



STAFF REPORT ACTION REQUIRED

Tippett Road Area Regeneration Study – Final Report

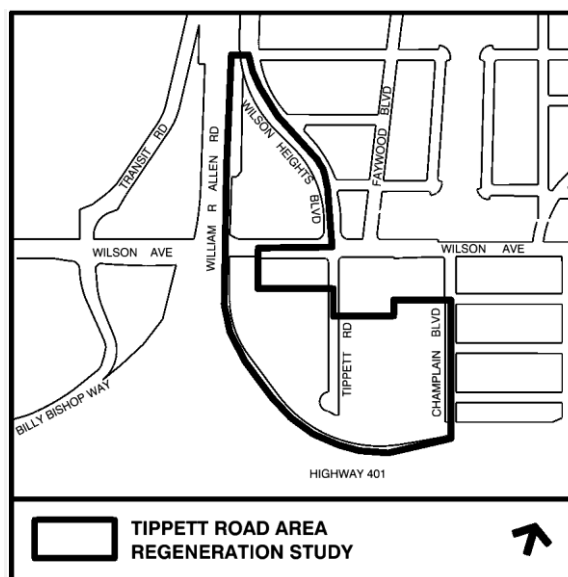
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| Date: | October 23, 2015 |
| To: | Planning and Growth Management Committee |
| From: | Chief Planner and Executive Director, City Planning Division |
| Wards: | Ward 10 – York Centre |
| Reference Number: | P:\2015\ClusterB\PLN\PGMC\PG15131 (13 120982 NNY 10 TM) |

SUMMARY

This report presents the final proposed policy framework for the Tippett Road Area Regeneration Study as directed by City Council at its meeting of July 7, 2015. The Tippett Road Area Regeneration Study was initiated to establish the required policy and development framework for the Area, including future land use designations. The study is now complete.

The study lands are generally bounded by Wilson Heights Boulevard, Wilson Avenue, Champlain Boulevard, Highway 401 and William R. Allen Road (See Attachment 1). These lands were redesignated as *Regeneration Areas* and *Mixed Use Areas* through the adoption of Official Plan Amendment No. 231 (OPA 231) which is now in force and effect as it relates to this Regeneration Area. OPA 231 also established a Site and Area Specific Policy No. 387 (SASP 387) for the area that states that development will proceed in accordance with a framework to be established through a study of the area that addresses specific matters. SASP 387 is currently under appeal to the Ontario Municipal Board and is not in force.

This report recommends approval of an Official Plan Amendment to redesignate all lands within the Study Area that front on the north side of Wilson Avenue and all



lands on the south side of Wilson Avenue which front Tippet Road to *Mixed Use Areas*. The balance of the lands within the Study Area is proposed to be redesignated to *Neighbourhoods* and *Parks and Open Space Areas*. The recommended Official Plan Amendment includes an amended SASP 387 that establishes the development framework for these lands.

The proposed policy framework will guide the redevelopment of the Study Area as a complete community with a fine grain network of streets, parks and open spaces, appropriate built form and uses, and a mix of housing including the provision of both ownership and rental affordable housing.

This report also recommends that further work be undertaken to develop detailed Urban Design/Public Realm Guidelines for the Study Area. The Urban Design/Public Realm Guidelines will provide specific direction related to the public realm, building location and organization including servicing and access, building massing and articulation, pedestrian amenities, possible locations for public art and noise attenuation from adjacent highways.

RECOMMENDATIONS

The City Planning Division recommends that:

1. 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 attached as Attachment 7 to this report from the Chief Planner and Executive Director, City Planning Division;
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the proposed Official Plan Amendment as may be required; and
3. City Council direct City Planning staff to request the landowners and applicants with development applications within the Study Area to prepare Urban Design/Public Realm Guidelines for the Tippet Road Area Regeneration Study in consultation with, and to the satisfaction of, the Chief Planner and Executive Director, City Planning Division, and that the Urban Design/Public Realm Guidelines be taken to the public by City Planning staff for consultation and the results be reported to North York Community Council.
4. City Council direct City Planning staff to continue discussions with landowners and other appropriate City Divisions to formulate a strategy to address servicing issues, required improvements, cost-sharing and phasing.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

Regeneration Area Studies Status Report

At its meeting of August 25, 26, 27 and 28, 2014 City Council considered the Official Plan and Municipal Comprehensive Reviews: Regeneration Area Studies Status Report, for 7 *Regeneration Areas* under study including the Tippet Road Area Regeneration Study. The Regeneration Areas Status Report provided an overview of the status of the Tippet Road Area Regeneration Study including issues identified through the process such as the location of new streets, blocks; parks, open space and pedestrian connections; building heights and densities; built-form transition to the neighbourhood to the east; and the provision of employment space. Council received the report for information. The link to the report is:

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

Tippet Road Area Regeneration Study – Draft Site and Area Specific Policy

At its May 5, 2015 meeting, Council adopted the report (March 25, 2015) from the Chief Planner and Executive Director, City Planning Division, entitled "Tippet Road Area Regeneration Study – Proposed Site and Area Specific Policy". The report presented the results of the Tippet Road Area Regeneration Study and proposed a draft Site and Area Specific Policy (SASP) which was formulated on the basis of public feedback received in the rounds of public consultations that began in 2013 as well as internal consultations with City Divisions and landowners.

Council directed City Planning staff to undertake discussions with the landowners on a number of specific topics. The direction to staff was to report back to the Planning and Growth Management Committee on May 14, 2015, or alternatively on June 18, 2015 on the status of the discussions. City Planning Staff were also directed to circulate the draft Site and Area Specific Policy attached to the March 25, 2015 report from the Chief Planner and Executive Director, City Planning, to appropriate City divisions and agencies for review and comment. The staff report and City Council Decision document can be found at the following links:

<http://www.toronto.ca/legdocs/mmis/2015/pg/bgrd/backgroundfile-81119.pdf>

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG5.4>

Tippet Road Area Regeneration Study – Status Report

At its July 7, 2015 meeting, Council adopted the report (May 29, 2015) from the Chief Planner and Executive Director entitled "Tippet Road Area Regeneration Study – Status Report". The report provided an update on the status of the Tippet Road Area Regeneration Study and summarized the results of the continuing discussions with the major landowners for the study lands.

Council directed City Planning staff to modify the draft Site and Area Specific Policies attached to the March 25, 2015 report from the Chief Planner and Executive Planner, City Planning to:

- a. incorporate density across all properties within the proposed *Mixed Use Areas*, south of Wilson Avenue as discussed in this report;

- b. modify built form and public realm policies to reflect discussions with landowners; and
- c. refine the language on affordable rental and ownership housing to set targets for the Study Area that would include the following:
 - i. the provision of affordable housing units will be required in all new development throughout the Tippet Road Area, with particular emphasis on lands under the ownership or authority of Build Toronto at the time of the adoption of this Site and Area Specific Policy; and
 - ii. in the area south of Wilson Avenue, a minimum of 250 affordable housing units will be required and distributed throughout all the development sites; and
- d. allow for a broad range of retail and commercial uses within the proposed *Mixed Use Areas* "A", north of Wilson Avenue.

Council also directed City Planning to, "report back with a final version of the Site and Area Specific Policy and any other implementing documents for consideration at a statutory public meeting under the *Planning Act* on November 16, 2015".

The Council Decision document also set out development parameters for a number of the larger properties within the Study Area including 9 Tippet Road, 30 Tippet Road north, 30 Tippet Road south, 4 and 6 Tippet Road, and 50 Wilson Heights Boulevard. City Planning staff were directed to continue discussions with various Study landowners concerning a variety of topics including the expansion of non-residential development, affordable housing, and issues relating to the provision of infrastructure. The staff report and City Council Decision document can be found here:

<http://www.toronto.ca/legdocs/mmis/2015/pg/bgrd/backgroundfile-81119.pdf>.
<http://www.toronto.ca/legdocs/mmis/2015/pg/bgrd/backgroundfile-81119.pdf>

BACKGROUND

Tippet Road Area Regeneration Study - Overview

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

The Tippet Road Area Regeneration Study was undertaken to develop a comprehensive planning framework to guide the redevelopment of the 12.6 hectares redesignated as *Regeneration Areas* and *Mixed Use Areas* through the adoption of OPA 231. Council also adopted Site and Area Specific Policy 387 which introduced a framework to guide the Study. The Study process was initiated in 2013 and included a community

consultation process, discussions with landowners and a review and assessment of the surrounding land uses and policy framework. The result is a proposed comprehensive policy framework to guide the redevelopment of the Study Area as a complete community. The framework provides for a fine grain network of streets, parks and open spaces, pedestrian connections and an appropriate mix of uses and built form typologies, a mix of housing including the provision of affordable housing and a multi-modal transportation strategy to support a vibrant mixed-use community.

Study Boundaries

The Tippet Road Area Regeneration Study area is generally bounded by Wilson Heights Boulevard, Wilson Avenue, Champlain Boulevard, Highway 401 to the south and William R. Allen Road to the west. All lands are located within Ward 10 – York Centre. The Study Area currently contains light industrial, commercial and employment uses, a small park, a place of worship, and surface parking lots serving the adjacent Wilson subway station along with the associated subway station entrances. (See Attachment 1).

Guiding Principles

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

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

These principles along with the policies of the Official Plan and City built form guidelines form the basis of the recommended street and block structure, open space strategy, built form directions and implementation framework included in the proposed Site and Area Specific Policy included as Attachment 7.

Demonstration Plan

Following a series of community consultation meetings that commenced in June 2013, 'Six Big Moves' were developed to form the basis of a conceptual development plan for the Tippet Road Area Regeneration Study.

The Six Big Moves included:

- Create New Streets and Blocks
- Focus on Parks
- East/West Pedestrian/Cycling Connections
- Special Places (Tippett Road Promenade, William R. Allen Road Pathway, Mud Creek Pathway)
- Built Form Transition in Scale
- Active Ground Floor Uses

The 'Six Big Moves' were incorporated into a Demonstration Plan (Attachment 2) which forms the basis of the proposed Official Plan Amendment. The Demonstration Plan illustrates how new streets and development blocks, parks and open spaces, pedestrian connections and special routes and places could be achieved through redevelopment to create a complete community in this area.

Study Website

A study website was created and contains detailed background information about the Tippett Road Area Regeneration Study including: background documents, copies of the presentations made at Community Consultation meetings and Working Group meeting as well as various staff reports and City Council decisions.

The Tippett Road Area Regeneration Study website can be found at this link: <http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=d7a70621f3161410VgnVCM10000071d60f89RCRD&vgnextchannel=490452cc66061410VgnVCM10000071d60f89RCRD>

POLICY CONTEXT

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement 2014 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS. The proposed Official Plan Amendment attached to this report provides for appropriate development opportunities within the study area and is consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) 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.

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. The proposed Official Plan Amendment attached to this report conforms and does not conflict with the Growth

Plan. The draft policies establish a comprehensive framework for growth and redevelopment to support a vibrant mixed use community in the vicinity of a major transit station area.

Official Plan

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

In addition to the decisions on conversion requests, Council redesignated seven areas across the city as *Regeneration Areas* including the lands subject to this report. Site and Area Specific policies were established for many of the *Regeneration Areas* (including the Tippet Road Area Regeneration Study) which serve as guiding principles, in part, for the development frameworks required for each.

Through OPA 231, Council redesignated lands on the north side of Wilson Avenue and most of the lands on the south side of Wilson Avenue as *Regeneration Areas* except for the northern portion of 30 Tippet Road that is subject to development applications. The lands redesignated *Regeneration Areas* are shown in Attachment 3.

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

Site and Area Specific Policy 387

As part of OPA 231, Council also adopted Site and Areas Specific Policy (SASP) 387 which applies to the Tippet Road Area Regeneration Study lands, except for the northern portion of the lands at 30 Tippet Road (Attachment 4). 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 4.7.2 (Regeneration Areas) of the Official Plan and also such matters as the following:

- Streets, pedestrian connections, blocks, densities and building heights;
- A requirement that 50 percent or greater of the gross floor area on lands in Parcel "A" be used for non-residential purposes;
- A requirement that development in Parcel "B" that includes residential units also increase the non-residential gross floor area in Parcel "B"; and
- A land use buffer to appropriately separate residential and sensitive non-residential uses from Highway 401, the Highway 401/William R. Allen Road expressway interchange and the William R. Allen Road expressway, and the design of residential units and buildings containing sensitive non-residential uses to mitigate noise and vibration from the highways (See Attachment 4).

Official Plan Amendment 231 was approved by the Minister of Municipal Affairs and Housing in July 2014 and that decision was subsequently appealed to the Ontario Municipal Board (OMB). On June 22, 2015, the OMB issued an order partially approving OPA 231. The *Regeneration Areas* and *Mixed Use Areas* designation for the Tippet Road area is in effect (Attachment 5). 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. SASP 387 is therefore not in effect.

Downsview Area Secondary Plan

The Downsview Area Secondary Plan identifies portions of the Study Area as part of the Wilson District. It includes the portion of the lands at 30 Tippet Road south of Wilson Avenue subject to a development application that was redesignated to *Mixed Use Areas*, and also 4 & 6 Tippet Road as well as 50 Wilson Heights Boulevard north of Wilson Avenue that are both designated as *Regeneration Areas* through OPA 231. These sites are designated *Employment Areas* in the Downsview Area Secondary Plan.

The Secondary Plan provides that District Plans be completed in advance of development, and establishes detailed development principles and guidelines that address the unique circumstance of each District within the larger Secondary Plan area. Although 30 Tippet Road was not included in the *Regeneration Areas* designation through OPA 231, it was appropriate to include the lands in the Tippet Area Regeneration Study to ensure that a comprehensive planning framework is in place to guide future development in this area consistent with the District Plan objectives of the Downsview Secondary Plan.

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

Zoning

Most of the property at 50 Wilson Heights Boulevard on the north side of Wilson Avenue is zoned for residential use (R4 and RM4) with small portions zoned for commercial use (C1) along the west side of the property adjacent to William R. Allen Road. Single detached dwellings are permitted in the RM zone and a wide range of residential uses from single-detached dwellings to apartments are permitted in the RM4 zone (Attachment 6a).

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

A site specific Zoning By-law for 9 Tippet Road was approved as part of the redevelopment of 525 Wilson Avenue and permits a 5 storey office building (By-law 478-2012 [OMB]) on this site. That Zoning By-law is in the process of being amended through an appeal process currently before the Ontario Municipal Board to permit a mixed use building with a maximum height of 17 storeys and 36,232m² of gross floor area, containing a maximum of 500 residential units and a minimum of 1,068m² non-residential space.

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

ACTIVE DEVELOPMENT APPLICATIONS

9 Tippet Road

At its meeting of July 7, 2015 City Council considered the Tippet Road Area Regeneration Study – Status Report from the Chief Planner and Executive Director, City Planning Division dated May 29, 2015 which included a description of the Settlement of the appeals pertaining to 9 Tippet Road with regard to applications for Official Plan Amendment and Zoning By-law Amendment. The settlement proposal reflected a concept plan for the site which is consistent with the proposed development framework illustrated in the proposed Official Plan Amendment attached to this report (Attachment 7).

As of the writing of this report, the proposed Official Plan Amendment and Zoning By-law for 9 Tippet Road have been submitted to the Ontario Municipal Board for final approval. The Ontario Municipal Board hearing which was scheduled for 5 days commencing October 5, 2015 was not required.

30 Tippet Road

At the City Council meeting of July 7, 2015, the May 29, 2015 staff report from the Chief Planner and Executive Director, City Planning Division contained an update on the active development application for 30 Tippet Road. This application proposed to amend the Zoning By-law for the north portion of the lands owned by Build Toronto near the entrance to the Wilson Subway Station. City Council directed City Planning staff to continue discussions with the applicant as part of their Zoning By-law Amendment application subject to a number of development parameters.

On August 5, 2015, Community Planning received a revised submission which reflects the City Council direction for these lands from this July 7, 2015 meeting. A Final Report for the 30 Tippet Road application is being prepared for the November 10, 2015 meeting of the North York Community Council. An application for Draft Plan of Subdivision was also submitted on September 14, 2015 which will create the proposed public road and park block required for the development of 30 Tippet Road.

DISCUSSIONS WITH LANDOWNERS AND OTHER STAKEHOLDERS

Artscape

On October 6, 2015, City Planning staff conversed with a representative of Artscape to advise of potential affordable housing opportunities that may arise in the Tippet Road Study Area as a result of the completed regeneration study. Artscape applies a number of approaches when working with housing partners and are very interested in pursuing opportunities outside of the downtown core. Artscape noted that they had discussed the potential for opportunities in the Tippet Road Area with the Ward Councillor on several occasions. Their preference is to pursue opportunities which contain at least 25 affordable housing units and would welcome further discussions with potential housing development partners.

20 Champlain Boulevard

City Planning staff met with representatives of 20 Champlain Boulevard on August 18, 2015. The landowner's representatives described their lots as being particularly deep (in the range of approximately 90 metres) which could provide an opportunity for enhanced heights and densities at the rear of the properties from that provided by the proposed Site and Area Specific Policy contained in the March 25, 2015 report. The landowner's representatives requested that City Planning staff make provisions in the proposed SASP which would allow for increased development potential at the rear of the properties fronting on Champlain Boulevard along the boundary of the *Mixed Use Areas* "C" lands to the west. Given the recentness of the request and the length of time that the Study has been underway, City Planning staff are of the opinion that it would be inappropriate to introduce permissions for specific additional heights and densities on the rear portions of the lots fronting onto Champlain Boulevard in the Site and Area Specific Policy at this time. The *Neighbourhoods* policies permit a maximum building height of 4 storeys.

A letter dated October 19, 2015 has been received from the representatives of 20 Champlain Boulevard reiterating the request that provisions be made in the Site and Area Specific Policy for the lands at the rear of 20 Champlain Boulevard to be designated *Mixed Use Areas* and that building heights of up to 15 storeys be permitted in this area.

Toronto District School Board (TDSB)

On August 18, 2015 representatives from the Toronto District School Board met with City Planning staff regarding the TDSB land holding known as 3 Tippet Road. The meeting provided an opportunity for City staff to update the TDSB staff on the progress of the Tippet Road Area Regeneration Study as well as to inquire into the TDSB's long term plans for their site. TDSB staff clarified that the property known as 44 Champlain Street was sold some time ago to a private school operator but the playing field behind the school was still under TDSB ownership. The playing field is currently leased to the private school for their use. The TDSB Tippet site (3 Tippet Road) has been deemed surplus to the school board needs but a replacement site needs to be found for the functions presently served by the property. While TDSB staff appreciated the update on the Tippet Road Area Regeneration Study, plans for development on their lands is indeterminate at this time.

Management Systems Resources at 2 Tippet Road

Management Systems Resources (MSR) is located at 2 Tippet Road on the west side of the southern terminus of Tippet Road. They have been operating their business in this location for more than 15 years. The City Council Decision of July 7, 2015 directed staff to initiate formal discussions with representatives of MSR for the purposes of exploring opportunities for expansion of the business onto an adjacent site to the one currently owned by MSR. Initially, MSR representatives had been investigating the site owned by Build Toronto (30 Tippet Road) located adjacent to their property. As Build Toronto must enter into partnerships with interested parties, they are not in a position to sell pieces of their land which was the direction in which MSR was originally headed. Economic Development staff have met several times with MSR regarding their plans to expand over the past couple of years. More recently, Economic Development staff have met with MSR representatives to discuss expansion opportunities and have encouraged MSR staff to consider 4 and 6 Tippet Road as a viable option. Economic Development will continue to facilitate further discussions between MSR representatives and other landowners in the area.

COMMENTS

Proposed Site and Area Specific Policy

The proposed Site and Area Specific Policy for the redesignated *Mixed Use Areas* will provide a policy direction that reinforces and builds on the existing planning framework (SASP 387) for the Study Area and reflects the vision and guiding principles arising from the study. The proposed Site and Area Specific Policy included as Attachment 7 addresses the following:

- **Structure Plan for Streets, Block, and Parks and Open Spaces** - New streets are proposed to provide access and address for new development and new parks and open spaces are proposed within the Study Area on lands both north and south of Wilson Avenue. Permeability will be increased throughout the Study Area by creating new pedestrian and cycling connections and improving connectivity to the existing neighbourhoods to the east, and to the Wilson Subway Station, parks and open spaces and other amenities in the area.
- **Land Use** - A mixed-use character is envisioned for the Study Area with an appropriate balance of residential and non-residential uses. To ensure a mix of uses, non-residential uses will be required in accordance with OPA 231. Policies encouraging active uses on the ground floor of new buildings in certain strategic locations will add vitality to adjacent streets, parks and open spaces.
- **Affordable Housing** - To ensure a complete community the policy framework provides for a mix of tenure and affordability in residential developments including a mix of dwelling unit types, particularly those suitable for families with children and those that are accessible for seniors. The policy framework promotes affordable housing on all lands, and requires that the lands within the Study Area will provide

affordable housing. For those lands in public ownership a minimum of 20% of the housing units are to be affordable.

- **Built Form** – The built form policies promote a range of building types and a wide range of housing opportunities. New buildings will define and enhance the public realm. Densities and heights will ensure an appropriate transition in scale down to the low rise residential neighbourhoods to the east and will respect airport height limits. Policies encouraging active uses on the ground level of new buildings will add vitality to adjacent streets, parks and open spaces.
- **Parks and Open Space** – The parks and open space policies will require appropriately-located and appropriately-scaled parks as a community focus for lands both north and south of Wilson Avenue. New parks will be provided and the existing Champlain Parkette will be enlarged and enhanced with new development.
- **Tippett Road Promenade** – Development on the west side of Tippet Road will be required to provide generous 6 metre deep building setbacks which will work with the Tippett Road boulevard, seamlessly integrating public and private lands to create a landscaped promenade which includes a widened sidewalk and street trees, accommodating outdoor retail, café, public art and seating areas and promoting the vitality and usability of this new main street.
- **Mud Creek Pathway** – The Mud Creek Pathway will be an intimately-scaled meandering 6 metre wide midblock pedestrian and cycling connection running north/south from Wilson Avenue to Champlain Parkette through the middle of the block between Tippett Road and Champlain Boulevard, improving connectivity in the area and adding needed recreation amenity for the new neighbourhood and existing neighbourhoods to the east.
- **William R. Allen Road Pathway** - The multi-use pathway along William R. Allen Road will contribute significantly to enhancing the active transportation network in the Study Area and the neighbourhoods to the east, fully connecting the Wilson Avenue sidewalks with the Wilson Subway Station entrances and existing and new parks. The pathway will be located in the Ministry of Transportation's 14 metre wide building setback from William R. Allen Road and Highway 401, providing a buffer between the highways and residential and other sensitive uses.
- **Transportation** – A transportation strategy that promotes connectivity among all transportation modes and maximizes accessibility to transit including the Wilson Subway Station, enhances cycling and walking opportunities through new pathways, and provides new streets and improvements to existing streets will ensure access, capacity and safety for all users. Reducing the impact of vehicles and parking is also promoted in the policy framework.
- **Public Art** - High quality public art is important to the enhancement of Toronto's urban fabric and contributes to the identity and character of many of neighbourhoods

and districts. Public art contributions will be encouraged at key locations to enhance the emerging character of and to define the public realm structure of the area.

- **Section 37** - In the processing of current and future development applications, the recommendations of the Community Services and Facilities Study will be used, in part, to inform Section 37 negotiations with applicants related to securing appropriate benefits for the community such as child care spaces, resources for libraries, community service space, etc.

Revisions to Draft Site and Area Specific Policy

As per City Council's direction of July 7, 2015, City Planning staff have modified the Site and Area Specific Policy to address the following matters:

Study Area Density

The March 25, 2015 report from the Chief Planner and Executive Director, City Planning Division proposed a development framework for the Tippet Road Area Regeneration Study that placed more intensive forms of development along Wilson Avenue and on lands with the greatest access to the subway. The framework provided for a transition down in scale from west to east across the Study Area to the lower scale neighbourhoods east of Wilson Heights Boulevard and Champlain Boulevard. At the time of drafting the initial Site and Area Specific Policy, densities across the Study Area varied considerably from site to site. The City Council decision of July 7, 2015 directed staff to modify the proposed draft Site and Area Specific Policies attached to the March 25, 2015 staff report to incorporate density across all properties within the proposed *Mixed Use Areas* designation, south of Wilson Avenue.

Densities for the anticipated development projects south of Wilson Avenue in the *Mixed Use Areas* designation range from 3.00 times the lots area to 3.93 times the lot area. City Planning staff have considered this matter and have determined that rather than attributing specific densities to individual properties across the Study Area south of Wilson Avenue, it would be appropriate to determine a maximum density for the individual land use designations shown in the SASP. A maximum density of less than 4.0 times the lot area is appropriate for all lands designated *Mixed Use Areas* south of Wilson Avenue.

It is anticipated that the lands fronting Champlain Boulevard to be designated *Neighbourhoods* will be developed with ground oriented, 4-storey residential uses such as townhouses, stacked townhouses or low rise apartment buildings. It is proposed that a density of 2.0 times the lot area would be appropriate for this type of land use.

The proposed Site and Area Specific Policy has been revised to include specific density provisions for the various sub-areas and land use designations south of Wilson Avenue.

Affordable Housing

Creating and maintaining affordable housing is one of the City of Toronto's key priorities. The City secures affordable housing provisions in new development through

the mechanisms of the Official Plan. 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 Site and Area Specific Policy (SASP) encourages a mix of tenure and affordability within the Study Area, including a mix of dwelling unit types, particularly those that are suitable for families with children and those that are accessible for seniors. The implementation of the requirement for affordable housing in the Site and Area Specific Policy will be achieved by both City Planning and the Affordable Housing Office.

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

The following table contains the affordable housing commitment to date based upon discussions with landowners:

| Address | Anticipated or Proposed Units | Affordable Housing Units |
|-------------------------------|--------------------------------------|---------------------------------|
| North of Wilson Avenue | | |
| 50 Wilson Heights Boulevard | To Be Determined | To Be Determined |
| South of Wilson Avenue | | |
| 30 Tippet Road north | 396 units | 100 units |
| 30 Tippet Road south | 529 units | 100 units |
| 4 & 6 Tippet Road | 655 units | 25 units |
| 9 Tippet Road | 500 units | 25 units |
| Total | 2080 total units | 250 total units |

As can be seen from the table above, the goal of achieving a minimum of 250 affordable ownership and rental housing units in the Study Area is being met from the active development participants on the lands south of Wilson Avenue. Development of other lands will provide additional affordable units as the proposed Site and Area Specific Policy will require the provision of affordable housing in all new development as per the City Council direction of July 7, 2015.

An update provided by staff from the Affordable Housing Office indicated that the proponents of the development applications (9 Tippet Road in particular but also 30 Tippet Road) have been actively pursuing their commitment towards affordable housing as indicated in the above table. The Affordable Housing Office is preparing a report on the provision of affordable housing in the Tippet Road Area Regeneration Study for the Affordable Housing Committee meeting of November 26, 2015. The report will provide

information on programming of both ownership and rental housing units in the Study Area.

The proposed Site and Area Specific Policy will require that affordable housing be provided in a timely manner and will be encouraged in all new developments throughout the Study Area. In particular, a minimum of 20% of the housing units will be required to be affordable on all sites in public ownership or having public interest or authority. The policy will require that affordable housing shall be provided at the same rate and pace as market residential units in individual developments.

Removal of Redundant Policies

The proposed Site and Area Specific Policy has been revised from what was presented in the original draft attached to the March 25, 2015 report in order to remove redundant policies. Policies that are currently contained in Chapters 1 to 5 of the City of Toronto Official Plan, which are in effect for the study lands have been removed from the current text to avoid repetition. These policies do not require repeating unless they are reflecting some distinguishing nuance from the city-wide policy framework.

Employment Policies

The Land Use (Section 7) policies have been revised to ensure that the intent and content of the original SASP 387 has been reflected in the proposed SASP in terms of the requirement for the provision and replacement of non-residential (employment) uses. At its meeting of July 7, 2015, City Planning staff were requested to modify the draft Site and Area Specific Policy to allow for a broad range of retail and commercial uses within the proposed *Mixed Use Areas 'A'* north of Wilson Avenue which has been done.

Transportation Policies (Section 5)

With the introduction of new uses and an overall intensification of the Study Area, new infrastructure and improvements to the existing infrastructure will be required. The Transportation policies in the proposed Site and Area Specific Policy have been augmented to require applicants to provide infrastructure improvements that are specific to the Tippet Road Area. For example, quantitative multimodal transportation assessments and site-related mitigation measures with functional design will be required with all applications for development approval.

By increasing access to a multimodal system, all developments will be required to contribute towards the area transportation system recommended by the multimodal study. Identified area transportation improvements include east-west-links for walking and cycling connections on both sides of Tippet Road, a multi-use pathway along William R. Allen Road, intersection reconfiguration of Wilson Avenue at Tippet Road, and shared vehicle and bicycles systems with technological applications to reduce dependency on single occupant vehicle travel.

Housing (Section 8)

The housing policies have been revised to require the provision of a range of housing opportunity for different and changing needs of households over their lifetimes. Specifically, it is a requirement that a full range of housing in terms of tenure, form and affordability be provided throughout the lands including units that are suitable for families with children, larger households and accessible units designed for seniors. A minimum of 5% of residential units will be required to have three or more bedrooms and each bedroom would be required to have an exterior operable window to ensure the provision of units for larger households.

Implementation

In order to implement the vision and findings of the Tippet Road Area Regeneration Study, City Planning staff are proposing an amendment to the Official Plan. Proposed Official Plan Amendment 309 is included in this report as Attachment 7.

The proposed Official Plan Amendment proposes to redesignate lands within the Study Area north of Wilson Avenue and lands within the Study Area south of Wilson Avenue which front on Tippet Road to a *Mixed Use Areas* designation. Lands located south of Wilson Avenue, which front on the west side of Champlain Boulevard, would be redesignated to *Neighbourhoods, Parks and Other Open Space Areas*. The inclusion of a *Parks* designation reflects the location of Champlain Parkette which was redesignated from *Parks* to *Regeneration Areas* through OPA 231. The inclusion of the *Other Open Space Areas* would reflect the required 14.0 metre building setback along William R. Allen Road.

A Site and Area Specific Policy will provide a further layer of policy direction that reinforces and builds on the existing policy framework for the Study Area and reflects the guiding principles and vision arising from the Tippet Road Area Regeneration Study. A proposed Site and Area Specific Policy is included in Attachment 7 which reflects discussions with landowners, applicants, and the community including City Council's direction for the area. The proposed Site and Area Specific Policy 387 attached to this report establishes the development framework for the lands within the Study Area and will replace the Site and Area Specific Policy 387 approved through OPA 231.

ONGOING INITIATIVES

Servicing Infrastructure

The City Council decision of July 7, 2015 directed staff to continue discussions with all landowners on issues of infrastructure, the required improvements, cost-sharing and when infrastructure is needed. Further information and analysis is needed to address outstanding servicing matters, including stormwater management and flooding, for the Study Area. City staff will continue to have discussions with landowners and appropriate City Divisions to ensure a comprehensive servicing strategy is put into place in the near future.

For individual sites, applicants will be required to submit functional servicing reports for storm, sanitary and water to demonstrate that there is sufficient capacity to service any

proposed development. New developments will also be required to meet the Wet Weather Flow Management Guidelines.

Transportation Infrastructure

The assumptions utilized in the transportation strategy conducted by the City for the Study Area included improved and direct access to transit, better connectivity throughout the area, a mix of land uses resulting in less vehicle impact and a higher proportion of people living in the area using transit, walking and cycling. Transportation Impact Studies will be required for all proposed development applications and the development of sites will be subject to transportation improvements that achieve a more intense mixed use development pattern. Through the development application process new roads and connections will be secured.

Zoning By-law

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

Through the processing of individual Zoning By-law Amendment applications, requirements related to servicing and transportation infrastructure may be imposed, including the use of Holding (H) zones, to ensure that transportation and servicing infrastructure 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.

Review of Environmental Matters

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 and vibration 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.

Toronto Green Standard

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

Urban Design/Public Realm Guidelines

Through the community consultation process main themes and ideas have emerged in relation to the public realm, pedestrian and vehicular movement and the built form of new development. Planning Staff consider it appropriate that Urban Design/Public Realm Guidelines for the Study Area be prepared, to strengthen the City's ability to guide development that is consistent with the policies of the Official Plan and other City guidelines as well as to address issues and priorities for the Study Area identified through the study.

The area specific Urban Design/Public Realm Guidelines are to address the following:

- Public Realm (Public Streets, Open Spaces and Pedestrian Connections)
- POPS (Privately owned, publically accessible open spaces)
- Phasing of road construction
- Pedestrian Amenity (including streetscape, furniture and lighting)
- Potential locations for Public Art
- Site Organization (general building organization, ground floor uses, entrances, access and servicing)
- Built Form (base building, massing and shadows)

City Planning staff will be requesting that landowners and applicants of current applications jointly prepare this document for the Study Area in consultation with, and to the satisfaction of, City Planning Staff and that it be required through the draft Plan of Subdivision process and/or other applicable processes.

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

CONCLUSIONS

Planning staff have completed the Tippet Road Area Regeneration Study. The Study was undertaken to develop a comprehensive planning framework to guide the redevelopment of the 12.6 hectares of land redesignated as *Regeneration Areas*, *Mixed Use Areas* and *Parks and Open Space Areas* through the adoption of OPA 231. The Study process included a community consultation process, working group sessions, discussions with major landowners and a review and assessment of the surrounding land use and policy framework. The result is a comprehensive policy framework to guide the redevelopment of the Study Area as a complete community with a fine grain network of

streets, parks and open spaces, appropriate built form and uses, and a mix of housing including the provision of both ownership and rental affordable housing. Planning Staff are recommending that a proposed Official Plan Amendment, including a new Site and Area Specific Policy 387, be approved. The proposed amendments to the Official Plan will provide a further layer of policy direction consistent with the planning framework for the area.

CONTACT

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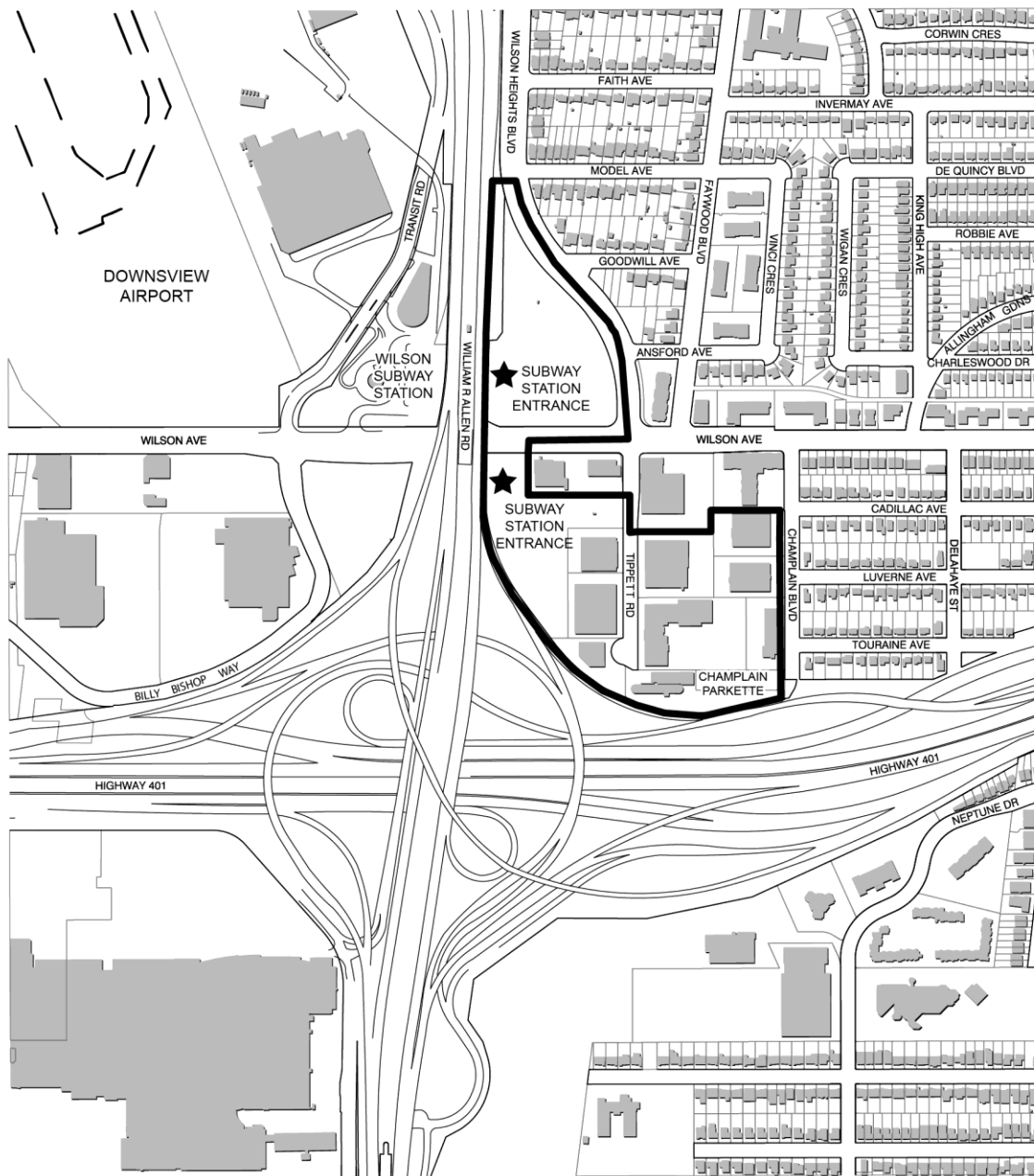
SIGNATURE

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

ATTACHMENTS


| | |
|----------------|--|
| Attachment 1: | Context Plan - Tippet Road Area Regeneration Study |
| Attachment 2: | Demonstration Plan |
| Attachment 3: | OPA 231 Lands Redesignated <i>Regeneration Areas & Mixed Use Areas</i> |
| Attachment 4: | OPA 231 (Site and Area Specific Policy 387) Lands designated <i>Regeneration Areas</i> and associated policies |
| Attachment 5: | Official Plan |
| Attachment 6a: | Former City of North York Zoning By-law No. 7625 |
| Attachment 6b: | Zoning By-law 569-2013 |
| Attachment 7: | Proposed Official Plan Amendment |

Attachment 1: Context Plan - Tippet Road Area Regeneration Study



Context

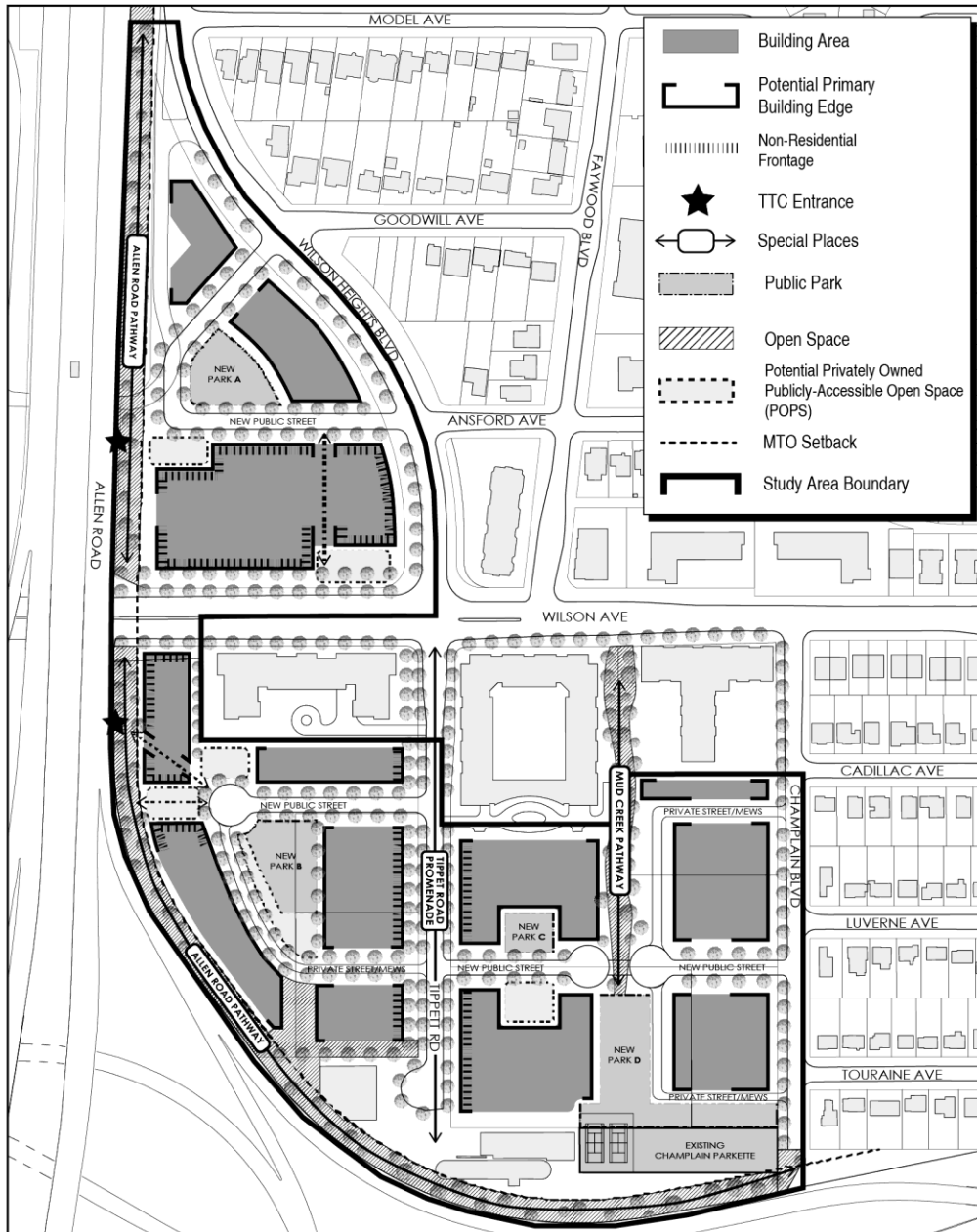
 Study Area Boundary

Not to Scale
03/19/2015 

Tippet Road Area Regeneration Study

File # 13 120982 NNY 10 TM

Attachment 2: Demonstration Plan



Demonstration Plan

Tippett Road Area Regeneration Study

Not to Scale
03/20/2015



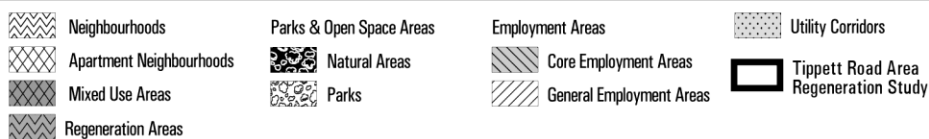
File # 13 120982 NNY 10 TM

Attachment 3: OPA 231 Lands Redesignated *Regeneration Areas* & *Mixed Use Areas*



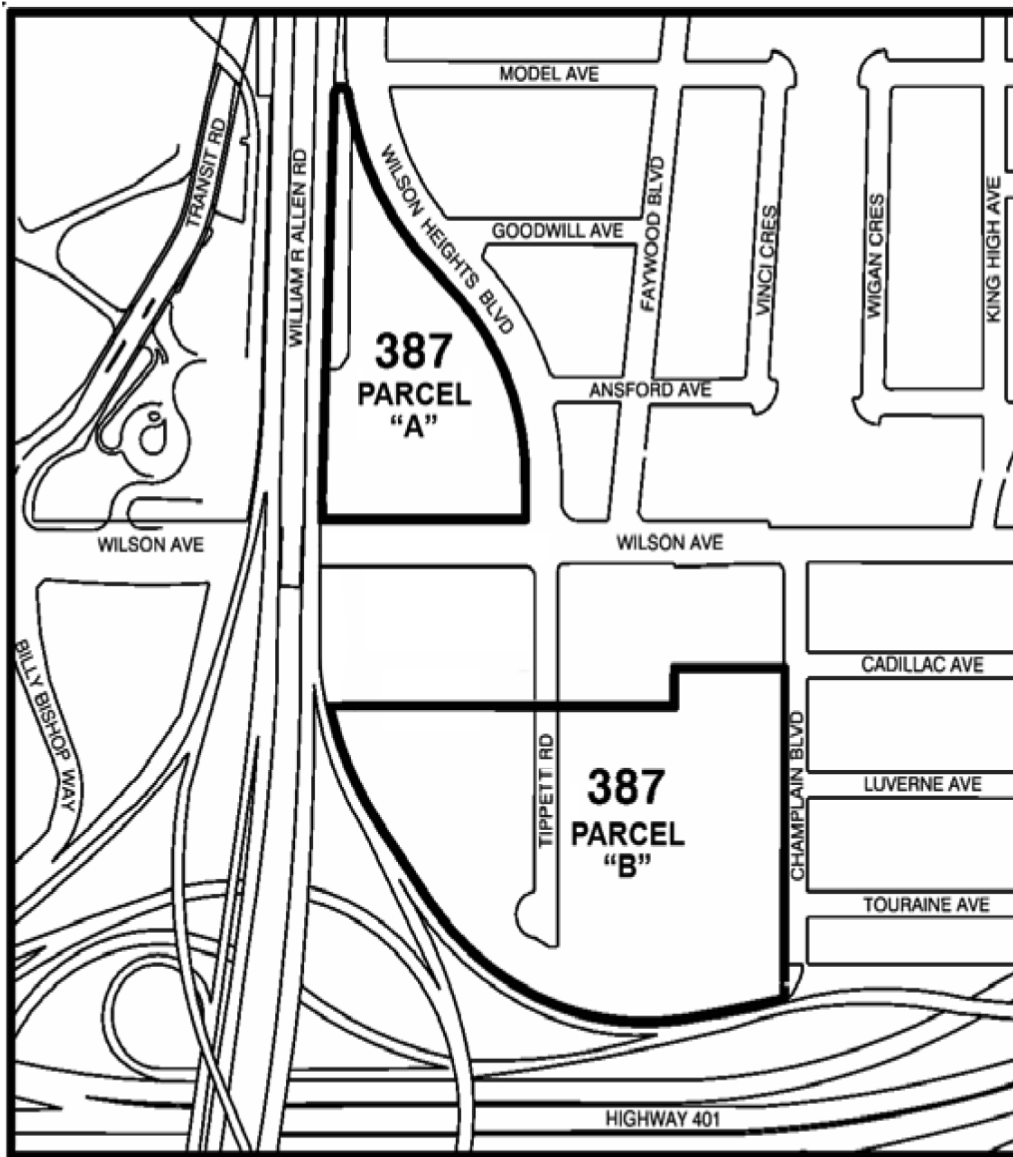
Redesignate from 'Employment Areas' to Official Plan Designations Shown on Maps 1 to 48 inclusive

Map14



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Not to Scale
12/18/2013

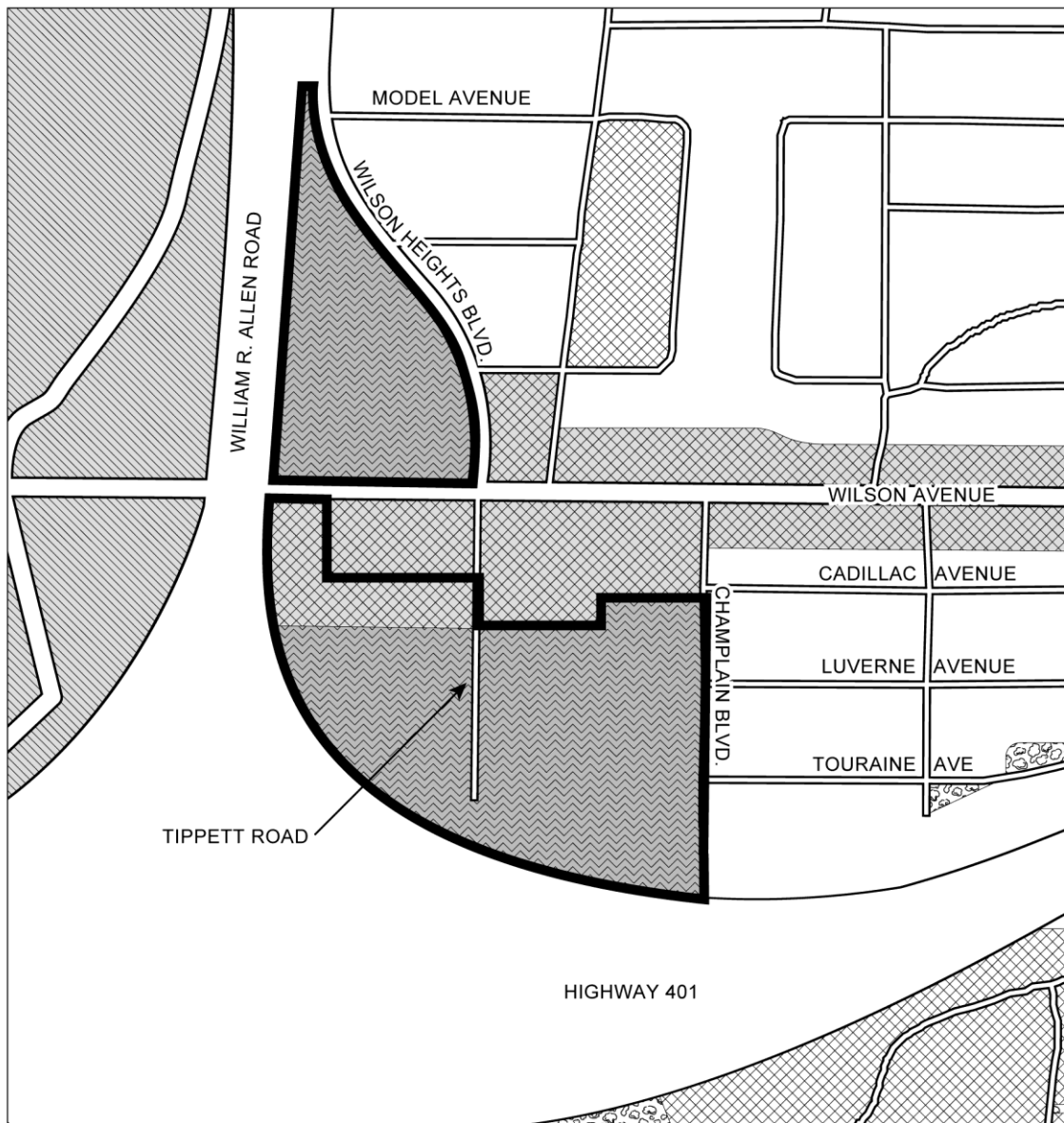
Attachment 4: OPA 231 (Site and Area Specific Policy 387)
Lands designated *Regeneration Areas* and associated policies



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

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


Attachment 5: Official Plan



TORONTO City Planning
Extract from Official Plan

Tippet Road Area Regeneration Study

File # 13 120982 NNY 10 TM

| | | | | | |
|---|--------------------------|---|--------------------------|---|--------------------|
|  | Site Location |  | Parks & Open Space Areas |  | Regeneration Areas |
|  | Neighbourhoods |  | Parks |  | Employment Areas |
|  | Apartment Neighbourhoods | | | | |
|  | Mixed Use Areas | | | | |

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Not to Scale
10/15/2015

Attachment 6a: Former City of North York Zoning By-law No. 7625



TORONTO City Planning Zoning By-Law No. 7625

Tippet Road Area Regeneration Study

File # 13 120982 NNY10 TM

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

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category

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

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

Attachment 6b: Zoning By-law 569-2013



Zoning By-Law No. 569-2013

Tippet Road Area Regeneration Study

File # 13 120982 NNY 10 TM

| | |
|-----------|-----------------------------|
| | Location of Application |
| RD | Residential Detached |
| RM | Residential Multiple |
| EL | Employment Light Industrial |
| E | Employment Industrial |
| OR | Open Space Recreation |
| UT | Utility and Transportation |

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

| | |
|--------------|--------------------------|
| A | Airport Hazard Area Zone |
| AV-MU | Avenues Mixed Use Zone |



Not to Scale
Extracted: 03/19/2015

Attachment 7: 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

(Corporate Seal)

ULLI S. WATKISS,
City Clerk

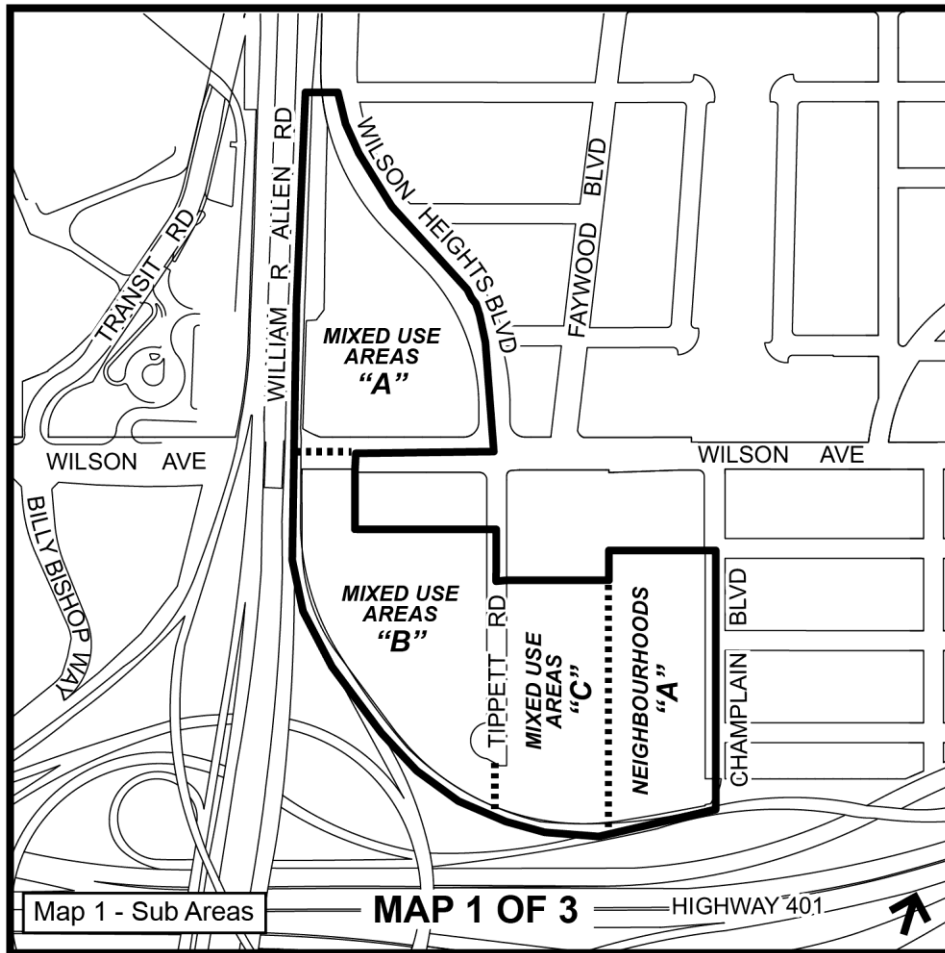
AMENDMENT NO. 309 TO THE OFFICIAL PLAN

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

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 Tippet 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 Tippet 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. Tippet Road Promenade

Tippet Road will be designed as a local "main street" with a unique character connecting Wilson Avenue at the north with the William R. Allen Road Pathway to the south. Buildings will face the Tippet 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 Tippet Road will provide generous 6 metre deep building setbacks 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) be setback from streets, private streets and parks a distance of 4.0 to 5.0 metres, unless otherwise specified;
- d) include active uses on the ground floor adjacent to streets, parks and open spaces which encourage the safe, comfortable use of the public realm;
- e) provide direct pedestrian entrances from public or private streets;
- f) be designed and landscaped with setbacks and other open spaces to create places for pedestrians to linger and add to the vitality of the streetscape, parks and open spaces;
- g) be provided with vehicular drop-offs and driveways to ramps and service areas that are not located on Tippet Road or any other public streets;
- h) 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;
- i) provide garbage storage internal to the building; and
- j) provide transportation amenities for bicycles, including sheltered and easily accessible visitor bicycle parking spaces.

6.2. Height:

- a) Mid-rise buildings up to 20 metres 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 36.0 metres.
- b) Additional building height on Wilson Avenue, Wilson Heights Boulevard and along William R. Allen Road will be considered a tower element and conform to the City of Toronto's Tall Building Design Guidelines, particularly in relation to a maximum floor plate size of 750 square metres from outside wall to outside wall, separation distances between towers of a minimum 25.0 metres, 12.5 metres between a tower and a rear or side property line and minimum 3.0 metre setbacks from the base buildings to the upper floors. Base Buildings in this area will be no higher than 23 metres.

- c) Additional building height beyond 20 metres within the permitted density for the balance of the lands in *Mixed Use Areas* "A", "B" and "C" will be considered a tower element and conform to the City's of Toronto's Tall Building Design Guidelines particularly in relation to a maximum floor plate size of 750 square metres from outside wall to outside wall, separation distances between towers of a minimum of 25.0 metres, 12.5 metres between a tower and a property line and minimum 3.0 metres step backs from base buildings to upper floors. Base buildings for these towers will be no higher than 16.0 metres.

6.3. Density:

- a) New development will be permitted at a level that is supportable and appropriate for the comprehensive planning framework and is balanced with the timely provision of physical and social infrastructure. Proposals for new development will be reviewed comprehensively with scale, massing and density being highest at the Wilson Subway Station, and development transitioning away from the Wilson Subway Station in scale, massing and floor space index to the south and east of the 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) On the lands north of Wilson Avenue, a broad range of retail and commercial uses will be permitted;
- 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 Tippet 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 Tippet Road Area, the provision of the following community services and facilities will be prioritized for delivery in a timely manner:

- a) flexible multi-purpose space to provide for a wide range of programs/services including: community recreation programs, supplemental library space and/or human agency programs;
 - b) one new child care facility to service the projected population growth;
 - c) capital improvements to library branches servicing the lands subject to this Site and Area Specific Policy; and
 - d) capital improvements to Ancaster Community Centre and the Earl Bales Community Centre.
- 9.2. When included in a new development, the provision of space for community services and facilities as identified in Section 9.1 above will qualify as non-residential floor area for the purposes of satisfying the land use requirements of Section 7 of this Site and Area Specific Policy.
- 9.3. New community services and facilities will be designed to promote the development of flexible multi-purpose facilities that can be adjusted to meet the needs of the residents and surrounding community and delivered in a timely manner to support growth.
- 9.4. In addition to the matters identified in Section 9.1 above, 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 above will be secured through the development approvals process, including as community benefits contributions secured through Section 37 of the *Planning Act*.

10. Servicing

The introduction of additional uses and the overall intensification of the Tippet Road Area will require 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 Tippet 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 Tippet Road Area. Holding (H) provisions may be applied when use, built form and density have been determined but the following matters are required to be resolved prior to development proceeding:
 - a) The submission of acoustic and vibration studies to the satisfaction of the City that address the extent of predicted noise exposure from both existing surrounding uses and propose any noise attenuation measures in accordance with applicable Ministry of the Environment guidelines.

12. Development Framework

The Development Framework describes the main elements of a comprehensive structure to enable a vibrant mixed-use community in the Tippet Road Area. The emerging community will be transit-supportive and park-focused. A network of interconnected public streets, private streets and pedestrian/cycling routes define development blocks that support a variety of built form. The area's local character will develop in relation to its context with highway and arterial road frontages on the south and west, stable residential *Neighbourhoods* to the east, Wilson Subway Station entrances to the west and Wilson Avenue bisecting the area into a north and a south block. 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 6.0 metre front yard setback will be provided for lands with frontage on Tippet Road for enhanced and extended public realm treatment to be supported by active non-residential ground floor uses as described in 3.1 above;
- 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 3.3 above;
- 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 3.2 above.
- f) An accessible pedestrian walkway at the north side of 9 Tippet Road from the Tippet Road sidewalk to the eastern part of the block will provide, in part, access from 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 Tippet 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 Tippet 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 Tippet Road terminating in a cul-de-sac at the west property boundary;
- c) The new public road will provide frontage for an expanded Champlain Parkette and provide a connection for cyclists and pedestrians through the area;
- d) Parkland dedication secured through the approval of residential/mixed-use developments in *Neighbourhoods "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;

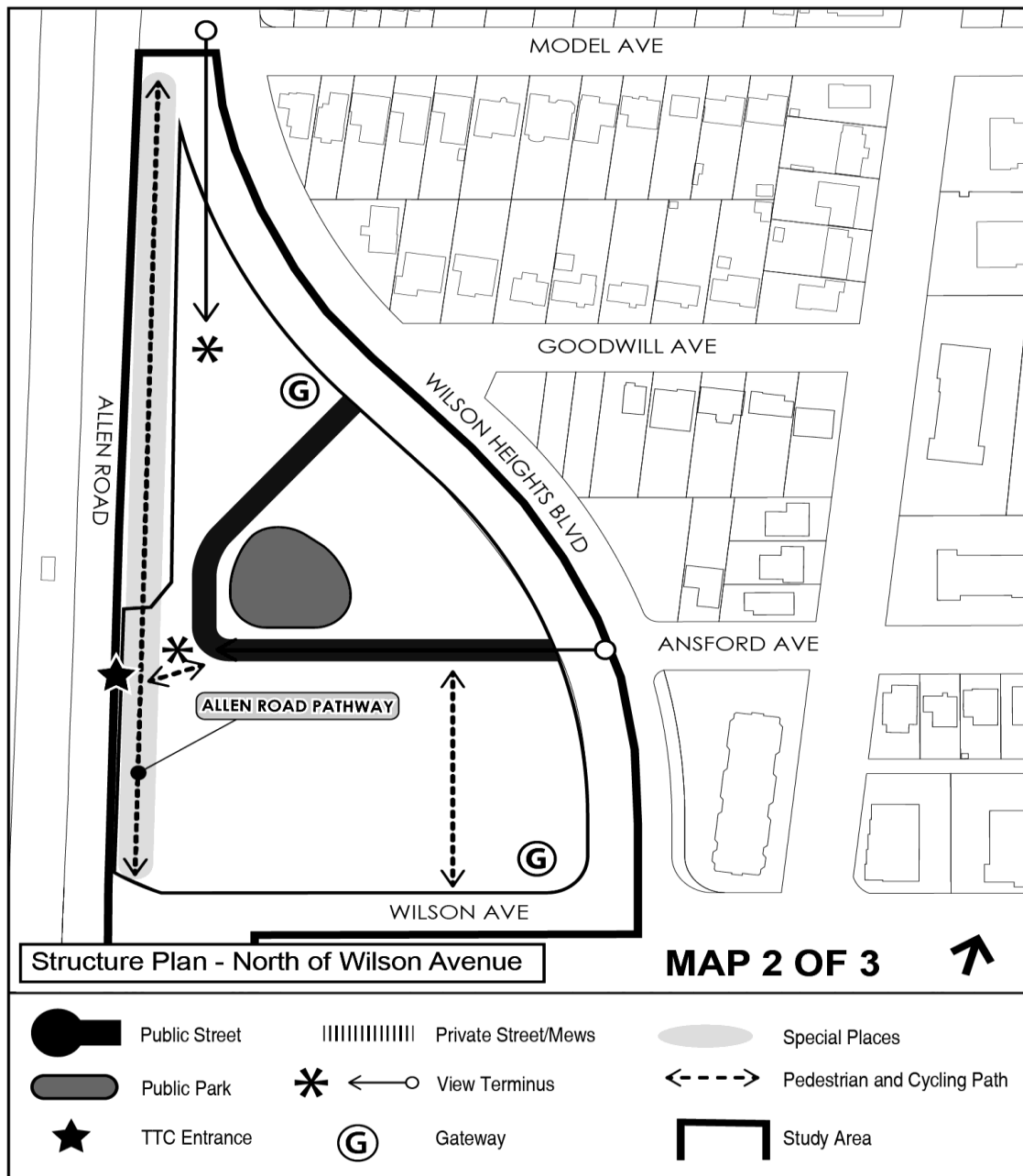
- g) A landscaped pathway along Highway 401 will enhance linkages to the Wilson Subway Station entrance from the south end of Champlain Boulevard;
- h) Development on lands fronting Champlain Boulevard will take the form of grade-related townhouses, low rise multi-unit buildings or low scale non-residential 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

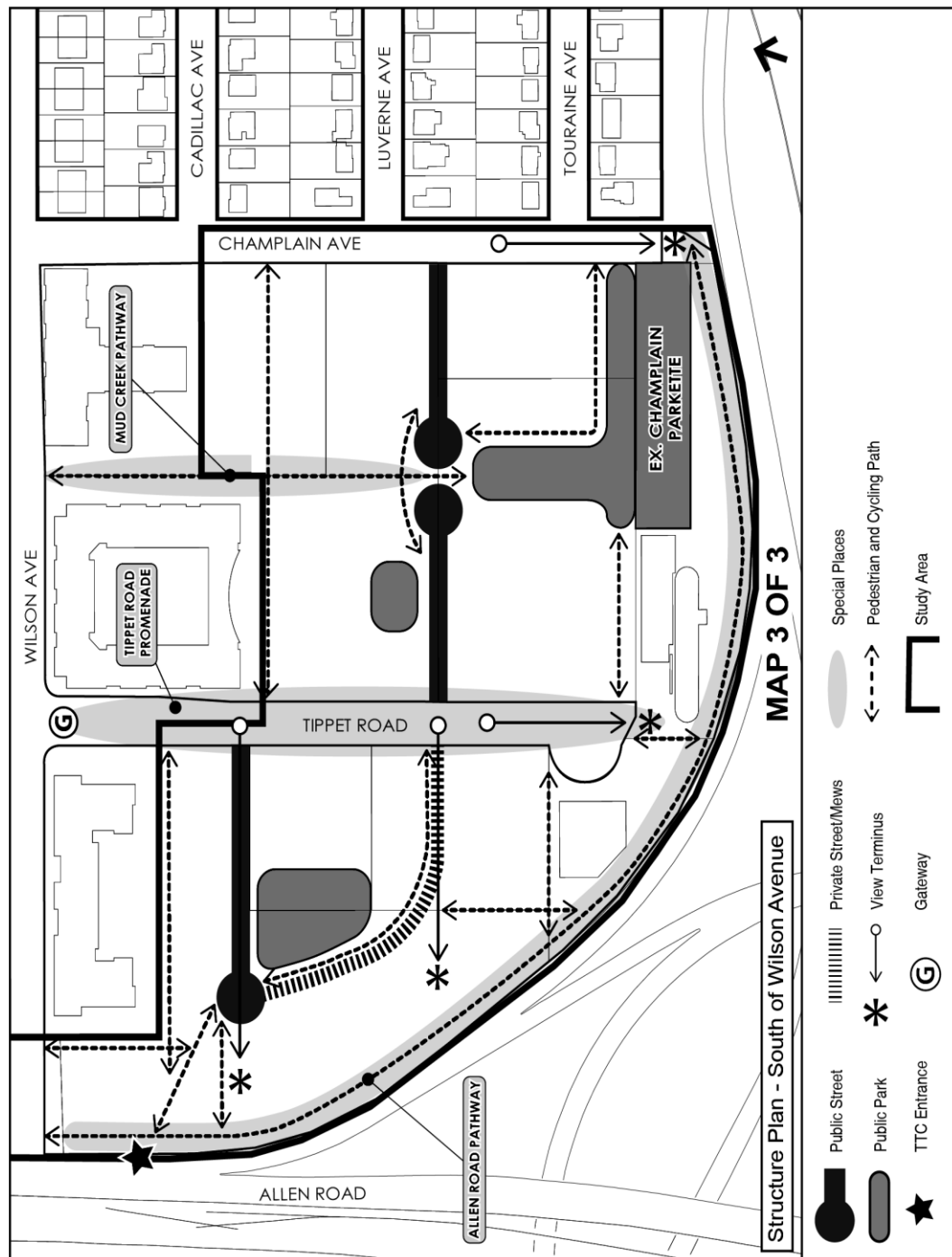
- 13.1. To achieve the vision of this Site and Area Specific Policy, lot consolidation and land owner cooperation is encouraged.
- 13.2. Proponents of development may be required by the City to undertake studies and implement mitigation measures to identify and address the potential environmental impacts 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.

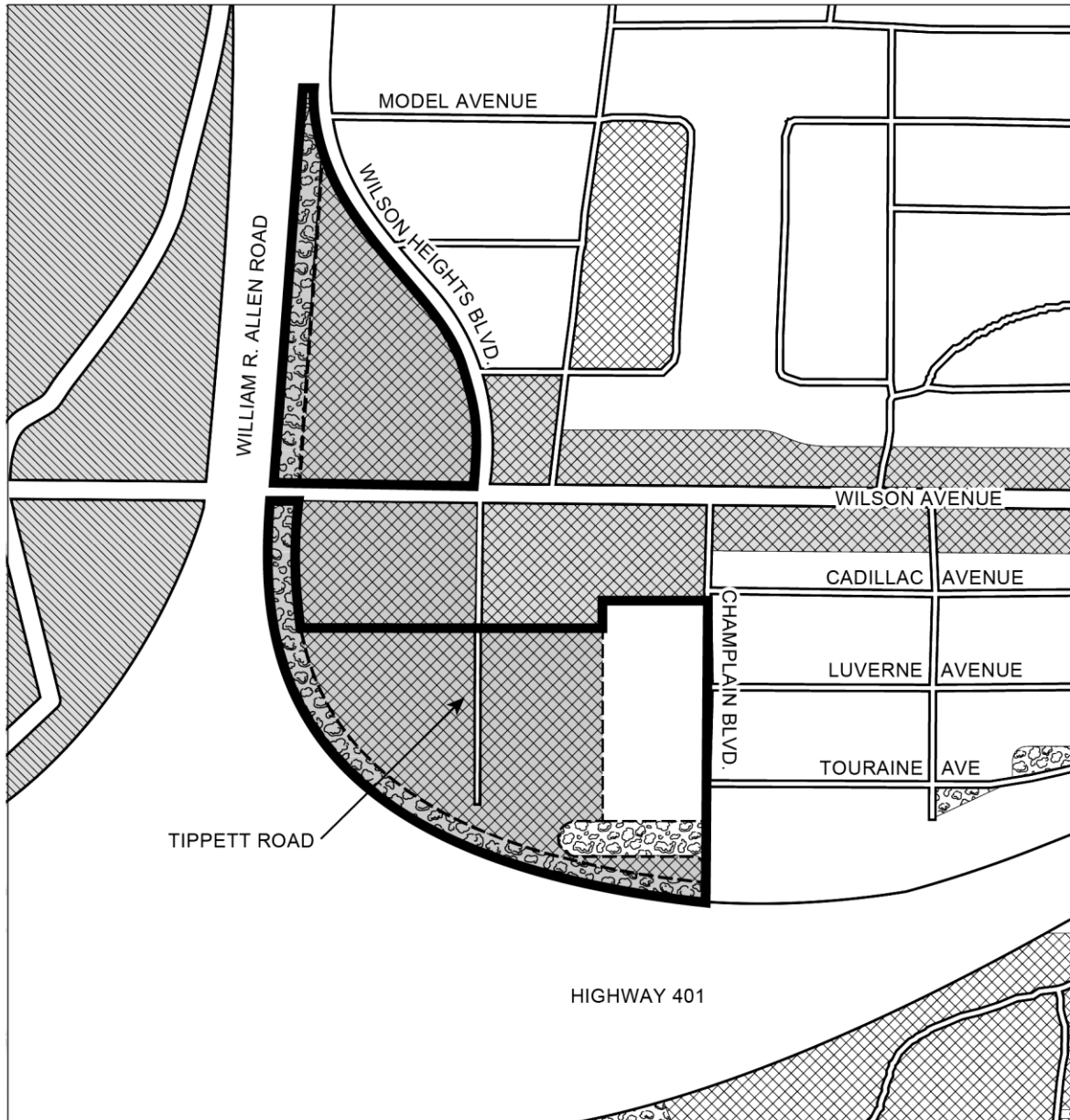
Map 2 – Structure Plan North of Wilson Avenue



Map 3, Structure Plan – South of Wilson Avenue



Schedule 1

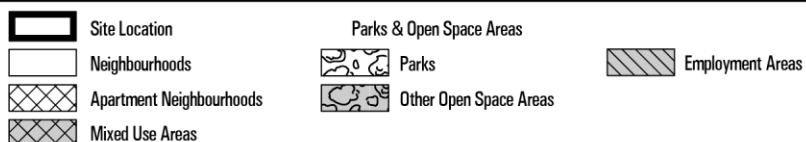


Official Plan Amendment #309

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