

## **3401 Dufferin Street and 1 Yorkdale Road – Official Plan Amendment Application – Request for Direction Report**

Date: November 10, 2022

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 8 – Eglinton Lawrence

**Planning Application Number:** 17 168973 NNY 15 OZ

### **SUMMARY**

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On May 30, 2017 an Official Plan and Zoning By-law Amendment application was submitted to permit a long-term mixed use development plan for portions of the Yorkdale Shopping Centre site. The existing Yorkdale Shopping Centre is to remain on site and in operation. The proposed development is intended to occur in a phased manner over the next 20 years and beyond. This proposal introduces new streets, parks and open spaces, internal pedestrian connections, new residential uses in the form of mid-rise buildings and tall buildings, additional commercial and office uses, and a hotel. The master plan consists of eleven new development blocks, three new park blocks, one POPS block. A total of 5,126 residential units, 49,442 square metres of retail, 32,708 square metres of office, and 17,250 square metres of hotel uses for an overall proposed FSI of 2.5 times the area of the site. The range of proposed building heights is from 12 – 40 storeys.

On April 6, 2022, the Applicant appealed the Official Plan Amendment portion of the application to the Ontario Land Tribunal (OLT) due to Council not making a decision within the 120-day time frame in the Planning Act. The Zoning By-law Amendment application is still under review by staff and is not the subject of this report.

This report recommends that the City Solicitor with the appropriate City staff attend the OLT hearing to oppose the application in its current form and to continue discussions with the Applicant to resolve outstanding issues.

As discussed further below, the Applicant also filed an appeal to the Dufferin Street Secondary Plan (DSSP) with respect to the site. In a decision dated September 30, 2022, the Ontario Land Tribunal (OLT) ordered that the Applicant's appeal of the DSSP and the appeal of this site specific application be "heard together".

### **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal in opposition to the current Application regarding the Official Plan Amendment appeal for the lands at 3401 Dufferin Street and 1 Yorkdale Road and to continue discussions with the Applicant in an attempt to resolve outstanding issues, including any outstanding matters related to the Dufferin Street Secondary Plan.
2. In the event that the Ontario Land Tribunal allows the appeal in whole or in part, City Council authorize the City Solicitor to request that the issuance of any final Orders be withheld until such time as the City Solicitor advises that:
  - a) the final form and content of the draft Official Plan Amendment are to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning;
  - b) The owner has provided updated Urban Design Guidelines to the satisfaction of the Chief Planner and Executive Director, City Planning;
  - c) The owner has provided an Energy Strategy, to the satisfaction of the Chief Planner and Executive Director, City Planning; and
  - d) The owner has provided an Affordable Housing Strategy to the satisfaction of the Chief Planner and Executive Director, City Planning;
3. City Council authorizes the City Solicitor and City staff to take any necessary steps to implement City Council's decision.

## **FINANCIAL IMPACT**

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The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

## **DECISION HISTORY**

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### **Lawrence Allen Secondary Plan**

On November 30, 2011, City Council adopted the Lawrence-Allen Secondary Plan (Amendment No. 162 to the City of Toronto Official Plan), to allow for 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: [32 - Lawrence-Allen Secondary Plan \(toronto.ca\)](#). The subject lands are located within this Secondary Plan area.

The decision of City Council can be found here: [Agenda Item History - 2011.NY11.24 \(toronto.ca\)](#)

## **Dufferin Street Secondary Plan**

On December 9, 2015, City Council adopted the Dufferin Street Secondary Plan (DSSP) (Amendment No. 294 to the City of Toronto Official Plan), as amended by North York Community Council as well as the accompanying Dufferin Street Urban Design Guidelines. City Council also endorsed the Dufferin Street Transportation Master Plan and the Infrastructure and Stormwater Master Plan. City Council directed staff to use the Dufferin Street Urban Design Guidelines, as well as the Transportation Master Plan and Infrastructure and Stormwater Master Plan in the evaluation of all new and current development proposals and public initiatives. The decision of City Council can be found here: [Agenda Item History - 2015.NY10.42 \(toronto.ca\)](#)

The DSSP was appealed to the OLT by seven appellants, including the owner of the Yorkdale Shopping Centre site. On November 15, 2019, the OLT modified and partially approved the majority of the DSSP except as it applies to some of the policies that were still under appeal and as it applies to this site. On May 12, 2021, the OLT further modified and approved the DSSP to resolve an appeal by the Building Industry and Land Development Association. The DSSP remains under appeal in its entirety as it relates to Block 14 (a portion of the Yorkdale site).

## **Official Plan and Zoning By-law Amendment Application**

On May 30, 2017, an Official Plan and Zoning By-law Amendment application was submitted to permit a long-term mixed use development plan for portions of the Yorkdale Shopping Centre site with the Yorkdale Shopping Centre to remain. The proposed development is intended to occur in a phased manner over the next 20 years and beyond. This proposal introduces new streets, parks and open spaces, internal pedestrian connections, new residential uses in the form of mid-rise buildings and tall buildings, additional commercial and office uses, and a hotel. This application was deemed complete on December 6, 2017.

A Preliminary Report was adopted by North York Community Council on October 17, 2017 authorizing staff to initiate the public engagement work plan as outlined in the preliminary report, in consultation with the local area Councillor with an expanded notification area. The decision of the North York Community Council can be found here: [Agenda Item History - 2017.NY25.5 \(toronto.ca\)](#).

A Request for Interim Direction Report was adopted by North York Community Council on July 23, 2018 authorizing staff to continue review of the application and to work with the applicant to resolve the outstanding issues. North York Community Council also authorized the City Solicitor and appropriate City Staff to attend and oppose the application, in its current form, should the application be appealed to the OLT. The decision of the North York Community Council can be found here: [Agenda Item History - 2018.MM44.114 \(toronto.ca\)](#).

Since this report, the application has been revised with the most recent submission in May 2022 and a number of changes to the provincial planning framework have

occurred. All decisions must conform and/or shall be consistent with to the provincial policy framework that is presently in effect. This Request for Directions Report provides an evaluation of the current proposal against the applicable policy framework.

### **Appeal to the Ontario Land Tribunal**

On April 6, 2022, the applicant filed an appeal to the OLT citing the City's failure to make a decision on the requested Official Plan Amendment within the statutory timeframe set out in the Planning Act.

An OLT Case Management Conference (CMC) was held on September 8, 2022 by video hearing. At the CMC, participant status was granted to a neighbouring land owner and a further CMC was scheduled for February 16, 2023. A 10 day hearing on the merits of the application is scheduled to commence on September 18, 2023.

In a decision dated September 30, 2022, the Ontario Land Tribunal (OLT) ordered that the Applicant's appeal of the DSSP and the appeal of this official plan amendment application be heard together.

### **Yorkdale Shopping Center Block Master Plan**

As detailed in the Preliminary Report on this application, the submitted applications (by Oxford Properties) proposes additional development on the portions of the Yorkdale Shopping Centre lands that was not in the scope of the DSSP. In order to better understand the context area and the impacts of the proposed scale of development, Planning staff in collaboration with the applicant have undertaken a comprehensive Block Master Plan process in conjunction with the review of the Oxford Properties Official Plan Amendment and Zoning By-law Amendment applications, as per the direction of North York Community Council.

The Oxford Properties applications as filed in 2017 proposed three different conceptual master plans to demonstrate the build-out of the site over a 20-year and beyond planning timeframe. The three master plans were comprised of a range of retail, office, hotel and residential uses and an internal private above and below grade street network. The master plan study process established and worked with a Technical Advisory Committee (TAC) and a Local Advisory Committee (LAC), and also included feedback from the City's Design Review Panel. This block master plan study process also included a Transportation Master Plan and Infrastructure Master Plan Addendum.

Through this Block Master Plan study process, the application has been revised into a single block master plan concept with a range of retail, office, hotel and residential uses as well as expanded parkland area, additional privately owned publically accessible spaces (POPS), and the inclusion of a public and private street system, as further described in this report.

More information on the Yorkdale Block Master Plan study can be found here: [Yorkdale Shopping Centre Block Master Plan – City of Toronto](#).

### **Yorkdale Transportation Master Plan**

As part of the block master plan study process, the City carried out a Transportation Master Plan (TMP) in order to identify and address the long-term transportation

improvements needed to support all road users within, and surrounding the Yorkdale Shopping Centre Site. The study followed Phases 1 and 2 of the Environmental Assessment process. The final Yorkdale TMP identified 26 preferred solutions to the City's transportation network encompassing road infrastructure, cycling infrastructure, pedestrian infrastructure, and public transportation infrastructure over the long term. On July 19, 2022, City Council endorsed the Yorkdale TMP and also requested the City's Transportation Services Division to conduct further study on two of the preferred solutions on the Yorkdale site as well as to conduct further study on the feasibility of extending Dufferin Street north of Wilson Avenue to link into Allen Road going north. More information on the Yorkdale TMP can be found here: [Yorkdale Transportation Master Plan – City of Toronto](#)

## **Design Review Panel**

The Block Master Plan study went before the City's design review panel on two occasions to seek the panel's feedback on the vision statement and proposed master plan concepts, sustainability and resiliency strategies, creating a multi-modal transit hub, enhancing site connectivity through public streets, larger consolidated parks, additional public realm elements and community uses were among the issues that were discussed.

## **SITE AND SURROUNDING AREA**

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**Site Description and Dimensions:** The site is located at 3401 Dufferin Street and 1 Yorkdale Road. It 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 generally rectangular in shape and is approximately 30 hectares in size. The site has a frontage of approximately 400 metres in length on Dufferin Street and a frontage of 1 km in length along Yorkdale Road.

**Existing Use:** The site presently supports the existing 275,000 square metre Yorkdale Shopping Centre and associated surface, structured and underground parking spaces as well as a 9,125 square metre office building containing the Yorkdale GO Bus Terminal. The Shopping Centre is connected to the office building which in turn is connected to the Yorkdale Subway Station on Line 1 via an elevated pedestrian passageway.

### **Surrounding uses include:**

North: immediately north of the site is Highway 401. Beyond Highway 401 is a large format retail plaza fronting onto Wilson Avenue and Billy Bishop Way.

East: of the site is Yorkdale Road, the Yorkdale Subway Station and the William R. Allen Road (Allen Road). To the east of Allen Road is Baycrest Park.

South: of the site is a low-density residential neighbourhood consisting of detached dwellings.

West: immediately to the west of the site is Dufferin Street. On the opposite side of Dufferin Street is a car dealership, one and two storey mixed use commercial buildings

as well as the McAdam Loop access to Yorkdale Shopping Centre. Also on the west side of Dufferin Street will be a mixed use redevelopment of the former Holiday Inn hotel at 3450 Dufferin Street (under construction). This redevelopment will consist of three new mixed use, high rise towers a new City park, new public streets, and a City-owned daycare. West of Dufferin Street and south of Bridgeland Avenue there low rise residential neighbourhood as well as an employment area further along Bridgeland Road.

## THE APPLICATION

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The Official Plan Amendment application seeks to create a long-term mixed use development plan for portions of the Yorkdale Shopping Centre site with the Yorkdale Shopping Centre to remain. The proposed development is intended to occur in a phased manner over the next 20 years and beyond. At the northern portion of the site, between the Dufferin/Highway 401 off-ramp, Yorkdale Road and the existing Yorkdale Shopping Centre, the land is proposed to be built out with seven new development blocks containing mixed-use base buildings with residential towers atop ranging in heights from 20 - 40 storeys, a new public park block, and a new publicly accessible private open space (POPS) block. These blocks are organized around a new east-west public street and a new east-west private street as well as a new north-south public/private street connecting to Yorkdale Road.

On the western portion of the site, between Dufferin Street and the existing Yorkdale Shopping Centre, the application proposes that the lands would be built out with three new development blocks containing mixed-use (residential and non-residential) buildings ranging in heights from 12 - 30 storeys, a hotel, and two new public park blocks. These blocks are organized around a new east-west private street.

With respect to the southern portion of the site, the existing private service road is intended to remain and a development block with a proposed taller office tower of up to 30 storeys is proposed at the southeast corner of the site, adjacent to Yorkdale Road.

### Description

**Height:** eleven new development blocks with heights ranging from 12 proposed up to 40 storeys. The existing shopping centre is three storeys in height and the existing office building is six storeys in height.

**Density (Floor Space Index):** 2.5 times the area of the lot.

**Uses:** 5,126 dwelling units, 49,442 square metres of retail GFA, 32,708 square metres of office GFA, and 17,250 square metres of hotel GFA.

### Additional Information

See Attachments 1 - 4 of this report for a location map, Application Data sheet, applicant's project rendering and the master plan. The applicant's proposed Official Plan Amendment can be found in Attachment 11.

All plans and reports submitted as part of the application can be found on the City's Application Information Centre at:  
<https://www.toronto.ca/city-government/planning-development/application-information-centre/>

### **Reasons for Application**

The draft Official Plan Amendment proposes to amend the DSSP in order to put in place a framework for a comprehensive vision for the site to aid in guiding future development at the Yorkdale Shopping Centre site over the long term. The amendments to the Secondary Plan include, but are not limited to expanding the boundaries of the Secondary Plan area to include the entirety of the Yorkdale Shopping Centre site, establishing a network of new private and public streets and connections, new locations for parkland and other public realm elements, and to include new site and area specific policy to address the long term vision, structure and build out of the site. No amendments are proposed to the Lawrence Allen Secondary Plan.

A draft Zoning By-law Amendment application was filed concurrently with the Official Plan Amendment application. It proposes to amend former North York Zoning By-laws 7625 to vary performance standards including: building height; building setbacks; gross floor area; and parking space requirements as well as including the requirement of a holding "H" provision that requires any density proposed beyond a base density be subject to a holding provision. Additional amendments to the Zoning By-law may be identified as part of the ongoing application review.

Staff notes that the appeal only pertains to the draft Official Plan Amendment portion of the application. The draft zoning by-law amendment was not appealed by the applicant. It is under review by staff and not the subject of this report.

### **Plan of Subdivision**

A future draft plan of subdivision application would be required in order to create the new public roads, public parks and development blocks. An application for draft plan of subdivision has not been submitted.

## **POLICY CONSIDERATIONS**

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**Official Plan Designation:** The site is designated *Mixed Use Areas* on Map 17 in the Official Plan. The portion of the property fronting onto Dufferin Street is identified as an *Avenue* on Map 2 of the Official Plan. The site is located within the Lawrence-Allen Secondary Plan as well as the DSSP. The portions of the DSSP that apply to this site are under appeal by the applicant and not in effect. The site is also subject to Site and Area Specific Policy 715 regarding the Yorkdale Protected Major Transit Station Area. SASP 715 has been adopted by City Council and forwarded to the Minister of Municipal Affairs and Housing for approval and is not yet in effect.

### **Additional information:**

See Attachment 5 for applicable policy documents.

## **COMMUNITY CONSULTATION**

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A total of four community consultation meetings for this master plan process were held since the submission of the application. In addition, as part of this block master plan study, a Local Advisory Committee (LAC) was established with members of the local community that reviewed and discussed both this master plan study and the Transportation Master Plan. The City's website also includes a dedicated webpage for the Yorkdale master plan study where the public can learn more about the proposal and provide feedback. The proposal webpage can be found here: [Yorkdale Shopping Centre Block Master Plan – City of Toronto](#)

The most recent community consultation meeting was held on June 23, 2022 on a virtual platform and sought the community's input on the revised conceptual master plan. Approximately 20 members of the public participated, as well as the Ward Councillor. Generally, the concerns expressed were in regards to the increase in traffic in the area that would be generated from the redevelopment and how the existing issues with traffic will be exacerbated. People also wanted to better understand the phasing and the timeline for development.

## **COMMENTS**

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### **Provincial Framework**

Staff's review of this Official plan amendment has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff has reviewed the current proposal for consistency with the Provincial Policy Statement (PPS), and conformity with the Growth Plan for the Greater Golden Horseshoe (2020) (Growth Plan).

Staff find that elements of the OPA policies are not consistent with the PPS and do not conform with the Growth Plan. The OPA is not consistent with PPS policies concerning matters such as but not limited to the establishment of appropriate phasing and coordination, provision for a healthy and active community, provision of appropriate built form, public spaces, infrastructure and public service facilities, and energy conservation and climate change.

The PPS establishes that the Official Plan is the most important vehicle for the implementation of the PPS. The DSSP builds on the Official Plan to articulate a vision for this area. Supporting documents including urban design guidelines to further implement the DSSP direction. A discussion on the local policy issues is found below.

Similarly to the PPS, the proposal does not conform to, or conflicts with the Growth Plan. The proposed Official Plan amendment does not conform to Growth Plan policies such as but not limited to policies related to complete communities, providing a diverse range and mix of housing options including affordable housing, that can accommodate the needs of all household sizes and incomes, providing additional opportunities for new major office and major institutional development to be located within major transit station areas, providing opportunities for new public service facilities, providing appropriate policies to address the impacts of climate change and environmental sustainability, integrated planning, transportation, and the implementation of appropriate development standards through the Official Plan and other supporting documents.



The Growth Plan recognizes that well-planned infrastructure is essential to the viability of communities and critical to economic competitiveness, quality of life, and the delivery of public services. It provides that infrastructure planning, land use planning, and infrastructure investment must be coordinated. However with no defined phasing strategy it is unclear that the proposed amendment would integrate land use planning with infrastructure planning and allow for the coordination of identified infrastructure. Further revisions to the draft policies will need to be explored in order to address the policy matters identified above.

## **Master Plan**

The Master Plan submitted in support of the application identifies a high level development concept of the subject lands and forms the basis for the proposed policy framework in the draft Official Plan Amendment. Staff have reviewed the plan and do not agree with matters such as the proposed road ownership structure, proposed road right-of-ways and other transportation network improvements that are not in alignment with the findings of the Transportation Master Plan, building heights along segments of Dufferin Street, and some of the public realm interfaces surrounding the POPS locations. More detailed comments are provided in the following sections of this report.

## **Phasing of Development**

The application proposes a long term (20+ year) build out of a large site (30 hectares in total, of which there are 14 hectares of developable area not including the existing Yorkdale Shopping Centre and immediate servicing areas). Given the size and magnitude of this site, the proposed amendment is inadequate and needs further refinement in order to provide direction for the build out of the site in an orderly and coordinated manner. While the proposed development is in an appropriate location for growth and development, the scale and form of development needs comprehensive phasing policies to coordinate the implementation of different community facilities, infrastructure, parks, and a balanced mix of housing (including affordable housing), office and other non-residential uses at each phase along with each development block to ensure the orderly development of a safe, healthy and complete community. Revised policies to address the need for appropriate infrastructure and public realm elements to be delivered to support development in a coordinated phased approach and to identify whether any additional implementation tools may be required to realize the vision for the site are necessary to support this proposal.

## **Draft Plan of Subdivision**

The official plan amendment proposes a policy that would exempt the development from any future application from draft plan of subdivision approval. Staff does not support the applicant's approach. A draft Plan of Subdivision is an appropriate implementation tool as it supports the City's policy framework as afforded by Section 51(25) of the Planning Act to secure for matters such as land conveyances and infrastructure improvements. This is in order to ensure for the orderly development of land, including the creation of new development blocks, new public streets, new public servicing infrastructure and new parks.

## **Land Use**

The site is designated *Mixed Use Areas* in the Official Plan. *Mixed Use Areas* will create a balance of a mixture of uses that reduces automobile dependency and meets the

needs of the local community. The DSSP builds on the Official Plan policies to further articulate that a mix of use is required along Dufferin Street and certain other streets.

Based on staff's review, the proposed mix of land uses is generally appropriate given that the existing Yorkdale Shopping Mall is proposed to be retained and there are non-residential uses proposed for areas in the Master Plan. However, the proposed policy does not contain a sufficient level of specificity with regards to ensuring a balance of uses in each phase is implemented over time. Also, the amount of future major office uses should be increased given the site's location to a major transit station area and the Highway 401 and Allen Road.

As the site is near Highway 401, Allen Road, and the employment areas west of Dufferin Street, new development will need to protect and appropriately buffer sensitive land uses from major facilities as per the policies of the Official Plan. Additional policies regarding the need for further air quality, noise, and vibration studies to address appropriate mitigation measures should be included in the OPA policies.

The proposed amendment proposes policies regarding the use of base buildings for large format retail uses as well as for structured parking. Generally large format retail uses and structured parking are discouraged from a policy perspective. The applicant needs to demonstrate how the proposal is appropriate given the existing policy direction to promote pedestrian and transit use and locating and designing development to frame and support the public realm. Staff would like to continue to work with the applicant on the location and mixture of non-residential uses within the base buildings in order to support animated street frontages, pedestrian connectivity and non-automobile trips.

Adequate policies are required regarding interim uses such as parking, loading and servicing during the phasing of the development and to ensure that any future redevelopment of the Yorkdale Shopping Centre be further examined in a comprehensive manner.

## **Built Form**

Planning staff have reviewed the proposed built form, including height, massing and transition, against the policies of the Official Plan, the DSSP, and relevant urban design guidelines such as the Avenue and Mid-Rise Building Performance Standards and the Tall Building Design Guidelines.

The built form policies in the proposed amendment identify a height strategy for the site that puts the primary height peak generally near Highway 401 and Allen Road as well as in closest proximity to higher-order transit, which is generally acceptable. However, staff are not supportive of the proposed heights of the building along Dufferin Street where the proposed height map seeks to permit tall buildings along Dufferin Street but the DSSP directs midrise buildings of up to nine-storeys in this location. The draft height map also identifies midrise building heights on the existing Yorkdale Shopping Centre and the block master plan study did not consider any additional height on the mall given it is being retained. Further, the OPA policies contemplate that any redevelopment of the existing mall would be subject to a future study and Official Plan Amendment. Given such, it is not appropriate to ascribe mid-rise height and density to the existing mall.

The proposed OPA will need to include additional policies to demonstrate the feasibility of development in proximity to Highway 401, demonstrate the appropriateness of the building heights along Dufferin Street, provide a better transition in scale, limit shadow impacts on the public realm, and to better conform to the policy direction of the Official Plan, the DSSP and Dufferin Street urban design guidelines.

## **Public Realm and Streetscape**

The DSSP provides for a landscape gateway to mark a sense of arrival for visitors heading toward Yorkdale Shopping Centre or to downtown destinations and are to establish a green vegetated entrance through setbacks and landscape medians. Landscape setbacks are to provide at-grade amenity for retail uses, while also buffering residential uses at grade from street activity.

The proposed policies identify which streets should be mandatory retail or encouraged retail and which streets should contain active uses (not necessarily retail). The City's policies regarding active uses, in particular priority retail framing new streets, parks and open spaces needs to be reflected in the proposed amendment. In addition, the proposed schedule of priority retail frontages for Dufferin Street do not align with the mandatory retail at grade requirement of the DSSP. Further policy direction regarding coordinating a network of open space and ground level activities, providing a connection to the subway station through the site for surrounding areas and connecting the development to the broader network of parks and open spaces such as Baycrest Park, Yorkdale Park and Allen Greenway is to be included. Policies that identify and better define the streetwall and built form relationship along Dufferin Street in accordance with the DSSP vision, allowing for a landscaped promenade and landscape gateway concept as well as the relationship to neighbouring developments should be addressed in the draft Official Plan Amendment.

The Official Plan policies speak to minimizing conflicts between cars and pedestrians. As the site contains an operational shopping centre with its own needs for vehicular and truck movements, policies should be strengthened in the proposed amendment regarding the avoidance of conflicts between pedestrians, cyclists and vehicles and that speaks to the priority of the locations for POPS, and the design intent and quality of each street as well as other public realm elements such as tree plantings. Further details about the pedestrian connections and routes, and the interface of the proposed POPS with vehicular and truck access is required. As two pedestrian connections through the site to the Yorkdale TTC station are inside the existing Yorkdale Shopping Centre, further policy direction about securing and phasing the internal "PATH-like" pedestrian connections with the development phases and ensuring it creates a pedestrian pathway to Dufferin Street is also required.

The Official Plan policies direct for development to be located and organized to fit with its existing and planned context. It will frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and to improve the safety, pedestrian comfort, interest and experience, and casual views to these spaces from the development by generally locating buildings parallel to the street or along the edge of a park or open space with consistent front yard setbacks. The DSSP acknowledges that consistent building setbacks will contribute to a vital retail main street environment and will assist in improving the civic and pedestrian experience.

Additional information regarding the proposed setbacks to the POPS that demonstrates conformity to the policies of the Official Plan and the DSSP is required.

The proposed Urban Design Guidelines for the master plan relates to built form and public realm components including the architectural language of the development and building typologies, scale and transition, the relation between public realm elements such as parks and POPS, at-grade activities, location of servicing and vehicular entrances, cycling and pedestrian networks, micro-climate conditions and details about whether the proposed cross-sections of the proposed new public and private streets provide sufficient space for elements of Complete Streets. As discussed further below, the proposed Official Plan amendment identifies minimum street setbacks and right of way widths, which do not appear to be in alignment with the Yorkdale TMP and this may impact the ability to achieve the public realm components such as a cycle track on Yorkdale Road and sufficient space for tree plantings. Additional policy direction regarding the phasing and delivery of public realm elements to ensure connectivity and permeability throughout the site at each phase of development is needed.

### **Sun and Shadow**

The Official Plan identifies that new development should adequately limit shadow impacts on properties in adjacent lower-scale neighbourhoods, particularly during the spring and fall equinoxes and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. The Official Plan also identifies that where development includes, or is adjacent to a park or open space, the building(s) should be designed to provide good transition in scale to the parks or open spaces to provide access to direct sunlight and daylight. As mentioned above staff are concerned with the proposed heights of the buildings on Dufferin Street as they are shadowing the proposed parks on the site in the afternoon periods.

### **Mobility**

As shown on the block master plan (Attachment 4), the application proposes two new east-west streets, one private and one public, as well as a north-south street that is public between Yorkdale Road and Street A-2 (Street B-1), and private between Street A-2 and Street C (Street B-2). Along the western side of the site, a private street (Street D), generally in a north-south direction along the western frontage of the existing Shopping Centre is also proposed.

The Official Plan and DSSP speak to dividing large sites into smaller scaled development blocks land parcels to facilitate a high level of permeability for pedestrian, cycling, and vehicular circulation and to encourage appropriate building type and scale of redevelopment. The public realm policies in the Official Plan direct that new streets, be designed to provide access and addresses for new development, allow the public to freely enter without obstruction, and provide and improve the frontage, visibility, access and prominence of natural and human-made features including parks, cemeteries, school yards and campus lands, among other matters. The Official Plan directs that new streets will be public streets, unless otherwise deemed appropriate by the City. It also directs that the City's network of streets and laneways be maintained and developed to support the growth management objectives of the plan by ensuring that streets are not closed to public use and stay within the public realm where they provide present and future access for vehicles, pedestrians and bicycles, space for utilities and services,

building address, view corridors and sight lines; and by ensuring that new streets will be provided in consideration of surrounding land uses and will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and users throughout the City and acts as a fundamental organizing element of the City's physical structure. The Official Plan also directs that new and existing blocks and development lots within them will be designed to promote street-oriented development with buildings fronting onto and having access and address from street and park edges. The Yorkdale TMP envisions a specific public street network to connect to the larger area network and the proposed private street parallel to Dufferin conflicts with this vision. Staff would like to ensure a finer grain public street network as the site develops in future phases. As mentioned above, the phasing plan is needed in order to demonstrate the appropriate delivery of these new streets and their interim conditions, and that active transportation connections will be delivered with new development.

As noted above, as part of the Block Master Plan process, the City undertook a Transportation Master Plan study which was endorsed by City Council in July 2022. The TMP identified a number of on-site and off-site improvements to the transportation network to support the proposed development. Some of these improvements would require land conveyances for reasons such as greater rights-of-ways so that there is sufficient width to implement a complete streets framework with appropriately sized right-of-way widths. Staff would like to work with the applicant to ensure that the TMP improvements are incorporated into the proposed amendment as appropriate.

Subsequent to the Council adoption of the TMP, staff have received comments from the Ministry of Transportation (MTO) on one of the recommended solutions concerning the potential negative impacts on the operations of the Highway 401 off-ramp, staff is currently in discussions with MTO staff to resolve the issue through the TMP process.

## **Housing**

A key objective of the PPS, Growth Plan and Official Plan is to ensure development contributes to livable, healthy and inclusive communities. Providing for a full range of housing and community services within neighbourhoods is a key component for achieving these objectives. A full range of housing includes a mix of built forms, unit sizes, tenures and affordability.

The DSSP contains housing policies to support the achievement of a complete community by requiring that a full range of housing in terms of tenure and affordability be provided, along with units suitable for families with children, larger households, and units designed as accessible for seniors. The housing policies also encourage the provision of new affordable and mid-range rental housing, and new affordable ownership housing.

The Official Plan identifies that new neighbourhoods should include, amongst other matters, strategies to provide community services and affordable housing. Policy 3.2.1.9 of the Official Plan also recognizes that large residential developments provide an opportunity to achieve a mix of housing in terms of type and affordability. On large sites, generally greater than 5 hectares in size, the first priority community benefit is the provision of 20 per cent of the additional residential units as affordable housing. The

affordable housing contribution may take the form of units constructed on-site or land conveyed to the City. To recognize the different delivery timing and cost considerations, the policy has been implemented with various equivalent options: providing land to support the construction of 20% of the units as affordable housing; the provision of 10% of built units for a limited affordability term; or 5% of built units for long term affordability. With phased developments, the affordable units should be provided at the same pace as market units.

In November 2021, City Council adopted Official Plan Amendment 557 and Zoning By-law 941-2021 for Inclusionary Zoning. While the site is located within an Inclusionary Zoning Market Area and Inclusionary Zoning is in effect, it does not yet apply to the site, and policy 3.2.1.9 continues to be applicable to the site.

The applicant's proposed affordable housing policies for the entire site is presently inconsistent with the Official Plan policies and the inclusionary zoning policies. Additionally, appropriate phasing policies to ensure that affordable housing is to be included in each phase of development is lacking. An appropriate affordable housing strategy is required along with a phasing approach to ensure that affordable housing is included in each phase of development.

The Council-adopted Growing Up: Planning for Children in New Vertical Communities urban design guidelines provide guidance on the proportion and size of larger units in new multi-unit residential developments. There are currently no details about the unit mix of the 5,126 residential units proposed, however the proposed policy in the draft Official Plan Amendment would require a minimum of 30% of all residential units be built to accommodate 2 or more bedrooms including at least 10% of all residential units as 3 or more bedrooms. Consistent with other recently approved Secondary Plans, an appropriate unit mix should include at least 40% of the units as larger units, with 10% as 3-bedrooms, 15% as 2-bedrooms, and an additional 15% as either 2 or 3 or more bedroom units. Each residential building should reflect this unit mix in order to ensure a diversity of units sizes is provided. An appropriate phasing strategy is required to address this matter in order to ensure that such larger units are delivered in tandem with development.

## **Servicing**

A Functional Servicing and Stormwater Management Report and associated plans have been submitted for the site. Furthermore, as part of the Block Master Plan process, the applicant completed an Infrastructure Master Plan Addendum (IMP Addendum) to satisfy phases 1 and 2 of the Municipal Class Environmental Assessment process. The IMP Addendum identified a number of upgrades to the City's water, sewer, and stormwater management infrastructure would be required in order to provide capacity for the development. The proposed official plan amendment contains very broad policies about required servicing but a further phasing plan outlining what improvements are necessary for each phase of development and how much development can proceed based on the timing and construction of the infrastructure upgrades is required. Furthermore, additional clarification is required as to how the proposed number of residential units and non-residential gross floor area to be permitted prior to required infrastructure updates is needed as it does not appear to align with the approved Infrastructure Master Plan. Additional policies with regards to the use of a holding

provision and related metrics to consider the release of such hold may be appropriate for the proposal.

## **Parkland**

In the context of a rapidly growing city, it is imperative to enhance and expand the amount of public parkland provided to residents and visitors alike. The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded.

The City of Toronto Parkland Strategy is a 20-year strategic city-wide plan that guides long-term planning for new parks, park expansions and improvements, and improved access to existing parks. The Strategy includes a new methodology to measure and assess parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the Strategy's methodology, the development site is in an area that had a population fewer than 300 people in 2022. The development site is also within an Areas of Parkland Need per Figure 18 of the 2022 draft Parkland Strategy, which highlights areas where the city will focus and prioritize parks planning and acquisitions. Given the future expected growth both on the development site itself and surrounding sites, a parkland deficit will be generated if no new parks are created. This anticipated parkland deficit must be addressed through the creation of a new park to serve the future population.

At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement is 68,347 square metres or 68.47 % of the site area. However, for sites that are greater than 5 hectares, a cap of 20% of the development site is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 20,535.29 square metres. The Owner is required to satisfy the parkland dedication requirement through an on-site dedication which currently complies with Policy 3.2.3.8 of the Toronto Official Plan.

The Owner is currently proposing 18,439 square metres of unencumbered on-site parkland dedication. Approximately 900 square metres of the proposed Dufferin Park North is encumbered with a below grade tunnel and will not count towards the parkland dedication amount, but will be a POPS space adjacent to the proposed parkland to be conveyed to the City. The parkland dedication is deficient by 2,096 square metres. Parks, Forestry and Recreation continues to seek opportunities for the residual parkland dedication requirement to be fulfilled on-site. Any of the residual parkland dedication requirement that cannot be accommodated on-site must be satisfied through cash-in-lieu.

The proposed policies provide phasing for the conveyance of the parkland blocks. The proposed phasing relates the conveyance of parkland to the completion of a specific number of dwelling units, however, the total number of dwelling units referenced (11,625) exceeds the number of dwelling units that is proposed in the Master Plan that forms the basis of the OPA policies (5,126) and is unclear as to how it will be phased. The proposal must demonstrate that the conveyance of the parkland is commensurate with the incoming population that it will be serving both in the amount of parkland to be provided and its proximity to the development and the street and public realm network.

The conveyance of the parkland dedication will be required prior to the above grade building permit for each phase of the development.

### **Community Services and Facilities**

The City's Official Plan identifies that community and neighbourhood amenities will be enhanced where needed by improving and expanding facilities, creating new facilities and adapting existing services to changes in the needs of the neighbourhood. The application includes a policy requiring minimum amounts of gross floor area to be protected for a child care facility, a community recreation centre, a public library and a community agency space. The applicant needs to demonstrate the appropriateness of the proposed community facilities and how the applicant's proposal aligns with the services and facility specifications for these facilities (such as minimum sizes for the facilities). Furthermore, the proposed policies do not provide details on the proposed phasing for the delivery of these facilities, even though Map 36-17 does provide a potential location for these facilities within the site.

### **Heritage Impact**

The applications have been circulated to Heritage Preservation Services staff as parts of the Yorkdale Mall (Hudson's Bay store) is listed in the North York Modernist heritage inventory. The proposed policies should acknowledge the need for a Heritage Impact Assessment to be required at the time of a Zoning By-law Amendment application.

### **Climate Mitigation and Resilience**

City Council has declared a Climate Emergency, and set goals to achieve net zero greenhouse gas emissions by 2040 or sooner through its TransformTO Net Zero Strategy. To support strong communities and a high quality of life, development should positively contribute to its neighbourhood, including efforts toward climate change mitigation and resilience. The Official Plan requires that new neighbourhoods will have a comprehensive planning framework reflecting the Plan's city-wide goals as well as the local context and, among other matters, should also include a strategy for energy conservation, peak demand reduction, resilience to power disruptions and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage, stormwater management and wastewater conservation as well as a strategy for waste management. The plan includes a large, complex and multi-phased development, currently controlled by one owner. This presents a unique opportunity to allow for higher degrees of energy efficiency and, sustainable strategies and climate resiliency such as aiming for higher tiers of the Toronto Green Standard. Although policies are proposed in the draft amendment that require energy strategies in future phases, additional information about the entire site, so that planning for future, smaller areas in the future can be informed by an overall framework, is required at this master plan stage to ensure implementation is in tandem with development through all phases.

### **School Boards**

The Toronto District School Board has commented on the latest submissions and advises that the school board has an approved accommodation plan that will provide additional capacity and the flexibility necessary to accommodate future growth and intensification within this area. The accommodation plan will reopen the Sir Sandford Fleming site, a former TDSB secondary school that was previously closed. Prior to the



full reopening of the Sir Sandford Fleming site, projected accommodation levels at local schools warrant the use of warning clauses, as a result of the cumulative impact arising from all residential development in the schools' attendance areas.

The Toronto Catholic District School Board advises that sufficient space exists within the local elementary school to accommodate additional students from the development as proposed. Given the proximity of this proposal to a future TCDSB school site, the TCDSB requests to be consulted with respect to a future construction management plan to address student safety as part of this development.

### **Further Issues**

City Planning continues to receive additional information regarding this application as the result of ongoing review by City commenting divisions, materials submitted in support of the proposal, and through deputation made by members of the public to Community Council. Planning staff may also be required to evaluate supplementary or revised plans and supporting materials submitted by the applicant after the date of this report. As a result Planning staff may continue to identify further issues or supplement the reasons provided in this report. Where substantive changes to the proposal are made by the applicant, Staff may report back to City Council as necessary.

### **Conclusion**

The application has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), the Official Plan, the Dufferin Street Secondary Plan, the Lawrence-Allen Secondary Plan, and applicable City guidelines intended to implement Official Plan policies. As currently proposed, the proposal is not consistent with the PPS, does not conform to the Growth Plan, and is not consistent with the general intent of the Official Plan.

This report recommends that the City Solicitor, with appropriate staff, attend the OLT in opposition to the application in its current form and to continue discussions with the applicant in an attempt to resolve outstanding issues. This recommendation is consistent with the PPS and conforms to the Growth Plan.

### **CONTACT**

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416-395-7052  
[Valeria.Maurizio@toronto.ca](mailto:Valeria.Maurizio@toronto.ca)

### **SIGNATURE**

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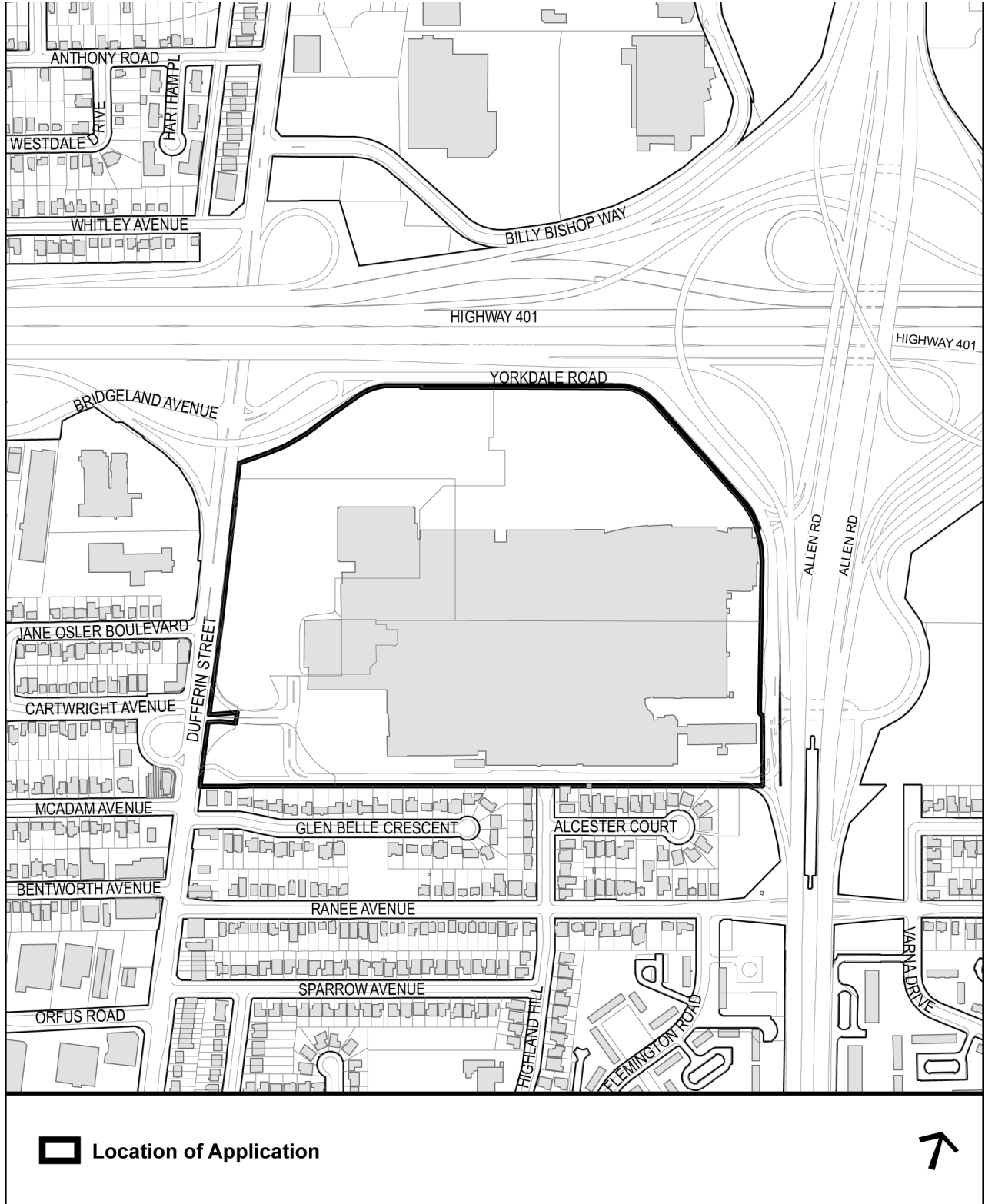
David Sit, MCIP, RPP  
Director, North York Community Planning

## **ATTACHMENTS**

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- Attachment 1: Location Map
- Attachment 2: Application Data Sheet
- Attachment 3: Applicant's Rendering
- Attachment 4: Block Master Plan
- Attachment 5: Policy Considerations
- Attachment 6: Official Plan Land Use Map
- Attachment 7: Lawrence Allen Secondary Plan Map
- Attachment 8: Dufferin Street Secondary Plan Map
- Attachment 9: Zoning By-law Map – By-law 7625
- Attachment 10: Zoning By-law Map – By-law 569-2013
- Attachment 11: Applicant's proposed Official Plan Amendment

# Attachment 1: Location Map



## Attachment 2: Application Data Sheet

**Municipal Address:** 3401 DUFFERIN ST **Date Received:** May 30, 2017

**Application Number:** 17 168973 NNY 15 OZ

**Application Type:** OPA / Rezoning, OPA & Rezoning

**Project Description:** A Development Application has been submitted 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. The original application included three conceptual block master plan options that comprised 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 application has been revised into a single concept with expanded parkland and the inclusion of a public road. The proposal continues to propose a range of uses, including affordable housing which is intended to occur in a phased manner over the next 20+ years

<b>Applicant</b>	<b>Agent</b>	<b>Architect</b>	<b>Owner</b>
URBAN STRATEGIES INC			1331430 ONTARIO INC

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	
Zoning:	7625 C3 (2) EX. 64.25(2)	Heritage Designation:	N
Height Limit (m):		Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq m):	299,292	Frontage (m):	2,218	Depth (m):	687
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Lot Coverage Ratio (%):	63.75	Floor Space Index:	2.41
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### CONTACT:

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(416) 395-7502  
Valeria.maurizio@toronto.ca

# Attachment 3: Applicant's Rendering



**3D rendering looking south**

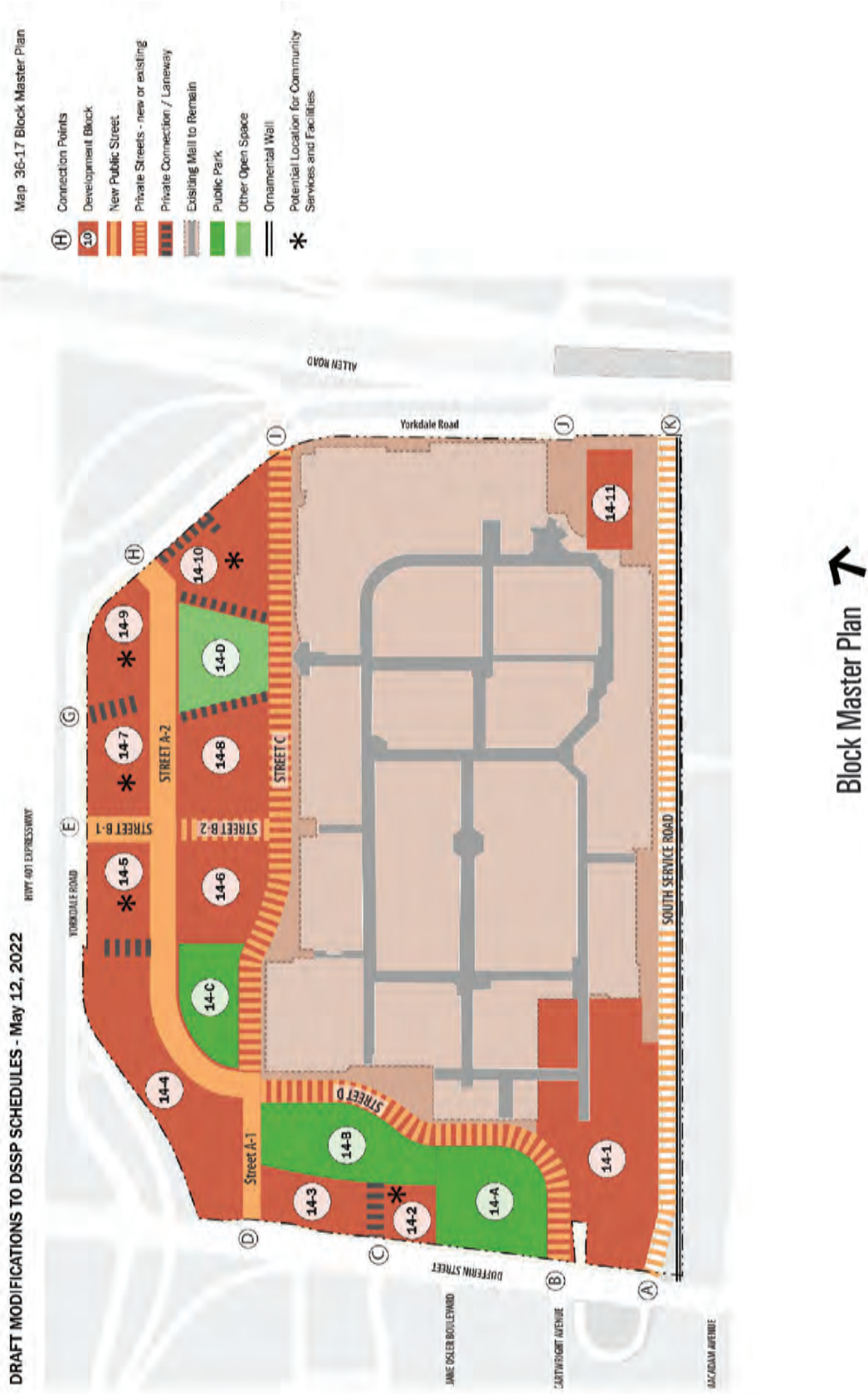
Applicant's Rendering

Not to Scale  
11/02/2022

**3401 Dufferin Street & 1 Yorkdale Road**

File # 17 168973 NINY 15 0Z

# Attachment 4: Block Master Plan



## **Attachment 5: Policy Considerations**

### **Section 2 of the Planning Act**

The Planning Act governs land use planning in Ontario and sets out the means by which a municipality must implement land use planning decisions. In particular, Section 2 of the Planning Act requires that municipalities, when carrying out their responsibility under this Act shall have regard to matters of provincial interest including the:

- Adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- Orderly development of safe and healthy communities;
- Adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- Adequate provision of a full range of housing, including affordable housing;
- Adequate provision of employment opportunities;
- Resolution of planning conflicts involving public and private interests;
- Protection of public health and safety;
- Appropriate location of growth and development;
- Promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- Promotion of built form that,
  - Is well-designed;
  - Encourages a sense of place; and
  - Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

These relevant matters of provincial interest, which all approval authorities shall have regard for in carrying out their responsibilities under the Planning Act, are particularly relevant to this proposal

### **Provincial Policy Statement and Provincial Plans**

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

### **The Provincial Policy Statement (2020)**

The Provincial Policy Statement (2020) (the "PPS") 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 use and management of land and infrastructure;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- ensuring opportunities for job creation;
- ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs;
- protecting people, property and community resources by directing development away from natural or human-made hazards; and
- conserving significant built heritage resources and significant cultural heritage landscapes.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the [Planning Act](#) and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.6 of the PPS states that, "The Official Plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

### **Growth Plan for the Greater Golden Horseshoe (2020)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)") came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020) establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;



- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure;
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas; and
- Conserving Cultural Heritage Resources in order to foster a sense of place and benefit communities, particularly in strategic growth areas.

The Growth Plan (2020), builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

### **Planning for Major Transit Station Areas**

The Growth Plan contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas, or other strategic growth areas with existing or planned frequent transit service. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs achieve appropriate densities.

### **Our Plan Toronto: Delineation of Major Transit Station Areas**

The City is required to update its Official Plan through the Municipal Comprehensive Review (MCR) process to include the 141 potential Major Transit Station Areas (MTSAs) or Protected Major Transit Station Areas (PMTSAs) identified across the City. The Growth Plan requires that MTSAs are delineated to "maximize the size of the area and number of potential transit users that are within walking distance of the station". The Official Plan must prioritize planning the MTSAs in a manner that implements the Growth Plan (including directing growth, protecting natural heritage and supporting Transit Oriented Development).

On July 19-22, 2022 City Council adopted Official Plan Amendment No. 540 (OPA 540), being an amendment to delineate 115 PMTSA/MTSAs City-wide, including one PMTSA around the Yorkdale Subway Station. The PMTSA identifies a minimum density for the Yorkdale Shopping Centre lands of 2.0 times the area of the site (2.0 FSI). OPA 540 has been forwarded to the Minister of Municipal Affairs and Housing for approval and is awaiting a decision by the Minister. It is not yet in effect.

The decision of City Council can be found here: [Agenda Item History - 2022.PH35.16 \(toronto.ca\)](#)

## **Toronto Official Plan Policies**

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from The Planning Act of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application.

Toronto Official Plan policies may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

## **Chapter 2 - Shaping the City**

Chapter 2 describes how the City will manage growth and sets out policies for building a more liveable urban region and integrating land use and transportation. Toronto will strive to provide a full range of housing types in terms of form, tenure and affordability and encourage the construction of rental housing. The Official Plan's transportation policies make provisions for the protection and development of the City's street, rapid transit and inter-regional rail networks. The Official Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency.

The integration of transportation and land use is critical to achieving the overall aim of increasing accessibility throughout the City. The policies of the Plan reflect the importance of mutually supportive transportation and land use policies that combine mechanisms of mobility and proximity to maximize accessibility. Transportation Section of the Official Plan speaks to the City's transportation network being maintained and developed to support the growth management objectives of the Plan by protecting and developing the network right-of-ways as shown on Map 3 of the Official Plan. Policies also require that: streets are not closed to public use and stay within the public realm where they provide present and future access for vehicles, pedestrians and bicycles, space for utilities and services, building address, view corridors and sight lines. These are policies to ensure that new streets will be provided in consideration of surrounding land uses and will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and users throughout the City and acts as a fundamental organizing element of the City's physical structure.

## **Chapter 3 - Building a Successful City**

Chapter 3 of the Official Plan contains policies to guide decision making based on the Plan's goals for the human, built, economic and natural environments.

The public realm policies provide direction on the importance of the public realm including streets, sidewalks, internal pedestrian connections, open space areas, parks and public buildings. The public realm policies also provide guidance on the roles and

key relationships between elements of the public realm as well as direction on the expansion, enhancement and maintenance of the public realm through development review and capital projects.

The built form policies provide principles on key relationships of the location and organization of development, its shape, scale and massing, and the provision of appropriate amenity within the existing and planned context to inform building design and ensure each new building will promote and contribute to a high quality of life. The policies require development to enhance and extend, where appropriate, a public realm that supports the creation of complete communities inclusive of public streets, parks and open spaces. Built Form requires new development to be located, organized and massed to fit with the existing and planned context, frame and define comfortable public spaces, and ensure access to direct sunlight and daylight on the public realm by providing good street proportion and transition in scale to neighbouring properties.

The Official Plan also provides additional guidance for townhouse and low-rise apartments, mid-rise buildings, and tall buildings. It states that tall buildings should be designed to reduce physical and visual impacts of the tower on the public realm and surrounding properties, including limiting shadows and pedestrian level wind impacts and maximizing access to sunlight and open views of the sky from the public realm.

The Official Plan identifies that new neighbourhoods require a comprehensive planning framework that reflects the Official Plan's city-wide goals, as well as the local context, including patterns of streets, development blocks, open spaces and other infrastructure, a strategy for affordable housing, community services and other policies that ensure new neighbourhoods are viable communities. The Housing Section of the Plan identifies that the City's quality of life, economic competitiveness, social cohesion, balance and diversity depend on access to adequate, affordable and appropriate Housing. It states that adequate and affordable housing is a basic requirement for everyone. The Official Plan states that a full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents. Production of affordable housing is addressed in the Housing section and identifies that where appropriate, assistance will be provided to encourage the production of affordable housing. In the case of affordable rental housing, and in order to achieve a range of affordability, municipal assistance may include: loans and grants, land at or below market rates, fees and property tax exemptions, rent supplement and other appropriate assistance.

The Community Services and Facilities policies in the Official Plan state that strategies for providing new social infrastructure or improving existing community service facilities will be developed for areas that are inadequately serviced or experiencing major growth or change.

The Parks and Open Spaces policies in the Official Plan promote the expansion of the city's parks and open space system. The measures for maintaining, enhancing and expanding the system including adding new parks and amenities, particularly in growth areas and maintaining, improving and expanding existing parks and designing high quality parks and their amenities to promote user comfort, safety, accessibility and year-

round use and to enhance the experience of “place”, providing experiential and educational opportunities to interact with the natural world.

#### **Chapter 4 - Land Use Designations**

The site is designated Mixed Use Areas on Map 16 of the Official Plan. Mixed Use Areas are intended to provide a broad range of commercial, residential and institutional uses in a single-use or mixed use building. In Mixed Use Areas development will:

- create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- provide for new jobs and homes for Toronto’s growing population on underutilized lands in the Downtown and Central Waterfront, Centres, Avenues and other lands designated Mixed Use Areas, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of this Plan, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale Neighbourhoods;
- locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;
- 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 spaces;
- provide an attractive, comfortable and safe pedestrian environment;
- have access to schools, parks, community centres, libraries and childcare;
- take advantage of nearby transit services;
- provide good site access and circulation and an adequate supply of parking for residents and visitors;
- locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- provide opportunities for energy conservation, peak demand reduction, resilience to power disruptions and small local integrated energy solutions that incorporate renewables, district energy, combined heat and power or energy storage; and
- provide opportunities for green infrastructure including tree planting, stormwater management systems and green roofs.

#### **Chapter 5- Implementation**

Chapter 5 of the Official Plan outlines a variety of tools that the City can bring to bear to make things happen, including both the traditional tools that govern plans of subdivision, zoning by-laws, minor variances, consents and demolition control and also policies that provide guidance as to the forms of municipal influence needed to fulfil this Plan’s objectives. Also presented is a framework for ongoing monitoring processes that will ensure that the Plan is effective over the long term.

## **Dufferin Street Secondary Plan**

The Dufferin Street Secondary Plan confirms the urban structure and land use designations in the Official Plan. It provides a policy framework that further refines the manner in which growth and development will occur in the Mixed Use Areas designation. Block Master Plans and Urban Design Guidelines will guide the implementation of future growth accordingly.

Only the portion of the site that is fronting onto Dufferin Street is within the Dufferin Street Secondary Plan (DSSP). The DSSP identifies part of the site as Block 14 and as part of the north gateway to the Secondary Plan. The DSSP largely acknowledges the landmark destination with a retail commercial focus and acknowledges that residential uses were not considered for the site. The DSSP recognizes that should residential uses be considered for the site further analysis, study and community consultation would be required. To ensure comprehensive and coordinated development, the DSSP directs that a Block Master Plan in accordance with the policies of the DSSP will be required. As noted above, the Applicant has appealed the DSSP and so it is not in effect for this site.

## **Lawrence Allen Secondary Plan**

The site is located within the general boundary of the Lawrence Allen Secondary Plan but is not located within the boundaries of the focus area. The secondary plan identifies a mid-block connection at the southeast corner of the site which connects the neighbourhood to the south to the onsite transit facilities and the mall. The streets surrounding the Yorkdale Shopping Centre site such as Dufferin Street and Yorkdale Road, are identified as major on-street pedestrian and bicycle routes and the eastern side of the site neighbouring the Yorkdale Subway Station is identified as a pedestrian priority area.

The Secondary Plan states that should new development occur on the Yorkdale site, public planning objectives will be secured, including:

- stormwater management to address existing site impacts on the environment resulting from extensive surface parking and manage future change in an environmentally responsive manner;
- comprehensive improvements to pedestrian and cycling conditions on the site and connections to surrounding neighbourhoods;
- a Transportation Demand Management Strategy;
- a Traffic and Parking Management Program;
- active uses along the edges of public streets;
- 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;
- improved surface transit connections between the shopping centre, TTC, and GO Transit; and
- community facilities.

## **Zoning By-laws**

The site is zoned District Shopping Centre Zone C3(2), with a permitted lot coverage of 50% of the area of the lot. A minimum open space requirement of 3 times the area

covered by buildings is also required. The height limit is 11 metres. Exception 2 permits additional uses on the site including a hotel, a height of 28.1 metres for the office building, as well as a number of other site specific performance standards related to the shopping centre such as setbacks and parking.

Building heights are also limited on site by the Zoning By-law's Schedule "D- Airport Hazard Map" which regulates heights for the Downsview Airport. The site is identified within the area subject to a maximum height of 15.24 metres.

The site is not subject to Zoning By-law 569-2013. Where appropriate, the site may be brought into By-law 569-2013.

### **Design Guidelines**

The following design guidelines will be used in the evaluation of this application:

- Dufferin Street Secondary Plan Urban Design Guidelines;
- Avenues and Mid-rise Guidelines;
- Tall Building Design Guidelines;
- Growing Up: Planning for Children in New Vertical Communities;
- Complete Streets Guidelines;
- Mall Redevelopment Guidelines; and
- Percent for Public Art Guidelines

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

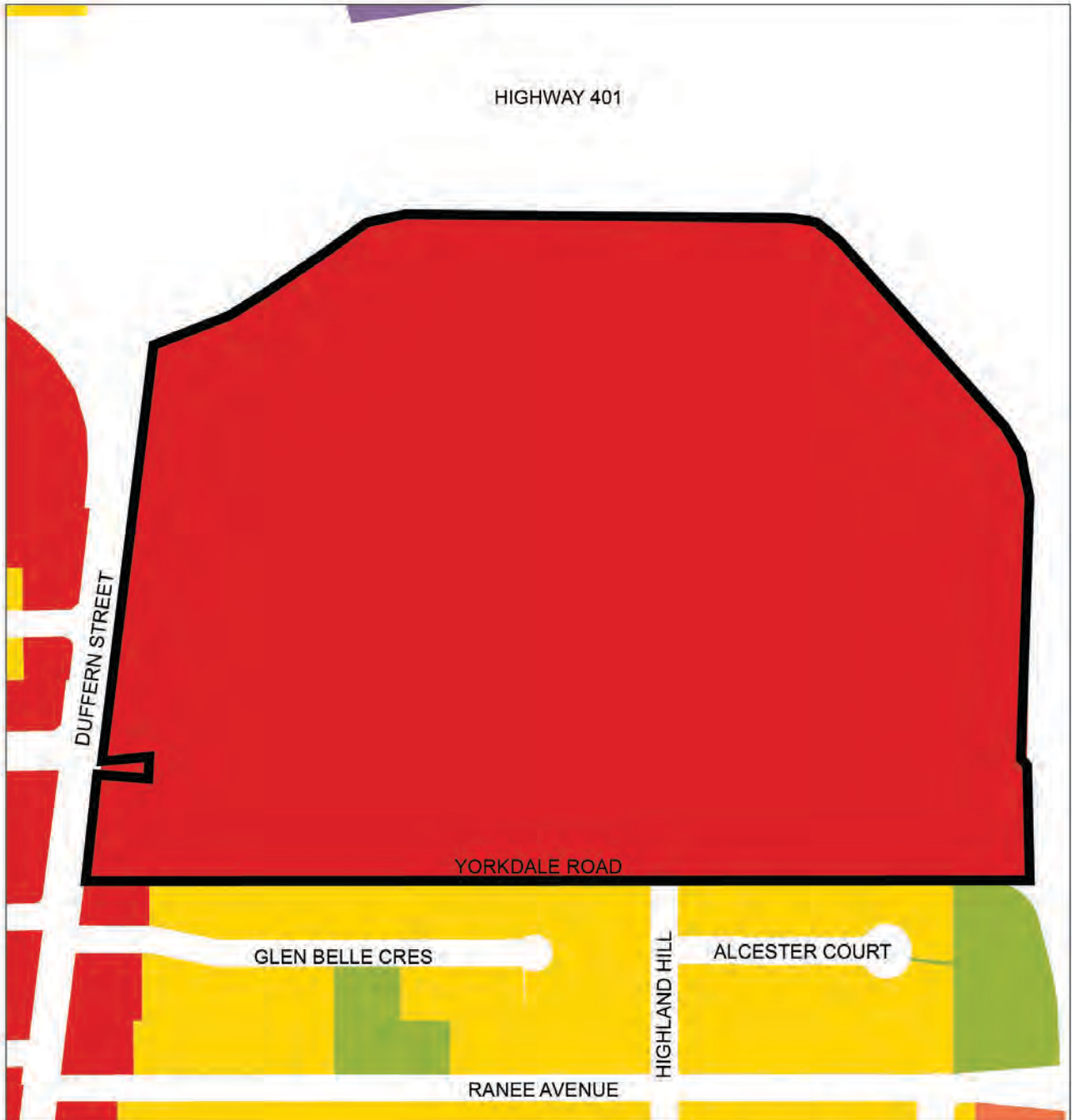
### **Dufferin Street Secondary Plan Urban Design Guidelines**

The Dufferin Street Urban Design Guidelines provide a context for coordinated development and will be used as a tool to ensure appropriate development consistent with the Official Plan, and DSSP. The DSSP directs development within the Secondary Plan Area to be consistent with the Dufferin Street Urban Design Guidelines.

### **Climate Mitigation and Resilience**

Climate change mitigation and resilience are key concerns of the City. On October 2, 2019, City Council declared a Climate Emergency and set a new goal to achieve net zero greenhouse gas emissions by 2050 or sooner. In 2021, an updated TransformTO Net Zero Strategy was presented to Council, outlining the necessary climate action to reach net zero GHG emissions community-wide. In June 2019, the Resilience Strategy was published, which set out that new development should be resilient to a changing climate.

# Attachment 6: Official Plan Land Use Map



3401 Dufferin Street & 1 Yorkdale Road

Official Plan Land Use Map #17

File # 17 168973 NNY 15 OZ

- Location of Application
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Parks
- General Employment Areas

↑  
Not to Scale  
10/05/2022

# Attachment 7: Lawrence Allen Secondary Plan Map



## Lawrence-Allen Secondary Plan

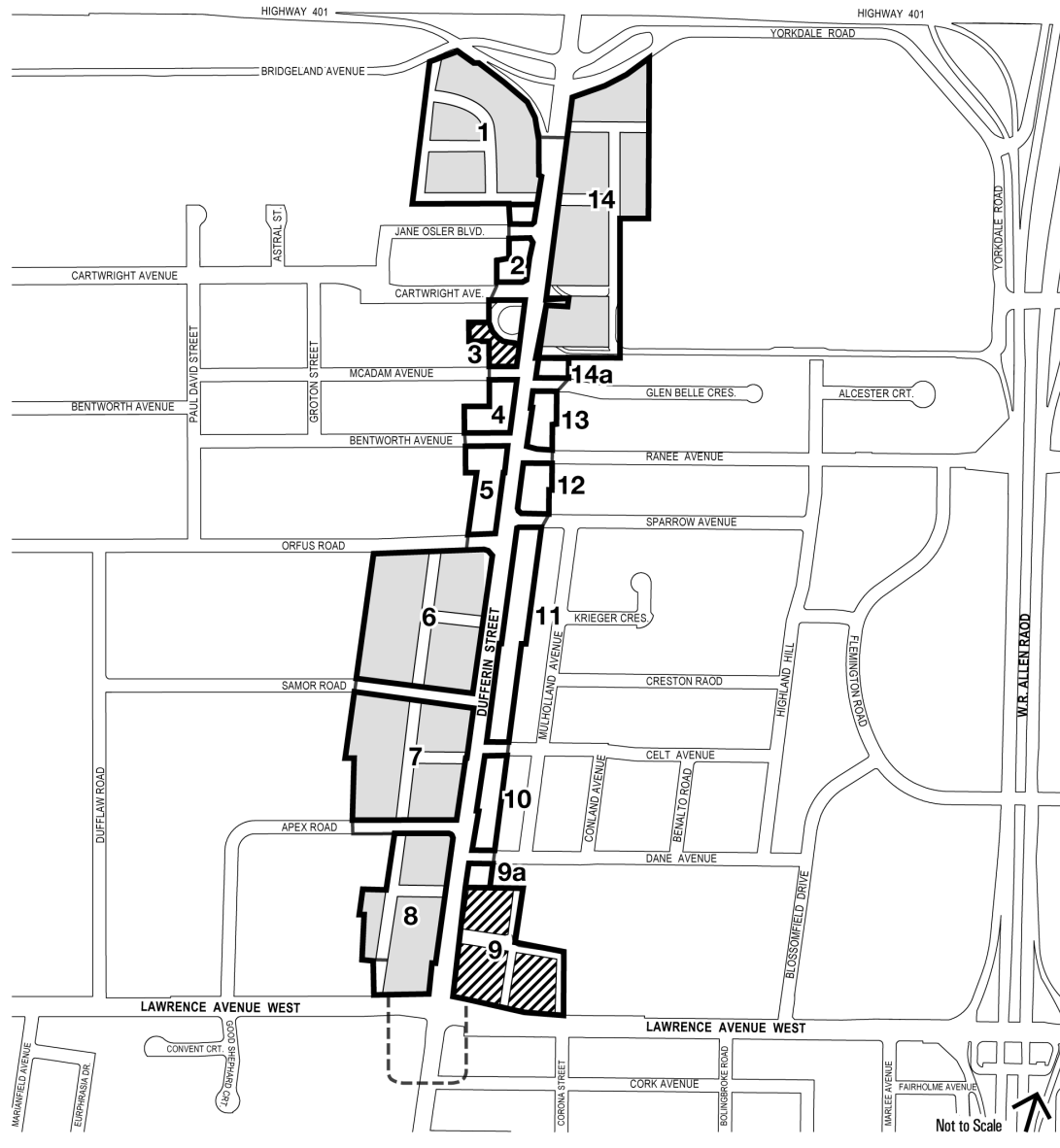
MAP 32:1 Secondary Plan Area

- Secondary Plan Boundary
- - -** Focus Area

October 2011



# Attachment 8: Dufferin Street Secondary Plan Map



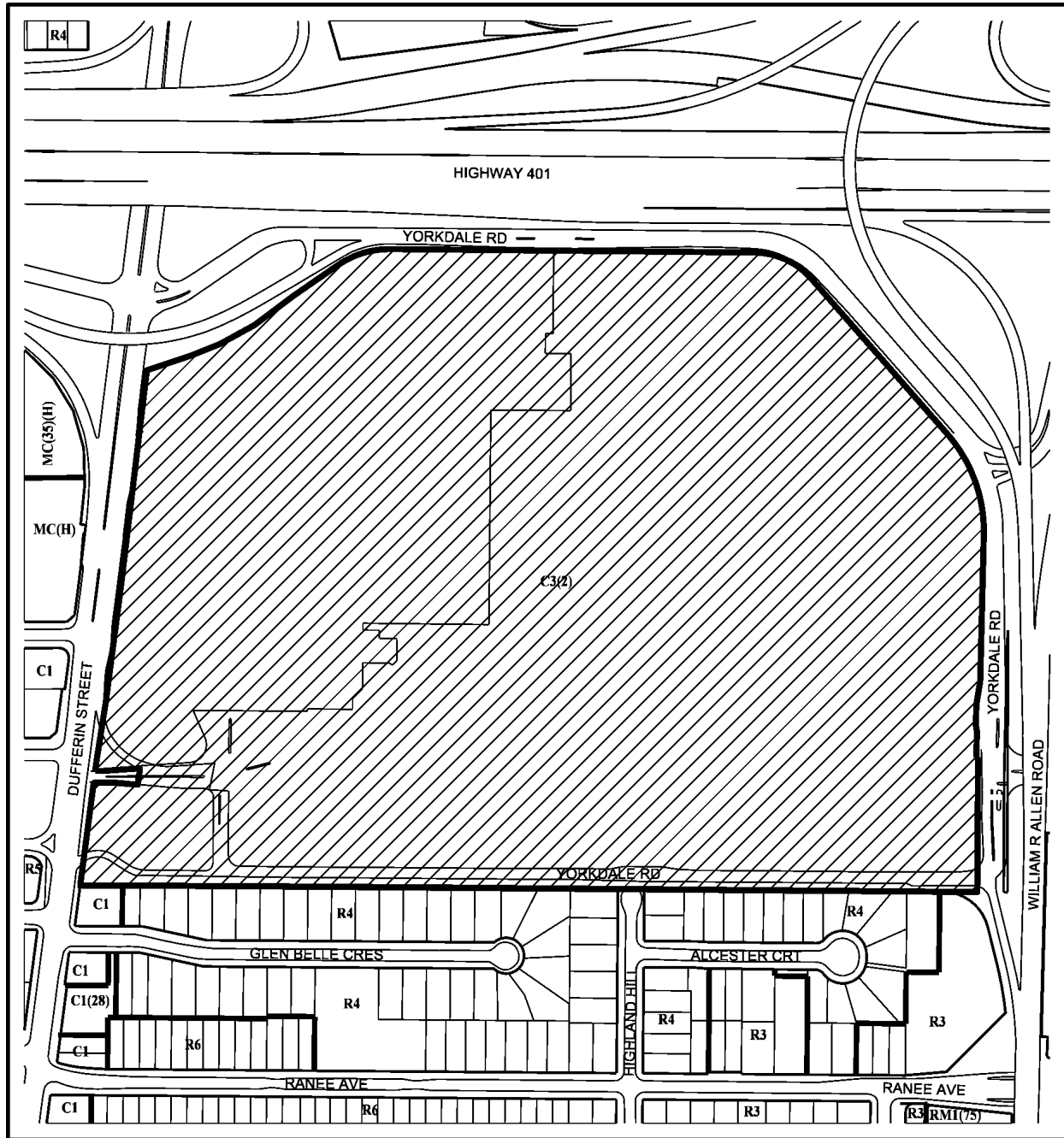
## Dufferin Street Secondary Plan

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
- 1 Block Number

October 2015

# Attachment 9: Zoning By-law 7625 Map



## Zoning By-Law No. 7625

3401 Dufferin Street & 1 Yorkdale Road

File # 17 168973 NNY 15 0Z



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

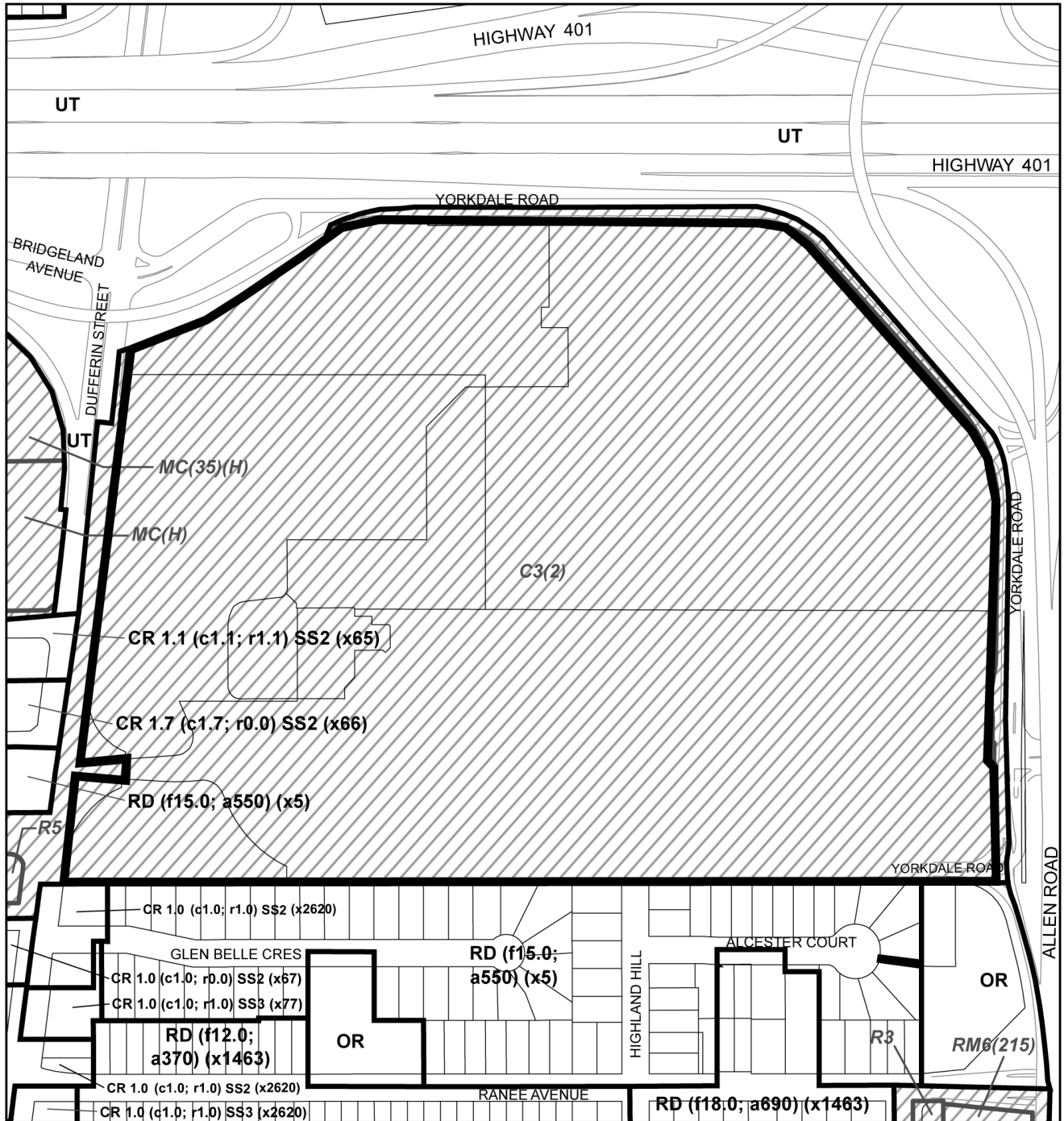
- C3 District Shopping Centre Zone
- MC Industrial-Commercial Zone

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category



Not to Scale  
Extracted 10/05/2017

# Attachment 10: Zoning By-law 569-2013 Map



Zoning By-Law No. 569-2013

3401 Dufferin Street & 1 Yorkdale Road

File # 17 168973 NNY 15 0Z

Location of Application

**RD** Residential Detached      **OR** Open Space Recreation  
**CR** Commercial Residential      **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 11: Applicant's Proposed Official Plan Amendment

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### PROPOSED MODIFICATIONS TO AMENDMENT NO. 294 TO THE OFFICIAL PLAN

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1. Official Plan Amendment No. 294 is modified by replacing Schedule II with Schedule C below.
2. The Table in Clause 3 of Official Plan Amendment No. 294 is modified by adding a New Link 9 and replacing the description of Link 8 with the following:

<b>STREET NAME</b>	<b>FROM</b>	<b>TO</b>
New Link 8 (2022)	Dufferin Street	Yorkdale Road
New Link 9 (2022)	Yorkdale Road	New Link 8 (Street A)

3. Chapter 6, Secondary Plans, Dufferin Street Secondary Plan, is modified by deleting and replacing Maps 36-1 to 36-11, inclusive, with: Maps 36-1 to Maps 36-11, inclusive, and Map 36-17 in Schedule 'A' below.
4. Chapter 6, Secondary Plans, Dufferin Street Secondary Plan, is modified by deleting and replacing the Table in Appendix 1 with Schedule 'B' below.
5. Chapter 6, Secondary Plans, Dufferin Street Secondary Plan, is modified by deleting and replacing the following policies and descriptive text with the text below:

### **3. Development, Land Use & Built Form**

#### **3.7 Built Form**

**3.7.1.7** Mid-rise buildings are appropriate for the entire Secondary Plan Area with the exception of Low-Rise Areas in Map 36-10.

#### **4. Streetscape**

**4.1** Landscape gateways are indicated on the Greening Plan (Map 36-5) and will mark a sense of arrival for visitors heading toward Yorkdale Shopping Centre or to downtown destinations. Landscape gateways will establish a green vegetated entrance through setbacks on Blocks 1 and 14 as identified in Map 36-2. Any proposed landscaping within the 14 metre setback to the Highway 401 ramps will require further discussion with the Ministry of Transportation.

## **9.5 Block 14**

Block 14 is the north-eastern most site in the Dufferin Street Secondary Plan Area and comprises the Yorkdale Shopping Centre and surrounding lands. Together with Block 1 and the lands within the Highway 401 interchange, Block 14 forms part the north gateway to the Secondary Plan.

Yorkdale Shopping Centre plays an important role along Dufferin Street, within the City of Toronto, and within the broader region as a major tourist destination, large scale employer, and an important economic driver. This role is intended to increase over the horizon of this Secondary Plan and beyond, as the uses on the site continue to expand and evolve. Within Block 14, the existing Yorkdale Shopping Centre is an important retail location on Dufferin Street, where it acts as a northern anchor for the street, drawing pedestrians and economic activity. Block 14 will continue to evolve into a mixed use neighbourhood that will support the implementation of the Secondary Plan Vision for Dufferin Street.

The Secondary Plan Vision for these lands is for a landmark mixed use destination that maximizes opportunity for additional transit supportive development on the Block. New development within Block 14 will positively address and animate Dufferin Street and Yorkdale Road and improve permeability into and through the Block to Dufferin Street, the Yorkdale Subway Station, surrounding parks and the broader area, with new public and publicly accessible streets, pedestrian routes, and a connected network of public parks and privately owned publicly accessible open spaces. Block master planning will ensure comprehensive and coordinated redevelopment across the Block. The build out of Block 14 is expected to occur to 2041 or beyond, with construction of initial phases expected by 2025.

Public planning objectives for new development on Block 14, additional to policies in the Lawrence Allen Secondary Plan for the Yorkdale Shopping Centre, include the following:

### **Coordinated Development**

9.5.1 A Block Master Plan for Block 14, in accordance with Section 11.13.2 of this Secondary Plan, will ensure comprehensive and coordinated development.

9.5.2 Water, sewer, and stormwater servicing will be provided to accommodate for future development on Block 14 in accordance with the Yorkdale Development Infrastructure Master Plan Addendum.

9.5.3 Stormwater management methods to address existing site impacts on the environment resulting from extensive surface parking and to manage future development in an environmentally responsive manner.

9.5.4 New development will coordinate and implement any required infrastructure upgrades and/or improvements with the City, and other landowners (where appropriate), including the provision of new servicing and transportation infrastructure where required to support development. This may also include cost sharing agreements between landowners, where appropriate.

9.5.5 The maximum development listed below is permitted within the existing footprint of the Yorkdale Shopping Centre, and/or on Blocks 14-1 and 14-11, as shown on Map 36-17, prior to further infrastructure improvements recommended in the Yorkdale Transportation Master Plan\* and Yorkdale Infrastructure Master Plan Addendum (August 2021), provided that the maximum sanitary sewer flow allocation for Yorkdale Shopping Centre, as identified in the Yorkdale Functional Servicing and Stormwater Management Report, is not exceeded:

- i. Residential only:
  - a. 1,474 1-bedroom units; or
  - b. 982 2-bedroom units; or
  - c. 665 3-bedroom units; or
  - d. 557 4-bedroom units; or
- ii. Hotel only: 982 2-guest units; or
- iii. Commercial only: 206,400 square metres gross floor area; or
- iv. Combination of the uses and unit sizes above.

9.5.6 Transportation infrastructure will be provided to accommodate for future development on Block 14. Planning for future transportation infrastructure will be guided by the Yorkdale Transportation Master Plan\*, and future Multi-modal Transportation Impact Study updates, to account for changes in demand and modal split over the build out of Block 14.

9.5.7 Improvements to the pedestrian and cycling network on the site and connections to surrounding neighbourhoods will be provided as shown on Maps 36-7a and 36-7b and will be implemented through the phased development of Block 14.

9.5.8 A network of streets, including a new public street connecting Dufferin Street to Yorkdale Road, and a new public street connecting Yorkdale Road to New Link 8 (Street A), generally as shown on Map 36-3 "Structure Plan", will be provided. Where possible, new streets will align with the existing street network.

9.5.9 A Transportation Demand Management Strategy for Block 14 will be updated and submitted to the City with each Precinct Plan, prior to any Site Plan Applications for lands within the precinct.

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\* Subject to review of City-initiated Yorkdale Transportation Master Plan

9.5.10 A Multi-modal Transportation Impact Study and Parking Management Program outlining recommended improvements for Block 14 will be updated and submitted to the City with each Precinct Plan, prior to any Site Plan Applications for lands within the precinct.

### **Public Realm and Land Use**

9.5.11 Active uses will be provided along the edges of public and private, publicly accessible streets, where appropriate.

9.5.12 Block 14 forms part of the Dufferin Landscape Gateway. Implementation of the Landscape Gateway will be encouraged with new development along the Dufferin Street frontage, consistent with the policies of this Secondary Plan.

9.5.13 New streets and pedestrian routes will create smaller blocks and a more urban scaled frontage along Dufferin Street, as shown on Map 36-3 “Structure Plan”.

9.5.14 A network of new public parks and privately owned, publicly accessible open spaces will support the new mixed use development on Block 14, generally as shown on Map 36-3 “Structure Plan” and Map 36-5 “Greening Plan”.

9.5.15 A privately owned, publicly accessible space (POPS) fronting on Dufferin Street is encouraged as a focal point on Block 14. This open space feature will form an attractive focal point and enhance the pedestrian experience of the Shopping Centre. The POPS will be designed consistent with Policy 3.3.7 of this Secondary Plan and the Yorkdale Urban Design Guidelines. The final layout and configuration of this POPS will be determined through the development approval process.

9.5.16 The entirety of Block 14 will continue to be designated *Mixed Use Areas* with retail, service, entertainment, residential, hotel, office and other appropriate uses supported and encouraged on site. Retail and active uses at grade will be encouraged in new development and along the Dufferin Street edge within a streetwall oriented toward Dufferin Street.

### **Urban Design**

9.5.17 Notwithstanding Policy 11.7, the Yorkdale Urban Design Guidelines will act as the primary framework to establish a context for coordinated development of the Block 14 lands. The Yorkdale Urban Design Guidelines will replace guidelines for Block 14 as set out in Section 6.2.5 of the Dufferin Street Urban Design Guidelines.

9.5.18 New buildings will reflect an urban character and scale appropriate to create a pedestrian-scaled environment along Dufferin Street and within the larger block. Notwithstanding Policy 3.7.2, building height permissions for Block 14 are identified in Section 12.X below and on Map 36-10 “Building Type Areas”.

9.5.19 Notwithstanding Policy 3.7.2.3, building heights on Block 14 are restricted by the Downsview Airport Height Limits until such time as the airport is no longer operational, upon which the maximum building heights will be as shown on Map 36-10. The implementing Zoning By-law(s) will cease to restrict the height of buildings and structures in consideration of the flight approach to the airport once the airport is no longer operational.

### **Phasing**

9.5.20 Development will be sequenced to ensure appropriate transportation infrastructure, municipal servicing infrastructure and community services and facilities, including parkland, are available to accommodate the proposed development on Block 14.

9.5.21 A Phasing Plan for Block 14 will be submitted to the City concurrent with the first Precinct Plan and Zoning By-law Amendment application for the site, and will be updated and resubmitted with each subsequent Precinct Plan, Zoning By-law Amendment application, or Site Plan Application.

9.5.22 The phasing of development and implementation of required infrastructure for Block 14, including the provision of new public streets, municipal services, transportation infrastructure, and parkland will occur incrementally over time and will be secured through development agreements between the landowner and the City.

### **Precinct Plans**

9.5.23 Precinct Plans will be submitted as part of a complete Zoning By-law Amendment application, for each phase of development on Block 14. Precinct Plans will include:

- (a) delineation of the lands within the precinct, generally consistent with the phases, as updated, in the Phasing Plan for Block 14;
- (b) the location, preliminary design and costing of required water, sewer and stormwater infrastructure for development within the precinct;
- (c) details of the transportation network improvements for that precinct, including costing and interim conditions to facilitate the transportation network as identified on Maps 36-6, 36-7a and 36-7b for Block 14;
- (d) the conceptual location of buildings and land uses within the precinct;
- (e) identification of location of new parkland to be provided, as described in 12.X.45;
- (f) identification of new privately-owned publicly accessible spaces within the precinct;



- (g) an updated Community Services and Facilities study, including location(s) of facilities provided within the precinct;
- (h) an updated energy strategy for development within the precinct;
- (i) location and costing of public art, if any, within the precinct;
- (j) where applicable, additional site-specific built form and public realm design guidelines for individual development blocks; and
- (k) an updated phasing plan for the development of Block 14.

9.5.24 Precinct Plans, submitted to the satisfaction of the Chief Planner, City Planning, may serve to amend the Block Master Plan for Block 14. Block Master Plan amendments secured in this manner may be approved by the City without the requirement for an amendment to this Secondary Plan, provided that the general intent and objectives of the Block Master Plan are maintained.

**11. Implementation and Interpretation**

**11.2 Plans of Subdivision**

**11.12.1** New residential development, including the passage of an implementing Zoning By-law, will not proceed within Blocks 1, 6, 7, and 8 without the approval by the City of a Draft Plan(s) of Subdivision for the associated lands which implement(s) new streets and blocks.

- 6. Chapter 6, Secondary Plans, Dufferin Street Secondary Plan, is modified by adding the following:

**12.X 3401 Dufferin Street and 1 Yorkdale Road (Yorkdale Block Master Plan)**

**Interpretation**

The following Yorkdale Block Master Plan policies are intended to be read with the policies of the Official Plan, Dufferin Street Secondary Plan, and Lawrence Allen Secondary Plan, except where provided otherwise. In case of a conflict between the Official Plan or applicable Secondary Plans and their implementing plans, strategies and guidelines, and policies in Section 12.X, the policies of Section 12.X will prevail. All setbacks and dimensions taken from the property line are assumed to be measured from the Block 14 property line in place in April 2022.

Block 14 as shown on Map 36-2 shall be developed in accordance with the following provisions.

**Land Use and Density**

12.X.1 The permitted maximum density on Block 14 will not exceed 2.5 times the gross area of Block 14 (including public road and public park conveyances), as shown on Map 36-11 “Maximum Density”.

12.X.2 The permitted maximum density of residential uses on Block 14 will not exceed 1.25 times the gross area of Block 14.

12.X.3 An amendment to Section 12.X Land Use and Density policies will be required prior to the approval of any residential redevelopment within the building footprint of the existing (as of May 2022) Yorkdale Shopping Centre. This amendment will require a Block Plan that outlines future development blocks, land uses, and elements such as public and private streets, parks and open spaces.

12.X.4 Retail at grade and active frontages will be encouraged along the Dufferin Street edge, along new streets, public parks and publicly accessible open spaces. Priority retail areas will be required as shown on Map 36-8 “Priority Retail Areas”. Active uses at grade, where retail is encouraged among other uses, but not required, are shown as “Active at Grade Frontages: Retail Encouraged But Not Required” on Map 36-8.

12.X.5 Notwithstanding Policy 3.2.5, large-format retail uses will be permitted on Block 14 within the existing Yorkdale Shopping Centre and incorporated within the podiums of new development.

12.X.6 On an interim basis, prior to full build-out, surface parking, loading and servicing will continue to be permitted on the unbuilt portions of Block 14 and lands immediately surrounding the Yorkdale Shopping Centre.

12.X.7 Existing parking, loading and servicing associated with the Yorkdale Shopping Centre will continue to be permitted above grade. New above grade parking, loading and servicing may be incorporated into the built form of new development and will be surrounded by active uses on all sides facing a public street or park.

### **Site Structure, Public Realm and Streetscaping**

12.X.8 The redevelopment of Block 14 over time will create a high quality public realm of public and private streets, parks, open spaces and pedestrian connections. The design and activation of the public realm will support the new complete community at Yorkdale, while reflecting the shopping centre's critical role as a regional retail destination.

12.X.9 The redevelopment of Block 14 will include the creation of a fine grain pattern of appropriately scaled development blocks, public and private streets, mid-block connections, parks and open spaces as shown on Map 36-3 “Structure Plan” and Map 36-17 “Block Master Plan”. Mixed use redevelopment will occur on Blocks 14-1 through 14-11, while parks and major open space will be provided on open space Blocks 14-A through 14-D, as shown on Map 36-17 “Block Master Plan”.

12.X.10 Within the site interior, the relationship between the public realm and built form, and between the existing Yorkdale Shopping Centre and the new development blocks will be reinforced by the Yorkdale Crescent, a radial design gesture generally extending from the public park on Block 14-A to the publicly accessible open space on Block 14-D and connecting the parks, open spaces and public realm elements along Street A.

12.X.11 Notwithstanding Section 3. Development, Land Use and Built Form and Policy 7.2.1, the planned street network is identified on Map 36-17 “Block Master Plan” and Map 36-6 “Public and Private Streets Plan”, and will include the following components:

- i. Street A will be an east-west street, connecting Dufferin Street and Yorkdale Road and will provide an accessible landscaped urban boulevard for pedestrian movement, alongside two-way bicycle and vehicular movement. This street will have a direct built form and public realm relationship to the Yorkdale Crescent, with building edges, landscaping and open spaces generally oriented in a radial pattern, stretching approximately from Development Block 14-4 to Park Block 14-D. Street A will form part of the Allen Greenway, which is a subset of the Northwest Cultural Trail that connects the Jack Layton Ferry Terminal to the Vaughan Metropolitan Centre.
- ii. Street B will be a north-south street, connecting Street C and Yorkdale Road. This street will accommodate all road users, as well as servicing and loading where necessary.
- iii. Street C will be an east-west commercial street, connecting Street A and Yorkdale Road along the northern edge of the Yorkdale Shopping Centre. This street will be a shared street, accommodating all road users travelling at low speeds, and providing a high level of activation at grade, with flanking retail, commercial, office and other appropriate active uses.
- iv. Street D will be a north-south street, connecting Dufferin Street and Street C. This street will provide the interface between the Yorkdale Shopping Centre and Park Blocks 14-A and 14-B, and beyond to Dufferin Street. Street D will accommodate pedestrian and vehicular movement, provide convenient pedestrian pick-up and drop-off locations, and will allow programming and celebrations.
- v. The Yorkdale South Service Road is an east-west servicing street between Dufferin Street and Allen Road and will be realigned to connect with the entrance to/from the McAdam Loop. This street will continue to be a servicing street critical to the operations of the existing Yorkdale Shopping Centre. The width of the South Service Road may be expanded to accommodate enhanced cycling and pedestrian facilities, and improved landscaping.

12.X.12 Public and private streets will be appropriately scaled, pedestrian-oriented, safe and comfortable, inviting and promoting movement into and through Block 14. Streets will be designed to meet or exceed City standards, and will be guided by the Yorkdale Urban Design Guidelines, as amended, including the use of sidewalks, lighting, landscape features and furnishings, and will incorporate trees and stormwater infiltration, where appropriate.

12.X.13 Sufficient soil volume will be provided for each new tree to be planted and below grade structures will not limit the provision of the minimum required soil volume to support tree growth.

12.X.14 Notwithstanding Policy 4.1 and Policy 9.5.12, the Dufferin Landscape Gateway will be achieved on Block 14 through urban landscaping over a minimum setback of 5 metres, as shown on Map 36-9 “Minimum Setback Plan”.

12.X.15 POPS will be strategically located and designed to accommodate a wide range of potential uses and amenities for the enjoyment of all users. A major POPS space will be provided on Open Space Block 14-D and will have a strong programmatic relationship to the Yorkdale Shopping Centre. An Urban Plaza on Block 14-1 will be provided as a POPS, will be lined with active uses at grade and will form a pedestrian connection between Dufferin Street and the Yorkdale Shopping Centre. Additional POPS are encouraged on other blocks and will be assessed as the Block Master Plan area develops.

12.X.16 A public art strategy will be submitted to the City for Block 14 concurrent with the first Precinct Plan and first Zoning By-law Amendment Application, and will provide conceptual locations for the siting of public art installations as well as broad guidance on potential topics for expression and representation.

12.X.17 Public art will reflect the artistic and sculptural tradition at Yorkdale and will be considered in the design of parks, urban plazas, street boulevards and other private open spaces. Proposed locations for public art will be provided with each Precinct Plan submitted to the City.

12.X.18 Development will locate and organize vehicular access, ramps, loading, and servicing to minimize their impact and improve the safety and attractiveness of the public realm by integrating service access within the built form and landscape features.

### **Built Form**

12.X.19 Building edges will frame streets, parks and open spaces, strengthening the relationship between the built form and public realm. New building edges and open spaces internal to Block 14 will line the radially shaped Yorkdale Crescent from Block 14-A to Block 14-D.

12.X.20 Minimum building setbacks will be provided on Block 14 as shown on Map 36-9 “Minimum Setback Plan”.

12.X.21 The tallest buildings will form a primary height peak generally located in the northeastern quadrant of Block 14, adjacent to the intersection of Highway 401 and Allen Road, and in closest proximity to higher-order transit. Heights will generally transition down to adjacent blocks within Block 14, and to surrounding development.

12.X.22 Despite Policy 12.X.21 above, building heights will provide variation, visual interest and an engaging skyline through the use of strategically located secondary height peaks, which may be located at the intersection of Yorkdale Road and Street B-1, and at the northwest gateway to the Secondary Plan Area, near the intersection

of Dufferin Street and Highway 401, north of Street A-1. Secondary height peaks will be lower in height than primary height peaks.

12.X.23 Despite Section 3.7, tall buildings will only be permitted in the Existing or Permitted Tall Buildings Areas with maximum heights identified on Map 36-10: “Building Type Areas”.

12.X.24 The maximum heights shown on Map 36-10 “Building Type Areas” may be exceeded only for mechanical penthouses or architectural expression, which will not count as additional storeys.

12.X.25 Notwithstanding Policy 3.7.2.4, the base building of tall buildings will be subject to angular plane performance standards from Dufferin Street, whereas tower portions of tall buildings at key gateway locations to the Secondary Plan Area along Dufferin Street may be exempt from these standards if an appropriate stepback is provided between the base building and tower portion of the building. Blocks 14-3 and 14-4, as shown on Map 36-17 “Yorkdale Block Master Plan”, form part of the northern gateway to the Secondary Plan Area, while Block 14-2 and Park Block 14-A provide a transitional height zone toward mid-rise development along Dufferin Street.

12.X.26 Base buildings on Block 14 will help define and support the different roles, functions, and characteristics of the adjacent streets, parks and open spaces, and to support an overall pedestrian friendly environment. Base buildings will provide a unified streetwall along the Dufferin Street edge and along major east-west edges, and will contribute to the radial expression of the Yorkdale Crescent.

12.X.27 Base building heights will be appropriately scaled in relationship to the street rights-of-way they front and will range as follows:

- i. Along Dufferin Street: generally between 4 and 6 storeys, to a maximum of 80% of the planned Dufferin Street right-of-way width;
- ii. Along Street A-2: generally between 4 and 6 storeys, to a maximum of 80% of the right-of-way width of Street A-2;
- iii. Base buildings with commercial and office uses along Street A-1 and Street C will have a maximum height of 1.2 times the Street C right-of-way width; and
- iv. Base buildings along Yorkdale Crescent will have a maximum height between 4 and 6 storeys.

12.X.28 New development on Block 14 will include high quality, durable materials and sustainable and resilient building practices.

## **Mobility**

12.X.29 The Yorkdale Transportation Master Plan<sup>1</sup> forms the basis of the transportation infrastructure recommended or required to service the growth envisioned on Block 14 and in the broader Yorkdale Transportation Master Plan\* study area. The work undertaken for the Transportation Master Plan\* satisfies Phases 1 and 2 of the Municipal Class Environmental Assessment process. Where

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\* Subject to review of City-initiated Yorkdale Transportation Master Plan

the recommended improvements from the Yorkdale Transportation Master Plan\* are required to accommodate development on Block 14, they will be refined, protected and implemented through the development application process. Additional or alternative improvements may also be identified over time by the City and by landowners, to the satisfaction of the City.

12.X.30 Notwithstanding Section 3. Development, Land Use and Built Form and Policy 7.2.1, redevelopment of Block 14 will provide a fine grain of public and private streets, and mid-block connections to ensure a high level of permeability for pedestrian, cycling and vehicular circulation.

12.X.31 Notwithstanding Section 3. Development, Land Use and Built Form and Policy 7.2.1, the planned street network is conceptually shown on Map 36-6 “Public and Private Streets Plan” and identified on Map 36-17 “Block Master Plan”. The street network will include the following public and private components:

- i. Street A (Dufferin Street to Yorkdale Road) will be a public street having a right-of-way width of 18.5 metres for the Street A-1 leg and a right-of-way width of 24 metres for the Street A-2 leg of the connection. This street will accommodate two-way bicycle travel as shown on Map 36-7b, two-way vehicular travel and pedestrian movement.
- ii. Street B (Street C to Yorkdale Road) will be a public street (Street B-1) between Street A-2 and Yorkdale Road, with a right-of-way width of 18.5 metres, and will be a privately owned street (Street B-2) between Street A-2 and Street C, with a width of 20.5 metres. This street will accommodate all road users, as well as servicing and loading where necessary. Public access to the privately owned portion of Street B may be secured through public access easement agreements.
- iii. Yorkdale High Street C (Street A to Yorkdale Road) will be a private street, having a width of 18.5 metres. This street will accommodate all road users at low speeds. Public access to this street may be secured through public access easement agreements.
- iv. Street D (Dufferin Street at Cartwright Avenue to Street C) will be a private local street, having a width of 18.5 metres. This street will accommodate pedestrian and two-way vehicular movement. Public access to this street may be secured through public access easement agreements. Prior to the approval of any new residential redevelopment along the western edge and within the building footprint of the existing (as of May 2022) Yorkdale Shopping Centre, a public street connecting the intersection of Dufferin Street and Cartwright Avenue with Street C will be secured, either in the alignment shown as Street D on Map 36-17, or in a modified alignment.
- v. The Yorkdale South Service Road (Dufferin Street to Allen Road) is a private street that will be realigned to connect with the entrance to/from the McAdam Loop, and will have restricted right-in/right-out access at Dufferin Street. This street will continue to be a private servicing street critical to the

operations of the existing Yorkdale Shopping Centre. The width of the South Service Road may be expanded to accommodate enhanced cycling and pedestrian conditions, and improved landscaping. Public access to this street may be secured through public access easement agreements.

12.X.32 Street network components described in 12.X.31 (i), (ii), (iii), and (iv) above will provide for convenient and safe passenger pick-up and drop-off activities. Private streets on Block 14 will be designed and maintained to the same or higher quality and degree as public streets, and will be made accessible to the public, as appropriate.

12.X.33 Additional connections at grade will be provided in the form of private connections and laneways, as shown on Map 36-3. These connections will link to main access points for underground parking and servicing infrastructure, or as private laneways integrated into the public realm through the use of landscape elements and paving treatments.

12.X.34 Notwithstanding Policy 7.2.2, the exact location, alignment and design of the new public streets will be established by a Schedule B Municipal Class Environmental Assessment, as required, or other implementation mechanisms, completed prior to the conveyance of land for public road purposes.

12.X.35 In addition to Policies 12.X.30 and 12.X.31 above, a network of underground vehicular connections for circulation and loading will be permitted throughout Block 14.

12.X.36 The conceptual location and alignment of future streets is shown on Map 36-3 "Structure Plan".

12.X.37 Notwithstanding Policy 7.2.7, the design of space within the right-of-way will be guided by the Yorkdale Urban Design Guidelines and Complete Street principles.

12.X.38 Cycling infrastructure and facilities will be planned and provided through site development and will be located along Street A within the right-of-way, and may be located in, or adjacent to, parks and open spaces. Bicycle boxes and/or other infrastructure designs will be provided, where appropriate, to secure safer turning movements for cyclists at Cycling Interchanges identified on Map 36-7b "Cycling Connections".

12.X.39 Bicycle parking will be planned and located along cycling routes. Bike-share facilities will be located in, or adjacent to, parks, publicly accessible open spaces and major transportation infrastructure.

12.X.40 Pedestrian routes will be provided as shown on Map 36-7a through the development of adjacent blocks within Block 14. Pedestrian routes are pedestrian

connections with or without vehicular accesses connecting adjacent streets, parks, open spaces, cycling and transit infrastructure, and major retail destinations. Safe, generously-scaled and comfortable pedestrian connections on individual blocks will extend the mobility network from the Yorkdale Shopping Centre interior to the exterior public realm.

12.X.41 Pedestrian connections within Yorkdale Shopping Centre, shown as “Pedestrian Routes” on Map 36-7a and as “Internal Circulation” on Map 36-3, will remain in private ownership. Pedestrian routes to the Yorkdale Subway Station through Yorkdale Shopping Centre will be privately owned, provided generally as shown on Map 36-3, and will be accessible to the public during subway operating hours. The east-west leg of this route will be made accessible to the public at the time of development of Block 14-1. The north-south leg of this route and the eastern portion of the east-west leg will be made accessible to the public at the time of development of Block 14-10. Public access to these internal pedestrian routes may be secured through a PATH agreement or other access agreement(s) at the time of submission of a Precinct Plan or Site Plan Applications for the development of Block 14-1 and Block 14-10.

12.X.42 Land for public street purposes will be conveyed to the City as follows:

Portion(s) of Public Street conveyed, as identified on Map 36-17	Concurrent development of Block(s) on Map 36-17
<ul style="list-style-type: none"> <li>• Street A-1, between Dufferin Street and Street A-2.</li> <li>• Western leg of Street A-2, between Street C and Street B</li> </ul>	Completion of development Blocks 14-3, 14-4, 14-5 and the western portion of Block 14-6.
<ul style="list-style-type: none"> <li>• Eastern leg of Street A-2, between Street B and Yorkdale Road.</li> </ul>	Completion of development Blocks 14-9 and 14-10.
<ul style="list-style-type: none"> <li>• Street B-1, between Street A-2, and Yorkdale Road.</li> </ul>	Completion of development Blocks 14-7, 14-8 and the eastern portion of Block 14-6.

12.X.43 Prior to the conveyance of completed portions of the public streets, as outlined in Policy 12.X.42 above, public access easements may be secured for the ingress and egress of vehicles between Block 14 and the public street network.

12.X.44 Points A through K on Map 36-17 “Block Master Plan” provide access into or from Block 14 at grade. The facilities provided at each of these access points are as follows:



- i. Point A will be the location for a new intersection on Dufferin Street, providing vehicular access into the site along the Yorkdale South Service Road. This intersection will allow right-in/right-out vehicular movement and will be relocated to approximately align with the entrance to the McAdam Loop. Two-way bicycle movement will be accommodated from this point along the Yorkdale South Service Road.
- ii. Point B will be the location for a new intersection on Dufferin Street, aligned with Cartwright Avenue to the west, and providing signalized vehicular access into the site along Street D. This intersection will restrict westbound through movement from Block 14 across Dufferin Street. A new pedestrian crosswalk at this intersection will allow full pedestrian movement.
- iii. Point C, the existing signalized intersection leading to and from the truck tunnel exit from Yorkdale Shopping Centre, will be the location of an expanded and redesigned intersection aligned with the new public street in Block 1 on the west side of Dufferin Street. This intersection will accommodate inbound and outbound full movement for vehicles via an underground ramp into the site. The intersection will continue to accommodate outbound servicing and loading movement from the existing truck tunnel exit, which will remain in its current (May 2022) alignment. The new internal cycle track on Block 14 connects to Dufferin Street at Point C. Pedestrian crosswalks will continue to be provided at this location.
- iv. Point D will continue to provide access to and from Block 14 along the future Street C, allowing for right-in / right-out movement.
- v. Point E will provide access to and from Yorkdale Road into Block 14 along the future Street B-1. This existing signalized intersection will continue to accommodate full vehicular movement. Pedestrian east-west movement will be accommodated along the south side of Yorkdale Road.
- vi. Point G will provide vehicular connection from Yorkdale Road directly into Block 14 parking below grade. This intersection will be signalized and will accommodate pedestrian access to the site at grade.
- vii. Point H will provide access into and out of the site from Yorkdale Road at the new Street A-2, which will be a public street upon full build-out of Block 14. Right-in/right-out vehicular movement will be accommodated at Point H. The new internal cycle track on Block 14 will connect to the cycling facility on Yorkdale Road at this location.
- viii. Point I will continue to provide connection to and from the site from Yorkdale Road. This signalized intersection will accommodate full vehicular movement. Pedestrian north-south movement will be accommodated on the west side of Yorkdale Road.
- ix. Point J will continue to provide signalized inbound and outbound vehicular access to the internalized Yorkdale Shopping Centre parking. Outbound transit vehicles will continue to egress at this location, until such time as any future changes to the Metrolinx GO Bus Terminal are implemented, as agreed to by Metrolinx and the Block 14 landowner.

- x. Point K will continue to provide vehicular access to and from Yorkdale Road. At this location, north-south bicycle movement will be accommodated along Yorkdale Road and into Yorkdale Park. Two-way bicycle movement will be accommodated from this point along the Yorkdale South Service Road.
- xi. Access for below grade servicing of the Yorkdale Shopping Centre will be provided within Block 14-10. An at-grade layby will be provided on Block 14-10 along Yorkdale Road, serving as a screening and security checkpoint for servicing vehicles.

### **Parks and Open Space**

12.X.45 Despite Policies 2.3 and 3.3.4, at full build-out of Block 14, a minimum total of 1.84 hectares of unencumbered public parkland will be provided across Blocks 14-A, 14-B and 14-C, as shown on Map 36-17, to serve both the anticipated future population as well as the broader community. The provision of public parkland within Block 14 will, at minimum, be as follows:

- i. Block 14-A – A public park with frontage on Dufferin Street, a minimum of 7,500 square metres in size;
- ii. Block 14-B – A public park with frontage on the new Street A-1, a minimum of 6,600 square metres in size; and
- iii. Block 14-C - A public park with frontage onto the new Street A-2, a minimum of 4,300 square metres in size.

12.X.46 Public parks will be fronted by active uses and will be screened or separated from servicing and loading infrastructure by appropriate setbacks, architectural and landscape elements, and/or built form.

12.X.47 A minimum setback of 5 metres will be provided between parkland boundaries and any adjacent building face, as shown on Map 36-9 “Minimum Setback Plan”.

12.X.48 Land for public parkland will be conveyed to the City as follows:

- i. Upon the completion of the first 1,500 dwelling units on Block 14, 3,200 square metres on the western portion of Block 14-A;
- ii. Upon the completion of 2,000 dwelling units on Block 14, 4,300 square metres on the eastern portion of Block 14-A, in addition to the conveyance described in (i) above;
- iii. Upon the completion of 3,000 dwelling units on Block 14, 5,550 square metres in total between Block 14-C and the southern portion of Block 14-B, in addition to the conveyances described in (i) and (ii) above; and
- iv. Upon the completion of 5,125 dwelling units on Block 14, 5,350 square metres on the northern portion of Block 14-B, in addition to the conveyances described in (i), (ii), and (iii) above.

12.X.49 At full build-out of Block 14, a minimum of 1.45 hectares of Privately Owned Publicly Accessible Spaces (POPS) will be provided as a distributed network on the site to facilitate open space connectivity, further animate the public realm, and to

connect unencumbered park areas on the site. The locations of proposed POPS will be provided in each Precinct Plan.

12.X.50 At the time of development of Block 14-1, a publicly-accessible, weather-protected Urban Plaza will be established as a POPS on Block 14-1, as shown on Map 36-5 “Greening Plan” and will act as a pedestrian connection between Dufferin Street and the enclosed Yorkdale Shopping Centre.

12.X.51 At the time of development of Block 14-10, a POPS of approximately 5,000 square metres will be provided between Street C and Street A-2, on Block 14-D, shown as “Other Open Space – New” on Map 36-5 “Greening Plan”. This open space will accommodate passive recreation, community events and programming associated with the Yorkdale Shopping Centre.

### **Community Services and Facilities**

12.X.52 The provision of community services and facilities secured through the development approvals process for Block 14 will be informed by the priority community facilities identified in Section 10.3 and by subsequent updates to the Community Services and Facilities reports provided with Precinct Plans for Block 14.

12.X.53 Community services and facilities will be considered and provided at the time of development of each precinct, where appropriate and based on needs identified through Community Services and Facilities reports.

12.X.54 Two internal, weather-protected pedestrian routes to the Yorkdale Subway Station through Yorkdale Shopping Centre will be made accessible to the public during subway operating hours.

12.X.55 Community facilities on Block 14 will generally be located within the base buildings of new development, or within the footprint of the existing Yorkdale Shopping Centre, and will have a relationship to other public or publicly accessible amenities, such as public parks, privately owned publicly accessible spaces, public streets, transit or active transportation facilities. Conceptual locations for community services and facilities are shown on Map 36-17 and are subject to change at the time of development of individual Precinct Plans.

12.X.56 At a minimum, space for the following community services and facilities will be protected for on Block 14:

- i. A minimum of 930 square metres to accommodate one child care facility for 62 children;
- ii. A minimum of 4,700 square metres to accommodate a community recreation centre;
- iii. A minimum of 1,300 square metres to accommodate a public library; and
- iv. A minimum of 470 square metres to accommodate community agency space.

12.X.57 If funded in whole or in part by the landowner of Block 14, the cost of providing the facilities described in policy 12.X.56 above may be counted as a credit against future community benefit charges or development charges for development on Block 14.

## **Housing**

12.X.58 Residential development on Block 14 may include both purpose-built rental housing and ownership housing.

12.X.59 Notwithstanding Policy 10.2.2, in buildings with 20 or more units, at a minimum, 10% of all residential units on Block 14 will be built to accommodate 3 or more bedrooms, and a minimum of 30% of all residential units will be built to accommodate 2 or more bedrooms (inclusive of units with 3 or more bedrooms).

12.X.60 Affordable housing provision on Block 14 will be implemented as residential rental units, provided at a minimum rate of 5 percent of total residential gross floor area, for 40 years from first occupancy, or as required by applicable City policy at the time of development, whichever is greater.

12.X.61 Where required, affordable housing units will be provided at the required rate within each development Precinct.

## **Sustainability and Resilience**

12.X.62 Development on Block 14 will achieve or surpass Tier 1 of the Toronto Green Standard (TGS), or latest version thereof, and will be encouraged to achieve Tier 2 of the TGS.

12.X.63 With the submission of each Precinct Plan, an updated energy and sustainability strategy will be provided to identify opportunities within the Precinct for energy conservation including peak demand reduction, reduction of greenhouse gas emissions, and improved resilience, through consideration of:

- i. Passive solar heat gain, heat loss and prevailing wind patterns in the assessment of building orientation, fenestration patterns and building materials;
- ii. Innovative design, materials, and systems to reduce energy consumption and embodied carbon in new construction to achieve carbon neutrality on site by 2050;
- iii. Renewable energy sources, district energy, combined heat and power or energy storage, energy capture and recovery, and energy sharing for multi-building developments or existing buildings;
- iv. Fit-outs, including necessary above and below grade infrastructure, to allow potential connection to future district energy, such as geo-thermal heating; and
- v. Incorporation of one or more of the following:

At precinct scale:

- a) green stormwater infrastructure;
- b) bike share or bike repair facilities;
- c) on-site renewable energy production;
- d) electric vehicle charging stations;
- e) backup power for resilience to area-wide power outages, as informed by guidelines developed by the City;

At block scale:

- f) co-generation or waste-energy re-use;
- g) low-carbon/renewable thermal energy technologies;

At building scale:

- h) food gardens;
- i) living/green walls;
- j) design that meets the Biodiversity Guidelines for Green Roofs;
- k) grey water recycling, where permitted under the Ontario Building Code; or
- l) kitchen suites with 3-bin separation.

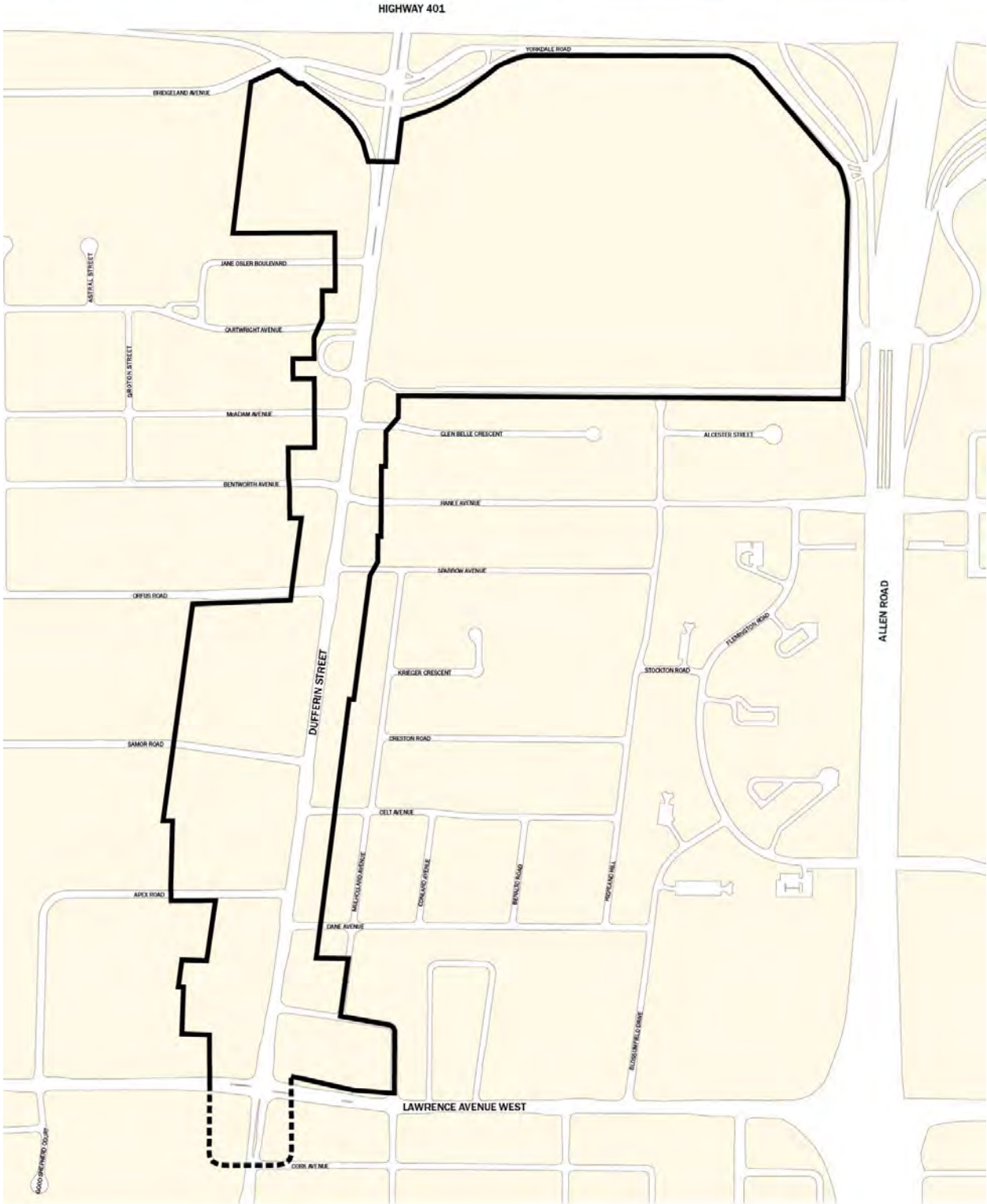
## Schedule B

### Appendix 1 to Secondary Plan No. 36

The table below provides the details of certain street segments

Location ID Map 2	Street Name	Proposed Classification	Right-of-Way (m)
Block 1	New north-south and new east-west streets	Local Commercial	23
Block 6, 7	New north-south street (between Orfus Road and Apex Road parallel to Dufferin Street) plus two east-west connections to Dufferin Street	Local Commercial	20
Block 8	New north-south street (between Apex Road and Lawrence Avenue West parallel to Dufferin Street) plus an east-west connection to Dufferin Street	Local Commercial	20
Block 14	New east-west street (between Dufferin Street and Yorkdale Road), including Street A-1 and Street A-2.	TBC	18.5 (Street A-1) to 24 (Street A-2)
Block 14	New north-south street (between Yorkdale Road and Street A-2).	TBC	18.5

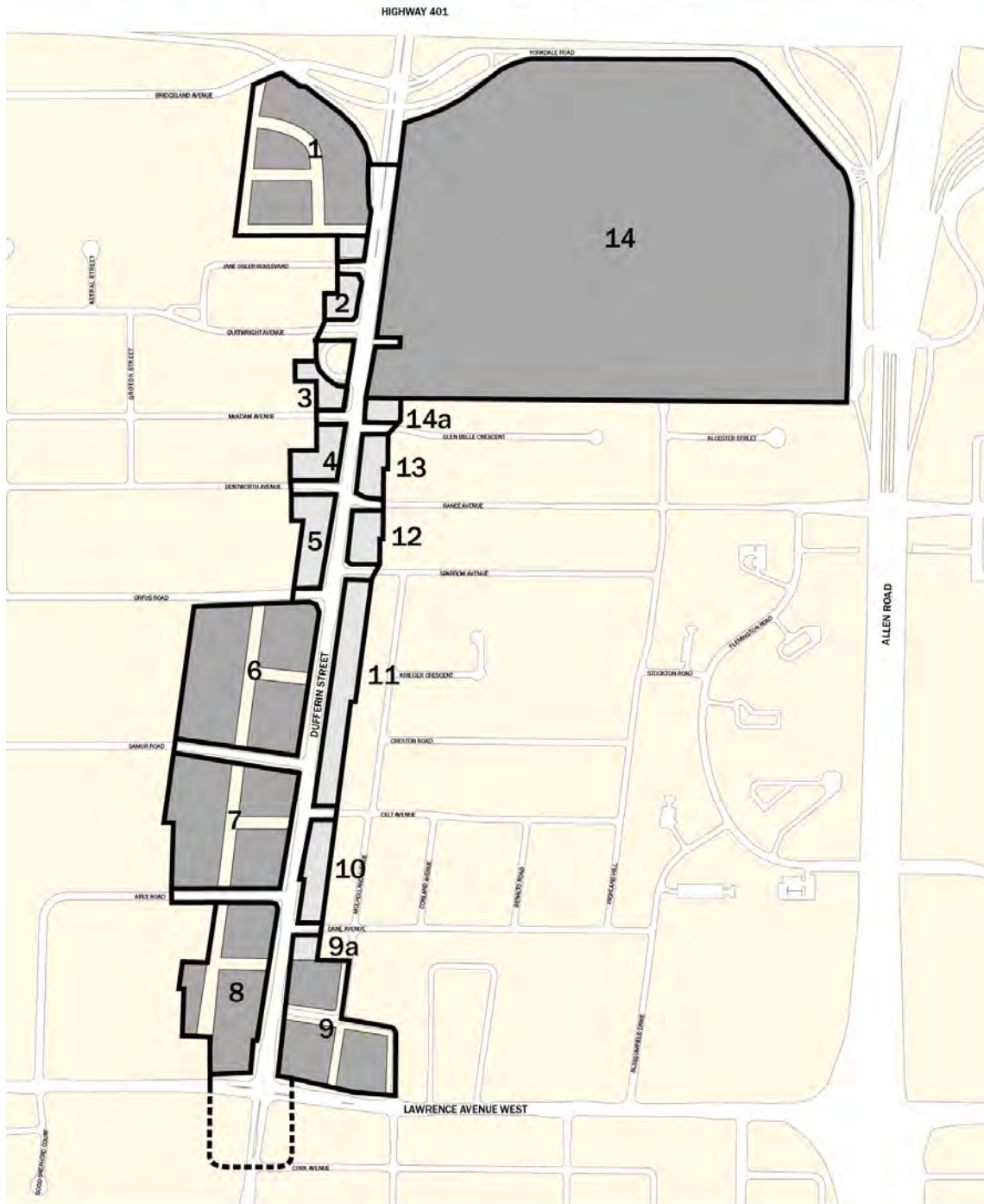
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Map 36-1 Secondary Plan Area

- Secondary Plan Area Boundary
- - - - - Blocks South of Lawrence

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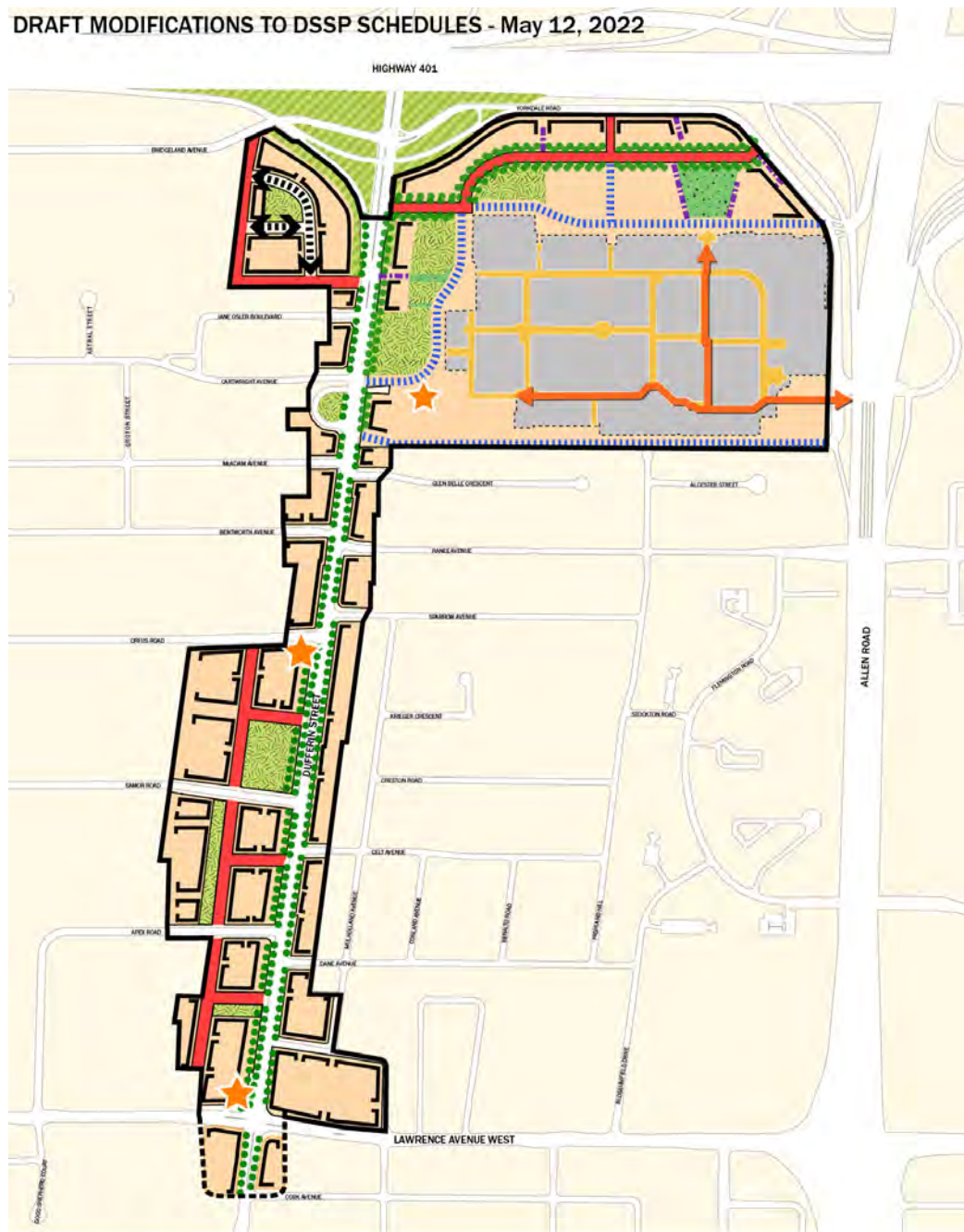


Map 36-2 Specific Block Policies Plan

-  Secondary Plan Area Boundary
-  Blocks South of Lawrence
-  Mid-rise Blocks
-  Large Blocks
- 1** Block Number



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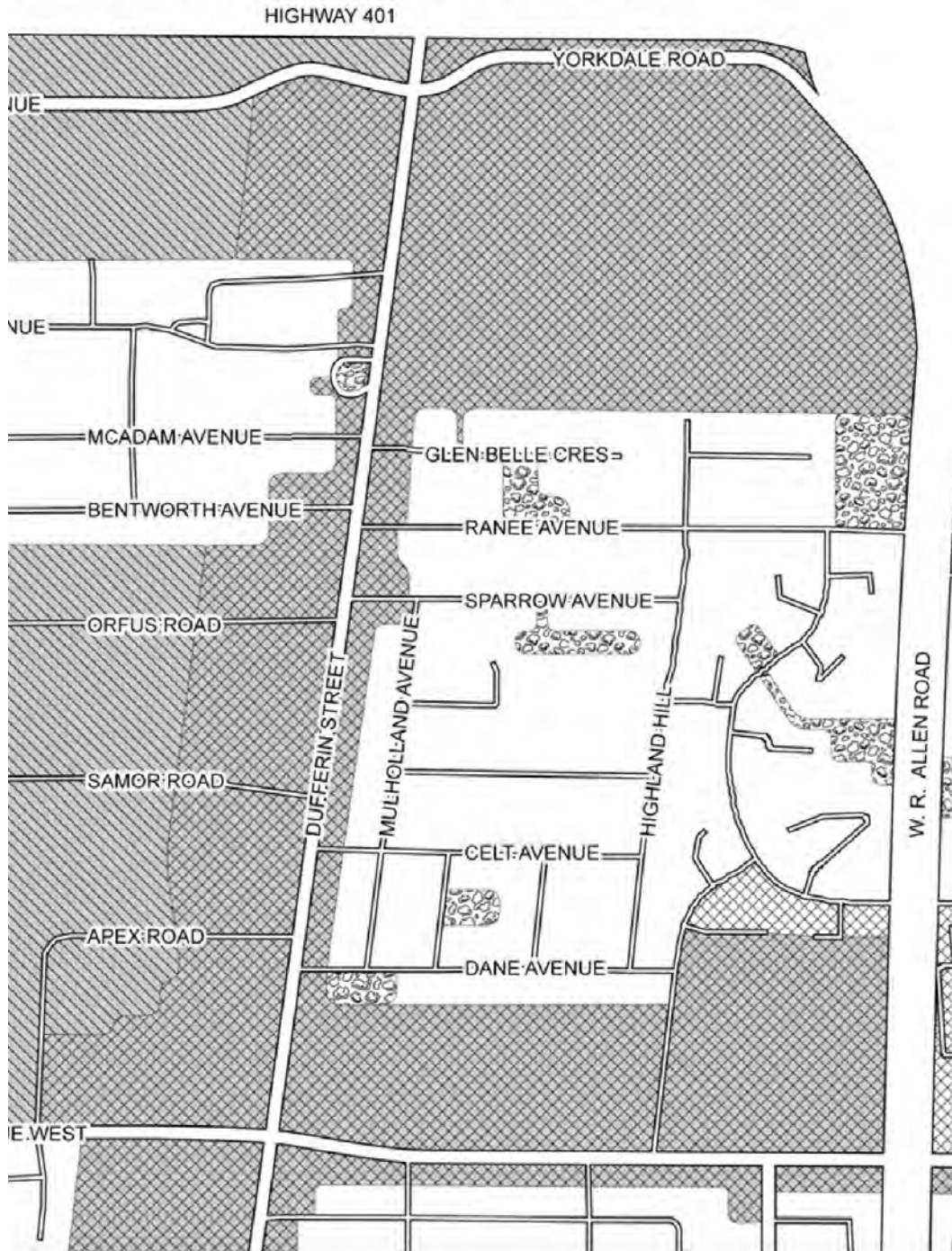


Map 36-3 Structure Plan

- |  |                                |  |  |
|--|--------------------------------|--|--|
|  | Secondary Plan Area Boundary   |  | Dufferin Gateway                                       |
|  | Blocks South of Lawrence       |  | Dufferin Promenade / Street Greening                   |
|  | Possible Building Edge         |  | Private Streets - New or Existing                      |
|  | New Public Streets             |  | Private Connection / Laneway                           |
|  | New Public Streets: Conceptual |  | Existing Shopping Centre                               |
|  | Public Park                    |  | Internal Circulation                                   |
|  | Other Open Space               |  | Development Block                                      |
|  | Urban Plazas                   |  | Publicly Accessible Pedestrian Route to Subway Station |

Note: The public streets identified on this map are conceptual.

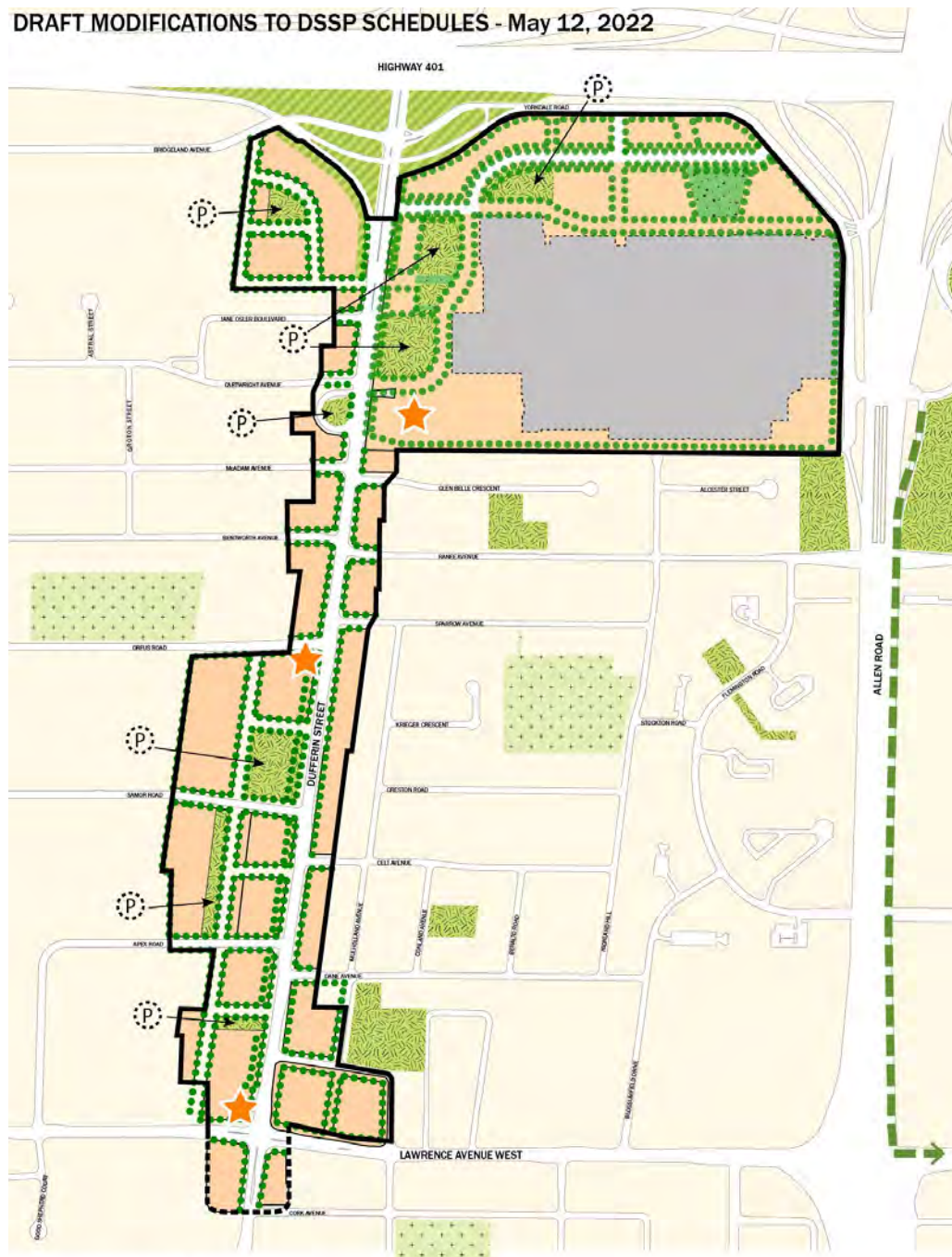
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Map 36-4 Land Uses

-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Employment Areas
-  Parks

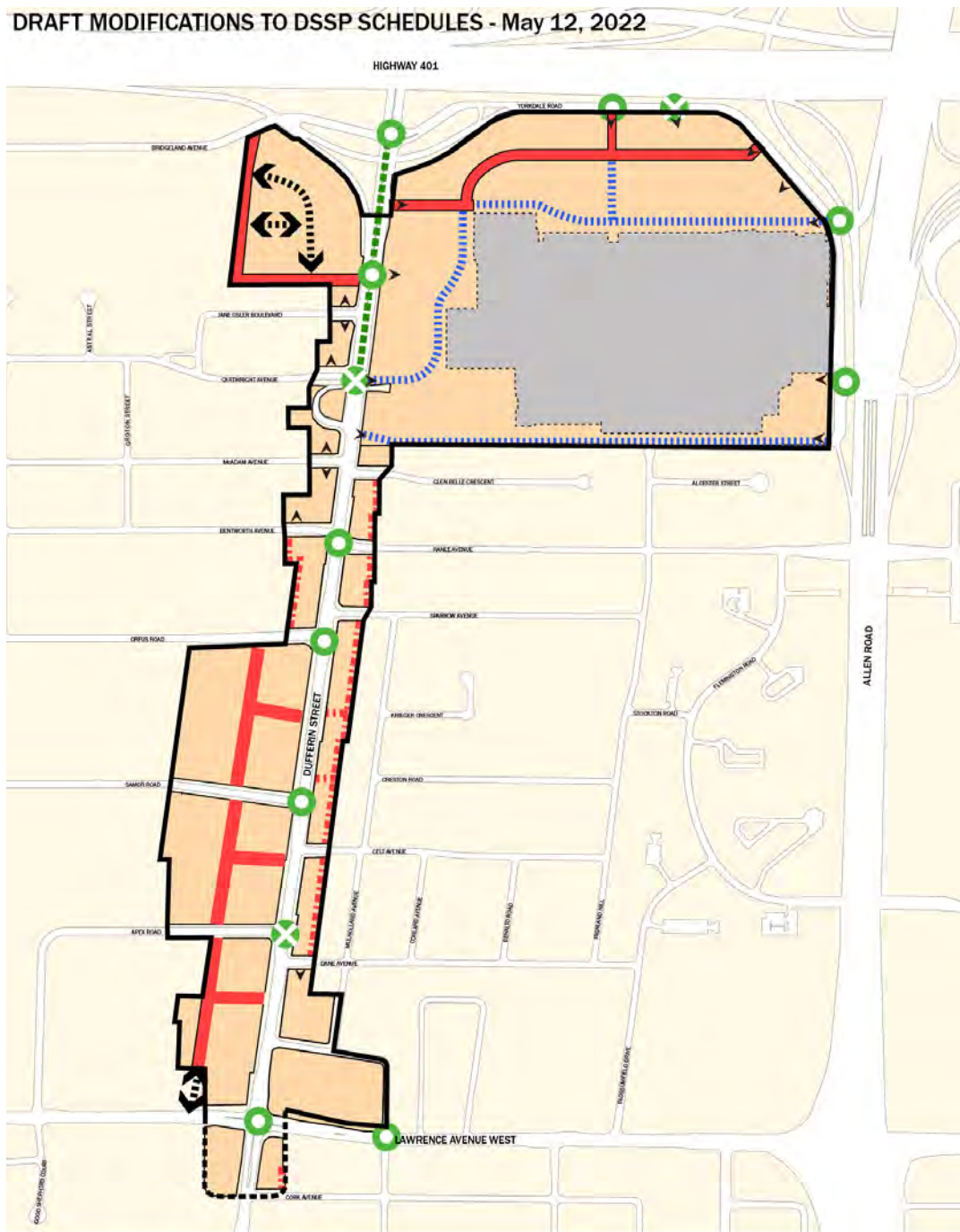
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Map 36-5 Greening Plan

- |  |   |  |                               |
|--|---|--|-------------------------------|
|  | Secondary Plan Area Boundary                      |  | Dufferin Landscape Gateway    |
|  | Blocks South of Lawrence                          |  | Public Park - New or Existing |
|  | Conceptual Location for Potential New Public Park |  | Other Open Space - New        |
|  | Urban Plaza                                       |  | Other Open Space - Existing   |
|  | Dufferin Promenade/ Street Greening               |  | Development Block             |
|  | Allen Greenway                                    |  | Existing Shopping Centre      |

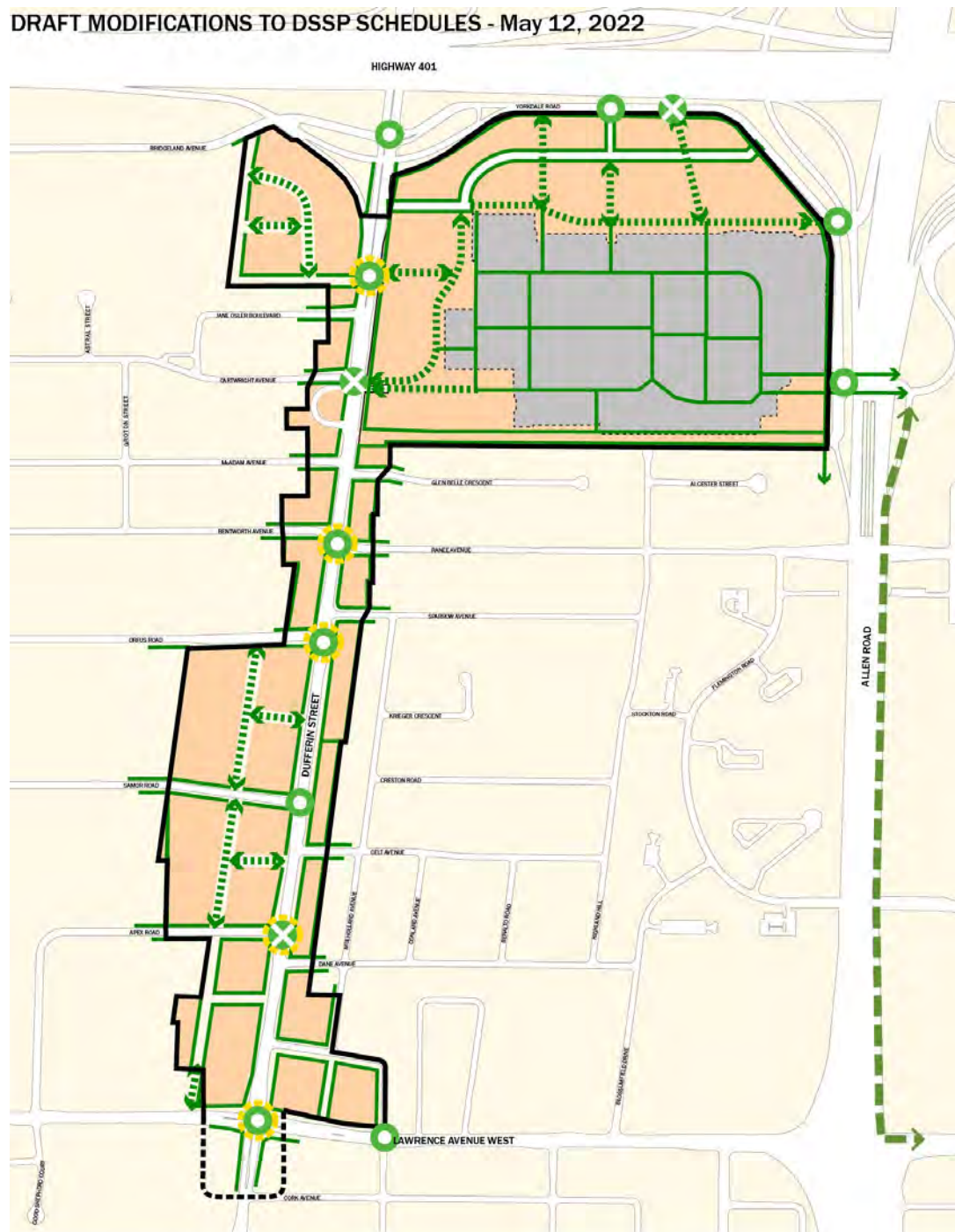
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Map 36-6 Public and Private Streets Plan

- |  |                                   |  |                                     |
|--|-----------------------------------|--|-------------------------------------|
|  | Secondary Plan Area Boundary      |  | TTC Transit Priority Lane (SB only) |
|  | Blocks South of Lawrence          |  | Signalized Intersection - Existing  |
|  | New Public Streets                |  | Signalized Intersection - Proposed  |
|  | New Public Streets: Conceptual    |  | Site Access                         |
|  | Private Streets - New or Existing |  | Potential Access Lane               |
|  | Development Block                 |  |                                     |
|  | Existing Shopping Centre          |  |                                     |

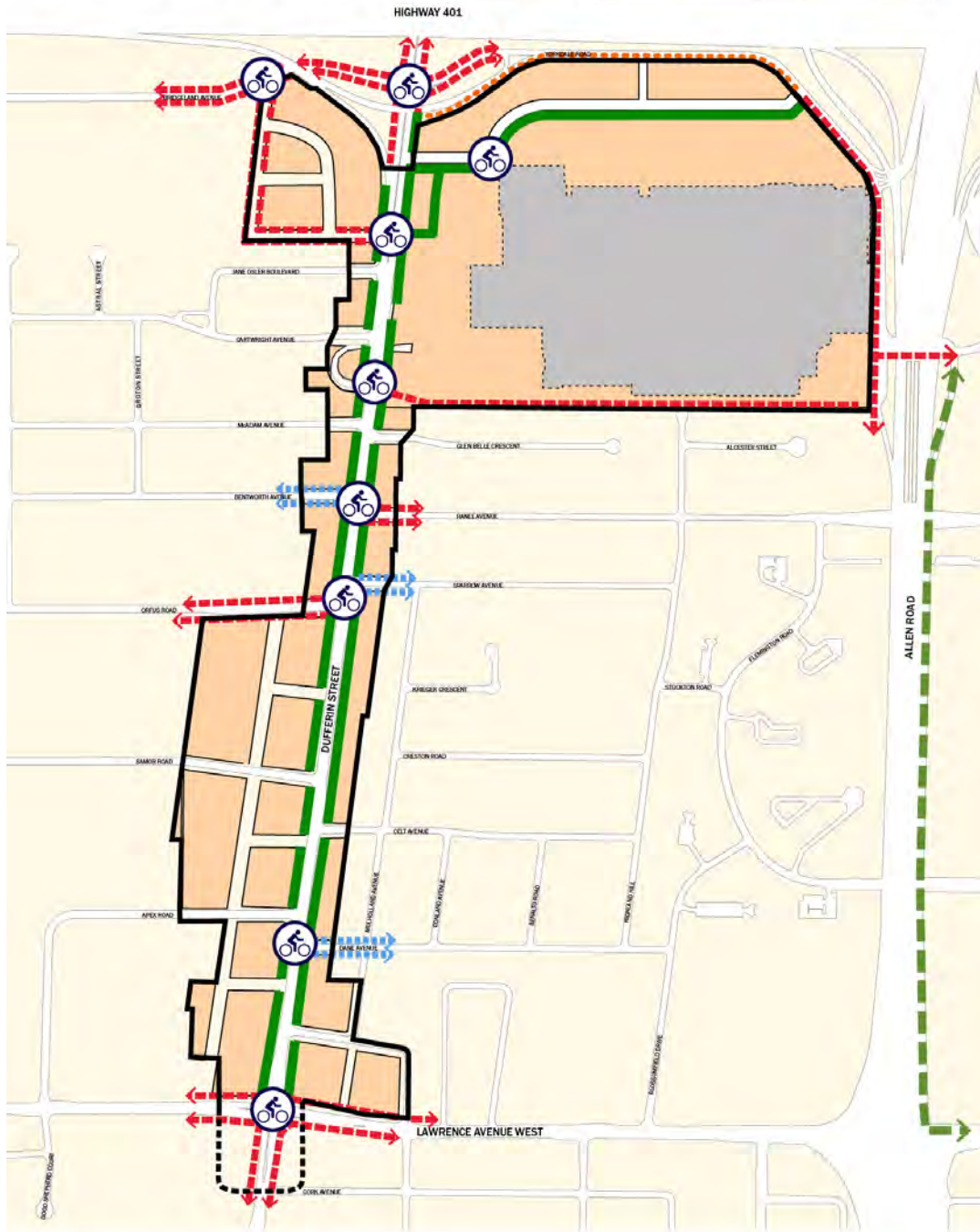
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Map 36-7a Pedestrian Connections

- |  |                              |  |                                    |
|--|------------------------------|--|------------------------------------|
|  | Secondary Plan Area Boundary |  | New Pedestrian Routes Conceptual   |
|  | Blocks South of Lawrence     |  | Allen Greenway                     |
|  | Pedestrian Routes            |  | Signalized Intersection - Existing |
|  | Existing Shopping Centre     |  | Signalized Intersection - Proposed |
|  | Development Block            |  | High Order Pedestrian Zone         |

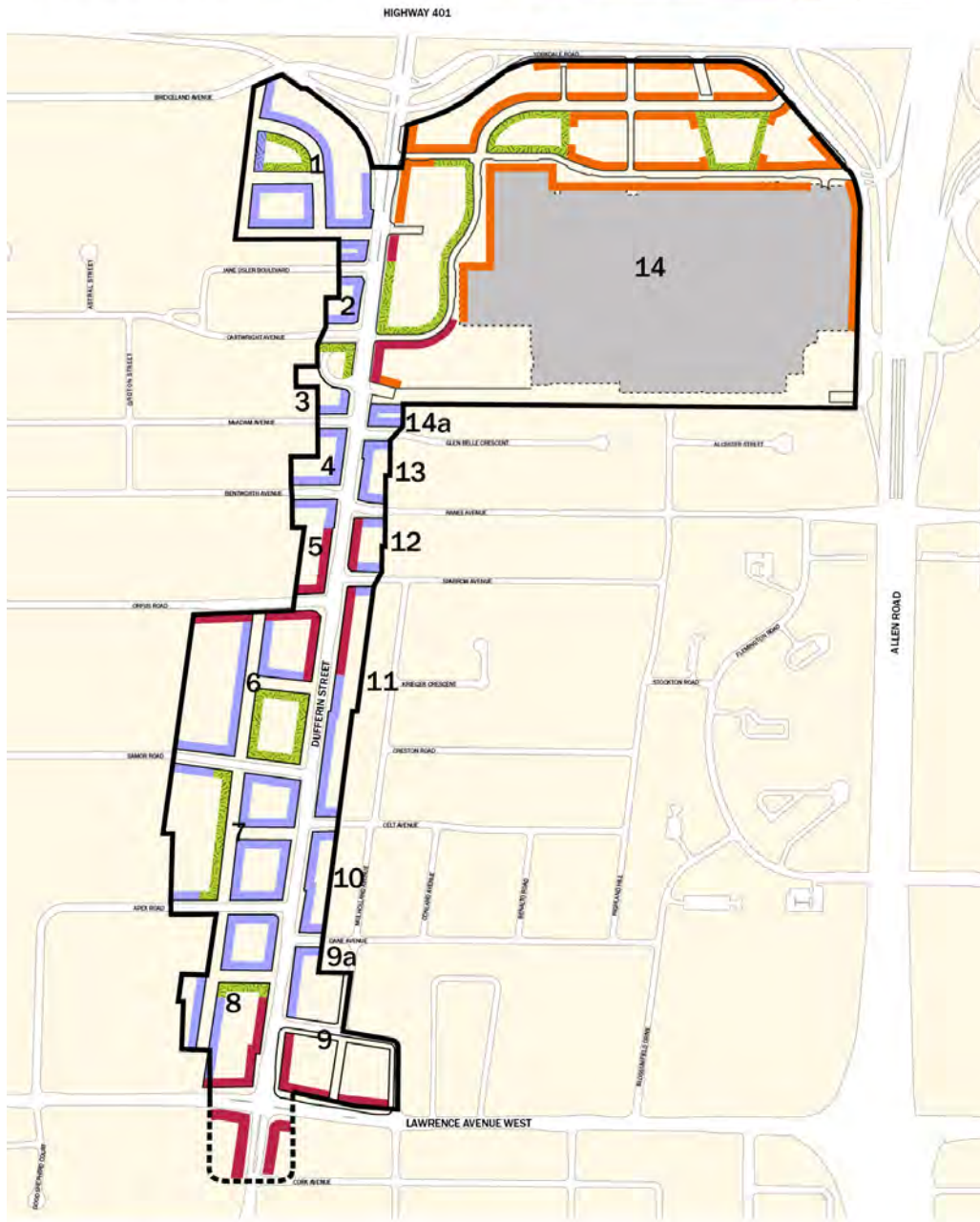
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Map 36-7b Cycling Connections

- |  |                              |  |                              |
|--|------------------------------|--|------------------------------|
|  | Secondary Plan Area Boundary |  | Proposed Multi-Use Trail     |
|  | Blocks South of Lawrence     |  | Proposed Cycling Interchange |
|  | Proposed Cycle Track         |  | Existing Shopping Centre     |
|  | Proposed Bike Lane           |  | Development Block            |
|  | Proposed Signed Route        |  |                              |
|  | Allen Greenway               |  |                              |

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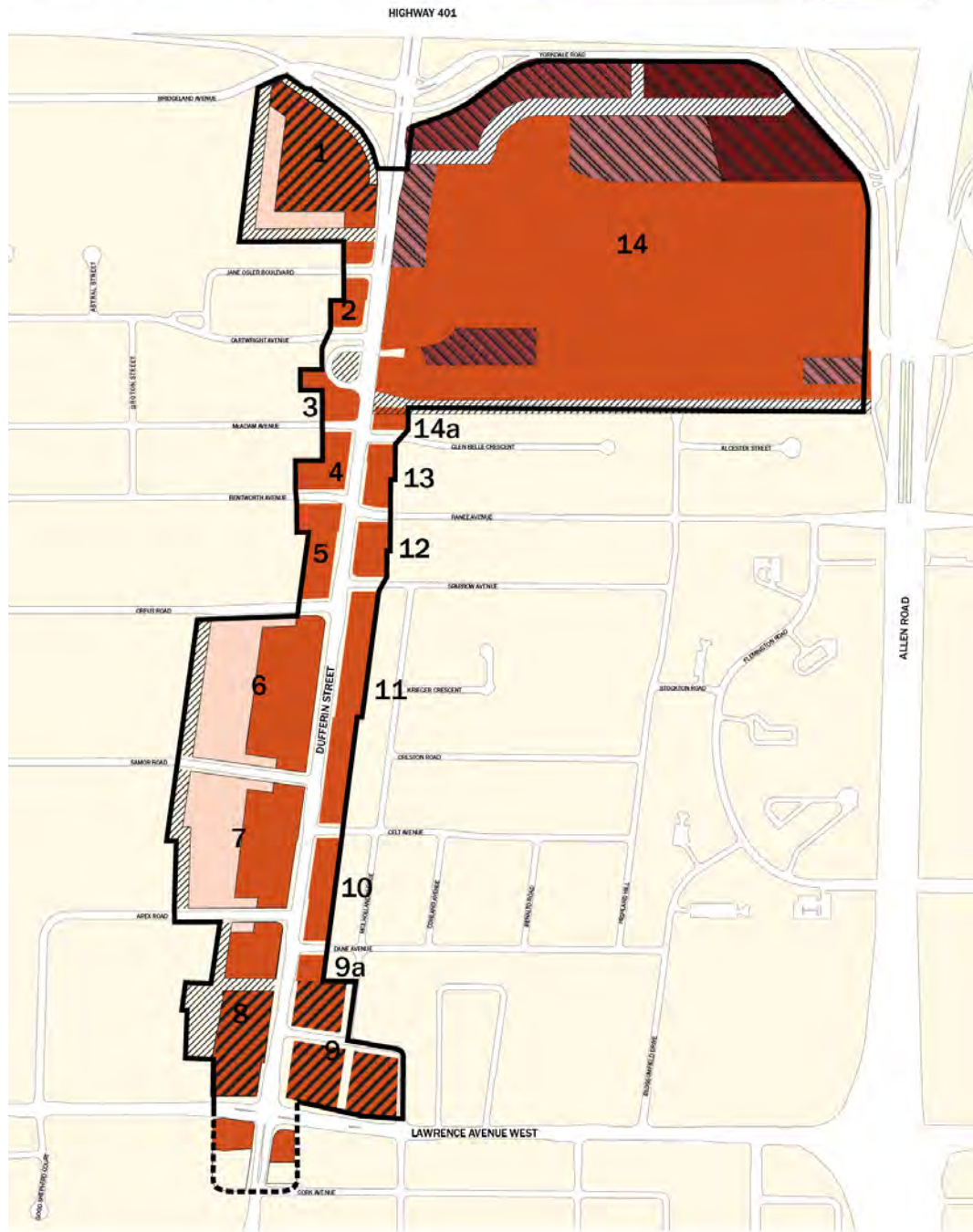
Map 36-8 Priority Retail Areas

- Secondary Plan Area Boundary
- Blocks South of Lawrence
- Retail at Grade: Mandatory
- Retail at Grade: Encouraged but not Required
- Active Uses at Grade: (Retail Encouraged but not Required)
- Park or Other Open Space Frontage
- Existing Shopping Centre





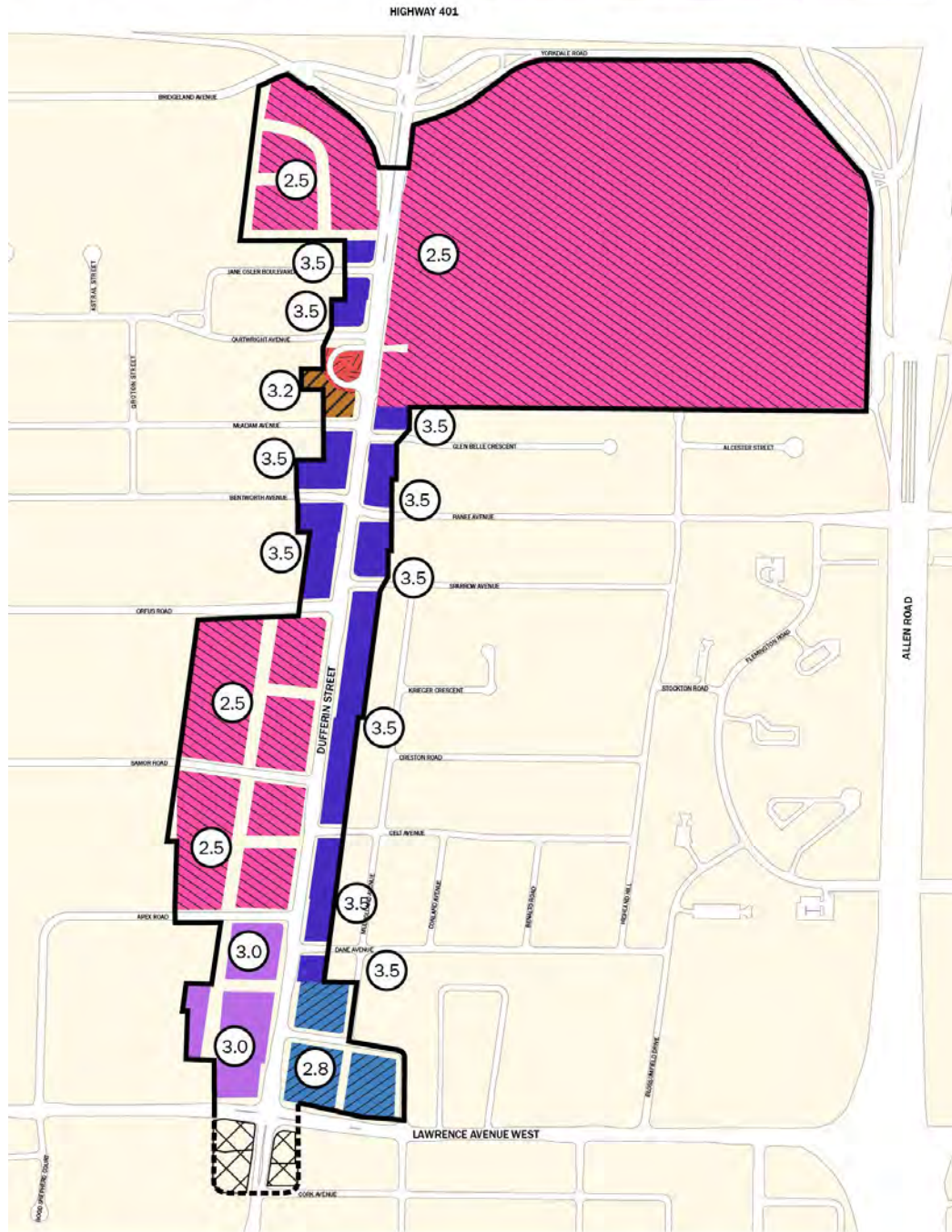
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Map 36-10 Building Type Areas

- |  |   |  |   |
|--|---|--|---|
|  | Secondary Plan Area Boundary              |  | Minimum 20m Separation Area / no build zone                 |
|  | Blocks South of Lawrence                  |  | Approved Development  |
|  | Existing or Permitted Tall Buildings Area |  | Existing or Permitted Tall Buildings Area: Up to 24 Storeys |
|  | Mid-rise areas                            |  | Existing or Permitted Tall Buildings Area: 25-30 Storeys    |
|  | Low-rise Areas                            |  | Existing or Permitted Tall Buildings Area: 30-40 Storeys    |

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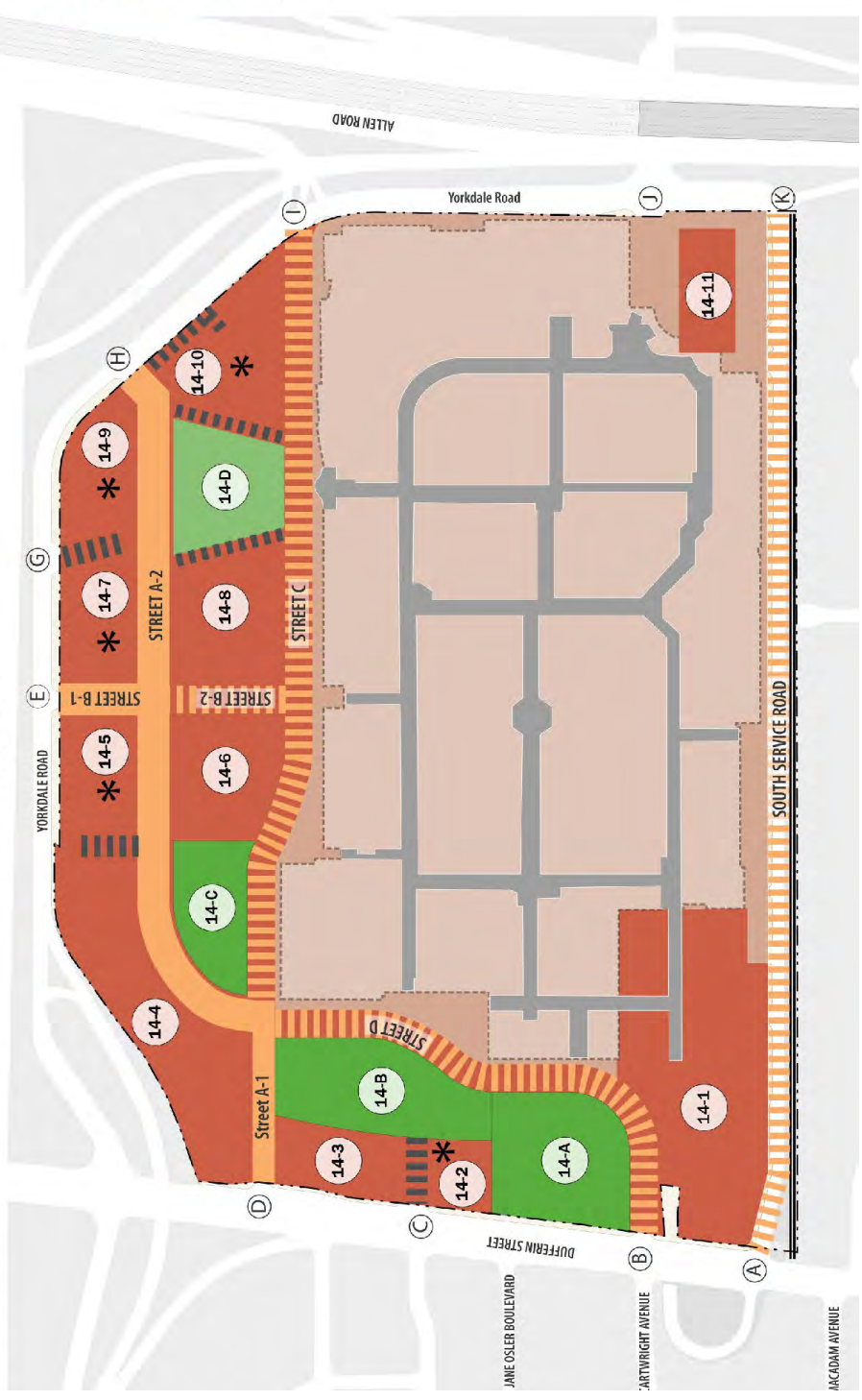
Map 36-11 Maximum Density

- |  |                               |  |   |
|--|-------------------------------|--|---|
|  | Secondary Plan Area Boundary  |  | 2.5x FSI  |
|  | Blocks South of Lawrence      |  | 2.8x FSI  |
|  | Maximum Overall Block Density |  | 3.2x FSI  |
|  | 3.5x FSI                      |  | No Density Assigned<br>Subject to Further Study |
|  | 3.0x FSI                      |  | No Additional Density Permitted                 |

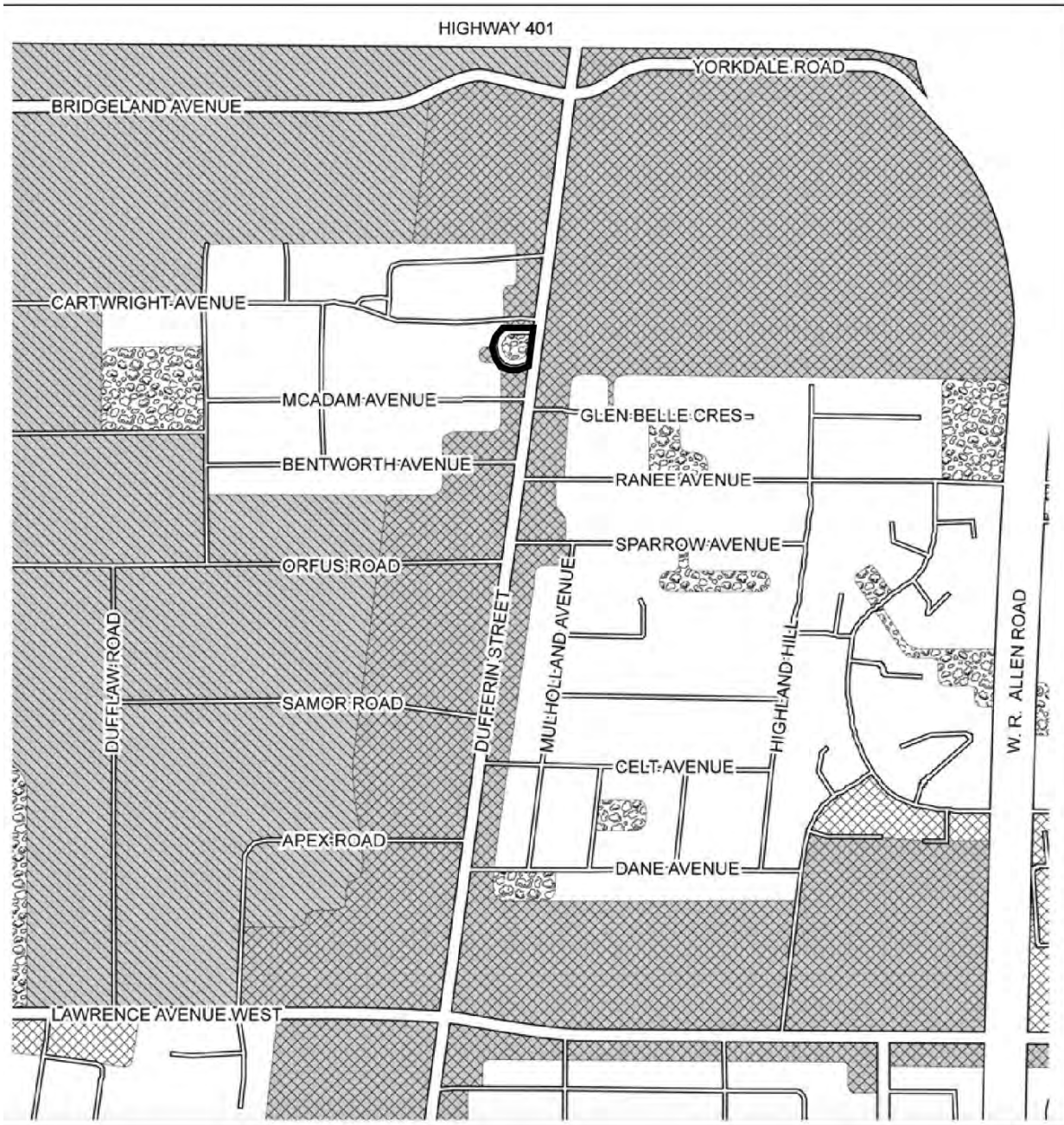
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Map 36-17 Block Master Plan

-  Connection Points
-  Development Block
-  New Public Street
-  Private Streets - new or existing
-  Private Connection / Laneway
-  Existing Mail to Remain
-  Public Park
-  Other Open Space
-  Ornamental Wall
-  Potential Location for Community Services and Facilities



Schedule C to Secondary Plan No. 36



**TORONTO** City Planning

Official Plan Amendment 294

Revisions to Land Use Map 16

Dufferin Street Secondary Plan

File # XXXXXXXXXXXXXXX

- |                          |                          |               |
|--------------------------|--------------------------|---------------|
| Neighbourhoods           | Parks & Open Space Areas | Site Location |
| Apartment Neighbourhoods | Parks                    |               |
| Mixed Use Areas          | Employment Areas         |               |

