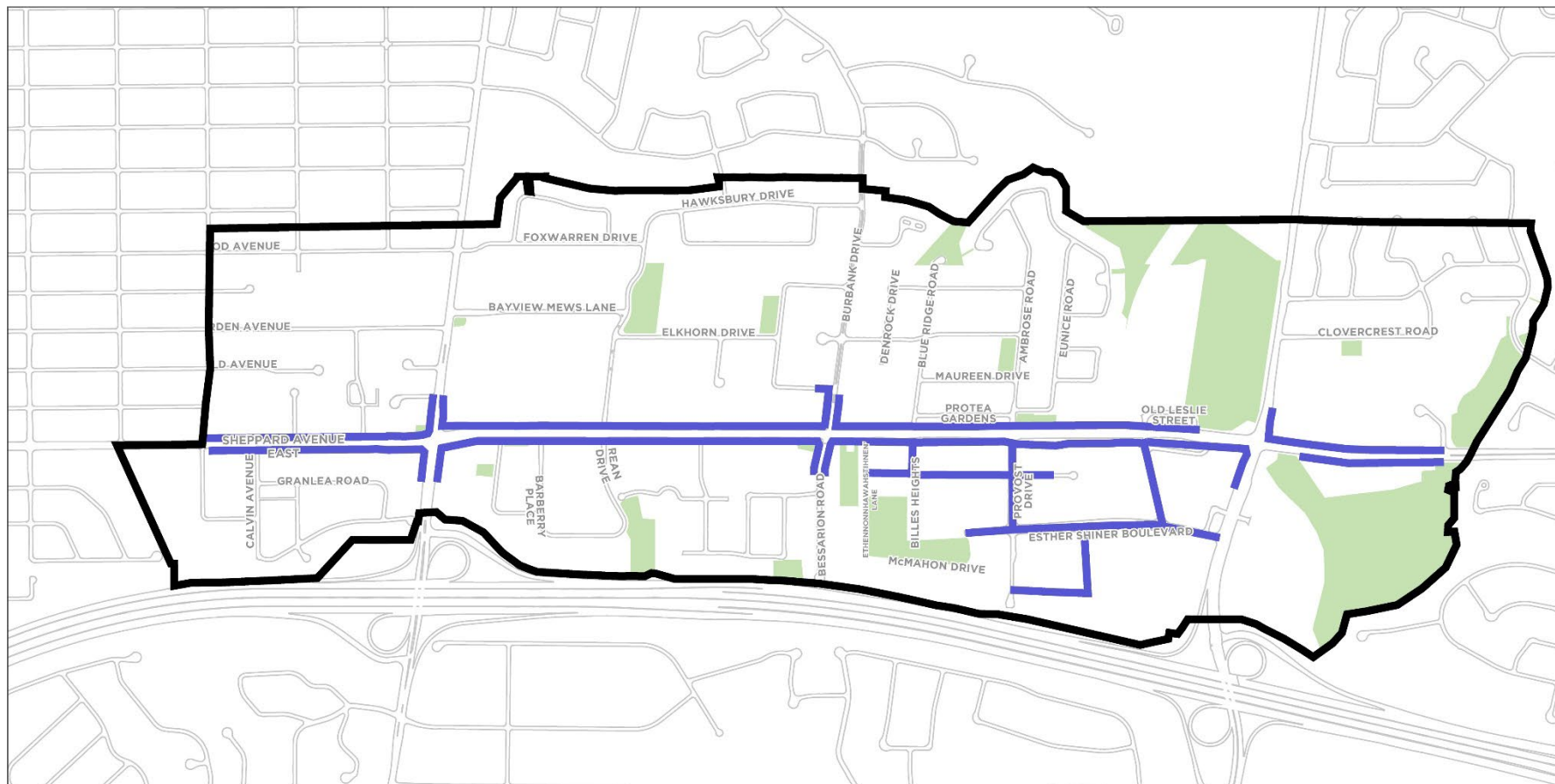


Renew Sheppard East Secondary Plan

Map 2 - Character Areas

Study Boundary	Transit Station Character Area	Transition zone Character Area	Green Character Areas(a)	Green Space
Bayview Node	Highway Edge Character Area	Institutional zone Character Area	Green Character Areas(b)	TTC Subway Entrance
Bessarion Node	Sheppard Corridor Character Area	Neighbourhood Character Area	Green Character Areas(c)	GO Station
Leslie Node				

Not to Scale
September 2024



Renew Sheppard East Secondary Plan

Map 3 - Retail Streets

- Study Boundary
- Retail Required Streets

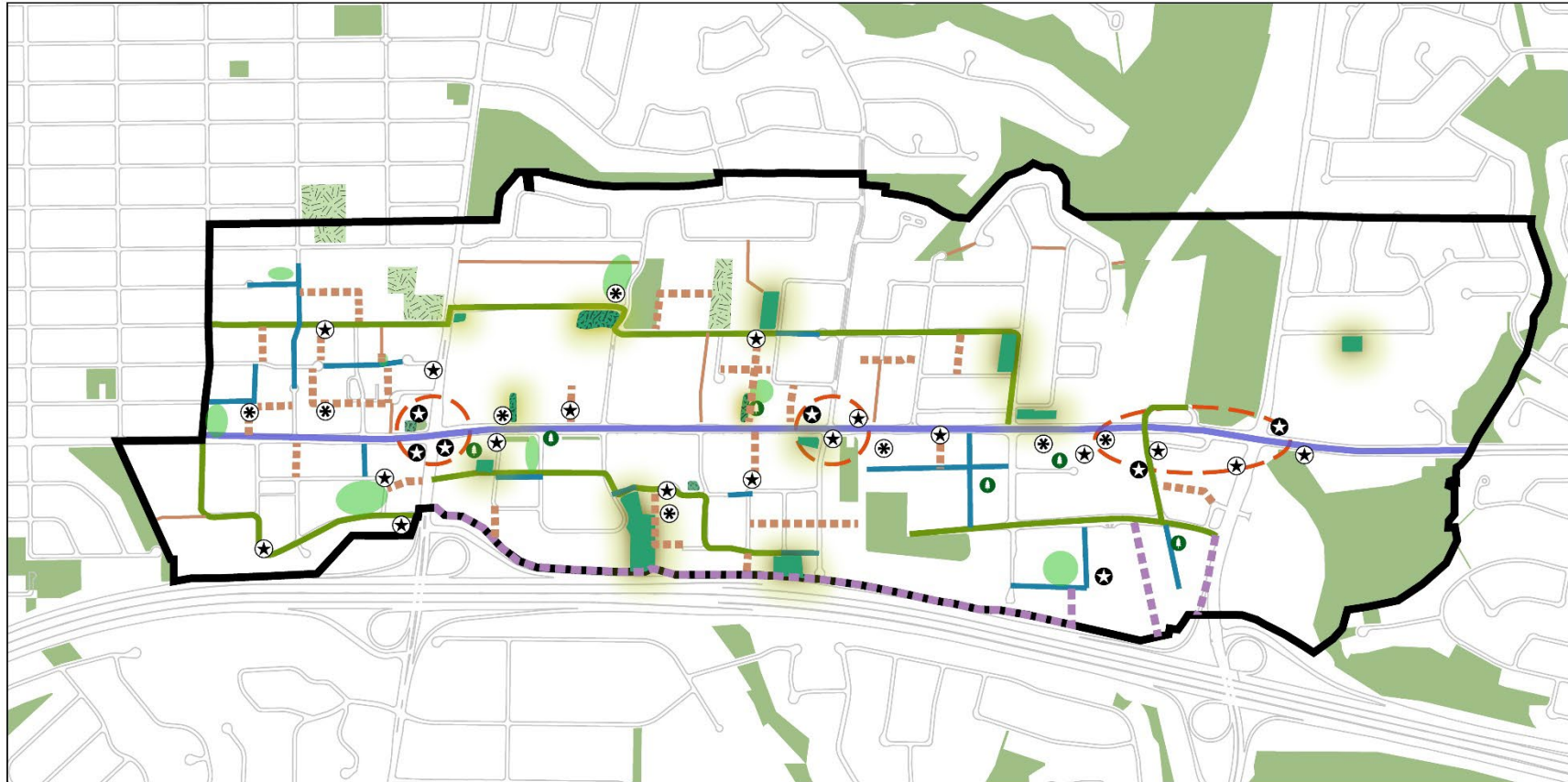
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September 2024



Map 4 - Long Term Parks Plan



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September 2024



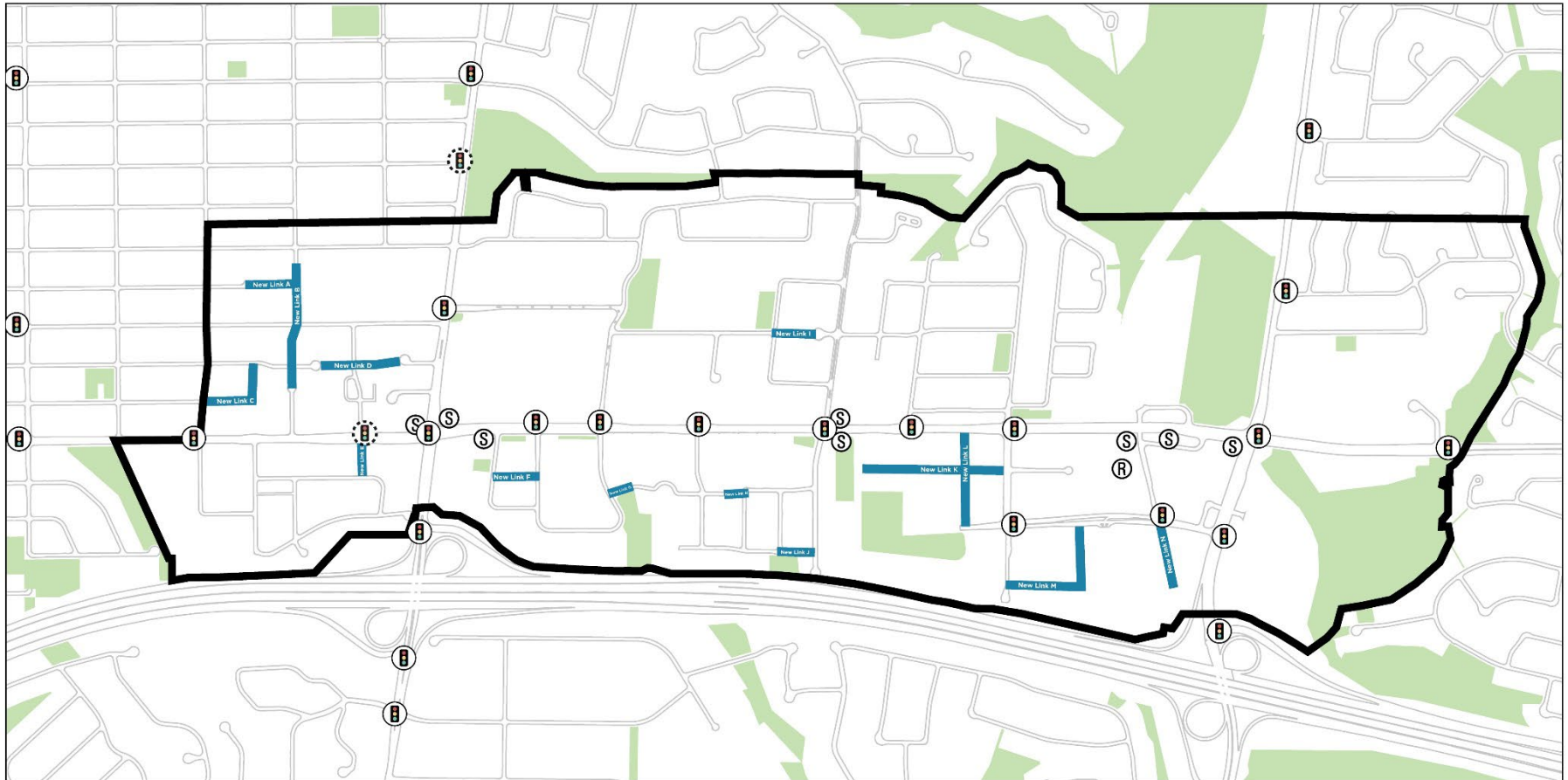
Renew Sheppard East Secondary Plan

Map 5 - Public Realm Plan

Study Boundary	Higher Order Pedestrian Zones	Approved Park	School Site	POPs
Sheppard Promenade	New Streets	Potential Future Park	Existing Park	Potential Public Art Location
Multi-Use Trail	Existing Mid-Block Connection	New Park Priority Area	Potential POPs/Public Art Location	
Green Loop	Mid-Block Connection	Parkland Expansion Area		

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September 2024





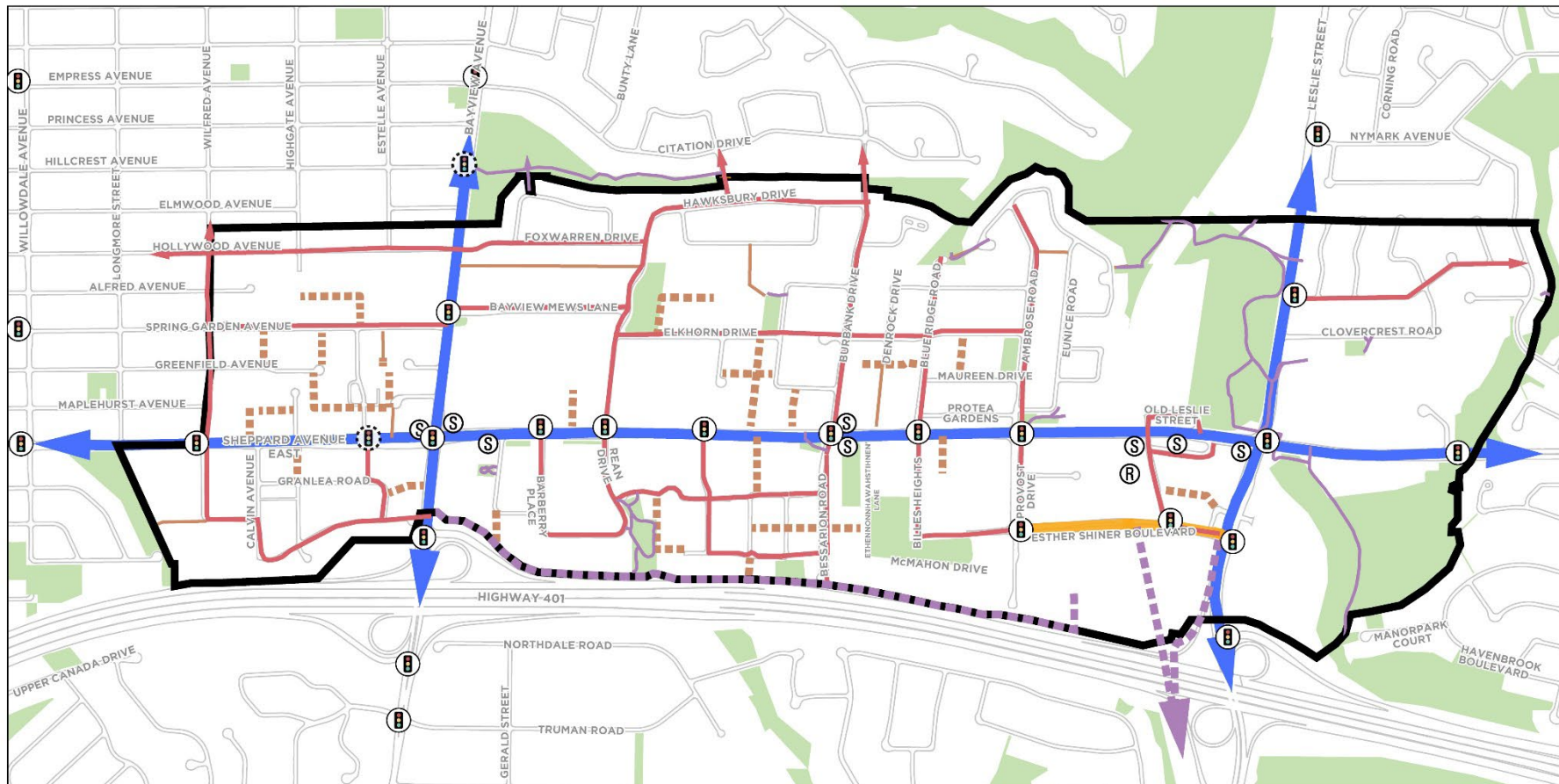
Renew Sheppard East Secondary Plan

Map 6 - Street Network



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Renew Sheppard East Secondary Plan

Map 7 - Cycling & Pedestrian Network



Not to Scale
September 2024





Map 8 - Transit and Travel Demand Management

Not to Scale
September 2024