

37. SHEPPARD LANSING SECONDARY PLAN

Toronto Official Plan – Chapter 6, Section 37

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37. SHEPPARD LANSING SECONDARY PLAN

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1. INTRODUCTION

1.1. Vision

The Sheppard Lansing area is a linear corridor, consisting of the lots primarily fronting onto Sheppard Avenue West, which will be developed and designed around the Sheppard Avenue West Promenade, which implements the vision for the streetscape and right-of-way, to become an attractive place, supportive of active transportation and providing local shops, services, offices and residences. The Sheppard Avenue West Promenade connects and creates an adjacent, enhanced public realm for the *Mixed Use Areas* and the *Neighbourhoods* to the north and south of Sheppard Avenue West through improved and safer bicycle and pedestrian amenities and a greener street. Appropriate land uses and built form within the *Mixed Use Areas* will reinforce the public realm of Sheppard Avenue West and be compatible with and provide transition to the adjacent stable residential *Neighbourhoods*.

This Secondary Plan sets out a planning framework for potential redevelopment of the Sheppard Lansing Area, shown on Map 37-1, and includes policies on land use, built form, public realm and mobility.

1.2. Principles

Development in the Secondary Plan Area will be informed by the following guiding principles to realize the Vision in Section 1.1.

It is the objective of this Secondary Plan to permit and encourage within the Sheppard Lansing area development and redevelopment based on the following guiding principles:

- a) Create a mixed use avenue;
- b) Frame and support Sheppard Avenue West with low- to mid-rise built form;
- c) Provide street enclosure with building heights that range from 3 to 6 storeys;
- d) Provide appropriate transition to adjacent *Neighbourhoods*;
- e) Animate the public realm with appropriately massed and high quality built form;
- f) Rebalance the right-of-way to create a complete street and the Sheppard Avenue West Promenade;
- g) Complete the transportation network for pedestrians and cyclists; and
- h) Parking and travel demand management strategies to support a mix of uses and active transportation.

2. CREATING A MIXED USE AVENUE

2.1. Land use

Creating a mixed use avenue will support the animation of the public realm and provide housing opportunities, local retail and services in walking distance of surrounding *Neighbourhoods* and Sheppard Avenue West.

Policies

2.1.1. The permitted land uses are:

- a) In *Mixed Use Areas 'A'* and *Mixed Use Areas 'B'*:
 - i) financial institutions;
 - ii) institutional uses;
 - iii) office uses;
 - iv) retail and service commercial uses;
 - v) residential uses in a townhouse or apartment building form; and
 - vi) parks and open spaces;

Residential uses are permitted at grade.

- b) In *Mixed Use Areas 'C'*
 - i) financial institutions;
 - ii) institutional uses;
 - iii) office uses;
 - iv) retail and service commercial uses;
 - v) residential uses in an apartment building form; and
 - vi) parks and open spaces;

Only non-residential uses are permitted at grade.

- c) In *Mixed Use Areas 'D'*:
 - i) financial institutions;
 - ii) institutional uses;
 - iii) office uses;
 - iv) residential uses in a detached dwelling form; and
 - v) parks and open spaces.

2.2. Density

Policies

- 2.2.1. The maximum Floor Space Index (FSI) for all permitted uses is set out on Map 37-2, subject to all development criteria set out in Sections 3, 4, 5, and 6.
- 2.2.2. Notwithstanding Policies 2.2.1 and 3.5.1, within *Mixed Use Areas 'C'* additional density above 3.0 FSI and/or additional building height above 6 storeys may be considered subject to all other policies of this Secondary Plan, Urban Design Guidelines, and appropriate Section 37 provisions, provided it can be demonstrated that any additional density and building height is compatible with the adjacent *Neighbourhoods* and is within the 45 degree angular plane for the Sheppard Lansing Area as illustrated in 3.6.3.

3. BUILT FORM

3.1. Building types

Low-rise and mid-rise buildings will frame and support Sheppard Avenue West and contribute to a high quality public realm, while protecting and limiting impacts on adjacent *Neighbourhoods*.

Policies

- 3.1.1. In *Mixed Use Areas 'A' and 'B'*, low-rise buildings are permitted in townhouse, stacked townhouse, apartment, commercial and mixed commercial-apartment buildings.
- 3.1.2. In *Mixed Use Areas 'A' and 'B'*, mid-rise buildings are permitted in apartment, commercial and mixed commercial-apartment forms.
- 3.1.3. In *Mixed Use Areas 'C'*, mid-rise buildings are permitted in commercial and mixed commercial-apartment forms.
- 3.1.4. In *Mixed Use Areas 'D'*, low-rise commercial buildings and detached dwellings are permitted.

3.2. Comprehensive Development

- 3.2.1. The consolidation of lots to have a minimum frontage of 30 metres on Sheppard Avenue West is encouraged in order to reduce curb cuts, provide active frontages and support the public realm.
- 3.2.2. Comprehensive assemblies along Sheppard Avenue West are encouraged to prevent piecemeal development and to achieve the public realm objectives of this Plan.

3.3. Pedestrian Entrances

- 3.3.1. Pedestrian entrances to new development will be directly connected to the public sidewalk.
- 3.3.2. All principal pedestrian entrances will be taken from Sheppard Avenue West, or on corner lots from the adjacent local street. No principal pedestrian entrances will be provided from the rear of the property.

3.4. Setbacks

3.4.1. Front Yard Setbacks

A minimum 2 metre front yard setback will be provided from Sheppard Avenue West where residential uses are provided at grade in *Mixed Use Areas 'A' and 'B'* to provide an appropriate separation between residential uses and street activity.

3.4.2. Rear Yard Setbacks

A minimum 7.5 metre rear yard setback will be provided from the rear property line to provide an appropriate separation from the adjacent *Neighbourhoods*.

3.5. Height

Buildings in the Secondary Plan Area will have heights that contribute to the creation of a built form edge along Sheppard Avenue West that reinforces the public realm, while protecting and limiting impacts on adjacent *Neighbourhoods*.

Policies

3.5.1. Maximum Building Heights

The maximum building heights permitted are:

- a) 5 storeys in *Mixed Use Areas 'A'*;
- b) 6 storeys in *Mixed Use Areas 'B'* and *'C'*; and
- c) 3 storeys in *Mixed Use Areas 'D'*.

3.5.2. Notwithstanding Policies 2.2.1 and 3.5.1, within *Mixed Use Areas 'C'* additional density above 3.0 FSI and/or additional building height above 6 storeys may be considered subject to all other policies of this Secondary Plan, Urban Design Guidelines, and appropriate Section 37 provisions, provided it can be demonstrated that any additional density and building height is compatible with the adjacent *Neighbourhoods* and is within the 45 degree angular plane for the Sheppard Lansing Area as illustrated in 3.6.3.

3.5.3. Minimum Building Heights

A minimum building height of 3 storeys will be provided in *Mixed Use Areas 'A', 'B' and 'C'* to create a consistent street wall height along Sheppard Avenue West and create a built form edge that reinforces the public realm.

3.6. Massing

3.6.1. Step-backs

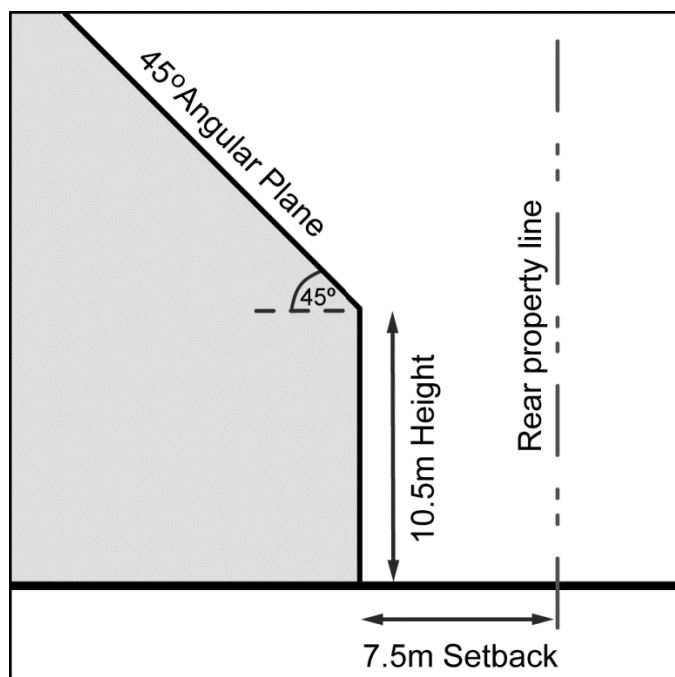
Step-backs are portions of buildings that are recessed from the primary street wall and help to relate the scale of larger buildings to the pedestrian realm and the surrounding context. Step-backs will be provided along Sheppard Avenue West to create a consistent street wall at a comfortable scale for pedestrians and to integrate new buildings into the existing context.

3.6.2. New buildings will provide overlook and animation to Sheppard Avenue West and be articulated with high-quality materials, glazing and design elements that contribute to the pedestrian scale and the public realm.

3.6.3. Transition to Adjacent *Neighbourhoods*

Transition in scale will be provided to maintain natural light and views and ensure privacy, while minimizing overlook and shadows to neighbouring properties. No part of any building should project into a 45 degree angular plane measured from a height of 10.5 metres at the minimum required 7.5 metre rear yard setback, as illustrated in Figure 1.

Figure 1 – Modified Angular Plane



- 3.6.4. New development will be massed to minimize and limit impacts of overlook and ensure privacy is maintained to adjacent development.
- 3.6.5. New development will be massed to limit resulting shadowing on the Sheppard Avenue West public realm, adjacent local streets, open spaces and neighbouring properties.
- 3.6.6. Mechanical equipment will be incorporated into the building mass and screened from view from Sheppard Avenue West, adjacent streets, public spaces and neighbouring properties.
- 3.6.7. Balcony railings and landscape elements for outdoor amenity space within the angular plane are allowed to project beyond the angular plane provided they minimize and limit impacts of overlook and ensure privacy is maintained to adjacent development.
- 3.6.8. Buildings in *Mixed Use Areas 'A'* can utilize a modified 45 degree angular plane measured from a height of 12.5 metres at the minimum required 7.5 metre setback for the first 3 storeys of commercial/non-residential uses.

4. SERVICING AND SCREENING

- 4.6.1. An opaque fence will be provided along the rear property line.
- 4.6.2. Intensive landscape screening should be provided at a minimum width of 1.5 metres along the rear property line.
- 4.6.3. Orient and screen lighting and amenity areas so as to minimize impacts on adjacent properties, including those in *Neighbourhoods*.

- 4.6.4. Locate and screen service areas and access to underground parking, locate any surface parking so as to minimize impacts on adjacent properties, including those in *Neighbourhoods* and enclose service and access areas where distancing and screening do not sufficiently mitigate visual and noise impacts on adjacent properties, including those *Neighbourhoods*.

5. PUBLIC REALM

- 5.1. Improvements to the public realm will be undertaken in accordance with Map 37-3 and Urban Design Guidelines to be developed for the Secondary Plan.

- 5.2. Sheppard Avenue West Promenade:

The Sheppard Avenue West Promenade will include boulevard improvements consisting of wide pedestrian sidewalks, installation of street furniture and tree planting on both sides of Sheppard Avenue West and side streets connecting to Sheppard Avenue West, and include the integration of bicycle and shared mobility facilities within the boulevard.

- 5.3. A new mid-block pedestrian crossing will be provided as shown on Map 37-3. The exact location will be determined through detailed study.

- 5.4. Higher Order Pedestrian Zones

Higher Order Pedestrian Zones will be provided at main crossings and will provide shorter distances for street crossing and more visible crossing facilities. Landscaped and amenity space with corner extensions will be created, and opportunities will be provided to activate corners for commercial activities.

- 5.5. Areas located between Sheppard Avenue West and buildings will be landscaped to screen residential uses located at grade from Sheppard Avenue West and provide at-grade amenity for non-residential uses where provided.

6. MOBILITY

- 6.1. Streets and Connectivity

- 6.1.1. To achieve balanced mobility options and implement “Complete Street” design elements, Sheppard Avenue West will protect for a 36 metre right-of-way including: four travel lanes for vehicles, left-turn-lanes at signalized intersections, separated on-street bicycle lanes; potential boulevard parking facilities, tree planting, enhanced sidewalks and other streetscape improvements, such as pedestrian amenities and sustainable mobility facilities.

- 6.1.2. Consolidated access points from Sheppard Avenue West are encouraged to minimize curb cuts and maximize pedestrian and cycling quality, comfort and safety along the corridor.

- 6.1.3. Vehicular site access to corner lots will be provided from flanking streets.

- 6.1.4. When midblock sites are being designed for development, protecting for connections to flanking streets will be encouraged.

- 6.1.5. Shared access and parking will be encouraged for both residential and commercial uses where there is an opportunity to combine with the application of smart technologies to ensure efficient and easier access to on-site facilities and manage demand for mixed-

use developments.

- 6.1.6. New development, associated facilities such as turning lanes, vehicle lanes or parking, will not negatively impact or remove transit, walking, cycling, or other sustainable and shared mobility facilities. In 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.
 - 6.1.7. New development will not rely on the local street network as part of the transportation assessment.
 - 6.1.8. Development which reduces the need to travel long distances through a mix of land uses and increases non-automobile trips through sustainable transportation spaces such as bike-share stations, shared bicycle parking, and shared mobility spaces will be eligible for a reduction in vehicle parking requirements.
- 6.2. Cycling Network
- 6.2.1. Improvements to the cycling network will be undertaken in accordance with Map 37-4.
 - 6.2.2. Cycling infrastructure will meet the City's cycling design standards and provincial manuals to facilitate increased cycling safety and ridership. Physically separated facilities for cycling are encouraged on Sheppard Avenue West between the Sheppard Avenue West access from Earl Bales Park and the North York Centre with the opportunity to connect to future facilities on Yonge Street. Other local street facilities may include separated bicycle lanes, sharrows, signed routes and off-street facilities.
 - 6.2.3. "Cycling interchanges" are encouraged to provide infrastructure for bicycles, including sheltered and easily accessible visitor bicycle parking, shareable parking at transit stops or stations, bicycle accessories and pedestrian amenities.
- 6.3. Transit
- 6.3.1. The location and design of streets, buildings and other facilities will provide direct access to transit stops and stations.
- 6.4. Parking
- 6.4.1. Reduction of vehicle parking will be considered on the basis of the mix of uses, contributions to the installation and implementation of travel demand measures and other sustainable mobility options and facilities or services.
 - 6.4.2. New vehicular parking facilities, except sustainable vehicle uses such as car-sharing, ride-sharing, eco-friendly and car-pooling vehicles, will be encouraged to be provided below-grade as part of new development.
 - 6.4.3. In order to promote a high quality visual environment, wherever possible, all parking facilities will be located behind the principal structure, except for on-street lay-by parking.
 - 6.4.4. On-street lay-by parking will be permitted on Sheppard Avenue West for short-term and sustainable vehicle uses to enhance street activity, serve at-grade retail uses, provide a separation between vehicular traffic and sidewalks and contribute to creating a desirable pedestrian environment.
- 6.5. Travel Demand Management Strategies
- 6.5.1. A Transportation Demand Management Program will be required for all applications to

amend the zoning by-law and will:

- a) Be integrated with required transportation impact assessments submitted to support the proposed development;
- b) Identify design and/or programmatic means 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.

6.5.2. Developments will provide transit supportive infrastructure, such as pavement markings at key stops, seating, street furniture and security features, to improve transit users' experience as part of the travel demand management strategies.

7. IMPLEMENTATION

7.1. Urban Design Guidelines

Urban Design Guidelines will be formulated and adopted by City Council and will establish a context for coordinated development of the Secondary Plan Area. The Urban Design Guidelines will be used as a tool to ensure that development is consistent with the Official Plan and this Secondary Plan. The Urban Design Guidelines 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 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, angular planes 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.

7.2. All development will have appropriate and meaningful regard for all Council-adopted urban design guidelines, including but not limited to those that address specific building types such as mid-rise buildings and townhouses.

7.3. Implementation of Transportation Policies:

- a) 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;
- b) The appropriateness of employing a Holding (H) provision to ensure transportation

infrastructure is secured will be considered during the processing of an application to amend the zoning by-law;

- c) As part of the development approval process and as part of the Streetscape and Public Realm Plan, all development will be encouraged to support the multimodal transportation infrastructure in Sheppard Lansing by providing improvements to implement the transportation policies of this Secondary Plan;
- d) As part of the Streetscape and Public Realm Plan, implementation strategies to secure the development and maintenance of curbside management of 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; and
- e) The development of multimodal transportation infrastructure can be supported by the following measures, in conjunction with public realm improvements, for the Secondary Plan area, including, but not limited to:
 - i) Amenities for non-auto users;
 - ii) On-street parking;
 - iii) Shared mobility spaces, such car-share and carpool spaces;
 - iv) Consolidated pick-up/drop-off areas;
 - v) On-street bicycle parking;
 - vi) Publicly accessible spaces for shared bicycle systems;
 - vii) Digital mobility information and real-time travel display at key building entrances; and
 - viii) Comprehensive transit supportive infrastructure and services, including those cited in 6.5.2.

8. SITE AND AREA SPECIFIC POLICIES

8.1. Lands Located on the South Side of Sheppard Avenue West, known municipally as 53, 57, 59, 61 and 63 Sheppard Avenue West (1 on Map 37-5)

A mixed-use building with at-grade retail with a maximum height of 16 storeys and 49 metres (exclusive of mechanical penthouses, green roof, rooftop appurtenances and elevator overruns). The subject site, including the lands in 2 below, is permitted an overall maximum Floor Space Index of 5.16.

- a) Apartment House Dwelling; and accessory uses including private recreational amenity areas, Business and Professional Office, Day Nursery, Dry Cleaning and Laundry Collecting Establishment, Financial Institution, Fitness Centre, Outdoor Café in conjunction with a Restaurant or Take-out Restaurant on the same lot; Personal Service Shop; Professional Medical Office, Retail Store including grocery stores, supermarkets, pharmacies, Commercial Gallery, Bakery, Take-out Restaurant; and A temporary rental and/or sales office.

8.2. **Lands located on the North Side of Sheppard Avenue West, municipally known as 258, 260, 264 and 270 Sheppard Avenue West (2 on Map 37-5)**

A 179 unit mixed-use building with retail uses at grade and a maximum height of 9 storeys and 30 metres is permitted, set back a minimum of 7.5 metres from the rear property line. A maximum FSI of 3.83 is permitted.

8.3. **120 and 128 Sheppard Avenue West**

The maximum density will be 3 times the lot area and the maximum height permitted will be 7 storeys, not including mechanical penthouse and rooftop amenities.

Mechanical penthouses, elevator overruns, rooftop access stairs, balcony railings and landscape elements for outdoor amenity space are permitted to project beyond the angular plane provided they minimize and limit impacts of shadowing and overlook as well as ensure privacy is maintained to adjacent development.

9. **MAPS**

The maps listed below are shown on the pages that follow.

Map 37-1 Land Use Areas

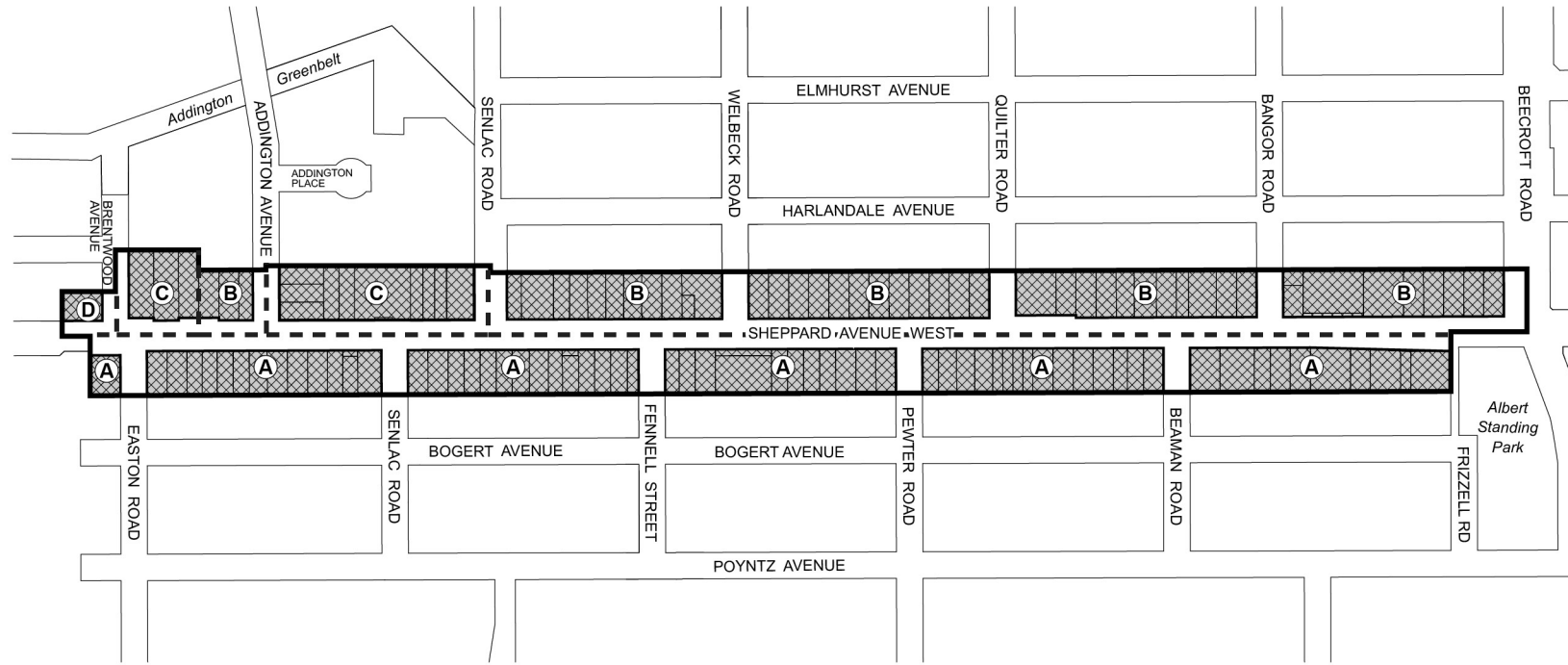
Map 37-2 Maximum Density

Map 37-3 Pedestrian Connections and Streetscape

Map 37-4 Cycling Connections

Map 37-5 Site and Area Specific Policies







MAP 37-1: LAND USE AREAS



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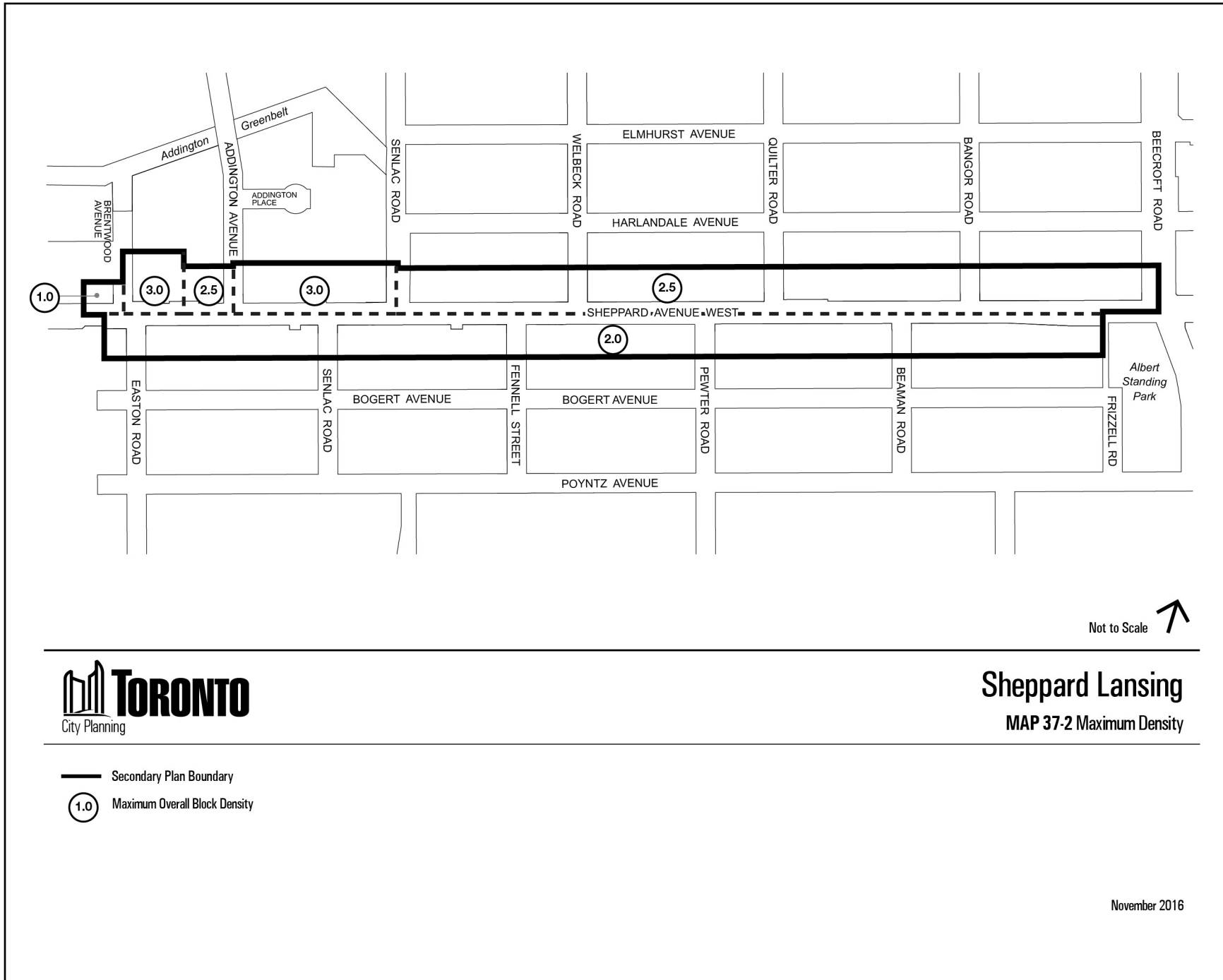


Sheppard Lansing
MAP 37-1 Land Use Areas

-  Secondary Plan Boundary
-  Mixed Use Areas
-  Mixed Use Area A
-  Mixed Use Area B
-  Mixed Use Area C
-  Mixed Use Area D

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MAP 37-2: MAXIMUM DENSITY



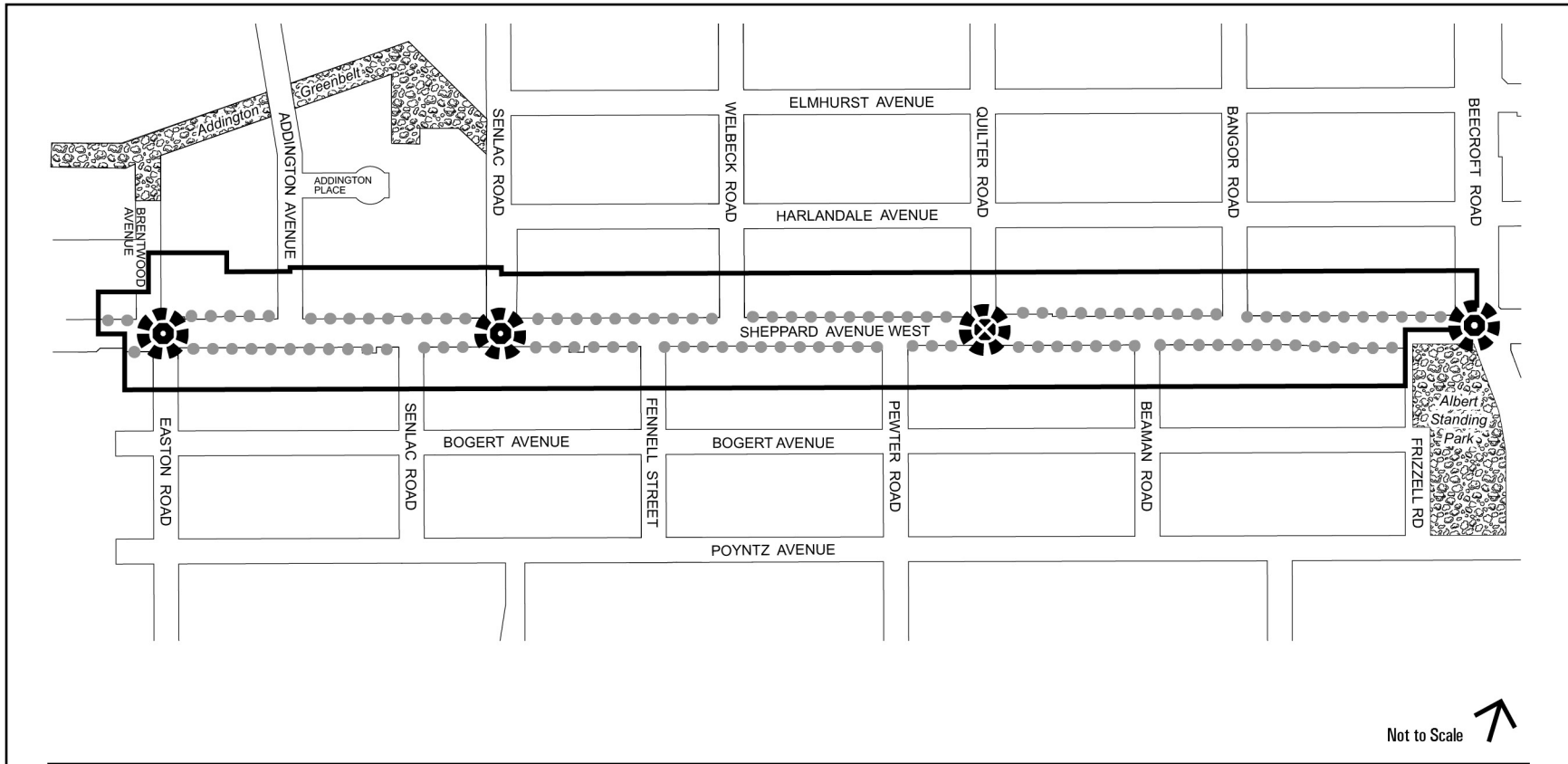
Sheppard Lansing
MAP 37-2 Maximum Density

- Secondary Plan Boundary
- 1.0 Maximum Overall Block Density

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MAP 37-3: PEDESTRIAN CONNECTIONS AND STREETScape



Not to Scale

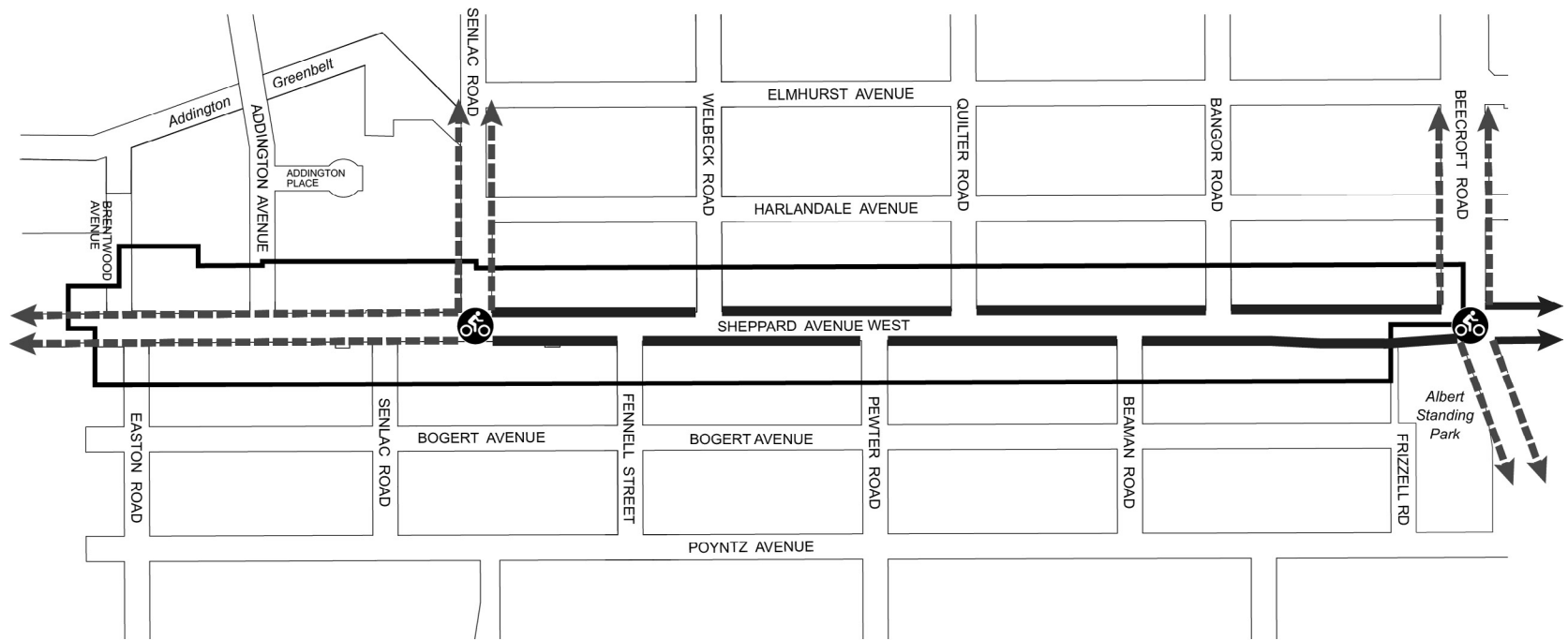


Sheppard Lansing
MAP 37-3 Pedestrian Connections and Streetscape

- Secondary Plan Boundary
- Signalized Intersection - Existing
- Mid-block Pedestrian Crossing - Proposed (Exact location to be determined through detailed study)
- High Order Pedestrian Zones
- Public Park
- Sheppard Avenue West Promenade

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MAP 37-4: CYCLING CONNECTIONS



Not to Scale 

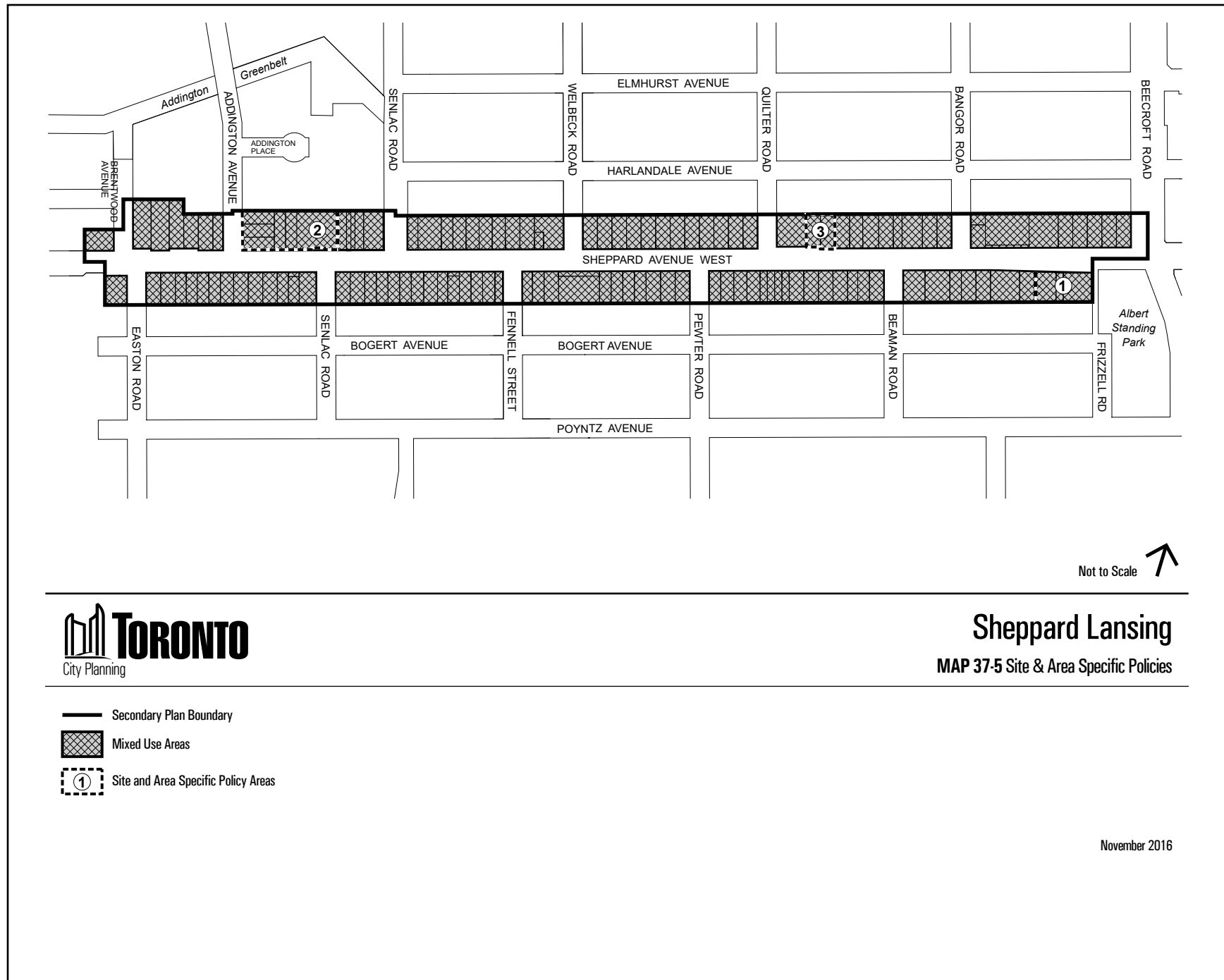


Sheppard Lansing
MAP 37-4 Cycling Connections




-  Secondary Plan Boundary
-  Proposed Separated Bicycle Lanes
-  Proposed Bicycle Lanes
-  Proposed Cycling Interchange

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MAP 37-5: SITE AND AREA SPECIFIC POLICIES



Sheppard Lansing
MAP 37-5 Site & Area Specific Policies

-  Secondary Plan Boundary
-  Mixed Use Areas
-  Site and Area Specific Policy Areas

Not to Scale 

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