

City of Toronto, City Planning Division  
Community Planning Division  
City Hall, East Tower, 18<sup>th</sup> Floor  
100 Queen Street West  
Toronto ON M5H 2N2

August 31, 2023

Attn: Michelle Charkow  
Senior Planner, Community Planning

**Re: 1800 Sheppard Avenue East  
2<sup>nd</sup> Submission of Official Plan Amendment and Zoning By-law Amendment  
Application**

**Application # 22 135661 NNY 17 OZ**

Dear Ms. Charkow,

On behalf of our client, The Cadillac Fairview Corporate Limited (the “Applicant”), we are pleased to make a formal resubmission of the Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) application for Phase 1 of the redevelopment for 1800 Sheppard Avenue East (the “Site”).

As you are aware, the Applicant is proposing to facilitate the long-term retention and operation of CF Fairview Mall and the incremental redevelopment of the surface parking lots of the Site with new residential and non-residential uses. Across four phases of development, the Site is expected to accommodate approximately 4,700 residential units in 310,000 square metres of residential uses, up to 40,000 square metres of additional non-residential uses envisioned to include retail and office uses, three new public parks totaling 7,840 square metres of parkland dedication, and approximately 8,780 square metres of private open space throughout the Site.

In response to City and Agency comments, as well as input from City staff provided over the last year, the Applicant has revised its proposed development from the Original Submission of April 2022, as reflected in the documents listed below. A detailed revision list is incorporated into the Planning Justification Rationale Addendum.

## **1.0 RESUBMISSION DOCUMENTS**

The following documents have been provided in support of this resubmission:

- Development Approval Resubmission form, prepared by Urban Strategies Inc., dated August 31, 2023.
- Project Data Sheet, prepared by Hariri Pontarini Architects, dated August 31, 2023.
- Architectural Plans, prepared by Hariri Pontarini Architects and Adamson Associates Architects, dated August 24, 2023:
  - a. A000 – COVER PAGE
  - b. A001 – RENDERINGS
  - c. A101 – CONTEXT PLAN
  - d. A104 – PROJECT STATISTICS
  - e. A105 – SITE PLAN OVERALL
  - f. A199 – BELOW GRADE BUILDING EXTENT
  - g. A200 – FLOOR PLAN LEVEL P3 – OVERALL
  - h. A201 – FLOOR PLAN LEVEL P2 – OVERALL
  - i. A202 – FLOOR PLAN LEVEL P1 – OVERALL
  - j. A203 – FLOOR PLAN LEVEL P1M – OVERALL
  - k. A206a – FLOOR PLAN - OVERAL LEVEL 01 – UPPER LEVEL
  - l. A206b – FLOOR PLAN – OVERALL LEVEL 01 – LOWER LEVEL
  - m. A206 – FLOOR PLAN – LEVEL 01 – OVERALL
  - n. A207 – FLOOR PLAN – MEZZANINE – OVERALL
  - o. A208 – FLOOR PLAN – LEVEL 02 – OVERALL
  - p. A209 – FLOOR PLAN – TOWER PLANS
  - q. A210 – FLOOR PLAN – TOWER PLANS
  - r. A211 – FLOOR PLAN – MECHANICAL PLANS
  - s. A212 – ROOF PLANS
  - t. A300 – SECTIONS
  - u. A401 – OVERALL EAST ELEVATION
  - v. A402 – OVERALL SOUTH ELEVATION
  - w. A403 – OVERALL WEST ELEVATION
  - x. A404 – OVERALL NORTH ELEVATION
  - y. A405 – TOWER R1 SOUTH ELEVATIONS
  - z. A406 – TOWER C1 & C2 NORTH ELEVATIONS
  - aa. A501 – OVERALL SECTIONS
  - bb. A502 – OVERALL SECTIONS
  - cc. A503 – TOWER R1 SECTIONS
  - dd. A504 – TOWER C1 SECTIONS
  - ee. A505 – TOWER C2 SECTIONS
  - ff. A601 – MASSING AXONOMETRIC VIEWS
  - gg. APPENDIX A – SURVEY\_PART A
  - hh. APPENDIX B – SURVEY\_PART B
- Architectural renderings, prepared by Hariri Pontarini Architects, dated August 23, 2023.

- Masterplan Massing Model, prepared by Urban Strategies Inc. and Hariri Pontarini Architects, dated August 31, 2023.
- Planning Justification Rationale Report Addendum, prepared by Urban Strategies Inc., dated August 31, 2023.
- Draft Official Plan Amendment, prepared by Urban Strategies Inc., dated August 31, 2023.
- Draft Zoning By-law Amendment, prepared by Urban Strategies Inc., dated August 31, 2023.
- Sun Shadow Study, prepared by Urban Strategies Inc., dated August 31, 2023.
- Hydrogeological Report, prepared by EXP Services Inc., dated August 22, 2023.
- Hydrogeological Report Summary, prepared by EXP Services Inc., dated August 22, 2023.
- Landscape Plan, prepared by SvN Architects and Planners, dated August 24, 2023.
- Landscape Plan Cost Estimate, prepared by SvN Architects, dated August 24, 2023.
- Pedestrian Level Wind Study for Phase 1 ZBA, prepared by RWDI, dated August 4, 2023.
- Toronto Green Standards Checklist, prepared by Hariri Pontarini Architects, dated August 31, 2023.
- Toronto Green Standards Statistics, prepared by Hariri Pontarini Architects, dated August 31, 2023.
- Functional Servicing and Stormwater Management Report, prepared by SCS Consulting Group Ltd., dated August 2023.
- Transportation Impact Study, prepared by BA Group, dated August 2023.
- Green Roof Statistics, prepared by Hariri Pontarini Architects, dated August 31, 2023.
- Servicing Report Groundwater Summary, prepared by SCS Consulting Ltd., dated August 2023.
- City Comments Response Matrix, prepared by Urban Strategies Inc., dated August 31, 2023.

## **2.0 ORIGINAL SUBMISSION**

In April 2022, the Applicant submitted an OPA/Phase 1 ZBA application to facilitate redevelopment of the Site. The Original Submission involved retention and continuing operation of the existing 77,622-square metre Gross Leasable Area (GLA) CF Fairview Mall at the core of the Site and contemplated the incremental realization of approximately 357,000 square metres gross floor area (GFA) of new development to replace the surface parking lots around CF Fairview Mall. The Masterplan Concept would realize 317,000 square metres of residential GFA, containing approximately 4,700 new residential units, and 40,000 square metres of non-residential GFA, proposed to be created in twelve new towers with heights ranging from 18 storeys to 58 storeys, with the greatest height and density on the Site located proximate to the Don Mills Station on the TTC Line 4 subway.

Phase 1 of the proposed master plan, the subject of the proposed ZBA in the Original Submission, is 14,628 square metres in area and located immediately to the east of Don Mills Station and to the south and west of the Fairview Mall south entrance. As proposed in April 2022, Phase 1 included 104,831 square metres total GFA containing 1,416 new residential units and 539 square metres of non-residential GFA located in three towers (38 to 58 storeys) and two smaller free-standing single-storey pavilions (one for retail and the other for residential amenity space). The 978-square metre “Village Green” publicly accessible private open space (POPS) was provided in the northwest portion of Phase 1 to serve as a landscaped outdoor gathering space opposite the south façade of the retained Fairview Mall and functions as part of the landscaped pedestrian connection between the TTC Station and Sheppard Avenue East and the southern entrance of CF Fairview Mall.

### **3.0 REVISED PROPOSAL**

#### **Official Plan Amendment**

The Revised Proposal continues to propose the retention of CF Fairview Mall and its parking structures and enable the phased redevelopment of existing mall surface parking lots to create a new mixed-use transit-supportive community in four phases of development to the north and south of the mall. The draft OPA to the Sheppard East Subway Corridor Secondary Plan has been revised to divide the Site into three blocks (“A” through “C”) and include the provision of block-specific densities, rather than a site-wide density. This enables the density of the redevelopment areas in Phases 1-4 to be separated from that of the retained mall and its supporting parking facilities and the TTC land, making it clear where intensification is anticipated. To address City comments relating to the potential long-term redevelopment of the mall and its associated structured parking decks, the draft OPA adds language establishing a broad, policy-based approach to address a range of considerations that will require detailed study should redevelopment be contemplated on the retained CF Fairview Mall and parking structures.

#### **Phase 1 Zoning By-law Amendment**

The majority of the revisions in the Revised Proposal are focused on the Phase 1 ZBA resubmission. These encompass modifications to grade-related building program, movement considerations and open space, and modifications to building height. The Revised Proposal contains 97,209 square metres total GFA (a reduction of 7,622 square metres). This is comprised of 96,947 square metres of residential GFA (a reduction of 7,345 square metres) and 262 square metres non-residential GFA of at-grade retail space (a reduction of 277 square metres). Phase 1 also contains 1,323 residential units (a reduction from 1,416). The Revised Proposal contains 1,062 parking spaces (a reduction of 172 spaces) and 1,009 bicycle parking spaces (a reduction of 60 spaces).



Revisions to the grade-related building program includes:

- Introduction of new residential building entrances on the proposed extension of Parkway Forest Drive for Tower R1 (rental) and Tower C2 (condo).
- Removal of a blank wall in Tower R1 facing Parkway Forest Drive.
- Relocation of less active building uses (e.g. bicycle parking, building loading and servicing) facing Parkway Forest Drive at ground level in Tower R1 and Tower C2 and enlargement of ground-level east-facing residential indoor amenity areas.
- The freestanding indoor amenity building located on Sheppard Avenue East serving Towers C1 (condo) and C2 residents has been removed and replaced with additional landscaping and outdoor amenity area.
- An architectural canopy has been added over the Towers C1 and C2 forecourt along Sheppard Avenue East to define and frame the street wall, create an element of architectural interest, and define the relationship between the building and the public realm.

Enhancements to the movement considerations and open space include:

- The pedestrian connection between the TTC station and mall via the Village Green has been modified to include a significantly larger landscaped grand staircase and universally accessible ramp system instead of a conventional vertical circulation staircase wrapped around an elevator from the Original Proposal. This improved pedestrian circulation system has also been moved closer to the TTC station and Sheppard Avenue East.
- The proposed right-in, right-out private driveway from Sheppard Avenue East west of Tower C1 will continue to serve Towers C1/C2 and the TTC pick-up, drop-off (PUDO) area but will no longer connect to the Inner Ring Driveway. This will eliminate a three-way intersection and permit Inner Ring Driveway to be narrowed through removal of a left-turn lane. The reduced width of Inner Ring Driveway and introduction of a median separating it from the dedicated transit lane will improve pedestrian safety and comfort. The operational efficiency of TTC bus service using the dedicated transit lane and the throughput capacity of this facility will also be improved by removal of the three-way intersection.
- A new pedestrian vertical circulation connection has been added to connect the retail parking level (P1) below Tower R1 and the Village Green/mall via a stairwell incorporated into the Tower R1 core and vestibule at grade on the northwest façade of the podium.
- The Village Green has been redesigned to enhance pedestrian wayfinding from the TTC Station to CF Fairview Mall and now provides a more intensively landscaped public realm, more intuitive wayfinding, and an enlarged hardscaped area proximate to the Tower R1 lobby and CF Fairview Mall, and removal of the freestanding commercial retail unit from the Original Proposal.

Modifications to building height and program include:

- Revisions have been made to building massing, including the reduction of the podium height (2.2 metres for Tower R1 and 1.4 metres for Tower C1/C2), and overall height (6 storeys for Tower R1 and 3 storeys for Tower C1).
- The overall height of Tower R1 (rental) has been reduced from 58 storeys, 191.4 metres (197.3 metres inclusive of the mechanical penthouse) to 52 storeys, 173.7 metres (180.2 metres inclusive of the mechanical penthouse). The building comprises:
  - A single-storey 6.8-metre podium containing residential amenity, building services, and a grade-related commercial retail unit;
  - Residential uses up to the 51st floor;
  - Residential amenity uses on the 52nd floor;
  - Rooftop mechanical spaces on the mechanical penthouse floor;
  - 490 rental units, comprised of a mix of 1-Bedroom (50%), 2-Bedroom (40%), and 3-Bedroom (10%) units; and
  - Indoor and outdoor amenity areas are accommodated in Tower R1 at ground level, level 2, and level 52.
- The overall height of Tower C1 has been reduced from 48 storeys, 156.8 metres (162.8 metres inclusive of the mechanical penthouse) to 45 storeys, 147.9 metres (154.4 metres inclusive of the mechanical penthouse). The building comprises:
  - A single-storey 8.1-metre podium shared with Tower C2 containing residential amenity and building services;
  - Residential uses up to the 45th floor;
  - Rooftop mechanical spaces on the mechanical penthouse floor;
  - 473 condo units, comprised of a mix of Bachelor (10%), 1-Bedroom (53%), 2-Bedroom (27%), and 3-Bedroom (10%) units; and
  - Indoor and outdoor amenity areas are accommodated at ground level and level 2.
- The overall height of Tower C2 is unchanged. The building comprises:
  - A single-storey 8.1-metre podium shared with Tower C1 containing residential amenity and building services;
  - Residential uses up to the 38<sup>th</sup> floor;
  - Rooftop mechanical spaces on the mechanical penthouse floor;
  - 360 condo units, comprised of a mix of 1-Bedroom (60%), 2-Bedroom (29%), and 3-Bedroom units (11%); and
  - Indoor and outdoor amenity areas are accommodated at ground level and level 2.

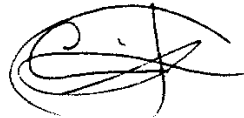
In summary, it is our opinion that the OPA/Phase 1 ZBA Revised Proposal continues to represent an appropriate redevelopment of the Site that supports the applicable Provincial and Municipal policy objectives and provides desirable intensification served by existing higher-order transit in a key growth area of the Sheppard East Subway Corridor Secondary Plan.

On behalf of The Cadillac Fairview Corporation Limited, we look forward to continuing to work with the City and local community to implement this exciting redevelopment initiative. If you have any questions, please do not hesitate to contact us.

Sincerely,



Leigh McGrath  
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