

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  
22 135661 NNY 17 OZ**

**Planning Rationale Addendum Letter**

**1.0 Introduction**

On April 12, 2022, Urban Strategies Inc. submitted applications for Official Plan Amendment and Zoning By-law Amendments on behalf of The Cadillac Fairview Corporation Limited (the “**Applicant**”) for 1800 Sheppard Avenue East (the “**the Site**”) to facilitate the long-term retention of CF Fairview Mall and incremental redevelopment of the surface parking lots of the Site with new residential and non-residential uses (the “**Original Submission**”).

The Original Submission was based on a site-wide Masterplan Concept which anticipates the long-term retention and operation of the mall, creation of approximately 4,700 new residential units, 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 8,643 square metres of privately-owned public open space throughout the site.

In the Original Submission, the Applicant proposed an Official Plan Amendment (OPA) to update the Sheppard East Subway Corridor Secondary Plan to seek an increase in permitted density on the Site from 1.5 FSI to 2.5 FSI over the site as a whole to enable the incremental realization of the master plan vision. The Applicant also proposed an implementing Zoning By-law Amendment (ZBA) for Phase 1 of the master plan; Phase 1 is generally the lands west of the southern entrance to the mall lands, and east of Don Mills Station. At the time of the Original Submission, Phase 1 included the creation of 1,416 residential dwellings, including a mix of 550 rental units in Tower R1 (rental) and 866 condominium units in Towers C1 and C2 (condo), approximately 539 square metres of non-residential uses, and approximately 978 square metres of privately-owned public open space.

Since the April 2022 submission, the application has undergone full City and Agency review, with comments provided to the applicant beginning in October 2022 and community consultation. This includes a site tour for City Planning, Urban Design, Transportation, and Ministry of Transportation staff on September 9, 2022, Urban Design Panel review on December 8, 2022, public open houses on March 6 and 13, 2023, meetings with City Planning and Urban Design Staff on May 15, 2023 to discuss policy-based approaches to a long-term redevelopment framework for the Site, meetings with Engineering and Construction Services and Development Engineering on June 21 and July 19, 2023, and a community consultation meeting on July 11, 2022.

The comments, consultation, and engagement have provided the Applicant with direction to undertake various revisions to the redevelopment proposal, as further described herein as the **“Revised Proposal.”** The Revised Proposal includes updates to select materials at the Official Plan level, including the implementing Official Plan Amendment, as well as a resubmission of various plans and studies to support the Zoning By-law Amendment application pertaining to Phase 1. The revised Zoning By-law Amendment submission includes updated architectural drawings, landscape architectural plans, and the supporting technical studies and reports.

## **2.0 Original Submission**

The Original Submission involved retention and continuing operation of the existing 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 retain the 77,622-square metre Gross Leasable Area (GLA), 94,110-square metre (GFA) mall and 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 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 CF 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 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. A private extension of Parkway Forest Drive was proposed from

Sheppard Avenue East into the Phase 1 site to provide access to the proposed Inner Ring Driveway and Upper Ring Driveway private streets. The private extension of Parkway Forest Drive is contemplated to be unencumbered below grade to facilitate potential future dedication to the City. Five levels of underground parking provided 1,235 parking spaces to replace mall parking displaced from surface parking lots and to meet the parking needs for the proposed Phase 1 development, and 1,063 bicycle parking spaces were proposed. The overall gross density of Phase 1 as submitted in April 2022 was 7.17 FSI.

#### **4.0 Revised Proposal**

In response to comments received by the Applicant from the City and commenting agencies, feedback from the Design Review Panel, and public input, the Revised Proposal makes several modifications to the original April 2022 submission. The Revised Proposal continues to, at the master plan level, 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. A revised implementing site-wide OPA and selection of updated master-plan level graphics are part of the Revised Proposal.

The Phase 1 component of the Revised Proposal has been updated to reflect responses to various City and community commentary, which are more completely described in Section 5 of this addendum. A set of revised Zoning-level plans and studies as well as an updated Phase 1 ZBA are part of the Revised Proposal.

The following tables provide a comparison between the Original Submission and this resubmission as it relates to Phase 1, and at the master plan level.

<b>PHASE 1 (ZBA)</b>	<b>Original Submission (April 14, 2022)</b>	<b>Revised Proposal</b>
Total Phase 1 Site Area	14,628 m <sup>2</sup>	14,628 m <sup>2</sup>
Total Phase 1 FSI	7.17	6.64
Overall GFA	104,831 m <sup>2</sup>	97,209 m <sup>2</sup>
Residential GFA	104,292 m <sup>2</sup>	96,947 m <sup>2</sup>
Non-Residential GFA	539 m <sup>2</sup>	262 m <sup>2</sup>
TOTAL Residential Units	1,416	1,323
Tower R1 (rental) Residential Units	550	490
Tower C1 (condo) Residential Units	506	473
Tower C2 (condo) Residential Units	360	360
TOTAL Indoor Amenity Space	3,367 m <sup>2</sup>	2,812 m <sup>2</sup>

TOTAL Indoor Amenity Space Ratio	2.37 m <sup>2</sup> / unit	2.13 m <sup>2</sup> / unit
TOTAL Outdoor Amenity Space	2,493 m <sup>2</sup>	2,480 m <sup>2</sup>
TOTAL Outdoor Amenity Space Ratio	1.76 m <sup>2</sup> / unit	1.87 m <sup>2</sup> / unit
TOTAL Amenity Provision	5,860 m <sup>2</sup>	5,292 m <sup>2</sup>
TOTAL Amenity Provision Ratio	4.13 m <sup>2</sup> / unit	4.0 m <sup>2</sup> / unit
TOTAL Parking Spaces	1,234	1,062
Residential Parking Spaces	850	794
Visitor Parking Spaces	141	Visitor parking will be met within the non-resident (mall) parking supply
Mall Parking Spaces	243	268
Bicycle Parking Spaces	1,069	1,009
Tower R1 (Rental) Height	58 storeys	52 storeys
Tower C1 (Condo) Height	48 storeys	45 storeys
Tower C2 (Condo) Height	38 storeys	38 Storeys

<b>Overall Master Plan (OPA)</b>	Original Submission (April 14, 2022)	Revised Proposal
Overall Site Area	188,256 m <sup>2</sup>	188,256 m <sup>2</sup>
Existing Mall and TTC land	111,879 m <sup>2</sup>	110,749 m <sup>2</sup> (MTO Setback area in Phase 4 moved into Total Developable Area for consistency)
Total Developable Area	71,400 m <sup>2</sup>	72,500 m <sup>2</sup>
Proposed (OPA) Overall Gross FSI	2.5	Site divided into blocks "A"- "C"
Proposed (OPA) Block A (South Block) Gross FSI	n/a	5.4
Proposed (OPA) Block B (North Block) Gross FSI	n/a	4.0
Proposed (OPA) Block C (Mall and TTC) Gross FSI	n/a	1.0
Overall GFA	467,300 m <sup>2</sup>	459,300 m <sup>2</sup>
Retained Mall	77,622 m <sup>2</sup> GLA 94,110 m <sup>2</sup> GFA	77,622 m <sup>2</sup> GLA 94,110 m <sup>2</sup> GFA
Residential GFA	317,000 m <sup>2</sup>	309,000 m <sup>2</sup>
Non-Residential (Office) GFA (new)	34,000 m <sup>2</sup>	34,000 m <sup>2</sup>
Retail GFA (new)	6,000 m <sup>2</sup>	6,000 m <sup>2</sup>
Residential Units (approx.)	4,700	4,500

Public Parkland Dedication	7,830 m <sup>2</sup>	7,830 m <sup>2</sup>
Other Open Space	7,619 m <sup>2</sup>	8,643 m <sup>2</sup>
MTO Setback Area	4,810 m <sup>2</sup>	4,810 m <sup>2</sup>
Total Existing Mall Parking Supply	4,519	4,519
Mall Parking Loss From Redevelopment	2,089	2,152
New Residential Parking	3,100	2,902
Net Mall Parking ( <i>incl. New Retail Parking</i> )	4,231	4,198
Total Site-wide Parking Supply	7,331	7,100

## **5.0 Description of Key Revisions**

This section describes key revisions of the development proposal in response to comments from, and consultation with, City staff and various stakeholders.

### **5.1 Official Plan Amendment**

The primary change to the draft OPA in the Revised Proposal is the division of the site into three blocks (“A” through “C”) and 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 certain where intensification is anticipated.

The draft OPA adds the following language to the Sheppard East Subway Corridor Secondary Plan Section 4.2.7 Fairview Mall:

*The following policies also apply to these lands:*

#### ***Density***

- a) *Within Block A identified on Schedule 1, a maximum floor space index of 5.4 times the gross area of Block A is permitted .*
- b) *Within Block B as identified on Schedule 1, a maximum floor space index of 4.0 times the gross area of Block B is permitted.*
- c) *Within Block C identified on Schedule 1, retail, service and commercial uses are permitted to a maximum floor space index of 1.0 times the gross site area of the lands so designated, exclusive of above grade parking.*

It remains CF’s long-term intention to retain CF Fairview Mall in its current form at the centre of a new, mixed-use, transit-supportive community. However, to address City comments relating to the potential long-term redevelopment of the mall and its associated structured parking decks,

the draft OPA adds the following language to the Sheppard East Subway Corridor Secondary Plan Section 4.2.7 Fairview Mall:

***Long Term Redevelopment***

- g) In the event that lands within Block C identified on Schedule 1, in whole or in part, are considered for redevelopment to introduce residential uses or high-density commercial uses (including office), an amendment to this Secondary Plan shall be required. Supporting studies submitted shall address the following matters to the satisfaction of the City:*
- 1. The allocation of land use, heights and density;*
  - 2. The creation of a new public street network in a more urban pattern of streets and blocks;*
  - 3. Transportation and municipal infrastructure capacity;*
  - 4. Parks and open space; and*
  - 5. Community services and facilities*

The changes to the draft OPA related to potential long-term redevelopment establishes a broad, policy-based approach which can be used to require detailed study should redevelopment be contemplated on the retained CF Fairview Mall and its supporting parking structures and TTC land (Block C).

**5.2 Revisions to Phase 1 (ZBA)**

The majority of the changes in the Revised Proposal are focused on the Phase 1 ZBA resubmission. The following sub sections describe the primary changes to the Phase 1 site plan, height and massing, unit count, amenity space, Gross Floor Area (GFA), and parking.

**5.2.1 Site Plan (Phase 1 ZBA)**

In response to comments received from the City, the Revised Proposal modifies the Site Plan of the Original Submission in several key areas. These include:

**Grade-related Building Program**

- The Revised Proposal substantially enhances the relationship between Tower R1 and Tower C2 and Parkway Forest Drive Extension through revisions to building program to improve connection with the public realm and enhance the visual permeability of the building facades.
- Within the podium of Tower R1, the loading area has been reduced in size and the garbage holding area and interior short-term bicycle parking space have been relocated. These modifications eliminate the blank east wall facing Parkway Forest Drive in the

Original Proposal. In its place the amenity area located at the southeast corner of the podium in the Original Proposal is expanded from 89 square metres to 243 square metres and a residential/amenity entrance from Parkway Forest Drive has been introduced into this location with direct connection to the residential elevator lobby. Combined with the expanded amenity area, the Revised Proposal present a continuous glazed façade along the southwest edge of the podium with active uses within.

- Within the podium of Tower C2, the large grade-related bicycle storage facility has been relocated to the interior of the building with direct access from Tower C1 & C2 pick-up/drop-off forecourt. This facility was previously located at the northeast corner of the building fronting the Parkway Forest Drive and Inner Ring Driveway intersection and the dedicated TTC Bus Transit lane. This modification enables the Indoor Amenity Area fronting onto Parkway Forest Drive to be expanded from 160.8 square metres to 461 square metres and presents a continuous glazed façade along the full eastern façade of the podium with active uses. An entrance with connection to the Tower C2 residential lobby has also been located at the northeast corner of the building with entrances addressing Parkway Forest Drive and Inner Ring Driveway.
- Within the podium of Tower C1, the residential lobby has been reconfigured to enable the creation of an Indoor Amenity Area along the western and southwestern façades. This 200-square metre space will overlook the at-grade pedestrian mews immediately west of Tower C1 and the enhanced pedestrian stair and universally accessible ramp that connects the TTC Station and Sheppard Avenue East to the southern entrance of CF Fairview Mall via the Village Green.
- The Tower C1 loading/servicing area within the podium has been reconfigured from the Original Submission and is now accessed from the Towers C1 and C2 pick-up/drop-off forecourt. The driveway access from the northwest corner of the building has been removed and replaced with Indoor Amenity Area.
- The single-storey double-height residential Indoor Amenity Area pavilion serving Towers C1 and C2 has been removed and reconfigured as an Outdoor Amenity area and simplified residential pick-up and drop-off forecourt.
- A canopy has been added over the Towers C1 and C2 forecourt along Sheppard Avenue East. The architectural feature replaces the Indoor Amenity Area pavilion and complements the expanded landscaped Outdoor Amenity Area along Sheppard Avenue East. The Canopy has been introduced to frame and define the street wall, create an element of architectural interest, and define the relationship of the building with the public realm.

#### **Movement Considerations**

- The proposed right-in, right-out private driveway from Sheppard Avenue East west of Tower C1 now only serves the TTC pick-up, drop-off (PUDO) area and no longer connects

further north to the Inner Ring Driveway, eliminating this intersection. This change also permits a narrowing of the western portion of the Inner Ring Driveway due to the removal of the left-turn bay from the Inner Ring Driveway to the private driveway to Sheppard Avenue East.

- TTC bus operations and the throughput capacity of the dedicated transit lane is improved by the removal of the driveway to Inner Ring Driveway, which will eliminate delays and vehicle conflicts associated with coming to a stop and safely navigating the former three-way intersection.
- The western portion of the dedicated bus transit driveway has been shifted slightly south and is now separated from the Inner Ring Driveway with a landscaped median. It continues to run parallel to the Inner Ring Driveway before turning south on the Parkway Forest Drive extension to connect with Sheppard Avenue East.
- Pedestrian movement north-south at-grade between Sheppard Avenue East and the TTC station to the interior of Phase 1, including the southern residential entrance to Tower R1, will be enhanced by these changes which permit the creation of two separate sequential marked crosswalks for the dedicated bus transit lane and the narrowed Inner Ring Driveway. The reduced width of each crosswalk and pedestrian refuge in the median will improve crosswalk sightlines, particularly for the dedicated transit lane.
- The elimination of the private drive through to Inner Ring Road also leaves that area between the Towers C1/C2 condo buildings and the pedestrian stairs to the Village Green clear of vehicular traffic and therefore significantly safer for east-west pedestrian movement.
- The pedestrian connection that bridges over the dedicated bus transit ramp and the Inner Ring Driveway continues to provide a grade-separated connection between the street-level grade of Sheppard Avenue East and the TTC station to the elevated grade level of the Village Green and entrance to CF Fairview Mall. The Revised Proposal modifies this facility to include a landscaped grand staircase and universally accessible ramp system instead of staircase wrapping around a free-standing elevator core in the Original Proposal. In the Revised Proposal the grand staircase and ramp system have also been brought further south to be closer to the TTC station and Sheppard Avenue East and surrounded on both sides by extensive landscaping. This revised approach provides a more direct pedestrian route between the TTC and the Mall. It also improves the attractiveness, functionality, and overall legibility of the pedestrian connection and increases the overall amount of landscaped open area associated with Phase 1.
- The TTC PUDO has been reconfigured to enhance the pedestrian realm, wayfinding, and access from the TTC Station.
- A pedestrian connection has been added to connect the retail parking level (P1) below Tower R1 and the Village Green via a stairwell and elevator incorporated into the Tower R1 core and vestibule at grade on the northwest façade of the podium.



- The pedestrian crossing of the dedicated bus transit land at the southeast corner of the Parkway Forest Drive-Inner Ring Driveway intersection has been modified to be a raised crosswalk for improved pedestrian visibility and safety.
- The public realm on the east side of Tower R1 has also been modified to create a landscaped buffer with street trees between the sidewalk and Parkway Forest Drive.
- The Parkway Forest Drive extension has been modified from the Original Submission to better integrate with the existing conditions to the east in the future Phase 4 area while improving the pedestrian experience on the west side. In the Revised Proposal the right northbound lane exits Parkway Forest Drive closer to Sheppard Avenue East to provide access to the existing Mall parking lot and join the internal drive aisle system. In the Original Submission, this access was provided further to north in a four-way Parkway Forest Drive-Inner Ring Driveway intersection. For Phase 1, this will be a three-way intersection that will be modified in the future to become a four-way intersection in Phase 4.

#### **Open Space**

- The Village Green has been redesigned to enhance pedestrian wayfinding from the TTC Station to CF Fairview Mall. The Revised Proposal 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.
- The freestanding single-storey retail pavilion from the Original Submission has been removed from its former location along the pedestrian desire line between the TTC Station and CF Fairview Mall. This increases the useable open space of the Village Green and offers improved sightlines and greater sense of safety through the incorporation of crime prevention through environmental design (CPTED) considerations.

### **5.3 Revisions to Building Height and Massing (Phase 1 ZBA)**

In response to comments regarding building height and compatibility with the existing context of tall buildings in the immediate area, there have been reductions in the height of two Phase 1 towers: Tower R1 and Tower C1. There are no changes to Tower C2. The table on the following page summarizes the changes.

	Original Submission (April 14, 2022)	Revised Proposal	Change
Tower R1 Height	58 storeys 191.4 metres (197.4 metres with mechanical penthouse)	52 storeys 173.7 metre (180.2 metres with mechanical penthouse)	-6 storeys -17.2 m (inclusive of mechanical) [10.3% reduction]
Tower R1 Podium Height	1-storey podium with mezzanine level 9 metres (north elevation)	1-storey podium with mezzanine level 6.8 metres (north elevation)	No change in number of storeys -2.2 metre in overall height
Tower C1 Height	48 storeys 156.8 metres (162.8 metres with mechanical penthouse)	45 storeys 147.9 metres (154.4 metres with mechanical penthouse)	-3 storeys -8.4 m (inclusive of mechanical) [6.25% reduction]
Tower C2 Height	38 storeys 126.9 metres (133.4 metres with mechanical penthouse)	38 storeys 126.9 metres (133.4 metres with mechanical penthouse)	No change
Towers C1 & C2 Podium Height	1-storey podium with mezzanine level 9.5 metres (south elevation)	1-storey podium with mezzanine level 8.1 metres (south elevation)	No change in number of storeys -1.4 metre reduction in podium height.
Towers C1 & C2 residential Indoor Amenity pavilion	1-storey freestanding building with mezzanine level 9.6 metres	Building removed.	

The height of Tower R1 has been reduced from 191.4 metres in the Original Submission to 173.7 metres in the Revised Proposal.

The height of Tower C1 has been reduced from 156.8 metres in the Original Submission to 147.9 metres in the Revised Proposal.

The reduction in building heights for Tower R1 and Tower C1 and no change for Tower C2 is reflected in the revised Sun Shadow Study. The conclusion of the revised Sun Shadow Study is consistent with the Original Submission Sun Shadow Study, discussed in Section 3.4 Official Plan Amendment Shadow Study in the Planning Rational Report, Urban Design Analysis and Block

Context Plan Report of the Original Submission. Only a small portion of the existing public parks are impacted by shadows. Even in the most extreme condition (December 21), Oriole Park is only shadowed at 9.18am and Muirhead Park is shadowed from 3.18pm-4.18pm. The shadow impact is minor and has been further reduced by the Revised Proposal reduction in building heights, and will not negatively impact the utility of the parks. With respect to the other impacted properties and public streets, these surrounding uses are not shadow-sensitive, and will not be negatively impacted by the net new shadow. The buildings that are proposed under the Masterplan Concept, including the modified Phase 1 building heights of the Revised Proposal, create thin shadows that move quickly over the surrounding lands throughout the day, without disproportionately or unduly impacting any particular area.

**5.4 Revisions to Residential Unit Count (Phase 1 ZBA)**

The Revised Proposal residential unit count is summarized below:

	Original Submission (April 14, 2022)	Revised Proposal	Change
<b>Tower R1 Unit Count</b>	550	490	-60 units
1-Bedroom	110 (20% of total unit count)	98 (20% of total unit count)	-12 units
1-Bedroom + Den	165 (30%)	147 (30%)	-18 units
2-Bedroom	165 (30%)	147 (30%)	-18 units
2-Bedroom + Den	55 (10%)	49 (10%)	-6 units
3-Bedroom	55 (10%)	49 (10%)	-6 units
<b>Tower C1 Unit Count</b>	506	473	-33 units
Bachelor	46 (9% of total unit count)	43 (9% of total unit count)	-3 units
1-Bedroom	138 (27%)	129 (27%)	-9 units
1-Bedroom + Den	138 (27%)	129 (27%)	-9 units
2-Bedroom	92 (18%)	86 (18%)	-6 units
2-Bedroom + Den	46 (9%)	43 (9%)	-3 units
3-Bedroom	46 (9%)	43 (9%)	-3 units
<b>Tower C2 Unit Count</b>			
1-Bedroom	113 (31% of total unit count)	113 (31% of total unit count)	No change
1-Bedroom + Den	103 (29%)	103 (29%)	No change
2-Bedroom	103 (29%)	103 (29%)	No change
3-Bedroom	41 (11%)	41 (11%)	No change
<b>Total Phase 1 Unit Count (Tower R1 [rental], Towers C1 and C2 [condo])</b>	1,416	1,323	-93 units

The Tower R1 residential unit count has been reduced to 490 rental residential units (a reduction of 60 units from 550 rental residential units in the Original Submission).

The Tower C1 residential unit count has been reduced to 473 residential units (a reduction of 33 units from 506 residential units in the Original Submission).

### **5.5 Revisions to Residential Amenity Space (Phase 1 ZBA)**

The Revised Proposal total Indoor and Outdoor Amenity Area is summarized below:

	Original Submission (April 14, 2022)	Revised Proposal	Change
Tower R1 Indoor Amenity Area	1,282 m <sup>2</sup>	980 m <sup>2</sup>	-302 m <sup>2</sup>
Tower R1 Indoor Amenity Rate	2.33 m <sup>2</sup> / unit	2.0 m <sup>2</sup> / unit	-0.33 m <sup>2</sup> / unit
Tower R1 Outdoor Amenity Area	1,115 m <sup>2</sup>	980 m <sup>2</sup>	-135 m <sup>2</sup>
Tower R1 Outdoor Amenity Rate	2.03 m <sup>2</sup> / unit	2.0 m <sup>2</sup> / unit	-0.03 m <sup>2</sup> / unit
Tower R1 Total Amenity Space	2,396 m <sup>2</sup>	1,960 m <sup>2</sup>	-436 m <sup>2</sup>
Tower R1 Total Amenity Rate	4.36 m <sup>2</sup> / unit	4.0 m <sup>2</sup> / unit	-0.36 m <sup>2</sup> / unit
Towers C1 and C2 Indoor Amenity Area	2,085 m <sup>2</sup>	1,832 m <sup>2</sup>	-253 m <sup>2</sup>
Towers C1 and C2 Indoor Amenity Rate	2.41 m <sup>2</sup> / unit	2.2 m <sup>2</sup> / unit	-0.21 m <sup>2</sup> / unit
Towers C1 and C2 Outdoor Amenity Area	1,378 m <sup>2</sup>	1,500 m <sup>2</sup>	+122 m <sup>2</sup>
Towers C1 and C2 Outdoor Amenity Rate	1.59 m <sup>2</sup> / unit	1.80 m <sup>2</sup> / unit	+0.21 m <sup>2</sup> / unit
Towers C1 and C2 Total Amenity Area	3,463 m <sup>2</sup>	3,332 m <sup>2</sup>	-131 m <sup>2</sup>
Towers C1 and C2 Total Amenity Rate	4.0 m <sup>2</sup> / unit	4.0 m <sup>2</sup> / unit	No change.
TOTAL Indoor Amenity Space	3,367 m <sup>2</sup>	2,812 m <sup>2</sup>	-555 m <sup>2</sup>
TOTAL Indoor Amenity Space Ratio	2.37 m <sup>2</sup> / unit	2.13 m <sup>2</sup> / unit	-0.24 m <sup>2</sup> / unit
TOTAL Outdoor Amenity Space	2,493 m <sup>2</sup>	2,480 m <sup>2</sup>	-13 m <sup>2</sup>
TOTAL Outdoor Amenity Space Ratio	1.76 m <sup>2</sup> / unit	1.87 m <sup>2</sup> / unit	+0.11 m <sup>2</sup> / unit
TOTAL Amenity Provision	5,860 m <sup>2</sup>	5,292 m <sup>2</sup>	-568 m <sup>2</sup>
TOTAL Amenity Provision Ratio	4.13 m <sup>2</sup> / unit	4.0 m <sup>2</sup> / unit	-0.13 m <sup>2</sup> /unit

The overall amenity area for Tower R1 has decreased by 436 square metres and is now proposed at a rate of 4.0 m<sup>2</sup>/ unit, which meets the existing standards in Zoning By-law 569-2013 for CR zones.

The total amenity rate for the condo portion is 4.0 m<sup>2</sup>/ unit, which meets the existing standards in Zoning By-law 569-2013 for CR zones.

The total amenity provision for Phase 1 has been reduced by 568 m<sup>2</sup> overall. The total amenity rate is 4.0 m<sup>2</sup>/ unit, which meets existing standards in Zoning By-law 569-2013 for CR zones.

### **5.6 Gross Floor Area by Use (Phase 1 ZBA)**

The Revised Proposal Gross Floor Area is summarized below.

	Original Submission (April 14, 2022)	Revised Proposal	Change
Total Phase 1 Gross Floor Area (GFA)	104,831 m <sup>2</sup>	97,209 m <sup>2</sup>	-7,622 m <sup>2</sup> (-7.27%)
Total Phase 1 Residential GFA	104,292 m <sup>2</sup>	96,947 m <sup>2</sup>	-7,345 m <sup>2</sup> (-7.04%)
Total Phase 1 Non-Residential GFA	539 m <sup>2</sup>	262 m <sup>2</sup>	-277 m <sup>2</sup> (-51.39%)
Tower R1 Total GFA	44,229 m <sup>2</sup>	39,321 m <sup>2</sup>	-4,907 m <sup>2</sup> (-11.09%)
Tower R1 Residential GFA	43,778 m <sup>2</sup>	39,059 m <sup>2</sup>	-4,719 m <sup>2</sup> (-10.78%)
Tower R1 Non-Residential GFA	451 m <sup>2</sup>	262 m <sup>2</sup>	-189 m <sup>2</sup> (-41.91%)
Towers C1 and C2 Total GFA	59,786 m <sup>2</sup>	57,887 m <sup>2</sup>	-1,899 m <sup>2</sup> (-3.18%)
Towers C1 and C2 Residential GFA	59,786 m <sup>2</sup>	57,887 m <sup>2</sup>	-1,899 m <sup>2</sup> (-3.18%)
Freestanding Retail Building GFA	235 m <sup>2</sup>	Building removed	-235 m <sup>2</sup> (-100%)

### **5.7 Parking (Phase 1 ZBA)**

The Revised Proposal vehicle parking count and bicycle parking count is summarized below.

	Original Submission (April 14, 2022)	Revised Proposal	Change
Parking Count	1,234	1,062	-172
Residential Parking Count	850	794	-197

Visitor Parking Count	141	Visitor parking will be met within the non-resident parking supply	
Retail (mall) Parking Count	243	268	+25
Bicycle Parking Count	1,069	1,009	-60
Resident Long-Term Bicycle Parking Count	963	901	-62
Resident Short-Term Bicycle Parking Count	100	102	+2
Non-Residential Long-Term Bicycle Parking Count	1	1	No change
Non-Residential Long-Term Bicycle Parking Count	5	5	No change

The total proposed Phase 1 parking count is 1,062 spaces (a reduction of 172 spaces).

The total proposed bicycle parking count is 1,009 spaces (a reduction of 60 spaces).

## **6.0 Planning Policy Updates**

Following the Original Submission, there have been several Provincial and Municipal planning policy updates that support the directions of the proposed development. Relevant updates are summarized below.

### **6.1 Bill 23 – More Homes Built Faster Act, 2022**

Bill 23: More Homes Built Faster Act, 2022 was introduced by the Province on October 25, 2022 and received Royal Assent on November 28, 2022. The aim of Bill 23 is to support the objectives of Ontario's Housing Supply Action Plan and respond to the housing shortage and affordability crisis through the creation of 1.5 million new housing units over the next ten years.

Bill 23 is a wide-ranging omnibus bill that has or will amend a number of statutes and planning policies, including The Planning Act, the Conservation Authorities Act, the Development Charges Act, the Ontario Heritage Act, and the Ontario Land Tribunal Act. Proposed changes will come into force at different times: some regulations came into force the day the bill received Royal Assent or on January 1, 2023, while other will come into force on a date to be determined.

Bill 23 and its housing-related policies impose far-reaching changes to the land use planning and development regime in Ontario, with additional follow-up legislation anticipated. The Revised Proposal and its approximately 4,500 new residential units, including 1,323 new units in the Phase 1 ZBA, aligns with the Provincial focus on creating additional housing supply, particularly housing located close to transit.

## **6.2 Draft Provincial Planning Statement**

On April 6th, 2023, the Government of Ontario released a draft Provincial Planning Statement (PPS 2023) that proposes to combine the PPS and Growth Plan into a single, province-wide planning document known as a Provincial Planning Statement. The draft PPS is intended to help achieve the provincial target of building 1.5 million homes by 2031.

The draft PPS integrates the concept of strategic growth areas and continues to support a range and mix of housing options, mixed-use developments, and intensification. It continues to include policies pertaining to Major Transit Station Areas (MTSAs), including the minimum density targets from the Growth Plan. While the draft PPS does not include any specific intensification targets, it continues to support intensification generally. The draft PPS does not carry forward previous definitions of affordable housing, removes minimum targets for the provision of affordable housing, and eliminates references to affordable housing from any policies adopted from either the PPS or the Growth Plan.

The new PPS is still in draft, with the public consultation period extended to August 4, 2023. Adoption of the new PPS is anticipated in Fall 2023. All planning decisions made in Ontario must be consistent with the PPS that is in effect on the day of the decision. As the PPS 2023 is in draft form, the PPS 2020 remains in effect. The Revised Proposal is consistent with the policies contained in the in-force PPS, including those which relate to growth management and housing that optimizes the use of land in close proximity to rapid transit and other municipal and community infrastructure.

## **6.3 OPA 575 – 25 Major Transit Station Areas (MTSAs)**

At its meeting July 22, 2022, City Council adopted Official Plan Amendment 575 – 25 MTSAs City-wide regarding Major Transit Station Area (MTSA) delineations for twenty-five major transit station areas in the City of Toronto. This was one of four OPAs adopted by Council establishing 115 MTSA and Protected Major Transit Station Areas (PMTSAs) across the City of Toronto. The Don Mills MTSA, in which the Site is located, is enabled by SASP 731 and establishes a proposed minimum density target of 250 residents or jobs per hectare. OPA 575 was provided to the Ministry of Municipal Affairs and Housing for final approval, however the Ministry has yet to make a decision.

Although awaiting Provincial approval and not currently in effect, the existence of the Site within the Don Mills MTSA reinforces a key objective of the proposed development, which is to enable the realization of transit-supportive density and new housing options in close proximity to existing higher-order transit (TTC Line 4 Subway) and its planned future expansion (Metrolinx Sheppard East Subway Extension project). The overall Masterplan Concept proposes development of approximately 349,000 square metres of new residential and non-residential

GFA, including approximately 4,500 residential units, which will satisfy the requirements of the proposed minimum target for the Don Mills MTSA of 250 people/jobs per hectare.

## **7.0 Response to City Planning Comments**

The City and commenting Agencies provided the Applicant with comments relating to land use planning and urban design. The Applicant response to the planning and urban design comments are addressed through several instruments: this Planning Rationale Addendum; the accompanying Master Plan Addendum package; and the Comments Matrix. The comments addressed in this Addendum can be categorized by theme:

### **Overall Masterplan Concept Revised Proposal (OPA)**

- Site Organization
- Parkland Dedication and Public Realm
- Long-term Redevelopment Framework
- Official Plan Amendment

### **Phase 1 Revised Proposal (ZBA)**

- Site Organization
- Parkland Dedication and Public Realm
- Zoning By-law Amendment

## **7.1 Overall Masterplan Concept: Site Organization**

**City Planning comment [Comment Matrix: 14 PLN]:** *The structure of the site, and the organizing components is an important foundational piece for this site. The Masterplan Concept should be focused on street organization, public realm, and open spaces. Larger blocks should be subdivided by new public streets. Please clearly identify the proposed ownership of the new streets.*

**USI Response:** The accompanying Master Plan Addendum includes diagrams that clearly identify the proposed ownership of the new streets. The proposed new public street connecting Don Mills Road to the proposed extension of Godstone Road will be public. The proposed extensions of Godstone Road and Parkway Forest Drive into the Site will be private in the short term, but will not be encumbered so that, should the retained mall be completely redeveloped, the street may be extended through the block and publicly dedicated in the future. Along the northern frontage of the retained mall building in Phases 2 and 3 there will be a new private road that connects in a new intersection at the northeast corner of the Site at the location where Fairview Mall Drive and Fairview Mall Drive East currently intersect and an existing driveway provides access into the Site. This new private road is included in the system of private roads that is referred to in the Original Proposal as “Upper Level Site Circulation”, which provide internal vehicular circulation around the perimeter of the mall, including using drive aisles through the



retained mall parking structures on the west side of the mall and an existing driveway along the upper level of the retained mall parking structure on the east side of the mall. This Upper Level Site Circulation will transition by ramp to ground/lower level in Phase 4 and this private road will continue along the southern frontage of the retained mall building to the proposed Parkway Forest Drive extension.

In Phase 1 the proposed Upper Ring Driveway will be a private road using an upgraded existing driveway abutting the southern façade of the retained mall building. It will run along the northern boundary of Phase 1 and connect to the Upper Level Site Circulation route through the existing parking structure to the west of Phase 1 and the proposed Parkway Forest Drive extension on the eastern boundary of Phase 1. The proposed Inner Ring Driveway in Phase 1 will be a private road running in an east-west alignment through the centre of Phase 1 between the Parkway Forest Drive Extension and the partially-retained mall-TTC parking structure to the west of Phase 1 and provide ramp access to resident parking for Tower R1 located on the P2 Level.

Refer to the Site Plan on page A1.0, Lower Level Vehicle Circulation plan on page A3.0, Upper and Ground Level Circulation plan on page A4.0, and Pedestrian Circulation plan on page A5.0 in the accompanying Master Plan Addendum for further details.

**City Planning comment (Comment Matrix: PLN 15)** *Please re-examine the proposed Masterplan Concept with respect to the proposed street layout network. A “Ring Road” network should be provided with streets that connect to the “Ring Road” along with an opportunity for a future north/south pedestrian and vehicular connection from Sheppard Avenue East to Fairview Mall Drive in the north.*

**USI Response:** The street layout in the Proposed Masterplan Concept supports the circulation of people and vehicles associated with new development as well as the ongoing functions of the retained Mall. The Masterplan Concept introduces new streets and movement opportunities within the constraints of supporting the function of the retained Mall and parking garages, which limit the extent to which a complete contiguous ‘ring road’ network can be realized. Continuous vehicular circulation around the mall and pedestrian access to the south and north facades of the retained mall are provided using the following facilities:

- A Lower Level Vehicle Circulation system will be established around the west, north, and east perimeter of the retained mall to provide access to mall loading and servicing functions and mall parking located in retained parking structures and new underground parking areas;
- The Lower Level Vehicle Circulation system will connect to existing and new surface-level roads at several points:
  - via the proposed Inner Ring Driveway in Phase 1;
  - via Leith Hill Road at Don Mills Road;

- via the proposed new public road connecting Don Mills Road and the Godstone Road extension along the northwestern boundary of the Site;
- via the proposed new private road at the northeast portion of the site near the new intersection with Fairview Mall Drive;
- via the intersection with the Highway 404 on/off ramps and Fairview Mall Drive on the east side of the Site;
- via the access driveway to Fairview Mall Drive on the east Side of the Site;
- An Upper and Ground Level Circulation system will be established around the perimeter of the retained mall to provide vehicle circulation and pedestrian access to the north and south mall entrances. This circulation system is comprised of several elements:
  - In the south portion of the Site within Phases 1 and 4, the Inner Ring Road will provide vehicle and pedestrian circulation along the southern façade of the retained mall building and connect to Sheppard Avenue East via the proposed private extension of Parkway Forest Drive.
  - In the north portion of the site, within Phases 2 and 3, the Upper Level Circulation driveway serves the ‘ring road’ function and connects with Fairview Mall Drive via the proposed private extension of Godstone Drive and a proposed intersection where Fairview Mall Drive, Fairview Mall Drive East, and an existing mall driveway currently meet.
  - The southern and northern ‘ring road’ elements are connected via existing driveways through the parking structures on the west and east sides of the mall.
- Opportunities for north/south pedestrian circulation directly through the Site are available through the retained mall, as well as via the existing sidewalks on Don Mills Road and the proposed sidewalk and multi-use trail on the east side of the Site beside Fairview Mall Drive.

Overall, the Masterplan Concept establishes a foundational street network that can be evolved into a complete street and block pattern over time. To manage long-term change, the revised proposal employs a policy-based approach which is reflected in the revised OPA that accompanies the Revised Proposal. The OPA includes language to trigger study and assessment of a complete street and block network, amongst other matters, should the retained Mall be considered for redevelopment to introduce residential uses or high-density commercial uses.

Refer to the Site Plan on page A1.0, Lower Level Vehicle Circulation plan on page A3.0, Upper and Ground Level Circulation plan on page A4.0, and Pedestrian Circulation plan on page A5.0 in the accompanying Master Plan Addendum for further details.

**City Planning comment [Comment Matrix: 24 PLN]:** *Please provide a fulsome pedestrian circulation plan for the whole of the Masterplan Concept. In particular, Planning staff would like*

*to see the following pedestrian connection improvements: (1) from the existing TTC station to the mall; (2) from the existing TTC station to all the proposed towers, including the Phase 1 towers; and (3) for those individuals coming to the mall from off-site but not originating through the TTC station, such as residents from the south side of Sheppard Avenue East through Parkway Forest Drive.*

**USI Response:** Pedestrian connection and accessibility between the TTC station and the mall through the Phase 1 ZBA area has been enhanced in the Revised Proposal through improvements to the grade-related and above-grade pedestrian alignments discussed in section 5.2.1 Site Plan (Phase 1 ZBA) of this planning addendum. The overall Proposed Masterplan Concept, inclusive of Phase 1, envision the creation of new streets and development blocks that feature high-quality pedestrian facilities and a safe and pleasant public realm, as well as enhancements to the public realm and pedestrian facilities on existing public streets fronting the proposed redevelopment parcels.

Refer to the Lower Level Vehicle Circulation plan on page A3.0, Upper and Ground Level Circulation plan on page A4.0, Pedestrian Circulation plan on page A5.0, and Phase 1 Ground Floor plan on page A6.0 in the accompanying Master Plan Addendum for further details. Also see Landscape Architectural plan L-100, and Architectural Plan Floor Plan – Level 01 – Overall page A206 for further details.

**City Planning comment [Comment Matrix: 35 PLN]:** *Please explore the possibility of straightening Parkway Forest Drive at the north end to create a view from Sheppard Avenue East to the mall entrance and for the possible future expansion of the road through the mall to connect with Godstone Road in the north.*

**USI Response:** The Masterplan Concept and approach to Phase 1 development utilize the existing entrance to the retained Mall off of Parkway Forest Drive as the primary entrance to Phase 1. Straightening of Parkway Forest Drive through the Phase 1 development is not possible due to an existing contractual no-build zone on those lands which determines the extent of Phase 1. Straightening of Parkway Forest Drive is anticipated to occur should the retained Mall lands be considered for redevelopment in the long-term. To manage potential long-term change on the Site, the revised proposal employs a policy-based approach which is reflected in the revised OPA. The OPA includes the following language to trigger study and assessment of a complete street and block network, amongst other matters, should the retained Mall be considered for redevelopment to introduce residential uses or high-density commercial uses.

*In the event that lands within Block C identified on Schedule 1, in whole or in part, are considered for redevelopment to introduce residential uses or high-density commercial uses (including office), an amendment to this Secondary Plan shall be required. Supporting studies submitted shall address the following matters to the satisfaction of the City:*

1. The allocation of land use, heights and density;
2. The creation of a new public street network in a more urban pattern of streets and blocks;
3. Transportation and municipal infrastructure capacity;
4. Parks and open space; and
5. Community services and facilities

Refer to the draft OPA for further details.

## **7.2 Overall Masterplan Concept: Parkland Dedication and Public Realm**

**City Planning comment [Comment Matrix: 20 PLN]:** *Please identify all proposed public parkland dedications on the Masterplan Concept, including the area of each dedication and the proposed timing of conveyance to the City.*

**USI Response:** Refer to the Open Space Network Plan on page A2.0 in the accompanying Master Plan Addendum and revised overall Proposed Masterplan Concept statistics in Section 4.0 of this Planning Justification Rationale Addendum for further details.

**City Planning comment [Comment Matrix: 23 PLN]:** *Please provide rationale on location, size, and dimensions of proposed public parks for Masterplan Concept. Please incorporate an on-site parkland dedication for Phase 1 as Noted in the formal comments issued by Parks, Forestry and Recreation.*

**City Planning comment [Comment Matrix: unnumbered but follows 134 PFR]:** *In order to determine the parkland dedication requirement for the overall site and how it will be provided on-site in a phased manner, fulsome site statistics for all future phases are required. The revised site statistics should include: the footprint of the existing mall and parking structures to be retained, the residential and non-residential gross floor areas, number of residential units, and the area of the proposed public roads. Once the parkland dedication requirement for the overall site has been determined, further discussion will be required to determine the location and configuration of the parkland to be provided on-site. As a result, the parkland proposed for Phases 2-4 as shown on the Master Plan prepared by Urban Strategies Inc. (dated 04/12/22) will be modified. All parkland dedications must comply with Policy 3.2.3.8 of the Toronto Official Plan.*

**USI Response:** The proposed redevelopment of the Site includes a network of parks and open spaces that are intended to strengthen a sense of place on the Site and provide access to public parkland and other open spaces for the enjoyment of future residents, mall customers and staff, and the broader community. Three new public parks will be created in Phases 2-4 with each having frontage on a public street. Together they will comprise 7,830 square metres of provided parkland and represent 10.8% of total phase 1-4 developable area. The new parks will also be complimented by an additional 10,043 square metres of publicly-accessible private open space

(POPS) that comprise 14% of the total phase 1-4 developable area. In total, new parks and open spaces will comprise 24.7% of the total developable area in phases 1-4.

Due to the numerous site constraints in Phase 1, the parkland dedication is proposed to be met by establishing eligibility for the proposed privately-owned public open space to be recognized as parkland dedication under Bill 23, with any remaining obligation being met through cash-in-lieu. The most salient site constraints include significant grade changes across the Site, protecting pedestrian access to the mall entrance and vehicular functionality of the Upper Ring Road, maintaining the location of the connection to Parkway Forest Drive, TTC easements and the protection of bus movements through the centre of the Phase 1 Site, replacement of CF Fairview Mall surface parking below-grade, and a long-term 'no-build' legal agreement concerning the western portion of Phase 4 that defines the eastern edge of Phase 1.

Refer to the Open Space Network Plan on page A2.0 in the accompanying Master Plan Addendum, and the revised overall Proposed Masterplan Concept statistics in Section 4.0 of this Planning Justification Rationale Addendum for more details.

### **7.3 Overall Masterplan Concept: Long-term Redevelopment Framework**

**City Planning comment [Comment Matrix: 4 PLN]:** *As discussed at our on-site meeting on September 9, 2022, please provide a fulsome Masterplan Concept that includes a vision for the whole of the site including all parking structures and the existing mall. The Masterplan Concept is a long-term visionary document which will form the basis of the OPA and will guide the redevelopment of the whole of the site should existing no-build-zone leases expire or the existing mall cease operation. Planning staff want to ensure that any redevelopment proposed as part of a smaller phase on the site (such as the ZBA application for Phase 1) does not impede any redevelopment potential of the site should the mall and parking structures cease operation.*

**City Planning comment [Comment Matrix: 6 PLN]:** *Planning Staff suggest holding a series of working sessions with the applicant's consulting team and various City departments to discuss the development of a Masterplan Concept with each session focusing on specific themes.*

**City Planning comment [Comment Matrix: 87 PLN]:** *Prior to this formal application, the applicant met with City staff, including a workshop to discuss visions and master plan concepts. As a result of these discussions, City staff developed Fairview Mall Development Principles which were provided to the applicant. These included transportation principles such as planning for a network of internal public streets that is accessible for comfortable for all modes of movement, as a key structuring element for the site.*

**City Planning comment [Comment Matrix: 88 PLN]:** *The proposed master plan does not reflect these transportation development principles. Specifically, no cohesive street network has been identified to improve connectivity throughout the site, and no improvements or changes are presented regarding the parking decks. Provide a master plan that demonstrates the extension*

*and connection of public streets into the site, and how they are supported by additional streets and pedestrian connections through the mall area.*

**USI Response:** The Proposed Masterplan Concept is predicated on a vision for the Site that includes the long-term retention of CF Fairview Mall and transformation of its surrounding surface parking lots. The foundational street and block network established through the Masterplan Concept will support both new development as well as the unique needs and functional requirements of serving an active regional shopping destination. The proposed street and block network also establish an urban framework that can logically evolve over time, should additional change be contemplated on the Site.

A workshop with City Planning staff was held on May 15, 2023, to discuss the long-term redevelopment framework for the Site. While there is interest from the City to understand what complete redevelopment of the Site may look like, CF's development intentions are to retain the mall at the heart of the redevelopment over the long-term. The result of this engagement with staff led to the determination that a policy-based approach would be the most suitable tool to plan for and manage long-term change (such as future block, street and open space patterns for the site) should the retained mall ever redevelop. The proposed OPA has been refined to employ this policy-based approach, including language to trigger study and assessment of a complete street, block and open space network, amongst other matters, should the retained Mall be considered for redevelopment to introduce residential uses or high-density commercial uses. From a planning perspective, utilizing policy in this manner is an appropriate way to provide certainty that a process will be in place to comprehensively assess and manage future change.

Refer to the draft OPA for further details.

#### **7.4 Overall Masterplan Concept: Official Plan Amendment**

**City Planning comment [Comment matrix: 12 PLN]:** *The application proposes to increase the maximum permitted site density from 1.5 times the area of the lot to 2.5 times the area of the lot. However, the actual total density proposed for all four phases is 2.31 times the area of the lot. Please clarify/justify the additional density sought above the density being proposed in the application.*

**USI Response:** An updated Proposed Official Plan Amendment has been included in the Revised Submission. The revised Official Plan Amendment divides the Site into three blocks ("A" through "C") and provides block-specific densities, rather than a site-wide density. This approach 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. The proposed density of 5.4 FSI in Block A captures the proposed density of the Phase 1 redevelopment as well as the conceptual yield of Phase 4 as shown in the Masterplan Concept. The proposed density of 4.0 in Block B representing Phases 2 and 3 aligns with the conceptual yield of these phases as shown in the Masterplan Concept. Block C, the retained

Mall and TTC lands, permits a density of 1.0 FSI, which is slightly higher than the density of existing mall today (0.8 FSI). This enables retention of the existing mall while building in flexibility in the proposed OPA to the Secondary Plan to support potential additional non-residential gross floor area associated with the long-term operation of the mall, which may include minor changes or renovations to the commercial offering and the addition of smaller-scale resident-serving retail uses as part of the finer-grained redevelopment of the Site.

Refer to the revised OPA and the overall Proposed Masterplan Concept statistics in Section 4.0 of this Planning Justification Rationale Addendum for further details.

## **7.5 Phase 1 ZBA: Site Organization**

**City Planning comment [Comment Matrix: 18 PLN]:** *The Official Plan identifies that new development will locate main building entrances on prominent building facades so that they front onto a public street, park or open spaces, are clearly visible and directly accessible from a public street. In particular, towers R1 and C1, (on the ZBA plans), 8, 9, 10, 11 and 12 do not front onto public streets, parks or open spaces. This does not meet the Official Plan policies.*

**USI Response:** The Revised Proposal locates a residential entrance for Tower R1 on the east façade of the building with frontage on the proposed Parkway Forest Extension. This street is proposed to initially be private but will be unencumbered to permit potential future public dedication. This rental residential building will be owned by the Cadillac Fairview Corporation Limited and operated as part of the CF Fairview Mall property. Towers C1 and C2 share a podium and have frontage on Sheppard Avenue East and will take their residential address from this street. Their residential lobbies and access to the building parking, loading, and servicing are connected to Sheppard Avenue East by pedestrian sidewalks with vehicular access provided via the proposed private right-in-right-out driveway connecting to Sheppard Avenue East and serving the TTC Station pick-up/drop-off area. The Revised Proposal also locates a resident entrance with connection to the Tower C2 residential lobby on the east façade of the building with frontage on the proposed Parkway Forest Extension.

Please refer to the Phase 1 Ground Floor plan on page A6.0 in the accompanying Master Plan Addendum or Floor Plan – Level 01 – Overall on page A206 in the Phase 1 revised ZBA architectural plans for further details.

**City Planning comment [Comment Matrix: 55 PLN]:** *The private street adjacent to the TTC station, off Sheppard Avenue East, is unsafe and unnecessary. Further, this north-south street terminates at an underground ramp, severely limiting any clear north south connection to the existing mall. Please re-evaluate the need for this new private street.*

**City Planning comment [Comment Matrix: 60 PLN]:** *The Sheppard Avenue East experience has not been thoroughly considered with this redevelopment proposal. In particular, we note the following concerns].*

**City Planning comment [Comment Matrix: 61 PLN]:** *As mentioned, the private street cuts safe access to the TTC station.*

**City Planning comment [Comment Matrix: 66 PLN]:** *No clear pedestrian accesses from TTC station to Fairview Mall from Phase 1 development site.*

**City Planning comment [Comment Matrix: 74 PLN]:** *There is an opportunity to create a clear, direct connection from the public realm up to the Village Green*

**City Planning comment [Comment Matrix: 75 PLN]:** *This will require a re-design of the vehicular access and present site organization*

**USI Response:** The proposed right-in, right-out driveway located to the east of the TTC Station provides access to the off-street TTC pick-up/drop-off area serving the station. This driveway also provides vehicle access to Towers C1 and C2. This development block cannot be accessed from the Inner Ring Driveway or the Parkway Forest Drive Extension due to the provision of the dedicated TTC bus lane through the centre of the Phase 1 site and connecting to Sheppard Avenue East. Driveway access to the development block across the dedicated TTC right of way would impose an unacceptable impact on TTC bus operations.

Furthermore, as discussed in Section 5.2.1 Site Plan (Phase 1 ZBA) of this Planning Addendum, pedestrian movement north-south at-grade between Sheppard Avenue East and the TTC station to the retained Mall and the interior of Phase 1, including the southern residential entrance to Tower R1, will be enhanced through the enhanced pedestrian connection to the Village Green and the removal of the driveway connection to the Inner Ring Driveway. The former provides a direct grade-separated connection to the Mall. The latter permits the creation of two separate sequential marked crosswalks for the dedicated bus transit lane and the narrowed Inner Ring Driveway. This will improve crosswalk sightlines, particularly for the dedicated transit lane, and enhance pedestrian safety. Elimination of the driveway also leaves the area between the Towers C1/C2 condo buildings and the pedestrian stairs to the Village Green clear of vehicular traffic and therefore significantly safer for east-west pedestrian movement.

Refer to the Upper and Ground Level Circulation plan on page A4.0, Pedestrian Circulation plan on page A5.0, and Phase 1 Ground Floor plan on page A6.0 in the accompanying Master Plan Addendum, Landscape Architectural Plan L-100, and Floor Plan – Level 01 – Overall on page A206 of the Phase 1 revised ZBA architectural plans for further details.

## **7.6 Phase 1 ZBA: Parkland Dedication and Public Realm**

**City Planning comment [Comment Matrix: 21 PLN]:** *The public realm for Phase 1 needs to be revised and be integrated with the existing streetscape along Sheppard Avenue East. This*



*includes bringing activities from the Village Green and the mall down to Sheppard Avenue East. Please see comments from Urban Design below.*

**City Planning comment [Comment Matrix: 23 PLN]:** *Please provide rationale on location, size, and dimensions of proposed public parks for Masterplan Concept. Please incorporate an on-site parkland dedication for Phase 1 as Noted in the formal comments issued by Parks, Forestry and Recreation.*

**City Planning comment [Comment Matrix: 25 PLN]:** *Consider relocating the proposed Village Green to be located adjacent/closer to the Sheppard Avenue East frontage.*

**USI Response:** The Revised Proposal enhances the pedestrian experience of walking and using wheelchairs and other mobility devices between the TTC Station and Sheppard Avenue East and the southern entrance of the mall. The pedestrian staircase connection between the TTC Station and the Village Green has been redesigned to include a larger staircase, universally accessible ramp, and additional landscaping. The removal of the freestanding retail pavilion from the southern portion of the Village Green improves pedestrian wayfinding and creates more usable open space.

The pedestrian connection at grade leading north from the TTC Station and Sheppard Avenue East has been improved through the modification of the private driveway serving the TTC pick-up/drop-off area and the Towers C1 and C2 pick-up/drop-off/parking access forecourt, which no longer connects through to the Inner Ring Driveway. This eliminates an intersection and improves pedestrian safety and comfort in the dedicated bus transit lane and the Inner Ring Driveway. A landscaped staircase and universally accessible ramp continues to provide access to the Village Green from the Inner Ring Driveway.

The pedestrian experience along the Parkway Forest Drive extension between Sheppard Avenue East and the southern entrance of the mall has been enhanced through modifications to the ground-level building program of Tower C2 and Tower R1. This includes modifications to the ground level building program for Tower C2 that relocate a passive building use (a bicycle parking room) and replaces it with a new building entrance and an expansion of the resident Indoor Amenity area to the full length of the eastern façade of the podium at grade. Modifications to the ground level building program of Tower R1 has eliminated a blank wall facing the Parkway Forest Drive extension and introduced an expanded resident indoor Amenity Area and new lobby entrance.

The Revised Proposal removes the Towers C1 and C2 single-storey outdoor amenity building from the Original Proposal and creates a robust multi-layered landscaped edge along Sheppard Avenue East. This includes an approximately 4 metre landscaped median with trees between the sidewalk and a grade-related visitor bicycle parking area, and additional landscaping and tree planting within the 416 square metre Outdoor Amenity area located between Sheppard Avenue

East and the Towers C1 and C2 pick-up/drop-off forecourt. Due to the site constraints on Phase 1 discussed in Section 7.2 of this Planning Addendum in response to City Planning Comment 23, the Site constraints on Phase 1 limit the location of developable blocks as well as the delivery of public parkland. The proposed Village Green, a 2,245-square metre open space area within Phase 1, has been revised to also function as a landscaped pedestrian overpass connecting the TTC Station and Sheppard Avenue East to the south entrance of CF Fairview Mall.

Refer to the Open Space Network Plan on page A2.0 and the Upper, Ground Level Pedestrian Circulation Plan on page A5.0, and Phase 1 Ground Floor Plan on page A6.0 in the accompanying Master Plan Addendum for further details.

## **8.0 Conclusion**

In summary, it is our opinion that the 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.


From a built form perspective, modification to lower the height of two buildings in the Phase 1 ZBA further improves compatibility with the existing context of tall buildings in the immediate area while still enabling the Revised Proposal to create 1,323 new residential units adjacent to transit as part of the overall 4,500 new units proposed across the Site. Substantial revision to the grade-related building uses responds to City comments and presents a more visually permeable, porous, and public realm-engaging ground plane for building frontages on Parkway Forest Drive, Sheppard Avenue East, and the pedestrian connections between the TTC Station and Sheppard Avenue East to the interior of the Site and CF Fairview Mall.

Pedestrian circulation in Phase 1 between the TTC station and CF Fairview Mall has been enhanced with a more significant pedestrian stairway and universally accessible ramp just north of the TTC station and Sheppard Avenue East, which offers a grade-separated connection via the Village Green over the Inner Ring Driveway and dedicated TTC bus lane. Grade-related pedestrian circulation through Phase 1 from the TTC station to the Tower R1 rental building and CF Fairview Mall has also been improved through redesign of the western portion of the Inner Ring Driveway to eliminate an intersection and reduce the number of vehicle lanes at the pedestrian crosswalk.

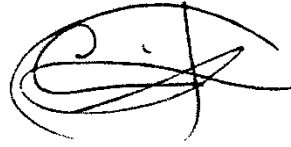
Updated draft Official Plan Amendment and Zoning By-law Amendment applications to implement the Revised Proposal have been included with this resubmission.

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  
MCIP, RPP, PMP  
Partner  
URBAN STRATEGIES INC.



Eric Turcotte  
RPP, FCIP, OAA, OAQ, MRAIC, LEED AP BD+C  
Partner  
URBAN STRATEGIES INC.



David Godin, M.Pl  
Associate Planner  
URBAN STRATEGIES INC.