



STAFF REPORT ACTION REQUIRED

Tippett Road Area Regeneration Study – Status Report

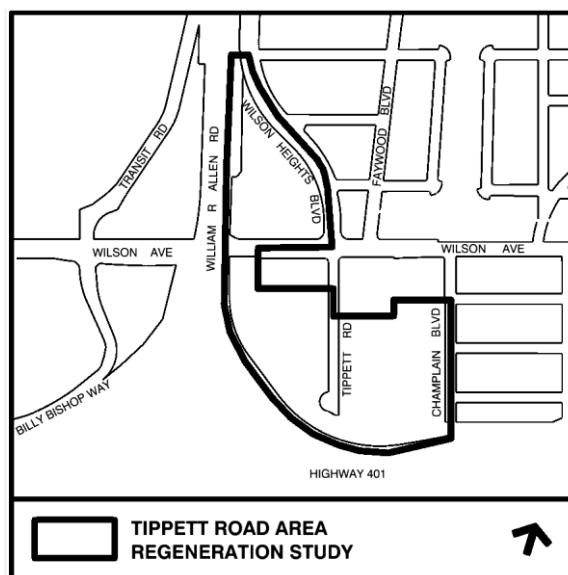
Date:	May 29, 2015
To:	Planning and Growth Management Committee
From:	Chief Planner and Executive Director, City Planning Division
Wards:	Ward No. 10 – York Centre
Reference Number:	P:\2015\clusterB\PLN\PGMC\PG15081 13 120982 NNY 10 TM

SUMMARY

At its May 5, 2015 meeting, City Council had before it the Tippett Road Area Regeneration Study and directed City Planning staff to undertake discussions with the major landowners within the Tippet Road Study Area on a number of specific topics and report back on the results to the June 18, 2015 meeting of the Planning and Growth Management Committee.

This report provides an update on the status of the Tippet Road Area Regeneration Study and summarizes the results of the continuing discussions with the major landowners for the lands located near the intersection of Tippett Road and Wilson Avenue in close proximity to the Wilson Subway Station (See Attachment 1). The report also sets out a number of modifications to be made to the draft Site and Area Specific Policy for the Tippett Road Area Regeneration Area contained in the March 25, 2015 report. These modifications address refinements that have occurred with respect to the active development applications within the Study Area as a result of the discussions with the major landowners. The intent of the modifications is to strengthen the policies with respect to new development within the Study Area as well as to add clarity to individual policies.

The modified Site and Area Specific Policy



will be further refined based upon continued discussions with the landowners as well as internal consultations with City Divisions. The revised version of the Site and Area Specific Policy will be circulated to appropriate City divisions and agencies. It is anticipated a report will be prepared for the fourth quarter of 2015 with 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.

This report also provides direction respecting the appeal of an Official Plan Amendment and Zoning By-law Amendment application for 9 Tippet Road which will be before the Ontario Municipal Board in October 2015. The appellants have withdrawn the Settlement Offer dated April 8, 2015.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council request City Planning staff to modify the draft Site and Area Specific Policies attached to the March 25, 2015 report from the Chief Planner and Executive Planner, City Planning Division to:
 - a) incorporate density across all properties within the proposed *Mixed Use Areas*, south of Wilson Avenue as discussed in this report;
 - b) modify built form and public realm policies to reflect discussions with landowners; and
 - c) refine the language on affordable rental and ownership housing to set targets for the study area.
2. City Council direct City Planning staff to work towards a settlement of the appeals pertaining to 9 Tippet Road with Malibu Investments, the applicants of 9 Tippet Road, which includes:
 - a) a mixed use building with a total maximum gross floor area of 36,232 m² resulting in a maximum floor space index of 3.93 times the lot area;
 - b) a maximum of 500 residential dwelling units;
 - c) a minimum of 1,068.38 m² of non-residential gross floor area;
 - d) a minimum of 700 m² of privately-owned publically-accessible (POPS) space;
 - e) building heights as generally set out in Attachment 9;
 - f) the dedication of a unencumbered strip of land a minimum of 9.25 metres wide along the south property boundary for a future east/west road including a turning bulb;
 - g) a north-south 3 metre wide easement along the east property line for a pedestrian walkway to contribute to the Mud Creek Pathway;
 - h) the provision of an east-west pedestrian connection along the north property line to connect Tippet Road with the above-noted north-south connection;
 - i) a commitment to provide 25 on-site affordable ownership housing units;

- j) a commitment to provide Section 37 benefits including community space for seniors, possible cash contributions for public art and other local benefits; and
 - k) cash-in-lieu of parkland.
3. City Council direct City Planning staff to continue discussions with Shiplake Developments respecting their property at 30 Tippet Road north as part of their Zoning By-law Amendment application including the following matters;
- a) the dedication and construction of a unencumbered strip of land a minimum of 14.5 metres wide along the south property boundary for a future east/west street terminating at the west end in a cul-de-sac;
 - b) connection to the Wilson Subway Station entrance from the west end of the new public street through a privately-owned publically-accessible space (POPS);
 - c) a mixed use development with a site layout and building heights generally as shown on Attachment 8 and a proposed maximum density of approximately 2.45 times the lot area;
 - d) appropriate setbacks along the west side of the development to provide for the W. R. Allen Road Walkway connecting Wilson Avenue with the lands to the south of the site;
 - e) the provision of a new central public park block to be located south of the new east-west road, augmented by additional on-site privately-owned publically-accessible space (POPS);
 - f) the submission of an application for a plan of subdivision to enable the creation of a public street and park block;
 - g) an estimated total number of dwelling units of 431;
 - h) provision of affordable rental and ownership housing units in the range of a total of 100 units, the final number to be determined through further discussion; and
 - i) the provision of a 464.5 m² daycare in the base of the building nearest to the Wilson Subway Station entrance as a Section 37 benefit.
4. City Council direct City Planning staff to continue discussions with Build Toronto for their parcel of land at 30 Tippet Road south including the following matters:
- a) connection to the Wilson Subway Station entrance from the west end of the new public street through a privately-owned publically-accessible space (POPS);
 - b) a mixed use development with a site layout and heights generally as shown on Attachment 8 and a proposed maximum density of approximately 3.45 times the lot area;
 - c) appropriate setbacks along the west side of the development to provide for the W. R. Allen Road Walkway connecting Wilson Avenue with the lands to the south of the site;
 - d) the provision of a new central public park block augmented by other privately-owned publically-accessible space (POPS);

- e) the submission of an application for a plan of subdivision to enable the creation of a public street and park block;
 - f) a private street, designed and functioning like a public street, extending south along the east side of the development parcel providing access to the buildings further south;
 - g) an estimated total number of dwelling units of 529; and
 - h) approximately 100 affordable housing units, both rental and ownership.
5. City Council direct City Planning staff to continue discussions with the Malibu Investments who have an interest in 4 and 6 Tippet Road, including such matters as:
- a) the dedication of a unencumbered strip of land a minimum of 4.0 metres wide along the north property boundary for a future east/west street;
 - b) the provision of a private driveway extending west from Tippet Road to connect with the private street proposed on the Build Toronto site to the west;
 - c) the provision of a park block to be incorporated with the park block contributed by Shiplake Developments and Build Toronto augmented by other privately-owned publically-accessible space (POPS);
 - d) a refined building design, located and massed, which minimizes shadows on the proposed public park block and other privately-owned publically-accessible space (POPS);
 - e) a maximum floor space index reduced from the current proposal of 4.1 FSI to be more consistent with other sites in the study area;
 - f) a requirement that development which includes residential units also increase the non-residential gross floor area to the extent possible in keeping with SASP 387; and
 - g) a commitment to provide 25 affordable ownership housing units.
6. City Council direct City Planning staff to continue discussions with Build Toronto for their lands at 50 Wilson Heights Boulevard, including such matters as:
- a) a new public street network through the site that aligns with Goodwill Avenue and Ansford Avenue, east of Wilson Heights Boulevard;
 - b) a centrally located public park block located east of the new public street with additional contiguous privately-owned publically-accessible space (POPS) proposed adjacent to the west of the new public street;
 - c) a proposed mixed use development of 1,100 dwelling units with a layout and building heights generally in keeping with Attachment 7;
 - d) buildings set back from W. R. Allen Road to create a setback zone that will be a privately-owned publically-accessible space (POPS);
 - e) the provision of The Allen Road Pathway in the lands abutting the W. R. Allen Road right-of-way which would connect the north end of the site with Wilson Avenue;
 - f) the provision for north-south connections through the site for pedestrians and cyclists between Wilson Avenue and the proposed new street;

- g) a requirement that 50 per cent or greater of the gross floor area be used for non-residential purposes in keeping with SASP 387 and
 - h) a minimum number of affordable housing units, the number to be determined through further discussion.
7. City Council direct staff to initiate discussions with other landowners, including the Toronto District School Board (3 Tippet Road) within the Tippet Road Area Regeneration Study;
 8. City Council direct staff to initiate discussions with Build Toronto and the owners of 2 Tippet Road respecting the expansion of the non-residential development at 2 Tippet Road;
 9. City Council direct staff to continue conversations with the applicants regarding the provision and appropriate approach for implementation of/securing affordable housing within the study area; and
 10. City Planning continue discussions with all landowners on issues of infrastructure, the required improvements, cost-sharing and when infrastructure is needed.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

At its May 5, 2015 meeting, Council adopted the report (March 25, 2015) from the Chief Planner and Executive Director entitled "Tippet Road Area Regeneration Study – Proposed Site and Area Specific Policy". The draft Site and Area Specific Policy was formulated on the basis of public feedback received in the rounds of public consultations beginning in 2013 as well as internal consultations with City Divisions and landowners. The report can be found at:

<http://www.toronto.ca/legdocs/mmis/2015/pg/bgrd/backgroundfile-78569.pdf>

At its May 5, 2015 meeting, Council directed City Planning staff to undertake discussions with the landowners on a number of specific topics. The direction to staff was to report back to the Planning and Growth Management Committee on May 14, 2015, or alternatively on June 18, 2015 on the status of the discussions, including to:

- a. discuss revisions to the proposed policies with the impacted landowners respecting anticipated overall density within the Tippet Road Regeneration Study with a goal to establishing an even distribution of density across all landowners within the proposed Mixed Use Areas, south of Wilson Avenue;
- b. continue discussions with the applicants for the development applications at 9 Tippet Road and 30 Tippet Road on their respective development applications

regarding revisions necessary to achieve the results of the Tippet Road Area Regeneration Study;

- c. meet with staff from the Affordable Housing office and the residential developers and landowners within the Tippet Road Area Regeneration Study Area south of Wilson Avenue to develop a program to deliver 150 to 200 affordable rental and ownership homes to contribute to achieving a complete community across the study area;
- d. continue discussions with the applicants respecting the requirement for the replacement of non residential gross floor area and that such discussions include meeting the objective of the provision of affordable housing; and
- e. continue discussions with Build Toronto on the development of the north side of Wilson Avenue.

The City Council Decision document can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG3.4>

This report summarizes the results of the continuing discussions with the major landowners and presents the proposed policy changes for the Tippet Road Area Regeneration Study Site and Area Specific Policy.

COMMENTS

The City Council Decision of May 5, 2015 directed 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 respecting revisions necessary to achieve the results of the Tippet Road Area Regeneration Study.

Subsequent to the Planning and Growth Management Committee Meeting on April 13, 2015, City Planning staff met several times with the major landowners/applicants within the study area. The discussions have focussed on how the proposed developments can achieve the key principles outlined in the proposed Site and Area Specific Policy (SASP) and the Demonstration Plan (See Attachment 4) prepared by the City.

The Demonstration Plan was prepared by staff 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.

Build Toronto (50 Wilson Height Boulevard and the lands at 30 Tippet Road) and the two applicants with current development applications in the Study Area (Shiplake Management at 30 Tippet Road on the north portion of the lands owned by Build Toronto, and Malibu Investments at 9 Tippet Road) have been active participants in this discussion process. Malibu Investments also has an interest in two additional properties in the Study Area south of Wilson Avenue on the west side of Tippet Road at 4 and 6

Tippett Road and have continued to refine their ideas for redevelopment of these properties.

As a result of continuing discussions with the landowners, development concepts for each of these sites were further refined to identify potential built form, building heights, densities and land use mix. These refinements to the development concepts will require, the proposed draft Site and Area Specific Policy (SASP) to be updated accordingly as per the revisions proposed in this report. This updated version of the SASP will be circulated to appropriate City divisions and agencies.

Development Discussions to Date

On a preliminary basis, discussion with the landowners has focused on the following conceptual development scenarios submitted by the applicants/landowners:

Table 1

Address	Gross Floor Area (Res)	Gross Floor Area (Non-Res)	Floor Space Index	Units	Affordable Housing Units
North of Wilson Avenue					
50 Wilson Heights Boulevard	84,542m ²	9,290 m ²	2.93 FSI	1,100	n/a
South of Wilson Avenue					
30 Tippett Road north	28,427m ²	464.5 m ²	2.45 FSI	431	100
30 Tippett Road south	38,344m ²	n/a	3.45 FSI	529	100
4 & 6 Tippett Road	45,288.75m ²	1,068.35 m ²	4.1 FSI	655	25
9 Tippett Road	26,232m ²	1,068.38m ²	3.93 FSI	500	25
Total	222,833.75m²	10,991.2m²		2,765	250

*Above values are approximate

50 Wilson Heights Boulevard - North of Wilson Avenue

The site on the north side of Wilson Avenue at 50 Wilson Heights Boulevard is wholly owned by Build Toronto. The proposed draft Site and Area Specific Policy included in the March 25, 2015 Staff report set out a Structure Plan for these lands (Attachment 5). The Structure Plan included elements such as the location of public streets, public parks, special places and pedestrian and cycling connections.

The City Council Decision of May 5, 2015 directed City Planning staff to continue discussions with Build Toronto on the development on the north side of Wilson Avenue at 50 Wilson Heights Boulevard. While no development plans have been submitted,

Build Toronto has prepared some preliminary concept plans for discussion purposes with City Planning staff.

The concept plan (Attachment 7) is preliminary and contains the following elements:

- A new public street network through the site that aligns with Goodwill Avenue and Ansford Avenue east of Wilson Heights Boulevard, providing direct access to the Wilson Subway Station entrance as well as providing access and address for smaller development blocks within the parcel, and street frontage for Wilson Avenue, Wilson Heights Boulevard, new streets and a new park block;
- Public parkland, centrally-located east of the new public street with additional contiguous privately-owned publically-accessible space (POPS) proposed adjacent to the west of the new public street;
- A proposed development containing 84,542 m² (910,000 square feet) of residential gross floor area and 9,290 m² (100,000 square feet) of non-residential gross floor area for a total proposed development of 93,832 m² gross floor area resulting in a floor space index of 2.93 times the lot area.
- A 8-storey mixed use building with a large floor plate located at the southeast corner of the site anchoring the corner of Wilson Avenue with Wilson Heights;
- Two taller residential buildings (14 and 15-storeys in height), fronting on Wilson Avenue and abutting W. R. Allen Road with address on Wilson Avenue and access and servicing from the proposed new street;
- Three 6-storey buildings along Wilson Heights Boulevard, the northern most building to potentially house only non-residential uses;
- An opportunity for The Allen Road Pathway to be provided on the lands abutting the Allen Road right-of-way which would connect the north end of the site with Wilson Avenue;
- Buildings set back from W. R. Allen Road to create a zone that will be a privately-owned publically-accessible space (POPS); and
- Opportunity for north-south connections through the site for pedestrians and cyclists between Wilson Avenue and the proposed new street.

Comments

Although in the early stages of formulation, the proposed concept plan by Build Toronto for the lands at 50 Wilson Heights Boulevard incorporates a number of the key elements illustrated on the Demonstration Plan (Attachment 4) prepared by City Planning staff for illustrative purposes and the Structure Plan put forward by the City for the north side of Wilson Avenue included in the draft Site and Area Specific Policy (Attachment 5).

Planning staff will continue discussions with Build Toronto regarding further refinement of their concept plan including the provision of an open space at the northwest corner of Wilson Heights Boulevard and Wilson Avenue. Discussions are also required with the Toronto Transit Commission regarding the integration of an access route to the bus station through the subject lands in keeping with the proposed street system.

South of Wilson Avenue - West of Tippet Road (4, 6 and 30 Tippet Road)

Staff have had several meetings with Build Toronto, Shiplake Developments and Malibu Investments to discuss the comprehensive redevelopment of the lands on the west side of Tippet Road south of Wilson Avenue that would support the creation of a complete community. In response, the landowner group have submitted updated development concepts for these lands from what was included in the March 25, 2015 staff report. The two concept plans have been consolidated into one plan for ease of use and is included as Attachment 8.

Concept Plan by Build Toronto & Shiplake Investments - 30 Tippet Road North and South (Attachment 8)

The concept plan submitted by Build Toronto and Shiplake Developments includes all of the lands at 30 Tippet Road including both the north and south portion of these properties. The northern portion is subject to current development applications by Shiplake Developments, and the remaining lands to the south are retained by Build Toronto. The concept plan includes the following:

- A new public street extending west of Tippet Road terminating in a cul-de-sac with a privately-owned publically-accessible space (POPS) at the terminus of the new street;
- Connection to the Wilson Subway Station entrance from the west end of the new public street through a privately-owned publically-accessible space (POPS) at the west end of the new street and within the W. R. Allen Road setback zone extending behind and under the new building shown on the northwestern portion of the block;
- 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);
- A new central public park block, 0.15 hectares in size on the south side of the new public street with an additional contiguous privately-owned publically-accessible space (POPS) proposed adjacent to the west side of the park forming a larger open space;
- Buildings set back 17.0 metres for the first two storeys from the W. R. Allen Road right-of-way and 15.5 metres above the second floor. A privately-owned publically-accessible space (POPS), including a landscaped walkway described in the Site and Area Specific Policy as the W. R. Allen Road Pathway, is proposed in this setback zone;

- Two development parcels on the north side of the new public street: the west parcel near the Wilson Subway Station entrance and Wilson Avenue proposes a 12-storey building with a 7-storey base building; the east parcel near Tippet Road proposes an 8-storey building;
- A 2-storey arcade in the base of the above-noted 12-storey building providing a 6.0 metre wide walkway connection from the western terminus of the new street to the Wilson Subway Station entrance which is located along the west side of the property;
- A development parcel is shown at the west end of the new public street extending south along W. R. Allen Road proposing two taller 12-storeys buildings connected by a 7-storey base building;
- A private street, designed and functioning like a public street, 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 431. The gross floor area is approximately 28,427 m² representing a density of 2.45 times the area of the site;
- On the south portion of the lands retained by Build Toronto the estimated total number of dwelling units is 529. The gross floor area is approximately 38,344 m² representing a density of 3.45 times the area of the site;
- A commitment to provide 100 affordable rental and ownership housing units on the Build Toronto site; and
- A commitment to provide 100 affordable rental and ownership housing units on the Shiplake Developments site.

Comments

The concept plan for 30 Tippet Road (Shiplake Developments/Build Toronto) incorporates a number of key elements of the development framework illustrated in the Demonstration Plan (Attachment 4) and Structure Plan – South of Wilson Avenue (Attachment 6) 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 block, privately-owned publicly-accessible open spaces, a private street along the western edge of the park block, enhanced subway station connections, the W. R. Allen Road Pathway and a range of housing forms. City Planning staff will continue to work with the applicant respecting outstanding issues including built form in and around the park block.

Concept Plan by Malibu – 4 & 6 Tippet Road (Attachment 8)

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 in width);
- Public parkland 0.1 hectares in size on the west side of the site adjacent to, and contiguous with, the public parkland illustrated on the Build Toronto lands to the west (30 Tippet Road);
- Three taller buildings, two at 16-storeys in height and one at 12-storeys in height, with base building heights of 8 & 9 storeys;
- Malibu Investments has advised that the built form illustrated on the concept plan, results in a overall density of approximately 4.1 times the area of the lot and have estimated that the proposal will contain approximately 65 dwelling units within this built form;
- A private street extending west from Tippet Road to connect with the private street proposed on the Build Toronto site to the west; and
- a commitment to provide 25 affordable ownership units.

Comments

As noted above, the concept plans incorporate a number of key elements of the development framework illustrated in the Demonstration Plan (Attachment 4) and the Structure Plan – South of Wilson Avenue (Attachment 6) 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.

South of Wilson Avenue - East of Tippet Road (9 Tippet Road)

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

Staff have met several times with Malibu Investments about their development proposal at 9 Tippet Road which is under appeal to the Ontario Municipal Board. The discussions have focussed on how this site could be developed in a manner consistent with the preferred development framework illustrated on the Demonstration Plan (Attachment 4). In response to the Demonstration Plan, Malibu Investments has presented a revised concept plan for this site (Attachment 9). The concept plan includes the following main elements:

- A partial right-of-way 9.25 metres wide to form part of a future unencumbered public street extending east of Tippet Road at the south end of the site;

- Provision for a temporary cul-de-sac at the eastern property edge of the property with a request to provide parking under the portion of the cul-de-sac that will be deeded back to Malibu Investments when the road is extended easterly through to Champlain Boulevard;
- A 700 m² centrally located open space at the south edge of the site, with an underground garage beneath it. The concept plan identifies this land as privately-owned publically-accessible space (POPS);
- A building with 500 dwelling units and 36,232 m² (390,000 square feet) of gross floor area for a total floor space index (FSI) of 3.93 the lot area (3.81 FSI of residential uses and 0.12 FSI of non-residential uses);
- Revised massing: two taller buildings, 15 and 17-storeys in height, connected by a 6-storey base building along the north lot line, a 6-storey base building along Tippet Road, and a 6 to 8-storey base building along the east lot line;
- A minimum of 1,068.38 m² (11,500 square feet) of non-residential gross floor area on the ground floor, to be used for a seniors drop-in centre to be included as part of a Section 37 package;
- A north-south 3-metre easement along the east property line, to facilitate a future pedestrian walkway along the Mud Creek Pathway as described in the draft Site and Area Specific Policy;
- A commitment to investigate the potential to provide an east-west pedestrian easement along the north side of the property, subject to legal confirmation and concurrence from the existing condominium located to the north to connect Tippet Road with the Mud Creek Walkway;
- The provision of 25 affordable ownership units; and
- cash-in-lieu of parkland.

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 east-west public street extending east of Tippet Road, revised building massing, a north-south active transportation connection along the east lot line (The Mud Creek Pathway), a commitment to investigate an east-west connection north of the proposed building and a privately-owned publically-accessible (POPS) open space with below-grade parking beneath it at the south end of the site.

The applicant is proposing to provide 1,068.38 m² (11,500 square feet) of non-residential floor area, possibly to be used for seniors space, which will be located on the ground

floor of the building element that runs parallel to Tippet Road. This proposed amount of non-residential space amounts to approximately 28 percent of the total non-residential floor space currently existing on the site. The proposal is, therefore, not in compliance with council adopted OPA 231 and SASP 387 which requires that development that includes residential units also increase the non-residential gross floor area. OPA 231 is still before the Ontario Municipal Board and therefore the in-force existing Official Plan policies and land use designations continue to apply to the lands in the study area. City Planning staff will continue discussions with the applicant in this regard.

It should be noted that a parkland dedication of 823m² is required for this site as set out in By-law No. 1020-2010. Malibu Investments proposes to address the required parkland dedication with cash-in-lieu. Staff will continue discussions with Malibu Investments concerning parkland requirements to achieve the objectives of the Site and Area Specific Policy.

Malibu Investments has formally withdrawn their proposed Settlement dated April 8, 2015. The Settlement Offer proposed \$1,400,000.00 to be used for local improvements and a further contribution of \$300,000.00 for on-site public art under the City's Percent for Public Art Program.

While City Planning staff can generally accept the revised plans and proposal as described above, discussions with the applicant should continue regarding detailed design and the proposed Section 37 contributions.

Distribution of Density

The March 25, 2015 report to the Planning and Growth Management Committee proposed a development framework for the Tippet Road Area Regeneration Study that places more intensive forms of development along Wilson Avenue and on lands with the greatest access to the subway. The framework provides for a transition down in scale from west to east across the Study Area to the lower scale neighbourhoods to the east of Wilson Heights Boulevard and Champlain Boulevard. At the time of drafting the Site and Area Specific Policy, densities across the study area varied considerably from site to site.

Build out of the Tippet Road Regeneration Area, as proposed by the landowner group, would result in significant intensification in this area. The March 25, 2015 report indicated that in order for an assessment to be made of the implications of the levels of intensification proposed by the landowners, further discussions would be required with the landowners respecting building height, built form and density on individual parcels. Those discussions have occurred as city staff have met with the land owners seven times recently (See Table 1 on Page 7)

North of Wilson Avenue (50 Wilson Heights Boulevard)

While the development plans for 50 Wilson Heights Boulevard are in the very early stages, Build Toronto has estimated that a future proposed development could include approximately 84,542 m² (910,000 square feet) of residential gross floor area, 1,100

dwelling units and 9,290 m² (100,000 square feet) of non-residential gross floor area. This would result in a proposed development with a total gross floor area of 93,832 m² and a floor space index of 2.93 times the lot area.

South of Wilson Avenue - West of Tippet Road (4, 6 and 30 Tippet Road)

The mixed-use development at 30 Tippet Road proposed by Shiplake Developments on the Build Toronto lands would include 431 dwelling units and 464.5 m² of non-residential floor area and a density of 2.45 times the area of the lot.

The mixed use development for 4 and 6 Tippet Road proposed by Malibu Investments would include approximately 655 dwelling units and 1,068.35 m² (11,500 square feet) of non-residential gross floor area on the ground floor and along Tippet Road and fronting the new road with a density of 4.1 times the lot area. Three towers are proposed with base buildings taller than 6 storeys which has implications for shadowing on the proposed new central park and public and private streets. At a floor space index of 4.1 times the lot area, the site at 4 and 6 Tippet Road is the highest in the study area. City staff will continue to work with Malibu Investments on the design of the proposal including a refinement of the building footprint and massing south of the park to improve shadows on the public open space, the sidewalks along Tippet Road, the sidewalks along the new street, and the overall built form. Staff will also continue discussions with Malibu Investments to increase the privately-owned publically-accessible (POPS) space along the western edge of the site contiguous to the public park. The end result will likely be a density of less than 4.0 floor space index which is more in keeping with other sites in the study area.

South of Wilson Avenue - East of Tippet Road (9 Tippet Road)

The residential development application proposed by Malibu Investments at 9 Tippet Road includes 500 dwelling units, a total gross floor area of 36,232 m² and a density of 3.93 times the lot area. Two of the base building heights have been reduced from 9 storeys to 6 storeys and the third base building is now at 8 storeys. City Planning staff will continue discussions with Malibu Investments regarding the height of the base building and massing to improve shadows on abutting streets and privately-owned publically-accessible space (POPS). With regard to density, while some reduction in density may result from these further discussions, staff are generally satisfied with an overall density below 4.0 times the lot area.

Affordable Housing

Creating and maintaining affordable housing is one of the City of Toronto's key priorities. The City secures affordable housing provisions in new development through the mechanisms of the Official Plan and 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 Site and Area Specific Policy (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 City of Toronto Affordable Housing Office oversees Affordable Housing Office activities, which include directing federal/ provincial investments in affordable housing in partnership with private and non-profit developers. It administers programs for ownership housing and incentives for affordable rental housing. The programs for affordable ownership housing include the *Home Ownership Assistance Program (HOAP)* and the *Investment in Affordable Housing* program (IAH). The two incentives available for affordable rental homes include a *Property Tax* exemption and *Development Charges* exemption.

The City Council Decision of May 5, 2015 directed City Planning staff to meet with staff from the Affordable Housing Office and the residential developers/landowners within the Tippet Road Area Regeneration Study Area south of Wilson Avenue to develop a program to deliver 150 to 200 affordable rental and ownership homes to contribute to achieving a complete community across the study area.

City Planning staff met with the major landowners and staff from the Affordable Housing Office on May 28, 2015. The landowners were introduced to the concept of providing affordable rental and ownership units in their proposed developments and encouraged to consider the programs the City currently offers.

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 for which the affordable targets could be achieved.

North of Wilson Avenue (50 Wilson Heights Boulevard)

This parcel is owned by Build Toronto who are obliged to provide affordable housing on their sites as per the Memorandum of Understanding noted above. While the planning for this development parcel is in the very early stage and development is not anticipated in the immediate future, Build Toronto has indicated that it is their intent to provide affordable housing. No details are available at this time.

South of Wilson Avenue - West of Tippet Road (4, 6 and 30 Tippet Road)

Shiplake Developments has indicated that they are contemplating the provision of both affordable rental and ownership housing on the portion of 30 Tippet Road subject to their development application. Shiplake Developments is considering the provision of approximately 100 units in total.

In keeping with the Memorandum of Understanding, Build Toronto will commit to providing affordable housing on their development site. Approximately 100 units will be provided in a mix of rental and ownership units.

Malibu Investments has indicated that their goal is to provide 25 affordable ownership units on the development site known as 4 & 6 Tippet Road.

South of Wilson Avenue - East of Tippet Road (9 Tippet Road)

Malibu Investments has indicated that they commit to providing 25 affordable ownership units within their development at 9 Tippet Road. Staff will be following up with Malibu Investments in this regard as part of future discussions.

Non-Residential Gross Floor Area

Through OPA 231 Council redesignated seven areas throughout the City to *Regeneration Areas* including lands on the north side of Wilson Avenue and most of the lands on the south side of Wilson Avenue within the Study Area. The lands redesignated *Regeneration Areas* are shown on Attachment 3. OPA 231 also includes a Site and Area Specific Policy 387, that requires 50 percent or greater of the gross floor area for new development on lands on the north side of Wilson Avenue be used for non-residential purposes. On lands south of Wilson Avenue, SASP 387 requires that redevelopment with residential units increase the existing non-residential gross floor area (Attachment 3). The draft SASP maintains the non-residential floor area requirements as adopted by Council through OPA 231.

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. The City Council Decision of May 5, 2015 directed City Planning staff to continue discussions with the applicants respecting the requirement for the replacement of non-residential gross floor area and that such discussions include meeting the objective of the provision of affordable housing.

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 limits on building heights 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 for this area.

North of Wilson Avenue (50 Wilson Heights Boulevard)

The Build Toronto site at 50 Wilson Heights Boulevard is currently used as a TTC commuter parking lot in association with the Wilson Subway Station. There is no non-residential gross floor area to be replaced on this site. Build Toronto is currently contemplating a redevelopment comprised of 93,832 m² (1,010,000 square feet) of gross floor area. Of that, approximately 9,290.3 m² (100,000 square feet) will be non-residential gross floor area which represents approximately 10% of the total proposed

gross floor area. In accordance with the policies of SASP 387, at least 46,916 m² or 50 percent of the proposed development should be non-residential gross floor area. The contemplated proposal falls short of the policy goal which has been carried over into the draft SASP for the Tippet Road Area Regeneration Study. Staff will continue discussions regarding the provision of non-residential gross floor area.

South of Wilson Avenue - West of Tippet Road (4, 6 and 30 Tippet Road)

Site and Area Specific Policy 387 requires that redevelopment on the Malibu Investment lands (4 and 6 Tippet Road) that includes residential units also increase the existing non-residential gross floor area. The two properties are currently developed with large floor plate, low rise warehouse form buildings used for light industrial, commercial and office uses. The estimated gross floor area of the existing buildings is 6,137 m² and the policy would require a redevelopment to have at least that amount of non-residential gross floor area for conformity. Malibu Investments is considering approximately 1,095 m² (11,783 square feet) of non-residential space at the ground floor of the northern building along the new east-west public road and along Tippet Road. The proposed non-residential ratio is approximately 17.8 percent of the existing non-residential space and therefore falls short of the obligation set out in SASP 387 which requires that the existing non residential gross floor be increased in new development containing residential uses. Staff will continue discussions regarding the provision of non-residential gross floor area.

Policy 387 relating to the replacement of non-residential gross floor area would also apply to the Build Toronto lands at 30 Tippet Road. However, the property, not including the lands subject to a development application by Shiplake Developments, is used as a TTC commuter parking lot. Therefore, there is no existing non-residential gross floor area to be replaced.

The parcel of land subject to a development application by Shiplake Developments at 30 Tippet Road north is also used currently as a TTC commuter parking lot. This parcel is not subject to the requirements of SASP 387. However, Shiplake Developments has indicated that they are investigating the provision of a 464.5 m² daycare facility at the south end of the 12-storey building in the 1-storey protruding building element located to the southeast of the subway station access arcade. This is an ideal location for such a facility as it is in close proximity to the subway station entrance and is adjacent to the proposed privately-owned publically-accessible (POPS) open space. Conceptually, both the daycare and the adjacent open space would be located on the east side of the building away from the W. R. Allen Road.

Shiplake Developments is also proposing 10 live/work units located in the base of the 8-storey building along Tippet Road and the new public street. These units would have the potential to accommodate retail or service commercial to serve the local neighbourhood.

South of Wilson Avenue - East of Tippet Road (9 Tippet Road)

The property at 9 Tippet Road is developed with a large floor plate warehouse building 3,811 m² in size. The applicant is proposing 1,068.38 m² (11,500 square feet) of non-residential floor area, possibly to be used for seniors space or a senior's drop-in centre.

The space is proposed to be located on the ground floor of the building element that runs parallel to Tippet Road. Staff will finalize the non-residential gross floor number as application discussions continue.

Transportation Study

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

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 south of Wilson Avenue.

A Traffic Feasibility Study was prepared and submitted by a consultant retained on behalf of the major landowners 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 prospective. 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. Intersection widening generally negatively impacts safety, particularly vulnerable users such as pedestrians. 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 contradictory to the goals of achieving a livable neighbourhood described in the City's new Official Plan transportation policies.

The future of transportation for the Tippet Road Area is to move towards developing mobility systems for future generations to take full advantage of existing transit infrastructures while reducing dependency of vehicle travel. Based on the transportation infrastructure shown in the Demonstration Plan (Attachment 4), the City undertook a comprehensive multimodal transportation strategy and safety assessment to balance safety and future growth in a sustainable manner. The strategy promoted connectivity among all transportation modes and maximized accessibility to transit including the Wilson Subway Station, enhanced cycling and walking opportunities through new pathways, introduced share vehicles or bicycles and demand management measures, and provided new streets and improvements to existing streets that ensured access, capacity and safety for all users.

The potential build-out of development lands in the study area was organized into three phases for the lands south of Wilson Avenue, as follows:

Initial Phase:

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

Interim Phase:

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

Full Build-out:

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

The phasing of development was undertaken for transportation analysis only and was not intended to establish the order of developments going forward.

The Transportation Assessment to evaluate the Initial and Interim phases identified several transportation improvements to accommodate the transportation demand generated by the developments and recommended transportation infrastructures and services to address the existing needs and future demand. Beyond the Initial and Interim phases, transportation infrastructures will approach the limits to accommodate demand generated by the site developments and growth outside of Study Area. An east-west active transportation connection for walking and cycling will be secured through site developments along with other transportation improvements.

Due to uncertainty of the type of future land-uses and changes in travel behaviour, it is difficult to determine the exact limits of the transportation system capacity. Beyond the Initial and Interim phases, anticipated land-use and travel behavior progress will be verified with a comprehensive review of overall area transportation conditions and safety assessments to determine the ultimate phase development conditions. The east-west connections between Champlain Boulevard and Tippet Road will be assessed further to determine when this connection is needed for all transportation users.

By increasing access to a multimodal system, all developments will contribute towards the area transportation system recommended by the multimodal study. Identified area transportation improvements include east-west links for walking and cycling connections on both sides of Tippet Road and multi-use pathway along W.R. Allen Road, intersection reconfiguration of Wilson Avenue at Tippet Road, shared vehicle and bicycles systems with technological applications to reduce dependency on single occupant vehicle travel. As each application comes in, the applicants will have to demonstrate that the development works with the identified transportation improvements and what additional changes or improvements will be required to serve the future residents.

Other Matters

Servicing Study

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 which is a lower estimate than current development levels being contemplated. 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.

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.

Discussion between City Planning staff and the applicants/landowners has included a determination of possible Section 37 benefits. The following benefits are currently being contemplated by the applicants and landowners:

North of Wilson Avenue (50 Wilson Heights Boulevard)

- It is premature to give consideration to specific facilities as development is sometime down the road

South of Wilson Avenue - West of Tippet Road (30 Tippet Road)

- Enhanced access to the TTC;
- Day care located at grade in close proximity to the Wilson Subway Station entrance as part of the 30 Tippet Road north site;
- The provision of community space; and

- Above-base park improvements.

South of Wilson Avenue - East of Tippet Road (9 Tippet Road)

- A seniors drop-in centre; and
- Landscape work in future road right-of-way on an interim basis until the road is extended through to Champlain Boulevard.

Public Art

High quality public art is important to the enhancement of Toronto's urban fabric. Public art has created landmarks throughout the city and already contributes to the identity and character of many of our neighbourhoods and districts. Public art contributions were provided at the Gramercy Park development at 525 Wilson Avenue and The Station development at 545 Wilson Avenue to the north. Public art contributions will be encouraged at the proposed developments within the Tippet Road Regeneration Study area to enhance the emerging character and the public realm structure of the district. The applicants for 9 Tippet Road had previously incorporated a Public Art component into their Settlement Offer dated April 8, 2015 of \$300,000.00. This is generally the minimum that provides for a comprehensive public art plan and development on a site. An amount less than this to be put towards public art would be discouraged. Discussions regarding public art have not occurred with the other applicants of active development applications as yet but will happen as the applications proceed.

Next Steps

Discussions with Other Landowners

To date the discussions between City staff and the landowners have focussed upon the residential developers/landowners who have an immediate interest in the formulation of a comprehensive planning framework to guide the redevelopment of the 12.6 hectares of land redesignated as *Regeneration Areas* and *Mixed Use Areas* through the adoption of OPA 231. While most of the properties had representation at the various community consultation meetings in the past, it is City Planning staff's goal to engage with the other landowners prior to finalizing the draft Site and Area Specific Policy.

The parcel immediately south of 9 Tippet Road is owned by the Toronto District School Board and is 2.8 hectares in size. The Library and Learning Resource Building at 3 Tippet Road has recently been deemed surplus and once a suitable replacement location is found for its Tippet Road warehouse facility, the Board's intention is to dispose of it. Significant redevelopment could occur on this site.

The property at 2 Tippet Road is occupied by MSR Customs who specialize in large-scale import duty recovery, duty drawback, customs brokerage, and NAFTA management solutions and services. Representatives from the business indicate that they are looking to expand and have been in discussions with Build Toronto who abut their property to the north. Build Toronto should continue their discussions with MSR Customs and City staff will provide an update in the Final Report in the fall.

City Planning staff will contact the various landowners and invite them to provide comments on the draft Site and Area Specific Policy. The goal would be to ensure that the landowners are aware of the process that has been undertaken to date and invite input on the draft Site and Area Specific Policy prior to its finalization.

Revisions to the proposed Site and Area Specific Policy

As directed by City Council on May 5, 2015, staff have conducted discussions with the landowners/applicants of the active and potential development applications to better understand anticipated overall densities within the Tippet Road Area Regeneration Study, particularly with respect to the *Mixed Use Area* lands south of Wilson Avenue.

As noted previously, the site specific applications at the time of writing the March 25, 2015 report demonstrated significant variation in the densities proposed by the individual development applications. The Shiplake Developments site at 30 Tippet Road had a density of approximately 2.5 times the lot area at the subway station entrance while the Malibu Investments site at 9 Tippet Road, located east of Tippet Road, proposed a density of more than 4.5 times the lot area. Continuing discussions with the applicants and a review of the proposed built form for the developments have resulted in staff determining that an appropriate density which provides good urban design is one that is less than 4.0 times the lot area. It is proposed that City Planning staff will incorporate revisions to the draft Site and Area Specific policy that reflect a maximum density of 3.99 FSI on lands that are designated *Mixed Use Area "B"* and *Mixed Use Area "C"*. This revision will include all the lands designated *Mixed Use Areas* south of Wilson Avenue as per City Council's direction.

In keeping with the desired transition between the *Mixed Use Area* lands south of Wilson Avenue and the stable low density neighbourhood to the east of Champlain Boulevard in the Site and Area Specific Policy, it is proposed that the maximum density permitted on the lands identified as Neighbourhoods "A" along the west side of Champlain Boulevard be in the range of 1.6 times the lot area.

Finally, the draft Site and Area Specific policy will be revised to incorporate a summary of the City's affordable housing incentives and programs effective as of the date of adoption of the Site and Area Specific Policy. Additionally, the anticipated minimum number of affordable housing units proposed by each landowner/applicant will be incorporated into the SASP. A number of the landowners have not determined the precise number of affordable units they will provide so discussions will continue with landowners in this regard.

Subdivision and Site Plan Control Applications

The redevelopment of the Study Area will require the construction of new streets, and municipal services and infrastructure. It may also 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 Control applications will also be required, for new development on individual blocks within the Study Area.

Report on the Final Site and Area Specific Policy and the Zoning Amendment Application for 30 Tippet Road (Shiplake Developments)

The City Council Decision of May 5, 2015 directed City Planning staff to report back to Planning and Growth Management Committee on the results of the above-noted 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. It is anticipated a report will be prepared for the last quarter of 2015.

Staff are also targeting the last quarter of 2015 for a Final Report on the 30 Tippet Road (Shiplake Developments) application.

CONCLUSIONS

This section summarizes a number of issues as they relate to City Council's Decision document from its meeting of May 5, 2015 concerning the Tippet Road Area Regeneration Study.

City Planning staff were directed to continue discussions with the applicants for the development applications at 9 Tippet Road and 30 Tippet Road on their respective development applications respecting revisions necessary to achieve the results of the Tippet Road Area Regeneration Study. The discussions have further advanced the redevelopment plans of all three landowners towards the principles of redevelopment adopted by Council.

In particular, the Council decision of May 5, 2015 directed City Planning staff to discuss revisions respecting anticipated overall density within the Tippet Road Regeneration Study with a goal to establishing a more even distribution of density across all landowners within the proposed Mixed Use Areas, south of Wilson Avenue. The Site and Area Specific Policy will be revised to identify appropriate development levels, particularly on those lands south of Wilson Avenue.

The City Council Decision of May 5, 2015 also directed City Planning staff to continue discussions with the applicants respecting the requirement for the replacement of non-residential gross floor area and that such discussions include meeting the objective of the provision of affordable housing. Those discussions have occurred and will continue as the applicant's and landowner's plans continue to be refined.

The City Council Decision of May 5, 2015 directed City Planning staff to continue discussions with Build Toronto on the development on the north side of Wilson Avenue at 50 Wilson Heights Boulevard. The City has continued dialogue with Build Toronto regarding redevelopment of their lands at 50 Wilson Heights Boulevard and while a proposal is not imminent, the status of those discussions is included above.

As a result of continuing discussions with the landowners, the Site and Area Specific Policy will be updated accordingly as per the revisions proposed in this report. This updated version of the SASP will be circulated to appropriate City divisions and agencies. The Site and Area Specific Policy and any other implementing documents for consideration at a statutory public hearing under the Planning Act will be finalized and it is anticipated a report will be prepared for the last quarter of 2015 for consideration at a statutory public hearing under the Planning Act.

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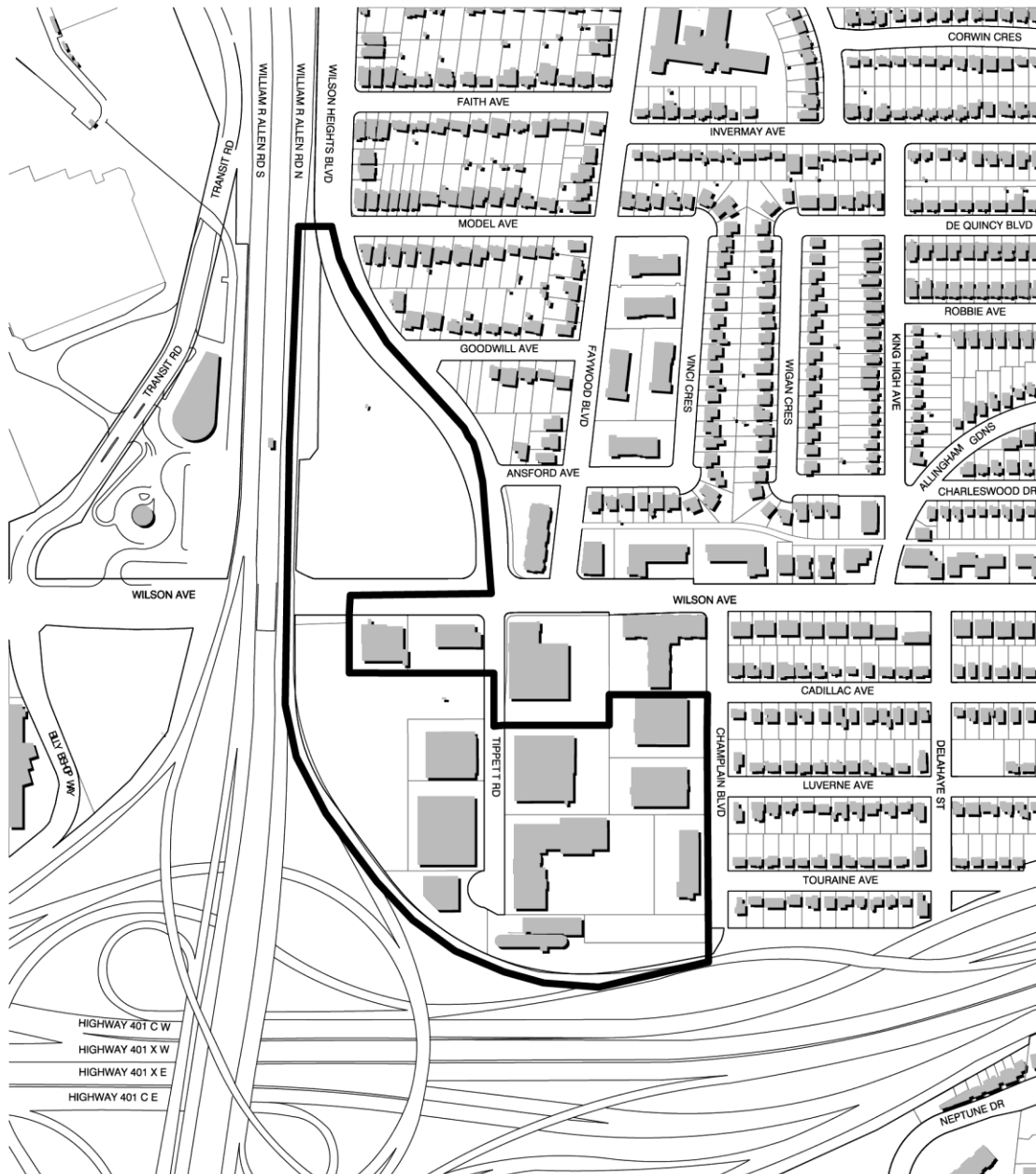
SIGNATURE

Jennifer Keesmaat
Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

- Attachment 1: Context Plan – Tippet Road Area Regeneration Study
- Attachment 2: Study Area Properties Existing Land Use and Development Applications
- Attachment 3: OPA 231 (Site and Area Specific Policy 387)
- Attachment 4: Demonstration Plan Tippet Road Area Regeneration Study – Prepared by City Planning
- Attachment 5: Structure Plan – North of Wilson Avenue
- Attachment 6: Structure Plan – South of Wilson Avenue
- Attachment 7: Concept Plan for 50 Wilson Heights Boulevard – Prepared by Landowners
- Attachment 8: Concept Plan for 30 Tippet Road and 4 & 6 Tippet Road - Prepared by Landowners
- Attachment 9: Concept Plan for 9 Tippet Road – Prepared by Landowners

Attachment 1: Context Plan – Tippet Road Area Regeneration Study



Context

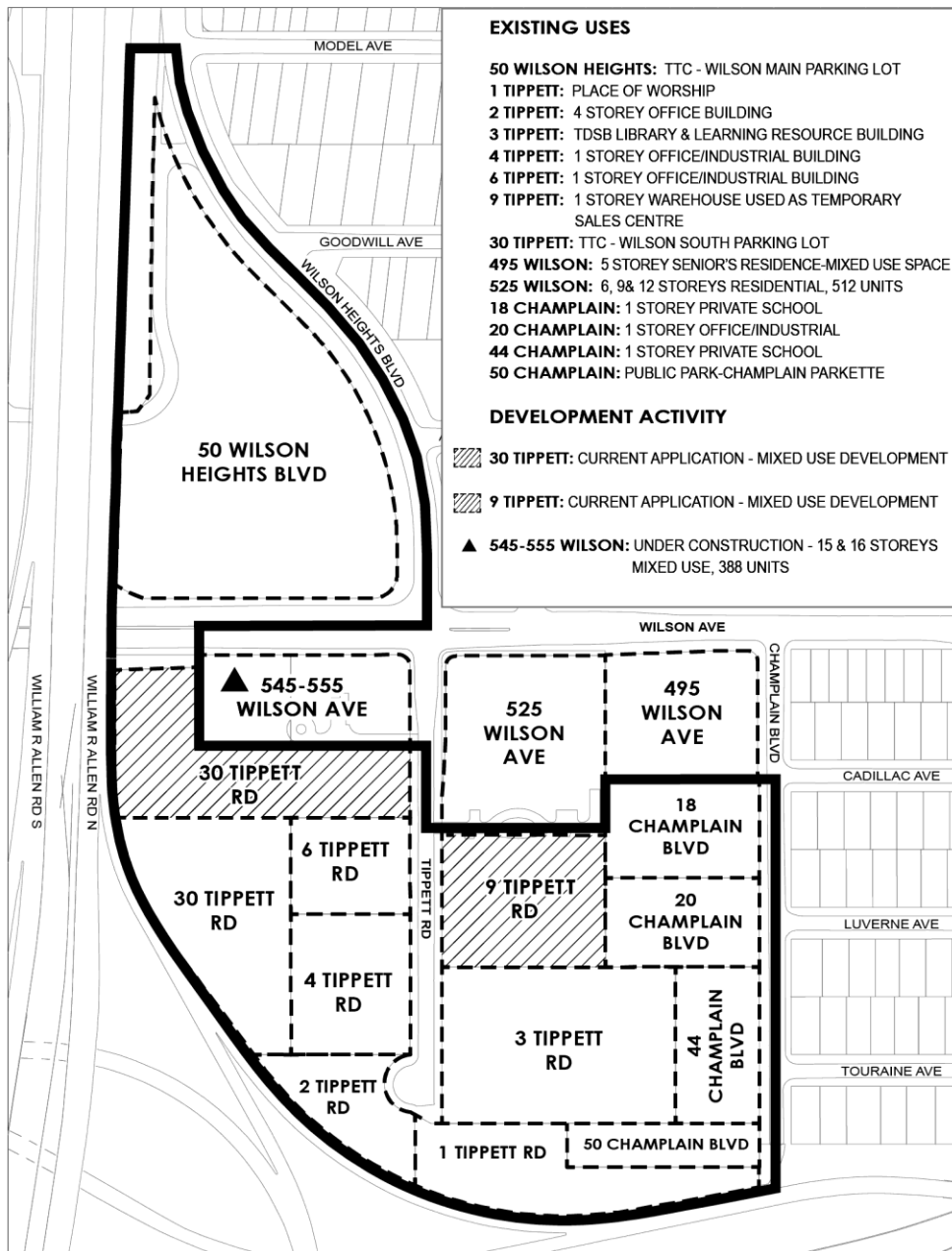
Tippet Road Study Regeneration Study

Not to Scale
03/19/2015



File # 13 120982 NNY 10 TM

Attachment 2: Study Area Properties Existing Land Use and Development Applications



Existing Land Use &
Development Applications

Tippet Road Area Regeneration Study

Not to Scale
03/19/2015

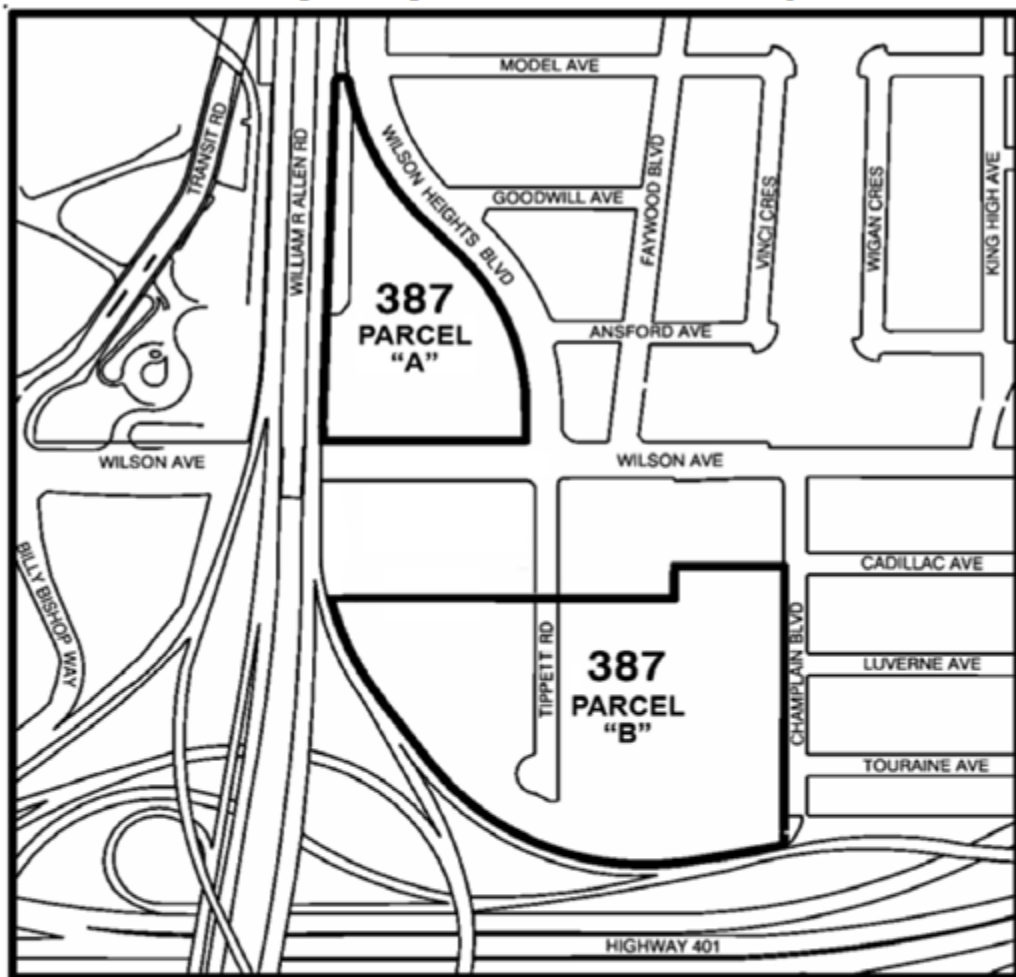


Study Area Boundary

File # 13 120982 NNY 10 TM

Attachment 3: OPA 231 (Site and Area Specific Policy 387)

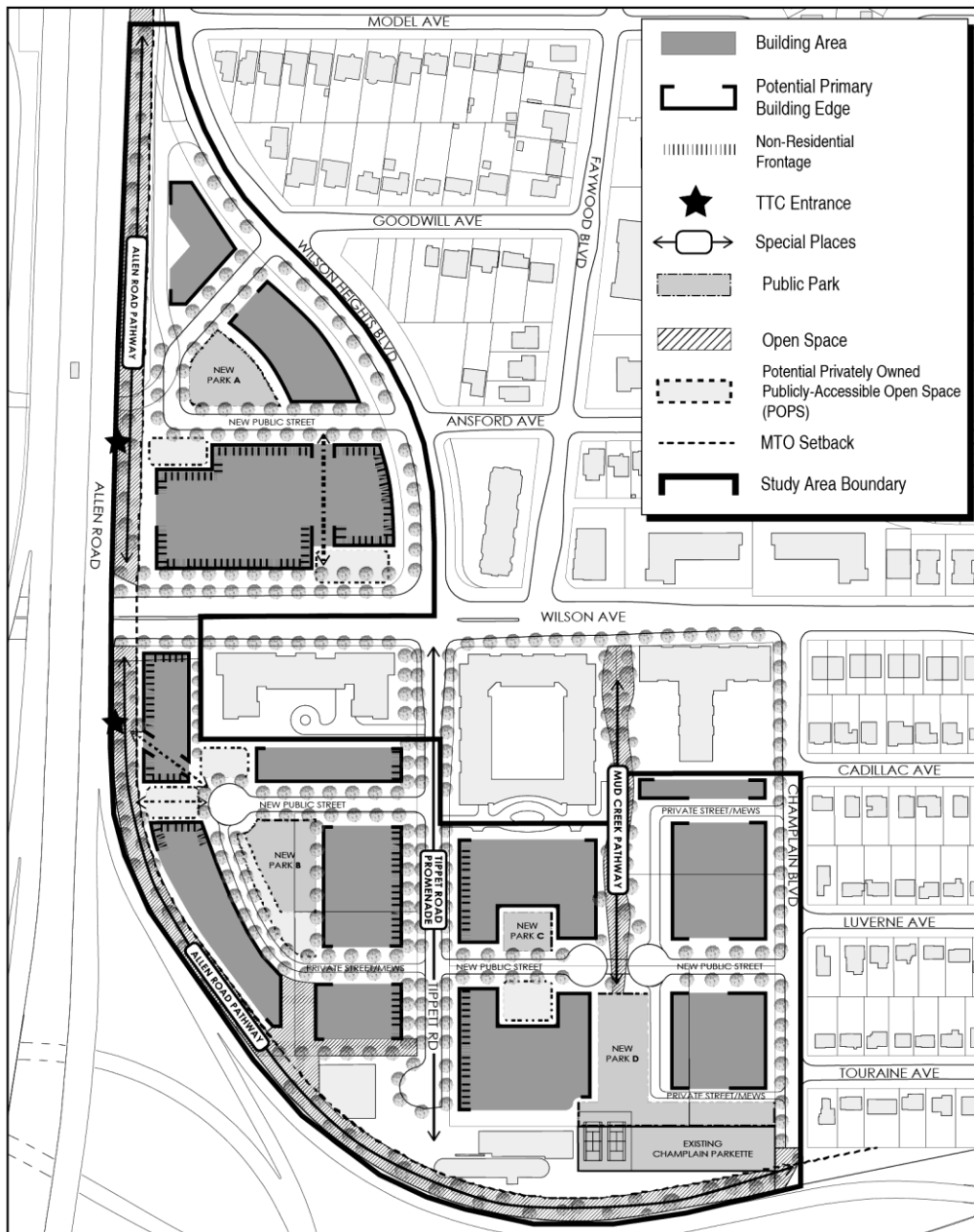
Lands redesignated *Regeneration Areas* and association policies



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 4: Demonstration Plan Tippet Road Area Regeneration Study – Prepared by City Planning



Demonstration Plan

Tippet Road Area Regeneration Study

Not to Scale
03/20/2015

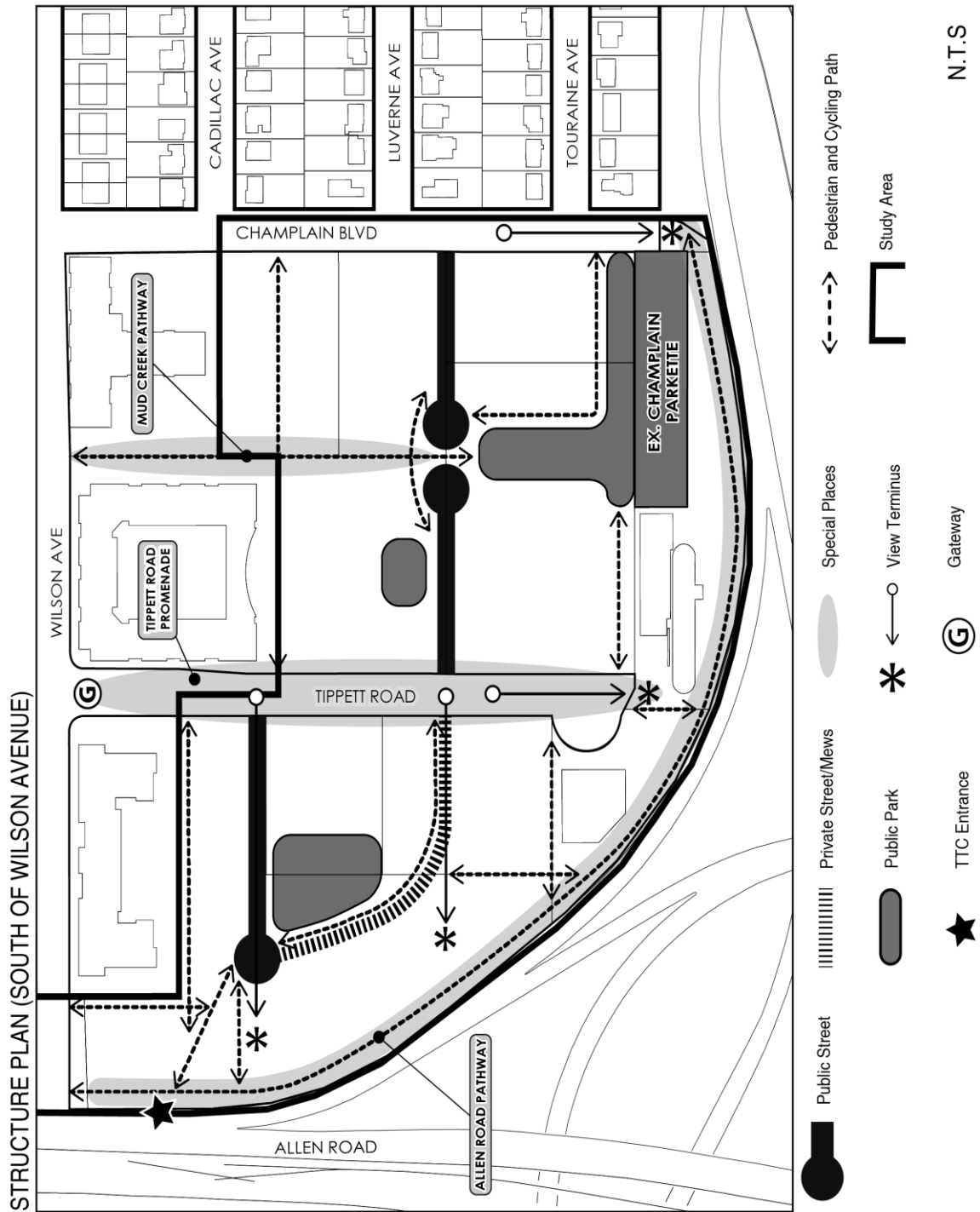


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Attachment 5: Structure Plan – North of Wilson Avenue



Attachment 6: Structure Plan – South of Wilson Avenue



**Attachment 7: Concept Plan for 50 Wilson Heights Boulevard – Prepared by
Landowners**



50 Wilson Heights Boulevard Height Map

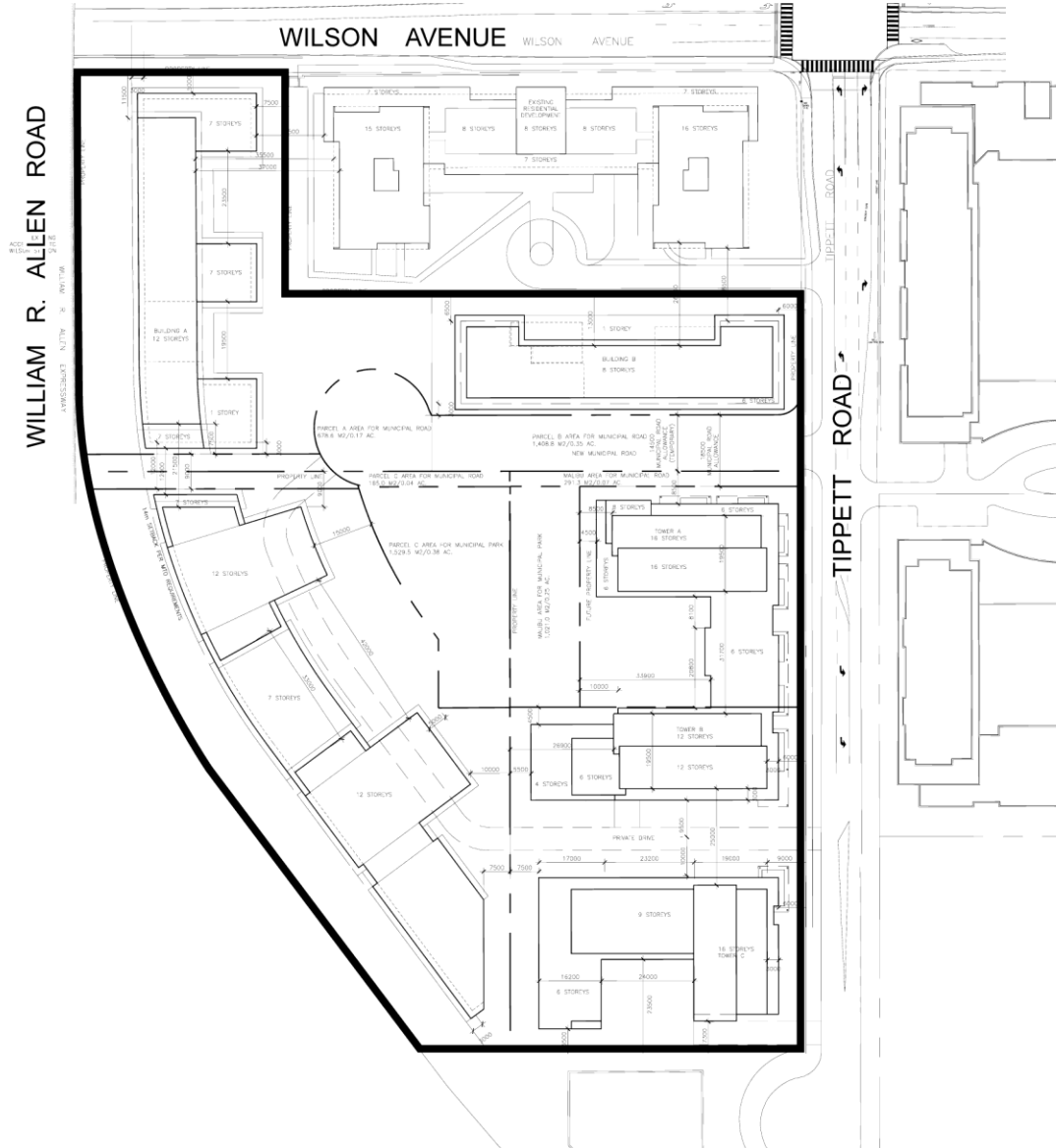
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**Tippett Road Area
Regeneration Study**

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Attachment 8: Concept Plan for 30 Tippet Road and 4 & 6 Tippet Road – Prepared by Landowners



4, 6 & 30 Tippet Road Roof Plan

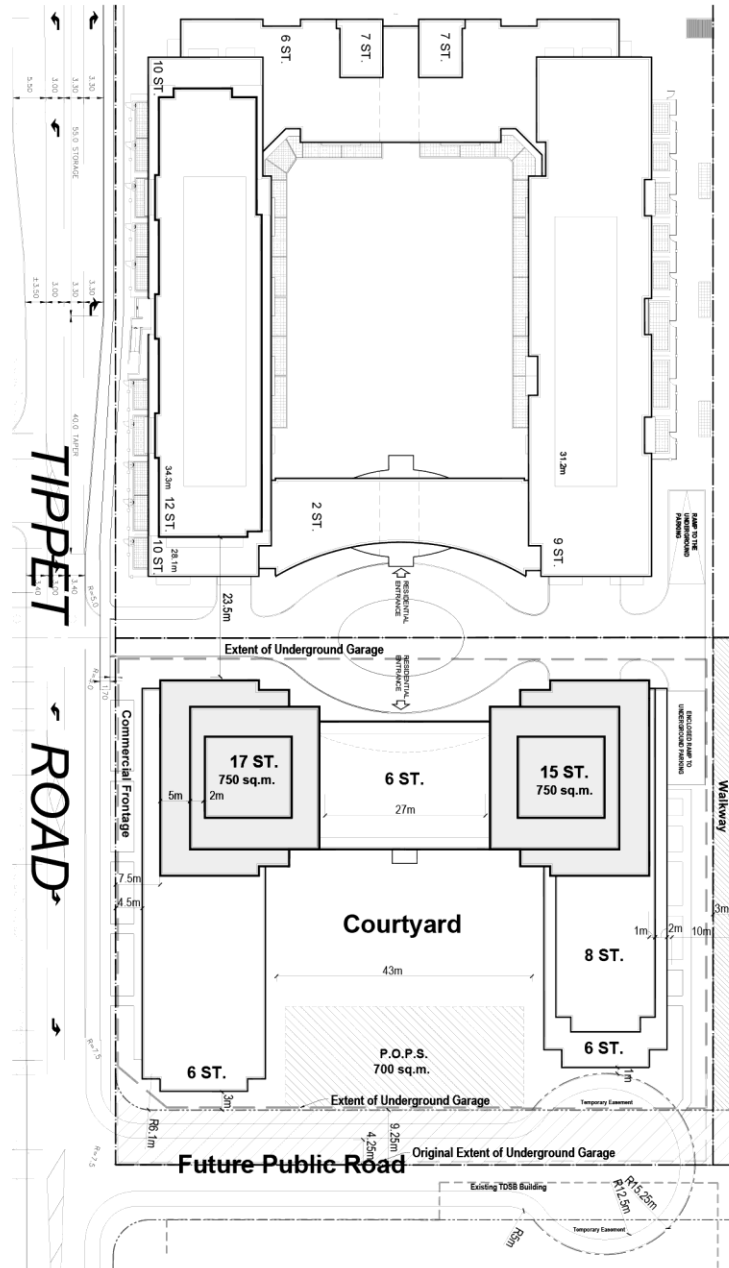
Tippet Road Area Regeneration Study

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File # 13 120982 NNY 10 TM

Attachment 9: Concept Plan for 9 Tippet Road – Prepared by Landowners



9 Tippet Road Concept Plan

Tippet Road Area Regeneration Study

Not to Scale
05/21/2015



File # 13 120982 NNY 10 TM