

Authority: North York Community Council Item NY18.13,
adopted as amended, by City of Toronto Council on
November 13 and 14, 2024
City Council voted in favour of this by-law on
December 18, 2024
Written approval of this by-law was given by Mayoral
Decision 26-2024 dated December 18, 2024

CITY OF TORONTO

BY-LAW 1355-2024

To adopt Amendment 775 to the Official Plan for the City of Toronto respecting the lands municipally known as 1800 Sheppard Avenue East.

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

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

The Council of the City of Toronto enacts:

1. The attached Amendment 775 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Enacted and passed on December 18, 2024.

Frances Nunziata,
Speaker

John D. Elvidge,
City Clerk

(Seal of the City)

AMENDMENT 775 TO THE OFFICIAL PLAN

LANDS MUNICIPALLY KNOWN IN 2023 1800 SHEPPARD AVENUE EAST

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

1. Chapter 6, Secondary Plans, Section 9, Sheppard East Subway Corridor Plan, Map 9-2, Key Development Areas of is amended by amending the maximum density for the lands municipally known in 2023 as 1800 Sheppard Avenue East in the existing Key Development Area as shown on the attached Appendix 1.
2. Chapter 6, Section 9, Sheppard East Subway Corridor Secondary Plan, Policy 4.2.7 Fairview Mall is deleted and replaced with the following:

"4.2.7 CF Fairview Mall (1800 Sheppard Avenue East)

A. INTERPRETATION

- 1) As shown on Map 9-5 (Key Map) for the purposes of Section 4.2.7:
 - i. The "Site" refers to Block A and Block B; and
 - ii. Block C includes the "CF Fairview Mall" and "Don Mills Station Area". CF Fairview Mall refers the existing shopping centre as shown on Map 9-5 (Key Map). The Don Mills Station Area refers to the area adjacent to the intersection at Don Mills Road and Sheppard Avenue East, including the existing above grade parking structure as shown on Map 9-5 (Key Map).
- 2) Development will occur in multiple phases over the short, medium, and long term and will be comprehensive and integrated. CF Fairview Mall will continue to play an important local and regional role as a premier retail shopping centre. It is estimated that Block A and Block B will accommodate a population of 12,000 people and provide for 800 jobs over the long term and will be supported by the necessary infrastructure and community facilities to support a complete community.
- 3) Development will advance the goals and objectives of this Secondary Plan by:
 - i. Supporting the CF Fairview Mall as a premier retail shopping centre and maintaining its role as an important economic driver within Toronto;
 - ii. Redeveloping as a place for residents, workers, and visitors to live, work, shop and play in a mixed-use, compact and transit supportive community that provides a range of uses including residential, commercial, employment, institutional uses, and

community uses which contribute to the evolution of the Don Mills Node into a complete community;

- iii. Organizing new streets, open spaces, and development blocks around the existing CF Fairview Mall, which will continue to be an important retail destination;
- iv. Providing a range and mix of housing options and unit types, including affordable housing;
- v. Providing for a high-quality public realm network, landscape design and pedestrian experience, including new public parks and gateways to establish a well-connected, safe and attractive public realm network that will enhance and provide an identity for the area;
- vi. Integrating development with the surrounding communities by establishing a fine grain network of complete streets to improve multi-modal access and connect to the existing street network;
- vii. Providing a predominately tall building typology and promoting high quality architectural building and landscape design in public and private development and initiatives; and
- viii. Incorporating innovative and sustainable design, drawing on a range of solutions to minimize environmental impact, conserve energy, manage stormwater, enhance biodiversity, be resilient to future weather and strive to reduce greenhouse gas emissions to zero and advance environmental resilience and sustainability.

B. LAND USE AND DENSITY

Land Uses and Density

- 1) The land use policies and development criteria for land use found in Chapter 4 of the Official Plan will continue to apply.
- 2) On Block C, as shown on Map 9-5 (Key Map), only retail, service, commercial, transit and community uses are permitted.
- 3) New residential uses or high-density commercial uses (including office) proposed on any portion of Block C are subject to Policy B) 9.
- 4) The maximum permitted density as shown on Map 9-2 of this Secondary Plan will be distributed as follows:
 - i. Within Block A, a maximum floor space index of 5.9 times the gross area of Block A for all permitted uses;

- ii. Within Block B, a maximum floor space index of 4.8 times the gross area of Block B for all permitted uses; and
 - iii. Within Block C, a maximum floor space index of 1.5 times the gross area of such lands for all permitted uses and subject to Policy B) 9.
- 5) Each Phase will have non-residential uses and a minimum of 5 percent non-residential uses shall be provided on the Site.
 - 6) Greatest densities will generally be located closest to the Don Mills Station Area as shown on Map 9-6 (Structure Plan) at the intersection of Sheppard Avenue East and Don Mills Road. An Official Plan Amendment will be required in order to increase the maximum floor space index established in policy B 4) within a block.

Non-Residential Uses

- 7) At grade non-residential uses will be encouraged at the north and south gateways of the Site, as shown on Map 9-10 (Public Realm and Greening), including:
 - i. Along the Fairview Gateway locations, specifically the north gateway along Fairview Mall drive and the south gateway at the intersection of Sheppard Avenue East and Parkway Forest Drive; and
 - ii. Along new public streets, public parks and publicly accessible open spaces as shown on Map 9-8 (Street Network) and Map 9-10 (Public Realm and Greening).
- 8) Non-residential uses include office, service commercial, or retail uses; community services and facilities; and other locally serving uses. Active uses support interaction between interior spaces and adjacent public streets, public parks and publicly accessible open spaces (POPS).

Long Term Redevelopment of Block C

- 9) In the event that any portion of lands within Block C identified on Map 9-5 (Key Map), being the Don Mills Station Area or CF Fairview Mall, in whole or in part, are considered for redevelopment to introduce residential uses or high-density commercial uses (including office), an Official Plan Amendment will be required. The application for an Official Plan Amendment will be supported by studies to the City's satisfaction, which shall address the following matters:

- i. Population and employment targets, densities, allocation of land uses, including active at grade uses and the approach to built form, including the proposed building typologies, heights, and massing;
- ii. A Block Context Plan that integrates the proposed redevelopment of Block C with the development on the Site, and the surrounding community. The Block Context Plan shall apply the City's complete streets principles, establish development blocks and identify a network of pedestrian and cycling facilities and connections, parks and open spaces, and privately-owned publicly-accessible spaces that contribute to a safe, comfortable and connected public realm;
- iii. A parks and open space plan that identifies how parkland dedication requirements will be fulfilled, general locations and configurations of new public parks to be conveyed to the City and other forms of open space, such as POPS, midblock connections, landscaped open space and other open spaces to which the public would have access;
- iv. An evaluation of the impacts of the proposed development on the capacity of the transportation network and municipal infrastructure (including sanitary, storm and water services) and identification of any necessary upgrades to existing municipal infrastructure and/or the delivery of new municipal infrastructure, including new public streets and green infrastructure;
- v. Where applicable, an evaluation of the potential integration of the existing TTC Don Mills Subway Station into new development, including the potential for any below-grade connections to the subway station, and any potential integration of the existing bus depot, all in consultation with relevant transportation agencies;
- vi. The approach to the provision of community services and facilities that will identify future community space and facility needs. This may include the provision of childcare centres, community recreational centres, community agency spaces, libraries and other services;
- vii. Considering energy, sustainability and climate resilience in the future development, including use of energy systems such as district energy, net-zero systems, geo-thermal and renewable energy;
- viii. The provision of a full range of housing that will be provided, including a strategy for affordable housing;

- ix. A phasing strategy, which may include the use of holding provisions to ensure the orderly sequencing of phased development and adequate and timely provision of required infrastructure and services; and
- x. The approach to a new street network, including, if applicable, the consideration of Future Protected Public Streets as shown on Map 9-8 (Street Network) and the identification of new public streets that are appropriately scaled to create an urban pattern of streets and development blocks connecting to the existing street network on the Site.

C. MOBILITY

Street Network

- 1) Development will introduce a public street network to serve and support planned growth, and enhance connectivity with surrounding areas. The planned street network is conceptually shown on Map 9-8 (Street Network) and will be comprised of the following components:
 - i. Street A, with a minimum right-of-way width of 18.5 metres;
 - ii. Street B1, with a minimum right-of-way width of 23 metres;
 - iii. Street B2, with a minimum right-of-way width of 23 metres;
 - iv. Street C1, with a minimum right-of-way width of 23 metres to at least 30 metres to ensure sufficient space to facilitate complete street design with transit priority measures, such as a bus lane;
 - v. Street C2, with a minimum right-of-way width of 23 metres and align with the final width of Street C1, where required; and
 - vi. Street D, with a minimum right-of-way width of 23 metres.
- 2) Street A, Street B1 and Street C1 shall be public streets. All public streets shall be free and clear, above and below grade, of all physical and title encumbrances and encroachments, including, but not limited to, underground parking, surface and subsurface easements, except for any below grade pedestrian and/or vehicular connections as may be permitted and approved by City Council.

Future Protected Public Streets

- 3) Future Protected Public Streets include Street B2, Street C2 and Street D, as shown on Map 9-8 (Street Network). These streets will be subject to study as set out in Section B 9).

- 4) Future Protected Public Streets will, at the time of conveyance, be free and clear, above and below grade, of all physical and title encumbrances and encroachments. For clarity, Street B2, Street C2 and Street D, are not intended to be constructed or conveyed as part of the development of Block A and Block B.

Private Driveways and Service Connections

- 5) A network of existing Private Driveways, as shown on Map 9-8 (Street Network), may provide for interim access to, and support for, the operations of CF Fairview Mall.
- 6) Underground pedestrian and vehicular connections may be permitted throughout Block A, Block B and Block C. Where underground pedestrian and vehicular connections are proposed to be located below streets to be conveyed to the City, these pedestrian/vehicle connections will be combined and will be used for circulation purposes only and will be subject to City Council approval.
- 7) Private Driveways must protect for existing TTC Transit Routes as identified Map 9-8 (Street Network) and Map 9-11 (Transit and Transportation Demand Management Plan).

Local and Regional Transit Network

- 8) Development will be supported by existing and planned local and regional transit to provide connections to key destinations, transit stations, and surrounding neighbourhoods.
- 9) Development adjacent to existing and planned higher order transit, including transit routes, stations and interchanges, identified on Map 9-77 (Transit and Transportation Demand Management Plan), will consider the spatial requirements related to transit system infrastructure needs. The design of future transit facilities will be determined through studies with stakeholders.
- 10) Should access to the Don Mills Transit Interchange via Don Mills Road and Sheppard Avenue East be reconfigured, the busway serving the Don Mills Station Area may be considered for removal. The resultant space at grade may be considered for public realm improvements.

Pedestrian and Cycling Movement

- 11) New and existing pedestrian connections, including internal mall circulation, are planned as shown on Map 9-9 (Mobility Network). Pedestrian connections will link adjacent streets, public parks, private open spaces, cycling and transit infrastructure, and major retail destinations including CF Fairview Mall.

- 12) The pedestrian network will:
 - i. Create safe and comfortable pedestrian connections;
 - ii. Support pedestrian movement through the new mixed-use development to nearby transit and surrounding areas; and
 - iii. Provide for a clear pedestrian circulation route into, and through, the CF Fairview Mall.
- 13) Existing pedestrian connections on the Site may be improved to provide safe and continuous pedestrian infrastructure to, and between, the Fairview Gateways for residents and visitors.
- 14) A Multi-Use Path along the eastern and northeastern perimeter of the Site as shown on Map 9-9 (Mobility Network), will contain cycling and pedestrian connections, subject to consultation with, and approval by, the Ontario Ministry of Transportation.

Travel Demand Management

- 15) At locations conceptually identified on Map 9-11 (Transit and Transportation Demand Management Plan), development will incorporate multi-modal shared mobility hubs that may include bike share stations, publicly accessible carshare spaces, public electric vehicle charging stations, micromobility stations, high-occupancy vehicle parking and ride share hailing points. The exact locations, appropriate concentration and mix of multi-modal elements will be determined and secured through the development application review process.
- 16) To support a continued shift toward sustainable modes of travel, the overall existing retail parking supply for CF Fairview Mall will be gradually reduced over time.
- 17) A comprehensive Transportation Impact Study and Travel Demand Management Plan for the Site will be required with each Zoning By-law Amendment application.

D. BUILT FORM

Fairview Gateways

- 1) Fairview Gateways, at locations conceptually shown on Map 9-10 (Public Realm and Greening), will be emphasized through built form and architectural features, appropriate in scale and character to their planned contexts.

Built Form – Height and Transition

- 2) The design of tall buildings will make an appropriate contribution to the quality and character of the City skyline and views from the public realm with the greatest heights located closest to the Don Mills Station Area at the intersection of Sheppard Avenue East and Don Mills Road.
- 3) Development will generally provide a transition down of building heights from south to north to relate to surrounding neighbourhoods.
- 4) Development will generally provide a transition down of building heights from west to east and will respond appropriately as it interfaces the highway.

Built Form – Setbacks and Base Building Heights

- 5) Development will provide minimum setbacks from streets and parks to facilitate an expanded public realm, street greening, and/or future transit improvements on major rights-of-way where appropriate, as follows:
 - i. 5.0 metres along Sheppard Avenue East;
 - ii. 3.0 metres along Fairview Mall Drive;
 - iii. 7.0 metres along Don Mills Road;
 - iv. 3.0 metres for new public streets;
 - v. 5.0 metres above grade adjacent to new public parks;
 - vi. Setbacks listed in i-iv above may be reduced through a Zoning By-law Amendment provided that the development establishes a setback that creates a contextually appropriate built form; and
 - vii. Any setbacks for all streets not listed in i. to iv., above will be determined through a Zoning By-law Amendment.
- 6) Development will include minimum and maximum base building heights that will be appropriately scaled to achieve a comfortable and generally consistent building edge along new and existing streets, parks and open spaces as follows:
 - i. Generally a minimum height of 10.5 metres;
 - ii. Generally not exceed a maximum height of 80 percent of the adjacent street right-of-way width; and

- iii. Generally not exceed maximum height of 4 storeys, if adjacent to *Parks*.
- 7) Tall buildings shall incorporate base buildings designed to:
- i. Respond to the scale and proportion of adjacent streets, mid-block connections and gateways, parks and POPS;
 - ii. Have potential building edges along streets, parks and driveways as conceptually shown on Map 9-6 (Structure Plan);
 - iii. Respond to the varied topography of the Site; and
 - iv. Frame views to and from the Site as generally shown on Map 9-10 (Public Realm and Greening).

E. PUBLIC REALM NETWORK

- 1) Development will provide for an integrated network of public parks, POPS, mid-block connections, gateways and streets to support passive and active recreation as well as community activity, as conceptually identified on Map 9-8 (Street Network) and Map 9-10 (Public Realm and Greening).
- 2) Enhancements to the public realm, including POPS, mid-block connections, the Fairview Gateways and streets are conceptually identified on Map 9-10 (Public Realm and Greening). Enhancements to the public realm will create a welcoming, pedestrian-friendly and well-connected network of public and publicly accessible spaces that integrate new development with its surroundings, including CF Fairview Mall and internal mall connections. As development proceeds, enhancements to the public realm may be phased over time.

Privately-Owned Publicly-accessible Spaces

- 3) Where POPS are proposed, POPS will be identified in a Zoning By-law Amendment application as landscaped open space and the exact location, dimensions, configuration and design of the POPS will be determined at the time of Site Plan Approval.

Mid-block Connections

- 4) New mid-block connections will improve pedestrian permeability through the Site and will:
 - i. Be implemented through the Zoning By-law Amendment application process, where appropriate;

- ii. Be publicly-accessible, and designed to be universally accessible, and will have appropriate lighting and clear sight lines for public safety, where they connect through buildings;
- iii. Provide for an appropriate width given adjacent context, will be publicly accessible, will be designed to be universally accessible, landscaped for trees and cycle facilities, and will have appropriate lighting and clear sight lines for public safety, where they are open to the sky; and
- iv. Be utilized to support pedestrian mobility and permeability across the Site and to connect residents and visitors to key destinations such as the Don Mills Subway Station/Bus Terminal.

Fairview Gateways

- 5) The Fairview Gateways, shown conceptually on Map 9-10 (Public Realm and Greening) will welcome residents and visitors at major entries into the Site and will:
 - i. Facilitate safe pedestrian access and improved movement for all users;
 - ii. Create and frame views into the Site, as conceptually shown on Map 9-10 (Public Realm and Greening); and
 - iii. Incorporate elements such as landscaping, lighting, mall signage, public art and architectural features, where appropriate.
- 6) New development will introduce landscaped spaces, street trees and street furniture, reducing the proportion of paved impermeable areas and contributing to a comfortable pedestrian experience. Trees and linear plantings will line new streets and Private Laneways as shown on Map 9-10 (Public Realm and Greening).

Street Network and Streetscaping

- 7) Additional streetscaping and greening opportunities will be considered along existing private driveways, as shown on Map 9-8 (Street Network) and Map 9-10 (Public Realm and Greening). Existing private driveways encircling the site will connect CF Fairview Mall to the public street network. These private driveways will provide access for mall servicing.
- 8) The primary purpose of the existing private driveways is to provide access to transit facilities, parking, and loading facilities within an upgraded public realm with the ability to accommodate two-way dedicated pedestrian movement as well as shared facilities for vehicles and cyclists.

F. PUBLIC PARKS

- 1) New public parkland will be required to support and meet the needs of residents and of employees of the Site and the broader community. There will be a minimum of two new public parks of a significant size within the Site to support its comprehensive redevelopment:
 - i. Park Block A, being a new public park with frontage along Fairview Mall Drive and Street B, will have a minimum size of 5,000 square metres; and
 - ii. Park Block B, being a new public park with frontage along Sheppard Avenue East and Street C, will have a minimum size of 4,500 square metres.
- 2) The parkland dedication requirement for the Site is to be calculated net of any conveyances of public streets labelled as “Public Streets” on Map 9-8 (Street Network). “Future Protected Public Streets” identified on Map 9-8 (Street Network) will only to be netted of the site area for purposes of calculating the parkland dedication requirement, if they are conveyed to the City in connection with the development of the Site. The “Future Protected Public Streets” will only be included in the site area for the purposes of calculating the required parkland dedication in connection with the development for CF Fairview Mall and/or the Don Mills Station Area.
- 3) Additional locations for onsite public parkland within Block C will be explored as part of the Official Plan Amendment contemplated in Section B 9). New parks will complement the existing location and function of existing parks in the surrounding context, to form a network of accessible, pedestrian-friendly green spaces. Opportunities to expand public parks within the Site will be explored and prioritized.
- 4) Development will be located and massed to ensure that public parkland has access to adequate sunlight between 9:18am and 5:18pm from March 21st to September 21st.
- 5) All public parkland to be conveyed will:
 - i. Be of a usable shape and size to maximize recreation and programming opportunities;
 - ii. Be free and clear, above and below grade, of all physical obstructions and easements, encumbrances and encroachments, including underground parking, surface and subsurface easements;
 - iii. Provide generous frontage on a public street, have address on a public street and be serviced from a public right-of-way;

- iv. Be screened or separated from servicing and loading infrastructure;
and
 - v. Be designed to support all users of the community.
- 6) For lands designated *Parks*, any existing interim conditions may be permitted to remain until such time as those lands are conveyed to the City.

G. HOUSING

- 1) To support the achievement of a complete and inclusive community, a diverse range and mix of housing options will be provided, including affordable housing and purpose-built rental housing, to accommodate people at various stages of life, and to accommodate the needs of a range of household sizes and incomes.
- 2) Any new development containing residential units will secure a minimum amount of affordable housing and be delivered in each phase of development as follows:
 - i. A minimum of (3 percent) percent of the total new residential gross floor area shall be secured as affordable rental housing;
 - ii. The affordable housing units shall be secured at affordable rents for a period of at least 40 years from the date of first residential occupancy of the affordable housing unit;
 - iii. The initial rent (inclusive of utilities) charged to the first tenants, and upon turnover, of the affordable housing units shall not exceed affordable rent as defined by the Official Plan;
 - iv. The unit mix of the affordable housing shall reflect the market component of the development, as appropriate, to achieve a balanced mix of unit types and sizes and support the creation of affordable housing suitable for families;
 - v. Affordable housing units will have shared access on the same terms as other residential units to all indoor and outdoor amenity areas; and
 - vi. The affordable housing will be secured in an agreement satisfactory to the City.
- 3) If any Inclusionary Zoning By-law takes effect and is applicable to development on the lands subject to Policy 4.2.7 of the Official Plan, then the Official Plan Inclusionary Zoning policies and by-law, as may be amended, will prevail, and the affordable housing requirements in Policy

G. 2) above, will no longer apply, but only provided the applicable Inclusionary Zoning policy and by-law requirements meet or exceed the requirements of Policy G. 2) above.

- 4) To achieve a balanced mix of residential unit types and sizes, developments that contain more than 20 new residential units will include larger units as follows:
 - i. A minimum of 15 percent of the total number of units as 2-bedroom units;
 - ii. A minimum of 10 percent of the total number of units as 3-bedroom units; and
 - iii. An additional 15 per cent of the total number of units being a combination of 2-bedroom and 3-bedroom units.
- 5) A Housing Issues Report will be required as part of a complete Zoning By-law Amendment application for each phase of development that identifies the proposed unit mix, unit sizes and, how affordable housing units will be delivered including affordable housing unit types, sizes, and location of affordable housing.

H. COMMUNITY SERVICES AND FACILITIES

- 1) New community services and facilities and expansions or retrofits of existing facilities will be provided through phased development and designed to meet the requirements of the City and/or public agencies and boards, and will:
 - i. Be located in highly visible locations with strong pedestrian, cycling and transit connections for convenient access;
 - ii. Be generally located within new mixed-use buildings or within CF Fairview Mall, where appropriate;
 - iii. Provide flexible, accessible, multi-purpose spaces that can be animated in different ways and adapted over time to meet the varied needs of different user groups;
 - iv. Where possible, have a relationship to other public or publicly accessible amenities, such as public parks, privately owned publicly accessible spaces; and
 - v. In the case of community agency space and where required by the City, will have a separate entrance from other uses in the building.

- 2) The following community service facilities are a priority for the Site:
 - i. Community agency space operated under the Community Space Tenancy Policy to ensure non-profit organizations have access to below-market space and can provide programs to meet specific community needs;
 - ii. Not-for-profit licensed Child Care Centre; and
 - iii. Additional community service facilities priorities that may be identified over time.
- 3) A Community Services and Facilities Study will be submitted with the Draft Plan of Subdivision and Zoning By-law Amendment applications for the Site, except for Phase 1, and will address the manner, order and timing of the provision of community facilities.
- 4) The provision of on-site community service facilities will keep pace with new development, with exception of Phase 1.

I. ENVIRONMENTAL SUSTAINABILITY & CLIMATE ACTION

- 1) Development is encouraged to meet or exceed the highest performance level of the Toronto Green Standard, including achievement of zero emissions and retention of 100 per cent of rainfall and snowmelt on site.
- 2) Development and streetscape improvements will:
 - i. Integrate absorption and retention of stormwater;
 - ii. Incorporate biodiversity;
 - iii. Incorporate sufficient soil volume to ensure growth of large, healthy shade trees, and, where appropriate, other plantings, informed by design guidelines developed by the City; and
 - iv. Integrate municipal servicing and utilities in a manner that is compatible with existing and planned trees within the City Right-of-Way.
- 3) Development, infrastructure and public realm improvements will seek to optimize opportunities for water conservation, on-site infiltration and stormwater control through low impact development approaches including green roofs, rain gardens, greywater reuse in buildings and for on-site irrigation, swales, soak-ways, underground retention/ infiltration, infiltration trenches, urban bioswales, permeable paving and use of native plant material.

- 4) Development will be encouraged to promote and incorporate community resilience and biodiversity objectives by:
 - i. Considering partnerships and opportunities for collaboration with local environmental initiatives;
 - ii. Creating habitats that provide shelter, refuge and food; and
 - iii. Planting a variety of species at grade and on rooftops, including native plant species that are pollinator-friendly.
- 5) Development will be strongly encouraged to:
 - i. Incorporate low-carbon/renewable thermal energy technologies such as geo-exchange and solar thermal systems, as well as heat recovery from sources such as sewers, data centres, and industry to reduce greenhouse gas emissions;
 - ii. Develop or incorporate connections to an existing or planned thermal energy network (district energy system); and
 - iii. Provide backup power for resilience to area-wide power outages, including in residential buildings.

J. SERVICING

- 1) Prior to the approval of any development on the Site through any Zoning By-law Amendment, a Master Servicing Report will be required to be approved by the City. The water, sanitary, and stormwater infrastructure capacity will be assessed within the Master Servicing Report and it will be demonstrated that the proposed development, including evaluating the maximum permitted densities in Section B 4) can be supported.
- 2) The Master Servicing Report will serve as a guiding document to support development and review of subsequent development applications on the Site.
- 3) Servicing Reports and Stormwater Management Reports submitted for each phase of development, or part thereof, will be required to analyze and identify any updated municipal servicing requirements to support the development and will update the analysis and identification of servicing infrastructure needs found in the Master Servicing Report, as required, reflecting the most up-to-date conditions at the time of application submission.

- 4) Where improvements and/or upgrades to existing municipal infrastructure, or new municipal servicing infrastructure are planned, the timing and/or phasing of development will be coordinated with planned new, improved and/or upgraded infrastructure to coordinate land use planning, infrastructure planning and infrastructure investment.
- 5) Where infrastructure capacity is inadequate to support proposed and planned growth, development will be required to provide upgrades and/or improvements to municipal servicing infrastructure, and new municipal servicing infrastructure, where appropriate, to provide adequate capacity, secured prior to the approval of any zoning by-law amendment, which may include a Holding (“H”) provision for such purposes.

K. IMPLEMENTATION

Phasing

- 1) To ensure the orderly, comprehensive and integrated development of the Site, development is intended to proceed on a phased basis as generally shown on Map 9-7 (Phasing Plan), but the phases are not required to proceed in numeric order. New public infrastructure and parkland will be phased along with certain phases of development of the Site as follows:
 - i. Phase 1 shall include the construction and conveyance of Public Street C1;
 - ii. Phase 2 shall include (a) the construction and conveyance of Public Street B1 and Street A to the City to its satisfaction; and (b) the conveyance of the Multi Use Path to the City;
 - iii. Phase 3 shall include the construction and conveyance of Public Street A and Street B1 to the City to its satisfaction, if not already conveyed to the City; and
 - iv. Phase 4 shall include the construction and conveyance of Public Street A and Street B1 to the City to its satisfaction, if not already conveyed to the City.
- 2) New parkland will be phased along with certain phases of development of the Site as follows:
 - i. Park Block A will be conveyed to the City as public parkland to the satisfaction of the City under Section 42 of the *Planning Act* in conjunction with the development of Phase 2, Phase 3 or Phase 4, whichever proceeds first; and

- ii. Park Block B will be conveyed to the City as public parkland to the satisfaction of the City under Section 42 of the *Planning Act* in conjunction with the development of Phase 5.
- 3) Notwithstanding Policies K. 1) and K. 2) above, if the City, in its sole discretion, is satisfied that the timely delivery of the required matters listed in those policies have been secured to the City's satisfaction, then those matters identified in any specified Phase may be provided earlier or later than specified in Policies K. 1) and K. 2) above, at the discretion of the City.

Plans of Subdivision and Zoning By-law Amendments

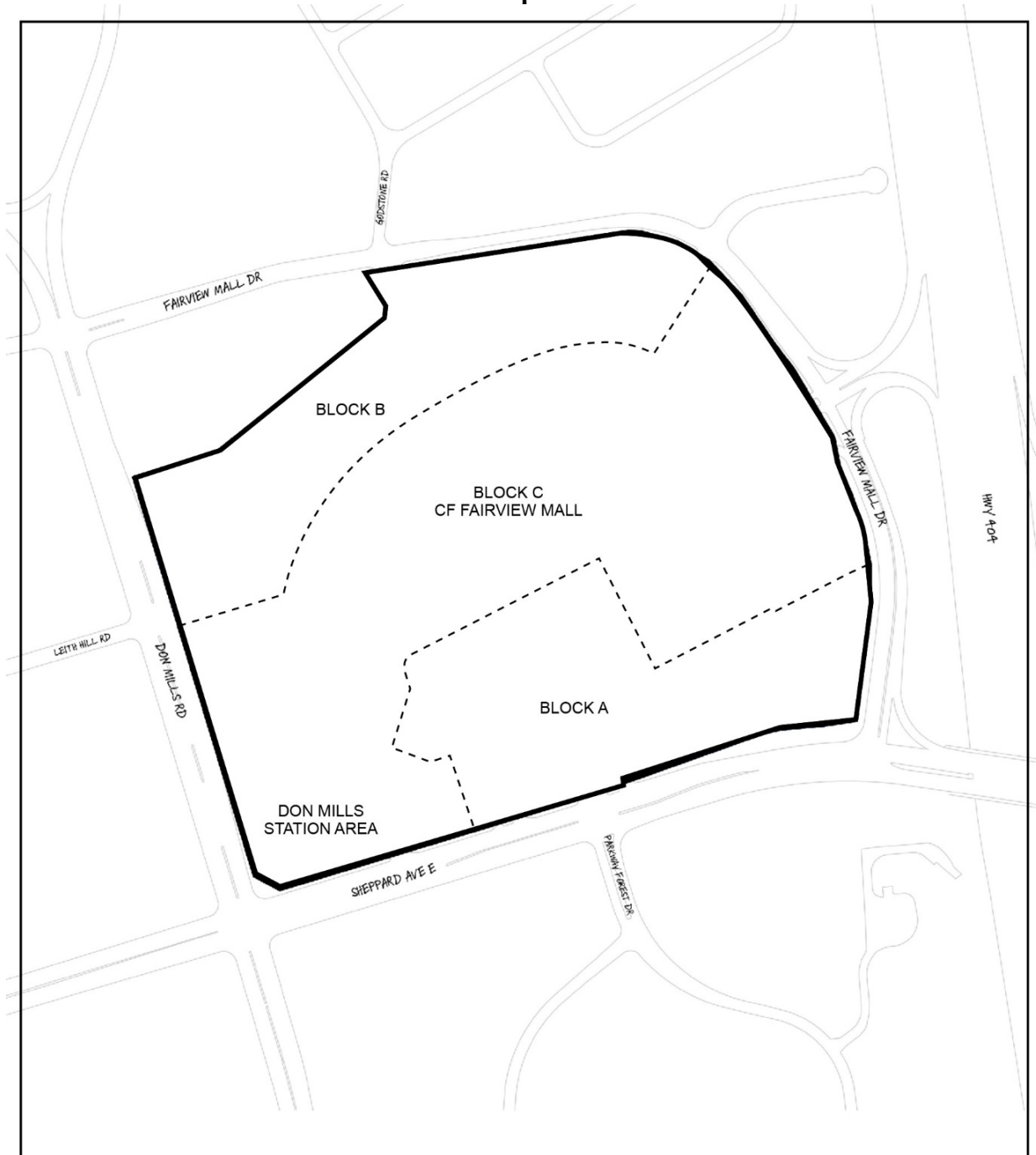
- 4) Prior to any development proceeding on the Site or within each Phase, a Draft Plan of Subdivision will be required to be approved for the Site or, at a minimum, for each Phase of development on the Site. A Draft Plan of Subdivision for the Site, or each Phase on the Site, will be encouraged to be approved prior to, or concurrent with, the approval of any Zoning By-law Amendment for the Site or for each Phase on the Site.
- 5) A Subdivision Agreement(s) will be entered into and registered on title to implement applicable aspects of the policy framework, and other related matters, and will include securing a satisfactory Housing Plan and inclusive of the affordable housing as contemplated by this Site and Area Specific Policy and subsection 51(17) of the Planning Act, if not already secured in another agreement.
- 6) The Draft Plan of Subdivision may be registered in phases, if appropriate.
- 7) The phasing of development and required infrastructure for the Site, or a part thereof, including the provision of all new public streets, municipal services, transportation infrastructure, transit improvements, streetscape improvements and parkland will be secured through the Draft Plan of Subdivision and Zoning By-law Amendment(s).
- 8) The delivery in phases of the transportation system for the Site, including related improvements and infrastructure, will occur in an integrated manner and be secured in a Subdivision Agreement.

Zoning By-law Amendments

- 9) Zoning By-law Amendment(s) will provide for community services and facilities, where required, for the Site.

- 10) Where a Draft Plan of Subdivision for any phase of development is not approved prior to, or concurrent with, a Zoning By-law Amendment, a Holding (H) provision may be applied to require the approval of the Draft Plan of Subdivision prior to the issuance of any building permit for the relevant lands.
 - 11) Development will be sequenced to ensure that appropriate transportation infrastructure, municipal servicing infrastructure, community services and facilities, and parkland are available to service the Site. A Holding (H) provision may be applied to appropriately sequence the timing for these matters."
3. Chapter 6, Secondary Plans, Section 9, Sheppard East Subway Corridor Secondary Plan, is amended by adding Map 9-5 to and including Map 9-11 for the lands municipally known in 2023 as 1800 Sheppard Avenue East as follows:

Map 9-5



1800 Sheppard Avenue East

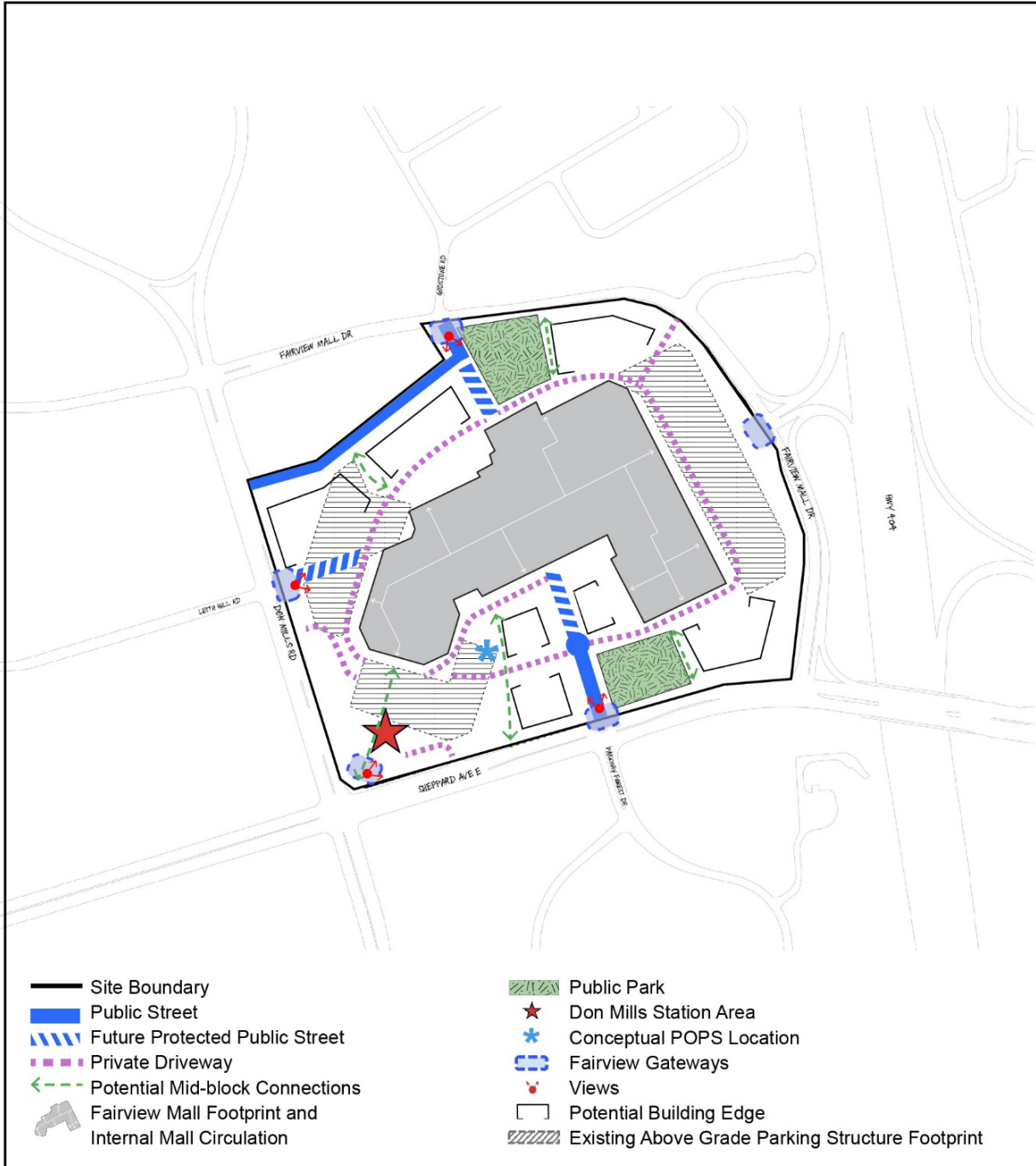
Map 9-5 Policy 4.2.7: Key Map

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Map 9-6



1800 Sheppard Avenue East

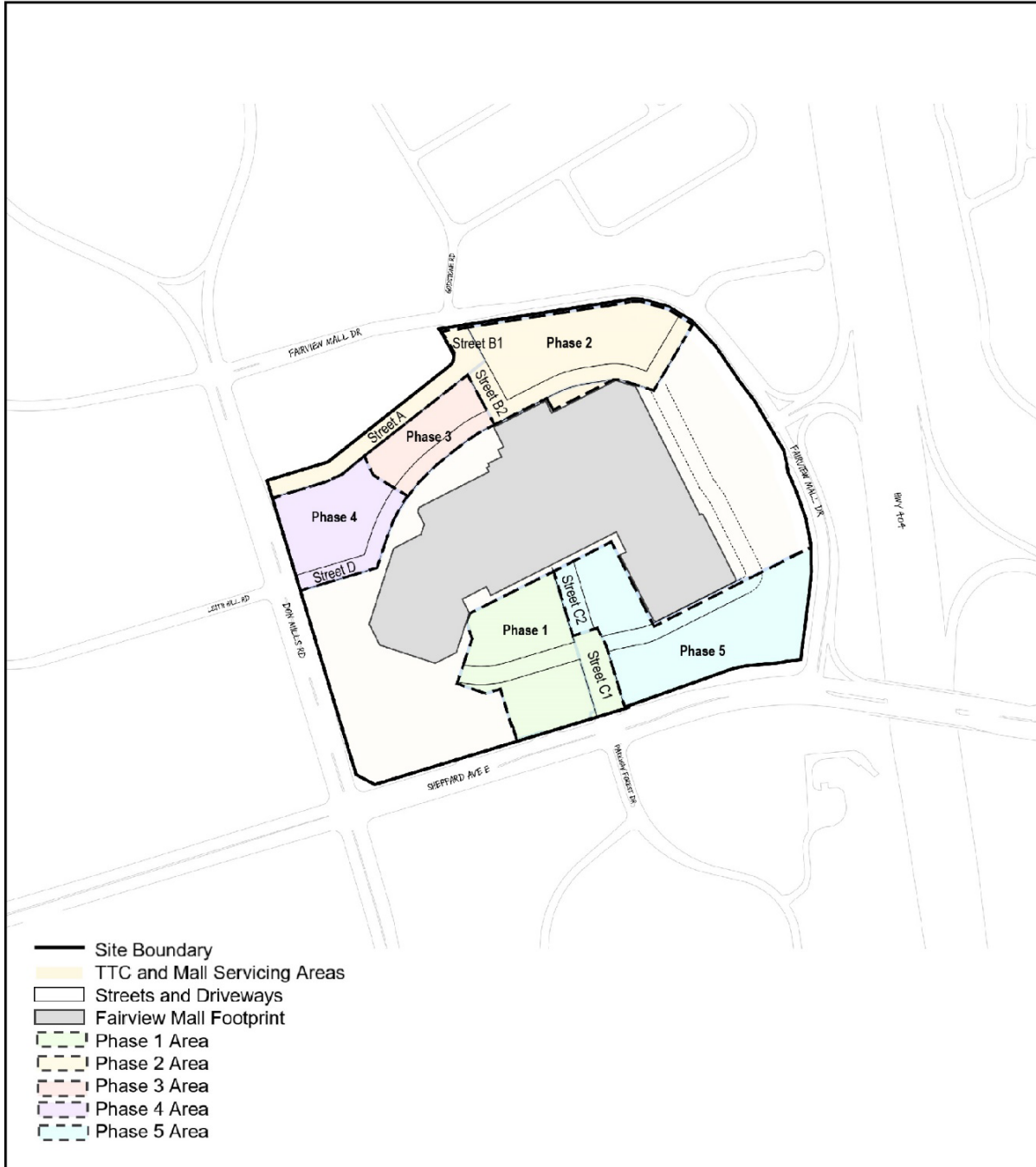
Map 9-6 Policy 4.2.7: Structure Plan

File # 22 135661 NNY 17 0Z



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09/17/2024

Map 9-7



1800 Sheppard Avenue East

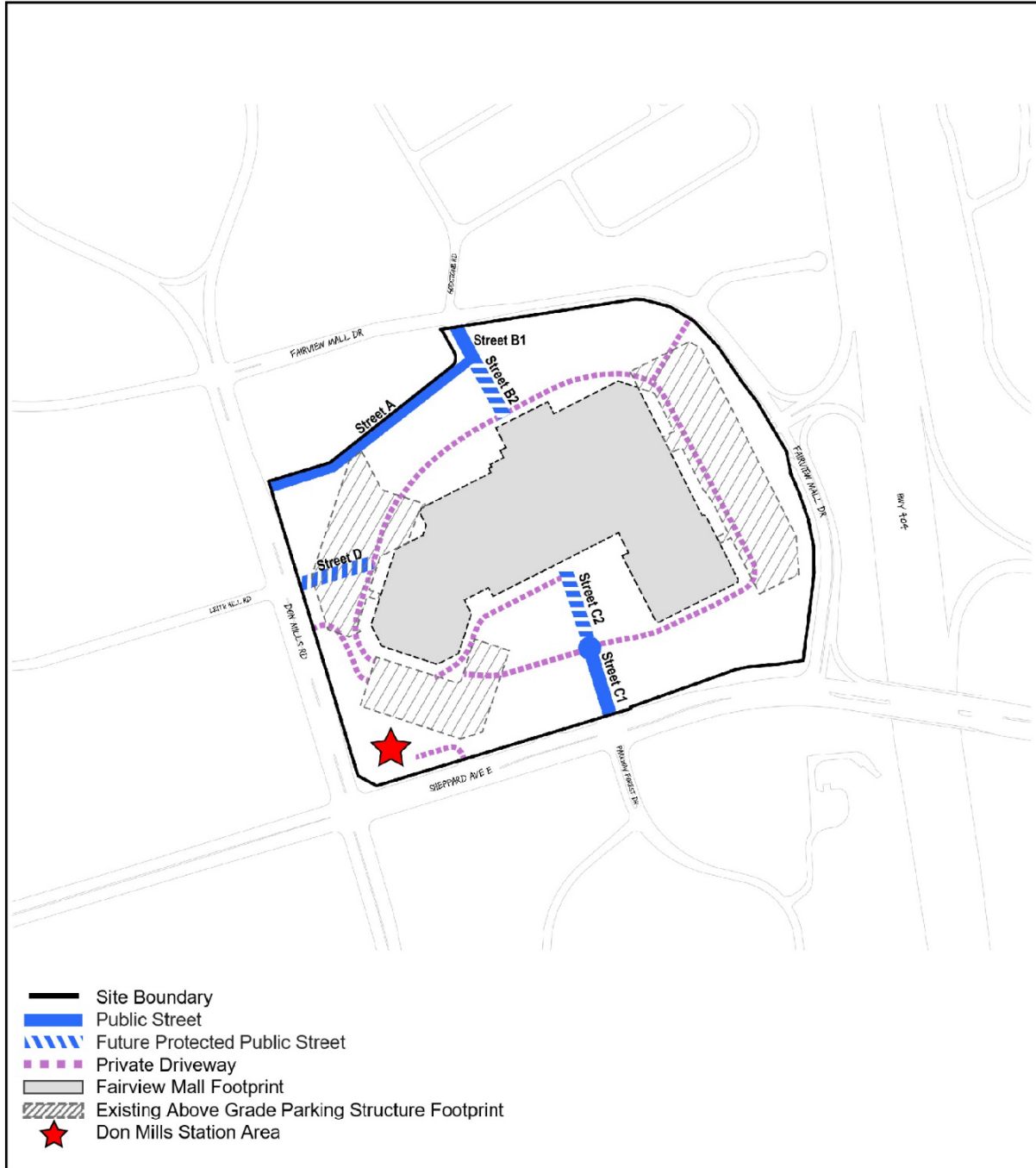
Map 9-7 Policy 4.2.7: Phasing Plan

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09/17/2024

Map 9-8



1800 Sheppard Avenue East

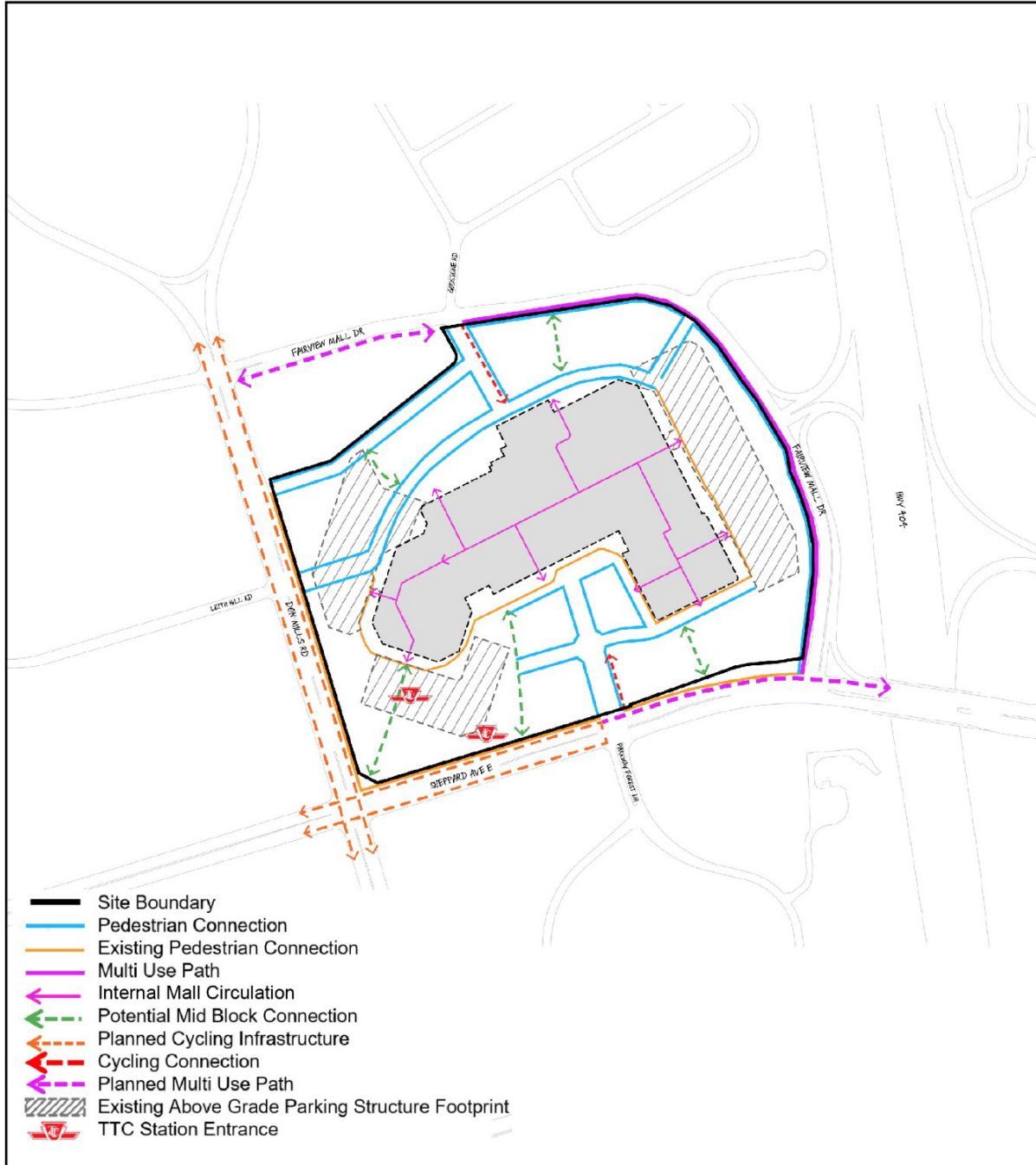
Map 9-8 Policy 4.2.7: Street Network

File # 22 135661 NNY 17 0Z



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09/17/2024

Map 9-9



1800 Sheppard Avenue East

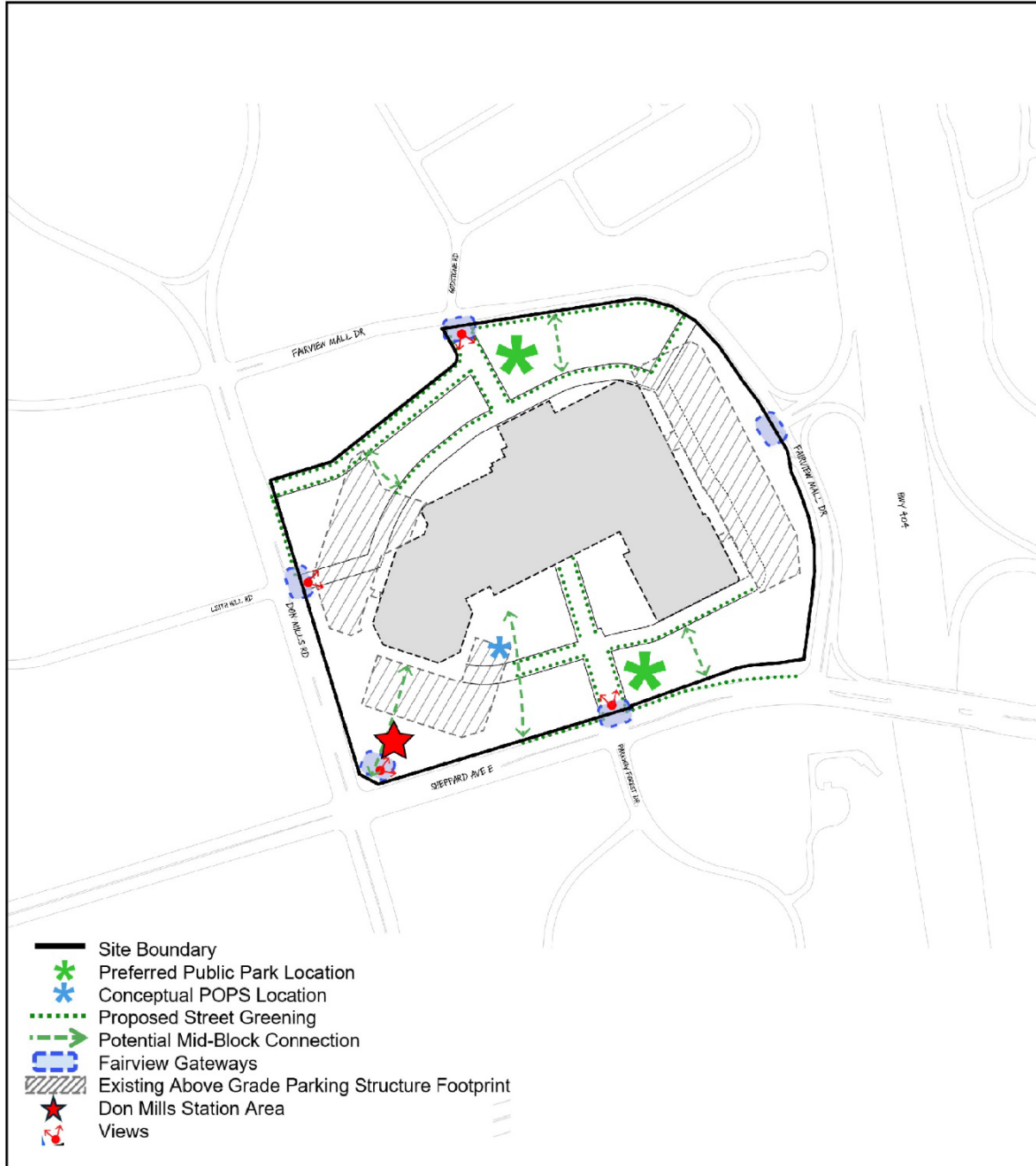
Map 9-9 Policy 4.2.7: Mobility Network

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Map 9-10



1800 Sheppard Avenue East

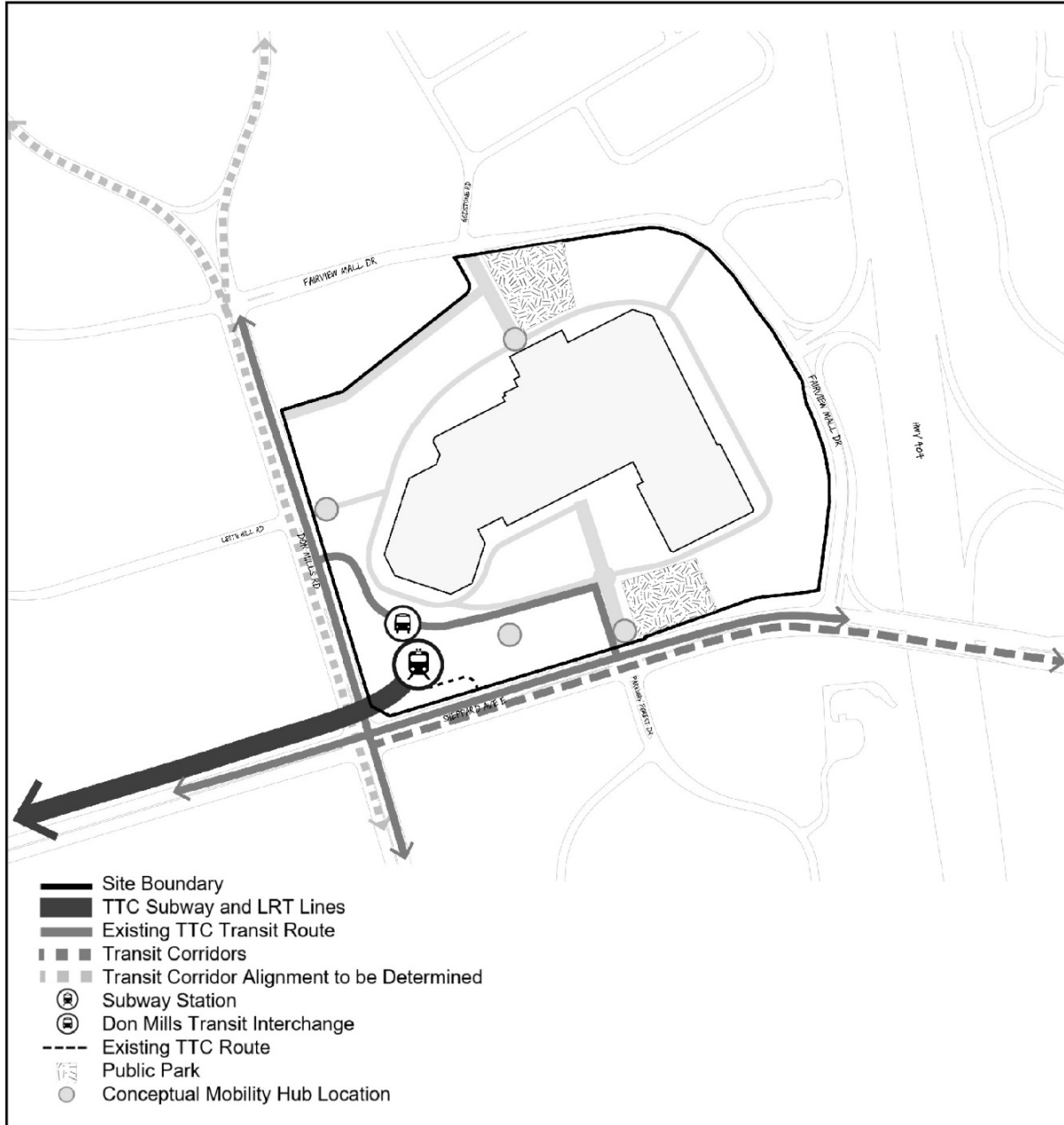
Map 9-10 Policy 4.2.7: Public Realm and Greening

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Map 9-11



1800 Sheppard Avenue East

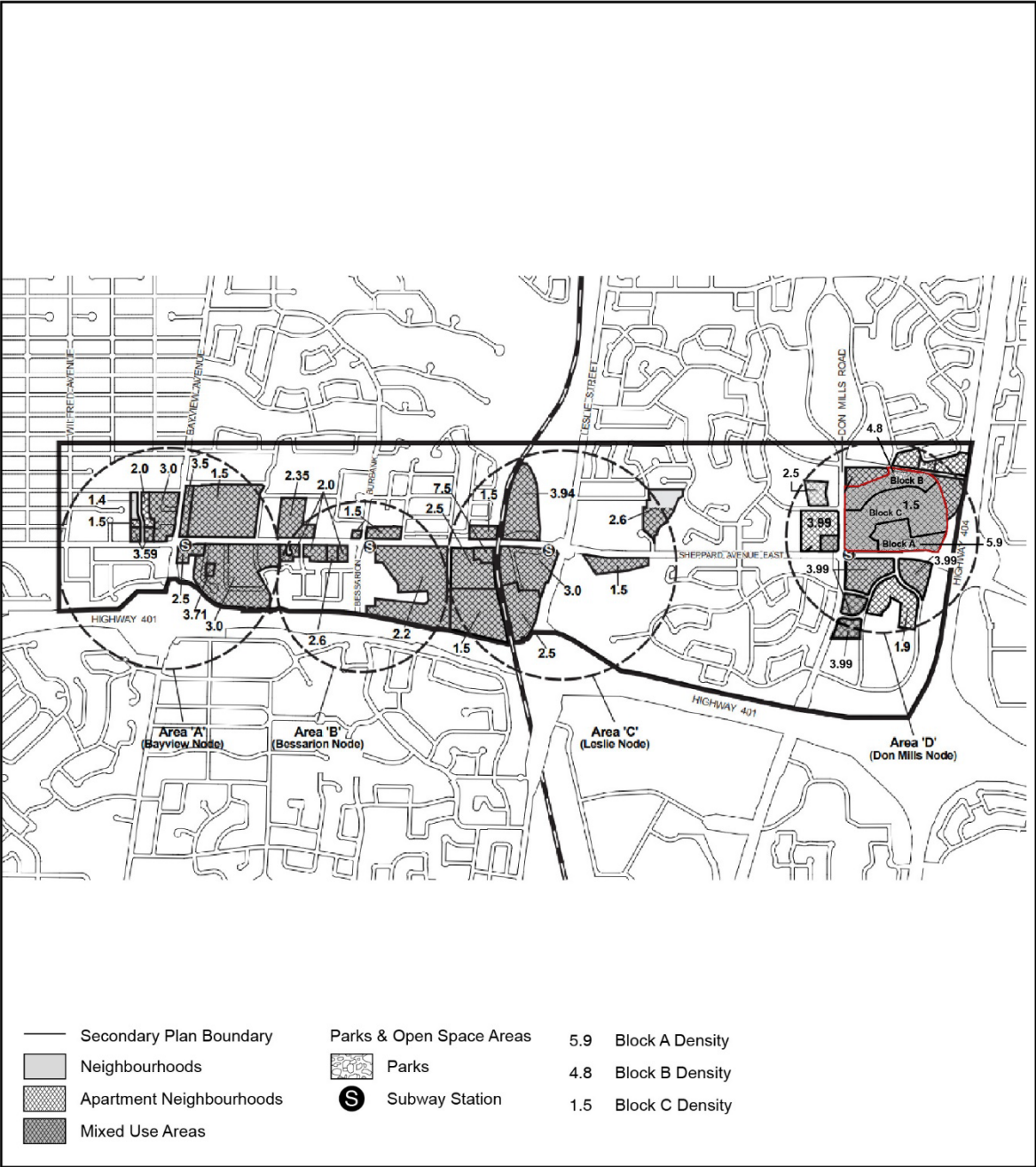
**Map 9-11 Policy 4.2.7: Transit and
Transportation Demand Management Plan**

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Appendix 1



1800 Sheppard Avenue East

Appendix 1

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