



## STAFF REPORT ACTION REQUIRED

### Tippett Road Area Regeneration Study - Proposed Site and Area Specific Policy

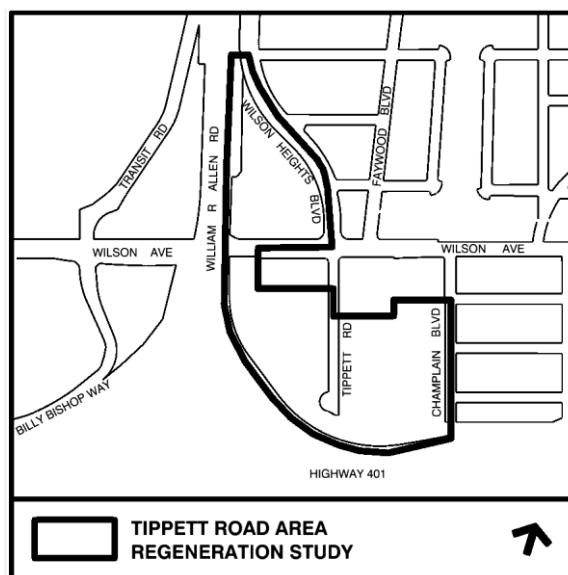
<b>Date:</b>	March 25, 2015
<b>To:</b>	Planning and Growth Management Committee
<b>From:</b>	Chief Planner and Executive Director, City Planning Division
<b>Wards:</b>	Ward 10 – York Centre
<b>Reference Number:</b>	P:\2015\Cluster B\PLN\PGMC\PG15055 (13 120982 NNY 10 TM)

### SUMMARY

This report presents the results of the Tippett Road Area Regeneration Study for lands located near the intersection of Tippett Road and Wilson Avenue in close proximity to the Wilson Subway Station. These lands were redesignated as *Regeneration Areas* and *Mixed Use Areas* by City Council through the adoption of Official Plan Amendment 231 (OPA 231). The Study was initiated to establish a comprehensive framework for redevelopment including a plan for streets, parks and open spaces, pedestrian connections, an appropriate mix of uses and built form typologies, and a multi-modal transportation strategy to support a vibrant mixed-use community.

The study area currently contains light industrial, commercial and employment uses, a small park, a place of worship, and surface parking lots serving the adjacent Wilson subway station along with the associated subway station entrances. Since initiating the study in 2013, staff held four community consultation meetings to seek community input into the study. This was in addition to meetings with landowners and the review of two active development applications within the study area.

The report proposes a draft Site and Area Specific Policy (SASP) for the study lands. The draft SASP attached to this report



proposes the following:

- The introduction of residential uses as part of the regeneration of the area
- A layout for new streets, parks and open spaces which contemplates the development of a more complete and , transit supportive community;
- New development blocks based on existing and new streets that facilitate the redevelopment of the lands with appropriate building types which frame, support and animate existing and proposed streets, parks and open spaces;
- A transportation strategy that promotes connectivity among all transportation modes and maximizes access to transit including the Wilson Subway Station, promotes cycling and walking, provides new streets and provides improvements to existing streets to ensure access, multi-modal capacity and safety for all users;
- Maintenance of the non-residential floor area requirements as set out in OPA 231 for lands on the north and south sides of Wilson Avenue to ensure an appropriate mix of uses;
- Introduction of appropriate residential permissions within building envelopes, and transitions in density and scale to the low rise neighbourhoods to the east and provides for height limits due to the proximity of Downsview Airport to the northwest;
- The creation and enhancement of Special Routes and Places including the Tippet Road Promenade, pedestrian and cycling connections and landscaping over the former Mud Creek watercourse, as well as along W. R. Allen Road and Highway 401 including the entrances to the Wilson Subway Station; and
- An implementation strategy that provides for the preparation of Urban Design Guidelines for future development and public realm improvements in the Study Area, the use of Holding (H) zones through Zoning By-law Amendment applications, where necessary, to ensure that transportation and servicing infrastructure is in place prior to development, and requirements for Section 37 contributions for the achievement of community benefits.

This report seeks City Council's concurrence on a community consultation process and further agency and division review to consider the draft Site and Area Specific Policy. Further discussion with landowners, including Build Toronto, and the applicants with active development applications at 9 Tippet Road and 30 Tippet Road on their respective development applications and any revisions necessary to address the results of the study are also recommended. The report also recommends that Staff report back to the Planning and Growth Management Committee for a statutory public hearing under the *Planning Act* for the Site and Area Specific Policy and other documents necessary to implement the findings of the Tippet Road Area Regeneration Study.

## **RECOMMENDATIONS**

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### **The City Planning Division recommends that:**

1. City Council direct City Planning staff to schedule a community consultation meeting together with the Ward Councillor to seek input on the draft Site and Area

Specific Policy for the Tippet Road Area attached as Attachment No. 8 to this report (March 25, 2015), from the Chief Planner and Executive Director, City Planning Division.

2. Notice for the community consultation meeting be determined in consultation with the Ward Councillor.
3. City Council direct City Planning staff to continue discussions with the applicants for the development applications at 9 Tippet Road and 30 Tippet Road on their respective development applications and any revisions necessary to achieve the results of the Tippet Road Area Regeneration Study.
4. City Council direct City Planning staff to circulate the draft Site and Area Specific Policy attached as Attachment No. 8 to this report (March 25, 2015), from the Chief Planner and Executive Director, City Planning Division, to appropriate City divisions and agencies for review and comment.
5. City Council direct City Planning staff report back to Planning and Growth Management Committee on the results of the consultation process and a final version of the Site and Area Specific Policy and any other implementing documents for consideration at a statutory public hearing under the *Planning Act*.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **BACKGROUND**

The Tippet Road Area Regeneration Study is one of seven *Regeneration Areas* studies that resulted from City Council's adoption of OPA 231 at the conclusion of the City's Municipal Comprehensive Review of Employment Lands (MCR). *Regeneration Areas* are areas of the City that present an opportunity to attract investment, re-use buildings and encourage new construction. These areas are key to the Official Plan's growth strategy and offer the opportunity to reintegrate underutilized areas of the City. Each *Regeneration Area* requires a tailor-made planning framework to help guide future growth that is informed by community consultation and a detailed planning study.

The Tippet Road Area Regeneration Study area is generally bounded by Wilson Heights Boulevard to the north and east, Highway 401 to the south, W. R. Allen Road to the west and Champlain Boulevard to the east (Attachment 1).

Staff initiated the study in 2013 and created a study website that contains background information and presentations from community consultation and working group meetings. The website can be found at the following link:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=d7a70621f3161410VgnVCM10000071d60f89RCRD>

## **Official Plan – Municipal Comprehensive Review**

The Study Area is predominantly developed with light industrial and commercial uses and large surface parking lots and is designated in the Official Plan for employment purposes.

The Official Plan was brought into force in June 2006 by the Ontario Municipal Board (OMB). Under Section 26 of the *Planning Act*, a municipality is required to review its Official Plan within five years of it coming into force. The City commenced an Official Plan Review in May, 2011 which included a comprehensive review of employment policies and lands designated *Employment Areas*.

The Municipal Comprehensive Review (MCR) examined the City's designated areas of employment and assessed how the Official Plan policies and designations were working. All municipal planning decisions are to implement the Provincial Policy Framework which via the Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe (Growth Plan) provide for municipalities to only permit the conversion of lands within employment areas for non-employment purposes if it is established through a comprehensive review that a series of criteria are met.

At its meeting on December 16-18, 2013, City Council adopted OPA 231, which amended Official Plan policies for economic health, employment lands and designations. At the same meeting, Council also considered 146 requests to convert employment lands to introduce additional uses beyond the permitted employment uses.

In addition to the decisions on conversion requests, Council redesignated seven areas across the city as *Regeneration Areas* including lands subject to this report. OPA 231 included a Site and Area Specific Policy No. 387 that applies to lands south of Wilson Avenue between the W. R. Allen Road and Champlain Boulevard and lands north of Wilson Avenue at 50 Wilson Heights Boulevard and is discussed in greater detail below (Attachment 2). The portion of 30 Tippet Road that is subject to site-specific Official Plan and Zoning By-law amendment applications was redesignated from *Employment Areas* to *Mixed Use Areas* (Attachment 3).

The decision document can be accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG28.2>

Official Plan Amendment 231 was approved by the Minister of Municipal Affairs and Housing in July 2014 and that decision was subsequently appealed to the Ontario Municipal Board (OMB). A pre-hearing on OPA 231 was held on March 12 and 13, 2015 to determine the parties and participants in the matter. A full hearing is anticipated to commence in late 2015. Until the OMB adjudicates the matter and brings the policies of OPA 231 into force, the existing policies and land use designations continue to apply to the Study Area.

## Official Plan

The lands within the Study Area are currently designated *Employment Areas*, *Mixed Use Areas* and *Parks and Open Space Areas* (Attachment 4).

Through OPA 231 (SASP 387) Council redesignated lands on the north side of Wilson Avenue and most of the lands on the south side of Wilson Avenue as *Regeneration Areas* except for the portion of 30 Tippet Road that is subject to development applications. The lands redesignated *Regeneration Areas* are shown on Attachment 2.

The portion of the land at 30 Tippet Road subject to development applications was redesignated as *Mixed Uses Areas* through OPA 231 (Attachment 3). Although not designated *Regeneration Areas*, the 30 Tippet Road lands are included in the study to ensure the development of a comprehensive planning framework for the larger area.

### **Regeneration Areas Policies**

The Official Plan contains a number of land use designations, which are the City's key implementation tool for achieving its growth management strategy. *Regeneration Areas* is a land use designation that provides for a broad mix of commercial, residential, light industrial, parks and open space, institutional, live/work and utility uses in an urban form to accommodate the increased job and population growth anticipated by the Official Plan. The *Regeneration Areas* designation is applied to areas with significant vacant lands and/or buildings in need of revitalization as a means of fostering growth and physical change.

The Official Plan provides that development within *Regeneration Areas* should not proceed prior to City Council's approval of an implementing Secondary Plan which will become the policy framework for reinvestment and new development. Site and Area Specific Policy 387, for the Tippet Road *Regeneration Areas*, requires that a framework for new development on the lands will be set out either in a Secondary Plan or a Site and Area Specific Policy to address the matters that are identified in Section 4.7.2 (*Regeneration Areas*) of the Official Plan and also include the following :

- Streets, pedestrian connections, blocks, densities and building heights;
- A requirement that 50 percent or greater of the gross floor area on lands in Parcel "A" (north side of Wilson Avenue) be used for non-residential purposes;
- A requirement that development in Parcel "B" (south side of Wilson Avenue) that includes residential units also increase the non-residential gross floor area in Parcel "B" ; and
- A land use buffer to appropriately separate residential and sensitive non-residential uses from Highway 401, the Highway 401/W. R. Allen Road expressway interchange and the W. R. Allen Road expressway, and the design of residential units and buildings containing sensitive non-residential uses to mitigate noise and vibration from the highways.

### ***Mixed Use Areas Policies***

A broad range of commercial, residential and institutional uses in single use or mixed-use buildings, as well as parks and open spaces and utilities are permitted within the *Mixed Use Areas* designation. The Official Plan recognizes that *Mixed Use Areas* achieve a number of planning objectives by combining a broad array of uses. The Plan notes that not all *Mixed Use Areas* will experience the same scale or intensity of development.

Section 4.5.2 of the Official Plan includes criteria for development in *Mixed Use Areas* to ensure, among other matters, that the location and massing for new buildings achieves transitions between areas of different development intensity and scale, adequately limits shadow impacts on adjacent *Neighbourhoods*, and frames the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. In addition, Section 2.2 refers to the increased integration of transportation and land use to avoid automobile trips for daily needs and increase non-automobile trips within the area.

### ***Parks and Open Space Policies***

*Parks and Open Space Areas* consist of the parks and open spaces, valleys, watercourses, ravines and other recreation and open space areas that comprise the *Green Space System* in Toronto and are essential elements of complete communities. Parks and open spaces are focal points in communities, providing opportunities for active and passive recreation, and places for events and festivals for residents and visitors. The Official Plan seeks to ensure that all parks are high quality providing a range of opportunities for passive and active recreation and cultural experiences, and provide comfortable and safe pedestrian conditions.

New development provides opportunities to expand and improve existing parks and create new parks and amenities, particularly in growth areas. Designing high quality parks promotes user comfort, safety, accessibility and year-round use and enhances the experience of "place". The policies of Section 3.2.3 of the Plan highlight the importance of protecting access to existing publicly accessible open spaces, as well as expanding the system of open spaces, developing open space linkages and promoting the use of private open spaces and recreation facilities, to supplement the City's parks, recreation facilities and amenities.

### ***Transportation Policies***

The transportation policies of the Official Plan recognize that achieving a more intense, mixed use pattern of development will increase both the opportunity and the need to plan for better pedestrian and cycling connections. Promoting land use development and urban forms that lead to fewer and shorter trips and improving access to public transit for all users that is competitive to using private vehicles provides the greatest range of transportation options. The emphasis is on using the available road space more efficiently to move people while reducing car dependency throughout the City.

Policy 2.4.1 deals with Travel Demand Management Measures (TDM) aimed at encouraging people to take fewer and shorter trips to reduce congestion, energy

consumption and pollution. Policy 2.4.3 recognizes that in targeted growth areas planning for new development will be undertaken in the context of reducing auto dependency. Policy 2.4.4 recognizes that sites in areas well served by transit, such as around subway stations and along major surface transit routes, consideration will be given to the establishment of minimum and maximum density and parking standards and redevelopment of surface commuter parking lots on City owned lands.

### ***Healthy Neighbourhoods Policies***

The Healthy Neighbourhoods policies of the Official Plan provide that development in *Mixed Use Areas and Regeneration Areas* that are adjacent or close to *Neighbourhoods* will:

- be compatible with the *Neighbourhood*;
- provide a gradual transition of scale and density;
- maintain adequate light and privacy for residents; and
- attenuate resulting traffic and parking impacts.

The Plan requires that intensification of land adjacent to neighbourhoods will be carefully controlled to protect these stable areas from negative impact.

The policies of Section 3.3 provide that new neighbourhoods should be planned in a comprehensive fashion and be viable as complete communities with a fine grain of interconnected streets and pedestrian routes that define development blocks, have community focal points, a mix of uses and a range of building types, and high quality parks, open spaces and community recreation facilities.

### ***Public Realm and Built Form Policies***

The public realm policies of Section 3.1.1 of the Official Plan recognize the essential role of our streets, open spaces, parks and other key shared public assets in creating a great City. These policies aim to ensure that a high level of quality is achieved in architecture, landscape architecture, and urban design in public works and private developments to ensure that the public realm is functional, beautiful, comfortable, safe and accessible.

The Official Plan recognizes that most of the City's future development will be infill and as such will need to fit in, respect and improve the character of the surrounding area. As a result, the built form policies of Section 3.1.2 seek to ensure that new development is located, organized and massed to fit harmoniously with the existing and/or planned context and will limit its impacts on neighbouring streets, parks, open spaces and properties. Among other things this harmony is achieved by: massing new buildings to frame adjacent streets in a way that respects the existing and/or planned street proportion; creating appropriate transitions in scale to neighbouring or existing planned buildings; providing for adequate light and privacy; and adequately limiting any resulting shadowing of, and uncomfortable wind conditions on, neighbouring streets and properties.

Due to the larger civic responsibility and obligations associated with tall buildings, the built form policies of Section 3.1 provide additional design direction to ensure that they fit into the existing and planned context and limit local impacts. The Plan states that although tall buildings are desirable in the right places they do not belong everywhere and are only one form of intensification. Policy 3.1.3.2 requires new tall building developments to address key urban design considerations set out in the Plan.

### ***New Neighbourhoods Policies***

The building new neighbourhood policies of Section 3.3 of the Official Plan provide that large areas planned for redevelopment as new neighbourhoods will need to develop as complete communities. The policies provide that new neighbourhoods be structured on a pattern of new and existing streets, parks and open spaces. New neighbourhoods will have parkland, community services, and a full range of housing opportunities including affordable housing. To be viable, new neighbourhoods will have community focal points, a fine grain of streets and pedestrian routes to promote walking, a mix of uses and a range of building types.

New neighbourhoods are to be fully integrated into their local context providing good access to transit, and adjacent streets and open spaces, with the scale of new buildings designed to be compatible with the area and with community services and parks designed to connect to the larger network.

### ***Housing Policies***

The housing policies of the Official Plan provide that a full range of housing in terms of form, tenure and affordability will be provided and maintained to meet the current and future needs of residents. The Official Plan identifies that large sites provide opportunities to achieve a housing mix, requiring a mix of housing types and establishing the provision of affordable housing as a priority. These policies, together with the new neighbourhoods policies, provide for the development of complete communities.

The Official Plan is available on the City's website at:

[http://www.toronto.ca/planning/official\\_plan/introduction.htm](http://www.toronto.ca/planning/official_plan/introduction.htm)

### **Downsview Secondary Plan**

The Downsview Area Secondary Plan identifies portions of the Study Area as part of the Wilson District including the portion of the lands at 30 Tippet Road south of Wilson Avenue subject to development applications that were redesignated to *Mixed Use Areas*, and 50 Wilson Heights Boulevard north of Wilson Avenue designated *Regeneration Areas* through OPA 231. These sites are designated *Employment Areas* in the Downsview Area Secondary Plan.

The Secondary Plan provides that District Plans be completed in advance of development, and establish detailed development principles and guidelines that address the unique circumstance of each District within the larger Secondary Plan area. Although 30 Tippet Road was not included in the *Regeneration Areas* designation through OPA 231, it is appropriate to include the lands in the Tippet Area Regeneration Study to



ensure that a comprehensive planning framework is in place to guide future development in this area consistent with the District Plan objectives of the Downsview Secondary Plan.

OPA 231 includes provisions that would amend the Downsview Area Secondary Plan to remove the Study Area lands from the Secondary Plan upon establishment of the development framework required by SASP 387. Approval and enactment of the final version of the attached draft SASP would meet this objective of OPA 231.

### **Additional Policy Considerations**

In addition to the land use policy framework reviewed above, additional policy considerations were reviewed as part of the Tippet Road Area Regeneration Study.

#### **Wilson Avenue Streetscape Study and Avenue Study**

In December 2003, the City conducted a streetscape study for Wilson Avenue to identify opportunities for revitalization along this street. The study examined the characteristics of Wilson Avenue and identified opportunities related to land use, transportation and urban design. The study determined that the existing width of the Wilson Avenue right-of-way is sufficient and should not be widened. The study also concluded that a 5 metre wide pedestrian zone should be provided at the curb edge providing opportunity for streetscape enhancements and pedestrian amenities including landscaping, lighting, transit shelters and benches.

The streetscape study informed Official Plan and Zoning By-law Amendments approved by Council in 2007 to implement the Wilson Avenue *Avenue* Study which permitted densities for mid-rise buildings as-of-right along the corridor from Bathurst Street to Keele Street. Although the Study Area lands are not subject to the Wilson Avenue Zoning By-law, the *Avenue* and Streetscape Studies informed the review of the recent developments at 525 and 545 Wilson Avenue and signal Council's intent to create a vibrant mixed-use pedestrian environment along Wilson Avenue.

#### **Downsview Airport - Height Limits**

The study area falls directly southeast of runway 15-33 at Downsview Airport, operated as a private airfield by Bombardier Aerospace (Attachment 1). There are a number of daily flights from the airport for testing newly assembled planes as well as shuttles for Bombardier's employees between Toronto and their headquarters in Montreal.

To ensure the continued viability of the runway at Downsview, building heights are limited in the area to provide sufficient air space for flight operations to ensure compliance with regulations and standards set by Transport Canada. An Airport Hazard Map forms part of former City of North York Zoning By-law 7625 and the new City-wide Zoning By-law 569-2013. The airport hazard map currently permits building heights no greater than 15.24 metres in the majority of the Study Area north and south of Wilson Avenue. However, taller buildings have been permitted through site specific Zoning By-law Amendment applications after review by Bombardier, including the two recent developments at Tippet Road and Wilson Avenue ('The Station' at 545 Wilson

Avenue and 'Gramercy Park' at 525 Wilson Avenue) on the south side of Wilson Avenue, adjacent to the Study Area. Any proposed increase in building heights within the Study Area above those permitted by the Hazard Map will be reviewed by Bombardier.

## **Tall Building Design Guidelines**

In May 2013, City Council adopted the updated city-wide Tall Building Design Guidelines and directed Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure that they fit within their context and minimize their local impacts. The City-wide Guidelines are available on the City's website at:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=80a70621f3161410VgnVCM10000071d60f89RCRD>

Policy 1 in Section 5.3.2 Implementation Plans and Strategies for City-Building of the Official Plan states that Guidelines will be adopted to advance the vision, objectives, and policies of the Plan. Urban Design Guidelines specifically are intended "to provide a more detailed framework for built form and public improvements in growth areas". The Tall Building Design Guidelines serve this policy intent, helping to implement Chapter 3.1 The Built Environment and other policies within the Plan related to the design and development of tall buildings in Toronto.

## **Performance Standards for Mid-rise Buildings**

Adopted by Council in July 2010, the *Avenues and Mid-rise Building Study* includes a set of performance standards to guide the design of mid-rise buildings in a manner appropriate to the *Avenues*. Guided by the objectives to create healthy, liveable and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods, the mid-rise performance standards generally apply to segments of the *Avenues* that are designated for reurbanization and targeted for growth such as *Mixed Use Areas* with some exceptions, including portions of *Avenues* within Secondary Plan areas.

The Study set out performance standards and recommendations for mid-rise on Avenues. The guidelines are also helpful to guide the review of midrise buildings not on Avenues. The mid-rise building guidelines are used in assessing mid-rise development proposals within the study area.

The *Avenues and Mid-rise Buildings Study* is available on the City's website at:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=7238036318061410VgnVCM10000071d60f89RCRD>

## **Townhouse Guidelines**

In January 2003, City Council approved the Urban Design Guidelines for Infill Townhouses. The guidelines are intended to serve as a framework for reviewing development applications for intensification and are to be used to evaluate the impact of new townhouse development with a focus on protecting streetscapes and seamlessly integrating new development with existing housing patterns. Urban design goals include

producing a high quality living environment for all residents, clarifying and enhancing the relationship between new housing development and public streets, maintaining an appropriate overall scale and pattern of development within its context, and minimizing shadow, blocked views and overlook onto existing residential buildings and open spaces.

The guidelines call for building setbacks from public roadways that are consistent with neighbouring properties and encourage overall building heights that reflect the prevailing heights of neighbouring buildings. The guidelines also establish a minimum separation requirement of 15 metres between townhouse blocks to ensure light, view and privacy for residents.

[http://www1.toronto.ca/city\\_of\\_toronto/city\\_planning/urban\\_design/files/pdf/townhouseguideline.pdf](http://www1.toronto.ca/city_of_toronto/city_planning/urban_design/files/pdf/townhouseguideline.pdf)

## **STUDY AREA CHARACTERISTICS AND EXISTING USES**

The irregularly shaped study area is located at Wilson Avenue and W. R. Allen Road. It is generally bounded by Wilson Heights Boulevard to the north and east, Highway 401 to the south, W. R. Allen Road to the west and Champlain Boulevard to the east. There are 12 properties in the study which has an overall area of approximately 12.6 hectares (Attachment 5).

The lands within the study area are relatively flat, although Wilson Avenue crosses beneath W. R. Allen Road resulting in grade changes at the street edge for properties along Wilson Avenue near the underpass. There is also a former creek known as Mud Creek that ran through the area. There is a small ditch remaining south of Wilson Avenue in the former location of Mud Creek.

Wilson Avenue, a major arterial road, extends east-west through the study area dividing it into two districts north and south of Wilson Avenue. The Wilson Subway Station is located on the north side of Wilson Avenue west of W. R. Allen Road outside of the Study Area. There are two subway station entrances within the Study Area on the east side of W. R. Allen Road, one on the north side the other on the south side of Wilson Avenue. There are pedestrian tunnels under W. R. Allen Road connecting these station entrances to the Wilson Subway Station west of W. R. Allen Road.

### **North of Wilson Avenue**

There is one property (50 Wilson Heights Boulevard) on the north side of Wilson Avenue, 3.2 hectares in size, owned wholly by Build Toronto. This is the largest property in the study area and is currently used as a TTC commuter parking lot in association with the Wilson Subway Station. An entrance to the subway station from the existing parking lot is located along the west side of the parking lot approximately 80.0 metres north of the Wilson Avenue sidewalk. Wilson Heights Boulevard, a minor arterial road, extends along the east boundary of the property and access to the parking lot is from Wilson Heights Boulevard. There is also a driveway from Wilson Heights Boulevard for buses to access the Wilson Subway Station.

### **South of Wilson Avenue**

There are 11 properties on the south side of Wilson Avenue. There are two north-south streets providing access into this area from Wilson Avenue; Tippet Road, a local road that aligns with Wilson Heights Boulevard to the north is the main access and is centrally located within this district. Champlain Boulevard, a local road extends along the east boundary of the Study Area and does not extend north of Wilson Avenue. Champlain Boulevard provides access to four lots within the Study Area on the west side of Champlain Boulevard, and is intersected by three local streets, Cadillac Avenue, Luverne Avenue and Touraine Avenue, on the east side that serve the neighbourhoods east of Champlain Boulevard.

### **Tippet Road – West Side**

There are 4 properties on the west side of Tippet Road, the largest of which is the property at 30 Tippet Road, 2.2 hectares in size, owned by Build Toronto. This property has small frontages on both Tippet Road and Wilson Avenue with most of the land situated along the western portion of the Study Area adjacent to W. R. Allen Road and the W. R. Allen Road-Highway 401 interchange. This property is currently used as a TTC commuter parking lot and an entrance to the subway station is located along the west edge of the parking lot approximately 40 metres south of the Wilson Avenue sidewalk. The north portion of 30 Tippet Road is the subject of Official Plan and Zoning By-law Amendment applications by Shiplake Developments proposing a mixed-use residential and commercial development (Files: 11 312374 NNY 10 OZ and 12 294187 NNY 10 OZ). More detailed information on the applications is provided later in this report.

To the south of this site are two properties at 4 and 6 Tippet Road developed with large floor plate, low rise warehouse form buildings currently used for light industrial, commercial and office uses. A four-storey office building is located at 2 Tippet Road.

### **Tippet Road – East Side**

There are 7 properties on the east side of Tippet Road; three have frontage on Tippet Road, and four have frontage on Champlain Boulevard. The property at 9 Tippet Road is currently developed with a large floor plate, warehouse form building used as a sales office for the newly constructed mixed-use building adjacent to the north at 525 Wilson Avenue ('Gramercy Park'). This site was zoned in 2006, together with 525 Wilson Avenue to permit a 5-storey office building. This site is the subject of an Official Plan and Zoning By-law Amendment application proposing a residential development (File: 11 255468 NNY 10 OZ) that has been appealed to the OMB. More detailed information on the application is provided later in this report.

The Toronto District School Board (TDSB) owns approximately 2.8 hectares of land in the Study Area; the Tippet Road Centre at 3 Tippet Road and the former playing field of Champlain Public School, located at 44 Champlain Boulevard. In 2010, a portion of the TDSB property at 44 Champlain Boulevard was severed and sold to a private school. TDSB retained the remaining portion of the property (the playfield) which abuts the TDSB's resource building 3 Tippet Road. The TDSB is currently pursuing other

locations for its Tippet Road warehouse facility; once a new location has been found, the Board's intention is to dispose of the playfield and warehouse portions of the property. There is a Place of Worship at the south end of the street at 1 Tippet Road with its rear yard adjacent to the W. R. Allen Road-Highway 401 interchange.

Properties fronting Champlain Boulevard are developed with large floor plate, low scale warehouse form buildings currently used for a variety of light industrial, office and commercial uses (18 and 20 Champlain Boulevard). To the south there is a private school at 44 Champlain Boulevard, which leases its school yard from the Toronto District School Board. Champlain Parkette, a 3,375 square metre neighbourhood park containing a gazebo, playground and recently constructed tennis courts, is situated at the south end of the street at 50 Champlain Boulevard.

### **Surrounding Uses**

There are three mixed-use developments on the south side of Wilson Avenue between the W. R. Allen Road and Champlain Boulevard outside of the Study Area. East of Tippet Road there is "Gramercy Park" at 525 Wilson Avenue a recently completed 12-storey mixed use building containing ground floor commercial uses and 512 dwelling units and Champlain Place at 495 Wilson Avenue a 5-storey Toronto Community Housing building containing a seniors residence, community services offices and apartments. West of Tippet Road, "The Station" at 545 Wilson Avenue is a 16-storey mixed use building with ground floor commercial uses and 388 dwelling units currently under construction (Attachment 5).

Other surrounding land uses include:

North: Low rise residential neighbourhoods of predominantly single-detached dwellings on the north and east sides of Wilson Heights Boulevard.

West: W. R. Allen Road and its interchange with Highway 401, which includes surface subway tracks and the Wilson Subway Station. There is a TTC commuter parking lot subject to a site Plan Control application for a commercial plaza (file no. 14 235303 NNY 09 SA) and large format retail stores on the south side of Wilson Avenue west of W. R. Allen Road. The Downsview Airport is on the north side of Wilson Avenue west of W. R. Allen Road.

South: W. R. Allen Road - Highway 401 interchange.

East: Low-rise residential neighbourhoods of single-detached dwellings east of Champlain Boulevard. There are also single and 2-storey mixed-use buildings along Wilson Avenue.

### **Zoning**

Most of the property at 50 Wilson Heights Boulevard on the north side of Wilson Avenue is zoned for residential use (R4 and RM4) with small portions zoned for commercial use (C1) along the west side of the property adjacent to W. R. Allen Road. Single detached

dwelling are permitted in the RM zone and a wide range of residential uses from single-detached dwellings to apartments are permitted in the RM4 zone (Attachment 6a).

Most of the lands on the south side of Wilson Avenue are zoned in industrial zone categories (M1, M2, MC(H)). Light industrial uses, office and limited commercial uses are permitted in this area. There is a holding zone on lands at 30 Tippet Road which limits the maximum gross floor area of retail and office uses. Champlain Parkette as well as a portion of the Place of Worship property at 1 Tippet Road is zoned for open space uses.

A site specific Zoning By-law for 9 Tippet Road was approved as part of the redevelopment of 525 Wilson Avenue and permits a 5 storey office building (By-law 478-2012 [OMB]) on this site.

Five properties at 1, 4 and 6 Tippet Road and 18 and 20 Champlain Boulevard are also subject to the City-wide Zoning By-law 569-2013 and are zoned Employment (E). Light industrial uses, office and limited commercial uses are permitted in this area (Attachment 6b)

## Development Applications

There are two active development applications in the study area at 9 Tippet Road and 30 Tippet Road (Attachment 5). They both propose Official Plan and Zoning By-law amendments. A summary of the development proposals is included in the table and described below.

Summary of Development Proposals for 9 Tippet Road and 30 Tippet Road				
	9 Tippet Road		30 Tippet Road	
	Initial Submission (Aug. 2011)	Revised Submission (April 2013)	Initial Submission (Nov. 2011)	Revised Submission (June 2014)
Site Area	9,190 m <sup>2</sup>	9,190 m <sup>2</sup>	11,540 m <sup>2</sup>	11,540 m <sup>2</sup>
Storeys (height in metres)	14 (40.7) & 11(31.3)	17 (47.8) & 11 (31)	13 (44) & 12 (41) 3 (11)	13 (40) & 8 (26)
Dwelling Units	443	498	276	330
Residential GFA*	37,790	42,946	23,297	27,943
Non-Residential GFA *			1,427 m <sup>2</sup>	930 m <sup>2</sup>
Total GFA*	37,790 m <sup>2</sup>	42,946 m <sup>2</sup>	24,644 m <sup>2</sup>	28,873 m <sup>2</sup>
Density**	4.11 x lot area	4.67 x lot area	2.1 x lot area	2.5 x lot area

\* Gross Floor Area

\*\* Total Gross Floor Area Divided by Lot Area

## 9 Tippet Road - Official Plan & Zoning By-law Amendment Application File: 11 255468 NNY 10 OZ

The lands at 9 Tippet Road were part of a larger site that includes the lands at 525 Wilson Avenue. A Zoning By-law Amendment application for the larger site was

approved by the OMB in 2006. At the time of approval the application proposed a phased development. The first phase included a 12-storey mixed-use building with 512 residential units and 730 m<sup>2</sup> of ground floor retail space on the north portion of the site at 525 Wilson Avenue. This building ('Gramercy Park') has been constructed and is occupied. The second phase proposed a 5-storey office building on the rear portion of the site at 9 Tippet Road with approximately 11,000 m<sup>2</sup> of office space and 240 m<sup>2</sup> of retail space. This phase was not completed.

An Official Plan and Zoning By-law Amendment application was submitted in 2011 for the site at 9 Tippet Road to permit a 14-storey residential building with 443 dwelling units rather than the 5-storey office building previously approved. The overall density of the residential development was 4.11 times the area of the site.

At its meeting on November 11, 2011, Planning and Growth Management Committee considered a Preliminary Report on the application and directed staff to consider the application in the context of the Municipal Comprehensive Review and conduct a community consultation meeting.

The Preliminary Report for the application is available on the City's website at:  
<http://www.toronto.ca/legdocs/mmis/2011/pg/bgrd/backgroundfile-41960.pdf>

The application has been revised since the initial submission. The height of the building was increased to 17 storeys and the number of dwelling units increased to 498 with an overall density of 4.67 times the area of the lot.

The applicant had appealed both the development application and Official Plan Amendment 231 to the Ontario Municipal Board.

At its meeting of February 10 and 11, 2015 City Council considered a confidential report on a settlement proposal by the applicant for the Official Plan and Zoning By-law Amendment application appeal. City Council directed that staff report to the April 13, 2015 meeting of Planning and Growth Management Committee on the Tippet Road Area Regeneration Study and the 9 Tippet Road development settlement offer for a decision of City Council at its May 5 and 6, 2015 meeting.

The public portion of the report is available on the City's website at:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.MM3.31>

### **30 Tippet Road - Official Plan & Zoning By-law Amendment Applications** **Files: 11 312374 NNY 10 OZ and 12 294187 NNY 10 OZ**

Official Plan and Zoning By-law Amendment applications were submitted by Shiplake Development for the northern portion of the lands at 30 Tippet Road that are owned by Build Toronto. The initial applications proposed a mixed-use development consisting of two apartment buildings of 12 and 13 storeys on the west portion of the site with a total of 276 dwelling units and 1,065 m<sup>2</sup> of ground floor commercial space, and 30 townhouse

units in 6 blocks on the east portion of the site. The overall density of the development was 2.1 times the area of the lot.

Preliminary reports on the applications were considered by Planning and Growth Management Committee at their meetings on February 16, 2012 for the Official Plan Amendment application and on February 28, 2013 for the Zoning By-law Amendment application. Planning and Growth Management Committee directed that staff hold a community consultation meeting and that the two applications be reviewed together. The Preliminary Report for the Official Plan Amendment application is available on the City's website at:

<http://www.toronto.ca/legdocs/mmis/2012/pg/bgrd/backgroundfile-44963.pdf>

The Preliminary Report for the Zoning By-law Amendment application is available on the City's website at:

<http://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-56261.pdf>

At its meeting on December 16, 17 and 18, 2013, City Council adopted OPA 231 and redesignated this site to *Mixed-Use Areas*.

The proposal has been revised since the initial submission. The revised proposal includes two mixed-use buildings: one on the west side of the site fronting Wilson Avenue; the other on the east side of the site along Tippet Road. The west building is 13 storeys high, and includes 209 dwelling units with live-work units along the Wilson Road face of the building. The east building is 8 storeys with 121 dwelling units, and 930 m<sup>2</sup> of ground floor commercial space. The overall density of the revised proposal has increased to 2.5 times the area of the lot.

## **Community Consultation**

In June 2013, City Planning held a community consultation meeting to introduce the Study to the community and seek input. As well, the applicants for the development applications at 9 Tippet Road and 30 Tippet Road presented their proposals to the community for information and feedback.

A working group consisting of residents, landowners and the Ward Councillor was also formed. In the Fall of 2013 two working group meetings were held to identify opportunities and constraints for new development, and to discuss ideas and explore options in relation to new streets and connections, parks and open spaces, built form and land uses within the Study Area. Through the community consultation process key principles to guide the development of a new community emerged.

Main issues identified by residents included the need for more parkland including the expansion of Champlain Parkette. Improved streetscapes and new pedestrian connections through the area were also identified as desirable. Residents were concerned about safety, longer pedestrian crossings at the Wilson Tippet intersection, and increasing vehicular demand from new developments. While walking and cycling connections between Tippet Road and Champlain Boulevard were viewed as desirable, residents



expressed concern for vehicular connections between Tippet Road and Champlain Boulevard citing traffic infiltration into the neighbourhoods east of Tippet Road and safety concerns as main issues.

On June 9, 2014 a further community consultation meeting was held to update the larger community on the study and seek further input on the key principles and emerging concept plans. Planning Staff prepared and presented two concept plans for discussion and comment, based on the key principles. The concept plans illustrated street and block patterns, park and open space locations and pedestrian connections. The concept plans are included as Attachments 7a and 7b.

Residents were supportive of the concept plans in relation to proposed new parks in the Study Area, and supported the expansion of Champlain Parkette as this would provide new recreation opportunities and much needed parkland in this community. In addition the introduction of new pedestrian and cycling connections from the neighbourhoods east of Champlain Boulevard to new parks, amenities and the Wilson Subway Station entrance were noted as positive aspects of the plans. Residents continued to have concern with the idea of a fully connected street between Tippet Road and Champlain Boulevard for vehicles, but were generally supportive of the proposal in the concept plans to terminate new streets between Champlain Boulevard and Tippet Road in cul-de-sacs with public open space between providing connections for cyclists and pedestrians.

Additional information on the Tippet Road Area Regeneration Study is available on the City's website at:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=d7a70621f3161410VgnVCM10000071d60f89RCRD&vgnextchannel=490452cc66061410VgnVCM10000071d60f89RCRD>

## **COMMENTS**

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

The key objectives of the PPS include: building strong communities; wise use and management of resources; and protecting public health and safety. The Provincial Policy Statement requires that the Official Plan is to direct development to suitable areas. The Provincial Policy Statement (PPS) contains policies related to managing and directing development. It requires that sufficient land be made available for intensification and redevelopment, that planning authorities identify and promote opportunities for intensification and redevelopment where this can be accommodated in built up areas. The PPS also requires the provision of a mix and range of housing types and to address affordable housing needs.

Within this framework, the PPS recognizes that the Official Plan is the most important vehicle for implementing PPS requirements and that comprehensive, integrated and long term planning is best achieved through municipal official plans. The draft Site and Area Specific Policy (SASP) complies with the City's Official Plan and with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. The draft Site and Area Specific Policy (SASP) complies with the City's Official Plan and is consistent with the Growth Plan for the Greater Golden Horseshoe.

## **Tippett Road Area Regeneration Study - Overview**

The Tippett Road Area Regeneration Study was undertaken to develop a comprehensive planning framework to guide the redevelopment of the 12.6 hectares redesignated as *Regeneration Areas* and *Mixed Use Areas* through the adoption of OPA 231. Site and Area Specific Policy 387 introduced a framework to guide the Study. The Study process included a community consultation process, discussions with landowners and a review and assessment of the surrounding land uses and policy framework. The result is a comprehensive policy framework to guide the redevelopment of the Study Area as a complete community with a fine grain network of streets, parks and opens spaces, and appropriate built form and uses.

## **Guiding Principles**

Through the study community consultation process key principles emerged as priorities to guide redevelopment. These principles include:

- Create a fine grain of new streets and blocks;
- Provide new parks and expand existing parks;
- Create safer and sustainable transportation options for all users with new pedestrian/cycling connections and amenities;
- Create special routes and places within the public realm;
- Provide high quality, appropriate built form with a transition in scale;
- Provide for a mix of uses that will provide for the introduction of residential balanced with the retention and replacement on non-residential uses;
- Provide active ground floors uses in buildings
- Provide for a range of housing opportunities; and
- Provide for on-site and improved community facilities.

These principles along with the policies of the Official Plan and City built form guidelines form the basis of the recommended street and block structure, open space strategy, built form directions and implementation framework included in the Site and Area Specific Policy included as Attachment 8, and further detailed below.

## **Demonstration Plan**

Staff have also prepared a Demonstration Plan to illustrate how new streets and development blocks, parks and open spaces, pedestrian connections and special routes

and places could be achieved through redevelopment to create a complete community in this area. The Demonstration Plan is included as Attachment 9 and the main elements are described in the Street and Block Structure and Parks and Open Space discussions below:

### **Streets and Blocks Structure**

The prevailing pattern of development within the Study Area today consists of large properties, surrounded by major roadways and a limited local road network. The large Build Toronto property on the north side of Wilson Road is bounded all on sides by major roads; W. R. Allen Road to the west, Wilson Height Boulevard to the north and east, and Wilson Avenue to the south and there are no local streets within the larger parcel which has access from Wilson Heights Boulevard.

On the south side of Wilson Avenue, the Study Area is bounded on three sides by major roads; W. R. Allen Road to the west, Highway 401 to the south, and Wilson Road to the north. There are two north-south local streets that extend south of Wilson Avenue into this area, Tippet Road is centrally located within the area and Champlain Boulevard along the east side of the Study Area. There are no east-west streets within the study area south of Wilson Avenue. Three local streets, Cadillac Avenue, Luverne Avenue, and Touraine Avenue connect to Champlain Boulevard on the east side making Champlain Boulevard both a local neighbourhood street and a street giving access and address to part of the Study Area.

New streets are proposed to provide access and address for smaller development blocks on the large properties within the study area on lands both north and south of Wilson Avenue and these are illustrated on the Demonstration Plan in Attachment 9.

The new streets will define development blocks of an appropriate size and dimension for building types anticipated with redevelopment, and as frontage for new parks and open spaces. They will also provide essential pedestrian and cycling connections to neighbourhood amenities such as the Wilson Subway Station, and transit stops on Wilson Avenue and Wilson Heights Boulevard, parks and open spaces, and retail and commercial uses along the main streets. New streets and connections will fully integrate this new neighbourhood with the existing neighbourhoods east of Champlain Boulevard and Wilson Heights Boulevard while limiting vehicular impacts to the neighbourhoods east of the Study Area.

### **North of Wilson Avenue**

North of Wilson Avenue on the property owned by Build Toronto, the draft SASP provides for a new public street network in this area that aligns with Goodwill Avenue and Ansford Avenue east of Wilson Heights Boulevard. Extending these streets into the new neighbourhood will provide direct access to the Wilson Subway Station entrance as well as providing access and address for smaller development blocks, and street frontage for a new park. A landscaped pathway along W. R. Allen Road is also proposed to enhance linkages to the subway from Wilson Heights Boulevard and Wilson Avenue.

During the community consultation process, discussion focussed on the lands on the south side of Wilson Avenue. The proposed policies and illustrations for the lands on the north side of Wilson Avenue will be subject to further consultation with Build Toronto and the community. The final determination of the layout of the new streets and smaller development parcels will be determined through the review of a development application for this larger parcel.

### **South of Wilson Avenue**

Property ownership is fragmented south of Wilson Avenue with a number of separate properties on the east and west sides of Tippet Road. As a result, a coordinated approach to street locations across property boundaries is required. A street and block structure was designed to allow for appropriate orderly development in this area which improves the pedestrian and bicycle connections from the existing neighbourhood east of Champlain Boulevard to the Wilson Subway Station while limiting impacts of redevelopment to this neighbourhood.

### **Tippet Road – West Side**

Tippet Road is envisioned as the primary street for the new neighbourhood south of Wilson Avenue with an enhanced public realm to create a special public place that includes a landscaped promenade. This high quality, animated streetscape is to be implemented through development of the lands fronting Tippet Road.

The remaining lands west of Tippet Road form an irregular shaped parcel with a combined area of approximately 4.3 hectares. The draft SASP proposes a new public street extending west from Tippet Road to provide direct access to the south entrance to the existing Wilson Subway Station as well as access and address to new development blocks in this area. The new public street would also provide frontage to a new public park located in the centre of the large block west of Tippet Road. Additional access points and circulation through the blocks would be provided by private streets or mews designed as extensions of the public realm providing connections between blocks and to important amenities such as parks, transit and the Tippet Road Promenade.

### **Tippet Road – East Side**

The lands east of Tippet Road are more regularly shaped and properties currently have frontage on either Tippet Road or Champlain Boulevard. The creation of a street network is desirable to increase the connectivity through this area and provide frontage for new development blocks, new parks and an expanded Champlain Parkette.

Through the community consultation process options for new streets east of Tippet Road were explored including creating a new east-west street connecting Tippet Road and Champlain Boulevard. Residents were not supportive of this idea. Residents noted concerns with the capacity of Champlain Boulevard to accommodate additional traffic and identified potential safety issues at intersections with local streets. Residents were also concerned about the potential for traffic infiltration through the neighbourhoods to the east of Champlain Boulevard, and safety concerns for pedestrians in these neighbourhoods.

To address these concerns, rather than a fully connected street extending between Tippet Road and Champlain Boulevard, staff propose that two smaller streets be created that do not connect; one extending east from Tippet Road, the other west from Champlain Boulevard, each terminating in a cul-de-sac with public open space separating the two cul-de-sacs. The new streets would provide frontage to an expanded Champlain Parkette, and provide a connection for cyclists and pedestrians through the area, ensuring access to the new park for neighbourhoods to the east and west, and to other amenities such as the Wilson Subway Station and the Tippet Road Promenade.

### **Pedestrian Connections**

The Ministry of Transportation requires a 14 metre setback from W. R. Allen Road and Highway 401. The draft SASP proposes a new multi-use landscaped pathway within the setback area north and south of Wilson Avenue to provide an additional connection between development blocks at the southern end of the Study Area, the south entrance to the Wilson Subway Station and the Wilson Avenue sidewalk and existing Champlain Parkette. East of Tippet Road, mid-block pedestrian and cycling connections are proposed to provide connectivity through the blocks as redevelopment occurs to ensure open spaces and public rights-of-ways are integrated into a network of public places.

### **Implementation**

The draft SASP provides for implementation of new public streets through the conveyance of lands secured through the development process. Where achievement of the full street is not possible at initial development, new streets would straddle existing property lines and interim arrangements to facilitate access would be put in place until the full public right-of-way is achieved and implemented over time. Where private streets are appropriate, the draft SASP provides that they be designed to look and feel like public streets with fully accessible walkways, street trees, landscaping and lighting. Public access over private streets and mid-block connections and pathways would be secured through the development approvals process.

The proposed fine grain network of new and existing public streets, new private streets and connections define development blocks of an appropriate size for development with a mix of uses in a range of built form types - from townhouse to tall buildings. The pedestrian and bicycle network invites people into and through the blocks linking the area and the neighbourhoods to the east of the Study Area to the Wilson Subway Station entrances. The street and block structure combines with the proposed public parks and publicly accessible open spaces to create a public realm framework that supports the creation of a new mixed use neighbourhood envisioned in the guiding principles and provided for by the proposed SASP.

### **Parks and Open Space**

The change from employment to mixed-use development with a focus on residential intensification presents a challenge in the Study Area which has limited parkland and an impoverished public realm. The existing disconnected street system also limits access to Champlain Parkette. The guiding principles that focus on parks were articulated through

the community consultation process. It identified the need for a new central park north of Wilson Avenue, a new centrally located park west of Tippet Road and south of Wilson Avenue along with new parks and open spaces and an expanded Champlain Parkette east of Tippet Road and south of Wilson Avenue. New and expanded parks were seen as extremely important for residents in the existing neighbourhoods east of the Study Area that currently have very limited parkland or recreational facilities, as well as for future residents, workers and visitors in the area.

The dedication of land for public parks will be a priority for redeveloping these lands for residential purposes and will be secured through redevelopment of the area on a site-by-site basis in accordance with Section 42 of the *Planning Act* and Official Plan policies. To create a robust public realm consisting of streets, parks and open spaces large enough to serve the new community and connect with the existing neighbourhoods, a parks and open space framework is proposed by the draft SASP.

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces is maintained, enhanced and expanded. Map 8B of the Toronto Official Plan illustrates local parkland provisions across the City. The Study Area lands are in an area with 0 to 0.42 hectares of local parkland per 1,000 people: the lowest quintile of current provision of parkland. The Study Area lands are in a parkland acquisition priority area and are subject to the alternative parkland dedication rate, as per the City Wide Parkland Dedication By-law 1020-2010.

Non-residential development and the non-residential component of mixed-use development will be subject a parkland dedication of 2 percent applied to the non-residential component of the land area net any conveyances for public street purposes. Residential development and the residential component of mixed-use development will be subject to a parkland dedication of 0.4 hectares per 300 residential units as follows:

- For sites less than 1 hectare in size, the parkland dedication will not exceed 10 per cent of the development site, net of any conveyances for public street purposes;
- For sites 1 hectare to 5 hectares in size, the parkland dedication will not exceed 15 percent of the development site, net of any conveyances for public street purposes;
- For sites greater than 5 hectares in size, the parkland dedication will not exceed 20 percent of the development site, net of any conveyances for public street purposes.

In no case will the required parkland dedication, cash-in-lieu, or combination of these be less than 5 percent of the development site or the value of the development site, net any conveyances for public street purposes.

The draft SASP also provides for the opportunity that parkland dedication be required on a site by site basis and may be consolidated by combining parkland conveyances located on individual development parcels, and by providing parkland conveyances abutting existing parkland. Centrally located consolidated public parks and smaller parks secured through site specific conveyance with development applications, interconnected by a

network of both privately owned and public green spaces, will provide for a range of experiences, amenities and neighbourhood-oriented recreation and cultural opportunities.

### **Parks and Open Space North of Wilson Avenue**

The Demonstration Plan for the lands north of Wilson Avenue illustrates a large central park partially defined by the new public streets in this area providing connections to the neighbourhoods east of Wilson Heights Boulevard (Attachment 9). As this is a large site, in addition to a larger central park, smaller parks and open spaces could be accommodated. Of particular importance is a small Privately Owned Publicly-Accessible Spaces (POPS) at the corner of Wilson Avenue and Wilson Heights Boulevard to define the entrance into this area. A landscaped multi-use trail along a 14 metre setback from W. R. Allen Road is also proposed to connect the Wilson Avenue sidewalk with Wilson Heights Boulevard at the north end of the site. The specific size, location and functions of future parks and open spaces as well as the street locations on this site will be determined through a development application review process for these lands including community input.

### **Parks and Open Space South of Wilson Avenue**

#### West of Tippet Road

With the larger development blocks west of Tippet Road, a central park is proposed to be created through a combination of land dedicated through the development approval process and strategically placed (POPS). The consolidated park and open space will have generous frontage on public streets, and will be framed by appropriately scaled development and active ground floor uses creating a functional, inhabitable and programmable community park that will be a focal point for the neighbourhood. Development will be massed to ensure adequate access to sunlight to ensure its comfortable use. A landscaped multi-use trail within a 14 metre setback from W. R. Allen Road is also proposed to connect the Wilson Avenue sidewalk with the south end of Tippet Road.

#### East of Tippet Road

East of Tippet Road, the draft SASP provides that smaller parks be conveyed on sites when new development is proposed to ensure that new parks are achieved in the early phases of redevelopment within the Study Area. These smaller parks will be located along existing or planned streets and will be located within the network of midblock pedestrian walkways, cycling routes, and public right-of-ways to promote their prominence, visibility and access. On lands adjacent to the 0.34 hectare Champlain Parkette, on-site parkland dedication will be required, through redevelopment to expand and improve this existing public park. Parks will be designed to be high quality and sustainable with useable green spaces that provide park users with a range of amenities and experiences and enhance a sense of "place" in the community. The design of these parks and other public spaces would be articulated in Urban Design Guidelines.

### **Other Important Public Routes and Places**

Through the community consultation process additional open space opportunities and areas of special character within the study area were identified. Residents identified the need for public gathering places, mid-block connections for pedestrians and cyclists, and areas with landscaping for cafes, and patios along streets, and walking promenades. These types of open spaces promote community life, helping to create a complete community, and would provide additional function and amenity beyond public parks as well as contributing to an emerging character and identity for this new neighbourhood.

#### Tippett Road Promenade

Tippett Road is envisioned as the primary street for the new neighbourhood south of Wilson Avenue connecting the W. R. Allen Road Pathway at the south end with an enhanced public realm including a landscaped promenade. Existing employment use buildings on Tippett Road are set back 8 to 10 metres and the draft SASP proposes that new development have a generous setback to create a widened landscape and pedestrian zone along Tippett Road. This area would provide opportunity for spill out activities in association with retail and commercial uses creating a lively streetscape and linear public gathering space. The Tippett Road Promenade would include a widened sidewalk and street trees, with a generous setback planted with trees and other landscaping, and designed with amenities which could include public art, cafes and seating areas.

#### The W. R. Allen Road Pathway

The W. R. Allen Road Pathway is envisioned as an active multi-use pathway within a fully landscaped buffer located within the 14 metre Ministry of Transportation setback from W. R. Allen Road and Highway 401, north and south of Wilson Avenue. This publicly accessible open space would serve as a landscaped pedestrian and cycling path to connect the Wilson Avenue sidewalks with the Wilson Subway Station entrances and the rest of the Study Area and existing neighbourhoods to the east. The landscaped setback could extend along the entire boundary of the Study Area linking the Wilson Avenue sidewalk to Champlain Parkette on the south side of Wilson Avenue and linking Wilson Avenue with Wilson Heights Boulevard on the lands north of Wilson Avenue. The W. R. Allen Road Pathway will contribute to the active recreation network fostering community building through casual social interaction, walking, running and cycling.

The draft SASP provides that buildings will be further set back from this pathway with buildings facing onto it providing activity and overlook. Mitigation of highway impacts may include separation distances, acoustic walls, landscape berms or a combination of mitigation measures. Design of noise attenuation features including acoustic walls will be integrated with the landscape design of the W. R. Allen Road Pathway.

#### The Mud Creek Pathway

Mud Creek Pathway is envisioned as a quiet, intimately-scaled meandering midblock pedestrian and cycling connection extending between development blocks east of Tippett Road from Wilson Avenue to Champlain Parkette. The pathway would provide a publicly accessible route with a paved walkway, benches and furnishings, lighting and a naturalized landscaped setting that recalls the former Mud Creek which ran generally in a north-south direction through the lands. Remnants of the former waterway remain in this



area and the Mud Creek Pathway provides opportunity for renaturalization and a contribution to environmental sustainability.

#### Wilson Subway Station Entrances

The north entrance to Wilson Subway Station is currently oriented to a surface parking lot approximately 80 metres north of the existing Wilson Avenue sidewalk. The draft SASP provides that new development in this area should improve accessibility, amenity and public awareness of the entrance location for existing residents to the east of Wilson Heights Boulevard and future workers and residents within the site area. Direct access to the subway entrance will be provided by new public streets that extend Goodwill Avenue and Ansford Avenue on the east side of Wilson Heights Boulevard into the site directly adjacent to the existing subway entrance. As well the proposed W. R. Allen Road Pathway will link to the subway entrance from the Wilson Avenue and Wilson Heights Boulevard sidewalks. New development will provide appropriately located buildings with entrances and ground floor uses to promote safe access and increased use of the subway.

The south entrance to Wilson Subway Station is also oriented to a surface parking lot on 30 Tippet Road approximately 45 metres south of the existing Wilson Avenue sidewalk. It has limited pedestrian connection to Wilson Avenue, Tippet Road and no connection for pedestrians in the neighbourhoods south of Wilson Avenue other than from the Wilson Avenue sidewalk. The draft SASP provides that new development in this area should improve accessibility, amenity and public awareness of the entrance location. Direct connections to the subway entrance through new and existing streets and open spaces with pedestrian walkways and cycling infrastructure are provided for in the SASP. New development will provide appropriately located buildings with entrances and ground floor uses to promote safe access to the Wilson Subway Station from the residential areas and neighbourhoods to the east of Champlain Boulevard and increase use of the subway.

#### **Land Use**

The redesignation of the Study Area lands, currently comprised of employment uses, will introduce new residential uses into the area. It is important that the policy framework provide for an appropriate range and mix of uses to ensure that a complete community is achieved.

SASP 387, as adopted, requires that the lands north of Wilson Avenue be developed with a minimum of 50 percent of the new floor area to be used for non-residential purposes. On lands south of Wilson Avenue, SASP 387 requires that redevelopment increase the existing non-residential gross floor area (Attachment 2). The draft SASP maintains the non-residential floor area requirements as adopted by Council through OPA 231.

The applicants for the two development applications and Build Toronto have expressed concern with the non-residential floor area requirements of SASP 387. They have indicated that the height limits required due to the proximity of the Downsview Airport makes the full replacement and growth of non-residential floor area difficult while providing for new residential uses in the Study Area both north and south of Wilson Avenue. For the lands south of Wilson Avenue, they have advised that the large amount

of existing non-residential floor area mostly in warehouse form along with the built form requirements for residential buildings including the height limits required by the airport present additional challenges to achieving the SASP 387 non-residential floor area targets in this area.

Planning staff recognize that further review and assessment of the non-residential floor area requirements is required prior to finalizing the SASP including consultation with landowners.

The introduction of residential land uses should not present compatibility issues with existing non-residential land uses in the Study Area. Planning Staff recommend that further review be undertaken to determine if changes are needed to the underlying zoning by-law to ensure land use compatibility as the Study Area transitions from industrial and employment uses to a mixed-use neighbourhood with residential uses.

The Study Area is situated adjacent to two major transportation corridors, the W. R. Allen Road along the west side and the Highway 401- W. R. Allen Road interchange along the south side. To ensure that uses are adequately set back from these corridors, the Ministry of Transportation requires that no development be situated within a 14 metre zone adjacent to these rights-of-ways. The draft SASP includes a requirement for a 14 metre setback for all new development along the south and west boundaries adjacent to W. R. Allen Road and Highway 401 in keeping with Ministry of Transportation requirements. As well, acoustic reports will be required in association with development applications to ensure that appropriate mitigation measures are put in place with new development.

## **Built Form**

The scale of development and building types considered for the Study Area were influenced by the goal of creating a vibrant mixed use area and a number of contextual issues related to required setbacks from W. R. Allen Road and Highway 401, height limits in association with the Downsview Airport, and the need to transition down in scale to the low rise neighbourhoods east of Champlain Boulevard and Wilson Heights Boulevard. Throughout the community consultation process, the importance of ensuring appropriate building types that accommodate a range of uses while enhancing and contributing to the public realm was highlighted.

## **Building Typology**

The draft SASP organizes built form by building type using existing relevant City of Toronto Urban Design Guidelines. These guidelines have been used throughout the City and provide clear direction on the location, organization and massing of buildings to achieve the built form goals of the Official Plan.

The Tippet Road Area Regeneration Study development framework generally places lower scale buildings adjacent to lands designated *Neighbourhoods* east of Champlain Boulevard and Wilson Heights Boulevard and taller and more intensive forms of

development along Wilson Avenue and on lands with good access to the subway and along the highways.

The draft SASP provides that new development on existing lots abutting Champlain Boulevard would be low scale, grade related multi-unit buildings or townhouses which would be compatible in scale with the adjacent low rise neighbourhoods. Lower scaled development is located on the northern portion of the lands north of Wilson Avenue where height is restricted by the airport runway and proximity to the neighbourhoods east of Wilson Heights Boulevard

On the rest of the lands, the development framework generally provides for mid-rise buildings throughout the Study Area with provisions for more intensive built form along Wilson Avenue, near the Wilson Subway Station entrances, and on parcels with the best subway access. A continuous midrise building form with the potential for taller buildings are also provided for adjacent to Highway 401 and W. R. Allen Road to mitigate potential noise impact from the adjacent transportation infrastructure to the Study Area streets, parks and open spaces and allow appropriate levels of sunlight to the central park location. These taller buildings are proposed furthest from the lands designated *Neighbourhoods* to ensure that there is a transition down in scale to properties east of Wilson Heights Boulevard and Champlain Boulevard. Townhouses and other low rise building types should be grade-related and have appropriate landscaped setbacks from adjacent public streets.

The draft SASP requires development to adhere to the applicable City of Toronto built form guidelines which set out how buildings can be designed and built to define and support public streets, provide transition in scale and spacing between buildings, and ensure adequate sunlight and skyview to streets and parks.

### **Building Height and Density**

Through the study consultation process, alternative layouts of streets, development blocks and building types were explored. Appropriate built form typologies and resulting heights and densities were then tested and assessed by City staff using the Tall Building, Mid-Rise Building and Townhouse Guidelines. These assessments were informed by existing Official Plan policies and Built Form Guidelines. Height limits in association with Downsview Airport were also included in the assessment. In general, building heights derived through this assessment include:

#### Height

- Townhouses – up to 12 metres;
- Multi-unit grade related apartment heights (including stacked townhouses) - up to 14 metres;
- Midrise buildings heights up to adjacent right-of-way width on Wilson Avenue;
- Wilson Heights Boulevard, and along W. R. Allen Road – up to approximately 36.0 metres (approximately 11 storeys);
- Midrise building heights on other local streets including Tippet Road - 4 to 6 storeys;

- Tall building base building heights on Wilson Avenue, Wilson Heights Boulevard and along W. R. Allen Road – up to 23 metres (approximately 7 storeys);
- Tall building base building heights on all other existing and new streets – up to 80% of the adjacent right-of-way width; and
- All heights that exceed Airport Hazard Map requirements will be reviewed by Bombardier Aerospace.

### Density

Through the consultation process built form typologies and appropriate levels of intensification were explored to ensure that new development is supported by appropriate transportation and servicing infrastructure, sufficient parks, open spaces and connections and other community facilities and amenities essential for complete communities.

Staff considered density for new development within the Study Area in relation to context, appropriate built form and heights. The density of existing developments along Wilson Avenue, adjacent to the Study Area as well as the density proposed by the active development applications were considered through this assessment. Potential levels of intensification on other sites within the Study Area were also explored to assess the implications of incremental redevelopment of the study area at similar scale and intensity.

There are two recently approved and constructed mixed-use developments along the south side of Wilson Avenue adjacent to the Study Area and both include taller buildings. West of Tippet Road, at 545 Wilson Avenue, the 'Station' currently under construction, is a 16-storey mixed-use building with 388 dwelling units and 343 m<sup>2</sup> of commercial floor space. This development has a density of 4.36 times the area of the lot. East of Tippet Road there is the recently completed 12-storey mixed-use building at 525 Wilson Avenue (Gramercy) that has 512 dwelling units and 730 m<sup>2</sup> of retail floor area and has a density of 3.86 times the area of the lot. There is one midrise office building within the Study Area located at 2 Tippet Road near the south end of the street. This 5-storey office building has 5, 375 m<sup>2</sup> of floor area and a density of 1.21 times the area of the lot.

The overall number of existing dwelling units on these three sites along Wilson Avenue adjacent to the Study Area is 900 units.

The two active development applications within the Study Area both propose tall buildings. The mixed-use development proposed by Shiplake on the Build Toronto lands at 30 Tippet Road includes 330 dwelling units and 930 m<sup>2</sup> of commercial floor area and has a density of 2.5 times the area of the lot. The residential development application proposed by Malibu at 9 Tippet Road includes 498 dwelling units and has a density of 4.67. The overall number of dwelling units proposed by these two current development applications is 828 units.

The development framework proposed through the planning Study places more intensive forms of development along Wilson Avenue and on lands with highest access to the subway. The framework provides for a transition down in scale from west to east across the Study Area to ensure a transition to the lower scale neighbourhoods to the east of

Wilson Heights Boulevard and Champlain Boulevard. The applicants have submitted transportation and servicing studies which are discussed later in this report. These studies estimate between 3,600 and 4,700 potential new dwelling units, representing a significant level of intensification for the Study Area.

The Traffic Feasibility Study submitted by the landowners includes an estimate of the potential number of dwelling units existing and proposed for only portions of the Study Area. It did not include the lands, west of and, adjacent to Champlain Boulevard. The Feasibility Study estimated a total of 4,700 dwelling units, 3,500 of these were identified on the lands south of Wilson Avenue including existing dwelling units in recent developments ('Gramercy Park' and 'The Station') adjacent to the Study Area and those proposed by the developments applications at 30 Tippet Road and 9 Tippet Road. The Feasibility Study estimated a potential 6,967 m<sup>2</sup> of retail floor area at 50 Wilson Heights Boulevard.

Build out of the Tippet Road Regeneration Area, as proposed by the landowner group, would result in significant intensification in this area. Further review and assessment of proposed building height and density are needed to fully assess the implications of the levels of intensification currently proposed within this area, including further discussions with landowners within the study Area. Further details of the applicant's proposal are necessary to complete this analysis. In addition to the overall level of intensification further discussion is required with landowners respecting building height, built form and density on individual parcels.

### **Active Ground Floor Uses**

Ground floor uses in the Study Area should support and enhance the pedestrian experience. Active non-residential and residential uses should provide doors to promote the use of streets, parks and open spaces. As well windows should be provided to create overlook to ensure safe use. On existing and new public streets, commercial/retail lobbies and patio forecourts may be appropriate while on pedestrian/cycling connections or open spaces residential units must be appropriately designed to support these adjacent outdoor spaces to foster a sense of place and community.

The Tippet Road Promenade, identified as a special route and places, will be lined by active non-residential uses at-grade to support a local "main street" character. The SASP provides that driveway access to individual buildings, service, loading, and other back-of-house functions be located away from public streets, parks and open spaces. To support a seamless public realm, dwelling units with below-grade entrance/access to the exterior are discouraged by the proposed SASP.

### **Urban Design Guidelines**

Through the study community consultation process guiding principles have emerged for redevelopment of the Study Area, in relation to streets and development blocks, parks and opens spaces, built form and the layout and character of the public realm, pedestrian and vehicular movement and for the scale and type of buildings. Urban Design Guidelines based on these principles should be prepared for the Study Area, to strengthen

the City's ability to guide development in a way that is consistent with the policies of the Official Plan, the SASP, and other City guidelines and to address issues and priorities for the area identified through the community consultation process.

Staff propose that area specific Urban Design Guidelines address the following:

- A Public Realm Master Plan
  - Existing and new public streets
  - Parks and open spaces
  - Pedestrian and cycling connections
  - Entrances to the TTC Subway Station
  - Tippet Road Promenade
  - Mud Creek and W. R. Allen Road Pathways
  - Locations for Public Art
- Built Form Guidelines for Development Blocks
  - Site organization
  - Building types and setbacks
  - Ground floor uses
  - Access and servicing
  - Building massing and articulation
  - Pedestrian amenity and landscape

## **Transportation**

The Tippet Road Regeneration Area presents some unique transportation challenges. Despite its proximity to the University-Spadina subway line at Wilson Subway Station and good bus transit service along Wilson Avenue, the area is not well-connected or integrated with its surrounding communities, as the Highway 401 and W. R. Allen Road corridors represent significant physical barriers to street connectivity, access to transit, and direct walking and cycling routes.

The area is gradually transitioning from industrial/employment land uses to a mix of land uses, including recent new residential developments. The anticipated future growth in this area presents transportation challenges for people travelling within and through the area by all transportation modes. The redesignation of the lands through OPA 231 and the Regeneration Area Study provides an opportunity to address current transportation network deficiencies and introduce new transportation infrastructure improvements, particularly areas south of Wilson Avenue. This section provides an overview of the existing transportation conditions, background area conditions and a series of recommendations to address emerging transportation needs.

### **Existing Transportation Conditions**

A review of the existing conditions was undertaken. Key findings include:

- Lack of access to existing transit infrastructure in the area, a lack of direct and inviting pedestrian and cycling access to the Wilson Subway Station from both the north and south sides of Wilson Avenue and the wider surrounding area;
- Connections through the existing TTC parking lots are uncomfortable;
- Limited street connectivity and safety concerns in the area result in a concentration of demand at the intersection of Tippet Road and Wilson Avenue;
- Traffic congestion during the peak periods, especially during the afternoon when auto commuters are leaving the TTC parking lots;
- Unwarranted/underutilized turning lanes, generous lane widths, turning of large trucks, long intersection crossing distances, and traffic speeds, can lead to pedestrians and cyclists feeling vulnerable and an increased potential for conflicts with vehicles;
- A dedicated TTC pick-up and drop-off facility is located near the north west subway station entrance on the west side of the W. R. Allen Road, however, there are no similar facilities near the subway entrances on the east side of W. R. Allen; and
- Lack of places within walking or cycling distance and a lack of land use mix requiring people living in the area to drive, which further adds to traffic congestion.

### **Future Transportation Conditions**

Several key planned transportation improvements and area developments will influence travel patterns and enhance overall transportation connectivity and accessibility to destinations within the surrounding area in the future. These include the Toronto-York Spadina Subway Extension (TYSSE) currently under construction and the Downsview Major Roads Environmental Assessment which is providing for an extension of Transit Road to Sheppard Avenue West. Also the Downsview Area and Lawrence Allen Secondary Plans, including their accompanying Transportation Master Plans, outline several long-term transportation infrastructure improvements planned in the larger area surrounding the Tippet Road Area, including possible changes to the W. R. Allen Road corridor itself.

Other nearby studies include the Wilson-Dufferin Regeneration Area Study and the Dufferin Avenue Study. These mixed-use developments are expected to provide daily needs within short walking or cycling distance. The Wilson Avenue Streetscape Study along with complete street principles is expected to further enhance the street environment for active transportation users.

Currently, the existing commuter lots located north and south of Wilson Avenue generate high volumes of traffic during the peak periods. Ultimately these lots will develop with mixed uses which will change travel patterns in the area.

### **Transportation Principles**

Transportation principles for the Tippet Regeneration Area Plan were developed to support both the movement of people and goods around and through the area as well as to support opportunities to improve place-making and safety. Through this Regeneration Area Plan, the City will work with development partners, the provincial government, neighbourhood associations and area residents, and other partners to ensure the integration of transportation and land use by:

- creating more 'complete' street right-of-way designs to ensure safety for all users and ages and to improve the public realm, particularly around transit stations and intersections.
- providing a mix of land uses that reduce the need to travel long-distance and promote short internal trips using alternate modes;
- improving access to public transportation, increase walking and cycling capacity and introducing accessibility in areas designated for development;
- providing a compact network of streets and blocks to improve connectivity for pedestrians, cyclists and transit users for each stage of future development;
- infrastructure contributions and implementation strategies for intersection and street improvements and active transportation amenities improvements, particularly near subway station areas; and
- requiring travel and parking demand management programs and facilities with new developments.

### **Future Transportation Strategy**

A Traffic Feasibility Study was prepared and submitted by a consultant retained on behalf of the major land owners in the area to assess the potential vehicular impact resulting from a scenario comprising a total of 4,700 new residential units in the area (3,500 units south of Wilson Avenue, 1,200 north of Wilson Avenue). The potential for development to occur on the west side of Champlain Boulevard was not included in the study. The analysis focussed on one intersection and only addressed the impacts from a vehicle traffic capacity perspective. A number of traffic improvements were assessed including the widening of the intersection of Tippet Road and Wilson Avenue to accommodate additional vehicle travel lanes. However, given the safety implications of a larger and wider intersection for pedestrians and cyclists, City staff are concerned that this approach is not comprehensive and may be contrary to the goals of achieving a livable neighbourhood.

The future of transportation for the Tippet Road Area is to move towards developing transit-oriented development to take full advantage of the close proximity to the Wilson Subway Station and the variety of high frequency bus routes. Based on the transportation infrastructure shown in the Demonstration Plan (Attachment 9), the City undertook a comprehensive multimodal transportation strategy and safety assessment to balance safety and future growth in a sustainable manner. The strategy promotes connectivity among all transportation modes and maximizes accessibility to transit including the Wilson Subway Station, enhances cycling and walking opportunities through new pathways, and provides new streets and improvements to existing streets that ensure access, capacity and safety for all users.

As each new development comes forward, it will be necessary to ensure that existing and new infrastructure is implemented to create a transit-oriented community, with direct access to transit, better connectivity throughout the area and a mix of uses that will result in more walking and cycling.



In keeping with the principles described in the previous section and in order to manage future area growth and monitor transportation conditions, the potential build-out of development lands in the study area was organized into three phases in the City's analysis, as follows:

**Initial Phase:**

- Existing development sites (525 Wilson Avenue)
- Development sites currently under construction (545 -555 Wilson Avenue)
- Development sites currently under review (9 and 30 Tippet Road); and
- 50 Wilson Heights Boulevard;

**Interim Phase:**

- 6 and 4 Tippet Road
- Remaining lands at 30 Tippet (Build Toronto)

**Full Build-out:**

- 1, 2, 3 Tippet and properties along the west side of Champlain Boulevard.

The development of sites included in the Initial Phase will be subject to transportation improvements identified in the Demonstration Plan (Attachment 9) that achieve a more intense mixed use development pattern. The analysis assumes that future conditions in the area incorporate improved and direct access to transit, better connectivity throughout the area and a mix of land uses will result in less vehicle impact and a higher proportion of people living on the area using transit, walking and cycling.

In order for development to proceed to the Interim Phase, it must be demonstrated that the assumptions and conditions have been realized through the initial transportation improvements, monitoring performance of intersections, and mobility of all users in the regeneration area.

Beyond the Interim Phase, a comprehensive review of overall area transportation conditions along with safety assessments should be undertaken to assess the ultimate phase development conditions and what transportation improvements shall be required.

Detailed transportation requirements should be provided during implementation stages as described below:

- Identify public realm and safety improvements at the intersection of Tippet Road and Wilson Avenue intersection as part of the Initial Phase;
- Pedestrian, cycling and on-street parking features and other street improvements for all development sites fronting Tippet Road;
- Minimum of one east-west pedestrian and cycling connection west of Tippet Road along with new public streets and portion of active transportation corridors along the W.R. Allen Road as part of the Initial Phase;

- Development east of Tippet Road to include an east-west public street for active transportation to connect existing neighbourhoods east of Champlain Boulevard with the Wilson Subway Station entrance;
- Amenities for non-auto users at the Wilson Subway Station and the retail area located on Tippet Road including pick-up/drop-off areas, bicycle stations, shared vehicles or bicycle systems and transit supportive infrastructures/services will be required; and
- Comprehensive travel and parking demand management programs to be implemented as part of each development in collaboration with stakeholders from the City, Metrolinx and local stakeholders to reduce vehicle demand.

Infrastructure funding shall be secured from future developments for all transportation improvements once details are identified by various City Divisions during the implementation stage.

## **Servicing**

The introduction of additional uses and the overall intensification of the Study Area will require the provision of new services and improvements to existing municipal servicing infrastructure. Applicants for the active development applications have submitted servicing reports in support of their site specific proposals, and Engineering and Construction Services staff have identified additional information requirements that are needed to fully assess servicing requirements for these applications.

A Municipal Servicing Assessment for the lands along the east and west sides of Tippet Road south of Wilson Avenue and the Build Toronto lands north of Wilson Avenue has also been submitted by the applicant for 9 Tippet Road on March 13, 2015. The assessment estimates approximately 3,600 additional dwelling units within the Study Area. The Servicing Assessment will be reviewed by Toronto Water with input from Development Engineering and Construction Services. It should be noted that the submitted analysis does not include the properties that have frontage along Champlain Boulevard.

Additional servicing information is required to complete a comprehensive servicing assessment of the Study Area. Further discussions are needed with the landowners regarding servicing within the Study Area, to ensure that a comprehensive servicing strategy is in place including meeting the City's Wet Weather Flow requirements prior to development.

## **Affordable Housing**

The introduction of residential uses within the Study Area presents an opportunity to secure affordable housing to allow for choice in housing tenure and affordability as the area is developed into a complete community. The draft SASP encourages a mix of tenure and affordability within the Study Area, including a mix of dwelling unit types, particularly those that are suitable for families with children and those that are accessible for seniors.

The provision of affordable housing will be encouraged on all development sites within the Study Area. In addition, the draft SASP recognizes the important role public lands can play in supporting new affordable housing. In May 2010, Build Toronto entered into a Memorandum of Understanding (MOU) with the City's Affordable Housing Office. The MOU sets out targets for Build Toronto to contribute 1,250 affordable ownership and rental homes over five years. Two properties within the Study Area owned by Build Toronto at 30 Tippet Road and 50 Wilson Heights Boulevard were identified as sites from which the affordable targets could be achieved.

Planning Staff recommend further discussion with Build Toronto regarding affordable housing and appropriate targets on these sites. Further discussion is also recommended with other landowners to explore how affordable housing objectives can be achieved more broadly within the Study Area.

## **Community Services and Facilities**

Community services and facilities (CS&F) are a vital part of neighbourhoods in the City, contributing to the quality of life for residents and creating liveable communities. CS&F include: non-profit child care centres; community recreation centres; pools and arenas; parks; public libraries; public schools (TDSB and TCDSB); and human services. These services and the facilities provide opportunities for recreational, leisure and educational activities, and contribute to the social interaction that takes place in a neighbourhood to support and build the linkages among groups and individuals that promote vibrant communities.

A CS&F Assessment was completed to understand how community services are expected to change as a result of growth resulting from both the Tippet Road and Dufferin/Wilson Regeneration Area Studies and to understand the needs related to the timely provision of new and enhanced community infrastructure. The Tippet Road and Dufferin-Wilson (hereinafter "TR&DW") CS&F Study Area is generally bounded by Highway 401 to the south, a Canadian National Rail line to the west, the Downsview Secondary Plan Area and Sheppard Avenue West to the north, and Bathurst Street to the east. The Study Area established for this assessment was utilized to identify the broad range of CS&F that serves the local population and in recognition that the catchment areas for community services may vary and are based on factors such as client population, type of service, program design, and physical (real or perceived) barriers which redirect residents selection of services and facilities.

The CS&F Assessment found a growing community with a large population of very young children (0-4 years of age) and seniors (65 years of age and older). The assessment notes a high percentage of families with children and a greater number of large families (3 or more children) present within the broader community than in the rest of the City. A review of the demographics also finds that the community is becoming more ethnically and economically diverse.

As well as addressing the demographic characteristics of the Study Area, the CS&F Assessment undertook an inventory of existing facilities located in, and servicing, this

area. In addition to a review of the existing facilities within the Study Area, the services and facilities planned as part of the Downsview Secondary Plan were also factored into this analysis. It should be noted that the Study Area lands did not have residential development potential when the needs assessment for the Downsview Secondary Plan area was completed, so additional residential growth on the Study Area lands required a re-examination of the CS&F assessment results.

The demographic characteristics of the area along with the residential growth associated with the SASP point to a number of CS&F priorities including:

- A need for additional child care spaces. A new facility should be secured within the base of new multi-storey developments provided for by the proposed SASP with an emphasis on sites that have good access to public transit;
- A requirement for resources to be directed to libraries that service the area in order to enhance their programming potential to address the impact of future growth (Barbara Frum, Downsview, and Armour Heights branches);
- The provision of community service space to assist in the delivery of programming, particularly for social, recreational and human service agencies focusing on youth, parents and newcomer families;
- A need for satellite community centre space or cash-in-lieu to expand space in the current recreation centres (Earl Bales and Ancaster Community Recreation Centres) and/or the proposed future community centre in the Downsview Secondary Plan Area; and
- The Toronto District School Board and the Toronto Catholic District School Board advised that they do not anticipate that any new school sites will be required to serve the residential development planned for the SASP area.

The draft SASP will include the community services and facilities identified through the Community Services and Facilities Study as priorities for community benefits through Section 37 contributions in association with new development. The Community Facilities and Services Study is appended as Attachment 12.

## **Section 37**

Section 37 provisions of the Official Plan will continue to apply to the redevelopment of lands in the Study Area. Section 37 of the *Planning Act* authorizes a municipality with appropriate Official Plan provisions to pass Zoning By-laws involving increases in the height and/or density not otherwise permitted by the Zoning By-law in return for the provision of community benefits by the owner. The community benefits must bear a reasonable planning relationship to the proposed development including at a minimum, an appropriate geographic relationship and address planning issues associated with the development.

Community benefits are specific capital facilities (or cash contributions for specific capital facilities) and can include: high quality and accessible licensed child care facilities, particularly for infants and toddlers; parkland and/or park improvements above and beyond the parkland dedication; public art; streetscape improvements on the public boulevard not abutting the site; and other works detailed in Section 5.1.1.6 of the Official Plan.

The provision of community benefits will assist in addressing the additional demand on local community resources, maintaining the quality of life in the larger area, and implementing Official Plan objectives related to balanced and well-managed growth.

The Community Services and Facilities Study undertaken for the Tippet Road and Dufferin/Wilson Regeneration Areas identified priorities for community services and facilities needed to support residential growth in these two areas.

Priorities for the Study Area include:

- additional child care spaces;
- additional resources for library services; and
- additional community space for programming and services particularly for seniors.

The draft SASP identifies these community services and facilities as priorities for Section 37 community benefits.

### **Toronto Green Standard**

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment. Development within the Study Area is required to meet Tier 1 of the TGS.

### **Discussions with Landowners and Applicants**

Since initiating the study in 2013, Planning Staff held two larger community consultation meetings with residents, landowners and other stakeholders within the broader area, and held two working group meetings with a smaller group of landowners, residents and the Ward Councillor to seek input on the Study. Through this consultation process residents, landowners, and other stakeholders contributed their ideas to the development of the key principles for redevelopment and provided input and feedback on concept plans prepared by Staff that illustrated how these principles could be achieved through the development of new streets, parks and open spaces and connections, and about built form and land uses within the Study Area.

Build Toronto, the owner of the lands at 50 Wilson Height Boulevard as well as the lands at 30 Tippet Road, and the two applicants with current development applications in the Study Area; Shiplake Developments at 30 Tippet Road on the north portion of the lands

owned by Build Toronto, and Malibu at 9 Tippet Road were active participants in this consultation process. Malibu also has interest in two additional properties in the Study Area south of Wilson Avenue at 4 and 6 Tippet Road and contributed their ideas for redevelopment on these properties through the Study consultation process.

### **South of Wilson Avenue - West of Tippet Road**

Most of the area west of Tippet Road is occupied with surface parking and two large floor plate warehouse buildings at 4 and 6 Tippet Road. The property at 30 Tippet Road has limited frontage on Tippet Road and Wilson Avenue with most of the property situated behind the properties at 4 and 6 Tippet Road extending west to the W. R. Allen Road and south to the W. R. Allen Road - Highway 401 Interchange with no access available to this property along these major highway corridors. As there are no local public streets extending west of Tippet Road, redevelopment on the southern portion of the Build Toronto lands at 30 Tippet Road is challenging.

Despite the current access constraints, a consolidated approach to redevelopment of these lands provides a significant opportunity to achieve the key principles for redevelopment and a complete community as envisioned through the Study consultation process.

The south entrance to the Wilson Subway Station is situated adjacent to these lands in the northwest corner of the Study Area south of Wilson Avenue. The large overall combined parcel area opportunity for a new public street extending west from Tippet Avenue providing direct access to the Wilson Subway Station entrance and access and address for development of the westerly, more remote areas of the site along W. R. Allen Road. Larger properties in this area also provide opportunity for a larger consolidated central park to be created west of Tippet Road. The lands have frontage on Tippet Road which is envisioned as a new landscaped linear gathering place and main street for this community. A new multi-use pathway is also envisioned within the set back zone along W. R. Allen Road.

Staff have had several meetings with Build Toronto, Shiplake Developments and Malibu with more focussed discussions about the comprehensive redevelopment of the lands on the west side of Tippet Road south of Wilson Avenue and how these lands could be developed to support the creation of a complete community. In response the landowners group have submitted development concepts for the lands and these are included as Attachment 10.

Main elements of each concept plan are outlined below.

#### Concept Plan by Build Toronto & Shiplake Investments - 30 Tippet Road (Attachment 10)

The concept plan submitted by Build Toronto and Shiplake includes all of the lands at 30 Tippet Road; the northern portion that is subject to current development applications by Shiplake, and the remaining lands to the south retained by Build Toronto. The concept plan includes the following:

- Connection to the Wilson Subway Station entrance from the west end of the new public street through privately owned publically-accessible space (POPS) at the terminus of the street and within the W. R. Allen Road setback zone extending behind the new building shown on the northern portion of the block;
- Public parkland, 0.15 hectares in size on the south side of the new public street with an additional 0.09 hectares of contiguous privately owned publically-accessible space (POPS) proposed adjacent to the west forming a larger public open space 0.25 hectares in size;
- Buildings set back 14 metres from W. R. Allen Road and a privately owned publically-accessible space (POPS) 0.45 hectares in size proposed in this setback zone;
- A new public street (partial right-of way 14.5 metres wide including the road surface and the north boulevard) extending west of Tippet Road terminating in a cul-de-sac with a 0.17 hectare privately owned publically-accessible space (POPS) at the terminus of the new street;
- The public street is shown partially on the lands at 30 Tippet Road (14.5 metres) with the rest of the right-of-way situated on the lands to the south at 6 Tippet Road (4.0 metres);
- Two development parcels on the north side of the new public street: the east parcel near Tippet Road illustrates 3-storey townhouses, the west parcel near the Wilson Subway Station entrance and Wilson Avenue proposes a 13-storey tall building with 7-storey base building elements;
- A development parcel is shown at the west end of the new public street extending south along W. R. Allen Road proposing two taller building 11 & 12 storeys connected by 7 storey base buildings;
- A private driveway is illustrated from the new public street extending south along the east side of this development parcel providing access to the buildings further south;
- On the north portion of the lands subject to the current development applications by Shiplake Investments, the estimated total number of dwelling units is 377 of which 48 are townhouses. The gross floor area is approximately 26,500 m<sup>2</sup> representing a density of 2.28 times the area of the site; and
- On the south portion of the lands retained by Build Toronto the estimated total number of dwelling units is 437. The gross floor area is approximately 28,800 m<sup>2</sup> representing a density of 2.59 times the area of the site.

### Comments

The concept plans incorporate a number of key elements of the development framework illustrated in the Demonstration Plan (Attachment 9) for the lands within the Study Area south of Wilson Road. These elements include: a new east-west public street extending west of Tippet Road, a centralized public park, publicly accessible open spaces, enhance subway connections, the W. R. Allen Road Pathway and a range of housing forms. City staff will continue to work with Build Toronto, Shiplake Investments and Malibu to further assess the proposals in relation to the framework plan for this area. It should be noted that together Shiplake Developments, Build Toronto and Malibu Developments are proposing to convey lands for a central public park of approximately 2,500m<sup>2</sup> which falls short of the 3,750m<sup>2</sup> parkland dedication requirement anticipated through full build-out of the lands west of Tippet Road. Discussions with the landowners will continue with respect to the shortfall in public park dedication. Staff will continue to work with Shiplake Investments and Build Toronto to further refine their development proposal on the northern portion of the lands at 30 Tippet Road.

### Concept Plan by Malibu – 4 & 6 Tippet Road (Attachment 10)

The concept plan submitted by Malibu Investments includes the two sites at 4 and 6 Tippet Road that Malibu currently has interest in, but does not own. The concept plan includes the following main elements:

- The south portion of the new public street extending west from Tippet Road (4.0 metres);
- Public parkland 0.1 hectares in size on the west side of the site adjacent to the public parkland illustrated on the Build Toronto lands to the west, resulting in a total public park of 0.25 hectares, with a contiguous privately owned publically-accessible space (POPS) forming a larger public open space 0.34 hectares in size;
- Four taller buildings, three at 16 storeys in height and one at 15 storeys in height, with base building heights of 2 to 8 storeys;
- Malibu has advised that the built form illustrated on the concept plan, results in a overall density of approximately 4.5 times the area of the lot and have not determined the estimated number of dwelling units generated within this built form; and
- A private street extending west from Tippet Road to connect with the private street proposed on the Build Toronto site to the west.

### Comments

As noted above, the concept plans incorporate a number of key elements of the development framework illustrated in the Demonstration Plan (Attachment 9) for the lands within the Study Area south of Wilson Road including; the completion of the new east-west public street extending west of Tippet Road, and on site public parkland. City staff will review the concept plan together with the concept plan on the Build Toronto lands.



## **South of Wilson Avenue - East of Tippet Road**

### Concept Plan by Malibu – 9 Tippet Road (Attachment 11)

Staff have had several meetings Malibu with more focussed discussions about their development proposal on the site at 9 Tippet Road and how this site could be developed in a manner consistent with the preferred development framework illustrated on the Demonstration Plan. In response to the Demonstration Plan, Malibu has presented a concept plan for this site (Attachment 11). The concept plan includes the following main elements:

- A new public street (partial right-of-way 9.25 metres wide) extending east of Tippet Road at the south end of the site;
- A 700 m<sup>2</sup> centrally located open space at the south edge of the site, with an underground garage. The concept plan identifies this land as public park;
- Revised massing: two taller buildings, 17 and 15 storeys in height, connected by 6 to 8 storey base buildings;
- Approximately 465m<sup>2</sup> of non-residential floor area; and
- The total number of dwelling units has not been provided but the overall density is 4.5 times the area of the lot.

### Comments

The concept plan incorporates a number of the key elements consistent with the planning framework for the Study Area on the east side of Tippet Road south of Wilson Avenue including: the northern half (9.25 metres) of a future new east-west public street extending east of Tippet Road and revised building massing. Malibu has proposed an on-site parkland dedication conditional upon allowing below grade parking beneath it. As set out in the Official Plan Policies 3.2.3, the City will not accept encumbered land as parkland dedication. It should be noted that the proposed parkland dedication of 700m<sup>2</sup> falls short of the required 823m<sup>2</sup> parkland dedication as set out in By-law No. 1020-2010. With parking underneath this space would be better defined as a Privately Owned Publically-Accessible Space. Staff will continue discussions with Malibu concerning parkland dedication, the proposed density of the development and built form. This could result in revisions to the development application currently before the OMB. The revised concept would supersede the settlement offer dated February 6, 2015 previously presented to the City.

## **North of Wilson Avenue**

The site on the north side of Wilson Avenue at 50 Wilson Heights Boulevard is wholly owned by Build Toronto. No development plans have been submitted by Build Toronto. During the community consultation process, discussion focussed on the lands on the south side of Wilson Avenue. The proposed policies and illustrations for the lands on the

north side of Wilson Avenue will be subject to further consultation with Build Toronto and the community.

## **Implementation**

### **Draft Site and Area Specific Policy**

Through the study consultation process, issues and priorities within the Study Area have been identified. The proposed Site and Area Specific Policy will provide a further layer of policy direction that reinforces and builds on the existing planning framework for the Study Area and reflects the guiding principles arising from the study and vision for the Study Area. A draft Site and Area Specific Policy is included as Attachment 8 and addresses the following:

- **Structure Plan for Streets, Block, and Parks and Open Spaces** - New streets are proposed to provide access and address for new development and new parks and open spaces are proposed within the study area on lands both north and south of Wilson Avenue. Permeability is increased throughout the Study Area by creating new pedestrian and cycling connections and improving connectivity to the existing neighbourhoods to the east, and to the Wilson Station Subway Station, parks and opens spaces and other amenities in the area.
- **Land Use** - A mixed-use character is envisioned for the Study Area with an appropriate balance of residential and non-residential uses. To ensure a mix of uses, non-residential uses will be required in accordance with OPA 231. Policies encouraging active uses on the ground floor of new buildings will add vitality to adjacent streets, parks and open spaces.
- **Affordable Housing** - To ensure a complete community the policy framework provides for a mix of tenure and affordability in residential development including a mix of dwelling units types, particularly those suitable for families with children and those that area accessible for seniors. The policy framework promotes affordable housing on all lands, and that the Build Toronto lands within the Study Area will provide affordable housing.
- **Built Form** – The built form policies promote a range of building types and a wide range of housing opportunities. New buildings will define and enhance the public realm. Densities and heights will ensure an appropriate transition in scale down to the low rise residential neighbourhoods to the east. Policies encouraging active uses on the ground level of new buildings will add vitality to adjacent streets, parks and open spaces.
- **Parks and Open Space** – The policies for parks and open space will have appropriately located and scaled parks as a community focus for lands both north and south of Wilson Avenue. New parks will be provided and the existing Champlain Parkette will be enlarged and enhanced with new development.

- **Urban Design Guidelines** – Urban Design Guidelines will be prepared to refine and provide guidance on built form and public realm improvements in the study area.
- **Tippett Road Promenade** – New development along Tippett Road will enhance the existing landscape character and promote the vitality and usability of this new main street.
- **Mud Creek Pathway** – The Mud Creek Pathway will be an intimately-scaled meandering midblock pedestrian and cycling connection improving connectivity in the area, and adding needed recreation amenity for the new neighbourhood and existing neighbourhoods to the east.
- **W. R. Allen Road Pathway** - The multi-use pathway along W. R. Allen Road will contribute significantly to enhancing the active transportation network in the Study Area and the neighbourhoods to the east, fully connecting the Wilson Avenue sidewalks with the Wilson Subway Station entrances and existing and new parks.
- **Transportation** – A transportation strategy that promotes connectivity among all transportation modes and maximizes accessibility to transit including the Wilson Subway Station, enhances cycling and walking opportunities through new pathways, and provides new streets and improvements to existing streets that ensure access, capacity and safety for all users. Reducing the impact of vehicles and parking is also promoted in the policy framework.

## **Zoning By-law**

Zoning By-law Amendments will be needed to implement the results of the Tippett Road Area Regeneration Study as much of the area is zoned for employment uses with no permission for residential uses, and there are existing employment uses occupying many sites within the Study Area. The transition to a mixed-use community will occur over time. As a result, Planning staff recommend that Zoning By-law Amendment applications for new mixed-use or residential developments be considered on a site specific basis to implement the results of the Study.

However, should continuing community and landowner consultation and review determine that amendments are needed to the Zoning By-law related to servicing and transportation infrastructure or to ensure land use compatibility through the transition period, amendments to the Zoning By-law may be appropriate, including the use of holding zones, to ensure that transportation and servicing infrastructure are in place prior to development and that new development is compatible with permitted industrial and employment uses within the Study Area.

Staff also recommend continuing discussions with the applicants for the Zoning By-law Amendment applications at 9 Tippett Road and 30 Tippett Road on their respective applications and any revisions necessary to address the results of the Study.

## **Subdivision and Site Plan Approval**

The redevelopment of the Study Area will require the construction of new streets, and municipal services and infrastructure, and may require improvements to existing streets and services both on and off-site, and new parks and open spaces to support development along with new public parks and open spaces. To ensure that the streets, parks and appropriate development blocks are created and that required municipal infrastructure is designed, and secured in accordance with City practices, Plans of Subdivision will be required where appropriate. Site plan applications will also be required, for new development on individual blocks within the Study Area.

## **CONCLUSIONS**

The Tippet Road Area Regeneration Study was undertaken to develop a comprehensive planning framework to guide the redevelopment of the 12.6 hectares redesignated as *Regeneration Areas* and *Mixed Use Areas* through the adoption of OPA 231. The Study process included a community consultation process, discussions with major landowners and a review and assessment of the surrounding land use and policy framework. The result is a comprehensive policy framework to guide the redevelopment of the Study Area as a complete community with a fine grain network of streets, parks and open spaces, and appropriate built form and uses.

This report recommends that staff seek input on the draft Site and Area Specific Policy and continue discussions with the landowners respecting current development applications and concept plans for the overall area.

## **CONTACT**

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## **SIGNATURE**

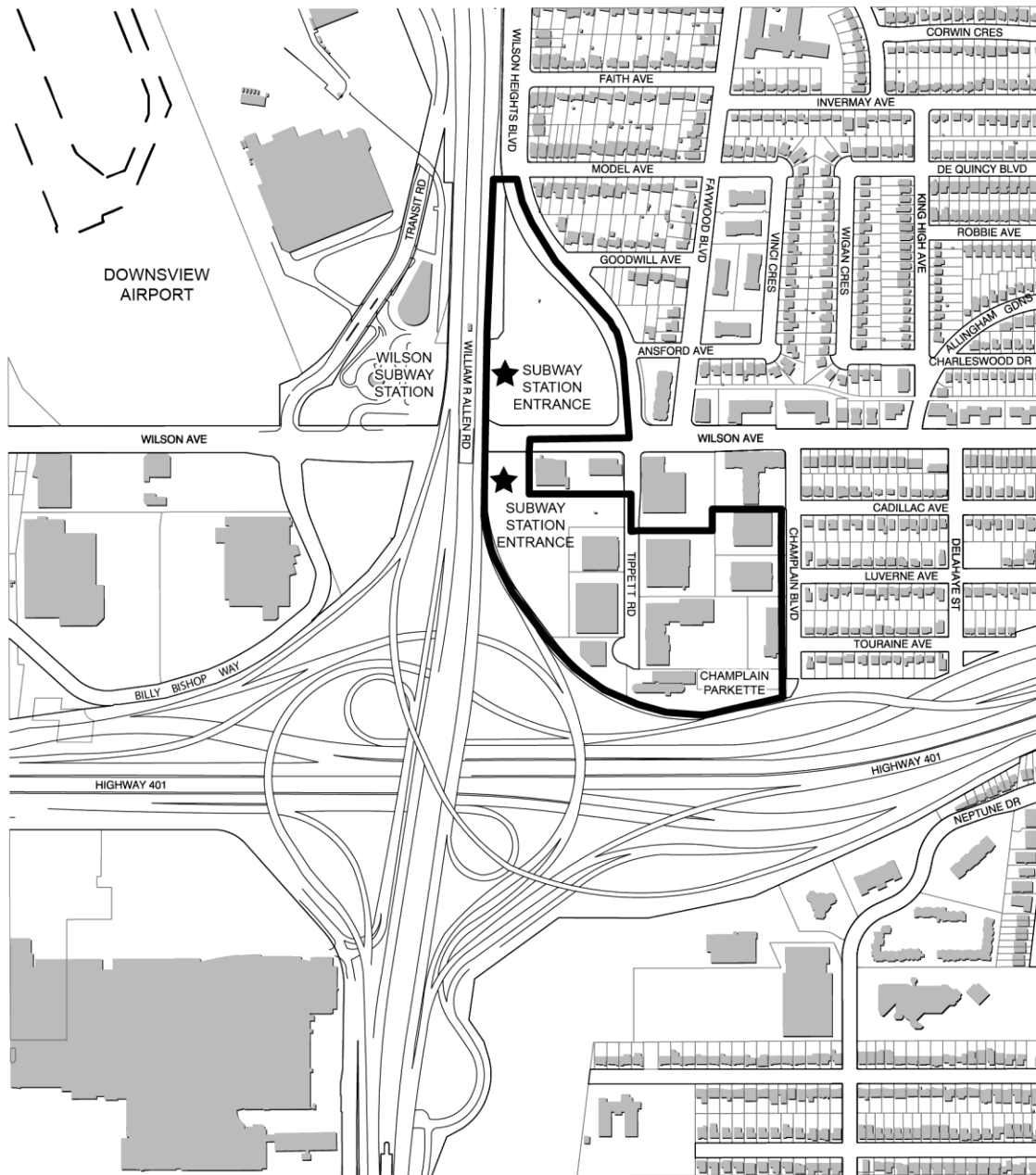
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Jennifer Keesmaat, MES MCIP RPP  
Chief Planner and Executive Director, City Planning Division

## **ATTACHMENTS**

- Attachment 1: Context Plan - Tippet Road Area Regeneration Study
- Attachment 2: OPA 231 (Site and Area Specific Policy 387) Lands redesignated to Regeneration Areas and associated policies
- Attachment 3: OPA 231- Land Redesignated Regeneration Areas & Mixed Uses Areas
- Attachment 4: Current Official Plan - Land Use Designations
- Attachment 5: Study Area Properties Existing Land Use and Development Applications
- Attachment 6a: Zoning - Former City of North York Zoning By-law 7625
- Attachment 6b: Zoning - City of Toronto Zoning By-law 569-2013
- Attachment 7a: Study Area - South of Wilson Road - Concept Plan 1 - Confetti Park Scheme
- Attachment 7b: Study Area - South of Wilson Road - Concept Plan 2 – Consolidated Park Scheme
- Attachment 8: Draft Site and Area Specific Policy – Tippet Road Area Regeneration Study
- Attachment 9: Demonstration Plan Tippet Road Area Regeneration Study - Prepared by City Planning
- Attachment 10: Concept Plans for 30 Tippet Road and 4 and 6 Tippet Road Prepared by Landowners
- Attachment 11: Concept Plans for 9 Tippet Road Prepared by Applicant
- Attachment 12: Community Services and Facilities Assessment - Prepared by City Planning

## Attachment 1: Context Plan - Tippet Road Area Regeneration Study



### Context

 Study Area Boundary

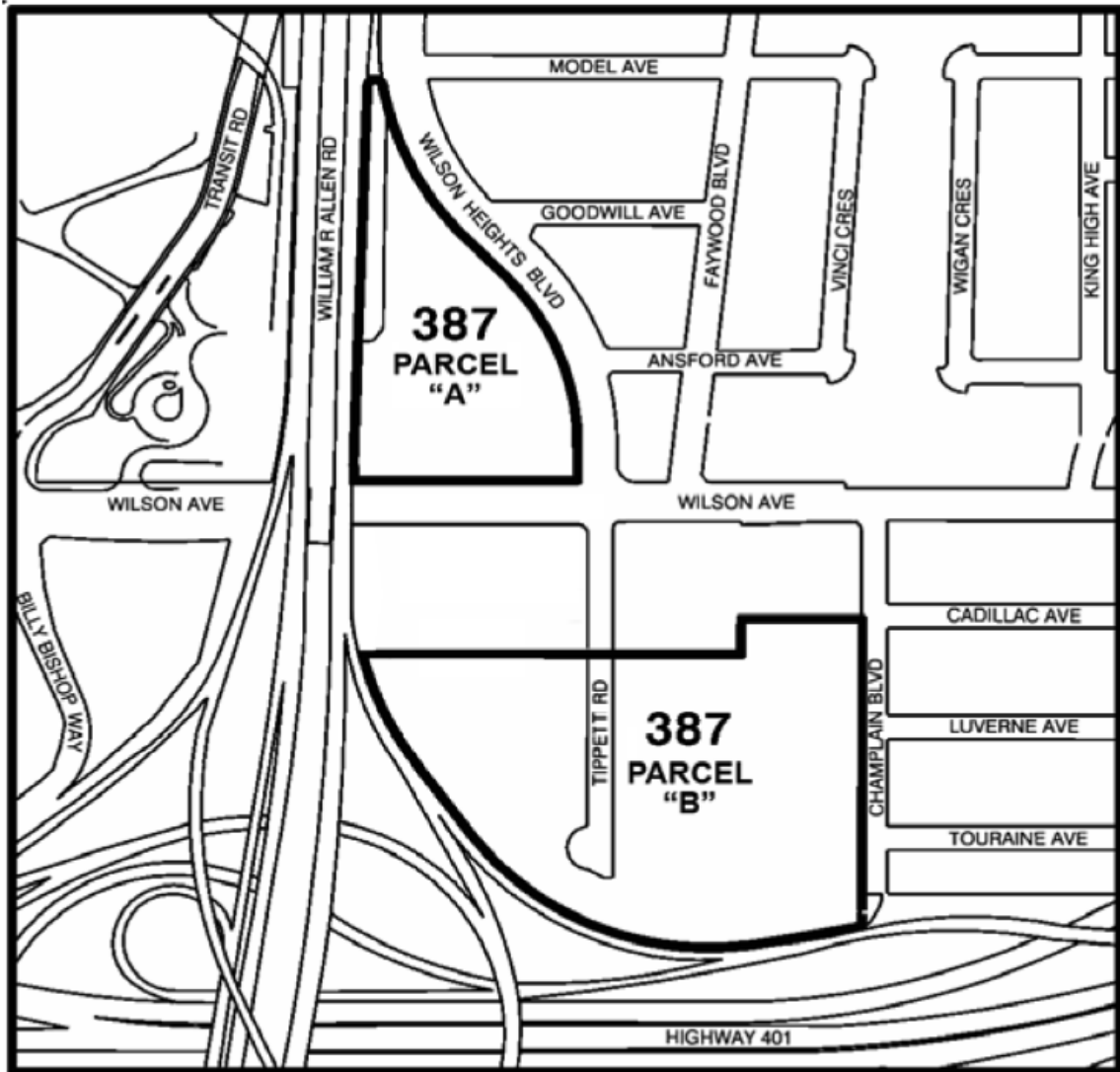
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### Tippet Road Area Regeneration Study

File # 13 120982 NNY 10 TM

**Attachment 2: OPA 231 (Site and Area Specific Policy 387)**  
**Lands redesignated *Regeneration Areas* and association policies**



A framework for new development on the lands will be set out in either a Secondary Plan or a Site and Area Specific Policy to address the matters that are identified in Section 4.7.2 of the Plan and also matters such as the following:













- a) Streets, pedestrian connections, blocks, densities and building heights;
- b) A requirement that 50 per cent or greater of the gross floor area on lands in Parcel "A" be used for non-residential purposes;
- c) A requirement that development in Parcel "B" that includes residential units also increase the non-residential gross floor area in Parcel "B"; and
- d) A land use buffer to appropriately separate residential and sensitive non-residential uses from Highway 401, the Highway 401/William R. W. R. Allen Road expressway interchange and the William R. W. R. Allen Road expressway, and the design of residential units and buildings containing sensitive non-residential uses to mitigate noise and vibration from the highways.

**Attachment 3 – OPA 231- Land Redesignated *Regeneration Areas* & *Mixed Use Areas***



**Redesignate from 'Employment Areas' to Official Plan Designations Shown on Maps 1 to 48 inclusive**

**Map14**

 Neighbourhoods	 Parks & Open Space Areas	 Employment Areas	 Utility Corridors
 Apartment Neighbourhoods	 Natural Areas	 Core Employment Areas	 Tippet Road Area Regeneration Study
 Mixed Use Areas	 Parks	 General Employment Areas	
 Regeneration Areas			

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12/18/2013



#### Attachment 4: Current Official Plan - Land Use Designations











**TORONTO** City Planning

Extract from Official Plan-Land Use

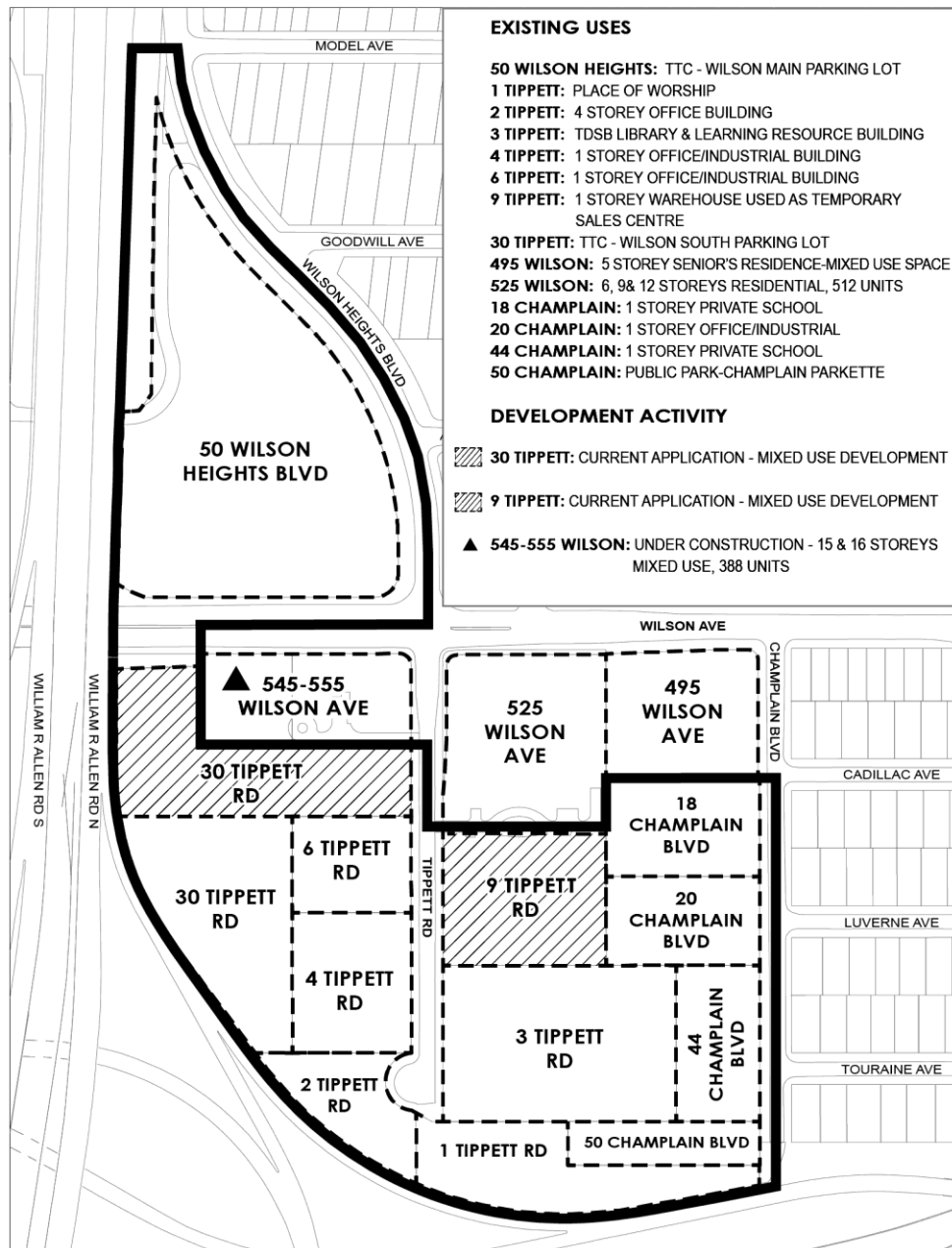
Tippet Road Area Regeneration Study

File # 13 120982 NNY 10 TM

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

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03/19/2015

## Attachment 5: Study Area Properties Existing Land Use and Development Applications



Existing Land Use &  
Development Applications

Tippet Road Area Regeneration Study

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03/19/2015



Study Area Boundary

File # 13 120982 NNY 10 TM

## Attachment 6a: Zoning - Former City of North York Zoning By-law 7625



**TORONTO** City Planning  
Zoning By-Law No. 7625

**Tippet Road Area Regeneration Study**

File # 13 120982 NNY10 TM

R4 One-Family Detached Dwelling Fourth Density Zone  
R6 One-Family Detached Dwelling Sixth Density Zone  
RM4 Multiple-Family Dwellings Fourth Density Zone  
RM6 Multiple-Family Dwellings Sixth Density Zone

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category

C1 General Commercial Zone  
M1 Industrial Zone One  
M2 Industrial Zone Two  
AV-MU Avenues Mixed Use  
MC Industrial-Commercial Zone

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Not to Scale  
Zoning By-law 7625  
Extracted 03/16/2015

## Attachment 6b: Zoning - City of Toronto Zoning By-law 569-2013



Zoning By-Law No. 569-2013

Tippet Road Area Regeneration Study

File # 13 120982 NNY 10 TM

	Location of Application
<b>RD</b>	Residential Detached
<b>RM</b>	Residential Multiple
<b>EL</b>	Employment Light Industrial
<b>E</b>	Employment Industrial
<b>OR</b>	Open Space Recreation
<b>UT</b>	Utility and Transportation

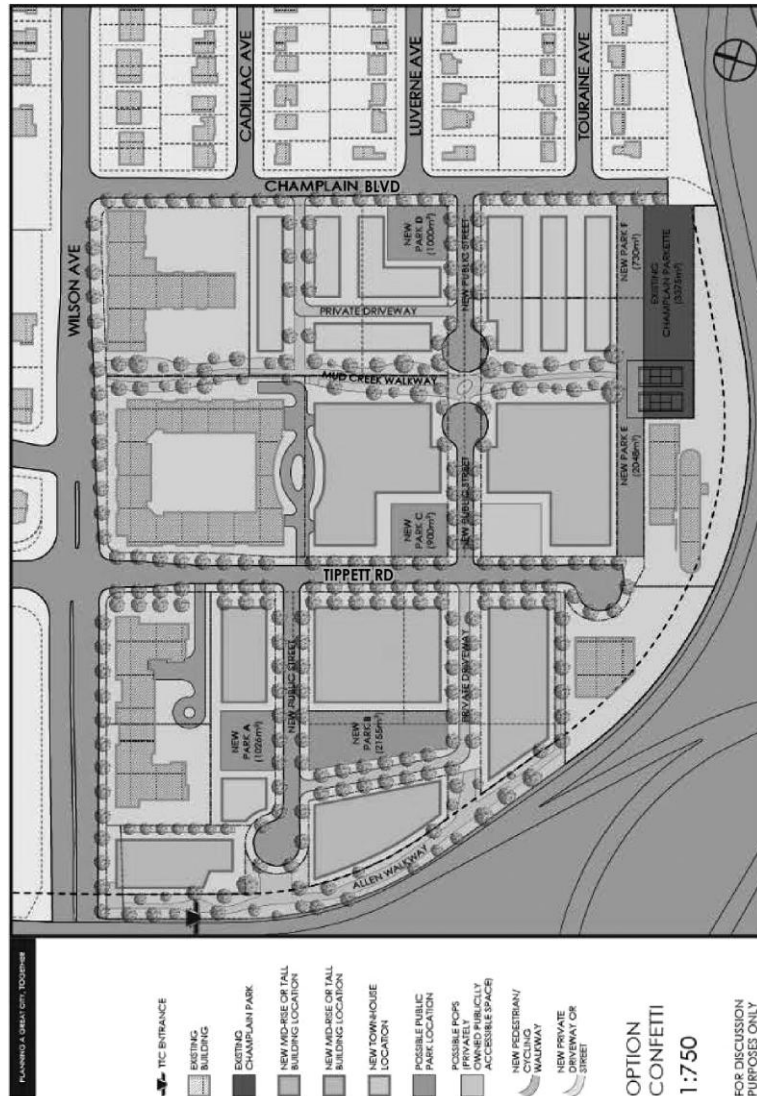
	See Former City of North York By-Law No. 7625
<b>R4</b>	One-Family Detached Dwelling Fourth Density Zone
<b>RM4</b>	Multiple-Family Dwellings Fourth Density Zone
<b>C1</b>	General Commercial Zone
<b>M1</b>	Industrial Zone One
<b>M2</b>	Industrial Zone Two
<b>MC</b>	Industrial-Commercial Zone

<b>A</b>	Airport Hazard Area Zone
<b>AV-MU</b>	Avenues Mixed Use Zone



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Extracted: 03/19/2015

# Attachment 7a: Study Area – South of Wilson Road Concept Plan 1 - Confetti Park Scheme

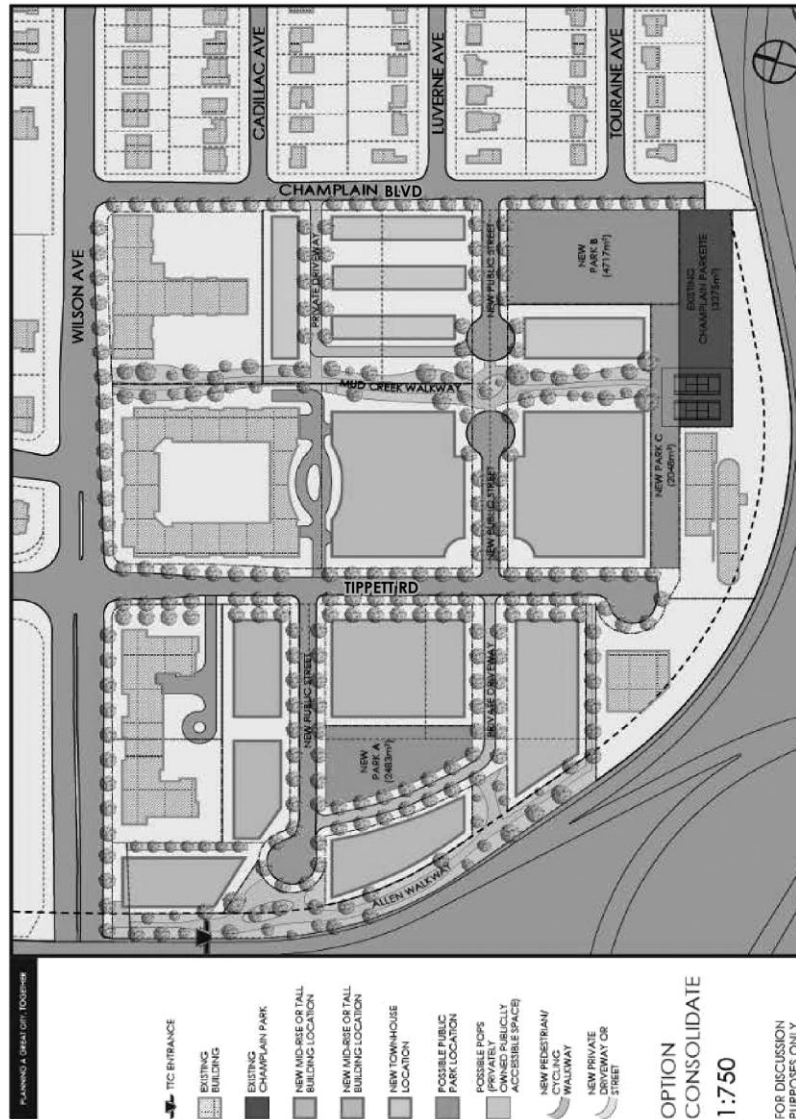


Tippet Road Area Regeneration Study

Option Confetti

File # 13 120982 NINY 10 TM

Not to Scale  
03/19/2015



## Tippett Road Area Regeneration Study

## Option Consolidate

File # 13 120982 NNY 10 TM

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03/19/2015

## **Attachment 8 – Draft Site and Area Specific Policy – Tippet Road Regeneration Area**

Chapter 7, Site and Area Specific Policies, is amended by deleting Site and Area Specific Policy No. 387 and replacing it with the following:

### **387 . The Tippet Road Area**

#### **1. Goals and Principles**

The identification of the Tippet Road Area Regeneration Study area as an area suitable for revitalization was an outcome of OPA 231, the Municipal Comprehensive Review. The *Regeneration Areas* designation is applied to areas with significant vacant lands and/or buildings in need of revitalization as a means of fostering growth and physical change. The Site and Area Specific Policy sets out a framework for the potential redevelopment of the area while taking into consideration the need to maintain employment in the area, the establishment of new roads, effective pedestrian and cycling connections, transition to the existing neighbourhood and the provision of parks and community services.

- 1.1. The Tippet Road Area will be redeveloped to create vibrant and complete mixed use communities structured by a public realm including existing and new streets, existing and new parks and special places and routes which create a landscaped setting for community life, encourages active transportation and integrates with surrounding communities.
- 1.2. Development within the study area will be informed by the following principles:
  - a) Create a fine grain of new streets and blocks;
  - b) Provide new parks and expand existing parks;
  - c) Create east-west pedestrian and cycling connections;
  - d) Create special routes and places within the public realm;
  - e) Provide high quality, appropriate built form with a transition in scale;
  - f) Provide for a mix of uses including the introduction of residential uses balanced with the retention and replacement of non-residential uses;
  - g) Provide active ground floor uses in buildings;
  - h) Provide for a range of housing opportunities; and
  - i) Provide for on-site and improved community facilities.

#### **2. Parks and Open Space**

The Tippet Road Area is a former warehouse employment district that has been identified for regeneration through permitting a range of non-residential and residential uses. To realize this regeneration as a complete community, development

should contribute to the Tippet Road Area public realm by establishing a network of parks, streets, pedestrian connections and private open spaces.

2.1. Lands conveyed as parkland will:

- a) have generous frontage on public streets to provide good visibility and accessibility, to promote the safe use of the park;
- b) be of a suitable shape and size to provide a range of neighbourhood-oriented recreational opportunities;
- c) be free and clear, above and below grade of all physical obstructions and easements, encumbrances and encroachments, including underground parking, surface and subsurface easements;
- d) be linked by public streets, private streets, mid-block pedestrian and cycling connections and multi-use pathways to create a network of green space and pedestrian zones throughout the Tippet Road Area; and
- e) be designed to be high quality, sustainable, useable landscaped green spaces that provide park users with a range of amenities and experiences and enhance a sense of "place" in the community.

2.2. Any parts of land used as a landscape buffer for the purpose of noise mitigation or setback from transportation infrastructure will not be accepted by the City as parkland dedication.

2.3. The provision of new privately owned, publicly accessible open space (POPS) will be encouraged in all new development. These will:

- a) be integrated through design and location with the adjacent streets, parks and open spaces;
- b) be located and designed to promote pedestrian and bicycle movement and amenity; and
- c) not be considered to satisfy any portion of the parkland dedication requirement for a development approval.

### 3. Special Routes and Places

The following Special Routes and Places policies will promote the creation public gathering places, mid-block connections for pedestrians and cyclist, areas with landscaping for cafes and patios along streets, and walking promenades. These Special Routes and Places will help to create a complete community, and provide additional function and amenity beyond public parks as well as contributing to an emerging character and identity for this new neighbourhood.

3.1. **Tippet Road Promenade**

Tippet Road will be designed as a local "main street" with a unique character connecting Wilson Avenue at the north with the W. R. Allen Road Pathway to



the south. Buildings will face the Tippet Road Promenade at-grade with active retail and other non-residential uses that can spill out into the street. Building entrances and extensive glazing along with architectural detailing that promotes pedestrian scale will support the emerging local main street character. Development on the west side of Tippet Road will provide generous 6 metre deep building setbacks which will work with the Tippet Road boulevard to create a landscaped promenade. This promenade will have a cohesive, landscape design that seamlessly integrates both public and private lands. The Tippet Road Promenade will include a widened sidewalk and street trees on the public boulevard, with a generous landscaped setback planted with additional trees and designed to include outdoor retail, café, public art and seating areas. The Promenade will be designed to encourage social gathering and outdoor retail activity, provide a venue for the installation of public art and provide a distinct and memorable identity for the emerging community.

### **3.2. Mud Creek Pathway**

The Mud Creek Pathway will be a quiet, intimately-scaled meandering midblock pedestrian and cycling connection running north-south from Wilson Avenue to Champlain Parkette through the middle of the block between Tippet Road and Champlain Boulevard. The Mud Creek Pathway will provide a publicly accessible route with a paved walkway, benches, furnishings, and lighting within a naturalized landscaped setting that recalls the former Mud Creek which ran through these lands. The Pathway will be located within the rear yard setbacks of building sites fronting onto Champlain Boulevard or Tippet Road.

### **3.3. W. R. Allen Road Pathway**

The W. R. Allen Road Pathway will be a publicly accessible pedestrian/cycling route that connects Wilson Avenue to Champlain Parkette on the south side of Wilson Avenue, and Wilson Avenue to Wilson Heights Boulevard on the north side of Wilson Avenue, connecting with the Wilson Subway Station entrances, parks, publicly accessible open spaces (POPS) and other destinations within the area. The Pathway will be located on the building setbacks located at the west and south edges of the Plan Area, within the Ministry of Transportation's 14 metre setback from W. R. Allen Road, both north and south of Wilson Avenue, and from Highway 401. It will include a landscaped multi-use path, an integral part of an active transportation network, as well as a landscaped venue for casual social interaction such as dog-walking, cycling, walking and running. Buildings will face the W. R. Allen Road Pathway with active ground floor uses and generous setbacks with complementary outdoor spaces such as patios, plazas and playgrounds to bring social life and activity to the Pathway and provide overlook to encourage safe use of the path. Mitigation of noise and other impacts from the adjacent highway will be achieved using berms or acoustic walls or other elements that will need to be integrated within the overall design of the Pathway. Landscaping along the W. R. Allen Road Pathway will be predominately soft

landscaping with high-branching deciduous trees that create shade and amenity. The landscape will vary along the route to create places for repose and relaxation as well as small "market street" pedestrian plazas near the subway stations.

#### **4. Public Streets**

New streets are proposed to divide the large blocks north and south of Wilson Avenue into appropriately scaled development blocks and provide access and address for new development on the large blocks. The new streets will define development blocks of an appropriate size and dimension for building types anticipated with redevelopment, and provide frontage for new parks and open spaces. They will also provide essential pedestrian and cycling connections to neighbourhood amenities such as the Wilson Subway Station and transit, the existing and new parks and open spaces, and the retail and commercial uses. The following policies will apply to new streets:

- 4.1. Public streets will be:
  - a) secured as generally indicated as illustrated on Maps 2 and 3, to provide access and address to parks and development parcels. The exact location and configuration of the streets will be subject to detailed planning and engineering studies conducted in relation to the approvals of adjacent development applications; and
  - b) designed and constructed to City standards and aligned with existing or proposed public streets or private driveways to ensure proper traffic operations.
- 4.2. Conveyance of a public street will occur as follows:
  - a) If a public street is wholly within one land assembly or development parcel, the full public right-of-way will be conveyed with the approval and construction of the first phase of development on that parcel; and
  - b) Where the full width of the road allowance is achieved in two stages dependent upon the approval of separate development applications on separate land assemblies, appropriate interim improvements of the first stage may be necessary pending dedication of the second stage.
- 4.3. Where private streets are appropriate as a component of the circulation network, they will be designed to be an extension of the public street network including appropriate walkways, cycling routes, landscaping, lighting and street furniture. Full public access easements along these private streets will be secured through development approvals.

#### **5. Transportation**

The Tippet Road Area faces a number of transportation challenges including indirect access to the Wilson Subway Station, a single vehicular access to Wilson Avenue, physical barriers prohibiting connections to surrounding neighbourhoods both for

vehicles and active transportation users, and a lack of appropriate land uses to encourage short-term trips within the neighbourhood among others. The Transportation policies set out here will address some of these challenges.

The introduction of additional uses and the overall intensification of the Study Area will require the provision of new transportation infrastructure and improvements to existing transportation infrastructure. Individual developments will be required to submit comprehensive transportation assessments to fully evaluate transportation requirements for this new community.

- 5.1. The appropriateness of employing a Holding (H) symbol will be considered during the processing of each application for rezoning received for lands within the Tippet Road Area. Holding (H) provisions may be applied when use, built form and density have been determined but the following matters are required to be resolved prior to development proceeding:
  - a) The submission of traffic impact studies to the satisfaction of the City that demonstrates sufficient transportation capacity exists to service the proposed development and/or identify necessary transportation improvements as outlined by this Site and Area Specific Policy.
- 5.2. Pedestrian and cycling opportunities will be prioritized by securing east-west connections through the Tippet Road Area to connect to Wilson Subway Station and other local destinations. North-south connections through the Tippet Road Area to connect Wilson Avenue to both the northern and southern extents of the area will also be pursued.
- 5.3. Identify safety and public improvements at the intersection of Tippet Road and Wilson Avenue intersection as part of Initial Phase developments.
- 5.4. Coordinate transportation improvements with public realm and urban design in order to enhance safety and comfort for pedestrians and cyclists.
- 5.5. New development will provide pedestrian, cycling and on-street parking features and other street improvements for all sites.
- 5.6. New developments will provide amenities for non-auto users for the retail area located on Tippet Road including pick-up/drop-off areas, bicycle stations, shared vehicles or bicycle systems and transit supportive infrastructures/services.
- 5.7. Comprehensive travel and parking demand management programs to be implemented as part of each development in collaboration with stakeholders from the City, Metrolinx and local stakeholders to reduce vehicle demand.

## 6. Built Form

The scale of development and building types considered for the Tippet Road Area are influenced by a number of contextual issues related to the goal of creating a vibrant mixed use community, MTO setbacks from W. R. Allen Road and Highway 401, height limits associated with the Downsview Airport operated by Bombardier Aerospace to the northwest, and the goal to transition down in scale to the low rise neighbourhoods east of Champlain Boulevard and Wilson Heights Boulevard. The following Built Form Policies that reinforce the City's Official Plan Policies for built form will apply to all development within the Tippet Road Area to ensure appropriate building types that accommodate a range of uses while enhancing and contributing to the public realm:

### 6.1. New buildings will:

- a) be located and organized to define and support the adjacent public realm at an appropriate scale and facilitate pedestrian movements to aid visibility of the Wilson Subway Station entrance from public streets;
- b) be organized, located, and massed to provide a transition in height that respects the scale of low-rise residential neighbourhood located to the east of the Tippet Road Area;
- c) be set back from streets, parks and open spaces to create a landscaped character for the public realm. At-grade residential or non-residential will be setback from streets, private streets and parks a distance of 4.0 to 5.0 metres, unless otherwise specified;
- d) include active uses on the ground floor adjacent to streets, parks and open space which encourage the safe, comfortable use of the public realm;
- e) provide direct pedestrian building entrances from public streets or private streets;
- f) be designed and landscaped with setbacks and other open spaces to create places for pedestrians to linger and add to the vitality of the streetscape, parks and open spaces;
- g) be provided with vehicular drop-offs and driveways to ramps and service areas that are not located on Tippet Road or any other public streets;
- h) incorporate parking areas that are located below-grade or in a parking structure screened from view with active uses resulting in limited visibility from the street;
- i) include surface parking areas only if no alternative is available. If necessary, surface parking or servicing areas should be located at the rear or flank of the building away from streets, private streets, park and open space frontage and special routes and places, wherever possible and screened from the public realm;
- j) share vehicular access between adjoining properties, where possible; and
- k) provide transportation amenities for bicycles, including sheltered and easily accessible visitor bicycle parking spaces.

6.2. Height:

- a) Mid-rise development will be in conformity with the City of Toronto's Avenues and Mid-rise Building Performance Standards and allow for buildings up to 20 metres in height in *Mixed Use Area A, B and C*, except that on Wilson Avenue, Wilson Heights Boulevard and along the W. R. Allen Road, a mid-rise building will be no higher than approximately 36.0 metres;
- b) Additional building height on Wilson Avenue, Wilson Heights Boulevard and along W.R. Allen Road within the permitted density will be considered a tower element and conform to the City of Toronto's Tall Building Design Guidelines, particularly in relation to a maximum floor plate size of 750 square metres from outside wall to outside wall, separation distances between towers of a minimum 25.0 metres, 12.5 metres between a tower and a rear or side property line and minimum 3.0 metre stepbacks from the base buildings to the upper floors. Base Buildings in this area will be not higher than 23 metres; and
- c) Additional building height beyond 20 metres within the permitted density for the balance of the lands in *Mixed Use Areas "A", "B" and "C"* will be considered a tower element and conform to the City's of Toronto's Tall Building Design Guidelines particularly in relation to a maximum floor plate size of 750 square metres from outside wall to outside wall, separation distances between towers of a minimum of 25.0 metres, 12.5 metres between a tower and a property line and minimum 3.0 metres step backs from base buildings to upper floors. Base buildings for these towers will be no higher than 16.0 metres.

6.3. Density:

- a) New development will be permitted at a level that is supportable and appropriate for the comprehensive planning framework and is balanced with the timely provision of physical and social infrastructure. Proposals for new development will be reviewed comprehensively with scale, massing and density being highest at the Wilson Subway Station, and development transitioning away from the Wilson Subway Station in scale, massing and floor space index to the south and east of the Policy area.

## 7. Land Uses

In order to encourage a mix of uses that will provide for a range of employment opportunities, commercial, community, and residential space, the following policies will apply to development within the Tippet Road Area.

- 7.1. Land uses provided for by the *Mixed Use Areas* designation will be permitted in the Tippet Road Area as follows:

- a) On the lands north of Wilson Avenue, a broad range of mixed uses will be permitted;
- b) On the lands south of Wilson Avenue, a broad range of mixed uses will be permitted, both east and west of Tippet Road; and
- c) Within the *Mixed Use Areas*, non-residential uses will be prioritized in new development along Wilson Avenue, along Tippet Road and in the vicinity of the Wilson Subway Station.

7.2. On the lands west of Champlain Boulevard, the permitted land uses will be predominantly residential.

## **8. Housing**

The housing policies reflect a desire for a family friendly neighbourhood with a range of housing opportunities in terms of tenure and affordability.

- 8.1. A full range of housing in terms of tenure and affordability will be provided throughout the Tippet Road Area including units that are suitable for families with children and units designed as accessible for seniors;
- 8.2. The provision of residential units sized appropriately for families will be encouraged within any new mixed use or residential development; and
- 8.3. The provision of affordable housing units will be encouraged in all new development throughout the Tippet Road Area, with particular emphasis on lands under the ownership or authority of Build Toronto at the time of the adoption of this Site and Area Specific Policy.

## **9. Community Services and Facilities**

The introduction of residential uses provided for by this Site and Area Specific Policy will require additional community services and facilities to service a growing population. Community services and facilities which were identified through the Community Service and Facilities Study as priority for community benefits through Section 37 contributions in association with new development should be provided in the new community in a timely manner.

- 9.1. Through the redevelopment of the land in the Tippet Road Area, the provision of the following community services and facilities will be prioritized for delivery in a timely manner:
  - a) flexible multi-purpose space to provide for a wide range of programs/services including: community recreation programs, supplemental library space and/or human agency programs;

- b) one new child care facility to service the projected population growth;
  - c) capital improvements to library branches servicing the lands subject to this Site and Area Specific Policy; and
  - d) capital improvements to Ancaster Community Centre and the Earl Bales Community Centre.
- 9.2. When included in a new development, the provision of space for community services and facilities as identified above will qualify as non-residential floor area for the purposes of satisfying the land use requirements of Section 7 of this Site and Area Specific Policy.
- 9.3. New community services and facilities will be designed to promote the development of flexible multi-purpose facilities that can be adjusted to meet the needs of the residents and surrounding community; and delivered in a timely manner to support growth.
- 9.4. In addition to the matters identified above, the City will review the need to provide additional satellite space in Ward 10 and may consider cash-in-lieu to supplement any current facilities or expand the proposed future community centre in the Downsview Secondary Plan Area.
- 9.5. The priority community facilities identified above will be secured through the development approvals process, including as community benefits contributions secured through Section 37 of the *Planning Act*.

## **10. Servicing**

The introduction of additional uses and the overall intensification of the Tippet Road Area will require the provision of new services and improvements to existing Municipal Servicing infrastructure. Individual developments will be required to submit comprehensive servicing information to fully assess servicing requirements for this new community.

- 10.1. The policies of this SASP will be implemented through the submission of individual rezoning applications pursuant to Section 34 of the *Planning Act*.
- 10.2. The appropriateness of employing a Holding (H) symbol will be considered during the processing of each application for rezoning received for lands within the Tippet Road Area. Holding (H) provisions may be applied when use, built form and density have been determined but the following matters are required to be resolved prior to development proceeding:

- a) The submission of functional servicing reports to the satisfaction of the City that demonstrate sufficient municipal infrastructure, including sewer, water and storm water facilities, exist to service the proposed development and/or identify necessary infrastructure improvements.

## **11. Environment**

The transition of a former industrial area into a new mixed use community will require the submission of appropriate information with their development applications to the satisfaction of the City.

11.1. The appropriateness of employing a Holding (H) symbol will be considered during the processing of each application for rezoning received for lands within the Tippet Road Area. Holding (H) provisions may be applied when use, built form and density have been determined but the following matters are required to be resolved prior to development proceeding:

- a) The submission of acoustic and vibration studies to the satisfaction of the City that address the extent of predicted noise exposure from both existing surrounding uses and propose any noise attenuation measures in accordance with applicable Ministry of the Environment guidelines.

11.2. Proponents of development containing sensitive uses will be required to demonstrate the development meets all Ministry of Environment guidelines related to noise, air quality, and soil contamination to ensure compatibility with surrounding land uses to the satisfaction of the City.

11.3. The implementation of any required noise attenuation features or other mitigation strategies will be secured by an appropriate legal binding agreement or agreements between the City and the proponent.

## **12. Development Framework**

The Development Framework describes the main elements of a comprehensive structure to enable a vibrant mixed-use community in the Tippet Road Area. The emerging community will be transit supportive and park-focused. A network of interconnected public streets, private streets and pedestrian/cycling routes define development blocks that support a variety of built form. The area's local character will develop in relation to its context with highway and arterial road frontages on the south and west, stable residential Neighbourhoods to the east, Wilson Subway Station entrances to the west and Wilson Avenue bisecting the area into a north and a south block.



- 12.1. Map 1, Sub-Areas Map 1 illustrates *Mixed Use Areas* "A", "B", "C" sub-areas and the *Neighbourhoods* "A" sub-area and the individual development frameworks for each sub-area is described below:

### **North of Wilson Avenue**

- 12.2. Map 2 of this Site and Area Specific Policy illustrates the preferred structure for the lands north of Wilson Avenue shown as *Mixed Use Areas* "A" on Map 1 as follows:
- a) A new public street network through the block in alignment with Goodwill Avenue and Ansford Avenue will provide visible and physically-direct access to the Wilson Subway Station entrance;
  - b) A centrally-located public park will be provided with frontage on the public road, the specific location and configuration to be determined during the review of a development application for the block;
  - c) Pedestrian and cycling paths will be provided from Wilson Avenue north to the new public road in a mid-block location;
  - d) A landscaped pathway along W. R. Allen Road is also proposed to enhance linkages to the subway from Wilson Heights Boulevard and Wilson Avenue;
  - e) Fifty (50) per cent or more of the total gross floor area on *Mixed Use Areas* "A" will be used for non-residential purposes; and
  - f) The new buildings located on the west and south boundaries will be massed and located to mitigate the noise from the adjacent transportation infrastructure.

### **South of Wilson Avenue – West of Tippet Road**

- 12.3. Map 3 of this Site and Area Specific Policy illustrates the preferred structure for the lands south of Wilson Avenue shown as *Mixed Use Areas* "B" on Map 1 and illustrates the following:
- a) A new public street extending west from Tippet Road will provide direct access to the south entrance of the Wilson Subway Station;
  - b) The new public street will provide frontage to a centrally-located public park to be located west of Tippet Road and south of the new public road;

- c) The parkland dedication requirements in *Mixed Use Areas "B"* will be satisfied through land conveyance secured through the approval of residential /mixed-use developments;
- d) Tippet Road is envisioned as the north-south pedestrian spine of the community for an enhanced landscape promenade which includes landscaping of the public boulevard and landscaped setback;
- e) A 6.0 metre front yard setback will be provided for lands with frontage on Tippet Road for enhanced and extended public realm treatment to be supported by active non-residential ground floor uses (See sub-clause 3.1 for more details);
- f) A landscaped pathway along W. R. Allen Road is proposed to enhance linkages to the subway from Wilson Avenue and the south end of Tippet Road (See sub-clause 3.3 for more detail);
- g) Additional pedestrian access circulation through the blocks will be provided by private streets designed as extensions of the public realm providing connections between blocks and additional frontage for important amenities such as parks, transit and the Tippet Road Promenade;
- h) Non-residential uses will be provided on the first floor of all new development containing residential uses along Wilson Avenue and in the vicinity of the Wilson Subway Station;
- i) Non-residential uses will be provided on the first floor of all new development containing residential uses on parcels/lots fronting Tippet Road; and
- j) The new buildings located on the west and south boundaries will be massed and located to mitigate the noise from the adjacent transportation infrastructure to the study lands.

### **South of Wilson Avenue – East of Tippet Road**

12.4. Map 3 shows the structure for the lands south of Wilson Avenue shown as *Mixed Use Areas "C"* on Map 1 as follows:

- a) A public street that extends east from Tippet Road towards Champlain Boulevard and terminates in a cul-de-sac at the east property limit, the location to be aligned to provide direct pedestrian and bicycle connections to the shared driveway west of Tippet Road and future roads east of these lands;

- b) Parkland dedication secured through the approval of residential/mixed-use developments in *Mixed Use Areas "C"* will be conveyed on site;
- c) Parkland dedication secured through the approval of residential/mixed-use developments in *Mixed Use Areas "C"* abutting Champlain Parkette will be used to convey lands which expand Champlain Parkette;
- d) A park block north of the new road, located in a mid-block location, will be provided, with frontage on the future public street. The location and configuration of this park is to be determined through the review of the development application for 9 Tippet Road;
- e) Mid-block pedestrian and cycling connections to provide pedestrian and bicycle connectivity through the blocks in a north-south orientation. Public access will be secured across lands connecting Wilson Avenue to Champlain Parkette to improve pedestrian and cycling access to the public park;
- f) A 9.0 metre landscaped setback on the east boundary of lots fronting onto Tippet Road to accommodate the Mud Creek Walkway. This will include an accessible pedestrian walkway open to the public that will connect the Wilson Avenue sidewalk, Champlain Parkette, the future east-west road and the east-west walkway at the north end of 9 Tippet Road (See sub-area 3.2 for more detail).

An accessible pedestrian walkway at the north side of 9 Tippet Road from the Tippet Road sidewalk to the eastern part of the block will provide, in part, access from Champlain Boulevard sidewalk to the Wilson Subway Station; and

- g) An accessible landscaped pedestrian pathway along Highway 401 is proposed to enhance linkages to the subway from Champlain Parkette and the south end of Tippet Road.

### **South of Wilson Avenue – West of Champlain Boulevard**

12.5. Map 3 shows the structure for the lands south of Wilson Avenue shown as *Neighbourhoods "A"* on Map 1 as follows:

- a) A public street right-of-way running westerly from Champlain Boulevard towards Tippet Road, aligned to provide frontage for development as well as pedestrian and cycling connections to the proposed public road west of this parcel, Mud Creek and Champlain Parkette;

- b) A public street that extends west from Champlain Boulevard towards Tippet Road terminating in a cul-de-sac at the west property boundary;
- c) The new public road will provide frontage for an expanded Champlain Parkette and provide a connection for cyclists and pedestrians through the area;
- d) Parkland dedication secured through the approval of residential/mixed-use developments in *Neighbourhoods "D"* will be conveyed on site;
- e) Parkland dedication secured through the approval of residential/mixed-use developments in *Neighbourhoods "D"* abutting Champlain Parkette will be used to convey lands which expand Champlain Parkette;
- f) A 9 metre setback for buildings along the western edge of lots within this block to facilitate the creation of Mud Creek Walkway, a mid-block pedestrian and cycling connection from Wilson Avenue to Champlain Parkette;
- g) A landscaped pathway along Highway 401 will enhance linkages to the Wilson Subway Station entrance from the south end of Champlain Boulevard;
- h) Development on lands fronting Champlain Boulevard will take the form of grade-related townhouses, low rise multi-unit buildings or low scale non-residential buildings to provide appropriate transition to lands east of Champlain Boulevard designated *Neighbourhoods*;
- i) Redevelopment of lands fronting Champlain Boulevard with residential uses will not be required to include non-residential uses;
- j) Development on lands fronting Champlain Boulevard will be restricted to grade related townhouses that conform to the City's Infill Townhouse Guidelines or low-scale non-residential buildings that are compatible with residential uses designated *Neighbourhoods*; and
- k) Grade-related, multi-unit apartments on lands fronting Champlain Boulevard may be considered provided that 6.0 metre building setbacks are provided from Champlain Boulevard and 15.0 metre building separation distances are provided between blocks.

### **13. Implementation**

- 13.1. To achieve the Tippet Road Area Regeneration Study vision, lot consolidation and land owner cooperation is encouraged.

- 13.2. Proponents of development may be required by the City to undertake studies and mitigation works to identify and address the potential environmental impacts of non-residential uses on residential use.
- 13.3. Where new developments are subject to Section 37 of the Planning Act, the provisions of the Official Plan will apply. Priorities for community benefits in the area will be:
- a) provision of additional child care spaces within the base of new multi-storey developments;
  - b) enhancement of existing library facilities already serving the Tippet Road Area (Barbara Frum and Downsview branches);
  - c) provision of community recreation programming, particularly for seniors, should residential development occur in advance of the construction of the community centre identified by the Downsview Area Secondary Plan; and
  - d) The provision of public art.
- 13.4. The creation of Urban Design Guidelines for the area covered by this Site and Area Specific Policy will work with this Policy to guide development in the Tippet Road Area. Urban Design Guidelines will be prepared to:
- a) illustrate and describe urban design concepts for the lands generally and for the specific land use districts;
  - b) provide guidance to development to ensure conformity to the Official Plan and these Site Specific Policies;
  - c) provide a context for co-ordinated incremental development; and
  - d) assist in the evaluation of development applications.
- 13.5. The Urban Design Guidelines for the public realm will address matters including the location, dimensions and character of:
- a) existing and new public streets;
  - b) parks and publicly accessible open spaces;
  - c) pedestrian and cycling connections;
  - d) entrances to the TTC Subway Station entrances;
  - e) special places and routes including Tippet Road Promenade, Mud Creek and W. R. Allen Road Pathways; and
  - f) potential locations for Public Art.

13.6. Urban Design Guidelines for Development Blocks will address:

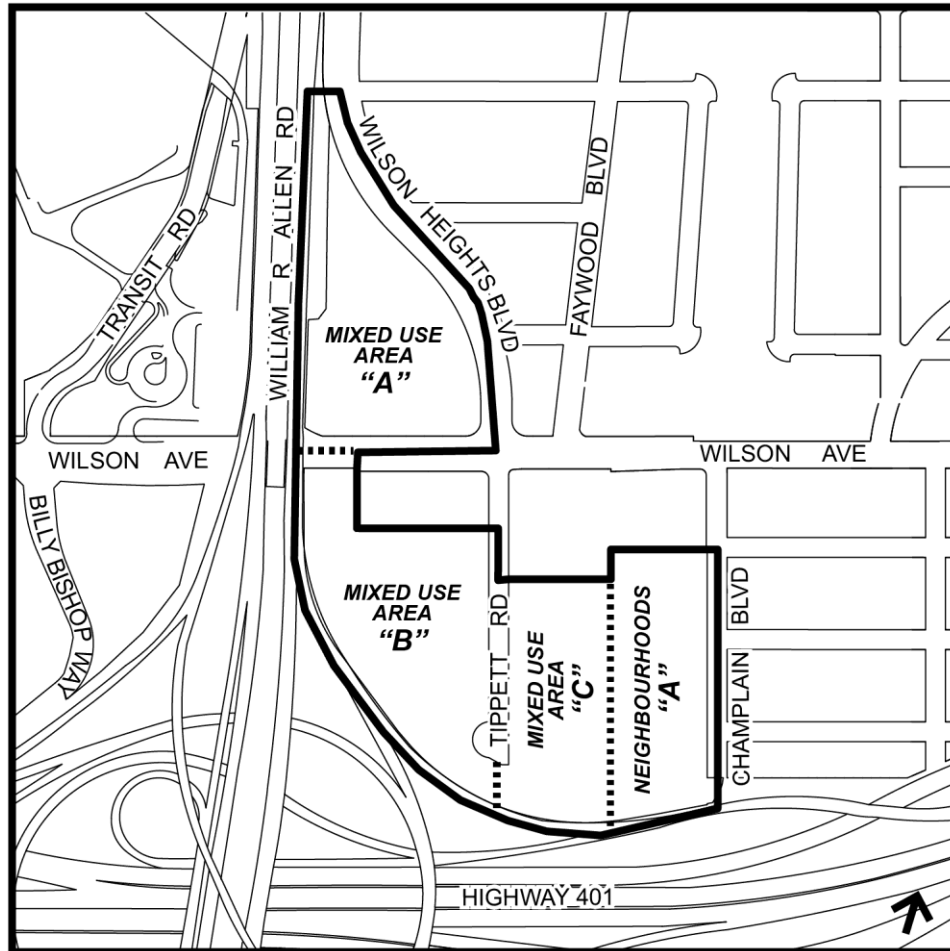
- a) site and building location and organization including setbacks ground floor uses and building entrances;
- b) building types;
- c) access and servicing;
- d) building massing and articulation; and
- e) pedestrian amenity and landscape.

13.7. Holding (H) provisions pursuant to Section 36 of the Planning Act will ensure that satisfactory transportation and servicing information is received.

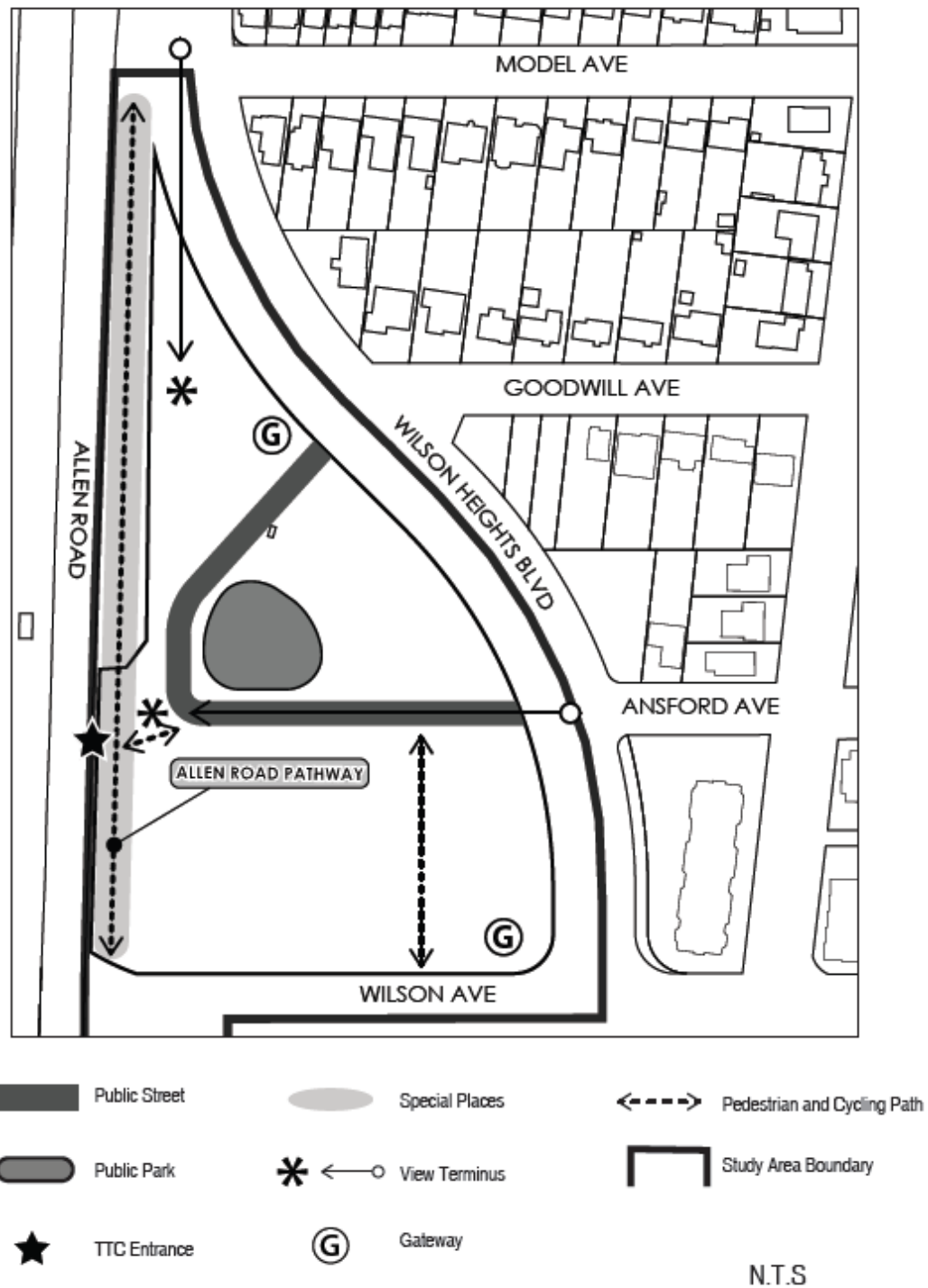
#### **14. List of Maps**

- 1. Map 1, Sub-Areas;
- 2. Map 2, Structure Plan – North of Wilson Avenue;
- 3. Map 3, Structure Plan – South of Wilson Avenue; and

Map 1 – Sub-Areas

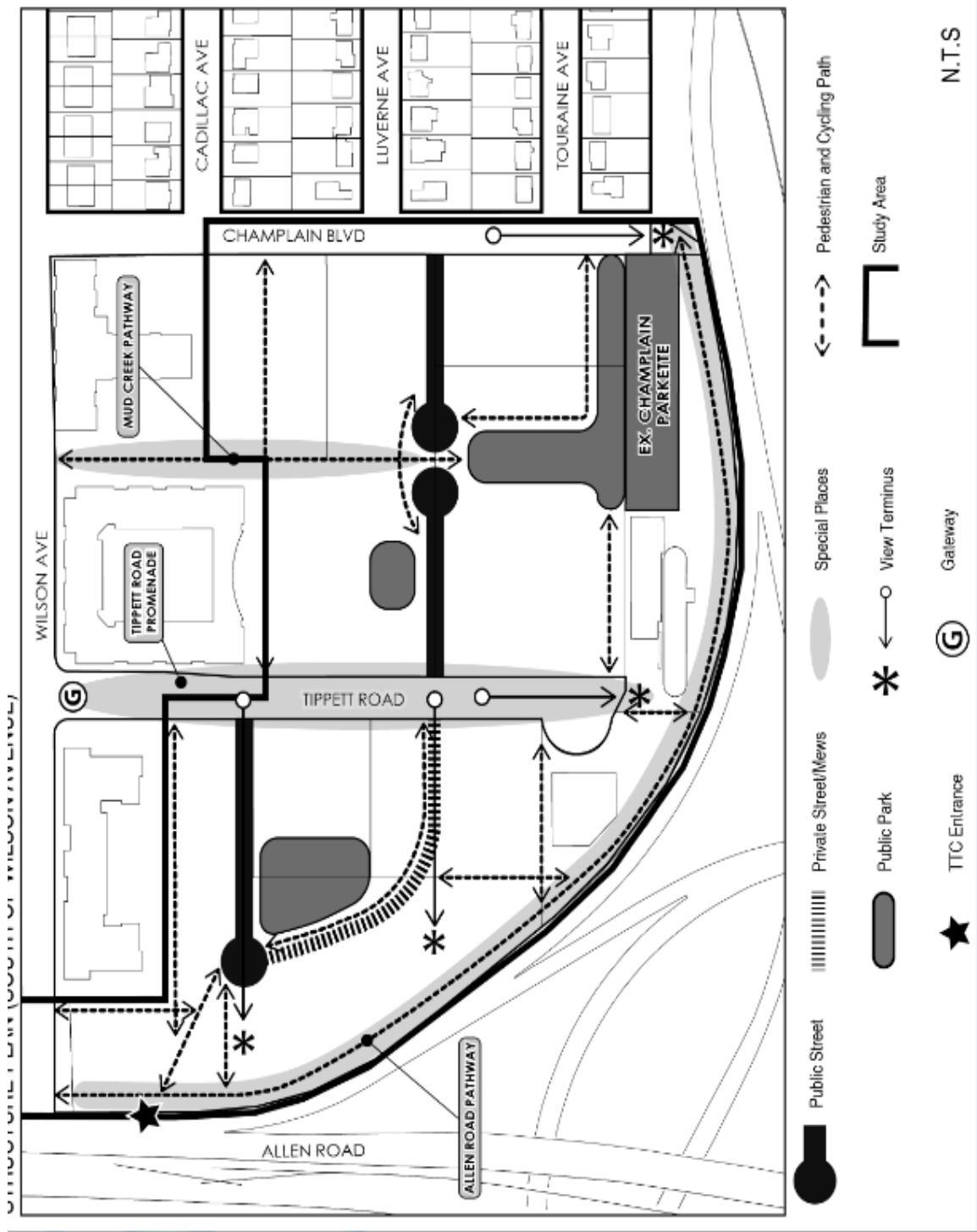


Map 2, Structure Plan – North of Wilson Avenue  
 Structure Plan (North of Wilson Avenue)

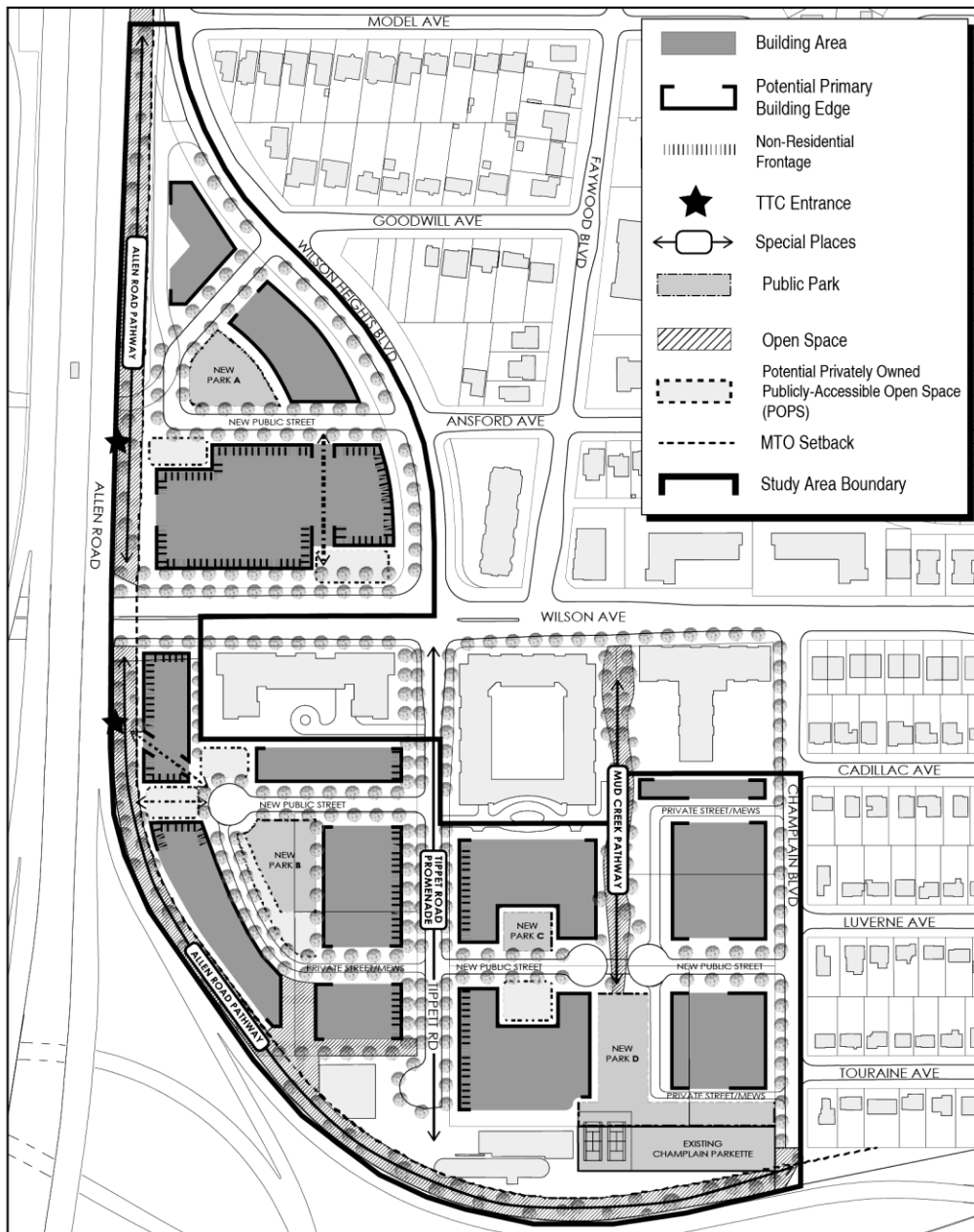




Map 3, Structure Plan – South of Wilson Avenue



## Attachment 9: Demonstration Plan Tippet Road Area Regeneration Study Prepared by City Planning



Demonstration Plan

Tippet Road Area Regeneration Study

Not to Scale  
03/20/2015



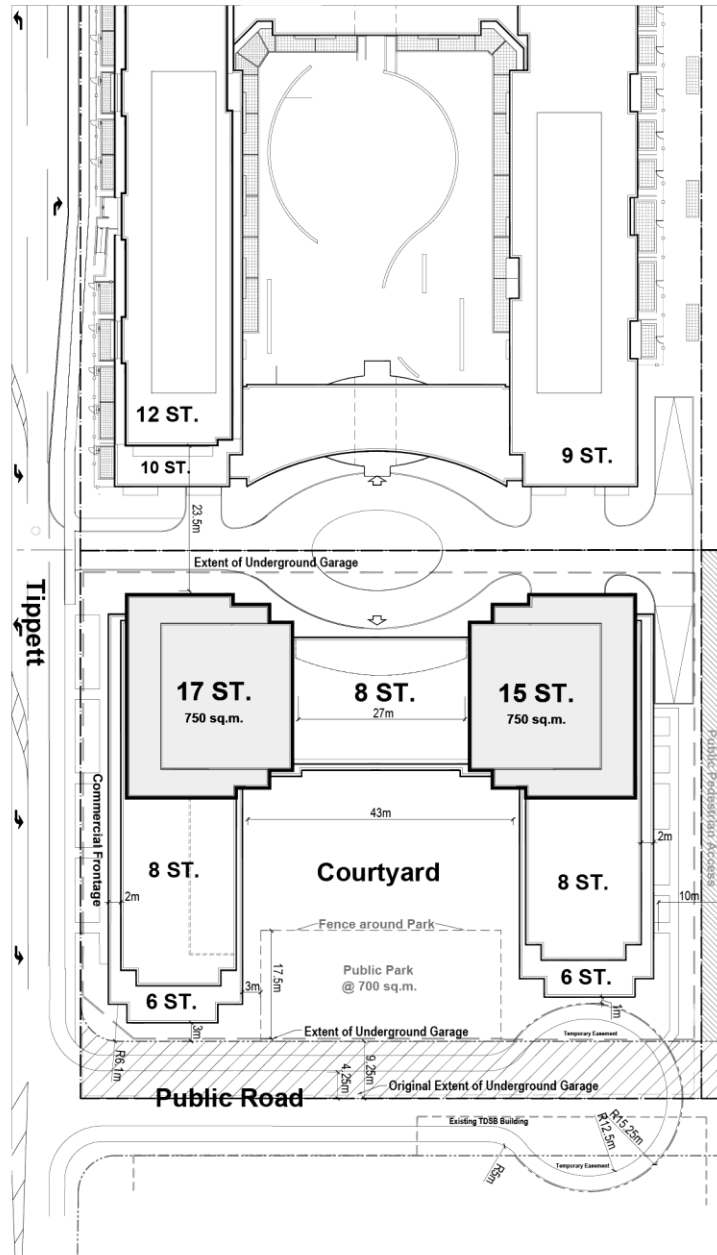
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[illegible]

The site plan illustrates the proposed development at the intersection of Wilson Avenue and Tippet Road. The plan features a large green area labeled 'FUTURE PARK' and several building footprints with store counts. The buildings are labeled: 15 STOREYS, 8 STOREYS, 16 STOREYS, 8 STOREYS, 15 STOREYS, 8 STOREYS, 16 STOREYS, 8 STOREYS, 16 STOREYS, 6 STOREYS, and 2 STOREYS. The plan also shows the intersection of Wilson Avenue and Tippet Road, and the location of the proposed development relative to the future park.

Staff report for Action – Tippet Road Area Regeneration Study – Proposed Site and Area Specific Policy

# **Attachment 11: Concept Plans for 9 Tippet Road** **Prepared by Applicant**



**Concept Plan for 9 Tippet Road**

**Tippet Road Study Regeneration Study**

Not to Scale  
 03/19/2015



File # 13 120982 NNY 10 TM