

**30 Tippet Road – Zoning By-law Amendment
Application – Final Report**

Date:	November 4 2015
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 10 – York Centre
Reference Number:	12 294187 NNY 10 OZ

SUMMARY

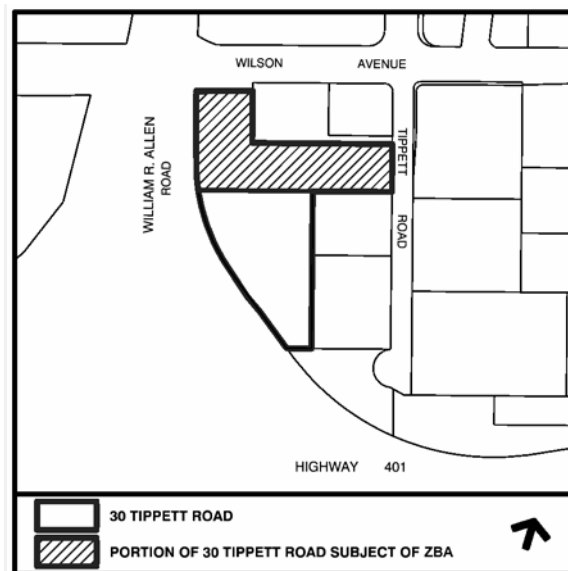
This application proposes to amend the former City of North York Zoning By-law 7625 for 30 Tippet Road to permit a twelve (12) storey (41.19 metre high) building containing 242 residential dwelling units and ground floor non-residential uses on the western portion of the site and an eight (8) storey (26.08 metre high) building containing 154 residential units on the eastern portion of the site. The site will have a total of 396 residential units, of which 100 units will be affordable units. The development will contain 27,901m² of gross floor area. An additional 652m² of non-residential space, including 228m² of retail space and 424m² for a daycare is also proposed. A total of 213 automobile parking spaces would be provided in a single underground parking structure for the proposal.

The proposed development would comply with Official Plan policies by developing a *Mixed Use Areas* site, with non-residential uses at-grade near a subway station entrance, providing a variety of form and tenure of housing in the area including the provision of affordable units.

This report reviews and recommends approval of the application to amend the Zoning By-law in principle subject to a number of conditions.

RECOMMENDATIONS

The City Planning Division recommends



that:

1. City Council amend the former City of North York Zoning By-law 7625, for the lands at 30 Tippet Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 10.
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 Zoning Bills to City Council for enactment, City Council has adopted the Official Plan Amendment which establishes a development framework for the Tippet Road Area.
4. Prior to the Zoning Bills being presented to City Council for enactment, the applicant be required to:
 - a. Submit a revised Functional Servicing Report and Stormwater Management Report to the satisfaction of the Executive Director, Engineering and Construction Services;
 - b. Submit a revised South West Tippet Area Master Servicing Study to the satisfaction of the Executive Director, Engineering and Construction Services;
 - c. Submit a revised Transportation Impact Study to address the outstanding issues including the parking supply and multi-modal transportation infrastructure issues to the satisfaction of the Executive Director, Engineering and Construction Services and the Chief Planner and Executive Director, City Planning; and
 - d. Continue discussions with City Planning staff regarding the proposed building locations with respect to massing, appropriate setbacks and restrictions on balcony configuration and locations.
5. Before introducing the necessary Zoning Bills to City Council for enactment, require the Owner to enter into an Agreement pursuant to Section 37 of the Planning Act to secure the following facilities, services and matters:
 - a. The following matters shall be secured as community benefits in support of the development:
 - i. the provision of a minimum 464.5 m² fully furnished and equipped childcare facility in the base of Building A near to the Wilson Subway Station entrance, the specific location, configuration and design to be to the satisfaction of the General Manager, Children's Services;
 - ii. the Owner shall provide and maintain to the satisfaction of the Chief Planner and Executive Director, City Planning, an accessible public pedestrian walkway under/through Building A which shall have a minimum width of 12.0 metres and a minimum height of 6.0 metres, and shall provide a direct at-grade connection between the west end of the new public street located along the south property line of the

subject site to the Wilson Subway Station entrance located west of the site and east of the William R. Allen Road generally within the area identified as "Privately-Owned Publicly-Accessible Walkway at Ground Level through Building A" on Schedule 2 of the Zoning By-law Amendment, with the specific location, configuration and design to be determined during Site Plan Control Approval and secured in a Site Plan Agreement with the City;

- iii. the Owner shall provide and maintain to the satisfaction of the Chief Planner and Executive Director, City Planning, an accessible public pedestrian walkway south of Building A which shall have a minimum width of 3.5 metres and a minimum height of 6.0 metres and shall provide a direct at-grade connection between the west end of the new public street located along the south property line of the subject site to the southwest corner of the subject site located east of the William R. Allen Road generally within the area identified as "Privately-Owned Publicly-Accessible Walkway at Ground Level South of Building A" on Schedule 2 of the Zoning By-law Amendment, with the specific location, configuration and design to be determined during Site Plan Control Approval and secured in a Site Plan Agreement with the City;
- iv. the Owner shall provide and maintain to the satisfaction of the Chief Planner and Executive Director, City Planning, an accessible public open space north of Building A from the northwest corner to the northeast corner of the subject site along the Wilson Avenue frontage generally within the area identified as "Privately-Owned Publicly-Accessible Open Space at Ground Level North of Building A Along Wilson Avenue" on Schedule 2 of the Zoning By-law Amendment, with the specific location, configuration and design to be determined during Site Plan Control Approval and secured in a Site Plan Agreement with the City;
- v. the Owner shall provide and maintain to the satisfaction of the Chief Planner and Executive Director, City Planning, an accessible public pedestrian walkway within the Ministry of Transportation Building setback area along the west property line of the subject site which shall have a minimum width of 3.5 metres and shall provide a direct at-grade connection between the north end of the subject property at Wilson Avenue and the southwest corner of the property located east of the William R. Allen Road generally within the area identified as "Privately-Owned Publicly-Accessible Walkway at Ground Level West of Building A" on Schedule 2 of the Zoning By-law Amendment, with the specific location, configuration and design to be determined during Site Plan Control Approval and secured in a Site Plan Agreement with the City;
- vi. the Owner shall provide and maintain to the satisfaction of the Chief Planner and Executive Director, City Planning, an accessible public

pedestrian walkway under/through Building B which shall have a minimum width of 25.0 metres and a minimum height of 6.0 metres and shall provide a direct at-grade connection between the new public street located along the south property line of the subject site to the north lot line of the subject site north of Building B generally within the area identified as "Privately-Owned Publicly-Accessible Walkway at Ground Level through Building B" on Schedule 2 of the Zoning By-law Amendment, with the specific location, configuration and design to be determined during Site Plan Control Approval and secured in a Site Plan Agreement with the City;

- vii. the Owner shall provide and maintain to the satisfaction of the Chief Planner and Executive Director, City Planning, a privately owned publicly accessible (POPS) courtyard area located northwest of the cul-de-sac of the new public street located along the south property line of the subject site providing direct at-grade connections between the new public street and the pedestrian walkway described in ii) above generally within the area identified as "Privately-Owned Publicly-Accessible Space at Ground Level" on Schedule 2 of the Zoning By-law Amendment, with the specific location, configuration and design to be determined during Site Plan Control Approval and secured in a Site Plan Agreement with the City; and
 - viii. prior to registration of the first condominium on the lands, the Owner shall have completed construction of the publicly accessible walkway and courtyard referred to in ii) and vii) above and shall convey public access easements to the City for nominal consideration, at no cost to the city and free and clear of encumbrances to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor, on such terms and conditions as set out in the Section 37 Agreement, including provision for deposit of reference plans, environmental obligations as well as insurance and indemnification associated with public access easements.
- b. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:
- i. The Owner is to provide 50 affordable rental residential units and 50 affordable ownership residential units in the proposed development to the satisfaction of the Director, Affordable Housing Office and the Chief Planner and Executive Director, City Planning Division.
 - ii. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting of October 26 and 27, 2009.

6. City Council authorize the appropriate City Officials to take such actions as are necessary to implement the foregoing, including the implementation of the Section 37 Agreement.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

Official Plan and Zoning By-law Amendment applications were submitted by Shiplake Developments for the northern portion of the lands at 30 Tippet Road that are owned by Build Toronto in 2011 and 2012. The initial applications proposed a mixed-use development consisting of two apartment buildings of 12 and 13 storeys on the west portion of the site with a total of 276 dwelling units and 1,065 m² of ground floor commercial space, and 30 townhouse units in 6 blocks on the east portion of the site. The overall density of the development was 2.1 times the area of the lot.

Preliminary reports on the applications were considered by Planning and Growth Management Committee at their meetings on February 16, 2012 for the Official Plan Amendment application and on February 28, 2013 for the Zoning By-law Amendment application. Planning and Growth Management Committee directed that staff hold a community consultation meeting and that the two applications be reviewed together.

The Preliminary Report for the Official Plan Amendment application is available on the City's website at:

<http://www.toronto.ca/legdocs/mmis/2012/pg/bgrd/backgroundfile-44963.pdf>

The Preliminary Report for the Zoning By-law Amendment application is available on the City's website at:

<http://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-56261.pdf>

At its meeting on December 16, 17 and 18, 2013, City Council adopted OPA 231 and redesignated lands on the north side of Wilson Avenue and most of the lands on the south side of Wilson Avenue as *Regeneration Areas* except for the northern portion of 30 Tippet Road that is the subject site to *Mixed Use Areas*. As a result, the proposed Official plan Amendment is no longer required.

Official Plan Amendment 231 was approved by the Minister of Municipal Affairs and Housing in July 2014 and that decision was subsequently appealed to the Ontario Municipal Board (OMB). On June 22, 2015, the OMB issued an order partially approving OPA 231. The *Regeneration Areas* and *Mixed Use Areas* designations for the Tippet Road area are in effect (Attachment 1).

ISSUE BACKGROUND

Proposal

This application proposes to amend the former City of North York Zoning By-law 7625 for 30 Tippett Road to permit a twelve (12) storey (41.19 metre high) building containing 242 residential dwelling units and ground floor non-residential uses on the western portion of the site and an eight (8) storey (26.08 metre high) building containing 154 residential units on the eastern portion of the site for a total of 396 residential units and 27,901m² of gross floor area. An additional 652m² of non-residential space, including 228m² of retail space and 424m² for a daycare is also proposed (See Attachment 2: Site Plan).

Vehicular access to the site, including access to the western 12-storey building, the eastern 8-storey building and the remaining commuter parking lot is proposed by way of a 14.5 metre wide east/west oriented driveway from Tippett Road. This driveway is proposed to be a portion of the future public road. When the lands to the south (4 and 6 Tippett Road) are redeveloped, that property would contribute a further 4.0 metre wide piece of land to result in a total right-of-way width of 18.5 metres. The proposed future public road would extend westerly approximately two thirds of the length of the subject site and terminate in a cul-de-sac just east of William R. Allen Road. In the interim, an easement over the driveway is proposed to provide public access.

Building A, a 12-storey building, would be oriented in a north/south direction at the west end of the site in alignment with William R. Allen Road. Building A would have a total gross floor area of 18,544m² and contain nine (9) two-storey live-work units along the west and north sides of the building in the vicinity of the Wilson Subway Station entrance and fronting Wilson Avenue (See Attachment 3: Site Plan Ground Floor). A 228 m² retail space would be located at the south end of the building on the ground level. A day care space of approximately 424 m² would be located along the east side of the building at grade. A residential lobby and indoor amenity space for the residential units would complete the ground floor uses. Including the nine (9) live-work units, the building would have a total of 242 residential units consisting of 100 one-bedroom, 27 one-bedroom plus den and 115 two-bedroom units.

Amenity space for Building A is proposed on the seventh floor including an indoor amenity space of 193.78m² and an associated outdoor space of 301.69m² at the north end of the building as well as a centrally-located 117.82m² indoor space and an associated 185.34m² of outdoor amenity space. Additionally, an outdoor amenity terrace of 487m² is provided at the south end of the building at the seventh floor level. At the ground floor level of Building A, a 172.40 m² indoor amenity area is proposed adjacent to the residential lobby area. Additionally, an outdoor amenity area will be provided at the east side of the building adjacent to the proposed daycare. Required outdoor play area space for the daycare will be provided in the same vicinity, the final configuration and size of each to be determined through the site plan control process. The proposed elevations for Building A can be found in Attachment 4.

Building B, an eight (8) storey residential building, would be located north of the proposed public road at the east end of the site and would be oriented in an east/west direction north of the proposed road. Building B, containing 154 residential units, would have a total gross floor area of 10,661m². Amenity space and 16 two-storey townhouses would be located on the first and second floors. Floors 3 to 8 would contain an additional 138 residential units. All townhouses would contain 2-bedrooms and a den. The unit breakdown for the remainder of the building would be 12 studio, 54 one-bedroom, 20 one-bedroom and den and 52 two-bedroom apartment units.

The applicant proposes a single indoor amenity space for Building B of 308.00m² at grade adjacent to the residential lobby area. Outdoor amenity space is provided in the form of ground level patios for the two-storey townhouses. These patio areas will range from 1.5 metres deep along the north side of the building, to 3.0 metres deep along the south side of the building to 6.0- metres deep along the Tippett Road frontage. A 101m² square metre area will be provided at grade at the west end of the building as common outdoor amenity area. The proposed elevations for Building B can be found at Attachment 5.

A shared private access driveway at the east end of the future public road would provide access to the pick-up/drop-off and loading area of Building B and serve both proposed buildings with a ramp to a single level of a below-grade parking structure.

A second (ingress) and third (egress) vehicular access would be provided at the west end of the proposed public road from the cul-de-sac to the drop off/pickup area for Building A and the loading space located at grade between the retail portion of the building at the south end of the site and the daycare/residential lobby area and live/work units at the north portion of the site.

The underground parking structure would serve both buildings with a total of 213 vehicle parking spaces - 169 spaces for residents, 39 spaces for visitors, 3 spaces provided for the proposed daycare and 2 spaces identified as car share spaces. Of the total 213 vehicular parking spaces, 6 spaces would be designated accessible.

Two areas have been identified for bicycle parking in the below-grade parking structure. A storage area with 169 bicycle lockers would be provided under Building A and a room containing 12 bicycle lockers would be provided under Building B on the P1 level. An additional 67 bicycle lockers would be provided in a secure ground-level room in Building B. Further short term bicycle parking would be provided for visitors in exterior locations throughout the site. In total, 312 bicycle parking spaces would be provided for the entire development.

An entrance to the Wilson Subway Station is located immediately west of the subject site adjacent to the William R. Allen Road. The applicant has proposed a two-storey arcade, 12.2 metres wide, through the ground floor of the proposed Building A which would serve to convey pedestrians and cycling traffic from the western end of the proposed public road to the subway station entrance. The loading space for Building A would be located in this area as well.

The applicant has proposed privately-owned publicly-accessible space on their development site for the purpose of ensuring permeability through the site, connecting the proposed public road with the entrance to the Wilson Subway Station and enabling the provision of the Allen Walkway along the west side of the property.

Building A would have a gross floor area of 18,544m² while Building B would have a gross floor area of 10,661m² resulting in a total gross floor area of 29,205m² and a floor space index of 3.0 times the lot area.

Additional project details can be found in the Application Data Sheet (Attachment 9).

Site and Surrounding Area

The property known municipally as 30 Tippet Road is irregularly-shaped with an area of 22,951 m² (247,047 ft²) and is located south of Wilson Avenue on the east side of William R. Allen Road. The northern portion of this property with an area of 9,510 m² is the subject of this application to amend the Zoning By-law. The subject site is part of a larger piece of land owned by Build Toronto. The "L" shaped development block is proposed to be severed from the remainder of the Build Toronto lands by an application for consent to sever (File No. B012/14NY). The Application is scheduled to be heard by the Committee of Adjustment on November 12, 2015. The remainder of the Build Toronto lands will continue to be used as a commuter parking lot for the Wilson Subway Station.

The lot is relatively flat with a frontage of approximately 45 metres on Tippet Road which provides access to the site. The property has frontage on Wilson Avenue, however, there is no access to, or from, Wilson Avenue and the land slopes down as a result of the underpass where Wilson Avenue travels beneath William R. Allen Road. The entire site is paved and is currently used as the TTC 'South Commuter Parking Lot' for the Wilson Subway Station with 192 spaces.

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

North: The property at the southwest corner of Wilson Avenue and Tippet Road is 545 and 555 Wilson Avenue, which was rezoned in July 2011 to permit the existing mixed-use condominium development having 388 units with a base building of 8 storeys and two towers at 15 and 16 storeys. Across Wilson Avenue to the north (50 Wilson Heights Blvd.) is another TTC commuter parking lot.

South: The southern portion of the 30 Tippet Road site will remain as a TTC commuter parking lot. Two 1-storey office/industrial buildings are located south of the entrance to the commuter parking lot at 4 and 6 Tippet Road. Further south is a 4-storey office building (2 Tippet Road).

East: Gramercy Park at 525 Wilson Avenue is a 12-storey mixed-use building containing 512 residential units. South of that at 9 Tippet Road is a one-storey warehouse building used as a temporary sales centre for the Gramercy Park development. An application has been submitted for 9 Tippet Road seeking to amend the Official Plan and Zoning By-law to permit a mixed use building with a maximum height of 17-storeys and 500 dwelling units. The matter is currently being finalized at the Ontario Municipal Board.

West: William R. Allen Road abuts the site to the west. The western end of the site also includes a TTC subway entrance to Wilson Station. West of William R. Allen Road is a commercial shopping area containing a Costco, Home Depot, Best Buy and other commercial uses.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources and protecting public health and safety. The Staff report for Action – Final Report – 30 Tippet Road

PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. 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. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

Through OPA 231 Council redesignated lands on the north side of Wilson Avenue and most of the lands on the south side of Wilson Avenue as *Regeneration Areas* except for the portion of 30 Tippett Road that is subject to this development application which was redesignated to *Mixed Use Areas* (See Attachment 7: Official Plan).

Mixed Use Areas Policies

A broad range of commercial, residential and institutional uses in single use or mixed use buildings, as well as parks and open spaces and utilities are permitted within the *Mixed Use Areas* designation. The Official Plan recognizes that *Mixed Use Areas* achieve a number of planning objectives by combining a broad array of uses. The Official Plan notes that not all *Mixed Use Areas* will experience the same scale or intensity of development.

Section 4.5.2 of the Official Plan includes criteria for development in *Mixed Use Areas* to ensure transition between areas of different development intensity and scale, adequately limit shadow impacts on adjacent *Neighbourhoods*, frame the edges of streets and parks with good proportion, and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. In addition, Section 2.2 of the Official Plan refers to the increased integration of transportation and land use to avoid automobiles trips for daily needs and increase non-automobile trips within the area.

Downsview Secondary Plan

The Downsview Area Secondary Plan designates portions of the Tippett Road Area Regeneration Study, including the subject lands at 30 Tippett Road, *Employment Areas*.

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

OPA 231 includes provisions that would amend the Downsview Area Secondary Plan to remove the Tippett Road Area Regeneration Study lands, including the subject site, from the Secondary Plan upon establishment of the development framework required by OPA 231. Approval and enactment of the final version of the proposed Official Plan Amendment for the Tippett Road Area Regeneration Study would meet this objective of OPA 231. This proposed OPA is being

considered by the Planning and Growth Management Committee at a Statutory Public Meeting to be held on November 16, 2015.

Tippett Road Area Regeneration Study

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

The Tippett Road Area Regeneration Study was undertaken to develop a comprehensive planning framework to guide the redevelopment of the 12.6 hectares redesignated as *Regeneration Areas* and *Mixed Use Areas* through the adoption of OPA 231. Although not designated *Regeneration Areas*, the 30 Tippett Road lands were included in the Tippett Road Area Regeneration Study currently near completion to ensure the development of a comprehensive planning framework for the larger area. Council also adopted Site and Area Specific Policy 387 which introduced a framework to guide the Study. The Study process was initiated in 2013 and included a community consultation process, discussions with landowners and a review and assessment of the surrounding land uses and policy framework. The result is a proposed comprehensive policy framework to guide the redevelopment of the Study Area as a complete community. The framework provides for a network of streets, parks and open spaces, pedestrian connections and an appropriate mix of uses and built form typologies, a mix of housing including the provision of affordable housing and a multi-modal transportation strategy to support a vibrant mixed-use community.

At its July 7, 2015 meeting, Council adopted the report (May 29, 2015) from the Chief Planner and Executive Director entitled "Tippett Road Area Regeneration Study – Status Report". The report provided an update on the status of the Tippett Road Area Regeneration Study and summarized the results of the continuing discussions with the major landowners for the study lands including those with the applicants of the subject application. City Council directed City Planning staff to continue discussions with Shiplake Developments respecting their property at 30 Tippett Road north as part of their Zoning By-law Amendment application including the following matters;

- a) the dedication and construction of a unencumbered strip of land a minimum of 14.5 metres wide along the south property boundary for a future east/west street terminating at the west end in a cul-de-sac;
- b) pedestrian/cycling connection to the Wilson Subway Station entrance from the west end of the new public street through a privately-owned publically-accessible space (POPS);
- c) a mixed use development with a site layout and building heights generally as shown on Attachment 8 of the report and a proposed maximum density of approximately 2.45 times the lot area;

- d) appropriate setbacks along the west side of the development to provide for the William R. Allen Road Walkway connecting Wilson Avenue with the lands to the south of the site;
- e) the provision of a new central public park block to be located south of the new east-west road, augmented by additional on-site privately-owned publically-accessible space (POPS);
- f) the submission of an application for a plan of subdivision to enable the creation of a public street and park block;
- g) an estimated total number of dwelling units of 431;
- h) provision of affordable rental and ownership housing units in the range of a total of 100 units, the final number to be determined through further discussion; and
- i) the provision of a 464.5 m² daycare in the base of the building nearest to the Wilson Subway Station entrance as a Section 37 benefit.

The Study is complete and a Final Report including the proposed Official Plan Amendment and associated Site and Area Specific Policy is scheduled to be on the Planning and Growth Management Committee Agenda of November 16, 2015.

Additional Policy Considerations

In addition to the land use policy framework described above, additional policy considerations were reviewed as part of the application.

Wilson Avenue Streetscape Study and Avenue Study

In December 2003, the City initiated a streetscape study for Wilson Avenue to identify opportunities for revitalization along this street. The study examined the characteristics of Wilson Avenue and identified opportunities related to land use, transportation and urban design. The study determined that the existing width of the Wilson Avenue right-of-way is sufficient and should not be widened. The study also concluded that a 5 metre wide pedestrian zone should be provided at the curb edge providing opportunity for streetscape enhancements and pedestrian amenities including public art, landscaping, lighting, transit shelters and benches.

The streetscape study informed Official Plan and Zoning By-law Amendments approved by Council in 2007 to implement the Wilson Avenue Avenue Study which permitted densities for mid-rise buildings as-of-right along the corridor from Bathurst Street to Keele Street. Although the subject lands are not subject to the Wilson Avenue Zoning By-law, the Avenue and Streetscape Studies informed the review of the application at 30 Tippet Road and signal Council's intent to create a vibrant mixed-use pedestrian environment along Wilson Avenue.

Downsview Airport - Height Limits

The subject site falls directly southeast of runway 15-33 at Downsview Airport, operated as a private airfield by Bombardier Aerospace. There are a number of daily flights from the airport for testing newly assembled planes as well as shuttles for Bombardier's employees between Toronto and their headquarters in Montreal.

To ensure the continued viability of the runway at Downsview, building heights are limited in the area to provide sufficient air space for flight operations to ensure compliance with regulations and standards set by Transport Canada. An Airport Hazard Map forms part of former City of North York Zoning By-law 7625 and the new City-wide Zoning By-law 569-2013. The airport

hazard map currently permits building heights no greater than 15.24 metres on the subject site. However, taller buildings have been permitted through site specific Zoning By-law Amendment applications after review by Bombardier, including the two recent developments ('The Station' at 545 Wilson Avenue) south of Wilson Avenue and adjacent to the subject site and ('Gramercy Park' at 525 Wilson Avenue) on the south east corner of Tippet Road and Wilson Avenue.

Performance Standards for Mid-rise Buildings

Adopted by Council in July 2010, the *Avenues and Mid-rise Building Study* includes a set of performance standards to guide the design of mid-rise buildings in a manner appropriate to the *Avenues*. Guided by the objectives to create healthy, liveable and vibrant main streets while protecting the stability and integrity of adjacent neighbourhoods, the mid-rise performance standards generally apply to segments of the *Avenues* that are designated for reurbanization and targeted for growth such as *Mixed Use Areas* with some exceptions, including portions of *Avenues* within Secondary Plan areas.

The Study set out performance standards and recommendations for mid-rise development on Avenues. The guidelines are also helpful to guide the review of midrise buildings not on Avenues. The mid-rise building guidelines are used in assessing mid-rise development proposals within the study area.

The *Avenues and Mid-rise Buildings Study* is available on the City's website at: <http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=7238036318061410VgnVCM10000071d60f89RCRD>

Zoning

The entire property is zoned Industrial-Commercial MC(H) Zone by former City of North York Zoning By-law No. 7625, which permits a variety of industrial, commercial and institutional uses (See Attachment 6: Zoning). The MC zone permits a maximum floor space index of 1.0. The Holding (H) provision restricts retail stores, personal service shops and office uses to a maximum of 5,000m² or 0.5 F.S.I.

The site is also subject to the height restrictions related to the former Downsview Airport, now operated by Bombardier Aerospace, and imposed by Schedule "D" (Airport Hazard Map). The Schedule restricts maximum building and structure heights to 15.24 metres.

Site Plan Control

The property is subject to site plan control approval; however, a site plan application has not been submitted.

Application for Consent and Draft Plan of Subdivision

The parcel of land known as 30 Tippet Road is owned by Build Toronto and the lands subject to this application apply to the northern portion. An application for consent to sever has been submitted to the City to create two lots to facilitate the development of the two proposed buildings subject to this application. The remaining land owned by Build Toronto would be subject to future development application(s). The application for consent to create the two development lots will be heard by the Committee of Adjustment on November 12, 2015.

In order to provide functional road frontage to the interior of the subject lands as well as to the remainder of the lands owned by Build Toronto, an application for Draft Plan of Subdivision is required. An application was submitted by Build Toronto (15 220939 NNY 10 SB) on August 18, 2015 and circulated for comment. The draft plan of subdivision (See Attachment 8: Draft Plan of Subdivision) would create a public road running from Tippet Road in a westerly direction terminating in a cul-de-sac just east of the William R. Allen Road (Block 1 on Attachment 6). The draft plan of subdivision also proposes a public park block (Block 2 on Attachment 6) on the remainder of the lands owned by Build Toronto and used as a commuter parking lot. The current development application can proceed in advance of the approval of the Draft Plan of Subdivision.

Reasons for Application

The Zoning By-law Amendment is required to establish the permitted uses and development standards for the proposed development related to land use, gross floor area (residential and non-residential), height, setbacks, number of dwelling units, parking, loading, bicycle parking, amenity space and landscape open space. A mixed use building and residential uses are not currently permitted by the Zoning By-law on this site.

Community Consultation

A Community Consultation meeting was held in June 2013 for the proposed development application. This meeting was held in conjunction with the Community Consultation Meeting for the development proposal at 9 Tippet Road as well as the kick-off meeting for Tippet Road Area Regeneration Study. Approximately 60 people were in attendance to hear about the development applications and the proposed Tippet Road Area Study including residents, applicants and their consultants, landowners and tenants. The proposed development was also subject to consultation through the Official Plan and Municipal Comprehensive review as well as the resulting Tippet Road Area Regeneration Study. The Tippet Road Area Regeneration Study website can be found at this link:

<http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=d7a70621f3161410VgnVCM10000071d60f89RCRD&vgnnextchannel=490452cc66061410VgnVCM10000071d60f89RCRD>

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 Provincial Policy Statement (PPS) 2014 contains policies related to managing and directing development. It requires that sufficient land be made available for intensification and redevelopment, that planning authorities identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account, among other things, the existing building stock and areas, and that they establish and implement minimum targets for intensification and redevelopment within built up areas. Within this framework, the PPS recognizes that the Official Plan is the most important vehicle for implementing PPS requirements and that comprehensive, integrated and long term planning is best achieved through

municipal official plans. The City's Official Plan, OPA 231 and the proposed Site and Area Specific Policy for the Tippett Road Area Regeneration Study meet the requirements of the PPS. This proposed redevelopment is consistent with the vision of the recently prepared development framework for the Tippett Road Area and is, therefore, consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe requires that Official Plans provide a strategy and policies to achieve intensification and to identify the appropriate type and scale of development in intensification areas. The proposed mixed use development in the vicinity of a major transit station is consistent with the way the Official Plan implements the Growth Plan for the Greater Golden Horseshoe.

Land Use

The site is currently used as a commuter parking lot for the Wilson Subway Station. The application proposes a mixed-use building with condominium residential units, a ground related live/work component, and at-grade retail and institutional space in Building A on the west end of the site in the vicinity of the Wilson Subway Station. Building B is a residential rental building on the east end of the site with two storey townhouses along the north, east and south sides of the building and a residential lobby is located in the southwest corner of the building along the proposed public road. The proposed development is consistent with the objectives of the *Mixed Use Areas* designation in the Official Plan.

The proposed Official Plan Amendment and Site and Area Specific Policy for the Tippett Road Area Regeneration Study encourages and prioritizes the provision of non-residential uses at-grade along Tippett Road. The frontage of Building B along Tippett Road contains two-storey townhouses which does not fulfill the vision for Tippett Road and the Tippett Road Promenade, the vision being that Tippett Road be lined with active, non-residential uses at-grade to support a local "Main-street" character. In this regard, discussions with the applicant will continue to encourage additional non-residential uses along Tippett Road.

Density, Height, Massing

Density

The Site and Area Specific Policy for the Tippett Road Area Regeneration Study sets out a maximum density of 3.99 for these and other *Mixed Use Areas* lands south of Wilson Avenue – the proposed floor space index of the development is 3.0 times the lot area. The proposed density conforms with the direction provided by the proposed Official Plan Amendment and Site and Area Specific Policy for the Tippett Road Area.

Height and Massing

The Official Plan identifies the Wilson Avenue frontage of the site as an *Avenue*. The performance standards of the Avenues & Mid-Rise Buildings Study, therefore, apply to Building A. In keeping with the Avenues & Mid-Rise Buildings Study (Mid-Rise Guidelines), the proposed Official Plan Amendment and Site and Area Specific Policy for the Tippett Road Area Regeneration Study sets out a maximum building height along Wilson Avenue of 36.0 metres. The maximum building height set out in the Mid-Rise Guidelines is exclusive of the mechanical penthouse. Building A is a 12-storey building which has a proposed height of 41.19 metres including the mechanical penthouse which is incorporated into the 12th floor along with residential units. City Planning's concern with units located on the 12th floor of the building would be additional height created by those units and the resulting shadow impacts at grade.

A building envelope should allow for a minimum of 5-hours of sunlight onto the *Avenue* sidewalks from March 21 to September 21 as well as ensuring that the street wall height is in proportion with the abutting right-of-way. The building achieves this by being setback from the property line a distance of 5.4 metres.

However, no stepbacks have been provided for the proposed 12-storey building; hence, the building is perceived as a 12-storey slab. Six storey building components have been proposed in two locations along the east side of the building and at each end (north and south) of the building. Balconies of an undetermined depth are provided right to the corners of the building and exacerbate the building mass.

The proposed Site and Area Specific Policy permits mid-rise buildings of up to 20.0 metres in height in *Mixed Use Areas* within the Tippet Road area. Building B is a proposed eight (8) storey, 26.08 metre high, building. Building B has been reviewed in the context of the Avenues & Mid-Rise Buildings Study. The Guidelines require a maximum building height equating to the width of the abutting right-of-way. The Tippet Road right-of-way is existing at 20.0 metres while the proposed public road west of Tippet Road which would run along the south side of Building B is proposed at 18.5 metres. The proposed Building B exceeds the maximum height permitted by the proposed Site and Area Specific Policy for the Tippet Road Area by 6.08 metres.

Building B has a 2.0 m stepback at the second floor but that stepback is filled visually by balconies above that appear to be approximately 2 metres in depth. Stepbacks should be increased in depth so that they are discernible in the building massing, in consideration of balconies for Building B as well as Building A.

It is recommended that balconies not be permitted to encroach within 3.0 metres of the corners of the building at all levels. This requirement should apply to both Building A and Building B. Restricting balconies from the corner areas of buildings serves to minimize the shadow impacts of the proposed buildings and the visual bulk of the proposed buildings.

City Planning staff will continue discussions with the applicant concerning the proposed massing of both Building A and Building B.

Proposed Draft Zoning By-law

The applicant has submitted a draft Zoning By-law for the proposed development.

An additional Schedule will be required to be incorporated into the proposed Zoning By-law illustrating the location of, and identifying, the proposed privately-owned publicly-accessible space (POPS) to be secured at the Site Plan Control Approval stage.

The Former City of North York Zoning By-law permits balcony encroachments of up to 1.5 metres from a building face. It appears that the depth of the proposed balconies on both Building A and Building B, while not dimensioned, are approximately 2.0 metres. City Planning staff will continue discussions with the applicant in this regard.

Restricting balconies from the corner areas of buildings serves to minimize the visual bulk and shadow impacts of the proposed buildings. The proposed Zoning By-law will include a clause which prohibits balcony encroachments within 3.0 metres of a corner of a building at all levels to address these issues.

At all main residential entrances, canopies for weather protection should be provided and permitted to encroach into required yard setback areas a distance of up to 3.0 metres. This permission will be incorporated into the proposed Zoning By-law.

The proposed draft Zoning By-law is attached to this report (See Attachment 10). City Planning staff will continue discussions with the applicant to finalize the draft Zoning By-law prior to enactment by City Council.

Sun, Shadow, Wind

The applicant has submitted a Shadow Study for the proposal that demonstrates the impact of the proposed development on the subject site and neighbouring properties.

The shadows are generally acceptable. However, discussions will continue with the applicant regarding the building massing, articulation and other design elements that influence shadows on the site itself and the surrounding lands in an effort to further minimize the shadowing impacts.

Multi-Modal Transportation Assessment

An updated Traffic Impact Study dated July 15, 2015 and prepared by WSP was submitted with the revised proposal and has been reviewed by City staff.

Through the Tippett Road Area Regeneration Study process, the City undertook a comprehensive multimodal transportation strategy and safety assessment to sustainably balance safety and future growth for the Tippett Road area. The strategy promoted connectivity among all transportation modes and maximized accessibility to transit including the Wilson Subway Station, enhanced cycling and walking opportunities through new pathways, introduced share vehicles and bicycles and demand management measures, and provided new streets and improvements to existing streets that ensured access, capacity and safety for all users.

The City has recently adopted policies relating to active transportation/transit needs and infrastructure assessment. The policies require that studies submitted with development applications include a comprehensive review of active transportation and transit user needs and corresponding infrastructure assessments.

The submitted Traffic Impact Study focuses on vehicle level of service, without assessing the requirements of the recently approved City policies and the needs of sustainable transportation users. The study is lacking a multimodal analysis and recommendations relating to infrastructure improvements for site users.

Of particular importance in the Tippett Road area is the identification of mitigation measures for safety and public realm improvements including the reduction of the size of the intersection of Tippett Road and Wilson Avenue to shorten crossing distances and the protection for future bicycle lanes on Wilson Avenue. The applicant shall be required to provide conceptual plans and proportional funding contributions towards these improvements for the subject site.

The proximity to transit facilities does not ensure the proper use of infrastructure or the provision of easily accessible transportation information for site users. City policy requires the incorporation of demand management measures into developments adjacent to key transit facilities to further reduce the demand for automobile travel.

Staff will work with the applicant's transportation consultant to resolve and develop solutions for the outstanding transportation issues associated with the development proposal. Overall transportation demand management strategies and implementation resource commitments shall reflect the City's policies and may include the following:

- potential bike-share facilities;
- increase automobile occupancy rate through publicly-accessible carpool services and spaces;
- low-emission vehicle priorities and publicly-accessible electric vehicle charging facilities;
- peak trip reduction for employees in coordination with demand management partners such as Smart Commute or joining local TMAs;
- programs for flexible work hours and telecommuting for employees;
- providing sufficient and designated taxi pick-up/drop-off spaces and locations for courier/service vehicles; and
- the application of new technology and practices including real time information as part of travel information systems.

City staff will work with the applicant during the Site Plan control process to incorporate some of these measures into the proposed development.

Traffic Impact, Access, Parking

Traffic Impact

The consultant estimates that the proposed development will generate 137 and 157 two-way trips during the AM and PM peak hours respectively. These times are generally regarded as coinciding with the peak operating conditions of the site. While the optimized signal timings and new protected westbound left-turn lane phase used under future conditions for the Wilson Avenue/Tippett Road intersection in the report can be accepted in principle, a review of these optimizations (cycle lengths, phasings and offsets) must be undertaken by our Traffic Signal group. If deemed acceptable, a request will be made to the applicant to implement the advance westbound left turn phase including any associated infrastructure, at their cost.

Given the trips that have been estimated for the project by the consultant, the study concludes that site traffic will have a limited impact on the boundary road network. Transportation Services acknowledges the potential in the future for capacity constrained movements along the Wilson Avenue corridor. However, city staff accept the conclusions of the study.

Driveway access and site circulation

Vehicular access to the site is proposed to be provided via a new east/west driveway in the interim with an ultimate proposed public road connection with Tippett Road. The new public road will have a 14.5 metre right-of-way until such time as the site to the south (4 and 6 Tippett

Road) redevelops. The remaining 4.0 metres will be conveyed at that time to complete an 18.5 metre right-of-way. The new public road will operate with a cul-de-sac at its west end.

The subject site is proposed to have three (3) full-moves access driveways onto the proposed public right-of-way. The east driveway will provide access to the underground parking ramp for both buildings and a pick-up/drop-off area for Building B, and the two western driveways will act as a pick-up/drop-off area for Building A.

City staff find this configuration acceptable.

Parking

A total of 213 parking spaces are proposed for this development in a one-level underground garage. Access to the underground parking will be provided by a ramp located at the east end of the site, adjacent to and under Building B. No surface parking is proposed.

The City parking requirements for the project are the same as those contained in the Site Specific By-law 223-2010, which has been approved for the adjacent development at 545-555 Wilson Avenue (The Station). Application of these By-law standards require the following parking spaces to be provided for this development:

Use	Scale	Parking Rate (per By-law 223-2010)	No. of Spaces Required
Residential	396 units	0.9/dwelling unit	356
Visitors	396 units	0.15	59
Day Care	424m ²	1.0/28m ²	15
Retail	228m ²	1.0/28m ²	8
Grand Total			438

The applicant has proposed a total of 213 parking spaces in the underground structure and the intended breakdown is as follows:

Resident	169
Visitor	39
Car Share	2
Daycare	3
Total Proposed	213

The proposed parking supply of 213 spaces does not meet the requirements of the Transportation Services Division in that the proposed parking supply is insufficient. In this regard, the submitted Transportation Impact Study must be revised to provide additional parking or a justification for parking reduction which is satisfactory to the City. The site is well-served by public transit and a reduced parking rate in conjunction with a multi-modal analysis and infrastructure noted above may be appropriate. It is recommended that the proposed Zoning Bills be held until the parking issues are resolved.

Loading

The City requires the provision of a minimum of two Type G loading spaces with minimum dimensions of 4.0 m wide, 13.0m long and with a vertical clearance of 6.1 m.

The loading space for Building A will be located adjacent the building within the proposed two-storey arcade which traverses Building A in an east/west orientation at ground level. The loading space for Building B is located within the building and accessed from the internal driveway. Both proposed loading spaces meet the required dimensions.

A future site plan application will be required for this project. Therefore, additional comments pertaining to the location and configuration of the proposed access driveways, the location and layout of the proposed parking spaces, the ingress/egress to and the location and layout of the proposed loading facilities, and overall site circulation will be provided through the site plan review process.

Bicycle Parking

The applicant has provided bicycle parking in association with both proposed buildings. A large secure area has been proposed in the P1 level of the parking garage to accommodate 169 bicycle lockers under Building A. Building B contains a ground floor bicycle room that can accommodate 67 bicycles in lockers. Twelve additional bicycle lockers are located in the P1 level of the parking garage under Building B.

All visitor bicycle parking is located at, and accessible, at-grade. For the retail use, 2 long term and 5 short term bicycle parking spaces will be provided. Two long term and 5 short term bicycle parking spaces will be provided for the proposed daycare.

In total, 312 spaces have been provided on-site.

Wilson Avenue/Tippett Road Streetscape

Wilson Avenue

The Wilson Avenue Streetscape Study envisions a 5 metre wide pedestrian zone along Wilson Avenue at the curb edge providing opportunity for streetscape enhancements and pedestrian amenities including public art, landscaping, lighting, transit shelters and benches. Building A faces Wilson Avenue at its north end and two storey live/work units are proposed at grade along this elevation. The proposed building setback of the townhouses is 5.4 metres at grade with balcony encroachments above the first floor. This setback is appropriate. The proposed streetscape plan for Wilson Avenue is conceptual at this time and the detailed design of the street would be further evaluated and secured through Site Plan Control Approval.

Tippett Road

Along Tippett Road, Building B is proposed to be set back from the right-of-way a distance of 6 metres. Two storey townhouses are proposed in this location facing Tippett Road. The proposed 6 metre setback complies with the vision for Tippett Road contained in the proposed Site and Area Specific Policy which has resulted from the Tippett Road Area Regeneration Study. The building setback area functions as the private amenity space for the two-storey townhouses facing Tippett Road and patio definition must be accomplished with low decorative fences rather than higher privacy fences to provide a seamless integration of the private amenity areas with the Tippett Road streetscape design to create an enhanced pedestrian realm along this important Promenade.

However, at the north end of the proposed 6 metre building setback area, an exit stairwell from the underground garage structure is proposed along the Tippett Road frontage. The exit stair must be relocated from the public realm and the proposed Tippett Road Promenade. With the relocation of the stairwell, the 6 metre building setback area will provide adequate space for landscaping, and other pedestrian amenities along Tippett Road to enhance the proposed Tippett Road Promenade. A landscape concept plan is required to be submitted during the Site Plan Control Approval process to illustrate landscaping and utilities to ensure that the enhancements can be achieved.

A double row of trees is desirable along the proposed Tippett Road Promenade. This means that a single row of trees would be planted in the boulevard within the municipal right-of-way and a second row of trees would be planted on private property within the 6 metre building setback described above abutting the Tippett Road right-of-way. Trees require a minimum soil depth of 1.5 metres from the top of the slab of the underground parking garage. The draft Zoning By-law provided by the applicant indicates that the underground parking garage will have a setback of 0.0 metres from the Tippett Road right-of-way. Unless the parking structure is particularly deep, this may not accommodate the required 1.5 metres of soil depth required for trees to thrive. This situation may require an increased setback of the underground parking structure along Tippett Road or a notching-in of the parking structure to accommodate tree planting in this area. City Planning staff will continue discussions with the applicant in this regard.

Servicing

An updated Stormwater Management Report, prepared by Fabian Papa & Partners, dated July 29, 2015 and a revised Southwest Tippett Area Master Servicing Study, prepared by Fabian Papa & Partners, dated August 12, 2015 were submitted with the revised development submission received in August 2015. These reports have been reviewed by Development Engineering.

It is noted by Development Engineering that the current overland flow routes are to be maintained as modifications to the existing drainage patterns could have serious upstream and downstream consequences as a result of the proposed redesigned drainage pattern. This area has been identified as a problematic area subject to flooding (Basement Flooding Area #19) within the City of Toronto.

Requested revisions by Development Engineering on various submitted reports and plans, prior to the enactment of a Zoning By-law, include:

- the removal and relocation from within City easement parts which traverse the subject site;
- the preparation of a pre-development drainage plan;
- the inclusion of additional lands south of Build Toronto (30 Tippett Road) and Malibu (9 Tippett Road) in the post development drainage plan;
- the revision of the drainage and grading plans to maintain the existing overland routes including matching of the existing perimeter and proposed drainage patterns;
- a comprehensive storm water hydraulic analysis of the entire storm water shed that the engineer is proposing to drain to if the existing overland flow routes are to be modified;

- inadequate cover depth of a proposed storm sewer within the proposed public road and the relocation of a storm sewer from off-centre to the centre of an easement to meet standard City requirements;
- requested revisions to the Functional Servicing and Stormwater Management Reports; and
- the submission of a satisfactory Sanitary Analysis for the entire redevelopment area.

In summary, additional information and revisions are needed to address City requirements with respect to water service, sanitary and storm sewer service, including addressing sanitary sewer capacity, the City's Wet Weather Flow Management Guidelines and overall drainage. Engineering staff continue to work with the applicant to address outstanding servicing issues.

It is recommended that the Zoning Bills be held until the outstanding servicing issues are resolved to the satisfaction of the Executive Director, Engineering and Construction Services.

Amenity Space

The applicant has committed to providing amenity space for the residents at a rate of 2m² of outdoor amenity space per residential dwelling and 2m² of indoor amenity space per residential dwelling. This is appropriate as the proposed rate is in keeping with the new City of Toronto Zoning By-law. This equates to a total of 792m² each of indoor and outdoor amenity areas for the two proposed buildings.

For Building A, the applicant has proposed some space on the seventh floor including an indoor amenity space of 193.78m² and an associated outdoor space of 301.69m² at the north end of the building as well as a centrally-located 117.82m² indoor space and an associated 185.34m² of outdoor amenity space. An outdoor amenity terrace of 487m² is also provided at the south end of the building on the seventh floor level.

At the ground floor level of Building A, a 172.40 m² indoor amenity area is proposed adjacent to the residential lobby area. An outdoor amenity area adjacent to the daycare space is proposed to be shared with the daycare use, the final configuration and size of each to be determined through the site plan control process.

The applicant proposes a single indoor amenity space for Building B of 308.00m² adjacent to the residential lobby area. Outdoor amenity space is provided in the form of ground level sodded areas for the two storey townhouses. These sodded areas range in depth from 1.5 metres along the north side of the building, to 3 metres deep along the south side of the building to 6 metres deep along the east end of the building facing Tippett Road. An additional 101m² outdoor amenity space to be shared by Building B residents is provided at grade at the west end of the building.

A summary of the proposed indoor and outdoor amenity space as described follows:

Building	Indoor Amenity Space	Outdoor Amenity Space
Building A 7 th floor north	193.78m ²	301.69m ²
Building A 7 th floor central	117.82m ²	185.34m ²
Building A 7 th floor south	n/a	487.00m ²

Building A ground level	172.40m ²	To be determined
Total Proposed for Building A	484.0m²	974.03m²
Total Required for Building A	484.0m²	484.m²
Building B ground level	308.0m ²	101.0m ²
Building B ground level private amenity areas for townhouses	n/a	339.0m ²
Total Proposed for Building B	308.0m²	440.0m²
Total Required for Building B	308.0m²	308.0m²

As can be seen, the applicant will provide the required minimum indoor and outdoor amenity space for each building.

City Planning staff have concerns with the limited depth and design of some of the proposed private amenity areas located along the north side and the south side of Building B exterior to the two-storey townhouses. These areas will also function as entrances to the townhouses. The amenity areas located to the north of the building are proposed to be 1.5 metres in depth and those along the south of the building are proposed to be 3.0 metres in depth. Staff will continue to work with the applicant to improve the design of these areas so they will function as front entrances with porches.

Public Realm Improvements and On-Site Pedestrian/Cycling Connections

Through the Tippett Road Area Regeneration Study, staff has identified the need for privately-owned publicly-accessible pedestrian/cycling connections through the Study Area and on individual sites. With the entrance to the Wilson Subway Station located along the west boundary of the subject site, connections through the 30 Tippett Road site to the Subway Station entrance and other destinations are important. The applicant is proposing privately-owned publicly-accessible space (POPS) on-site as per the Council direction of July 7, 2015. The current development proposal illustrates the locations of these POPS. The POPS would enable a connection between the proposed public road and the subway station entrance in two locations.

The applicant has proposed a two-storey arcade, 12.2 metres wide, through the ground floor of the proposed Building A which would serve to convey pedestrians and cycling traffic from the western end of the proposed public road to the subway station entrance. This arcade also serves as a loading area for Building A. This arcade is oriented in a perpendicular fashion to Building A and does not provide visibility of the Wilson Subway Station entrance from the proposed public road. With the loading area in use, the width of the throughway would be reduced to 8.2 metres. City Planning staff will continue discussions with the applicant during the Site Plan Approval process regarding the location and orientation of this pedestrian arcade.

An east/west oriented POPS located directly south of Building A would provide a second connection between the proposed public road cul-de-sac and the Wilson Subway Station entrance. An additional POPS would be located along William R. Allen Road within the 14 metre building setback area. This building setback area would accommodate the proposed Allen Road Pathway as described in the proposed Site and Area Specific Policy for the Tippett Road Area Regeneration Study. A POPS is also proposed within and around the proposed pick-up/drop-off for Building A as well as along the north side of Building A along Wilson Avenue.

Similarly, POPS are proposed around Building B to provide permeability through the site. A connection from the public sidewalk of the proposed public road to the north side of Building B is proposed through the two-storey at-grade vehicular access to the passenger drop-off/pickup area and ramp access for Building B.

The conceptual locations of the proposed POPS are shown on Schedule 2 of the draft Zoning By-law.

City Planning staff will continue discussions with the applicant regarding amenities such as pedestrian level lighting, benches and garbage containers within the POPS. POPS are secured through the Site Plan Control Approval process.

Parkland

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 lands which are the subject of this application are in an area with 0 to 0.42 hectares of local parkland per 1,000 people. The site is in the 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.

The application proposes a total of 396 residential units and 652 m² of non-residential use on a 9,510 m² portion of a 22,772 m² site which also contains a 2,250 m² public road. The net site area subject to parkland dedication requirements is 20,522 m². A consent application has been submitted to the City to sever the subject lands into smaller development blocks.

At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III, of the Toronto Municipal Code, the parkland dedication requirement is 5,280 m² or 25.7% of the site area. However, for sites that are 1 to 5 hectares in size, a cap of 15% of the development site is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement is 3,017 m² or 14.7% of the net site area.

The applicant is proposing to redevelop 46% of the subject site; the remainder of the site is proposed to be developed following severance of the lands. The applicant is required to satisfy the proportionate parkland dedication requirement (1,398 m²) through an on-site dedication. The applicant has proposed to convey a 1,530 m² park block which is identified as Block 2 on the draft plan of subdivision submitted as part of application 15 220939 NNY 10 SB (See Attachment 8: Draft Plan of Subdivision).

Affordable Housing

Through the Tippet Road Area Regeneration Study process, the applicant committed to the provision of approximately 100 rental and ownership affordable housing units. The applicant is proposing 50 affordable ownership units in Building A and 50 affordable rental units in Building B for a total of 100 units. This was the commitment of the applicant through the Tippet Road Area Regeneration Study and staff are satisfied with this. While there are a number of ways that affordable housing can be secured in the City of Toronto, these particular affordable units will be secured through the Affordable Housing Office.

Staff from the Affordable Housing Office have indicated that the applicant has had contact with them and negotiations are underway concerning the provision of affordable housing.

Community Services and Facilities

During the Tippett Road Area Regeneration Study process, it was determined through the Community Services and Facilities Study that one of the priorities for acquisition in the Study Area was childcare space. Through the Tippett Road Area Regeneration Study, the applicant committed to the provision of a 464 m² fully furnished and equipped space to be used for a daycare. The current proposal includes a daycare space of 424m² on the ground floor of Building A in a location proximate to the entrance of the Wilson Subway Station which is not in keeping with their original commitment.

City Planning has discussed the proposed daycare space commitment with Children's Services who will determine if the space being proposed is adequate for a child care centre, the smallest size accommodating 52 childcare spaces. The required associated outdoor amenity space for a 52-space daycare is 278m². The applicant is proposing an outdoor space of 179m² which falls short of the requirement for a 52-space childcare centre. The proposed size of the outdoor play space needs to be increased to meet the required standard. Other Ministerial requirements may increase the minimum play space required including outdoor storage of play equipment (i.e. storage sheds of a minimum size of 10m² per age group are a typical requirement). These accessory structures need to also be accommodated on site outside of the minimum size of the play space.

City Planning staff will continue discussions with the applicant regarding the proposed size of the associated outdoor play space.

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 site is of a size that warrants a public art contribution and the building configuration provides many opportunities for on-site public art. City Planning staff will undertake discussions with the applicant regarding the provision of public art to possibly be incorporated as part of this proposal.

Toronto Green Standard

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

The applicant is required to meet Tier 1 of the TGS. The site specific Zoning By-law will secure the required number of bicycle parking spaces for the proposed development.

Other applicable TGS performance measures will be secured through the Site Plan Approval process. These include landscaping, bird friendly glazing, the provision of high albedo surface material and the location and design of bicycle parking spaces.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits for increases in height and/or density pursuant to Section 37 of the *Planning Act*. Community benefits are specific capital facilities (or cash contributions for specific capital facilities) and can include: parkland and/or park improvement above and beyond the parkland dedication; public art; streetscape improvements; and other works detailed in Section 5.1.1.6 of the Official Plan. They must also bear a reasonable planning relationship to the proposed development including an appropriate geographic relationship and address any planning issues associated with the development.

Before introducing the necessary Bills to City Council for enactment, City Council requires the owner to enter into an Agreement pursuant to Section 37 of the *Planning Act* as follows:

- a. The following matters shall be secured as community benefits in support of the development:
 - i. the provision of a minimum 464.5 m² fully furnished and equipped childcare facility in the base of the Building A near to the Wilson Subway Station entrance, the specific size, location, configuration and design to be to the satisfaction of the General Manager, Children's Services;
 - ii. the Owner shall provide and maintain to the satisfaction of the Chief Planner and Executive Director, City Planning, an accessible public pedestrian walkway under/through Building A which shall have a minimum width of 12.0 metres and a minimum height of 6.0 metres, and shall provide a direct at-grade connection between the west end of the new public street located along the south property line of the subject site to the Wilson Subway Station entrance located west of the site and east of the William R. Allen Road generally within the area identified as "Privately-Owned Publicly-Accessible Walkway at Ground Level through Building A" on Schedule 2 of the Zoning By-law Amendment, with the specific location, configuration and design to be determined during Site Plan Control Approval and secured in a Site Plan Agreement with the City;
 - iii. the Owner shall provide and maintain to the satisfaction of the Chief Planner and Executive Director, City Planning, an accessible public pedestrian walkway south of Building A which shall have a minimum width of 3.5 metres and a minimum height of 6.0 metres and shall provide a direct at-grade connection between the west end of the new public street located along the south property line of the subject site to the southwest corner of the subject site located east of the William R. Allen Road generally within the area identified as "Privately-Owned Publicly-Accessible Walkway at Ground Level South of Building A" on Schedule 2 of the Zoning By-law Amendment, with the specific location, configuration and design to be determined during Site Plan Control Approval and secured in a Site Plan Agreement with the City;

- iv. the Owner shall provide and maintain to the satisfaction of the Chief Planner and Executive Director, City Planning, an accessible public open space north of Building A from the northwest corner to the northeast corner of the subject site along the Wilson Avenue frontage generally within the area identified as "Privately-Owned Publicly-Accessible Open Space at Ground Level North of Building A Along Wilson Avenue" on Schedule 2 of the Zoning By-law Amendment, with the specific location, configuration and design to be determined during Site Plan Control Approval and secured in a Site Plan Agreement with the City;
- v. the Owner shall provide and maintain to the satisfaction of the Chief Planner and Executive Director, City Planning, an accessible public pedestrian walkway within the Ministry of Transportation Building setback area along the west property line of the subject site which shall have a minimum width of 3.5 metres and shall provide a direct at-grade connection between the north end of the subject property at Wilson Avenue and the southwest corner of the property located east of the William R. Allen Road generally within the area identified as "Privately-Owned Publicly-Accessible Walkway at Ground Level West of Building A" on Schedule 2 of the Zoning By-law Amendment, with the specific location, configuration and design to be determined during Site Plan Control Approval and secured in a Site Plan Agreement with the City;
- vi. the Owner shall provide and maintain to the satisfaction of the Chief Planner and Executive Director, City Planning, an accessible public pedestrian walkway under/through Building B which shall have a minimum width of 25.0 metres and a minimum height of 6.0 metres and shall provide a direct at-grade connection between the new public street located along the south property line of the subject site to the north lot line of the subject site north of Building B generally within the area identified as "Privately-Owned Publicly-Accessible Walkway at Ground Level through Building B" on Schedule 2 of the Zoning By-law Amendment, with the specific location, configuration and design to be determined during Site Plan Control Approval and secured in a Site Plan Agreement with the City;
- vii. the Owner shall provide and maintain to the satisfaction of the Chief Planner and Executive Director, City Planning, a privately owned publicly accessible (POPS) courtyard area located northwest of the cul-de-sac of the new public street located along the south property line of the subject site providing direct at-grade connections between the new public street and the pedestrian walkway described in ii) above generally within the area identified as "Privately-Owned Publicly-Accessible Space at Ground Level" on Schedule 2 of the Zoning By-law Amendment, with the specific location, configuration

and design to be determined during Site Plan Control Approval and secured in a Site Plan Agreement with the City; and

- viii. prior to registration of the first condominium on the lands, the Owner shall have completed construction of the publicly accessible walkway and courtyard referred to in ii) and vii) above and shall convey public access easements to the City for nominal consideration, at no cost to the city and free and clear of encumbrances to the satisfaction of the chief Planner and Executive Director, City Planning and the City Solicitor, including rights of support as applicable, on such terms and conditions as set out in the Section 37 Agreement, including provision for deposit of reference plans, environmental obligations as well as insurance and indemnification associated with public access easements.
- b. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:
- i. The Owner is to provide 50 affordable rental residential units and 50 affordable ownership residential units in the proposed development to the satisfaction of the Director, Affordable Housing Office and the Chief Planner and Executive Director, City Planning Division.
 - ii. the Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of item PG32.3 of the Planning and Growth Committee.

Tenure

Building A is a proposed market condominium building containing 242 dwellings units while Building B is a proposed purpose-built rental building containing 154 dwelling units. The proposed development would provide housing tenure choice in this area which City Planning staff supports.

Conclusions

The applicant submitted a revised proposal in August 2015. The proposal complies with the policies of the Official Plan including the results of the Tippett Road Area Regeneration Study. The application proposes a mixed use development at a subway station which contains a variety of housing types and tenure including affordable housing units. The proposal also includes the provision of privately-owned, publicly accessible open space (POPS). City Planning Staff recommend approval of the proposed Zoning By-law Amendment subject to a number of outstanding issues being resolved including the following matters:

- a. Submit a revised Functional Serving Report and Stormwater Management Report to the satisfaction of the Executive Director, Engineering and Construction Services;

- b. Submit a revised South West Tippet Area Master Servicing Study to the satisfaction of the Executive Director, Engineering and Construction Services;
- c. Submit a revised Transportation Impact Study to address the outstanding issues including the parking supply and multi-modal transportation infrastructure issues to the satisfaction of the Executive Director, Engineering and Construction Services and the Chief Planner and Executive Director, City Planning; and
- d. Continue discussions with City Planning staff regarding the proposed building locations with respect to massing, appropriate setbacks and restrictions on balcony configuration and locations.

City Planning staff will continue discussions with the applicant to resolve these outstanding issues prior to the Zoning Bills being brought forward for enactment.

CONTACT

Cathie Ferguson, Senior Planner

Tel. No. (416) 395-7117

Fax No. (416) 395-7155

E-mail: cfergus@toronto.ca

SIGNATURE

Joe Nanos, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1:	OPA 231 Lands Redesignated <i>Regeneration Areas & Mixed Use Areas</i>
Attachment 2:	Site Plan
Attachment 3	Ground Floor Site Plan
Attachment 4a:	Building 'A', East Elevation
Attachment 4b:	Building 'A', West Elevation (from William R. Allen Road)
Attachment 4c:	Building 'A', North Elevation (from Wilson Avenue)
Attachment 4d:	Building 'A', South Elevation
Attachment 5a:	Building 'B', East Elevation (from Tippet Road)
Attachment 5b:	Building 'B', West Elevation
Attachment 5c:	Building 'B', North Elevation
Attachment 5d:	Building 'B', South Elevation
Attachment 6:	Former City of North York Zoning By-law 7625
Attachment 7:	Official Plan
Attachment 8:	Draft Plan of Subdivision
Attachment 9:	Application Data Sheet
Attachment 10:	Draft Zoning By-law Amendment

Attachment 1: OPA 231 Lands Redesignated *Regeneration Areas* & *Mixed Use Areas*



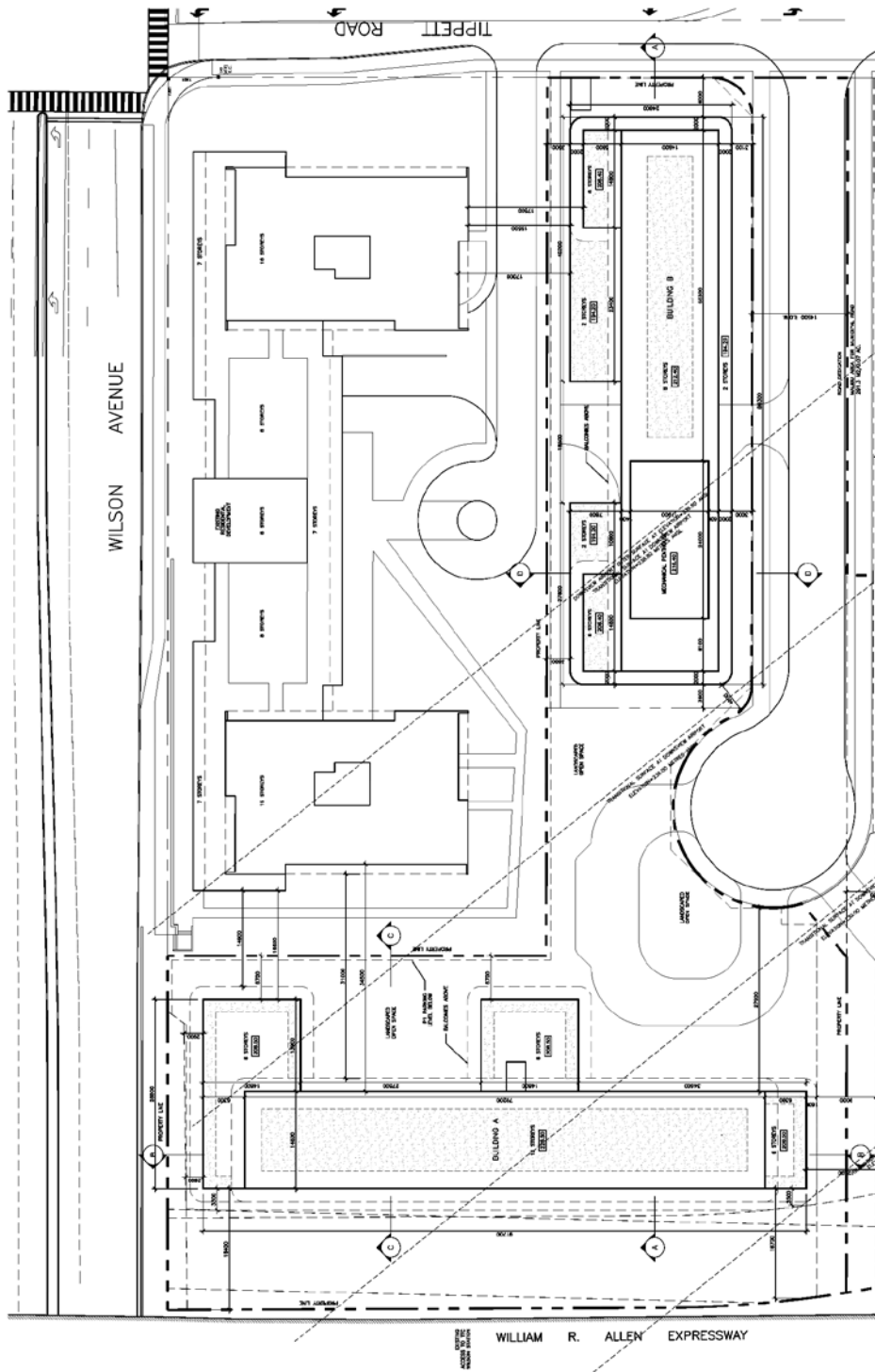
Redesignate from 'Employment Areas' to Official Plan Designations Shown on Maps 1 to 48 inclusive

Map14



↑
Not to Scale
12/18/2013

Attachment 2: Site Plan



30 Tippet Road

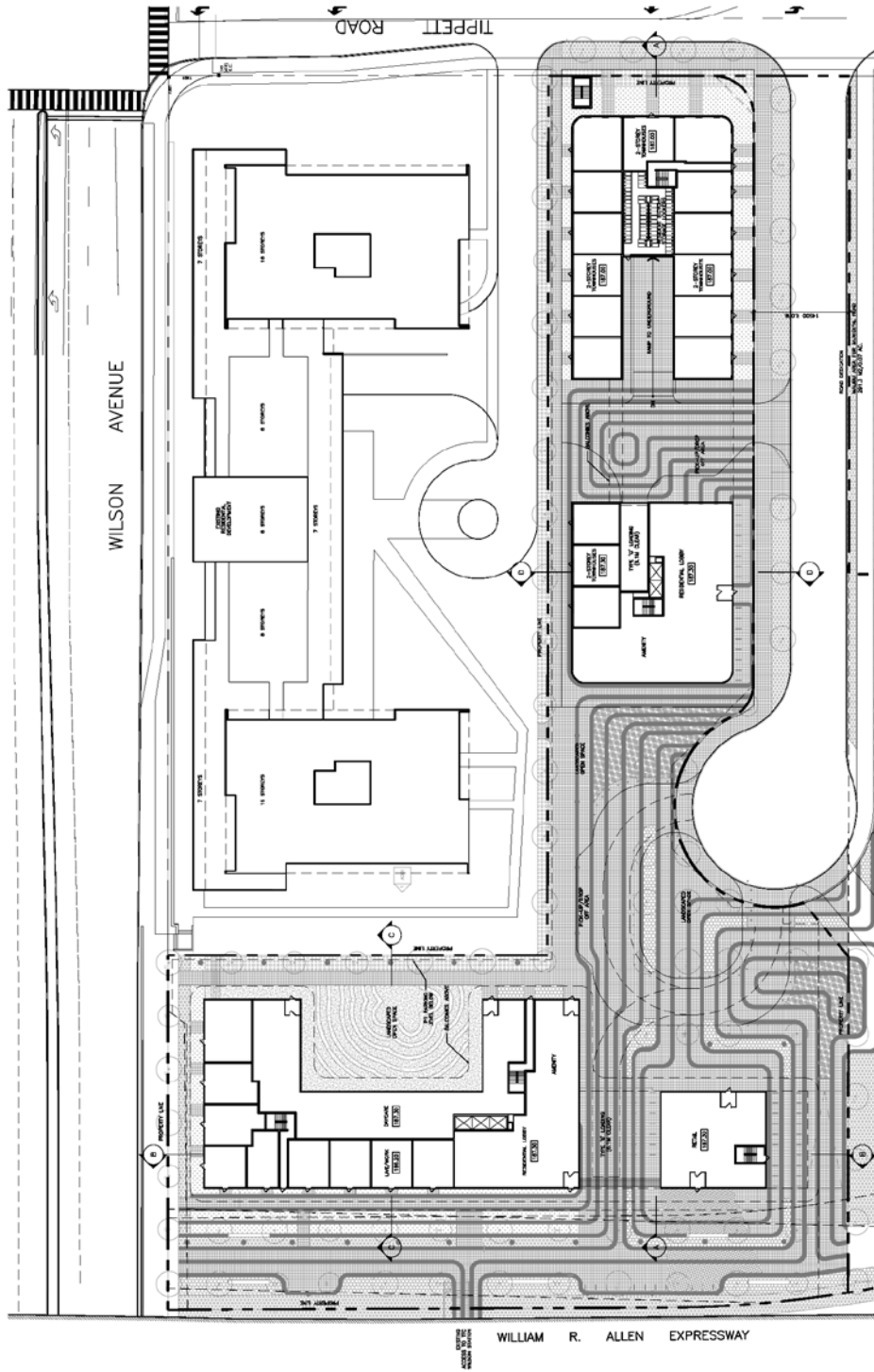
Site Plan

Applicant's Submitted Drawing

Not to Scale
10/27/2015

File # 12 294187 NNY 10 0Z

Attachment 3: Ground Floor Site Plan



30 Tippet Road

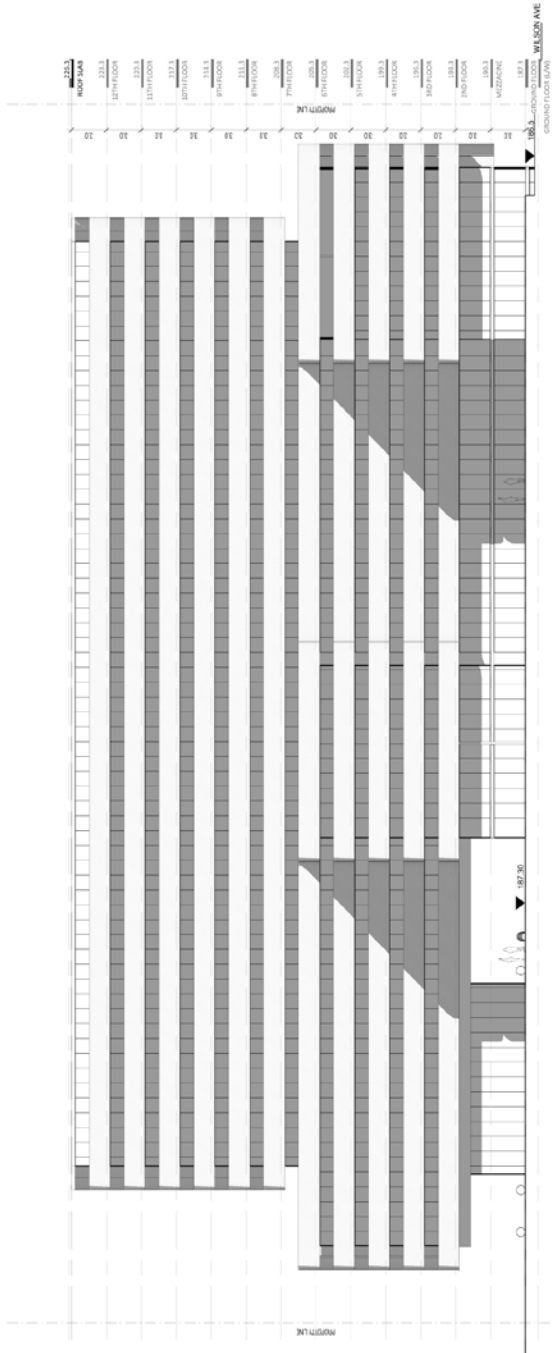
Site Plan - Ground Floor

Applicant's Submitted Drawing

Not to Scale
10/27/2015

File # 12 294187 NNY 10 0Z

Attachment 4a: Building 'A', East Elevation



BUILDING A - EAST ELEVATION

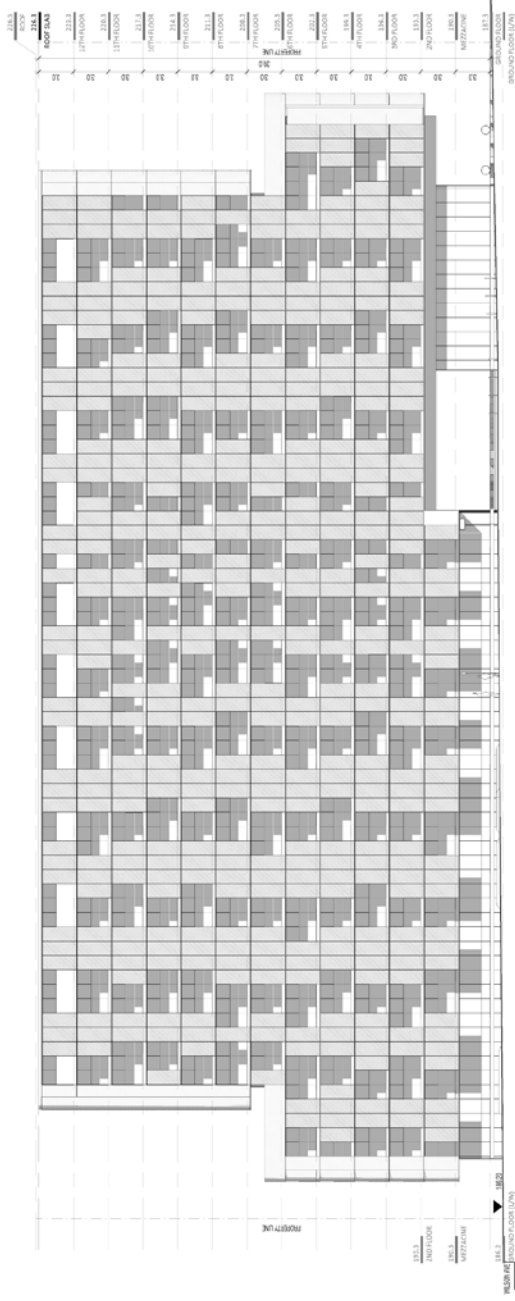
30 Tippet Road

Building A - East Elevation

Applicant's Submitted Drawing
 Not to Scale
 10/01/2015

File # 12 294187 NNY 10 0Z

Attachment 4b: Building 'A', West Elevation (from Allen Road)



BUILDING A - WEST ELEVATION

30 Tippett Road

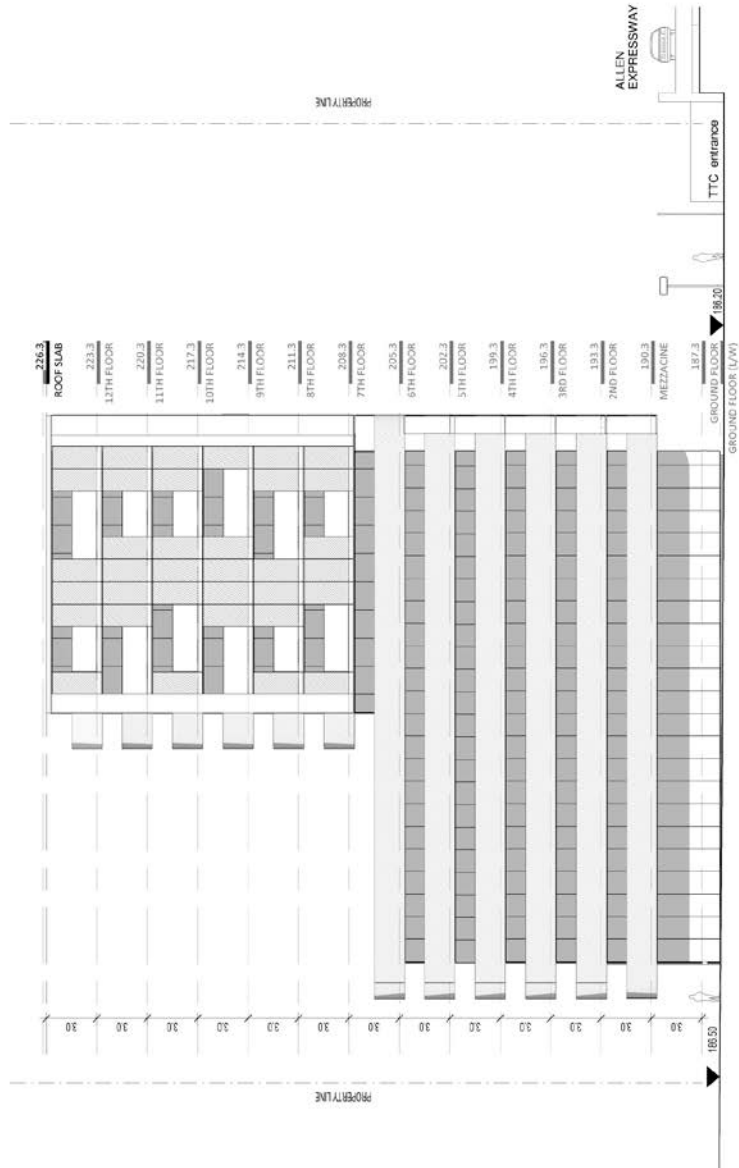
Building A - West Elevation

Applicant's Submitted Drawing

Not to Scale
10/01/2015

File # 12 294187 NNY 10 0Z

Attachment 4c: Building 'A', North Elevation (from Wilson Avenue)



30 Tippet Road

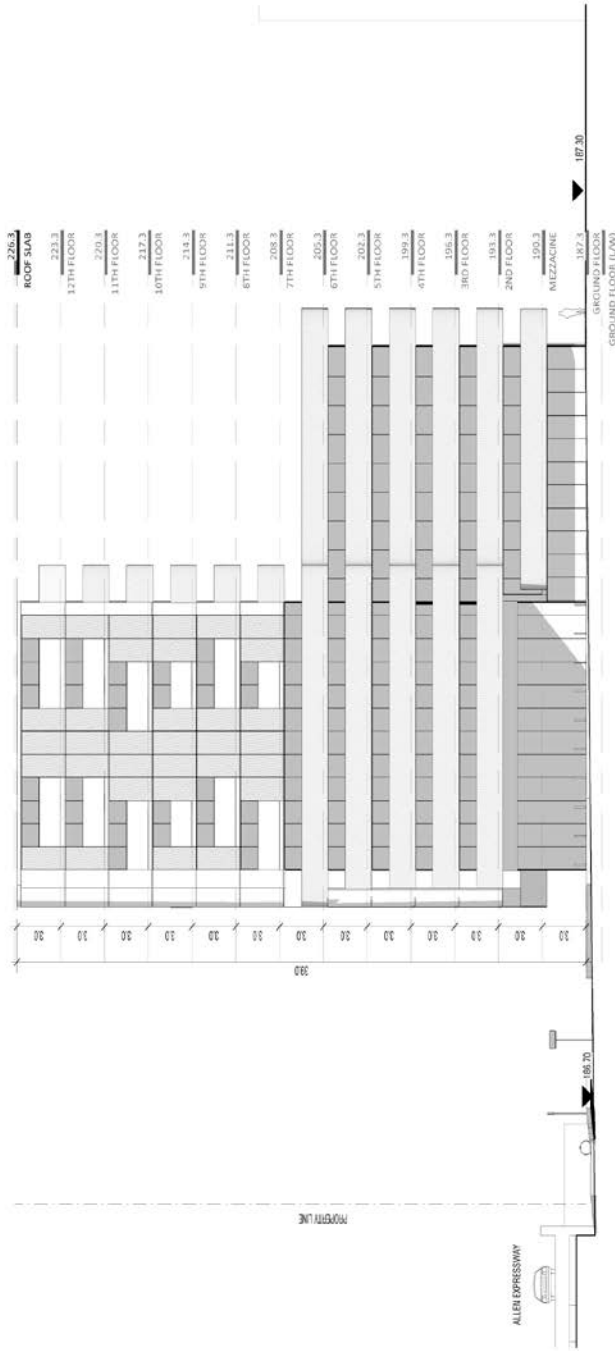
Building A - North Elevation

Applicant's Submitted Drawing

Not to Scale
10/01/2015

File # 12 294187 NNY 10 0Z

Attachment 4d: Building 'A', South Elevation



30 Tippet Road

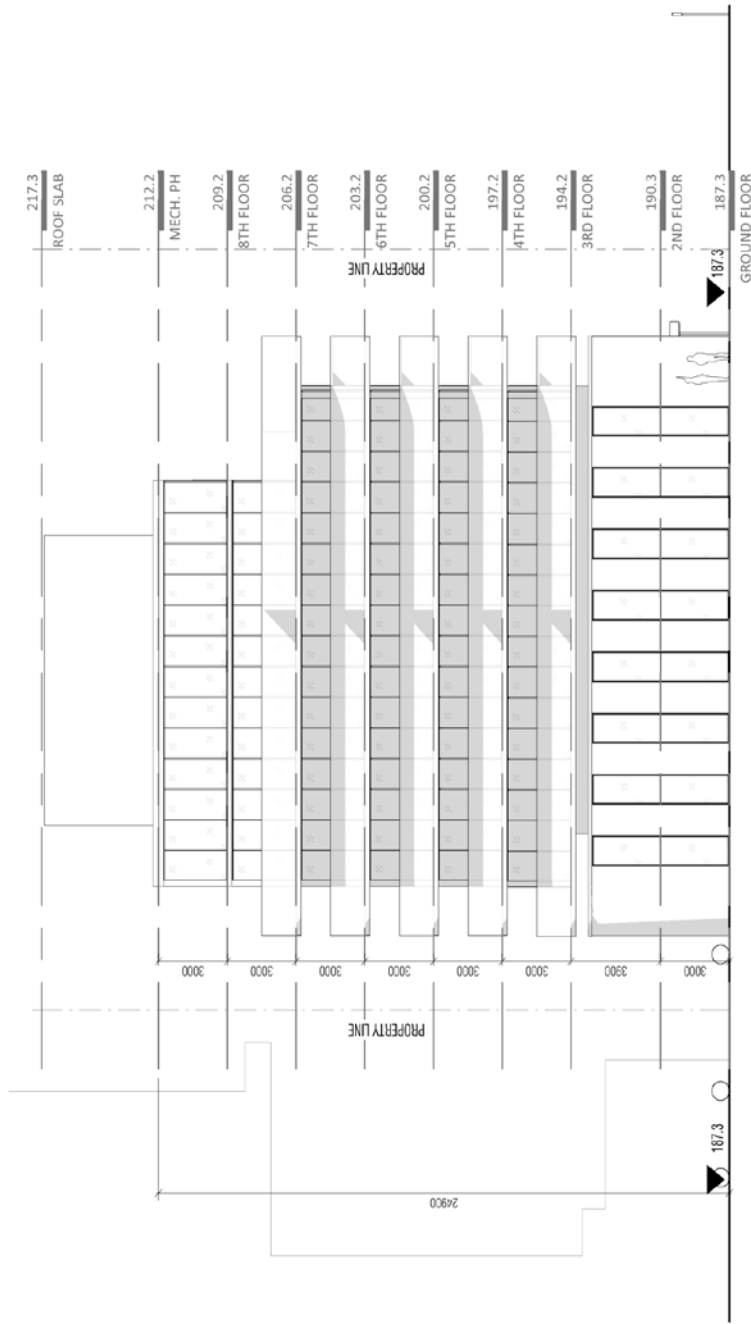
File # 12 294187 NNY 10 0Z

Building A - South Elevation

Applicant's Submitted Drawing

Not to Scale
10/01/2015

Attachment 5a: Building 'B', East Elevation (from Tippet Road)



30 Tippet Road

Building B - East Elevation

Applicant's Submitted Drawing

Not to Scale
10/01/2015

File # 12 294187 NNY 10 0Z

Attachment 5b: Building 'B', West Elevation



30 Tippet Road

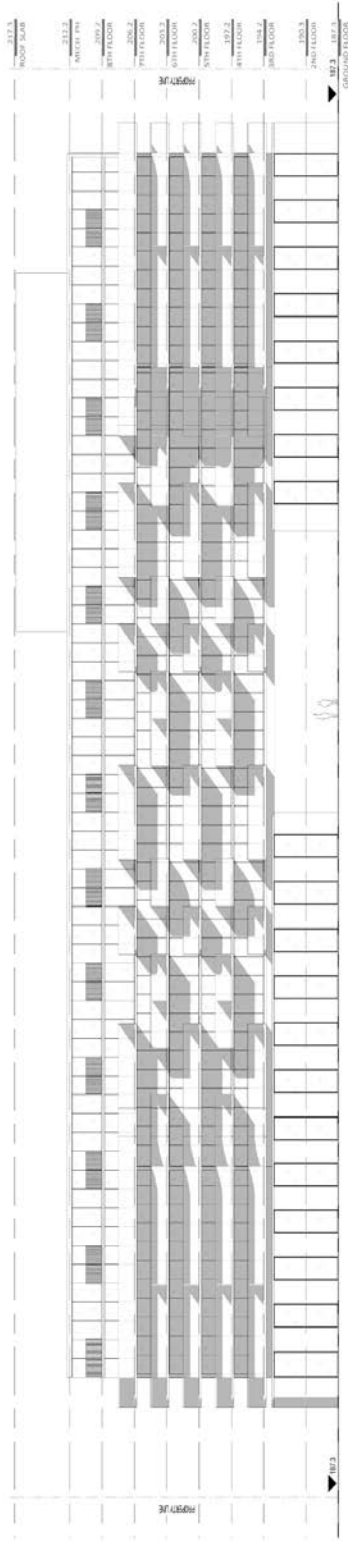
Building B - West Elevation

Applicant's Submitted Drawing

Not to Scale
10/01/2015

File # 12 294187 NNY 10 0Z

Attachment 5c: Building 'B', North Elevation



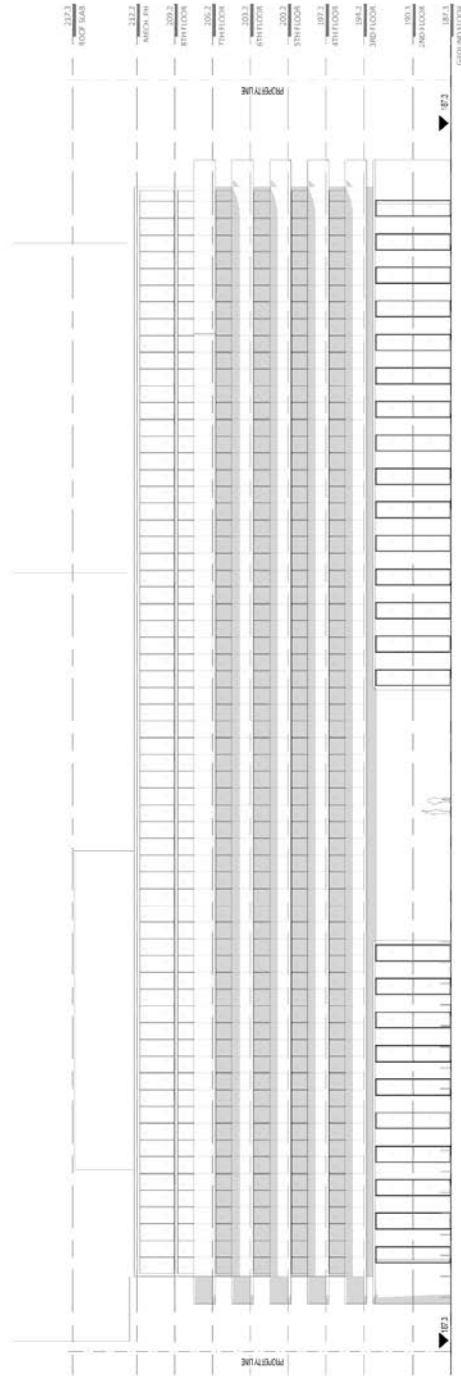
BUILDING B - NORTH ELEVATION

Building B - North Elevation
Applicant's Submitted Drawing
Not to Scale
10/01/2015

30 Tippet Road

File # 12 294187 NNY 10 02

Attachment 5d: Building 'B', South Elevation



BUILDING B - SOUTH ELEVATION

Building B - South Elevation

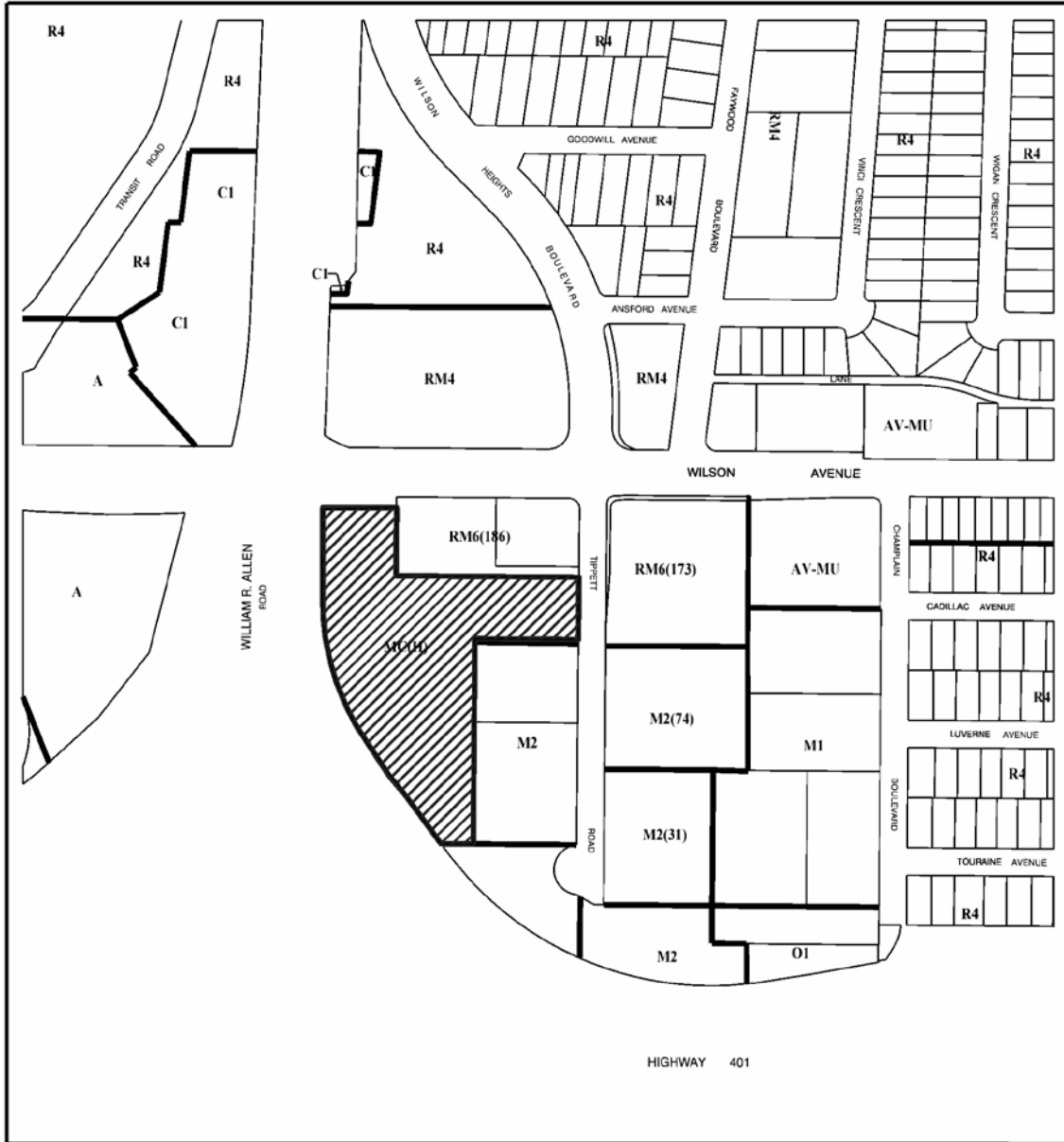
Applicant's Submitted Drawing

Not to Scale
10/01/2015

30 Tippet Road

File # 12 294187 NNY 10 02

Attachment 6: Former City of North York Zoning By-law 7625



Toronto City Planning
Zoning

30 Tippet Road
 File # 12 294187 NNY 10 0Z

R4 One-Family Detached Dwelling Fourth Density Zone
 RM4 Multiple-Family Dwellings Fourth Density Zone
 RM6 Multiple-Family Dwellings Sixth Density Zone
 C1 General Commercial Zone

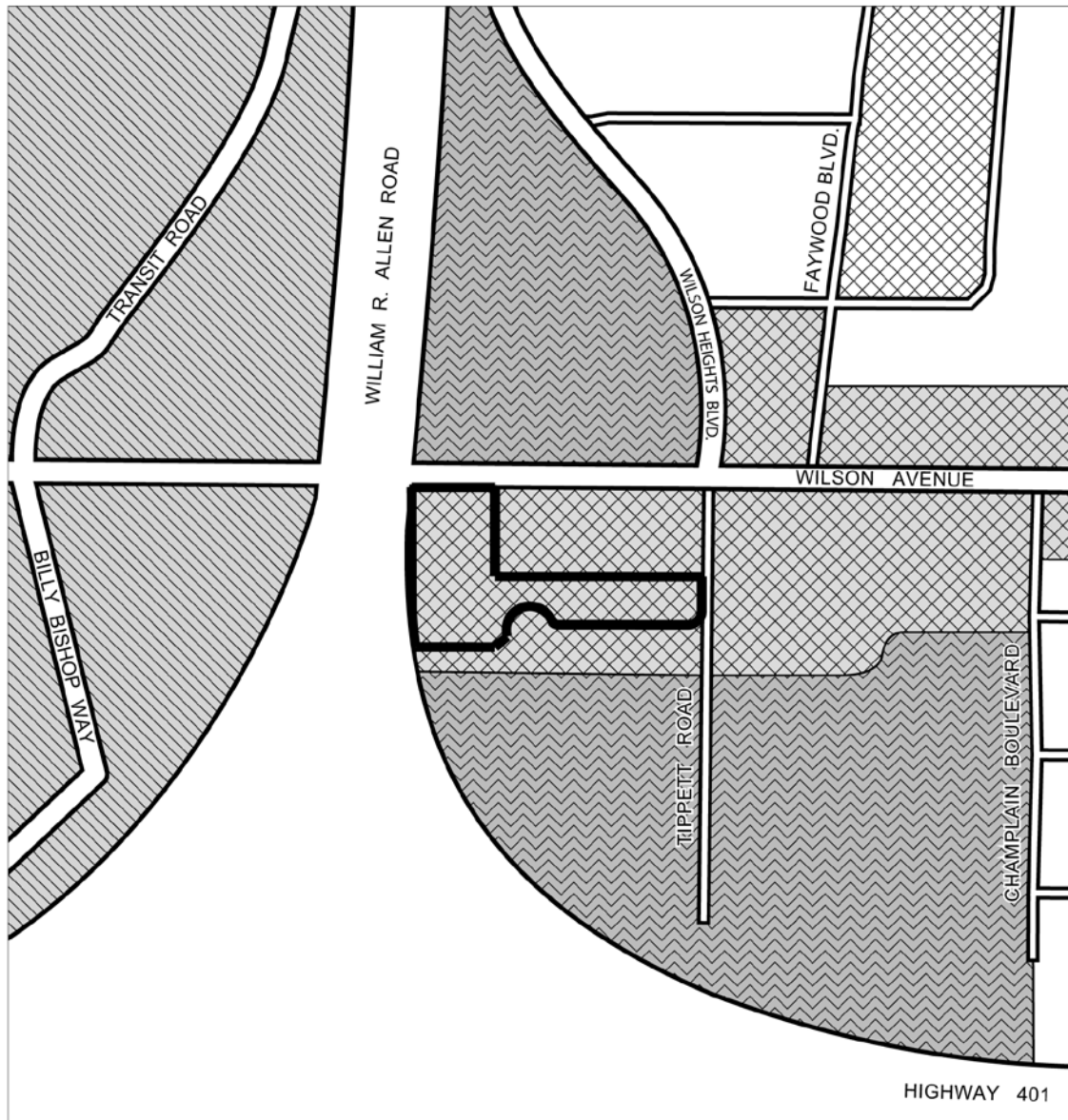
M1 Industrial Zone One
 M2 Industrial Zone Two
 MC Industrial-Commercial Zone
 AV-MU Avenues Mixed Use
 O1 Open Space Zone

A Airport Hazard Area Zone

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category

↑
 Not to Scale
 Zoning By-law 7625
 Extracted 01/09/2013

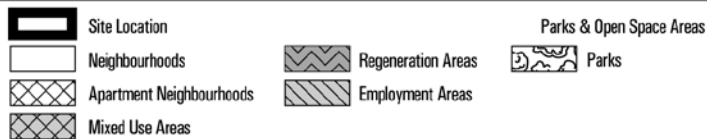
Attachment 7: Official Plan



TORONTO City Planning
Official Plan

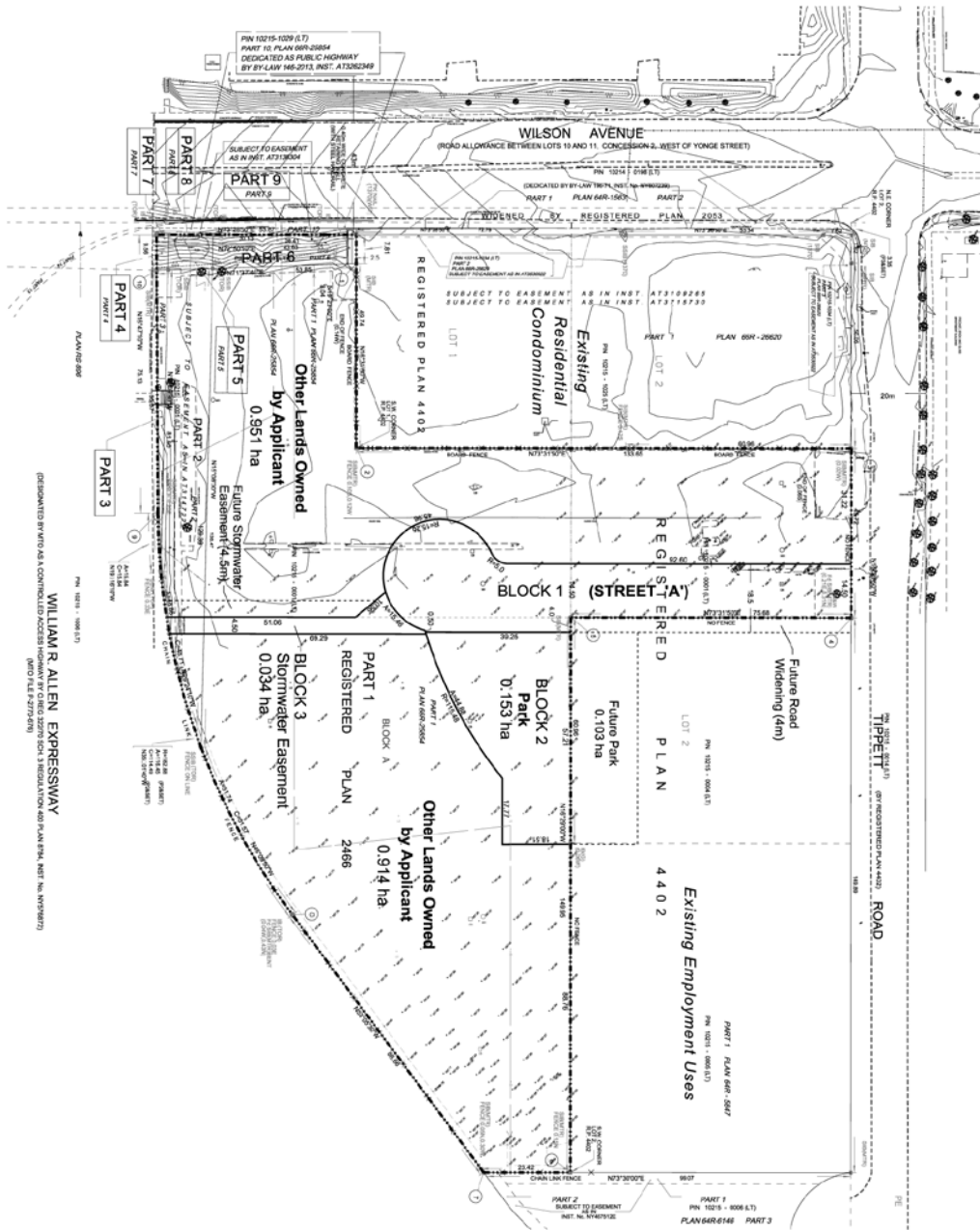
30 Tippet Road

File # 12 294187 NNY 10 0Z



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 Not to Scale
 09/30/2015

Attachment 8: Draft Plan of Subdivision



Draft Plan of Subdivision

30 Tippet Road

Applicant's Submitted Drawing

Not to Scale
10/14/2015

File # 15 220939 NNY 10 SB

Attachment 9: Application Data Sheet

Application Type	Rezoning	Application Number:	12 294187 NNY 10 OZ
Details	Rezoning, Standard	Application Date:	December 14, 2012
Municipal Address:	30 TIPPETT ROAD		
Location Description:	PLAN 4402 PT LOT 2 PLAN 2466 PT BLK A RP 64R6322 PART 1 **GRID N1006		

Project Description: The application proposes a twelve (12) storey (41.19 metre high) building (Building A) containing 242 residential dwelling units and ground floor non-residential uses on the western portion of the site and an eight (8) storey (26.08 metre high) building (Building B) containing 154 residential units at 30 Tippet Road for a total of 396 dwelling units. A total of 213 automobile parking spaces would be provided in a single underground parking structure for the development. Access to the site is proposed from a private driveway along the southern portion of the site that is eventually to become a new public road. (X-ref: 15 220939 NNY 10 SB)

Applicant:	Agent:	Architect:	Owner:
Shiplake Management Co. 20 Eglinton Avenue West, Suite 1700 Toronto, ON M4R 1K8	Maurice Wager Shiplake Management Co. 20 Eglinton Avenue West, Suite 1700, Toronto, ON M4R 1K8	SMV Architects 247 Spadina Avenue, 4 th Floor Toronto, ON M5T 3A8	Build Toronto Holding (Tippet) Inc. 200 King Street West, Suite 200, Toronto, ON M5H 3T4

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	no
Zoning:	MC(H)	Historical Status:	no
Height Limit (m):	15.24m (airport height limitation)	Site Plan Control Area:	yes

PROJECT INFORMATION

Site Area (sq. m):	9,510	Height:	Storeys:	Bldg A-12, Bldg B - 8
Frontage (m):	45.7		Metres:	Bldg- A-41.19, Bldg B-26.08
Depth (m):	0			
Total Ground Floor Area (sq. m):	Bldg A- 1,497, Bldg B- 1,485			Total
Total Residential GFA (sq. m):	Bldg A-17,240, Bldg B-10,661		Parking Spaces:	213
Total Non-Residential GFA (sq. m):	Bldg A-652		Loading Docks	2
Total GFA (sq. m):	Bldg A-17,892, Bldg B-10,661			
Lot Coverage Ratio (%):	31.5			
Floor Space Index:	3.0			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Tenure Type:	Bldg A-Condo, Bldg B-Rental		
Rooms:	0	Total Residential GFA (sq. m):	27,901
Bachelor:	Bldg B-12	Total Retail GFA (sq. m):	228
1 Bedroom:	A-127, B-74	Office GFA (sq. m):	0
2 Bedroom:	A-115, B-68	Industrial GFA (sq. m):	0
3 + Bedroom:	0	Total Institutional/Other GFA (sq. m):	424
Total Units:	396		

CONTACT:	PLANNER NAME:	Cathie Ferguson, Senior Planner
	TELEPHONE:	416-395-7117, cfergus@toronto.ca

Attachment 10: Draft Zoning By-law Amendment

Authority: North York Community Council Item ~ as adopted by City of Toronto Council on
~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

**To amend Former City of North York Zoning By-law No. 7625, as amended,
With respect to the lands municipally known as,
30 Tippet Road**

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*; and

Whereas the Official Plan for the City of Toronto contains provisions relating to the authorization of increases in height and density of development; and

Whereas pursuant to Section 37 of the *Planning Act*, a By-law under Section 34 of the *Planning Act*, may authorize increases in the height or density of development beyond those otherwise permitted by the By-law and that will be permitted in return for the provision of such facilities, services or matters as are set out in the By-law; and

Whereas Subsection 37(3) of the *Planning Act* provides that where an owner of land elects to provide facilities, services and matters in return for an increase in the height or density of development, a municipality may require the owner to enter into one or more agreements with the municipality dealing with the facilities, services and matters; and

Whereas the owner of the aforesaid lands has elected to provide the facilities, services and matters hereinafter set out; and

Whereas the increase in height and density permitted beyond that otherwise permitted on the aforesaid lands by By-law 7625, as amended, is permitted in return for the provision of the facilities, services and matters set out in this By-law which is secured by one or more agreements between the owner of the land and the City of Toronto;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. Schedules “B” and “C” of By-law 7625 of the former City of North York are amended in accordance with Schedule “1” and Schedule "RM6(238)" attached to this By-law.

2. Section 64.20-A of By-law 7625 of the former City of North York is amended by adding the following subsection:

64.20(238) RM6(238)

DEFINITIONS

- (a) For the purpose of this exception the following definitions will apply:
- i. "Apartment House Dwelling" shall mean a building containing more than four (4) dwelling units, each having access either from an internal corridor system or direct access at grade, or any combination thereof.
 - ii. "Building Height" shall mean the vertical distance between the Established Grade and the highest point of the building or structure, exclusive of all accessory components such as but not limited to, mechanical penthouse, tower structures, cupolas, steeples, antennae, parapets, landscape open structures, ornamental structures and mechanical equipment.
 - iii. "Car Share" shall mean the operation of a car sharing programme either by an existing car share company or one established by a Condominium Corporation.
 - iv. "Established Grade" for the West building shall mean 185.31 metres above sea level and for the East Building shall mean 186.32 metres above sea level based on Geodetic Survey of Canada 1929 mean sea level vertical datum (pre-1978 Southern Ontario Adjustment).
 - v. "Live-Work Use" shall mean an Artist Studio, Business or Professional Office, Custom Workshop or Personal Service Shop located within a Dwelling Unit, providing the following conditions shall apply: Live-Work Uses shall only be conducted by a member or members of a household that reside in the Dwelling Unit; the work component of the Dwelling Unit shall not exceed a maximum Gross Floor Area of 30 percent of the total Gross Floor Area of the dwelling unit and, for an Apartment House Dwelling the Live-Work Use shall be restricted to the street level of the Apartment House Dwelling.
 - vi. "Mechanical Floor Area" shall mean floor area within a building or structure used exclusively for the accommodation of mechanical equipment necessary to physically operate the building, such as heating, ventilation, air conditioning, electrical, plumbing, fire protection and elevator equipment.
 - vii. "Recreational amenity area" shall mean an area that is communal and available to all occupants of a building or a group of buildings within a zone for social and recreational purposes including indoor or outdoor space, playgrounds, tennis courts, lawn bowling greens, indoor or outdoor swimming pools, exercise or entertainment rooms and other similar uses.

- viii. “Type 'B' loading space” shall mean a loading space that is a minimum of 3.5 metres wide, a minimum of 11.0 metres long and has a minimum vertical clearance of 4.0 metres.
- ix. “Site” shall mean the lands zoned “RM6(238)” as shown on Schedule 1 for the purpose of Schedule 'A' of this exception.

PERMITTED USES

- (b) The following uses shall be permitted:

Apartment House Dwelling

Multiple Attached Dwelling

Art Gallery

Artist Studio;

Business Office;

Clinic;

Club;

Commercial Gallery;

Commercial Recreation;

Commercial School;

Custom Workshop;

Day Nursery;

Dry Cleaning and Laundry Collecting Establishment;

Financial Institution;

Fitness Centre;

Museum;

Outdoor Café in conjunction with a **Restaurant** or **Take-out Restaurant** on the same lot, subject to the provisions of Subsection 6(22);

Personal Service Shop;

Private-Home Day Care;

Professional Medical Office;

Professional Office;

Restaurant;

Retail Store;

Service Shop;

Take-out Restaurant; and

Veterinary Clinic.

USE QUALIFICATIONS

- (c) A **Restaurant** or **Take-Out Restaurant** shall not have a drive-through facility.
- (d) Outdoor Residential **Recreational Amenity Areas** may be located on balconies, private terraces or roof top terraces.
- (e) Non-residential uses shall be restricted to the first storey of an Apartment House Dwelling.

EXCEPTION REGULATIONS

LOT AREA

- (f) The provisions of Section 20-A.2.1 (Lot Area) shall not apply.

LOT COVERAGE

- (g) The provisions of Section 20-A.2.2 (Lot Coverage) shall not apply.

DWELLING UNITS

- (h) A maximum of 396 residential dwelling units shall be permitted.

YARD SETBACKS

- (i) The minimum yard setbacks for buildings and structures above Established Grade shall be as shown on Schedule “RM6(238)”.
- (j) The minimum yard setbacks for parking structures and structures associated thereto below Established Grade shall be as follows:
 - i. a minimum of 0.6m to Wilson Avenue unencumbered by easements;
 - ii. a minimum of 0.6m to the property lines adjacent to 545-555 Wilson Avenue; and,
 - iii. 0 m to all other property lines and easements.

PERMITTED PROJECTIONS INTO MINIMUM YARD SETBACKS

- (k) Notwithstanding the provisions of Section 6(9) (Permitted Projections Into Minimum Yard Setbacks), balconies and canopies may be permitted to project into minimum yard setbacks and from all building elements shown on Schedule RM6(237) by a maximum of 1.5 metres.
- (l) Canopies for weather protection at main residential entrances shall be permitted to project into required yard setback areas a distance of up to 3.0 metres.
- (m) Exit stairs to a below grade garage, stair enclosures, and transformer vaults are permitted to project beyond building envelopes into the minimum yard setbacks except above grade in the minimum yard setbacks along Tippet Road, Wilson Avenue and the future public road.

DISTANCE BETWEEN BUILDINGS AND/OR PORTIONS FORMING COURTS

- (n) The provisions of Section 20-A.2.4.1 (Distance between Buildings and/or Portions of Buildings Forming Courts) shall not apply.

- (o) The minimum separation between buildings shall be as shown on Schedule “RM6(238)”.

BALCONIES

- (p) Notwithstanding subsections (k)) above, in no case shall any projecting balconies be located within 3.0 metres of the corners of buildings at any level.

GROSS FLOOR AREA

- (q) The maximum gross floor area for all uses on lands zoned as "RM6(238)" shall be 28,553 square metres, of which the maximum gross floor area for residential uses shall be 27,901 square metres.

BUILDING HEIGHT

- (r) Notwithstanding Schedule ‘D’ of By-law No. 7625:
- i. the maximum number of storeys of any portion of a building or structure shall not exceed the number of storeys shown for that portion of the building on Schedule “RM6(238)”.
 - ii. the maximum Building Height of any portion of a building or structure shall not exceed the height measured in metres above sea level for that portion of the building on Schedule “RM6(238)” as shown by the number (being maximum geodetic elevation) on Schedule “RM6(238)”.
 - iii. in no case shall any building or structure, inclusive of any accessory component, exceed the ASL elevation depicted on the Transitional Slope Line as shown on Schedule "RM6(238)".
 - iv. parapets and railings shall be permitted to project 1.2m above the maximum Building Height provided that (r) iii above has been complied with.

RESIDENTIAL RECREATIONAL AMENITY AREA

- (s) A minimum of 2.0 m² per apartment house dwelling unit of indoor residential recreational amenity area shall be provided.
- (t) A minimum of 2.0 m² per apartment house dwelling unit of outdoor residential recreational amenity area shall be provided.

PARKING REQUIREMENTS

- (u) All required residential parking spaces for the “RM6(238)” zone shall be provided within the “RM6(238)” zone.
- (v) Notwithstanding Section 6A(2)(Parking Requirements) of By-law 7625, the minimum number of parking spaces shall be calculated in accordance with the following:
 - i. A minimum of 1.05 parking spaces per Apartment House Dwelling unit, of which, 0.15 parking spaces per dwelling unit shall be for the use of visitors.
- (w) Parking for non-residential uses shall be provided in the "RM6(238)" zone in accordance with By-law 7625, as amended.
- (x) Two (2) car share parking spaces shall be provided on site.

SIZE OF PARKING SPACES

- (y) A parking space shall have the following minimum dimensions:
 - i. The minimum dimensions of a parking space, accessed by a one-way or two-way drive aisle having a width of 6.0 metres or more measured at the entrance to the parking space shall be:
 - (a) 5.6 metres in length;
 - (b) 2.6 metres in width; and
 - (c) 2.0 metres in vertical clearanceexcept that the minimum required width of a parking space shall be increased by 0.3 metres for each side of the parking space that is obstructed in accordance with paragraph (c) below;
 - ii. The minimum dimensions of a parking space, accessed by a one-way or two-way drive aisle having a width of less than 6.0 metres measured at the entrance to the parking space, shall be:
 - (a) 5.6 metres in length;
 - (b) 3.0 metres in width; and
 - (c) 2.0 metres vertical clearanceexcept that the minimum required width of a parking space shall be increased by 0.3 metres when one or both sides of the parking space is obstructed in accordance with paragraph (c) below;
 - iii. For the purposes of this definition, the side of a parking space is obstructed when any part of a fixed object such as, but not limited to, a wall, column, bollard, fence or pipe is situated:

- (a) within 0.3 metres of the side of the parking space, measured at right angles; and
- (b) more than 1.0 metres from the front or rear of the parking space.

BICYCLE PARKING

- (z) Bicycle parking spaces shall be provided at the following minimum rates:
 - i. Residential:
 - (a) 0.60 long-term bicycle parking spaces per dwelling unit; and
 - (b) 0.15 short-term bicycle parking spaces per dwelling unit
 - ii. Non-Residential:
 - (a) 3 short-term bicycle parking spaces plus 0.25 short-term bicycle parking spaces per 100 square metres of non-residential gross floor area; and
 - (b) 0.13 long-term bicycle parking spaces per 100 square metres of non-residential gross floor area.

LOADING SPACE REQUIREMENTS

- (aa) None of the provisions of Section 6A(16) (Loading Requirements) of By-law 7625 shall apply to the lands shown on Schedule "RM6(238)".
- (bb) A minimum of two Type 'G' loading spaces shall be provided on the lands shown on Schedule "RM6(238)".

OTHER PROVISIONS

- (cc) The main entrance to each building or unit shall, if the entrance faces an existing or future planned public right-of-way, be at an elevation no greater than 0.8 metres above or below the grade of the existing or future planned public right-of-way at the property line.

LAND DIVISION

- (dd) Notwithstanding any existing or future severance, partition or division of the site, the regulations of this exception shall continue to apply to the whole of the site as if no severance, partition or division had occurred.
- 3.** Within the lands shown on Schedule "RM6(238)" attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:
- i. all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and

- ii. all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

Schedule 'A'

Section 37 Provisions

The facilities, services and matters set out below are required to be provided to the City at the owner's expense in return for the increase in height and density of the proposed development on the site and secured in an agreement or agreements under subsection 37(3) of the *Planning Act* whereby the owner agrees as follows:

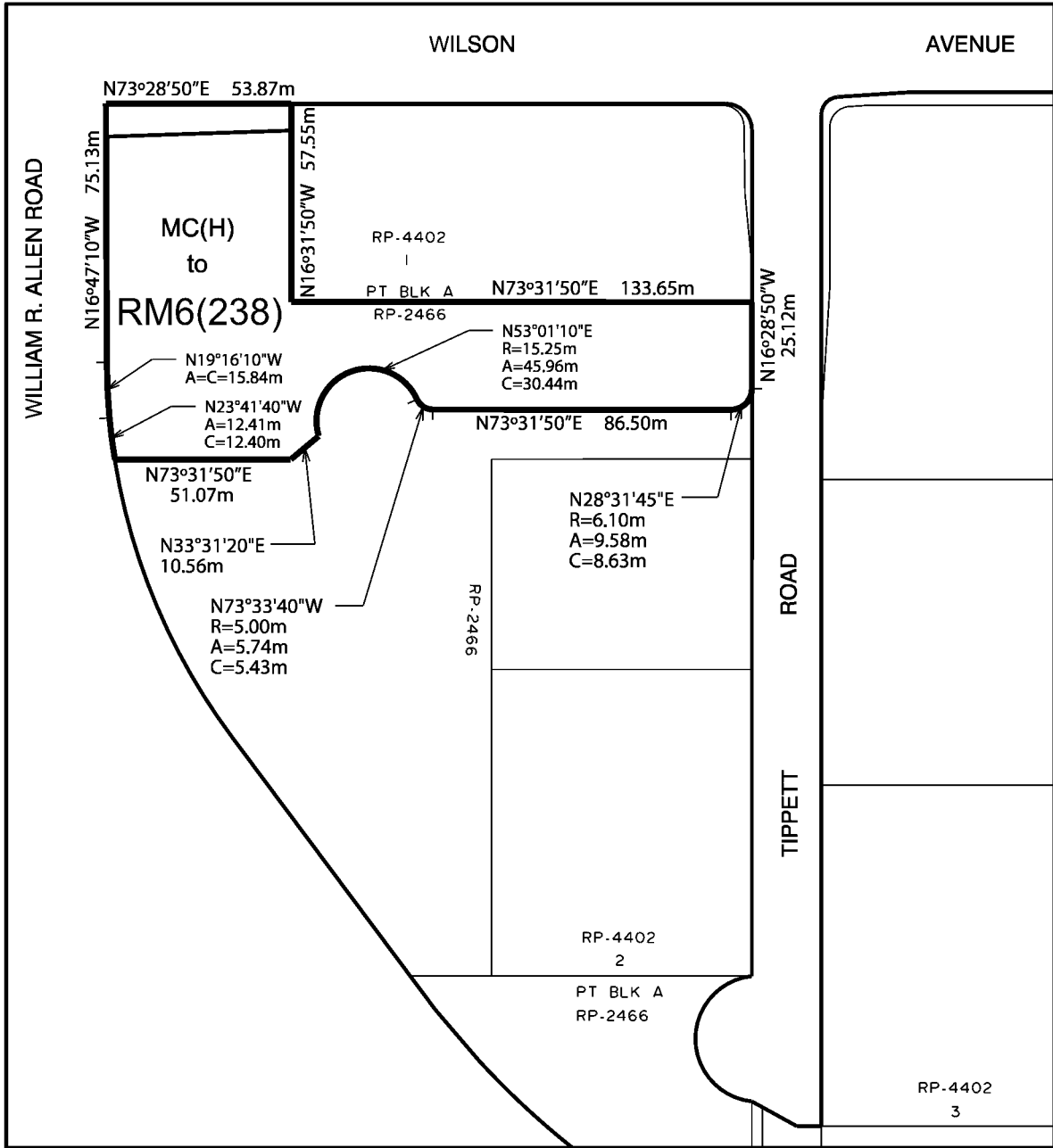
- ix. the provision of a minimum 464.5 m² fully furnished and equipped childcare facility in the base of Building A near to the Wilson Subway Station entrance, the specific location, configuration and design to be to the satisfaction of the General Manager, Children's Services;
- x. the Owner shall provide and maintain to the satisfaction of the Chief Planner and Executive Director, City Planning, an accessible public pedestrian walkway under/through Building A which shall have a minimum width of 12.0 metres and a minimum height of 6.0 metres, and shall provide a direct at-grade connection between the west end of the new public street located along the south property line of the subject site to the Wilson Subway Station entrance located west of the site and east of the William R. Allen Road generally within the area identified as "Privately-Owned Publicly-Accessible Walkway at Ground Level through Building A" on Schedule 2 of the Zoning By-law Amendment, with the specific location, configuration and design to be determined during Site Plan Control Approval and secured in a Site Plan Agreement with the City;
- xi. the Owner shall provide and maintain to the satisfaction of the Chief Planner and Executive Director, City Planning, an accessible public pedestrian walkway south of Building A which shall have a minimum width of 3.5 metres and a minimum height of 6.0 metres and shall provide a direct at-grade connection between the west end of the new public street located along the south property line of the subject site to the southwest corner of the subject site located east of the William R. Allen Road generally within the area identified as "Privately-Owned Publicly-Accessible Walkway at Ground Level South of Building A" on Schedule 2 of the Zoning By-law Amendment, with the specific location, configuration and design to be determined during Site Plan Control Approval and secured in a Site Plan Agreement with the City;
- xii. the Owner shall provide and maintain to the satisfaction of the Chief Planner and Executive Director, City Planning, an accessible public open space north of Building A from the northwest corner to the northeast corner of the subject site along the Wilson Avenue frontage generally within the area identified as "Privately-Owned Publicly-Accessible Open Space at Ground Level North of Building A Along Wilson Avenue" on Schedule 2 of the Zoning By-law Amendment, with the specific location, configuration and design to be determined

during Site Plan Control Approval and secured in a Site Plan Agreement with the City;

- xiii. the Owner shall provide and maintain to the satisfaction of the Chief Planner and Executive Director, City Planning, an accessible public pedestrian walkway within the Ministry of Transportation Building setback area along the west property line of the subject site which shall have a minimum width of 3.5 metres and shall provide a direct at-grade connection between the north end of the subject property at Wilson Avenue and the southwest corner of the property located east of the William R. Allen Road generally within the area identified as "Privately-Owned Publicly-Accessible Walkway at Ground Level West of Building A" on Schedule 2 of the Zoning By-law Amendment, with the specific location, configuration and design to be determined during Site Plan Control Approval and secured in a Site Plan Agreement with the City;
- xiv. the Owner shall provide and maintain to the satisfaction of the Chief Planner and Executive Director, City Planning, an accessible public pedestrian walkway under/through Building B which shall have a minimum width of 25.0 metres and a minimum height of 6.0 metres and shall provide a direct at-grade connection between the new public street located along the south property line of the subject site to the north lot line of the subject site north of Building B generally within the area identified as "Privately-Owned Publicly-Accessible Walkway at Ground Level through Building B" on Schedule 2 of the Zoning By-law Amendment, with the specific location, configuration and design to be determined during Site Plan Control Approval and secured in a Site Plan Agreement with the City;
- xv. the Owner shall provide and maintain to the satisfaction of the Chief Planner and Executive Director, City Planning, a privately owned publicly accessible (POPS) courtyard area located northwest of the cul-de-sac of the new public street located along the south property line of the subject site providing direct at-grade connections between the new public street and the pedestrian walkway described in ii) above generally within the area identified as "Privately-Owned Publicly-Accessible Space at Ground Level" on Schedule 2 of the Zoning By-law Amendment, with the specific location, configuration and design to be determined during Site Plan Control Approval and secured in a Site Plan Agreement with the City; and
- xvi. prior to registration of the first condominium on the lands, the Owner shall have completed construction of the publicly accessible walkway and courtyard referred to in ii) and vii) above and shall convey public access easements to the City for nominal consideration, at no cost to the city and free and clear of encumbrances to the satisfaction of the Chief Planner and Executive Director, City Planning and the City

Solicitor, on such terms and conditions as set out in the Section 37 Agreement, including provision for deposit of reference plans, environmental obligations as well as insurance and indemnification associated with public access easements.

- b. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:
 - iii. The Owner is to provide 50 affordable rental residential units and 50 affordable ownership residential units in the proposed development to the satisfaction of the Director, Affordable Housing Office and the Chief Planner and Executive Director, City Planning Division.
 - iv. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting of October 26 and 27, 2009.



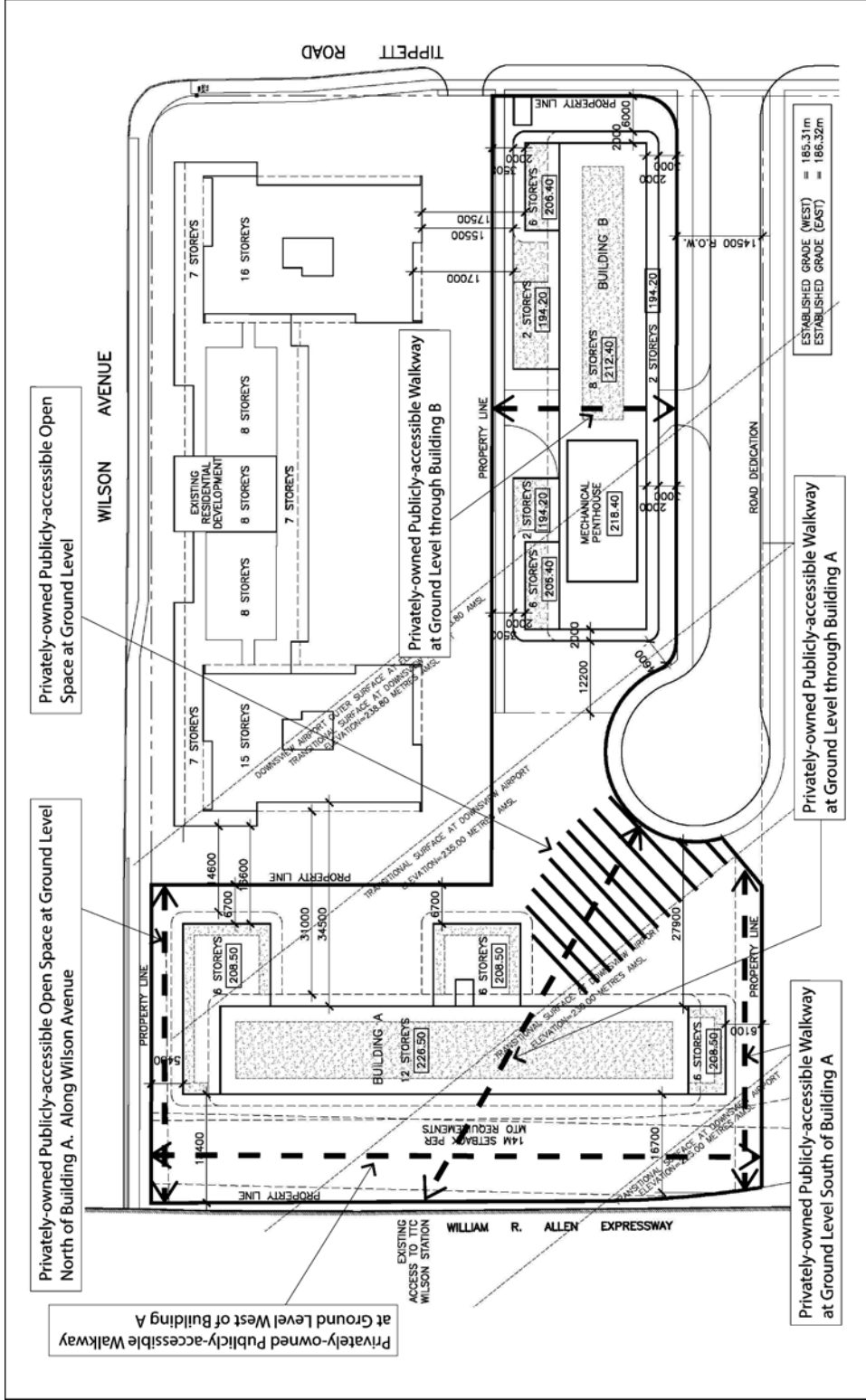
Schedule 1

Part of Block A, R.P. 2466 & Part of Lot 2, R.P. 4402, City of Toronto
 Land & Property Surveys, City of Toronto

File # 12 294187 NNY 10 0Z

Date: 10/01/2015
 Approved by: C. Ferguson





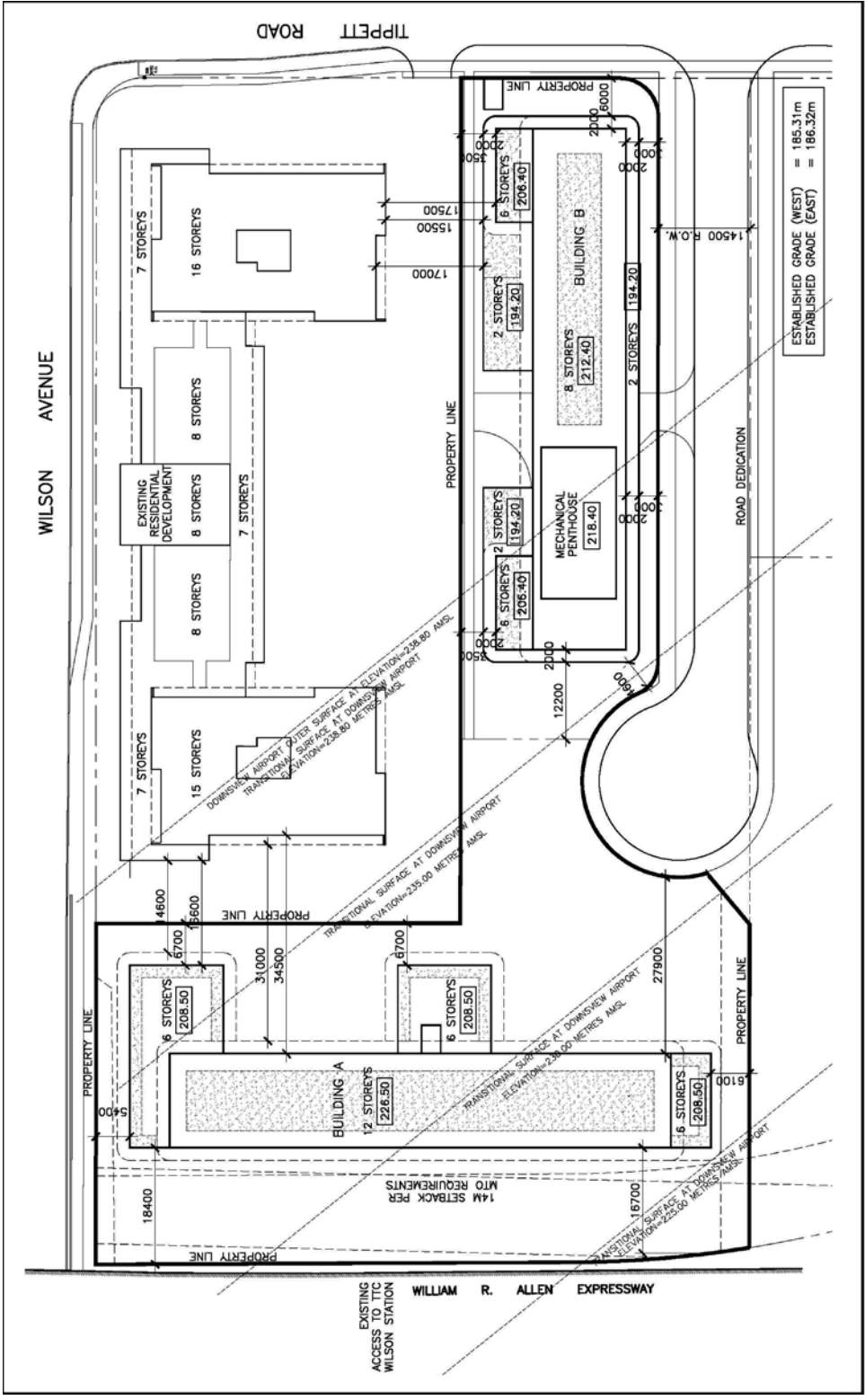
Schedule 2

From Applicant's Drawing

File # 12 294187 NNY 10 0Z

Date: 11/04/2015
 Approved by: C. F.

Not to Scale



Schedule RM6(238)



File # 12 294187 NNY 10 0Z

From Applicant's Drawing

↑
Not to Scale

Date: 11/04/2015
Approved by: C. F.