



## STAFF REPORT ACTION REQUIRED

### Dufferin-Wilson Regeneration Area Study – City Initiated Official Plan Amendment - Directions Report

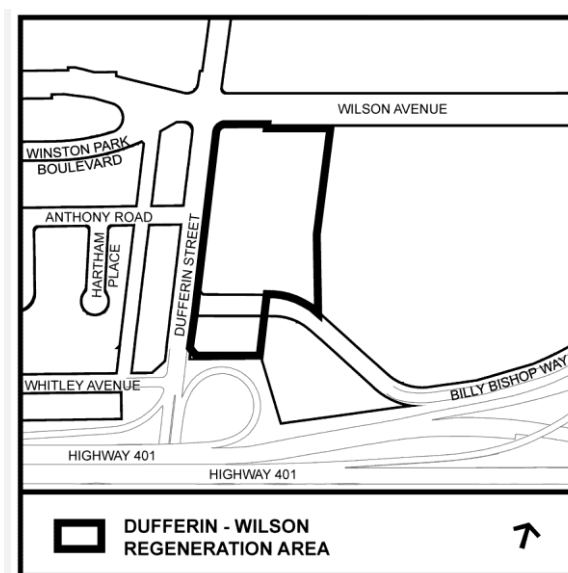
<b>Date:</b>	March 8, 2017
<b>To:</b>	Planning and Growth Management Committee
<b>From:</b>	Chief Planner and Executive Director, City Planning Division
<b>Wards:</b>	Ward 9 – York Centre
<b>Reference Number:</b>	14 101834 NPS 00 OZ

### SUMMARY

This report presents the findings of the Dufferin-Wilson Regeneration Area Study. The Regeneration Area study affects lands in the former City of North York, generally located on the east side of Dufferin Street, south of Wilson Avenue, north of Billy Bishop Way, and west of the retail centre known as the Downsview Power Centre. The study area also includes a parcel of land abutting Highway 401, fronting on and to the east of Dufferin Street, and south of Billy Bishop Way.

The Dufferin Wilson Regeneration Area study makes recommendations on a planning framework for the study area to support future growth as set out in Section 4.7 of the Official Plan for '*Regeneration Areas*', and matters set out in Council's adopted Site and Area Specific Policy 388 of OPA 231. The study included a consultation process involving stakeholder and community engagement on issues related to land use, urban design, movement and community services in the area.

The study is completed. This report summarizes the study process, including stakeholder input and feedback and



presents a draft Official Plan Amendment (OPA) that proposes to re-designate lands within the study area from *Regeneration Areas* to *Mixed Use Areas* and *Employment Areas*. The proposed OPA sets out a draft policy framework that unlocks underutilized lands for transit supportive development, introduces new connections, supports the creation of a complete community and promotes economic vitality. The draft OPA proposes to amend and replace the existing Site and Area Specific Policy (SASP) 388 of OPA 231.

This report recommends that a Statutory Public Meeting under the *Planning Act* be scheduled to consider the proposed Dufferin-Wilson SASP at the Planning and Growth Management Committee meeting of May 31, 2017.

## RECOMMENDATIONS

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### **The Chief Planner and Executive Director, City Planning recommends that:**

1. Planning and Growth Management Committee direct that this report containing proposed amendments to the Official Plan and the draft Dufferin-Wilson Regeneration Area Site and Area Specific Policies be distributed to the public and considered at a statutory public meeting to be held by Planning and Growth Management Committee at its meeting of May 31, 2017.
2. Notice for the public meeting under the *Planning Act* be given according to the regulations under the *Planning Act*.

### **Financial Impact**

There are no financial implications resulting from the adoption of this report.

## DECISION HISTORY

At its meeting on December 16-18, 2013, City Council adopted OPA 231 at the conclusion of the Municipal Comprehensive Review of Employment Lands as part of the City's Five Year Official Plan review. OPA 231 brought forward amendments to the Official Plan for economic health and employment lands policies, designations and Site and Area Specific policies. Through the adoption of OPA 231, the lands within the study area were re-designated to *Regeneration Areas* and Site and Area Specific Policy 388 was adopted to provide additional direction for future change on these lands.

On July 9, 2014, the Minister of Municipal Affairs and Housing (MMAH) approved OPA 231, with minor modifications. The Minister's decision was subsequently appealed to the Ontario Municipal Board.

The decision history on OPA 231 and the MMAH decision can be accessed at the following links:

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

<http://www1.toronto.ca/City%20Of%20Toronto/City%20Planning/SIPA/Files/pdf/O/ministers%20decision%20on%20opa%20231.pdf>

On June 22, 2015 the OMB issued an order partially approving OPA 231. The partial approval brought into effect the *Regeneration Areas* designation for the Dufferin-Wilson study area, with the exception of the lands at 3621 Dufferin Street. The owner of 3621 Dufferin Street has appealed OPA 231, including SASP 388 that applies to 3621 Dufferin Street and the study area lands. SASP 388 remains under appeal before the OMB and is not yet in force.

The OMB Order partially approving OPA 231 can be accessed at this link:

[http://www1.toronto.ca/City%20Of%20Toronto/City%20Planning/SIPA/Files/pdf/O/PL140860\\_Signed%20Board%20Order%20\(June%202022%202015\).pdf](http://www1.toronto.ca/City%20Of%20Toronto/City%20Planning/SIPA/Files/pdf/O/PL140860_Signed%20Board%20Order%20(June%202022%202015).pdf)

Dufferin-Wilson is one of seven areas re-designated to *Regeneration Areas* resulting from City Council's adoption of OPA 231. In advance of the Minister's decision on OPA 231, City Planning initiated six of the seven *Regeneration Areas* studies, including Dufferin-Wilson. At its meeting on August 25-28, 2014, City Council received a *Regeneration Areas* Studies Status Report from the Chief Planner. The report summarized work and consultation completed and identified emerging issues for this study. The report also identified matters each Regeneration Area would address. This Status Report can be accessed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG35.17>

On January 31, 2017, City Council adopted an Interim Control By-law for the study area lands to prohibit new manufacturing, automotive-related and self storage uses for the Dufferin Street Study Area for one year and directed planning staff to undertake an assessment of the as-of-right use permissions that exist through the in-force zoning. This report can be accessed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.MM24.40>

## **STUDY AREA AND SURROUNDING CONTEXT**

The Dufferin-Wilson Regeneration Area study area is generally located on the east side of Dufferin Street, south of Wilson Avenue, north of Billy Bishop Way and west of the retail power centre known as the Downsview Power Centre and is approximately 500-600 metres from the Wilson TTC Subway Station. The study area also includes a parcel of land abutting the Dufferin Street/Highway 401 interchange, fronting onto the east side of Dufferin Street and south of Billy Bishop Way.

The study area comprises approximately 3.64 hectares of lands and includes parcels that are irregular in shape and a rectangular shaped parcel south of Billy Bishop Way. The lot depths range from 50 metres to 120 metres and all lots front onto either Dufferin Street,

Wilson Avenue or Billy Bishop Way. Specifically, the lots from north to south comprise of the following:

- vacant lands at 719-725 Wilson Avenue;
- a gas station at the southeast corner of Dufferin Street and Wilson Avenue (3639 Dufferin Street);
- a vacant parcel (3633 Dufferin Street);
- a 5-storey office building (3625 Dufferin Street);
- a primarily vacant parcel at 3621 Dufferin Street being used partially as surface parking for the abutting property at 3625 Dufferin Street. The parcel was previously occupied by the Denison Armoury and used by the Department of National Defense; and,
- a temporary surface parking lot used for an automotive dealership south of Billy Bishop Way and just north of the Dufferin Street/Highway 401 interchange (3501 Dufferin Street).

All the lands in the study area are designated *Regeneration Areas* in the City's Official Plan, with the exception of the lands at 3621 Dufferin Street. There has been one appeal to OPA 231 and SASP 388 in the area from the owners of 3625 Dufferin Street, H&R Real Estate Investment Trust, who, at the time this report was written, own 3621 Dufferin Street and use a portion of the latter as a parking lot. City Council's adopted policy direction for the lands to also be designated *Regeneration Areas* is not yet in force and effect. H&R Real Estate Investment Trust also have a long term lease on 3501 Dufferin Street, which is being used as a temporary parking lot for new automotive vehicles.

### **Surrounding Context**

The area contains a mix of uses including residential, commercial, institutional, retail and light industrial.

**North:** On the north side of Wilson Avenue are light industrial uses and an automotive dealership; north-east is the Downsview Airport (operated by Bombardier Aerospace).

**South:** Macdonald-Cartier Freeway (Highway 401) and the Dufferin Street/Highway 401 interchange. Further south, on the east side of Dufferin Street, is Yorkdale Shopping Centre, and on the west side is the Holiday Inn site (3450 Dufferin Street).

**East:** A retail centre, known as the Downsview Power Centre, which includes a Costco and Best Buy immediately abutting the subject lands, and a Home Depot and other retail, restaurant and service uses. Further to the east is the TTC Wilson Subway Station and William R. Allen Road.

**West:** Uses to the west of Dufferin Street include a six storey office building (3500 Dufferin Street), semi-detached residential dwellings and commercial uses fronting Dufferin Street. These lands are designated *Mixed Use Areas* and have an *Avenues* overlay in the Official Plan. Immediately to the west of the commercial strip are 3-storey

apartment buildings designated *Apartment Neighbourhoods* and low rise residential dwellings designated *Neighbourhoods* (Anthony Road Community). Further to the west along Wilson Avenue are predominantly main street commercial uses with some apartment and townhouse development. Heights along this segment of Wilson Avenue to the CN rail line range between two to five storeys. Many buildings have commercial uses at grade and some residential above. To the north-west of the study area are low rise residential dwellings (Ancaster Community).

## **PROVINCIAL POLICY STATEMENT AND PROVINCIAL PLANS**

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld.

Policy 1.1.1 of the PPS states that healthy, liveable and safe communities should be sustained by promoting efficient development and land use patterns, accommodate an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

The PPS provides for efficient development and land use patterns that sustain the financial well-being of the Province and municipalities over the long term. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which are transit supportive, where transit is planned, exists or may be developed, supports active transportation, and provides for a range of uses.

Policies 1.1.3.4, 1.1.3.5 and 1.1.3.6 also state that appropriate development standards should be promoted which facilitate intensification, and should be based on local conditions. New development should be a compact form, while avoiding or mitigating risks to public health and safety. New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policies 1.1.3.7a) and b) of the PPS direct Planning authorities to establish and implement phasing policies to ensure that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas, and to ensure the orderly progression of development within designated growth areas occurs with the timely provision of infrastructure and public service facilities required to meet current and projected needs.

The PPS (Policy 1.3.1) directs Planning authorities to promote economic development and competitiveness by providing for an appropriate mix and range of employment and

institutional uses to meet long-term needs and encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities. It also directs that an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents are provided, and that targets are set or established, implementing minimum targets for the provision of housing which is affordable to low and moderate income households.

The PPS (Policy 1.5.1) speaks to promoting healthy and active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity and planning for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages.

As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved. A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The PPS also provides direction that healthy and livable communities are sustained by avoiding development and land use patterns which may cause environmental or public health and safety concerns. This includes planning for sensitive land uses to be appropriately designed, buffered and/or separated from major facilities such as airports and transportation corridors, to mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities.

City Council's planning decisions are required by the *Planning Act* to be consistent with the PPS.

### **Growth Plan for the Greater Golden Horseshoe**

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 Growth Plan employment policies also promote economic development and competitiveness by providing for an appropriate mix of employment uses including industrial, commercial and institutional uses to meet long-term needs.

Further direction for development near airports in Policy 2.2.6.9 of the Growth Plan, states, "Municipalities are encouraged to designate and preserve lands within settlement areas in the vicinity of existing major highway interchanges, ports, rail yards and airports as areas for manufacturing, warehousing, and associated retail, office and ancillary

facilities, where appropriate." City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

### **Ministry of Transportation Transit-Supportive Guidelines**

Ontario's Transit-Supportive Guidelines (OTSG) are based on a collection of transit-friendly land-use planning, urban design and operational best-practices. Their aim is to help urban planners, transit planners, developers and others working in communities of all sizes, in creating an environment that is supportive of public transit and developing services and programs to promote transit ridership.

The OTSG, among other matters, provides direction on the boundaries of 'nodes', which generally reflect a 5 to 10 minute (400-800m) walk to a transit system. These nodes are areas where more intense density, use and activity are appropriate and where transit supportive local street and block patterns should be established (Guideline 2.2.1). The OTSG directs that an appropriate transition of use, intensity and scale be provided from higher-density nodes to surrounding areas and where automobile-oriented uses such as drive-throughs, which detract from the character and function of nodes and negatively affect the pedestrian environment, be discouraged. The OTSG notes that detailed secondary or district plans for nodes will guide their development into more transit-supportive places.

### **Official Plan**

The lands within the study area are designated *Regeneration Areas*, with the exception of the lands at 3621 Dufferin Street that are designated as *Employment Areas*. *Regeneration Areas* are unique areas of the City that present an opportunity to attract investment, re-use buildings, encourage new construction and bring life to the streets. These areas are key to the Official Plan's population and employment growth strategy and offer the opportunity to reintegrate underutilized areas of the City. The Official Plan states that 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. Development should not proceed prior to the approval of a planning framework that is informed by that study.

Lands within the study area are also subject to Site and Area Specific Policies (SASP) 388 which requires that:

- Instead of a Secondary Plan, a Site and Area Specific Policy is required to set out a framework for new development on the lands to address those matters identified in Section 4.7.2 of the Plan and also matters such as the following:
  - a) Land use buffers to appropriately separate residential and sensitive non-residential uses from the abutting Employment Area lands directly to the east

and from the Dufferin Street/Highway 401 interchange and Highway 401 to the south.

b) The design of any residential uses and buildings containing sensitive non-residential uses to mitigate noise and vibration from the Employment Area lands directly to the east and from the Dufferin Street/Highway 401 interchange and Highway 401 to the south.

c) A street and block plan that includes a public street to connect Billy Bishop Way to Wilson Avenue and other appropriate connections; and

d) A requirement that development proposing residential units also increase the non-residential gross floor area.

The *Regeneration Areas* Studies Status Report received by City Council in August 28, 2014, identified the following matters that each study should address to ensure a comprehensive planning approach was undertaken:

- Policies to ensure that there is a net gain of employment or employment gross floor area as well as any residential redevelopment;
- A streets and blocks plan;
- A greening strategy and parks and open space plan;
- A public realm improvement strategy to improve streets, sidewalks and boulevards;
- An affordable housing strategy;
- A community services strategy;
- Environmental policies to guide the clean-up of lands and policies for phasing;
- Transportation policies that encourage walking and transit, particularly direct and safe pedestrian routes to rapid transit stations; and
- The scale of development and transition to adjacent areas.

SASP 388 is subject to appeal before the OMB and is not yet in force.

In addition to the *Regeneration Areas* policies and SASP 388, additional Official Plan policies were considered as part of the Dufferin-Wilson Regeneration Area Study.

The Healthy Neighbourhoods policies of the Official Plan identify the need for new neighbourhoods to provide a high quality of life and sense of community. The Official Plan sets out policies on new streets, parks and open spaces establishing a framework for new streets to be public streets designed to provide connections with adjacent neighbourhoods in a connected grid of streets. New streets should provide access and address for new development, create adequate space for all pedestrians, cyclists, vehicles, utilities and landscaping. The Plan also directs that new parks and open spaces will be located and designed to connect and extend existing parks and open spaces, provide a setting for community life and provide appropriate space and layout for recreational needs.



The 'New Neighbourhoods' policies of the Official Plan (Section 3.3) provide guidance once a decision has been made to develop an area as a new neighbourhood. New Neighbourhoods should reflect city-wide goals as well as the local context; they should provide a mix of uses and a range of building types and housing; a fine grain of interconnected streets and pedestrian routes that define development blocks; parks and open spaces; community services and facilities to support development, and good access to transit.

The new transportation policies in the Official Plan speak to developing mobility systems for future generations while taking full advantage of existing transit infrastructures to reduce dependency on vehicles. The integration of transportation and land use planning is critical to achieving the overall aim of increasing accessibility to transportation infrastructure and services throughout the City.

The Official Plan stresses the importance of mutually supportive transportation and land use policies that combine the mechanisms of mobility and proximity to maximize accessibility. In addition, the policies direct that streets are not closed to public use and stay within the public realm where they provide present and future access for vehicles, pedestrians and bicycles, space for utilities and services, building address, view corridors and sight lines. Streets will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and users and act as a fundamental organizing element of the City's physical structure.

The "Complete Streets" policies of the Official Plan overall objective is to create a well-functioning street network that is planned and designed to provide safe access and efficient operation for all street activities and functions, to provide safe and comfortable pedestrian, cycling and transit facilities and balancing the competing demands placed upon the use of street rights-of-way. These objectives are to be applied when streets are constructed, reconstructed or otherwise improved.

The Built Form policies provide direction that new development is to be located and organized to fit with its existing or planned context, frame and support adjacent streets and open spaces while providing attractive and functional amenity in both indoor and outdoor spaces in new development. These policies also direct new development to be massed to frame adjacent streets and open spaces in a way that respects the existing and/or planned street proportion, while limiting its impacts on adjacent streets, open space and properties by providing adequate light and privacy.

Official Plan policies also establish that neighbourhoods should provide a full range of housing in terms of form, tenure and affordability and seeks to ensure that adequate community services and facilities are provided in areas of growth by adding new parks and other amenities. The Economic Health policies identify that economic opportunities in the City will grow by managing growth and change in ways that guide development to parts of the City where it is most suitable, encouraging high quality architecture, urban design and urban infrastructure.

## **Wilson Avenue Revitalization Study and Urban Design Guidelines**

In June 2003 City Council authorized the preparation of an Avenues Study for Wilson Avenue from Keele Street to Bathurst Street. Although not all of the lands in the study area are located on Wilson Avenue, they were included in the associated Urban Design Guidelines ('Power Centre 3') as it was deemed important to consider the development of these lands in the context of the vision for the Wilson Avenue corridor and how any proposed development would fit into the policy framework for the area.

In July 2004 Council adopted Urban Design Guidelines providing for area and site specific guidelines for development occurring within the Wilson Avenue Revitalization Area. The Guidelines highlight the need for intensification along Wilson Avenue between Keele Street and Bathurst Street to create new physical connections to Parc Downsview Park, and to enhance or 'rebalance' the streetscape to place greater emphasis on pedestrians, transit and cycling rather than vehicular traffic and auto-related use. The vision and goals for the Wilson Avenue Revitalization Area include, but are not limited to, the following:

- The creation of a pedestrian allée on Wilson Avenue with a double row of street trees on both sides of the street to create a distinct 'Avenue' and identifiable route to Parc Downsview Park;
- A centre lane median and extensively planted boulevard;
- A consistent vocabulary of streetscape elements including lights, transit shelters and benches;
- Enhanced pedestrian areas through underpasses;
- New buildings will have special built features to provide interest and comfort at the ground level for pedestrians, and create an improved image for the area;
- Consolidating access to parking areas and restricting or discouraging parking in the front and exterior side yards; and
- Identification of 'Large Scale Redevelopment Sites' at Keele Street, Ancaster Road, Allen Road and Bathurst Street, at the junctions of high frequency bus routes, with highest heights directed to the intersections of Keele Street and Wilson Avenue (15 storeys or 45 metres) and Bathurst Street and Wilson Avenue (12 storeys or 36 metres).

## **Zoning**

The former City of North York Zoning By-law No. 7625 zones all of the lands within the Dufferin-Wilson Regeneration Area a range of industrial and commercial uses. Most properties are zoned MC (H), Industrial-Commercial Zone, which permits a variety of industrial, commercial and institutional uses. The MC zone permits a maximum floor space index of 1.0. A Holding (H) provision restricts retail stores, personal service shops and office uses to a maximum of 5,000 square metres or 0.5 F.S.I.

There is also site specific zoning on 721-725 Wilson Avenue (MC(29)) which ascribes maximum heights of buildings or structures to 4.0 metres (196.0 metres Above Sea Level) to 20 metres (214.0 metres Above Sea Level).

The MC Zone prohibits motor vehicle body repair shops uses on a lot across any street from an R or RM zone, and on all other MC zoned lands, the following is prohibited:

- Abattoir;
- Asphalt plant;
- Auto wrecking yard;
- Dead animal rendering;
- Explosives manufacturing;
- Fertilizer manufacturing;
- High impact energy production;
- Junk yard;
- Medium and high impact chemical manufacturing;
- Metal or mineral smelting or foundry;
- Paint or varnish manufacturing;
- Petrochemical refinery;
- Quarry;
- Tannery; and
- Waste Incinerator.

The easterly portion of the study area is also zoned Airport Hazard Area Zone (A). Section 35.2 of former City of North York By-law No. 7625 deems any land included within an Airport Zone which is not under the ownership or jurisdiction of a public authority, to be subject to the provisions of the By-law that applies to the opposite side of the nearest public street, which in this case would be the MC (H) zone.

The study area is also subject to the height restrictions related to the former Downsview Airport, now operated by Bombardier Aerospace, and imposed by Schedule “D” (Airport Hazard Map). The Schedule imposes a maximum building and structure height restriction of 15.24 metres to the entire study area.

### **Ministry of the Environment and Climate Change – Land Use Compatibility Guidelines and Environmental Noise Guideline (NPC-300)**

The Ministry of the Environment and Climate Change (MOECC) land use planning guidelines provide guidance for land use planning authorities to ensure compatibility between new industrial or residential development with existing land uses.

The objective of the D-6 Guidelines (Compatibility Between Industrial Facilities and Sensitive Land uses) is to minimize the encroachment of sensitive land use upon industrial land use and vice versa, as these two types of land uses are normally

incompatible, due to possible adverse effects on sensitive land use created by industrial operations. Industrial land uses are those land uses which have the potential to produce point source and/or fugitive air emissions such as odour, dust and others, either through normal operations, procedures, maintenance or storage activities, and/or from associated traffic/transportation.

The Environmental Noise Guideline provides guidance with respect to the proper control of sources of noise emissions to the environment to ensure they are adequately controlled to prevent the potential for adverse effects and minimize the potential conflict between proposed noise sensitive land uses and sources of noise emissions. The intent of the guidelines is also to provide advice, sound level limits and guidance that may be used when land use planning decisions are made under the *Planning Act* and is intended to be supportive of the Provincial Policy Statement. Specifically, it may be applied in planning decisions concerning noise sensitive land uses that are proposed adjacent to facilities such as, but not limited to, airports, road and rail transportation corridors, industrial facilities and major commercial facilities.

### **Current Development Applications Proposed in the Study Area**

A site plan application was received on December 29, 2016 within the proposed study area for a 15,841 square metre public self storage warehouse with 5,440 square metres of retail uses (3621 Dufferin Street, File No. 16-271500 NNY 09 SA).

The applicant was notified via correspondence dated January 27<sup>th</sup>, 2017 that the application was determined to be incomplete as information required for a fulsome review of the proposal was not provided when the application was submitted to the City. An initial zoning review of the proposal has also determined that, as presently submitted, the proposal would require a Zoning By-law Amendment application to lift the 'H', as the proposal includes a retail component of 5,440 square metres, which is in excess of the threshold permitted in the by-law. The Holding (H) provision in the in-force zoning restricts retail stores, personal service shops and office uses to a maximum of 5,000 square metres or 0.5 F.S.I. An application to lift the Hold for the retail portion of the building has not been submitted by the applicant.

There are also inactive development applications within the study area at 3621 Dufferin Street for an 11-storey residential building, 186 townhouse units, a park and public road, submitted by the Canada Lands Corporation. This site was sold to H&R Real Estate Investment Trust, a private sector landowner within the study area boundary. A Notice of Impending File Closure was issued to the landowner on file, on January 13, 2017 (see File No. 11-259406 09 NNY 09 OZ & 11-259417 09 SB).

### **Study Process**

City Council's re-designation of the study area to *Regeneration Areas* informed the scope of work for the *Regenerations Areas* study undertaken over the past two years.

An interdivisional City Project team made up of staff from City Planning (Urban Design, Strategic Initiatives, Policy and Analysis, and Transportation Planning), Parks and Recreation, Transportation Services and Public Realm, Engineering and Construction Services, Economic Development, and led by Community Planning, undertook an analysis of land use, movement (transportation), greening (public realm), urban design and community services and facilities of the study area. The City Project team hosted a number of community consultation and stakeholder engagement events as part of their work, which included the preparation of development options.

## **Community Consultation and Stakeholder Input**

Community consultation and stakeholder input has played an important role in informing the proposed Dufferin-Wilson Regeneration Area's study strategies and planning framework. Over the last two years staff hosted a number of events applying different consultation formats ranging from public open houses, working group and stakeholder meetings, and Planners in Public Spaces (PiPS) pop-up consultation events at the Roding Community Centre and Wilson TTC subway station.

Overall, two (2) public open house events, two (2) working group meetings, and two PiPS events were held. Consultation included two meetings with the Wilson Village Business Improvement Area. In total, over 200 community members and interested stakeholders participated in the study process. In addition, the Dufferin-Wilson Regeneration Study web page has experienced over 2,500 views since its creation in 2014. The project website, which contains information from previous community consultation events and summaries of community and stakeholder input, can be accessed via the following link:

[www.toronto.ca/dufferin-wilsonstudy](http://www.toronto.ca/dufferin-wilsonstudy)

Over the course of the two year study period, the City Project Team had the opportunity to meet with, discuss and receive input and feedback from residents, landowners, the Wilson Village Business Improvement Area and business owners in the area. This feedback and input can be summarized into the following key areas of interest and concern:

- New public parks should be centrally located, visible and animated by active uses to promote 'eyes on the park'.
- Continuous retail should be promoted along Wilson Avenue.
- Residential uses need to be appropriately buffered from Employment Areas.
- The public realm, including new public parks, the Greenway and other open spaces should be designed to include high quality landscaping and pedestrian amenities to promote their visibility.
- New development needs to mitigate existing and future vehicular congestion in the area.
- Pedestrian and cycling networks should be paired with active uses to promote their safe use.

- Formalized connections to the study area to integrate it into the larger community and prioritize safe and accessible movements for pedestrians and cyclists.
- A mix of land uses and building types will help to promote a viable community.
- Ensure development is of a high quality design and materiality that reinforces the public realm.
- More large format retail/commercial uses should be avoided.

## **Design Review Panel (DRP)**

The draft preferred option for the study area, including streets and blocks, land use, parks and open space opportunities, cycling and pedestrian connections, and streetscape improvements, was introduced to the Design Review Panel (DRP) on November 23<sup>rd</sup>, 2015.

The Panel commended the project team for their clear, concise submission and for undertaking the reimagining of a suburban context. The Panel noted that the site offered significant potential for regeneration and that it needed to be a catalyst that set an example for high quality design, and that further work was needed to address the following:

- Designing edge conditions so they improve and encourage urban regeneration;
- Establishing a centralized park location with animated edges (active uses) to provide a focus and identity for the community;
- Creating smaller, more urban blocks with new streets to slow down traffic; and
- Creating a unique and engaging pedestrian-first environment.

Comments from the DRP can be found at the link below:

<http://www1.toronto.ca/City%20Of%20Toronto/City%20Planning/Community%20Planning/Files/pdf/P/Final%20DRP%20Minutes%20Nov23%202015.pdf>

## **COMMENTS**

### **Key Study Findings**

The City Project Team prepared a series of strategies regarding land use, greening, movement, urban design, and community services and facilities. They can be found in Attachments 1 to 11. The work also included built form models that illustrated a recommended development framework and was supported by transportation analyses undertaken by Transportation Planning staff. The following sections summarize the key study findings.

### **Study Area History**

Dufferin Street has historically been an organizing 'spine' of the larger community. Prior to the construction of Highway 401, the area consisted primarily of agricultural uses and some residential and small industrial buildings. It was not until the construction of Highway 401 in the 1950s that Dufferin Street saw a boom in post-war residential development.

The 1960s saw the opening of Yorkdale Shopping Centre and the development of employment areas south-west of Dufferin Street and Highway 401. West of Dufferin Street, to the north and south of Wilson Avenue, the context has traditionally been stable residential neighbourhoods. A finely organized street pattern connects the community to shops and services on Wilson Avenue and some small scale retail on the west side of Dufferin Street, north of Highway 401. Apart from the Downsview Power Centre, the majority of retail uses along Wilson Avenue are local-serving and primarily strip plaza form.

The Dufferin-Wilson Study Area was once home to the Denison Armoury, a mid-century expressionist building located on the north-east corner of Billy Bishop Way and Dufferin Street. The building was a finalist in the 1961 Massey Medals for Architecture Award. Downsview Airport, which is located north-east of the study area, was once the home of De Havilland Aircraft Company and was the largest supplier of government owned aircraft and operated as a federal airport. Today, the airport plays an important economic role in the area as Toronto headquarters for Bombardier Aerospace.

## **Draft Dufferin-Wilson Regeneration Area Planning Framework**

The draft SASP (see Attachment 11) envisions the continued retention of existing employment, the intensification of employment uses within the study area, and new compact and transit-supportive mixed use development that incorporates non-residential space.

Encouraging residential uses and intensifying employment uses within walking distance of the Wilson TTC Subway Station will provide the opportunity for increased transit ridership and decreased auto dependency. The draft Dufferin-Wilson SASP provides policy direction with respect to appropriate height. It provides for the highest densities where height restrictions from Downsview Airport, currently operated by Bombardier Aerospace, are less restrictive close to the Dufferin Street/Highway 401 interchange, and lower heights on Wilson Avenue, where heights are most restrictive. The lower scale buildings along the easterly boundary of the study area also provide transition to the 1 storey context in the *Employment Areas* to the east.

Highway 401 plays, and will continue to play, a significant role in regional transportation and goods movement to and from the surrounding area. Retaining employment lands as *General Employment* along Highway 401 encourages employment adjacent to the highway and applies a land use buffer as a form of mitigation from the highway to the remainder of the study area.

The draft SASP also lays out the transportation and public realm improvements required to connect pedestrians and cyclists to and through the study area to key transit nodes (TTC Wilson Subway Station), while ensuring goods movement can be facilitated to support local businesses. These connections and improvements will help connect the Dufferin-Wilson area to nearby communities and local businesses, transit and local destinations.

This report recommends that a Site and Area Specific Policy (SASP) be considered for adoption as a comprehensive policy direction to put in place a development framework to guide the revitalization of the Dufferin-Wilson Regeneration Area. A draft SASP is included as Attachment 11 to this report.

## **Vision**

The Vision for the Dufferin-Wilson Area is for a connected community with a balanced mix of land uses where local business can thrive. New public streets will provide connectivity and address for new development within the block. A green and animated public realm will provide safe and comfortable options for pedestrians and cyclists to get to and from local destinations and public transit.

A new public park, or privately owned publicly accessible space, which can be used by new and existing communities, will be the focus of the new neighbourhood and will have programming suited to surrounding uses and context. New development will be varied in type and be appropriately scaled to frame the public realm. It will contribute to creating complete communities that enhance existing community services and facilities, including affordable housing.

The Guiding Principles for the Dufferin-Wilson Area have been informed by meetings with local business owners, working group participants, local stakeholders and members of the community. These guiding principles provide the intent, and summarize the rationale for, the implementing Vision and policies contained within the draft Dufferin-Wilson SASP.

- a) Create a 'place' with community focal points.
- b) Improve mobility and balance movement priorities.
- c) Create quality public parks and private open spaces.
- d) Redevelop with appropriate land uses and land use buffers.
- e) Protect employment lands and promote local economic vitality.
- f) Create a complete community.
- g) Ensure adequate infrastructure to support new development.
- h) Create a green, safe and attractive streetscape.
- i) Promote environmental clean-up of lands and sustainable development.
- j) Improve local community services and facilities.

## **Land Use**



The Study Area is designated *Regeneration Areas* but was previously designated *Employment Areas*. The draft Dufferin-Wilson SASP re-designates the Study Area to *Mixed Use Areas*, introduces residential permissions on all the lands with the exception of the lands south of Billy Bishop Way, which would be maintained as *Employment Areas (General Employment)*.

Specifically, the draft SASP proposes that the Dufferin-Wilson area east of Dufferin Street, between Wilson Avenue and Billy Bishop Way, be designated as *Mixed Use Areas* (see Schedule 1) with a land use buffer not less than 3 metres designated as *Other Open Space Areas* along the entire easterly portion of the study area. This *Other Open Space Area* will form part of a new 23 metre planned right-of-way (north-south local road) and satisfies the policy direction of SASP 388 for land use buffers to appropriately separate residential and sensitive non-residential uses from the abutting Employment Area lands directly to the east. Uses permitted in the *Other Open Space Area* would include:

- a) a public street;
- b) a fence including acoustic fencing;
- c) landscaped space and private or publicly accessible spaces but shall not include a public park;
- d) pedestrian, transit and cycling facilities and amenities;
- g) any combination of the above.

The lands south of Billy Bishop Way are proposed to be *Employment Areas (General Employment)*. SASP 388 included policy direction on appropriate land use buffers to separate residential and sensitive non-residential uses from the Dufferin Street/Highway 401 interchange and Highway 401. The *Employment Areas* designation south of Billy Bishop Way satisfies the direction in SASP 388 to provide a land use buffer to appropriately separate residential and sensitive non-residential uses contemplated in the *Mixed Use Area* from the Dufferin Street/Highway 401 interchange.

SASP 388 also includes direction for an increase in non-residential gross floor area with new development. This policy direction has been integrated into the amended SASP shown in draft form as Attachment 11 in Section 3: Land Use.

The proposed planning framework would also limit uses such as major retail or service development over 6,000 square metres of gross floor area, self storage and new auto-oriented and drive-through establishments.

As per the direction from City Council on January 31, 2017, Staff will undertake a review of the existing in-force zoning permissions within the Dufferin Wilson Regeneration study area and determine if new Zoning standards are required to regulate land use in the area.

## **Public Realm**

The public realm is made up of streets, parks and other publicly owned or publicly accessible private lands. The public realm vision for the study area supports a number of key place-making objectives and creates opportunities to move and connect people to important destinations, such as the TTC Wilson Station.

Throughout the study process, the public, key stakeholders and business owners expressed concern over the lack of green space and pedestrian amenity throughout the study area, particularly on Wilson Avenue. The draft SASP policies are intended to provide policy and urban design direction for future and existing streets, parks and other publicly owned or publicly accessible land.

The Greening Strategy for the Dufferin-Wilson Area (see Attachment 3: Structure Plan) is premised on an enhanced public realm, a Greenway which could be used as a multi-use trail, and a public park or a privately owned publicly accessible space as a focal point. Dufferin Street is envisioned as a landscaped promenade with a double row of trees, improved pedestrian, cycling and transit facilities and the potential for a landscaped median.

Wilson Avenue will act as a ceremonial entrance to the community, and builds on the vision established in the Wilson Avenue *Avenues* Study and Urban Design Guidelines, with the potential for a landscaped median, a double row of trees and a gateway feature marking the intersection at Dufferin Street as an important crossroad into the city.

### **New Public Streets**

Streets should be more than simply spaces to move through, they are places in their own right. The City of Toronto Complete Streets initiative describes streets as both links and places. New north-south and east-west streets are envisioned as dividing larger blocks in the proposed *Mixed Use Areas* north of Billy Bishop Way into appropriately scaled development blocks and to provide access and address for new development. New streets will also define and provide frontage for new parks and open spaces, and pedestrian and cycling connections to local destinations and to public transit.

### **New Public Park**

As the employee population within the SASP Area increases over time and new residential uses are introduced, a new park will be required to support this growth and provide the necessary local green space for outdoor passive and active recreation. The draft SASP encourages the creation of a new public park in a centrally located area that will be the focus for the new community in the *Mixed Use Areas* north of Billy Bishop Way, where residential uses are proposed to be permitted, and where there can be a connection to the Greenway and privately owned and publicly accessible spaces. The draft SASP proposes that the new public park and above base improvements be secured as redevelopment occurs through a combination of land dedication and cash-in-lieu contributions. Design and programming principles would be identified as part of the

Dufferin-Wilson Urban Design Guidelines in consultation with Parks staff, with detailed work undertaken closer to the time of park development.

### **The Dufferin-Wilson Greenway**

There is an opportunity to provide an additional connection from the study area to the TTC Wilson Station and other key destinations, through the introduction of a new north-south public road and a linear greenway in the Dufferin-Wilson Area. The Greenway is proposed to consist of a public road with a right-of-way of approximately 23 metres and would include shared pedestrian and cycling facilities with integrated landscape features, including a 3 metre enhanced landscape area, providing for continuous connections and through the SASP Area between Billy Bishop Way and Wilson Avenue and a buffer to the *Employment Area* to the east. The proposed greenway supports the vision of connecting the Dufferin-Wilson Area with other cycling and pedestrian routes in the surrounding community.

Further discussions with Transportation Services, including Public Realm, will be undertaken to discuss the proposed public road cross section design and maintenance.

### **Privately Owned and Publicly-Accessible Spaces (POPS)**

The Official Plan and the City's Privately Owned Public Spaces (POPS) guidelines encourage open spaces for pedestrians along public street frontages and at appropriate corner locations at intersections. These spaces should be designed to provide flexible multi-use settings for employees, pedestrians and residents and enhance the public realm. They should be urban and intimate; capable of accommodating all day-to-day uses; and incorporate a mix of hard and soft landscaping, including shade trees and seating.

The Dufferin-Wilson Area policy framework includes direction for new open spaces to be included as part of new development, including a public park, POPS, Greenway, pedestrian connections, cycling routes, and improved transit facilities.

### **Built Form**

The draft SASP sets out built form policies that introduce built form typologies that can accommodate residential and employment uses into the Dufferin-Wilson Area. The range of building types, heights and densities recommended in the draft SASP were developed in consultation with the community, Bombardier and Nav Canada, and refined through further testing by City staff to ensure that building heights meet a maximum 1:1 relationship of building height to right-of-way width, are massed to maintain sunlight and sky view for pedestrians, streets and open spaces, and do not impact current operations related to Downsview Airport. To further support and guide the implementation of the draft SASP policy framework, City Planning staff are developing Urban Design Guidelines for the study area to provide further guidance on built form types, block organization, setbacks, heights, massing and articulation. The Urban Design Guidelines will be brought forward for City Council's consideration and adoption in 2017.

The *Mixed Use Areas* designated lands provide for a predominantly mid-rise built form, a typology which provides for the flexibility to provide both residential and non-residential uses within the same footprint and building mass. Building heights in the blocks designated *Mixed Use Areas* that front Dufferin Street will generally be up to 8 storeys (30 metres) in height for retail/commercial uses and 9 storeys (30 metres) for commercial/residential uses.

The lands designated as *Employment Areas* on Dufferin Street are proposed to have a maximum building height of 30 metres. The draft SASP provides for heights appropriate to the scale of the area while providing flexibility necessary for employment uses to thrive. It is proposed that no buildings be permitted on the lands designated as *Other Open Space Areas*. However, public roads, cycling facilities, landscaping and fencing will be permitted within the *Other Open Space Areas* designation.

Notwithstanding the maximum building heights outlined above, development within the Dufferin-Wilson Area will need to provide transition in scale to the existing and planned context, be articulated at an appropriate scale to support the public realm, and will protect for the current and future operations of the Downsview Airport. As a result, heights will generally transition down from 4 to 6 storeys to the existing one storey context to the north and east.

The Dufferin-Wilson Urban Design guidelines will set out in more detail street wall heights and building setbacks to ensure development is of an appropriate scale, limits shadows on sidewalks and neighbouring properties, and stimulates pedestrian environments along Wilson Avenue and Dufferin Street.

### **Building Setbacks**

Consistent building setbacks will contribute to a vital retail main street environment along Wilson Avenue and Dufferin Street and will assist in improving the civic and pedestrian experience.

The existing office building on 3625 Dufferin Street maintains a setback of approximately 9 and 15 metres. The draft SASP proposes building setbacks of 5 metres on Dufferin Street and 3 metres on Wilson Avenue to allow for new consistent built edges with a generous public sidewalk area, encourages walking, cycling and transit use through improvements to the public realm and new pedestrian, cycling and transit facilities. Landscaped setbacks are intended to accommodate amenities such as a second row of trees, at-grade amenity for retail uses such as coffee shops and cafes, while also buffering residential uses at grade from street activity. These proposed setbacks would serve a civic role in improving the quality of the pedestrian experience on Dufferin Street and Wilson Avenue, and in establishing a new streetscape character.

### **Density**

Densities for the anticipated development in the *Mixed Use Areas* designation range from 1.2 to 2.6 times the area of the lot. Planning staff have determined that rather than attributing specific densities to individual properties across the Study Area in the *Mixed Use Areas* designation, it would be appropriate to determine a maximum density for the individual land use designations shown in the SASP. A maximum density of 2.5 times the lot area would be appropriate for this type of land use.

It is anticipated that the lands in the *Employment Areas (General Employment)* designation could achieve a mid-rise building height. A density of 3.5 times the area of the lot would be appropriate for this type of land use.

## **Movement**

Beautiful, comfortable, safe and accessible streets are shared assets. The Dufferin-Wilson Movement Strategy proposes enhanced pedestrian and cycling facilities within the SASP area. The Movement Strategy (see Attachment 4) continues the 'complete streets' concept from the approved Dufferin Street Secondary Plan, south of Highway 401, for the segment of Dufferin Street north of Highway 401 to Wilson Avenue, and balances modal options for pedestrians, cyclists and vehicles. Wilson Avenue is envisioned as a grand boulevard with a grade separated cycle track, a double row of trees and plenty of amenities for pedestrians and transit users up to William R. Allen Road.

The draft SASP is informed by the Movement Strategy and proposes new north-south and east-west streets to divide larger blocks in the proposed *Mixed Use Areas* north of Billy Bishop Way into appropriately scaled development blocks and to provide access and address for new development. New streets will also define and provide frontage for new parks and open spaces, and pedestrian and cycling connections to local destinations and to public transit. The planned 23 metre right-of-way for the north-south public road (see Attachment 9: Greenway Street) would facilitate an alternate route to the TTC Wilson Subway Station for pedestrians, cyclists and vehicles. A new east-west 20 metre right-of-way (see Attachment 10: New Local Street) is proposed to provide additional connectivity, frontage, and access into the SASP area.

With the introduction of new residents into the Dufferin-Wilson Area, intensification of employment uses, as well as continued growth in the larger Dufferin-Wilson community, the draft SASP policies prioritize pedestrian and cyclist movement. A combination of minimum building setbacks on Dufferin Street, Wilson Avenue and Billy Bishop Way, public realm improvements, and new public streets will help to prioritize pedestrian and cycling movement. The intended outcome is to direct pedestrians to a safe walking environment, while allowing goods movement and loading to occur with minimal conflict.

The proposed separated bicycle track on Wilson Avenue and Dufferin Street (Attachments 6 and 7 respectively) is an extension of the planned improvements to the Dufferin Street right-of-way south of Highway 401, which together, represent a significant cycling infrastructure improvement in the area and would help to achieve the

objective of providing safe movement through the SASP area. Other recommended improvements include clearly marked and separated bicycle lanes or 'sharrow' lanes on Billy Bishop Way and improved sidewalk conditions (Attachment 8). In conjunction with new development, the draft SASP policies encourage increased bicycle parking throughout the area.

Dufferin Street is also identified on Map 5 as a Transit Priority Expansion Segment in the Official Plan. The Dufferin-Wilson Movement Strategy proposes a priority transit lane on Dufferin Street southbound from Anthony Road to the westbound on-ramp to Highway 401. The draft policies provide direction for transit priority measures to be provided where possible and appropriate to enhance transit users' experience, and the implementation of landscape medians to facilitate vehicular access and egress at appropriate locations and to improve overall traffic flow.

## **Livability**

Community services and facilities are a vital part of existing and new neighbourhoods, provide opportunities for recreational, leisure and educational activities, and promote livable communities. Ensuring that there are adequate community services and facilities to meet both existing and future community needs in the Dufferin-Wilson area, where growth is anticipated, are fundamental considerations in planning for new development.

The proposed Dufferin-Wilson SASP includes a strategy for securing community services and facilities, affordable housing and parks that, with the introduction of new residential uses, will be key in supporting quality of life and creating a new identity for the neighbourhood.

The Community Services and Facilities Needs Assessment (2014) prepared by City Planning staff for the study area, identified a need for a number of facility or service upgrades that will be necessary as the Dufferin-Wilson Area intensifies, including: additional child care, improvements and expansions to existing libraries and community recreation facilities, additional parkland and enhancement to existing parks, human service and community agency space, and continued monitoring of space in elementary and secondary schools serving the area.

The proposed policy framework seeks to secure a neighbourhood scale park within the Dufferin-Wilson Area from the dedication of lands through the redevelopment process. This new open space will support the residential uses introduced into the Dufferin-Wilson Area as it redevelops, and provides a key public space in the public realm structure for both residents and employees.

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. 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

proposed 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 SASP would also require new residential development to provide a minimum of 10% affordable housing.

## **Environmental**

The draft SASP policies are intended to preserve and enhance employment uses while requiring that new sensitive uses do not encroach in such a way that would hinder their continued operations. Proponents of residential development where it is proposed to be permitted must demonstrate compatibility through appropriate design, buffering or separation to prevent or mitigate adverse impact from noise, dust or vibration to occupants of new development and lessen complaints and their potential costs to existing businesses.

Matters related to environmental issues (i.e. noise, odour, dust, etc.) will be addressed through the Zoning By-law Amendment process on individual sites. Studies which address soil remediation, noise, vibration, air quality and operations related to the airport will be standard requirements of proposed development applications. Policies related to these matters are included in the Official Plan and therefore no specific policy is required as part of this study.

The proponents of residential development will be required to demonstrate that the lands are suitable for occupancy with sensitive uses. In addition, all lands conveyed to the City for parks or road purposes shall be conveyed free and clear of encumbrances with all soil contamination issues resolved to the satisfaction of the City. Proponents of new development will be encouraged to meet Tier 2 of the City of Toronto Green Development Standard.

## **Implementation**

### **Zoning By-law**

Zoning By-law Amendments will be needed to implement the results of the Dufferin-Wilson Regeneration Area Study as the area is zoned for low scale employment uses with no permission for residential uses and height limits imposed by Schedule D. Currently there are existing employment uses occupying some of the sites within the Study Area. The transition to a mixed-use community will occur over time.

As per the direction of City Council on January 31, 2017, to adopt an Interim Control By-law for the study area lands, City staff will be reviewing the land use permissions in the study area and will bring forward recommendations with regard to permitted uses in the study area, consistent with the Dufferin Wilson Regeneration Area vision for a community with a balanced mix of land uses where local business can thrive.

## **Subdivision and Site Plan Approval**

The redevelopment of the Study Area will require the construction of new streets, and municipal services and infrastructure, the provision of new parks and open spaces to support development and may require improvements to existing streets and services both on and off-site. These requirements will be secured through individual development applications. 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. Provisions are included in the draft SASP for the north-south and east-west new public roads requiring these lands to be conveyed to the City.

## **Site Plan Control**

Site Plan Control applications will also be required for new development on individual blocks within the Study Area.

## **Holding Provisions**

Through the processing of individual Zoning By-law Amendment applications, requirements may be imposed related to servicing and transportation infrastructure, noise, dust, vibration, air quality and airport compatibility, including the use of (H) zones, to ensure that transportation and servicing infrastructure, and appropriate mitigation measures, are in place prior to development. Holding (H) zones may also be used to set out conditions required to be met pertaining to matters such as, but not limited to, the conveyance of lands and/or easements to the City.

## **Section 37**

In the processing of current and future development applications, the recommendations of the Community Services and Facilities study will be used to inform Section 37 negotiations with applicants related to securing appropriate benefits for the community such as resources for libraries, above base improvements to new parks and community service space, including affordable housing.

The draft SASP provides for Agreements pursuant to Section 37 of the *Planning Act* to secure community benefits, specifically additional parkland and non-profit human service and community agency space, in return for increases in height or density.

## **Urban Design Guidelines**

The Urban Design Guidelines for the Dufferin-Wilson Study Area will establish a context for co-ordinated development and will address provisions related to site organization, public realm and streetscape, built form, character and other issues key to the Vision of a complete community.



## Conclusion

The draft Dufferin-Wilson Area SASP is the outcome of a comprehensive *Regeneration Areas* Study for lands in the vicinity of the TTC Wilson subway station, generally located south-east of the intersection of Dufferin Street and Wilson Avenue. Analyses of the area were informed by broad consultation with a variety of stakeholders, City staff and agency input. The land use designations and development framework within the draft SASP area are recommended after consideration of the applicable Provincial policy framework expressed through the Provincial Policy Statement and Growth Plan, as well as the Official Plan.

The draft SASP proposes a vision and policy framework for a connected community with a balanced mix of land uses where local business can thrive. The draft SASP also provides a policy framework to unlock underutilized lands enabling a new mixed use neighbourhood to emerge that will capitalize on the proximity of the Wilson TTC Subway station, and support transit oriented redevelopment at appropriate heights and densities. The recommended policies also provide for public realm improvements for the area.

These goals will be accomplished while ensuring the long term viability of employment opportunities ensuring the area's economic role will continue and be expanded.

Staff recommend that the draft Dufferin-Wilson SASP be distributed for public review and that a Statutory Public Meeting under the *Planning Act* be scheduled to consider the proposed Dufferin-Wilson SASP at the Planning and Growth Management Committee meeting of May 31, 2017.

## CONTACT

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## SIGNATURE

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

## ATTACHMENTS

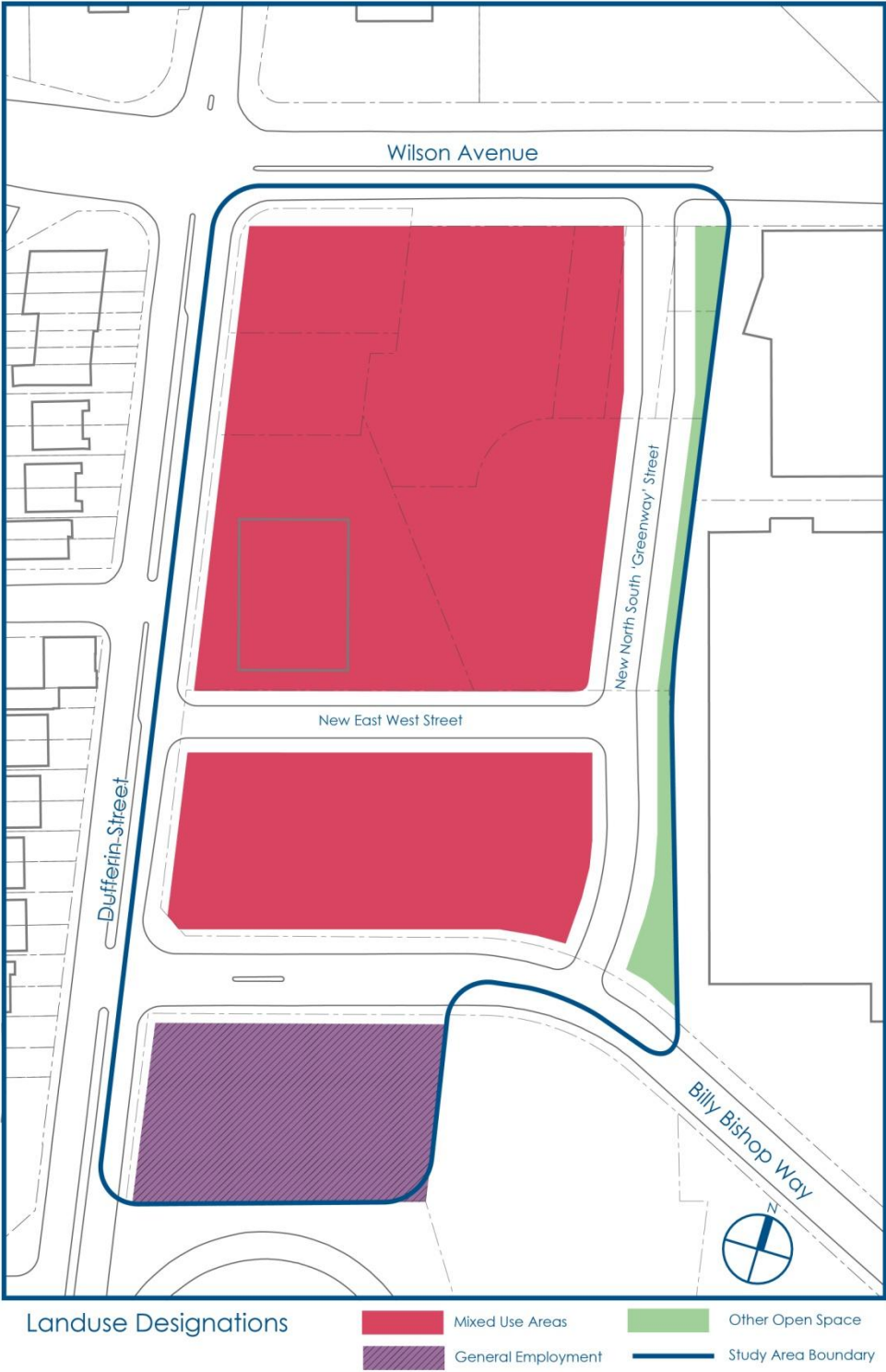
Attachment 1: Proposed Dufferin-Wilson Regeneration Area Structure Plan

Attachment 2: Proposed Dufferin-Wilson Regeneration Area Land Use Strategy  
Attachment 3: Proposed Dufferin-Wilson Regeneration Area Greening Strategy  
Attachment 4: Proposed Dufferin-Wilson Regeneration Area Movement Strategy  
Attachment 5: Proposed Dufferin-Wilson Regeneration Area Setback Strategy  
Attachment 6: Proposed Wilson Avenue Right-of-Way Cross Section  
Attachment 7: Proposed Dufferin Street Right-of-Way Cross Section  
Attachment 8: Proposed Billy Bishop Way Right-of-Way Cross Section  
Attachment 9: Proposed 'Greenway' Street Right-of-Way Cross Section  
Attachment 10: Proposed New Local Road Right-of-Way Cross Section  
Attachment 11: Draft Official Plan Amendment

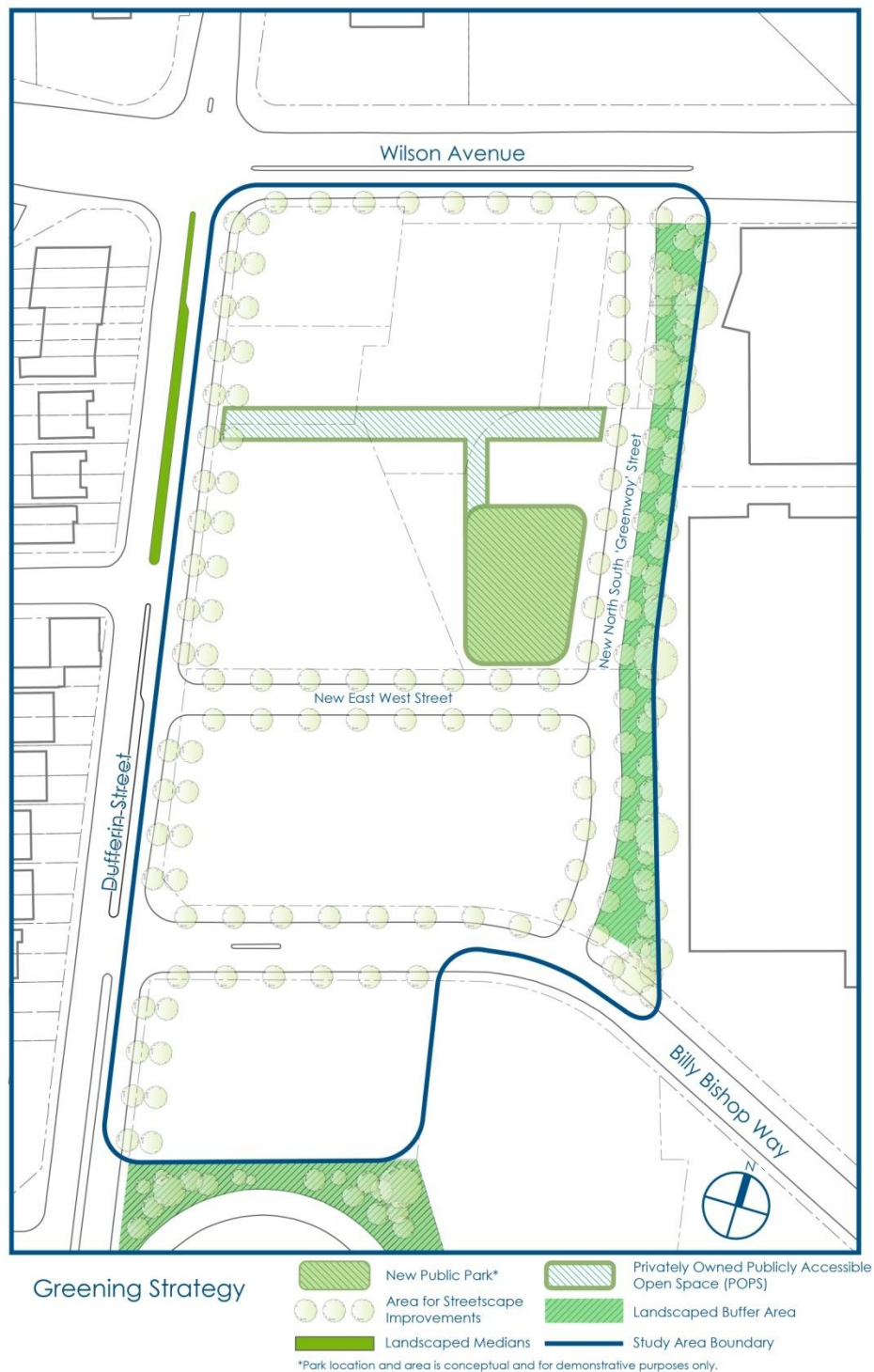
## Attachment 1: Proposed Dufferin-Wilson Regeneration Area Structure Plan



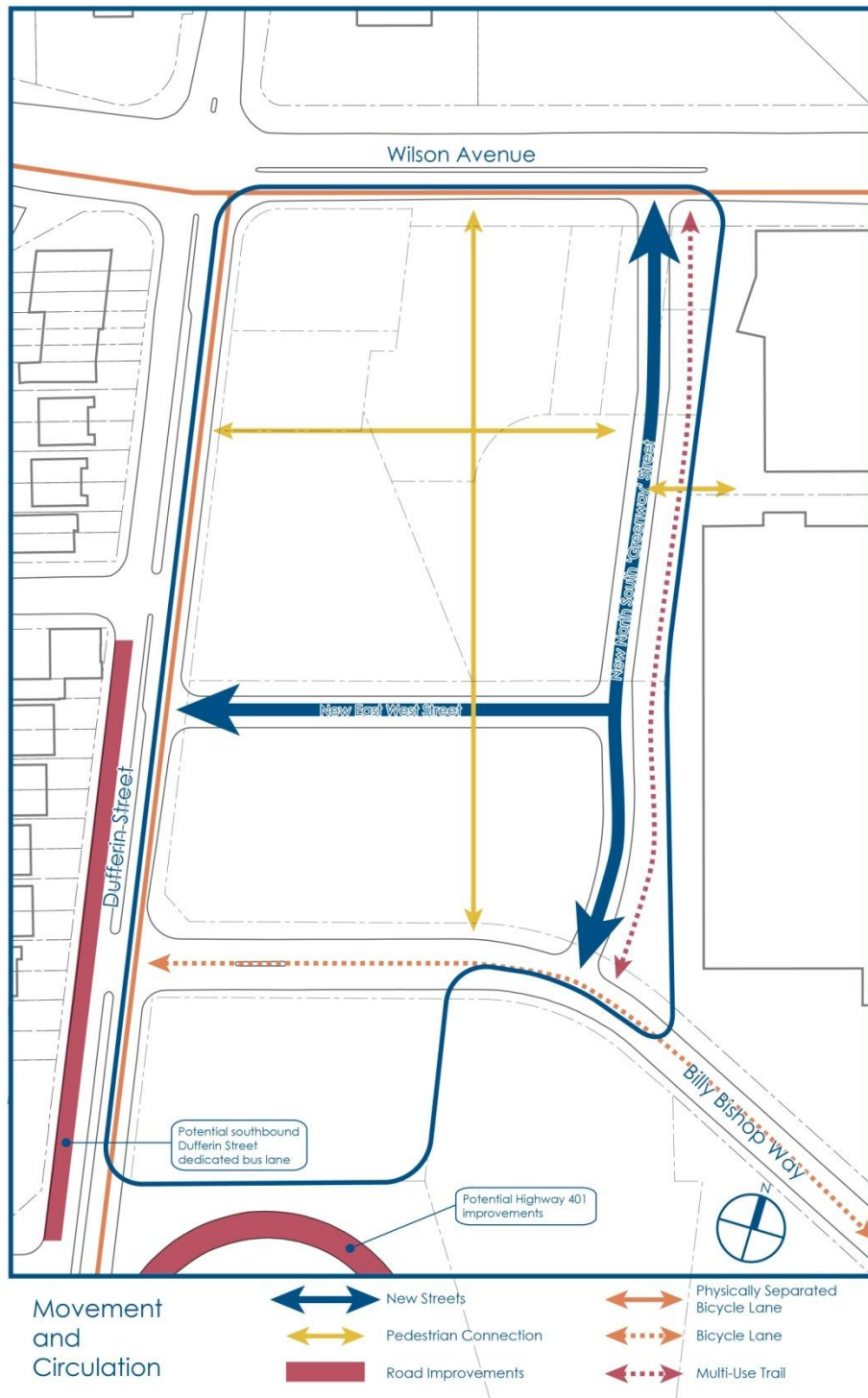
**Attachment 2: Proposed Dufferin-Wilson Regeneration Area Land Use Strategy**



### Attachment 3: Proposed Dufferin-Wilson Regeneration Area Greening Strategy

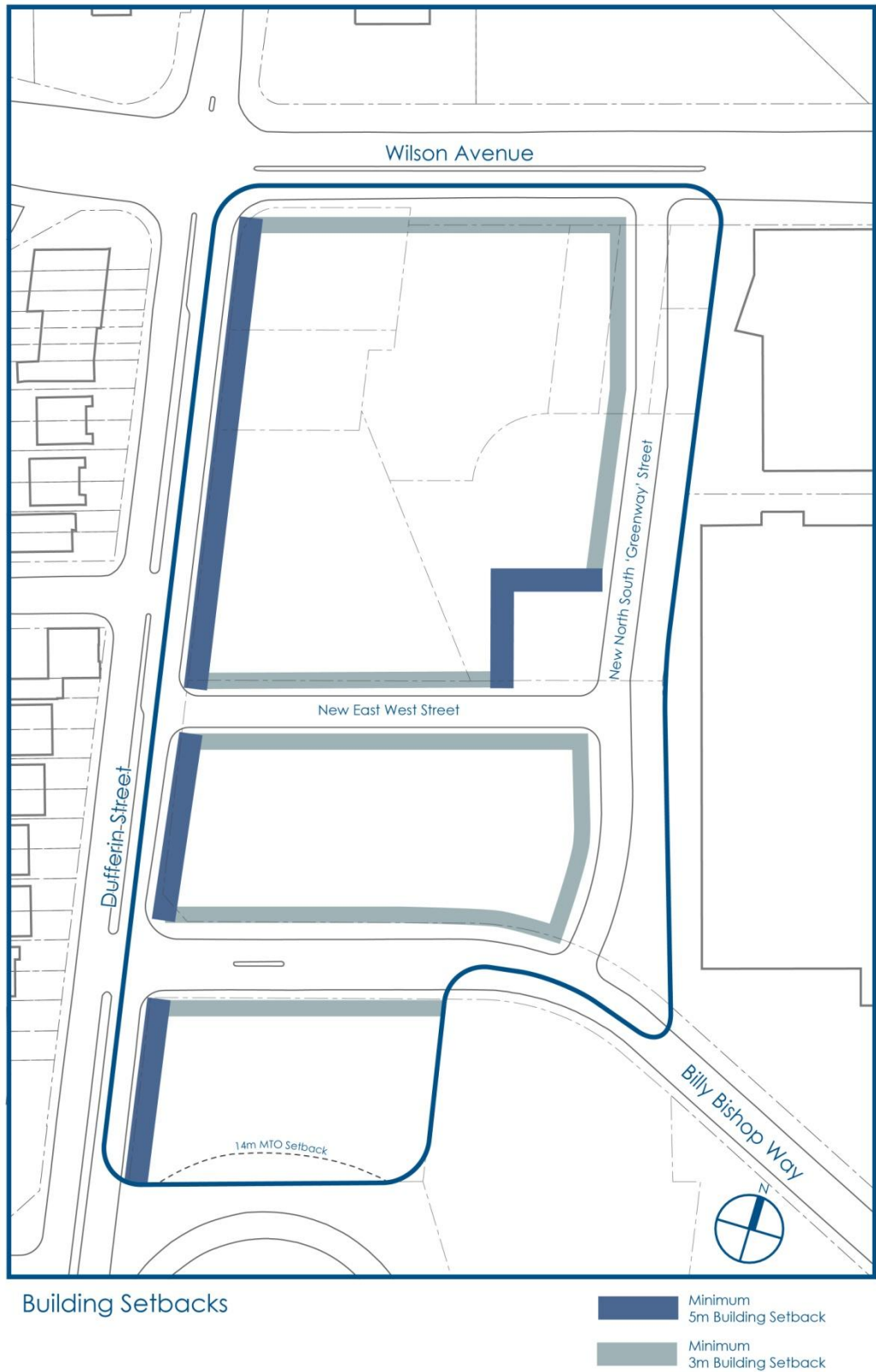


## Attachment 4: Proposed Dufferin-Wilson Regeneration Area Movement Strategy

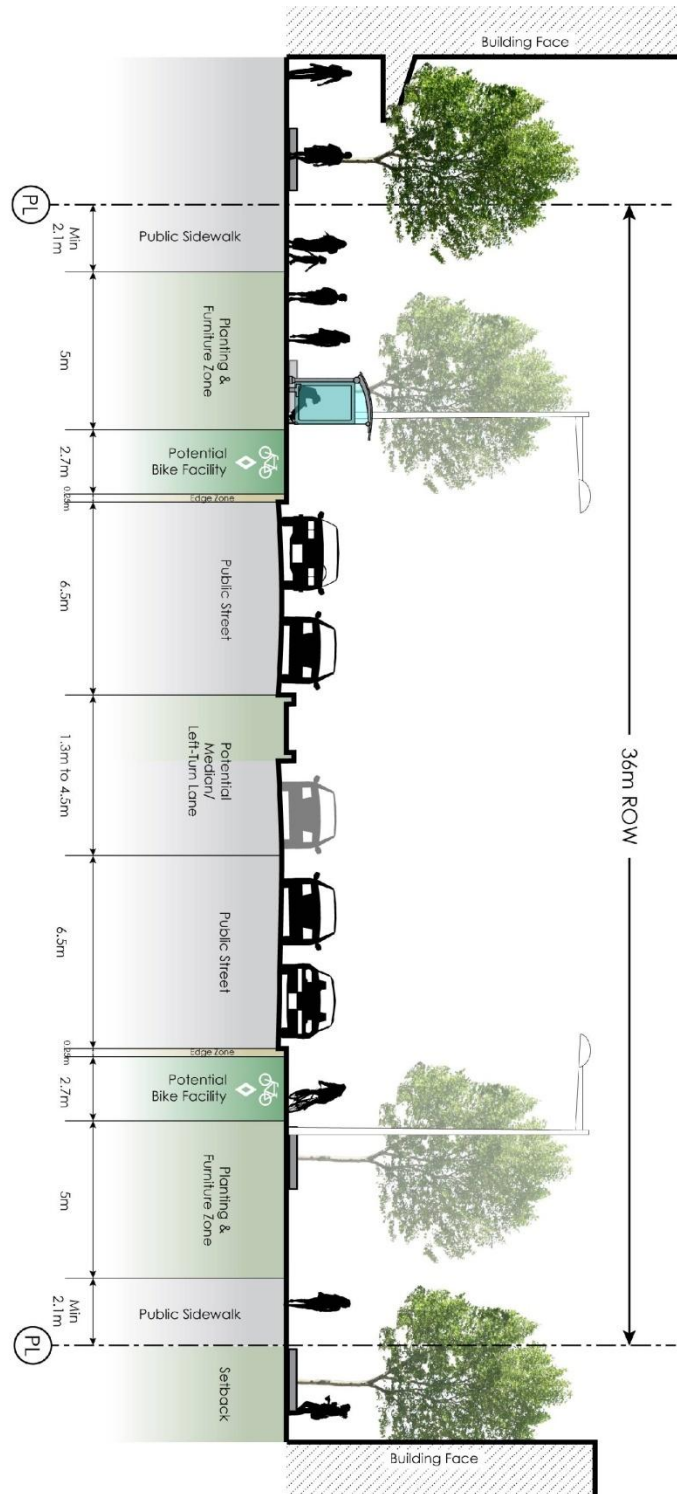




**Attachment 5: Proposed Dufferin-Wilson Regeneration Area Setback Strategy**

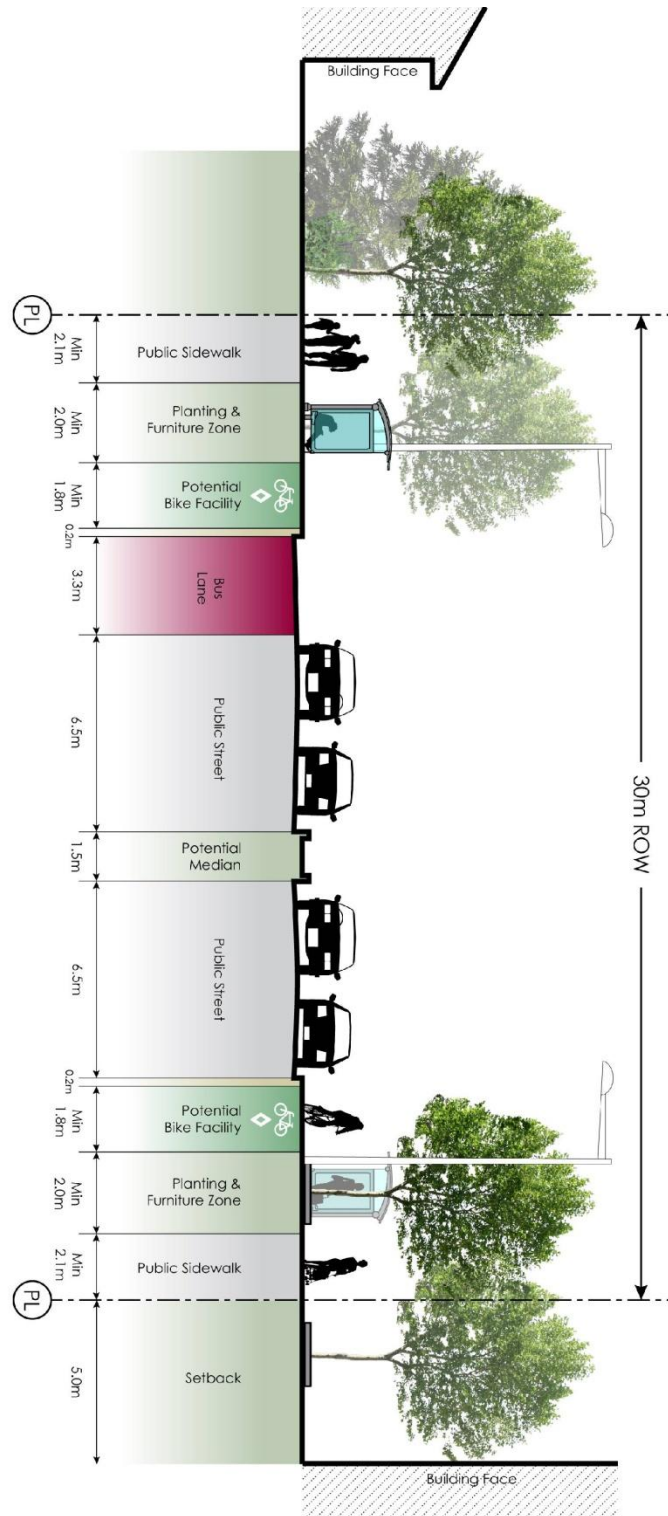


## Attachment 6: Proposed Wilson Avenue Right-of-Way Cross-Section

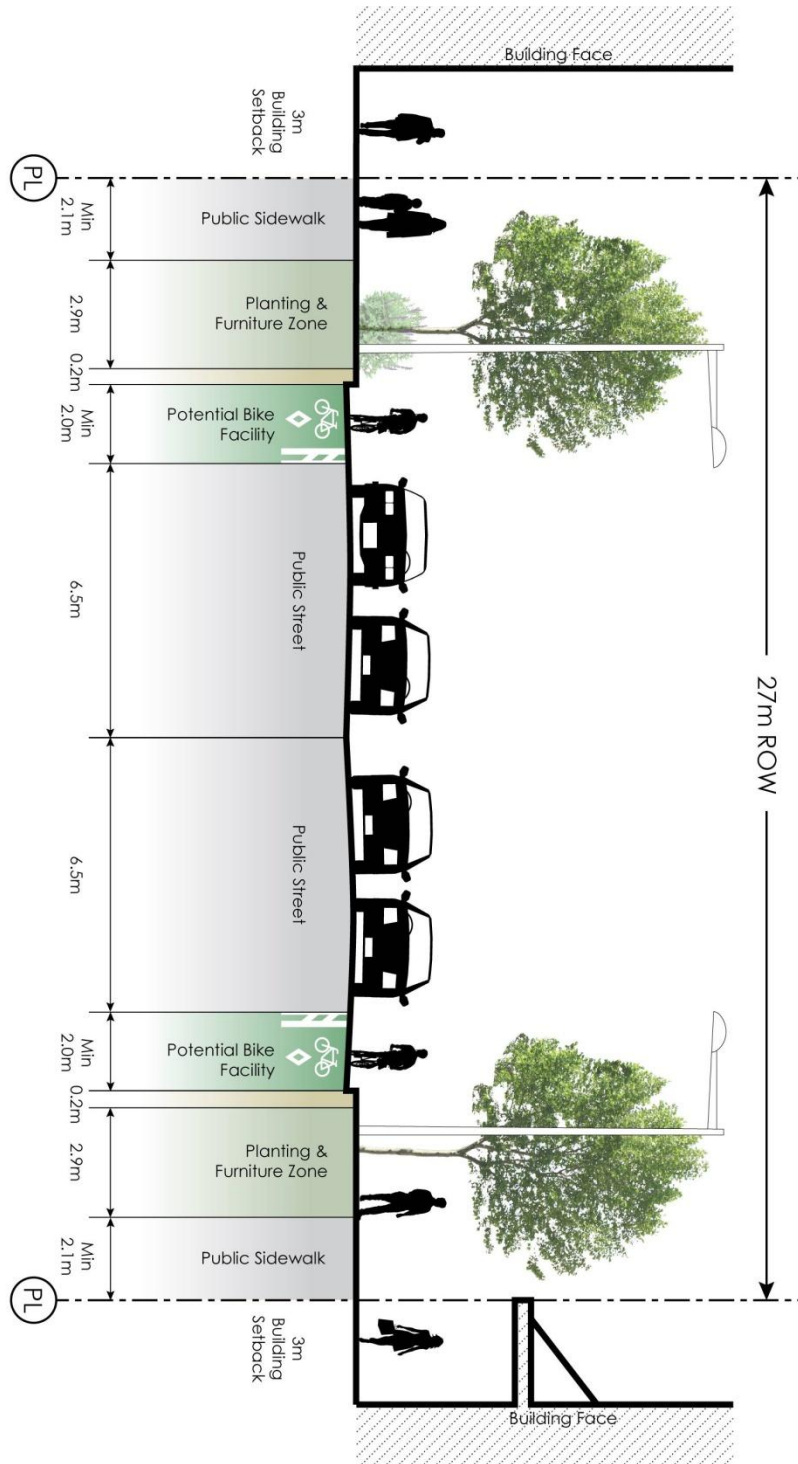




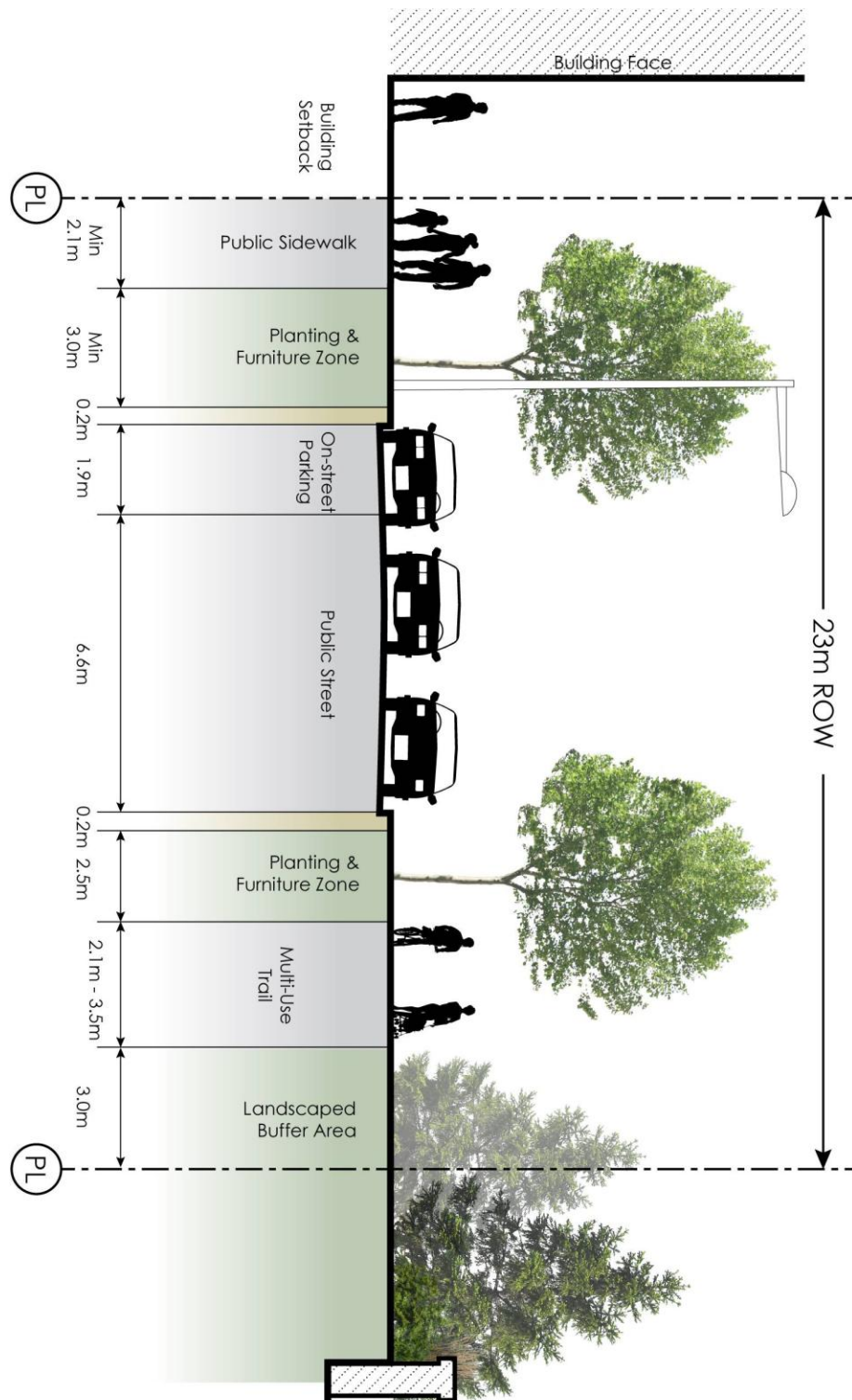
## Attachment 7: Proposed Dufferin Street Right-of-Way Cross-Section



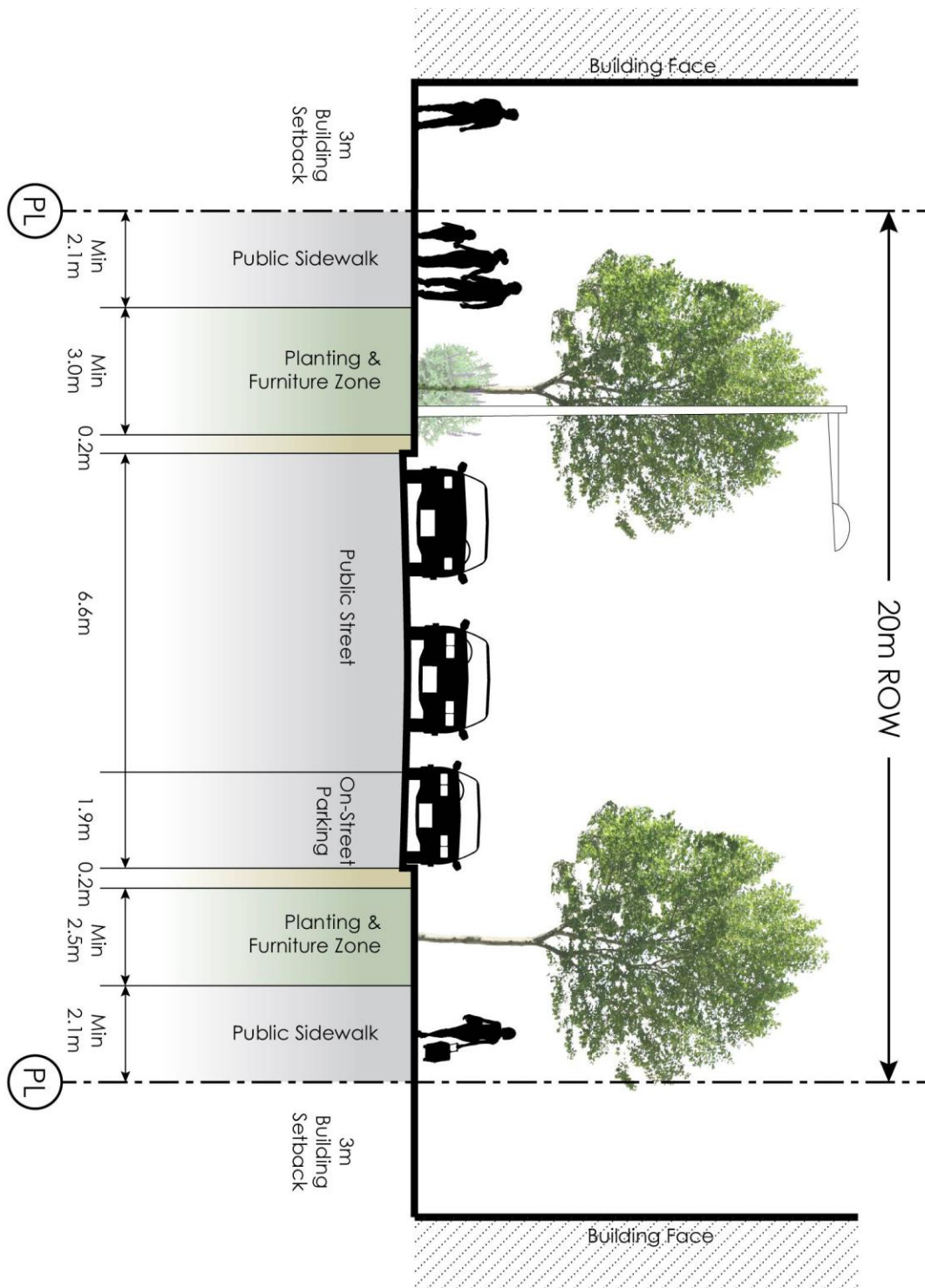
## Attachment 8: Proposed Billy Bishop Way Right-of-Way Cross-Section



## Attachment 9: Proposed 'Greenway' Street Right-of-Way Cross-Section



## Attachment 10: Proposed New Local Road Right-of-Way Cross-Section



## **Attachment 11: Draft Official Plan Amendment**

Authority: Planning and Growth Management Committee Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

### **CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. ~20~**

To adopt an amendment to the Official Plan for the City of Toronto respecting lands bounded by Wilson Avenue to the north, Dufferin Street to the west, and Highway 401 to the south

WHEREAS authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law;

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The attached Amendment No. 362 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

City of Toronto By-law No. ~-20~

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**AMENDMENT NO. 362 TO THE OFFICIAL PLAN  
LANDS LOCATED EAST OF DUFFERIN STREET BETWEEN WILSON  
AVENUE AND HIGHWAY 401**

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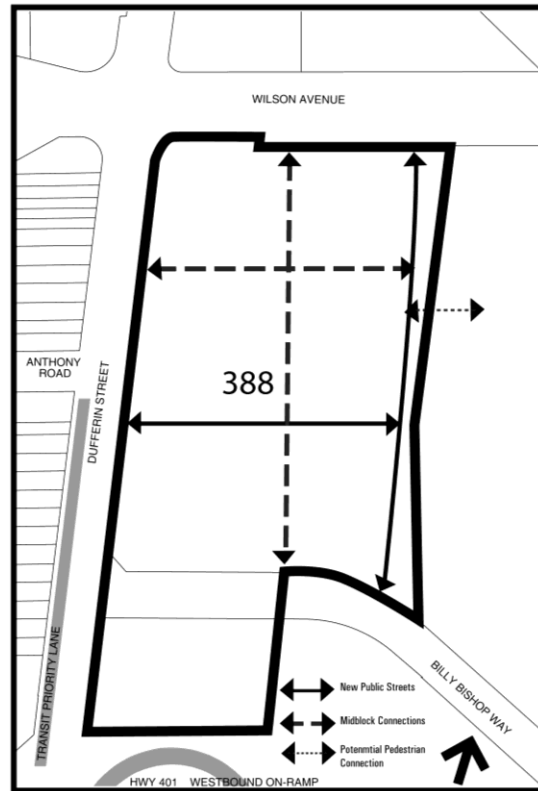
The Official Plan of the City of Toronto is amended as follows:

1. Map 16, Land Use Plan, is amended by re-designating the lands located east of Dufferin Street between Wilson Avenue and Billy Bishop Way from *Regeneration Areas* to *Mixed Use Areas* as shown on the attached Schedule 1.
2. Map 16, Land Use Plan, is amended by re-designating the lands south of Billy Bishop Way known municipally in 2017 as 3501 Dufferin Street from *Regeneration Areas* to *Employment Areas* as shown on the attached Schedule 1.
3. Map 16, Land Use Plan, is amended by re-designating a minimum of three (3) metres along the easterly property line of the lands known municipally in 2017 as 3621 Dufferin Street and 719-725 Wilson Avenue, from *Regeneration Areas* to *Parks and Open Space Areas – Other Open Space Areas*, as shown on the attached Schedule 1.
4. Schedule 2 of the Official Plan, The Designation of Planned but Unbuilt Roads, is amended by adding the following planned but unbuilt roads:

Street Name	From	To
New 23 metre North/South Link	Wilson Avenue	East of Dufferin Street, south to Billy Bishop Way

4. Chapter 7, Site and Area Specific Policies is amended by deleting the existing Site and Area Specific Policy No. 388 and replacing it with a new Site and Area Specific Policy No. 388 as follows:

**388. The Dufferin-Wilson Area**



**1. VISION**

The Vision for the Dufferin-Wilson Area is for a connected community with a balanced mix of land uses where local business can thrive. A green and animated public realm will provide safe and comfortable options for pedestrians and cyclists to get to and from local destinations and public transit. A new public park or publicly accessible open space that can be used by new and existing communities will be the focus of the new neighbourhood and will be designed and have programming suited to surrounding uses and context.

New residential uses, where permitted, will contribute to creating complete communities that enhance existing community services and facilities.

**2. LAND USE**

- a) Schedule 1 'Land Use Map' identifies sub-areas within the Dufferin-Wilson Area:

- i. Lands known municipally in 2017 as 3621, 3625, 3633, 3639 Dufferin Street and 719, 721 and 725 Wilson Avenue are designated *Mixed Use Areas*.
- ii. On lands designated *Mixed Use Areas*, where residential or mixed use development is proposed, a net gain of non-residential gross floor area is required, either through the retention of existing non-residential gross floor area or the replacement of existing non-residential gross floor area. On vacant sites, new residential or mixed use development will incorporate at grade and local serving non-residential gross floor area with redevelopment.

The retention or replacement of existing non-residential gross floor area, or the construction of new non-residential gross floor area, will be located within the Dufferin-Wilson Area to ensure it remains a viable place for economic activity.

- iii. A minimum three (3) metres of lands designated *Other Open Space Areas* is required as a buffer along the entire easterly boundary of the Dufferin-Wilson Area from Wilson Avenue to Billy Bishop Way, as identified in Schedule 1. Uses permitted in the *Other Open Space Areas* include:
    - i. a public street;
    - ii. a fence, including acoustic fencing;
    - iii. landscaped space, and private or publicly accessible spaces;
    - iv. pedestrian, transit and cycling facilities and amenities;
    - v. public art; and
    - vi. any combination of the above.
  - iv. Lands known municipally in 2017 as 3501 Dufferin Street are designated *Employment Areas (General Employment)*.
  - v. On lands within *Mixed Use Areas*, sensitive uses will be located and designed to mitigate impacts from, and will demonstrate compatibility with, existing employment uses, and not impede the continuation of existing employment uses within and outside of the study area, through the submission of the appropriate noise, dust, air quality, vibration compatibility and traffic studies. The cost of any compatibility studies and mitigation measures shall be borne by the developer, including the cost to peer review the above studies.
  - vi. New non-residential uses within lands designated *Mixed Use Areas* will be located and designed to demonstrate compatibility with existing and planned residential development, and may be required to submit the appropriate noise, dust, air quality, vibration compatibility and traffic studies, where required. The cost of any compatibility studies and mitigation measures shall be borne by the developer, including the cost to peer review the above studies.
- c) The following uses are prohibited throughout the Dufferin-Wilson Area:
- i. Major retail or service development with over 6,000 square metres or more of retail or service gross floor area;



- ii. New auto-oriented development, such as drive-through establishments and stand-alone commercial parking lots; and
  - iii. Self-Storage Warehouse within the Mixed Use Areas designation.
- d) Uses that provide amenities for future and existing employees, such as restaurants and cafés, are encouraged throughout the Dufferin-Wilson Area to create an attractive work environment and to support existing employment functions.

#### **4. PUBLIC REALM**

##### **Streetscape, Greenway and Landscaping**

- a) Improvements to sidewalks and boulevards will include the widening of sidewalks, installation of street furniture and tree plantings, and where possible, improvements to existing transit shelters.
- b) The Dufferin-Wilson Greenway is envisioned as a 23 metre right-of-way that will connect Wilson Avenue to Billy Bishop Way and provide direct and safe connections through the Dufferin-Wilson area and extend the public street network to provide an integrated route for pedestrians and cyclists to the TTC Wilson Station, the retail power centre to the east, and other key destinations outside the Dufferin-Wilson area. The Dufferin-Wilson Greenway will include the three (3) metre *Other Open Space Area* identified in Schedule 1.
- c) Street trees will be planted both on the public right-of-way and on private lands, given the important role they play in creating a well-defined, comfortable and inviting pedestrian realm.
- d) On the boundaries of properties that contain sensitive uses and commercial areas, new development will provide enhanced landscaping, screening, lighting and noise attenuation/mitigation, where appropriate, to provide for safer movement along these edges and reduce conflicts with the service areas of commercial uses.
- e) Landscape medians will be implemented on Dufferin Street and Wilson Avenue, where feasible, to facilitate vehicular access and egress at appropriate locations and improve overall traffic flow.
- f) Transit priority measures will be provided where possible and appropriate to enhance transit users' experience.

##### **Public Parks and Other Open Spaces**

- g) The Dufferin-Wilson Area is in a parkland acquisition priority area as per Chapter 415, Article III, of the Toronto Municipal Code. New development will be subject to the provisions of the City Wide Alternative Rate Parkland Dedication By-law.

- h) Parkland dedication requirements for new residential and mixed-use development within the Dufferin-Wilson Area will be satisfied through land conveyance secured through the development approval process and, where appropriate, S. 37 of the Planning Act for park improvements or over dedications to parkland. The size and configuration will be determined during the review of development applications.
- i) Lands conveyed as parkland will:
  - i. Be centrally located within the study area;
  - ii. Have generous frontage on public streets to provide good visibility, accessibility, and safe use of the park;
  - iii. Be of a suitable shape and size to allow for a variety of outdoor activity and passive recreation opportunities for residents, workers and visitors in the Dufferin-Wilson Area;
  - iv. Be free and clear above and below grade of all physical obstructions and easements, encumbrances and encroachments, including underground parking, surface and subsurface easements;
  - v. Serve as a focal point and be designed with high quality and sustainable materials;
  - vi. Provide useable green spaces that provide park users with a range of amenities and experiences and enhance a sense of 'place' in the community; and
  - vii. Be linked by public streets, mid-block pedestrian and cycling connections and multi-use pathways to create a network of green space, pedestrian and cycling zones.
- j) The conveyance of parkland should be phased to occur with redevelopment on individual parcels in the Dufferin-Wilson Area and in particular the development of residential uses in *Mixed Use Areas*. The conveyance of parkland should form a part of a larger contiguous park as development proceeds.
- k) Residual parks, and other publicly accessible spaces, that do not have frontage on public streets and are not of a usable shape and size to provide active and/or passive recreational opportunities will be discouraged.
- l) Any land used as a landscape buffer from *Employment Areas* or the provision of a setback from transportation infrastructure will not be accepted by the City as parkland dedication.

#### **Privately Owned, Publicly Accessible Open Spaces (POPS)**

- m) POPS will be encouraged in new development and will be designed to extend and connect the public realm onto development sites in a way that is accessible to members of the public year-round. POPS will not be considered to satisfy any portion of the parkland dedication requirement for development approval.

## **5. MOVEMENT**

Transit, walking and cycling are interrelated components and together with new street connections, will contribute to the provision of a range of sustainable travel options. The transit system, public streets, parks and open spaces, and development in the Dufferin-Wilson Area, will be designed to be consistent with the following transit-supportive policies:

### **Public and Private Streets, and Highway Interchanges**

- a) Two new public streets, one east-west and north-south, each having a right-of-way width of 20 metres and 23 metres respectively, will be provided with development within the *Mixed Use Areas* in the Dufferin-Wilson Area, as generally shown on the map accompanying this SASP. Development approvals will secure the required street rights-of-way on affected lands as required.
- b) New Public streets will be:
  - i. Secured to provide access and address to development parcels and parks. The exact location and configuration of the streets will be subject to detailed planning, transportation and engineering studies conducted in relation to the approval of adjacent development applications; and
  - ii. Designed and constructed to City standards and consistent with Council approved guidelines.
- c) Conveyance of public streets will occur as follows:
  - i. 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
  - ii. 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, interim improvements of the first stage may be required, to the discretion of the City.
- d) New streets should be public streets. Where private streets are deemed appropriate by the City, they will be designed to function as a component and extension of the existing and planned public street network, and will include walkways, cycling routes, landscaping, traffic calming measures, and lighting and pedestrian amenities, as required by the City. Full public access easements along these private streets will be secured through development approvals.
- e) Facilities for pedestrians, cyclists, transit and shared mobility users will be improved as the space within the street planned right-of-way of existing and new streets is reorganized and constructed with development. The organization of space within the planned right-of-way will be guided by Urban Design Guidelines for the study area to be prepared and adopted by Council, as well as by Complete Street principles.

- f) Design features that provide for the safety and comfort of pedestrians and cyclists will be considered in the future design of highway interchanges and grade separated features around these interchanges.

### **Pedestrians, Cyclists and Transit**

- g) Cycling infrastructure, including, but not limited to, physically separated bicycle lanes, standard (i.e. painted) bicycle lanes, signed routes and off-street multi-use trails, will be encouraged within the Dufferin-Wilson Area to facilitate increased cycling safety and ridership.
- h) Infrastructure for bicycles, including weather protected and easily accessible visitor bicycle parking, will be required in all new development.
- i) The location and design of streets, buildings and other facilities will give consideration to the efficient operation of surface transit vehicles and improvement of the transit users' experience.
- j) Transit supportive infrastructure, such as pavement markings at key stops, street furniture and security features, will be incorporated into the design of new development and infrastructure projects, where possible, to support existing and growing transit ridership.
- k) The public street, parks and open space network will be designed to provide pedestrians and cyclists with direct, convenient and attractive connections to the transit system and other key destinations.

### **Traffic Demand Management (TDM), Parking and Access**

- l) Quantitative multimodal transportation assessments and site-related mitigation measures will be required for new development applications and :
  - i. will demonstrate that sufficient and safe transportation infrastructure exists within the Dufferin-Wilson Area to support new development, and
  - ii. will outline the TDM measures proposed on site.
- m) New vehicular parking facilities will generally be provided below-grade as part of new development.
- n) Surface parking for new development will be discouraged in the Dufferin-Wilson Area. Where surface parking is appropriate, it will be organized to reflect sustainable transportation goals, such as providing designated car-sharing spaces and priority parking for eco-friendly and car-pooling vehicles.
- o) On street parking will be permitted, where appropriate, to enhance street activity, serve at-grade retail uses, provide a buffer between vehicular traffic and sidewalks and contribute to creating a desirable pedestrian environment.

- p) Zoning By-laws implementing the Dufferin-Wilson SASP may reduce parking requirements for development in exchange for dedicated car-sharing or bike sharing facilities, enhanced pedestrian connections to public transit, or other sustainable mobility facilities.
- q) Vehicular access for new development in lands designated *Mixed Use Areas* will be taken from streets other than Dufferin Street and Wilson Avenue where possible, to enhance pedestrian and cycling safety, and help mitigate vehicular traffic on these streets.
- r) Access for new development will minimize curb cuts on Dufferin Street, Wilson Avenue and Billy Bishop Way to enhance pedestrian and cycling safety, and help mitigate vehicular traffic on these streets.

## **6. BUILT FORM AND BUILDING HEIGHT**

- a) The height of development in *Mixed Use Areas* in the Dufferin-Wilson Area will be predominantly of a mid-rise form which, generally, is defined as being no higher than the planned right-of-way width onto which it fronts.
- b) Notwithstanding the maximum building heights in a), development in the Dufferin-Wilson Area will protect for the current and future operations of the Downsview Airport. The implementing Zoning By-law(s), and/or Minor Variance, will restrict the height of buildings and structures in consideration of the flight approach to the airport.
- c) Buildings will be set back from streets, private streets and parks a distance of 5.0m and 3.0m to the Dufferin Street and Wilson Avenue property lines respectively, to allow for enhanced pedestrian amenities, retail spill-out space, landscaping and tree planting.
- d) Buildings fronting onto other streets in the Dufferin-Wilson Area other than noted in c) above will be set back to provide at-grade amenity and appropriate screening to buffer residential uses at-grade.
- e) Development on properties with long frontages on Dufferin Street, Wilson Avenue or Billy Bishop Way Avenue will be divided into multiple building envelopes or with a public street in order to provide breaks in the street wall.
- g) New buildings within the Dufferin-Wilson Area will include uses on the ground floor which animate the public realm and create places for the public that adds to the vitality of the streetscape. Pedestrian entrances to new development should provide direct access from the sidewalk.

## **7. 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 Highway 401 interchange.
- b) The maximum permitted density on all the lands designated *Mixed Use Areas* shall be 2.5 times the lot area.
- c) The maximum permitted density on the lands designated Employment Areas (General Employment) shall be 3.5 times the lot area.

## **8. INFRASTRUCTURE**

- a) The Dufferin-Wilson Area will be enhanced to ensure it is attractive and functions well, through investments in key infrastructure outlined in this policy document to support current and future needs.
- b) Required municipal servicing infrastructure will be implemented through the submission and approval of individual rezoning applications pursuant to Section 34 of the Planning Act and applications for draft plan of subdivision pursuant to Section 51 of the Planning Act, as appropriate.
- c) New development will include approaches to mitigate stormwater management as necessary and consistent with the Wet Weather Flow Guidelines and Infrastructure and Basement Flooding Studies related to the area, as appropriate.
- d) The appropriateness of employing a Holding (H) symbol to ensure servicing infrastructure is secured will be considered during the processing of each application for rezoning received for lands within the Dufferin-Wilson Area.

## **9. LIVABILITY**

- a) To ensure the provision of housing suitable for larger households, including families with children, a minimum of 5% of units in new residential development will contain at least 3 bedrooms.
- b) Development of new affordable rental and ownership housing in the Dufferin-Wilson Area is required with new residential development providing a minimum of 10% affordable housing units.
- c) Affordable housing units provided in new development in the Dufferin-Wilson Area will be of the same type and size as market development.

- d) Where new development generates community benefits under Section 37 of the *Planning Act*, the provision of the following community services and facilities will be prioritized for delivery in a timely manner:
  - i. flexible multi-purpose space to provide for a wide range of programs and services including: community recreation programs, supplemental library space and/or human agency programs;
  - ii. capital improvements to library branches servicing the lands within the Dufferin-Wilson Area;
  - iii. capital improvements to the Ancaster Community Centre;
  - iv. Additional parkland and/or above-base parkland improvements to any park within the Dufferin-Wilson Area or within the local community. Above base parkland improvements may include, but not be limited to: play equipment, walkways, tree planting, landscaping, benches and lighting;
  - v. Child care facilities;
  - vi. Affordable Housing.
- e) When included in new development in the Dufferin-Wilson Area the provision of space for community services and facilities as identified in section 9.d).i. and 9.d).v. will qualify as non-residential floor area for the purposes of satisfying the land use requirements of Section 2.a.ii of this policy document.
- f) The need for additional community services and facilities to serve the residents of the Dufferin-Wilson Area will be monitored through the development review process. Applicants will be required to submit a Community Services and Facilities study during the rezoning process. In particular, the impact of development will be assessed through monitoring of the following:
  - i. The adequacy of existing school facilities to serve the student population which new residential development may generate. The advice of the Toronto District School Board and the Toronto Catholic District School Board will be sought as to the adequacy of school facilities when considering rezoning applications for proposed residential development.

## 10. ENVIRONMENT

- a) New development will be encouraged to meet the Tier 2 Standards of the City of Toronto Green Development Standards and incorporate sustainable building and landscape design in development.
- b) Proponents of development containing sensitive uses will be required to demonstrate the proposed development meets all provincial guidelines and their successor guidelines, related to noise, air quality and soil contamination to ensure compatibility with surrounding land uses, to the satisfaction of the City and where necessary, the Province.

## 11. IMPLEMENTATION

## **Zoning By-laws, Minor Variance and Consent**

- a) Zoning By-laws, minor variance, consent, or any other public action will implement the Vision of the Dufferin-Wilson SASP.

## **Plan of Subdivision, Consent or Conveyance**

- b) Any division of land will be in conformity with the Dufferin-Wilson SASP and will create land parcels that facilitate development consistent with the intent of this Secondary Plan.

## **Section 37**

- c) The priority community facilities identified in Section 9.d) of this policy document will be secured through the development approvals process, including as community benefits contributions, secured through Section 37 of the *Planning Act*.

## **Holding 'H' By-laws**

- d) The appropriateness of using of a Holding (H) symbol pursuant to Section 36 of the *Planning Act* will be considered during the processing of each application for rezoning received for lands within the Dufferin-Wilson Area. Holding (H) provisions may be applied when land use, built form and density have been determined; however the following matters are required to be resolved prior to development proceeding:
  - i. The submission of traffic impact studies and functional servicing and stormwater management reports, to the satisfaction of the City that demonstrate sufficient transportation and servicing capacity exists to accommodate the proposed development and/or identify necessary infrastructure improvements to City infrastructure at the cost of landowner(s), including any necessary cost-sharing agreement between landowners.
  - ii. The submission of studies to the satisfaction of the City that address the extent of any noise, dust, vibration and exposure from both existing and surrounding uses and mitigation measures in accordance with the applicable provincial guidelines.
  - iii. The implementation of any required noise attenuation or other mitigation strategies will be secured by an appropriate legal binding agreement or agreements between the City and the proponent.
  - iv. New public streets and infrastructure improvements are secured by an appropriate legal binding agreement or agreements between the City and the proponent.



- v. Noise, Dust, Vibration, Air Quality and Airport compatibility studies may be required to the satisfaction of the City and in accordance with Provincial and Federal Guidelines.

### **Urban Design Guidelines**

- b) Urban Design Guidelines adopted by Council will serve to implement the site specific vision for the Dufferin-Wilson Area, establish coordinated, high quality development and provide direction for reviewing development applications in the Dufferin-Wilson Area. The guidelines will refer to key matters such as: the creation of a new street and blocks network, open spaces, pedestrian and cycling links, landscaping, streetscape, built form and the environment.
- c) The Dufferin-Wilson Urban Design Guidelines adopted by Council will, among matters listed in 11.e, provide guidance for development to support the Public Realm policies in this SASP and illustrate cross sections for future work to be carried out in the public right-of-way for Dufferin Street, Wilson Avenue, Billy Bishop Way and any new streets serving the Dufferin-Wilson Area.
- d) Development, including the reconfiguration of existing streets and construction of new streets serving the Dufferin-Wilson Area, will proceed generally in accordance with the Urban Design Guidelines adopted by Council for this Area. The Urban Design Guidelines will also be used as a tool to determine standards that will be included in the Zoning By-law(s) and to evaluate applications for Plan of Subdivision, Consent to Sever, Site Plan Control and Minor Variance.
- d) Development will have appropriate and meaningful regard for all Council-adopted urban design guidelines, including but not limited to those that address specific building types such as mid-rise buildings and townhouses.

### **Municipal Servicing**

- i) Municipal infrastructure required to support development will be provided on unencumbered municipal lands and will be provided prior to, or concurrent with, development.

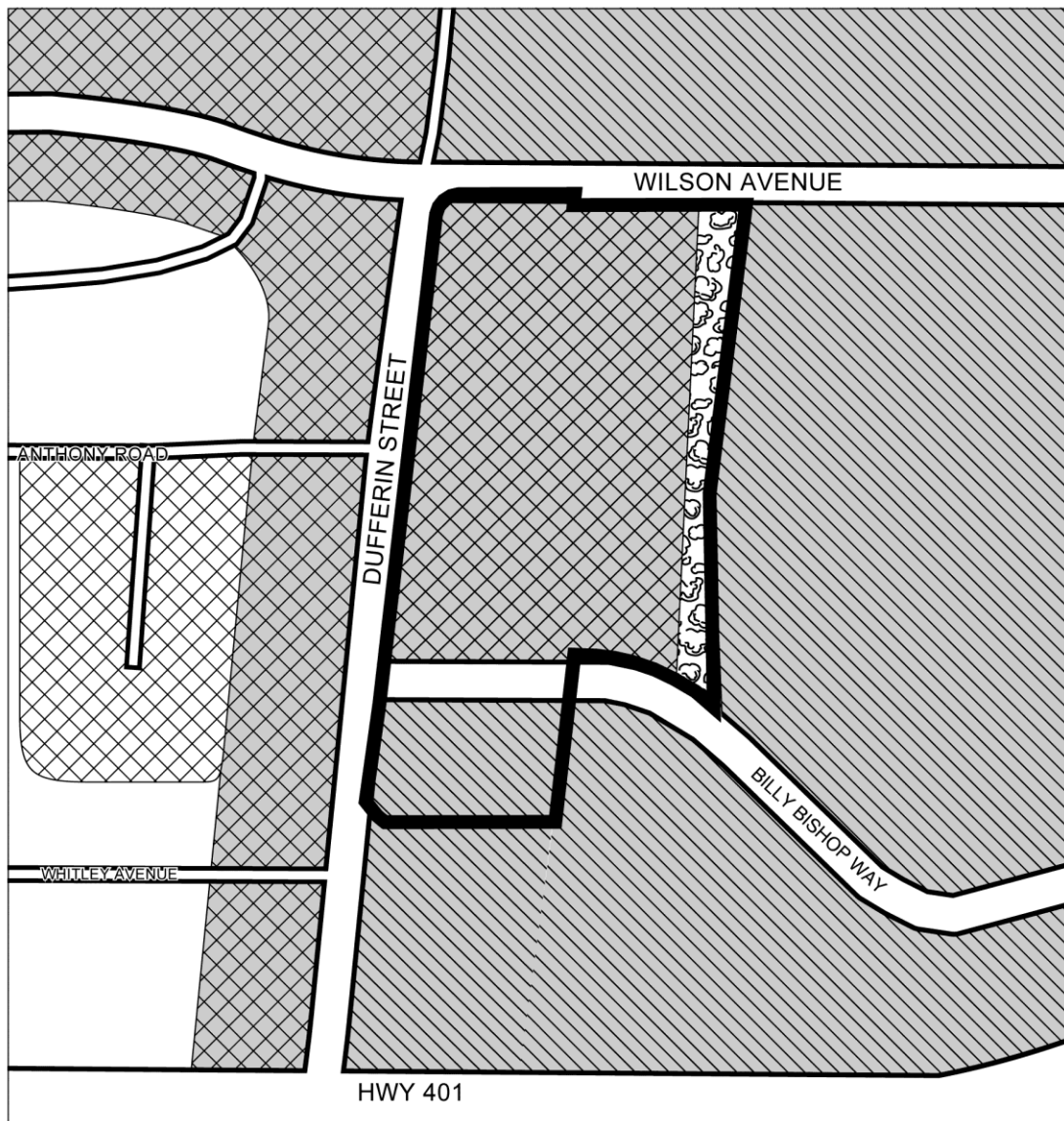
### **General**

- a) To achieve the Dufferin-Wilson Area Vision identified in Section 1.0, lot consolidation and/or land owner cooperation is encouraged, and in some cases, may be required to deliver the necessary infrastructure to support development and realize the built form, heights and densities proposed in this SASP.
- b) In addition to Complete Application requirements in Schedule 3 of the Official Plan, applications to amend the Zoning By-law and applications for Plan of Subdivision, and Consent to Sever that propose sensitive land uses (as defined by the Provincial Policy

Statement, 2014) may be required to submit Noise, Dust, Vibration, Air Quality and Airport Compatibility Studies.

- c) An Air Quality and Noise, Dust, Vibration studies and Airport Compatibility Study may also be requested by the City in order to enable a site plan control application to be evaluated.
- d) Prior to the enactment of any zoning by-law amendment, applicants must undertake a feasibility analysis and impact assessment as required under the province's D-6 Guidelines for Compatibility Between Industrial Facilities and Sensitive Land Uses and a Noise Impact Study as required under the province's Environmental Noise Guideline, Publication NPC-300 (or other subsequent MOECC guidelines), to the satisfaction of the City.

## Schedule 1



### Official Plan Amendment 362

Revisions to Land Use Map 16 to Redesignate lands from Regeneration Areas to Mixed Use Areas, Employment Areas and Open Space Areas

### Dufferin Wilson Regeneration Study

File # 15 152614 NNY 16 02

	Site Location		Parks & Open Spaces Areas
	Neighbourhoods		Regeneration Areas
	Apartment Neighbourhoods		Employment Areas
	Mixed Use Areas		Parks / Open Space Areas

↑  
Not to Scale  
09/27/16