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2019



2993-3011 SHEPPARD AVE E & 1800-1814 PHARMACY AVENUE
CITY OF TORONTO

PREPARED FOR:
SHEPPARD PHARMACY GP
INC.





Job Number - 1866

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1.0

INTRODUCTION

This Segment Study has been prepared in support of an application by Sheppard Pharmacy GP Inc. to amend the Official Plan, and the Sullivan Community Zoning By-law 10717, as amended, as well as the new City-wide Zoning By-law 569-2013 with respect to a 6,583-square metre (1.62 acres) site, municipally known as 2993-3011 Sheppard Avenue East & 1800-1814 Pharmacy Avenue. The property is located at the southwest corner of Sheppard Avenue East and Pharmacy Avenue, as shown on **Figure 1** (the "subject site").

The proposed Official Plan Amendment would permit the redevelopment and intensification of the subject site with a 21-storey mixed-use building comprising of 411 residential units, with 1,375 square metres of street-related retail uses for a total gross floor area of 29,320 square metres. The details of this proposal are included in the Planning and Urban Design Rationale that accompanies this Segment Study.

1.1 Purpose of this Segment Study

During the Pre-Application Consultation Meeting, the completion of a Segment Study was requested by City Staff to examine the potential redevelopment of all sites along Sheppard Avenue East within a study area bounded by Victoria Park Avenue to the west and Warden Avenue to the east.

With respect to the Official Plan policies regarding Avenue studies, while Policy 2.2.3(1) anticipates that Avenue Studies will be completed for strategic mixed-use segments of the identified corridors, Policy 2.2.3(3)(b) allows development to proceed in Mixed Use Areas on the Avenues in advance of an Avenue Study, subject to the completion of an Avenue Segment Study. However, in the case of the subject proposal, it is our opinion that an Avenue Segment Study is not required, for a number of reasons summarized below.

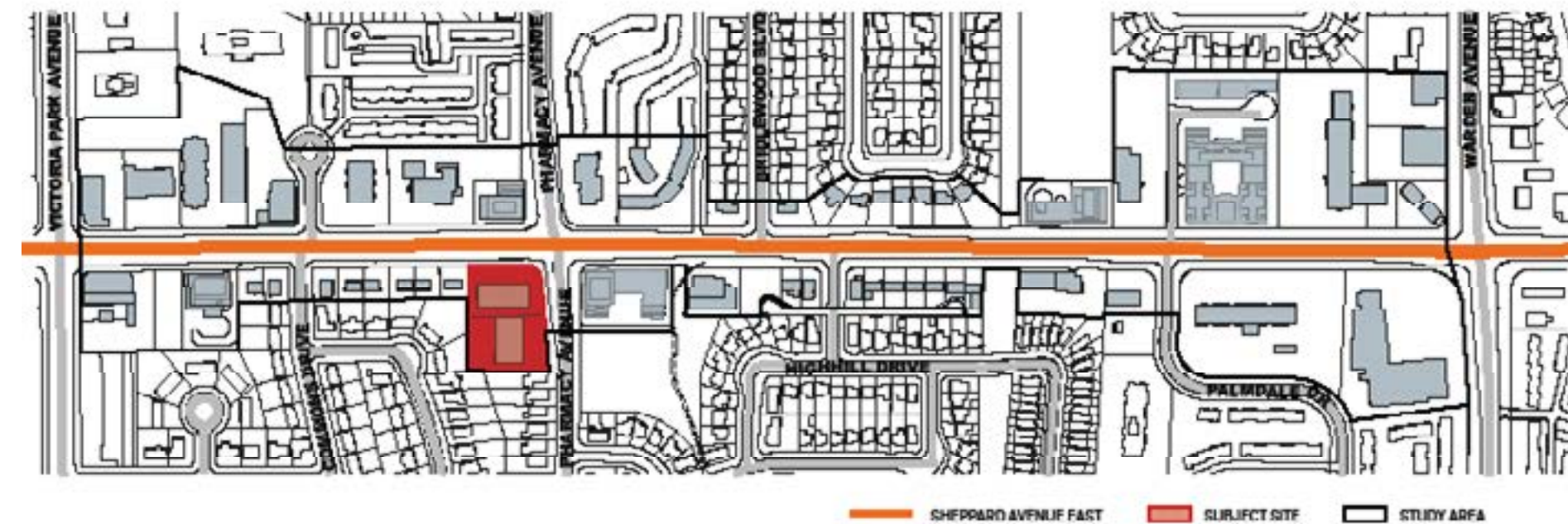


Figure 1 - Location Map

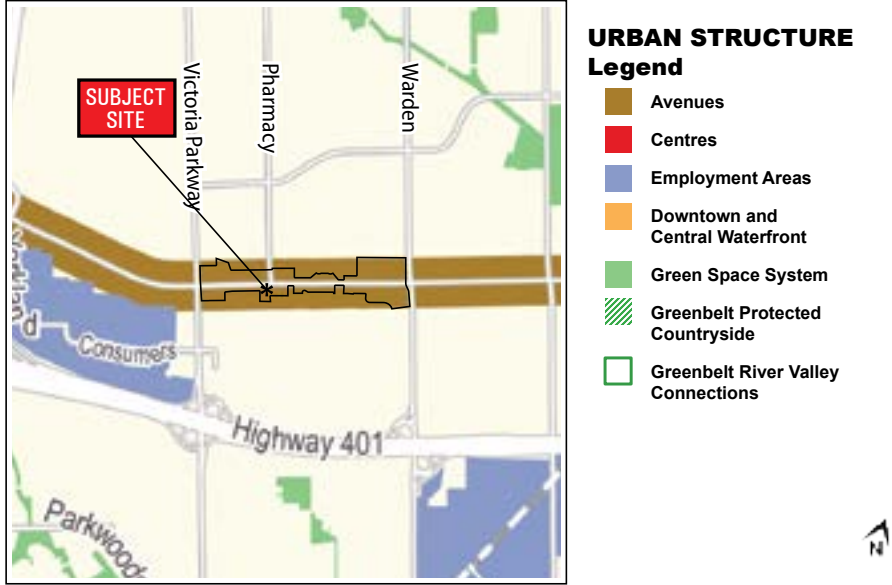


Figure 2 - Toronto Official Plan - Map 2 - Urban Structure

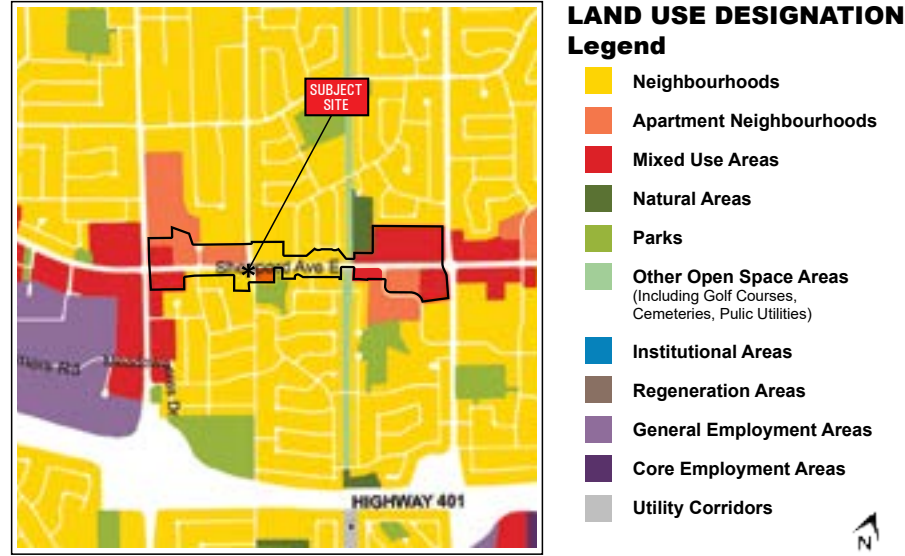


Figure 3 - Toronto Official Plan - Map 19 - Land Use

The applicable policy requires an Avenue Segment Study for lands designated Mixed Use Areas, whereas this segment of Sheppard Avenue (from east of properties at the Victoria Park Avenue/Sheppard Avenue intersection to the former hydro corridor) does not include properties designated Mixed Use Areas. Additionally, the segment represents only one small stretch of Sheppard Avenue located between larger segments for which more detailed Avenue studies or Avenue segment studies have been completed. To that end, Avenue Segment Studies have not been required for other rezoning applications in the segment, including 8 Chichester Place (By-law 816-2007) and 2002 Pharmacy Avenue/2992 Sheppard Avenue East (By-law 45-2011) and 3015 Sheppard Avenue East (By-laws 1119-2017 and 1120-2017). These reasons are discussed in greater detail in the Planning and Urban Design Rationale included as part of the submission package, under a separate cover.

In this regard, while staff were in general agreement from a technical perspective that an Avenue Segment Study would not be required, given the planned Sheppard East LRT line and the resulting recent approvals along Sheppard Avenue for tall and mid-rise buildings, City Planning staff requested a Segment Study be undertaken by the applicant in order to evaluate all lands, including those designated *Neighbourhoods*, and to determine the what the redevelopment potential is, if any, for all the properties along Sheppard Avenue between Victoria Park Avenue and Warden Avenue. As a result, this Segment Study has been undertaken as part of this application.

This Segment Study seeks to:

1. Identify soft sites and consider their development potential according to the Official Plan's *Avenue* policy framework and Provincial planning and infrastructure investment initiatives;
2. Discuss the potential impacts of the proposed development scenarios for each of the identified soft sites;
3. Evaluate whether the proposed development will establish a positive precedent for the future reurbanization of the *Avenue*, with particular regard to building form, massing and intensity;
4. Assess the impacts of incremental development of the entire *Avenue* segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;

5. Assess the impacts of a potential development on the adjacent *Apartment Neighbourhoods*;
6. Provide a synopsis of traffic and transportation implications arising from the redevelopment of the potential sites within the subject corridor, which forms part of a traffic impact analysis;
7. Provide a synopsis of the functional servicing study prepared to address the serviceability of the subject site for the proposed redevelopment as well as other potential redevelopment sites as determined through the preparation of a segment study; and
8. Review community services and facilities within an appropriate "study area" context that includes the subject corridor.

The Segment Study identifies soft sites within the study area that may develop in a manner generally consistent with the built form approach taken to the proposed development of the subject site. In this regard, the proposal is generally consistent with the Tall Buildings Guidelines. Other considerations include the recently approved developments along this segment, as well as any in-force and/or adopted policies that inform built form parameters. As discussed further, in our opinion, the proposed built form approach, if applied to the soft sites, will not have adverse impacts on the surrounding context, including the public realm along the *Avenue*.

Additionally, the incremental development of the *Avenue* would not adversely impact the *Neighbourhoods* to the north or south as appropriate transitions in massing and scale have been contemplated based on the current policy context and planned character of the area. Accordingly, we have evaluated whether the development of the soft sites would revitalize the street with an appropriate built form that does not adversely impact the surrounding context. The evaluation also addresses whether the incremental development would be supportable by the available hard and soft infrastructure. The findings of the Segment Study are that:

- The planned infrastructure will be able to accommodate the level of anticipated development along the *Avenue*;
- Based on the Community Services and Facilities Study, adequate parkland, amenities, community facilities and social services can be provided for future residents;

- The incremental development of the entire Segment Study will not adversely impact surrounding *Neighbourhoods*, *Apartment Neighbourhoods*, *Natural Areas*; and Other Open Space Areas; and
- The proposed intensification of the subject site through a mixed-use development with the policy direction established in the City of Toronto Official Plan.

2.0

SITE & SURROUNDINGS

The site is located at the southwest corner of Sheppard Avenue East and Pharmacy Avenue, and is comprised of two properties municipally known as 2993 to 3011 Sheppard Avenue East and 1800 to 1814 Pharmacy Avenue, respectively. The combined site is generally rectangular in shape and has a total area of approximately 6,583 square metres, with frontages of approximately 53.1 metres along Sheppard Avenue and 86.1 metres along Pharmacy Avenue. The property is generally flat, with limited vegetation. There are a number of trees located on the mutual property line. Along the Pharmacy Avenue and Sheppard Avenue frontages, there is a grass strip but no street trees.

The site is currently occupied by multi-unit commercial plazas on each of the properties. Tenants within each of the commercial plazas include such uses as restaurants, convenience stores, hair salons, bakery, pharmacies, car rental, office and medical office.

The commercial plaza on 2993-3011 Sheppard Avenue West is comprised of a predominantly single-storey commercial building (and a second storey located on the west end) with a surface parking lot fronting Sheppard Avenue East and a driveway running along the south and west property lines. Vehicular access is provided by two curb cuts: one located at the northwest corner off Sheppard Avenue; and the other at the northeast corner off of Pharmacy Avenue. The total non-residential gross floor area of the plaza is approximately 1,045 square metres (approximately 11,244 square feet).

The commercial plaza fronting Pharmacy Avenue (1800-1814 Pharmacy Avenue) is currently occupied by a single-storey commercial building with surface parking fronting the street, as well as additional surface parking at the rear of the building access by a driveway along the south end of the property. A single curb cut is provided off Pharmacy Avenue at the southeast corner. The existing non-residential gross floor area of the Pharmacy plaza is approximately 901 square metres (approximately 9,700 square feet).

Lands along Sheppard Avenue East, within the Segment Study Area, generally contain a wide range of uses, including office, retail, commercial, residential and institutional uses. The area is experiencing an evolution as a result of the planned Sheppard East LRT line. In this regard, there have been a number of recently completed buildings and buildings under construction, as well as a number of recent approvals in the area, transforming the Sheppard Avenue corridor into a mixed-use area with mid-rise and tall building heights ranging between 14 and 30 storeys.

To the immediate north of the subject site, at the northwest corner of Sheppard Avenue and Pharmacy Avenue is a vacant site at 2002 Pharmacy Avenue and 2992 Sheppard Avenue East that has approvals in place for a 14-storey mixed-use building with 158 units and grade-related retail space (Jasmine Condominiums). A minor variance application to permit an increase in the building height to 18 storeys among other variances is currently deferred indefinitely. Further west, on the north side of Sheppard Avenue towards Victoria Park Avenue, are a number of existing and recently constructed buildings including a 13-storey apartment building at 2008 Pharmacy Avenue, a 10-storey apartment building at 40 Chichester Place, a recently-constructed 20-storey apartment building at 8 Chichester Place, an existing 16-storey apartment building at 10 Chichester Place and a 14-storey apartment building at 20 Chichester Place.

To the immediate northeast of the site, at the northeast corner of Sheppard Avenue and Pharmacy Avenue, is an 11-storey slab-style apartment building (3110 Sheppard Avenue East). To the east and north of the apartment building is a townhouse development at 3120 Sheppard Avenue East. Further north and east of the townhouse development is a low density residential area comprised mainly of 2-storey single detached houses.

To the east, Wish Condos (3015 Sheppard Avenue East) is an 18-storey mixed-use building with a 7-storey podium building is currently under construction. Further east is the Sheppard entrance for Wishing Well Woods Park. East of the park entrance is GracePoint Baptist Church at 3143 Sheppard Avenue East. The 1-½ storey church building is located on the west portion of the property, while the east portion of the property is occupied by surface parking. East of the church, on the south side of Sheppard Avenue, are 9 single-storey detached houses extending east to the former hydro corridor

lands, while on the north side of Sheppard Avenue, there are also single detached houses either backing onto Sheppard, or fronting Bridlewood Boulevard.

Beyond the former hydro corridor, towards Warden Avenue, there is a mix of residential, retail and office uses. In terms of residential uses, there is a mix of housing types and building heights including low-rise townhouse and detached houses (1 and 2 storeys) and apartment buildings with heights of 17 and 19 storeys (3275 Sheppard Avenue East and 270 Palmdale Drive, respectively).

On the north side of Sheppard Avenue, just west of Warden Avenue, are two recently approved developments. The property at 3220 Sheppard Avenue East is approved for a 20-storey residential building with 230 units. As well, the property at 3260 Sheppard Avenue East was recently approved by City Council on July 8, 2014 for a mixed-use, multi-phase development targeted for seniors, with a total of 797 units (Harmony Village at Sheppard). The approved development will consist of two 30-storey point towers fronting Sheppard Avenue, two 11-storey mid-rise buildings behind the towers and 17 three-storey townhouse units at the rear of the property.

To the immediate south of the subject site, there are a series of 1½ -storey dwelling with frontage along Pharmacy Avenue and Foxhill Road.

To the immediate southeast of the subject site, is Wishing Well Woods Park, a heavily treed passive park fronting on Pharmacy Avenue, with pathway connections to Sheppard Avenue to the east and to Heatherington Drive to the south. Further southeast are low density residential uses, primarily in the form of single-storey and 2-storey single detached houses on Wishing Well Drive, Heatherington Drive and Highhill Drive that back onto park. To the south, along Pharmacy Avenue, are 2-storey single detached houses fronting either side of the street.

To the immediate west of the site, fronting Sheppard Avenue, are six 2-storey single detached houses (2965-2973 Sheppard Avenue and 57 Common Drive), a number of which, have been converted into office uses. South of these houses is a low density residential area on Foxhill Road and Commons Drive, comprised mainly of 1- and 2-storey single detached houses. West of Commons Drive, on the south side of Sheppard Avenue, is a vacant site

at 2933 Sheppard Avenue East that was rezoned to permit an 18-storey mixed-use building, with 179 residential units and 281 square metres of retail at grade (By-law 999-2014). More recently, a new application has been submitted to permit an 18-storey mixed-use building with 170 units and 299 square metres of retail at-grade. Further west, at the southeast corner of Sheppard Avenue and Victoria Park Avenue, is a recently constructed 3-storey office building at 2915 Sheppard Avenue East.

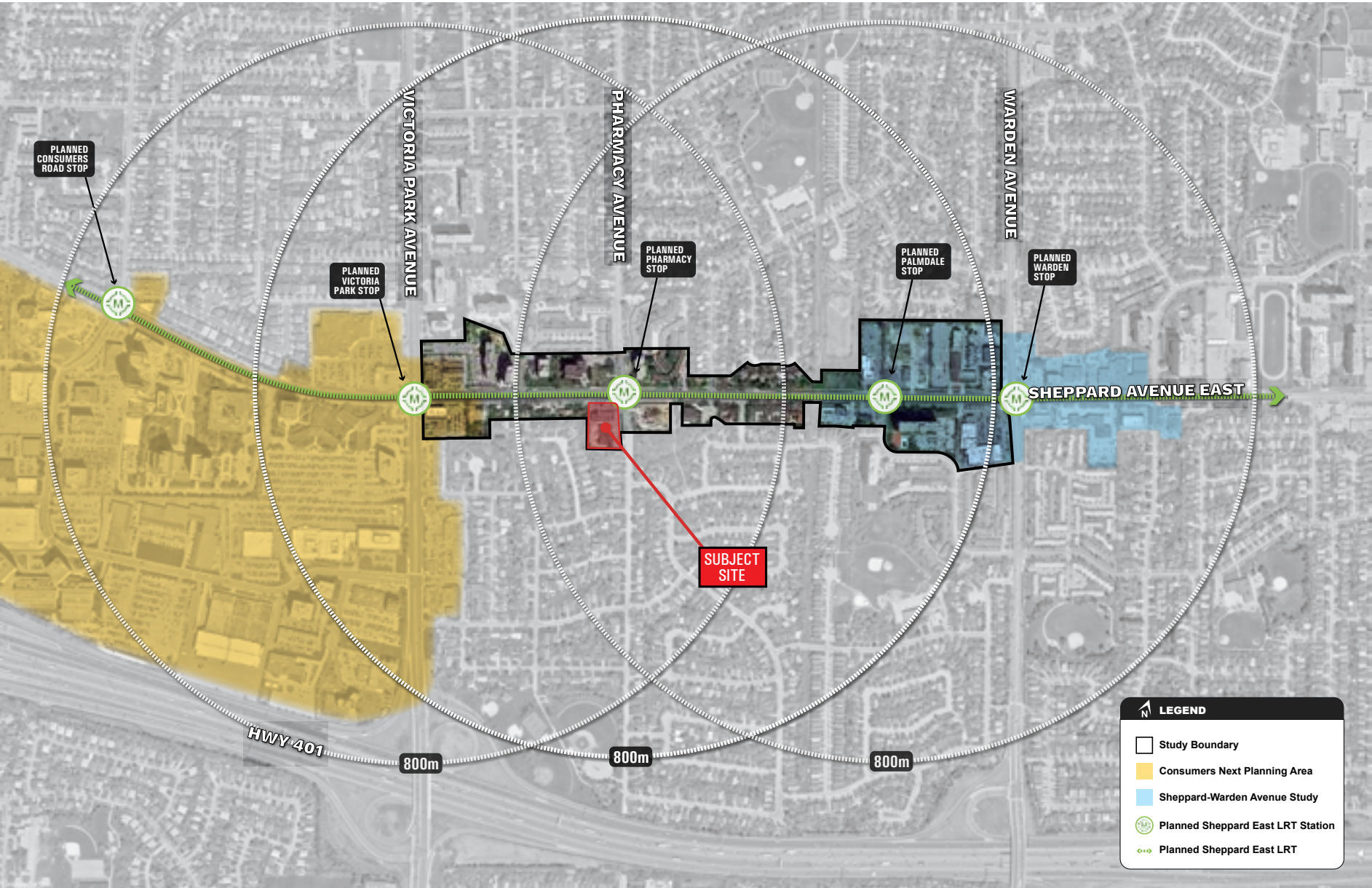


Figure 4 - Context Map

3.0

STUDY AREA & CONTEXT

3.1 Study Area Development

The Study Area was determined in consultation with City of Toronto Planning staff. The Study Area is bookended by Victoria Park Avenue to the west and Warden Avenue to the east.

The Study Area focuses on the properties fronting Sheppard Avenue East, representing the east and west limits of the *Avenue* as identified by the Toronto Official Plan. The Study Area generally consists of lands designated *Mixed Use Areas*, *Apartment Neighbourhoods* and *Neighbourhoods*.

The boundaries of the study area reflect a discrete segment of Sheppard Avenue East that was defined through a series of key indicators, including:

- land use designations;
- built form;
- zoning;
- current land uses along the segment frontage;
- lot size, depth and pattern; and
- building massing and heights.

3.2 Land Use and Built Form Context

Current land uses along the Segment Study area include a mix of service, retail, office, institutional and residential uses. Existing built form along Sheppard Avenue East is largely characterized by 1- to 3-storey buildings in the form of commercial plazas, places of worship and single-detached dwellings. Existing and approved high-rise residential buildings interspersed along the segment, predominantly towards the east end of the study area, and at key intersections (i.e. Victoria Park Avenue, Pharmacy Avenue and Warden Avenue).

The Official Plan designates the subject site, as well as the lands to the west and south as *Neighbourhoods*. Lands to the north and east are designated *Apartment Neighbourhoods*. *Mixed Use Areas* can be found at the easterly and westerly extents of the study area around the Sheppard-Victoria Park and Sheppard-Warden intersections. Clusters of lands designated *Apartment Neighbourhoods* are located along the north side of Sheppard Avenue, east of Pharmacy Avenue (immediately east of the subject site), and on the south side of Sheppard Avenue between the hydro corridor and Warden Avenue.

3.3 Transportation Context

Sheppard Avenue is classified as a Major Arterial road in the City's Road Classification System. Sheppard Avenue, west of Pharmacy Avenue (in front of the subject site) is six lanes wide, having three lanes of through traffic in each direction separated by a central left-turn lane. East of Pharmacy Avenue, Sheppard Avenue East reduces to four lanes, with two lanes of through traffic in each direction, with a centre left-turn lane. Within this vicinity, Sheppard Avenue has a right-of-way width of 36 metres.

The portion of Pharmacy Avenue south of Sheppard Avenue is classified as a Collector, while the portion of Pharmacy Avenue north of Sheppard Avenue is classified as a Minor Arterial. South of Sheppard Avenue, Pharmacy Avenue is a 2-lane north-south street which terminates at Highway 401, while Pharmacy Avenue is a 4-lane street north of Sheppard Avenue.

The subject site is well-served by public transit. Numerous surface transit routes are also located within walking distance of the subject site (see **Figure 5**, Transit Map). These include:

- 85 Sheppard East bus route operating between Sheppard-Yonge Station on the Yonge-University-Spadina Subway, Don Mills Station on the Sheppard Subway, and Rouge Hill GO Station;
- 167 Pharmacy North bus route operating between Don Mills Station on Line 4 Sheppard and the area of Pharmacy Avenue and Steeles Avenue East;
- 324 Victoria Park Blue Night bus route operating between the area of Kingston Road and Victoria Park Avenue, and the area of Steeles Avenue East and Warden Avenue
- 385 Sheppard East Blue Night bus route operating between Sheppard-Yonge Station on the Yonge-University-Spadina Subway, and the area of Sheppard Avenue East and Meadowvale Road; and
- 985 Sheppard East Express bus route operating between Don Mills Station on Line 4 Sheppard, Scarborough Centre Station on Line 3 Scarborough, and the area of Sheppard Avenue East and Meadowvale Road.

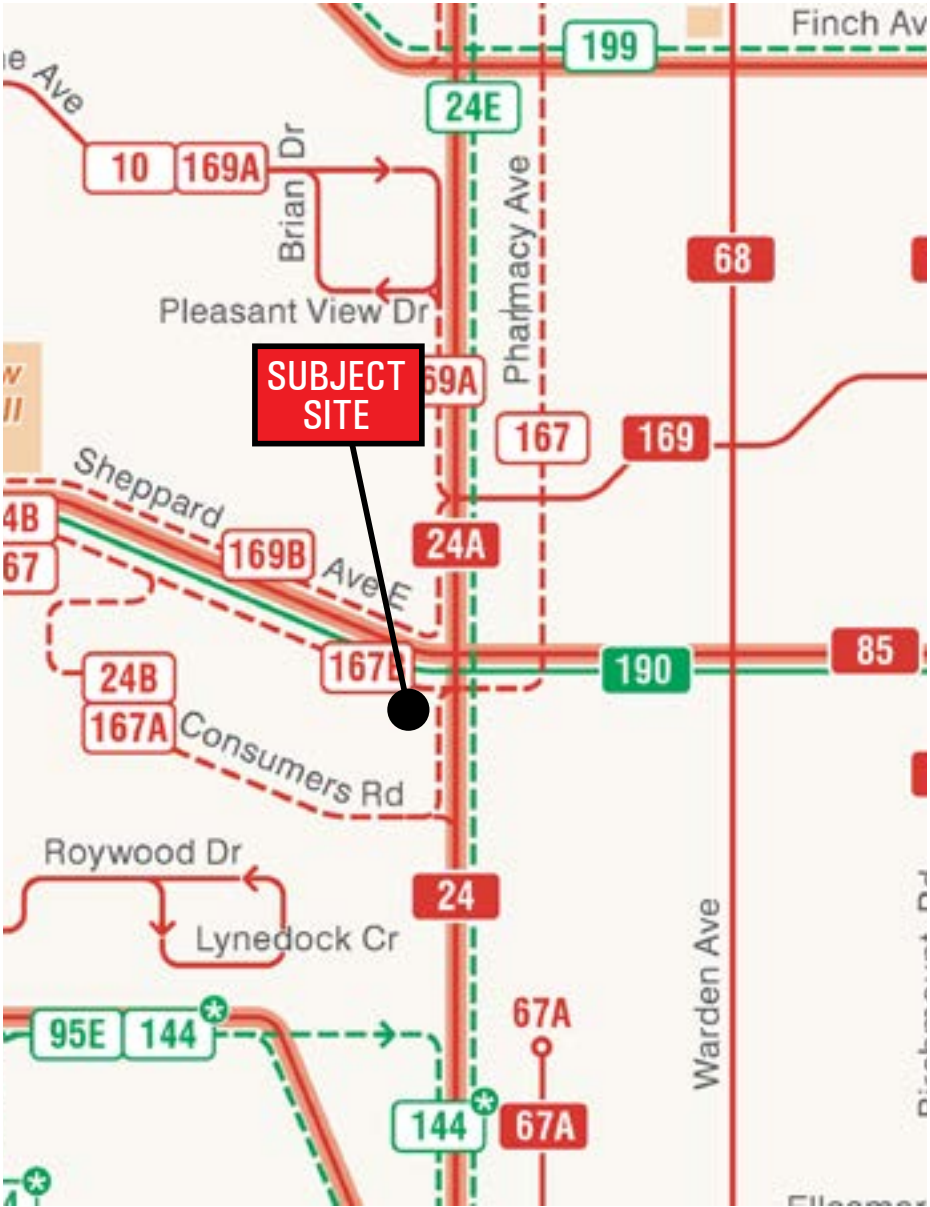


Figure 5 - Transit Map

An Environmental Assessment was approved in May 2009 for the Sheppard East Light Rail Transit (LRT) line, allowing for the construction of a surface light rail line running within the centre median along Sheppard Avenue from Consumers Road to Morningside Avenue (and potentially as far east as Meadowvale Road). An LRT stop was proposed at the Sheppard Avenue/ Pharmacy Avenue intersection, immediately adjacent to the subject site.

Construction of Phase 1 of the LRT line (Don Mills Road to Morningside Avenue) was initiated and was scheduled to have been completed by September 2013. However, in April 2011, construction of the LRT line was stopped pending the outcome of discussions regarding the possible conversion of the Sheppard East LRT line to a full subway line. In March 2012, City Council reinstated the LRT project and in June 2012, the Province indicated that construction of the LRT project (from Don Mills Road to Morningside Avenue) would resume in 2017. The 2041 Metrolinx Regional Transportation Plan released in 2018 anticipates the project to be completed within the next ten years.

4.0

POLICY FRAMEWORK

4.1 Provincial Policy Statement

The current Provincial Policy Statement (PPS) came into effect on April 30, 2014. The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the Planning Act, all land use planning decisions are required to be consistent with the PPS. In this regard, Policy 4.4 provides that the PPS “shall be read in its entirety and all relevant policies are to be applied to each situation.”

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.3.2 promotes densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and are transit-supportive, where transit is planned, exists or may be developed. Policy 1.1.3.3 provides that planning authorities shall identify and promote opportunities for intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities.

In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents by, among other matters, facilitating all forms of residential intensification and redevelopment and promoting densities for new housing which efficiently use land, resources infrastructure and public service facilities and support the use of active transportation and transit.

The efficient use of infrastructure (particularly transit) is a key element of provincial policy (Sections 1.6, 1.6.3 and 1.6.7). With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity will be supported by optimizing the use of land, resources, infrastructure and public service facilities, maintaining and enhancing the viability of downtowns and mainstreets, and encouraging a sense of place by promoting well-designed built-form and cultural planning.

For the reasons set out in Section 4.1 of this report and Section 5.0 of the Planning and Urban Design Rationale prepared by Bousfields Inc. submitted with the subject rezoning application, it is our opinion that the proposal and the proposed soft site development scenarios for the study area, are consistent with the Provincial Policy Statement and, in particular, the policies relating to residential intensification, the efficient use of land and infrastructure, and maintaining and enhancing the vitality and viability of main streets.

4.2 A Place to Grow: Growth Plan for the Greater Golden Horeseshoe (2019)

The Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) came into effect July 1, 2017, replacing the previous Growth Plan (2006). As part of the Ministry of Municipal Affairs and Housing’s Housing Supply Action Plan consultations, amendments to the Growth Plan (2017) were sought. The Growth Plan for the Greater Golden Horseshoe 2019 was prepared and approved and took effect on May 16, 2019.

Similar to the Provincial Policy Statement, the Growth Plan supports residential intensification within built-up urban areas, particularly in proximity to transit. The plan is about accommodating forecasted growth in “complete communities”, designed to “meet people’s needs for daily

living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities and a full range of housing to accommodate a range of incomes and household sizes”.

The subject site would be considered an intensification area pursuant to the Growth Plan (i.e. a focus for accommodating intensification), given that it is located within an “strategic growth area” i.e. along a major road with frequent transit service (Sheppard Avenue) and a higher order transit corridor (the Sheppard East LRT line) and a major transit station area (the planned Pharmacy LRT stop). The Growth Plan defines “strategic growth areas” as “Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas”.

“Frequent transit service” is defined as “a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week”. Pursuant to this definition, the 85 Sheppard East bus route would be identified as frequent transit surface routes it is part of the TTC’s 10-Minute Network, operating 10 minutes or better, all day, every day. Also, a “major transit station area” is defined by the Growth Plan as “the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metres radius of a transit station representing about a 10-minute walk.” In turn, “higher order transit” is defined as “transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way”. As noted above in Section 2.3 above, the subject site is located right at the planned Pharmacy LRT stop along the planned Sheppard East LRT line.

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities. In this respect, Schedule 3 of the Growth Plan forecasts a population of 3,190,000 and 1,660,000 jobs for the City of Toronto by 2031, increasing to 3,400,000 and 1,720,000, respectively, by 2041.

The recently released 2016 Census indicates that population growth in Toronto is continuing to fall short of the Growth Plan forecasts. At a point that is now midway through the 2001-2031 forecast period, the 2016 population of 2,731,571 (which would translate to an estimated population of 2,825,123, using the same undercount percentage as determined for the 2011 Census) is only 39.2% of the way toward achieving the population forecast of 3,190,000 by 2031.

Policy 2.2.1(2) provides that forecasted growth will be directed to settlement areas, where it will be focused in the delineated built-up areas, strategic growth areas, locations with existing or planned transit, with a priority on higher order transit where it exists or is planned, and areas with existing or planned public service facilities.

Policy 2.2.1(4) provides that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, ensure the development of high quality compact built form and a vibrant public realm, and mitigate and adapt to climate change impacts and contribute towards the environmental sustainability.

Policy 2.2.4(10) provides 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.

With respect to housing, Policy 2.2.6(1)(a) that requires municipalities to develop housing choice through the achievement of minimum intensification and density targets by identifying a diverse range and mix of housing options and densities, and establishing targets for affordable ownership housing and rental housing.

Policy 2.2.6(2) provides notwithstanding Policy 1.4.1 of the PPS, municipalities will support the achievement of complete communities by planning to accommodate forecasted growth and achieve the minimum intensification and density targets, considering the range and mix of housing options and densities and planning to diversify overall housing stock across the municipality. As per Policy 2.2.6(3), municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Generally, the infrastructure policies set out in Chapter 3 of the Growth Plan (2017) place an enhanced emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

“The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from unmanaged growth to a more compact built form. This Plan is aligned with the Province’s approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning.”

Policy 3.2.2(2) states that the transportation system, which includes public transit, will be planned and managed to, among other matters:

- provide connectivity among transportation modes for moving people and goods;
- offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; and
- offer multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services.

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit planning and investment will be made according to a number of criteria including prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels, and increasing the capacity of existing transit systems to support strategic growth areas.

For the reasons set out in this report, it is our opinion that the proposal and, more particularly, the requested applications conform with the Growth Plan and, in particular, the policies promoting growth and intensification within major transit station areas.

4.3 Toronto Official Plan

The Official Plan for the amalgamated City of Toronto was adopted on November 26, 2002 and was approved by the Ontario Municipal Board on July 6, 2006, with the exception of certain policies and land use designations, none of which are relevant to the subject application.

On Map 19 (Land Use Plan, see Figure 9), the subject site is designated Neighbourhoods. The requested Official Plan Amendment proposes to redesignate the site to Apartment Neighbourhoods.

Along Sheppard Avenue between Victoria Park Avenue and the former Hydro Corridor, to the west and east of the site, the lands are designated Neighbourhoods, Apartment Neighbourhoods (on the north side of Sheppard Avenue between Pharmacy Avenue and Victoria Park Avenue) and Mixed Use Areas (at the Sheppard/Victoria Park intersections). East of the former Hydro Corridor, lands fronting on Sheppard Avenue are designated Apartment Neighbourhoods and Mixed Use Areas. Beyond Sheppard Avenue, the lands to the north and south are designated Neighbourhoods. To the south east of the site, the lands are designated Parks and Open Space Areas – Parks.

Section 4.1 of the Official Plan sets out policies for the Neighbourhoods designation. Neighbourhoods are considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in Neighbourhoods.

The Apartment Neighbourhoods designation that is being sought would permit apartment buildings and parks, local institutions, and cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. In addition, all uses permitted in the Neighbourhoods designation are permitted (including low-rise residential uses, including townhouses). Apartment Neighbourhoods are distinguished from low-rise Neighbourhoods because a greater scale of buildings is permitted and different scale-related criteria are needed to guide development. While built up Apartment Neighbourhoods are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities exist for additional townhouses or apartments on underutilized sites. Further, development in Apartment Neighbourhoods may also include redevelopment of underutilized or vacate sites.

The segment of Sheppard Avenue East being studied is identified as an Avenue on Map 2 (Urban Structure) (See **Figure 2**). The introductory text to Section 2.2.3 states that *Avenues* are important corridors along major streets where reurbanization 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. The growth and redevelopment of the *Avenues* is to be supported by high quality transit services, including priority measures for buses and streetcars, combined with urban design and traffic engineering practices that promote a street that is safe, comfortable, and attractive for pedestrians and cyclists.

As noted in the introduction of this study, where an Avenue Study has not been completed, a Segment Study is required. The study is to consider the potential for the proposed development to set a precedent for the form and scale of future reurbanization of the balance of the designated *Avenue*.

Specifically, under Section 2.3.4(3)(b)(i), the study is to include an assessment of the impacts of incremental development of the entire *Avenue* segment at a similar form, scale and intensity, “appropriately allowing for distinguishing circumstances”. Related considerations include the potential for adverse impact on adjacent *Neighbourhoods* or *Apartment Neighbourhoods* and the adequacy of supporting community facilities and infrastructure.



Image: Sheppard Avenue East Avenue Study, Final Report January 2011

While the proposed development is not located within *Mixed Use Areas*, as outlined in Section 1.1 of this report, City Planning staff requested a Segment Study be undertaken by the applicant in order to evaluate all lands, including those designated *Neighbourhoods*, and to determine the what the redevelopment potential is, if any, for all the properties along Sheppard Avenue between Victoria Park Avenue and Warden Avenue. In that regard, the following criteria for development along an *Avenue* prior to the completion of an Avenue Study (as outlined in Section 2.2.3(3)(c)) have been considered and incorporated in this Study, where appropriate:

- i. Support and promote the use of transit;
- ii. Contribute to the creation of a range of housing options in the community;
- iii. Contribute to an attractive, safe and comfortable environment that encouraged walking and strengthens local retailing;
- iv. Provide universal physical access to all publicly accessible spaces and buildings;
- v. Conserve heritage properties;
- vi. Be served by adequate parks, community services, water and sewers, and transportation facilities;
- vii. Be encouraged to incorporate environmentally sustainable building design and construction practices that:
 - Reduce stormwater flows;
 - Reduce the use of water;
 - Reduce waste and promote recycling;
 - Use renewable energy systems and energy efficient technologies; and
 - Create innovative green spaces such as green roofs and designs that reduce the urban heat island effect.

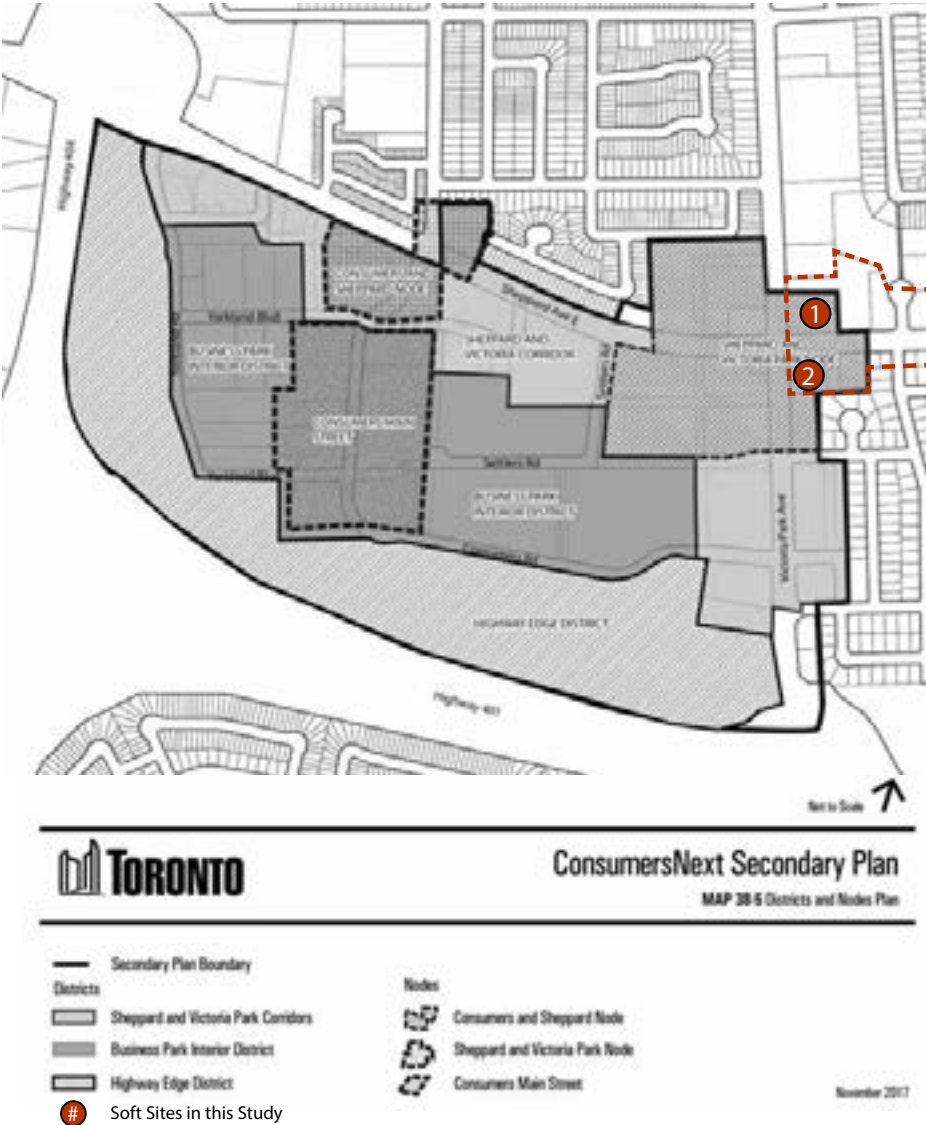


Image: ConsumersNext Secondary Plan OPA 392, Map 38-5

4.4 Zoning

The in-force zoning by-law applying to the subject site is the Sullivan Community Zoning By-law 10717, as amended, which zones the site Neighbourhood Commercial (NC-29-47-70-86). The NC zoning permits non-residential uses such as day nurseries, automobile service stations, banks, business and professional offices (not to exceed 60% of the gross floor area), personal service shops, retail stores and restaurants. Residential uses are not permitted.

The new City-wide Zoning By-law No. 569-2013 was enacted by City Council on May 9, 2013. It is subject to numerous appeals and therefore is not yet fully in force.

The subject site is proposed to be zoned CL 0.33 (x103) by the new City-wide Zoning By-law. The Local Commercial (CL) Zone permits a number of non-residential uses such as a retail store, restaurant, personal service shop, medical office, office and financial institution. With the exception of a secondary suite, residential uses are not permitted within a CL zone. The maximum permitted density is 0.33 FSI and the maximum permitted height is 10.0 metres. A maximum lot coverage of 40 percent is provided.

Exception CL 103 outlines a number of site-specific provisions including:

- setback from Sheppard Avenue – the greater of 21.0 metres from the original centre line of Sheppard Avenue or 3.0 metres from a lot line abutting Sheppard Avenue;
- 3.0 metres from a lot line abutting any street other than Sheppard Avenue;
- 7.5 metres from the rear lot line; and
- the permitted maximum floor space index does not include the area of any parking structure including ramps and driveways.

4.5 Sheppard Avenue East Avenue Study

At its April 29, 2009 meeting, City Council approved an Avenue Planning Study for the portion of Sheppard Avenue East between the former Hydro Corridor and Bay Mills Boulevard/Aragon Avenue i.e. just to the east of the subject site. This part of Sheppard Avenue East is similarly identified as an Avenue in the Official Plan.

A consultant’s report was completed in June 2011, which set out a number of recommendations and urban design principles in relation to built form, public realm, and architectural and streetscape treatment, among other matters. The study formed the basis of an Official Plan Amendment and two Zoning By-law Amendments (to the Sullivan and Tam O’Shanter Community By-laws) that were presented to Community Council in staff’s final report dated December 16, 2011. The staff recommendations were adopted by Community Council and Council and the amendments were enacted by City Council on February 7, 2012 (OPA 143 and By-laws 129-2012 and 130-2012).

The amendments permit a mix of uses including residential, retail and office uses, and specify setback provisions, as well as increases in height and density limits, including the identification of “Tall Building Zones” and “Mid-Rise Zones”.

The easterly extent of this Segment Study area includes several properties located within the Sheppard Avenue East Avenue Study. These include the following properties fronting onto Sheppard Avenue East: 3220 to 3306 Sheppard Avenue East and 3301 to 3335 Sheppard Avenue East. 2190 and 2210 Warden Avenue, located on the west side of Warden Avenue are also included in this study. Several of these site have been identified as soft sites that are explained in greater detail in Section 5.0 of this report. In some development scenarios, such as in the case of soft site 12, our analysis demonstrates greater potential for development than that of the Secondary Plan based on lot dimensions that provide for the accommodation of more built area (see Section 5.5 for a more fulsome explanation).

4.6 ConsumersNext Secondary Plan

The City of Toronto Official Plan Amendment No. 393 was adopted on March 26th and 27th, 2018 through By-law 494-2018, respecting the ConsumersNext Secondary Plan which has been appealed to the Local Planning Appeal Tribunal (LPAT) and is not yet in force.

The ConsumersNext Secondary Plan provides policies and establishes a planning framework for potential redevelopment of the ConsumersNext area. The Plan seeks to address the area’s city-wide role as an important location for employment, and the growing opportunity for Mixed Use development, including residential construction.

The ConsumersNext Secondary Plan area is generally bounded by Highway 401 to the south, Highway 404 to the west, Sheppard Avenue East to the north and Victoria Avenue to the east. It also includes some lands north of Sheppard Avenue East and east of Victoria Park Avenue, which are included in this Segment Study. Several of these site have been identified as soft sites that are explained in greater detail in Section 5.0 of this report .

Section 2 of the Secondary Plan provides direction with respect to ConsumersNext area structure organizing it into Districts, Nodes, Corridors and Main Streets, which allow for public realm and built form strategies tailored to specific locations. The sites within this Segment Study area that are within the ConsumersNext Secondary Plan Area are identified as the Sheppard and Victoria Park Node and the Sheppard and Victoria Park Corridors. Policy 2.5.5 recognizes this Node as a prominent intersection and transit interchange where the most intense levels of development can be located. The large sites located within the Sheppard and Victoria Park Node provide the greatest opportunity for the delivery of key city building outcomes including significant public parks and a large concentration of retail use along with new community services and facilities.

This Segment Study uses the Secondary Plan to inform the analysis of the identified soft sites within the boundaries of the Plan.

4.7 Avenues and Mid-Rise Buildings Study

The Avenues and Mid-Rise Building Study includes Performance Standards for mid-rise buildings on *Avenues*, which was adopted by City Council in July 2010 . An Addendum to these Standards was approved in 2016 and adopted in 2017 which included a chart of comments and recommended actions to address issues raised at Committee and Council. The Avenues and Mid-Rise Buildings Study and the Addendum are to be used together during the evaluation of mid-rise development applications or the preparation of area studies and policies involving mid-rise buildings.

Section 3 of the Mid-Rise Building Guidelines provides a series of Performance Standards that are intended to guide the design of mid-rise buildings along Avenues. The Performance Standards are guided by the objective to create healthy, liveable and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods. In that respect, they are designed to ensure that Avenues are developed in an appropriate and context-sensitive manner. The Performance Standards recognize that exceptions may sometimes be warranted and that, at times, a project that strives for excellence in design can demonstrate that a specific guideline is not appropriate in that instance.

This Segment Study assesses the area as it exists today using the Mid-Rise Guidelines. Consistent with this, we have used the Avenues and Mid-Rise Buildings Study to inform the studies included in the soft site development scenarios in Section 5.0 of this report.

4.8 Townhouse and Low-Rise Apartment Design Guidelines

Council adopted the Townhouse and Low-Rise Apartment Guidelines in March 2018, replacing the Infill Townhouse Guidelines (2003). Prior to this, a draft version of the Guidelines had been approved by Council in 2017 for the purpose of evaluating townhouse and low-rise development applications. These guidelines are intended to help implement the policies of the Official Plan by achieving the appropriate design for low-rise, primarily residential buildings for a range of building types. These types include townhouses, stacked townhouses, low-rise apartment buildings and low-rise hybrid buildings.

These guidelines address infill townhouse developments as well as mid to larger sites and the more complex and intensive types of low-rise, multi-unit development in terms of site context, site organization, building massing, detailed design and private and public realm.

As it relates to the Segment Study area, soft sites that are appropriate locations for townhouses have been studied in accordance with the Guidelines (discussed in detail in Section 5.0). The characteristics of this type of residential built form include the following: shared side walls; unit entrances have direct access to grade from an outside shared landing, often on more than one side of the building; and two fronts, where individual entrances are accessed via a street or pedestrian mews. Further to this, the Guidelines make note that thoughtful design and coordination should be given to the built characteristics, including shared landings, entrances and private amenity spaces, which can be overwhelming to the public and private realm.

4.9 Tall Building Design Guidelines

On May 7, 2013, City Council adopted the City-wide Tall Building Design Guidelines, which updated and replaced the “Design Criteria for the Review of Tall Building Proposal” (2006). The document specifically notes that the guidelines are “intended to provide a degree of certainty and clarity of common interpretation, however, as guidelines, they should be afforded some flexibility in application, particularly when looked at cumulatively”.

The Guidelines include sections related to site context, site organization, tall building design and pedestrian realm. Among other matters, the Guidelines recommend a minimum separation distance of 25 metres between towers (excluding balconies), a minimum setback of 12.5 metres from side and rear property lines or centre line of an abutting lane, and a maximum residential tower floor plate size of 750 square metres. A tower setback of 3 metres is specified above the face of the base building, including balconies.

This Segment Study assesses the area as it exists today using the Tall Building Guidelines. Consistent with this, we have used the Guidelines to inform the studies included in the soft site development scenarios in Section 5.0 of this report.

4.10 Precedent Projects

There are a number of developments of a similar height and scale that have recently been approved within the segment. At 3111 Sheppard Avenue East there is an approved and under construction 18-storey residential apartment building with a 7-storey podium and ground floor retail. At 3220 Sheppard Avenue East is an approved and under construction 18-storey mixed use building. At 3260 Sheppard Avenue East a multi-phase mixed use development was approved consisting of two 30-storey point towers fronting Sheppard Avenue, two 11-storey mid-rise buildings behind the towers and 17 three-storey townhouse units at the rear of the property. Lastly, at 2002 Pharmacy Avenue/2992 Sheppard Avenue East is an approved 14-storey residential apartment building with retail at grade. **Table 1** outlines the Official Plan land use designations and the building heights in storeys and metres of the aforementioned developments.

ADDRESS	LAND USE DESIGNATION	HEIGHT (STOREYS)	HEIGHT (METRES)
3111 Sheppard Ave. E. (Wish Condos)	Apartment Neighbourhoods	18 storeys	59 metres
3220 Sheppard Ave. E.	Mixed Use Areas	20 storeys	66 metres
3260 Sheppard Ave. E. (Harmony Village at Sheppard)*	Mixed Use Areas	29 storeys	93 and 89 metres
2002 Pharmacy Ave./2992 Sheppard Ave. E. (Jasmine)	Apartment Neighbourhoods	14 storeys	44 metres

Table 1 – Precedent Projects

5.0

SOFT SITE DEVELOPMENT



Image: Existing condition of soft site 1

5.1 Methodology for selection of soft sites

For the purposes of this Segment Study, a total of twelve soft sites have been identified, which exhibit reasonable redevelopment potential in the short to long term. Soft sites are understood to be under-utilized and/or vacant sites fronting on *Avenues* where opportunities to redevelop to a more intense, urban and transit-oriented land use and built form exist.

The street and block pattern was used to identify potential redevelopment sites within the Study Area. Each block was analyzed in terms of its existing use and built form, property ownership composition, block dimensions, access and potential for land assembly, in order to identify sites which were most likely to have redevelopment potential (see **Figure 6**).

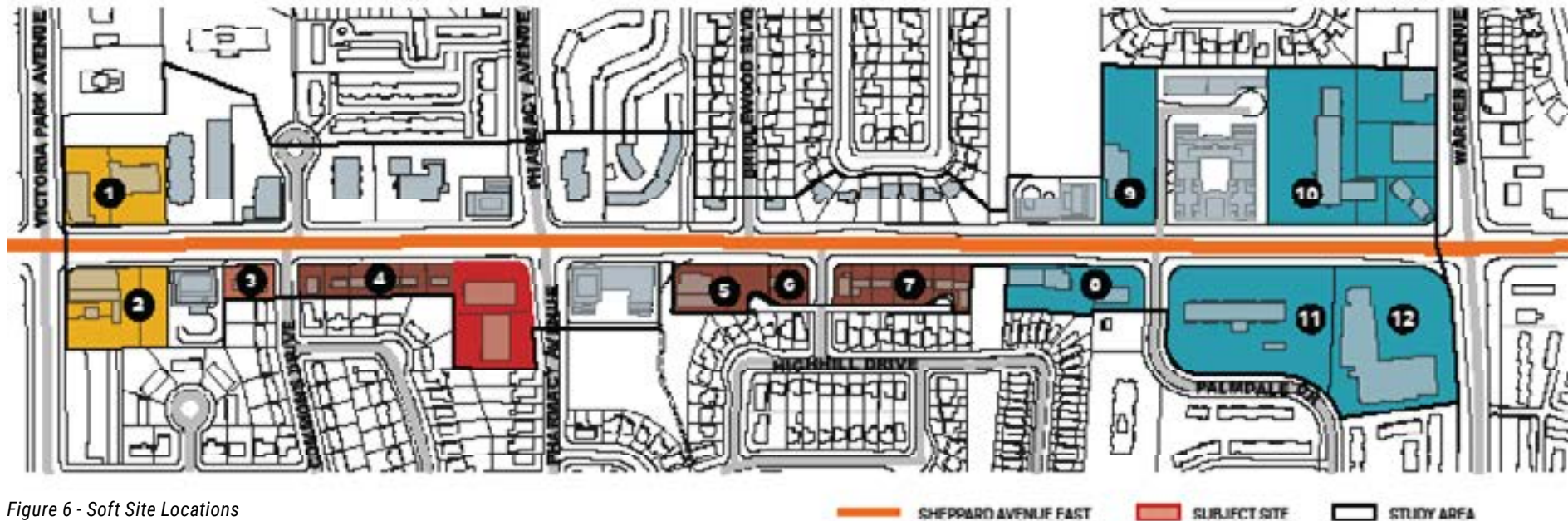


Figure 6 - Soft Site Locations

Municipal Addresses

Sites identified on OPA 393 (Consumers Next)

- Site 1: 2904-2926 Sheppard Ave East
- Site 2: 2901-2915 Sheppard Avenue East

Sites identified by Bousfields

- Site 3: 2941 Sheppard Avenue East
- Site 4: 2965-2973 Sheppard Avenue East
- Site 5: 3143-3163 Sheppard Avenue East
- Site 6: 3165 Sheppard Avenue East
- Site 7: 3175-3185 Sheppard Avenue East

Sites identified by City's Sheppard Avenue East Avenue Study

- Site 8: 3195-3251 Sheppard Avenue East
- Site 9: 3252 Sheppard Avenue East
- Site 10: 3280-3306 Sheppard Avenue East
- Site 11: 3275 Sheppard Avenue East
- Site 12: 3301-3335 Sheppard Avenue East

The assessment process, which resulted in the selection of these soft sites, was based on the following criteria:

- Existing land uses: the lands within the Segment Study are designated *Mixed Use Areas*, *Apartment Neighbourhoods* and *Neighbourhoods*. *Mixed Use Areas* are expected to absorb most of the anticipated growth and intensification in retail, office and service employment in the city, as well as much of the new housing. Also, compatible infill is envisioned in *Apartment Neighbourhoods*. Currently, many of the blocks within the Study Area are under-utilized, and as a result, an opportunity exists to better reflect the mixed commercial character contemplated in the Official Plan, and to provide new and more dense forms of housing in support of Provincial growth targets;
- Based on the foregoing, the appropriateness of the redesignation of lands (i.e. from *Neighbourhoods* to *Mixed Use Areas* or *Apartment Neighbourhoods*;
- Location of transit: The entire Study Area is well served by surface transit routes and is within 500 metres of a planned Sheppard Avenue East LRT station;
- Heritage Status - None of the properties within the Study Area are currently listed on the City's Heritage Property Inventory designated under Part IV or V of the Ontario Heritage Act;
- Opportunity for assembly: The majority of properties within the Study Area are under separate ownership, with small pockets of land consolidation. Outside of the subject site, at this time, there does not appear to be any land consolidation occurring for the purposes of redevelopment. There is a mix of parcel sizes along this section of Sheppard Avenue East, which indicates that in order to facilitate the redevelopment of soft sites and other blocks within the Study Area, property assembly would be required for some soft sites to achieve a size favorable for redevelopment. Highly fragmented ownership presents a significant obstacle to property acquisition and consolidation for redevelopment;
- Opportunity for Intensification - Sites with one-storey buildings, or sites containing strip-mall-style developments, with built form set back behind surface parking, were considered more likely to be redeveloped in order to maximize return on investment;
- Rental units: some residential properties or mixed use properties that

contain dwelling units within the Study Area, depending on existing tenure, may result in the requirement for rental replacement units. Rental replacement requirements may make the economics of redevelopment less favorable; and

- Properties that are subject to recent reinvestment: Properties that have recently been the subject of reinvestment are less likely to redevelop in the near term.

The lands that were identified as not being likely candidates for redevelopment were those that had some or all of the following characteristics:

- Lands which are already the subject of an approved or proposed development application;
- Lands which contain an existing building of 5 or more storeys (it is considered unlikely that larger buildings would be demolished to make way for intensified development, particularly for mid-rise buildings) and do not represent a reasonable opportunity for infill;
- Lands with existing buildings that do not front on to the Avenue (such as low-density stable residential buildings with rear yards abutting Sheppard Avenue East);
- Lands which show evidence of containing numerous existing rental residential units (on the basis that the cost of replacement of rental residential units will act as an impediment to intensification of a site unless a sufficient number of new units can be developed); and
- Lands with very shallow property depths i.e. generally less than 30 metres average (on the basis that the provision of underground parking, ramps, loading and reasonable floor plate depths are difficult to accommodate on very shallow sites).

5.1.1 Urban Design Analysis Applied to Soft Sites

An urban design framework was developed by Bousfields Inc. for the subject site and surrounding soft sites in order to define the general approach to massing and height of buildings. These urban design principles were utilized in developing the soft site massing scenarios.

For each of the twelve selected candidate redevelopment sites or “soft sites,” the conceptual massing is based on a number of considerations. The applicable Official Plan policies direct that the Segment Study is to include an assessment of the impacts of the incremental development of the entire *Avenue* segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances. The subject site is average in size in comparison to the other “soft sites” within the Segment Study, and has similar characteristics.

In this instance, a similar form, scale and intensity was assumed for sites within the Study Area which had similar characteristics. The first step was to determine whether a site is appropriate for a tall building or for a mid-rise building, which was based on the following considerations:

- In general, sites located within close proximity to major intersections and well served by transit are considered to have potential for high intensity development and for tall buildings based on the policy direction established in the PPS and Growth Plan encourage high levels of transit use (Soft Sites 1, 2, 10 and 12);
- Sites adjacent or in close proximity to approved or existing tall buildings would generally fit the existing built form context (Soft Sites 1, 2, 9, 10 and 12); and
- In general, small sites (less than 50 metres deep and/or wide) are considered to have lesser potential for tall buildings based on the ability to accommodate tower floor plates, tower separation guidelines and efficient underground parking and loading and the corollary ability to achieve significant development densities on shallow sites with mid-rise buildings.

For the sites which are considered to be appropriate for tall buildings (i.e. Soft Sites 1, 2, 9 and 10), we have applied the following assumptions:

- Tower height based on proximity to major intersections, transit service, other tall towers and on a 45-degree angular plane to adjacent *Neighbourhoods*;
- 750 square metre floor plate;
- Tower separation distance of 25 metres;
- 6-storey podium building, stepped back above 4-6 storeys; and
- Average gross unit size of 80 square metres (similar to the proposed development).

For mid-rise building sites (i.e. all other sites), the design parameters include the following:

- Maximum 8-storey building height (approx. 25.5 metres), generally consistent with the Avenues and Mid-Rise Building Study and the 36 metre right-of-way for Sheppard Avenue East;
- A 45-degree angular plane to adjacent *Neighbourhoods* (south and southwest end); and
- Average gross unit size of 80 square metres (on the basis of recent approvals).

The principles are consistent with Avenue studies undertaken by the City, and the City’s policy framework, and are widely accepted as appropriate standards in urban design practice. Furthermore, these standards have regard for the City’s Performance Standards contained in the Avenues and Mid-Rise Buildings Study, Tall Building Design Guidelines and Townhouse and Low-Rise Apartment Design Guidelines, having consideration for the specific context of the corridor and each individual site.

They are as follows:

- Enhanced public realm should be provided with active street frontages that are visually and physically accessible to the surrounding street network;
- Parking and loading for new development should be hidden from view and accessed through side streets and rear lanes;
- Buildings located adjacent to properties designated *Neighbourhoods* in the Official Plan shall be designed to be generally consistent with the deep lot or shallow lot angular planes of the Mid-Rise Guidelines;
- Buildings should be sited and massed to limit shadow impacts on adjacent streets, parks and low-rise residential neighbourhoods;
- Mid-rise, street-related buildings should provide a continuity of street-wall edge promoting active at-grade uses and generally maintain a 1:1 relationship between building height and the public right-of-way width, having regard to existing zoning height permissions, as well as potential for increased height at corner locations having due regard to impact on adjacent properties and streets;
- Additional height and density was considered on sites located directly above or adjacent to transit, and sites directly adjacent to major redevelopment sites; and
- Mid-rise, street-related buildings should be located parallel to the street with a consistent front yard setback.

In total, the conceptual development potential for the twelve identified soft sites amounts to approximately 3,827 residential units and 301,987 square metres of total residential gross floor area. Table 1 and 2 provide a consolidated summary of all twelve soft sites and the development proposal in the Segment Study Area. A more fulsome description of the design approach taken on each soft site is provided in Section 5.4.

5.2 Conceptual Analysis

In assessing possible impacts from the conceptual redevelopment potential identified here, a number of important considerations must be kept in mind, including:

- the redevelopment of a number of the soft sites would require demolition of existing commercial or institutional uses, which may or may not be economically viable;
- the redevelopment of twelve of the soft sites, as described, would require property assembly or consolidation, which may or may not occur; and
- the conceptual redevelopment identified for each of the sites does not comply with the existing zoning and would require either an application for rezoning or minor variance, which could be refused or reduced through the application review process. Also, in some instances, the conceptual redevelopment of the site would require an Official Plan Amendment to seek to seek a redesignation of the land use category in the Official Plan, which could be refused.

Sites classified for long-term redevelopment are parcels of land with existing uses and built form that, given current conditions, are not likely to redevelop in the near future, but that may do so as the *Avenue* intensifies over time. As such, the anticipated build out for the identified long-term ‘soft sites’ would likely take more than 20 years. Thus, the incremental growth produced by the full build-out could be accommodated by existing and planned infrastructure without impacting adjacent residential communities

5.3 Assumptions

Unit yields and GFA are approximate, and based upon an assumption of an average of 80 square metres per unit. GFA is assumed to be 95% of GCA (Gross Construction Area). Massing assumptions, including angular planes, separation distances and stepping down of heights have been employed in assessing potential incremental development opportunities in each case, in order to minimize adverse impacts on *Neighbourhoods*, parks and streets in



Image: View of 8 Chichester Place

the general vicinity. A floor-to-floor height of 4.5 metres has been proposed at grade to accommodate retail uses, while all subsequent floor achieve a floor-to-floor height of 3 metres.

An average building depth of 20.0 metres has been applied on shallow lots and a ground floor building depth of 23.0 to 25.0 metres has been applied on deep lots. The buildings have been designed to fit on shallow sites with a depth slightly shorter than the typical depth of an interior double-loaded apartment.

A maximum building height of 109.5 metres (36 storeys) has been utilized on Soft Site 10 due to its location at a major intersection and the large lot area while complying with the 45-degree angular plane taken from *Neighbourhoods* designation from the north. Slightly lower heights of 76.5 (25 storeys), 52.5 metres (17 storeys), 82.5 metres (27 storeys), and 97.5 metres (22 and 32 storeys) are proposed for Soft Sites 1,2,9 and 12 respectively.

For the rest of the sites, a maximum height of 28.5 metres (8-storeys) has been utilized to meet the intent of the Avenues and Mid-Rise Building Study in terms of rear angular planes, transition to *Neighbourhoods*, pedestrian perception step-back, and setbacks.



Figure 7 - Axonometric View of Soft Sites: Looking Northwest

SUBJECT SITE AND SOFT SITES							
	SUBJECT SITE	SOFT SITE 1	SOFT SITE 2	SOFT SITE 3	SOFT SITE 4	SOFT SITE 5	SOFT SITE 6
Address	2993-3011 Sheppard Ave E & 1800-1814 Pharmacy Ave	2904-2926 Sheppard Ave E & 2635 Victoria Park Ave	2901-2915 Sheppard Ave E & 2595 Victoria Park Ave	2941 Sheppard Ave E & 56 Commons Drive	2965-2973 Sheppard Ave E & 57 Commons Drive	3143-3163 Sheppard Ave E	3165 Sheppard Ave E & 6 Abbotsfield Gt
# of Properties	2	2	2	2	6	3	2
Site Area (m²)	6,583.00	6,552.00	6,566.00	1,360.00	4,136.00	3,446.00	1,255.00
Depth (m)	94.00	71.50	72.00	29.66	29.67	25.29-43.48	30.33-35.73
Avenue Frontage (m)	73.40	91.70	91.50	45.85	139.94	86.29	36.33
Existing Use	Commercial	Commercial	Commercial	Residential	Mixed-use	Institutional	Residential
Potential Use	Mixed-use	Mixed-use	Mixed-use	Mixed-use	Mixed-use	Mixed-use	Mixed-use
Total G.F.A (m²)	29,308.00	22,932.00	22,957.00	2,880.00	7,424.00	11,135.00	4,017.00
Residential G.F.A (m²)	27,968.00	20,795.00	20,820.00	2,215.00	5,999.00	9,995.00	3,542.00
Non-Residential G.F.A (m²)	1,340.00	2,137.00	2,137.00	665.00	1,425.00	1,140.00	475.00
FSI	4.45	3.50	3.50	2.12	1.79	3.23	3.20
# of Residential Units*	433	286	260	27	74	124	44
No. of Storeys	21 Storeys-64.65m	25 Storeys-76.5m	17 Storeys-52.5m	5 Storeys-16.5m	5 Storeys-16.5m	8 Storeys-25.5m	8 Storeys-25.5m
Opportunity of Intensification	Short	Short	Short	Short	Medium	Short	Short

Table 2 - Soft Site Planning Parameter Breakdown

*80m²/Unit (Gross)

SUBJECT SITE AND SOFT SITES							
	SOFT SITE 7	SOFT SITE 8	SOFT SITE 9	SOFT SITE 10	SOFT SITE 11	SOFT SITE 12	TOTAL
Address	3175-3185 Sheppard Ave E & 5 Abbotsfield Gt	3195-3251 Sheppard Ave E	3252 Sheppard Ave E	3280-3306 Sheppard Ave E & 2190-2220 Warden Ave	3275 Sheppard Ave E	3301-3335 Sheppard Ave E	
# of Properties	7	2	1	5	1	1	
Site Area (m²)	4,322.00	5,132.00	6,950.00	21,475.00	14,435.00	13,867.00	
Depth (m)	25.48-36.0	40.90-44.6	142.84	141.90	97.00-116.90	116.90-135.50	
Avenue Frontage (m)	122.75	122.80	48.54	151.78	148.86	103.64	
Existing Use	Residential	Office	Commercial	Institutional/ Commercial/ Office	Residential	Commercial	
Potential Use	Mixed-use	Mixed-use	Mixed-use	Mixed-use	Residential	Mixed-use	
Total G.F.A (m²)	14,572.00	13,415.00	31,039.00	94,583.00	7,501.00	59,727.00	321,490.00
Residential G.F.A (m²)	12,862.00	11,705.00	30,374.00	91,733.00	7,501.00	55,752.00	301,261.00
Non-Residential G.F.A (m²)	1,710.00	1,710.00	665.00	2,850.00	0.00	2,375.00	18,629.00
FSI	3.37	2.61	4.47	4.40	2.60	4.31	
# of Residential Units*	160	146	Dwelling units: 359 Townhouse: 8	Dwelling units: 1,105 Townhouse: 16	93	Dwelling units: 696 Townhouse: 8	3,827.00
No. of Storeys	8 Storeys-25.5m	7 Storeys-22.5m	27 Storeys-82.5m	35 & 36 Storeys-106.5 & 109.5m	6 Storeys-25.5m	22 & 32 Storeys-67.5 & 97.5m	
Opportunity of Intensification	Short	Short	Short	Short	Medium	Short	

Table 3 - Soft Site Planning Parameter Breakdown

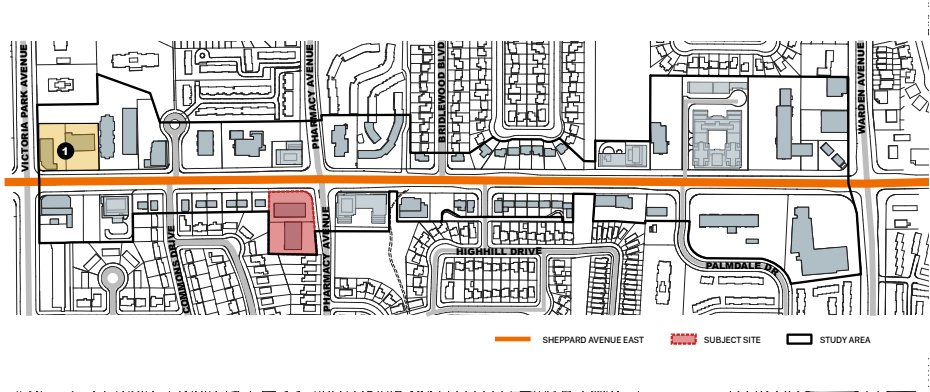
*80m²/Unit (Gross)



Aerial Plan view of Soft Site 1 - Existing Condition



Aerial View of Soft Site 1 - Existing Condition



5.4 Soft Site Development Scenarios

Soft Site 1:

Soft Site 1 is located at the northeast corner of the Sheppard Avenue East and Victoria Park Avenue intersection and is designated *Mixed-Use Areas*. This site is currently occupied by a one-storey commercial building with a surface parking lot at the rear and a two-storey commercial and office building with surface parking lots at the front and rear. East of soft site 1 is a “tower in the park” neighbourhood including Verbana Apartments, a 16-storey rental apartment building and 8 Chichester Place, a 20-storey rental apartment building.

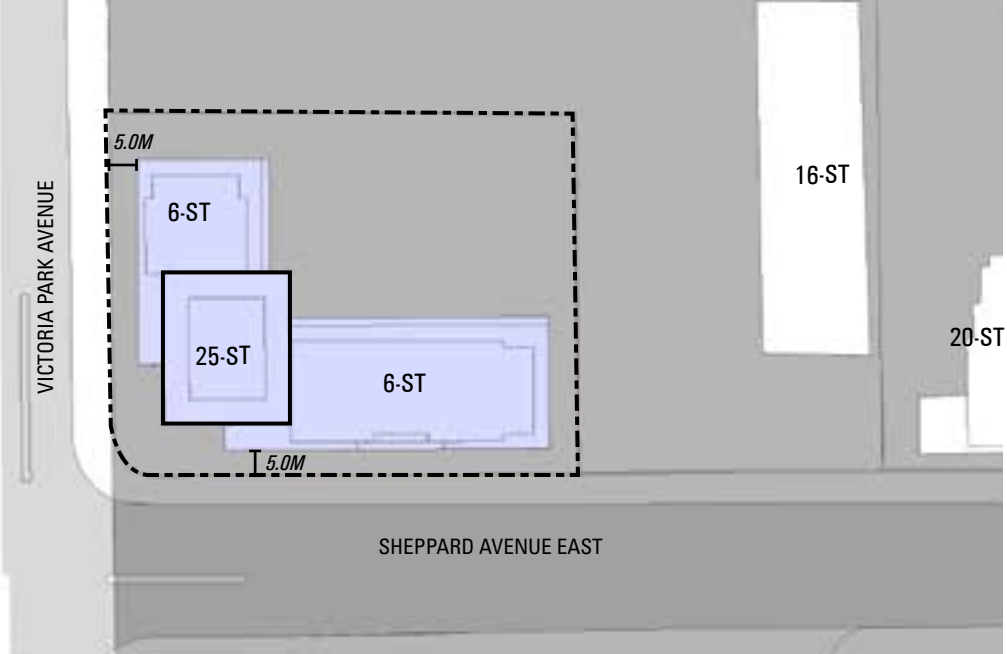
Soft Site 1 is within the ConsumersNext Secondary Plan boundary and was proposed in conformity with the City’s ConsumersNext Planning Study and the ConsumersNext Secondary Plan (“OPA 393”), which is currently under appeal.

In this analysis, a mixed-use building oriented such that it frames the streets onto which it fronts, can be accommodated with an overall height of 25-storeys (76.5 metre) and a 6-storey podium. With a 25 metre building width at grade, this concept assumes a double-loaded corridor with setbacks occurring at both the front and the rear of the building.

The massing incorporates a setback of 5.0-metres from the front property line to ensure adequate space for landscaping and other pedestrian amenities that can be integrated into both the Sheppard Avenue and Victoria Park Avenue streetscape designs to create an enhanced pedestrian realm. The conceptual massing steps back above the third storey to mitigate perception of height at the pedestrian level.

Although there is no proposal for the current site, ownership is not fragmented. As such, it is seen as a likely candidate for redevelopment in the short-term.

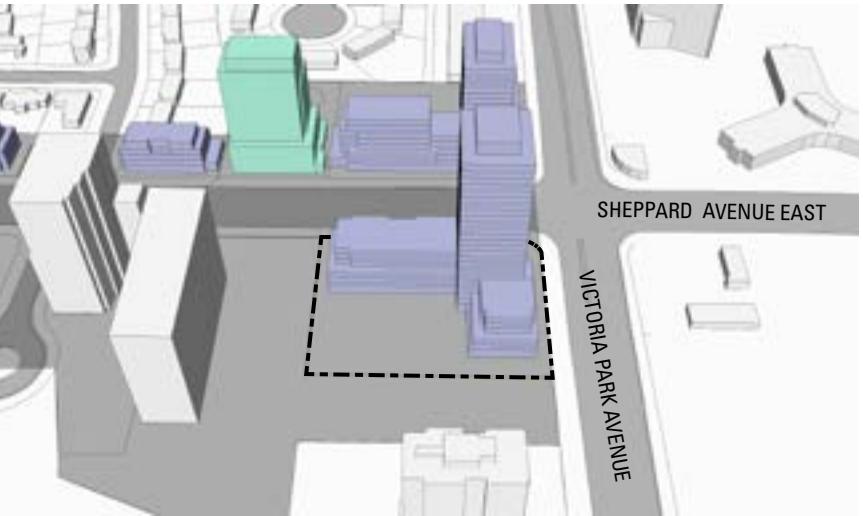
Soft Site 1	
2904-2926 SHEPPARD AVE E & 2635 VICTORIA PARK AVE	
Number of Properties	2
Site Area	6,552 m ²
Depth	71.50m
Frontage	91.7m
Existing Use	Commercial
Potential Use	Mixed-Use
Gross Floor Area (Total)	22,932.00 m ²
	Residential 20,795.00
	Non-Residential 2,137.00
Floor Space Index	3.5
Height	25 Storeys - 76.5m
# of Residential Units	286



Plan View of Soft Site 1



Soft Site 1 - Looking Northeast



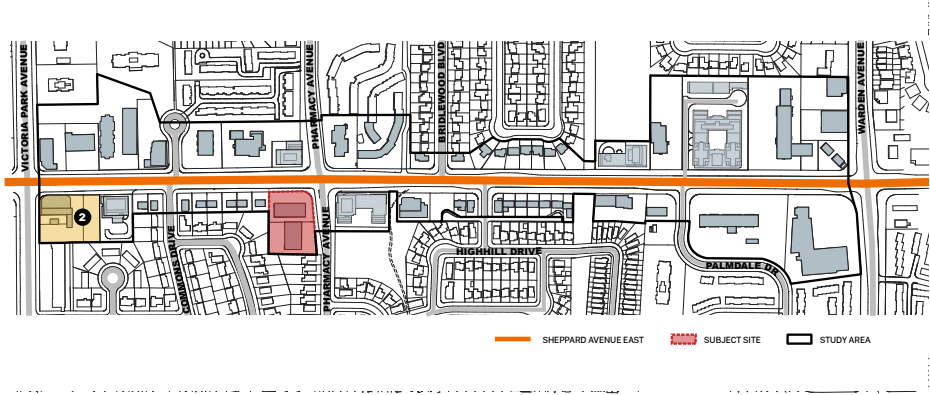
Soft Site 1 - Looking Southeast



Aerial Plan view of Soft Site 2 - Existing Condition



Aerial View of Soft Site 2 - Existing Condition



Soft Site 2:

Soft Site 2 is located at the southeast corner of the Sheppard Avenue East and Victoria Park Avenue and is designated *Mixed-Use Areas*. This site is currently occupied by a three-storey commercial building with surface parking located east of the building and to the rear. To the south lies a strip of grade related commercial plazas fronting onto Victoria Park Avenue, with a variety of retail, restaurant and service commercial uses. East of the site is an approved 18-storey rental mixed-use building.

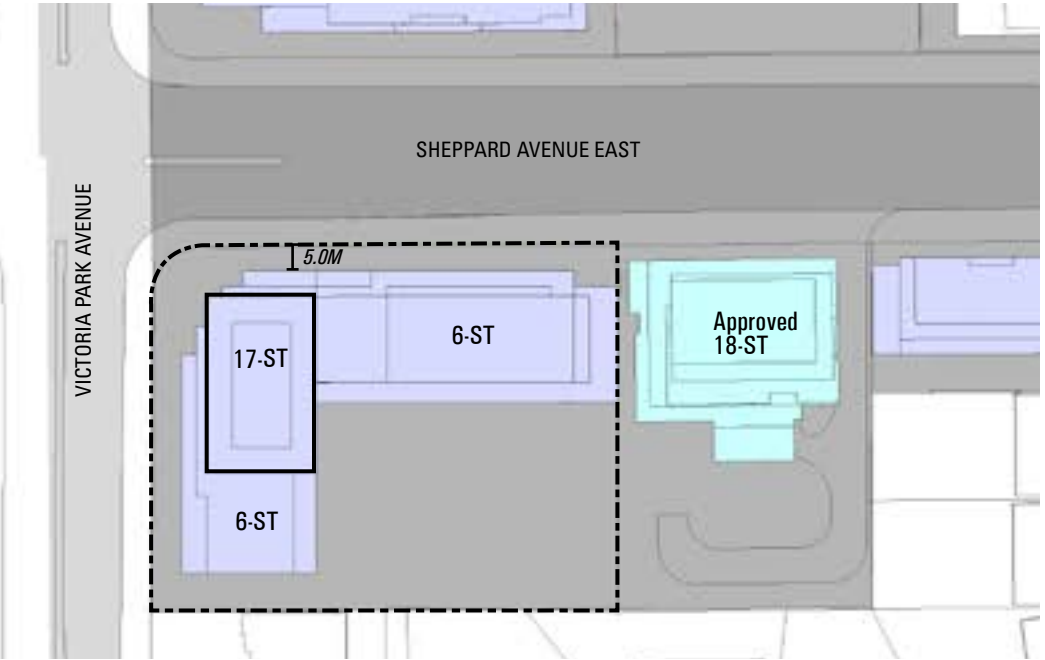
Soft Site 2 is within the ConsumersNext Secondary Plan boundary and was proposed in conformity with the City’s ConsumersNext planning study and the ConsumersNext Secondary Plan (“OPA 393”), which is currently under appeal.

In this analysis, a 17-storey (52.5 metre) building oriented such that it frames the streets onto which it fronts can be accommodated with a 6 to 8-storey podium. With a 25 metre building width at grade, this concept assumes a double-loaded corridor with setbacks occurring at both the front and the rear of the building.

The massing incorporates a setback of 5.0-metres from the front property line to ensure adequate space for landscaping and other pedestrian amenities that can be integrated into both the Sheppard Avenue and Victoria Park Avenue streetscape designs to create an enhanced pedestrian realm. The conceptual massing steps back above the third and sixth storey to mitigate perception of height at the pedestrian level.

The site has short-term redevelopment potential as only two properties would require assembly.

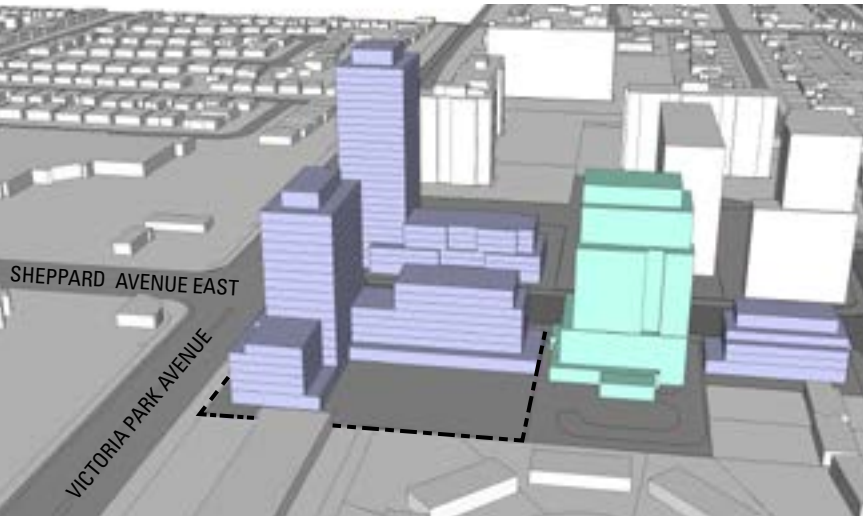
Soft Site 2	
2901-2915 SHEPPARD AVE E & 2595 VICTORIA PARK AVE	
Number of Properties	2
Site Area	6,566 m ²
Depth	72.0m
Frontage	91.5m
Existing Use	Commercial
Potential Use	Mixed-Use
Gross Floor Area (Total)	22,957.00 m ²
Residential	20,820.00
Non-Residential	2,137.00
Floor Space Index	3.5
Height	17 Storeys - 52.5m
# of Residential Units	260



Plan View of Soft Site 2



Soft Site 2 - Looking Southeast



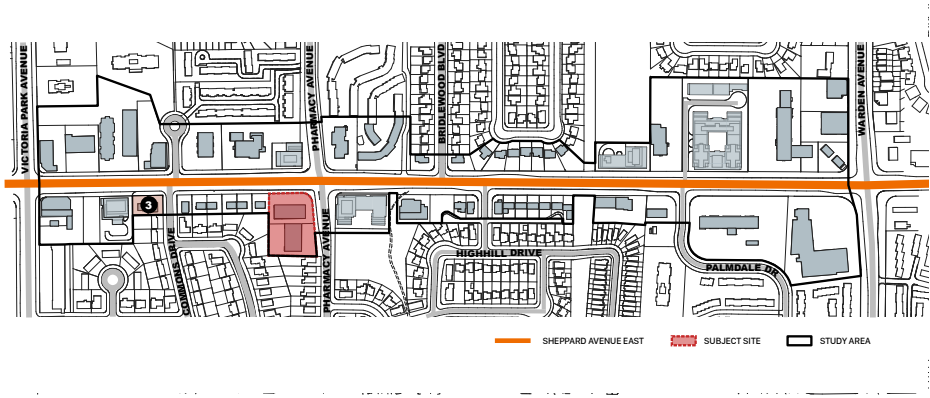
Soft Site 2 - Looking Northwest



Aerial Plan view of Soft Site 3 - Existing Condition



Aerial View of Soft Site 3 - Existing Condition



Soft Site 3:

Soft Site 3 is located at the southwest corner of Sheppard Avenue East and Common Drive and is designated *Neighborhoods*. This site consists primarily of two single-storey detached dwellings, one fronting into Sheppard Avenue East and the other onto Common Drive. South of the site is a neighbourhood consisting of single-detached houses and parks. West of the site is an approved 18-storey rental mixed-use building.

Based on our analysis, an appropriate land use re-designation and consolidation of the lands to allow a mid-rise building with grade related retail will be required.

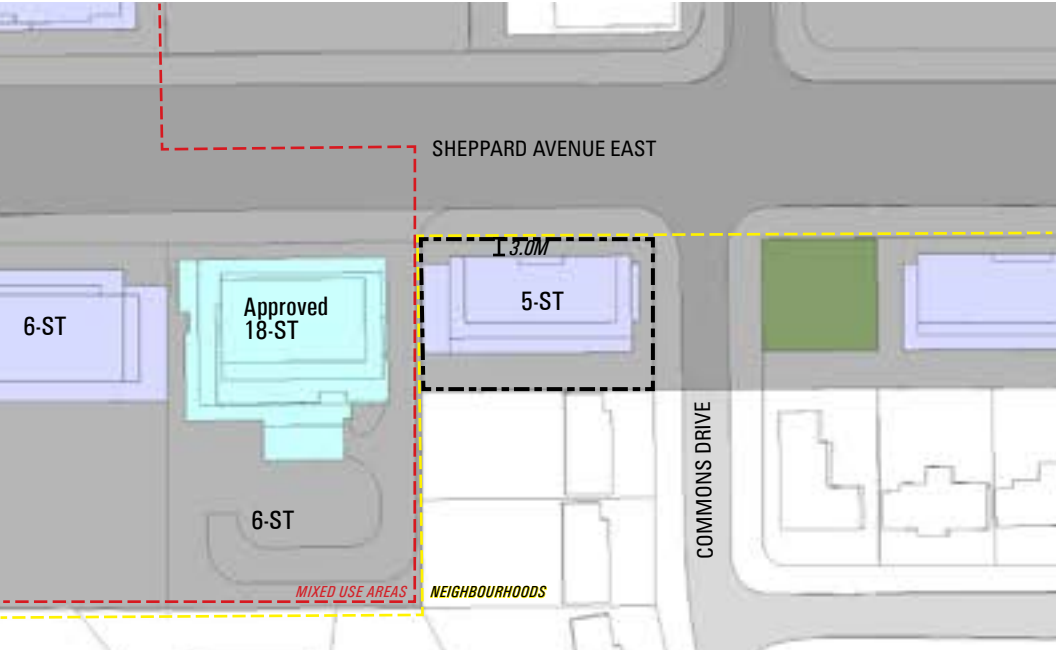
The massing proposes a 5-storey (16.5 metre) mixed-use building with a total gross floor area of 2,880 square metres.

Soft Site 3 has an approximate depth of 29.66 metres. As such, the “shallow lots” Performance Standard of the Mid-Rise Guidelines applies.

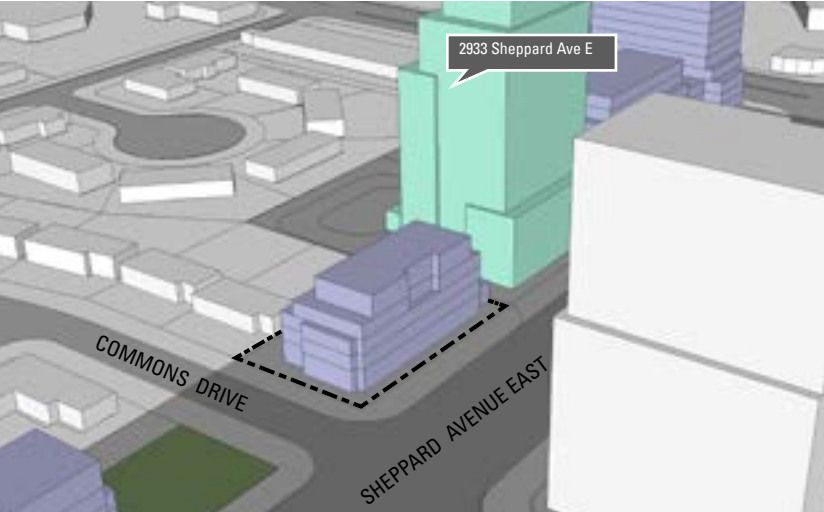
The massing incorporates a setback of 3.0 metres from the front property line along Sheppard Avenue East and a 3.0 to 4.5 metre setback along Common Drive to create an enhanced pedestrian realm. The conceptual massing is in keeping with the prescribed front and rear angular planes, providing a stepback above the third and fourth storey at the front to mitigate perception of height at the pedestrian level. The building steps down towards the neighbourhood properties to the south to minimize shadow, privacy and overlook impacts and to provide an appropriate transition in scale.

The site has short-term redevelopment potential as only two properties would require assembly.

Soft Site 3	
2941 SHEPPARD AVE E & 56 COMMONS DRIVE	
Number of Properties	2
Site Area	1,360 m ²
Depth	29.66m
Frontage	45.85m
Existing Use	Residential
Potential Use	Mixed-Use
Gross Floor Area (Total)	2,880.00 m ²
	Residential 2,215.00
	Non-Residential 665.00
Floor Space Index	2.12
Height	5 Storeys - 16.5m
# of Residential Units	27



Plan View of Soft Site 3



Soft Site 3 - Looking Southwest



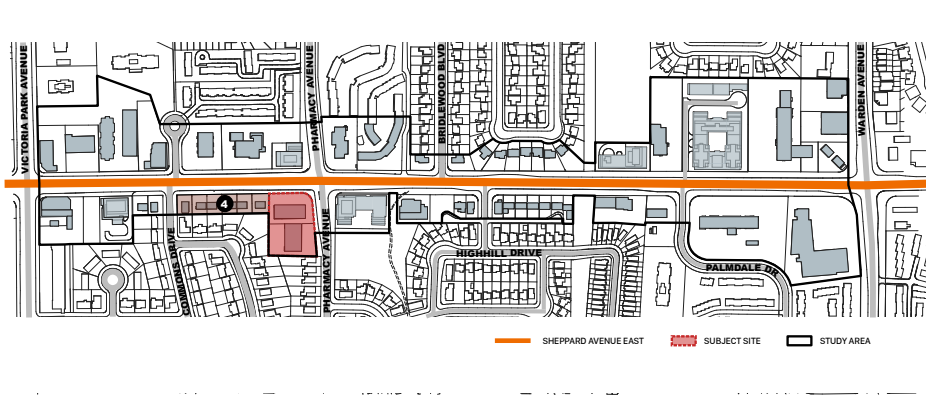
Soft Site 3 - Looking Northwest



Aerial Plan view of Soft Site 4 - Existing Condition



Aerial View of Soft Site 4 - Existing Condition



Soft Site 4:

Soft Site 4 is located at the southeast corner of Sheppard Avenue East and Common Drive and is designated *Neighborhoods*. This site consists of six single-storey detached dwellings fronting onto Sheppard Avenue East, one which appears to be a medical office. South of the site is a neighbourhood consisting of single-detached houses and parks. East of the site is the Proposed Development.

Based on our analysis, an appropriate land use re-designation and consolidation of the lands to allow a mid-rise building with grade related retail will be required.

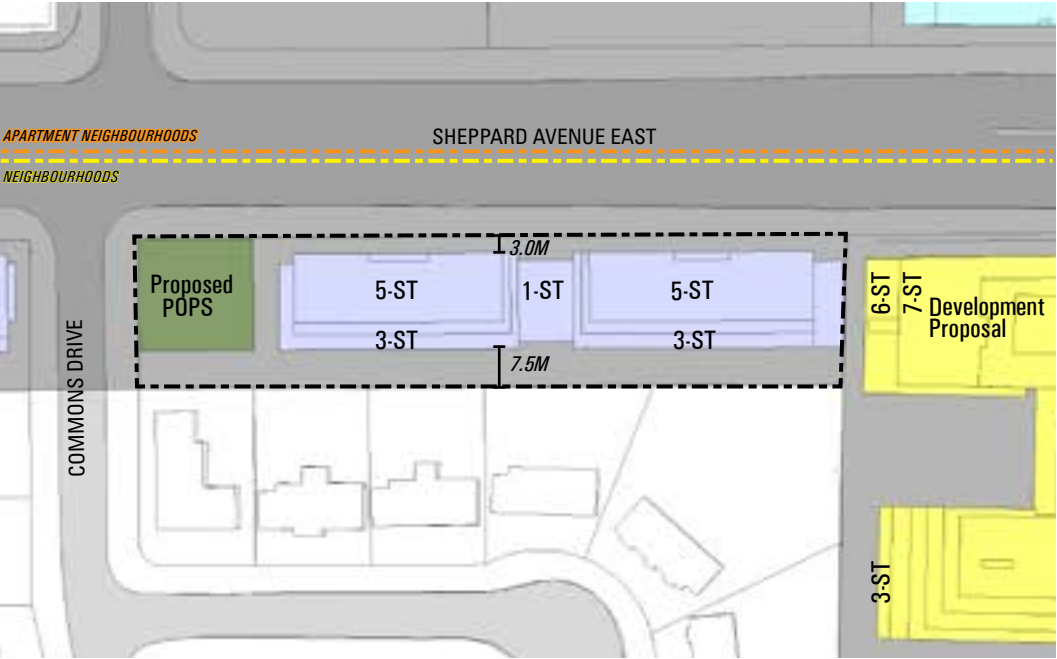
Soft Site 4 has an approximate depth of 29.6 metres. As such, the “shallow lots” Performance Standard of the Mid-Rise Guidelines applies.

The massing proposes a 5-storey (16.5 metre) mixed-use building along Sheppard Avenue East. In compliance with the prescribed angular planes, the massing steps back to 3-storeys at the rear to create an appropriate transition to and minimize shadow, privacy and overlook impacts on the neighbourhood buildings to the south. The massing incorporates a front setback of 3.0 metres along Sheppard Avenue East and to create an enhanced pedestrian realm and a 7.5 metres rear setback.

The massing also incorporates a privately owned publicly accessible outdoor amenity space at the corner of Sheppard Avenue East and Common Drive.

The site consists of six properties all under separate ownership, which would make land assembly one of the major obstacles to redevelopment.

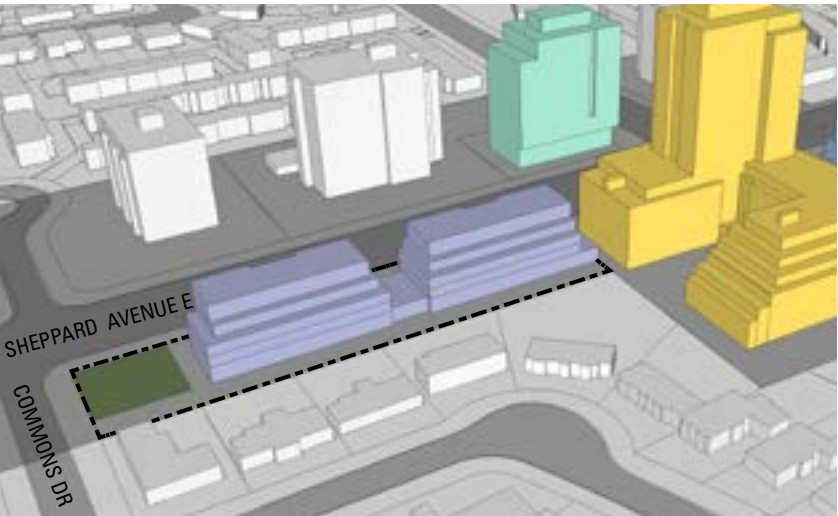
Soft Site 4	
2965-2973 SHEPPARD AVE E & 57 COMMONS DRIVE	
Number of Properties	6
Site Area	4,136 m ²
Depth	29.6m
Frontage	139.9m
Existing Use	Mixed-Use
Potential Use	Mixed-Use
Gross Floor Area (Total)	7,424.00 m ²
Residential	5,999.00
Non-Residential	1,425.00
Floor Space Index	1.7
Height	5 Storeys - 16.5m
# of Residential Units	74



Plan View of Soft Site 4



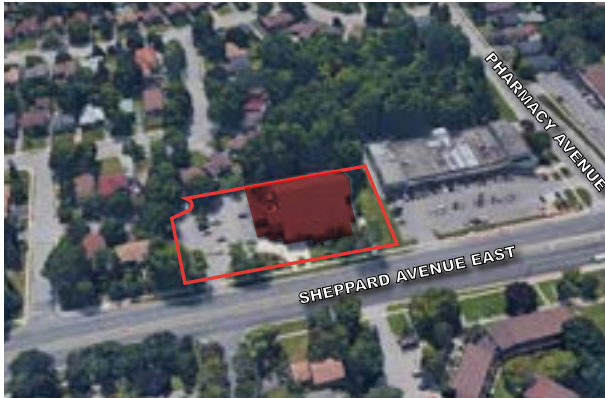
Soft Site 4 - Looking Southeast



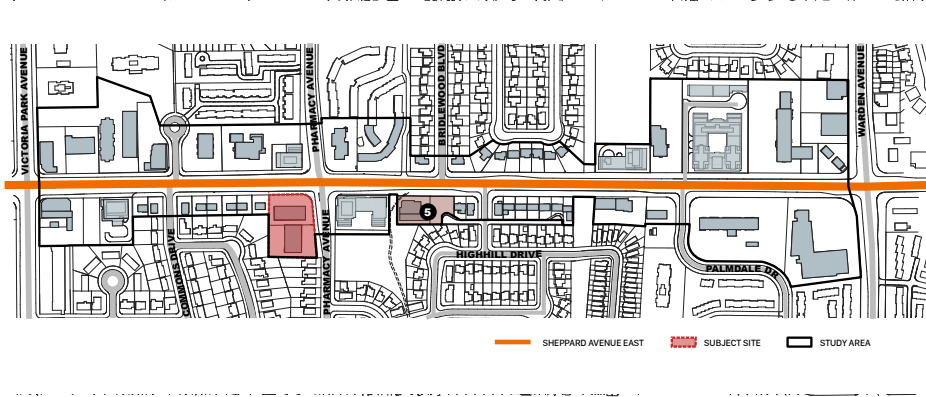
Soft Site 4 - Looking North



Aerial Plan view of Soft Site 5 - Existing Condition



Aerial View of Soft Site 5 - Existing Condition



Soft Site 5:

Soft Site 5 is located on the south side of Sheppard Avenue East, between Pharmacy Avenue and Abbottsfield Gate and is designated *Neighborhoods*. This site consists of GracePoint Baptist Church including the adjacent surface parking lot.

Based on our analysis, an appropriate land use re-designation and consolidation of the lands to allow a mid-rise building with grade related retail will be required.

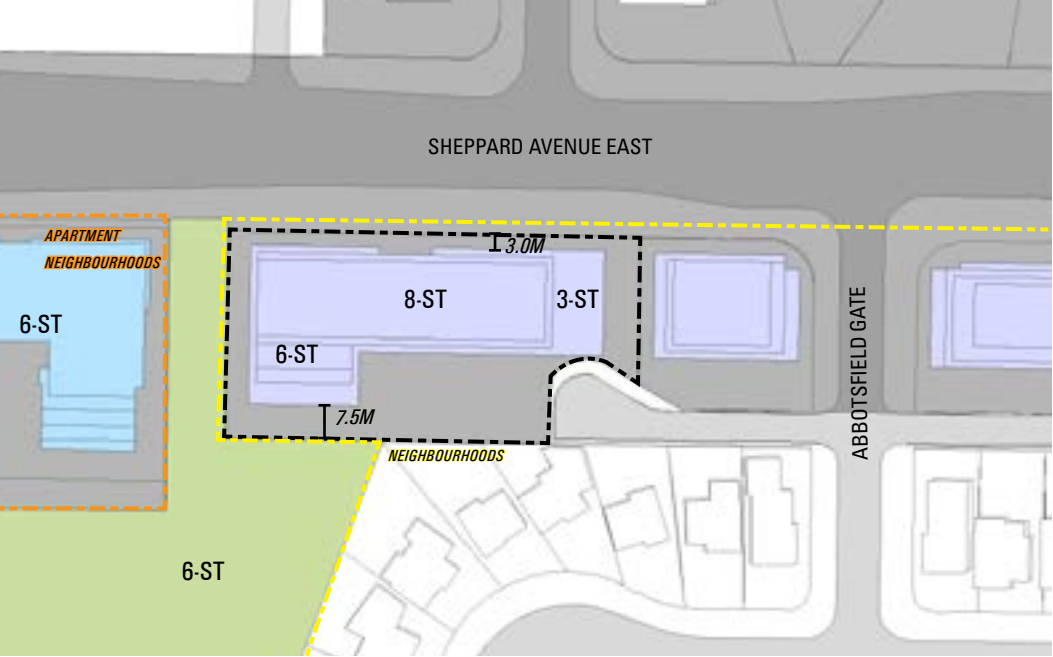
Soft Site 5 has a depth varying from 25.2 metres to 43.4 metres. As such, the “shallow lots” Performance Standard of the Mid-Rise Guidelines applies.

The massing incorporates a front setback of 3.0 metres along Sheppard Avenue East to allow for an enhanced pedestrian realm and a 7.5 metres to 18.5 metres setback at the rear.

Based on this analysis, an 8-storey building can be accommodated with a 3-storey street related element. The building steps down at the rear to 3 storeys to improve the transition to the open space and neighbourhood properties to the south and minimize shadow, privacy and overlook impacts.

The site has short-term redevelopment potential as only three properties would require assembly.

Soft Site 5	
13143-3163 SHEPPARD AVE E	
Number of Properties	3
Site Area	3,446 m ²
Depth	25.2-43.4m
Frontage	86.2m
Existing Use	Institutional
Potential Use	Mixed-Use
Gross Floor Area (Total)	11,135.00 m ²
	Residential 9,995.00
	Non-Residential 1,140.00
Floor Space Index	3.2
Height	8 Storeys - 25.5m
# of Residential Units	124



Plan View of Soft Site 5



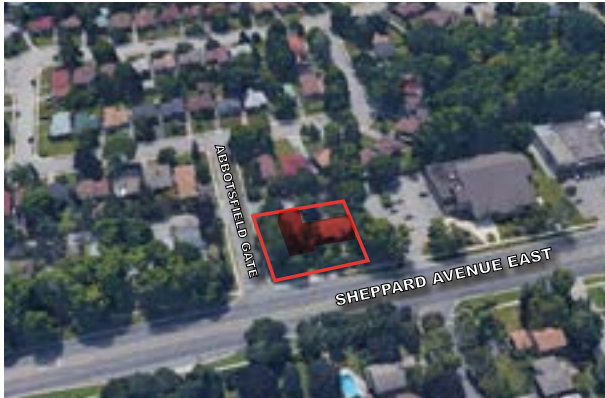
Soft Site 5 - Looking Southeast



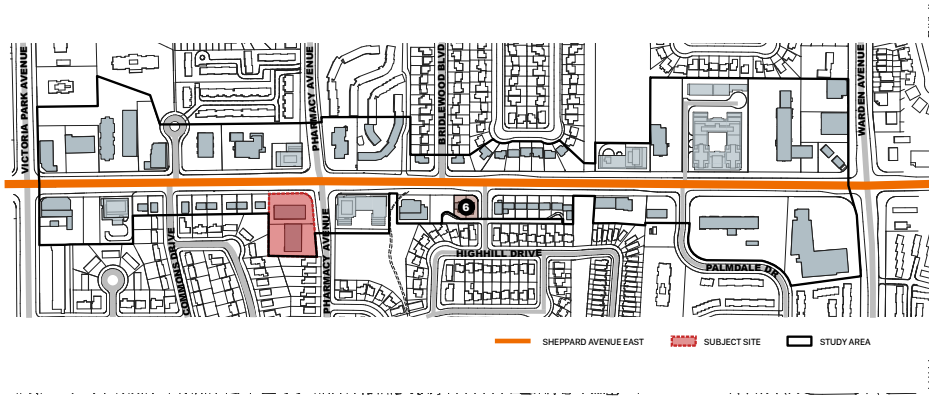
Soft Site 5 - Looking Northwest



Aerial Plan view of Soft Site 6 - Existing Condition



Aerial View of Soft Site 6 - Existing Condition



Soft Site 6:

Soft Site 6 is located at the southwest corner of Sheppard Avenue East and Abbotsfield Gate and is designated *Neighborhoods*. This site consists primarily of two single-detached dwellings, one fronting onto Sheppard Avenue East and the other onto Abbotsfield Gate. Across from the lane to the south of the site is a neighbourhood consisting of single-detached houses and parks. West of the site is an 18-storey mixed-use building that is currently under construction.

Based on our analysis, an appropriate land use re-designation and consolidation of the lands to allow a mid-rise building with grade related retail will be required.

The massing proposes a 5-storey (16.5 metre) mixed-use building with a total gross floor area of 2,880 square metres.

Soft Site 6 has an approximate depth of 29.66 metres. As such, the “shallow lots” Performance Standard of the Mid-Rise Guidelines applies.

The massing incorporates a setback of 3.0 metres from the front property line along Sheppard Avenue East and a 3 to 4.5 metres setback along Common Drive to allow for an enhanced pedestrian realm. The conceptual massing steps back above the third and fourth storey at the front to mitigate perception of height at the pedestrian level and at the rear to comply with the prescribed front and rear angular planes.

The site has short-term redevelopment potential as only two properties would require assembly.

Soft Site 6	
3165 SHEPPARD AVE E & 6 ABBOTSFIELD GT	
Number of Properties	2
Site Area	1,255 m ²
Depth	30.3-35.7m
Frontage	36.3m
Existing Use	Residential
Potential Use	Mixed-Use
Gross Floor Area (Total)	4,017.00 m ²
	Residential 3,542.00
	Non-Residential 475.00
Floor Space Index	3.2
Height	8 Storeys - 25.5m
# of Residential Units	44



Plan View of Soft Site 6



Soft Site 6 - Looking Southeast



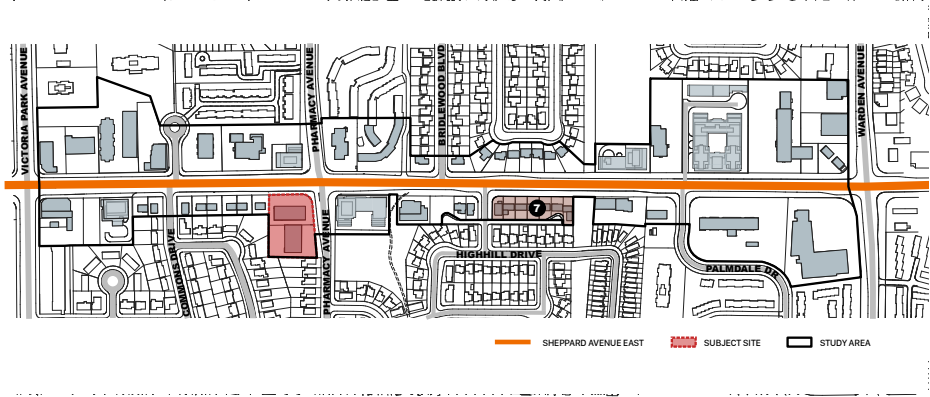
Soft Site 6 - Looking Northwest



Aerial Plan view of Soft Site 7 - Existing Condition



Aerial View of Soft Site 7 - Existing Condition



Soft Site 7:

Soft Site 7 is located on the southeast corner of Sheppard Avenue East and Abbotsfield Gate and is designated *Neighborhoods*. This site consists of seven two-storey detached dwellings, five of which are for sale and have potential to be under the same ownership. To the immediate west is the Enbridge gas utility corridor (approximately 33.0 metres wide).

Based on our analysis, an appropriate land use re-designation and consolidation of the lands to allow a mid-rise building with grade related retail will be required.

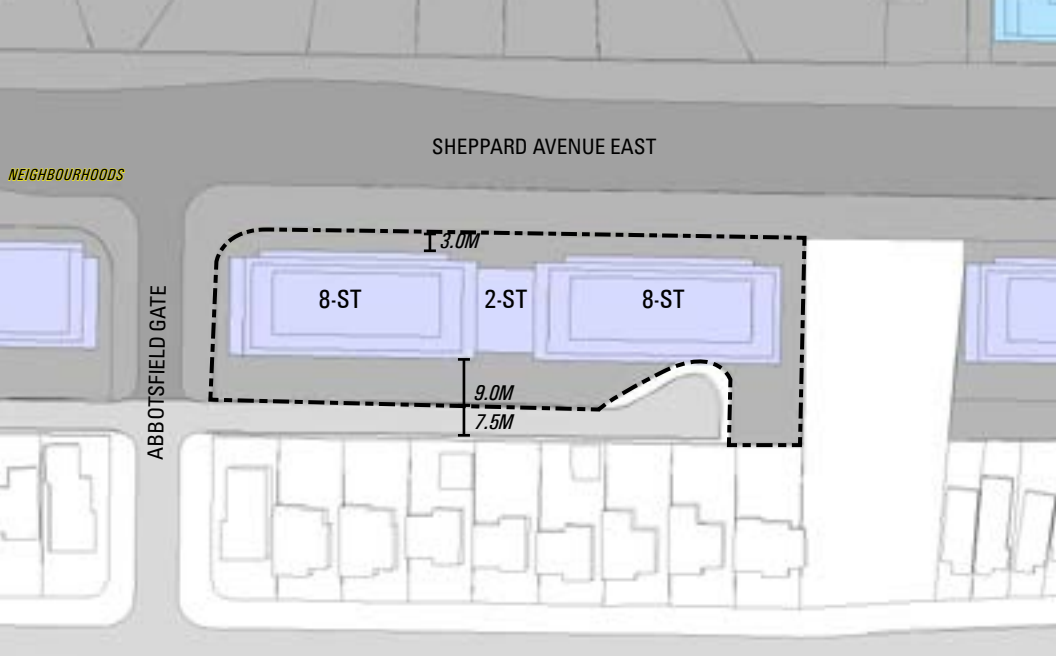
Soft Site 7 has an depth that varies from 25.4 metres to 36.0 metres. As such, the "shallow lots" Performance Standard of the Mid-Rise Guidelines applies.

The massing incorporates a setback of 3.0 metres from the front property line along Sheppard Avenue East to allow for an enhanced pedestrian realm and a 9.0 metre setback at the rear to fit within the 45-degree angular plane taken from a height of 10.5 metres at the property line.

Based on this analysis, a 8-storey building can be accommodated with a 3-storey street related element. The building steps down at the rear to 5 storeys to help improve the transition to the neighbourhood properties immediate south of the rear lane.

The site has medium-term redevelopment potential as only seven properties would require assembly.

Soft Site 7	
3175-3185 SHEPPARD AVE E & 5 ABBOTSFIELD GT	
Number of Properties	7
Site Area	4,322 m ²
Depth	25.4-36.0m
Frontage	122.7m
Existing Use	Residential
Potential Use	Mixed-Use
Gross Floor Area (Total)	14,572.00 m ²
	Residential 12,862.00
	Non-Residential 1,710.00
Floor Space Index	3.3
Height	8 Storeys - 25.5m
# of Residential Units	160



Plan View of Soft Site 7



Soft Site 7 - Looking Northeast



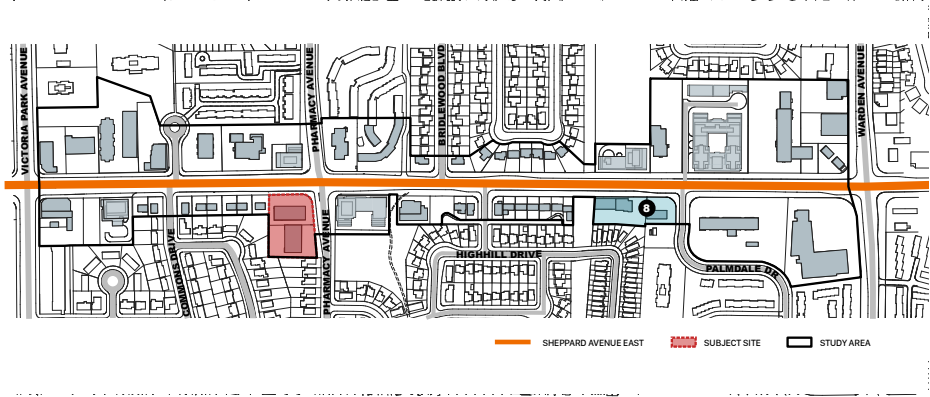
Soft Site 7 - Looking Southwest



Aerial Plan view of Soft Site 8 - Existing Condition



Aerial View of Soft Site 8 - Existing Condition



Soft Site 8:

Soft Site 8 is located on the southeast corner of Sheppard Avenue East and Palmdale Drive. This site consists of two office buildings with surrounding surface parking and is designated *Mixed-Use Areas*. To the immediate south is a neighbourhood consisting of two-storey single-detached dwellings and a one-storey utility building.

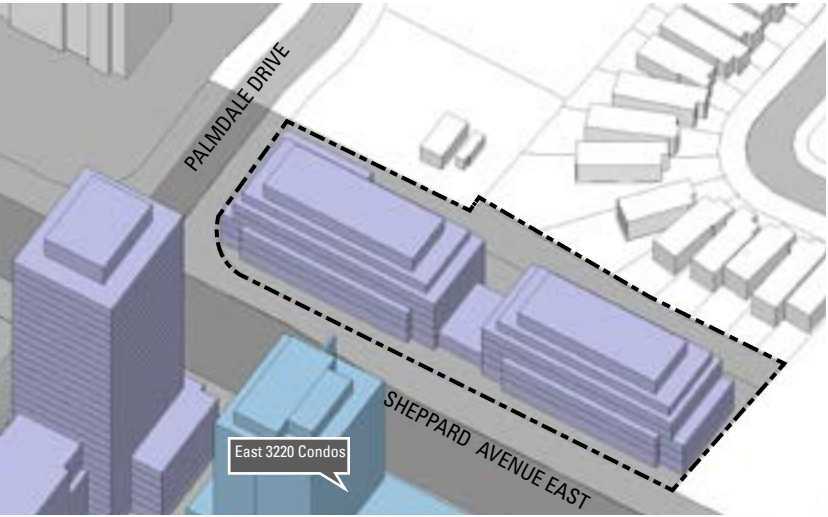
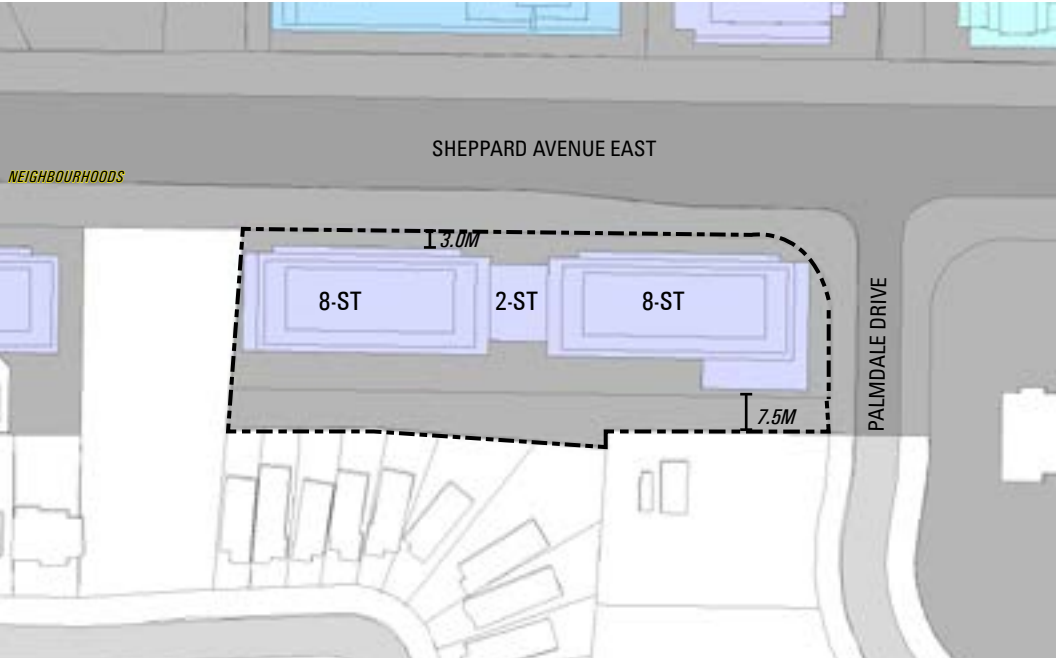
Soft Site 8 has an depth varying from 40.9 metres to 44.6 metres. As such, the “shallow lots” Performance Standard of the Mid-rise Guidelines applies.

The massing incorporates a front setback of between 3.0 to 4.0 metres along Sheppard Avenue East to create an enhanced pedestrian realm and a minimum 7.5 metres setback at the rear to fit within the 45-degree angular plane taken from a height of 10.5 metres at the property line.

Based on this analysis, a 7-storey building can be accommodated with a 3- to 5-storey street related element. The building steps down at the rear to 5 and 3 storeys to improve the transition to the neighbourhood properties immediate south of the rear lane and minimize shadow and privacy impacts.

The site has short-term redevelopment potential as only two properties would require assembly.

Soft Site 8	
3195-3251 SHEPPARD AVE E	
Number of Properties	2
Site Area	5,132 m²
Depth	40.9-44.6m
Frontage	122.8m
Existing Use	Office
Potential Use	Mixed-Use
Gross Floor Area (Total) Residential Non-Residential	13,415.00 m²
	11,705.00
	1,710.00
Floor Space Index	2.6
Height	7 Storeys - 22.5m
# of Residential Units	146

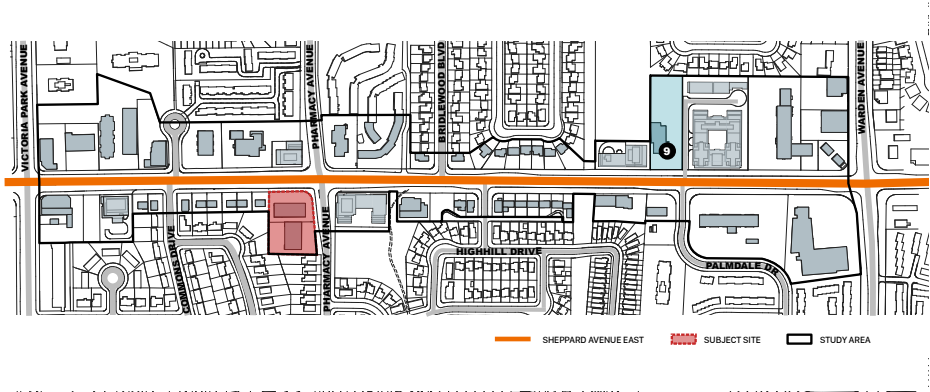




Aerial Plan view of Soft Site 9 - Existing Condition



Aerial View of Soft Site 9 - Existing Condition



Soft Site 9:

Soft Site 9 is located on the north side of Sheppard between Bridlewood Boulevard and Warden Avenue and is designated *Mixed-Use Areas*. This site is currently occupied by a Red Lobster restaurant with associated surrounding surface parking.

Soft Site 9 is identified as a soft site on the City’s Sheppard/Warden Avenue Study and partially reflects the potential ultimate build-out plan proposed in the implementation framework Study.

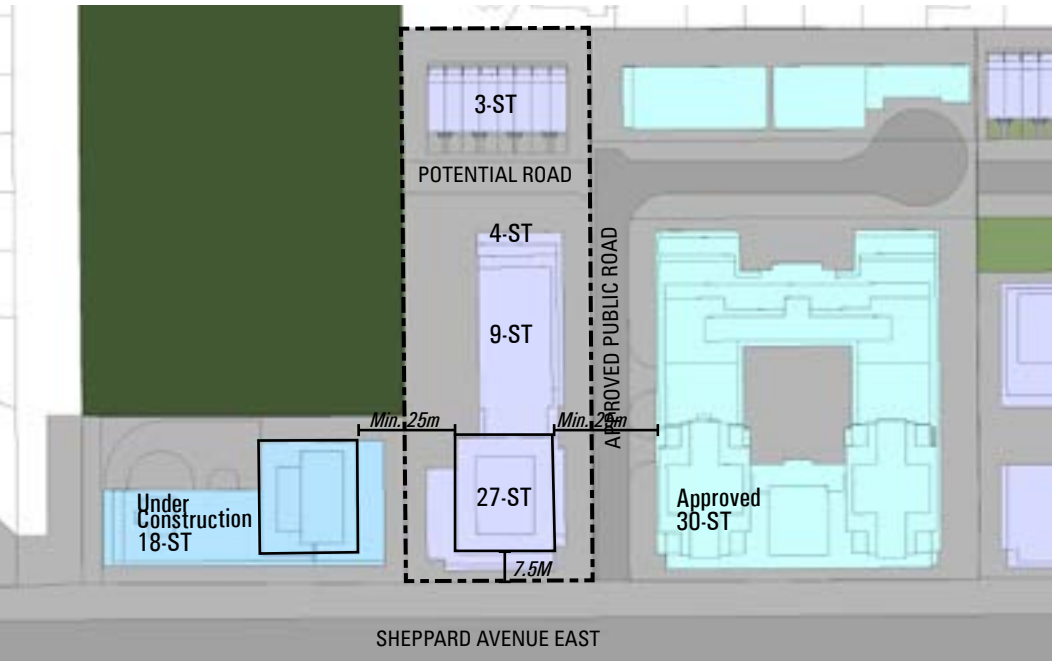
This site can accomodate a high-rise development due to its suitable sized lot, proximity to Warden Avenue, its location adjacent to approved and under construction high-rise buildings and its substantial separation distance from buildings in the *Neighborhood* designation to the north.

In this analysis, an 27-storey (82.5 metre) building setback 7.5 metres from Sheppard Avenue East can be accommodated with a 4- to 9-storey podium and a block of townhouses at the rear with access through a proposed private road. The townhouses would provide an appropriate transition in built form and scale to the existing low density residential buildings to the north. The proposed concept fits within a 45-degree angular plane taken from the *Neighbourhoods* designation to the north. A 27-storey height is considered appropriate in relation to the approved and under construction 18-storey building to the west (East 3220 Condos) and the approved 30-storey buildings to the east.

The massing incorporates a setback of 3.0-metres from the front property line along Sheppard Avenue East to ensure adequate space for landscaping and other pedestrian amenities that may be integrated into the streetscape. The conceptual massing steps back above the fourth and sixth storey to mitigate perception of height at the pedestrian level.

The site has short-term redevelopment potential as it only comprised of a one single lot.

Soft Site 9	
3252 SHEPPARD AVE E	
Number of Properties	1
Site Area	6,950 m ²
Depth	142.8m
Frontage	48.5m
Existing Use	Commercial
Potential Use	Mixed-Use
Gross Floor Area (Total)	31,039.00 m ²
Residential	30,374.00
Non-Residential	665.00
Floor Space Index	4.4
Height	27 Storeys - 82.5m
# of Residential Units	Dwelling units:359 Townhouses: 8



Plan View of Soft Site 9



Soft Site 9- Looking Southeast



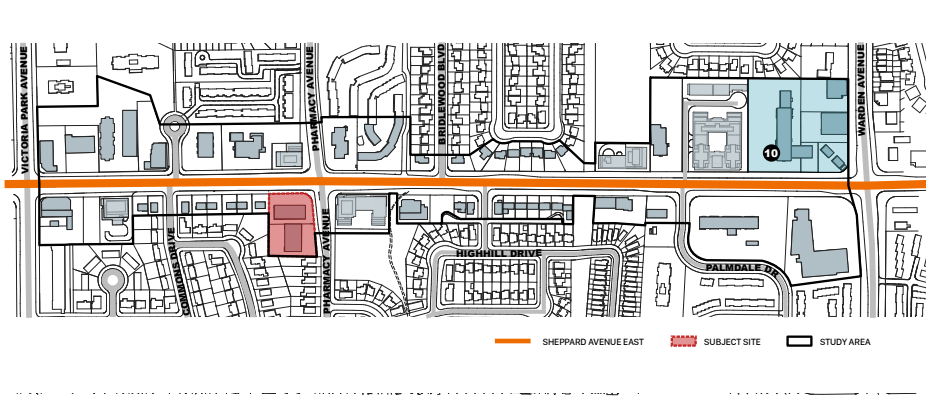
Soft Site 9 - Looking Northwest



Aerial Plan view of Soft Site 10 - Existing Condition



Aerial View of Soft Site 10 - Existing Condition



Soft Site 10:

Soft Site 10 is located on the northwest corner of Sheppard Avenue East and Warden Avenue and is designated *Mixed-Use Areas*. The site is comprised of four commercial buildings including Highland Funeral Home, Scarborough Chapel with associated surface parking, a gas station, a two-storey commercial building with associated surface parking, and Warden Full Gospel Assembly with a large surface parking to the west and rear of the building.

Soft Site 10 is identified as a soft site on the City's Sheppard/Warden Avenue Study and partially reflects the potential ultimate build-out plan proposed in the implementation framework Study.

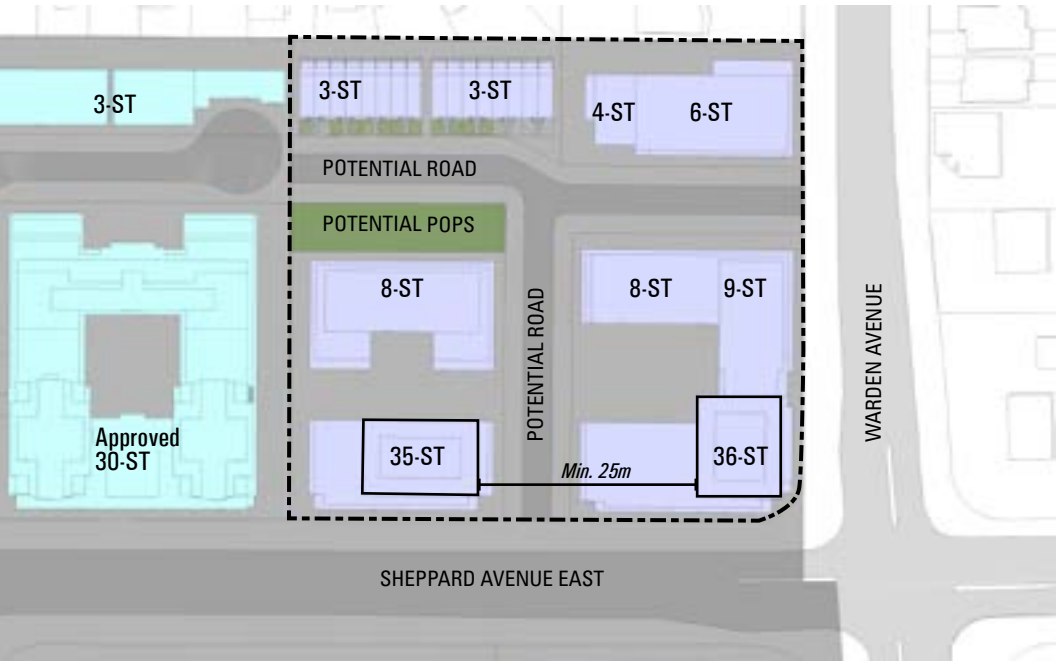
The site is suitable for high-rise development due to its location at a prominent intersection, contextual fit with proximate high-rise buildings and its substantial separation distance from buildings in the *Neighborhood* designation to the north.

The concept proposes a comprehensive redevelopment of the site, including the introduction of new blocks, POPS and public streets. It could be developed with 35 and 36-storey (106.5 & 109.5m) buildings setback 6.0 metres from Sheppard Avenue East and stepping down 4- to 9-storeys mid-rise components at the rear. Townhouses are proposed on the north side of the proposed road and would provide an appropriate transition to the existing lower residential buildings to the north. Moreover, the proposed concept is within a 45-degree angular plane taken from the *Neighbourhoods* designation to the north. The proposed 35 and 36-storey heights are considered appropriate in relation to the approved 30-storey buildings to the immediate west.

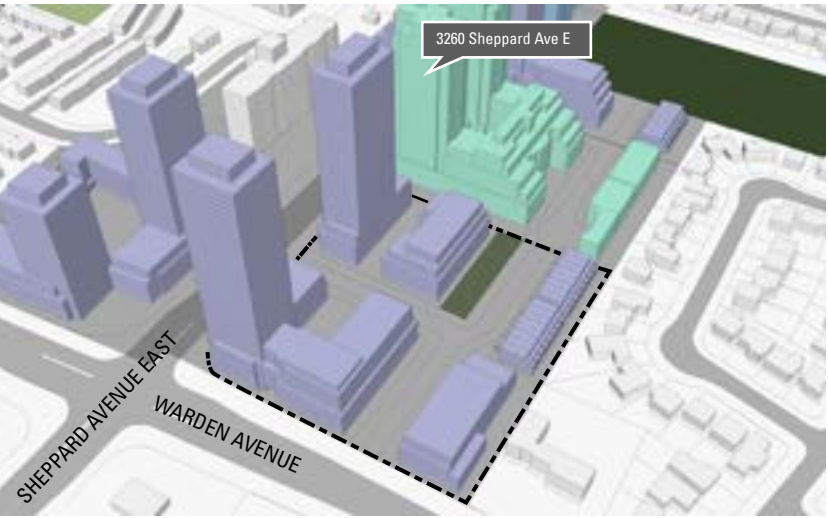
The massing incorporates a front setback of 3.0-metres to ensure adequate space for landscaping and other pedestrian amenities that may be integrated into the Sheppard Avenue East streetscape. The conceptual massing steps back above the fourth and sixth storey to mitigate perception of height at the pedestrian level.

The site has medium-term redevelopment potential due to its fragmented ownership and the environmental assessment for site remediation (as a result of underground storage tanks) that will be necessary prior to redevelopment.

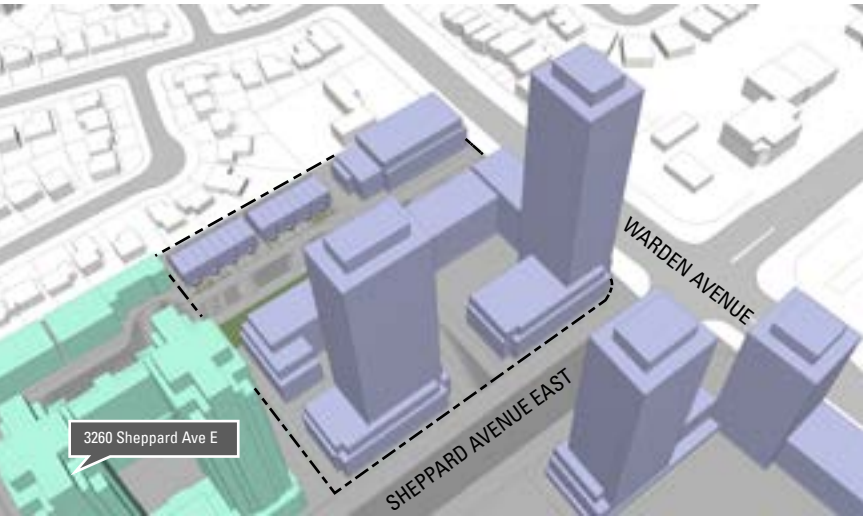
Soft Site 10	
3280-3306 SHEPPARD AVE E & 2190-2220 WARDEN AVE	
Number of Properties	5
Site Area	21,475 m ²
Depth	141.9m
Frontage	151.7m
Existing Use	Institutional/ Commercial/Office
Potential Use	Mixed-Use
Gross Floor Area (Total)	94,583.00 m ²
Residential	91,733.00
Non-Residential	2,850.00
Floor Space Index	4.4
Height	35 & 36 Storeys - 106.5 & 109.5 m
# of Residential Units	Dwelling units:1,105 Townhouses: 16



Plan View of Soft Site 10



Soft Site 10 - Looking Southwest



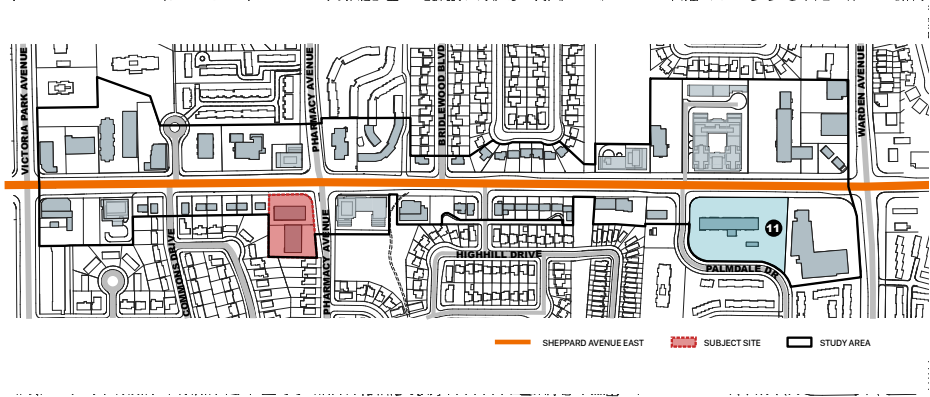
Soft Site 10 - Looking Northeast



Aerial Plan view of Soft Site 11 - Existing Condition



Aerial View of Soft Site 11 - Existing Condition



Soft Site 11:

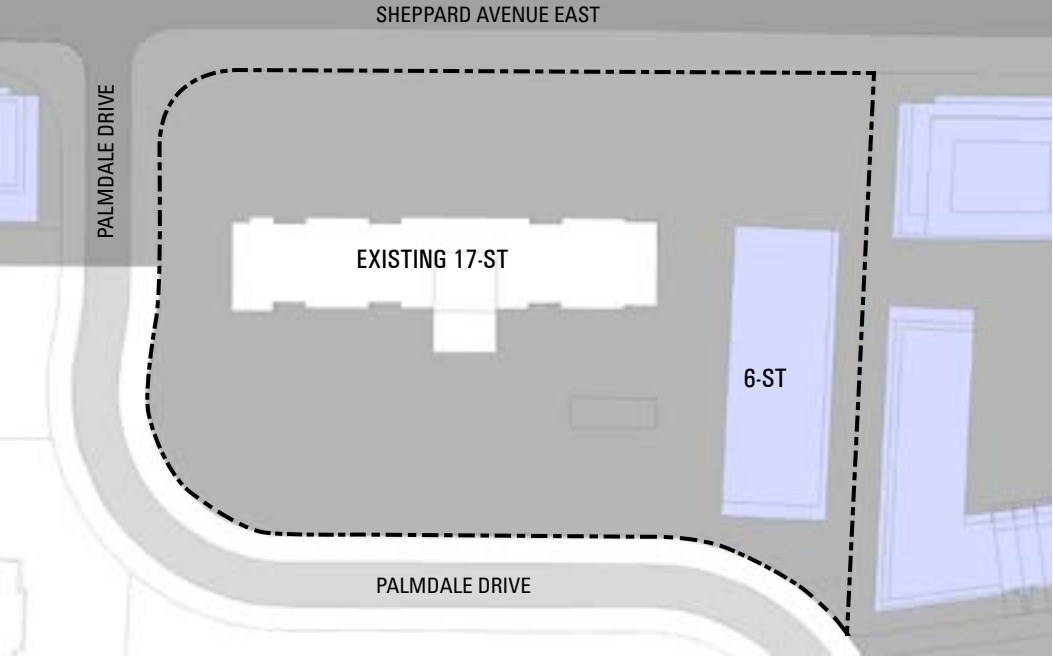
Soft Site 11 is located on the southeast intersection of Sheppard Avenue East and Palmdale Drive and is designated *Apartment Neighbourhoods*. It is currently occupied by a 17-storey rental apartment building.

Soft Site 11 is identified as a soft site in the City’s Sheppard/Warden Avenue Study. In our opinion, this site has redevelopment potential and remains identified as a potential soft site, and the built form recommendations herein are similar to those made in the Sheppard/Warden Study.

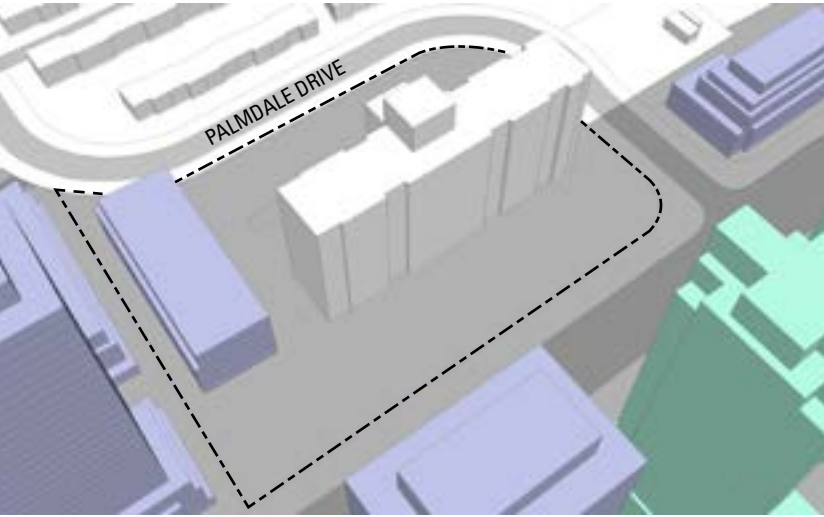
In this analysis, a 6-storey infill building may be accommodated on the site. The building is setback 5.5 metres from the east property line and 30 metres from Sheppard Avenue East, to complement the existing built form.

The site has short-term redevelopment potential.

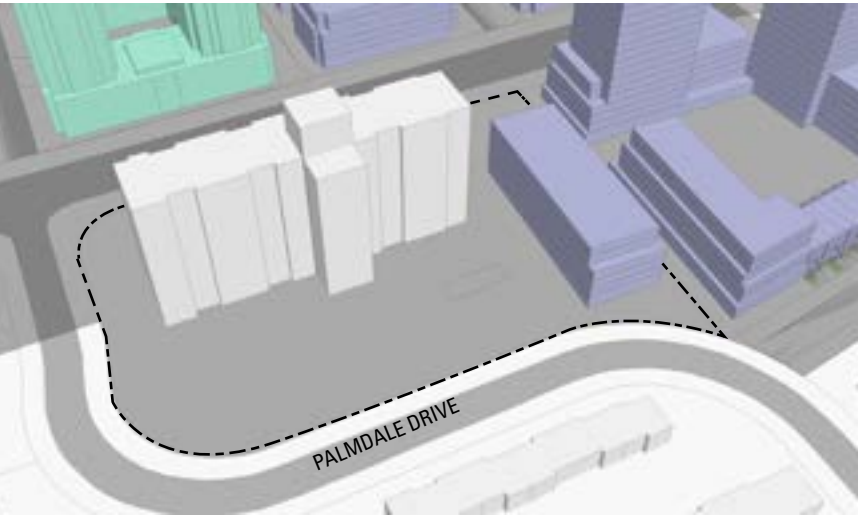
Soft Site 11	
3275 SHEPPARD AVE E	
Number of Properties	1
Site Area	14,435 m ²
Depth	97.0-116.9m
Frontage	148.8m
Existing Use	Residential
Potential Use	Residential
Gross Floor Area (Total)	7,501.00 m ²
Residential	7,501.00
Non-Residential	--
Floor Space Index	2.6
Height	6 Storeys - 19.5m
# of Residential Units	93



Plan View of Soft Site 11



Soft Site 11 - Looking Southwest



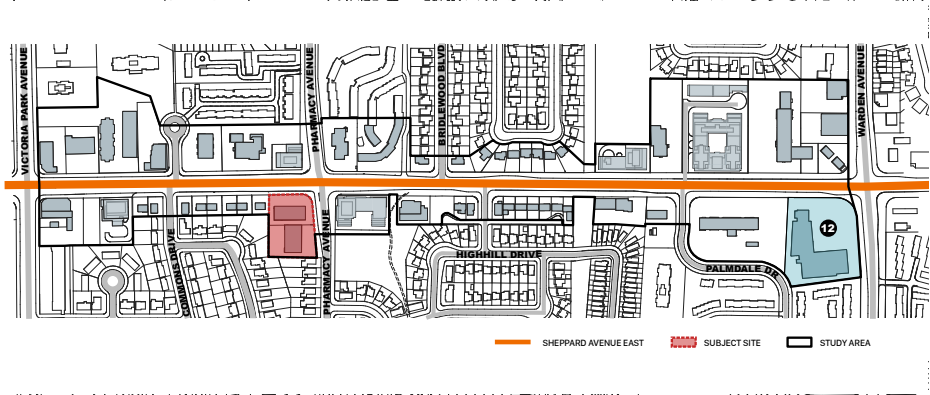
Soft Site 11 - Looking Northeast



Aerial Plan view of Soft Site 12 - Existing Condition



Aerial View of Soft Site 12 - Existing Condition



Soft Site 12:

Soft Site 12 is located on the southwest corner of Sheppard Avenue East and Warden Avenue and is designated *Mixed-Use Areas*. The site is occupied by Warden Sheppard Plaza with a large associated surface parking.

Soft Site 12 is identified as a soft site on the City’s Sheppard/Warden Avenue Study. In our opinion, this site has redevelopment potential and remains to be identified as a potential soft site, and the built form recommendation herein are similar to those made in the Sheppard/Warden Study.

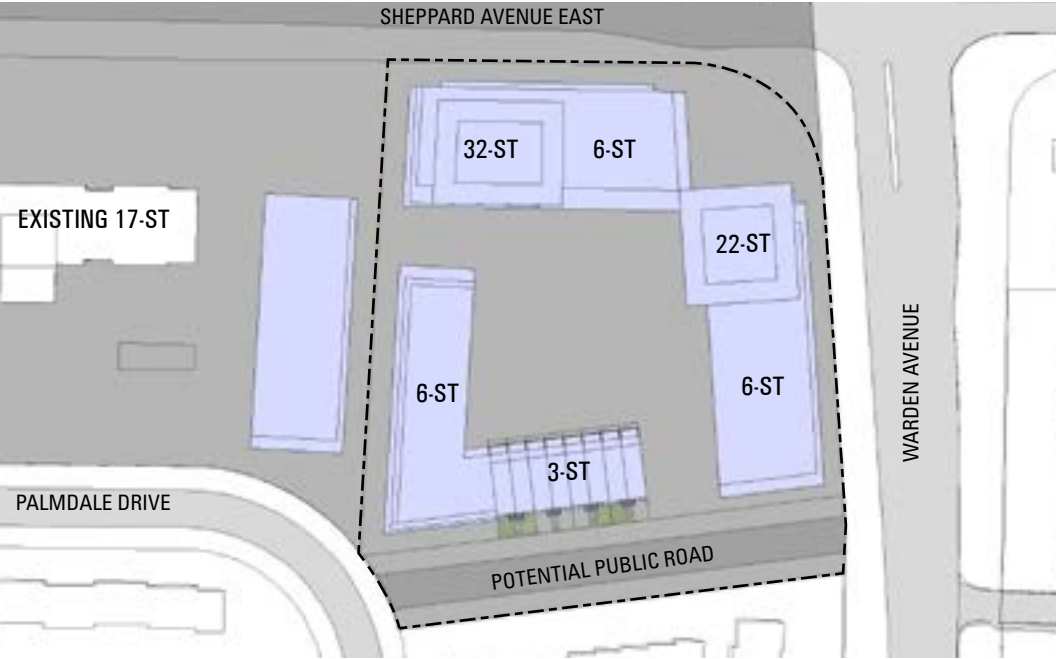
The site can suitably accommodate high-rise development due to its lot size, location at a prominent intersection, proximity to other high-rise buildings, and its substantial separation distance from buildings in the *Neighborhood* designation to the south.

The concept proposes a comprehensive redevelopment of the site, including the introduction of a public street. It could be developed with a 22 and 32-storey (67.5 & 97.5m) buildings setback 7.5 metres from Sheppard Avenue East and Warden Avenue with a 6-storey podium. Townhouses are proposed at the rear, fronting onto the potential public road and would provide an appropriate transition to the existing low-rise residential buildings to the south. The proposed concept is within a 45-degree angular plane taken from the *Neighbourhoods* designation to the south.

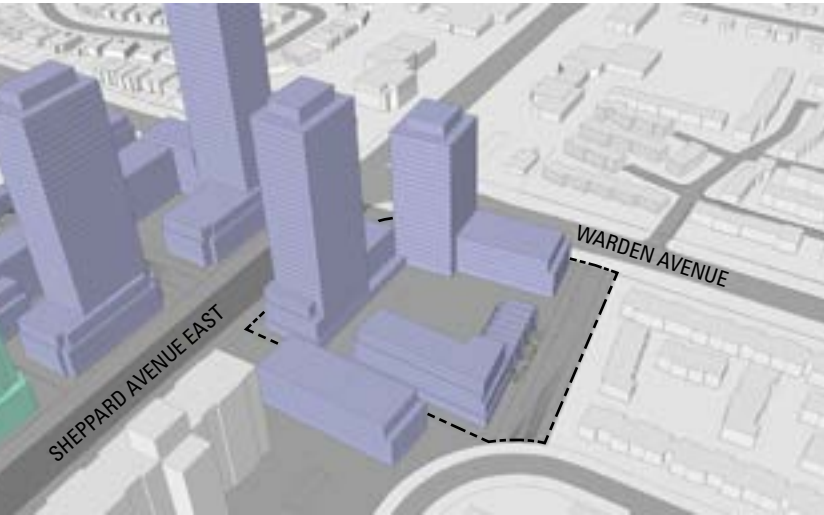
The podiums incorporate a front setback of 4.5-metres to ensure adequate space for landscaping and other pedestrian amenities that may be integrated into the Sheppard Avenue streetscape. The conceptual massing steps back above the fourth storey to mitigate perception of height at the pedestrian level.

The site has short-term redevelopment potential.

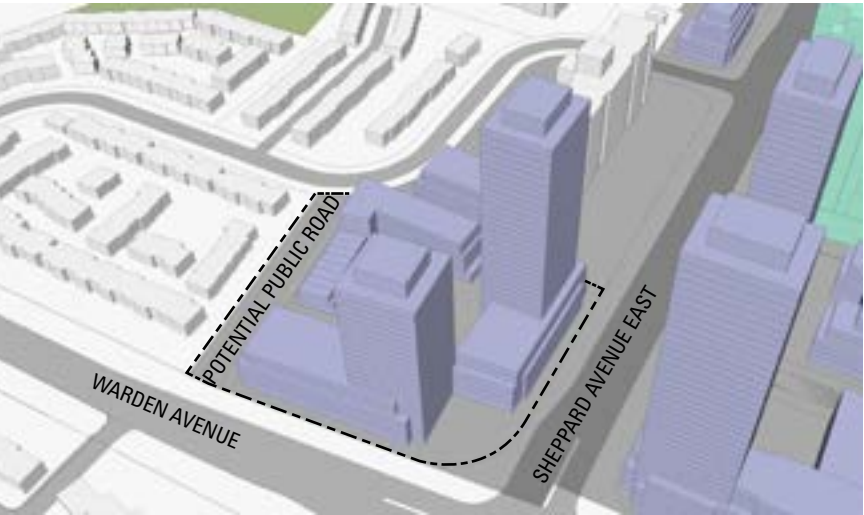
Soft Site 12	
3301-3335 SHEPPARD AVE E	
Number of Properties	1
Site Area	13,867 m²
Depth	116.9-135.5m
Frontage	103.6m
Existing Use	Commercial
Potential Use	Mixed-Use
Gross Floor Area (Total)	59,727.00 m²
	Residential 55,752.00
	Non-Residential 2,375.00
Floor Space Index	4.3
Height	22 & 32 Storeys - 67.5 & 97.5m
# of Residential Units	Dwelling units:696 Townhouses: 8



Plan View of Soft Site 12



Soft Site 12 - Looking Northeast



Soft Site 12 - Looking Southwest

5.5 Traffic

NexTrans has reviewed the segment study which is intended to provide an estimation of mid to long term development of soft sites which may be precluded from development because of many practical concerns including challenges to assemble identified development sites.

In reviewing the ConsumersNext Transportation Master Plan Report, it supports the development growth around the Sheppard Avenue East and Victoria Park Avenue study area with the implementation of a finer grid street network to improve walkability, the Sheppard East LRT line, and new road cross-sections. In addition, the City- Initiated Sheppard Avenue East Avenue Study which focuses on the study area around Sheppard Avenue East and Warden Avenue, supports the mixed-use development concept for the area. The planned land uses would create reverse flow conditions for the existing commercial in the area and the future mixed-use development. The traffic assessment found that the development would create opportunities for better pedestrian, cycling, and transit connectivity and the recommended road network can support the future trip generation.

Based on the provided segment study, soft sites #1-2 and #8-12 are supportive with the future road network and operations based on the above mentioned studies. The soft sites #3-7 are future mid-rise developments and in relation to the reviewed studies, NexTrans has assessed the sites as mixed-use mid-rise. Based on ITE trip generation rates, the future developments are anticipated to generate 209 two-way auto-trips during the weekday AM peak hour and 411 two-way auto-trips during the weekday PM peak hour. A detailed trip summary is provided in **Table 3**.

According to the ConsumersNext Transportation Master Plan Report, the future generated modal split with the completed Sheppard Avenue LRT line is estimated to be approximately 23% transit, 8% walking, and 4% cycling trips of the total forecasted total person trips within the City of Toronto. This results to a total non-auto modal share of 35%, which subsequently would provide a significant reduction in the estimated trips detailed in **Table 3**. It is also NexTrans’ opinion that once the Sheppard East LRT line is completed, all of the site accesses for soft sites #3-7 will be restricted to right-in/right-out movements or via side street access. These accesses are expected to cause minimal delays to future road operations along major roads.

NexTrans concludes that this modest increase will be accommodated by the transportation network through a combination of localized capacity improvements, a change in modal split consistent with improvements to public transit and the eventual construction of the Sheppard East LRT line, and redistribution of non-local trips from the area arterial road network. The projected intensification of the corridor will not unduly impact the area transportation network.

5.6 Community Services and Facilities

The study area is located within a broader area that is well served by a breadth of community services and facilities. Refer to the Community Services and Facilities Inventory filed as an Appendix to the Planning and Urban Design Rationale for a description of the key community services and facilities located within the area.

5.6.1 Parks

There are several significant parks that are proximate to the study area including the following:

- Pleasantview Community Centre
- Parkway Forest Community Centre
- Oriole Community Centre
- Wishing Well Woods Park
- Wishing Well Park
- Farmcrest Parkette
- Vradenburg Park
- Bridlewood Park

These parks provide for a range of passive and active recreational opportunities including playgrounds, sports fields, baseball diamonds and a variety of additional recreational uses and facilities.

5.6.2 Schools

The area is well served by both Toronto District School Boards and Toronto Catholic District School Boards including the following:

- Vradenburg Junior Public Elementary School
- Sir John A Macdonald Collegiate Public Secondary School
- St. Gerald Catholic Elementary School
- Senator O’Connor Secondary School

5.6.3 Recreation Centres

There are three community recreation centres near the study area:

- Pleasantview Community Centre
- Parkway Forest Community Centre
- Oriole Community Centre

These recreation centres provide a variety of facilities including multipurpose rooms, an indoor track, and an outdoor pool and provide camps as well as arts, sports and fitness programming.

5.6.4 Libraries

There are three Toronto Public Libraries that are proximate to the study area:

- Fairview District Branch
- Bridlewood Neighbourhood Branch

Collectively, these branches offer wireless internet, computer stations, public phones, study rooms, computer training programs and newcomer classes among others.

LAND USE CATEGORY	DWELLING UNITS/GROSS FLOOR AREA		ITE LAND USE CODE	TRIP RATES						VEHICLE TRIP ENDS					
				WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR			WEEKDAY AM PEAK HOUR			WEEKDAY PM PEAK HOUR		
				IN	OUT	2-WAY	IN	OUT	2-WAY	IN	OUT	2-WAY	IN	OUT	2-WAY
MID-RISE RESIDENTIAL															
	UNITS		221	0.09	0.27	0.36	0.27	0.17	0.44	40	114	154	115	74	189
	429														
RETAIL															
	GROSS FLOOR AREA		820	0.58	0.36	0.94	1.84	1.97	3.81	34	21	55	107	115	222
	M²	SQ. FT													
	58265.4	626935.7													
TOTAL VEHICLE VOLUMES										74	135	209	222	189	411

Table 4 - Trip Summary

5.7 Servicing

From a municipal servicing perspective, Sheppard Avenue and Pharmacy Avenue adjacent to the proposed development are serviced with an extensive network of municipal infrastructure such as: roads, storm sewers, sanitary sewers, watermains and other private utilities. Lithos Group Inc. addressed the location and adequacy of infrastructure available within the specific location being considered in this Avenue Segment Study in the Functional Servicing Report submitted as part of the zoning application in support of the subject lands.

As required by the City of Toronto, each future development application within the subject area would be subject to the appropriate studies, to be determined by the City of Toronto, which would outline the required infrastructure upgrades, to support the proposed intensification. Such improvements may be necessary to ensure the capacity of the existing sewer networks remains adequate, and would be determined on a case-by-case basis.

6.0 IMPACT ANALYSIS



Image: Existing conditions of soft sites 1 to 5

6.1 Land Use

In accordance with the policy direction for development on *Avenues*, it is our opinion that the mixture of residential and commercial development scenarios considered in this Study are appropriate from a land use perspective. To that end, appropriate land use re-designations would be required to allow such uses and to permit the redevelopment of this segment in a manner which better achieves broader Provincial and Municipal policy objectives.

The introduction of intensified mixed use development within the Segment Study Area would:

- establish high quality commercial and residential uses in an area that is well served by existing and planned future public transit services;
- achieve a higher and better use for a number of underutilized sites;
- result in an attractive, comfortable and safe pedestrian environment;
- support high quality and fine grain commercial operations along the *Avenue*;

- support the ongoing provision of community services and facilities;
- establish a more urban, pedestrian-oriented built form that frames existing streets; and
- provide an appropriate transition to adjacent *Neighbourhoods*.

6.2 Built Form Massing

The massing of development scenarios for each soft site had regard for the development criteria and built form policies of the Official Plan, and the key elements of the Mid-Rise Building Performance Standards, Tall Building Guidelines and Townhouse and Low-Rise Building Guidelines.

The proposed massing and design for each soft site was based on a number of contextual considerations including:

- the size and depth of the site;
- capacity to accommodate underground parking;
- surrounding built form context;
- proximity to *Neighbourhoods*-designated properties;
- proximity to existing and planned transit infrastructure;
- angular plane requirements; and
- preliminary analysis of shadow impacts.

On each soft site, an appropriate front setback was applied. Larger setbacks were used towards the intersections, where taller buildings were proposed. Likewise, a minimum 7.5 metre rear yard setback was applied to soft sites that do not abut a public laneway, in accordance with the angular plane requirements outlined in the Mid-Rise Building Performance Standards.

Rear angular planes are cast from the point at which the *Mixed Use Area* meets the adjacent *Neighbourhood* area. Traditionally, this is either the rear property line or the far side of the rear lane.

The Mid-rise Building Performance Standards classify lots in two categories. Lots with depth of more than 51.8 metres are considered as "deep lots" and those less are considered Shallow lots. On shallow properties, a plane is applied from a point of 10.5 metres above the ground and 7.5 metres from the rear lot.

The massing exercise found that 5 of the soft sites could accommodate a lower intensity of development. For these Soft Sites, front angular planes are cast from a point measured 28.8 metres above the front property line (80 per cent of width of the 36 metre ROW).

Soft Site 1, 2, 9, 10 and Soft Site 12 can accommodate a higher intensity of development. These sites share some characteristics with the subject site as being located on main intersections and having property depths of over 71.5 metres.

Redevelopment, as demonstrated, would not have an adverse impact on adjacent *Neighbourhoods*, and is not anticipated to result in unacceptable impacts in terms of light, view or privacy.

In our opinion, from a built form perspective, the proposed redevelopment of the subject site would establish a positive precedent within the Segment Study Area.

7.0

CONCLUSION

It is our opinion that redevelopment of the soft sites along this segment of Sheppard Avenue East would likely take the form of 5- to 8-storey mixed-use buildings and tall-rise buildings at the Victoria Park Avenue and Warden Avenue intersections, varying in height and built form according to site specific constraints and opportunities which are related, but not limited to: proximity to major intersections, parcel size and land assembly, orientation and impact on adjacent and nearby uses.

Such intensification is consistent with numerous policy directions articulated in the Provincial Policy Statement, the Growth Plan and the City of Toronto Official Plan, all of which support intensification of underutilized sites that are well served by municipal infrastructure and community services and facilities. The mixed use proposal for the subject site will establish a positive precedent for those sites with similar opportunities and constraints in its vicinity.

As an *Avenue* segment with good transit access, the Study Area represents a highly appropriate location for mid-rise and high-rise intensification. More residents in the area will enhance the vitality of local retail, while new built form will improve conditions from an urban design perspective. High quality buildings, designed generally in accordance with the Avenues and Mid-Rise Buildings Study, Tall Building Design Guidelines and Townhouse & Low-Rise Apartment Guidelines will help to frame and enclose the street.

This detailed analysis of the segment of Sheppard Avenue East between Victoria Park Avenue and Warden Avenue has demonstrated that our seven soft sites have the potential to redevelop as mid-rise buildings and five of the soft sites may redevelop into high-rise buildings at a scale and intensity that is lower, similar, and in many cases greater than the proposed development of the subject site.

The long-term potential demonstrated in this Study represents a suitable form of redevelopment that will achieve the policy goals set out for *Avenues* and will contribute to the reurbanization and intensification of the Sheppard Avenue Corridor.

