

Housing Now – 50 Wilson Heights Boulevard – Zoning Amendment and Draft Plan of Subdivision – Final Report

Date: January 28, 2020

To: Planning and Housing Committee

From: Chief Planner and Executive Director, City Planning

Ward 6 - York-Centre

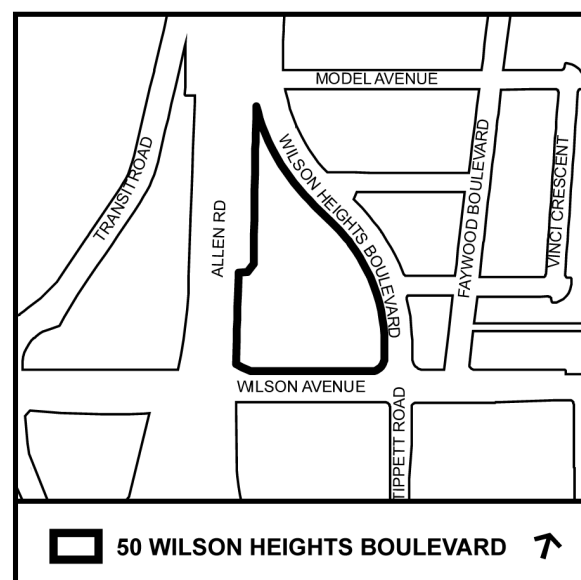
Planning Application Numbers: 19 114174 NNY 06 OZ and 19 232756 NNY 06 SB

SUMMARY

This report recommends approval of a City-initiated Amendment to Zoning By-law 569-2013, as amended, for the City-owned property at 50 Wilson Heights Boulevard, as part of the Housing Now Initiative. The report also outlines the proposed Draft Plan of Subdivision for the site, preparing the site for the development of mixed-use development blocks, a new public street, new parkland and extension of the William R. Allen Road Pathway, a multi-use trail.

The recommended Zoning By-law Amendment implements Site and Area Specific Policy 387 and will facilitate the development of approximately 1,500 new residential units on the site, including the delivery of approximately 500 affordable rental units. The proposed amendment also advances a range of City building objectives permitting 129,175 square metres of development, comprising a mix of residential (affordable and market rental and ownership) with commercial/retail uses, a child care facility and a community space for not-for-profit organizations. The development site will include one low-rise building (up to four storeys), two mid-rise buildings (up to 12 storeys) and four tall buildings (up to 16 storeys). Approximately 850 parking spaces will be provided in below-grade parking garages.

Redevelopment of the site in accordance with the Draft Plan of Subdivision will result in a new public street connecting to Wilson Heights Boulevard as well as a new 3,049 square metre public park. A



transit plaza and an extension of the William R. Allen Road Pathway will be provided on the west side of the site. Other than lands dedicated to private ownership housing development, all blocks will remain City property while the mixed-use rental blocks will be leased to a development partner for 99 years for the development of affordable housing and the other recommended uses. The City's development partner will be responsible for detailed design and construction of the required municipal infrastructure, including public streets and services, based on initial work undertaken by CreateTO.

A portion of the commuter parking use currently provided on the site is proposed to be permitted as part of a mix of below-grade resident, visitor, and public parking.

The recommended Zoning By-law Amendment and Draft Plan of Subdivision will enable redevelopment of the site consistent with the Official Plan, including Official Plan Amendment No. 309 (Tippett Road Area Regeneration Study) and the development concept prepared by CreateTO and refined through public consultation and the City's formal review process.

Development of 50 Wilson Heights Boulevard in accordance with this report's recommendations will ensure this City-owned property is optimized for a mixed-income development, including affordable and market rental units and ownership housing, and the creation of a complete, inclusive, livable community adjacent to the Wilson subway station. The proposed massing of the new buildings fits within a planned mid-rise and tall building context while respecting transitions to adjacent low-rise neighbourhoods. This development is complemented by improvements to the public realm, including the addition of a new public park, pedestrian pathways and plazas adjacent to Wilson Subway Station and the Wilson Avenue-Wilson Heights Boulevard intersection. The proposed development supports densities and a mix of land uses which efficiently use land and resources and are transit-supportive. The rezoning is consistent with the Provincial Policy Statement (2014) and conforms with the Growth Plan for the Greater Golden Horseshoe (2019), and the City's Official Plan therefore staff are recommending approval of the City-initiated Zoning By-law Amendment and Draft Plan of Subdivision.

City Council's decision regarding the recommended Zoning By-law Amendment and support for the subsequent registration of the Draft Plan of Subdivision will set the stage for the next phase of the Housing Now Initiative: procurement by the City of a development partner to construct and operate a mixed-use, mixed-income development at 50 Wilson Heights Boulevard including the required municipal infrastructure. The successful development partner will be responsible for submitting a Site Plan Control application in 2020 to develop and finalize detailed development plans. The City will secure the terms of development, including the subdivision obligations set out in this report, and housing operation through a 99-year lease and a purchase and sale agreement for the stratified condominium portion of the site.

RECOMMENDATIONS

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

1. City Council amend Zoning By-law 569-2013, as amended, for the lands at 50 Wilson Heights Boulevard substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 6.
2. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. In accordance with the delegated approval under By-law 229-2000, as amended, City Council be advised that the Chief Planner and Executive Director, City Planning intends to approve the Draft Plan of Subdivision for the lands at 50 Wilson Heights Boulevard as generally illustrated on Attachment 7 subject to:
 - a. the condition that a Lease Agreement has been entered into between the City and the development partner that includes, to the satisfaction of the Chief Planner and Executive Director, City Planning, standard subdivision obligations as applicable and with necessary modifications for implementation of the proposed plan as well as site specific subdivision requirements generally outlined in Attachment 8 on such terms, including details and timing, as are set out in the Lease Agreement, and;
 - b. revisions to the proposed Draft Plan of Subdivision and additional or modified site subdivision requirements for inclusion in the Lease Agreement with the development partner as the Chief Planner and Executive Director, City Planning, may deem to be appropriate to address matters arising from the ongoing technical review of this development, including Block 5 (TTC driveway).
4. City Council request the Chief Executive Officer, CreateTO to include in the Lease Agreement with the development partner the requirement to prepare and submit, prior any Site Plan Control application and submission of detailed engineering for the subdivision, an updated Functional Servicing Report for the subdivision to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
5. City Council request the Chief Executive Officer, CreateTO, in consultation with the Chief Planner and Executive Director, City Planning, to engage City partners and the development partner, to advance the detailed design of development requirements identified in Attachment 9 to the satisfaction of the Chief Planner and Executive Director, City Planning, and to secure the delivery of the development requirements on terms, including details and timing, in a Lease Agreement with the development partner.
6. City Council request the Chief Executive Officer, CreateTO, and the Acting President, Toronto Parking Authority, to engage the development partner on the operation of a paid public parking facility at 50 Wilson Heights Boulevard and report to the Board of

Directors of CreateTO or the Board of Directors of the relevant CreateTO corporate entity as part of the proposed transaction terms.

7. City Council direct the General Manager, Transportation Services, the Chief Executive Officer, CreateTO, and request the Chief Executive Officer of the Toronto Transit Commission, to conduct all necessary planning and design work required to implement the removal of the existing TTC bus lane on the site and mitigate any impacts to the TTC's bus operations that utilize Wilson Subway Station, including applying the City's Vision Zero 2.0 approach to traffic safety.

FINANCIAL IMPACT

The recommendations in this report have no immediate financial impact.

As part of its decision on January 31, 2019, City Council approved funding and financial incentives under the Open Door Program to support the creation of up to 3,700 affordable rental units in phase one of the Housing Now Initiative. The report estimated investments of approximately \$280 million in City incentives (foregone revenue) over a 99-year term.

The January 31, 2019 decision also recommended that the Chief Financial Officer and Treasurer, in consultation with the Deputy City Manager, Corporate Services, and Executive Director, Housing Secretariat, identify appropriate funding solutions to address operational needs identified by City divisions or agencies on the 11 Properties and to seek funding approval in future budget cycles, as required.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

EQUITY IMPACT

The Housing Now Initiative has been analysed for potential impacts on equity-seeking groups and vulnerable residents of Toronto. The Housing Now Initiative advances a number of the City of Toronto's equity strategies and commitments, including: HousingTO 2020-2030 Action Plan, Social Procurement Policy, Strong Neighbourhoods Strategy, Toronto Newcomer Strategy, and the Toronto Seniors Strategy.

An intersectional analysis reveals that women, seniors, newcomers, and low income residents who require access to affordable housing, access to affordable childcare, access to city spaces, access to public transit, safety and security will be positively impacted. The proposal at 50 Wilson Heights Boulevard calls for a mix of retail and community uses, and also includes a child care facility. At least 33% of units located on this site will be rented below the City-wide average market rent, providing lower income individuals with the opportunity to access safer, quality housing near high-order transit. A combination of housing supports and rental allowances will also be deployed to

deepen the affordability of these units. The new affordable homes will remain affordable for 99 years, providing quality housing for future generations.

Through incorporating social procurement principles in the market offering process for the Housing Now properties, the implementation of the Housing Now Initiative can encourage local hiring and create employment, training and apprenticeship opportunities for people experiencing economic disadvantage, including those from equity-seeking communities.

DECISION HISTORY

Tippet Road Area Regeneration Study

On December 9, 2015, City Council adopted Official Plan Amendment No. 309 representing the Tippet Road Area Site and Area Specific Policy (SASP 387) covering lands generally bounded by Wilson Heights Boulevard, Wilson Avenue, Champlain Boulevard, Highway 401 and Allen Road, and includes the site subject to this report. SASP 387 provides a comprehensive policy framework to guide the redevelopment of the Wilson Avenue and Tippet Road area as a complete community, including identifying an appropriate mix of uses and built form typologies, mixed-income housing, and a multi-modal transportation strategy to support a vibrant mixed-use community. The City Council decision can be found here:

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

OPA 309 was appealed to the Local Planning Appeal Tribunal (LPAT) (LPAT Case No. PL160041) by a number of landowners. As of the date of this report, only one appellant remains, with a scoped appeal, which does not include the property at 50 Wilson Heights. Accordingly, the site is subject to SASP 387. The City Council decision can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG8.6>

Housing Now

On December 13, 2018, City Council adopted CC1.3 "Housing Now" which approved the activation of 11 City-owned sites for the development of affordable housing as part of creating mixed-income, mixed-use and transit oriented communities.

The City Council decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.CC1.3>

On January 31, 2019, City Council adopted EX1.1 Implementing the "Housing Now" Initiative. This report provided recommendations on the organizational structure and processes to deliver the Housing Now Initiative, the proposed affordable housing program, and the overall financial implications of the program.

The City Council decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.EX1.1>

On September 24, 2019, the Board of Directors of CreateTO adopted RA8.2 "Housing Now Business Cases for 140 Merton Street, 50 Wilson Heights Boulevard, 705 Warden Avenue and 777 Victoria Park Avenue", which presented business cases and a recommended approach to the market offering process for the first four Housing Now properties.

The CreateTO Board decision can be found here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.RA8.2>

HOUSING NOW OVERVIEW

Housing Now is a new city-building approach to use City-owned lands to build affordable housing within mixed-use, mixed-income, complete communities. Initiated by City Council in December 2018, the Housing Now Initiative is intended to accelerate the development of affordable housing on City-owned properties across Toronto.

The first phase of the Housing Now Initiative includes 11 properties with the potential to create approximately 10,000 new residential units. A minimum two-thirds of all residential units will be purpose-built rental housing with at least 50% of the rental units as affordable rental housing (approximately 3,700 units) with rents set at 80% of Toronto's average market rent. The new affordable rental units will remain affordable for 99 years, providing quality housing opportunities for future generations.

The development of new housing through Toronto's Housing Now Initiative will be guided by the following principles adopted by City Council:

- Activate sites to achieve the highest possible public benefits;
- Optimize the development of market and affordable rental housing with a mix of unit types and sizes;
- Create homes affordable for a diverse range of incomes, including deeply affordable homes;
- Appropriately address and accommodate existing City and other operations and uses on the 11 sites;
- Prioritize the public retention of sites, including long-term land leases; and
- Actively engage with City Councillors and local communities in the planning and development of each site.

Through the current stage of work, City staff and CreateTO are undertaking detailed due diligence, developing business cases and recommending planning framework amendments. For 50 Wilson Heights Boulevard this includes advancing a plan of subdivision process to facilitate the site's redevelopment. This work will establish a market-ready development concept and advance projects through key stages of the approval process, providing the selected development partners with greater certainty, and an expedited route to construction and occupancy.

The recommended approach leverages City contributions and partnerships with experienced housing developers and operators to deliver affordable housing and

complete communities at key locations in the city. Through the City's contributions of land value and incentives, the Initiative will leverage millions in third party investment and create thousands of new rental units needed by Torontonians.

50 WILSON HEIGHTS BOULEVARD WORK PROGRAM

The recommendations contained in this report reflect work undertaken by City and CreateTO staff to prepare a development concept for 50 Wilson Heights Boulevard (as shown in Attachment 10), in consultation with local and city-wide stakeholders.

Inter-Divisional Review

To aid in the preparation of the recommended Zoning By-law Amendment and Draft Plan of Subdivision, City staff, CreateTO staff and consultants undertook due diligence analysis and prepared a development concept for 50 Wilson Heights Boulevard for inter-divisional review.

This review entailed two formal submissions by CreateTO of architectural plans, a draft plan of subdivision, and a full suite of technical reports for the review of City Planning staff and commenting partners. The materials were circulated to appropriate agencies and City divisions. City staff provided comments and participated in inter-divisional workshops in an effort to refine the development concept, confirm the obligations of the eventual developer of the site and expedite planning approvals. The following reports and studies were submitted as part of the inter-divisional review:

- Architectural Plans
- Draft Plan of Subdivision
- Environmental Impact Assessment - Phase One and Two
- Geotechnical Study
- Hydrogeological Report
- Landscape Plan
- Functional Servicing Report
- Stormwater Management Report
- Survey Plans
- Topographic Survey
- Toronto Green Standard Summary
- Transportation Impact Study
- Urban Design Brief
- Vibration Study

The above-mentioned plans, reports and studies are available on the Application Information Centre at: www.aic.to/50WilsonHeightsBlvd.

The recommended Zoning By-law Amendment, Draft Plan of Subdivision, the subdivision and development requirements, and other recommendations in this report reflect the comments received through this inter-divisional review process. In addition,

staff comments will be highlighted in the directions and requirements set out in the City's marketing materials and secured in lease agreements with the development partner and through the Site Plan Control process.

Community Engagement

Beginning in May 2019, City staff led community meetings and engagement events regarding the proposed development of 50 Wilson Heights Boulevard. These activities included two rounds of public open houses (June and September 2019), smaller topic based meetings, and additional community engagement activities.

The timing, location and number of attendees for each meeting are identified in Table 1 below.

Table 1: Community Engagement Summary

Meeting Date	Meeting Type	Meeting Location	Number of Attendees
May 30, 2019	Consultation Launch Pop-Up	Wilson TTC Subway Station	n/a
June 12, 2019	Community Meeting Open House #1	Beth David B'nai Israel Beth Am, 55 Yeomans Rd, Toronto, ON M3H 3J7	65
August 14, 2019	Parking Working Group	Beth David B'nai Israel Beth Am, 55 Yeomans Rd, Toronto, ON M3H 3J7	15
September 5, 2019	Pop-Up and Flyer Distribution	Wilson TTC Subway Station	n/a
September 16, 2019	Community Meeting Open House #2	Church of the Resurrection, 1 Tippett Rd, Toronto, ON M3H 2V1	200

Community Engagement - Areas of Support

- Support for the City prioritizing affordable housing and the Housing Now Initiative, including building more affordable and deeply affordable units
- Retention of public ownership of the sites for the Housing Now initiative
- Interest in living in an affordable housing unit
- Support for incorporating community and retail uses
- Demand for community agency space, in particular a child care facility
- Improvements to pedestrian experience and safety

Community Engagement - Areas of Concern

- Reduction of commuter parking capacity
- Lack of TTC bus routes within the adjacent community to encourage more transit use to Wilson station
- Increased pressure on community services (e.g. school capacity, medical facilities; and spaces for youth and senior programming)
- Increased traffic and associated impacts, such as pedestrian safety
- Increased growth in the Tippet Road and Wilson Avenue area

The two community meetings functioned as open houses with presentations and question-and-answer sessions. At Open House #1, staff introduced the overall Housing Now Initiative and presented and sought feedback on the preliminary development concept and implementation of Housing Now. At Open House #2, staff presented an updated development concept, provided further information regarding the Housing Now Initiative and responded to questions from community stakeholders.

The project team circulated summaries of all feedback received at and after the events to attendees and posted final summaries online on the CreateTO website: <https://createto.ca/housingnow>.

City staff and the local Councillor also held a Parking Working Group meeting in August 2019 focused on questions raised by stakeholders regarding impacts to the commuter parking currently available at 50 Wilson Heights Boulevard. Through the discussion, participants and City staff identified scenarios on the site and in the community that could expand local travel options, including encouraging the adjacent communities to use transit to access Wilson Station. City staff assessed the viability of the scenarios, and presented an update at the September Open House.

Community Consultation Outcomes

Input from members of the public through the consultation process has shaped the development concept and recommendations in this report. In particular, these include site reorganization (including incorporating the existing TTC bus driveway into a fourth mixed-use block and relocating community services closer to Wilson Avenue), modifications to building height and placement, improved location and organization of vehicular access, and determining solutions to address commuter parking/shared parking concerns. The Comments section of this report expands on these considerations.

City staff have continued to engage with the local City Councillor and community members in advance of Planning and Housing Committee's and City Council's consideration of this report. Further consultation and project updates are planned throughout the marketing, Site Plan Control and construction processes.

Planning Review Panel and Design Review Panel

Staff presented the overall Housing Now Initiative and preliminary plans for four sites, including 50 Wilson Heights Boulevard, to the City's Planning Review Panel on June 15,

2019. Staff presented the Housing Now Initiative and refined plans for 50 Wilson Heights Boulevard to the City's Design Review Panel on October 10, 2019.

The feedback and comments from these discussions have been used to refine the recommended Zoning By-law Amendment presented in this report as well as criteria established for the developer partner through the procurement process. Staff anticipate presenting updated plans for 50 Wilson Heights Boulevard to the Design Review Panel as part of the Site Plan Control process.

ZONING BY-LAW AMENDMENT AND DRAFT PLAN OF SUBDIVISION SUMMARY

Zoning By-law Amendment

The recommended Zoning By-law Amendment is based on a comprehensive development concept refined through public consultation and City staff review and implements Council's vision through the Tippet Road Area Regeneration Study (OPA 309). An amendment to Zoning By-law 569-2013, as amended, is required to permit the proposed development and establish performance standards related to the proposed density, height, setbacks and stepbacks, parking rate, commercial/retail and community uses, and other provisions.

The amendment will permit the development at 50 Wilson Heights Boulevard, comprising a low-rise building (up to four storeys), a mix of mid-rise buildings (up to 12 storeys) and tall buildings (up to 16 storeys) on the site and a maximum of 129,175 square metres of development resulting in a Floor Space Index (FSI) of 3.99 for the site area.

The recommended Zoning By-law Amendment will enable a range of city building objectives by permitting over 121,000 square metres of residential gross floor area, a minimum of 3,800 square metres of non-residential (commercial, and retail) space and a minimum of 1,700 square metres of community space uses (including a not-for-profit child care facility). The permissions will facilitate the development of approximately 1,500 new residential rental and ownership units on the site, including approximately 500 affordable rental units. The recommended Zoning By-law Amendment requires 2 bedroom units to account for at least 15% of all units and 3-bedroom units to account for at least 10% of all units, consistent with the unit mix identified in the City's draft Growing Up Guidelines.

The amendments identify appropriate locations for the development of four tall buildings, three located towards the southeast end of the site and the fourth towards the northwest end of the site, and appropriate locations for the development of two mid-rise buildings, one in the middle of the site fronting Wilson Heights Boulevard and the other towards the southwest end of the site. A location for a four-storey, stacked townhouse is also identified as part of the amendment. The tall buildings are up to 55 metres in height (approximately 16 storeys), and the mid-rise buildings are up to 47 metres in height

(approximately 12 storeys). This is all shown on the development concept found in Attachment 10.

The developable areas (indicated on Diagram 6 of Attachment 6) account for required setbacks from the property lines, separation distances from existing and proposed tall buildings and other built form considerations. Stepback provisions in the recommended Zoning By-law Amendment establish podium heights for the tall buildings (approximately 5 to 6 storeys) and the location of the upper floors of the tall and mid-rise buildings to mitigate impacts on the public realm, the new park and surrounding properties.

The recommended Zoning By-law Amendment provides space for investments in the public realm along Wilson Avenue, along Wilson Heights Boulevard, adjacent to the Allen Road (for a public, multi-use pathway), and along the proposed new public street. Minimum setbacks are identified on all frontages. Diagram 6 of Attachment 6 will provide for greater setbacks required to enable the development of a transit plaza adjacent to Wilson Subway Station, to facilitate pedestrian movements and public gathering spaces, and wider sidewalks consistent with an intensifying urban condition. Recommended zoning provisions identify the minimum area to be secured as publicly-accessible open space for the transit plaza and at other key locations.

The recommended Zoning By-law Amendment establishes minimum vehicular parking supply standards for residents, visitors, non-residential uses, and carshare spaces. The amendment includes a recommended provision enabling the pooling of a portion of these parking spaces for shared use between tenants, visitors, patrons of the non-residential uses on site and other users, including commuters. This permission will permit the provision of paid public parking. This report recommends that CreateTO and the Toronto Parking Authority advance this objective with the successful development partner. The provision of paid public parking is encouraged in the City's bid call documents. The recommended zoning provisions also secure and establish minimum bicycle parking standards for residents and visitors.

In the context of Housing Now, community interests being recommended by City Planning, some of which would be secured in a Zoning By-law through the appropriate legal agreements, public access requirements, rights in the nature of easements, provision of community and child care space, and parkland improvements will be secured through the lease agreement with the development partner for this site.

The recommended Zoning By-law Amendment also contemplates provisions that would create opportunity for below grade construction of the development blocks to proceed concurrent with the required municipal infrastructure to facilitate efficiencies in the delivery of the housing objectives.

Reasons for Subdivision

A subdivision is proposed to be registered to establish the blocks required to facilitate the orderly development of the site. The recommended Draft Plan of Subdivision identifies eight blocks to support a mixed-use development, as reflected in the recommended Zoning By-law Amendment, as follows:

- Mixed use development (four blocks)
- Public park (one block)
- Public street (two blocks)
- TTC bus driveway (one block)

Construction of the street, services and infrastructure will be the responsibility of the development partner and will be coordinated with the developments to be approved on the lands.

As the majority of the blocks of the subdivision will remain City-owned, both standard and site specific requirements that normally would be secured in a Subdivision Agreement with the owner through Section 51 of the *Planning Act*, such as those related to the phasing and construction of roads and services, will be secured to the satisfaction of the Chief Planner and Executive Director, City Planning through the lease agreement with the City's development partner. Such standard obligations would include, for example, matters relating to retention of a consulting engineer, release for construction of services, servicing requirements, construction management, inspections, insurance, indemnity, financial security and fees, permit requirements, acceptance and assumption. Standard requirements relating to plan registration, permit and construction timing, land conveyance and environmental matters in particular will be modified to reflect preliminary work undertaken by CreateTO in the context of the Housing Now Initiative and zoning permissions. The proposed new public street will be illustrated as a block on the plan rather than a street in order to facilitate the leasing arrangement. Upon completion and acceptance of the infrastructure work the block will then be dedicated as a public street by by-law of City Council.

In addition to standard obligations (modified as necessary), the site specific obligations identified through circulation of the draft plan of subdivision as outlined in Attachment 8: Subdivision Requirements will also be secured with additional details, including appropriate timing of obligations, through the lease agreement with the development partner to the satisfaction of the Chief Planner and Executive Director, City Planning. Subdivision obligations that relate to the City lands that are not part of the future mixed-use development blocks will be facilitated through temporary lease arrangements and licencing requirements during construction and implementation.

Subdivision Phasing

The Toronto Transit Commission (TTC) has identified a requirement for interim use of the northern portion of the site to accommodate a temporary bus facility to facilitate on-going improvements to the TTC Wilson Station bus terminal. The location of the temporary bus facility will occupy two mixed-use blocks (Blocks 3 and 4), the future public park (Block 6) and a portion of the future public street (Block 8). The site's development is proposed to be phased in a manner to recognize the TTC's use of the northern portion of the site for the required timeframe and allow for the two mixed-use blocks (Blocks 1 and 2) and east-west portion of the future public street (Block 7) to proceed in the interim.

The appropriate requirements to permit this interim use and phased delivery of the development, on the blocks noted above, have been incorporated in the Subdivision

Requirements (Attachment 8) and will be secured in the lease agreement with the development partner.

Effective Use City-Owned Land

The development concept prepared by CreateTO for this site is designed to achieve a mixed-income, mixed-use, complete community, which utilizes the site's prominent, transit-oriented location, and provides for a mix of market and rental housing, community services, a new public park, and a new public street, among other amenities.

The initial development concept submitted and shared with the public in June 2019 included retaining an exclusive TTC bus driveway for the TTC on the west side of the site.

Through discussions, the City, TTC and CreateTO explored opportunities to remove this exclusive driveway to optimize the use and organization of the site, and increase the number of affordable housing units achievable on the site. This revised development concept was shown to the public in September 2019. Table 2, below, summarizes the changes between both development concepts. The removal of the TTC's exclusive driveway and appropriate next steps are discussed in detail in the Comments section of this report.

Table 2 - Summarized Changes to Development Concept

	June 2019 Development Concept	September 2019 Development Concept	Change
Land for TTC bus-lane	3,074 square metres (approx.)	779 square metres	-2,295 sq. m.
Estimated Unit Count	1,150 (385 affordable rental units)	1,464 (488 affordable rental units)	+350 units

Site and Surrounding Area

The site is located at the northwest quadrant of Wilson Avenue and Wilson Heights Boulevard (see Attachment 1). The site has a total area of 32,375 square metres, is irregular in shape and maintains a frontage of 199 metres along Wilson Avenue and 360 metres along Wilson Heights Boulevard. The right-of-way widths for Wilson Avenue and Wilson Heights Boulevard in this location are 36 metres and 32 metres, respectively. The site is currently being used as a surface commuter parking lot for Wilson Subway Station.

The following summarizes the built form and land uses of the surrounding area:

North: To the north of the site is Wilson Heights Boulevard and a low-rise residential community, consisting primarily of one to three storey residential detached dwellings. The designation of this area is primarily *Neighbourhoods*.

East: To the east of the site is also Wilson Heights Boulevard. Further east, properties on the north side of Wilson Avenue are designated *Mixed Use Areas* and accommodate three and four storey rental apartment buildings and an office building. Three of these properties are subject to an approved development that will replace the buildings with two 12-storey mixed-use buildings.

South: To the south of the site is Wilson Avenue. Farther south the area is comprised of a new, urban neighbourhood that has been developing, consistent with City Council's adopted vision through the Tippet Road Area Regeneration Study. The area consists of several mid-rise and tall residential and mixed-use buildings that are either recently completed, under construction, or have received recent development approvals. The character of this area is mixed-use, primarily residential with retail and community uses at grade.

West: To the west of the site is the Allen Road Expressway, Wilson TTC Subway Station, the Wilson TTC Yard, and Downsview Airport lands. Farther west there is a single-use commercial plaza consisting of large-format retail stores and surface parking.

POLICY CONSIDERATIONS

Planning Act

Section 2 of the *Planning Act* sets out matters of provincial interest which City Council shall have regard to in carrying out its responsibilities, including: the orderly development of safe and healthy communities; the adequate provision of a full range of housing, including affordable housing; the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and the promotion of a built form that is well designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statement and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2014)

The Provincial Policy Statement (2014) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

Consistency with the PPS

The recommended Zoning By-law Amendment and Draft Plan of Subdivision are consistent with the PPS.

As part of the Housing Now Initiative, the proposed development provides a mix of affordable and market rental units, which is consistent with Policy 1.1.1 of the PPS, which requires the efficient development and land use patterns to sustain the financial well-being of the Province and municipalities over the long term, and the accommodation of an appropriate range and mix of residential units, including affordable housing.

The recommended Zoning By-law Amendment advances a density and land use mix including residential, retail, commercial, parkland and community facility uses, that are consistent with the directions of Policy 1.1.3.2 of the PPS. It represents an efficient use

of land and resources; is appropriate for and efficiently uses available and planned infrastructure and public service facilities; and is transit supportive. Furthermore, the proposed development is within an area identified by the City as appropriate for intensification, consistent with Policy 1.1.3.3.

By providing a new public park, new street, community facilities, setbacks and improved pedestrian connections, the proposal is consistent with Policy 1.5.1 of the PPS, which states that healthy, active communities should be promoted by planning public streets, spaces and facilities, and parkland to facilitate *active transportation* and community connectivity.

By requiring a range and mix of unit types, including 2 and 3-bedroom units, the recommended Zoning By-law Amendment is consistent with Policy 1.4.3 of the PPS that requires provisions to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

The Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan") provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. Policies include:

- Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households;
- Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
- Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors;
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government;
- Provide for different approaches to manage growth that recognize the diversity of communities in the GGH; and
- Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.

The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS in the event of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the *Planning Act*, all decisions of Council with respect to the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

Growth Plan Conformity

The recommended Zoning By-law Amendment and Draft Plan of Subdivision conforms with and implements the policies and vision of the Growth Plan. By redeveloping a commuter parking lot adjacent to a transit station, the proposed development conforms with the Growth Plan (2019) as it supports the creation of *complete communities* by making more efficient use of land and infrastructure, and supporting transit viability. The development concept also conforms with the Growth Plan (2019) by promoting a mix of land uses as well as a diverse range and mix of housing options. The recommended Zoning By-law Amendment also provides for a compact built form, facilitates an improved public realm, new parkland, integrated community facilities, and supports safe, convenient active transportation and transit use.

Official Plan

The Official Plan is a comprehensive policy document that guides development in Toronto, providing direction for managing the size, location, and built form compatibility of different land uses and the provision of municipal services and facilities. Official Plan policies related to building complete communities include the priority of providing a full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods. Toronto Official Plan policies can be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

Chapter 2 - Shaping the City

Chapter 2 describes how the City will manage growth and sets out policies for building a more liveable urban region and integrating land use and transportation. Policy 2.1.1 states that Toronto will strive to provide a full range of housing types in terms of form, tenure and affordability and encourage the construction of rental housing.

The Official Plan's transportation policies make provisions for the protection and development of the City's street, rapid transit and inter-regional rail networks. The Official Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency. Policy 2.4.7 states that for sites in areas well-served by transit, that consideration will be given for the redevelopment of surface commuter parking lots on City-owned land. Policy 2.4.8 states that better use will be made of off-street parking by encouraging the shared use of parking and developing parking standards for mixed-use developments which reflect the potential for shared parking among uses that have different peak demand characteristics.

Chapter 3 - Building a Successful City

Chapter 3 of the Official Plan contains policies to guide decision making based on the Plan's goals for the human, built, economic and natural environments.

Built Form

On December 17, 2019, Council adopted amendments to the built form and public realm policies of the Official Plan. The built form policies provide principles on key relationships of the location and organization of development, its shape, scale and massing, and the provision of appropriate amenity within the existing and planned context to inform building design and ensure each new building will promote and contribute to a high quality of life. The policies require development to enhance and extend, where appropriate, a public realm that supports the creation of complete communities inclusive of public streets, parks and open spaces.

Section 3.1.2 Built Form requires new development to be located, organized and massed to fit with the existing and planned context, frame and define comfortable public spaces, and ensure access to direct sunlight and daylight on the public realm by providing good street proportion and transition in scale to neighbouring properties.

Section 3.1.3 Built Form – Building Types provides additional guidance for townhouse and low-rise apartments, mid-rise buildings, and tall buildings. It states that tall buildings should be designed to reduce physical and visual impacts of the tower on the public realm and surrounding properties, including limiting shadows and pedestrian level wind impacts and maximizing access to sunlight and open views of the sky from the public realm.

Building New Neighbourhoods

Section 3.3 of Chapter 3 states that New neighbourhoods require a comprehensive planning framework that reflects the Official Plan's city-wide goals, as well as the local context, including patterns of streets, development blocks, open spaces and other infrastructure, a strategy for affordable housing, community services and other policies that ensure new neighbourhoods are viable communities.

Housing

Section 3.2.1 states that the City's quality of life, economic competitiveness, social cohesion, balance and diversity depend on access to adequate, affordable and appropriate Housing. It states that adequate and affordable housing is a basic requirement for everyone.

Policy 3.2.1.1 states that a full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents.

Production of affordable housing is addressed in Policy 3.2.1.4. It states that where appropriate, assistance will be provided to encourage the production of affordable housing. In the case of affordable rental housing, and in order to achieve a range of affordability, municipal assistance may include: loans and grants, land at or below market rates, fees and property tax exemptions, rent supplement and other appropriate assistance.

Community Services and Facilities

CS&F policies in Section 3.2.2 state that strategies for providing new social infrastructure or improving existing community service facilities will be developed for areas that are inadequately serviced or experiencing major growth or change.

Parks and Open Spaces

The Parks and Open Spaces policies in Section 3.2.3 promote the expansion of the city's parks and open space system. The measures for maintaining, enhancing and expanding the system identified in Policy 3.2.3.1 include:

- adding new parks and amenities, particularly in growth areas and maintaining, improving and expanding existing parks; and
- designing high quality parks and their amenities to promote user comfort, safety, accessibility and year-round use and to enhance the experience of “place”, providing experiential and educational opportunities to interact with the natural world.

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the city. The site is in the second lowest quintile of current provision of parkland. The site is in a parkland acquisition priority area, as per Chapter 415, Article III of the Toronto Municipal Code.

Chapter 4 - Land Use Designations

The site is designated *Mixed Use Areas* and *Other Open Space Areas* as shown on Map 16 - Land Use Plan of the Official Plan and Attachment 2: Official Plan Land Use Map.

Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, in single use or mixed-use buildings, as well as parks, open spaces and utilities. The Official Plan states that *Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing.

The Official Plan provides direction regarding how development will be massed, the pedestrian environment and access to transit, among other matters. Where development in *Mixed Use Areas* is to occur adjacent to lands designated *Neighbourhoods*, new buildings are to be located and massed to provide for an appropriate transition between areas of different intensity and scale through measures such as appropriate setbacks and stepping down of heights.

A portion of the land on the site, adjacent to the William R. Allen Road, is designated *Other Open Space Areas*. *Other Open Space Areas* are used primarily for golf courses, cemeteries, and open spaces associated with utilities and other specialized uses and facilities.

Tippett Road Area Site and Area Specific Policy 387 (OPA 309)

SASP 387 provides a comprehensive policy framework intended to guide the redevelopment of the Wilson Avenue and Tippett Road area as a complete community,

including identifying an appropriate mix of uses and built form typologies, mixed-income housing, and a multi-modal transportation strategy to support a vibrant mixed-use community.

SASP 387 designates the site as *Mixed Use Areas* (see Attachment 3). This land use designation allows for residential and non-residential uses.

Map 2 of the SASP 387 shows the planned structure for the lands north of Wilson Avenue designated as *Mixed Use Areas "A"* (see Attachment 4) and requires: a new public street network through the block in alignment with Goodwill Avenue and Ansford Avenue to provide visible and physically-direct access to the Wilson Subway Station entrance; a centrally-located public park with frontage on the new public street; pedestrian and cycling paths from Wilson Avenue north to the new public street in a mid-block location; a landscaped pathway along William R. Allen Road to enhance linkages to the Wilson Subway Station from Wilson Heights Boulevard and Wilson Avenue; and new buildings located on the west and south boundaries designed to mitigate the noise from the adjacent transportation infrastructure.

SASP 387 permits mid-rise buildings up to six storeys in *Mixed Use Areas "A", "B" and "C"*, and up to 12-storeys on Wilson Avenue, Wilson Heights Boulevard and along the William R. Allen Road.

SASP 387 also provides for additional building height on Wilson Avenue, Wilson Heights Boulevard and along William R. Allen Road. These buildings are required to conform with the City of Toronto's Tall Building Design Guidelines, particularly in relation to a maximum floor plate size of 750 square metres and separation distances. Base buildings in this area will be no higher than 23 metres.

With respect to density, SASP 387 states that 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 to the south and east of the area. The maximum permitted density on all lands designated *Mixed Use Areas* shall be 3.99 times the lot area.

Current Zoning

The site is currently regulated by former North York Zoning By-law No. 7625. The southern half of the site is zoned RM4 (Multiple-Family Dwellings Fourth Density Zone) by former North York Zoning By-law No. 7625 (see Attachment 5). This zone permits a wide range of residential uses. The maximum lot coverage, building height and other performance standards vary depending on the use.

The northern half of the site is zoned R4 (One-Family Detached Dwelling Fourth Density Zone) by former North York Zoning By-law No. 7625. This zone permits one-family detached dwellings, recreational and institutional uses.

A couple of small sections within the northern half of the site adjacent to the TTC bus loop are zoned C1 (General Commercial Zone) by former North York Zoning By-law No. 7625. This zone permits some residential uses, a variety of commercial uses and institutional uses.

Design Guidelines

City-Wide Tall Building Design Guidelines

City Council has adopted city-wide Tall Building Design Guidelines and has directed City Planning staff to use these Guidelines in City-initiated processes and the evaluation of tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The link to the Guidelines is here: <https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>

Avenues and Mid-rise Buildings Study and Performance Standards

City Council adopted the Avenues and Mid-rise Buildings Study and an addendum containing performance standards for mid-rise buildings. They identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and step backs, sunlight and skyview, pedestrian realm conditions, transition to *Neighbourhoods* and *Parks and Open Space Areas* and corner sites. The link to the guidelines is here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/mid-rise-buildings/>

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of proposed mid-rise buildings and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Council's decision is here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>

Growing Up: Planning for Children in New Vertical Communities Guidelines

In July 2017, City Council adopted the City-wide Growing Up: Planning for Children in New Vertical Communities draft guidelines. The objectives of the Guidelines are rooted in the Official Plan vision to create an attractive, safe and healthy city where children are valued and residents have access to housing, support services and recreational activities. The draft Guidelines implement Official Plan policies that highlight the importance of integrated community facilities and amenities, the need for a comfortable and safe public realm and the creation of a range of housing options in communities.

The Guidelines and City Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG21.3>

Development Infrastructure Policy and Standards

The design and configuration of the proposed public street network related to right-of-way width, parking, landscaping and public sidewalks fall under the City's Development Infrastructure Policy and Standards. These policies and standards address issues resulting from the creation of new local residential streets and establish standards for new development infrastructure with respect to appropriate street cross-sections.

Site Plan Control

The development of 50 Wilson Heights Boulevard is subject to Site Plan Control. The selected development partner will be required to submit a Site Plan Control application and enter into a Site Plan Agreement relating to the mixed use development blocks.

COMMENTS

This section sets out how the recommended Zoning By-law Amendment and the Draft Plan of Subdivision comply with Official Plan policies and respond to City guidelines while achieving the broader city-building objectives of the Housing Now Initiative.

Land Use

The recommended Zoning By-law Amendment permits a mix of residential, non-residential (commercial, retail), and community serving uses as part of the redevelopment of the site. The Amendment conforms with the Official Plan and SASP 387. The redevelopment of a commuter parking lot with six mixed-use buildings incorporating commercial, retail and community serving uses supports the land use policies of the *Mixed Use Areas* designation on the site. Specifically, it meets the requirements of Policy 4.5.2 which requires development in *Mixed Use Areas* to provide for new jobs and homes for Toronto's growing population on underutilized lands and creates a balance of high quality commercial, residential and open space uses that reduces automobile dependency and meets the needs of the local community. The introduction of residential uses and the provision of supportive community and retail uses adjacent to a transit station will contribute to the mix of uses planned for this area. Redevelopment of the surface commuter parking lots on City-owned land in close proximity to transit for more intense purposes and the provision of affordable housing is supported by the Official Plan.

SASP 387 designates the site as *Mixed Use Areas "A"*, which supports redevelopment with a focus on a mix of residential and a broad-range of employment uses. The recommended Zoning By-law Amendment provides the use permissions for a mix of residential and a broad range of employment uses, thereby conforming to SASP 387.

Affordable Housing and Housing Issues

As part of the City's Housing Now Initiative, 33% of the total units on the site will be affordable rental units. The recommended Zoning By-law Amendment permits over 121,000 square metres of residential gross floor area, which is estimated to provide for

approximately 1,500 new residential units, of which approximately 500 units will be required as affordable rental units.

The affordable rental units are planned to be rented for an average cost equivalent to 80% of Toronto's Average Market Rent, as defined by the Canada Mortgage and Housing Corporation (CMHC). The Housing Now Initiative will require the inclusion of deeply affordable rental units within this mix (rented at approximately 40% of Toronto's Average Market Rent). This mix of units would serve households with a gross income of approximately \$21,000 to \$52,000 per year before tax. The units' affordability will be secured for 99 years through the lease agreement with the development partner.

The recommended Zoning By-law Amendment identifies a requirement for 2 bedroom units to account for at least 15% of all units and 3-bedroom units to account for at least 10% of all units. The City's criteria for developers participating in Housing Now will require approximately 10% of units to be designed to CMHC's accessibility standards.

The City's development partner will construct and operate the mixed-use blocks on a 99-year lease, exclusive of the future market condominium units. The City and the development partner will advertise housing opportunities, including affordable rental opportunities, approximately one year prior to the completion of construction.

Density, Height, Massing and Built Form

Density

The recommended scale of development is consistent with the planned character of the area. Policy 6.3 (b) of SASP 387 states that "the maximum permitted density on all lands designated *Mixed Use Areas* shall be 3.99 times the lot area." The site's development concept contemplates a density of 3.79 times the site area, which is within the maximum permitted density for the lands. To ensure the future development partner has the appropriate flexibility to achieve greater affordability and number of affordable units, and to ensure Council's adopted policy direction through SASP 387 for a density of 3.99 times the lot area is achieved, the recommended Zoning By-law Amendment provides for a density of 3.99 times the lot area and permits maximum building heights that would provide for tall buildings in appropriate locations up to the height limits associated with the Downsview Airport.

The site's location within walking distance to the Wilson TTC Subway Station supports the proposed density and level of intensification, and conforms to the objectives of the PPS, the Growth Plan, the SASP 387 policies and the Official Plan.

Height, Massing and Built Form

The recommended Zoning By-law Amendment will permit low-rise, mid-rise and tall buildings in accordance with the policy direction noted above. The scale of development and building types considered for the Tippet Road Area are influenced by a number of contextual factors. These include 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 Wilson Heights Boulevard and Champlain Boulevard. In addition, the scale is targeted to creating a vibrant mixed use community.

The following policies in SASP 387 reinforce the City's mid-rise and tall building guidelines:

- Policy 6.2 (a) states that 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.
- Policy 6.2 (b) states that 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, separation distances between towers of a minimum 25.0 metres, 12.5 metres between a tower and a rear or side property line and minimum 3.0 metre stepbacks from the base buildings to the upper floors. Base Buildings in this area will be no higher than 23 metres.
- Policy 6.2 (c) states that 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 of Toronto's Tall Building Design Guidelines particularly in relation to a maximum floor plate size of 750 square metres, 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.

The recommended Zoning By-law Amendment permits one low-rise building (up to 14 metres), two mid-rise buildings (up to 47 metres) and four tall buildings (up to 55 metres). The maximum heights were determined based on the policy framework as well as Downsview Airport's mandated specific height maximums as determined through discussions with Bombardier Airport Operations staff and associated flight path regulations, which identify a e maximum building height for the site is 244 metres above sea level representing approximately 55 metres for a new building). While staff are aware of the potential closure of the Downsview Airport and the potential to apply additional heights, it would not be prudent, safe, or appropriate from a regulatory perspective to permit greater heights that could impact the operations of the airport or the safety of future residents of the site at this time. However, given this knowledge and potential future situation, the recommend Zoning By-law Amendment does not preclude the development partner from applying for greater heights and densities at a future timeline once the Downsview Airport has officially closed. If this application does occur, City staff will review any proposals through the in-force regulatory framework at that time.

Diagram 6 of Attachment 6 identifies areas appropriate for building podiums, as well as areas where buildings may be built to the maximum heights, subject to meeting other performance standards and design criteria outlined in the recommended Zoning By-law

Amendment. The diagram provides some flexibility for the location of the tall building elements located on Block 2 and Block 4, with the final design guided by zoning provisions related to separation distance, floor plate size and angular planes and determined through the future Site Plan Control process.

A combination of generally descending height from south to north, and west to east, stepbacks, and setbacks is provided to ensure appropriate transitions to the public realm and to lands designated *Neighbourhoods* to the north and east.

The following paragraphs identify key specific built form considerations and outcomes for each development area established by the recommended Zoning By-law Amendment found in Diagram 1 of Attachment 6.

Area A:

A 5.0 metre setback along Wilson Avenue has been provided for a comfortable and safe pedestrian environment and to improve upon existing conditions. Stepbacks for the building have been incorporated at the third storey (at a height of 16 to 23 metres) along the private driveway to better frame the street and provide a pedestrian friendly experience.

Area B:

A 6.0 metre setback along Wilson Avenue and a 3.0 metre setback along Wilson Heights Boulevard is proposed to the 6-storey base building with a stepback at the sixth storey (23 metres in height). For the portion of the building abutting the future public park, the building will stepback at 16 metres in height (a four storey podium). Above the sixth storey, the built form transitions to three, 16-storey towers, with a maximum height of 55 metres, a minimum 25 metre separation distance between the towers and a 750 square metre floor plate. The overall massing, tower locations and building heights have been designed to minimize shadow impacts on the new central public park and on the *Neighbourhoods* to the east and north and to ensure adequate access to skyview.

Area C:

A 3.0 metre setback along Wilson Heights Boulevard provides for a comfortable and safe pedestrian experience and stepbacks for the mid-rise building have been incorporated at a height of 16 metres along Wilson Heights Boulevard to better frame the street and create a more appropriate pedestrian experience. This form and height complies with the overall width of Wilson Heights Boulevard to ensure the building is massed appropriately for its existing and planned context.

Area D:

The 6-storey podium is provided with a 3.0 metre setback along Wilson Heights Boulevard and a 3.0 metre setback along the new public street. Above the sixth storey the building rises to a maximum of 55 metres (approximately 16-storeys) with a 750 metre floor plate to minimize shadows on the neighbourhoods to the north and east. Stacked townhouses with a maximum height of 14 metres could be provided south of the proposed building to ensure the site is utilized effectively. The development in Area D is made possible by the removal of the existing TTC bus lane on the site.

Sun, Shadow, Wind

The development concept was reviewed against the Official Plan policies and design guidelines described in this report's Policy Considerations section. This analysis included the review of shadow studies and revisions to the location of the tall buildings and the massing of both the tall and mid-rise buildings.

Diagram 6 of the recommended Zoning By-law Amendment identifies locations for tall buildings to ensure appropriate mitigation of shadowing on the proposed public park and neighbouring land uses. A maximum 750 square metre floor plate further limits the shadows cast by a slender tower, consistent with the Tall Building Design Guidelines.

The recommended Zoning By-law Amendment includes minimum setbacks required for the tall and mid-rise buildings. The sculpting of the buildings and provision of building elements, in addition to setbacks at grade and the addition of street trees, can improve the wind and micro-climatic conditions of the pedestrian zones along Wilson Avenue, Wilson Heights Boulevard and the new public street. Further articulation of the building facades will be required through the Site Plan Control process where a wind study will be provided and reviewed by City staff.

Streetscape

The development concept is organized to support a transit-oriented and pedestrian-friendly public realm. At-grade building setbacks will provide expanded space for pedestrians. A proposed transit plaza located on the north side of Block 1 will facilitate easy access to and from the Wilson Subway Station. Recommended zoning provisions also secure a publicly-accessible open space at the corner of Wilson Avenue and Wilson Heights Boulevard, which will be further animated by adjacent retail and community uses.

Policy 3 of SASP 387 states that Special Routes and Places, such as the William R. Allen Road Pathway, 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. The proposal establishes an approximately 14-metre wide pedestrian/cycling route along the west side of Block 1 from Wilson Avenue to the proposed transit plaza.

The recommended Zoning By-law Amendment establishes minimum at-grade setbacks from Wilson Avenue, Wilson Heights Boulevard and along the new public street: 5 metres on Wilson Avenue, 3 metres on Wilson Heights Boulevard, and 3 to 6 metres along the new public street. These setbacks, combined with a minimum 2 metre sidewalk, street trees and front yard plantings will provide space for a more comfortable and pleasant pedestrian movement than exists today.

The development concept also sets out a preliminary landscape plan for the design, programming and landscaping of the site's City-owned street trees and private

landscaping treatment. The final design of these spaces will be confirmed through the Site Plan Control process. Terms within the lease agreement with the development partner will secure public access and leaseholder responsibilities.

The development concept also establishes a site organization that screens loading, servicing and underground parking ramps from the adjacent street frontages for proposed Blocks 1, 2 and 4. The parking and loading areas for Block 3 will require additional refinement during the Site Plan Control process.

Parks and Open Space

SASP No. 387, established by the Tippet Road Area Study, provides policies for this site to ensure new development includes public parkland. In particular, Policy 12.1.b) requires that a centrally-located public park be provided with frontage on a new public road. Additionally, Policy 3 identifies the William R. Allen Road Pathway as a "Special Routes and Places".

The Draft Plan of Subdivision identifies a 3,049 square metre centrally-located public park block (Block 6). The location and provision of the public park through the recommended Zoning By-law Amendment and Draft Plan of Subdivision conforms with SASP No. 387. The size, location, and configuration of the proposed public park meets the parkland dedication requirement and is in keeping with Policy 3.2.3.8 of the Official Plan. The TTC has identified a requirement for the use of the northern portion of the site, which includes the public park (Block 6) and street (Block 8), for a temporary bus facility to facilitate on-going improvements to the TTC Wilson Station bus terminal. As such, the timing of the parkland conveyance will be phased accordingly. Detailed conditions pertaining to the construction and conveyance of the public park will be captured in the Subdivision Requirements and subsequently in the City's lease agreement with the development partner.

In addition to the new public park, new areas of publicly accessible open space will be created adjacent to the Allen Road Expressway to extend the William R. Allen Road Pathway. The recommended Zoning By-law Amendment and Draft Plan of Subdivision will ensure the development of William R. Allen Road Pathway is consistent with SASP No. 387.

The new public park and extended William R. Allen Road Pathway will provide areas that offer a broad range of outdoor leisure and recreation opportunities, transportation routes, and places for residents to interact with nature and with each other.

Community Services and Facilities

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities (CS&F) supports healthy, safe, liveable and accessible communities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

The development concept includes requirements for the provision of a 62-space child care facility and a minimum 800 square metres of community agency space. The recommended Zoning By-law Amendment identifies a minimum gross floor area for these uses in order to further direct and secure their development.

The inclusion of a child care facility responds to the lack of affordable child care in Ward 6. The Children's Services Division will work with the successful development partner to ensure final designs for the site meet legislative and operating requirements. In the lead-up to the opening of the centre, Children's Services will also endeavour to secure financial support for the inclusion of subsidized spaces in the centre.

The City will lease the community agency space to a qualified agency providing a community service suited to needs in the community. The ultimate use of the community space will be shaped by the City's focused work and consultation in the neighbourhood, and the many local service providers and community organizations.

The detailed conditions and obligations pertaining to the child care facility and community agency space will be secured in the City's lease agreement with the development partner.

The inclusion of two CS&F uses that address notable needs in the local area - child care and community agency space - is an important local benefit of development at 50 Wilson Heights Boulevard and an example of optimizing City-owned land for a variety of public benefits. The recommended Zoning By-law Amendment requires the provision of these facilities as does the City's bid call.

Schools

The Toronto Lands Corporation in consultation with the Toronto District School Board (TDSB) has determined that there is insufficient capacity at local schools overall to accommodate the students anticipated from development on site. In particular, some elementary schools in the site's vicinity are experiencing capacity challenges. The TDSB will continue to monitor residential development in this community as the 50 Wilson Heights Boulevard development progresses to determine where prospective students will attend school. The TDSB has requested that appropriate signage be erected on site and appropriate warning clauses be included in all lease/rental/tenancy agreements of residential units.

The Toronto Catholic School Board (TCDSB) has advised that the local elementary and secondary schools are operating at capacity and cannot accommodate additional students from the development as proposed. However, the TCDSB is seeking alternative solutions in the general area to alleviate enrolment pressure.

Traffic Impact, Access, and Parking

A Transportation Impact Study (TIS) was prepared by Stantec for the development concept. The TIS provided a review of the proposed mixed-use development, assessed the vehicular traffic, parking and loading requirements, reviewed TTC bus operations, and proposed a number of transportation solutions and strategies for the proposed development.

Traffic Impact:

The existing transportation network within the 50 Wilson Heights study area provides generally acceptable levels of service for automobiles, but not acceptable levels of service for pedestrians, cyclists and transit vehicles. Many gaps exist in the current transportation network to serve pedestrians and cyclists.

Based on the future trip generation, future background traffic and forecasted pedestrian trips, traffic signals would be warranted at Goodwill Avenue and Wilson Heights Boulevard. Traffic signals would also significantly help facilitate multi-modal access to and from the site.

There is significant potential for this development to achieve a high transit mode share, considering the site's location in proximity to Wilson Subway Station, and the existing transit mode share within this study area, which is higher than the City of Toronto average. Transportation demand management measures can be implemented in order to encourage the transit-oriented nature of this development.

Access:

The proposed development will be serviced by a 20 metre wide public street with two access points from Wilson Heights Boulevard. City staff have assessed opportunities that would minimize conflict between vehicle, transit and pedestrian/cyclist uses on the new public street and will continue to work with the development partner regarding pedestrian/cyclist safety and vehicular operations to determine the optimal organization and locations for individual block access through the Site Plan Control process.

The proposed development would require signalization at the future intersection of Street A, Wilson Heights Boulevard and Goodwill Avenue to provide safe movements for all modes of transportation. City staff will also continue to advance opportunities for improved pedestrian and cycling connections in the context of the City's Vision Zero Road Safety Plan. A traffic signal will be secured through the lease agreement with the development partner.

In addition to the new public street, the proposed transit plaza will foster greater connectivity in the area for both existing and new residents by providing an improved connection to Wilson Subway Station. A more direct route to the Wilson Subway Station provides a better linkage to the City's rapid transit network enhancing both safety and convenience for pedestrians. Likewise, the extension of the William R. Allen Road Pathway will provide stronger north-south pedestrian and cycling connections in the area.

Parking:

The total proposed parking supply is 853 spaces, with a 441-space shared parking pool. Stantec expects this proposed parking supply to be appropriate based on their analysis, and availability of commuter parking spaces at the nearby Sheppard West Station.

The site's parking requirements will be governed by City-wide Zoning By-law 569-2013, as amended. The site is located immediately adjacent to Wilson Subway Station that connects to the Line 1 Subway and an important bus terminal with frequent bus services

throughout the day. The planned use of the site is a mix of residential, office, retail, and community services, with 33% of the residential units constituting affordable rental.

The recommended Zoning By-law Amendment establishes minimum parking standards for residents (0.48 parking spaces per dwelling unit), visitors (0.1 parking spaces per dwelling unit), non-residential uses, and publicly accessible carshare spaces. A minimum of two spaces are required for the child care facility and a minimum of two spaces are required for the community agency space.

Commuter and Paid Public Parking:

The existing use of the TTC commuter parking lot, and the loss of available parking for TTC users was of particular concern for the area residents. Staff conducted an analysis to determine the impact of changes to commuter parking supply for the local area. The outcome of the analysis was that only 23 percent of users of the Wilson commuter parking lot originated from within the Ward. An additional 16 percent of users are from elsewhere in North York. The analysis showed that the Wilson commuter parking lot is attractive to commuters from outside Toronto; forty-five percent of users of the lot originated from the remainder of the GTA, with the majority coming from Vaughan, which has its own TTC commuter parking spaces available elsewhere on Line 1.

To provide a continuation of commuter paid parking on site, the recommended Zoning By-law Amendment includes a provision enabling the operation of public parking on site. The public parking would pool a portion of the required parking spaces for shared use between tenants, visitors, patrons of the non-residential uses on site and other users, including commuters. This provision will permit the inclusion of paid public parking as exists on the site today. Incorporating paid public parking as part of the site's redevelopment will be required in the City's bid call documents and will be advanced by CreateTO and the Toronto Parking Authority in negotiations with the development partner. A facility operated by the Toronto Parking Authority would need to meet its design and operational requirements.

While the paid public parking will not will not replace the entirety of the 885 paid parking spaces currently at 50 Wilson Heights Boulevard, the provision of paid parking is estimated to replace the demand originating from Ward 6 -York-Centre through the pooled nature of the proposed below-grade parking lot.

Travel Demand Management:

The TIS provided a parking strategy to justify the reduction of vehicular parking on site. Given the transit-oriented nature of the proposed development, future users of the development can utilize the major transit infrastructure adjacent to the site. The parking surveys conducted by the transportation consultant at similar locations indicated that a reduction in parking supply rate can be supported with an appropriate Travel Demand Management (TDM) program for the site.

The TDM program and active transportation strategy will be secured through the lease agreement and Site Plan Control to reduce single occupancy vehicle use and provide options for residents to find alternative ways to travel to and from the area. The proposed TDM strategies could include the following and will be secured through the lease agreement and Site Plan Control:

- Fleet of publicly accessible carshare vehicles;
- Investment in bikeshare stations within the community;
- Designated carpool services and spaces;
- Dedicated pick-up-drop-off spaces and zones for taxis, delivery vehicles and service vehicles;
- Installation of new technologies and practices, including real-time traveller information and parking management systems; and
- Transit passes for residents in the proposed development.

Loading:

Transportation Services staff have advised that loading requirements varying by each block's development permissions. One Type G, Type B and one Type C loading space is required for Block 1; one Type G and one Type C loading space for Block 2; one Type G loading space for Block 3; and one Type G and one Type C loading space for Block 4. These requirements are secured in the recommended Zoning By-law Amendment.

Ministry of Transportation (MTO):

A MTO land use permit will be required to be secured by the development partner from the Ministry of Transportation.

TTC Bus-only Lane:

The site currently maintains an exclusive, TTC bus-only lane for access directly into Wilson Subway Station. As part development concept's advancement, the TTC, in collaboration with City and CreateTO staff and the consultant team, have determined that the lane can be removed, freeing up more developable land for housing (up to 314 rental units, of which 103 are affordable rental housing).

Analysis was conducted by CreateTO's consultant, Stantec, which determined there would be a minor impact to TTC operating service that can be mitigated through various potential solutions. TTC staff are supportive of the removal of the current bus-only lane, and will be working with City staff and CreateTO to address the operational details, and will investigate opportunities for improvements through signalization and signal timing changes.

While this change will improve the organization of the site and optimize its use for maximal public benefit, further work is required to ensure that impacts to TTC bus routes and timing will be mitigated, and safety for pedestrians, cyclists and TTC users is optimally maintained. A recommendation to this effect is included within this report to ensure the appropriate next steps are taken.

Moving Forward:

The lease agreement with the development partner will require that additional transportation-work be advanced, as required. This includes further discussions with the TTC on their bus routes through the site, and may include operational changes such as additional signalization and transit signal priority at multiple locations. Further, efforts are underway to provide additional priority for westbound buses on Wilson Avenue in the vicinity of the site.

Servicing

As part of the inter-divisional review of the development concept, City staff reviewed the following reports and studies:

- Functional Servicing Report;
- Stormwater Management Report;
- Downstream Combined Sewer Analysis;
- Hydrogeological Report; and
- Servicing Report.

These reports, along with supplementary materials, have been reviewed by Engineering and Construction Services (ECS) staff, in conjunction with Toronto Water EM&P Unit.

In their memorandum dated November 27, 2019, Engineering and Construction Services staff have concluded that revisions are required to the Functional Servicing Report including, amongst others, identifying the extent and nature of external sanitary infrastructure improvements to accommodate the proposed development and address potential conflicts with existing infrastructure at Wilson Avenue and Wilson Heights Boulevard. The development partner will be required to undertake additional work to satisfy servicing matters required by ECS and Toronto Water, prior to submission of any Site Plan Control Application or submission of detailed engineering as set out in Recommendation 4 of this report. The requirements are also generally outlined under Attachment 8: Subdivision Requirements of this report. Servicing requirements, including appropriate timing will be secured in the lease agreement with the development partner and through the Site Plan Control process all to the satisfaction of Chief Engineer and Executive Director Engineering and Construction Services, and General Manager, Toronto Water.

Toronto Green Standard

City Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. City Council direction requires the City's Agencies, Corporations and Divisions to apply the Toronto Green Standard Tier 2 Core performance measures to all new buildings. This Standard also applies to development undertaken as part of the Housing Now Initiative.

The materials prepared as part of the development concept for 50 Wilson Heights Boulevard included a summary of Toronto Green Standard performance measures incorporated at the preliminary design stage. Where possible and appropriate, these measures have been secured in the recommended Zoning By-law Amendment. Implementation of TGS requirements will be confirmed as part of the forthcoming Site Plan Control application and will be secured on site plan drawings and through a Site Plan Agreement. In addition, the lease agreement with the development partner will secure Toronto Green Standard requirements at Tier 2 of Version 3.

Draft Plan of Subdivision

Section 51(24) of the *Planning Act* outlines the criteria for determining whether or not a proposed subdivision is appropriate. The criteria include conformity to provincial plans, whether the plan conforms to the Official Plan and adjacent plans of subdivision, the appropriateness of the proposed land use, the dimensions and shapes of the proposed lots and blocks, and the adequacy of utilities and municipal services.

The proposal complies with the *Mixed Use Areas* and *Other Open Space Areas* land use designation within the Official Plan and creates eight blocks to support development on the site. The proposal provides for a new public street that provides public access to a future public park, and direct access for TTC vehicles to Wilson Subway Station. The proposed blocks will permit residential development, commercial/retail uses, parks and community uses that are consistent with the existing and planned context of the area. The mixed-use developments and park will have frontage on the new public street. The land division proposed is reflective of what is contemplated in the recommended Zoning By-law Amendment.

The proposed Draft Plan of Subdivision at 50 Wilson Heights Boulevard is consistent with the principles for development established in SASP 387 that provides for a new transit-supportive and affordable residential neighbourhood to be developed in this area over the longer term. The implementation of the proposed Draft Plan of Subdivision requires a coordinated approach between various City divisions and CreateTO together with the development partner with respect to the construction of streets, services and stormwater management facilities.

Proposed subdivision requirements identified through staff review of the Draft Plan of Subdivision are included in Attachment 8: Subdivision Requirements. These requirements, comparable to Draft Plan of Subdivision approval conditions, address the site specific technical requirements of the development including, among other matters, the construction of streets, services, conservation of natural areas, and stormwater management facilities, external works, street tree planting, urban design, noise and safety issues and schools. Given that the majority of land will remain City-owned, the requirements will be secured through the lease agreement with the development partner on terms satisfactory to the Chief Planner and Executive Director.

Staff recommend that Council support the approval of the Draft Plan of Subdivision in the manner proposed and relating to the lands at 50 Wilson Heights Boulevard.

Next Steps

In parallel with City Council's consideration of the recommended Zoning By-law Amendment in Attachment 6 and the other recommendations of this report, the City and CreateTO are advancing marketing of the project to experienced housing developers and operators. City and CreateTO staff aim to procure a successful development partner in early 2020.

The development partner will be required to enter into a long-term lease for the majority of the site (excluding lands developed for ownership housing) and a purchase and sale

agreement for the condominium portion of the site, and submit a Site Plan Control application to confirm detailed design prior to construction. Staff propose to continue public consultation and project updates throughout these phases of work.

Conclusion

The recommended Zoning By-law Amendment and Draft Plan of Subdivision have been reviewed against the policies of the PPS (2014), the Growth Plan (2019) and the Official Plan. Staff are of the opinion that the recommended Zoning By-law Amendment and Draft Plan of Subdivision are consistent with the PPS (2014), and conform with and do not conflict with the Growth Plan (2019). The recommended Zoning By-law Amendment and Draft Plan of Subdivision are also in keeping with the intent of the Official Plan particularly as it relates to directing growth towards *Mixed Use Areas* and areas served by transit and compatibility with adjacent land uses. The proposal also meets the goals and principles of the Tippett Road Area Regeneration Study (SASP 387) to create a vibrant and complete mixed use community including a new park, active transportation, and integration with the surrounding community. Development of the site through the Housing Now Initiative will result in the creation of approximately 500 affordable rental units, secured for 99 years, advancing the Official Plan priority of adequate and affordable housing for all Torontonians.

Through the course of various consultation events, City staff have engaged and worked with members of the public to address key concerns, including the following: effectively use of public lands, the site's density and organization; the massing of potential development and its relationship to neighbouring properties; traffic impacts from the proposed development; removal of the commuter parking lot and proposed solutions; and improvements to pedestrian movement and the public realm.

Staff have carefully considered these potential impacts and opportunities while developing the recommended Zoning By-law Amendment and Draft Plan of Subdivision. The result is a zoning framework that clearly establishes the City's expectations for development at 50 Wilson Heights Boulevard, while permitting creativity and design excellence on the part of the development partner to be retained in 2020.

The recommendations in this report will enable the development of 50 Wilson Heights Boulevard in a manner that delivers much needed affordable housing in combination with community service facilities, public realm improvements, new parkland and other attributes of a complete, livable, inclusive community. Moreover, the recommendations will ensure the City advances towards the goal of delivering 3,700 affordable rental housing units through the first phase of the Housing Now Initiative.

Staff recommend that Council amend Zoning By-law 569-2013 in accordance with Attachment 6 and be advised of the Chief Planner and Executive Director's intention to approve the Draft Plan of Subdivision as shown on Attachment 7.

CONTACT

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Perry Korouyenis, Senior Planner, Community Planning, City Planning Division, 416-395-7110, Perry.Korouyenis@toronto.ca

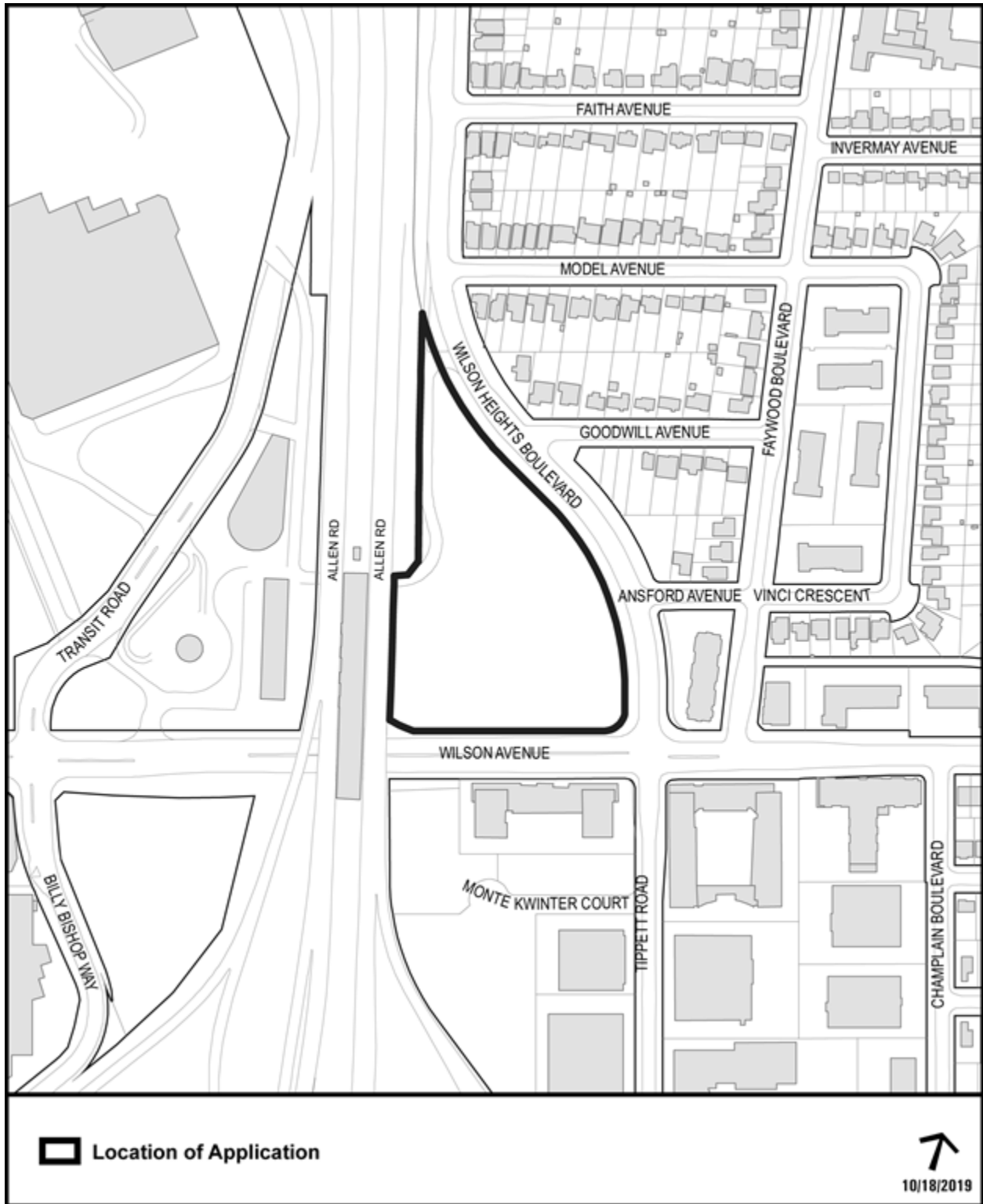
SIGNATURE

Gregg Lintern, MCIP, RPP
Chief Planner and Executive Director
City Planning Division

ATTACHMENTS

- Attachment 1: Location Map
- Attachment 2: Official Plan Land Use Map
- Attachment 3: Tippett Road Area SASP **387** - Land Use Map
- Attachment 4: Tippett Road Sub Area Map
- Attachment 5: Existing Zoning By-law Map
- Attachment 6: Draft Zoning By-law Amendment
- Attachment 7: Draft Plan of Subdivision
- Attachment 8: Subdivision Requirements
- Attachment 9: Development Requirements
- Attachment 10: Development Concept Drawings

Attachment 1: Location Map



Attachment 2: Official Plan Land Use Map



50 Wilson Heights Boulevard

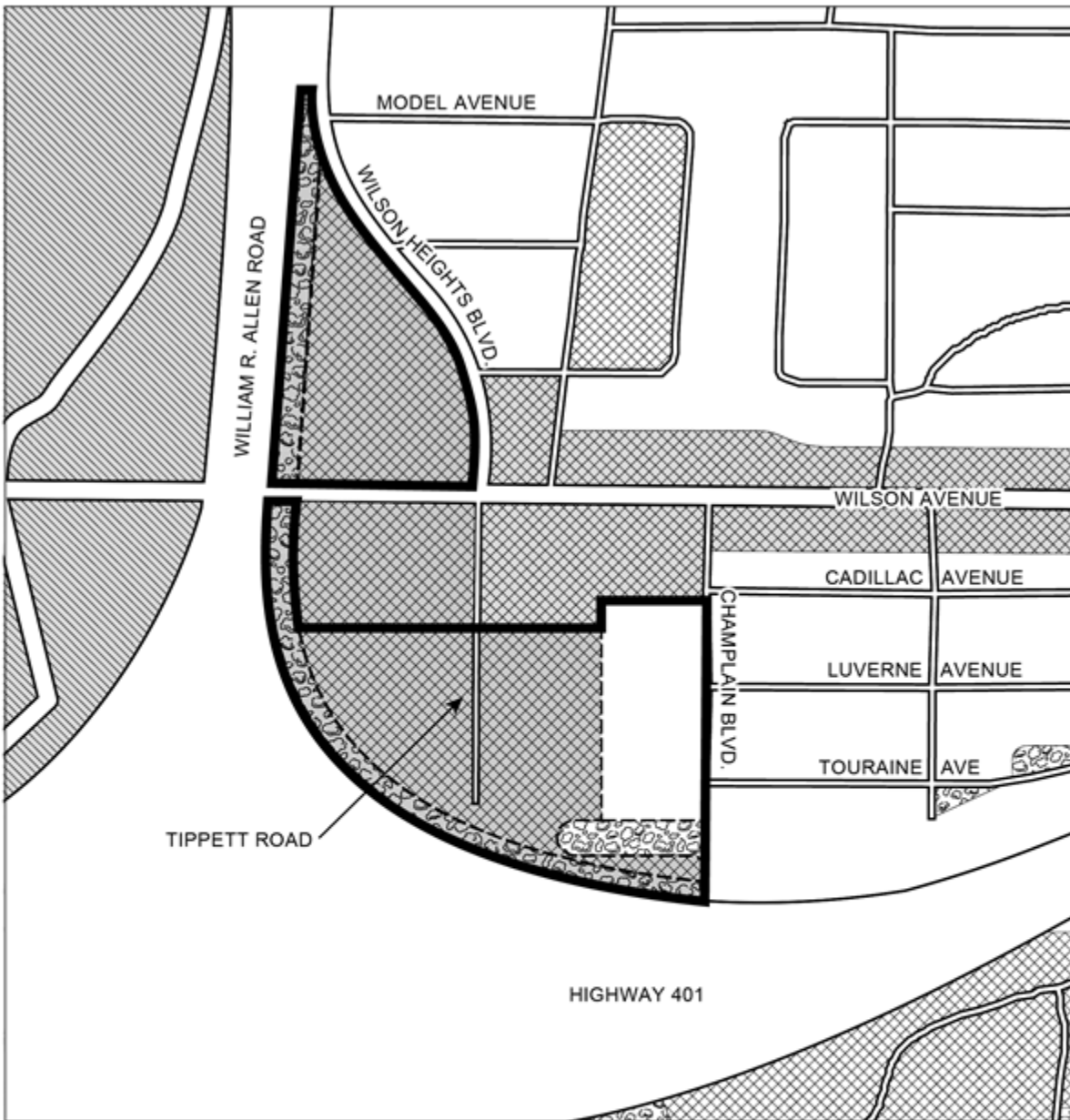
Official Plan Land Use Map #16

File # 19 114174 NNY 06 02

Location of Application	Parks & Open Space Areas	General Employment Areas
Neighbourhoods	Parks	Core Employment Areas
Apartment Neighbourhoods	Other Open Space Areas	
Mixed Use Areas		

↑
Not to Scale
01/20/2020

Attachment 3: Tippett Road Area SASP 387 - Land Use Map



TORONTO City Planning

Official Plan Amendment #309

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

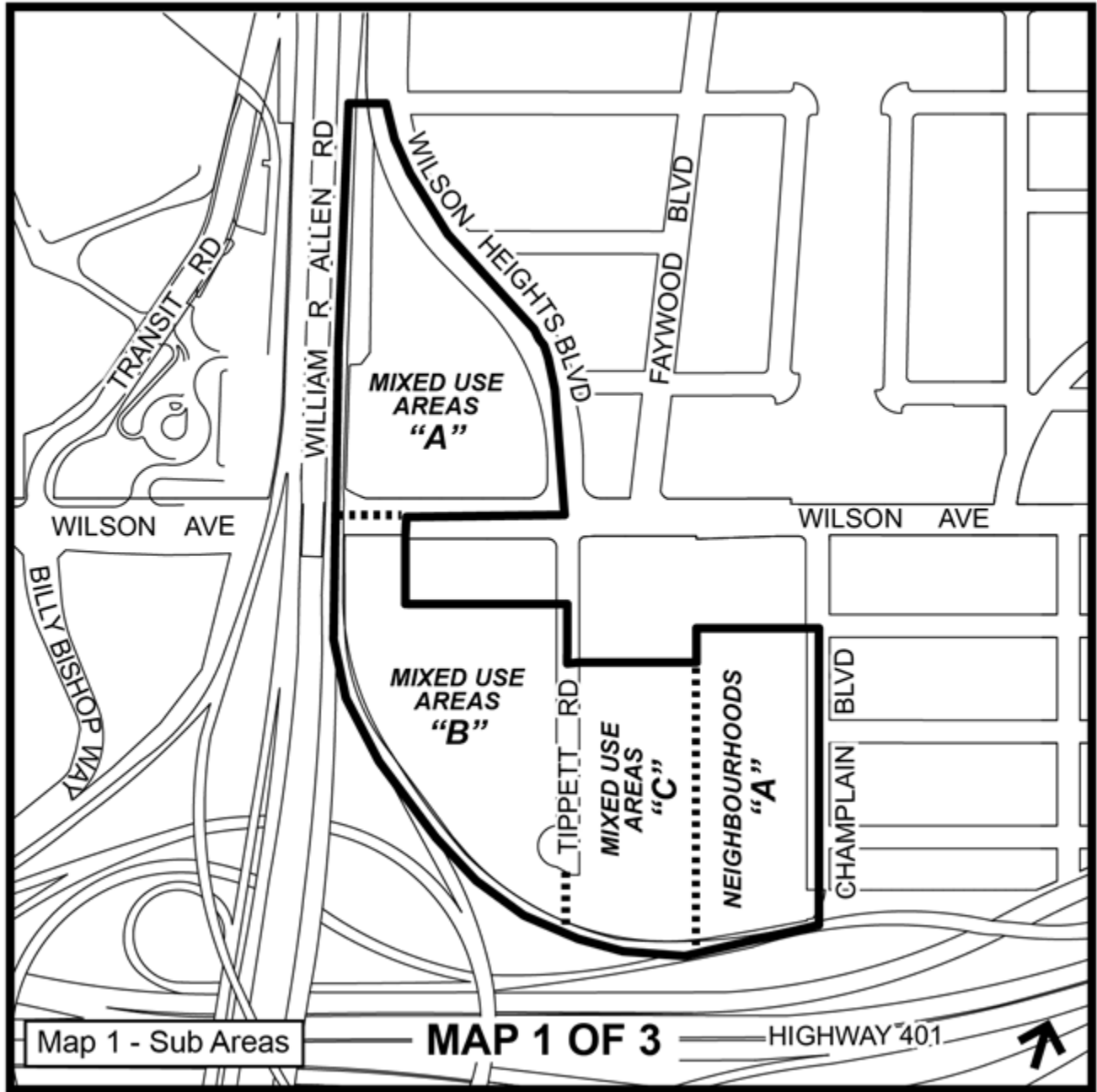
Tippett Road Area Regeneration Study

File # 13 120982 NNY 10 TM

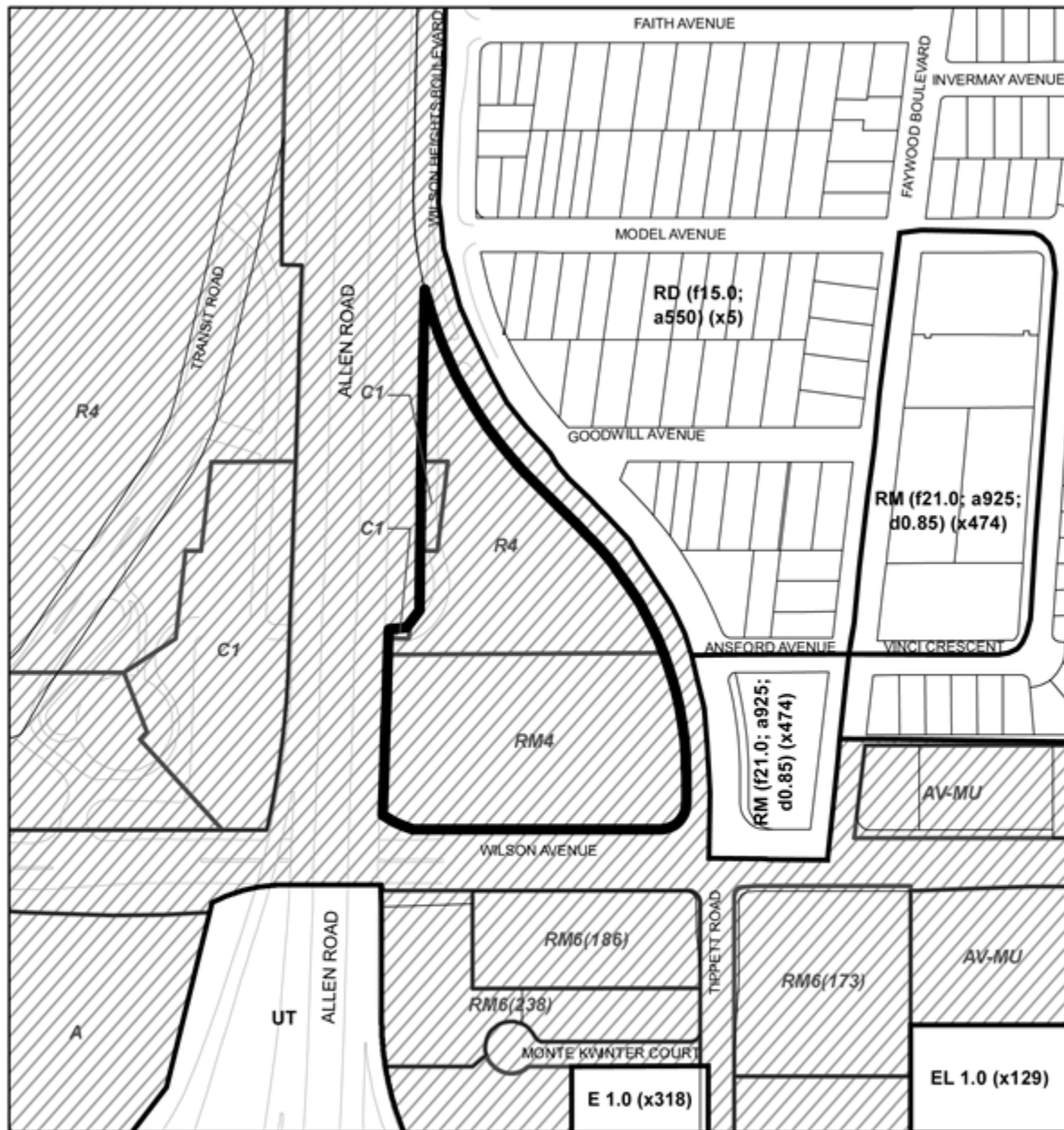


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Attachment 4: Tippett Road Sub Area Map



Attachment 5: Existing Zoning By-law Map



Zoning By-law 569-2013

50 Wilson Heights Boulevard

File # 19 114174 NNY 06 0Z

Location of Application

See Former City of North York By-law No. 7625

RD Residential Detached
RM Residential Multiple
EL Employment Light Industrial
E Employment Industrial
UT Utility and Transportation

R4 One-Family Detached Dwelling Fourth Density Zone
RM4 Multiple-Family Dwellings Fourth Density Zone
RM6 Multiple-Family Dwellings Sixth Density Zone
AV-MU Avenue Mixed Use

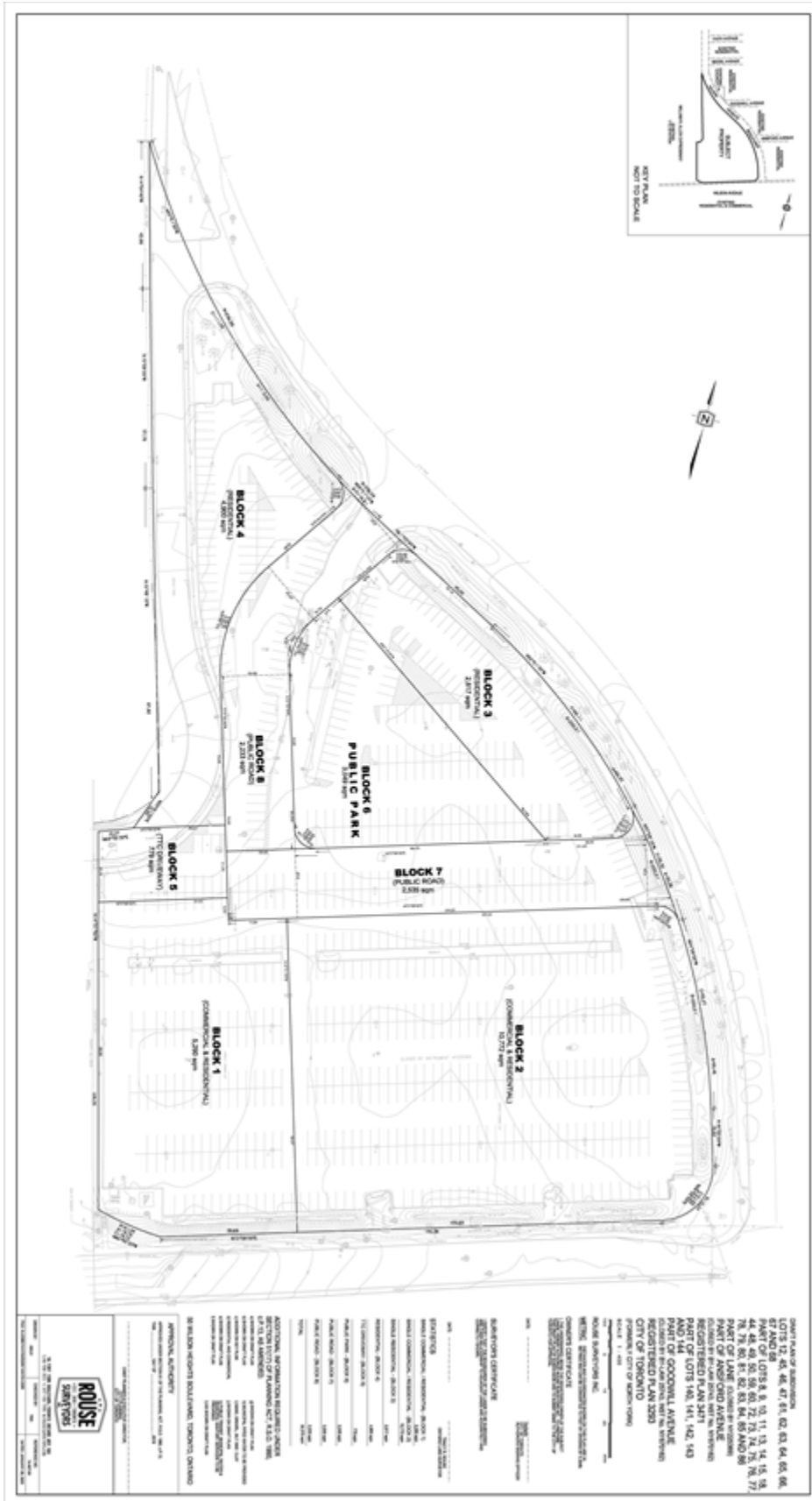
C1 General Commercial Zone
MC Industrial-Commercial Zone
A Airport Hazard Area Zone

Not to Scale
 Extracted: 10/21/2019

Attachment 6: Draft Zoning By-law Amendment

Provided separately as a PDF and posted under the Agenda Item for Planning and Housing Committee's February 12, 2020 meeting.

Attachment 7: Draft Plan of Subdivision



Attachment 8: Subdivision Requirements

In addition to the applicable standard obligations relating to implementation of a plan of subdivision, the development of 50 Wilson Heights Boulevard as part of the Housing Now Initiative will include, but not be limited to, project-specific subdivision requirements which are outlined below and the terms, including details and timing, will be incorporated into the Lease Agreement with the Development Partner to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the applicable commenting Divisions or agency.

CITY PLANNING

1. The Development Partner shall construct and maintain the development in accordance with Tier 2 of Version 3 core performance measures of the Toronto Green Standard, as adopted by Toronto City Council.
2. If the Lease Agreement is not entered into and the plan of subdivision is not registered within five (5) years of the date of draft plan approval, then this approval shall be null and void and the plans and drawings must be resubmitted to the City of Toronto for approval.

ENGINEERING AND CONSTRUCTION SERVICES (ECS)

3. The Development Partner shall facilitate such rights in the nature of easements satisfactory to the City Solicitor as may be required by the Chief Engineer and Executive Director, Engineering and Construction Services within and external to the plan of subdivision for existing and proposed municipal services, as applicable.
4. The Development Partner shall, at its own expense and as may be required, prepare and submit a draft Reference Plan of Survey to the Chief Engineer and Executive Director, Engineering and Construction Services, for review and approval to describe areas of easement interest, prior to depositing it in the Land Registry Office.
5. The Development Partner shall apply stormwater management techniques in the development of this subdivision, on future public roads and blocks, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.
6. The discharging of storm and sanitary to the sewers within future roads shall be subject to the quality criteria as described in Chapter 681 Municipal Code, Sewers, to the satisfaction of the General Manager, Toronto Water.
7. The design of each Block within the Draft Plan of Subdivision will be required to overcompensate the stormwater management criteria to accommodate the stormwater management for the future public street.
8. The Development Partner shall pay engineering and inspection fees in accordance with the terms and conditions set out in the Lease Agreement.

9. The Development Partner shall be responsible for design and construction of roads and services required for the Plan of Subdivision and shall submit financial security to guarantee satisfactory performance of its subdivision obligations and completion of all proposed municipal infrastructure in accordance with the terms and conditions set out in the Lease Agreement.

10. The Development Partner shall satisfy environmental obligations relating to the development of the plan of subdivision and municipal infrastructure in accordance with the terms and conditions set out in the Lease Agreement.

11. The Development Partner shall be responsible for applicable municipal infrastructure works and improvements determined to be required that are external to the Plan of Subdivision and shall design and financially secure such improvements in accordance with the terms and conditions set out in the Lease Agreement.

12. Prior to approval of Site Plan Control for each block within the Plan of Subdivision a completed Hydro Geological Report prepared according to the City's terms of reference for short and long terms discharge of private water, and a servicing report and drawings shall be submitted to demonstrate how each block can address the City requirements in terms of private water. If the pump's discharge rate for each block is more than the volume identified in the final accepted Stormwater Management and Functional Servicing Report, then the analysis conducted by the above-noted consultant must be updated to the satisfaction of the General Manager, Toronto Water, and Chief Engineer and Executive Director of Engineering and Construction Services.

13. The proposed public street identified as Blocks 7 and 8 on the draft plan of subdivision will be constructed, phased and dedicated as a public street to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services in accordance with terms and conditions set out in the Lease Agreement.

14. Prior to seeking the issuance of below-grade building permits for any Block within the Plan of Subdivision, the Development Partner shall have made all necessary submissions and obtained release for construction of services. The issuance of below-grade permits will be subject to providing and maintaining safe access for emergency vehicles and all applicable requirements of the Chief Building Official and Chief Engineer and Executive Director, Engineering and Construction Services. Construction of roads and services shall be completed for Phase 1 lands or Phase 2 lands prior to any request for issuance of above-grade building permits for any Block within that phase of the Plan of Subdivision on terms set out in the Lease Agreement and with exception for temporary uses specifically permitted.

15. Prior to release for construction of services the development partner shall submit to the satisfaction of Chief Engineer and Executive Director, Engineering and Construction Services an infrastructure phasing plan together with details of interim condition as appropriate.

16. In the event that installation of a Traffic Control Signal is determined to be required at the intersection of Block 8, Wilson Heights Boulevard and Goodwill Avenue, the

Development Partner shall submit financial security to guarantee performance of its obligations in accordance with the terms and conditions set out in the Lease Agreement.

PARKS, FORESTRY AND RECREATION

17. The Development Partner shall ensure that engineering drawings, composite utility plan and subdivision grading and building siting control plans are satisfactory to the General Manager, Parks, Forestry and Recreation in connection with the park block proposed within the draft plan of subdivision (Block 6).

URBAN FORESTRY-TREE PROTECTION AND PLAN REVIEW (TPPR)

18. The Development Partner shall submit all necessary reports, plans and submissions in connection with the Plan of Subdivision to the satisfaction of the General Manager of Parks, Forestry and Recreation. This includes arborist report, tree preservation plan, landscape plan and street tree planting plans co-ordinated with a composite utility plan, tree protection strategies and, as applicable, resident information booklets.

19. The Development Partner shall submit applicable applications and pay any required fees relating to proposed tree removal to the satisfaction of the General Manager, Parks Forestry and Recreation.

20. The Development Partner shall post financial security to guarantee the planting and maintenance of new street trees, to the satisfaction of the General Manager of Parks, Forestry and Recreation.

21. The Development Partner shall implement and maintain all tree protection measures as may be required respecting the development of the Plan of Subdivision to the satisfaction of the General Manager, Parks, Forestry and Recreation and shall notify all builders, contractors and agents of tree protection requirements.

22. The Development Partner shall plant street trees in accordance with the approved Landscape Plan and Composite Utility Plan, and shall provide follow up documentation upon completion, all to the satisfaction of the General Manager of Parks, Forestry and Recreation.

CANADA POST

23. The Development Partner shall satisfy the requirements of Canada Post with respect to suitable permanent locations for the placement of Community Mailboxes and shall indicate these locations on appropriate servicing plans.

SCHOOL BOARD

24. The Development Partner shall satisfy the requirements of the Toronto and District School Board with respect to matters relating to where prospective students residing within the subdivision lands will attend school.

TORONTO TRANSIT COMMISSION (TTC)

25. The Development Partner shall satisfy the requirements of the Toronto Transit Commission with respect to the proposed TTC driveway on Block 5

26. The Development Partner shall make all applicable submissions and fee payments to satisfy the requirements relating to the TTC Technical Review of the proposed development given the proposed TTC driveway (Block 5) providing access to Wilson Station, and the proximity of the site to the TTC subway corridor.

27. The Development Partner shall acknowledge Transit Operations Interference Warnings, and provide required assurances and satisfy such notification requirements as may be required by TTC relating to future residents.

AIRPORT

28. The Development Partner shall satisfy all notification requirements of NAV CANADA relating to the proposed construction.

ENBRIDGE

29. The Development Partner shall be responsible to co-ordinate service and meter installation and all gas piping, including any required pressure reducing regulator station, to the satisfaction of Enbridge Gas Inc. and shall be responsible, at its own expense, for the relocation of existing services that may be required.

30. The Development Partner shall facilitate such easements or rights in the nature of easements to the satisfaction of the City Solicitor as that may be required by Enbridge Gas Inc. relating to the development of the plan of subdivision.

UTILITIES

31. The Development Partner shall facilitate such easements or rights in the nature of easements to the satisfaction of the City Solicitor as may be required for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada/Rogers facilities or easements, the Development Partner shall be responsible for the relocation of such facilities or easements.

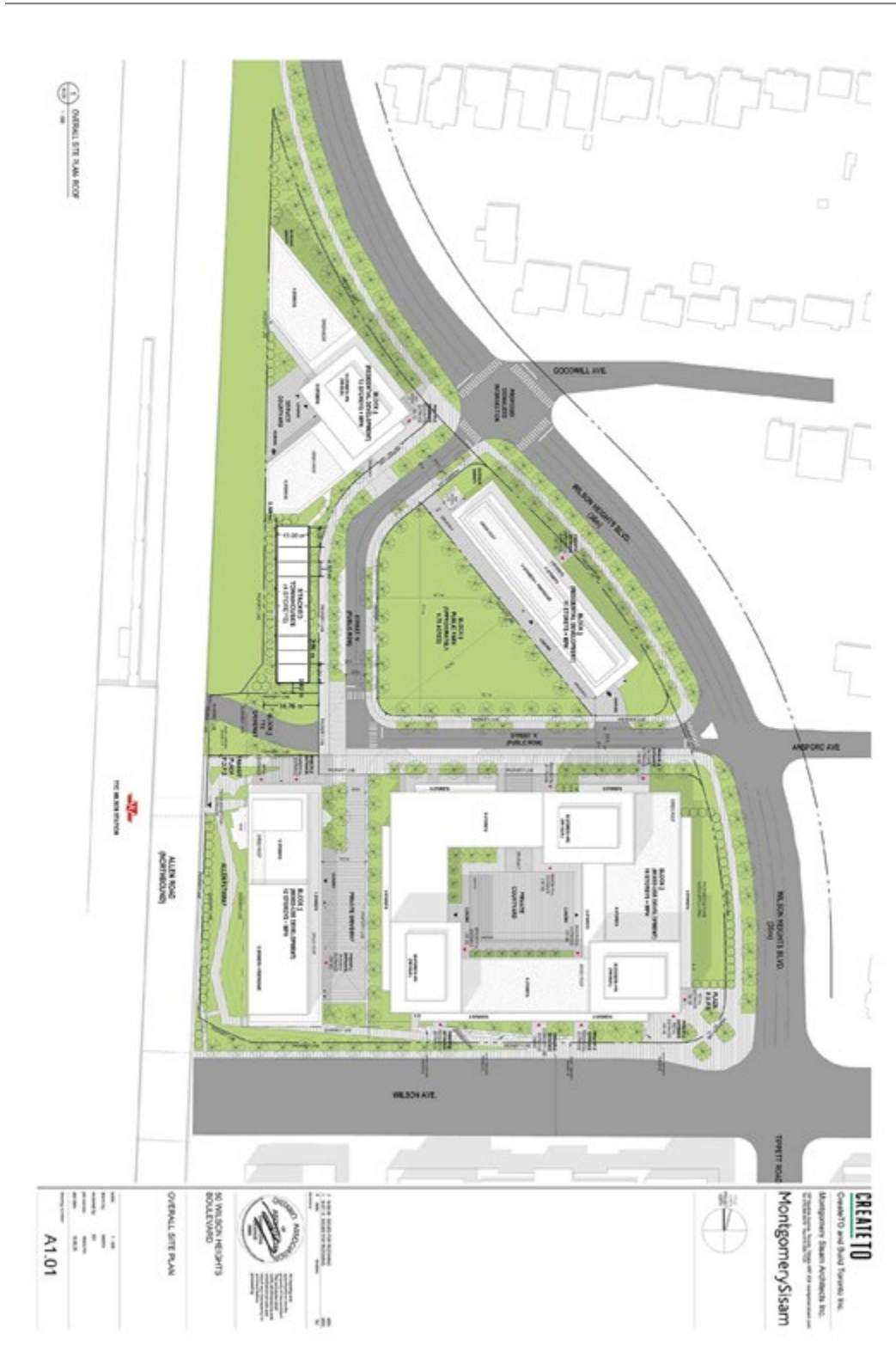
Attachment 9: Development Requirements

In addition to the subdivision requirements, the development of 50 Wilson Heights Boulevard as part of the Housing Now Initiative will be subject to the provision of the improvements set out below on terms secured in the Lease Agreement between the City and the Development Partner, satisfactory to the Chief Planner and Executive Director, City Planning in consultation with the Divisions involved. Where applicable, terms will include that the final detailed scope and design will be confirmed in the Site Plan Approval process:

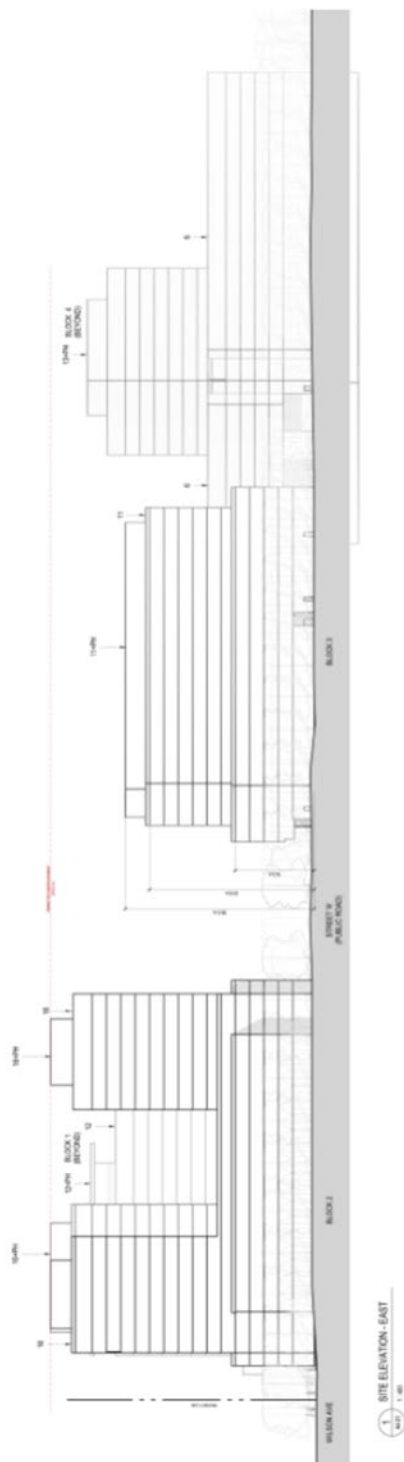
- publicly-accessible open spaces (design, construction, maintenance and public access):
 - section of the William R. Allen Pathway between Block 1 and the Allen Road;
 - the transit plaza along the north frontage of Block 1; and
 - southeast corner of Block 2 at Wilson Heights Boulevard and Wilson Avenue;
- provision of a 62 space child care facility, including exterior space requirements;
- provision of a minimum of 800 square metres of community agency space;
- provision of a public park; and
- base park improvements for proposed public park on Block 6.

Attachment 10: Development Concept Drawings

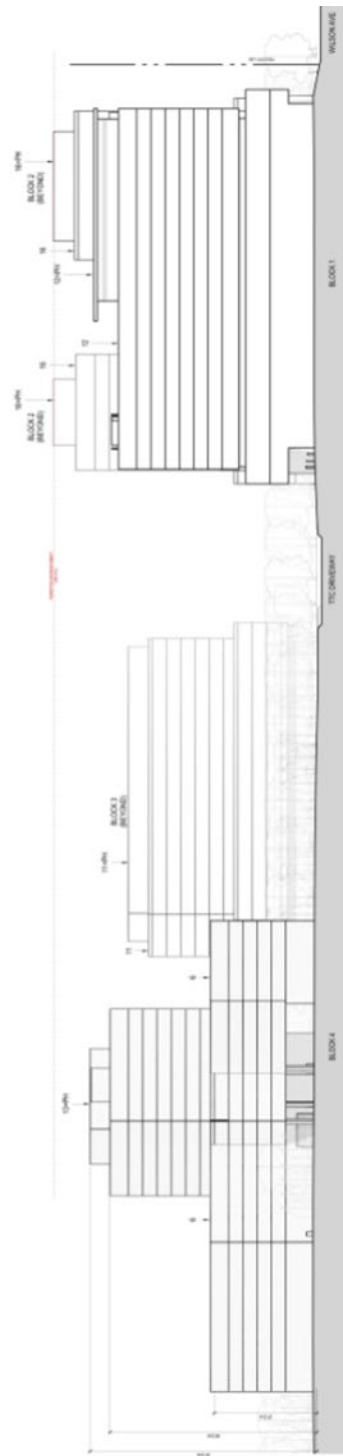
Development Concept - Site Plan



Development Concept - East West Elevations

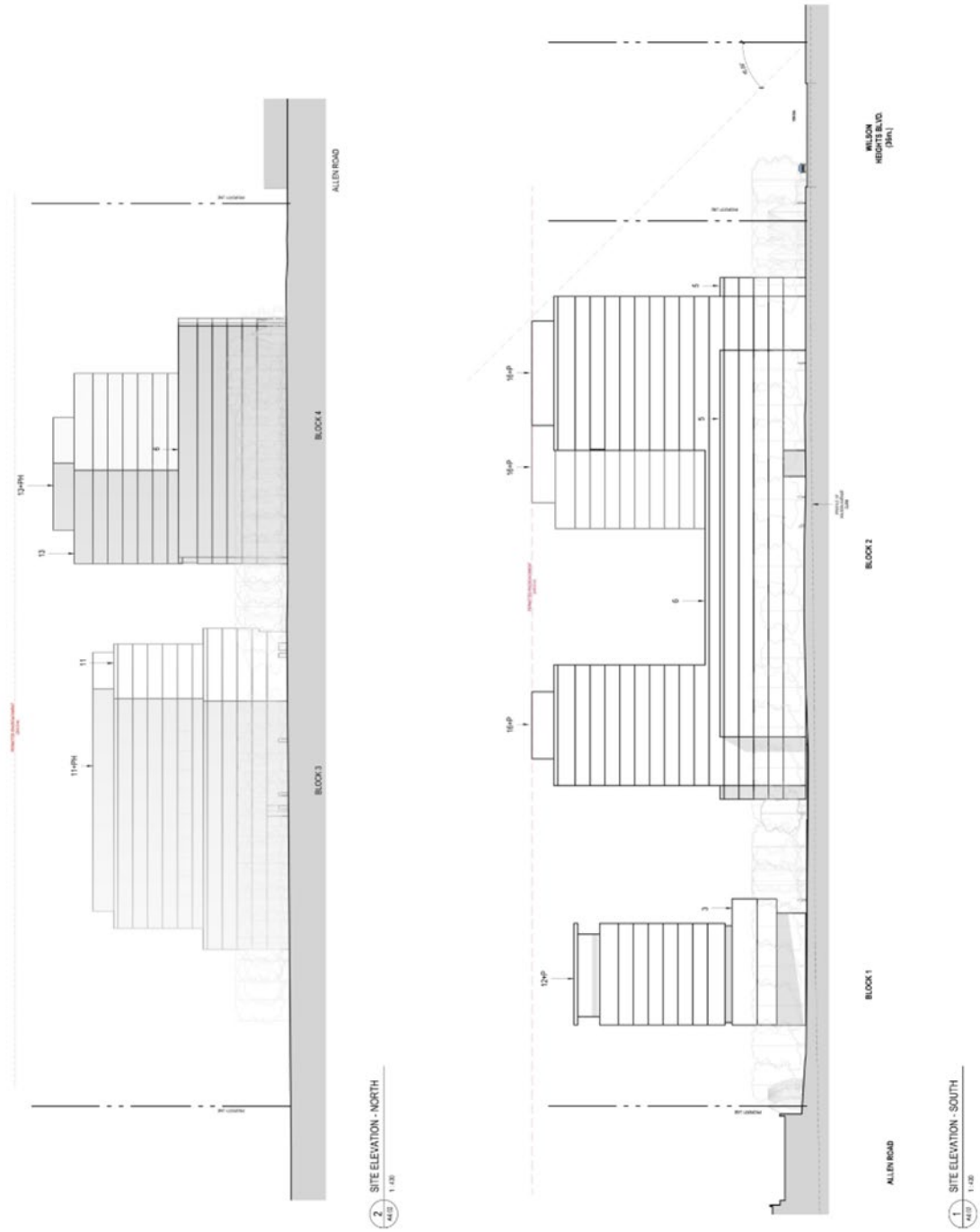


1 SITE ELEVATION - EAST
1/8" = 1'-0"



2 SITE ELEVATION - WEST
1/8" = 1'-0"

Development Concept - North South Elevations



Development Concept - Conceptual Massing

