



STAFF REPORT ACTION REQUIRED

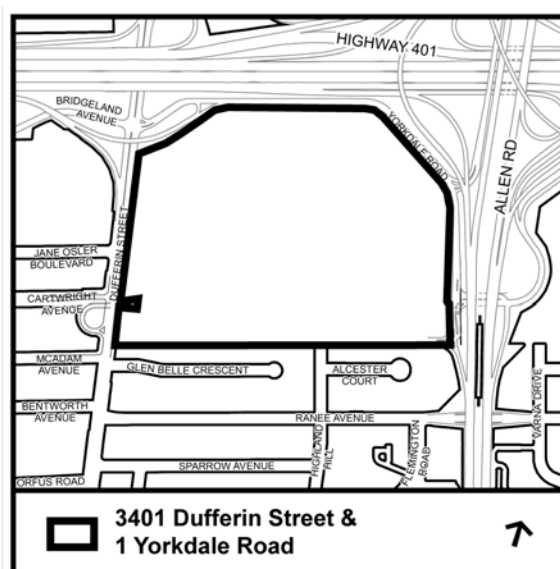
3401 Dufferin Street and 1 Yorkdale Road - Yorkdale Shopping Centre Block Master Plan - Official Plan and Zoning By-law Amendment Applications - Preliminary Report

Date:	September 28, 2017
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 15 – Eglinton-Lawrence
Reference Number:	17 168973 NNY 15 OZ

SUMMARY

On May 30th, 2017, Urban Strategies submitted an Official Plan and Zoning By-law Amendment application for the entire Yorkdale Shopping Centre site in response to their appeals to the Dufferin Street Secondary Plan on behalf of OMERS Realty Holdings, ARI YKD Investments LP, Yorkdale Shopping Centre Holding Inc., and OMERS Realty Holding (Yorkdale) Incorporated.

These applications propose to amend the Official Plan and Zoning By-law to allow for a long term, mixed use plan for the entire Yorkdale Shopping Centre site at 3401 Dufferin Street and 1 Yorkdale Road. The applications include three conceptual block master plan options that comprise of a range of retail, office, hotel and residential uses with a maximum proposed total future gross floor area of 682,670 square metres and 2.29 Floor Space Index, and an internal private above and below grade street network. The proposed development is intended to occur in a phased manner over the next 20+ years.



This report provides preliminary information on the above noted applications as well as the City's proposed review and evaluation process with regards to the submitted applications and public engagement strategy.

Community consultation meetings will be scheduled in consultation with the Ward Councillor. A Final Report and Public Meeting under the *Planning Act* to consider this application will be scheduled provided the issues outlined in this report and all required information is submitted by the applicant in a timely manner.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to initiate the public engagement work plan outlined in this report in consultation with the area Councillor and applicant which would include scheduled community consultation meetings for the lands at 3401 Dufferin Street and 1 Yorkdale Road, Yorkdale Shopping Centre.
2. Notice for the community consultation meetings be given to landowners and residents within a 120 metre radius of the site and area bounded by the 401 to the north, Caledonia Road to the west, Orfus Road, Sparrow Avenue, Stockton Road and Ranee Road to the south and Neptune Drive and Ameer Avenue to the east.
3. Notice for the public meeting under the Planning Act be given according to the regulations of the Planning Act.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

Lawrence-Allen Secondary Plan

On November 30, 2011, City Council approved the Lawrence-Allen Secondary Plan, adopting Amendment No.162 to the City of Toronto Official Plan, to allow the revitalization of Lawrence Heights to proceed. At the same meeting, City Council adopted the Lawrence-Allen Community Services and Facilities Strategy, Transportation Master Plan, Urban Design Guidelines and Financial Strategy and endorsed the Infrastructure Master Plan.

A copy of the Lawrence-Allen Secondary Plan can be found here:

<http://www.toronto.ca/legdocs/bylaws/2011/law1414.pdf>

A link to the City Council decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.NY11.24>

Dufferin Street Secondary Plan

The Dufferin Street Secondary Plan Official Plan Amendment (OPA 294) and Urban Design Guidelines, and the City staff report with recommendations was considered at the November 10th, 2015 meeting of North York Community Council and recommended to City Council with amendments.

On December 9, 2015, City Council adopted the recommendation of North York Community Council and the Secondary Plan and Urban Design Guidelines.

A copy of the final report presented at Community Council can be found here:

<http://www.toronto.ca/legdocs/mmis/2015/ny/bgrd/backgroundfile-85241.pdf>

A copy of the City Council decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.NY10.42>

A copy of By-law 1351-2015 can be found here:

<http://www.toronto.ca/legdocs/bylaws/2015/law1351.pdf>

The Dufferin Street Secondary Plan (DSSP) By-law 1351-2015 has been appealed to the Ontario Municipal Board. OMERS Realty Holdings, ARI YKD Investments LP, Yorkdale Shopping Centre Holding Inc., and OMERS Realty Holding (Yorkdale) Incorporated are one of 7 appellants of the Dufferin Street Secondary Plan and By-law 1351-2015. Mediation at the Ontario Municipal Board has been scheduled for October 16th to the 20th and October 30th to November 3rd, 2017.

Yorkdale Shopping Centre

Since its opening in 1964, Yorkdale Shopping Centre has altered its exterior and interior layout through multiple renovations and expansions. This includes recent Site Plan Amendment application approvals for the East expansion (Nordstrom) (Application No. 13 156857 NNY 15 SA) and West expansion (Restoration Hardware) (Application No. 15 125487 NNY 15 SA).

Pre-Application Consultation

A pre-application consultation meeting was held with the applicant on February 22, 2016 to discuss the proposal and submission of a Block Master Plan for Yorkdale Shopping Centre. In October 2016, the applicant approached City staff for further clarification with regards to complete application submission requirements. These submission requirements were provided to the applicant on November 15, 2016.

ISSUE BACKGROUND

Proposal

The applications propose to comprehensively plan the Yorkdale Shopping Centre site by amending the Official Plan specifically with regards to the Dufferin Street Secondary Plan to extend its boundaries to include the entirety of the Yorkdale Shopping Centre site and to amend Zoning By-law 7625 and to update the existing zoning on site to allow for

increased height, residential uses, increased density, to permit below grade parking, increased built form and revised building setbacks.

Three conceptual block master plan options have been submitted with the applications which propose potential development of the Yorkdale Shopping Centre site over the next 20+ years.

The three submitted conceptual block master plan options propose to:

- establish a network of private internal streets above and below grade and connections to existing streets;
- include the potential expansion of the existing enclosed Yorkdale Shopping Centre towards Dufferin Street;
- locate a Privately Owned Publically Accessible Space fronting on Dufferin Street;
- reconfigure the existing McAdam Avenue loop to include an intersection with a pedestrian crossing and public park at grade; and
- conceptually organize additional proposed retail, hotel, office and residential buildings surrounding the edges of the site that range in height from 2 to 38 storeys.

The three submitted block plan concepts propose a similar configuration along the Dufferin Street frontage. Each option differs in the manner in which proposed residential, office, hotel and retail development address Yorkdale Road to the north of the site.

Option 1 (Residential Focus) proposes an additional 320,338 square metres of development on site comprised of 90,986 square metres of retail space, an 8 storey hotel with a gross floor area of 11,891 square metres (240 rooms) facing Dufferin Street, 6 office buildings with a total gross floor area of 57,189 square metres which would contain ground floor retail space; and 7 residential buildings with a total gross floor area of 160,271 square metres (1,496 units). Proposed buildings range in height from 25 metres to 120 metres and 4 to 30 storeys (See Attachment 1: Conceptual Site Plan – Option 1).

Option 2 (Office Focus) proposes an additional 416,545 square metres of development on site comprised of 90,949 square metres of retail space, an 8 storey hotel with a gross floor area of 10,108 square metres (208 rooms), 6 office buildings with a total gross floor area of 197,004 square metres, and 7 residential buildings with a total gross floor area of 118,485 square metres (738 units). Proposed buildings would range in height from 25 metres to 120 metres and 4 to 30 storeys (See Attachment 2: Conceptual Site Plan-Option 2).

Option 3 (Northern Mall Expansion) proposes an additional 371,108 square metres of development on site comprised of 88,543 square metres of retail space, an 8 storey hotel with a gross floor area of 10,108 square metres (208 rooms), 6 office buildings with a total gross floor area of 170,527 square metres and 7 residential buildings with a total gross floor area of 101,930 square metres (962 units). Proposed buildings would range in

height from 25 metres to 120 metres and 4 to 28 storeys (See Attachment 3: Conceptual Site Plan – Option 3).

The applicant has not identified a preferred land use option.

For more information and statistics of the proposed maximum build out of the site (Option 2) please refer to Attachment 9: Application Data Sheet.

Site and Surrounding Area

The subject site is bordered by Dufferin Street to the west, Highway 401 and Yorkdale Road to the north, Yorkdale Road and Allen Road to the east, and a low-density residential neighbourhood to the south. The site is approximately 30 hectares in size and includes the existing shopping centre site of 250,000 square metres and associated surface, underground and above ground parking, adjacent office building of 9,125 square metres and GO bus terminal. The building on site is connected to the Yorkdale Subway Station via an elevated pedestrian passageway.

Surrounding land uses are as follows:

North: Immediately north of the site is Highway 401. Beyond Highway 401 on the east side of Dufferin Street is the Dufferin Wilson *Regeneration Area* and further east is a large format retail plaza fronting onto Wilson Avenue and Billy Bishop Way. Further north is the Bombardier plant and airport.

South: Immediately south of the site is the Yorkdale south service road. Beyond Yorkdale Road is a low-density residential neighbourhood consisting of single family dwellings.

East: Immediately east of the site is Yorkdale Road and Allen Road and Yorkdale Subway Station. Beyond Allen Road is Baycrest Park.

West: Immediately west of the site is Dufferin Street which contains a 30 metre right of way. Along the west side of Dufferin Street across from the Yorkdale Shopping Centre is an 11-storey hotel (Holiday Inn subject to applications to amend the Official Plan and Zoning By-laws at 3450 Dufferin Street to permit three mixed-use buildings of 37 storeys, 33 storeys and 29 storeys including a hotel, Application No. 16 216502 NNY 15 OZ and 16 216508 NNY 15 SB), a Honda car dealership, 1 and 2-storey mixed-use buildings and an 8-storey residential building (Condominium Application No. 15 215205 NNY 15 CD).

Planning Policy Context

Provincial Policy Statement

The Provincial Policy Statement (2014) provides policy direction Province wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The City of Toronto uses the PPS to guide its Official Plan and to inform decisions on other planning and development matters. The PPS is issued under Section 3 of the Planning Act and all decisions of Council affecting land use planning matters "shall be consistent with" the Provincial Policy Statement.

Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth in the Greater Golden Horseshoe region including:

- Setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;

- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

Like other provincial plans, the Growth Plan for the Greater Golden Horseshoe (2017) builds upon the policy foundation provided by the Provincial Policy Statement (2014) and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. All decisions by Council affecting land use planning matters are required by the *Planning Act*, to conform, or not conflict, as the case may be, with the Growth Plan.

Official Plan

The portion of the property fronting onto Dufferin Street is located on an *Avenue* as noted on Map 2 in the Official Plan and has been included in the Dufferin Street Secondary Plan. The site is designated *Mixed Use Areas*, as noted on Map 17 in the Official Plan (See Attachment 10: Official Plan). The site is also entirely located in the Lawrence-Allen Secondary Plan.

Avenues (2.2.3)

Section 2.2.3 of the Official Plan speaks to policies regarding lands situated on *Avenues* as per Map 2 – Urban Structure. The *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.

Although intensification is encouraged, each *Avenue* is different in terms of lot sizes and configuration, street width, existing uses, neighbouring uses, transit service and streetscape potential. Therefore, there is no "one size fits all" program for reurbanizing the *Avenues*. A framework for change will be tailored to the situation of each *Avenue* through a local Avenue Study. The Dufferin Street Secondary Plan was approved on December 15, 2015 and represents the complete 'Avenue' study for Dufferin Street from just south of Lawrence Avenue West to Highway 401.

Healthy Neighbourhoods (2.3.1)

The properties to the south of the subject site are designated as *Neighbourhoods* by the Official Plan. Section 2.3.1, *Healthy Neighbourhoods* in the Official Plan includes policies for development in *Mixed Use Areas* adjacent to *Neighbourhoods*. In particular, policy 2 in this section states that development in *Mixed Use Areas*, *Regeneration Areas* and *Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods* will:

- a) be compatible with those *Neighbourhoods*;

- b) provide a gradual transition of scale and density, as necessary to achieve the objectives of this Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;
- c) maintain adequate light and privacy for residents in those *Neighbourhoods*; and
- d) attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

Bringing the City Together: A Progressive Agenda of Transportation Change (2.4)

Section 2.4 of the Official Plan speaks to integrating transportation and land use planning at both the local and regional scale. This includes planning in "next generation" terms to make walking, cycling and transit increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system.

Policy 3 in this section states that the City will show leadership within the region in the implementation of Transportation Demand Management (TDM) measures to reduce auto dependence and rush-hour congestion in the road and transit networks by:

- a) requiring a Transportation Demand Management (TDM) strategy as part of a Transportation Impact Study (TIS) for all applications for major commercial, employment or institutional developments to which the City's TIS Guidelines apply;
- b) actively pursuing measures which will:
 - i. increase the proportion of trips made by walking, cycling, and transit;
 - ii. increase the average automobile occupancy rate;
 - iii. reduce the demand for vehicular travel; and
 - iv. shift travel times from peak to off-peak periods;
- c) supporting the workplace TDM efforts of Smart Commute Toronto and the region-wide Metrolinx Smart Commute program, as well as TDM programs supported by School Boards;
- d) supporting the local implementation of TDM measures through the creation and operation of local Transportation Management Associations (TMAs) across the City;
- e) promoting alternative work arrangements, such as compressed work weeks, flexible work hours and telecommuting;
- f) working with Metrolinx to pursue a region-wide study of road pricing to reduce congestion and better manage traffic; and
- g) recognizing the transportation implications of diverse travel patterns, such as those of caregivers, shift workers and other vulnerable groups.

The Public Realm (3.1.1)

Section 3.1.1 contains policies that help guide the development of streets, sidewalks, boulevards, and other aspects of the public realm. This includes the creation of new city blocks and development lots and new parks, public and open spaces. Great cities not only have great buildings – but the buildings work together to create great streets, plazas, parks and public spaces.

Policy 15, in this section, speaks to the street network in interior shopping malls and states that:

"Interior shopping malls, underground concourses, plaza walkways, and private mid-block connections will be designed to complement and extend, but not replace, the role of the street as the main place for pedestrian activity. They should be accessible, comfortable, safe and integrated into the local pattern of pedestrian movement with direct, universal physical and visual access from the public sidewalk and clear path-finding within. Additional infrastructure needed for the building of new communities will be laid out and organized to reinforce the importance of public streets and open space as the structural framework that supports high quality city living."

Policy 16, in this section, discusses that new streets will be designed to:

- a) provide connections with adjacent neighbourhoods;
- b) promote a connected grid of streets that offers safe and convenient travel options;
- c) extend sight lines and view corridors;
- d) divide larger sites into smaller development blocks;
- e) provide access and addresses for new development;
- f) allow the public to freely enter without obstruction;
- g) implement the Complete Streets approach to develop a street network that balances the needs and priorities of the various users and uses within the right-of-way;
- h) improve the visibility, access and prominence of unique natural and human-made features; and
- i) provide access for emergency vehicles.

Policy 17, in this section notes that "New streets should be public streets. Private streets, where they are appropriate, should be designed to integrate into the public realm and meet the design objectives for new streets."

Built Form (3.1.2 and 3.1.3)

Section 3.1.2 of the Official Plan includes policies for the City's Built Form and requires that new development be located and organized to fit within an area's existing and/or planned context. Section 3.1.3 of the Official Plan addresses Built Form with regards to tall buildings.

Public Art (3.1.4)

Section 3.1.4 of the Official Plan encourages the inclusion of public art in all significant private sector developments across the City, and the dedication of one per cent of the capital budget of all major municipal structures to public art.

Housing (3.2.1)

Section 3.2.1 of the Official Plan includes policies to ensure a variety of housing including type, tenure and affordability within the City and in relation to large residential developments greater than 5 hectares in size.

Policy 9, in this section speaks to large residential developments providing an opportunity to achieve a mix of housing in terms of types and affordability. The Plan goes on to state that on large sites, generally greater than 5 hectares in size:

- a) a minimum of 30 per cent of the new housing units will be in forms other than single-detached and semi-detached houses, such as row housing, triplexes and multi-unit residential buildings; and
- b) in accordance with and subject to Section 5.1.1 of this Plan where an increase in height and/or density is sought, the first priority community benefit will be the provision of 20 per cent of the additional residential units as affordable housing. This affordable housing contribution may take the form of affordable housing constructed on-site or the conveyance of land in the development to the City for the purpose of affordable housing, or, at the discretion of the City:
 - i. with the agreement of the developer, affordable housing units constructed near the development site or elsewhere in the City;
 - ii. the conveyance of land to the City for the purpose of affordable housing near the proposed development site; or
 - iii. cash in lieu for the purpose of constructing affordable housing in or near the proposed development site.

Community Services and Facilities (3.2.2)

Section 3.2.2 of the Official Plan includes policies that address the quality of life and health and well-being of Toronto's communities which requires effective and co-ordinated planning, the involvement of all human services sectors and investment in a comprehensive social infrastructure. These policies include the need for a Community Services Strategy and implementation mechanisms for residential or mixed use sites generally larger than 5 hectares and all new neighbourhoods, in order to inform the range of facilities needed to support development.

Parks and Open Spaces (3.2.3)

Section 3.2.3 of the Official Plan includes policies with regards to expanding Toronto's Parks and Open Spaces as Toronto grows and changes. This includes policies for parkland dedication for sites greater than 5 hectares in size.

Building New Neighbourhoods (3.3)

Section 3.3 of the Official Plan speaks to policies for new neighbourhoods which includes a comprehensive planning framework for new infrastructure, streets, parks and local services to support new development and connect it with the surrounding fabric of the City.

Policy 3, in this section states that new neighbourhoods will be carefully integrated into the surrounding fabric of the City. The Plan goes on to say that they will have:

- a) good access to transit and good connections to the surrounding streets and open spaces;
- b) uses and building scales that are compatible with surrounding development;
- c) community services and parks that fit within the wider system; and
- d) a housing mix that contributes to the full range of housing.

Economic Health (3.5)

Section 3.5 of the Official Plan includes policies which support the foundations of competitiveness, intended to nurture and expand Toronto's economy. These include policies aimed at attracting new and expanding employment clusters that are important to Toronto's competitive advantage, promoting international investment in Toronto, and stimulating transit-oriented office growth adjacent to existing and approved and funded higher order transit. Investment in enabling infrastructure is contemplated by key agencies as well as through partnership agreements supporting its maintenance, improvement and extension to support current and future employment needs. Investment in cultural capital is also advanced, including policies supporting the inclusion of new, not-for-profit arts and cultural facilities in development.

Mixed Use Areas (4.5)

Section 4.5 of the Official Plan contains policies with regards to new development within *Mixed Use Areas*.

The *Mixed Use Areas* designation permits a broad range of commercial, residential and institutional uses, in single or mixed use buildings. Development in this area is expected to create a balance of high quality commercial, residential, institutional and open space uses.

Policy 4.5.2 sets out a number of criteria for development within the Mixed Use Areas designation, including:

- a) Creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- b) Providing new jobs and homes for Toronto's growing population on underutilized lands in the Avenues;
- c) Locating and massing new buildings to provide a transition between areas of different development intensity and scale, through means such as providing setbacks and/ or a stepping down of heights, particularly towards lower scale Neighbourhoods;
- d) Locating and massing new buildings to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;

- e) Locating and massing new buildings to frame the edges of streets and parks with good proportion and to maintain sunlight and comfortable wind conditions for pedestrians;
- f) Providing an attractive, comfortable and safe pedestrian environment;
- g) Have access to schools, parks, community centres, libraries and childcare;
- h) Taking advantage of nearby transit services;
- i) Providing good site access and circulation and an adequate supply of parking for residents and visitors;
- j) Locate and screen services areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- k) Provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Height and/or Density Incentives (5.1.1)

Policy 5.1.1 of the Official Plan allows for an increase in height and/or density in return for the provision of community benefits for a proposed development, in accordance with Section 37 of the Planning Act. The proposal meets the Official Plan's threshold for Section 37 considerations, as it has a gross floor area in excess of 10,000 square metres. Accordingly, this development proposal would be subject to the Section 37 policies of the Official Plan should City Council approve the application.

All other relevant Official Plan policies will be considered in the evaluation of this development proposal. The Toronto Official Plan can be found here:

http://www.toronto.ca/planning/official_plan/introduction.htm

OPA 320

As part of the City's ongoing Official Plan Five Year Review, City Council adopted Official Plan Amendment No. 320 on December 10, 2015. OPA 320 strengthens and refines the Healthy Neighbourhoods, *Neighbourhoods* and *Apartment Neighbourhoods* policies to support Council's goals to protect and enhance existing neighbourhoods and to allow limited infill on underutilized apartment sites in *Apartment Neighbourhoods*.

The Minister of Municipal Affairs approved and modified OPA 320 on July 4, 2016. The Ministry received 57 appeals to OPA 320 and it has been appealed in its entirety. As a result, OPA 320 as approved and modified by the Minister is relevant but not determinative in terms of the Official Plan policy framework.

The revised Policy in Section 2.3.1.3, Healthy Neighbourhoods, of the Official Plan requires that development within *Mixed Use Areas* that is adjacent or close to *Neighbourhoods* will:

- a) be compatible with those *Neighbourhoods*;
- b) provide a gradual transition of scale and density, as necessary to achieve the objectives of this Plan through the stepping down of buildings towards and setbacks from those *Neighbourhoods*;
- c) maintain adequate light and privacy for residents in those *Neighbourhoods*;

- d) orient and screen lighting and amenity areas so as to minimize impacts on adjacent properties in those *Neighbourhoods*;
- e) locate and screen service areas and access to underground parking, locate any surface parking so as to minimize impacts on adjacent properties in those *Neighbourhoods*, and enclose service and access areas where distancing and screening do not sufficiently mitigate visual and noise impacts upon adjacent properties in those *Neighbourhoods*; and
- f) attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*.

Official Plan Amendment 320 as adopted by City Council is available on the City's website at: <http://www.toronto.ca/legdocs/bylaws/2015/law1297.pdf>

Lawrence-Allen Secondary Plan

The site is located entirely within the Lawrence-Allen Secondary Plan. Section 3.1.34 of the Secondary Plan specifically refers to new development on the Yorkdale Lands. As per the Secondary Plan, any new development on these lands should include the following public planning objectives to be secured:

- a) stormwater management to address existing site impacts on the environment resulting from extensive surface parking and manage future change in an environmentally responsive manner;
- b) comprehensive improvements to pedestrian and cycling conditions on the site and connections to surrounding neighbourhoods;
- c) a Transportation Demand Management Strategy;
- d) a Traffic and Parking Management Program;
- e) active uses along the edges of public streets;
- f) Capital contributions to improvements to the Yorkdale subway station and the surrounding public realm to improve pedestrian access to the station and to improve pedestrian and cycling conditions and vehicle circulation surrounding the station;
- g) improved surface transit connections between the shopping centre, TTC, and GO Transit; and
- h) community facilities.

Dufferin Street Secondary Plan

The Yorkdale Shopping Centre Dufferin Street frontage is located within the Dufferin Street Secondary Plan and is identified as Block 14.

The Secondary Plan for Dufferin Street between Highway 401 and just south of Lawrence Avenue West provides a comprehensive framework to guide growth, including direction for a desired type and form of physical development, providing for appropriate transition in scale and activity between districts, and guides investment in infrastructure and community services and facilities required to support future growth. Specifically, the Secondary Plan envisions a mix of residential and commercial land uses, improved

connectivity through new public streets and lanes, pedestrian and cycling infrastructure, and priority transit lanes.

The Secondary Plan vision is beautifying Dufferin Street and the public realm through a mix of public parks, streetscape improvements, landscape gateways, privately owned and publicly accessible spaces and other public amenities, and integrating land use and redevelopment with supporting infrastructure.

Block 14 forms part of the north gateway to the Secondary Plan area. The vision for Block 14 is for a landmark destination with a retail-commercial focus. There are no residential uses planned on Block 14, however, the Secondary Plan makes provisions for further study and community consultation should residential uses be considered with future development.

Section 9.5 of the Secondary plan set out planning objectives for Block 14 which include:

- A Block Master Plan process to ensure comprehensive and coordinated redevelopment;
- A network of streets, including a new east-west public street connecting Dufferin Street to Yorkdale Road;
- A Transportation Demand Management Strategy including pedestrian and cycling routes;
- A Servicing Strategy including stormwater management methods to address existing site impacts on the environment resulting from extensive surface parking and to manage future development;
- A Traffic and Parking Management Program;
- A Public Realm Strategy;
- Active uses along the edges of public streets;
- A Privately-Owned Publicly Accessible Space (POPS) as a focal point; and
- Buildings reflecting an urban character and scale appropriate to a pedestrian environment.

Building heights on Block 14 are constrained by airport height limits related to Downsview Airport (Bombardier) and development is limited to predominantly low-scale buildings.

In Section 2.5, the Secondary Plan speaks to redeveloping and integrating appropriate land uses with supporting infrastructure. The Secondary Plan states that:

"Land uses and built form will form part of a coherent strategy and respond appropriately to existing context, transportation and servicing conditions. Transportation and servicing infrastructure will be improved to support the existing and future community in the Secondary Plan Area."

A Transportation Master Plan (TMP) was developed for the Dufferin Street Secondary Plan Area. The TMP focuses on balancing modes of transportation and land uses, and

enhancing walking and cycling environments to provide a range of travel choices and encourage sustainable travel behaviour. The TMP forms the basis for the transportation infrastructure required to support growth envisioned in the Secondary Plan, and provides additional detail on the improvements to mobility. The work undertaken for the Transportation Master Plan satisfies Phase 1 and 2 of the Municipal Class Environmental Assessment process. The requirements from the Dufferin Street Transportation Master Plan will be refined, protected, and implemented through the development application process.

Section 11.10 of the Secondary Plan, speaks to new development within the Dufferin Street and states that:

"New development will protect for the long term vision of Dufferin Street within the planned right-of-way consistent with the policies of this Secondary Plan, the Dufferin Street Urban Design Guidelines, the Transportation Master Plan and Infrastructure and Stormwater Management Master Plan."

The Dufferin Street Secondary Plan (OPA 294) is currently under appeal at the Ontario Municipal Board. Oxford Properties is one of seven appellants and their issues with the Secondary Plan and site specific policies for the Shopping Centre lands, at a high level, are as follows:

- Bifurcating their property between the Dufferin Street and Lawrence Allen Secondary Plan;
- The creation of smaller blocks on site by way of public streets;
- Limiting development on the Yorkdale lands to low-rise development; and
- Maximum densities prescribed for the western frontage.

Pre-hearings for Official Plan Amendment 294 were held on October 19, 2016, May 23, 2017 and July 4th, 2017. Mediation at the Ontario Municipal Board has been scheduled October 16th to the 20th and October 30th to November 3rd, 2017. (See Attachment 10: Dufferin Street Secondary Plan, Map 36-2, Specific Block Policies Plan).

Built Form and Public Realm Guidelines

Mid-Rise Building Guidelines

Toronto City Council, at its meeting of July 8, 2010, adopted the recommendations contained in the staff report prepared by City Planning entitled "Avenues and Mid-Rise Buildings Study", with modifications. The main objective of the Avenues and Mid-Rise Buildings Study is to encourage future intensification along Toronto's Avenues that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. Mid-Rise Building Guidelines identifies a list of best practices, categorizes the Avenues based on historic, cultural and built form characteristics, establishes a set of performance standards for new mid-rise buildings, and identifies areas where the performance standards should be applied.

Mid-Rise Building Performance Standards Addendum

In June 2016, City Council approved the Mid-Rise Building Performance Standards Addendum. The Addendum is to be used by City Staff together with the 2010 approved Mid-Rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable. The Performance Standards and Addendum may also be used to help inform the preparation or review of area studies and policies involving mid-rise buildings. The Addendum is approved as an interim supplement to the 2010 Performance Standards until such time as Council considers and adopts updated Mid-Rise Building Design Guidelines, which is targeted for the fourth quarter of 2017. Council's decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7>

Mid-Rise Building Performance Standards Addendum may be found here:

<http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>

City-Wide Tall Building Design Guidelines

In May 2013, Toronto City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The city-wide Guidelines are available at <http://www.toronto.ca/planning/tallbuildingdesign.htm>.

Complete Streets Guidelines

The City's Complete Street Guidelines, available at www.toronto.ca/completestreets provide a new approach for how the City designs streets. The guidelines build on the City's existing policies, guidelines and recently successful street design and construction projects. Focusing on design streets for people, for place making and for prosperity. These guidelines focus on improving safety and accessibility for all street users and are intended to assist in implementing the vision for Toronto's streets set out in the City's Official Plan.

Development Infrastructure Policy & Standards (DIPS)

The City of Toronto Development Infrastructure Policy & Standards (DIPS) outline policy and standards for public local residential streets and private streets that are created to serve grade-related residential developments including grade-related residential units that form part of a bigger development proposal with other types of development (i.e. high density residential development, mixed residential-commercial developments). The Development Infrastructure and Policy Standards are available at: <https://www1.toronto.ca/City%20Of%20Toronto/City%20Planning/Developing%20Toronto/Files/pdf/D/DIPS.pdf>

Draft Privately Owned Publicly-Accessible Space ("POPS") Guidelines

Guidelines respecting the design and development of POPS were presented to Planning and Growth Management Committee in 2014. These guidelines assist in the interpretation

of the OP Public Realm and Built Form policies related to shaping private open spaces. The POPS Guidelines are available at www.toronto.ca/planning/POPS.

Zoning

The site is zoned C3(2) District Shopping Centre Zone in North York By-law 7625. The By-law requires a minimum area of open space that is limited to 3 times the area covered by buildings and permits a lot coverage of 50% of the lot. This zone permits a maximum height of 11 metres. In the case of commercial buildings having dwelling units above the first floor the maximum building height shall not exceed 9.2 metres or three storeys above grade whichever is the lesser.

The site also contains an exception to By-law 7625 which permits additional uses on site including a hotel, specifies setbacks, permits a maximum height of 28.1 metres the Trilea Place building located at the south east corner of the site (existing office building), requires a 1.8m wall along the southern boundary of the site adjacent to residential uses, sets minimum parking requirements and excludes service stations from the calculation of gross leasable floor area.

Building heights on site are also limited to Schedule "D" in By-law 7625, the airport Hazard Map. These height limits are related to the Downsview Airport (Bombardier) and development is limited to predominately low-scale buildings with a maximum structure height of 15.24 metres.

The property is not subject to the City of Toronto Harmonized Zoning By-law 569-2013. However, it is anticipated that any potential zoning by-law amendments would be brought into Zoning By-law 569-2013.

Site Plan Control

An application for Site Plan Control is required. A Site Plan control application has not been submitted.

Reasons for the Application

The Official Plan Amendment proposes to set the framework for comprehensive zoning for the site and to aid in guiding future development at Yorkdale Shopping Centre over the long term. This is proposed through amendments to the Dufferin Street Secondary Plan which include but are not limited to amending the Dufferin Street Secondary Plan boundary to include the entirety of the Yorkdale Shopping Centre site, establish a network of private internal roads and connections in place of public roads proposed through the Secondary Plan, and reconfiguring the existing McAdam loop to include an intersection with full pedestrian crossings and a public park at grade.

The Zoning By-law Amendments propose to amend the former North York By-law 7625, C3 zone, to allow for additional height (up to a maximum height of 120 metres) and increased density along Dufferin Street, residential uses, revised setbacks, parking, bicycle and loading requirements and includes the requirement of an 'H' provision that requires any density proposed beyond a base density be subject to a holding provision.

Removal of the 'H' would be subject to the submission of a Site Plan application for the proposed expansion.

Application Submission

The following reports/studies were submitted with the application on May 30, 2017:

- Boundary/Topographical Survey
- Digital Building Mass Model
- Toronto Green Development Standards Checklist
- Planning Rationale and Urban Design Guidelines
- Sun-Shadow Study
- Contaminated Site Assessment
- Multimodal Transportation Impact Study
- Multimodal Transportation Demand Management Master Plan
- General Tree Inventory
- Servicing and Stormwater Report
- Preliminary Geotechnical Engineering Report
- Economic Impact Analysis
- Public Consultation plan
- Noise, Dust/Air Quality and Vibration Study
- Pedestrian Level Wind Study.

A Notification of Incomplete Application issued on June 29, 2017, identifies the outstanding material required for a complete application submission as follows:

- Plan of Subdivision application
- Underground Garage Plans
- Context Plan
- Site Plan
- Concept Site and Landscape Plans
- Floor Plans
- Site and Building Elevations
- Site and Building Sections
- Tree Preservation Plan
- Draft Official Plan Amendment (text and schedule)
- Draft Zoning By-law Amendment (North York By-law 7625 and City of Toronto By-law 569-2013) (text and schedule)
- Community Services and Facilities Study
- Architectural Control Guidelines
- Loading Study
- Parking Study
- Traffic Operations Assessment
- Environmental Impact Assessment
- Hydrogeological Report
- Necessary Environmental Assessment Studies in support of an acceptable Transportation Master Plan

- Energy Strategy
- Air Quality Study
- Vibration Study.

On July 24, 2017, the applicant requested a motion hearing at the Ontario Municipal Board to determine the complete application status of the submitted Official Plan and Zoning By-law amendments. No motion hearing date has been scheduled and discussions continue with the applicant in an effort to resolve this matter.

Toronto Green Standard

The TGS Checklist has not been submitted by the applicant for review by City staff for compliance with the Tier 1 performance measures.

COMMENTS

The proposed redevelopment of the Yorkdale Shopping Centre site presents an exciting opportunity to develop a regional shopping centre into a mixed use community. Staff are encouraged by steps made by the applicant to propose revitalization of the site through a preliminary Block Master Plan process and analysis.

These applications present a challenge in their proposal for additional density and a variety of uses on the entirety of the Yorkdale Shopping Centre lands not studied in the scope of the Dufferin Street Secondary Plan. The impacts of the proposed scale of development on the site as well as the greater area are unknown. In order to better understand the context area and the impacts of the proposed scale of development further study will be required to determine a preferred land use option.

In addition, tools with which to allow for incremental development on site would also need to be explored through this process.

Therefore, unlike the processing and review of a standard Official Plan and Zoning By-law amendment application, the review of the submitted applications will require a comprehensive Master Plan study of the Yorkdale Shopping Centre including its context as well as opportunities and constraints for developmental growth into the future.

In order to guide a comprehensive study of the Yorkdale Shopping Centre lands a Planning Framework with supporting studies must be undertaken to allow for flexible incremental growth to ultimately arrive at a preferred land use option.

Staff recommend that a Master Plan study process be conducted over 4 phases over the next 18 months with the following themes: Establishing a Vision, Generating Ideas, Testing and Confirming Ideas, and Synthesis and Report.



Each phase would be complemented by public engagement components, including but not limited to: public open houses, formal community consultations, a Yorkdale Shopping Centre redevelopment information kiosk, a city planning website, Planners in Public Spaces events, Local Advisory and Technical Advisory Meetings, presentations to the Design Review Panel and other public events as required.

The scope of the Master Plan work will include review of all submission items including those identified to be submitted in the Incomplete Letter as well as the development of the following strategies and analyses:

- A Land Use Strategy for the subject site;
- A Structure Plan for the subject site;
- A Streets and Blocks Strategy (including pedestrian and cycling connections) for the subject site;
- A Greening Strategy (including parks, open space and public realm) for the subject site;
- A Development Phasing Plan;
- A Public Engagement Strategy;
- Transportation Master Plan Study; and
- Stormwater, Groundwater and Servicing Infrastructure Plans and Studies.

Issues to be Resolved

City staff will study the proposed development at the Yorkdale Shopping Centre lands to ensure a comprehensive plan is in place to guide future development. This will include evaluation of the following issues:

Policy Approach

Through the review of the application, staff will determine consistency with the Provincial Policy Statement (2014) and Growth Plan for the Greater Golden Horseshoe (2017) as well as conformity with the City's Official Plan Policies, site specific policies in the Lawrence-Allen Secondary Plan, and the Council approved Dufferin Street Secondary Plan.

Staff will determine the appropriate manner in which to incorporate all or a portion of the Yorkdale Shopping Centre lands into the Dufferin Street Secondary Plan in order to achieve comprehensive planning for the Dufferin Street area and Yorkdale Shopping Centre lands. This will include the appropriateness of the residential uses proposed on site.

Staff will examine planning tools (Zoning By-laws and Holding Provisions) that can be used to facilitate the anticipated incremental, phased development of the Shopping Centre lands while providing flexibility to respond quickly to changing retail market conditions and new retail opportunities.

Master Plan

The subject site is a significant size with a large frontage on Dufferin Street as well as access to the University-Spadina subway and GO station and in close proximity to a stable neighbourhood to the south. An appropriate Master Plan for the site is required to provide a planning and design framework.

With the proposal of residential uses, the Official Plan requires a comprehensive planning framework when developing new neighbourhoods. The policy framework should reflect the official plan's city-wide goals as well as the local context. Section 3.3 Building New Neighbourhoods of the Official Plan, Policy 1, states that the framework should include:

- a) the pattern of streets, development blocks, open spaces and other infrastructure, including adequate space for planting of trees;
- b) the mix and location of land uses;
- c) a strategy to provide parkland and to protect, enhance or restore natural heritage;
- d) a strategy to provide community services and local institutions;
- e) a strategy to provide affordable housing;
- f) a strategy for energy conservation, peak demand reduction, resilience to power disruptions and small local integrated energy solutions that incorporate renewable, district energy, combined heat and power or energy storage;
- g) a strategy for a comprehensive mobility plan;
- h) a strategy for stormwater management and water conservation; and
- i) a strategy for waste management.

The Building New Neighbourhoods policies of the Official Plan also require that new neighbourhoods will be viable communities that are carefully integrated into the surrounding fabric of the city.

The Tall buildings Guidelines also provide further details regarding the preparation of master plans for larger sites. The guidelines note that the master plan should:

"...provide a vision for the development of the entire site area, including how new buildings, streets, blocks, pedestrian and cycling routes, parks, and publicly accessible and private open spaces will fit within the existing and planned context."

The applicant has submitted three conceptual block master plans for development on site which propose a new private street and block plan, land use scenarios, built form, mobility measures, and implementation plan. Planning staff will work with the applicant and community to refine these concepts to develop a preferred master plan that reflects an appropriate vision for the development of the entire site and creates a sense of place within the new development and surrounding area. This will include a robust community engagement strategy.

Streets and Blocks

The application proposes a number of additions to the existing street network by way of private streets in order to accommodate the proposed development. The network of

private streets has been proposed to divide the larger development blocks and include the creation of five (5) new at grade private streets and twelve (12) private development blocks.

Section 3.1.1 of the Official Plan reinforces the importance of public streets and states in Policy 17 in this section that new streets should be public streets. In addition, the Dufferin Street Secondary Plan illustrates a public road network on the west portion of the Yorkdale Shopping Centre lands.

Planning staff in consultation with Transportation Services, Transportation Planning, Parks, and Engineering and Construction Services staff are reviewing the proposed street network and block plan to ensure that it conforms with the Official Plan including, the Public Realm and Building New Neighbourhoods policies of the Official Plan and the Dufferin Street Secondary Plan and creates a complete community which integrates well into the surrounding context. This review will be in the context of a robust public consultation process that will inform the Streets and Blocks Strategy as well as the Transportation Master Plan Study.

Transportation

Although well serviced by transit and an adjacent street network, the Yorkdale Shopping Centre lands and surrounding area generates a significant amount of traffic due to the shopping centre's regional draw. A robust review of the transportation constraints and opportunities, and a Transportation Master Plan strategy is required to address the complex transportation issues facing this site today and in the future.

In order to fully understand and develop long-range optimal mobility solutions to accommodate future growth for the study area, a Transportation Master Plan (TMP) is required.

A Transportation Master Plan (TMP) would identify an optimum long-range plan to accommodate future growth and would define existing problems/opportunities, consider and evaluate solutions, and be supported through extensive consultation strategies with local stakeholders and members of the public. The Transportation Master Plan would also focus on a multi-modal network in anticipation of future changes in mobility behaviour. The Transportation Master Plan would also consider the full build out of the site and secure the necessary infrastructure improvements for all mobility users. The implementation tools and strategies required would be formulated as part of the Yorkdale Shopping Centre Transportation Master Plan process.

The Transportation Master Plan should comply with the Environment Assessment Act and should be conducted in accordance with Phase 1 and 2 of the Municipal Class Environmental Assessment (MCEA) Process.

Staff are continuing discussions with the applicant regarding the submission of a Transportation Master Plan.

Built Form

The Official Plan requires that new neighbourhoods are not only viable as a community but also that they are carefully integrated into the surrounding fabric of the city. New neighbourhoods will need to have good access to transit and good connections to the surrounding streets and open spaces, and uses and building scales that are compatible with surrounding development.

Through the review of the application, staff will determine the appropriate levels of additional development (including residential, hotel and office uses) to be permitted on the Yorkdale Shopping Centre lands, including appropriate organization of buildings on site, maximum heights and densities, evaluation of shadow impacts caused by proposed buildings on site and surrounding the site and shadow impacts on on-site parkland dedication, urban plazas and POPS.

In addition, for mid-rise built form staff will determine conformity with the Mid-Rise Guidelines including scale, sunlight and shadow impacts and sustainable design. An evaluation will be required with regards to the compatibility of the proposed built form with the adjacent context and design of proposed streets utilizing the complete streets guidelines.

Staff will determine the proposed built form conformity with the Tall Building Design Guidelines, including built form, transition in scale, sunlight and skyview, setbacks, stepbacks, views from the public realm, floor plate size and shape, tower placement, separation distance, pedestrian realm, publicly accessible open space, and sustainable design. In addition, staff will determine compliance of building heights with Zoning By-law 7625, Airport Hazard Map, Schedule "D", Bombardier, NAV Canada and Pearson Airport.

Site Servicing

The applicant has submitted a Geotechnical Engineering Report, Functional Servicing Report and a Phase 1 Environmental Site Assessment.

City staff will review the studies and determine the appropriate servicing capacity and connections and other required municipal infrastructure to be provided by the owner to support the long term redevelopment of the Yorkdale Shopping Centre lands.

Parkland Dedication

The applicant has not proposed any on-site parkland dedication.

The Public Realm policies of the Official Plan require that new parkland be connected to existing parks and provide appropriate space and layout for recreational needs.

Staff will identify the appropriate amount of parkland required for on-site and/or off-site parkland dedication as well as the appropriate locations for on-site parkland dedication.

Urban Plazas and Privately Owned Publicly Accessible Spaces (POPS)

Staff will continue to work with the applicant to determine the design and location of urban plazas and POPS on-site (in consultation with the draft POPS guidelines).

Range of Housing

The proposal does not include provisions for affordable housing.

The Official Plan requires a range of housing types, tenure and affordability. On sites generally greater than 5 hectares in size the Official Plan requires that the first priority for community benefits will be affordable housing.

The Growing Up: Planning for Children in New Vertical Communities Study, currently in progress, seeks to address how new multi-unit residential buildings can accommodate the needs of children and youth. The study expands on previous City Planning work and recognizes that the design of the unit, building and neighbourhood are as important as policy requirements that focus on the number of bedrooms. The study investigates how to comprehensively accommodate families in our growing vertical communities. While the study has not been completed, City Planning staff will work to incorporate the emerging direction from this study in the development.

Staff through review of the application will determine compliance with Official Plan policies with regards to provisions for affordable housing and will review opportunities for securing affordable housing as part of the development application. Staff will also work with the applicant to achieve a greater proportion of family-sized residential units and ensure appropriate indoor and outdoor amenity space is provided.

Community Services and Facilities

The applicant has not provided any plans for additional community services and facilities on site.

Staff have requested a Community Services and Facilities study for the evaluation of the proposal. Staff will continue to work with the applicant in developing a Community Services and Facilities strategy for the site.

Environment and Sustainability

The Building New Neighbourhoods policies of the Official Plan require that large developments create strategies for energy conservation, stormwater management, water conservation and waste management.

The applicant is required to submit an Energy Strategy which will provide early identification of opportunities to integrate local energy solutions that are efficient, low carbon and resilient.

The application is also required to conform with the Toronto Green Standard. The applicant has provided a Toronto Green Standard Checklist that will be reviewed with the application.

City Planning staff will review the Energy Strategy and Green Standards Checklist as part of the application process and work towards securing a development that meets a greater standard of environmental sustainability and resiliency.

Community Benefits

Section 5.1.1 of the Official Plan speaks to height and/or density incentives provided through Section 37 benefits. Staff will work with the applicant and local Councillor to determine appropriate Section 37 benefits to be provided in exchange for a supportable increase in height and/or density.

The Community Services and Facilities Study and community consultation will also inform implementation of the priorities for public benefits.

Phasing and Implementation

Given the size of the subject site and proposed development, an appropriate phasing strategy for development on the Yorkdale Shopping Centre lands is required as it relates to the streets and blocks, transportation, parks and community facilities and servicing. Especially when residential uses are introduced, the proposed development should function as a complete community. Therefore, development must be phased in a manner that ensures development proceeds logically and that a full range of public realm improvements, community facilities and services and required infrastructure is provided to serve the new development.

Further information and in-depth review is required regarding the phasing of the development related to transportation and servicing, streets and blocks, parkland and community facilities.

Details regarding the implementation of any future development on the subject site will need to be resolved including appropriate applications for Draft Plan of Subdivision, Holding (H) Provisions and Site Plan Control.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

Public Engagement Strategy

The applicant has submitted a Consultation Strategy that includes the following program for public engagement:

- A Local Advisory Committee Meeting,
- Two public meetings hosted by Yorkdale Shopping Centre,
- An application website,
- A statutory public meeting and a final Community Council meeting to discuss the proposed amendments to the Dufferin Street Secondary Plan.

Staff have reviewed the submitted Consultation Strategy and recommend a more robust public engagement strategy co-ordinated by City staff given the scale of development on site.

The engagement strategy will be further refined with input from the area Councillor, staff and stakeholders and would be launched in the Fall of 2017. The consultation program will include the following components at various stages of the application review process:

- An open house/introductory meeting
- Transportation focused community meeting
- An application city website
- Formal consultation meeting
- Kiosk in the shopping centre for information on the applications
- Planners In Public Spaces events in the shopping centre and at local events
- Local Advisory Committee meetings – made up of various stakeholders, Yorkdale Shopping Centre, community to the south, representatives from Lawrence Heights, Toronto Community Housing Corporation, and the local councillor
- Technical Advisory Committee meetings of City and agency staff
- Theme specific meetings and design exercises on key focus areas, which could include: transportation, urban structure, streets and blocks, public realm, parks and open space, built form and community services and facilities; and
- Final statutory public meeting.

The City's public engagement strategy builds on the Consultation Strategy submitted by the applicant and will form part of the review process of the submitted application and Master Plan for the site. Therefore, duplication with regards to consultation events by the applicant is not necessary.

Staff have already posted a City of Toronto information website on the applications that can be accessed at the link below:

<https://www1.toronto.ca/wps/portal/contentonly?vnextoid=de94c5b6b6e9d510VgnVCM10000071d60f89RCRD>

All consultation activities will be available on the project website including meeting schedules, summaries and information materials.

It is recommended that City Planning be directed to advance community consultation for this application, in accordance with the above-noted public engagement strategy, subject to refinements following further consultation with the local Councillor and local community with all associated costs borne by the Owner.

Conclusion

The Yorkdale Shopping Centre Master Plan proposes an exciting opportunity to redevelop a regional shopping destination into a complete mixed use community. The

application proposes to revitalize the Dufferin Street frontage of the site and incorporate additional office uses to support job growth as well as the introduction of residential uses on site. City staff are encouraged by the moves made on the part of the applicant to further discussions about the future development of the Yorkdale Shopping Centre site. However, there are concerns with regards to the Master Plan designs, the height and built form in relation to the area context, the introduction of residential uses, the proposal of internal private streets, the movement strategy of pedestrians, cyclists and vehicles on an already constrained site, site servicing, the lack of community facilities, and the details and location of new park space amongst other matters discussed in this report.

In order to arrive at an overall comprehensive plan for the Yorkdale Shopping Centre site, including a preferred option for development, an overall understanding of the proposed impacts need to be thoroughly examined through a Master Plan process. City planning staff will work with the applicant, the community, the Ward Councillor and commenting agencies to comprehensively study the Yorkdale Shopping Centre site as it relates to the Dufferin Street Secondary Plan, Lawrence-Allen Secondary Plan and surrounding area to ultimately arrive at a future comprehensive redevelopment plan for the site that provides a complete community and sustainable growth in the future.

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E-mail: vanessa.covello@toronto.ca

SIGNATURE

Joe Nanos, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Conceptual Site Plan – Option 1
Attachment 2: Conceptual Site Plan – Option 2
Attachment 3: Conceptual Site Plan – Option 3
Attachment 4: Yorkdale Development Phasing Plan
Attachment 5: Option 2– 3D North Perspective
Attachment 6: Option 2– 3D South Perspective
Attachment 7: Option 2– 3D East Perspective
Attachment 8: Option 2– 3D West Perspective
Attachment 9: Artistic Representation of Dufferin Street Frontage
Attachment 10: Official Plan
Attachment 11: Dufferin Street Secondary Plan, Map 36-2, Specific Block Policies Plan

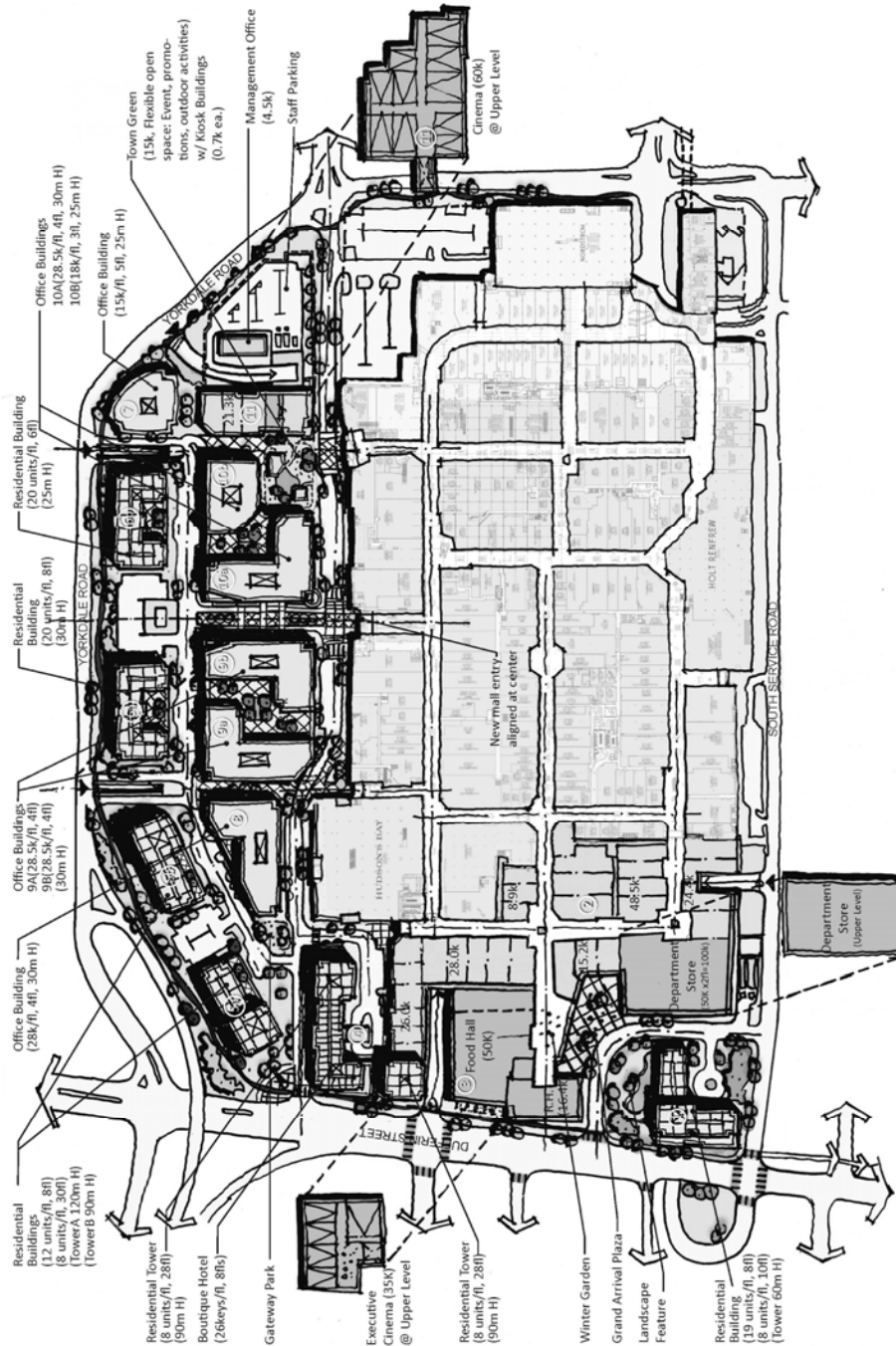
Attachment 12: Lawrence Allen Secondary Plan, Map 32-1, Secondary Plan
Attachment 13: Zoning By-law 7625
Attachment 14: Zoning By-law 569-2013
Attachment 15: Application Data Sheet

Option 1 (Residential Focus)

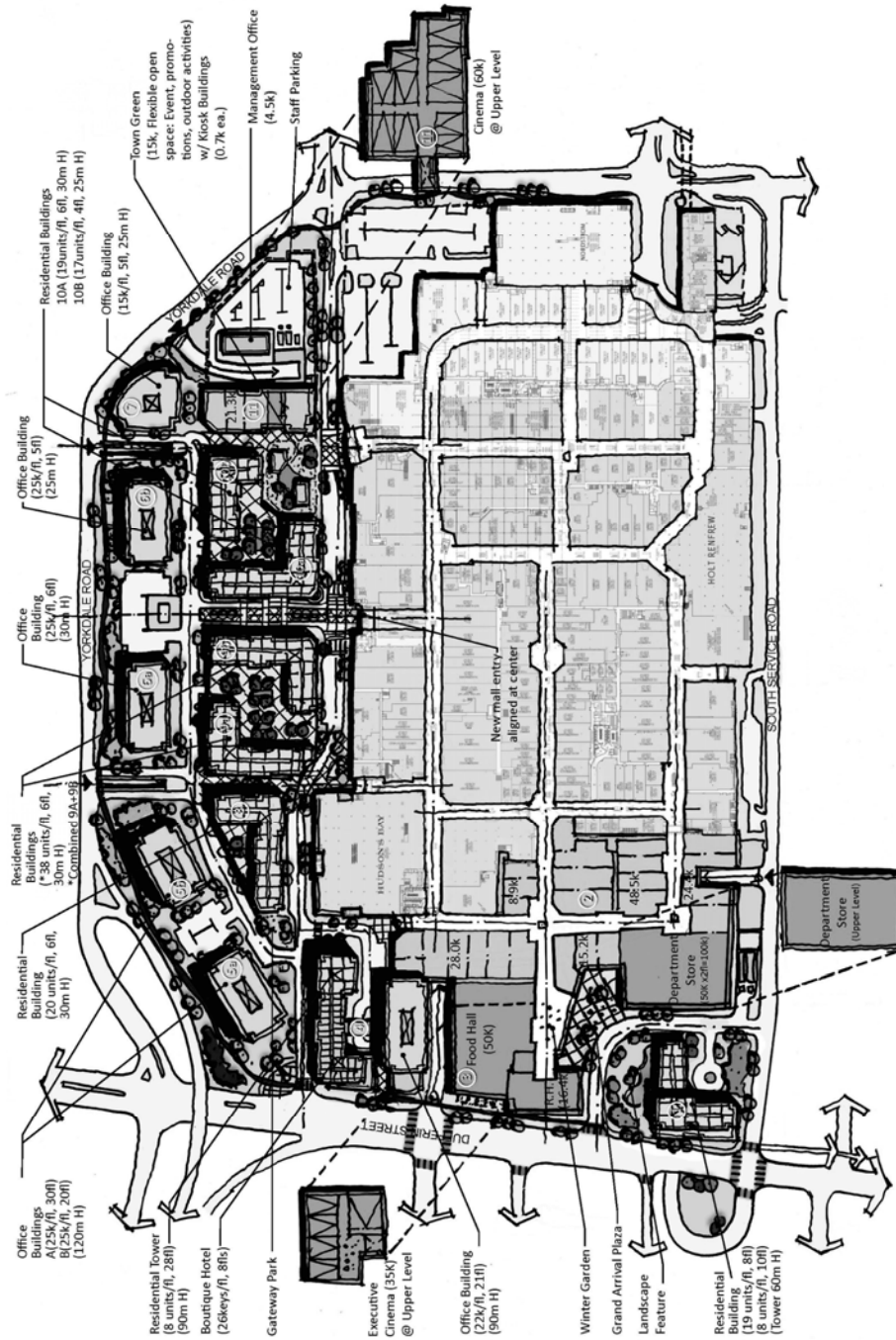
Applicant's Submitted Drawing

Not to Scale
07/26/2017

File # 17 168973 NNY 15 0Z



Attachment 2: Conceptual Site Plan – Option 2



Option 2 (Office Focus)

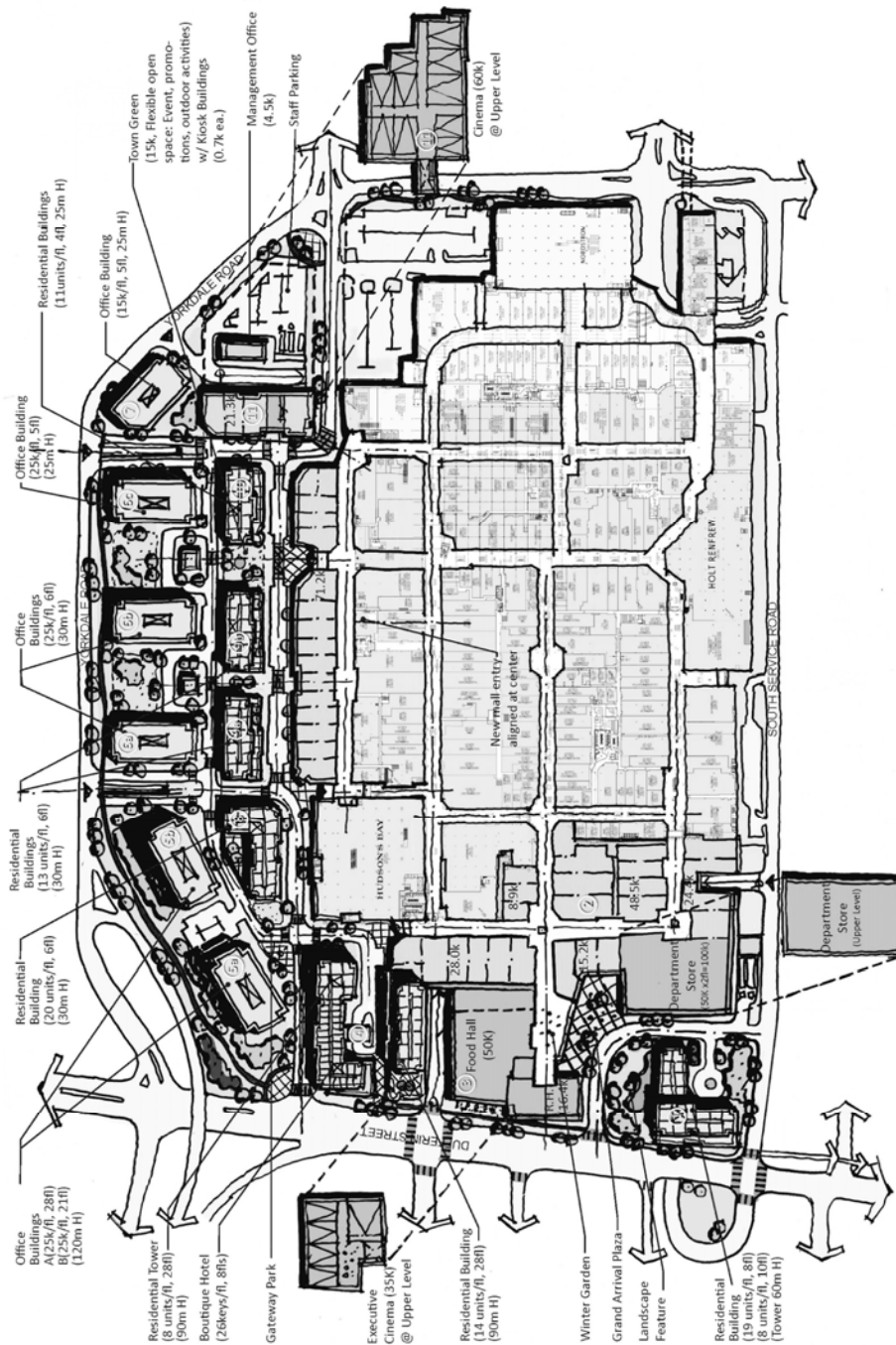
Applicant's Submitted Drawing

Not to Scale
07/26/2017

3401 Dufferin Street & 1 Yorkdale Road

File # 17 168973 NNY 15 02

Attachment 3: Conceptual Site Plan – Option 3



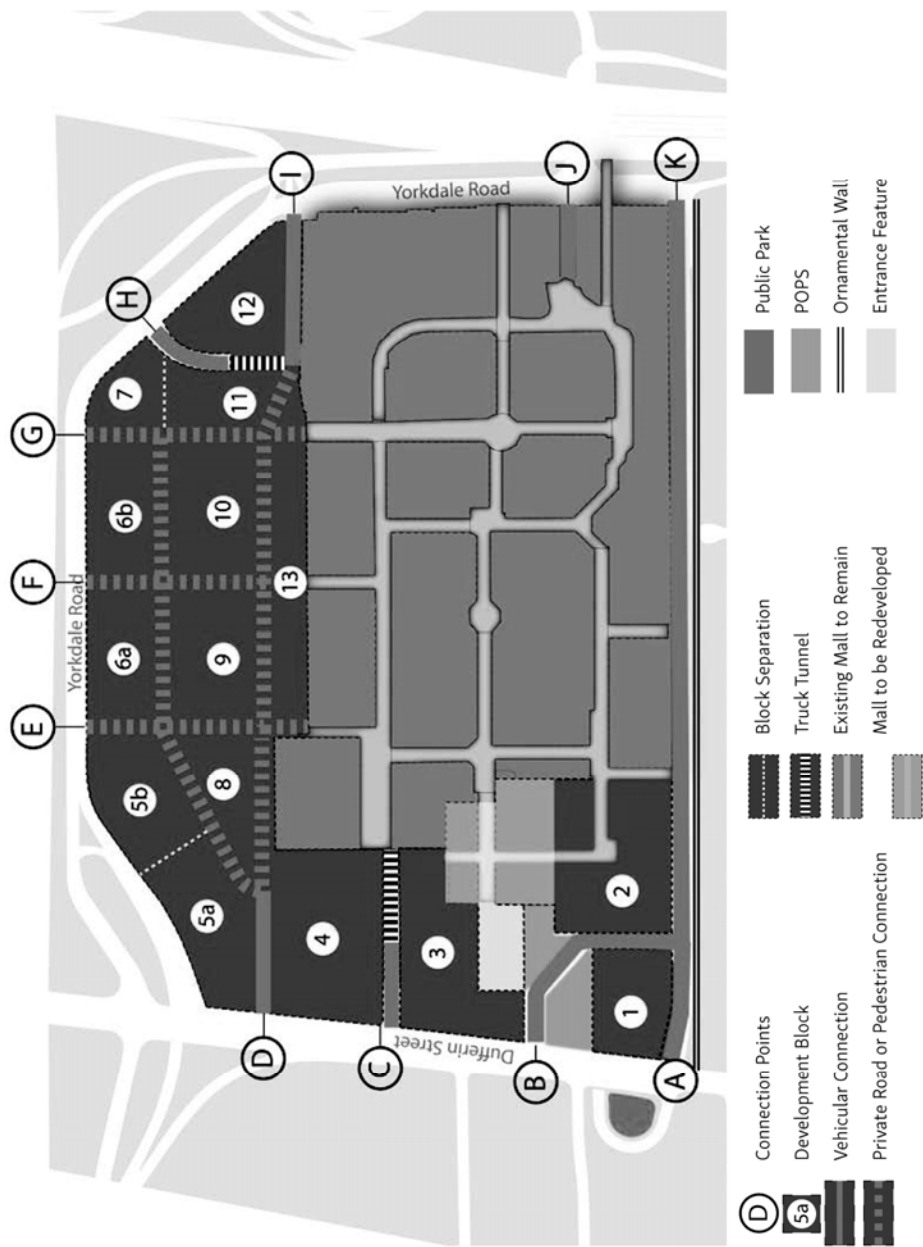
Option 3 (Northern Mall Expansion)

3401 Dufferin Street & 1 Yorkdale Road

Applicant's Submitted Drawing

Not to Scale
07/26/2017

File # 17 168973 NNY 15 02



Phasing Plan

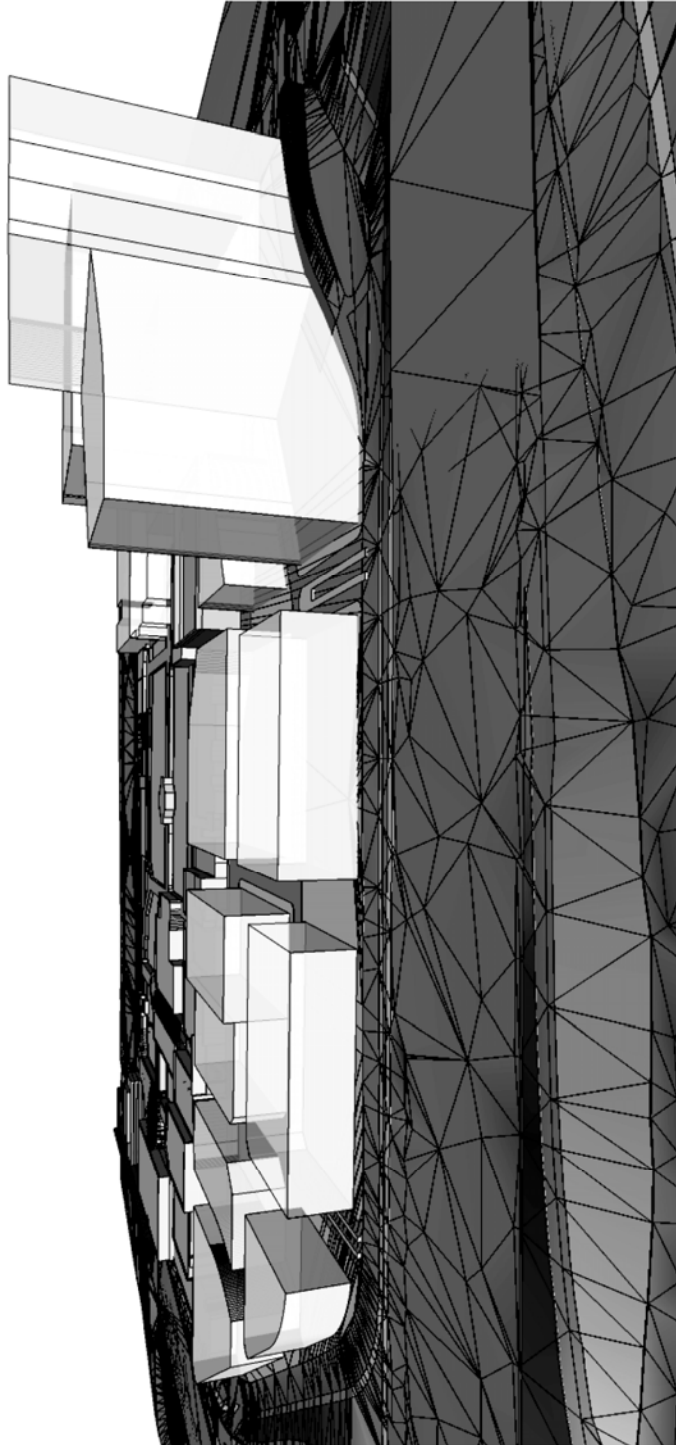
Applicant's Submitted Drawing

Not to Scale
09/26/2017

3401 Dufferin Street & 1 Yorkdale Road

File # 17 168973 NNVY 15 0Z

Attachment 5: Option 2– 3D North Perspective



Option 2 - 3D perspective from the north

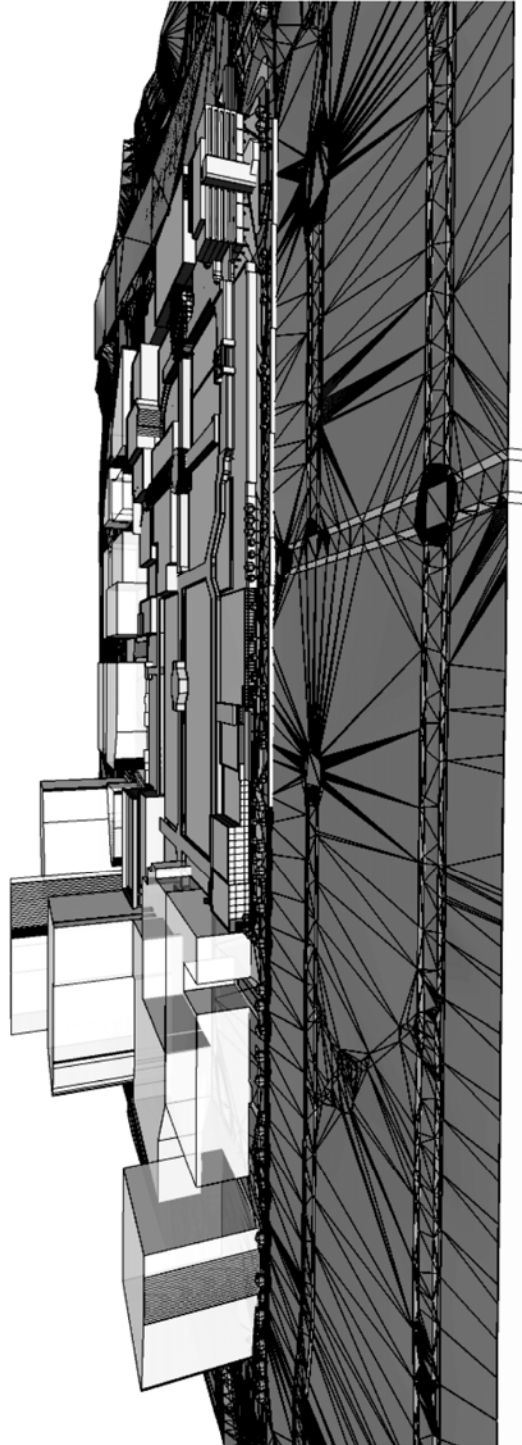
3401 Dufferin Street & 1 Yorkdale Road

Applicant's Submitted Drawing

Not to Scale
09/26/2017

File # 17 168973 NNY 15 0Z

Attachment 6: Option 2– 3D South Perspective



Option 2 - 3D perspective from the south

3401 Dufferin Street & 1 Yorkdale Road

Applicant's Submitted Drawing

Not to Scale
09/26/2017

File # 17 168973 NNY 15 0Z

Attachment 7: Option 2– 3D East Perspective



Option 2 - 3D perspective from the east

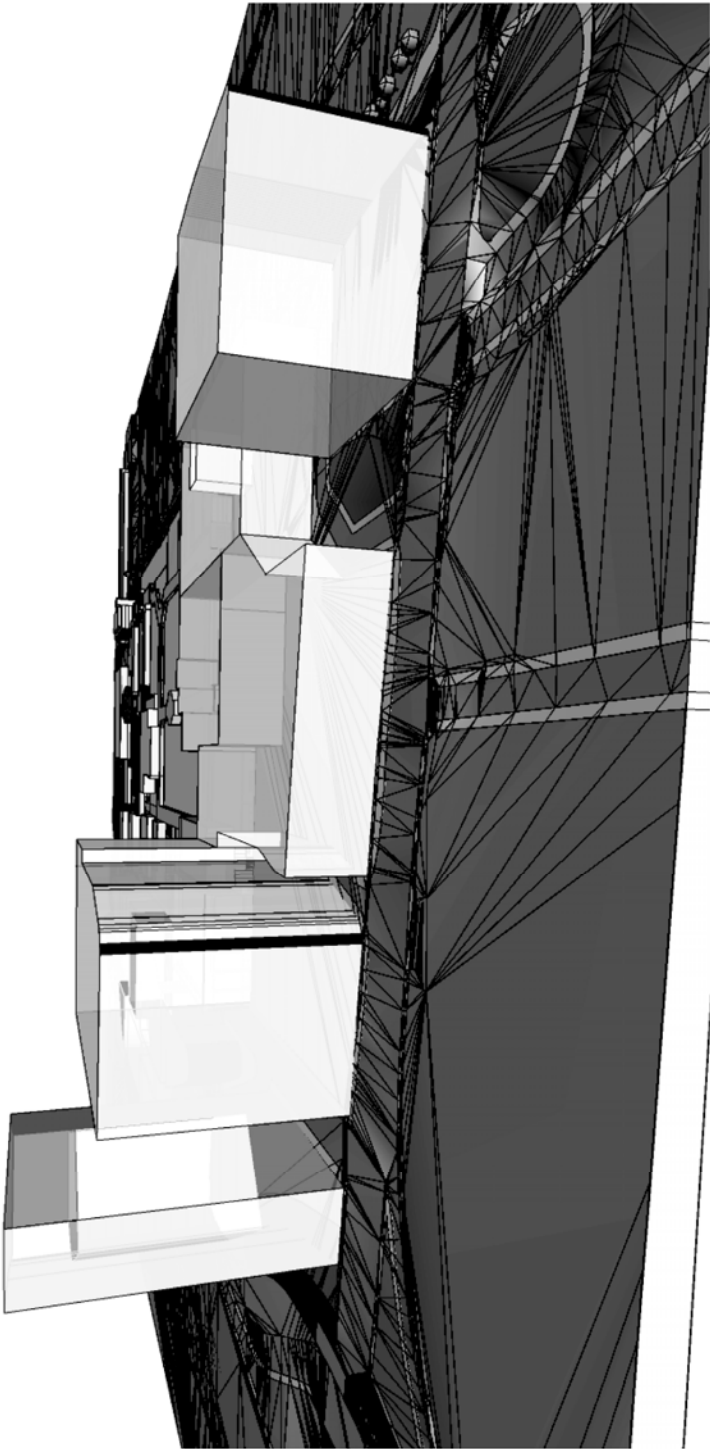
3401 Dufferin Street & 1 Yorkdale Road

Applicant's Submitted Drawing

Not to Scale
09/26/2017

File # 17 168973 NNY 15 0Z

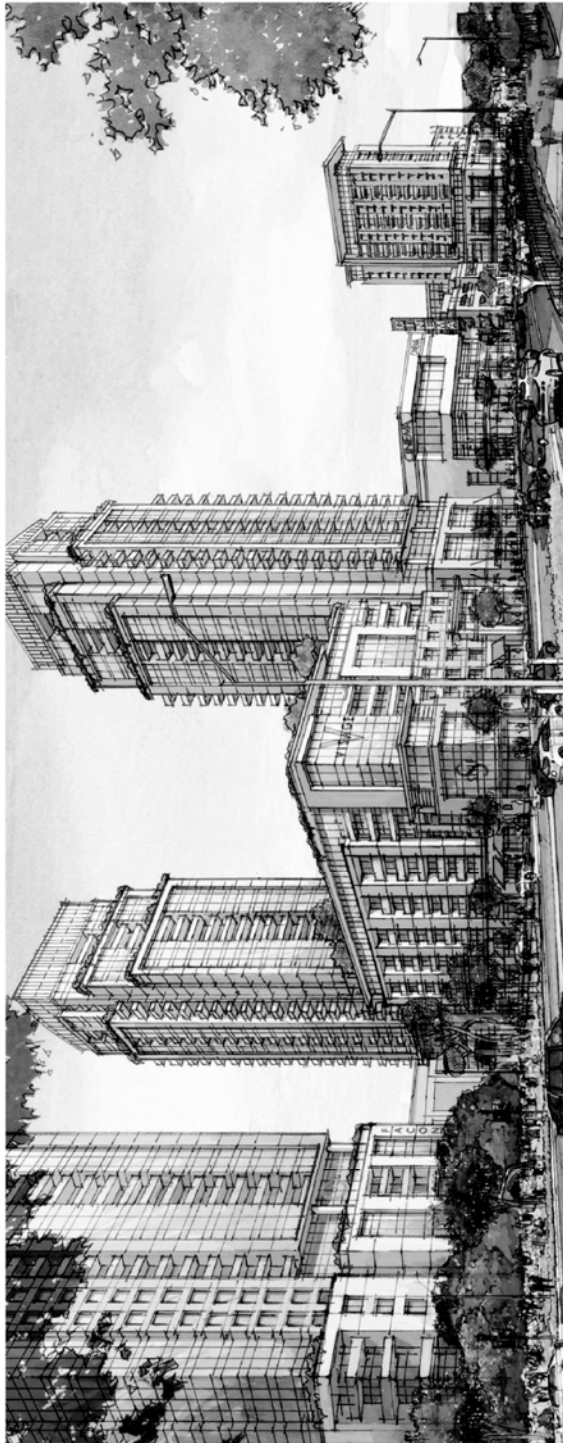
Attachment 8: Option 2– 3D West Perspective



Option 2 - 3D perspective from the west
Applicant's Submitted Drawing
Not to Scale
09/26/2017

3401 Dufferin Street & 1 Yorkdale Road
File # 17 168973 NNY 15 0Z

Attachment 9: Artistic Representation of Dufferin Street Frontage



Artistic Representation of Dufferin Street Frontage

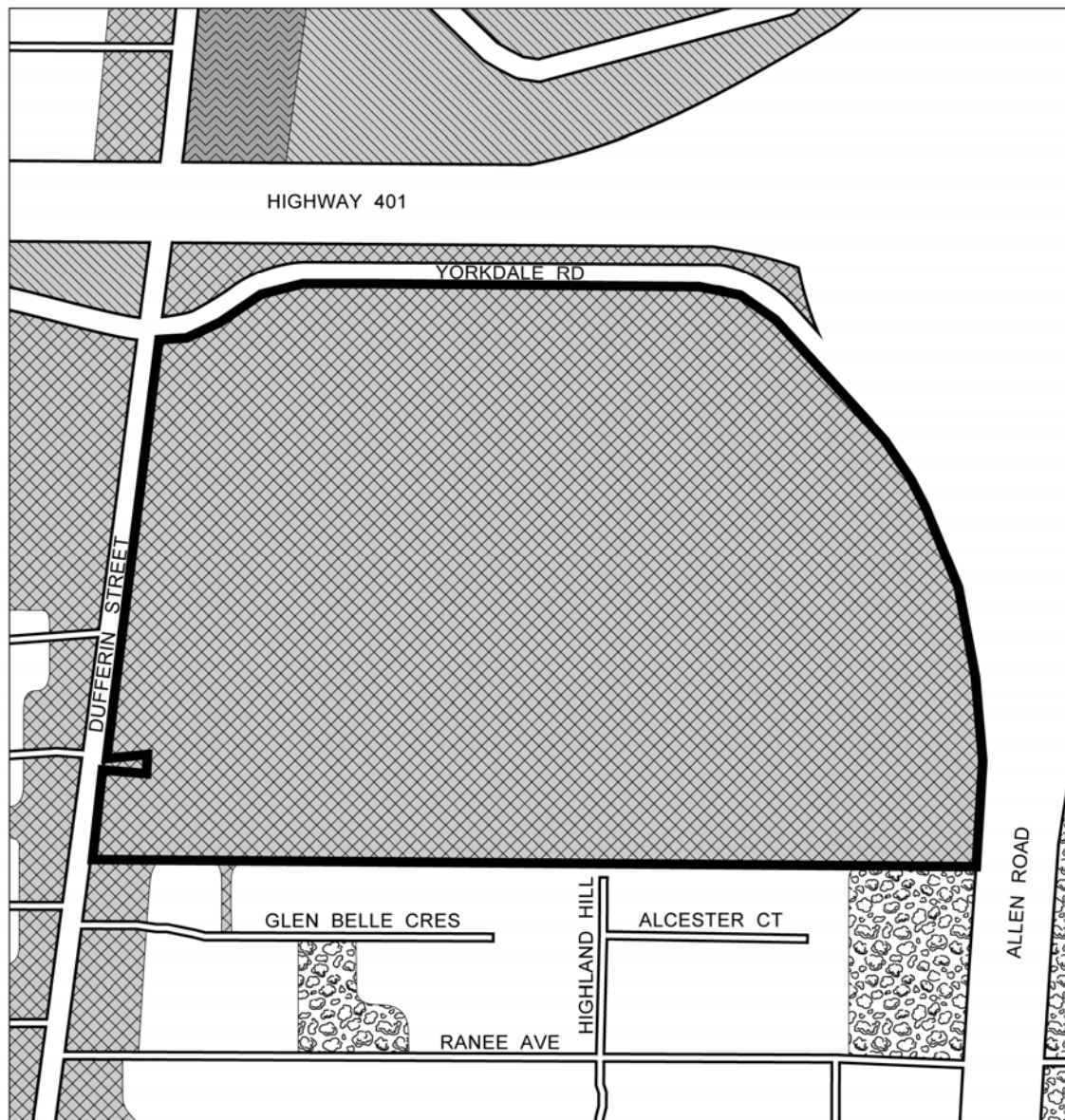
3401 Dufferin Street & 1 Yorkdale Road

Applicant's Submitted Drawing

Not to Scale
10/03/2017

File # 17 168973 NNY 15 02

Attachment 10: Official Plan



Toronto
Extract from Official Plan

3401 Dufferin Street & 1 Yorkdale Road

File # 17 168973 NNY 15 0Z

	Site Location		Parks & Open Space Areas		Regeneration Areas
	Neighbourhoods		Parks		Employment Areas
	Mixed Use Areas				

↑
Not to Scale
07/26/2017

Staff report for action – Preliminary Report - 3401 Dufferin Street and 1 Yorkdale Road



MAP 36-2 Specific Block Policies Plan

-  Secondary Plan Area Boundary
 Blocks South of Lawrence
 Mid-rise Blocks
 Large Blocks
 Existing and/or Approved Development

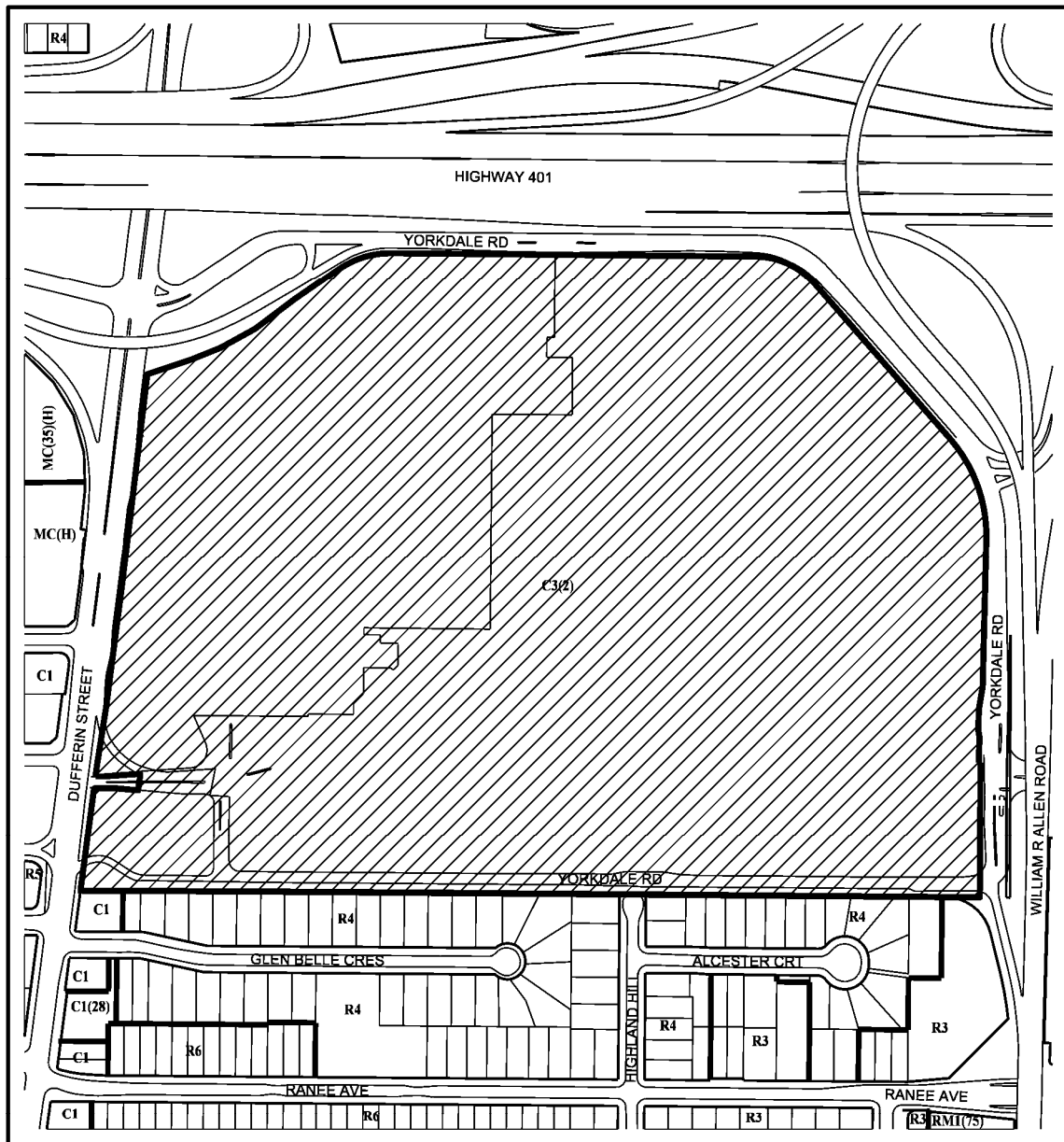
39

This map shows a section of a city street grid. A prominent feature is Highway 401, which runs horizontally across the top. To the left of Highway 401, a thick black line outlines a large area. Within this area, a dashed line follows a path that starts near Warden Road, goes south, then east, and then south again, ending near Midland Avenue. The map includes numerous street names, such as Dufferin Street, W. Allen Road, Bathurst Street, Lawrence Avenue West, Warden Road, Bayview Avenue, Midland Avenue, and many others. The streets are shown as a network of lines, with some areas shaded in light gray to represent building footprints or other urban features.



- October 2011

Attachment 13: Zoning By-law 7625



Zoning By-Law No. 7625

3401 Dufferin Street & 1 Yorkdale Road

File # 17 168973 NNY 15 02



Location of Application

R3 One-Family Detached Dwelling Third Density Zone
R4 One-Family Detached Dwelling Fourth Density Zone
R5 One-Family Detached Dwelling Fifth Density Zone

R6 One-Family Detached Dwelling Sixth Density Zone

RM1 Multiple-Family Dwellings First Density Zone

C1 General Commercial Zone

C3 District Shopping Centre Zone

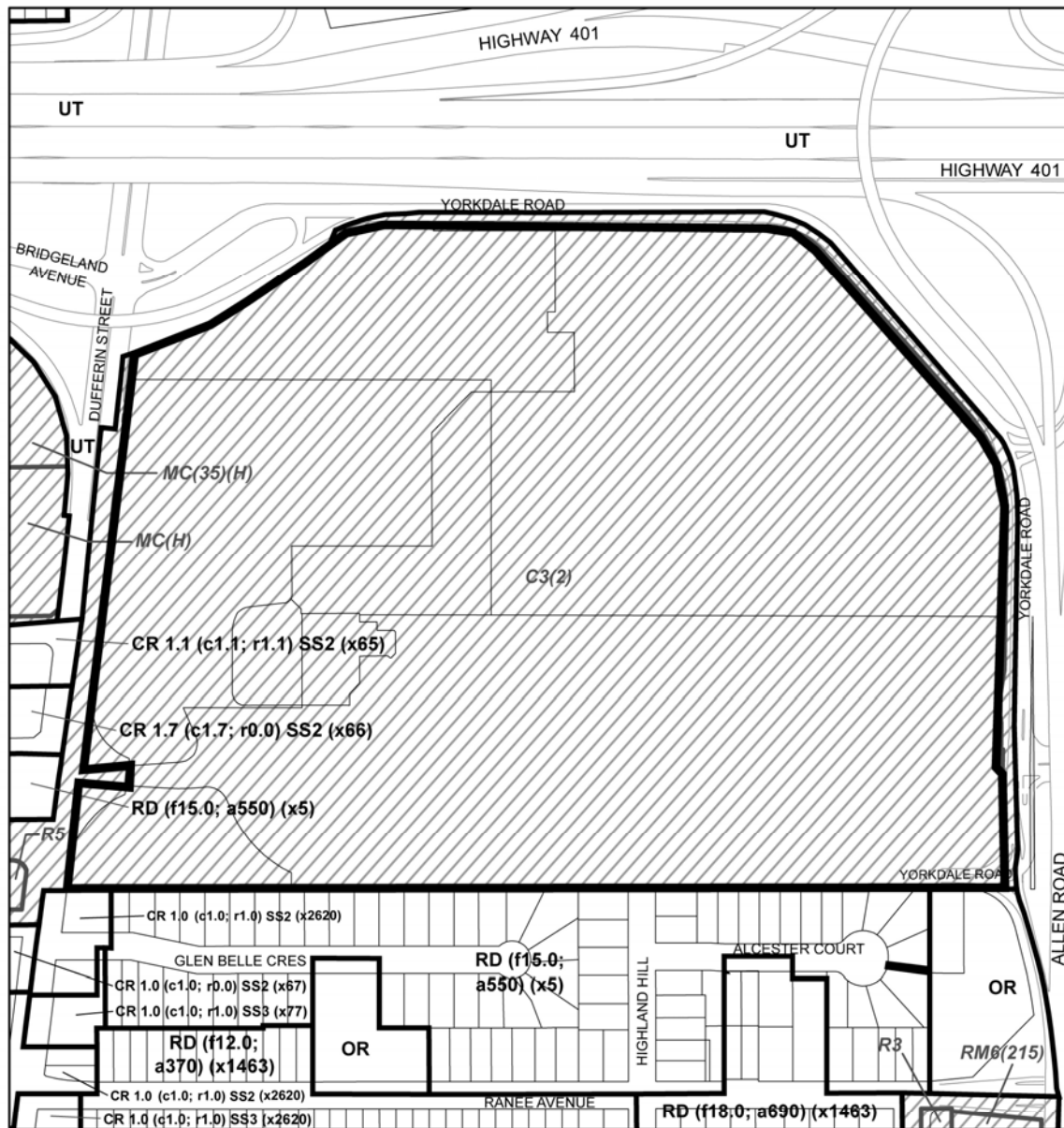
MC Industrial-Commercial Zone

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category



Not to Scale
Extracted 10/05/2017

Attachment 14: Zoning By-law 569-2013



Zoning By-Law No. 569-2013

3401 Dufferin Street & 1 Yorkdale Road

File # 17 168973 NNY 15 02

	Location of Application
RD	Residential Detached
CR	Commercial Residential
OR	Open Space Recreation
UT	Utility and Transportation

	See Former City of North York By-Law No. 7625
R3	One-Family Detached Dwelling Third Density Zone
R5	One-Family Detached Dwelling Fifth Density Zone
RM6	Multiple-Family Dwellings Sixth Density Zone
C3	District Shopping Centre Zone
MC	Industrial-Commercial Zone

Not to Scale
Extracted: 07/26/2017

Attachment 15: Application Data Sheet

APPLICATION DATA SHEET

Application Type	Official Plan Amendment & Rezoning	Application Number:	17 168973 NNY 15 OZ
Details	OPA & Rezoning, Standard	Application Date:	May 30, 2017

Municipal Address: 3401 Dufferin Street and 1 Yorkdale Road– Yorkdale Block Master Plan

Location Description: CON 2 WYS PT LOTS 8 AND 9 RP 66R13323 PARTS 11 AND 12 PT PART 10 RP 66R16192 PARTS 1 4 TO 8 **GRID N1502

Project Description: The Official Plan Amendment (OPA) proposes to amend the Dufferin Street Secondary Plan (OPA 294 under appeal at the Ontario Municipal Board) boundary to include redevelopment of the entire Yorkdale Shopping Centre lands through a Block Master Plan with a mix of uses including residential, retail, and office uses, a Privately Owned Publicly Accessible Space (POPS) fronting onto Dufferin Street and reconfiguring the existing McAdam Avenue loop to include an intersection with a pedestrian crossing and a public park at grade.

The applications include 3 Block Master Plan concepts for the future of the Yorkdale lands.

Option 1 (Residential) proposes an additional 320,338 m² of development on site comprised of 90,986m² of retail space, an 8 storey hotel with a gross floor area of 11,891 m² (240 units) facing Dufferin Street, 6 office buildings with a total gross floor area of 57,189 m² which will contain ground floor retail space and 7 residential buildings with a total gross floor area of 160,271 m² (1,496 units). Proposed buildings range in height from 25m to 120m.

Option 2 (Office) proposes an additional 416,545 m² of development on site comprised of 90,949 m² of retail space, an 8 storey hotel with a gross floor area of 10,108 m² (208 units), 6 office buildings with a total gross floor area of 197,004 m², and 7 residential buildings with a total gross floor area of 118,485 m² (738 units). Proposed buildings range in height from 25m to 120m.

Option 3 (Northern Mall Expansion) proposes an additional 371,108 m² of development on site comprised of 88,543 m² of retail space, an 8 storey hotel with a gross floor area of 10,108 m² (208 units), 6 office buildings with a total gross floor area of 170,527 m² and 7 residential buildings with a total gross floor area of 101,930 m² (962 units). Proposed buildings range in height from 25m to 120m.

(*Note statistics below are based on full build out, Option 2)

Applicant:	Agent:	Architect:	Owner:
Urban Strategies Inc. 197 Spadina Avenue Toronto, ON M5T 2C8	Oxford Properties 100 Adelaide Street West, Suite 900 Toronto, ON M5H 0E2	Callison RTKL 121 Granton Drive, Suite 12 Richmond Hill, ON L4B 3N4	1331430 ONTARIO INC. 3100 Steeles Avenue East Suite 601 Markham, ON L3R 8T3

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	Lawrence-Allen Secondary Plan and Dufferin Street Secondary Plan
Zoning:	7625 C3 (2) EX. 64.25(2)	Historical Status:	No

Height Limit (m): 11 Site Plan Control Area: Yes

PROJECT INFORMATION

Site Area (sq. m):	297,450	Height:	Storeys:	30
Frontage (m):	2,218		Metres:	120
Depth (m):	687			
Total Ground Floor Area (sq. m):	199,253.22			Total
Total Residential GFA (sq. m):	118,485		Parking Spaces:	14,695
Total Non-Residential GFA (sq. m):	564,186		Loading Docks	25
Total GFA (sq. m):	682,670			
Lot Coverage Ratio (%):	67			
Floor Space Index:	2.29			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Rental, Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	118,485	0
Bachelor:	0	Retail GFA (sq. m):	347,949	0
1 Bedroom:	0	Office GFA (sq. m):	206,129	0
2 Bedroom:	0	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	10,108	0
Total Units:	738			

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