

**Final Report
Zoning By-law Amendment Application
7 and 9 Tippet Road**

Date:	August 21, 2007
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward No. 10 – York Centre
Reference Number:	File No. 06 184089 NNY 10 OZ

SUMMARY

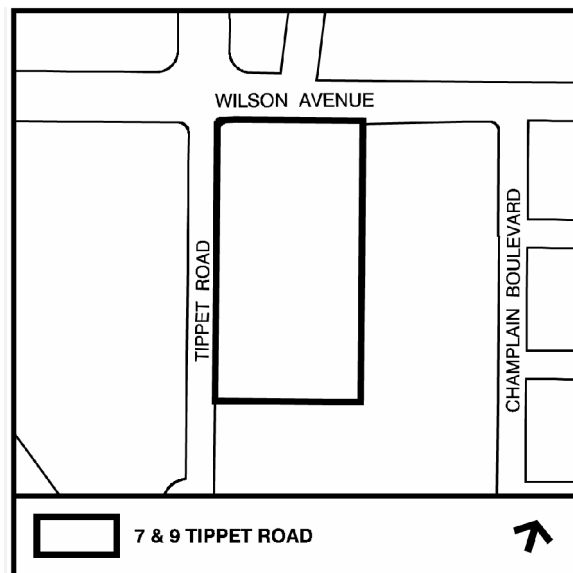
This application proposes to rezone the subject lands to permit a mixed use condominium apartment building on the north portion of the property fronting Wilson Avenue with commercial uses and live/work units on the ground floor and 498 residential units above. The south portion of the site would be developed with a 5-storey office building containing 11,161m² of office space and 240m² of ground floor commercial space.

This report reviews and recommends approval of the application to amend the Zoning By-law for these properties.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Zoning By-law for the former City of North York substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6;



2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required;
3. before introducing the necessary Bills to City Council for enactment, City Council require the owner to enter into a Section 37 Agreement with the City, to the satisfaction of the City Solicitor, to provide or fund the following facilities, services and/or matters:
 - (A) A cash contribution of \$20,000 for streetscape improvements in the immediate vicinity of the site as follows:
 - i Street tree replacement/installation along both sides of Wilson Avenue where opportunities exist within the City's right-of-way, specifically adjacent to 2 Faywood Boulevard, 408 to 530 Wilson Avenue on the north side and 451 to 497 Wilson Avenue on the south side; and
 - ii Replacement of asphalt with decorative concrete or unit pavers in the boulevard along Wilson Avenue where opportunities exist.
 - (B) A cash contribution of \$180,000 dedicated to improving the existing recreational capital facilities in Ward 10, the specific location to be determined through continuing discussions between City Planning staff, the Ward Councillor, Parks, Forestry and Recreation staff and other City Divisions as required;
 - (C) A cash contribution of \$300,000 for an on-site public art installation under the Percent for Public Art Program; and
 - (D) A cash contribution towards a TTC Metropass for any purchaser of a unit that purchases an annual Metropass within three months of occupying his or her unit, with a limit of one contribution per unit, to a maximum of \$250,000.

Financial Impact

The recommendations in this report have no financial impact.

ISSUE BACKGROUND

Proposal

This application proposes to amend the Zoning By-law to permit a mixed use building on the north portion of the site fronting Wilson Avenue, having commercial uses and two-storey grade related live/work units on the ground floor and 498 residential units above. The U-shaped building will have a height of 6-storeys along Wilson Avenue, a 9-storey wing to the east and a 12-storey portion along Tippet Road. A total of 558 parking spaces are proposed for the mixed use building, with all of the residential spaces and

accessory retail parking to be provided in a two-storey underground structure. Two loading spaces are provided at grade. The proposed height of the building is 39.6 metres.

A 5-storey, 21.6 metre high, office building with grade related commercial uses is proposed on the south portion of the site and will be served by both surface parking and a single level of underground parking. The office component will be 11,161m² and the commercial component will be 240m². A total of 233 parking spaces are proposed for the office building with 128 of those spaces being provided at grade.

The applicant is proposing a shared parking arrangement between a portion of the residential visitor parking and the non-residential parking given the proximity of the site to higher-order transit (the Wilson Subway Station) and the expected differing peak hour demands for these parking spaces.

The two buildings will be separated by a common driveway from Tippet Road that serves as the drop-off/pick-up area for both buildings. The proposal will have an overall gross floor area of 55,845 square metres with an overall density of 2.5 times the lot area.

The north portion of the site falls within the Wilson Avenue *Avenue* Study area boundary. The Wilson Avenue *Avenue* Study recognizes opportunities for intensification along Wilson Avenue between Keele Street and Bathurst Street. In particular, Council enacted a Zoning By-law that zones both frontages of Wilson Avenue between Allen Road and Bathurst Street, including the north portion of the site “AV-MU” (Avenues Mixed Use) which permits a maximum height of eight (8) storeys and a maximum density of 2.0 times the lot area to the northern portion of this site. Official Plan and Zoning By-law Amendments arising from the Wilson Avenue *Avenue* Study were approved by Council on June 11, 2007. However, a number of appeals were filed against the By-laws and a hearing date has not been set.

Site and Surrounding Area

The 2.08 hectare site is located at the southeast corner of Wilson Avenue and Tippet Road. The rectangular lot is relatively flat with a frontage of 104 metres on Wilson Avenue and a depth of 176 metres along Tippet Road. The site is developed with two one-storey warehouse buildings with surface parking surrounding them. Each building is approximately 3,700 square metres in size.

The area contains a mix of uses including residential, commercial, retail, office and light industrial as follows:

North: a 3-storey apartment building (2 Faywood Boulevard) and a 4-storey office building (530 Wilson Avenue) are located on the north side of Wilson Avenue.

South: One-storey industrial building known as the Tippet Centre (3 Tippet Road) currently occupied by the Toronto District School Board and used as its Library and Learning Resources Department.

East: Immediately east at the southwest corner of Wilson Avenue and Champlain Boulevard (495 Wilson Avenue) is a 5-storey complex with apartment units (Champlain Apartments), a seniors' residence and supporting office uses. Also, to the east and south of the Champlain Apartments are two one-storey office buildings (18 and 20 Champlain Boulevard).

West: Several industrial/office and industrial buildings including two 2-storey office buildings at the southwest corner of Wilson Avenue and Tippet Road (545 & 555 Wilson Avenue). South of the office buildings is the entrance to the TTC South Commuter Parking Lot for the Wilson Subway Station. Two 1-storey office/industrial buildings are located south of the entrance to the Commuter Parking Lot (4 & 6 Tippet Road).

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

The Greenbelt Plan identifies the Greenbelt of the Greater Golden Horseshoe as an area where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological functions and features occurring in this landscape. In particular, it restricts development and land use in the Rouge River Watershed and the Rouge Park area in Toronto.

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

Official Plan

The north portion of the site is identified as *Avenues* while the south portion of the site is identified as *Employment Districts* on Map 2, Urban Structure of the Official Plan. Both identifications denote areas intended for growth within the City of Toronto with the mixed use *Avenues* emphasizing residential growth and the *Employment Districts* focussing on job intensification. Map 16 of the Official Plan designates the northern block as *Mixed Use Areas* and the southern block is designated as *Employment Areas*. Both the *Mixed Use Areas* and the *Employment Areas* designation represent areas intended for growth.

The *Mixed Use Areas* designation encourages a broad range of commercial, residential, institutional and open space uses and flexibility is provided for future redevelopment in these areas to accommodate increases in population and jobs along transit lines.

The *Employment Areas* designation reflects the broad objective of retaining *Employment Areas* as places of business and developing and intensifying job growth within these areas, especially those areas well served by transit.

The Official Plan contains a policy that encourages the inclusion of public art in all significant private sector developments across the City. The Percent for Public Art Program recommends that a minimum of one percent of the gross construction cost of each significant development be contributed to public art. The governing principle for the Percent for Public Art Program is that art is a public benefit to be enjoyed and experienced by residents and visitors throughout the city.

Zoning

The north portion of the site is zoned “MC(28)(H)”, an exception to the Industrial-Commercial Zone with a holding designation on it. This Industrial-Commercial zone permits a variety of commercial, industrial and institutional uses with a maximum development density of 1.0 times the lot area. The ‘H’ limits the extent of office, retail and personal service uses to 0.5 times the lot area and the exception requires a 6.8m setback from Wilson Avenue and a 4.5m setback from Tippet Road.

The south block is zoned “M2”, Industrial Zone Two, which permits a variety of commercial, institutional and industrial uses. The maximum permitted density is 1.0 times the lot area with a restriction of 0.5 times the lot area for office uses and 0.25 times the lot area for retail and personal service uses.

The entire site is subject to the height restrictions related to Downsview Airport imposed by Schedule ‘D’ (Airport Hazard Map). The Schedule implements a 15.24 metre height restriction on the subject property.

Site Plan Control Approval

An application for Site Plan Control Approval will be required but has not yet been filed.

Reasons for Application

An amendment to the Zoning By-law is required to permit the proposed mixed-use development on the north portion of the site and establish appropriate standards regarding height, density, vehicle and bicycle parking, residential amenity space and other matters.

An amendment to the Zoning By-law is required on the south portion of the site to increase the permitted gross floor area for office uses and to introduce other appropriate standards, as may be required.

The entire site requires an amendment to the 15.24 metre height restriction imposed by Schedule ‘D’ (Airport Hazard Map) of the Zoning By-law.

Community Consultation

The Ward Councillor held a Community Consultation Meeting on March 28, 2007 at Faywood Arts-Based Curriculum School. The meeting attracted approximately 30 residents from the community.

The following issues were raised:

- Increased traffic generated from the new development;
- Concerns about the existing traffic situation not related to the proposed development; and
- The proposed building height and shadow impacts.

As a result of the Community Consultation meeting, a resident's working group was organized by the Councillor's office. Out of the residents' working group, a second group evolved to discuss the existing traffic situation in the neighbourhood with City staff. The issues raised at the Community Consultation meeting, the Working Group and the Traffic Group have been addressed in the Comments section below.

Agency Circulation

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate By-law standards.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal is consistent with the PPS. The development promotes intensification through a compact building form utilizing existing infrastructure. The development will provide for a range of unit sizes on an arterial road with bus service and within walking distance of the Wilson Subway Station, thus promoting additional ridership for the transit system. Finally, the development design will promote an active pedestrian environment along Wilson Avenue.

The proposal conforms, and does not conflict, with the Growth Plan for the Greater Golden Horseshoe and the Greenbelt Plan.

Land Use

The proposed development conforms to the land use provisions of the Official Plan and the lands are appropriate for both residential and employment intensification. The City of Toronto Official Plan requires that future growth in Toronto be directed to areas which are well served by transit, the existing road network and have redevelopment potential. The mixed use *Avenues* emphasize residential growth while the *Employment Districts* focus on job intensification. This proposal addresses both these intents and the location takes advantage of physical infrastructure, existing community services and

transportation facilities. The site is located on an arterial road, well served by public transit and close to the Wilson Subway Station and Highway 401.

A residential condominium building with at-grade commercial uses and grade-related live/work units on the north portion of this site supports the land use and intensification goals of the Wilson Avenue *Avenue* Study and the City of Toronto Official Plan *Mixed Use Areas* designation and the *Avenues* identification, concentrating higher density residential uses along Wilson Avenue. The ground floor commercial uses and ground related live/work uses will promote an active pedestrian-oriented streetscape along both Wilson Avenue and Tippet Road. A five storey office building on the southern block meets the intent of the Official Plan *Employment Districts* identification and *Employment Areas* designation and promotes employment retention and job growth at this location. Again, the inclusion of ground level commercial uses will contribute to the pedestrian environment along Tippet Road and the potential uses will appropriately serve neighbouring employment buildings.

Density and Massing

As part of the work carried out for the Wilson Avenue *Avenue* Study, the City commissioned a traffic consultant to provide a transportation analysis of the study area which focused on modelling the operational impacts of increased development along Wilson Avenue to isolate key areas of impact. The analysis tested zoning scenarios and the resulting operational impacts on transportation infrastructure. The Zoning By-law approved by City Council implemented development densities of up to 2.0 FSI along the Wilson Avenue study area, increasing to 2.5 FSI at the intersections of Keele Street and Bathurst Street with Wilson Avenue. These densities would allow for an intensity of development along Wilson Avenue that could be accommodated without having substantial impacts on the existing transportation infrastructure.

The Transportation Analysis conducted for the *Avenue* Study did not test individual sites along Wilson Avenue. However, several sites were examined to test the proposed zoning scenario with the understanding that if applicants applied for increased densities and heights they would be required to produce a transportation impact study which examined the impacts of the specific proposal over and above the tested levels of development in the Wilson Avenue Transportation Analysis. The applicant for 7 and 9 Tippet Road has done this for the current proposal. The results of the Traffic Impact Study have been accepted by Transportation Services staff.

The Official Plan contains policies relating to height and massing, particularly in *Mixed Use Areas*. Specifically, new buildings are to be located and massed to provide a transition between areas of different development intensities and scale, such as providing appropriate setbacks and /or a stepping down of heights, particularly towards lower scale *Neighbourhoods*. The locating of buildings on a site must also have regard for shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes. Buildings must frame the edges of streets with good proportion and maintain sunlight and comfortable wind conditions for pedestrians.

The applicant has addressed these design criteria in the building design and overall site layout. The U-shaped residential building is proposed to be 6-storeys along the Wilson Avenue frontage with a 9-storey wing along the east property boundary and a 12-storey wing along the Tippet Road frontage. The office building on the south development block is proposed to be 5 storeys with a possible mezzanine level. The applicant has provided for a transition between the low density residential neighbourhood to the east by locating the greatest height of the development along Tippet Road, as far away from the residential area as possible. The 6-storey portion of the building is located along Wilson Avenue and additional floors at the 9th storey and the 12th storey step back in order to provide appropriate street proportion along Wilson Avenue. The 6-storey component along Wilson Avenue is compatible with the abutting 5-storey building to the east at 495 Wilson Avenue.

Height

Schedule 'D' Airport Hazard Map in the former City of North York Zoning By-law 7625 sets out the maximum permitted height for buildings and structures around the Downsview Airport. The Schedule permits a maximum height of 15.24 metres on this site. Planning staff have consulted with the Downsview Airport Operations Division and were advised that the height restrictions in the Zoning By-law do not accurately reflect the current requirements for Downsview Airport. As a result of the closure of the large east-west runway in the mid 1990's, Downsview Airport staff have prepared a new maximum building height map that is focussed on the predominantly north-south remaining runway. The impact on maximum building height surrounding the airport is significantly less than when Schedule 'D' was originally incorporated into the Zoning By-law.

The revised Downsview Airport Operations Division's mapping would permit a height of 45.72 metres on this site. The residential proposal, a building of 44.6 metres including the mechanical penthouse, therefore complies with the Downsview Airport requirements. City staff are reviewing Downsview Airport's new requirements for maximum building heights in and around the Airport and will be bringing forward a review of the revised heights and the impacts on adjacent lands surrounding the Downsview runways for City Council's consideration. If required, an amendment to Schedule 'D' of the former City of North York Zoning By-law to reflect the appropriate permissions for maximum building and structure heights will be prepared.

Sun and Shadow

The applicant has submitted a Shadow Study for the proposal that demonstrates the shadow impacts of the project on the adjacent properties is negligible. By siting the building as close to Wilson Avenue as possible, any shadow impact on the properties to the east is minimized. The shadow study has been reviewed and is acceptable.

Traffic Impact, Access, Parking

The applicant has submitted a Traffic Impact Study prepared by LEA Consulting Ltd. The Transportation Services Division has reviewed the study and advises it is acceptable.

Concern was raised at the Community Consultation Meeting with regard to the existing traffic situation in the neighbourhood, particularly at rush hour. Considerable discussion ensued at the Working Group as to how the existing situation could be mitigated and ultimately separate meetings were held to provide an opportunity for City staff and the residents to address this issue. Transportation Services has advised that they will be implementing certain measures such as installing “No Access to Bathurst Street” signs at the vehicular entrances into the neighbourhood south of Wilson Avenue and east of the proposed development.

The two buildings will be separated by a common driveway from Tippet Road that serves as the drop-off/pick-up area for both buildings. The location of this driveway is appropriate and desirable.

In terms of parking, the applicant is proposing to comply with Zoning By-law 7625 for all non-residential uses on the site.

In the interest of encouraging residential redevelopment and increasing reliance on public transit in the Wilson Avenue *Avenue* Study Area, the requirements for parking for residential development was reduced from the existing Zoning By-law standard. Residential parking is required at 1.25 parking spaces per unit including 0.25 spaces per unit for visitors under the Wilson Avenue “MU-AV” zone. The applicant is proposing a further reduction in the current proposal to 1.2 parking spaces per residential unit with 0.2 spaces being for the use of visitors. Given the site’s proximity to the Wilson Subway Station (within 300 metres) and the proposed mix of uses and site layout, staff support this reduced parking rate.

The applicant is proposing a shared parking arrangement between a portion of the residential visitor parking on the north site and the non-residential parking on the south site. The applicant proposes that 50% of the required visitor parking for the residential building will be provided exclusively for the residential use while the remaining 50% of residential visitor parking spaces will be shared with the non-residential component on the south site. This concept of “shared” parking between residential visitors and office/commercial users is based on the differing peak hour demands for parking by these uses.

Servicing

The applicant has provided a Municipal Servicing and Stormwater Management Report prepared by Marshall Macklin Monaghan for the subject application. The proposal can be adequately serviced by the existing infrastructure.

Open Space/Parkland

The Parks, Forestry and Recreation Division has recommended that this development be subject to a 5 percent cash-in-lieu of parkland dedication payment which will be payable at the time of building permit issuance.

Streetscape

The ground floor retail and commercial uses have been located with a minimal setback from the widened portion of Wilson Avenue and approximately 4.5 metres from Tippet Road. The continuous building façade along these sections of Wilson Avenue and Tippet Road contributes to an active, pedestrian oriented streetscape.

Phasing

To ensure that the office building on the south portion of the site is developed, and construction is completed before the completion of the residential component on the northern portion, a phasing requirement will be incorporated into the proposed Zoning By-law. The residential building may be developed in two phases, the easterly portion of the Wilson Avenue frontage and the east wing being Phase 1A and the west portion of the Wilson Avenue frontage and the west wing being Phase 1B as shown on Attachment 5. The construction of the residential buildings can continue at the same time as the Phase 2 office building but the draft Zoning By-law will contain a requirement that construction of the office building must be completed before either residential phase is completed.

Public Art

The Official Plan includes a policy that encourages public art, in prominent locations and visible from the public streets, where opportunities exist. The program requires that the artwork must be clearly visible at all times from publicly accessible areas. The site layout provides several opportunities to create on-site public art. Planning staff have discussed with the applicant the potential of a public art installation under the entrance archway from Wilson Avenue to the residential courtyard or within the residential courtyard itself. The applicant has agreed to provide public art on the site with a cash contribution of \$300,000 for an on-site public art installation under the Percent for Public Art Program.

Section 37

The community benefits being recommended fall into two categories – improvements to boulevards within the public rights-of-way and improvements to recreation facilities in this area.

One of the components of the Wilson Avenue *Avenue* Study was the completion of a streetscape and public art strategy for the study area. The finished Wilson Avenue Streetscape Study addresses the more than four kilometres of public right-of-way within the study area including the roadway and the sidewalks, boulevards and curbs on either side. It establishes streetscape and design elements that will enhance the visual quality of the street, pedestrian amenities and the liveability of Wilson Avenue. The report recommended that street trees, lighting and TTC pads/bus shelter improvements be priority elements in improving the streetscape in the short term. To achieve the ultimately-recommended streetscape condition, additional elements are identified such as concrete curbs at property lines to contain parking areas, street lighting, street furniture and public art.

There are opportunities for landscape enhancements, particularly tree planting, within the public rights-of-way in the vicinity of the site. Staff have determined there is an opportunity for approximately 20 trees within the boulevards along Wilson Avenue adjacent to 2 Faywood Street, and between 408 to 530 Wilson Avenue on the north side and between 451 to 497 Wilson Avenue on the south side. An estimate of the cost of these improvements is \$20,000.

With regard to improvements to existing recreation facilities in Ward 10, there are currently capital initiatives underway to address a shortage of facility space. Section 37 monies from this development can be applied to these initiatives. Specifically, there are opportunities at the Antibes Community Centre and Earl Bales Community Centre. Ongoing discussions with staff from Parks, Forestry and Recreation, and the Ward Councillor will ensure that monies are directed to the projects with the most immediate need.

The community benefits recommended to be secured in the Section 37 Agreement are as follows:

(A) A cash contribution of \$20,000 for streetscape improvements in the immediate vicinity of the site as follows:

- i. Street tree replacement/installation along both sides of Wilson Avenue where opportunities exist within the City's right-of-way, specifically adjacent to 2 Faywood Boulevard, 408 to 530 Wilson Avenue on the north side and 451 to 497 Wilson Avenue on the south side; and
- ii. Replacement of asphalt with decorative concrete or unit pavers in the boulevard along Wilson Avenue where opportunities exist.

(B) A cash contribution of \$180,000 dedicated to improving the existing recreational capital facilities in Ward 10, the specific location to be determined through continuing discussions between City Planning staff, the Ward Councillor, Parks, Forestry and Recreation staff and other City Divisions as required.

The applicant has offered to provide a cash contribution of up to 50% of the cost of an annual TTC Metropass to any purchaser of a unit that purchases an annual Metropass within three months of occupying his or her unit, with a limit of one contribution per unit, to a total maximum contribution of \$250,000.

Community benefits are typically acquired through the application of Section 37 policies which have been incorporated into the Official Plan. The City's opportunity to utilize Section 37 is through an implementing Zoning By-law permitting a height and/or density increase for a specific development. The applicant has offered to make a financial contribution towards transit passes for new owners within the residential portion of the project. This is not a benefit that staff have requested or negotiated and it does not meet the requirements of the Official Plan policies requiring benefits that are capital facilities

or a cash contribution toward specific capital facilities. However, as Section 37 does apply and community benefits are being secured as described below, the Agreement will incorporate this requirement for the Metropass contribution as a legal convenience.

The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:

1. A cash contribution of \$300,000 for an on-site public art installation under the Percent for Public Art Program.
2. A cash contribution towards a TTC Metropass for any purchaser of a unit that purchases an annual Metropass within three months of occupying his or her unit, with a limit of one contribution per unit, to a maximum of \$250,000.

Development Charges

It is estimated that the development charges for this project will be approximately \$2.6 million. This is an estimate. The actual charge is assessed and collected at the time of building permit issuance.

CONCLUSION

The subject lands are unique in the Wilson Avenue *Avenue* Study context as they are significantly larger than most properties in the area and are within close proximity (less than 300 metres) to a subway station. The applicant is proposing an overall site density of 2.5 times the lot area. The density of the residential portion of the site is 3.5 FSI. This is an appropriate density for land which is designated *Mixed Use Areas* on Wilson Avenue in close proximity to the Wilson Subway Station. The density of the office portion is 1.3 times the lot area. This is an appropriate density for lands designated *Employment Areas* south of Wilson Avenue also within walking distance to the Wilson Subway Station. It is recommended that the application to amend the Zoning By-law be approved for the properties known as 7 and 9 Tippet Road.

CONTACT

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SIGNATURE

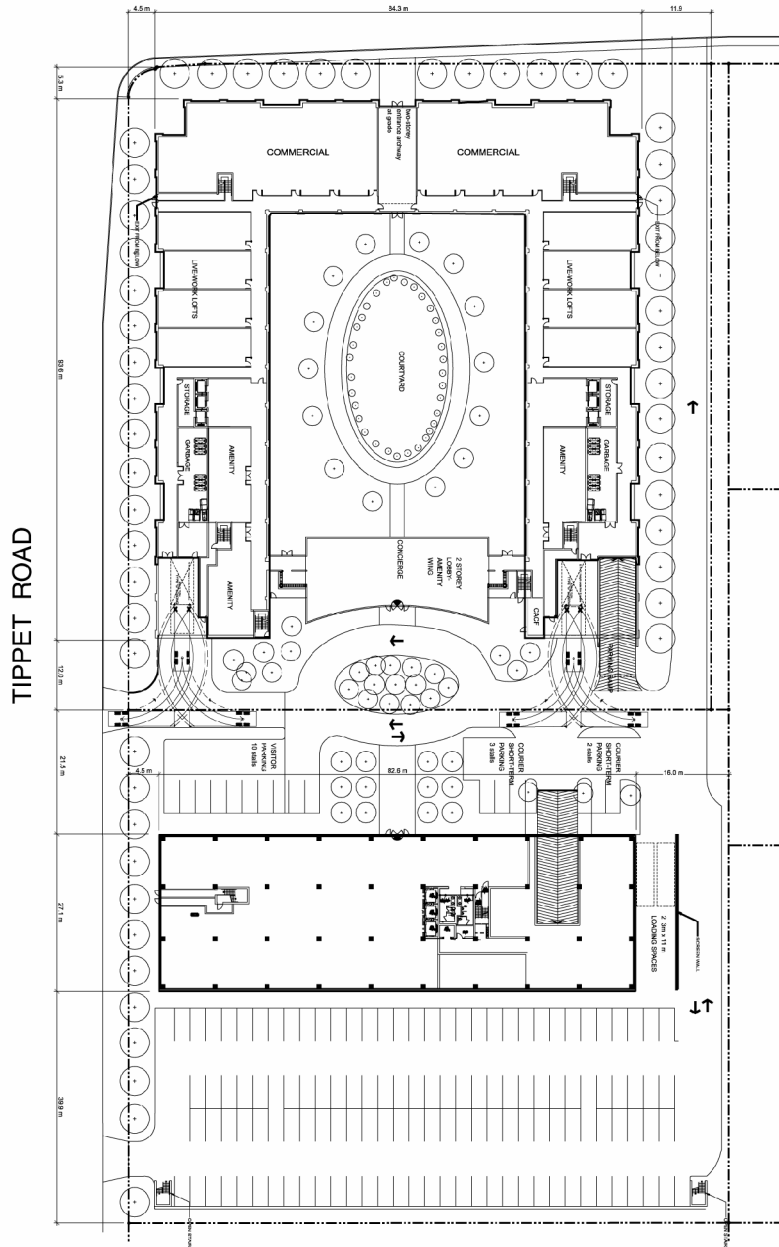
Thomas C. Keefe, Director
Community Planning, North York District

ATTACHMENTS

- Attachment 1: Site Plan
- Attachment 2a: Residential Building Elevation (North and West)
- Attachment 2b: Residential Building Elevation (South)
- Attachment 2c: Residential Building Elevation (East)
- Attachment 2d: Office Building Elevations (West and North)
- Attachment 2e: Office Building Elevations (East and South)
- Attachment 3: Zoning
- Attachment 4: Application Data Sheet
- Attachment 5: Phasing Plan
- Attachment 6: Draft Zoning By-law Amendment

Attachment 1: Site Plan

WILSON AVENUE



Site Plan

Applicant's Submitted Drawing

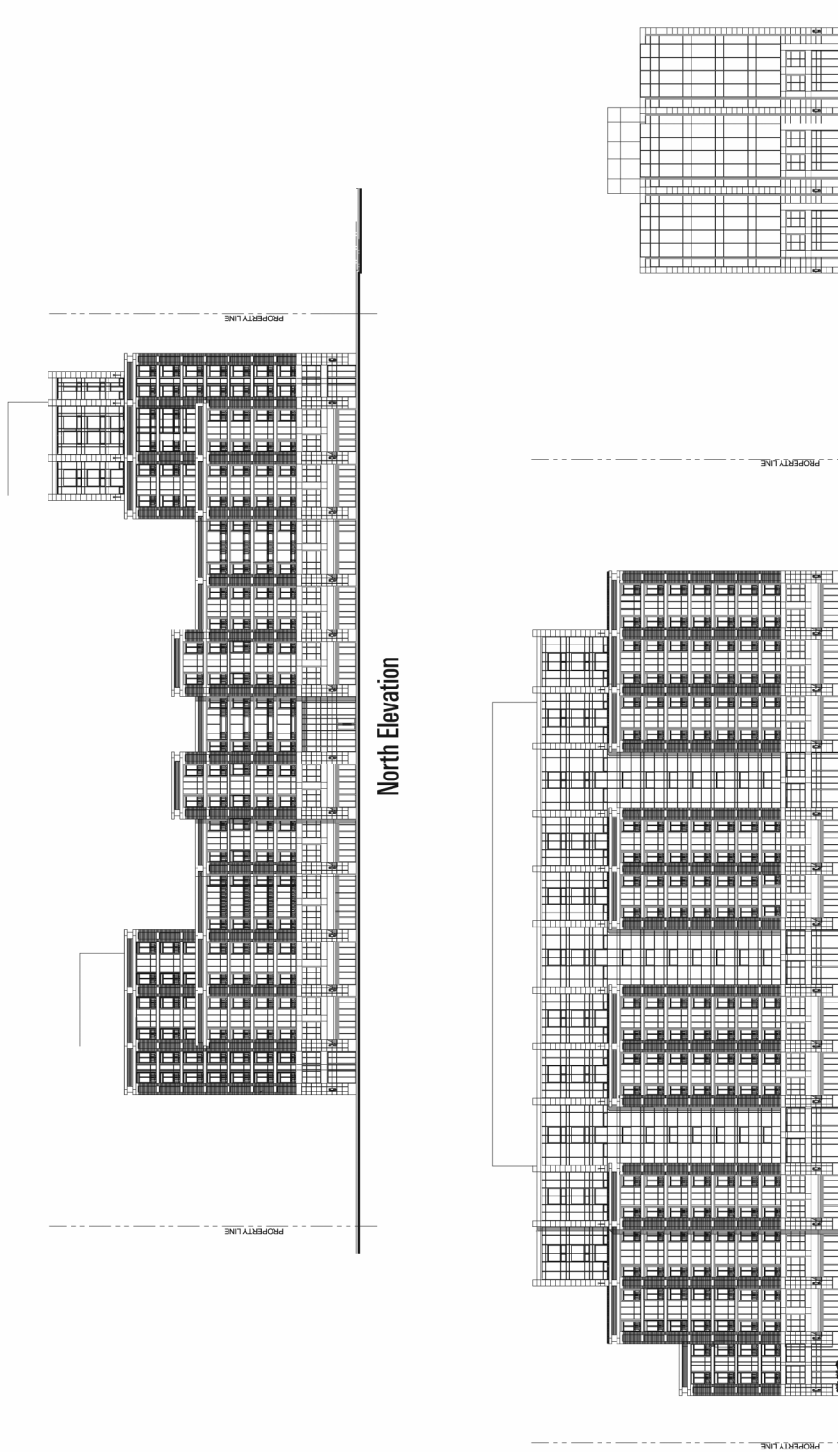
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7 & 9 Tippet Road

File # 06_184089

Attachment 2a: Residential Building Elevations (North and West)



7 & 9 Tippet Road

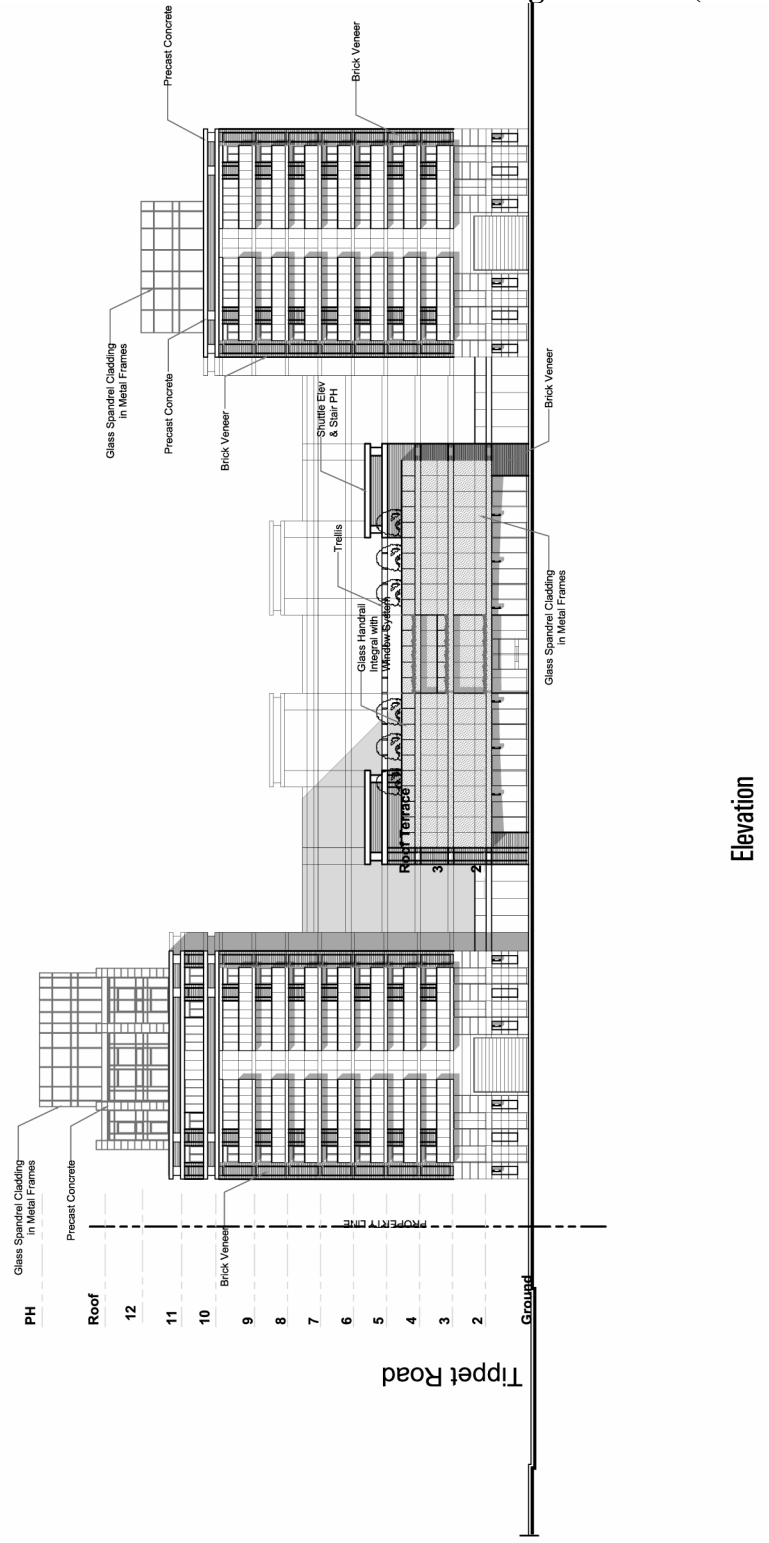
Elevations

Applicant's Submitted Drawing

Not to Scale
10/27/06

File # 06_184089

Attachment 2b: Residential Building Elevation (South)



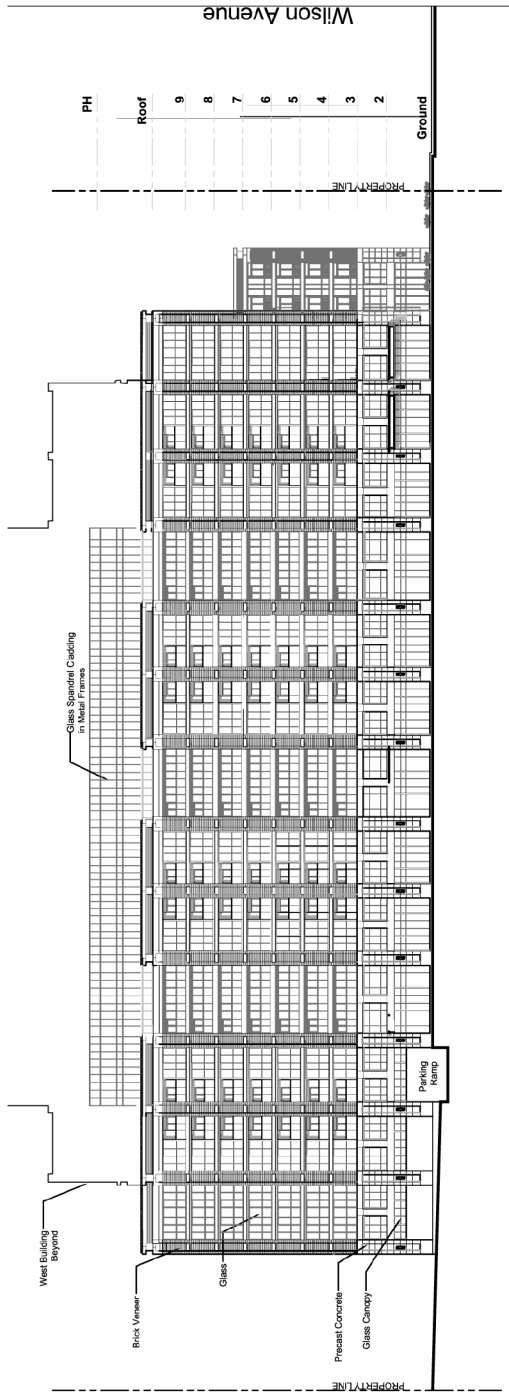
Elevations

Applicant's Submitted Drawing
 Not to Scale
 08/20/2007

7&9 Tippet Road
 File # 06_184091_e1

Elevation

Attachment 2c: Residential Building Elevation (East)



Elevations

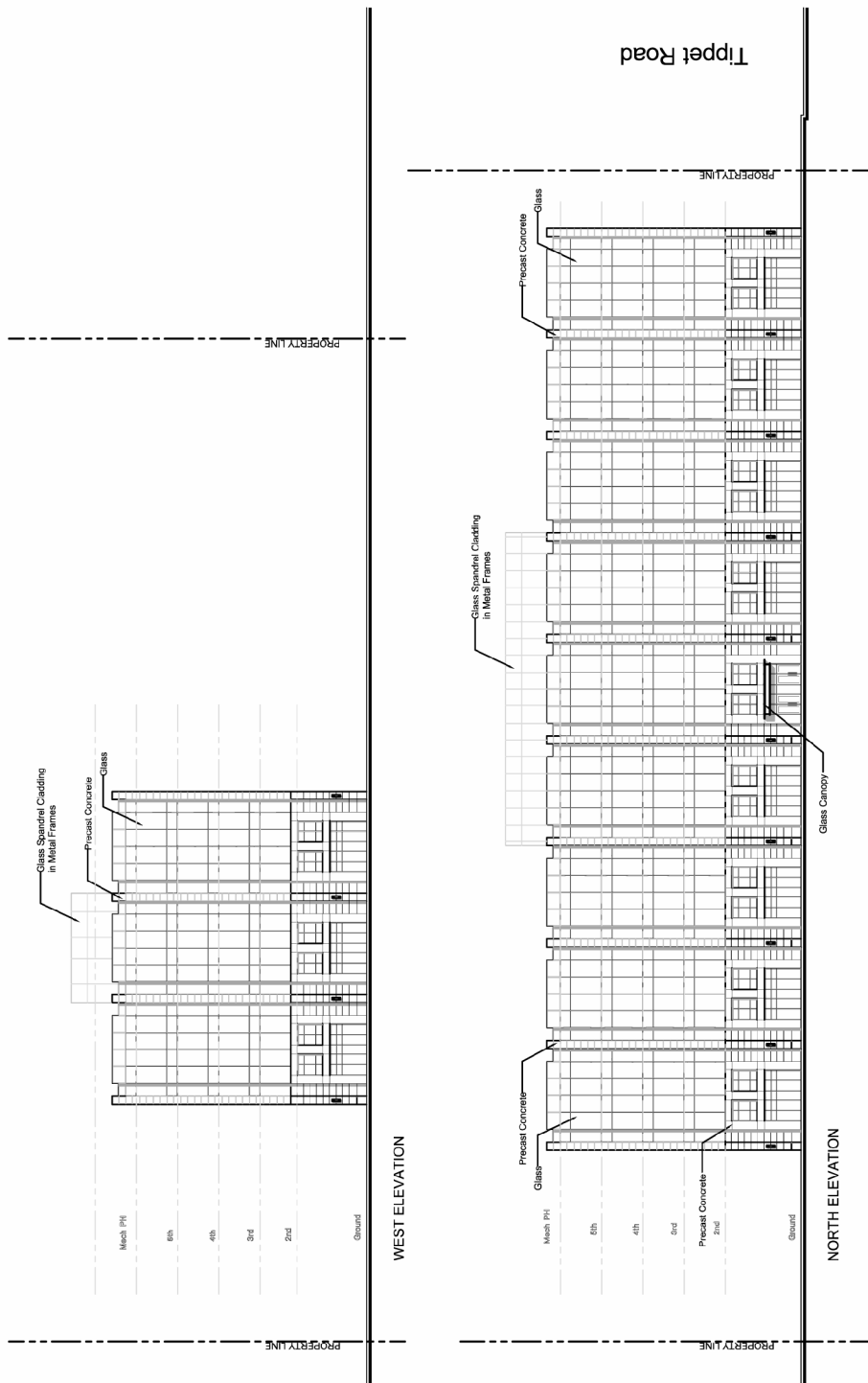
Applicant's Submitted Drawing

Not to Scale
08/20/2007

7&9 Tippet Road

File # 06_184091_e2

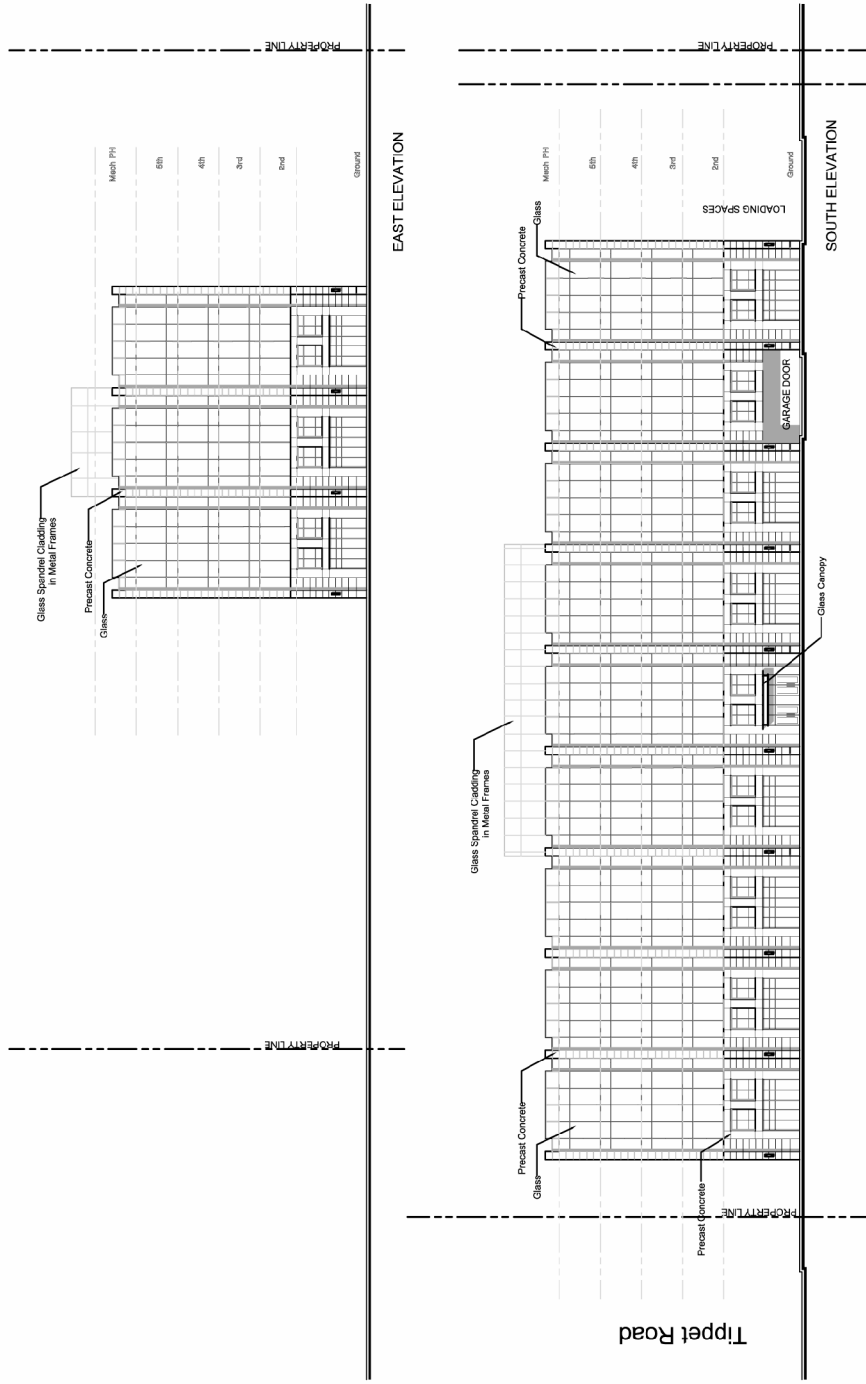
Attachment 2d: Office Building Elevations (West and North)



Elevations
 Applicant's Submitted Drawing
 Not to Scale
 08/20/2007

7&9 Tippet Road
 File # 06_184091_e4

Attachment 2e: Office Building Elevations (East and South)



Elevations

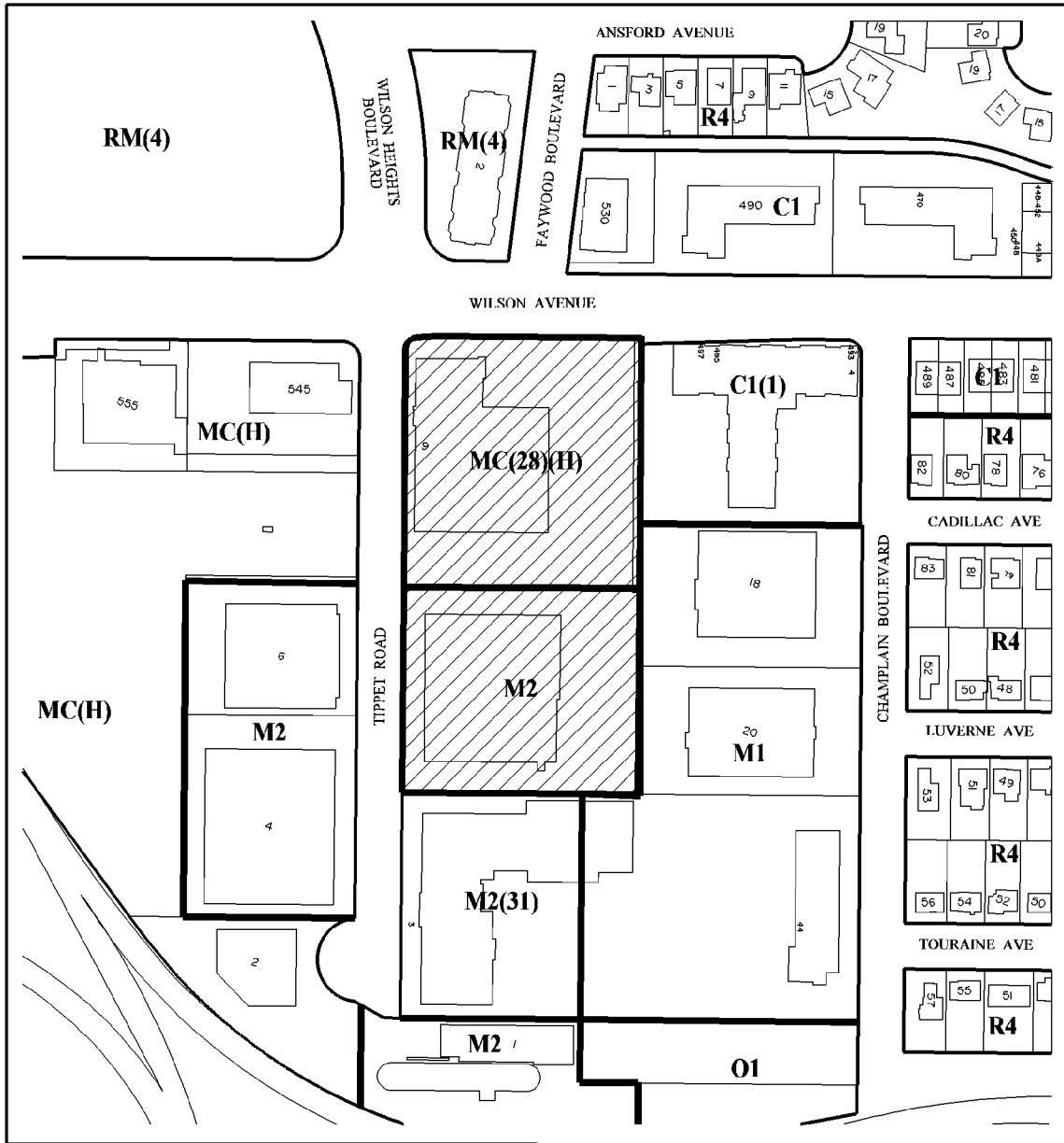
Applicant's Submitted Drawing

Not to Scale
08/20/2007

7&9 Tippet Road

File # 06_184091_e5

Attachment 3: Zoning



TORONTO City Planning Division
Zoning

7 & 9 Tippet Road
 File # 06_184089

R4 One-Family Detached Dwelling Fourth Density Zone
 RM4 Multiple-Family Dwellings Fourth Density Zone
 C1 General Commercial Zone

M1 Industrial Zone One
 M2 Industrial Zone Two
 MC Industrial-Commercial Zone

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category

↑
 Not to Scale
 Zoning By-law 7625
 Extracted 10/27/06

Attachment 4: Application Data Sheet

Application Type	Rezoning	Application Number:	06 184089 NNY 10 OZ
Details	Rezoning, Standard	Application Date:	October 16, 2006

Municipal Address: 7& 9 TIPPET RD

Location Description: PLAN 2466 PT BLK A **GRID N1006

Project Description: The rezoning has been requested to permit a 498 unit mixed use building on the north portion of the site, the height ranging from 6 storey along Wilson Avenue, 9 storey wings to the south and perpendicular to Wilson Avenue and a 12 storey portion along Tippet Road. A 5 storey office building is proposed on the south portion of the site.

PLANNING CONTROLS

Official Plan Designation:	<i>Mixed Use Areas and Employment Areas</i>	Site Specific Provision:
Zoning:	MC(28)(H), M2	Historical Status:
Height Limit (m):		Site Plan Control Area: N

PROJECT INFORMATION

Site Area (sq. m):	20769	Height:	Storeys:	12
Frontage (m):	95.16		Metres:	39.6
Depth (m):	200			
Total Ground Floor Area (sq. m):	6625			Total
Total Residential GFA (sq. m):	39365	Parking Spaces:		827
Total Non-Residential GFA (sq. m):	12481	Loading Docks		4
Total GFA (sq. m):	51846			
Lot Coverage Ratio (%):	31.9			
Floor Space Index:	2.50			

DWELLING UNITS

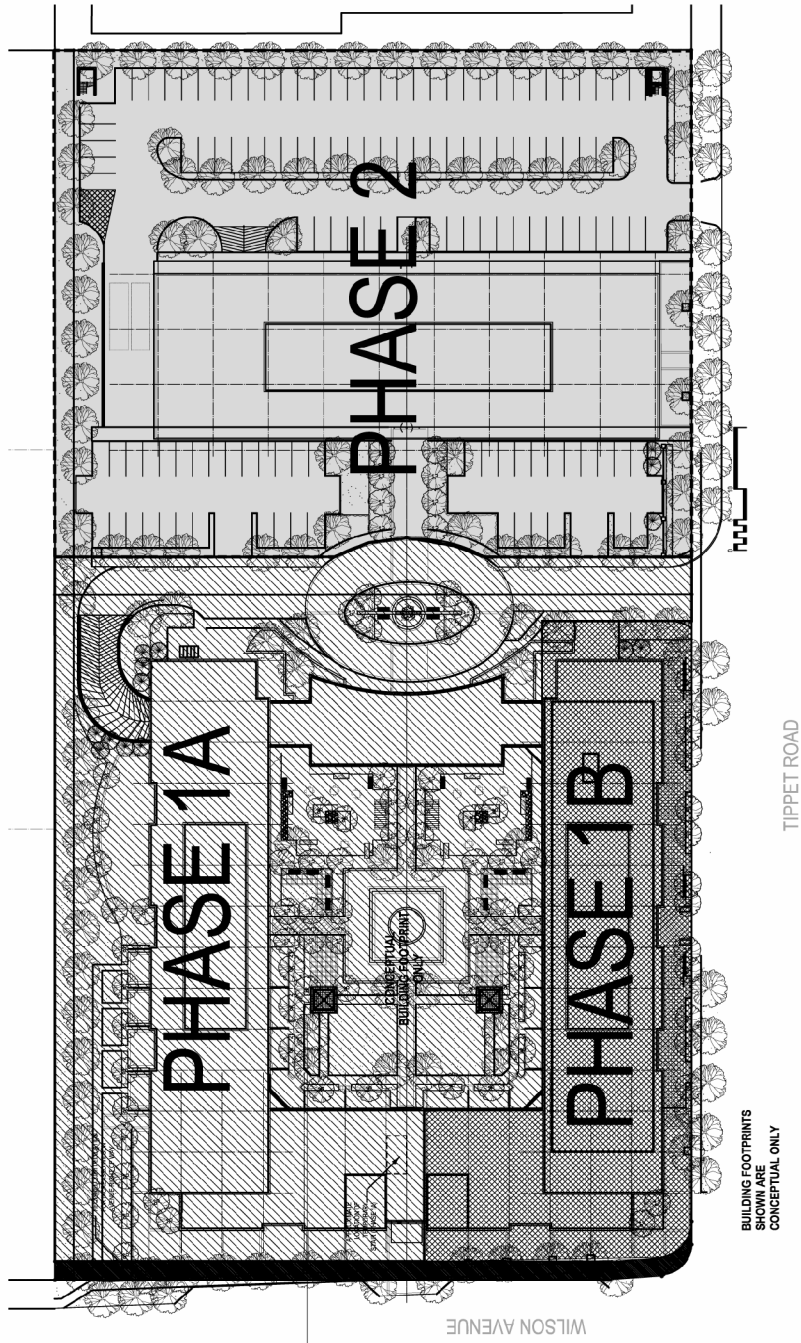
Tenure Type:	Condo
Rooms:	0
Bachelor:	0
1 Bedroom:	253
2 Bedroom:	203
3 + Bedroom:	0
Total Units:	456

FLOOR AREA BREAKDOWN (upon project completion)

	Above Grade	Below Grade
Residential GFA (sq. m):	38743	0
Retail GFA (sq. m):	1080	0
Office GFA (sq. m):	11161	0
Industrial GFA (sq. m):	0	0
Institutional/Other GFA (sq. m):	0	0

CONTACT: **PLANNER NAME:** Cathie Ferguson, Senior Planner
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Attachment 5: Phasing Plan



Elevations

Applicant's Submitted Drawing

Not to Scale
08/20/2007

7&9 Tippet Road

File # 06_184091_0G