

1800 Sheppard Avenue East – Official Plan Amendment – Decision Report – Approval

Date: October 10, 2024

To: North York Community Council

From: Director, Community Planning, North York District

Ward: Ward 17 - Don Valley North

Planning Application Number: 22 135661 NNY 17 OZ

SUMMARY

The draft Official Plan Amendment recommended in this Report (draft OPA) proposes a multi-phased redevelopment of the existing 18.8 hectare site which includes a total of 14 new buildings, with height ranges between 24 and 52-storeys, 9,500 square metres of parkland, a multi-use path along the east side of Fairview Mall Drive, new public streets, existing private driveways, and a total of approximately 6,200 residential dwelling units at 1800 Sheppard Avenue East. A total of 435,125 square metres of gross floor area are proposed for an overall total site density of approximately 2.31 times the area of the lot. The existing Fairview Mall will be retained. The proposed development is intended to occur in a long-term phased manner and is intended to accommodate a planned population of approximately 12000 people and 800 jobs in Blocks A and B

The draft OPA is consistent with the Provincial Policy Statement (2020) and the Provincial Planning Statement (2024), and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The draft OPA is also consistent with the intent of the City's Official Plan, including the Sheppard East Subway Corridor Secondary Plan (SESCSP).

This report reviews and recommends approval of the OPA attached to this report.

A separate Zoning By-law Amendment was also submitted with the original OPA application. This Zoning By-law Amendment application applied specifically to lands that are referred to as Phase 1 (shown on Attachment 7) of the overall development site. This Zoning By-law Amendment application is not being advanced at this time and will be addressed through a separate report to Council in the future.

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council amend the Official Plan, for the lands at 1800 Sheppard Avenue East substantially in accordance with the draft Official Plan Amendment attached as Attachment 10 to this report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment as may be required.
3. City Council accept an on-site parkland dedication pursuant to Section 42 of the Planning Act, prior to the issuance of the first above grade building permit for the final building to be constructed in the first phase of development (as shown on Attachment 7), having a minimum size of 5,000 square metres within the northern portion of the site (Park A) to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor.
4. City Council accept an on-site parkland dedication pursuant to Section 42 of the Planning Act, prior to the issuance of the first above grade building permit for the final building to be constructed in the third phase of development (as shown on Attachment 7) having a minimum size of 4,500 square metres within the southern portion of the site (Park B), to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor.
5. City Council accept the on-site parkland dedication, subject to the owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition; the owner may propose the exception of encumbrances of tiebacks, where such an encumbrance is deemed acceptable by the General Manager, Parks, Forestry and Recreation, in consultation with the City Solicitor; and such an encumbrance will be subject to the payment of compensation to the City, in an amount as determined by the General Manager, Parks, Forestry and Recreation and the Executive Director, Corporate Real Estate Management.
6. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks, Forestry & Recreation (PFR). The development charge credit shall be in an amount that is the lesser of the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, PFR, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.
7. City Council authorize that any remaining parkland dedication requirement not satisfied through an on-site parkland dedication pursuant to Section 42 of the Planning

Act shall be satisfied through a cash-in-lieu of parkland payment, which payment shall be made by the Owner prior to the issuance of the first above grade building permit for the first building to be constructed in the final phase.

FINANCIAL IMPACT

The Development Review 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

The applications for Official Plan and Zoning By-law Amendment were deemed complete as of April 19, 2021. The applicant resubmitted a revised OPA and Zoning By-law Amendment (ZBA) application on September 8, 2023. A further revised OPA application was submitted to the City in August 2024, following several months of internal workshops with various City divisions and the applicant.

A Preliminary Report was considered by North York Community Council on June 28, 2022, which recommended that staff schedule a Community Consultation Meeting, together with the Ward Councillor.

As part of the consideration of the Preliminary Report, a motion was moved by the Ward Councillor, directing that the Director, Community Planning, North York District, engage the applicant and the Ward Councillor on a more robust public engagement strategy for the proposed masterplan concept for the subject site and report back in the first quarter of 2023 for implementation. A Report for Information was considered by North York Community Council on April 4, 2023, and by City Council on May 10, 2023, with respect to additional information on the public engagement strategy to date.

The Preliminary Report and North York Community Council's direction can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2022.NY33.23>

The Report for Information and City Council's direction can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2023.NY4.8>

A Decision Report – Refusal was considered by North York Community Council on February 22, 2024. The report recommended that City Council refuse the OPA and ZBA applications and, should the applicant appeal the decision to the Ontario Land Tribunal, authorize that the City Solicitor enter into mediation, conciliation or other dispute resolution techniques in an attempt to resolve the OPA and ZBA applications.

In its consideration of the Decision Report – Refusal, Community Council referred the item back to the Director, Community Planning, North York District, so that the applicant and City staff could work together to address comprehensive planning issues for the

overall site and report back to the July 9, 2024 North York Community Council meeting on matters, including but not limited to:

- a) the phasing of the proposed development that addresses land use including the mix of residential and non-residential uses, including affordable housing;
- b) provision of the public street network and the public realm;
- c) site organization;
- d) integration of development with Toronto Transit Commission facilities;
- e) provision of public parkland sizes, configurations and locations to be conveyed to the City in fee simple;
- f) timing and provision of municipal servicing infrastructure; and
- g) planning for community services and facilities.

The Decision Report – Refusal and North York Community Council's direction can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2024.NY11.7>

A Report for Information was considered by North York Community Council on July 9, 2024, and by City Council on July 24, 2024, with respect to an update on discussions in relation to the previous motion and additional community consultation which was undertaken. The report can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2024.NY15.14>

Community consultation is summarized in the Comments section of this Report.

Municipal Comprehensive Review: On July 19-22, 2022, City Council adopted four OPAs: OPAs 540, 544, 570 and 575, that include a total of 115 Major Transit Station Areas (MTSAs)/Protected Major Transit Station Areas (PMTSAs). The site is located within the Don Mills MTSA (SASP 731) as delineated within OPA 575. SASP 731 proposes a minimum target of 250 people and jobs per hectare for the Don Mills MTSA. The OPAs were forwarded to the Minister of Municipal Affairs and Housing for approval. As of the date of this Report, the Minister has not yet made a decision on OPA 575. A copy of the report and Council's decision can be found at the following link: [Agenda Item History – 2022.PH35.16 \(toronto.ca\)](#)

On September 24, 2003, City Council approved an Official Plan Amendment to the former North York Official Plan and also enacted Site Specific Zoning By-law Amendment for former North York Zoning By-law 7625 as By-law 818-2003 which, in general terms, established zoning provisions for minimum parking rates, maximum lot coverage, maximum height for new office buildings at Don Mills Road and Sheppard Avenue East. The Zoning By-law also included provisions under Section 37 of the Planning Act that apply to the all of the lands at 1800 Sheppard Avenue East show on Schedule C3(7) of By-law 818-2003. Zoning By-law 818-2003 may be found here: <https://www.toronto.ca/legdocs/bylaws/2003/law0818.pdf>

THE SITE

Description

The subject site is a large irregularly shaped parcel with frontage on Sheppard Avenue East to the south, Don Mills Road to the west, and Fairview Mall Drive to the north and east (Attachment 2) with a total area of 18.8 hectares. The subject site is generally flat with a grade change at the intersection of Sheppard Avenue East and Don Mills Road, where the site slopes down toward the intersection. The subject site has an approximate frontage of 450 metres along Sheppard Avenue East and an approximate depth of 412 metres. The Don Mills Subway Station and Terminal are located on the southwest corner of the site, which act as a key transit terminus with access to the local bus and subway network.

Existing Use

The subject site is currently occupied with CF Fairview Mall, a large indoor shopping mall, with an approximate gross floor area of 77,622 square metres, along with surface parking areas, internal drive aisles and driveways, and raised parking structures located along Don Mills Road and in the southwest corner of the subject site, adjacent to the Don Mills Subway Station entrance and bus bays, and a 2-storey elevated parking structure along the east side yard of the subject site.

Surrounding Land Uses

Immediately north is a 4-storey office building (5 Fairview Mall Drive) with an active OPA/ZBA application (File No. 22 203142 NNY 17 OZ) which proposed to redevelop that site with two high-rise towers, and the Toronto Public Library Fairview Branch.

Immediately south is Sheppard Avenue East with the planned mid-rise and high-rise Parkway Forest apartment neighbourhood on the south side of the street, with heights up to 36-storeys.

Immediately east is Highway 404.

Immediately west is Don Mills Road with older slab-style apartment buildings. This area has also been subject to redevelopment applications with approved heights of up to 33-storeys.

THE APPLICATION

An application to amend the City of Toronto Official Plan is required to permit the proposed Masterplan Concept for the redevelopment of existing surfacing parking areas around the existing CF Fairview Mall. The full build out of the Masterplan Concept would include a total of 14 new buildings, ranging in heights between 24 and 52 storeys, including both residential and non-residential uses, along with new public streets existing private driveways, two new public parks, a multi-use path, publicly accessible open space (POPS), and other public realm improvements. The overall Masterplan Concept Site Plan is shown in Attachment 6.

The site is proposed to be subdivided into three blocks with development proposed on two of those blocks:

- Block A - includes those lands along the south side of CF Fairview Mall with frontage along Sheppard Avenue East and is proposed to comprise Phase 1 and Phase 5. Phase 1 is proposed to be comprised of two mixed-use towers and one residential tower with heights of 35, 45 and 52 storeys. A new public street (shown as Street C1 on Attachment 6) is proposed, extending Parkway Forest Drive north to provide access to the 52-storey tower. Phase 5 is located immediately east of Phase 1 and is proposed to include four towers with heights of 36, 44, 47 and 50 storeys and a new public park (Park B) along Sheppard Avenue East.
- Block B - includes those lands along the north side of CF Fairview Mall with frontage on Fairview Mall Drive and Don Mills Road and is proposed to comprise Phase 2, Phase 3, and Phase 4. Phase 2 includes proposed new public parkland dedication (Park A) and two towers with heights of 24 and 26 storeys. Phase 2 is also proposed to include two new public streets (shown as Street A and Street B2 on the Masterplan Concept, Attachment 6). A multi-use path is also proposed in Phase 2, which would be located along the eastern edge of Fairview Mall Drive and would connect to Sheppard Avenue East in the south. Phase 3 is proposed to be comprised of two towers with heights of 33 and 35 storeys and would be located west of Phase 2, internal to the subject site. Phase 4 is proposed to be comprised of three towers with heights of 40, 44, and 48 storeys and has frontage on Don Mills Road. This block is west of the Phase 3 lands.
- Block C - includes those lands where CF Fairview Mall is currently located along with the TTC lands at the northwest quadrant of Sheppard Avenue East and Don Mills Road and the eastern-most portion abutting Fairview Mall Drive where the existing above grade parking structure remains. No development is proposed on Block C and the existing CF Fairview Mall is intended to remain at this time.

The Masterplan Concept includes a new street network comprised of public streets, future protected public streets, and existing private driveways. The public streets are identified on Map 9-8 (Street Network) of the draft OPA. Those streets identified as public are proposed to be conveyed to the City at the time the corresponding phase is redeveloped. Map 9-8 also identifies Future Protected Public Streets which are existing private driveways that will continue to function as private driveways until such time as the existing CF Fairview Mall is redeveloped. It is envisioned that at the time the existing CF Fairview Mall is redeveloped, the area of these existing driveways will be re-designed and expanded as public streets and will be conveyed to the City as public streets, along with any other public streets that may be determined through future development review process.

Key statistical information for the original proposal, the revised September 2023 proposal, and the current revised August 2024 Masterplan Concept for the subject site are as follows:

Masterplan Concept (OPA)			
Statistic	Original Submission April 19, 2022	Revised Submission September 8, 2023	Final Revised Submission August 2024
Site Area	18.8 hectares (188,250 square metres)	18.8 hectares (188,250 square metres)	18.8 hectares (188,250 square metres)
Total Buildings	12	12	14
Height Range	18 to 58 storeys	18 to 52 storeys	24 to 52 storeys
Non-Residential GFA	40,000 square metres	40,000 square metres	38,230 square metres
Residential GFA	317,000 square metres	309,000 square metres	396,895 square metres
Total Proposed GFA	357,000 square metres	349,000 square metres	435,125 square metres
Existing Mall GFA	94,110 square metres	94,110 square metres	94,110 square metres
Total Overall GFA	451,110 square metres	443,110 square metres	529,235 square metres
Total Floor Space Index (FSI) (including the mall lands)	2.39	2.35	2.81
Block A FSI	N/A	4.0	5.85
Block B FSI		5.4	4.74
Dwelling Units	4,700	4,500	6,200
Parkland Dedication	7,840 square metres	7,840 square metres	9,500 square metres

Density

The proposal has an overall FSI of 2.81 times the area of the lot and includes the whole of the subject site along with the total proposed overall GFA and existing CF Fairview Mall GFA. Exclusive of the existing CF Fairview Mall GFA (Block C), the total proposed FSI for the subject site (inclusive of GFA proposed on Block A and Block B) is 2.31. Inclusive of the existing CF Fairview Mall GFA (94,110 square metres), the total FSI for subject site is 2.81.

Block A will have an overall FSI of 5.85 and Block B will have an overall FSI of 4.74.

Additional Information

See the attachments of this report for the Application Data Sheet, Location Map, the Masterplan Concept, and elevations of the proposal (Attachments 1-2 and 6-9). Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at:

<http://app.toronto.ca/AIC/index.do?folderRsn=ugB1Imm9%2BeKR0x2mRM50Cw%3D%3D>

Reasons for Application

The OPA proposes to amend the Sheppard East Subway Corridor Secondary Plan to increase the planned density and to provide for a policy framework to direct development for the Masterplan Concept area (e.g., structure and site organization, parks and open spaces, building locations and massing, heights, connections, etc.).

APPLICATION BACKGROUND

Application Requirements

The following reports/studies were submitted in support of both the OPA and ZBA applications:

- Architectural Plans
- Landscape Plans
- Sun Shadow Study
- Planning Rationale
- Community Services and Facilities Study
- Public Consultation Strategy
- Housing Issues Report
- Simplified Report Graphics
- 3D Modelling
- Block Context Master Plan
- Pedestrian Level Wind Study
- Noise Impact Study
- Tree Preservation Plan and Arborist Report
- Transportation Impact Study
- Servicing Report
- Stormwater Management Report
- Geotechnical Study
- Hydrogeological Study
- Environmental Site Assessment
- Energy Strategy Report
- Toronto Green Standards
- Topographical Survey

- Survey Plans
- Air Quality Assessment

These documents may be found in the City of Toronto Application Information Centre at the following link:

<http://app.toronto.ca/AIC/index.do?folderRsn=ugB1Imm9%2BeKR0x2mRM50Cw%3D%3D>

Agency Circulation Outcomes

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate an appropriate OPA.

POLICY & REGULATION CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (2020) (the "PPS (2020)"), and shall conform to provincial plans including A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan (2020)"), the Greenbelt Plan and others.

On October 20, 2024 the Provincial Planning Statement (2024) (the "PPS (2024)") is intended to come into effect. The Province has indicated an intent to combine the PPS (2020) and the Growth Plan (2020) into a single policy document. At this time, the Province has not yet published a transition regulation to identify what, if any, matters will be transitioned to clarify what provincial documents apply. Therefore, this report also reviews and provides advice in respect of the PPS (2024).

Official Plan

The land use designation for the site is Mixed Use Areas and is located along a designated Avenue. Mixed Use Areas are anticipated to absorb most of the increase in retail, office, and employment uses, along with new housing. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

See Attachment 3 of this report for the Official Plan Land Use Map. The Toronto Official Plan can be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

Secondary Plan

The site is also located within the Sheppard East Subway Corridor Secondary Plan (SESCSP), specifically the Don Mills Node, an area where existing Mixed Use Areas blocks can accommodate existing and future employment and residential development opportunities. Additionally, policies in Section 4.2.7 encourage additional development on the site of CF Fairview Mall. The site is also located within a Key Development Area as shown on Map 9.2. See Attachment 4 of this report for the SESCSP Map.

Section 9 of the Secondary Plan includes Implementation policies for the Key Development Areas that are designated as *Mixed Use Areas*. The preamble of these policies states that comprehensive redevelopment is promoted in the key development areas to prevent piecemeal development. In key development areas, context plans may be required for the entire block on which development is located, including its relationship to adjacent streets, open space and development sites. The purpose of the context plan is to:

- a) provide a context for co-ordinated incremental development by showing the proposed development in relation to relevant adjacent conditions in the area surrounding the site;
- b) assist in evaluating the conformity of the proposed development with the relevant provisions of this Secondary Plan, including the conceptual parks plan; and
- c) provide a framework within which streetscape initiatives of the City will be developed and implementation mechanisms identified.

The SESCSP permits a maximum FSI of 1.5 times the area of the lot for the whole of the subject site. No specific heights are identified in the SESCSP for the subject site.

See Attachment 4 of this report for the Sheppard East Subway Corridor Secondary Plan map. The Secondary Plan can be found here:

<https://www.toronto.ca/wp-content/uploads/2017/11/9805-cp-official-plan-SP-9-SheppardEast.pdf>

Zoning

The subject site is zoned District Shopping Centre – C3(7) under the former City of North York Zoning By-law 7625. The C3(7) zone permits various commercial uses, including a regional shopping centre. Residential uses are not permitted. The C3(7) zone permits a maximum lot coverage (including all parking structures) of 75% of the area of the lot with a maximum height restriction of 10 to 15 storeys for office buildings and 11.0 metres for parking structures on the lot. The subject site is not subject to city-wide Zoning By-law 569-2013.

In addition, the entire site - which is identified as Block A, Block B and Block C in the draft OPA, is subject to site specific Zoning By-law 818-2003 which provides for additional development standards for an office building along Don Mills Road and Sheppard Avenue East. These standards include new minimum parking rates and

maximum lot coverage. Zoning By-law 818-2003 also permits a social facility on the subject site and a cash contribution of \$100,000, which were secured in a Section 37 Agreement and identified in the Schedule to the Zoning By-law 818-2003 under Section 37 of the Planning Act.

See Attachment 5 of this report for the existing Zoning By-law Map. However, no rezoning application is associated with the revised OPA.

Design Guidelines

The following design guidelines have been used in the evaluation of this application:

- Tall Building Design Guidelines
- Complete Streets Guidelines
- Mall Redevelopment Guide
- Growing Up Guidelines for Children in Vertical Communities
- Design Guidelines for Privately Owned Publicly-Accessible Spaces (POPS)

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

Toronto Green Standard

The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard.

Zoning By-law Amendments, Site Plan Control, and Draft Plan of Subdivision

A Zoning By-law Amendment application for the Phase 1 portion of the Masterplan Concept was submitted with the original OPA application. City staff continue to review that application and necessary revisions will be made to reflect the revised OPA policies and mapping, including implementation details. Each phase will require both a Zoning By-law Amendment application along with Site Plan Control applications. The draft OPA contemplates a Draft Plan of Subdivision for the entire site, or at a minimum, is required along with each phase.

A mandatory pre-application consultation (PAC) meeting was held over the phone on November 1, 2023 for a Site Plan Control application for Phase 1. A Site Plan Control application has not yet been submitted to the City and would not be appropriate given that the zoning permissions necessary to permit the proposed Phase 1 are not in force.

COMMUNITY CONSULTATION

A Community Consultation Meeting (CCM) was held virtually on July 11th, 2022, with respect to the OPA and ZBA application for Phase 1. Approximately 134 members of the public registered and attended the CCM. The local Councillor, Community Planning staff, and representatives from the applicant's team were also in attendance. Planning staff provided a presentation to the community on the site and area context, applicable policies and zoning, and planning approval process. The applicant provided a presentation regarding the proposed redevelopment including the original four phase proposal.

At the meeting, the residents raised a number of concerns and asked questions related to several matters, including the following:

- Overall proposed density and population increase
- Phasing plan and construction timing
- Tenure of proposed residential dwelling units and dwelling unit sizes
- Traffic management related to vehicles, TTC busses and bicycles
- Pedestrian connectivity
- Future of Fairview Library
- Need for public open space
- Need for infrastructure upgrades in the area
- Concerns over parking accessibility at the mall
- Area school capacity with new residents
- More community space

Design Review Panel

In addition to the standard CCM meeting discussed above, the application was presented by the applicant to the Design Review Panel (DRP) on December 8, 2022. City Planning staff also provided a presentation to the DRP regarding the history of Fairview Mall and the applicable policies and guidelines for the redevelopment. The DRP provided comments on the application. The proposal was not considered again by the DRP. A recording of the meeting is available here:

<https://www.youtube.com/watch?v=0wnQFG3BUSg&feature=youtu.be>

Comments from the DRP focused primarily on tenure of the existing mall, parking garage ownership and leaseholds in relation to the TTC, grading issues on the site, pedestrian connectivity, proposed network of public streets, future of the edges of the existing mall, enhancing the public realm, design of the Village Green in Phase 1, and implementation of the proposed phasing plans. The DRP did not support the December 8, 2022 proposal, in a vote of five to one.

The minutes of the December 8, 2022, meeting are available here:

<https://www.toronto.ca/wp-content/uploads/2023/08/9496-city-planning-design-review-panel-minutes-08-december-2022.pdf>

Additional Public Consultation

In order to implement the more robust public engagement strategy directed by North York Community Council, two Open Houses were held for area residents on Monday March 6, 2023, and Monday March 13, 2023. Both Open Houses presented information on the proposed development at 1800 Sheppard Avenue East and the redevelopment proposal immediately northwest at 5 Fairview Mall Drive, which shares the block with Fairview Mall (file no. 22 203142 NNY 17 OZ). City staff from Community Planning, Urban Design, Transportation Planning, Transportation Services, and Parks, Forestry & Recreation obtained feedback from area residents and provided additional information on the development proposal and the relevant planning policies. In addition, representatives from the TTC were also present along with the consultant teams for both proposed redevelopments. In total approximately 120 people attended the Open Houses.

A focused community consultation with Build a Better Fairview was held May 6, 2024. City staff members from various divisions, along with the applicant and its consultants, attended the meeting to listen to concerns from local residents regarding the overall redevelopment proposal. In addition, the meeting assisted City staff and the applicant's team to understand and respond to questions from the community and document feedback to inform additional modifications to the draft OPA.

Discussions with the local residents at the meeting were predominantly focused on the following:

- Affordable housing, specifically seniors' affordable housing;
- Concerns over unsafe pedestrian crossings, specifically in relation to TTC bus operations on site and along the Don Mills frontage;
- Overall safety in the existing pedestrian network and connectivity through the mall to adjacent neighbourhoods;
- Provision of parkland (location, size); and
- Additional community services and facilities, including programming for children, daycares, and seniors.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have been given an opportunity to view the oral submissions made at the statutory public meeting held by the North York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Policy Statement, Provincial Planning Statement and Provincial Plans

Staff's review of this application 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 (2020), the Provincial Planning Statement (2024), and conformity with the Growth Plan (2020). The proposal provides appropriate intensification and housing in proximity to a transit corridor and in the opinion of Staff, the proposal is consistent with the PPS (2020) and the PPS (2024), and conforms with the Growth Plan (2020).

The PPS (2020) requires planning authorities to identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, and the availability of suitable existing and planned infrastructure and public service facilities to meet projected needs. These locations and areas are to be identified in the official plan and zoning by-laws in accordance with policies of the PPS. The Growth Plan supports the achievement of complete communities that are designed to support healthy and active living and meet people's daily needs throughout an entire lifetime. The policies encourage a range and mix of housing options to serve all sizes, incomes, and ages of households; and directing future growth to major transit station areas.

The draft OPA is consistent with PPS (2020) policies concerning matters such as the establishment of appropriate phasing and coordination, orderly progression of development, providing for a range and mix of housing options, planning for safe public streets and infrastructure that meet the needs of pedestrians, provision for a healthy and active community, provision of appropriate built form, public spaces, infrastructure and public service facilities, and providing for a full range and equitable distribution of public facilities including parklands.

The draft OPA also conforms to the Growth Plan (2020) related to policies on developing 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 appropriate policies to address the impacts of climate change and environmental sustainability, and the implementation of appropriate development standards through the Official Plan and other supporting documents.

The PPS (2024) is intended to come into effect on October 20, 2024. The PPS (2024) continues to support the provision of an appropriate supply of housing, require infrastructure to be coordinated with, and to support, development, and continue to provide flexibility to municipalities in planning growth at a local scale while also directing planning authorities to establish minimum targets for intensification and redevelopment.

The PPS (2024) continues to direct planning authorities to support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, such as child care centres, parks and open spaces, ensure continued accessibility, and improving social equity for persons of all ages and abilities. The PPS (2024) also requires municipalities establish and implement minimum targets for the provision of housing that is affordable to low and moderate income households, while also permitting and facilitating all housing types and employment opportunities, including intensification of underutilized commercial sites, such as shopping malls.

The PPS (2024) also continues to require municipalities to promote a mix of densities to efficiently use land, resources, infrastructure and public service facilities and to support the use of active transportation. Specifically in Strategic Growth Areas (which are defined to include delineated Major Transit Station Areas), municipalities are to similarly support significant population and employment growth, accommodate and support the transit network and support affordable, accessible and equitable housing to support the achievement of complete communities. Within Strategic Growth Areas, planning authorities are to identify the appropriate type and scale of development and transition to adjacent areas, provide for compact built form, and support redevelopment of commercially-designated retail lands (such as shopping malls) to support mixed-use residential development.

Within Major Transit Station Areas, planning authorities are encourage to promote development and intensification by planning for land uses and built form that supports the achievement of minimum density targets and support redevelopment of surface parking lots in MTSAs to be transit supportive and promote complete communities.

The PPS (2024) directs that planning authorities shall reduce greenhouse gas emissions and prepare for the impacts of climate change, through supporting transit-supportive, compact built form and complete communities, incorporating climate change considerations in planning for development, supporting energy conservation, and promoting green infrastructure and active transportation.

The PPS (2024) states that infrastructure and public service facilities shall be provided in an efficient manner and shall be coordinated and integrated with land use planning and are available to meet current and projected needs. The PPS (2024) also states planning authorities should establish and implement phasing policies to ensure that development is orderly and aligns with the timely provision of infrastructure and public service facilities.

The draft OPA is consistent with the PPS (2024) as it supports the achievement of complete communities in strategic growth areas, provision and support for new mixed-use development on underutilized shopping malls, including affordable housing which supports the achievement of the minimum density targets for Major Transit Station Areas. The draft OPA is also consistent with the PPS (2024) as it provides for transit-supportive development in proximity to transit, while ensuring that development is

coordinated and integrated with land use planning, and planning for infrastructure and public service facilities to ensure they are available for current and projected needs.

Masterplan Concept

A revised Masterplan Concept was submitted in support of the OPA application, which was the result of ongoing workshops between City staff and the applicant's team. The revised Masterplan Concept forms the basis for the proposed policy framework in the draft OPA (Attachment 10). Staff have reviewed the Masterplan Concept and find it acceptable with respect to the proposed new public street network and future public street network, proposed parkland locations and sizes, proposed general tower locations, proposed public realm improvements, and proposed land uses. The draft OPA provides further guidance to ensure development provides for an appropriately scaled planned built form context, relationship to the various existing, and new public streets, and parks. Staff have reviewed the draft OPA policies in conjunction with the revised Masterplan Concept and are of the opinion that in its current form the proposed policies are appropriate and adequately address the future vision for the subject site.

Staff remained dissatisfied at the conclusion of the workshop process with respect to public parkland phasing. The applicant proposed that Park A would not be delivered until the end of the Phase 2 and Park B would not be delivered until the end of Phase 5. Staff disagree with this approach and seek to have Park A be delivered at the end of Phase 1 and Park B delivered at the end of Phase 3. In addition, Staff are proposing that the areas for Park A and Park B be redesignated in the Official Plan from *Mixed Use Areas* to *Parks* to secure their locations.

As a result, staff have proposed policy language for City Council's consideration in the draft OPA which, in staff's opinion, is generally consistent with the intent of the Official Plan and the Secondary Plan, achieves conformity with the Growth Plan and consistency with the PPS(2020), the PPS (2024), and has regard for the relevant matters of provincial interest.

Staff have made other technical adjustments to the last draft OPA version the applicant submitted. However, these adjustments do not relate to areas of contention. More detailed comments on each of the elements of the draft OPA and revised Masterplan Concept are provided in the following sections of this report below.

Phasing of Development

The draft OPA proposes a long term build out of a large 18.8-hectare site including the overall anticipated residential and employment population on the subject site. The revised proposal now includes five phases in order to provide for the phased build-out of the subject site in an orderly and coordinated manner. This includes identifying each phase of development in the draft OPA along with policies providing for a clear understanding on when public streets and public parkland are to be conveyed to the City along with the delivery of affordable housing and community services and facilities. The draft OPA also sets out requirements for servicing capacity related to water, sanitary and stormwater infrastructure for each phase of development. In addition, the

draft OPA contemplates the future redevelopment of Block C (the existing CF Fairview Mall and the adjacent Don Mills Subway Station lands) and sets out specific requirements for future redevelopment on those lands subject to an additional OPA.

Future Development Area

The draft OPA proposed development to occur over five phases around the existing CF Fairview Mall, which is comprised of those lands in Block A and Block B. Block C encompasses the existing CF Fairview Mall, existing above-grade parking structures, and the existing TTC Don Mills Subway Station Area. The current draft OPA does not contemplate new development on Block C and any future proposed development in that area will be subject to an additional separate OPA and will address specific matters such as population and employment density, new streets and blocks, new parks and open spaces, servicing capacity, integration of new development with the TTC station, a housing strategy, additional community services and facilities, and a phasing strategy.

Mobility Network

The Official Plan speaks to dividing large sites into smaller scaled development blocks and land parcels to facilitate a high level of permeability for pedestrian, cycling, and vehicular circulation and to encourage appropriate building types and scale of redevelopment. The public realm policies in the Official Plan direct that new streets be designed to provide access to and addresses for new development, to allow the public to freely enter without obstruction, and to 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. In addition, the SESCSP states that a street and block pattern should be created to establish a network of public streets, designed and built to public standards, making new developments an integrated part of their communities.

The Official Plan speaks to establishing an accessible and sustainable mobility network focused on the travel of people within in an accessible and sustainable manner that prioritizes walking, cycling, and transit. The public realm policies in the Official Plan direct that land use patterns and a mixture of uses will foster walkable communities that meet the daily needs of people, reducing the need for longer trips. The Official Plan speaks to the provision of a more fine-grain street network of continuous, safe, and comfortable direct streets, lanes, mid-block connections, greenways, and other active routes to provide access to transit stations, support transit-oriented growth, and enhanced connectivity to increase the proportion of trips made by people using active transportation and transit. The Official Plan also speaks to ensuring that the design and operation of the mobility network prioritizes the safety, comfort, and accessibility of people of all ages and abilities, including designing for reduced automobile speeds and safe driving behaviours and by implementing traffic safety measures and design interventions to reduce the severity and frequency of collisions. The Official Plan further directs that new and existing supply of parking should be minimized and to reduce the impact of parking on the public realm.

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. The Official Plan also directs 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. Public streets act 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 revised Masterplan Concept appropriately establishes a public street network which integrates with the surrounding street network and contemplates the future redevelopment of the existing CF Fairview Mall with Future Protected Public Streets. As shown on Map 9-8 (Street Network) of the draft OPA (Attachment 10), three new public streets are proposed, to be delivered with their respective phases, along with three Future Protected Public Streets, should the existing CF Fairview Mall redevelop in the future. Map 9-8 (Street Network) also identifies existing private driveways which will remain on the subject site and support future development contemplated with this application along with existing uses in operation on the subject site. As shown on Map 9-9 (Mobility Network), the revised Masterplan Concept and draft OPA include additional pedestrian connections along new public streets and existing private driveways to enhance pedestrian safety and permeability.

As previously discussed in this report, detailed policies are included in the draft OPA regarding development phasing and the delivery of these new public streets. Phasing and timing of delivery of the public streets is critical for new development on the subject site in conjunction with active transportation.

Land Use

The subject site is designated Mixed Use Areas in its entirety in the Official Plan as noted in Attachment 3. The Official Plan states that 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 SESCSP also encourages retail and office uses at grade along the Sheppard Avenue East frontage. The draft OPA proposes to redesignate those Mixed Use Area lands where Park A and Park B are proposed to be located to the Parks designation in the Official Plan. This is reflected in Schedule 1 of the draft OPA (Attachment 10).

Generally, the proposed mix of land uses is appropriate given that the existing Fairview Mall is proposed to be retained and non-residential uses are proposed in the Masterplan Concept. The revised Masterplan Concept contemplates 38,230 square metres of non-

residential gross floor area which includes retail, office and institutional uses. The remaining 396,895 square metres of proposed GFA is for residential uses. The draft OPA requires non-residential uses be provided in each phase of development. Proposed land uses will be further refined through future rezoning applications for each phase.

Public Realm and Streetscape

The Official Plan provides policies related to the public realm which is comprised of all public and private spaces to which the public has access. The Official Plan policies direct 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 draft OPA includes policy direction to provide for an integrated network of new public streets, public parks, mid-block connections, privately-owned publicly-accessible spaces (POPS), gateways to support the public realm. As shown on Map 9-10 (Public Realm and Greening) of the draft OPA in Attachment 10, five new gateway areas (labelled the Fairview Gateways) have been established identifying the major entries to the subject site for residents and visitors. The Fairview Gateways will include additional landscaping elements and architectural features to create views into the subject site and facilitate safe pedestrian movements. New cycling connections are also proposed into the site from both the north and south Fairview Gateway.

Additional streetscaping enhancement through street trees is also shown on Map 9-10 (Public Realm and Greening) and will assist with supporting the public realm and supporting pedestrian connectivity throughout the subject site. Two new public parks along with a POPS located in adjacent to the Don Mills Subway Station and mid-block connections, further enhancing pedestrian permeability through the subject site, are also shown on Map 9-10 (Public Realm and Greening).

The draft OPA also includes policies for the long-term redevelopment of Block C, which includes the Don Mills Subway Station entrance and bus loop, which will require a further Official Plan Amendment, should those lands ever redevelop.

Built Form

The built form policies of the Official Plan direct that the location and organization of development, its massing, and appropriate amenity within the existing and planned context to ensure that each new building promotes and achieves the overall objectives of the Official Plan.

The draft OPA includes built form policies that build upon those policies already present in the Official Plan. The draft OPA includes policies with respect to at-grade setbacks for

streets and public parks to facilitate an expanded public realm, street greening, and/or future transit improvements on major rights-of-ways.

Regarding height the draft OPA requires that tall buildings with the greatest heights on the subject site be located closest to the Don Mills Station Area at the intersection of Sheppard Avenue East and Don Mills Road and that they make an appropriate contribution to the quality and character of the City skyline and views from the public realm. In addition, policies speak to transitioning down in height from west to east and north to south. The built form policies support a transition of heights to relate to the surrounding neighbourhoods.

The revised draft OPA includes additional policies with respect to minimum and maximum base building heights, maximum base building heights adjacent to public parks, and additional policies related to tall buildings to provide for the comprehensive planning of the subject site with an enhanced public realm. All proposed towers on the Masterplan Concept meet the maximum tower floor plate size of 750 square metres and a minimum 25 metre separation distance as recommended by the Tall Building Design Guidelines.

Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced, and expanded. While the whole of the subject site is designated Mixed Use Areas, the draft OPA proposes to redesignate those Mixed Use Areas lands, where Park A and Park B are proposed, to the Parks designation in the Official Plan. This is reflected in Schedule 1 of the draft OPA (Attachment 10).

The City of Toronto Parkland Strategy (PLS) 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 PLS assesses parkland provision, using the baseline of residential population against the area of parkland available across the city. According to the 2022 draft update to the PLS methodology, the subject site is in an area that currently has a population fewer than 300 people in 2022. Given the future expected growth both on the site itself and on surrounding sites, the existing parkland will be further stressed if no new parks are created. This anticipated parkland deficit must be addressed through the creation of new parks to serve the future population.

In accordance with Section 42(3) of the Planning Act, the applicable alternative rate for on-site parkland dedication is 1 hectare per 600 residential units to a cap of 15% of the development site as the site is less than five (5) hectares, with the non-residential uses subject to a 2% parkland dedication rate. In total, the parkland dedication requirement is 10,186 square metres. The parkland dedication requirement also assumes the minimum 5% of non-residential gross floor area for Block A and Block B.

The Owner is required to satisfy the parkland dedication requirement through an on-site dedication in the form of two parks, Park A and Park B. Park A is to be located on the northern portion of the development site with frontage on Fairview Mall Drive, new

public Street B1, and future public Street B2, with a minimum size of 5,000 square metres. Park B is to be located on the southern portion of the development site with frontage on Sheppard Avenue East and new public Street C1, with a minimum size of 4,500 square metres. The parkland is required to comply with Policy 3.2.3.8 of the Toronto Official Plan.

The revised Masterplan Concept demonstrates that the applicant has proposed an on-site parkland dedication in the form of two parks, Park A and Park B. Park A measures 5,000 square metres, is in a generally rectangular shape located on the northern portion of the site with frontage on Fairview Mall Drive and new public Street B1 and future public Street B2. Park B measures 4,500 square metres, is generally rectangular in shape, and is located on the southern portion of the development site with frontage on Sheppard Avenue East and new public Street C1. The size, location, and configuration of the two proposed parks are acceptable to the Parks Development Section.

Currently, the parkland dedication requirement for the subject site as defined in the draft OPA would be partially fulfilled through a 9,500 square metres on-site dedication. There remains approximately 686 square metre delta of the parkland requirement that has not been identified on-site at this time. If accommodation for further on-site parkland dedication within Block A or Block B is not available, the remaining parkland dedication owing would be satisfied in the final phase of the development as cash-in-lieu. The exact amount of the remaining shortfall of parkland dedication is to be calculated at the final phase of the development.

In addition, a 5 metre setback is required between the boundary of the parkland and any adjacent building face, which is reflected in the built form policies of the draft OPA. The draft OPA contemplates non-sequential phasing of development on the subject site. As such, the draft OPA provides phasing policies to provide clear direction on the expected timing of delivery of parkland to support development of the subject site arising from non-sequential phasing to ensure that Park A and Park B are conveyed in a manner satisfactory to the City.

Privately-Owned Publicly Accessible Open Space (POPS)

In accordance with the Official Plan, Privately Owned Publicly-Accessible Spaces (POPS) are spaces that contribute to the public realm but remain privately owned and maintained. POPS do not replace the need for new public parks and open spaces. A POPS of approximately 2,200 square meters is being proposed for the overall Masterplan Concept which will be located in Phase 1, and may provide for an opportunity for additional open space along with significant public realm enhancements. City Staff will address the POPS, including its final design, through the Zoning By-law Amendment and Site Plan Control approval process for Phase 1.

Servicing

The draft OPA also sets of requirements for servicing capacity related to water, sanitary and stormwater infrastructure for each phase of development as contemplated by the

allocated density for Block A and Block B. The draft OPA also contemplates the future redevelopment of Block C (the existing CF Fairview Mall and the adjacent Don Mills Subway Station lands) and sets out specific requirements for future redevelopment on those lands subject to an additional Official Plan Amendment.

Sun, Wind, and Pedestrian Comfort

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.

The applicant has submitted a revised sun/shadow study in support of the revised Masterplan Concept. While shadows occur on the proposed parks, Park A and Park B, the shadows are generally incremental and transitional. The proposed towers also have tower floor plates in line with the Tall Building Design Guidelines and meet the minimum tower separation of 25.0 metres as noted above.

The Official Plan identifies that new development should limit and mitigate pedestrian level wind impacts. Wind conditions should be suitable for walking and standing, with higher standards applied to spaces designed for sitting, play structures and sports activities.

As the detailed design of the subject site progresses and future Zoning By-law Amendment applications are submitted on a phase-by-phase basis, the applicant will provide additional information on sun/shadow impacts from the proposed towers and the resultant wind conditions and mitigation measures.

Housing Issues

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. A key objective of the 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.

Official Plan policies 3.3.1, 3.3.2 and 3.3.3 direct that new neighbourhoods should include, amongst other matters, strategies to provide community services and affordable housing. The policies also highlight the need to carefully integrate these neighbourhoods into the surrounding fabric of the city, while having community services and parks that fit within the wider system and a housing mix that contributes to a full range of housing.

The development proposal for the subject site proposes that 3% of all new residential gross floor area will be secured as affordable housing for a minimum affordability period of 40 years. The affordable housing units will be provided at a similar pace as the market units have a unit mix that reflects the market component of the development and rent for each unit will not exceed affordable rent as defined in the Official Plan. Further, tenants of the affordable housing units will have shared access to indoor and outdoor amenity space on the same terms as other residential units. Staff are supportive of this affordable housing contribution identified for the subject site as a matter of policy in the draft OPA as are the applicants.

As the site is subject to an existing zoning by-law with requirements under Section 37 of the Planning Act. Under the Planning Act section 37 transition provisions, the lands subject of the by-law are transitioned under former section 37 provision. The relevant provisions of Section 5.1.1 of the Official Plan will be reviewed at the time of the Zoning By-law Amendment and secure the appropriate matters under the former Section 37 of the Planning Act.

As the detailed design of the subject site progresses and future Zoning By-law Amendment and Site Plan Control applications are submitted on a phase-by-phase basis, the applicant will provide information on the proposed unit sizes and unit layouts to evaluate each application in the context of the Growing Up guidelines.

Community Services and Facilities

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Community services and facilities are the building blocks of our neighbourhoods, foundational to creating complete communities and include matters such as recreation, libraries, childcare, schools, public health, and human and cultural services. Providing for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

The draft OPA includes policies for securing on-site community services and facilities. This includes securing a community agency space and a not-for-profit licensed child care centre. Staff are in support of these community services, the details of which will be determined through Zoning By-law Amendment and Site Plan Control applications for each phase.

Climate Mitigation and Resilience

City Council has declared a Climate Emergency, and has 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 Official 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 proposed development is a large, complex and multi-phased development and presents a great opportunity to allow for significant energy efficiency and, sustainable strategies and climate resiliency. The draft OPA includes policies on environmental sustainability and climate action. In particular, development on the subject site will be encouraged to achieve zero emissions and incorporate absorption and retention of stormwater runoff through green roofs, rain gardens and other means, and incorporate low-carbon/renewable technologies to reduce greenhouse gas emissions. Development will also incorporate biodiversity and provide for a variety of planting species that are pollinator-friendly.

Conclusion

The draft OPA attached to this Report has been reviewed against the policies of the Provincial Policy Statement (2020), the Provincial Planning Statement (2024), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), and the Official Plan. Staff are of the opinion that the draft OPA attached to this Report is consistent with the PPS (2020) and the PPS (2024) and conforms with the Growth Plan (2020). Furthermore, the draft OPA attached to this Report conforms to the Official Plan, particularly as it relates to housing, parks and open spaces, the public realm and built form. Staff worked with the applicant and the community to address and resolve the following key concerns: a finer grain mobility network, built form and public realm enhancement, a minimum of 3% affordable housing in each phase of development, and new on-site public parkland. The revised Masterplan Concept and draft OPA provide for the comprehensive redevelopment of a large size into a complete community. Staff recommend that Council approve the draft OPA attached to this Report.

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SIGNATURE

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

ATTACHMENTS

Attachment 1: Application Data Sheet
Attachment 2: Location Map

- Attachment 3: Official Plan Land Use Map
- Attachment 4: Secondary Plan Map
- Attachment 5: Zoning By-law Map
- Attachment 6: Masterplan Concept Site Plan
- Attachment 7: Phasing Plan
- Attachment 8: 3D Mass Model
- Attachment 9: South Elevation
- Attachment 10: Draft Official Plan Amendment

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 1800 SHEPPARD AVE E Date Received: April 19, 2022

Application Number: 22 135661 NNY 17 OZ

Application Type: OPA

Project Description: Application to amend the zoning by-law to permit the proposed Masterplan Concept consists of five phases of redevelopment around the existing CF Fairview Mall. The proposal will create approximately 6,200 new residential units, up to 38,230 sqm of additional non-residential uses, and two new public parks totaling 9,500 sqm. A total of 14 new buildings are proposed with a height range between 24 and 52-storeys.

Applicant	Agent	Architect	Owner
THE CADILLAC FAIRVIEW CORPORATION LIMITED	URBAN STRATEGIES INC	HARIRI PONTARINI ARCHITECTS	CF/REALTY HOLDINGS INC

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision:

Zoning: C3(7) Heritage Designation:

Height Limit (m): Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 188,261 Frontage (m): 302 Depth (m): 410

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			26,660	26,660
Residential GFA (sq m):			396,895	396,895
Non-Residential GFA (sq m):	94,110	94,110	38,230	132,340
Total GFA (sq m):	94,110	94,110	435,125	529,235
Height - Storeys:			52	52
Height - Metres:			179	179

Lot Coverage Ratio (%)	14.16	Floor Space Index:	2.81
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	396,895	
Retail GFA:	94,810	
Office GFA:	23,130	
Industrial GFA:		
Institutional/Other GFA:	14,400	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			2,480	2,480
Freehold:				
Condominium:			3,720	3,720
Other:				
Total Units:			6,200	6,200

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:					
Total Units:					

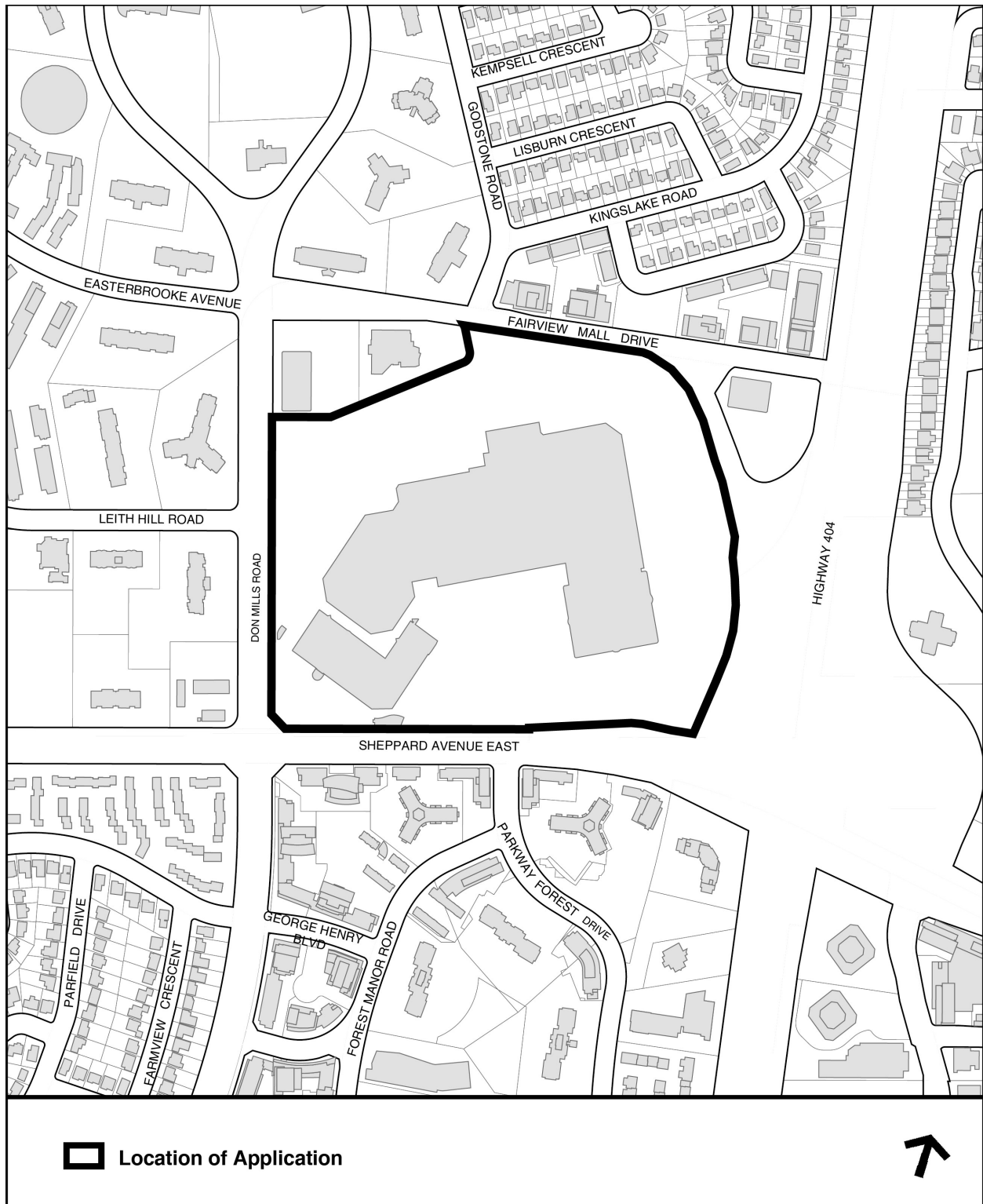
Parking and Loading

Parking Spaces:	7,100	Bicycle Parking Spaces:	Loading Docks:
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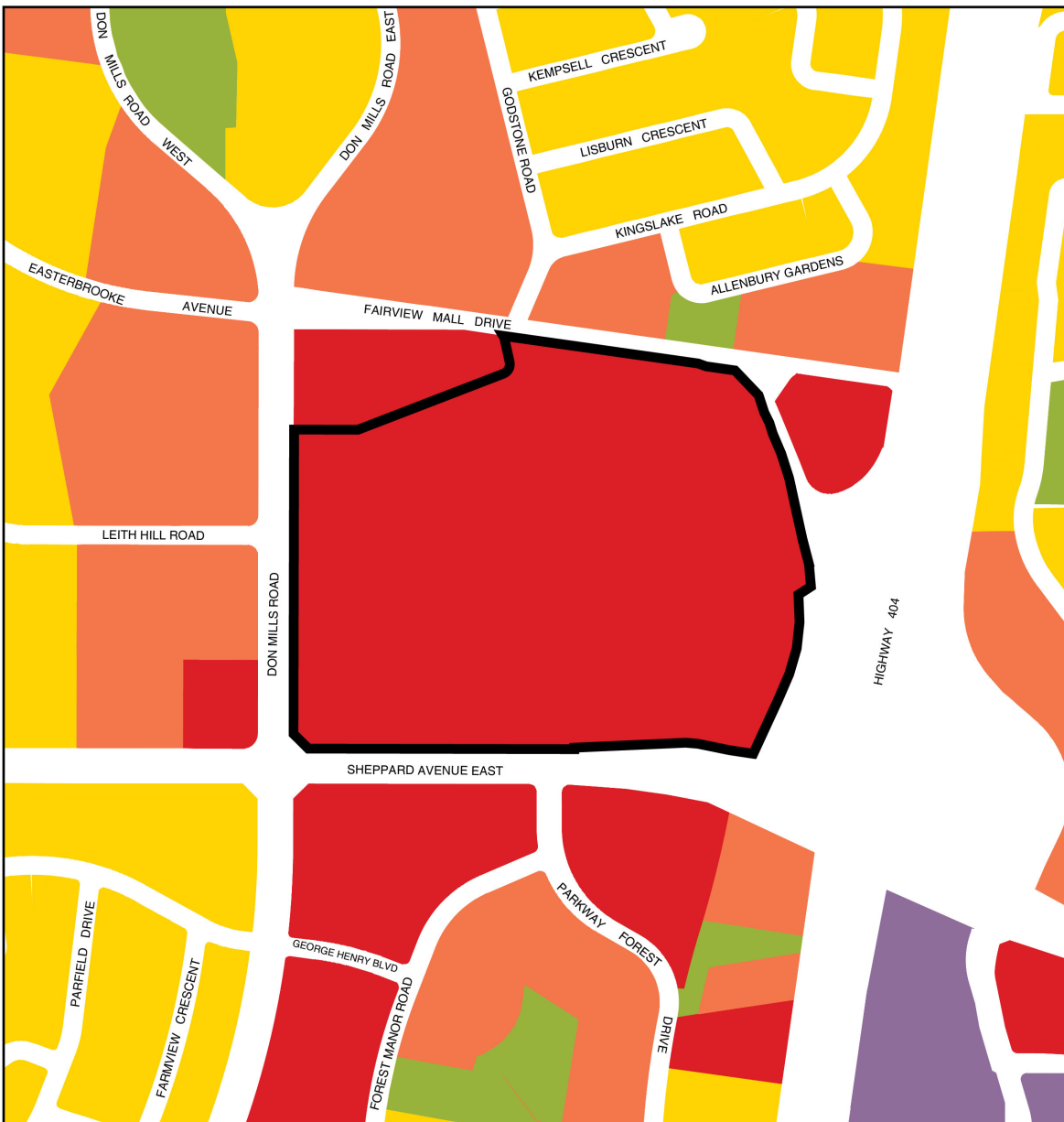
CONTACT:

Michelle Charkow, Senior Planner
 416-338-7542
Michelle.Charkow@toronto.ca

Attachment 2: Location Map




Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #19

1800 Sheppard Avenue East

File # 22 135661 NNY 17 0Z

 Location of Application

 Neighbourhoods

 Apartment Neighbourhoods

 Mixed Use Areas

 Parks

 General Employment Areas



Not to Scale
Extracted: 04/25/2022

Attachment 5: Zoning By-law Map



Zoning By-law 569-2013

1800 Sheppard Avenue East

File # 22 135661 NNY 17 0Z



Location of Application

RD Residential Detached
RT Residential Townhouse
RM Residential Multiple
RA Residential Apartment
RAC Residential Apartment Commercial
EO Employment Industrial Office

OR Open Space Recreation
UT Utility and Transportation

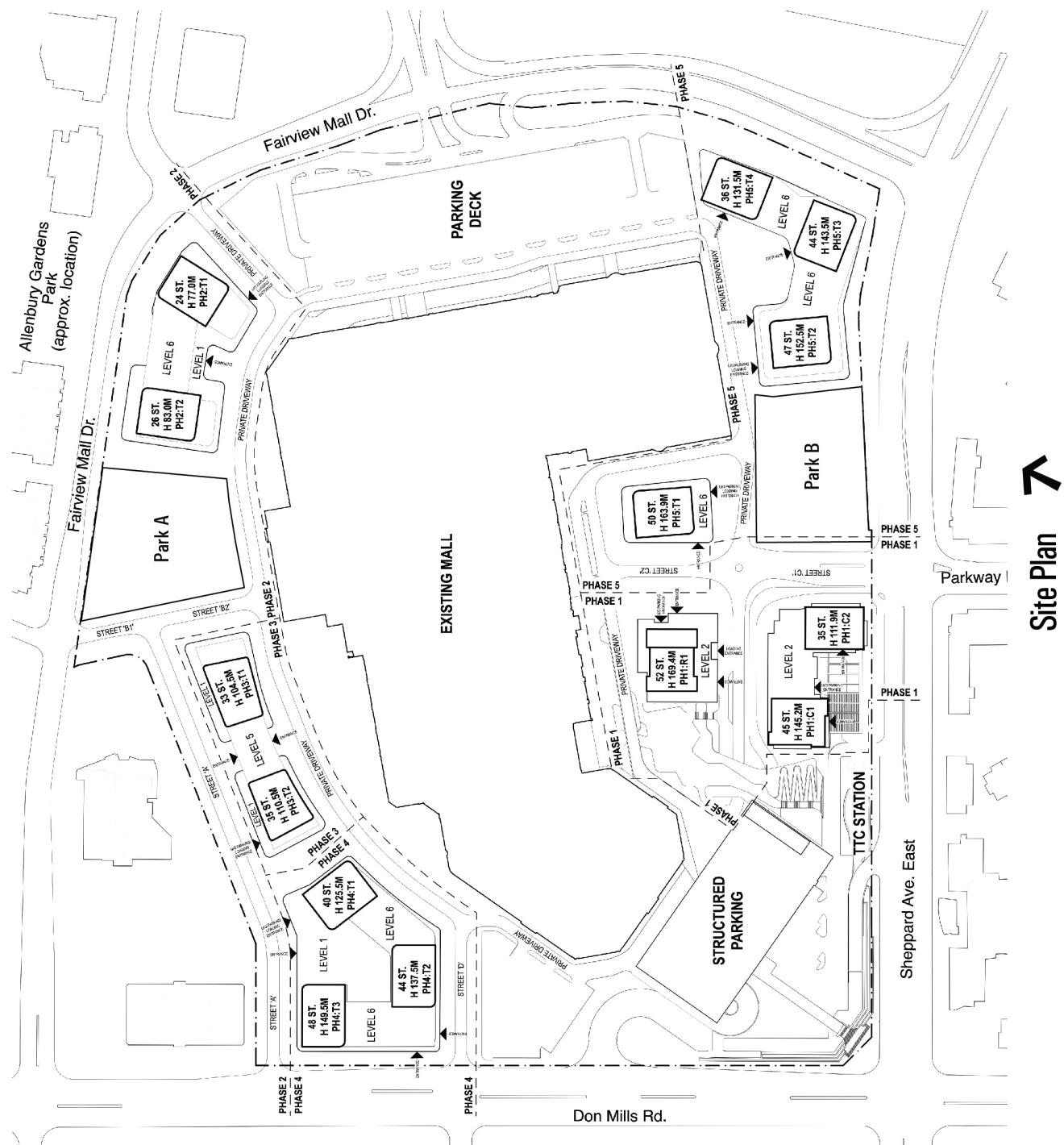


See Former City of North York By-law No. 7625

R2 One-Family Detached Dwelling Second Density Zone
R4 One-Family Detached Dwelling Fourth Density Zone
RM6 Multiple-Family Dwellings Sixth Density Zone
C1 General Commercial Zone
C3 District Shopping Centre Zone
MO Industrial-Office Business Park Zone
O1 Open Space Zone

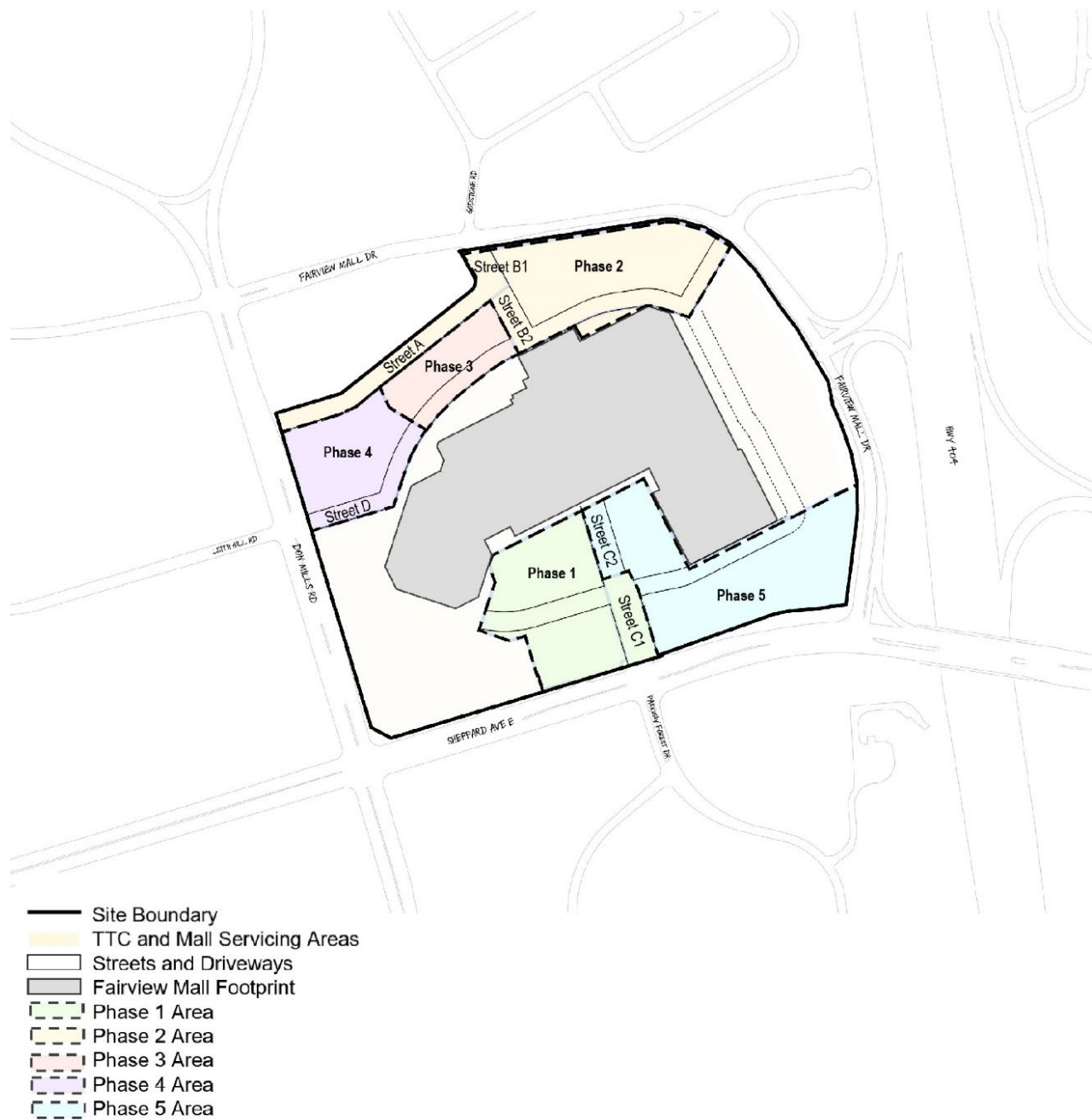
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Attachment 6: Master Plan Concept

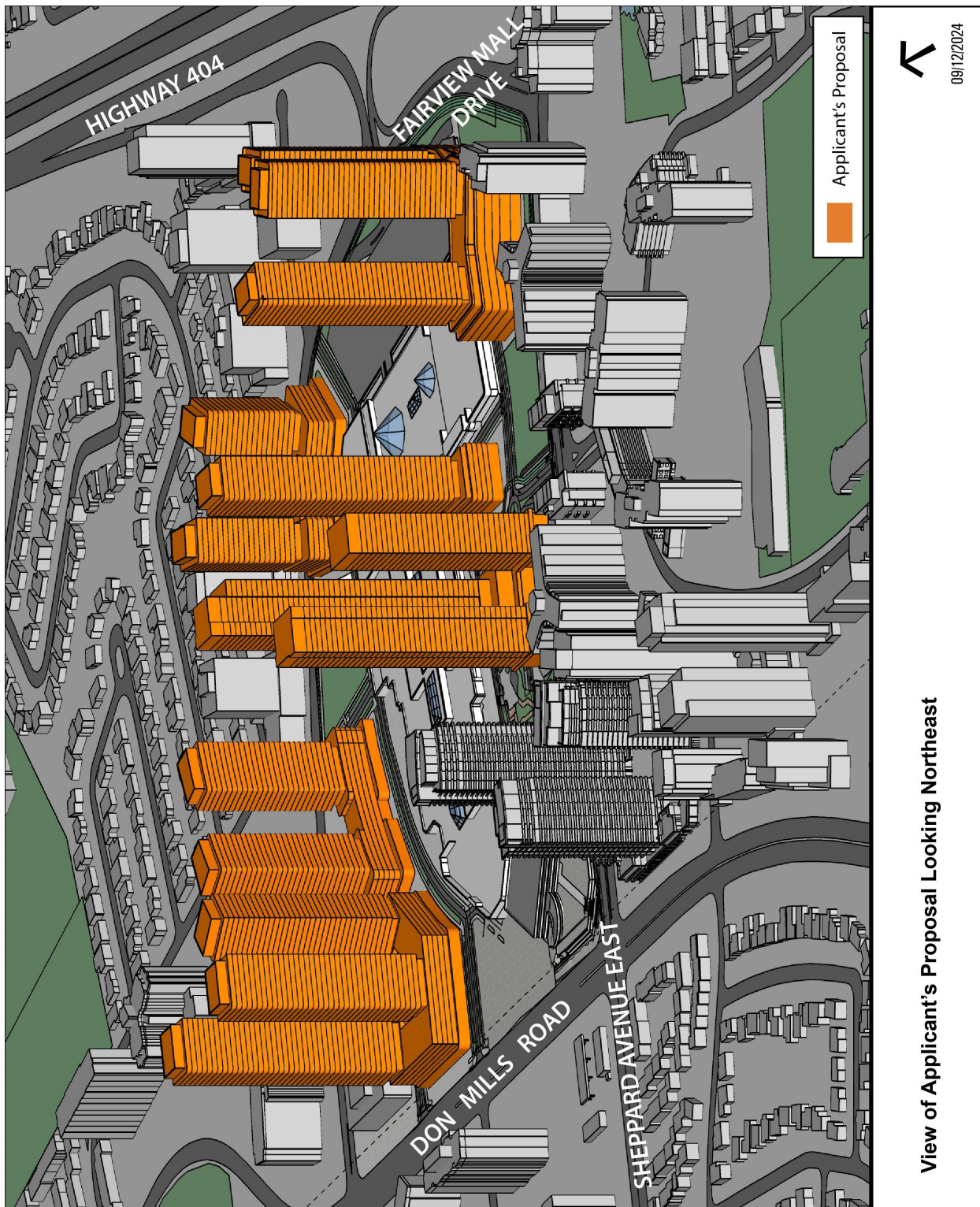


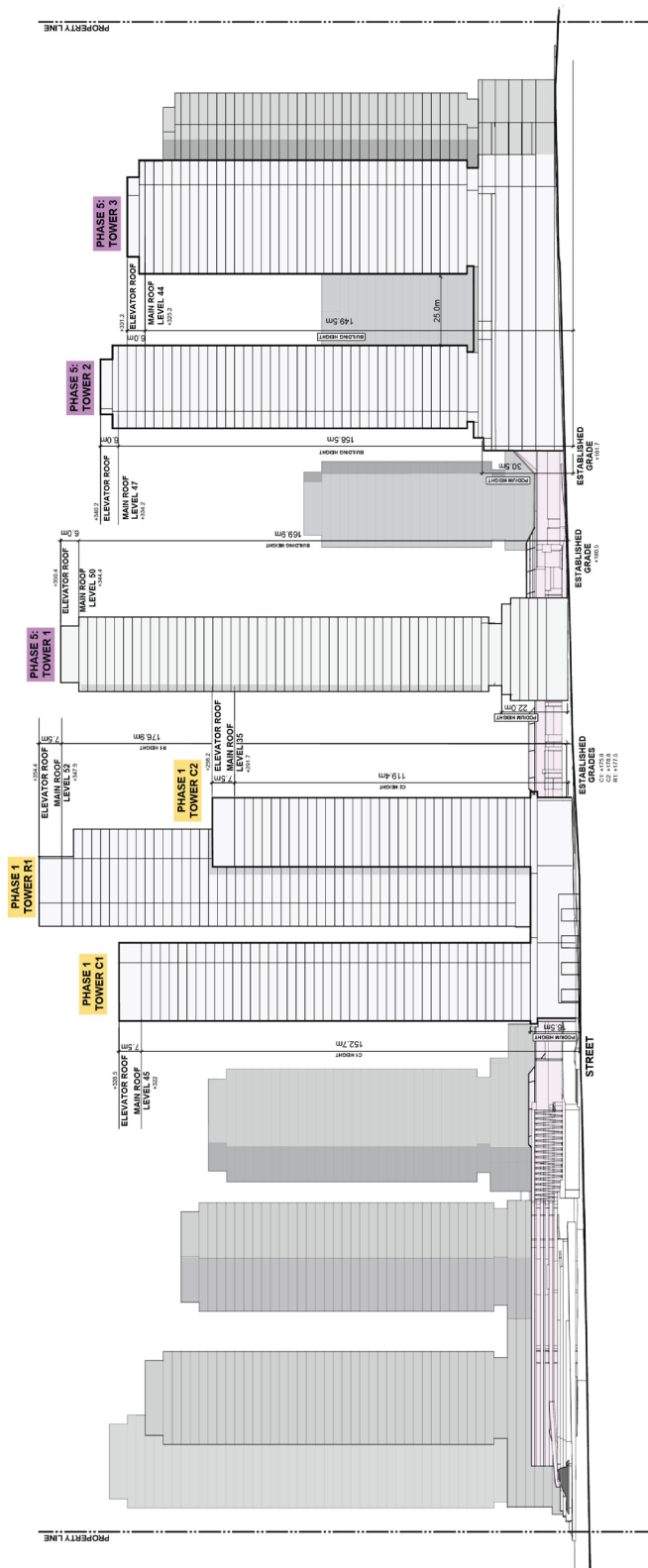
Site Plan

Attachment 7: Phasing Plan



Attachment 8: 3D Mass Model





South Elevation

Attachment 10: Draft Official Plan Amendment

(Under separate PDF)