



Fogler, Rubinoff LLP
Lawyers

77 King Street West
Suite 3000, PO Box 95
TD Centre North Tower
Toronto, ON M5K 1G8
t: 416.864.9700 | f: 416.941.8852
foglers.com

September 20, 2023

Reply To: Joel D. Farber
Direct Dial: 416.365.3707
E-mail: jfarber@foglers.com
Our File No. 225425

VIA EMAIL

City of Toronto
Metro Hall, Stn. 1260, Legal Services
55 John St.
Toronto, ON
M5V 3C6

Attention: Mark Crawford

Dear Mr. Crawford:

Re: Tippett Road Regeneration Area - OPA 309 (18 Champlain Boulevard, Toronto)

OLT-22-003639 (Formerly PL160041) – Offer to Settle

We are the solicitors for Champlain Torah Education Centre, owner of 18 Champlain Boulevard (the "**Subject Property**") and the appellant in the above noted matter. This letter is to present the City with an offer to settle the above noted appeal, currently scheduled for an OLT hearing commencing November 20, 2023.

By way of background, the Subject Property is located within the proposed Wilson Station MTSA and is currently designated as *Regeneration Area*. OPA 309 proposes to redesignate the site solely to *Neighbourhoods "A"* with a 4 storey maximum height.

In our submission, the proposed *Neighbourhoods "A"* designation is not appropriate for the site given its context, its redevelopment potential, and its location within the MTSA. The City of Toronto continues to face a housing crisis both in terms of supply and affordability. The City's proposed land use designation would eliminate potential supply and affordability of housing at the subject site.

A combination of a *Mixed Use Areas* and *Neighbourhoods* designation for the Subject Property with appropriate planning permissions to recognize the development potential of the site is the appropriate planning result.

Accordingly, our client's proposal is to settle its appeal of OPA 309 on the basis of OPA 309 being modified as provided for in **Attachment "1"** to this letter.

Our client's proposed modifications to OPA 309 are premised on the following parameters:

- The western portion of the Subject Property shall be designated as *Mixed Use Areas "D"* with the eastern portion of the Subject Property to be designated as *Neighbourhoods "A"*, allowing for development in a form that is appropriate for a site within the proposed Wilson Station MTSA (Council adopted) and formerly part of a Regeneration Area which recognizes the potential for intensification in a transit and community supportive manner;
- The proposal allows for additional height permissions in the westerly portion of the Subject Property proposed to be designated as *Mixed Use Areas "D"*, adjacent to the now redeveloped Tippet Road properties, which sites are redeveloped with heights up to 17 storeys;
- The proposed building tower height restriction of the lesser of 56 meters or 17 storeys and the proposed base building height restriction of the lesser of 23.5 meters or 6 storeys for the portion of the Subject Property proposed to be designated as *Mixed Use Areas "D"* promotes a reasonable and context appropriate form of intensification which will enable additional transit oriented development including a greater number and variety of units within a short walking distance to Wilson Subway Station;
- The western portion of the Subject Property proposed to be designated as *Mixed Use Areas "D"* shall have a density of 5.2, whereas the eastern portion of the Subject Property proposed to be designated as *Neighbourhoods "A"* shall have a density of 2.0. The proposed densities reflect an appropriate and perceptible transition from the Tippet Road properties to the west of the Subject Property towards the neighbourhood east of Champlain Boulevard.
- The proposal also protects for a public pedestrian walkway for the existing neighbourhood to be able to conveniently access the Wilson Station subway entrance, the Mud Creek Pathway, and the commercial amenities on Wilson Avenue.

The depth and configuration of the Subject Property enables opportunity for transit supportive densities in a building form that is compatible with the local context. The proposed modifications to OPA 309 can provide appropriate and needed housing choices, in a manner that provides for integration and connectivity both to existing and approved development to the west on Tippet, as well as the existing neighbourhood to the east.

The proposed densities and height limits can be accommodated on site to allow for appropriate and context-specific intensification, including establishing a low-rise condition on the west side of Champlain Boulevard. Development of the Subject Property as contemplated is in keeping with the planning objectives for the Tippet Road Regeneration Area to create a vibrant compact community with an appropriate mix of building types.

In our view, the proposed modifications to OPA 309 provide a superior planning framework for development of the Subject Property, whereas the as-adopted OPA 309 unreasonably restricts the

form of development as ground related housing that is not transit oriented nor shown to be viable and would of necessity be significantly less affordable.

We look forward to hearing from you.

Yours truly,

FOGLER, RUBINOFF LLP

"Joel D. Farber"

Joel D. Farber*

*Services provided through a professional corporation

JDF/sz

Encl.

cc:

client

ATTACHMENT "1"

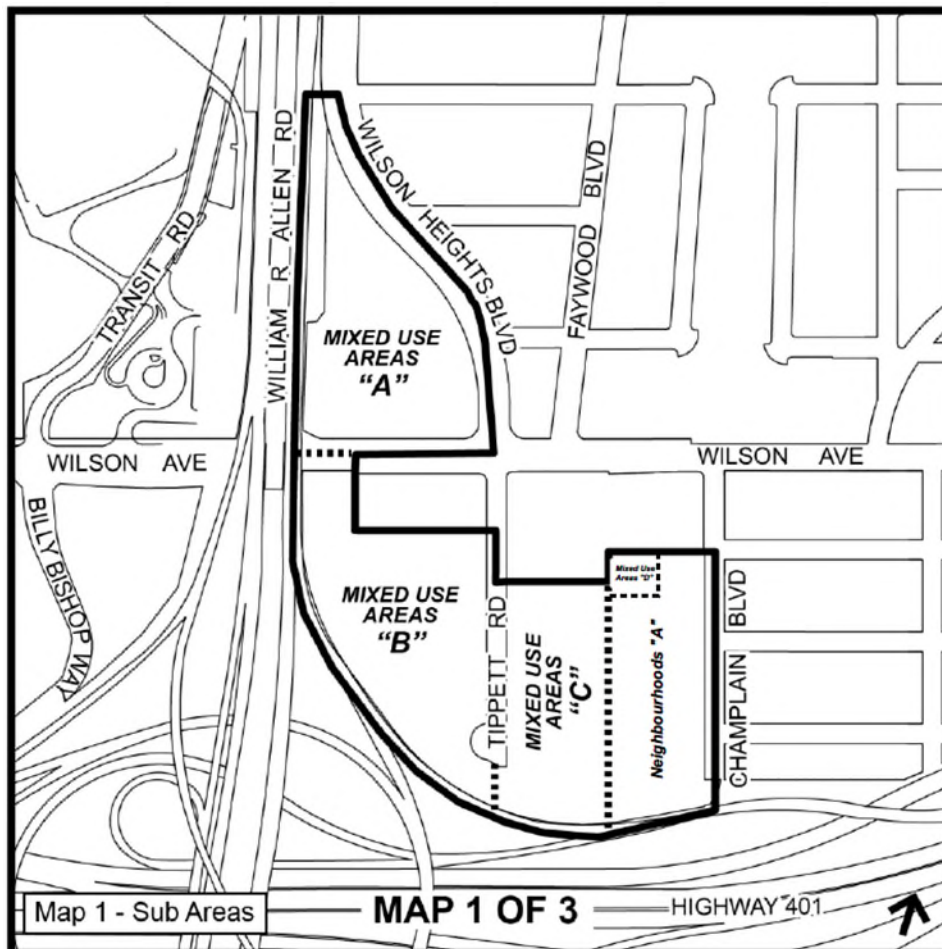
AMENDMENT NO. 309 TO THE OFFICIAL PLAN

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

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

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

387. The Tippett Road Area



1. Goals and Principles

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

- 1.1. The lands will be redeveloped to create a vibrant and complete mixed use community structured by a public realm including existing and new streets, existing and new parks and special places and routes which create a landscaped setting for community life, encouraging active transportation and integrating with surrounding communities.
- 1.2. Development on the lands will be informed by the following principles:
 - a) Create a fine grain of new streets and blocks;
 - b) Provide new parks and expand existing parks complimented by new open spaces (POPS);
 - c) Create east-west pedestrian and cycling connections;
 - d) Create special routes and places within the public realm;
 - e) Provide high quality, appropriate built form with a transition in scale;
 - f) Provide for a mix of uses including the introduction of residential uses balanced with the retention and replacement of non-residential uses;
 - g) Provide active ground floor uses in buildings;
 - h) Provide for a range of housing opportunities; and
 - i) Provide for on-site and improved community facilities.

2. Parks and Open Space

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

- 2.1. Lands conveyed as parkland will:
 - a) have generous frontage on public streets to provide good visibility and accessibility;

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

3. Special Routes and Places

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

3.1 Tippett Road Promenade

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

setback planted with additional trees and designed to include outdoor retail, café, public art and seating areas. The Promenade will be designed to encourage social gathering and outdoor retail activity, provide a venue for the installation of public art and provide a distinct and memorable identity for the emerging community.

3.2 Mud Creek Pathway

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

3.3 William R. Allen Road Pathway

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

4. Public Streets

New public streets are proposed to divide the large blocks north and south of Wilson Avenue into appropriately-scaled development blocks and provide access

and address for new development. The new streets will define blocks of an appropriate dimension for building types anticipated with redevelopment, and provide frontage for new parks and open spaces. They will also provide an essential pedestrian and cycling network with connections to neighbourhood amenities such as the Wilson Subway Station and transit, the existing and new parks and open spaces, and the retail and commercial uses.

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

5. Transportation

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

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

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

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

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

6. Built Form

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

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

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

6.2 Height:

- a) Mid-rise buildings up to 6 storeys in height will be allowed in *Mixed Use Areas "A", "B" and "C"*, except that on Wilson Avenue, Wilson Heights Boulevard and along the William R. Allen Road, a mid-rise building will be no higher than 12 storeys. Notwithstanding the foregoing, the proposed Building 'B' at 30 Tippett Road (north) may have a maximum building height of 8 storeys.
- b) Additional building height on Wilson Avenue, Wilson Heights Boulevard, and along William R. Allen Road will be considered a tower element and conform to the City of Toronto's Tall Building Design Guidelines, particularly in relation to a maximum floor plate size of 750 square metres from outside wall to outside wall, separation distances between towers of a minimum 25.0 metres, 12.5 metres between a tower and a rear or side property line and minimum 3.0 metre setbacks from the base buildings to the upper floors. Base Buildings in this area will be no higher than 23 metres.
- c) To limit visual and physical impacts on the public realm, additional building height beyond 6 storeys within the permitted density for the balance of the lands in Mixed Use Areas "A", "B" and "C" will be achieved by either of the following ways:

- i. The additional floors beyond the 6th floor will be considered a tower element and have regard to the City of Toronto's Tall Building Design Guidelines particularly in relation to a maximum floor plate size of 750 square metres from outside wall to outside wall, separation distances between towers of a minimum of 25.0 metres, 12.5 metres between a tower and a property line and minimum 3.0 metres step backs from base buildings to upper floors; or
 - ii. Every additional floor above the 6th storey will incorporate a stepback of a minimum of 3.0 metres along building faces which abut streets, private streets and park edges.
- d) Notwithstanding the foregoing, mid-rise buildings up to 6 storeys in height with one tower element up to a maximum of the lesser of 17 storeys or 56 meters, plus a mechanical penthouse, will be allowed in *Mixed Use Areas "D"* provided the tower incorporates a maximum floor plate size of 750 square metres from outside wall to outside wall, separation distances between towers of a minimum 25.0 metres, 12.5 metres between a tower and a rear or side property line and minimum 3.0 metre stepbacks from the base buildings to the upper floors. Base buildings in *Mixed Use Areas "D"* shall be no higher than the lesser of 23.5 metres or 6 storeys.

6.3 Density:

- a) New development will be permitted at a level that is supportable and appropriate for the comprehensive planning framework and is balanced with the timely provision of physical and social infrastructure. Proposals for new development will be reviewed comprehensively with scale, massing and density being highest at the Wilson Subway Station, and development transitioning away from the Wilson Subway Station in scale, massing and floor space index to the south and east of the area.
- b) The maximum permitted density on all lands designated Mixed Use Areas shall be 3.99 times the lot area.
- c) The maximum permitted density on lands designated Neighbourhoods shall be 2.0 times the lot area.
- d) Notwithstanding Section 6.3 b), the maximum permitted density on lands designated *Mixed Use Areas "D"* shall be 5.2 times the lot area.

7. Land Use

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

- 7.1 Land uses provided for by the *Mixed Use Areas* designation will be permitted as follows:
- a) A portion of the gross floor area on the lands north of Wilson Avenue will be used for non-residential purposes;
 - b) On the lands north of Wilson Avenue, a broad range of retail and commercial uses will be permitted;
 - c) On the lands south of Wilson Avenue, development that includes residential units must also increase the amount of existing non-residential gross floor area as of the date of the adoption of this Amendment; and
 - d) Non-residential uses will be encouraged and prioritized at grade in new development along Wilson Avenue, along Tippett Road and in the vicinity of the Wilson Subway Station.
 - e) Section 7.1 c) above shall not apply to the property municipally known as 18 Champlain Boulevard.

8. Housing

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

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

9. Community Services and Facilities

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

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

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

10. Servicing

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

- 10.1 The policies of this SASP and required municipal servicing infrastructure will be implemented through the submission and approval of individual rezoning applications pursuant to Section 34 of the *Planning Act* and applications for draft plan of subdivision pursuant to Section 51 of the *Planning Act*, as appropriate.
- 10.2 The appropriateness of employing a Holding (H) symbol to ensure servicing infrastructure is secured will be considered during the processing of each application for rezoning received for lands within the Tippet Road Area.

11. Environment

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

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

12. Development Framework

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

North of Wilson Avenue

- 12.1 Map 2 shows the planned structure for the lands north of Wilson Avenue shown as *Mixed Use Areas "A"* on Map 1 as follows:
 - a) A new public street network through the block in alignment with Goodwill Avenue and Ansford Avenue will provide visible and physically-direct access to the Wilson Subway Station entrance;
 - b) A centrally-located public park will be provided with frontage on the new public road, the specific location and configuration to be determined during the review of a development application for the block;

- c) Pedestrian and cycling paths will be provided from Wilson Avenue north to the new public road in a mid-block location;
- d) A landscaped pathway along William R. Allen Road will enhance linkages to the Wilson Subway Station from Wilson Heights Boulevard and Wilson Avenue; and
- e) New buildings located on the west and south boundaries will be massed and located to mitigate the noise from the adjacent transportation infrastructure.

South of Wilson Avenue - West of Tippett Road

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

- a) A new public street extending west from Tippett Road will provide direct access to the south entrance of the Wilson Subway Station;
- b) The new public street will provide frontage to a centrally-located public park to be located west of Tippett Road and south of the new public road;
- c) The parkland dedication requirements in Mixed Use Areas "B" will be satisfied through a combination of land conveyance and cash-in-lieu payment secured through the approval of residential/mixed-use developments;
- d) Tippett Road is envisioned as the north-south pedestrian spine of the community taking the form of an enhanced landscape promenade which includes landscaping of the public boulevard and landscaped setback;
- e) A front yard setback of approximately 6.0 metres will be provided for lands with frontage on Tippett Road for enhanced and extended public realm treatment to be supported by active non-residential ground floor uses as described in 3.1 above;
- f) A landscaped pathway along William R. Allen Road is proposed to enhance linkages to the subway from Wilson Avenue and the south end of Tippett Road as described in 3.3 above;
- g) Additional pedestrian access circulation through the blocks will be provided by private streets designed as extensions of the public realm providing connections between blocks and additional frontage for important amenities such as parks, transit and the Tippett Road Promenade;

- h) New buildings located on the west and south boundaries will be massed and located to mitigate the noise from the adjacent transportation infrastructure.

South of Wilson Avenue - East of Tippet Road

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

- a) A public street will extend east from Tippet Road towards Champlain Boulevard and terminate in a cul-de-sac at the east property limit, the location to be aligned to provide direct pedestrian and bicycle connections between the shared driveway west of Tippet Road and future roads east of these lands;
- b) Parkland dedication secured through the approval of residential/mixed-use developments in Mixed Use Areas "C" will be conveyed on site, where appropriate;
- c) Parkland dedication secured through the approval of residential/mixed-use developments in Mixed Use Areas "C" abutting Champlain Parkette will be used to convey lands which expand Champlain Parkette;
- d) Mid-block pedestrian and cycling facilities will provide pedestrian and bicycle connectivity through the blocks in a north-south orientation. Public access will be secured across lands connecting Wilson Avenue to Champlain Parkette to improve pedestrian and cycling access to the public park;
- e) A 9.0 metre landscaped setback on the east boundary of lots fronting onto Tippet Road will accommodate the Mud Creek Walkway. This will include an accessible pedestrian walkway open to the public that will connect the Wilson Avenue sidewalk, Champlain Parkette, the future east-west road and the east-west walkway at the north end of 9 Tippet Road as described in 3.2 above.
- f) An accessible pedestrian walkway at the north side of 9 Tippet Road from the Tippet Road sidewalk to the eastern part of the block will provide, in part, access from the Champlain Boulevard sidewalk to the Wilson Subway Station; and
- g) An accessible landscaped pedestrian pathway along Highway 401 will be provided to enhance linkages to the subway from Champlain Parkette and the south end of Tippet Road.

South of Wilson Avenue - West of Champlain Boulevard

- 12.4 Map 3 shows the structure for the lands south of Wilson Avenue shown as *Neighbourhoods "A"* on Map 1 as follows:
- a) A public street right-of-way will run westerly from Champlain Boulevard towards Tippet Road, aligned to provide frontage for development as well as pedestrian and cycling connections to the future public road west of this parcel, Mud Creek Pathway and Champlain Parkette;
 - b) A public street will extend west from Champlain Boulevard towards Tippet Road terminating in a cul-de-sac at the west property boundary;
 - c) The new public road will provide frontage for an expanded Champlain Parkette and provide a connection for cyclists and pedestrians through the area;
 - d) Parkland dedication secured through the approval of residential/mixed-use developments in Neighbourhoods "A" will be conveyed on site, where appropriate;
 - e) Parkland dedication secured through the approval of residential/mixed-use developments in Neighbourhoods "A" abutting Champlain Parkette will be used to convey lands which expand Champlain Parkette;
 - f) A 9 metre setback for buildings along the western edge of lots within this block to facilitate the creation of Mud Creek Pathway, a mid-block north/south pedestrian and cycling connection from Wilson Avenue to Champlain Parkette;
 - g) A landscaped pathway along Highway 401 will enhance linkages to the Wilson Subway Station entrance from the south end of Champlain Boulevard;
 - h) Development on lands fronting Champlain Boulevard will take the form of grade-related townhouses, low rise multi-unit buildings or low scale non-residential buildings to provide appropriate transition to lands east of Champlain Boulevard designated Neighbourhoods; and
 - i) Grade-related, multi-unit residential buildings on lands fronting Champlain Boulevard may be considered provided that 6.0 metre building setbacks are provided from Champlain Boulevard and 15.0 metre building separation distances are provided between facing walls containing primary windows and entrances.

12.5 Map 3 shows the structure of lands south of Wilson Avenue and west of Champlain Boulevard shown as *Mixed Use Areas "D"* and *Neighbourhoods "A"* on the lands municipally known as 18 Champlain Boulevard on Map 1 as follows:

- a) An accessible public pedestrian walkway through the 18 Champlain Boulevard property, will provide access from the Champlain Boulevard sidewalk to the Wilson Subway Station;
- b) Parkland dedication secured through the approval of residential/mixed-use developments at the 18 Champlain Boulevard property will be conveyed on site to the satisfaction of the City, where appropriate;
- c) A 9 metre landscape setback (excluding any minor encroachments to support a garage access ramp and entrance driveway) for buildings along the western boundary of the 18 Champlain Boulevard property will facilitate the creation of Mud Creek Pathway with a minimum width of 3 metres along the west limit of the subject property, a mid-block north/south pedestrian and cycling connection from Wilson Avenue to Champlain Parkette; and,
- d) The boundary between *Mixed Use Area "D"* and *Neighbourhoods "A"* on the 18 Champlain Boulevard property shall be approximately 47.5m from the westerly limit of Champlain Boulevard.

13. Implementation

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

- d) entrances and connections to the TTC Subway Station entrances and bus stops;
- e) special places and routes including Tippet Road Promenade, Mud Creek and William R. Allen Road Pathways; and
- f) potential locations for Public Art.

13.6 Urban Design/Public Realm Guidelines for Development Blocks will address:

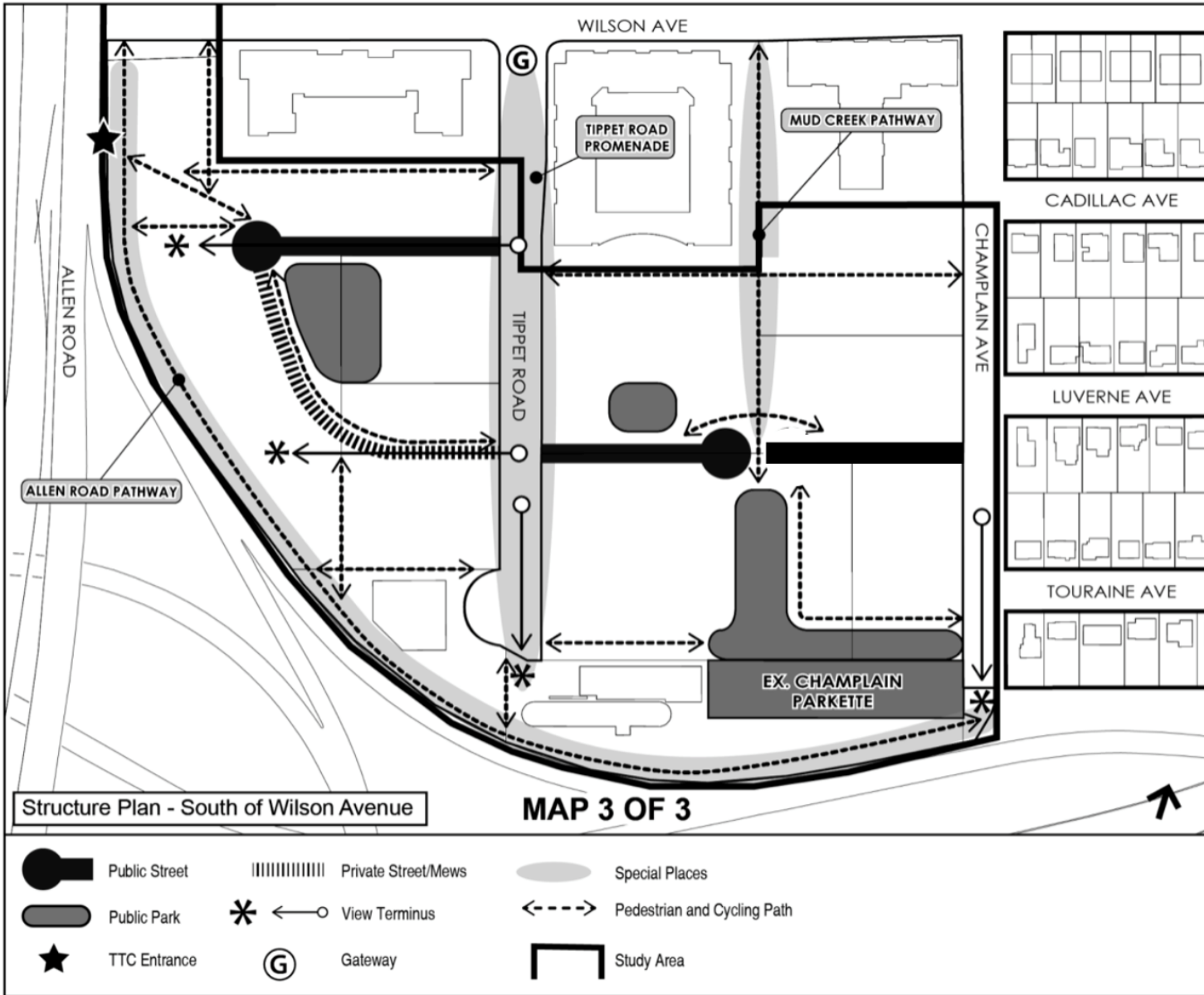
- a) site and building location and organization including setbacks, ground floor uses and building entrances;
- b) building types;
- c) access and servicing;
- d) building massing and articulation;
- e) critical grading relationships; and
- f) pedestrian amenity and landscape.

13.7 Holding (H) provisions pursuant to Section 36 of the Planning Act may be used to ensure that satisfactory transportation and servicing information is received, and necessary improvements identified and/or secured.

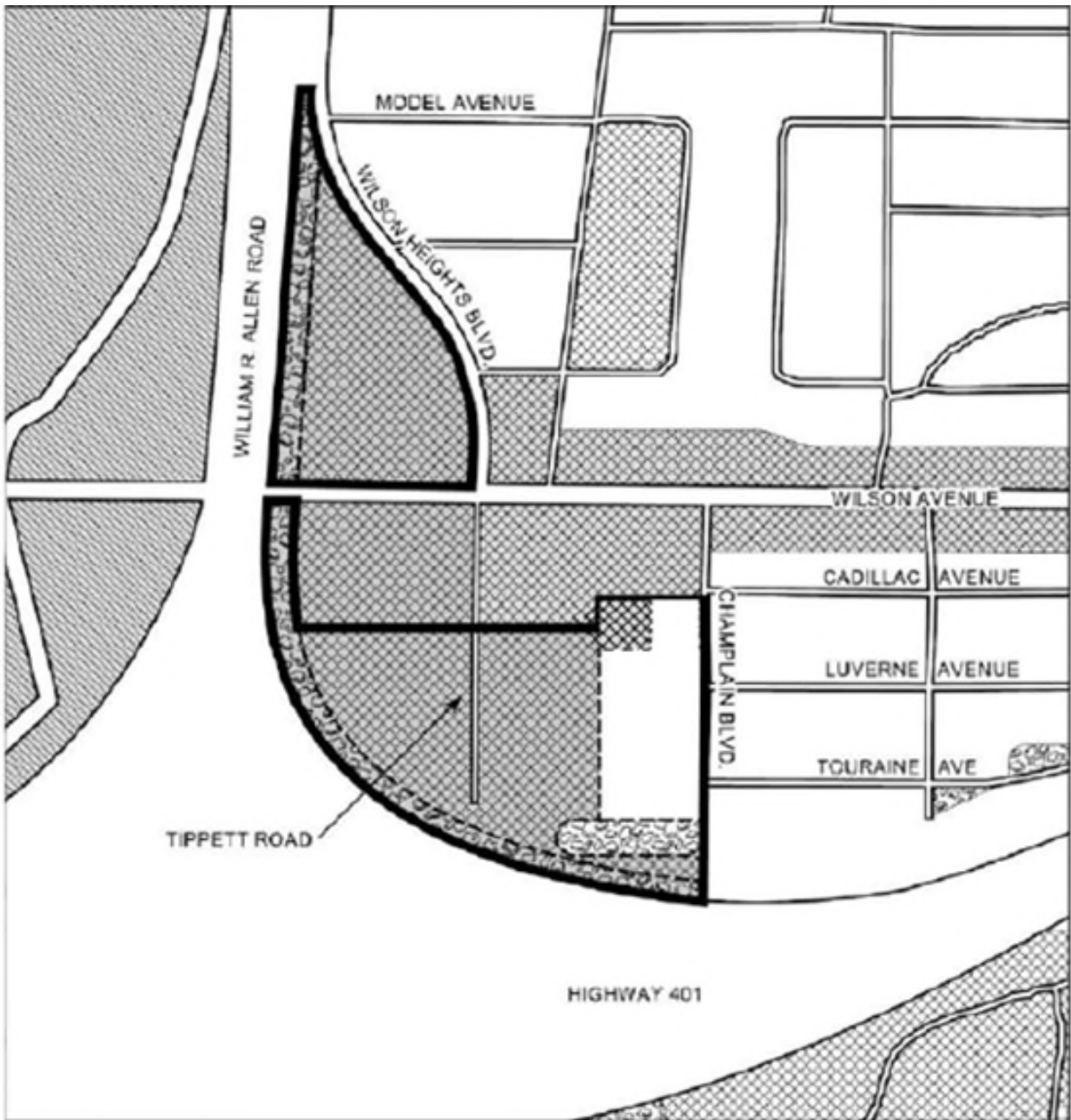
Map 2
 Structure Plan - North of Wilson Avenue



Map 3
Structure Plan - South of Wilson Avenue



Schedule 1



TORONTO City Planning

Official Plan Amendment #309

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

Tippet Road Area Regeneration Study

File # 13 120982 NNY 10 TM

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

↑
 Not to Scale
 10/22/2015