

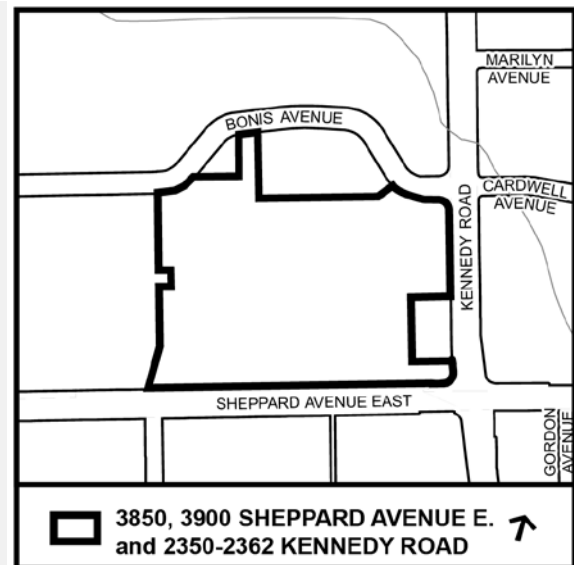
3850 & 3900 Sheppard Avenue East and 2350-2362 Kennedy Road - Official Plan Amendment Application - Preliminary Report

Date:	September 28, 2017
To:	Scarborough Community Council
From:	Director, Community Planning, Scarborough District
Wards:	Ward 40 – Scarborough-Agincourt
Reference Number:	17 181232 ESC 40 OZ

SUMMARY

This application proposes to amend the Agincourt Secondary Plan to permit the redevelopment of the Agincourt Mall lands (3850 & 3900 Sheppard Avenue East and 2350-2362 Kennedy Road) with a mix of uses including residential, retail, office, community facility space and a new public park. Specifically, the Master Plan envisions 406,000 square metres of residential uses (5,000 dwelling units), 23,700 square metres of retail uses, 8,500 square metres of office resulting in an overall site density of 4.2. Also proposed are new public streets and development blocks and a new 8,416 m² public park.

This report provides preliminary information on the above-noted application and seeks Community Council's directions on further processing of the application and on the community consultation process. Given the magnitude of the application, Staff have recommended a more extensive consultation process that will inform the planning and design for the site.



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A final report will be prepared and a public meeting scheduled on the application once all identified issues have been satisfactorily resolved and all required information is provided.

RECOMMENDATIONS

The City Planning Division recommends that:

1. The Director, Community Planning, Scarborough District be directed to advance community consultation on the lands at 3850 & 3900 Sheppard Avenue East and 2350-2362 Kennedy Road in accordance with the consultation work plan set out in this report, in consultation with the Ward Councillor, and with all associated costs borne by the Owner.
2. Notice for the community consultation meetings be given to landowners and residents within 120 metres of the site, in consultation with the Ward Councillor and Councillors in Ward 39 and 41.
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

Agincourt Mall Lands

In the mid 1990's, a Master Plan was prepared by the owners of the Agincourt Mall lands to permit the gradual transformation of what was previously an approximately 12.4 hectare (30.6 acres) site, from a suburban shopping centre to a mixed use node based, in part, on the future extension of the Sheppard Subway.

An Official Plan Amendment application to amend Policy 4.3.3.1 of the Agincourt Centre Secondary Plan was submitted in 1997 to permit a maximum of 970 residential units and was subsequently appealed to the Ontario Municipal Board in the same year. Two Zoning By-law Amendment applications to permit the 970 dwelling units were also appealed.

In 1998 the Ontario Municipal Board (OMB) granted Official Plan and zoning permissions (including density permissions) based upon the proposed Master Plan. The OMB approved a zoning by-law for the entire site subject to a holding provision to

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ensure that appropriate transportation and traffic measures were secured prior to development proceeding beyond certain levels. At that time, the existing Loblaws store within the mall was proposed to be expanded and the approved zoning accommodated this intended expansion.

The OMB also approved a consent application to sever the vacant lands at the north end of the site on the south side of Bonis Avenue, which had been proposed for residential development. Redevelopment was to occur in phases, subject to market conditions and adequate traffic capacity on nearby streets.

A link to a report on the 1998 Official Plan Amendment application can be found below:
<http://www.toronto.ca/legdocs/minutes/council/appa/cc980204/sc1rpt.htm>

In 2003 Council approved an application to amend the Zoning By-law to partially remove an existing Holding Provision (H) on the Agincourt Mall lands in order to allow for the development of additional commercial gross floor area. The application proposed to redevelop two free-standing commercial buildings on the east portion of the site adjacent to Kennedy Road to accommodate a Beer Store and LCBO outlet. An existing building on the south end of the site was also proposed to be demolished and replaced with a new 5 storey building with a mix of retail and office uses with a total gross floor area of 9,624m².

A link to the final report can be found below:
<http://www.toronto.ca/legdocs/2003/agendas/council/cc030922/sc7rpt/cl026.pdf>

In 2012, re-investment on the former mall lands included the construction of the 6-storey commercial and medical office building at 2330 Kennedy Road. A link to the final report can be found below. The redevelopment of the existing LCBO/Beer Store outlet has not occurred.

<http://www.toronto.ca/legdocs/mmis/2012/sc/bgrd/backgroundfile-47667.pdf>

Bonis Avenue Lands

In 2012, City Council approved a zoning amendment application, including the removal of the Holding (H) provision, in order to permit a residential development comprised of two residential towers of 20 and 22 storeys in height, with 527 dwelling units along with 51 three-storey townhouse units on vacant lands located on the south side of Bonis Avenue (municipally known as 175, 185, 195, 205 and 215 Bonis Avenue) for a total of 578 dwelling units. Phase 1 is built and occupied and Phase 2 is under construction.

<http://www.toronto.ca/legdocs/mmis/2012/sc/bgrd/backgroundfile-47667.pdf>

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Pre-Application Consultation

City staff have had four preliminary meetings with the applicant prior to a formal pre-application meeting to discuss, at a high level, their development intentions for the site. These meetings took place on October 16, 2015, December 15, 2016 and January 31, 2017. At those meetings, the applicant communicated their goals and objectives for a new model for suburban intensification where people can shop, live and work, to develop a 'community hub' while leveraging the proposed investment in transit (Sheppard East LRT & GO/RER/SmartTrack). The applicant noted that their objectives for the site would be to create streets and connections to the surrounding community, provide for sustainable development and an appropriate phasing strategy.

A key issue raised at those meetings by City staff was that, based on the significant scale of this redevelopment on a large site, a planning framework and strategy would be required to support any redevelopment of the mall. A number of high level principles were identified including providing for: an on-site municipal park; a network of public streets; protecting for the Agincourt library; any development should be sensitive to the existing and planned context, particularly adjacent stable *Apartment Neighbourhoods*; appropriate phasing considerations including but not limited to protecting for the possibility of a subway on Sheppard Avenue East; urban design guidelines to guide future development; and a robust community consultation process.

Further information was requested from the applicant regarding the proposed building heights, overall and block densities, and details on the proposed building elevations.

Pre-application consultation meetings were held with the applicant most recently on June 7, 2017 to discuss complete application submission requirements, an expanded terms of reference for the associated Avenue Segment Study and planning framework supporting this application. Issues raised at the June 7th meeting, among other matters detailed in the City's draft Terms of Reference dated June 7, 2017, related to: the size of the proposed public park, the proposed building heights, massing, density, phasing, access, servicing, the implementation of new public and private roads, the need for a robust public engagement process, and the need for an urban format retail model to respond to the site's proximity to existing and planned transit.

The scope of work set out in the draft Terms of Reference for the Planning Framework review included the following strategies and analyses:

- Streets and Blocks Strategy;
- Land Use Strategy;
- Built Form and Density Strategy;
- Parks, Open Space and Public Realm Strategy;
- Community Services and Facilities Strategy;

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- Commercial Needs Analysis;
- Public Engagement Strategy including the retention of a third party public engagement consultant;
- Transportation Network Study; and
- Stormwater, Groundwater and Servicing Infrastructure Plans and Studies;

A pre-application public open house meeting was held on May 29th, 2017 and hosted and led solely by the applicant. City Planning Staff were invited by the applicant and attended to answer questions from the public. The Master Plan concepts presented at the meeting were similar to the proposal submitted to the City with this application.

ISSUE BACKGROUND

Proposal

This application proposes to amend the Agincourt Secondary Plan to permit the redevelopment of the Agincourt Mall lands (3850 & 3900 Sheppard Avenue East and 2350-2362 Kennedy Road) with a mix of uses including residential, retail, office, community facility space and a new public park.

Specifically, the Master Plan envisions 406,000 square metres of residential uses (5,000 dwelling units), 23,700 square metres of retail uses, 8,500 square metres of office with an overall site density of 4.2 times the area of the lot.

A 8,416 m² public park is proposed along the westerly perimeter of the site. Three smaller privately-owned parkettes are proposed along the west side of the proposed Allanford Road extension (0.22 hectares), north of Sheppard Avenue East (0.16 hectares), and immediately south-west of the intersection of Kennedy Road south of Bonis Road (0.09 hectares).

In total, 6 buildings with 13 towers are proposed on three (3) development blocks. The heights of these buildings range in size from 20 to 45 storeys (see Attachment 1). As part of the redevelopment, the site will have a total of four new public streets. These 3 development blocks are further subdivided by private streets into 7 smaller development blocks. The public streets and 7 development blocks are described in more detail below:

Municipal Street A is oriented in an east-west direction through the centre of the site. The street would extend from a new signalized intersection at Kennedy Road westwards to Municipal Street D.

Municipal Street B is oriented in a north-south direction through the centre of the site. The street would extend from the existing site access signalized intersection at Sheppard Avenue East northwards to Municipal Street A.

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Municipal Street C is oriented in a north-south direction and comprises the western site boundary. Municipal Street C may also be referred to as the northward extension of Allanford Road, connecting Sheppard Avenue East and Bonis Avenue mid-block.

Municipal Street D is proposed to be configured in a “horseshoe” pattern generally surrounding the proposed new municipal park. The street will consist of a long curve beginning and ending at Municipal Street C to the west. The eastern extent of the horseshoe configured street would intersect with Municipal Street A.

Block 1 is located east of the public park and has frontage on two public roads: Municipal Street ‘A’ and Municipal Street ‘D’. Block 1 includes two tall buildings with heights of 28 and 30 storeys. These towers are connected by a 1 storey base building to a 6,503 m² large format retail base, which will contain a relocated Walmart in **Block 7**. The building would also have two and three storey base building elements oriented to Municipal Street ‘D’, stepping up to a 6 storey element.

Block 2 is located to north of Municipal Street ‘D’, adjacent to the existing library. This Block has frontage on Municipal Street ‘C’ and Municipal Street ‘D’. Block 2 consists of one 30 storey tower, inclusive of a 2 to 6 storey base building. Two and six storey base building elements are proposed to front onto the future public park. A community space (approximately 1,900 square metres) is provided at the base of the building in Block 2.

Block 3 is located south of the proposed public park and has frontage on Sheppard Avenue East, Municipal Street ‘C’, Municipal Street ‘D’ and Private Road ‘B’. This Block will contain two 30 and 22 storey towers with 2, 3 and 8-storey base building elements. The 8 storey base building element would be oriented to Sheppard Avenue East.

Block 4 is located immediately east of Block 3 and fronts onto Sheppard Avenue East to the south, Municipal Street ‘D’ and ‘A’ to the north and east and Private Road ‘B’ to the west. Development is proposed to be set back to protect for a potential future subway station within this block. Block 4 would contain a building with three towers of 20, 25 and 38 storeys with base building elements of 1, 3 and 8 storeys. The 8 storey base building would be oriented to Sheppard Avenue east and Municipal Street ‘C’. A new supermarket is proposed at the base of this building.

Block 5 is located at the north-west corner of Sheppard Avenue and Kennedy Road, and extends westerly to Municipal Street ‘C’. Three residential towers are proposed on this block at 35, 38 and 45 storeys. The stepped 8-storey base building would be oriented to Municipal Street ‘C’ and is proposed to contain residential, office and at-grade commercial uses.

Block 6 fronts onto Kennedy Road and Municipal Street ‘A’. This block would contain two 40 storey residential towers with a one and six-storey base building.

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Block 7, as noted above, would contain a one storey 6,503 m² large format retail base (new relocated Walmart), stepping up to a six-storey element fronting Private Road ‘A’ with a single tower of 35 storeys on the north side of Municipal Street ‘A’.

At-grade retail is proposed in all of the blocks save and except for Block 2.

A site plan, master plan and concept public realm plan are included as Attachments 1 to 3.

Other key statistics are included in the tables below:

Total Residential GFA (sq. m):	406,039
Total Non-Residential GFA (sq. m):	34,115
Total GFA (sq. m):	440,154
Lot Coverage Ratio (%):	42.8
Floor Space Index:	4.12
Parking Spaces	5,401

Unit Type	Number of Units	Proportion of Total
1 Bedroom:	2,876	57.6%
2 Bedroom:	1,587	31.7%
3 + Bedroom:	496	9.9%
Townhouse Units (at the base of buildings)	41	0.8%
Total Units:	5,000	100%

Additional site statistics can be found in the application data sheet (see Appendix 7).

Development Phasing

The applicant proposes the redevelopment of the mall site in five (5) phases (see Attachment 4). Phase 1 would consist of Block 7 (including the new relocated Walmart) and would have public road access from Kennedy Road and private road access from Sheppard Avenue (Private Road ‘A’). Phase 2 would include Block 1, Block 2, the extension of Municipal Street ‘A’, the completion of Municipal Street ‘D’ and the dedication and completion of the public park. Phase 3 is proposed to include Blocks 3 and 4 and the relocation of the supermarket (No Frills). Phase 4 will include Block 6 on Kennedy Road. Phase 5 will include Block 5, and the conveyance of Public Road ‘B’.

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Site and Surrounding Area

The development site, located at the north-west corner of Sheppard Avenue East and Kennedy Road, is approximately 10.67 hectares in area and includes: a 27,870 square metre shopping mall with a 3,535 square metre grocery store (No Frills) and 11,965 square metre large format retailer (Walmart) as anchor tenants, a single-storey commercial building containing a Beer Store, bank and LCBO outlet fronting Kennedy Road, and a 6-storey commercial medical office building on a separate development parcel (2330 Kennedy Road). The lands have approximately 413 metres of frontage on the north side of Sheppard Avenue East, 138m on Kennedy Road, 248 metres along the westerly property line and 76 metres along Bonis Avenue.

Abutting uses are as follows:

North: Bonis Avenue lands (175, 185, 195, 205 and 215 Bonis Avenue) which include two apartment towers of 20 and 22 storeys in height, and three-storey stacked townhouse units; four (4) condominium apartment buildings ranging in height from 16 to 24 storeys and 2 to 4 storey townhouse units; the Agincourt District Library (155 Bonis Avenue) and associated surface parking area. North and north-west of Bonis Avenue is the Tam O'Shanter Golf Course, Ron Watson Park and Tam O'Shanter Junior Public School.

South: Apartment and commercial/retail forms that range in height from 4 to 18 storeys. .

East: two 5-storey office buildings and a 3 storey commercial/retail building (2347 Kennedy Road and 4002 Sheppard Avenue West) and a 20 storey residential apartment building (2365 Kennedy Road). Further east is the West Highland Creek and townhouse forms. Further east is the Agincourt GO Station

West: Immediately west of the shopping centre is the Shepherd Village seniors complex, comprised of buildings ranging in height from 5 to 15 storeys.

Planning Act

Section 2 of the *Planning Act* addresses matters of Provincial Interest and requires municipal Councils to have regard to matters such as:

- (e) the supply, efficient use and conservation of energy and water;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) the orderly development of safe and healthy communities;
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (j) the adequate provision of a full range of housing, including affordable housing;

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- (k) the adequate provision of employment opportunities;
- (m) the coordination of planning activities of public bodies;
- (o) the protection of health and safety;
- (p) the appropriate location of growth and development; and
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.
- (r) the promotion of built form that
 - (i) is well-designed;
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Provincial Policy Statement and Provincial Plans

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.

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

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- 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.

Staff will review the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The Toronto Official Plan contains policies and objectives that guide future growth and development in the City. The Official Plan contains a number of city-building priorities such as directing growth to areas well served by transit and creating viable and complete communities. The Official Plan also contains policies that require development to be considered as part of a broader approach to community building to ensure that all residents have access to housing, parks and community services.

Key Official Plan objectives and policies that are pertinent to the review of the proposed Official Plan Amendment include:

- Concentrating jobs and people in areas well served by transit, promoting mixed use development, ensuring that streets provide access for vehicles, pedestrians and bicycles, space for utilities and services, building address, view corridors and sight lines;
- Recognizing the importance of good urban design in building a successful city and the importance of achieving a high quality public realm;

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- Protecting and improving *Parks Open Space Areas*;
- Providing a comprehensive planning framework for complete communities with streets and open spaces that have good connections to the surrounding streets and open spaces, are supported by infrastructure and community services, provide for uses and building scales that are compatible with surrounding development, and include a full range of housing in terms of type, tenure and affordability; and,
- Using a variety of tools to implement and achieve the objectives of the Official Plan and the Agincourt Secondary Plan.

The Official Plan designates the site as *Mixed Use Areas*, one of four land use designations intended to accommodate growth (Attachment 5). The *Mixed Use Areas* designation encourages a broad range of commercial, residential, institutional and open space uses to accommodate increase in population and jobs along transit lines.

The Official Plan establishes criteria for development in *Mixed Use Areas* including a requirement for buildings to be located and massed to provide a transition between areas of different development intensity, providing setbacks from, and stepping down of, building heights towards existing lower scale development. The Plan also contains requirements to locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open space.

Built Form Policy 3.1.2 of the Official Plan, in large part re-iterates the development criteria noted above. Built Form Policy 3.1.3 of the Official Plan identifies tall buildings as those whose height are typically greater than the width of the adjacent road allowance.

Sheppard Avenue is shown as an Avenue on Map 2 Urban Structure of the Toronto Official Plan. Avenues are important corridors along major streets where reurbanization can create new housing and jobs while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. Reurbanizing the Avenues will be achieved through the preparation of Avenue Studies for strategic mixed use segments of the corridors. Development may be permitted on the Avenues prior to an Avenue Study and will implement the policies of the Plan for the relevant designation area(s).

Sheppard Avenue East and Kennedy Road are identified as a 36 metre right of way in Map 3 of the Official Plan 'Right-of-Way Widths Associated with Existing Major Streets'. This segment of Sheppard Avenue East is also identified as a Transit Corridor in Map 4 of the Official Plan 'Higher Order Transit Corridors' and as a Transit Priority Segment in Map 5 of the Official Plan.

The Allanford Road extension is designated in Schedule 2 of the Official Plan as a Planned But Unbuilt Road.

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The Healthy Neighbourhood policies (Section 2.3.3.) of the Plan states that intensification of land adjacent to neighbourhoods will be carefully controlled so that neighbourhoods are protected from negative impact. Where significant intensification of land adjacent to an *Apartment Neighbourhood* is proposed, Council will determine, at the earliest point in the process, whether or not a Secondary Plan, area specific zoning by-law or area specific policy will be created in consultation with the local community following an Avenue Study, or area based study.

Policy 3.3.1 of the Official Plan states that the policy framework for new neighbourhoods 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 stormwater management and water conservation; and
- h) 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 Plan also contains policies regarding the design of new roads and blocks. The Public Realm policies of the Official Plan require that new streets be designed to promote a connected grid, extend sight lines and view corridors, divide larger sites into smaller blocks, and implement the Complete Streets approach. The Complete Streets approach balances the needs and priorities of the various users and uses within the right-of-way in order to create a well-functioning street network that provides safe access and efficient operation for all street activities and functions.

The Public Realm policies of the Official Plan also require that new city blocks are designed to:

- a. have an appropriate size and configuration for the proposed land use, scale of development and intended form of buildings and open space;
- b. promote street-oriented development with buildings fronting onto street and park edges;
- c. provide adequate room within the block for parking and servicing needs; and
- d. allow for incremental, phased development.

The Parks and Open Space policies in the Official Plan (Policy 3.2.3.5.d and g) require an alternative parkland dedication rate of 0.4 hectares per 300 units for the residential portion of mixed use development for sites greater than 5 hectares in size, with the parkland dedication will not exceeding 20 per cent of the development site, net of any conveyances for public road purposes. The Official Plan also states that to maximize opportunities to obtain parkland, the dedication of land is preferred to a dedication of cash-in-lieu, especially on sites 1 hectare or greater in size.

The Housing policies in the Official Plan require that a full range of housing be provided within neighbourhoods as well as across the City and that a priority for development on large sites of at least 5 hectares is the provision of affordable housing equal to 20% of the additional residential units where extra density is approved.

The Community Services and Facilities policies in the Official Plan state that community services strategies and implementation mechanisms will be required 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.

The Official Plan envisions that new shopping streets will emerge as the *Avenues* develop and mature. The Plan directs that new retail development of a significant scale must take into account the potential impact on existing shopping areas and patterns of retail activity and Policy 3.5.3 encourages retail development along the *Avenues* that suits the local context of built form and supports the establishment of a high quality pedestrian environment.

In addition to the policies referenced above, the entire Official Plan will be considered through the review of this application. The Toronto Official Plan is available on the City's website at: www.toronto.ca/planning/official_plan/introduction.htm

Agincourt Secondary Plan

The lands are located within the Agincourt Secondary Plan and subject to Site and Area Specific Policy 1. These policies acknowledge that the Agincourt Mall lands are intended to redevelop over time into a more intense mixed use and employment, pedestrian-friendly community which emphasizes and supports a future subway or other transit facilities in the area. A maximum density of development of 1.5 FSI (floor space index) and 150 dwelling units per hectare is permitted as shown on 'Map 1-2 Maximum Densities Pre-Subway'.

Zoning

The Agincourt Mall lands are zoned under the Tam O'Shanter Community By-law No. 12360, as amended, of the former City of Scarborough. The mall lands are zoned Apartment Residential (A), Multiple Family Residential (M) and Community

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Commercial (CC) and are also subject to a holding (H) provision (see Attachment 6). Public parks are permitted in all zones under the Tam O'Shanter Community By-law.

The following uses are permitted prior to and upon removal of the holding (H) provision: existing uses, as well as all uses permitted within the Community Commercial (CC) zone, including recreational uses and places of entertainment; bowling alley; billiard hall or pool hall; games arcade; community facilities, including, but not limited to, libraries; apartment buildings; multiple family dwellings; ancillary recreational/amenity uses; parking for libraries; hotels; and subway stations, transit and ancillary facilities.

Prior to the removal of the holding (H) provision, in whole or in part, a maximum of 36,850 square metres of non-residential gross floor area are permitted. Upon removal of the holding provision, the maximum gross floor area for all uses on both sites (Agincourt Mall lands and Bonis Avenue lands) shall not exceed 1.55 times the area of the lands and a maximum of 1,063 dwelling units shall be permitted. The by-law further stipulates that 485 dwelling units shall be permitted on the northwest portion of the mall lands, south of the Agincourt Library, but only once building permits have been issued for a cumulative total non-residential gross floor area of not less than 80,000 square metres.

The holding provision may be removed in whole, or in part, when Council is satisfied as to the following:

- availability of transportation improvements which are necessary to accommodate the proposed stage of development and that any necessary agreements between the applicant and the City have been entered into; and
- that the proposed development of the lands will not preclude a subway station, transit and ancillary facilities on the lands.

The lands are not subject to Zoning By-law No. 569-2013, as amended.

Zoning By-law Amendment and Draft Plan of Subdivision Applications

The intent of the Planning Framework review is to inform the policy framework for the site and inform future zoning by-law, plan of subdivision and site plan applications on the site.

A zoning by-law amendment application is required to establish appropriate zone categories and use permissions, as well as performance standards related to, among other matters, building heights, density and setbacks.

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A draft plan of subdivision is required for the comprehensive development of the lands, including public roads, development and park blocks and to address servicing related matters.

The applicant has yet to submit draft plan of subdivision and zoning by-law amendment applications required to implement their proposed master plan. The applicant has advised that their intention is to submit these applications by the end of the year.

Site Plan Control

Development within the Agincourt Mall site is subject to site plan control. Given the scale of the proposed development, it is anticipated that site plan approval will occur in phases and over time. No site plan control applications had been filed to date.

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 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 city-wide Guidelines are available at:

<http://www.toronto.ca/planning/tallbuildingdesign.htm>.

Mid-Rise Building Guidelines

Toronto City Council, in July 2010, adopted the recommendations contained in the staff report prepared by City Planning entitled "Avenues and Mid-Rise Buildings Study", with modifications and directed staff to use the Performance Standards for Mid-Rise Buildings in reviewing all new and current mid-rise development proposals on the Avenues for a two year monitoring period and in November 2013 Council extended the monitoring period to the end of 2014. The Avenues and Mid-rise Buildings Study identifies a list of best practices and establishes a set of performance standards for new mid-rise buildings. Key issues addressed by the Study include maximum allowable building heights, setbacks and stepbacks, sunlight and skyview, pedestrian realm conditions, transition to Neighbourhoods and Parks and Open Space Areas and corner sites. The Study can be

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found at:

<http://www1.toronto.ca/City%20Of%20Toronto/City%20Planning/Urban%20Design/Midrise/midrise-FinalReport.pdf>

In June 2016, City Council approved the Mid-Rise Building Performance Standards Addendum (April 20, 2016). 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 clarifies that these Performance Standards may be a useful planning tool where a Secondary Plan supports mid-rise buildings, but does not regulate built form or does not fully address mid-rise building design, or when a Secondary Plan is under review.

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.

Refer to the Council Decision

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

and Attachment 1: Mid-Rise Building Performance Standards Addendum (April 20, 2016) <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>

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.

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

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Reasons for the Application

An application to amend the Official Plan is required to provide for density permissions that exceed the maximum density provided for in the Agincourt Secondary Plan.

The scope of the Agincourt Mall proposal and the level of intensification is greater than had been previously contemplated by the in-force Secondary Plan and Site and Area Specific Policy. Achieving the full development potential of these lands will require investment in transportation, transit, servicing and community services and facilities infrastructure, which may need to be reflected in the Official Plan. A comprehensive system of open spaces and linkages will also be required, related to and integrating with the surrounding context, as well as affordable housing to create a well-balanced, complete community.

COMMENTS

Application Submission

The following reports/studies were submitted with the application:

- Shadow Study;
- Planning Rationale and Framework Study Report including a Community Services and Facilities study, Avenue Segment Study, Housing Issues Report, Public Engagement Strategy and Draft Official Plan Amendment;
- Urban Transportation Considerations Report;
- Servicing Feasibility Study and Stormwater Management Strategy;
- Community Energy Strategic Plan;
- Hydrogeological Investigation; and
- Geotechnical Investigation.

A Notification of Incomplete Application issued on August 2, 2017 identifies the outstanding material required for a complete application submission as follows:

- Building Elevations;
- Conceptual Underground Parking Plan;
- Outstanding required elements within the Housing Issues Report;
- Outstanding required elements within the Community Services and Facilities Study;
- Outstanding required elements within the Planning Rationale; and
- Outstanding required elements within the Avenue Segment Review.

Preliminary Guiding Principles and Vision

In response to the Official Plan Amendment application, City Staff have met with the applicant as well as relevant City divisions to discuss key issues and elements related to

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the development of the site. These discussions have provided the applicant a starting point for further detailed conversations about comprehensive master planning for the site, integrating the development into the larger context of the Sheppard Avenue East corridor, future rezoning and subdivision applications, as well as forthcoming broader community engagement.

On a preliminary basis, the applicant has proposed six guiding design principles for master planning the mall site:

1. Create a Continuous Network of Complete Streets
2. Focus on Open Space and Walkway Connections
3. Create Clearly Identifiable Development Blocks
4. Create a Strong Built Form Edge Along Major Roads
5. Establish Clear Connections to Existing and Future Transit Facilities
6. Create a Sustainable Community Which Meets City and Provincial Energy and Climate Change Initiatives

Vision Concept

The applicant's vision for the redevelopment of the Agincourt Mall is for the development of a complete, urban, mixed-use community featuring a variety of housing choices with supporting retail, offices, community facilities and parks.

City staff will continue to work with the applicant to identify and refine the vision and guiding principles for future urbanization of the mall site, which will be informed and guided by input from the community.

Issues to be Resolved

Issues to be addressed include, but are not necessarily limited to:

- Conformity with the Growth Plan of the Greater Golden Horseshoe (2017) and consistency with the Provincial Policy Statement (2014);
- Conformity with respect to the policies of the Official Plan;
- Confirmation of the development levels proposed in the Official Plan Amendment application and evaluation of matters such as the adequacy of transportation and servicing infrastructure, community services and facilities and affordable housing requirements to support these development levels;
- Conformity with the Agincourt Secondary Plan;
- Evaluation of the applicant's preliminary guiding principles for future urbanization of the site;
- Evaluation of land use strategy;
- Evaluation of commercial needs assessment;

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- Determination whether this is an appropriate site for tall buildings or mid-rise buildings or a combination of these building types;
- Conformity with the appropriate Council-approved building guidelines;
- Evaluation of public realm and built form issues related to:
 - Comprehensive public realm and built form strategies to support and improve the public realm, including improvements to adjacent boulevards and sidewalks and co-ordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;
 - The location, configuration, and size of the proposed municipal park;
 - Streets and streetscape;
 - Pedestrian and cycling connections within the site and to the surrounding communities;
 - Privately-owned publically-accessible spaces (“POPS”);
 - Public art to make the building and its open spaces more attractive and interesting;
 - Maximum building heights in relation to the surrounding context and overall City structure;
 - Building locations, heights, and massing, in relation to the public realm, adjacent buildings and the surrounding context in a way that respects the existing and/or planned street proportion and ensures adequate access to sky view;
 - The appropriate mix of building forms and types;
 - Transition from larger scale buildings to both parks and open spaces and neighbouring existing and/or planned buildings, including lower scale buildings, both within the site and to those in the surrounding context;
 - Providing for adequate light and privacy and limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets, properties, parks and open spaces, having regard for the varied nature of such areas and as necessary to preserve their utility;
 - Demonstration plans and urban design guidelines required to appropriately implement the development;
- Evaluation of coordinated streetscape and public realm improvements/right-of-way requirements with the proposed transit stops in proximity to the site;
- Evaluation of site servicing and stormwater management;
- Conformity with the appropriate Council-approved guidelines;
- Conformity with the Wet Weather Flow Master Plan; and
- Adequacy of capacity in local schools to serve the proposed development.

Master Plan

The subject site is significant in size with large frontages along Sheppard Avenue East and Kennedy Road. The application proposes new streets, development blocks as well as a city park located on the west side of the site. A Master Plan for the site will be

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developed in coordination with the City and relevant agencies. The Master Plan will be supported and informed by a robust public engagement process, which will provide a planning and design framework to inform this development application, as well as future development applications on the site.

The Official Plan requires a comprehensive planning framework when developing new neighbourhoods. The policy framework for the mall lands should reflect the Official Plan's city-wide goals as well as the local context.

On June 7, 2017 City staff provided the applicant team a draft Terms of Reference for a Planning Framework review for the Mall lands and Avenue segment. The conceptual Master Plan submitted for the proposed development illustrates a new public and private street network, a new block plan, new parks and open spaces, built form and phasing.

City Planning staff will review and work with the applicant, the community and the Ward Councillors, as established by the Planning Framework review process to develop a Master Plan that ensures the development fits with its existing and planned context, reflects an appropriate vision for the development of the entire site, creates a sense of place within the new development that conforms with the policies of the Official Plan, and achieves City wide goals and objectives.

Streets and Blocks

The application proposes a number of significant additions to the existing street network in order to accommodate the proposed development. The new street and block plan for the subject site results in the creation of four (4) new public streets and three (3) private development blocks which include new private streets and park blocks.

City Planning staff in consultation with other City Divisions are reviewing the proposed street network and block plan to ensure that it conforms with the Public Realm and Building New Neighbourhoods policies of the Official 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 Plan.

Parkland Dedication

The application proposes a 0.84 hectare municipal park along the west side of the site, south of the Agincourt library. Parks, Forestry and Recreation staff advise that as part of the development application, approximately 1.6 hectares of on-site parkland dedication will be required. The Public Realm policies of the Official Plan require that new parkland be connected to existing parks and provides appropriate space and layout for recreational needs.

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City Planning staff and Parks, Forestry and Recreation staff have concerns with the proposed size, location, and distribution of parkland proposed on this site, as well as shadowing impact and phasing of the proposed parks. City staff will continue to work with the applicant to revise the proposal so that the proposed parkland dedication meets the requirements of Parks, Forestry and Recreation and the Official Plan for, among other matters, large sites over 5 hectares in size and achieving a 20% on-site parkland dedication.

Density

City staff have concerns with the increase in density for the proposed development. A total of 5,000 dwelling units are proposed, which is a significant increase over the existing Secondary Plan framework and zoning permission on the site. The increase in density has the potential to overwhelm the existing services in the area, including infrastructure, public transit, roads, and community facilities and services. As currently proposed, this application represents the second largest active residential application in the City.

City staff will continue to review the application and may require additional documentation in order to ensure that any future development of the subject site can be appropriately serviced and would not overwhelm existing services at the detriment of the existing community. The proposed development may need to be revised in order to address concerns regarding density and scale of the development to meet the policies of the *Planning Act*, Growth Plan, Provincial Policy Statement and the Official Plan.

Built Form, Transition and Scale

The redevelopment of the Agincourt Mall site must respond to the existing and planned context surrounding the site and allow for appropriate transition and appropriately mitigate any impacts to adjacent *Parks and Open Space Areas* and *Apartment Neighbourhoods*. Further information is needed to assess whether the proposed buildings within the subject site will meet the Built Form and Tall Building policies of the Official Plan.

Staff will continue to work with the applicant to further develop the proposal to ensure the proposal meets the Built Form policies of the Official Plan, Tall Building Guidelines and Midrise Buildings Guidelines and vision and objectives developed through the Planning Framework review process

Shadowing

City Planning staff have concerns with shadowing on the adjacent *Parks and Open Space Areas* and *Neighbourhoods*, particularly to the east, and shadowing within the development site on the public realm and on proposed buildings. The proposed

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development will need to be revised so that adequate sunlight is protected on nearby and proposed on-site municipal parks and *Neighbourhoods* to the east and that adequate sunlight is provided for the residents of existing neighbourhoods and new development. The proposed development will need to be revised in order to address City Planning staff's concerns regarding built form, and provide additional information to assess whether it will meet the policies of the Official Plan.

Transportation

The ability of the existing and planned transportation system (including pedestrian, cycling, transit and street networks) to support the existing community and the proposed development requires further review.

As noted above, the new street and block plan for the subject site results in the creation of four (4) new public streets and three (3) private development blocks which include new private streets and park blocks. Policies linked to phasing and holding provisions may be employed to ensure planned transportation infrastructure is available when development occurs. An appropriate physical structure of the proposed development, employing a traditional, fine-grained, grid-based system of streets to improve connectivity and legibility while also embracing the ambition and scale of the proposal, is an important component of this capacity analysis.

Other matters to be assessed as part of a comprehensive review of the mall lands and to inform the planning framework for the site include: traffic impact, site access, right of way widths, signalization, street tenure, parking, cycling infrastructure and facilities, pedestrian connections and infrastructure, including generous pedestrian clearways, potential locations for street furniture, and pedestrian comfort.

Transit Improvements

Stouffville GO/Regional Express Rail

In 2016, as part of Metrolinx's Regional Express Rail (RER) program, Metrolinx embarked on capital works to add a second track on the Stouffville GO rail corridor and station improvements to the existing Agincourt GO Station (amongst other locations) to support two-way all day service. The Agincourt GO Station is also a proposed SmartTrack station.

Sheppard Transit Corridor

Sheppard East Light Rail Transit (LRT)

The Sheppard East Light Rail Transit (LRT) line is one of the projects funded under the Master Agreement signed between the City, TTC and Metrolinx in 2012. It is proposed to

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extend from Don Mills Station east to Morningside Avenue. The Sheppard East LRT is currently planned to begin service in 2026. Once completed, the Sheppard East LRT will provide an enhanced level of public transit along the Sheppard East corridor. The funded phase of the project extends to the proposed Conlins storage and maintenance yard.

Sheppard Subway

An Environmental Assessment (EA) study for the Sheppard Subway was completed in 1992, recommending an alignment from Yonge/Sheppard, running east along Sheppard Avenue to past Kennedy Road and then turning southeast to the Scarborough Centre. The 1992 EA included a station (Kennedy Station) located along the Sheppard frontage of the subject site. The Sheppard Subway alignment is reflected on Map 4 of the Official Plan.

Staff will review the proposed development in the context of the above initiatives.

Public Realm - Parks, Streetscape and Other Open Spaces

The public realm is an integral part of any neighbourhood. In many instances, components of the public realm, such as parks or the library, become an extension of the home. Healthy neighbourhoods should address mobility by providing safe streets that encourage independent and active transportation.

Attachment 3, 'Concept Public Realm Plan', illustrates the proposed parks and open spaces. The public realm is a very important aspect of the application given the site's location adjacent to Ron Watson Park, two major roads, the proposed density; and the inclusion of a significant amount of retail space. The applicant has proposed generally wide sidewalks throughout the site with street trees, and a large publicly accessible square to be secured as a POPs in the middle of the development site. Further review is required to develop an appropriate public realm plan for the development, which will be informed by public input through the community consultation process.

Range of 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 equal to 20% of the additional residential units where extra density is approved. The application as proposed is predominantly made up of one-bedroom units.

The "Growing Up: Planning for Children in New Vertical Communities" draft urban design guidelines were approved by City Council in July 2017. These guidelines are now in a two-year period of implementation and monitoring. City staff have been directed to use these draft guidelines which are intended to integrate family suitable design into the

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planning of new multi-unit residential development and particularly to address the needs of children and youth in our growing vertical communities. The guidelines recognize that the design of the neighbourhood, building and unit are as important as policy requirements that focus on the number of bedrooms.

The link to the Council Decision document can be found below.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG21.3>

Further evaluation is required regarding the range of housing options in terms of type, tenure and affordability proposed in this development. Given the location of this site to transit, schools, parks and community facilities, City Planning staff will consider a range of housing that reflects the community and provides for family (which includes a mix of bedroom types) and seniors housing. City Planning staff will be reviewing opportunities for securing affordable housing as part of the development application.

Community Services and Facilities

Toronto's continuing evolution and re-urbanization now involves master planning within a dense infill context. The provision of community facilities and parks that were typically planned for low-rise development should also be planned as part of new vertical development. City building results in a collective responsibility for separate developments to contribute to community infrastructure. Hard and soft infrastructure needs to be delivered in tandem with new development so that the daily needs of residents are met within their communities where available land is scarce and land values are high. Through investments in the public realm, integration of community facilities in new buildings, and provision of a range of unit types and sizes, the city can meet the needs of a growing population while ensuring livability.

The City will continue to work with the applicant in developing a Community Services and Facilities strategy for the site. Further review is required regarding the adequacy of community services and facilities to support the proposed development

Phasing of the Development and Interim Conditions

The subject site is significant in size and the development application includes a number of large moves including the introduction of new streets and blocks, a new public park and provision of 1,900m² of community space. The development application not only needs to function as a complete community when it is fully constructed, but also needs to function well through the various phases of development. It is important to phase development in a way to ensure development proceeds logically and that a full range of public realm improvements, community facilities and services, and required infrastructure is provided to serve new development. Policies linked to phasing and

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holding provisions may be employed to ensure planned hard and soft infrastructure is available when development occurs.

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

Environment and Sustainability

The Building New Neighbourhoods policies of the Official Plan require that large developments create strategies for energy conservation, stormwater management and water conservation, and waste management. The applicant has submitted a Community Energy Strategic Plan which provides details on how the proposed development can address the Building New Neighbourhoods policies of the Official Plan. City Planning staff will continue to review the reports as part of the application process and work towards securing a development that meets a greater standard of environmental sustainability and resiliency. In addition to conformity with the environmental performance measures of the Toronto Green Standard, the application review will consider how to embed sustainability, resiliency and energy performance in all design discussions.

Toronto Green Standard

The TGS Checklist has not been submitted by the applicant and will be required with the submission of future zoning, subdivision and site plan control applications.

Implementation

Details regarding the implementation of any future development on the subject site will need to be resolved including any future applications for Zoning By-law Amendment, Plan of Subdivision and Site Plan Control.

Other Matters

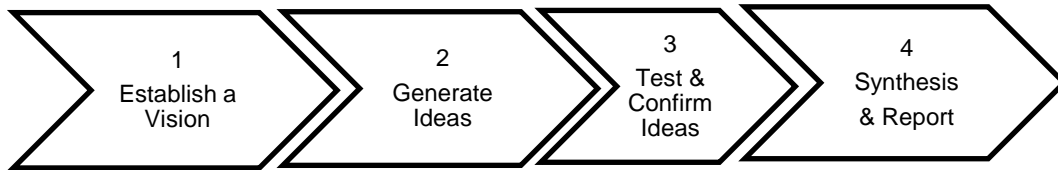
Additional issues may be identified through the review of the application, agency comments and the community consultation process.

PUBLIC CONSULTATION WORK PLAN

While pre-application and Master Plan level preliminary discussions have occurred with the applicant, City-led community consultation has not yet commenced. Based on the significant scale and size of this application, the size of the development site and the amount of Master Planning required to create a policy framework for this new neighbourhood, City Staff have determined that an enhanced public consultation strategy is required.

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The applicant has retained an independent third party consultant with expertise in public engagement. The consultant is intended to support City staff leading the public consultation strategy for this application. The enhanced public consultation strategy set out below, tentatively referred to as the Agincourt Mall Planning Review, will provide a planning and design framework intended to inform City staff's recommendations on this application:



This consultation program will be designed with input from the public engagement consultant, City staff, the Ward Councillor and Councillors in Ward 39 and 41, whose Wards are in close proximity to this application. The consultation program could include, and is not limited to, the following components:

- Forming a Local Advisory Committee, and meeting with it regularly;
- Public Open House meetings;
- Design Charrette;
- Targeted outreach to key communities, including Indigenous communities, area landowners and businesses, Business Improvement Areas in the community, community groups; and
- 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, links to existing and future transit stations; community services and facilities, and built form.

All consultation activities will be summarized and posted online on a City project webpage.

It is recommended that City Planning be directed to advance community consultation for this application, in accordance with the above-noted public consultation work plan with all associated costs borne by the Owner.

NEXT STEPS

In consultation with the area Councillor, staff will commence the public consultation program, tentatively referred to as the Agincourt Mall Planning Review in Q4 of 2017. This Planning Review is intended to inform City staff's recommendations on this application.

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CONTACT

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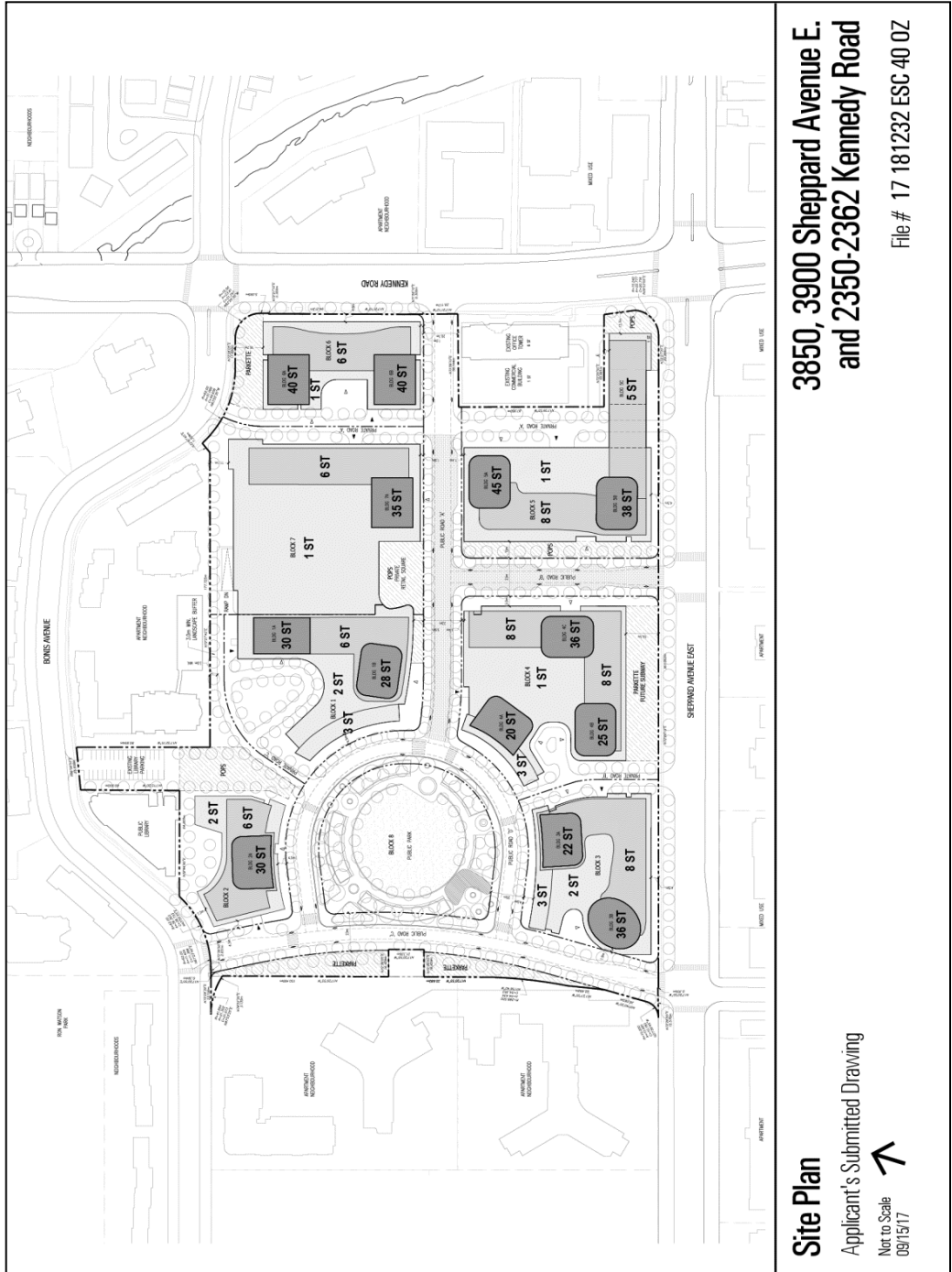
SIGNATURE

Paul Zuliani, Director
Community Planning, Scarborough District

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Master Plan
Attachment 3: Concept Public Realm Plan
Attachment 4: Proposed Phasing Plan
Attachment 5: Official Plan
Attachment 6: Zoning By-law No. 569-2013
Attachment 7: Application Data Sheet

Attachment 1: Site Plan



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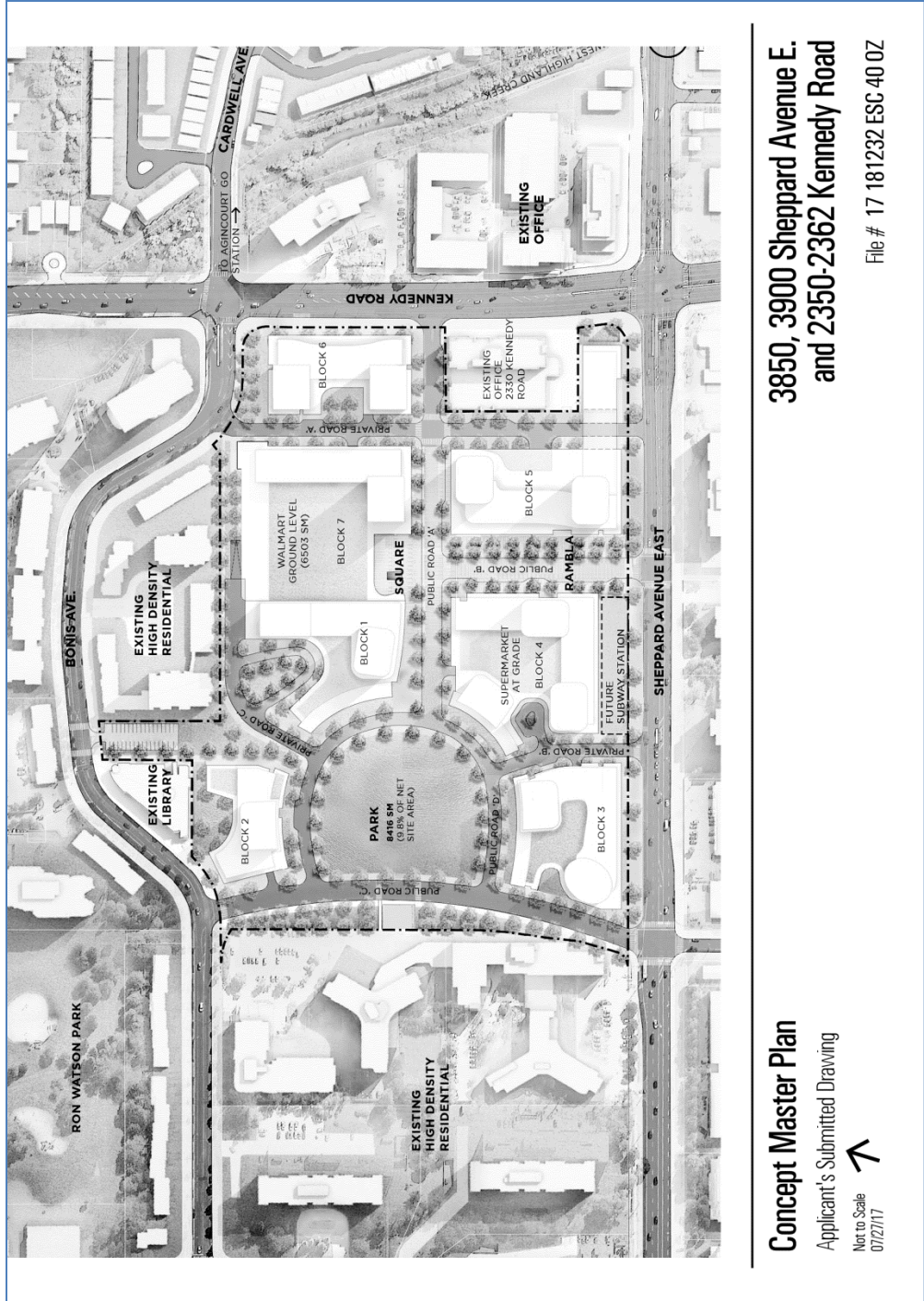
File # 17 181232 ESC 40 02

Site Plan
Applicant's Submitted Drawing
Not to Scale
09/15/17



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Attachment 2: Master Plan



**3850, 3900 Sheppard Avenue E.
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File # 17 181232 ESC 40 0Z

Concept Master Plan

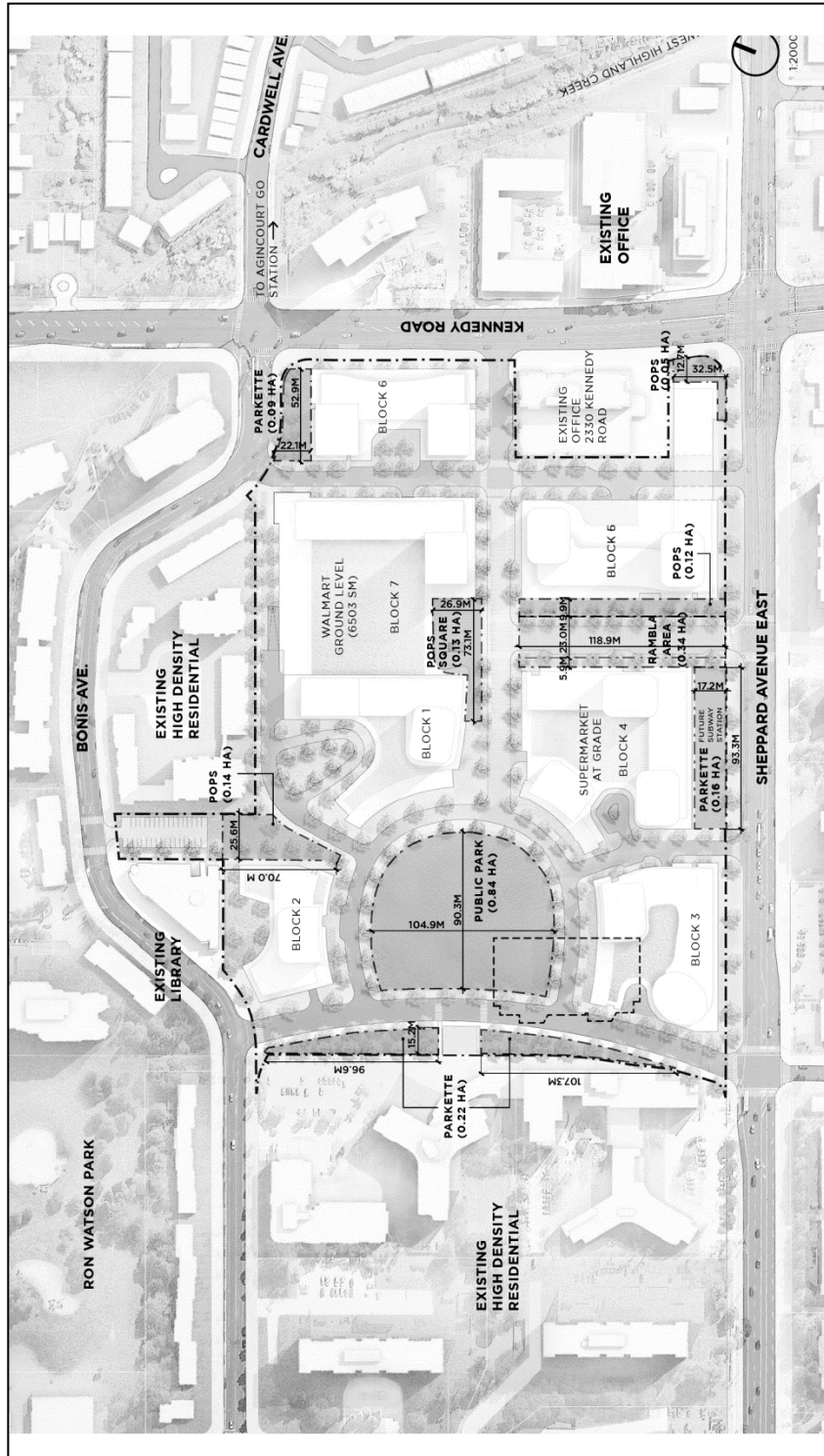
Applicant's Submitted Drawing

Not to Scale
07/27/17



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Attachment 3: Concept Public Realm Plan



**3850, 3900 Sheppard Avenue E.
and 2350-2362 Kennedy Road**

File # 17 181232 ESC 40 0Z

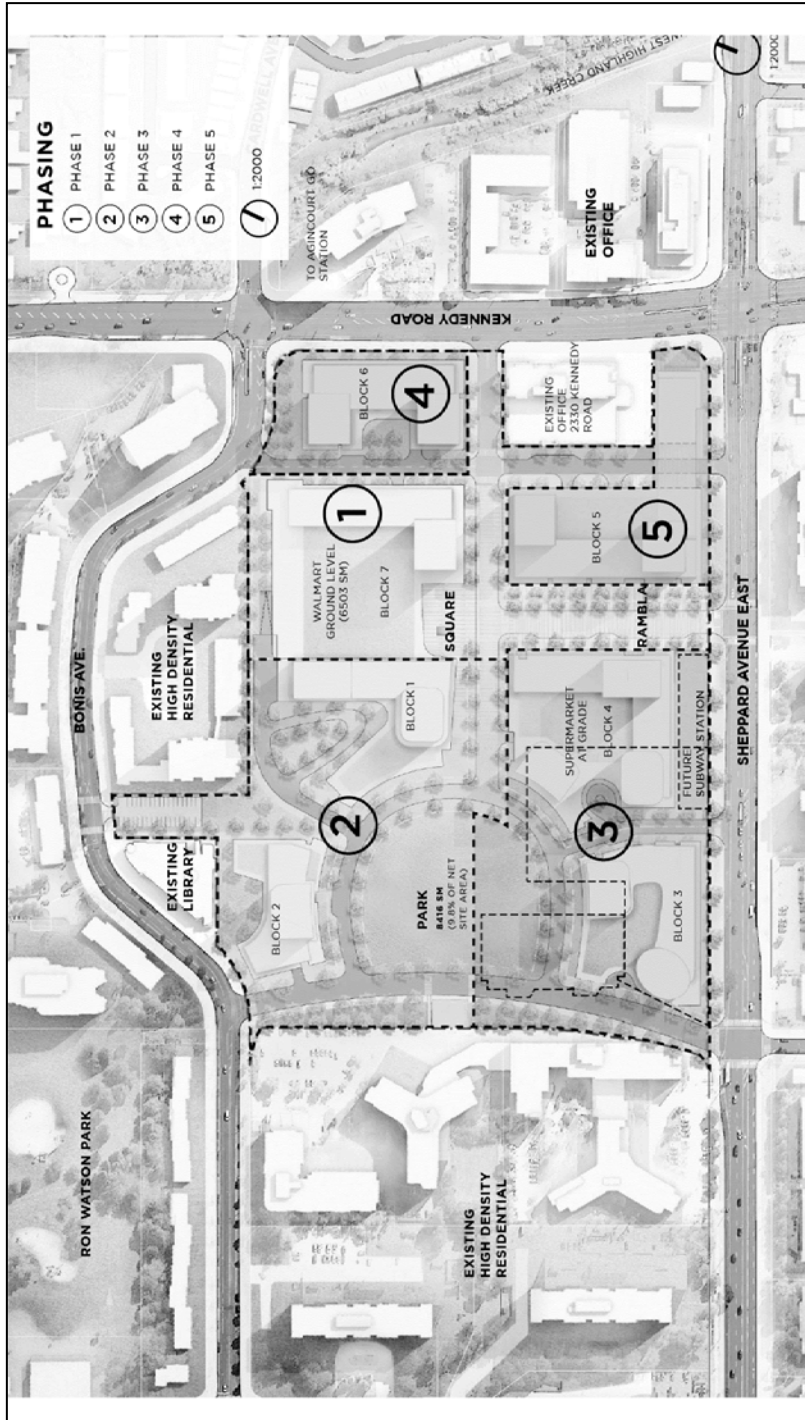
Public Realm

Applicant's Submitted Drawing

North to Scale
07/27/17

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Attachment 4: Proposed Phasing Plan



**3850, 3900 Sheppard Avenue E.
and 2350-2362 Kennedy Road**

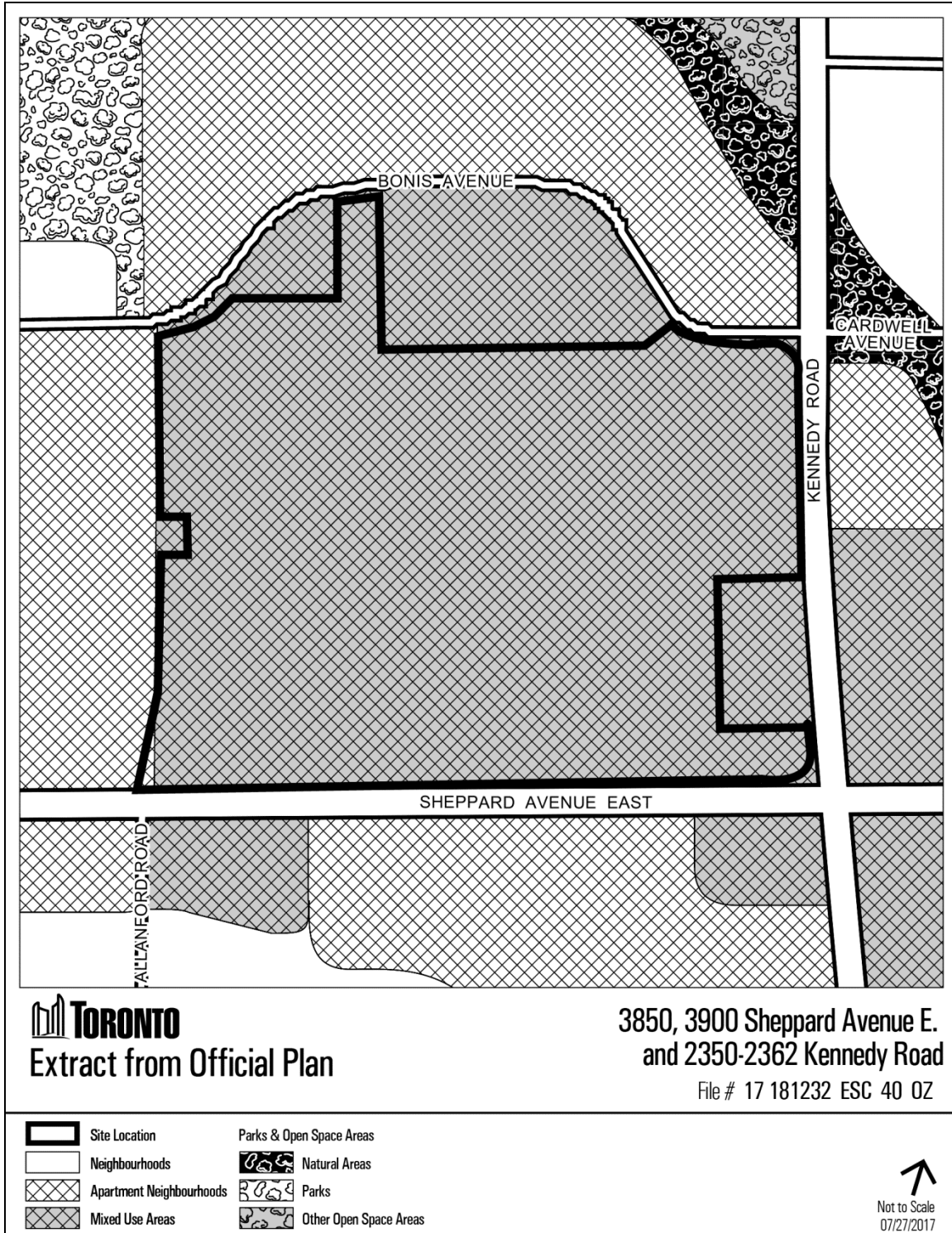
File # 17 181232 ESC 40 0Z

Phasing Plan
Applicant's Submitted Drawing
Not to Scale
07/27/17



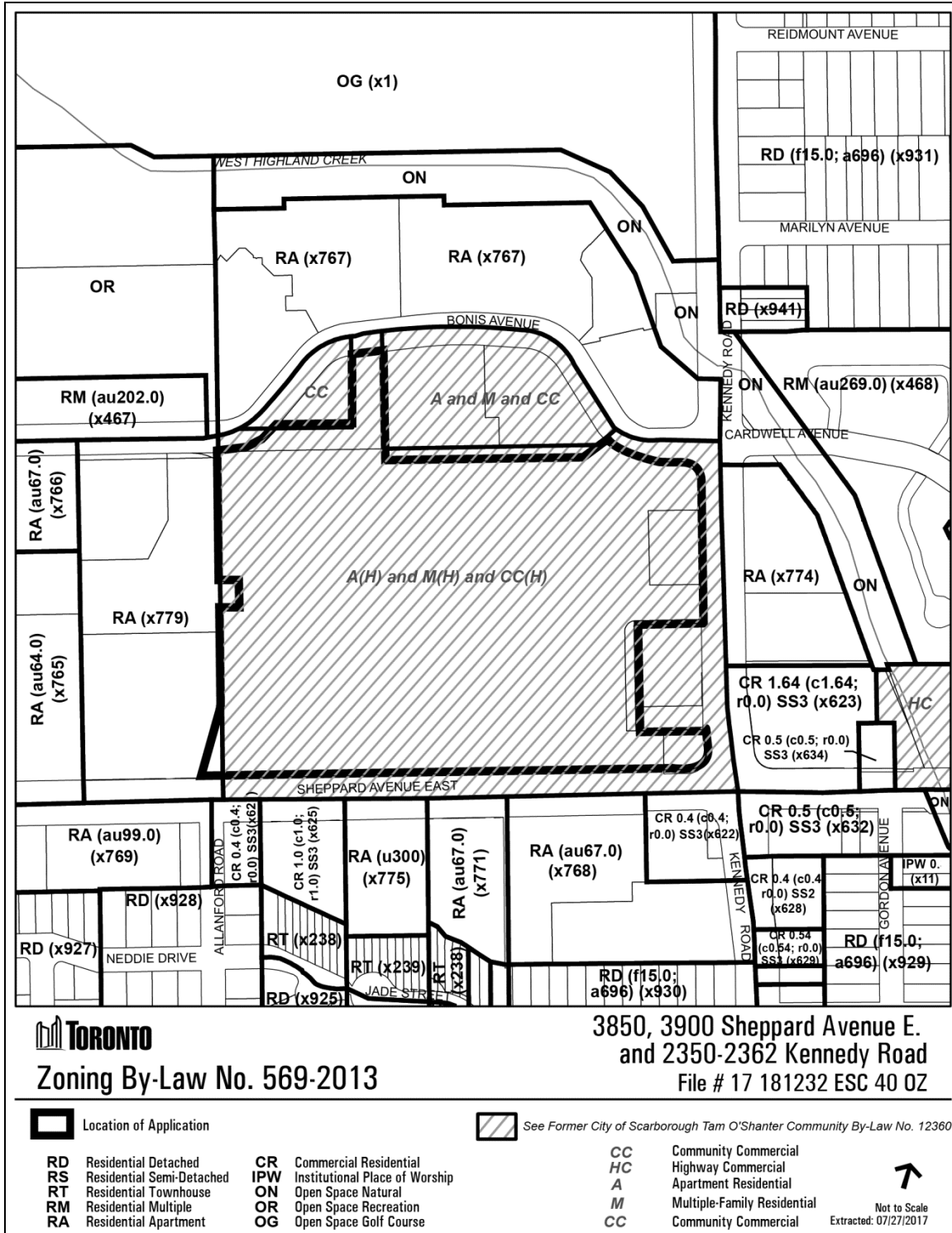
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Attachment 5: Official Plan



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Attachment 6: Zoning By-law No. 569-2013



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Attachment 7: Application Data Sheet

Application Type	Official Plan Amendment	Application Number:	17 181232 ESC 40 OZ
Details	OPA, Standard	Application Date:	June 15, 2017
Municipal Address:	3850 SHEPPARD AVE E		
Location Description:	SCARBOROUGH CON 3 PT LOT 30 PLAN 5260 PT BLK A PLAN M1366 PT BLK D PLAN 66M2255 PT BLK 3 RP 66R21456 PARTS 15 TO 17 AND 21 RP 66R27658		
Project Description:	The Official Plan Amendment (OPA) proposes to amend the Agincourt Secondary Plan to permit the redevelopment of the Agincourt Mall lands, with a mix of uses including residential, retail, and office, community facility space and a new public park. Specifically, the OPA would permit a density of 4.2, approximately 5,000 dwelling units; new streets and blocks, a new 8,416 m ² public park and other open spaces.		

Applicant:	Agent:	Architect:	Owner:
BOUSFIELDS INC		Giannone Petricone Architect	AGINCOURT MALL

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	A, M, CC	Historical Status:	
Height Limit (m):		Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	106,655	Height:	Storeys:	45	
Frontage (m):	393		Metres:	138	
Depth (m):	271.8				
Total Ground Floor Area (sq. m):	45,617				Total
Total Residential GFA (sq. m):	406,039		Parking Spaces:	5,401	
Total Non-Residential GFA (sq. m):	34,115		Loading Docks	0	
Total GFA (sq. m):	440,154				
Lot Coverage Ratio (%):	42.8				
Floor Space Index:	4.12				

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

			Above Grade	Below Grade
Tenure Type:				
Rooms:	0	Residential GFA (sq. m):	406,039	0
Bachelor:	0	Retail GFA (sq. m):	23,684	0
1 Bedroom:	2,876	Office GFA (sq. m):	8,492	0
2 Bedroom:	1,587	Industrial GFA (sq. m):	0	0
3 + Bedroom:	537	Institutional/Other GFA (sq. m):	1,939	0
Total Units:	5,000			

CONTACT:	PLANNER NAME:	Andria Sallese, Senior Planner
	TELEPHONE:	(416) 395-7166

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