

1800 Sheppard Ave East – Official Plan Amendment and Zoning By-law Amendment Applications – Decision Report – Approval

Date: March 12, 2026

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 17 - Don Valley North

Planning Application Number: 22 135661 NNY 17 OZ and 25 239432 NNY 17 OZ

SUMMARY

This Report recommends approval of the application to amend the Official Plan and Zoning By-law to permit the redevelopment of a portion of the Phase 1 lands (being 1A) at 1800 Sheppard Avenue East (Fairview Mall).

The Phase 1A redevelopment proposes a 48-storey mixed use building with an 8-storey podium fronting onto Sheppard Avenue East. The building includes a total gross floor area of 38,413 square metres, 585 residential dwelling units, 184.4 square metres of non-residential gross floor area, and a total of 81 parking spaces. A 985.3 square metre landscaped Privately Owned Publicly-Accessible Space (POPS) area adjacent to the entrance to the Don Mills Subway Station is also proposed.

The Official Plan Amendment (OPA) application is a technical amendment seeking to remove the requirement for a Draft Plan of Subdivision for a portion of the Phase 1 lands in Official Plan Amendment 775 (OPA 775) which was approved by City Council on November 13 and 14, 2024. In addition, the proposed OPA seeks to split Phase 1 into Phase 1A and Phase 1B to facilitate the redevelopment of the southern portion of Phase 1 which fronts onto Sheppard Avenue East.

The Zoning By-law Amendment (ZBA) amend various performance standards in order to facilitate the development and amend an existing S. 37 Agreement in order to secure 3% of the total residential gross floor area for affordable rental housing. Based on the proposed unit sizes and unit mix 18 affordable rental units would be provided.

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This report reviews and recommends approval of both applications. The proposed Official Plan Amendment and Zoning By-law Amendment applications are consistent with the Provincial Planning Statement (2024) and conform to the City's Official Plan and have appropriate regard for the matters of provincial interest listed in Section 2 of the *Planning Act*. The draft OPA also conforms with the Sheppard East Subway Corridor Secondary Plan (SESCSP), including the previously approved Official Plan Amendment application (22 135661 NNY 17 OZ), which permits the redevelopment of the whole of the lands with a masterplan concept (OPA 775).

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 5 to this report.
2. City Council amend former City of North York Zoning By-law 7625 for the lands municipally known as 1800 Sheppard Avenue East substantially in accordance with the draft Zoning By-law Amendment included as Attachment 6 to this Report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.
4. City Council require the Owner to enter into an Amending Agreement pursuant to Section 37.1 of the *Planning Act* and the repealed and transitioned subsections 37(1) and (3) of the *Planning Act* to reflect the increase in height and density relative to that permitted in Zoning By-law 818-2003, to implement the requirements of the recommended Zoning By-law Amendment, in addition to the previously secured items, to the satisfaction of the Executive Director, Development Review and the City Solicitor.

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.

Community Benefits Charge

The site is not subject to the Community Benefits Charge (CBC) By-law and is instead subject to the previous Section 37 Density Bonusing system. An Amending Section 37

Agreement will be registered following the approval of the Zoning By-law Amendment application.

DECISION HISTORY

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 applies to all of the lands at 1800 Sheppard Avenue East shown 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>

Applications for an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) were deemed complete as of April 19, 2021 (File No. 22 135661 NNY 17 OZ). This OPA proposed a multi-phased multi-tower redevelopment of the existing 18.8-hectare site which included redeveloping the lands surrounding the existing mall. The ZBA submitted was only for the Phase 1 lands which were in the southern portion of the subject site, along Sheppard Avenue East, immediately east of the Don Mills Subway Station area.

A Preliminary Report for both the OPA and ZBA applications 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>

The applicant resubmitted a revised OPA and Zoning By-law Amendment (ZBA) application on September 8, 2023.

A Decision Report – Refusal was considered by North York Community Council on February 22, 2024, for both the OPA and ZBA applications. 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>

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.

On November 13 and 14, 2024, City Council adopted the recommendations of the Decision Report - Approval for the draft OPA only, adopting the recommendations of the report and approving the OPA 775. The decision document can be found here: [Agenda Item History - 2024.NY18.13](#)

On September 9, 2025, the applicant submitted a revised draft ZBA to finish the previously submitted ZBA application for Phase 1. The applicant made several changes from the original draft ZBA application in 2022 which are summarized below in the applicant description section.

On October 10, 2025, the applicant submitted a new draft Official Plan Application to make technical amendments to the original approved OPA 775.

On August 15, 2025, the Ministry of Municipal Affairs and Housing approved, with modifications, 120 Major Transit Station Area (MTSA) and Protected Major Transit Station Area (PMTSA) boundaries and policies. The subject 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 Ministry's decision on the MTSA and PMTSAs can be found on the City's Official Plan Review webpage here: [Official Plan Review – City of Toronto](#)

THE SITE AND SURROUNDING LANDS

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. See Attachment 2 the Location Map.

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. The site also includes several easements in favour of the TTC for bus access and passenger pick-up/drop-off.

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 proposes 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 and proposed heights of up to 47-storeys.

THE APPLICATIONS

Description

An OPA to amend OPA 775 is required to facilitate the redevelopment of Phase 1A on the subject site. Specifically, the OPA seeks to split the originally approved Phase 1 into two separate phases, Phase 1A and Phase 1B. Phase 1A is located in the southern portion of the Phase 1 boundaries, adjacent to Sheppard Avenue East. Phase 1B is located further north, inward into the subject site (see Attachment 5). The OPA also seeks to remove the requirement for a Draft Plan of Subdivision for the Phase 1A lands along with technical changes to the OPA to correct references to Phase 1 to Phase 1A and Phase 1B.

When OPA 775 was originally approved, it was contemplated that all of Phase 1 would proceed together and therefore a Draft Plan of Subdivision would be required to create the internal blocks. Since Phase 1A has direct frontage on Sheppard Avenue East, no new block needs to be created through a Draft Plan of Subdivision to facilitate the proposal.

The revised Phase 1A ZBA application includes a 48-storey mixed use building with an 8-storey L-shaped podium fronting onto Sheppard Avenue East. The proposal includes vehicular access from the east/west private driveway immediately to the north of the Phase 1A lands. A rear forecourt is proposed which provides access to the at-grade loading space and the underground parking garage ramp. The podium has a height of 27.3 metres with a rooftop outdoor amenity space. The tower portion is stepped back 3.0 metres and 2.0 metres from the podium level and has an overall height of 160.75 metres to the top of the mechanical penthouse.

Density

The proposal has a density of 6.3 times the area of the Phase 1A lands.

Residential Component

The proposal includes 585 residential rental dwelling units, including 353 one-bedroom (60%), 174 two-bedroom (30%), and 58 three-bedroom units (10%). The total proposed rental units also includes 18 affordable rental units which amounts to three percent of the total GFA proposed. The affordable rental units would be secured for a term of 40 years.

Non-Residential Component

The proposal includes 184.4 square metres of commercial retail space to be provided at-grade along the Sheppard Avenue East frontage.

Privately-Owned Publicly Accessible Spaces (POPS)

The proposal includes 985.54 square metres of privately-owned publicly accessible space located immediately north of the entrance to the Don Mills Subway Station area, and adjacent to the TTC pick-up/drop-off parking spaces.

Access, Parking and Loading

The proposal includes a total of 81 vehicular parking spaces in a two-level below grade parking garage, a total of 234 bike parking spaces, including 202 long-term bicycle parking spaces in the underground parking garage, and 32 short-term bicycle parking spaces located in the lobby and outside adjacent to building entrances. One Type "G" loading space is provided at grade adjacent to the entrance ramp to the underground parking garage. Both loading spaces and the parking garage ramp are accessed from the private driveway along the northern edge of the Phase 1A boundary. The proposal includes an internal courtyard for vehicle maneuvers along with four pick-up/drop-off lay-by parking spaces.

Additional Information

See the attachments of this Report for the Application Data Sheet, Location Map, site plan, elevations, and 3D massing views of the proposal. 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:

[Application Information Centre - 1800 SHEPPARD AVE E](#)

Reasons for Application

The purpose of the OPA is to facilitate the redevelopment of the lands in the southern portion of Phase 1 by removing the requirement for a Draft Plan of Subdivision as originally contemplated in OPA 775 as well as other technical changes to other policies and mapping. The ZBA application is required to permit the proposed 48-storey mixed use building by proposing a series of new performance standards, including allowing residential uses on the lands.

APPLICATION BACKGROUND

The ZBA application was submitted on April 19, 2022, and deemed complete on April 19, 2022, satisfying the City's minimum application requirements. A revised proposal was submitted on September 9, 2025. The OPA application to amend OPA 775 was

submitted on October 10, 2025, and deemed complete on October 24, 2025, satisfying the City's minimum 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 links:

OPA - [Application Information Centre - 1800 SHEPPARD AVE E](#)

ZBA - [Application Information Centre - 1800 SHEPPARD AVE E](#)

Agency Circulation Outcomes

The applications, 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 appropriate Official Plan amendments and Zoning By-law amendments and associated conditions for approval.

POLICY AND 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 Planning Statement (2024), shall have appropriate regard for the matters of provincial interest listed in Section 2 of the *Planning Act*, and shall conform to provincial plans, including the Greenbelt Plan (2017), and others.

Official Plan

The land use designation for the site is *Mixed Use Areas* and the site 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. Growth is also directed to *Avenues*. 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 is 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/>.

Protected/Major Transit Station Area

The site is within a delineated Major Transit Station Area (MTSA). Specifically, the southwest portion of the site is partially within 200 metres of the Don Mills subway station platform, with the remainder of the site being within 500 metres, associated with OPA 575 (SASP 731) in Chapter 8 of the Official Plan.

In Chapter 8 of the Official Plan, Policy 6 indicates that within delineated MTSA's for lands designated *Mixed Use Areas*, City-initiated zoning will permit a floor space index (FSI) of 8.0 or more where the lands are located within 200 metres of an existing or planned transit station and 6.0 or more where lands are located 200-500 metres of an existing or planned transit station. The site is located within 200-500 of an existing Don Mills Subway Station. The MTSA is planned for a minimum population and employment target of 250 residents and jobs combined per hectare.

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 Area* blocks can accommodate existing and future employment and residential development opportunities. Additionally, policies in Section 4.2.7 were amended by OPA 775 to permit the multi-phased redevelopment of the lands surrounding the existing mall.

The Official Plan, including SESCSP and OPA 775, should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

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. See Attachment 4 of this report for the existing Zoning By-law Map.

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 Toronto Green Standard (TGS) is a set of performance measures for green development. Applications for Zoning By-law Amendment, Draft Plan of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the TGS. Tiers 2 and above are voluntary, higher levels of performance with financial incentives (partial development charges refund). Tier 1 performance measures are secured in provisions of the zoning by-law, on site plan drawings and through a Site Plan Agreement or through the approval of a Plan of Subdivision.

PUBLIC ENGAGEMENT

Community Consultation

A Community Consultation Meeting (CCM) was held virtually on July 11th, 2022, with respect to the original OPA and ZBA application for Phase 1. A second CCM was held virtually when the technical OPA was submitted on December 1, 2025. Approximately 24 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 OPA and the technical amendment. The applicant also provided a presentation with an update on the revised Phase 1A ZBA application.

Concerns the residents raised at the CCM were primarily related to:

- The lack of notice for the CCM due to the postal strike at Canada Post;
- Interest in the overall Phasing Plan for the development and impact on TTC operations including overall design for pick-up/drop-off spaces;
- Questions regarding timeline for approval of application;
- Questions on proposed land uses in Phase 1A development proposal, including if additional commercial could be included in the design;
- Concern over increased density in the area leading to an increase in local traffic congestion and a lack of proposed parking spaces; and
- Concern over construction timelines.

The issues raised through the community consultation process have been considered through the review of the application and commented on as necessary in the body of this Report.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have an opportunity to hear 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 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 Planning Statement (2024). The site is within the Don Decision Report - Approval - 1800 Sheppard Ave E

Mills Station MTSA, which has a minimum planned density of 250 people and jobs combined per hectare. The proposed development is transit-supportive and adds to the range of housing options in proximity to transit, including new rental housing units and new affordable rental units. Staff find the proposal consistent with the PPS (2024).

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, SASPs, Secondary Plan policies, planning studies, and design guidelines described in the Policy and Regulation Considerations Section of this Report.

Land Use

The subject site is designated *Mixed Use Areas* in the Official Plan, which supports a broad range of commercial, residential, and institutional uses in single-use or mixed-use buildings, as well as parks, open spaces, and essential utilities. These policies encourage a mix of uses, especially on sites near transit stations.

The proposed development includes new residential uses, including affordable rental units. Given the site's designation as *Mixed Use Areas*, and its adjacency to the existing Don Mills Subway Station, the proposed uses are appropriate and align with the City's Official Plan.

Housing

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. This proposal would result in a mixed use building with both 585 residential rental dwelling units including 18 affordable rental dwelling units. The provision of 30% (174) two-bedroom units and 10% (58) three-bedroom units supports unit mix objectives of OPA 775 and Official Plan housing policies, to accommodate within new development a broad range of households.

OPA 775 requires that any development containing residential units secure a minimum of 3% of the total residential gross floor area as affordable rental housing for a minimum period of 40 years at rents that will not exceed affordable rent as defined by the Official Plan.

Accordingly, the Phase 1A proposal provides 3% of the total residential gross floor area as affordable rental housing which would result in 18 units based on the proposed unit mix and unit sizes. The affordable units will be secured through an Amending Section 37 Agreement, in accordance with the terms and conditions outlined in Attachment 10.

Density, Height, Massing

Staff are satisfied that the built form of the proposed building conforms with the policies of the existing the Official Plan, OPA 775, and meets the intent of the applicable guidelines. The proposed building incorporates setbacks, stepbacks, and a tower floorplate that responds appropriately to the public realm and the surrounding area.

With respect to density, Policy D of OPA 775 directs that Block A (where the subject site is located and includes Phase 1 and Phase 5) has a maximum floor space index of 5.9 times the gross area of Block A. Block A has an approximate total area of 40,548 square metres. The proposed development for Phase 1A over the Block A lands (as identified in OPA 775), results in an overall density on Block A of approximately 0.95 FSI which is well below the maximum density permission of 5.9 FSI under OPA 775 and the proposed development complies with this policy direction.

With respect to height, Policy D of OPA 775 directs that the greatest heights shall be located closest to Don Mills Subway Station, development will generally provide a transition down of buildings heights from south to north and west to east. The proposed tower has an overall height of 48-storeys (160.75 metres to the top of mechanical penthouse) which is consistent with the heights contemplated in the Masterplan Concept for OPA 775 which envisioned heights of up to 52-storeys for Phase 1. The base building has a maximum height of 8-storeys (27.30 metres) which corresponds with the existing 7-storey mixed use buildings on the south side of Sheppard Avenue East.

The base building mass also conforms with Official Plan Policy 3.1.3.6 which requires development to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm. In consideration of the planned context, the base building responds to the existing context for new tall and mid-rise buildings within the area.

With respect to massing, the proposed 48-storey mixed use building is appropriate on the site and fits in the existing and planned context. The proposed tower has a floor plate size of 750 square metres and tower stepbacks from the base building of 3.0 and 2.0 metres. The tower stepbacks define the base building and tower and reduce the building mass on the street, to ensure a proper response to pedestrian scale. The base building provides the required 5.0 metres front yard setback from Sheppard Avenue East in OPA 775, along with an approximate 4.0 metres setback from Parkway Forest Drive to the east. The base building is also setback 8.0 metres from the western TTC driveway access. The top of the tower (mechanical penthouse level) includes a wrapped mechanical penthouse. These setbacks and stepbacks are appropriate and provide for adequate separation from existing buildings to the south and planned buildings on the site.

The building height, tower and mechanical penthouse design and massing of the base building are appropriate and conform with the Official Plan policies. In addition, the proposed density of 0.95 FSI (for the Block A lands) complies with the maximum permitted density permission under OPA 775.

Public Realm

The Official Plan includes 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 proposed base building would be parallel to the street on Sheppard Avenue East and will frame existing private driveways and future public streets in accordance with Policy 3.1.3.1 of the Official Plan. The proposed base building will also provide a minimum 5.0 metre setback along Sheppard Avenue East in accordance with OPA 775 along with other generous at-grade setbacks. This setback provides space for new tree plantings and landscaping on the site which would align with the enhanced public realm moves in Policy E of OPA 775 which includes integrating a network of public parks, POPS, and mid-block connections on the site to create a welcoming pedestrian environment.

Residential lobby access is proposed directly from the public sidewalk along Sheppard Avenue East. Indoor amenity also faces both Sheppard Avenue East and Parkway Forest Drive, providing opportunity for more active uses facing the street, as per the Official Plan Policies 3.1.3.1c) and d). The applicant is proposing new tree plantings and landscaping that will be secured as part of the Site Plan Control application.

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 985 square metres is being proposed. The POPS is located immediately north of to the entrance to the Don Mills Subway Station area, and adjacent to the TTC pick-up/drop-off parking spaces. The POPS will contribute to enhancing the public realm by providing an additional space for the public to use and will also function as a pedestrian connection from the Don Mills Subway Station to the entrance of Fairview Mall. Staff consider the proposed POPS to be a positive element of the proposal. Staff will address and secure the POPS, including its final design, through the Site Plan Control approval process.

Shadow and Wind Impact

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 proposed tower produces incremental shadows on Oriole Park for one hour in the morning and Muirhead Park for one hour in the late afternoon in December. No net-new shadows are cast on adjacent low rise neighbourhood areas. During March, September and June, the shadow produced from the tower is entirely on the greater subject site, which includes on the existing mall and surface parking areas. Overall, the proposed development's massing adequately limits shadow impact on the public realm and adjacent properties. The resulting shadows are appropriate in accordance with Official Plan policies.

Wind Impact

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.

A Pedestrian Level Wind Study was submitted in support of the application, dated September 11, 2025. The Wind Study found the site and surrounding areas to be suitable for their intended use throughout the year. It is anticipated that during the summer and autumn seasons, standing would be the principal activity around the site, with some walking along Sheppard Avenue East and Parkway Forest Drive. Uncomfortable conditions are expected during the spring and winter in the northeast and southeast corners of the proposed building, mostly within the roadway. The Wind Study also states that higher than desired wind speeds on the outdoor amenity level are anticipated throughout the year. These conditions can be addressed through mitigation measures at the Site Plan Control application stage.

Servicing

Development Engineering staff have reviewed the submitted materials and are satisfied that there is sufficient capacity to service the proposed development. The submitted materials will be further reviewed, and agreements will be entered into as part of Site Plan Control, as necessary.

Traffic Impact

The applicant's transportation consultant, BA Group, submitted an Urban Transportation Considerations Report, dated March 2025. The report estimates that the development will generate a total of 290 vehicle trips during the weekday morning, weekday afternoon and Saturday peak hours. The consultant concludes that traffic generated by the proposed development is appropriate and can be accommodated by the adjacent street system. Transportation Review generally accepts the conclusion of the report with respect to the rezoning application; however, the applicant is still required to satisfy outstanding comments at the Site Plan Control stage.

Access, Vehicular and Bicycle Parking and Loading

The applicant submitted a Transportation Impact Study ("TIS") prepared by BA Group. The site would be accessed from the private east/west driveway that provides access to Parkway Forest Drive and Sheppard Avenue East.

The proposal includes 81 residential vehicle parking spaces within a two-level underground parking garage. The underground parking and servicing would be accessed from the private east/west driveway. The proposal includes a total of 234 bicycle parking spaces, including 202 residential long-term spaces and 32 residential short-term spaces. The short-term bicycle parking spaces are located in the lobby and outside the building adjacent to building entrances. One Type G loading space is proposed for the development. In the TIS, the Transportation Demand Management package includes a contribution of one bicycle repair station adjacent to long-term parking and the provision of one bike share station. These contributions will be secured as part of the Site Plan Control application.

TTC

The subject site includes several existing easements in favour of the TTC for the purposes of passenger pick-up/drop-off and a dedicated bus lane. In order to accommodate the proposed building, these easements will need to be modified and relocated. These easements will be secured at the Site Plan Control stage for the purposes of maintaining existing TTC operations to the satisfaction of Corporate Real Estate Management (CREM) and the TTC. This will be secured both in the Section 37 Agreement and as a condition in the final Notice of Approval Conditions (NOAC).

Parkland

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 greater than five hectares, with the non-residential uses subject to a 2% parkland dedication rate. In total, the parkland dedication requirement for the entire subject site (not just Phase 1A) is 10,186 square metres. The parkland dedication requirement is subject to change should the proportion of the non-residential uses increase/decrease as each phase of the development proceeds.

Pursuant to OPA 775, the applicant 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 to comply with Policy 3.2.3.8 of the Toronto Official Plan.

Currently, the parkland dedication requirement for the entire site would be partially fulfilled through a 9,500 square metres on-site dedication. Should the 686 square metres delta of the parkland requirement not be able to be captured as an on-site parkland dedication by the final phase of the development, the delta should be satisfied through cash-in-lieu. The amount of the remaining shortfall of parkland dedication is to be calculated at the final phase of the development. In addition, carving out Phase 1A from the original Phase 1 as per OPA 775 does not reduce the parkland dedication obligation for the remainder of the site.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law). The proposal currently shows the removal of four City-owned trees, no private bylaw-protected trees, and twenty-three unregulated private trees. The applicant will be required to submit a tree planting security to ensure the planting and survival of four new City-owned street trees. Private tree planting is detailed in the current Landscape Plans and will be secured through the Site Plan Control application.

Toronto Green Standard

The applicant is required to meet Tier 1 of the TGS version in force at the time of a complete application for Site Plan Control. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner.

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. City Council direction requires the City's Agencies, Corporations and Divisions apply the Toronto Green Standard Tier 2 Core performance measures to all new buildings. A Toronto Green Standard Checklist has been submitted, which indicates the performance measures incorporated as part of the proposed rezoning. Where possible and appropriate, these measures have been secured in the recommended Zoning By-law Amendment.

Community Services and Facilities

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, livable, 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 a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

OPA 775 includes policies for securing on-site community services and facilities. This includes securing a community agency space and a not-for-profit licensed childcare centre. Policy H.4 of OPA 775 states that on-site community services and facilities will keep pace with new development on the site, exclusive of Phase 1. The proposed OPA amends policy H.4 to exclude both Phase 1A and Phase 1B from the provision of on-site community services and facilities as all of Phase 1 was excluded from on-site community services and facilities in OPA 775.

Phasing and Construction Management Plans

The proposed development represents half of the first phase of a multi-phased masterplan concept for the whole of the site. The full build out of the masterplan concept includes new public and private streets. Phase 1A does not include the conveyance of any new public streets. However, Parkway Forest Drive will ultimately be conveyed into public ownership once either Phase 1B or Phase 5 are redeveloped. At that time, Parkway Forest Drive will be subject to further reconfigurations including, but not limited to, a possible turning circle, bicycle paths, and the realignment of the TTC bus layby.

Section 37

As the site is subject to an existing zoning by-law with requirements under Section 37 of the *Planning Act*. The lands subject of the by-law are transitioned out of the Community Benefits Charge framework under the *Planning Act's* section 37 transition provisions. An Amending Section 37 Agreement will secure the provision of on-site affordable rental dwelling units. The Amending Section 37 Agreement for Phase 1A will be registered following the approval of the Zoning By-law Amendment application. As mentioned above, the Section 37 will also secure future easements in favour of the TTC.

Conclusion

The draft OPA attached to this Report has been reviewed against the policies of the Provincial Planning Statement (2024) and the Official Plan. Staff are of the opinion that the draft OPA attached to this Report is consistent with the PPS (2024) and the Official Plan. Furthermore, the proposed Zoning By-law Amendment conforms to the Official Plan, particularly as it relates to housing, parks and open spaces, the public realm and

built form. The proposed OPA and ZBA provide for Phase 1A in a multi-phased comprehensive redevelopment of a large site to create a complete community.

Staff recommend that Council recommend that Council approval the Official Plan Amendment and Zoning By-law Amendment applications.

CONTACT

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SIGNATURE

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

ATTACHMENTS

City of Toronto Information/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: Draft Official Plan Amendment
- Attachment 6: Draft Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 7: Site Plan
- Attachment 8: Elevations and/or Ground Floor Plan
- Attachment 9: 3D Massing Model
- Attachment 10: Affordable Rental Housing Terms and Conditions

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 1800 SHEPPARD AVE E Date Received: October 14, 2025
Application Number: 25 239432 NNY 17 OZ
Application Type: OPA / Rezoning, OPA

Project Description: This OPA Application is related to the Applicant's existing application for a Zoning By-Law Amendment, with assigned file number 22 135661 NNY 17 OZ. This OPA proposes a 48-storey mixed-use development containing 585 purpose-built rental residential units (including approximately 18 affordable units), 184.4 square metres of at-grade retail space, and a 985.3 square metre Privately-Owned Publicly Accessible Space (POPS). The OPA seeks technical amendments.

Applicant	Agent	Architect	Owner
URBAN STRATEGIES			CF/REALTY HOLDINGS INC

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision:
Zoning: By-Law No.7625 Heritage Designation:
Height Limit (m): Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq m): 6,086 Frontage (m): 76 Depth (m): 66

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			1,736	1,736
Residential GFA (sq m):			38,413	38,413
Non-Residential GFA (sq m):			184	184
Total GFA (sq m):			38,597	38,597
Height - Storeys:			48	48

Height - Metres: 160.75 160.75

Lot Coverage Ratio 28.52 Floor Space Index: 6.34
(%):

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	38,244	169
Retail GFA:	184	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:			585	585
Freehold:				
Condominium:				
Other:				
Total Units:			585	585

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			353	174	58
Total Units:			353	174	58

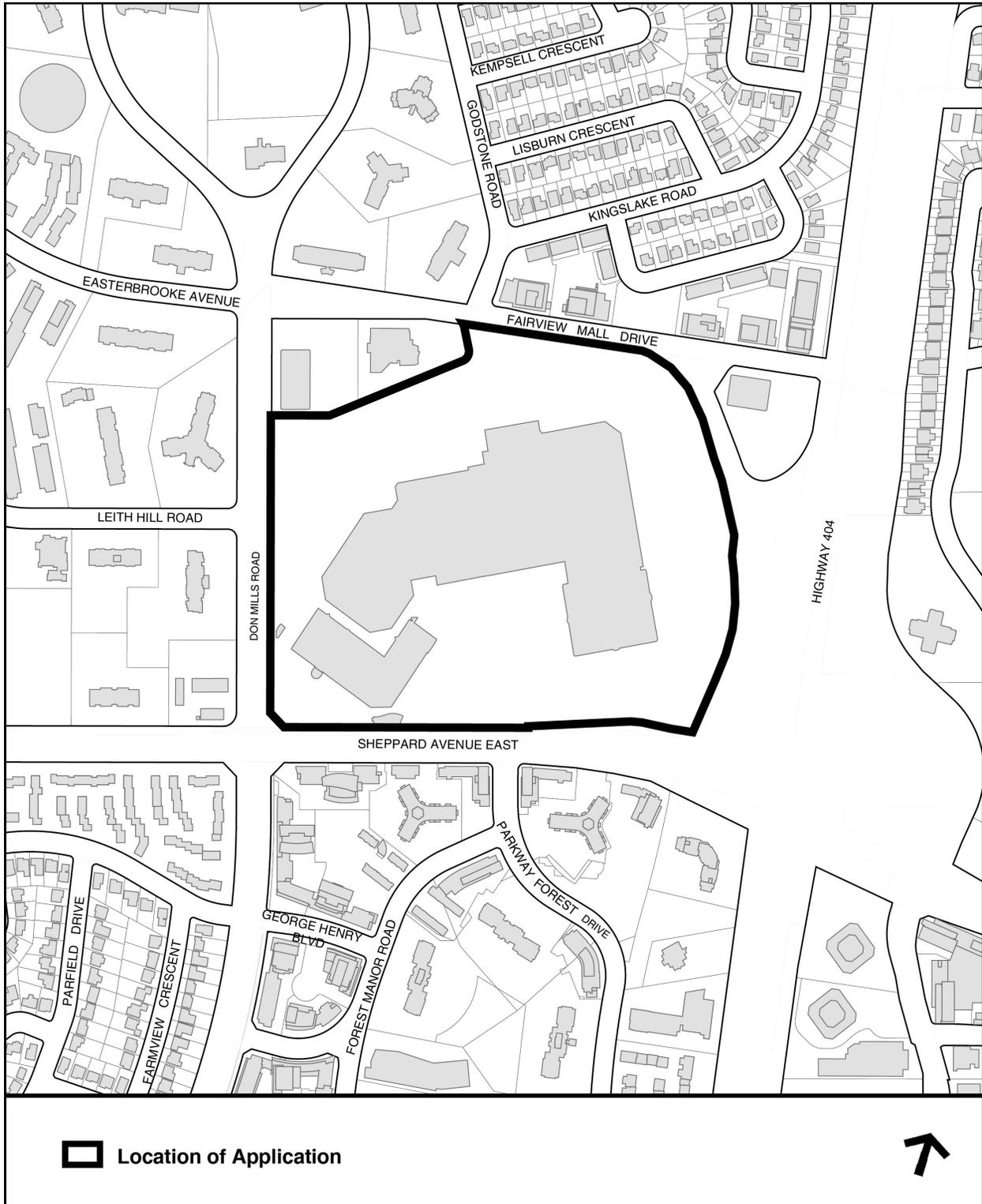
Parking and Loading

Parking Spaces: 81 Bicycle Parking Spaces: 234 Loading Docks: 1

CONTACT:

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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



↑
Not to Scale
Extracted: 04/25/2022

Attachment 4: Existing 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

Not to Scale
Extracted: 04/25/2022

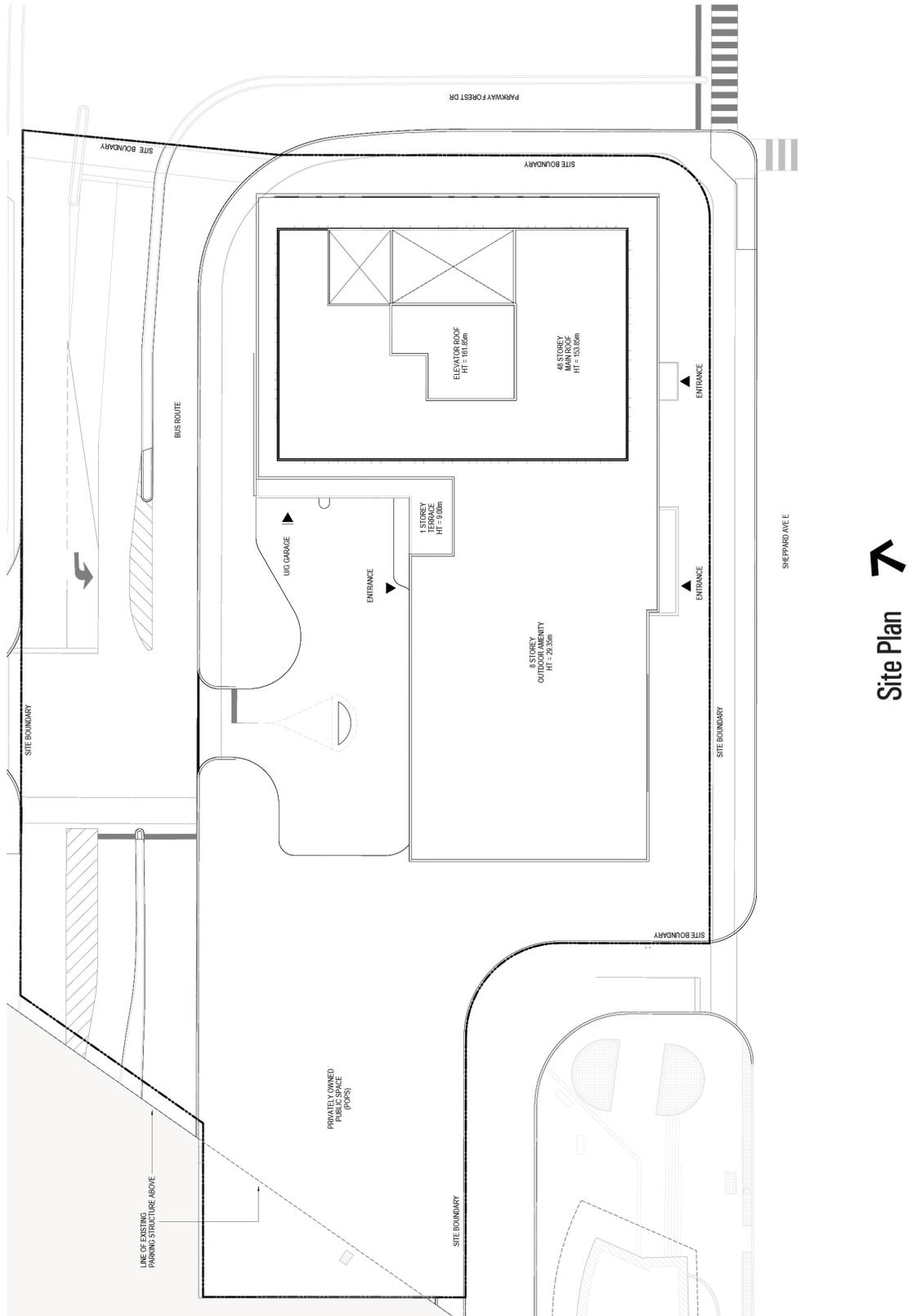
Attachment 5: Draft Official Plan Amendment

(Under separate PDF)

Attachment 6: Draft Zoning By-law Amendment

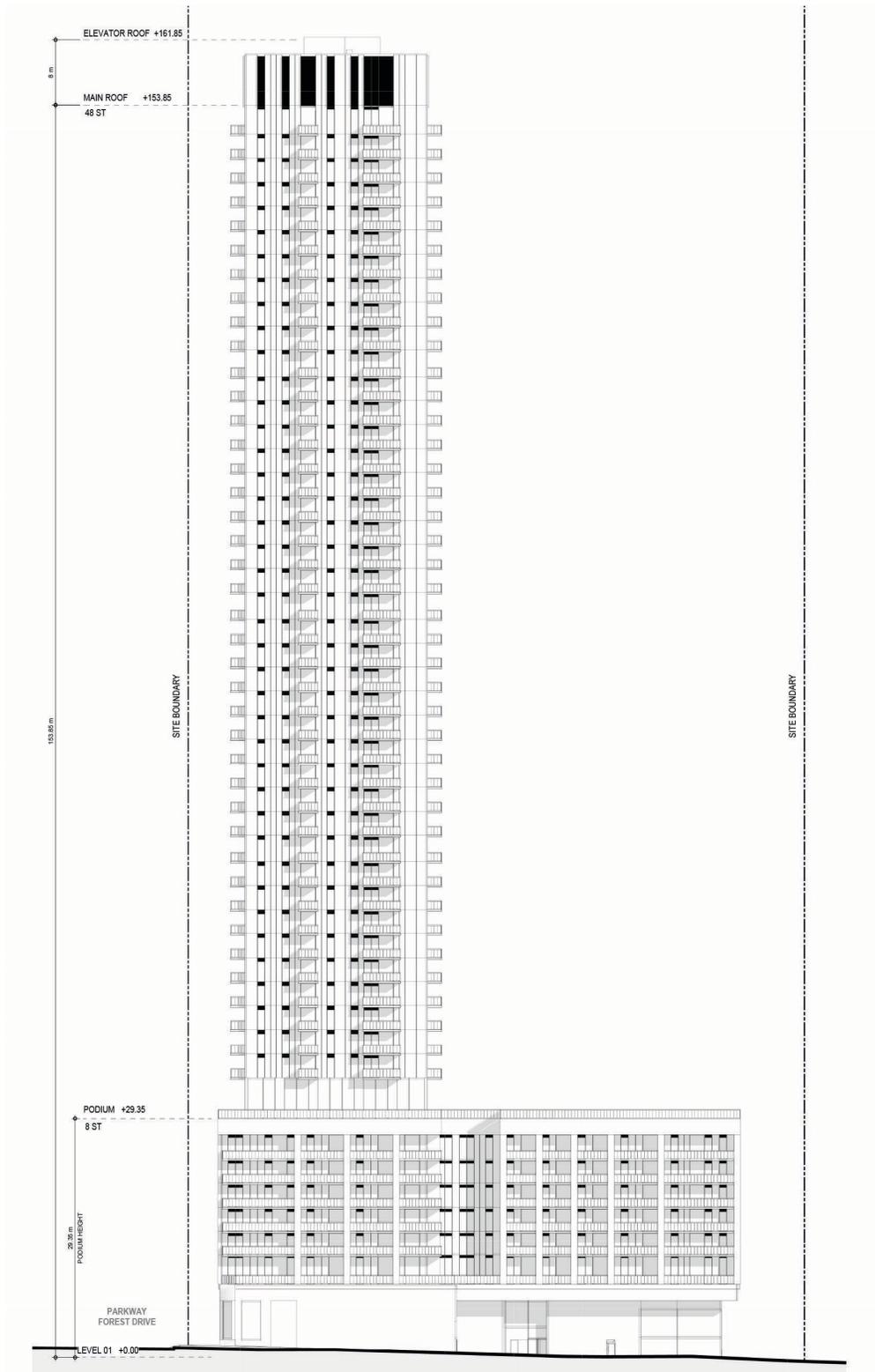
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Attachment 7: Site Plan



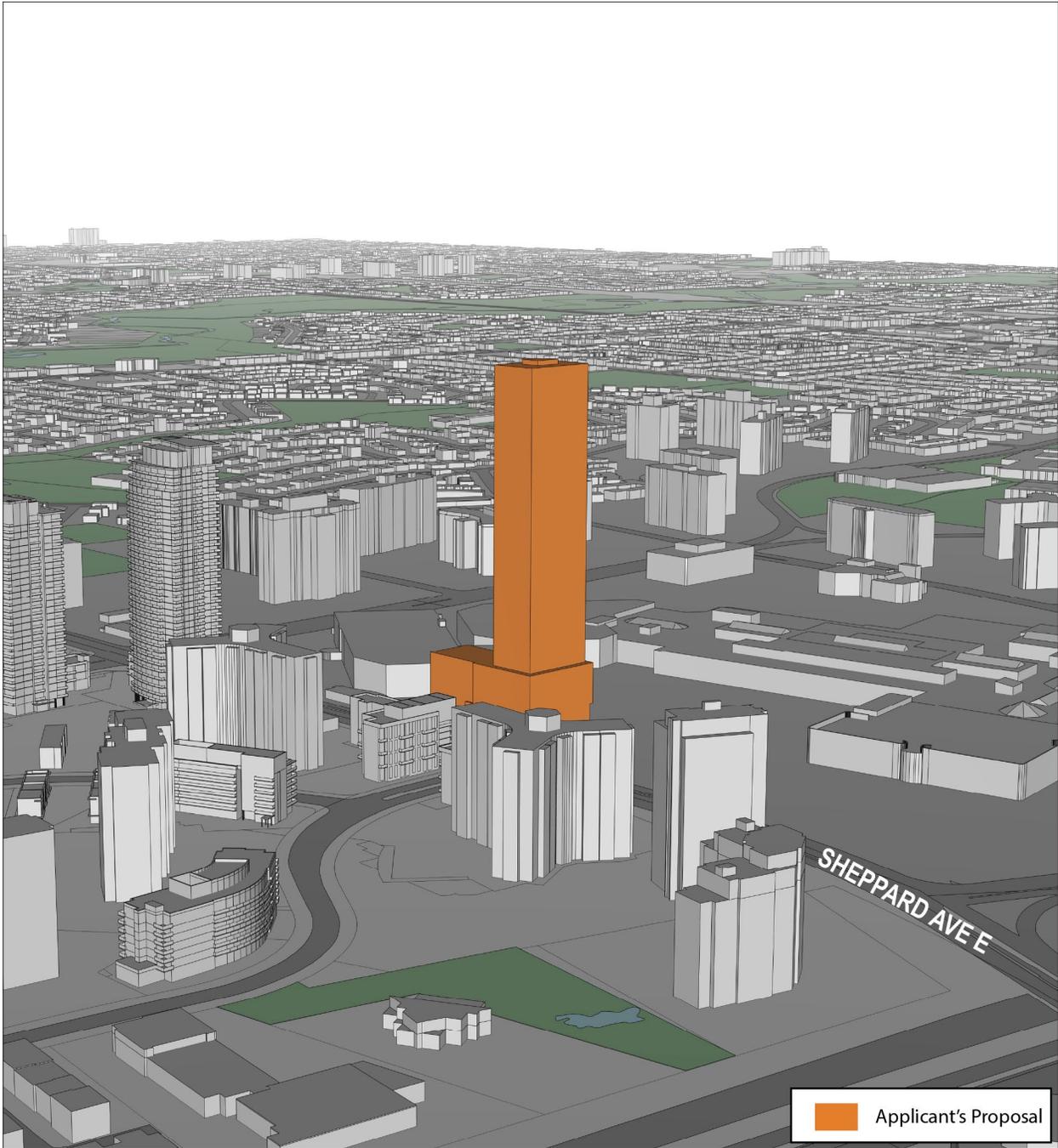
Site Plan ↗

Attachment 8: Elevations and/or Ground Floor Plan



North Elevation

Attachment 9: 3D Massing Model



View of Applicant's Proposal Looking Northwest



11/19/2025

Attachment 10: Affordable Rental Housing Terms and Conditions

- a. A minimum of 3 percent of the total new residential gross floor area in the Phase 1A lands, shown on Diagram 1 (the “Development”), shall be secured as affordable rental housing on such terms and conditions as specified in the Section 37 Agreement;
- b. The unit mix of the Affordable Rental Housing Units shall be consistent with the overall unit mix in the Development to the satisfaction of the Chief Planner and Executive Director, City Planning;
- c. The Affordable Rental Housing Units shall be provided in a contiguous group of at least six (6) rental dwelling units;
- d. The average unit size of the Affordable Rental Housing Units shall be no less than the average unit size of the market units in the Development, by unit type;
- e. The minimum unit size of the Affordable Rental Housing Units shall be no less than the minimum unit sizes of the market units in the Development, by unit type;
- f. The size, location and layout of the Affordable Rental Housing Units shall be to the satisfaction of the Chief Planner and indicated in the approved drawings for the Site Plan Control application for the site, subject to minor modifications at the detailed design stage prior to the issuance of the first Above Grade Building Permit for the lands;
- g. The Affordable Rental Housing Units shall be constructed to a fully finished condition and to a similar standard as the market units located in the remainder of the Development;
- h. Tenants of the Affordable Rental Housing Units shall be provided with access to, and use of, all indoor and outdoor amenities in the Development at no extra charge, with access to, and use of, these amenities on the same terms and conditions as any other resident of the building without the need to pre-book or a pay a fee, unless specifically required as a customary practice for private bookings;
- i. Rent for the Affordable Rental Housing Units shall not exceed the City of Toronto Official Plan income-based affordable rental housing definition. During the Affordability Period, increases to initial rents charged to tenants occupying any of the affordable rental housing units shall be in accordance with the Residential Tenancies Act and shall not exceed the Provincial rent guideline, regardless of whether the Provincial rent guideline applies to the affordable rental housing units under the Residential Tenancies Act;
- j. The Affordable Rental Housing Units shall be maintained as affordable rental housing for a minimum 40-year affordability period.
- k. The Owner will use the City's Centralized Affordable Housing Access System to advertise and select tenants for the Affordable Rental Housing Units, or, in the event the Centralized Affordable Housing Access System is not available, through a fair and transparent advertising and selection process to the satisfaction of the Executive

Director, Housing Secretariat; and at least six (6) months in advance of any Affordable Rental Housing Unit being made available for rent, the owner shall develop and implement an Access Plan which will outline how the Affordable Rental Housing Units will be rented to eligible households in consultation with, and to the satisfaction of, the Executive Director, Housing Secretariat;

l. All Affordable Rental Housing Units will be provided with ensuite laundry facilities and central air conditioning at no extra charge;

m. Tenants of the Affordable Rental Housing Units will be provided with access to permanent and visitor bicycle parking/bicycle lockers in accordance with the Zoning By-law and on the same basis as other units within the Development;

n. The Affordable Rental Housing Units shall be made ready and available for occupancy no later than the date by which seventy percent (70%) of the new dwelling units erected within the Development as are available and ready for occupancy;

o. The Owner agrees to submit a table of the Affordable Rental Housing Units at the time of initial occupancy which designates the Affordable Rental Housing Units by building address and unit number, identifies each unit's bedroom type and floor area, and specifies the Initial Rent and any vehicle parking and/or storage charges, if any;

p. The Owner agrees to update the table required in o. annually illustrating the rent increase calculations applied to the Initial Rents charged to the Affordable Rental Housing Units, and provide a list of the unit addresses, including tenants' names (subject to receiving tenant consent to provide such information), and submit it to the Executive Director, Housing Secretariat; and

q. At the request of the Executive Director, Housing Secretariat from time to time, the Owner agrees to update the table in o. as appropriate, and submit it to the Chief Planner and Executive Director, Housing Secretariat.