

**Tippett Road Area Regeneration Study – Supplementary Report**

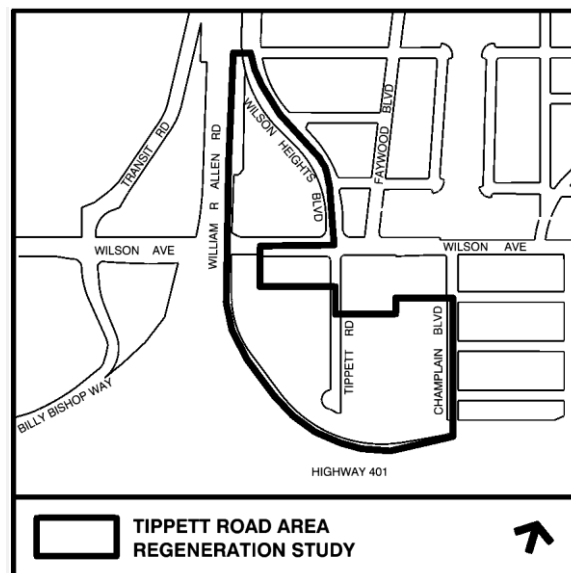
<b>Date:</b>	December 7, 2015
<b>To:</b>	City Council
<b>From:</b>	Chief Planner and Executive Director, City Planning Division
<b>Wards:</b>	Ward No. 10 – York Centre
<b>Reference Number:</b>	P:\2015\Cluster\PLN\CC15149

**SUMMARY**

At its November 16, 2015 meeting, Planning and Growth Management Committee had before it the Tippett Road Area Regeneration Study from the Chief Planner and Executive Director, City Planning. The report dated October 23, 2015 represents the results of the Tippett Road Area Regeneration Study initiated to establish the required policy and development framework for the Study Area, including future land use designations. The Study is now complete.

This supplementary report responds to a motion made by the Planning and Growth Management Committee on November 16, 2015, directing City Planning staff to consider the submitted correspondence for Item PG8.6 of the Planning and Growth Management Committee agenda and report directly to the December 9, 2015 meeting of the City Council.

This report recommends approval of an amended Site and Area Specific Policy that has been revised to address issues noted in the correspondence and includes the changes recommended by Planning and Growth Management Committee for the lands north of Wilson Avenue.



## **RECOMMENDATIONS**

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

1. City Council delete Planning and Growth Management Committee Recommendations 1 and 2 and replace them with the following:

"City Council amend the Official Plan for the lands generally bounded by Wilson Heights Boulevard, Wilson Avenue, Champlain Boulevard, Highway 401 and William R. Allen Road substantially in accordance with the proposed Official Plan Amendment as revised and attached as Attachment 1 to this supplementary report from the Chief Planner and Executive Director, City Planning Division."

### **Financial Impact**

The recommendations in this report have no financial impact.

## **DECISION HISTORY**

A Final Report dated October 23, 2015 was prepared for the November 16, 2015 meeting of the Planning and Growth Management Committee on the Tippet Road Area Regeneration Study. The report was reviewed by the Committee and was adopted with amendments, including a request for City staff to prepare this supplementary report to address letters received as part of the statutory public meeting.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG8.6>

## **COMMENTS**

Several letters were submitted in response to the public notice that the Planning and Growth Management Committee would consider the Final Report for the Tippet Road Area Regeneration Study on November 16, 2015. As per the direction of the Planning and Growth Management Committee at that meeting, City Planning staff have reviewed and considered the correspondence.

### **4 and 6 Tippet Road**

A letter dated November 13, 2015 has been submitted by David Bronskill, a solicitor from Goodmans representing the owners of the properties identified as 4 and 6 Tippet Road. The solicitor's letter indicates that his client has concerns with the proposed policies in the proposed Official Plan Amendment in that many of those policies have not been reviewed with his client prior to the staff report being released. The letter describes specific policies in the Site and Area Specific Policy (SASP) that are of particular concern. Those policies relate to: required building setbacks from Tippet Road and other streets, new streets and parks; the inclusion of numerical figures for permitted height, density and tower floor plates; the inclusion of policies that require an increase in non-residential gross floor space; the inclusion of general policies relating to the provision of

affordable housing; several policies that enable the use of 'Holding' provisions to secure either servicing or transportation infrastructure improvements; and a requirement for the preparation of Urban Design Guidelines by the development proponents.

The policies in question are policies that were included in the draft Site and Area Specific Plan document since the draft policy document was presented to the public in the form of an attachment to the March 25, 2015 staff report entitled "Tippett Road Area Regeneration Study - Proposed Site and Area Specific Policy". The March 25, 2015 report can be found here:

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

The rationale behind the various policies included in the proposed Site and Area Specific Policy is discussed in the staff reports dated March 25, 2015, May 29, 2015 and October 23, 2015 that have been prepared for the Tippett Road Area Regeneration Study. Numerical references come from Council-endorsed policies such as the Avenues and Mid-Rise Buildings Study and Tall Building Guidelines or have been specifically tailored to this Study Area with the intent of achieving particular objectives. The provision of Affordable Housing was identified early in the process as a priority within the Study Area and policies related to requiring Affordable Housing have been included in the Official Plan Amendment. The policies related to the provision of non-residential floor space reflect the requirements of OPA 231 and its' original associated Site and Area Specific Policy 387 for the Tippett Road Area.

With regard to the policies relating to the use of holding provisions, these policies are similar to those already existing in Section 5.1 of the Official Plan. The purpose of including these policies as part of the proposed SASP was to identify that they may be required to address future servicing and transportation infrastructure improvements as identified through the study and future/ongoing analysis to be completed.

Subsequent to the Planning and Growth Management Committee meeting, Malibu Investments, who have an option to purchase 4 and 6 Tippett Road, submitted further correspondence outlining their concerns with the Official Plan Amendment, as it pertains to a future development. City Planning staff met with Malibu Investments on December 3, 2015 and staff have proposed some minor wording changes to the Amendment which satisfies Malibu. These revisions include incorporating flexibility into the required building setbacks along the west side of Tippett Road, other streets and parks (Clauses 3.1, 6.1.c) and 12.2.e)) and would enable the introduction of building articulation into required setbacks for visual interest, pedestrian amenity and enhanced public realm (Clause 6.1.d)).

Changes have also been made to the building height policies ((Clauses 6.2.a) and 6.2.c)) to replace the numerical figures with maximum permitted storeys and to allow flexibility in achieving additional heights above 6 storeys.

The revised Official Plan Amendment is Attachment 1 to this report.

## **Shiplake Management Corporation (30 Tippet Road)**

A letter dated November 12, 2015 has been submitted by Sherman Brown on behalf of their clients, Shiplake Management Corporation and Build Toronto, who are partners in the proposed development on the north portion of 30 Tippet Road. The submitted letter references specific building setbacks and height limitations that are set out in the proposed Site and Area Specific Policy that the proposal at 30 Tippet Road does not meet.

Section 6.1 (c) of the draft Site and Area Specific Policy sets out a recommended building setback from streets, private streets and parks of between 4.0 to 5.0 metres. The proposed Building 'B' of the development by Shiplake Management Corporation on the north portion of the site known as 30 Tippet Road has a proposed building setback from the new public road south of the development site of 3.0 metres. The portion of the site on which Building 'B' sits is 30.4 metres deep which is a narrow lot depth for a typical double-loaded corridor apartment building. Three metres as a minimum depth for private amenity areas will allow for a patio area for residents exterior to their unit along the south side of the building. This enables a depth of 3.5 metres for exterior entrance areas to the units along the north side of Building 'B'. Staff area satisfied with the 3.0 metre setback from the proposed new road to the south of the site for the 30 Tippet Road development. The proposed Official Plan Amendment has been revised to recognize the reduced setback for Building 'B' of the proposal at 30 Tippet Road (north).

The second area of concern that has been identified in the letter is Section 6.2(a) that sets out height parameters. The policy states that mid-rise buildings in the *Mixed Use Areas* designation will be no higher than 20.0 metres except that along Wilson Avenue, Wilson Heights Boulevard and the William R. Allen Road buildings should not exceed 36.0 metres in height. The applicant is proposing Building 'A' to have a height of approximately 41.19 metres high (12 storeys). This twelfth floor of residential units is shared with the mechanical penthouse. At 41.19 metres, the building height exceeds the 36.0 metre height limit set out in the SASP. Building 'B' which fronts on the new east/west road south of the development site is proposed at approximately 26.08 metres in height (excluding the mechanical penthouse floor). This proposed building height exceeds the height limitation of 20.0 metres in the Policy. The proposed building heights have been accepted by City Planning staff through the processing of the associated Zoning By-law Amendment application No. 12 294187 NNY 10 OZ for the lands. City Planning staff propose to revise the draft Official Plan Amendment to incorporate a maximum number of storeys permitted rather than a number of metres. Building 'A' would then comply with the proposed maximum 12 storey limit while Building 'B' at 30 Tippet Road (north) would require an exemption from the maximum of 6 storeys. A revision has been made to the proposed Amendment to accommodate the 8-storey Building 'B' of this development.

To acknowledge the additional building height and acceptable building setbacks in specific locations for this particular application, the proposed Site and Area Specific Policy will need to be amended. The report recommendation addresses this matter.

## **2 Tippett Road**

By way of letter dated November 13, 2015, from Solicitor Amber Stewart, the representative of the property owned by Management Systems Resources (MSR) at 2 Tippett Road has expressed concern that the proposed Official Plan Amendment does not reflect Official Plan Amendment 231 and the associated Site and Area Specific Policy 387 with regard to preserving and increasing non-residential gross floor space in the Tippett Road Area.

The following paragraph has been extracted from the submitted letter and describes "MSR as currently being the largest employer with head offices in the Tippett Road Area. In the next 10 years, MSR expects to implement expansion plans that will double its need for office space. MSR believes that its Tippett Road location has contributed to the success of its business, and will continue to be critical for MSR to achieve its anticipated growth. As such, MSR's preference is to purchase contiguous expansion lands in the Tippett Road Area for the purpose of constructing a new office building."

The November 13, 2015 letter describes a concern with the lack of reference in Section 1 of the Site and Area Specific Policy to increasing employment in the Study area. Section 1 of the policy document is entitled "Goals and Principles" and the section describes the goals and principles that emerged through the study community consultation process. The introductory paragraph to the SASP speaks to "maintaining employment in the area" and the principle of "providing for a mix of uses including the introduction of residential uses balanced with the retention and replacement of non-residential uses" is described in Clause 1.2(f). It is City Planning staff's opinion that there is no contradiction between the high level goals and principles found in Section 1 Goals and Principles of the SASP and Section 7 Land Use which provides further detail on how these goals are to be implemented.

As part of OPA 231, Council also adopted Site and Area Specific Policy 387, which applies to the Tippett Road Area Regeneration Study lands, except for the northern portion of 30 Tippett Road. SASP 387 requires that a framework for new development on the lands will be set out in either a Secondary Plan or a Site and Area Specific Policy to address the matters that are identified in Section 4.2.7 (Regeneration Areas) of the Official Plan.

On lands south of Wilson Avenue, SASP 387 requires that redevelopment that includes residential units also increase the existing non-residential gross floor area. Policy 7(c) of the proposed SASP maintains this requirement by requiring that on the lands south of Wilson Avenue, development that includes residential units must also increase the amount of existing non-residential gross floor area.

The November 13, 2015 letter describes a concern about the acceptance of space such as a child care facility or library being identified as a non-residential use within the Study Area. The proposed Site and Area Specific Policy 387 refers to a requirement for non-residential uses and does not preclude such community uses from being acceptable non-residential uses in this Regeneration Area.

The Tippet Road Area Regeneration Area Status Report dated May 29, 2015 contains significant discussion about the terms of Settlement for the proposal at 9 Tippet Road. At the time, OPA 231 was still before the Ontario Municipal Board and, therefore, the in-force existing Official Plan policies and land use designations continued to apply to the lands in the study area. OPA 231 was approved by the Minister of Municipal Affairs and Housing in July 2014 and that decision was subsequently appealed to the Ontario Municipal Board (OMB). On June 22, 2015, the OMB issued an order partially approving OPA 231. However, SASP 387 of OPA 231 remains under appeal by Tippet Developments Inc., with respect to the lands at 4, 6 and 9 Tippet Road.

For the development at 9 Tippet Road, the proposed amount of non-residential space amounts to approximately 28 percent of the total non-residential floor space currently existing on the site. The proposal is, therefore, not in compliance with Council-adopted OPA 231 and SASP 387 which requires development that includes residential units to also increase the non-residential gross floor area. However, discussions about the provided amount of non-residential floor space were only one component of the larger Settlement discussions with the applicant. Staff are satisfied with the development that has been proposed for 9 Tippet Road and City Council adopted the Settlement Offer through the Tippet Road Area Regeneration Study Status Report on July 6, 2015.

Economic Development and City Planning staff will continue to undertake discussions with MSR with regard to accommodating their proposed expansion plans.

### **Armour Gardens Community Association**

In a letter dated November 13, 2015 submitted on behalf of the Armour Gardens Community Association, the author, President Nick Nicolaides, notes that the neighbourhood has insufficient community recreational space for the existing neighbourhood and proposed redevelopments. Champlain Park, located west of Champlain Boulevard serves 375 single family dwellings, two private schools located on the west side of Champlain Boulevard, the existing multi-unit developments at 395 Wilson Avenue, 525 Wilson Avenue and the soon-to-be occupied development at 545-555 Wilson Avenue. In addition, the Ontario Municipal Board has the proposed development at 9 Tippet Road currently before it, and when approved, will add 500 additional dwellings to the neighbourhood.

The proposed change of land use from employment to mixed-use development with a focus on residential intensification presents a challenge in the Study Area which has limited parkland and an impoverished public realm. The existing disconnected street system also limits access to Champlain Parkette. The guiding principles of the Study that focus on parks were articulated through the community consultation process. They identified the need for a new central park north of Wilson Avenue, a new centrally located park west of Tippet Road and south of Wilson Avenue along with new parks and open spaces and an expanded Champlain Parkette east of Tippet Road and south of Wilson Avenue. New and expanded parks were seen as extremely important for residents in the existing neighbourhoods east of the Study Area that currently have very limited

parkland or recreational facilities, as well as for future residents, workers and visitors in the area.

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

The proposed Site and Area Specific Policy provides for parkland dedication to be required on a site-by-site basis. In order to create larger parcels of parkland this land may be consolidated by combining parkland conveyance located on individual development parcels, and by providing parkland conveyances abutting existing parkland. Centrally-located consolidated public parks and smaller parks secured through site specific conveyance with development applications, interconnected by a network of both privately-owned and public green spaces, will provide for a range of amenities and neighbourhood-oriented recreation and cultural opportunities.

A privately-owned publically accessible outdoor space of 700m<sup>2</sup> will be secured through the Site Plan Control Application and 1,068m<sup>2</sup> of indoor community space will be secured through the finalization of the Zoning By-law Amendment process at 9 Tippett Road. Other opportunities for securing privately owned publically accessible space will be pursued through future developments in the Study Area including the development at 30 Tippett Road.

Another issue that is raised in the submission from the Armour Gardens Community Association is that it would be desirable to incorporate weather protection into the proposed building along the Wilson Avenue frontage for pedestrians travelling to and from the Subway Station entrances. It is standard practice for City Planning to encourage applicants to incorporate weather protection into building elevations which face public streets. City Planning staff will endeavour to obtain some building design features that serve the purpose of weather protection for pedestrians along Wilson Avenue through the Site Plan Control Approval process for the development at 30 Tippett Road.

## **CONCLUSIONS**

As directed by Planning and Growth Management Committee on November 16, 2015, City Planning staff have considered the letters received from representatives of landowners within the Study Area and the Armour Gardens Community Association.

Substantial care has gone into preparing a proposed Official Plan Amendment that balances the introduction of residential uses into an existing employment area in the form of a comprehensive development framework. City Planning staff have determined that some minor revisions are appropriate to the proposed Site and Area Specific Policy relating to the building height and setbacks and revisions to permit the introduction of

building elements into building setbacks and flexibility in accommodating taller buildings. The proposed Official Plan Amendment attached to this report incorporates these revisions and also includes the changes recommended by Planning and Growth Management Committee for the lands north of Wilson Avenue.

## **CONTACT**

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## **SIGNATURE**

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

## **ATTACHMENTS**

Attachment 1: Proposed Official Plan Amendment



**Attachment 1: Proposed 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 the lands generally bounded by Wilson Heights Boulevard to the north  
and east, Champlain Boulevard to the east, Highway 401 to the south, and William  
R. Allen Road to the west.**

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. 309 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)

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**AMENDMENT NO. 309 TO THE OFFICIAL PLAN**

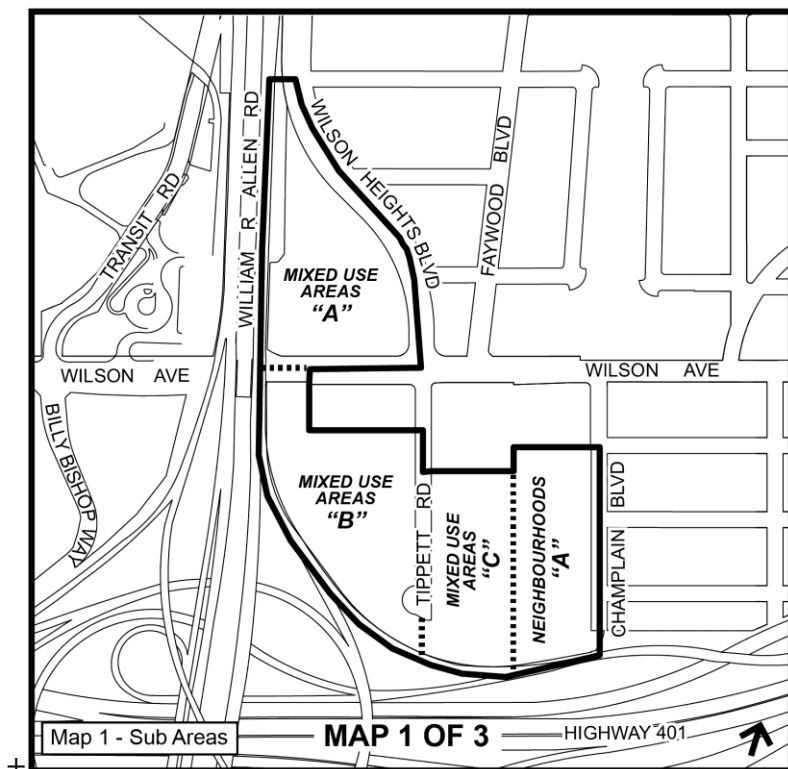
**LANDS GENERALLY BOUNDED BY WILSON HEIGHTS BOULEVARD TO THE NORTH AND EAST, CHAMPLAIN BOULEVARD TO THE EAST, HIGHWAY 401 TO THE SOUTH, AND WILLIAM R. ALLEN ROAD TO THE WEST**

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

1. Maps 16 and 17, Land Use Plan, are amended by re-designating the lands located south and west of Wilson Heights Boulevard, west of Champlain Boulevard, north of Highway 401, and east of William R. Allen Road from *Regenerations Areas* to *Mixed Use Areas, Parks and Open Space Areas – Other Open Space Areas* and *Parks and Open Space Areas – Parks* as shown on the attached Schedule 1.
2. Chapter 7, Site and Area Specific Policies, including Key Maps 27 and 28, is amended by deleting the existing Site and Area Specific Policy No. 387 and replacing it with a new Site and Area Specific Policy 387 that applies to the lands shown below on Map 1 of 3, as follows:

**387. The Tippett Road Area**



## **1. Goals and Principles**

The Site and Area Specific Policy sets out a framework for the redevelopment of the area while taking into consideration the need to create a complete community that maintains employment in the area, the establishment of new public roads, effective pedestrian and cycling connections, transition to the existing neighbourhood, the provision of parks and open space areas, community services and the provision of a mix of housing including affordable housing.

1.1. The lands will be redeveloped to create a vibrant and complete mixed use community structured by a public realm including existing and new streets, existing and new parks and special places and routes which create a landscaped setting for community life, encouraging active transportation and integrating with surrounding communities.

1.2. Development on the lands will be informed by the following principles:

- a) Create a fine grain of new streets and blocks;
- b) Provide new parks and expand existing parks complimented by new open spaces (POPS);
- c) Create east-west pedestrian and cycling connections;
- d) Create special routes and places within the public realm;
- e) Provide high quality, appropriate built form with a transition in scale;
- f) Provide for a mix of uses including the introduction of residential uses balanced with the retention and replacement of non-residential uses;
- g) Provide active ground floor uses in buildings;
- h) Provide for a range of housing opportunities; and
- i) Provide for on-site and improved community facilities.

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

Development on the lands will contribute to the public realm by establishing a network of public parks, streets, pedestrian connections and private open spaces so that regeneration results in a complete community.

2.1. Lands conveyed as parkland will:

- a) have generous frontage on public streets to provide good visibility and accessibility;
- b) be linked by public streets, private streets, mid-block pedestrian and cycling connections and multi-use pathways to create a network of green space and pedestrian zones throughout the Tippett Road Area; and

- c) be designed to be high quality, sustainable, useable landscaped green spaces that provide park users with a range of amenities and experiences and enhance a sense of "place" in the community.
- 2.2. Any land used as a landscape buffer for the purpose of noise/air quality mitigation or setback from transportation infrastructure will not be accepted by the City as required parkland dedication.
- 2.3. The provision of new privately-owned, publicly-accessible open space (POPS) will be encouraged in all new development. These will:
- a) be integrated through design and location with the adjacent streets, parks and open spaces;
  - b) be located and designed to promote pedestrian and bicycle movement and amenity; and
  - c) not be considered to satisfy any portion of the parkland dedication requirement for a development approval.

### **3. Special Routes and Places**

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

#### **3.1. Tippett Road Promenade**

Tippett Road will be designed as a local "main street" with a unique character connecting Wilson Avenue at the north with the William R. Allen Road Pathway to the south. Buildings will face the Tippett Road Promenade at-grade with active retail, cafes and other pedestrian activities that can spill out into the Tippet Road Promenade. Building entrances and extensive glazing along with architectural detailing that promotes pedestrian scale will support the emerging local main street character. Development on the west side of Tippett Road will provide a generous front yard building setback of approximately 6 metres which will work with the boulevard to create a landscaped promenade. This promenade will have a cohesive, landscape design that seamlessly integrates both public and private lands. The promenade will include a widened sidewalk and street trees on the public boulevard, with a generous landscaped setback planted with additional trees and designed to include outdoor retail, café, public art and seating areas. The Promenade will be designed to encourage social gathering and outdoor retail activity, provide a venue for the installation of public art and provide a distinct and memorable identity for the emerging

community.

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

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

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

The William R. Allen Road Pathway will be a publicly accessible pedestrian/cycling route along the William R. Allen Road and Highway 401 within the Ministry of Transportation's 14-metre building setback connecting Wilson Avenue to Champlain Parkette on the south side of Wilson Avenue, and Wilson Avenue to Wilson Heights Boulevard on the north side of Wilson Avenue, intersecting with the Wilson Subway Station entrances, parks, privately-owned, publicly-accessible spaces (POPS) and other destinations within the area. It will include a landscaped multi-use path, an integral part of an active transportation network, as well as a landscaped venue for casual social interaction such as dog-walking, cycling, walking and running. Buildings adjacent to or abutting the Pathway will face the William R. Allen Road Pathway with active ground floor uses and generous setbacks with complementary outdoor spaces such as patios, plazas and playgrounds to bring social life and activity to the Pathway and provide overlook to encourage safe use of the path. Mitigation of noise and other impacts from the adjacent highway will be achieved using berms or acoustic walls or other elements that will need to be integrated within the overall design of the Pathway. Landscaping along the William R. Allen Road Pathway will be predominately soft landscaping with high-branching deciduous trees that create shade and amenity. The landscape will vary along the route to create places for repose and relaxation as well as small "market street" pedestrian plazas near the subway stations.

## **4. Public Streets**

New public streets are proposed to divide the large blocks north and south of Wilson Avenue into appropriately-scaled development blocks and provide access and address for new development. The new streets will define blocks of an appropriate dimension for building types anticipated with redevelopment, and provide frontage for new

parks and open spaces. They will also provide an essential pedestrian and cycling network with connections to neighbourhood amenities such as the Wilson Subway Station and transit, the existing and new parks and open spaces, and the retail and commercial uses.

- 4.1. Public streets will be secured as generally shown on Maps 2 and 3 during the development approvals process. The exact location and configuration of the streets will be subject to detailed planning and engineering studies conducted in relation to the approvals of adjacent development applications.
- 4.2. Conveyance of a public street will occur as follows:
  - a) If a public street is wholly within one land assembly or development parcel, the full public right-of-way will be conveyed with the approval and construction of the first phase of development on that parcel; and
  - b) Where the full width of the road allowance is achieved in two stages dependent upon the approval of separate development applications on separate land assemblies, appropriate interim improvements of the first stage may be necessary pending dedication of the second stage.
- 4.3. Where private streets are appropriate as a component of the circulation network, full public access easements along these private streets will be secured through development approvals.

## **5. Transportation**

The introduction of additional uses and the overall intensification of the area will require a multi-modal approach to transportation management, the provision of new transportation infrastructure and improvements to existing transportation infrastructure.

- 5.1. Quantitative multimodal transportation assessments and site-related mitigation measures with functional designs shall be prepared for all development applications and future studies within the area that demonstrates sufficient and safer transportation infrastructure to service the proposed development;
- 5.2. Multiple connections for all transportation modes, particularly for walking and cycling south of Wilson Avenue, will be provided to avoid dependency on a single access to Wilson Avenue;
- 5.3. Pedestrian and cycling opportunities will be prioritized by securing east-west connections through the area to connect the Wilson Subway Station entrance south of Wilson Avenue to Champlain Boulevard and other local destinations;

- 5.4. Three north-south connections through the area south of Wilson Avenue to connect Wilson Avenue to the southern extents of the area will be pursued as shown on Map 3;
- 5.5. Maximize trips within the area and increase non-automobile trips through improvements to the pedestrian and cycling infrastructure, land use patterns and mixing of uses;
- 5.6. Safety and public realm improvements including the provision of shorter crossing distances for pedestrians at the intersection of Tippet Road and Wilson Avenue will be identified for all developments on lands designated *Mixed Use Areas*;
- 5.7. All new developments on Tippet Road will contribute to pedestrian and cycling improvements by providing appropriate landscaped medians, highly visible and shorter crossings, on-street parking with planted buffers or curb extensions and wider sidewalks along the Promenade;
- 5.8. All new developments on Champlain Boulevard will contribute to pedestrian and cycling improvements by providing appropriate landscaped medians, highly visible and shorter crossings, on-street parking with planted buffers or curb extensions and wider sidewalks, sufficient intersection capacity and design features to reduce negative impacts of vehicles on existing residential communities east of Champlain Boulevard;
- 5.9. Transportation improvements will be coordinated with public realm and urban design elements in order to enhance the safety, amenity and comfort for all ages of pedestrians and cyclists;
- 5.10. New developments will provide transportation-related amenities including on-street parking and other street improvements and shared mobility spaces and programs for retail uses on all streets and in the vicinity of Wilson Subway Station including, but not limited to, pick-up/drop-off areas, on-street bicycle parking, publicly-accessible spaces for shared vehicles or bicycle systems, digital mobility information technologies and transit supportive infrastructures/services;
- 5.11. Comprehensive travel and parking demand management programs will be implemented as part of each development in collaboration with stakeholders from the City, Metrolinx and local stakeholders to reduce single occupant vehicle demand;
- 5.12. Parking requirements for development which includes at-grade retail may be reduced at the City's discretion subject to supporting studies. Reductions in parking will be considered on the basis of contributions to the implementation

of the travel demand measures and other sustainable transportation mobility options and facilities;

- 5.13. As part of the development approvals process, all development will contribute toward the area transportation infrastructure improvements to implement recommended transportation policies; and
- 5.14. The appropriateness of employing a Holding (H) symbol to ensure transportation infrastructure is secured will be considered during the processing of each application for rezoning received for lands within the Tippet Road Area.

## **6. Built Form**

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

- 6.1. New buildings will:
  - a) be located and organized to facilitate pedestrian movements and to enhance the visibility of the Wilson Subway Station entrance from public streets;
  - b) be organized, located, and massed to provide a transition in height that respects the scale of low-rise residential neighbourhoods located to the east of the Tippet Road Area;
  - c) have the main building wall setback from streets, private streets and parks a distance of approximately 4.0 to 5.0 metres, unless otherwise specified. Notwithstanding the foregoing, the southerly building setback of Building 'B' of 30 Tippet Road (north) from the new east/west road may be 3.0 metres;
  - d) provide pedestrian amenity, visual interest, enhance the public realm and support the structure plan, by allowing within the lowest 6 storeys, parts of buildings and architectural elements including porches, stoops, bay windows, and canopies that may project into the setback along streets, private streets and parks;
  - e) include active uses on the ground floor adjacent to streets, parks and open spaces which encourage the safe, comfortable use of the public realm;
  - f) provide direct pedestrian entrances from public or private streets;



- g) be designed and landscaped with setbacks and other open spaces to create places for pedestrians to linger and add to the vitality of the streetscape, parks and open spaces;
- h) be provided with vehicular drop-offs and driveways to ramps and service areas that are not located on Tippet Road or any other public streets;
- i) include surface parking areas only if no alternative is available. If necessary, surface parking or servicing areas should be located at the rear or flank of the building away from streets, private streets, park and open space frontage and special routes and places, wherever possible and screened from the public realm;
- j) provide garbage storage internal to the building; and
- k) provide transportation amenities for bicycles, including sheltered and easily accessible visitor bicycle parking spaces.

## 6.2. Height:

- a) Mid-rise buildings up to 6 storeys in height will be allowed in *Mixed Use Areas "A", "B" and "C"*, except that on Wilson Avenue, Wilson Heights Boulevard and along the William R. Allen Road, a mid-rise building will be no higher than 12 storeys. Notwithstanding the foregoing, the proposed Building 'B' of 30 Tippet Road (north) may have a maximum building height of 8 storeys.
- b) Additional building height on Wilson Avenue, Wilson Heights Boulevard and along William R. Allen Road will be considered a tower element and have regard to the City of Toronto's Tall Building Design Guidelines, particularly in relation to a maximum floor plate size of 750 square metres from outside wall to outside wall, separation distances between towers of a minimum 25.0 metres, 12.5 metres between a tower and a rear or side property line and minimum 3.0 metre setbacks from the base buildings to the upper floors. Base Buildings in this area will be no higher than 6 to 7 storeys.
- c) To limit visual and physical impacts on the public realm, additional building height beyond 6 storeys within the permitted density for the balance of the lands in *Mixed Use Areas "A", "B" and "C"* will be achieved by either of the following ways:
  - i. The additional floors beyond the 6<sup>th</sup> storey will be considered a tower element and have regard to the City's of Toronto's Tall Building Design Guidelines particularly in relation to a maximum floor plate size of 750 square metres from outside wall to outside wall, separation distances between towers of a minimum of 25.0 metres, 12.5 metres between a tower and a property line and minimum 3.0 metres step backs from base buildings to upper floors; or

- ii. Every additional floor above the 6<sup>th</sup> storey will incorporate a minimum of 3.0 metres stepback along building faces which abut streets, private streets and park edges.

6.3. Density:

- a) New development will be permitted at a level that is supportable and appropriate for the comprehensive planning framework and is balanced with the timely provision of physical and social infrastructure. Proposals for new development will be reviewed comprehensively with scale, massing and density being highest at the Wilson Subway Station, and development transitioning away from the Wilson Subway Station in scale, massing and floor space index to the south and east of the area.
- b) The maximum permitted density on all lands designated *Mixed Use Areas* shall be 3.99 times the lot area.
- c) The maximum permitted density on lands designated Neighbourhoods shall be 2.0 times the lot area.

## 7. Land Use

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

7.1. Land uses provided for by the *Mixed Use Areas* designation will be permitted as follows:

- a) On the lands north of Wilson Avenue, fifty (50%) per cent or more of the total gross floor area will be used for non-residential purposes;
- b) A portion of the total gross floor area on the lands north of Wilson Avenue will be used for non-residential purposes;
- c) On the lands south of Wilson Avenue, development that includes residential units must also increase the amount of existing non-residential gross floor area as of the date of the adoption of this Amendment; and
- d) Non-residential uses will be encouraged and prioritized at grade in new development along Wilson Avenue, along Tippet Road and in the vicinity of the Wilson Subway Station.

## **8. Housing**

To support the achievement of a complete community, the Tippett Regeneration area will provide a range of housing opportunities to provide for the different and changing needs of households over their lifetimes. The housing policies provide for a family-friendly neighbourhood delivered in a timely manner, in terms of tenure and affordability.

- 8.1. A full range of housing in terms of tenure, form and affordability will be provided throughout the lands including units that are suitable for families with children, larger households, and units designed as accessible for seniors;
- 8.2. Within any new residential or mixed use development, a minimum of 5% of the residential units will have three or more bedrooms and it is encouraged that each bedroom have an exterior operable window to support the desirability and viability of large units for larger households;
- 8.3. Affordable housing units will be encouraged in all new development throughout the lands at the same pace and rate as market development; and
- 8.4. A minimum of 20% of housing will be affordable on all sites in public ownership or having public interest or authority and affordable units shall be provided at the same rate and pace as market residential units in that development.

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

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

- 9.1. Through the redevelopment of the land in the Tippett Road Area, the provision of the following community services and facilities will be prioritized for delivery in a timely manner:
  - a) flexible multi-purpose space to provide for a wide range of programs/services including: community recreation programs, supplemental library space and/or human agency programs;
  - b) one new child care facility to service the projected population growth;

- c) capital improvements to library branches servicing the lands subject to this Site and Area Specific Policy; and
  - d) capital improvements to Ancaster Community Centre and the Earl Bales Community Centre.
- 9.2. When included in a new development, the provision of space for community services and facilities as identified in Section 9.1 will qualify as non-residential floor area for the purposes of satisfying the land use requirements of Section 7 of this Site and Area Specific Policy.
- 9.3. New community services and facilities will be designed to promote the development of flexible multi-purpose facilities that can be adjusted to meet the needs of the residents and surrounding community and delivered in a timely manner to support growth.
- 9.4. In addition to the matters identified in Section 9.1, the City will review the need to provide additional multi-purpose satellite space in Ward 10 and may consider cash-in-lieu to supplement any current facilities or expand the proposed future community centre in the Downsview Secondary Plan Area.
- 9.5. The priority community facilities identified in Section 9.1 will be secured through the development approvals process, including as community benefits contributions secured through Section 37 of the *Planning Act*.

## 10. Servicing

The introduction of additional uses and the overall intensification of the Tippett Road Area will require improvements to existing municipal servicing infrastructure to be designed and funded by area owners through the development approval process.

- 10.1. The policies of this SASP and 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.
- 10.2. 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 Tippett Road Area.

## 11. Environment

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

- 11.1. Proponents of development containing sensitive uses will be required to demonstrate the development meets all Ministry of Environment guidelines related to noise, air quality, and soil contamination to ensure compatibility with surrounding land uses to the satisfaction of the City.
- 11.2. The implementation of any required noise attenuation features or other mitigation strategies will be secured by an appropriate legal binding agreement(s) between the City and the proponent.
- 11.3. The appropriateness of employing a Holding (H) symbol will be considered during the processing of each application for rezoning received for lands within the Tippett Road Area. Holding (H) provisions may be applied when use, built form and density have been determined but the following matters are required to be resolved prior to development proceeding:
  - a) The submission of acoustic and vibration studies to the satisfaction of the City that address the extent of predicted noise exposure from both existing surrounding uses and propose any noise attenuation measures in accordance with applicable Ministry of the Environment guidelines.

## 12. Development Framework

The Development Framework describes the main elements of a comprehensive structure to enable a vibrant mixed-use community in the Tippett Road Area. The emerging community will be transit-supportive and park-focused. A network of interconnected public streets, private streets and pedestrian/cycling routes define development blocks that support a variety of built form. The area's local character will develop in relation to its context with highway and arterial road frontages on the south and west, stable residential *Neighbourhoods* to the east, Wilson Subway Station entrances to the west and Wilson Avenue bisecting the area into a north and a south block. The Development Framework is illustrated on Maps 2 and 3.

### North of Wilson Avenue

- 12.1. Map 2 shows the planned structure for the lands north of Wilson Avenue shown as *Mixed Use Areas "A"* on Map 1 as follows:

- a) A new public street network through the block in alignment with Goodwill Avenue and Ansford Avenue will provide visible and physically-direct access to the Wilson Subway Station entrance;
- b) A centrally-located public park will be provided with frontage on the new public road, the specific location and configuration to be determined during the review of a development application for the block;
- c) Pedestrian and cycling paths will be provided from Wilson Avenue north to the new public road in a mid-block location;
- d) A landscaped pathway along William R. Allen Road will enhance linkages to the Wilson Subway Station from Wilson Heights Boulevard and Wilson Avenue; and
- e) New buildings located on the west and south boundaries will be massed and located to mitigate the noise from the adjacent transportation infrastructure.

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

12.2. Map 3 shows the planned structure for the lands south of Wilson Avenue shown as *Mixed Use Areas "B"* on Map 1 and illustrates the following:

- a) A new public street extending west from Tippet Road will provide direct access to the south entrance of the Wilson Subway Station;
- b) The new public street will provide frontage to a centrally-located public park to be located west of Tippet Road and south of the new public road;
- c) The parkland dedication requirements in *Mixed Use Areas "B"* will be satisfied through a combination of land conveyance and cash-in-lieu payment secured through the approval of residential /mixed-use developments;
- d) Tippet Road is envisioned as the north-south pedestrian spine of the community taking the form of an enhanced landscape promenade which includes landscaping of the public boulevard and landscaped setback;
- e) A front yard setback of approximately 6.0 metres will be provided for lands with frontage on Tippet Road for enhanced and extended public realm treatment to be supported by active non-residential ground floor uses as described in Section 3.1;

- f) A landscaped pathway along William R. Allen Road is proposed to enhance linkages to the subway from Wilson Avenue and the south end of Tippet Road as described in Section 3.3;
- g) Additional pedestrian access circulation through the blocks will be provided by private streets designed as extensions of the public realm providing connections between blocks and additional frontage for important amenities such as parks, transit and the Tippet Road Promenade;
- h) New buildings located on the west and south boundaries will be massed and located to mitigate the noise from the adjacent transportation infrastructure.

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

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

- a) A public street will extend east from Tippet Road towards Champlain Boulevard and terminate in a cul-de-sac at the east property limit, the location to be aligned to provide direct pedestrian and bicycle connections between the shared driveway west of Tippet Road and future roads east of these lands;
- b) Parkland dedication secured through the approval of residential/mixed-use developments in *Mixed Use Areas "C"* will be conveyed on site, where appropriate;
- c) Parkland dedication secured through the approval of residential/mixed-use developments in *Mixed Use Areas "C"* abutting Champlain Parkette will be used to convey lands which expand Champlain Parkette;
- d) Mid-block pedestrian and cycling facilities will provide pedestrian and bicycle connectivity through the blocks in a north-south orientation. Public access will be secured across lands connecting Wilson Avenue to Champlain Parkette to improve pedestrian and cycling access to the public park;
- e) A 9.0 metre landscaped setback on the east boundary of lots fronting onto Tippet Road will accommodate the Mud Creek Walkway. This will include an accessible pedestrian walkway open to the public that will connect the Wilson Avenue sidewalk, Champlain Parkette, the future east-west road and the east-west walkway at the north end of 9 Tippet Road as described in Section 3.2.

- f) An accessible pedestrian walkway at the north side of 9 Tippett Road from the Tippett Road sidewalk to the eastern part of the block will provide, in part, access from the Champlain Boulevard sidewalk to the Wilson Subway Station; and
- g) An accessible landscaped pedestrian pathway along Highway 401 will be provided to enhance linkages to the subway from Champlain Parkette and the south end of Tippett Road.

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

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

- a) A public street right-of-way will run westerly from Champlain Boulevard towards Tippett Road, aligned to provide frontage for development as well as pedestrian and cycling connections to the future public road west of this parcel, Mud Creek Pathway and Champlain Parkette;
- b) A public street will extend west from Champlain Boulevard towards Tippett Road terminating in a cul-de-sac at the west property boundary;
- c) The new public road will provide frontage for an expanded Champlain Parkette and provide a connection for cyclists and pedestrians through the area;
- d) Parkland dedication secured through the approval of residential/mixed-use developments in *Neighbourhoods "A"* will be conveyed on site, where appropriate;
- e) Parkland dedication secured through the approval of residential/mixed-use developments in *Neighbourhoods "A"* abutting Champlain Parkette will be used to convey lands which expand Champlain Parkette;
- f) A 9 metre setback for buildings along the western edge of lots within this block to facilitate the creation of Mud Creek Pathway, a mid-block north/south pedestrian and cycling connection from Wilson Avenue to Champlain Parkette;
- g) A landscaped pathway along Highway 401 will enhance linkages to the Wilson Subway Station entrance from the south end of Champlain Boulevard;
- h) Development on lands fronting Champlain Boulevard will take the form of grade-related townhouses, low rise multi-unit buildings or low scale non-



residential buildings to provide appropriate transition to lands east of Champlain Boulevard designated *Neighbourhoods*; and

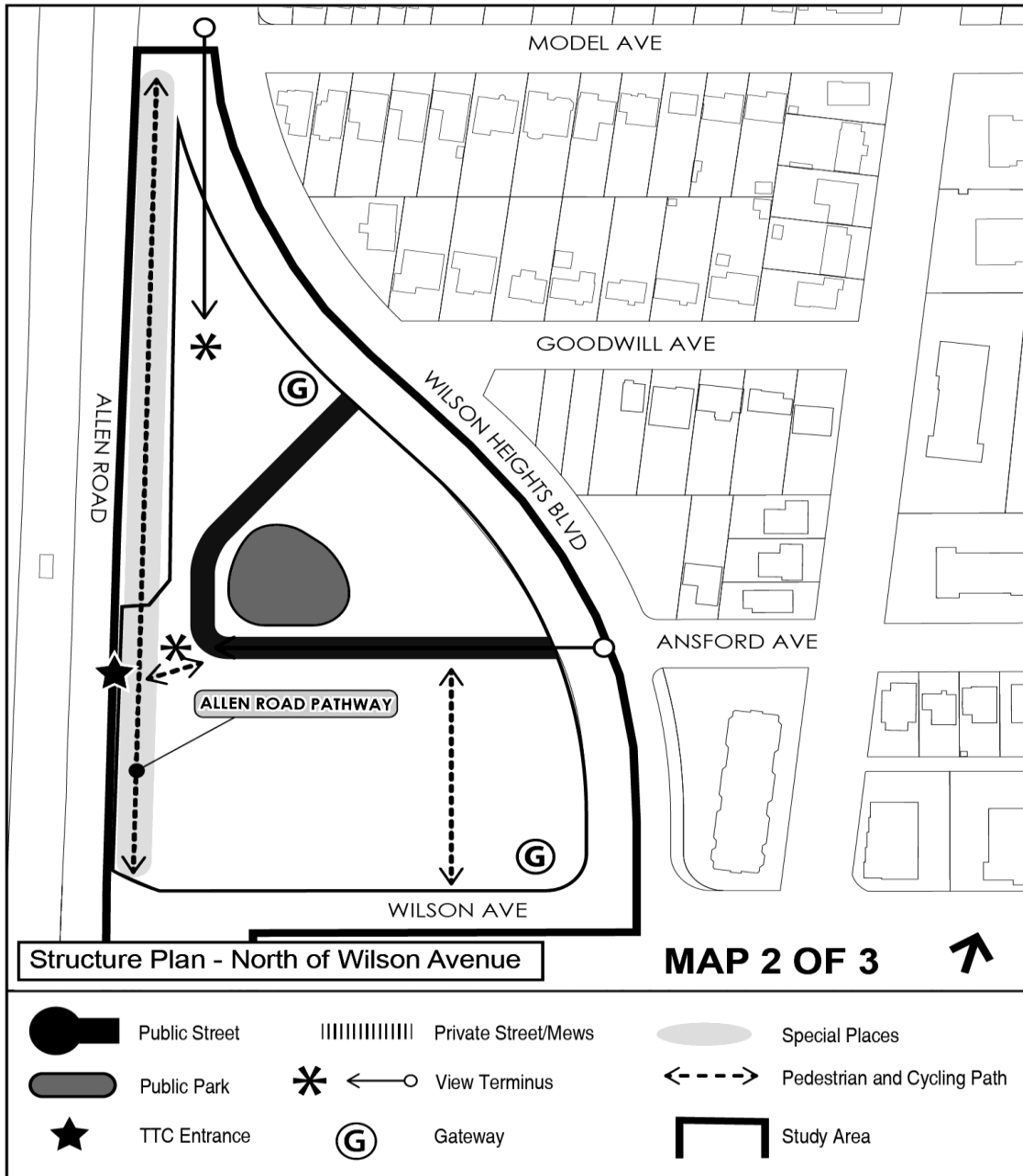
- i) Grade-related, multi-unit residential buildings on lands fronting Champlain Boulevard may be considered provided that 6.0 metre building setbacks are provided from Champlain Boulevard and 15.0 metre building separation distances are provided between facing walls containing primary windows and entrances.

### **13. Implementation**

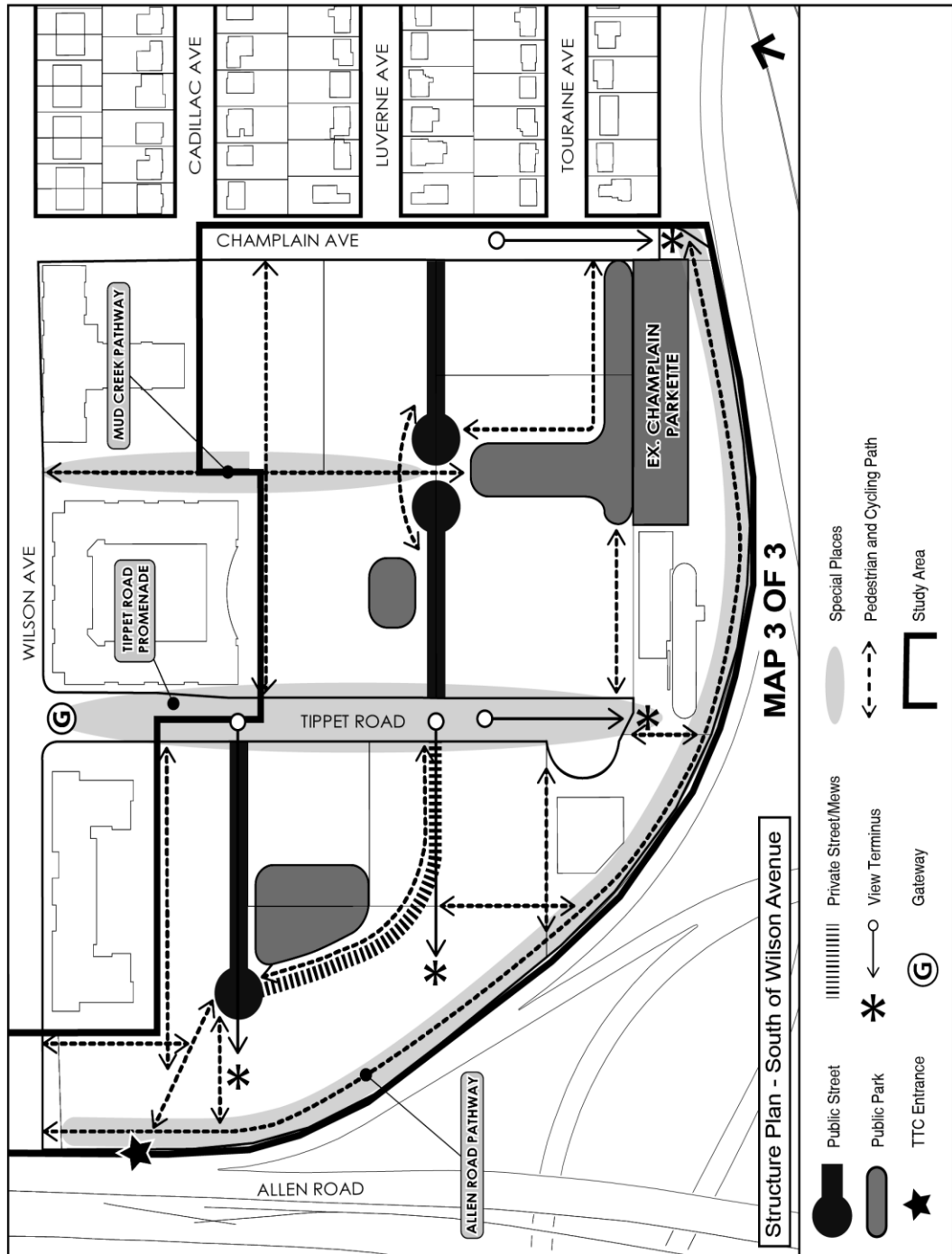
- 13.1. To achieve the vision of this Site and Area Specific Policy, lot consolidation and land owner cooperation is encouraged.
- 13.2. Proponents of development may be required by the City to undertake studies and implement mitigation measures to identify and address the potential environmental impacts of existing/former non-residential uses on proposed residential uses or sensitive non-residential uses.
- 13.3. Where new developments are subject to Section 37 of the *Planning Act*, the provisions of the Plan will apply and priorities for community benefits in the area will be:
  - a) provision of additional child care spaces within the base of new multi-storey developments;
  - b) enhancement of existing library facilities already serving the area (Barbara Frum and Downsview branches);
  - c) provision of community recreation programming, particularly for seniors, should residential development occur in advance of the construction of the community centre identified by the Downsview Area Secondary Plan; and
  - d) the provision of public art.
- 13.4. Urban Design/Public Realm Guidelines will be developed for the area to work with this Policy and guide development in the area. Urban Design/Public Realm Guidelines will be prepared to:
  - a) describe and illustrate urban design concepts for the lands generally and for the specific land use districts;
  - b) provide guidance to development to ensure conformity to the Official Plan and this Site and Area Specific Policy;

- c) provide a planned context for co-ordinated incremental development;  
and
  - d) assist in the evaluation of development applications.
- 13.5. The Urban Design/Public Realm Guidelines for the public realm will address matters including the location, dimensions and character of:
- a) existing and new public streets;
  - b) parks and publicly accessible open spaces;
  - c) pedestrian and cycling connections;
  - d) entrances and connections to the TTC Subway Station entrances and bus stops;
  - e) special places and routes including Tippet Road Promenade, Mud Creek and William R. Allen Road Pathways; and
  - f) potential locations for Public Art.
- 13.6. Urban Design/Public Realm Guidelines for Development Blocks will address:
- a) site and building location and organization including setbacks, ground floor uses and building entrances;
  - b) building types;
  - c) access and servicing;
  - d) building massing and articulation;
  - e) critical grading relationships; and
  - f) pedestrian amenity and landscape.
- 13.7. Holding (H) provisions pursuant to Section 36 of the *Planning Act* may be used to ensure that satisfactory transportation and servicing information is received, and necessary improvements identified and/or secured.

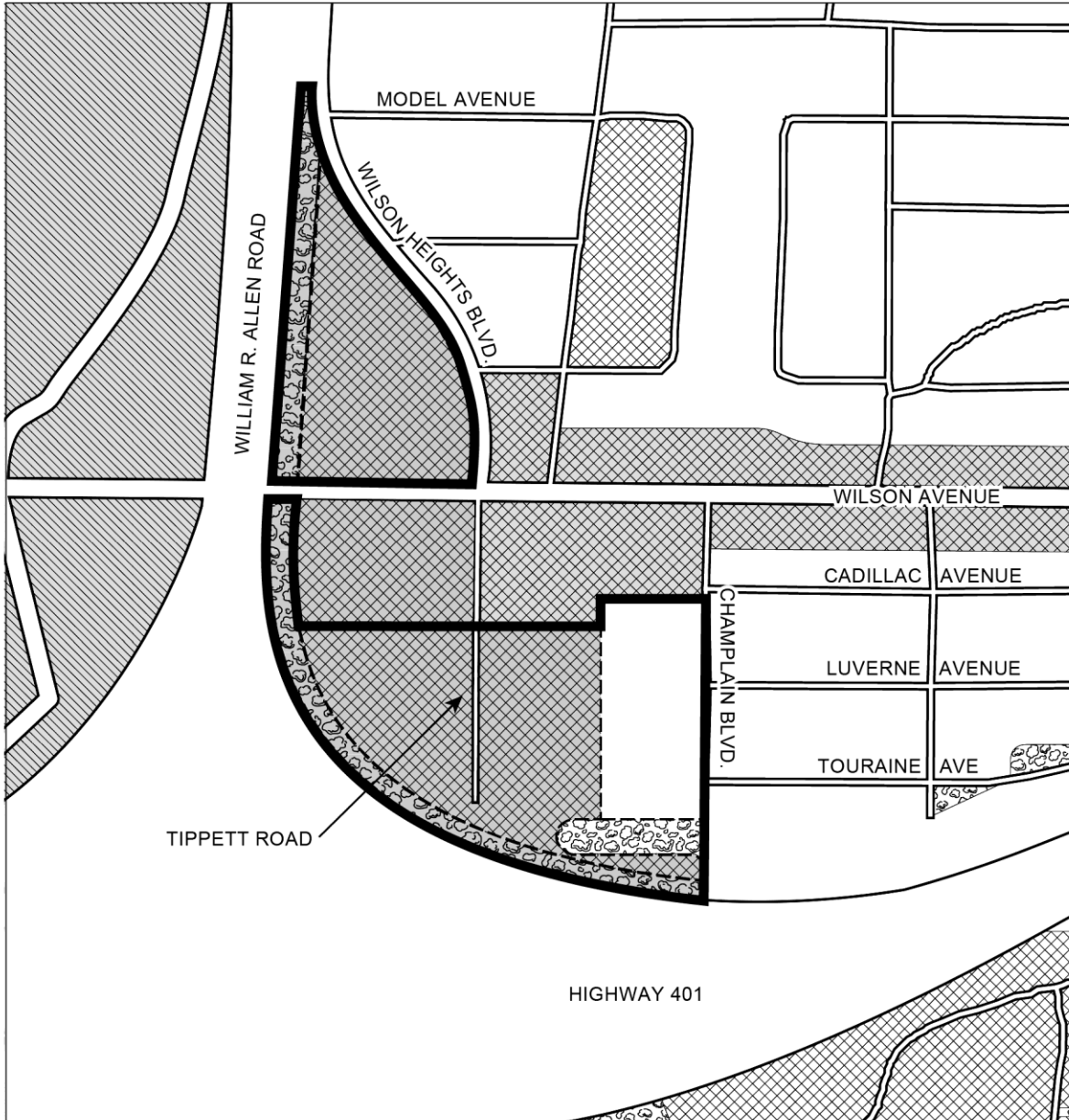
Map 2 – Structure Plan North of Wilson Avenue



Map 3, Structure Plan – South of Wilson Avenue



Schedule 1

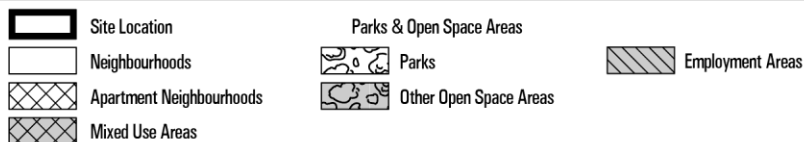


**Official Plan Amendment #309**

**Tippet Road Area Regeneration Study**

File # 13 120982 NNY 10 TM

Revisions to Land Use Plan, Maps 16 & 17 to Redesignate lands from Regeneration Areas to Neighbourhoods/Mixed Use Areas/Parks and Open Space Areas



↑  
Not to Scale  
10/22/2015