

4 and 6 Tippet Road - Official Plan Amendment and Zoning Amendment Applications - Preliminary Report

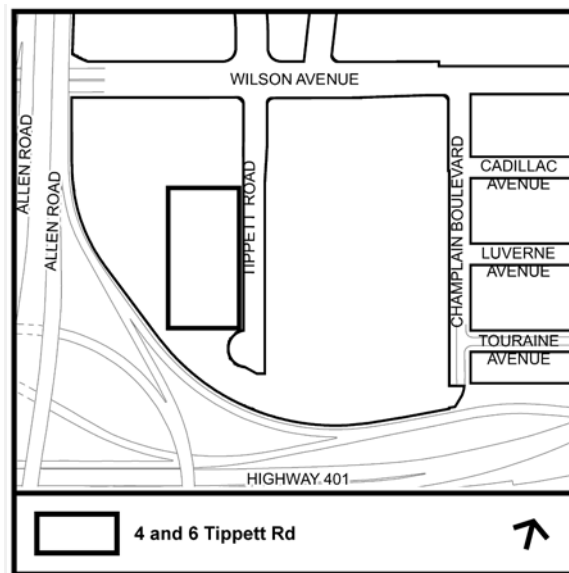
Date:	September 26, 2016
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 10 – York Centre
Reference Number:	16 196875 NNY 10 OZ

SUMMARY

The Official Plan and Zoning By-law amendment application for 4 and 6 Tippet Road proposes to permit a phased development comprised of a residential building with a 16-storey tower (plus a 1-storey mechanical penthouse) and 6-storey base building on the southern portion of the site and a mixed use building on the northern portion of the site consisting of two towers of 13 and 16 storeys in height (plus a 1-storey mechanical penthouse on each tower) connected by a 6-storey base building. The proposal would contain 651 residential dwelling units and 1,319 square metres of non-residential space to be located on the ground floor of the shared base building on the north portion of the site. A total of 560 parking spaces are proposed to be provided in a 2-level underground parking garage.

The proposal includes the conveyance to the City of a 1,028 square metre portion of the site towards the creation of a public park and a 4 metre wide area along the northern boundary of the site towards the creation of an 18.5 metre wide new public street.

This report provides preliminary information on the above noted applications and recommends that a community consultation meeting be



scheduled by City Planning staff in consultation with the Ward Councillor.

A final report and public meeting under the Planning Act will be scheduled following community consultation and the resolution of the outstanding issues, and provided the applicant provides all required information in a timely manner.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 4 and 6 Tippett Road together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the Planning Act be given according to the regulations of the Planning Act.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

On August 17, 2011, the Downsview Area Secondary Plan was approved by the Ontario Municipal Board. The northern portion of the site is located within the boundaries of the Secondary Plan. The Secondary Plan encourages a mix of land uses that is supportive of existing transit investments and encourages development near subway stations.

On December 16-18, 2013, City Council approved Official Plan Amendment No. 231, part of the City's 5-Year Official Plan Review and Municipal Comprehensive Review, which introduced Site and Area Specific Policy No. 387 (SASP 387) which designated the site and the surrounding lands *Regeneration Areas* from *Employment Areas*. SASP 387 stated that redevelopment should not occur until a Secondary Plan or Site and Area Specific Policy is in place that addresses streets, pedestrian connections, blocks, densities, and land use buffers to separate the area from Highway 401 and William R. Allen Road.

On December 9, 2015, City Council adopted Official Plan Amendment No. 309, the Tippett Road Area Regeneration Study. The study lands are generally bounded by Wilson Heights Boulevard, Wilson Avenue, Champlain Boulevard, Highway 401 and William R. Allen Road.

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. Council also adopted a new Site and Area Specific Policy 387 which introduced a framework to guide

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

The Council approved Tippet Road Area Regeneration Study can be found at the following link <http://www.toronto.ca/legdocs/mmis/2015/pg/bgrd/backgroundfile-85263.pdf>

A supplementary report addressing additional comments on the Tippet Road Area Regeneration Study was also approved by Council on December 9, 2015 and can be found at the following link:

<http://www.toronto.ca/legdocs/mmis/2015/cc/bgrd/backgroundfile-86494.pdf>

The final Regeneration Area Study (OPA 309) was appealed to the Ontario Municipal Board (OMB Case number PL160041) by a number of landowners, including the owner of the subject site. A pre-hearing was held on July 4th, 2016. A second pre-hearing is scheduled for October 25th, 2016 and a hearing is scheduled for June 5th, 2017 to June 17th, 2017.

At their meeting on September 12, 2016, North York Community Council recommended City Council approve the subdivision application for 30 Tippet Road (File No. 15 220939 NNY 10 SB). This subdivision application proposes to permit the creation of two parcels of land that will be used to create a portion of a public street running west from Tippet Road and a 1,530 square metre portion of a public park at 30 Tippet Road. The public street will have an 18.5 metre right-of-way. Approximately 4 metres of the public street width at the eastern portion of the street, is proposed to be conveyed to the City as part of the subject development application for 4 and 6 Tippet Road. The public street will be used to access future developments at 36 and 36 R Tippet Road, and 30 Tippet Road as well as the subject proposal at 4 and 6 Tippet Road. The parcel of land proposed to be conveyed to the City as part of the 30 Tippet Road subdivision that will form part of the public park will be combined with a 1,030 square metre portion of land from the subject development proposal at 4 and 6 Tippet Road to complete the park block. The public park will serve as a public amenity to support new development in the area in accordance with the Tippet Road Area Regeneration Study and OPA 309.

Pre-Application Consultation

A pre-application consultation meeting was held on January 13, 2016 with the applicant to discuss complete application submission requirements and issues related to building massing and parking.

ISSUE BACKGROUND

Proposal

The proposal is a phased development comprised of a residential building with a 16-storey tower including a 6 storey base building on the southern portion of the site and 13 and 16 storey towers on the northern portion of the site connected by a 6-storey base building. The tower portion of each building contains 1 additional storey for the mechanical penthouse. The proposal contains 651 residential units and 1,319 square metres of non-residential space. The two phases would include a total of 560 parking spaces (483 spaces for residents and 77 shared spaces for visitors and non-residential uses) in a shared two-level underground parking garage. The proposal also includes a 4.0 metre wide public road dedication at the north end of the site and a 1,028 square metre public park located at the northwest corner of the site. The proposed development has a gross density of 3.99 times coverage.

Phase 1

The first phase of the proposed development is a 16-storey (53.65 metres in height including the mechanical penthouse) residential tower (Tower A) on the southern portion of the site. The proposal includes a 6-storey (21.15 metre) U-shaped base building that steps up to 7 storeys and further steps up to 9 storeys at the west end of the site. It is proposed to be set back approximately 6 metres from Tippet Road, 5.5 metres from the south and west property lines and approximately 20 metres from the base building of the 13-storey Tower B which is proposed to be constructed in Phase 2 of the development. Pedestrian access to the proposed development would be from the northeast corner of the base building along Tippet Road.

The tower floor plate would be approximately 767 square metres in area and would be separated from the 13-storey Phase 2 tower by 26.15 metres. The 16-storey tower is proposed to include a total of 18,463 square metres of gross floor area and 257 residential units including 14 studio units (5.4%), 149 one bedroom units (58%), 77 two bedroom units (30%), and 17 three bedroom units (6.6%). All rooftop areas, except for the terrace, are proposed to be green roofs.

Vehicular access would be provided by a driveway from Tippet Road at the south end of the site. The ramp to the underground parking garage and the loading area are proposed to be located at the southeast corner of the building. A total of 238 parking spaces are proposed to be provided for the Phase 1 building in 2 levels of underground parking including 35 spaces for visitors. A total of 196 bicycle parking spaces are proposed with 20 at grade for visitors.

The applicant is proposing 461 square metres of indoor amenity space (1.79 square metres per unit) on the ground floor proposed to be adjacent to the resident lobby. The proposed outdoor amenity area consists of a 469 square metre (1.19 square metres per residential unit) landscaped courtyard at the south end of the site.

Ground-level residential units on the north side of the building would each have direct pedestrian access to the new private street while ground-level residential dwelling units on west side of the proposed base building would have direct pedestrian access to a new private walkway. Access to the residential units above the ground floor, including those in the tower portion of the building, would have pedestrian access from the shared lobby located at the northeast corner of the base building along Tippett Road.

Phase 2

Phase 2 of the proposed development includes a mixed use building with 13 and 16 storey towers (Towers B and C respectively) including a shared 6-storey base building. Towers B and C would be 42.7 metres and 54.9 metres in height respectively including the mechanical penthouse. The towers are proposed to be connected by a 6 storey base building at 21.45 metres in height. The proposed base building is set back 6.0 metres from Tippett Road and 4.5 metres from the new east-west public road and from the future public park. A separation distance of 28.2 metres between Tower B and Tower C is proposed. Both towers have floor plates of approximately 750 square metres in area. The 16-storey tower (Tower C) is proposed to be set back 8.3 metres from the public park.

The gross floor area of the Phase 2 building would be 26,864 square metres and 1,319 square metres of non-residential gross floor area. The applicant is proposing a total of 394 residential units consisting of 7 studio units (1.8%), 265 one bedroom units (67.3%), 100 two bedroom units (25.4%), and 22 three bedroom units (5.6%).

The total proposed units count and mix of unit types is as follows:

Unit Type	Phase 1	%	Phase 2	%	All	%
Studio	14	5.4%	7	1.8%	21	3.2%
1	149	58.0%	265	67.3%	414	63.6%
2	77	30.0%	100	25.4%	177	27.2%
3	17	6.6%	22	5.6%	39	6.0%
Total	257	100%	394	100%	651	100%

The applicant is proposing a 590 square metre (1.49 square metres per residential unit) indoor amenity area located on the ground floor. The proposed outdoor amenity area is an 833 square metre (2.11 square metres per residential unit) landscaped court yard at ground level at the west side of the site.

A total of 322 parking spaces would be provided in Phase 2 including 280 for residential and 42 for visitors. A total of 294 bicycle parking spaces are proposed for Phase 2 including 28 at ground-level for visitors.

Ground-level residential units would each have direct pedestrian access outside to the new private street on the south side of the proposed base building and the landscaped open space on the west side of the proposed base building. Access to the residential units

above the ground floor, including those in the tower portion of the building, would have pedestrian access from the shared lobby centrally located along Tippett Road in the base building. There are various pedestrian access points proposed along Tippett Road and the new public street for the non-residential uses.

The proposal includes the conveyance to the City of a 4.0 metre wide area along the northern portion of the site to complete a new 18.5 metres east-west public road, the majority of which will be conveyed to the City from the development application at 30 Tippett Road. The proposal also includes the conveyance of a rectangular 1,028 square metre portion of the north east corner of the site to create a new public park. The conveyed land would be combined with the property to be conveyed to the City from the 30 Tippett Road site. The total area of the public park would be approximately 2,560 square metres or 0.63 acres.

The proposed Phase 2 base building would be set back 6.0 metres from Tippett Road, 4.5 metres from the new east-west public road and the future public park.

The 2 phases will include a total of 560 parking spaces (483 spaces for residents and 77 shared spaces for visitors and non-residential uses for a total of 0.86 spaces per unit) in a connected two-storey underground parking garage. The two phases are also proposed to include 490 bicycle parking spaces with 48 at the ground level for visitors.

The applicant is proposing to provide 25 affordable ownership housing units in collaboration with the City's Affordable Housing Office. The applicant has indicated in the Planning Rationale submitted with their application that the provision of affordable housing units is contingent on the City's acceptance of their proposal to replace the existing number of jobs on the site by applying a jobs to floor area ratio as an alternative to the policies in Official Plan Amendment 309 for the Tippett Road Area Regeneration Study which require residential development to increase the existing amount of non-residential gross floor area.

Site and Surrounding Area

The site is located on the west side of Tippett Road, south of Wilson Avenue, north of the 401 Highway and east of William R. Allen Road. It is rectangular in shape, relatively flat and has a frontage of approximately 149.9 metres along Tippet Road and a site area of 11,346 square metres or 2.8 acres. Four Tippett Road is occupied by a 1-storey warehouse and the front yard is primarily used as a loading area. There is a 1-storey warehouse building used by commercial businesses at 6 Tippett Road.

North: Immediately north of the site at 30 Tippett Road is the location of a Subdivision application to create public street and public park (File No. 15 220939 NNY 10 SB). Further north at 36 and 36 R Tippett Road (formerly 30 Tippett Road), a rezoning application (File No.: 12 294187 NNY 10 OZ) was approved by City Council on December 9, 2015, to permit 2 residential buildings of 12 and 8 storeys in height and containing a total of 443 residential units and a 468 square metre daycare or community space. A minor variance application (File No.

A0569/16NY) has been submitted to increase the number of storeys in the west building from 12 to 14 though the application has not yet been scheduled for a Committee of Adjustment hearing date. Further north, the property at the southwest corner of Wilson Avenue and Tippett Road (545 and 555 Wilson Avenue), contains a mixed-use condominium development consisting of 2 towers at 15 and 16 storeys including a shared 8 storey base building. Across Wilson Avenue to the north (50 Wilson Heights Boulevard) is a TTC commuter parking lot.

South: South of the site is a 4-storey office building (2 Tippett Road). Highway 401 is located further south.

East: Gramercy Park at 525 Wilson Avenue is a 12 storey mixed-use building containing 512 residential units. South of that at 9 Tippett Road is a 1-storey warehouse building. A Zoning By-law amendment application has been approved for 9 Tippett Road to permit a mixed use building with a maximum height of 17 storeys and a maximum of 500 dwelling units (File No. 11 255468 NNY 10 OZ). The site plan application for this proposal is currently under review by the City (16 185908 NNY 10 SA).

West: West of the site is a TTC commuter parking lot at 30 Tippett Road. This parking lot is expected to become a future mixed-use development site in accordance with the Tippett Road Regeneration Area Study (OPA 309). The William R. Allen Road is located beyond 30 Tippett Road. West of William R. Allen Road is a TTC parking lot subject to a site plan application for a commercial plaza (File No. 14 235303 NNY 09 SA) and a commercial shopping area containing a Costco, Home Depot, Best Buy and other commercial uses further west.

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; providing an appropriate range of housing types and affordability to meet projected requirements of current and future residents; wise use and management of resources; and protecting public health and safety. The 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, by the *Planning Act*, 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; providing housing options to meet the needs of people at any age; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict, as the case may be, with the Growth Plan for the Greater Golden Horseshoe.

Staff will review the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

Through OPA 231 Council redesignated the subject site from *Employment Areas* to *Mixed Use Areas* for the north portion of the site and *Regeneration Areas* for the remainder of the site.

Regeneration Areas Policies

Regeneration Areas open up unique areas of the City to a wide array of uses to help attract investment, re-use buildings, encourage new construction and bring life to the streets. These areas are key to the Official Plan's growth strategy, reintegrating areas of the City that are no longer in productive urban use due to shifts in the local or global economies. In *Regeneration Areas*, commercial, residential, live/work, institutional and light industrial uses can be mixed within the same block or even the same building.

Not all *Regeneration Areas* will have the same mix of uses or development policies. Each will differ in terms of its existing built context, character of adjacent areas and market opportunities for revitalization. *Regeneration Areas* will need “tailor-made” strategies and frameworks for development, provided through a Secondary Plan. In some cases, there will be a need for extensive infrastructure improvements as in the case of the Central Waterfront. In smaller *Regeneration Areas*, the road system may be in place and the emphasis will be on re-use of existing buildings and compatible infill.

Mixed Use Areas

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 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, among other matters, that the location and massing for new buildings achieves transitions between areas of different development intensity and scale, adequately limits shadow impacts on adjacent *Neighbourhoods*, and frames 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 refers to the increased integration of transportation and land use to avoid automobile trips for daily needs and increase non-automobile trips within the area.

Tippett Road Area Site and Area Specific Policy (OPA 309 SASP 389)

The site is designated *Mixed Use Areas 'B'* in the Tippett Road Area Site and Area Specific Policy (see Attachment 7). This land use designation allows for residential and non-residential uses.

Map 3 of the site and area specific policy shows the planned structure for the lands south of Wilson Avenue designated *Mixed Use Areas "B"* (See Attachment 8) and requires: a new public street extending west from Tippet Road which will provide direct access to the south entrance of the Wilson Subway Station and create a view terminus; a new private street/mews and view terminus through the middle of the site; a new public park to be centrally located west of Tippet Road and south of the new public road at the west side of the subject site; an east-west pedestrian and cycling path at the south end of the site and a north-south pedestrian and cycling path at the west side of the site.

The following Built Form policies of OPA 309/SASP 389 reinforce the Official Plan's policies for built form and also apply to all development within the Tippet Road Area to ensure appropriate building types that accommodate a range of uses while enhancing and contributing to the public realm. The policies state new buildings will:

- a) be located and organized to facilitate pedestrian movements and to enhance the visibility of the Wilson Subway Station entrance from public streets;
- b) be organized, located, and massed to provide a transition in height that respects the scale of low-rise residential neighbourhoods located to the east of the Tippet Road Area;
- c) have the main building wall setback from streets, private streets and parks a distance of approximately 4.0 to 5.0 metres, unless otherwise specified. Notwithstanding the foregoing, the southerly building setback of Building 'B' of 30 Tippet Road (north) from the new east/west road may be 3.0 metres;
- d) provide pedestrian amenity, visual interest, enhance the public realm and support the structure plan, by allowing within the lowest 6 storeys, parts of buildings and architectural elements including porches, stoops, bay windows, and canopies that may project into the setback along streets, private streets and parks;
- e) include active uses on the ground floor adjacent to streets, parks and open spaces which encourage the safe, comfortable use of the public realm;
- f) provide direct pedestrian entrances from public or private streets;
- g) be designed and landscaped with setbacks and other open spaces to create places for pedestrians to linger and add to the vitality of the streetscape, parks and open spaces;
- h) be provided with vehicular drop-offs and driveways to ramps and service areas that are not located on Tippet Road or any other public streets;
- i) include surface parking areas only if no alternative is available. If necessary, surface parking or servicing areas should be located at the rear or flank of the building away from streets, private streets, park and open space frontage and special routes and places, wherever possible and screened from the public realm;
- j) provide garbage storage internal to the building; and
- k) provide transportation amenities for bicycles, including sheltered and easily accessible visitor bicycle parking spaces.

OPA 309 also contains policies related to height and density. Mid-rise buildings up to 6 storeys in height will be allowed in *Mixed Use Areas "A", "B" and "C"*, except that on

Wilson Avenue, Wilson Heights Boulevard and along the William R. Allen Road, a mid-rise building will be no higher than 12 storeys.

To limit visual and physical impacts on the public realm, additional building height beyond 6 storeys within the permitted density for the balance of the lands in *Mixed Use Areas "A", "B" and "C"* will be achieved by either of the following ways:

- The additional floors beyond the 6th floor will be considered a tower element and have regard to the City's of Toronto's Tall Building Design Guidelines particularly in relation to a maximum floor plate size of 750 square metres from outside wall to outside wall, separation distances between towers of a minimum of 25.0 metres, 12.5 metres between a tower and a property line and minimum 3.0 metres step backs from base buildings to upper floors; or
- Every additional floor above the 6th storey will incorporate a stepback of a minimum of 3.0 metres along building faces which abut streets, private streets and park edges.

With respect to density, OPA 309 states that new development will be permitted at a level that is supportable and appropriate for the comprehensive planning framework and is balanced with the timely provision of physical and social infrastructure. Proposals for new development will be reviewed comprehensively with scale, massing and density being highest at the Wilson Subway Station, and development transitioning away from the Wilson Subway Station in scale, massing and floor space index to the south and east of the area. The maximum permitted density on all lands designated *Mixed Use Areas* shall be 3.99 times the lot area.

OPA 309 contains land use policies that require development on lands that includes residential units to increase the amount of existing non-residential gross floor area.

OPA 309 also contains policies regarding servicing which identify that the introduction of additional uses and the overall intensification of the Tippett Road Area will require improvements to existing municipal servicing infrastructure to be designed and funded by area owners through the development approval process.

Municipal servicing infrastructure will be implemented through the submission and approval of individual rezoning applications pursuant to Section 34 of the *Planning Act* and applications for draft plan of subdivision pursuant to Section 51 of the *Planning Act*, as appropriate.

The appropriateness of employing a Holding (H) symbol to ensure servicing infrastructure is secured will be considered during the processing of each application for rezoning received for lands within the Tippett Road Area.

The Tippett Road Site and Area Specific Policy (OPA 309) was appealed to the Ontario Municipal Board (OMB Case number PL160041). A pre-hearing was held on July 4th,

2016. A second pre-hearing is scheduled for October 25th, 2016 and a hearing is scheduled for June 5th, 2017 to June 17th, 2016.

Housing Issues

Staff will review the appropriateness of the larger units and the provision, timing and location of the affordable housing proposed.

Zoning

The subject site is zoned M2 (Industrial Zone Two) by Bylaw 7625, which permits a wide range of non-residential uses, including manufacturing, business offices, professional offices, hotels, retail stores, commercial schools, fitness centres and clubs, as well as restaurants without an outdoor patio and financial institutions. The maximum permitted density is 1.0 FSI, with the exception that office uses shall not exceed the lesser of 0.5 FSI or a combined total gross floor area on a lot of 5,000 square metres and that retail and personal service uses (whether as an accessory use or as a main use) shall not exceed the lesser of 0.25 FSI or a combined total gross floor area on a lot of 2,500 square metres.

The maximum permitted height is governed by the height limit identified on Schedule 'D' (Airport Hazard Map). In this regard, Schedule 'D' indicates that a maximum structure height of 15.24 metres applies to the subject site and adjacent properties. Exceptions to this height limit have been granted based on specific development proposals and a specific review of the approach surface, transitional surface and the outer surface associated with the Downsview Airport operations.

The subject site is zoned E 1.0 (x318) under Bylaw 569-2013. The E (Employment Industrial) Zone permits a range of non-residential uses, including manufacturing, building supply yards, offices, dry cleaning and laundry plants, cold storage and wholesaling uses. The maximum density permitted is 1.0 FSI. There is no maximum building height for uses other than office buildings, which would be subject to a maximum building height of 20.0 metres. Exception No. E 318 identifies Schedule 'D' of North York Zoning By-law 7625 (the Airport Hazard Map), as discussed above, as a prevailing by-law and section.

Site Plan Control

The proposed development is subject to Site Plan Control. A Site Plan Control application has not been submitted but will be required.

City-Wide Tall Building Design Guidelines

In May 2013, Toronto City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The city-wide Guidelines are available at <http://www.toronto.ca/planning/tallbuildingdesign.htm>

Tree Preservation

There are 18 trees of varying sizes located on the site, on the adjacent City boulevard, and within 6 metres of the site subject to the City's Private Tree By-law or Public Street Tree By-law. The applicant is proposing to remove 10 of these trees in order to accommodate the proposed development. The applicant has submitted an arborist report and a tree preservation plan which will be reviewed by Urban Forestry staff.

Reasons for the Application

The applicant has proposed to amend the Official Plan to redesignate the site to *Mixed-Use Areas* from *Regeneration Areas* and to establish the site specific requirements that allow for the replacement of the existing number of jobs on the site by applying a jobs to floor area ratio as an alternative to the policies in Official Plan Amendment 309 for the Tippet Road Area Regeneration Study which require an increase in the existing amount of non-residential gross floor area.

The applicant has applied to amend North York Zoning By-law 7625 and City-wide Zoning By-law 569-2013 to permit the proposed residential and non-residential uses and to increase the permitted height and density, as well as to introduce appropriate standards regarding parking, bicycle parking, residential amenity space and other matters, as required. The proposal also requires an amendment to the height restrictions imposed by the Airport Hazard Map (Schedule D) of North York Zoning By-law 7625.

COMMENTS

Application Submission

The following reports/studies were submitted with the application:

- Toronto Green Standards Checklist;
- Noise Impact Statement;
- Preliminary Pedestrian Level Wind Study;
- Stormwater Management Report;
- Functional Servicing Report;
- Transportation Impact and Assessment;
- Arborist report and a tree preservation plan
- Planning and Urban Design Rationale; and
- Draft Urban Design Guidelines for the Tippet Regeneration Area.

A Notification of Complete Application for the Official Plan Amendment was issued on September 23, 2016. A notice of Incomplete Application for the Zoning by-law amendment was issued on September 23, 2016 and identifies that the submission of a Hydrogeological Report is required for the application to be deemed complete.

Issues to be Resolved

The following issues are to be addressed through the review of this application:

- consistency with OPA 309 (SASP 387) for the Tippett Road Area Regeneration Study including the structure plan;
- built form, height, massing and density;
- impact of the proposed building heights on the Downsview Airport flight path;
- replacement of the existing non-residential uses;
- transportation capacity in the surrounding area;
- shadowing, particularly on the future public park;
- configuration of the planned east-west and north-south pedestrian/cycling connections;
- design and configuration of proposed private east-west street;
- connection of the new private street with the adjacent planned private street at 30 Tippett Road to the west;
- location of the loading area in relation to the planned pedestrian and cycling path at the south end of the site;
- location of privately owned publicly accessible (POPS) space at the west end of the site and how it will be coordinated and function with a potential adjacent POPS space at 30 Tippett Road and the adjacent public park;
- lack of retail space and provision of active uses along Tippett Road in the Phase 1 building;
- parking and supply management strategy;
- coordination between land-owners to complete functional design drawings and cost estimate for pedestrian safety improvements at the intersection of Tippett Road and Wilson Avenue;
- development of a functional design plan for Tippett Road to include on-street parking layby, landscaped medians, visible pedestrian crossing, streetscape detail, wider sidewalks and other improvements on Tippett Road;
- identification of pedestrian, cycling, and transit related amenities;
- development of travel demand management programs to reduce automobile use;
- development of a cost estimate and cost-sharing agreement between area landowners to contribute to area transportation improvements such Tippett-Wilson intersection, Tippett Road redesign;
- proposed layby on new public street to the north of the subject site;
- provision of adequate indoor and outdoor amenity area;
- location of intake and exhaust vents for the underground garage in relation to the public street and park;
- need for active interface of the Phase 2 building with the planned public park;
- implementation of the proposed phasing plan;
- mix of unit types and the provision of larger units;
- provision of affordable housing;
- development of a comprehensive public realm strategy through the review of the Urban Design Guidelines for the Tippett Regeneration Area;

- servicing and stormwater management issues;
- cost sharing of area servicing requirements between area land owners as specified in OPA 309; and
- the applicability of Section 37 of the Planning Act to secure appropriate community benefits should the application be recommended for approval.

The TGS Checklist has been submitted by the applicant and is currently under review by City staff for compliance with the Tier 1 performance measures.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

CONTACT

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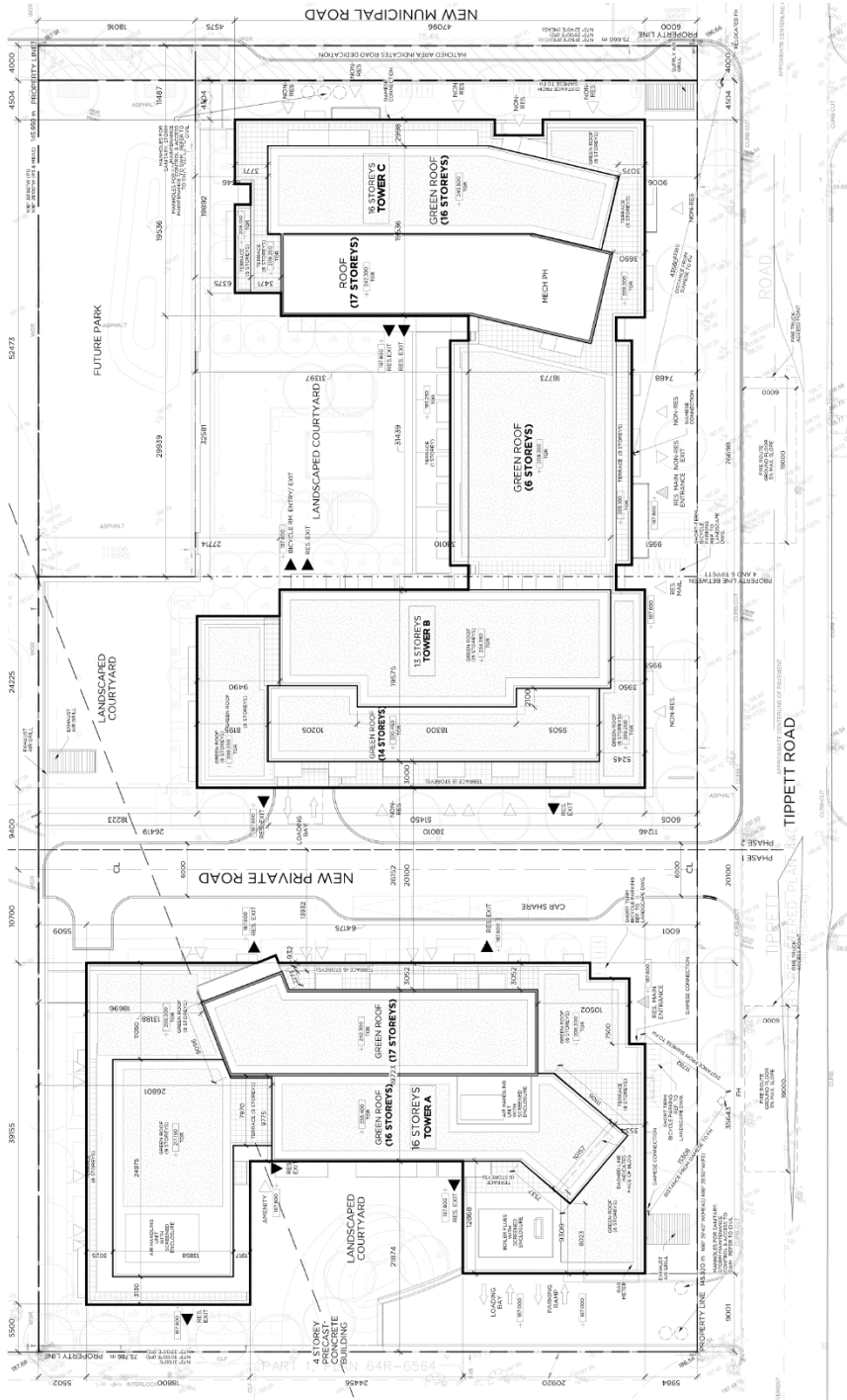
SIGNATURE

Jope Nanos, Director
Community Planning, North York District

ATTACHMENTS

- Attachment 1: Site Plan
- Attachment 2a: North Elevations
- Attachment 2b: South Elevations
- Attachment 2c: East Elevations
- Attachment 2d: West Elevations
- Attachment 3: Zoning By-law 7625
- Attachment 4: Zoning By-law 569-2013
- Attachment 5: Official Plan
- Attachment 6: Tippett Road Area Regeneration Study Area Boundary (OPA 309, SASP 387)
- Attachment 7: Tippett Road Area Regeneration Study (OPA 309, SASP 387) – Sub-Areas Map
- Attachment 8: Tippett Road Area Regeneration Study (OPA 309, SASP 387) Structure Plan – South of Wilson
- Attachment 9: Application Data Sheet

Attachment 1: Site Plan



Site Plan

Applicant's Submitted Drawing

Not to Scale
09/16/2016

4 and 6 Tippet Rd

File # 16 196875 NNY 10 0Z

Attachment 2a: North Elevations

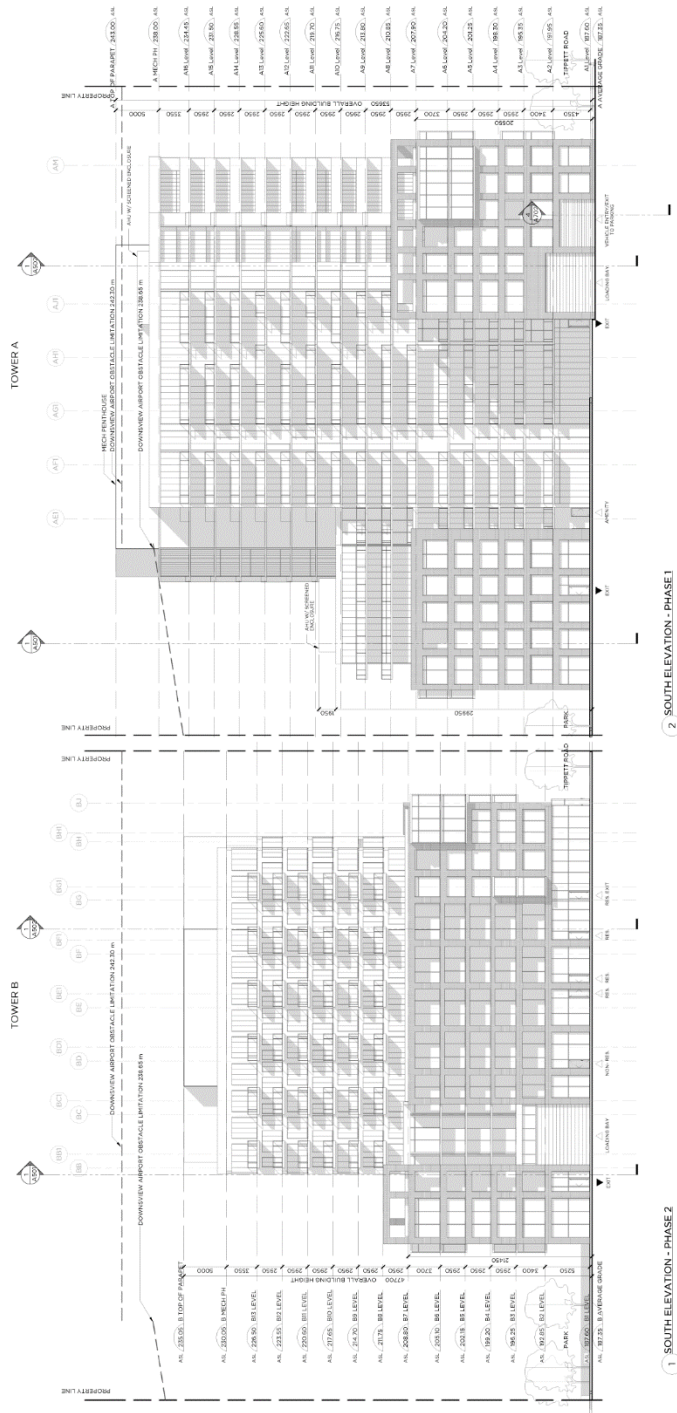


4 and 6 Tippet Rd

File # 16 196875 NNY 10 0Z

North Elevation
 Applicant's Submitted Drawing
 Not to Scale
 09/16/2016

Attachment 2b: South Elevations



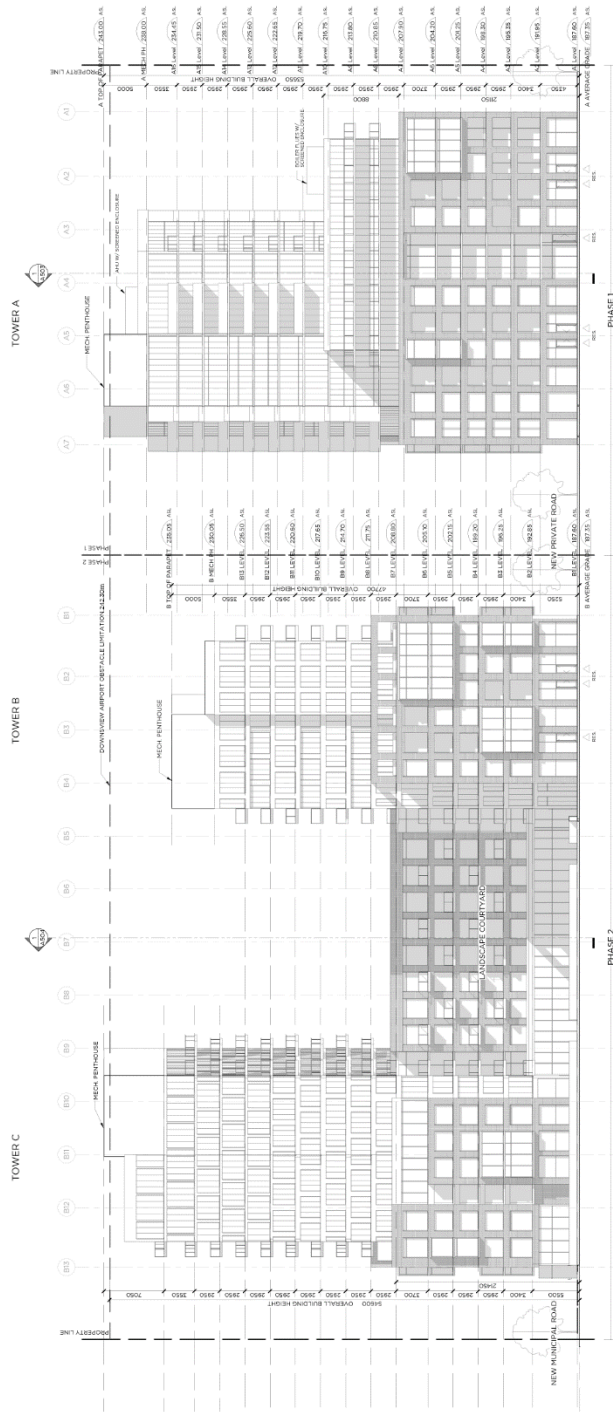
4 and 6 Tippet Rd

File # 16 196875 NNY 10 02

South Elevation
Applicant's Submitted Drawing

Not to Scale
09/16/2016

Attachment 2d: West Elevations



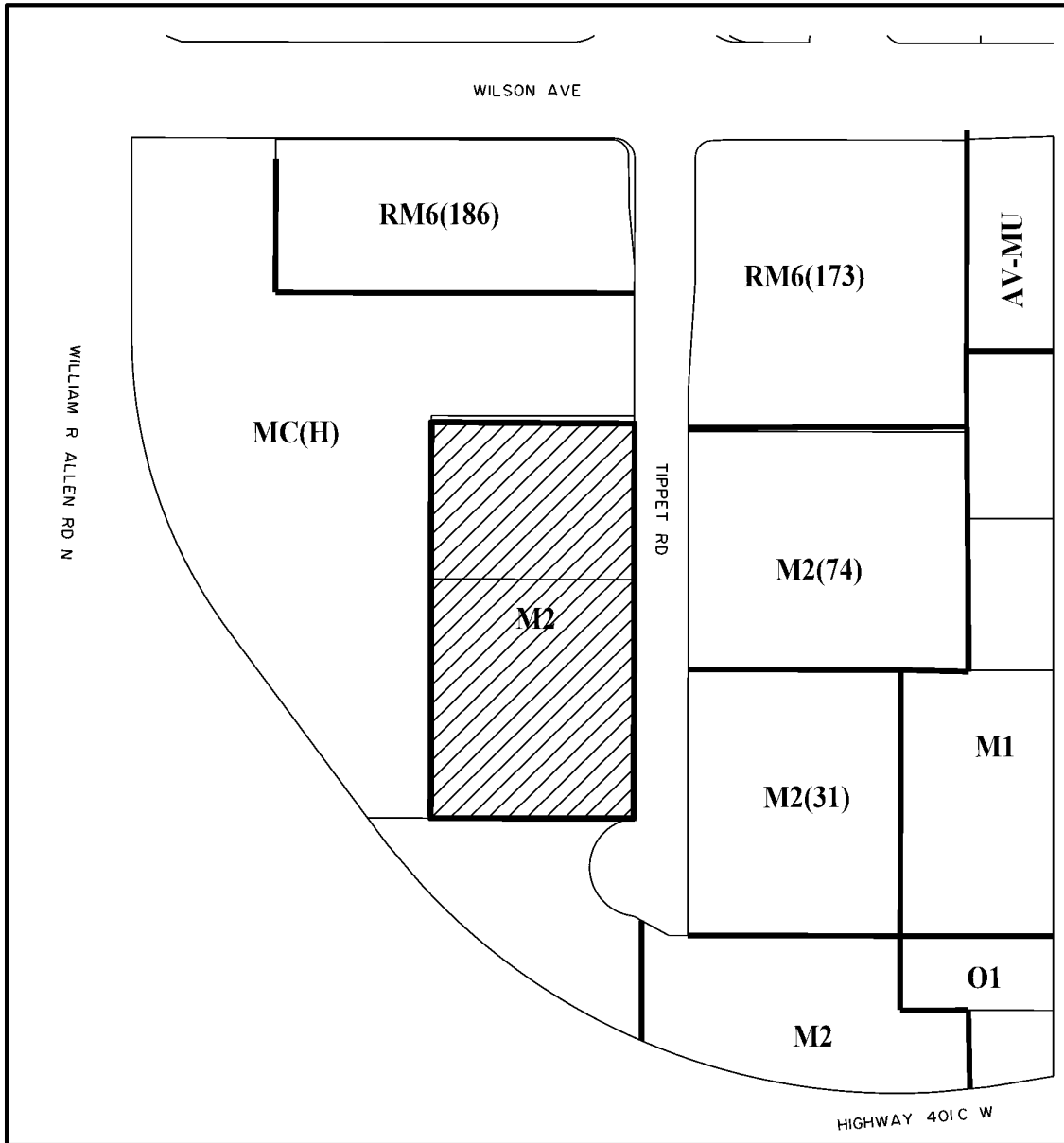
4 and 6 Tippett Rd

West Elevation
 Applicant's Submitted Drawing

Not to Scale
 09/16/2016

File # 16 196875 NNY 10 0Z

Attachment 3: Zoning By-law 7625



Zoning By-Law No. 7625

4 and 6 Tippet Road

File # 16 196875 NNY 10 02



Location of Application

RM6 Multiple-Family Dwellings Sixth Density Zone
 M1 Industrial Zone One
 M2 Industrial Zone Two

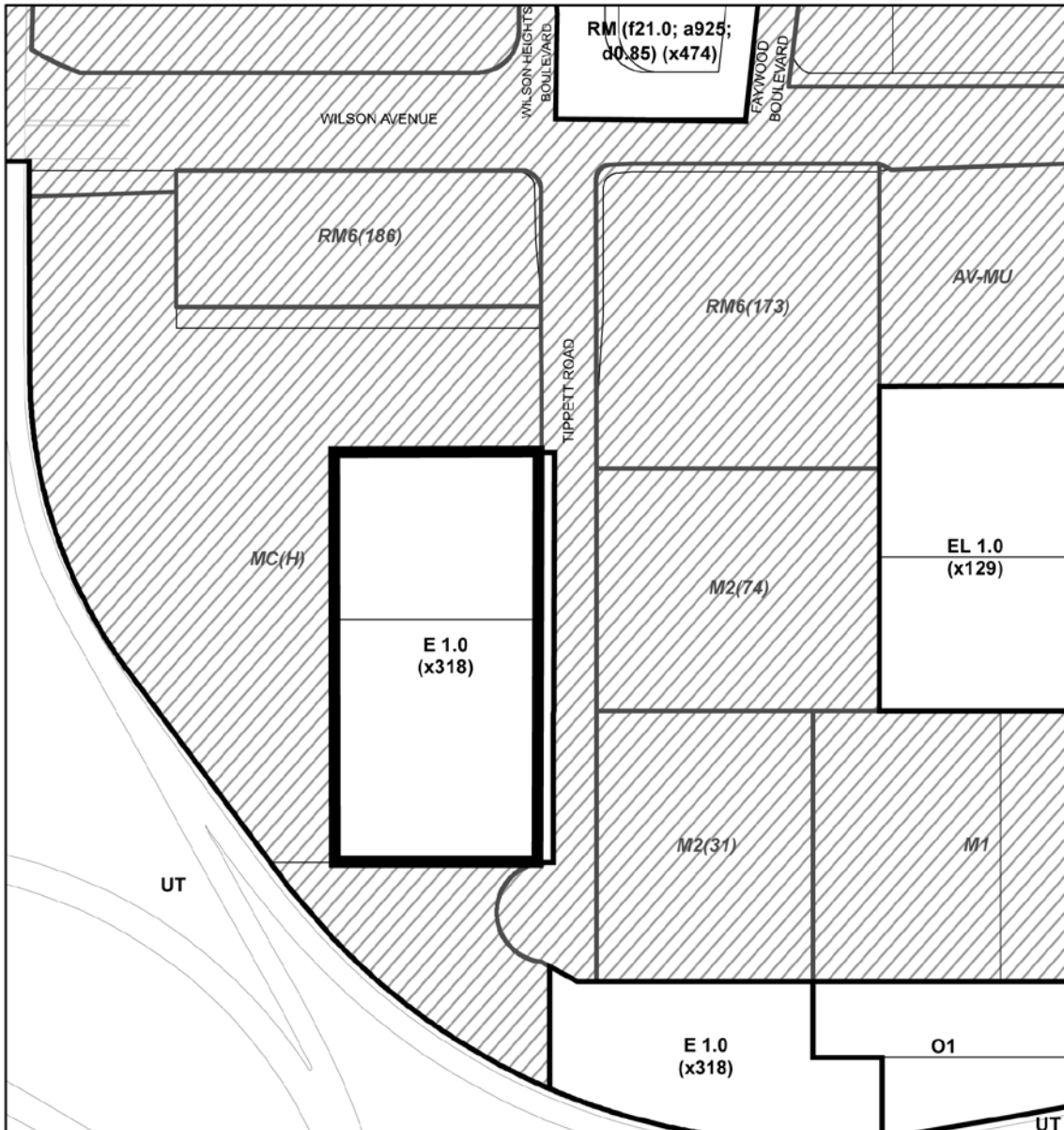
MC Industrial-Commercial Zone
 O1 Open Space Zone
 AV-MU Avenues Mixed Use

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category



Not to Scale
 Extracted 09/21/2016

Attachment 4: Zoning By-law 569-2013



Zoning By-Law No. 569-2013

4 and 6 Tippet Road

File # 16 196875 NNY 10 0Z



Location of Application

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



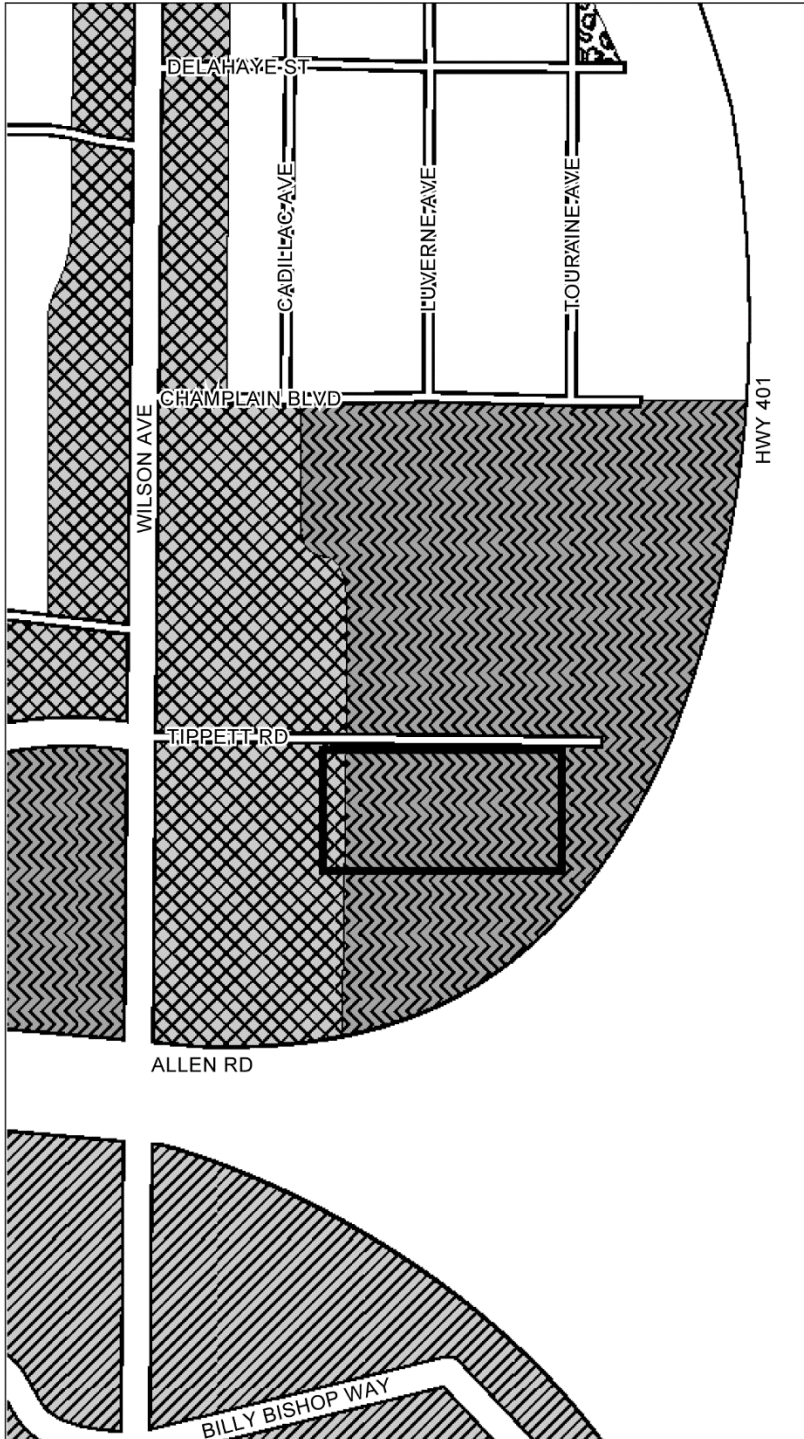
See Former City of North York By-Law No. 7625

RM6 Multiple-Family Dwellings Sixth Density Zone
M1 Industrial Zone One
M2 Industrial Zone Two
MC Industrial-Commercial Zone
O1 Open Space Zone
AV-MU Avenues Mixed Use Zone



Not to Scale
Extracted: 09/21/2016








Attachment 5: Official Plan



4 and 6 Tippet Rd.

TORONTO
Extract from Official Plan

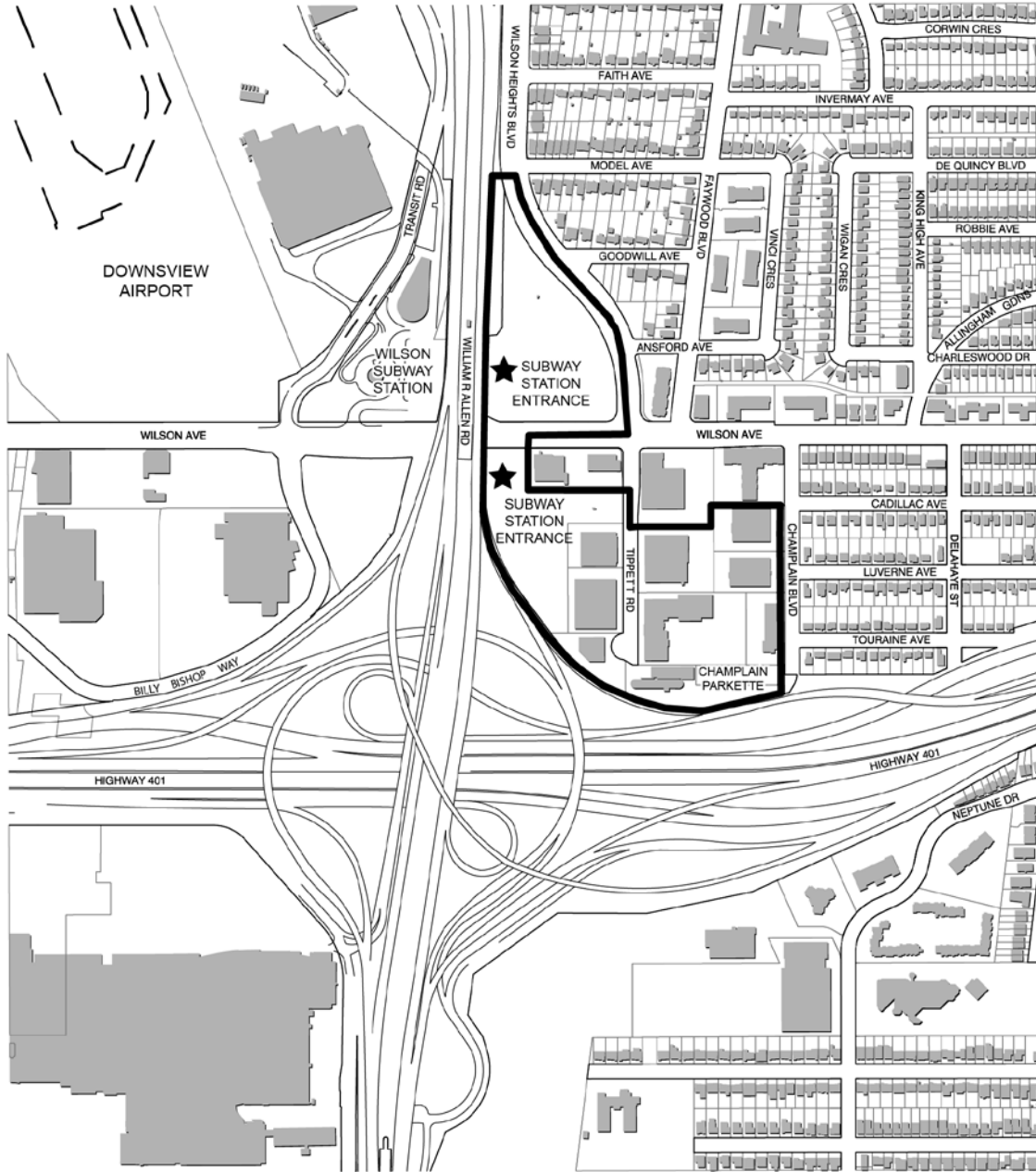
File # 16 196875 NNY 10 0Z

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



Not to Scale
09/16/2016

Attachment 6: Tippet Road Area Regeneration Study Area Boundary (OPA 309, SASP 387)



Context

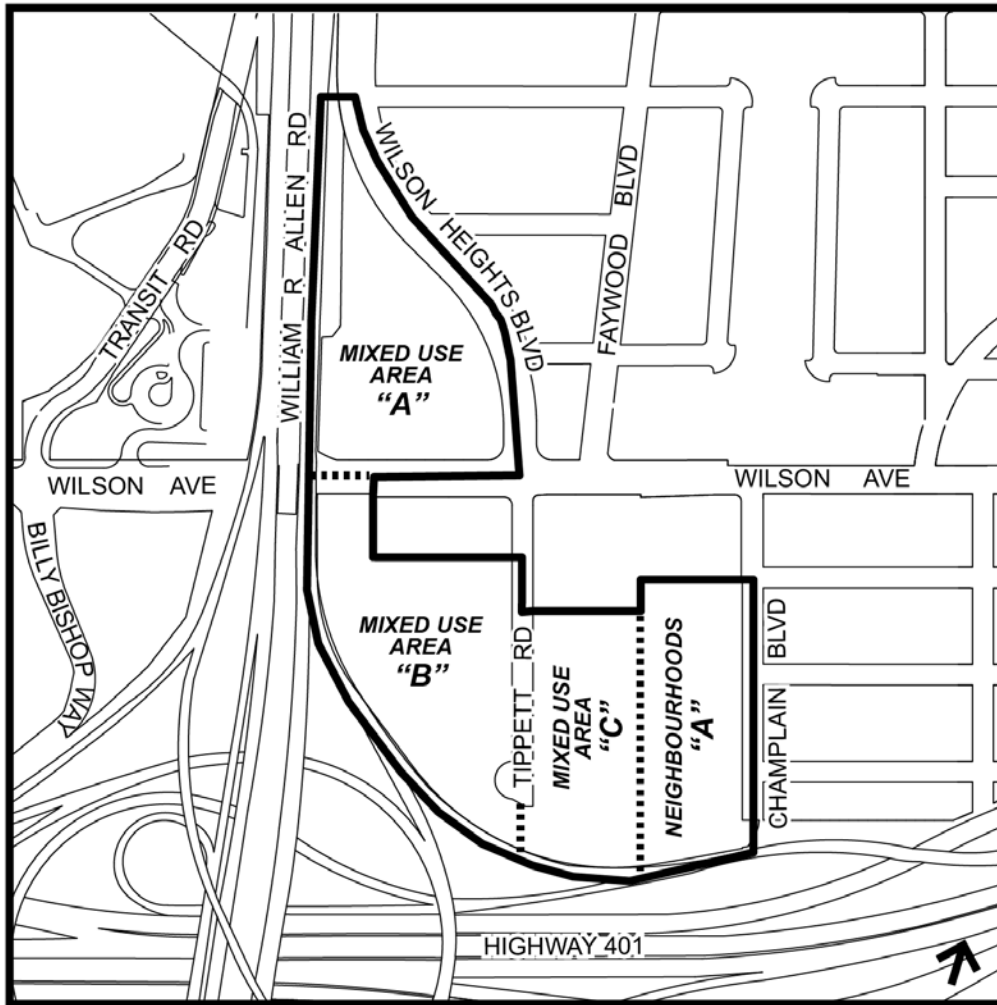
 Study Area Boundary

Not to Scale 
03/19/2015

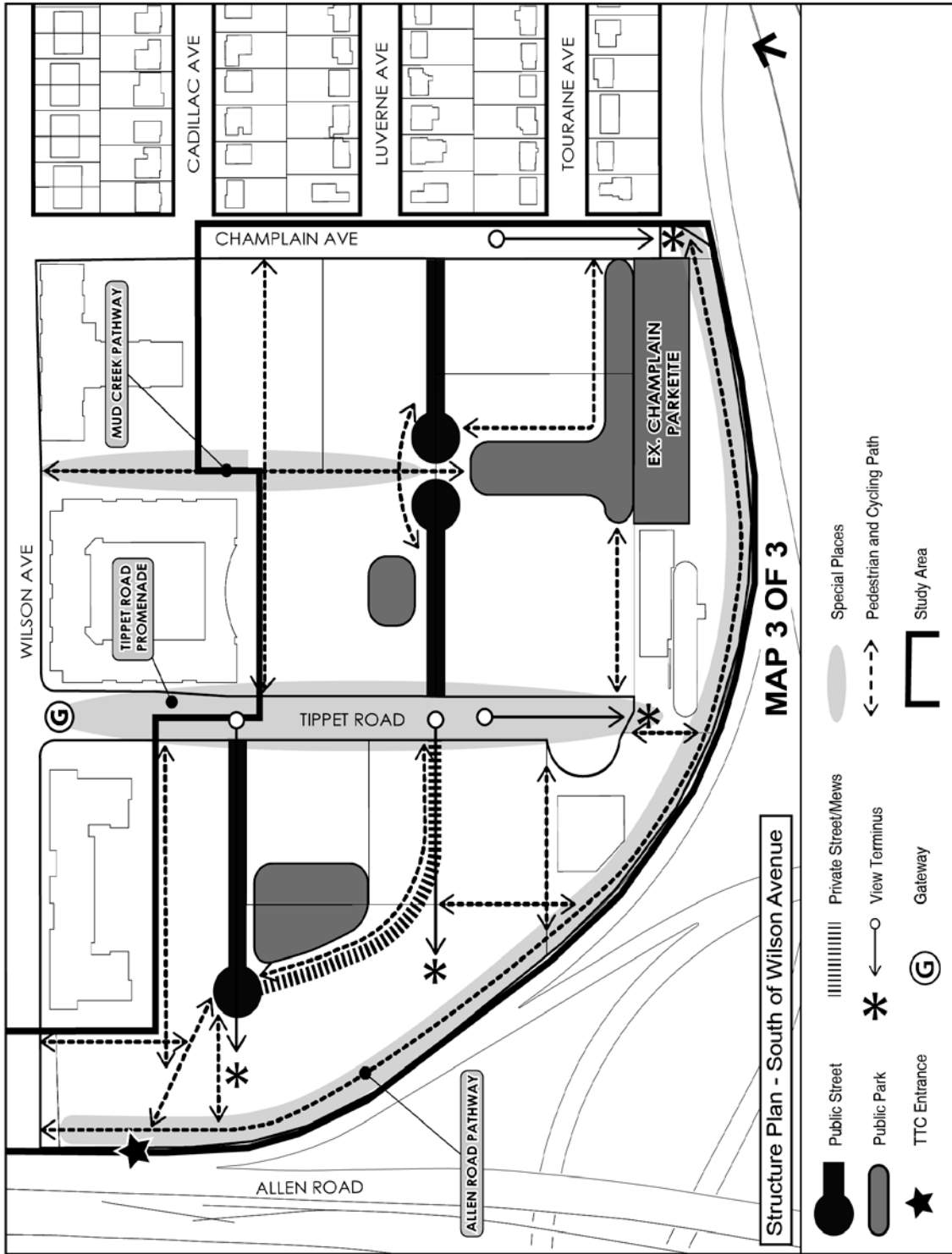
Tippet Road Area Regeneration Study

File # 13 120982 NNY 10 TM

Attachment 7: Tippet Road Area Regeneration Study (OPA 309, SASP 387) – Sub-Areas Map



**Attachment 8: Tippett Road Area Regeneration Study (OPA 309, SASP 387)
Structure Plan – South of Wilson Avenue**



Attachment 9 – Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	16 196875 NNY 10 OZ
Details	OPA & Rezoning, Standard	Application Date:	July 26, 2016
Municipal Address:	4 and 6 Tippett Road		
Location Description:	PLAN 4402 PT LOT 2 **GRID N1006		
Project Description:	Phased development comprised of a residential building with a 16-storey tower and 6 storey base building on the southern portion of the site and a 13 and 16 storey mixed use building on the northern portion of the site connected by a 6-storey base building. The two phases would include a total of 560 parking spaces in a shared two-level underground parking garage. The proposal also includes a 4.0 metre wide public road dedication at the north end of the site and a 1,028 square metre area conveyed as a public park located at the northwest corner of the site.		

Applicant:	Agent:	Architect:	Owner:
BOUSFIELDS INC 3 CHURCH STREET, SUITE 200, TORONTO ON M5E 1M2	BOUSFIELDS INC 3 CHURCH STREET, SUITE 200, TORONTO ON M5E 1M2	RAW DESIGN 405-317 ADELAIDE STREET WEST, TORONTO ON M5V 1P9	WAREHOUSE PROPERTIES LIT (4 TIPPETT), 6 TIPPETT ROAD, TORONTO ON M3H 2V2

PLANNING CONTROLS

Official Plan Designation:	Regeneration Areas	Site Specific Provision:	OPA 309/SASP 387
Zoning:	E 1.0 (x318)	Historical Status:	N
Height Limit (m):	15.24 metres	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq. m):	11,346	Height:	Storeys:	16
Frontage (m):	149.92		Metres:	53.6
Depth (m):	75.66			
Total Ground Floor Area (sq. m):	4,570			Total
Total Residential GFA (sq. m):	44,008		Parking Spaces:	560
Total Non-Residential GFA (sq. m):	1,319		Loading Docks	2
Total GFA (sq. m):	45,327			
Lot Coverage Ratio (%):	40.2			
Floor Space Index:	3.99			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

			Above Grade	Below Grade
Tenure Type:	Condo			
Rooms:	0	Residential GFA (sq. m):	44,008	0
Studio:	21 (3%)	Retail GFA (sq. m):	1,319	0
1 Bedroom:	414 (64%)	Office GFA (sq. m):	0	0
2 Bedroom:	177 (27%)	Industrial GFA (sq. m):	0	0
3 + Bedroom:	39 (6%)	Institutional/Other GFA (sq. m):	0	0
Total Units:	651			

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