

**30 Tippet Road (South Lands) - Official Plan
Amendment and Zoning By-law Amendment
Applications - Preliminary Report**

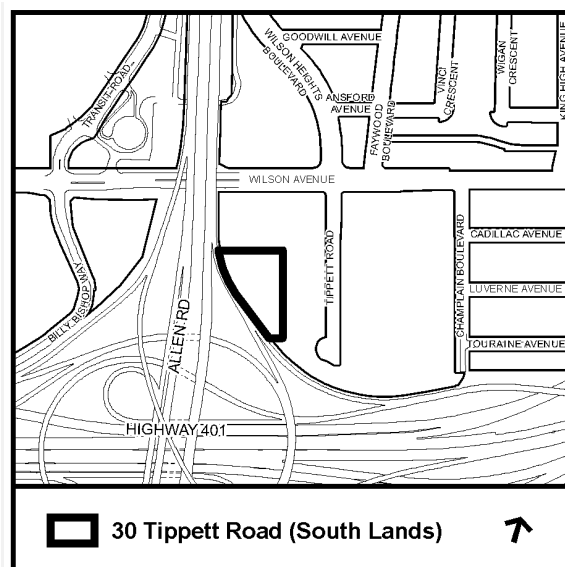
Date:	October 27, 2017
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 10 – York Centre
Reference Number:	17 214838 NNY 10 OZ

SUMMARY

This application proposes an Official Plan and Zoning By-law amendment to permit a 13-storey condominium building (356 units) and a 14-storey rental apartment building (165 units), for a total of 521 residential units at 30 Tippet Road. As part of the total residential units, there are 50 affordable ownership units and 50 affordable rental units, proposed in the respective buildings. The proposal includes approximately 476 square metres of community space at grade. A total of 463 parking spaces would be provided in a four level underground garage. The proposal also includes the conveyance to the City of a 1,554 square metre portion of the site towards the creation of a public park.

This report provides preliminary information on the above-noted applications and seeks Community Council's directions on further processing of the applications and on the community consultation process.

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 30 Tippet 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 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 (Allen Road).

On December 9, 2015, City Council adopted Official Plan Amendment No. 309, the Tippet 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 Tippet 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 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. The framework also identifies

pedestrian connections and provides for 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 Tippet Regeneration Area Study (OPA 309) was appealed to the Ontario Municipal Board (OMB Case No. PL160041) by a number of landowners, including the owner of the subject site. A pre-hearing was held on July 4, 2016. A second pre-hearing scheduled for October 25, 2016 was cancelled and rescheduled for June 20, 2017. At this June 20, 2017 prehearing, the nature and extent of the issues in dispute were generally identified and the parties are continuing to further scope the appeals and work towards a full or partial resolution.

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 an 18.5 metre public street running west from Tippet Road and a 1,554 square metre portion of a public park at 30 Tippet Road. The public street will be used to access future developments at 36 and 36R Tippet Road, and 30 Tippet Road (South Lands) as well as the 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 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.

On June 20, 2016, the Affordable Housing Committee adopted recommendations from a report prepared by the Director of the Affordable Housing Office entitled "A Program for 100 New Affordable Rental and Ownership Homes at 30 Tippet Road." In summary, the report recommended funding and incentives for 50 new affordable rental and 50 affordable ownership homes at 30 Tippet Road. The affordable housing plan for this site resulted from a collaboration with Build Toronto and developer Shiplake Properties Limited. Financial contributions for the 100 affordable homes are proposed from Build Toronto, the Federal and Provincial Governments and the City of Toronto. Refer to the link below for additional details regarding this program:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.AH5.4>.

Pre-Application Consultation

A pre-application consultation meeting was held with the applicant on November 9, 2016 to discuss complete application submission requirements and issues relating, but not limited to, building massing, including overall height and density, building length, and the appropriateness of the shadow impacts on the proposed central park.

ISSUE BACKGROUND

Proposal

This application proposes an Official Plan and Zoning By-law amendment to permit two residential buildings. Building A would be a 13-storey condominium building with 356 units. Building B would be a 14-storey rental apartment building with 165 units. The total residential unit count for the proposed development is 521 units. As part of the total residential units, there would be 50 affordable ownership units and 50 affordable rental units.

Building A would be oriented in a north-south direction on the site and proposes 356 residential units. The proposed building height is 13-storeys or 37.3 metres (39.73 metres including the mechanical penthouse). The proposed building includes 21,328 square metres of residential gross floor area with easterly extending sections of 10, 10 and 7 storeys. Each easterly extending section of the proposed building is separated by outdoor open space areas. Indoor amenity area in the amount of 771 square metres would be provided within the building, on floors 1 and 8. A total of 786 square metres of outdoor amenity is proposed. Grade-related outdoor amenity space would be 419 square metres and 367 square metres of outdoor amenity space is located on the 8th floor terrace on the extending south section of the building. The proposed unit mix is outlined in the table below:

Unit Count and Mix	
Type	Count
1 Bedroom	66
1 Bedroom + Den	21
2 Bedroom	269
Total Residential Units	356

Building B would be oriented in a north-south direction on the site and proposes 165 rental units. The proposed building height is 14-storeys or 36.15 metres, 39 metres including mechanical penthouse. The building also proposes an easterly extending section of 13-storeys, then stepping down to 7-storeys, and a total gross floor area of 11,093 square metres. Indoor amenity area of 402 square metres is proposed within the building on floors 1 and 14 along with 330 square metres of outdoor amenity area located at grade and on the rooftop terrace. The proposed unit mix is outlined in the table below:

Unit Count and Mix	
Type	Count
1 Bedroom	49
2 Bedroom	116
Total Residential Units	165

The total gross floor area for the site is proposed to be 41,126 square metres resulting in a gross floor space index (FSI) of 3.74 times the site area. The proposal's gross floor area also includes 476 square metres of community space at grade within the north end of Building A.

The proposal also includes the conveyance to the City of a 1,554 square metre portion of the site towards the creation of a public park. This, when combined with the land dedication proposed from the 4 and 6 Tippet Road application, would create a centralized park within the Tippet Road Regeneration Area comprised of 2,584 square metres.

All parking is proposed below grade in four levels of underground parking with provision for 463 parking spaces. The proposed parking includes 411 resident parking spaces and 52 visitor parking spaces. A total of 522 bicycle parking spaces are also proposed on the P1 parking level of the underground garage and at grade.

See Attachment Nos. 1 – 1a, and 2a – 2f (Site Plan/Ground Floor Plan and Elevations) and Attachment No. 9 (Application Data Sheet) for additional details and project information.

Site and Surrounding Area

The site is located on the west side of Tippet Road, south of Wilson Avenue, north of Highway 401 and east of Allen Road. The site is triangular in shape, relatively flat, and is the southern part of a former Toronto Transit Commission (TTC) commuter parking lot. The site was declared surplus by the City and conveyed to Build Toronto. There are no buildings on the site. The site has an area of 11,011 square metres or 1.1 hectares and is proposed to have approximately 27.07 metres of frontage on a new public road extending westerly from Tippet Road. Wilson Avenue and Wilson Heights Boulevard are serviced by existing TTC surface bus routes, all of which link into the TTC subway system. A pedestrian entrance to the Wilson Subway Station is located approximately 50 metres to the north of proposed Building A.

North: Immediately north of the site at 30 Tippet Road is the location of the future public street and public park (File No. 15 220939 NNY 10 SB). Further north at 36 and 36 R Tippet Road (formerly 30 Tippet 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 space. A minor variance application (File No. A0569/16NY) was submitted, among

other variances, to increase the number of storeys in the west building from 12 to 14. On August 3rd, 2017, the Committee of Adjustment heard the application and approved the requested variances. 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.

East: Immediately abutting the property to the east is 4 and 6 Tippett Road. These lands currently comprise single storey industrial buildings. These lands are subject to a development application (File No. 16 196875 NNY 10 OZ) for two buildings of 16 storeys and 13 storeys. A settlement offer was accepted by City Council at the October 2 – 4, 2017 City Council meeting. On the east side of Tippett Road is the Gramercy Park mixed use condominium development. It comprises building heights of 12 and 9 storeys. To the south of the Gramercy Park condominiums is 9 Tippett Road. The OMB has approved Official Plan Amendment and zoning by-law amendment applications to permit residential buildings of 17 and 15 storeys (File No. 11 255468 NNY 10 OZ). Further south is a 1 storey Toronto District School Board (TDSB) building identified as the Tippett Library & Learning Resources Centre.

South: South of the subject site is 2 Tippett Road, a 4 storey office building with surface and below grade parking. Highway 401 is located further south.

West: Allen Road is located immediately to the west. West of Allen Road was a TTC parking lot. This parking area has recently been redeveloped into a retail shopping centre (File No. 14 235303 NNY 09 SA). Further west of this retail shopping area is another commercial shopping area containing a Costco, Home Depot, Best Buy and other commercial/retail uses.

Provincial Policy Statement and Provincial Plans

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

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

The City of Toronto uses the PPS to guide its official plan and to inform decisions on other planning and development matters. The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council affecting land use planning matters "shall be consistent with" the Provincial Policy Statement.

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth in the Greater Golden Horseshoe region including:

- Setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimize the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

Like other provincial plans, the Growth Plan for the greater Golden Horseshoe (2017) builds upon the policy foundation provided by the Provincial Policy Statement (2014) and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. All decisions by Council affecting land use planning matters are required by the *Planning Act*, to conform, or not conflict, as the case may be, with the Growth Plan.

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 Official Plan Amendment No. 231, Council redesignated the subject lands from *Employment Areas* to *Regeneration Areas* (see Attachment 4).

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 other smaller *Regeneration Areas*, the road system may be in place and the emphasis will be on re-use of existing buildings and compatible infill. But, in every case *Regeneration Areas* represent a tremendous opportunity to unlock the potential and help direct growth within the City.

Mixed Use Areas Policies

Through the Tippet Road Area Regeneration Study that resulted in Official Plan Amendment No. 309, which is under appeal, the subject property was redesignated from *Regeneration Areas* to *Mixed Use Areas*. In addition, the westerly portion of the site that includes the Allen Road Pathway was redesignated from *Regeneration Areas* to *Other Open Space Areas* (see Attachment 5).

Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. Development within *Mixed Use Areas* will:

- create a balance of high quality commercial, residential, institutional and open space uses that reduce automobile dependency and meets the needs of the local community;
- provide for new jobs and homes;
- locate and mass new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objectives of the Official Plan, through means such as providing appropriate setbacks and/or stepping down of heights, particularly towards lower scale Neighbourhoods;
- locate and mass new buildings so as to adequately limit shadow impacts on adjacent Neighbourhoods, particularly during the spring and fall equinoxes;
- locate and mass new buildings to 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;
- provide an attractive, comfortable and safe pedestrian environment;
- have access to schools, parks, community centres, libraries and childcare;
- take advantage of nearby transit services;
- provide good site access and circulation and an adequate supply of parking for residents and visitors;

- locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Parks and Open Space Areas Policies

The areas shown in the City's Official Plan as *Other Open Space Areas* will be used primarily for golf courses, cemeteries, and open spaces associated with utilities and other specialized uses and facilities.

Built Form Policies

The Built Form policies of the City's Official Plan states that:

- new development will be located and organized to fit with its existing and/or planned context;
- new development will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces;
- new development will be massed and its exterior façade will be designed to fit harmoniously into its existing and/or planned context, and will limit its impact on neighbouring streets, parks and open spaces;
- new development will be massed to define the edges of streets, parks and open spaces at good proportion. Taller buildings will be located to ensure adequate access to sky view for the proposed and future use of these areas;
- new development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians; and
- every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development and each resident will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

Transportation Policies

The subject site is located approximately 50 metres south of the pedestrian entrance to the Wilson Subway Station. It is also located on the eastern side of the Allen Road Expressway. The transportation policies of the City's Official Plan, Section 2.4, make provisions for the protection and development of the City's road, rapid transit and inter-regional rail networks. The Official Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency throughout the City.

Section 37 Policies

The Official Plan contains policies pertaining to the provision of community benefits in exchange for an increase in height and/or density greater than the zoning by-law would

otherwise permit pursuant to Section 37 of the *Planning Act*. As the application is seeking an increase in height and density, a Section 37 contribution would be warranted if this application were approved.

This proposal will be reviewed against the policies described above as well as the policies of the City's Official Plan as a whole.

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

The site is designated *Mixed Use Areas 'B'* in the Tippett Road Area Site and Area Specific Policy (see Attachments 6 and 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 Tippett 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 Tippett Road and south of the new public road at the east side of the subject site; and a pedestrian and cycling path extending along the western boundary of the site.

The following Built Form policies of OPA 309/SASP 387 reinforce the Official Plan's policies for built form and also apply to all development within the Tippett Road Area to ensure appropriate building types that accommodate a range of uses while enhancing and contributing to the public realm. The policies state that new buildings will:

- a) be located and organized to facilitate pedestrian movements and to enhance the visibility of the Wilson Subway Station entrance from public streets;
- b) be organized, located, and massed to provide a transition in height that respects the scale of low-rise residential neighbourhoods located to the east of the Tippett Road Area;
- c) have the main building wall setback from streets, private streets and parks a distance of approximately 4.0 to 5.0 metres, unless otherwise specified.
Notwithstanding the foregoing, the southerly building setback of Building 'B' of 30 Tippett (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 the 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 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 between a tower and a property line and a 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.

Policy 6.2 (a) of the Tippet Road Area Regeneration Study states that "mid-rise buildings up to 20 metres in height will be allowed in *Mixed Use Areas "A", "B" and "C"*, except that on Wilson Avenue, Wilson Heights Boulevard and along the William R. Allen Road, a mid-rise building will be no higher than 36.0 metres." Policy 6.2 (b) states that "additional building height on Wilson Avenue, Wilson Heights Boulevard and along William R. Allen Road will be considered a tower element and conform to the City of Toronto's Tall Building Design Guidelines, particularly in relation to a maximum floor plate size of 750 square metres from outside wall to outside wall, separation distances between towers of a minimum 25.0 metres, 12.5 metres between a tower and a rear or side property line and minimum 3.0 metre stepbacks from the base buildings to the upper floors. Base buildings in this area will be no higher than 23 metres."

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 policies that require development on lands that includes residential units to increase the amount of existing non-residential gross floor area. Non-residential uses will be encouraged and prioritized at grade in new development along Wilson Avenue, along Tippett Road and in the vicinity of the Wilson Subway Station.

To support the achievement of a complete community, the Tippett Regeneration area will provide a range of housing opportunities to provide for the different and changing needs of households over their lifetimes. The OPA 309 housing policies provide for a family-friendly neighbourhood delivered in a timely manner, in terms of tenure and affordability. Specifically, policy 8.2 states that "within any new residential or mixed use development, a minimum of 5% of the residential units will have three or more bedrooms and it is encouraged that each bedroom have an exterior operable window to support the desirability and viability of large units for larger households."

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 No. PL160041). A pre-hearing was held on July 4, 2016. A second pre-hearing scheduled for October 25, 2016 was cancelled and rescheduled for June 20, 2017. At this June 20, 2017 prehearing, the nature and extent of the issues in dispute were generally identified and the parties are continuing to further scope the appeals and work towards a full or partial resolution.

Zoning

The subject site is zoned MC(H) (Industrial-Commercial Zone) by City of North York Zoning By-law No. 7625 (see Attachment 3). This zone permits a wide range of industrial and commercial uses, including manufacturing, office uses, hotels, retail stores, personal service shops, commercial schools, fitness centres and clubs, as well as restaurants with or without an outdoor patio, and financial institutions. The maximum

permitted floor space index (FSI) is 1.0 times the site area. However, within an MC zone subject to a Holding Zone (H), the following maximum limits apply:

- retail stores and personal service shops, whether accessory or as a main use, shall not exceed the lesser of a floor space index of 0.5, or a combined total gross floor area on a lot of 5,000 square metres; and
- office uses shall not exceed the lesser of a floor space index of 0.5, or a combined total gross floor area on a lot of 5,000 square metres.

The maximum permitted height is governed by the height limit identified on the Airport Hazard Map - Schedule "D" to City of North York Zoning By-law No. 7625. This map 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 application in conjunction with the Downsview Airport operations.

The site is not subject to the City of Toronto Zoning By-law No. 569-2013.

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>.

Mid-Rise Building Performance Standards

City Council on July 6, 7 and 8, 2010, adopted the recommendations of the *Avenues* and Mid-Rise Buildings Study and Action Plan, with modifications. The main objective of this City-wide study is to encourage future intensification along Toronto's *Avenues* that is compatible with the adjacent neighbourhoods through appropriately scaled and designed mid-rise buildings. The report can be viewed at the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2010.PG39.9>.

The *Avenues* and Mid-Rise Buildings Study identifies a list of best practices, categorizes the *Avenues* based on historic, cultural and built form characteristics, establishes a set of Performance Standards for new mid-rise buildings and identifies areas where the Performance Standards should be applied.

The Performance Standards assist in the implementation of Official Plan policies for *Avenues* and *Mixed Use Areas*, ensuring among other matters, quality and comfortable streetscapes

along the *Avenues*, which are to be framed and defined by buildings that allow for a minimum of 5 hours of sunlight on the sidewalks from March 21 to September 21; streetwall stepbacks, which mitigate the pedestrian perception of building height along the street; and an acceptable relationship between mid-rise buildings and the adjacent *Parks and Open Space Areas*, which the Official Plan policies are explicit in their intent to protect through appropriate transitions. The Performance Standards provide guidance about the size, shape and quality of mid-rise development and are intended to respect Section 2.3.1 of the Official Plan.

Mid-Rise Building Performance Standards: Addendum

In June 2016, City Council approved the Mid-Rise Building Performance Standards Addendum (April 20, 2016). The Addendum is to be used together with the 2010 approved Mid-Rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable.

Among other matters, the Addendum provides clarification regarding use of the Guidelines within Secondary Plan Areas, as well as specific land use and street frontage criteria which must be met prior to applying the Performance Standards to mid-rise proposals not located on an *Avenue*.

The Addendum is approved as an interim supplement to the 2010 Performance Standards until such time as City Council considers and adopts updated Mid-Rise Building Design Guidelines. Refer to the Council Decision: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and Attachment 1: Mid-Rise Building Performance Standards Addendum (April 20, 2016) <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

The Addendum will be considered together with the Mid-Rise Building Performance Standards in the evaluation of the application.

Tree Preservation

There are four trees on the subject site located along the west property line. Only one tree is protected by the City's Private Tree By-law. The remaining three trees are less than 30 centimetres in circumference. The applicant is proposing to remove all four 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 permit the proposed 13 and 14 storey heights of the two buildings, and to exclude the proposed development from policies of 6.2 (b) and (c) of Site and Area Specific Policy (SASP) 387 which relates to the site being subject to the City of Toronto Tall Building Design Guidelines and to exclude the site from Policy 8.2 of SASP 387 requiring the proposed development to provide three bedroom units.

The applicant has applied to amend the North York Zoning By-law No. 7625 to permit the proposed 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 the North York Zoning By-law No. 7625.

COMMENTS

Application Submission

The following reports/studies were submitted with the application:

- Planning Rationale;
- Community Services & Facilities Study;
- Public Consultation Plan;
- Draft Zoning By-law Amendment (City of North York Zoning By-law No. 7625);
- 3D Mass Model;
- Survey and Architectural Plans;
- Landscape and Tree Preservation Plans;
- Arborist Report;
- Green Development Standards Checklist;
- Functional Servicing and Stormwater Management Report;
- Pedestrian Wind Assessment;
- Environmental Noise Assessment;
- Vibration Study;
- Energy Strategy;
- Hydrogeological Review;
- Geotechnical Investigation; and
- Transportation Study.

A Notification of Incomplete Application issued on September 7, 2017 identifies the outstanding material required for a complete application submission as follows: draft Official Plan Amendment (text and schedule) and an environmental impact study.

The outstanding material was submitted on September 15, 2017 and a Notification of Complete Application was subsequently issued on September 27, 2017.

Built Form, Height and Massing

Staff will review the appropriateness of the built form, height and massing of the proposed buildings and evaluate the development proposal against the City's Official Plan policies, the City's urban design guidelines, the Tippet Road Area Regeneration Study and policies, and the draft Tippet Urban Design Guidelines. In particular, staff will review the building articulation, the shadowing impacts and the impacts on adjacent properties, public parkland and land uses. Staff will also review the impact of the proposed building heights on the Downsview Airport flight path.

Staff report for action – Preliminary Report - 30 Tippet Road (South Lands)

Tippett Road Area Regeneration Study

Staff will review the proposed development application for consistency with Official Plan Amendment No. 309 for the Tippett Road Area Regeneration study, including the structure plan. Specifically, staff will review the configuration and design of the planned north-south pedestrian/cycling connection, the Allen Road pathway, design and configuration of the proposed private north-south street, connection of the new private street with the adjacent planned private street at 4 and 6 Tippett Road to the east and with the public street to the north, and the location of the privately owned publicly accessible (POPS) space at the east end of the site and how it will be coordinated and function with a potential adjacent POPS space at 4 and 6 Tippett Road and the adjacent public park.

Housing Issues

Staff will review the timing, location and sizes of the affordable ownership and rental housing units proposed.

As outlined in Policy 8.2 of the Tippett Road Area Official Plan Amendment No. 309, staff will also review the proposed mix of unit types and encourage the inclusion of three-bedroom units as required by OPA No. 309.

Traffic Impact and Transportation Infrastructure

The applicant has submitted a traffic impact study for the proposed development. This study has been circulated to the appropriate City divisions and agencies for review and comment.

Staff will also review transportation impacts on the surrounding area; the proposed parking and supply management strategy; the coordination between land owners to complete functional design drawings and cost estimates for pedestrian safety improvements at the intersection of Tippett Road and Wilson Avenue; the development of a functional design plan for Tippett Road to include on-street parking lay-by, landscaped medians, a visible pedestrian crossing, streetscape details, 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; and development of a cost estimate and cost-sharing agreement between area landowners to contribute to area transportation improvements such as the Tippett-Wilson intersection and Tippett Road redesign.

Additional Issues to be Resolved

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

- appropriate frontage onto a public road through registration of associated subdivision application (File No. 15 220939 NNY 10 SB);
- the location of indoor and outdoor amenity areas;
- noise and wind attenuation of outdoor amenity areas, POPS and the central park;
- provision and programming of the proposed community space;

- ground floor animation along the north-south Allen Road pathway;
- provision of non-residential floor space in close proximity to the Wilson Subway Station;
- securing appropriate mutual easements between landowners for the proposed private road;
- appropriate main building setbacks from streets, private streets and parks as per Tippet Road Area Regeneration Study;
- securing proper view terminus as per the Tippet Road Area Structure Plan;
- development of a comprehensive public realm strategy through the review of the draft Urban Design Guidelines for the Tippet Road Regeneration area;
- appropriate loading and servicing location and configuration;
- servicing and stormwater management issues;
- cost sharing of area servicing requirements between area land owners as specified in OPA 309; and
- should the application be recommended for approval, securing an appropriate community benefits package in accordance with Section 5.1.1 of the City's Official Plan.

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.

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

CONTACT

Perry Korouyenis, Senior Planner
 Tel. No. (416) 395-7110
 Fax No. (416)395-7155
 E-mail: Perry.Korouyenis@toronto.ca

SIGNATURE

Joe Nanos, Director
 Community Planning, North York District

ATTACHMENTS

Attachment 1: Site Plan

Attachment 1a: Ground Floor Plan

Attachment 2a: North Elevations

Attachment 2b: South Elevations

Attachment 2c: East Elevation – Building A

Attachment 2d: East Elevation – Building B

Attachment 2e: West Elevation – Building A

Attachment 2f: West Elevation – Building B

Attachment 3: Zoning By-law No. 7625

Attachment 4: Official Plan – Regeneration Areas

Attachment 5: Official Plan – Mixed Use Areas

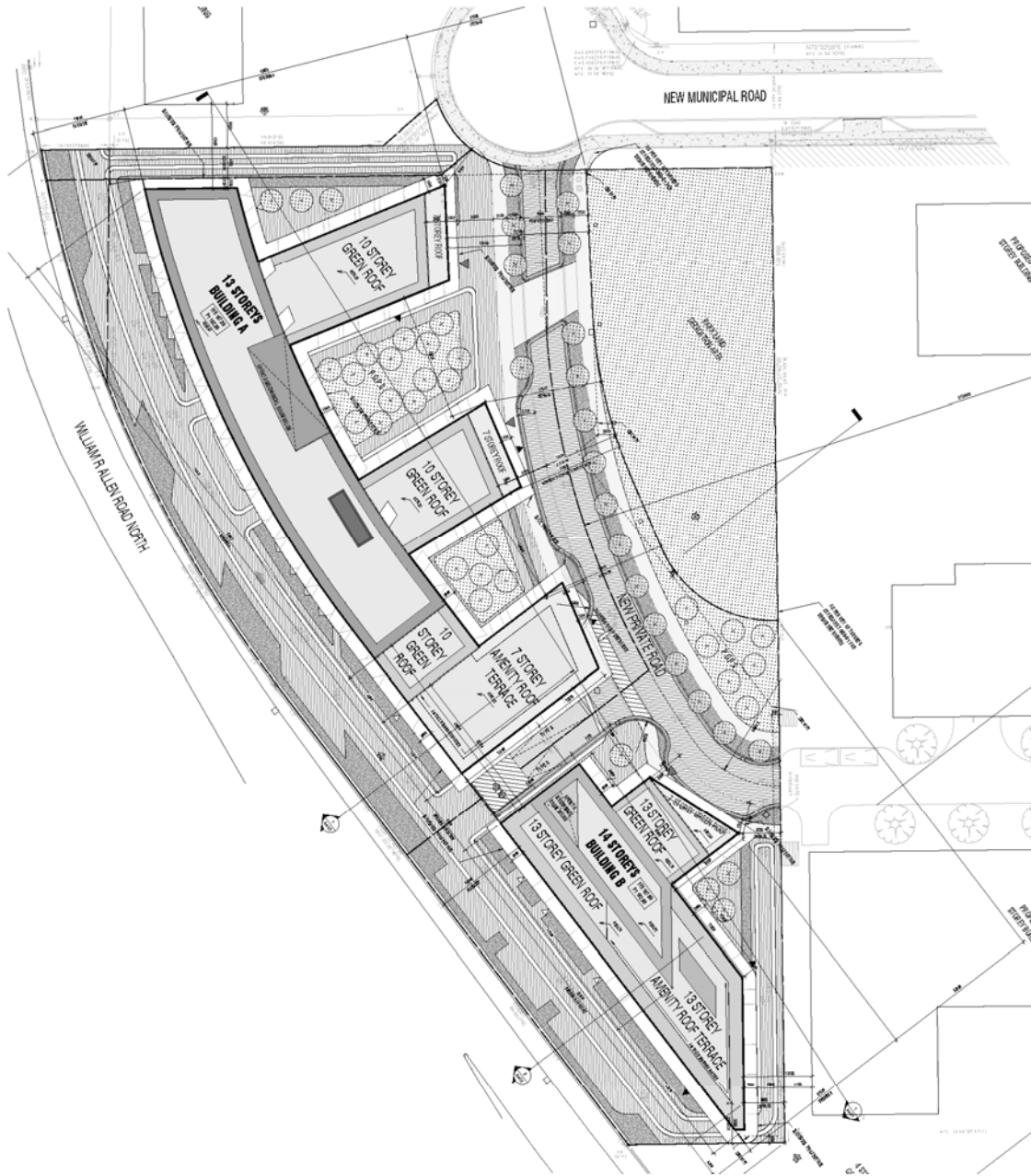
Attachment 6: Tippett Road Area Regeneration Study Area Boundary (OPA 309, SASP 387)

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

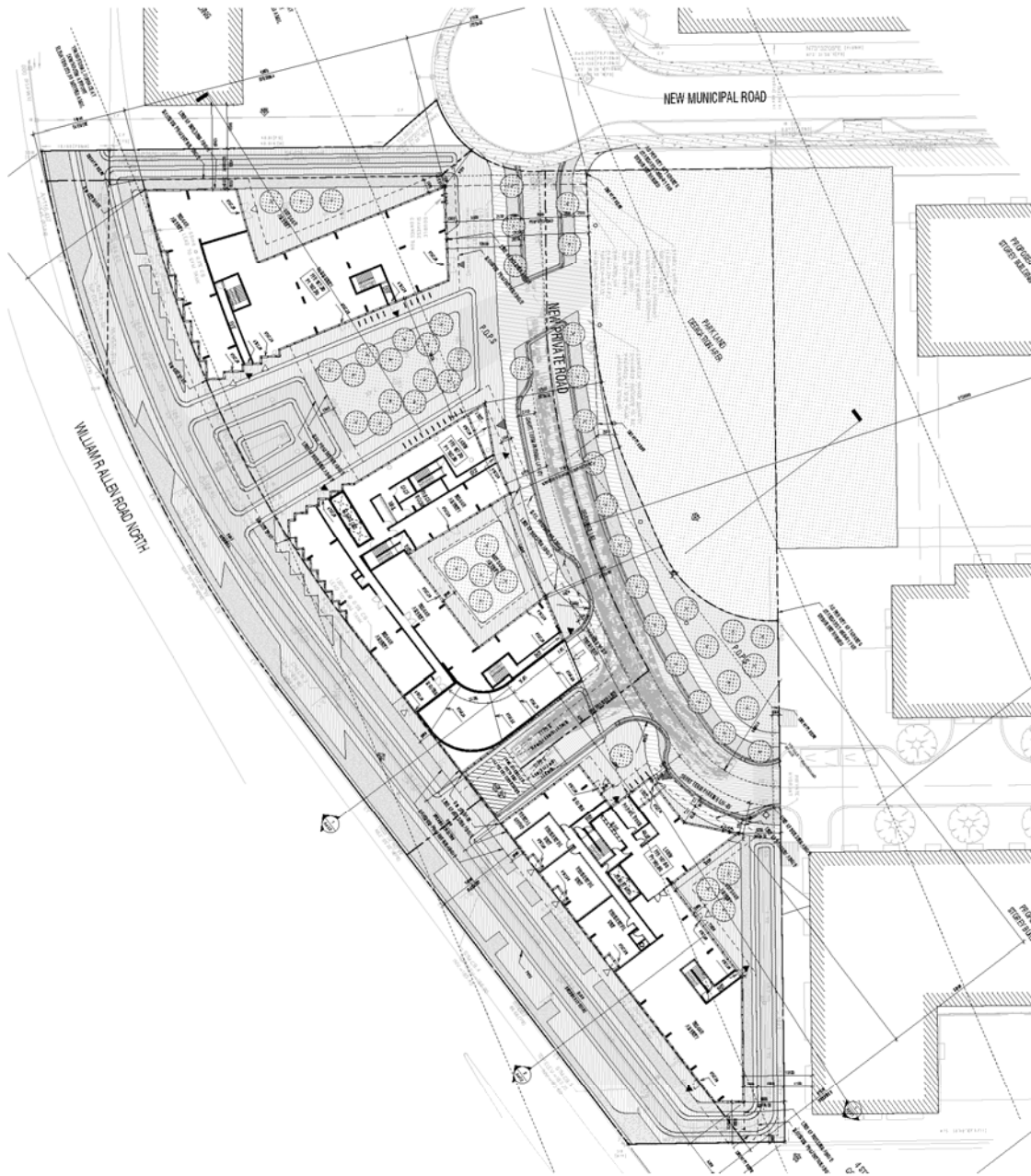
Not to Scale 

10/31/2017

30 Tippet Road

File # 17 214838 NNY 10 OZ


Attachment 1a: Ground Floor Plan



Ground Floor Plan

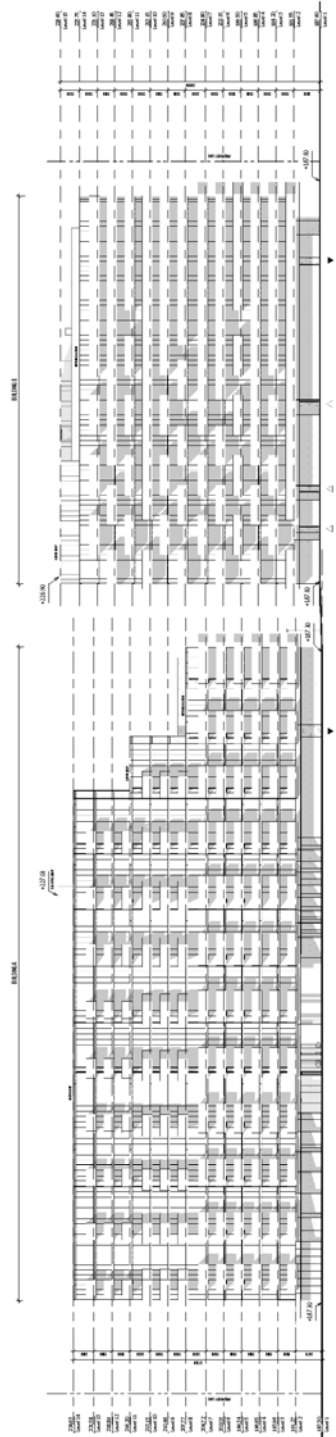
30 Tippet Road

Applicant's Submitted Drawing

Not to Scale 
10/04/2017

File # 17 214838 NNY 10 OZ

Attachment 2b: South Elevations



South Elevation

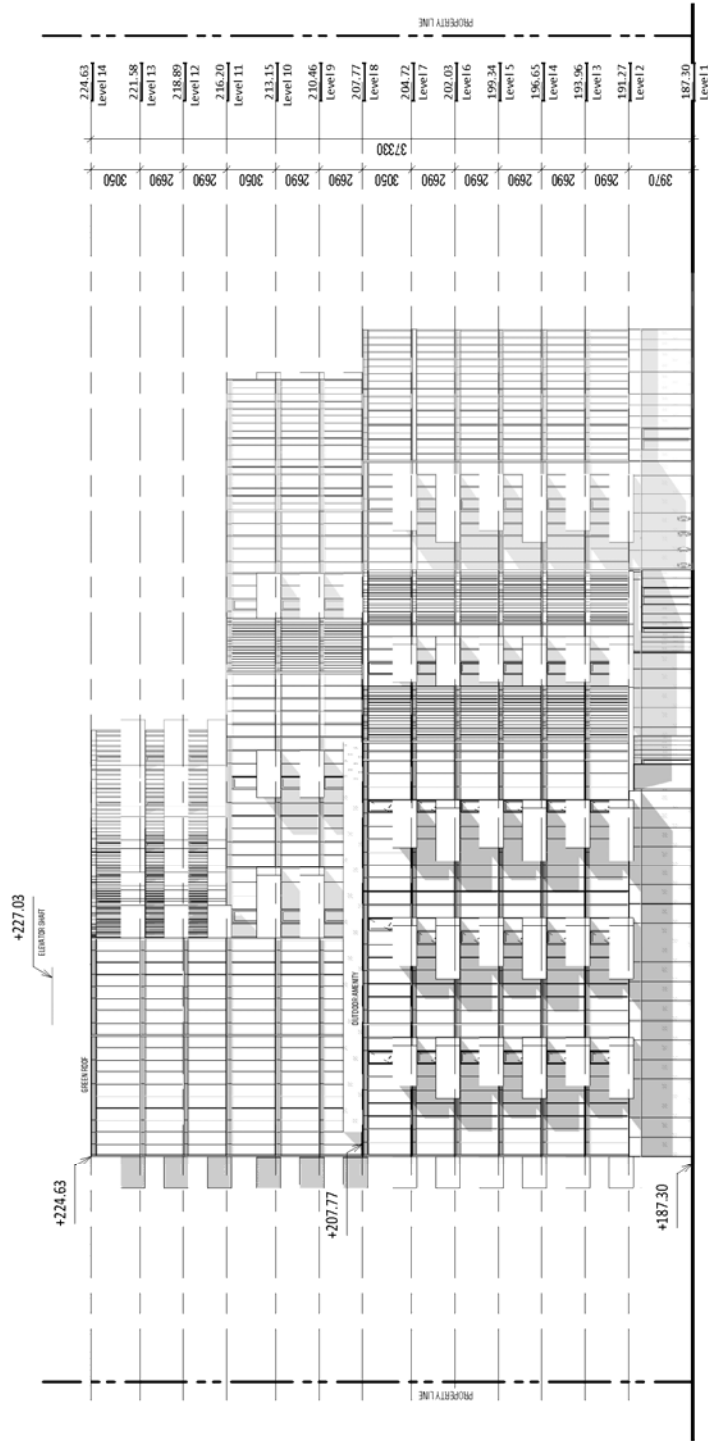
Applicant's Submitted Drawing

Not to Scale
10/03/2017

30 Tippett Road

File # 17 214838 NNY 10 0Z

Attachment 2c: East Elevation – Building A



30 Tippett Road

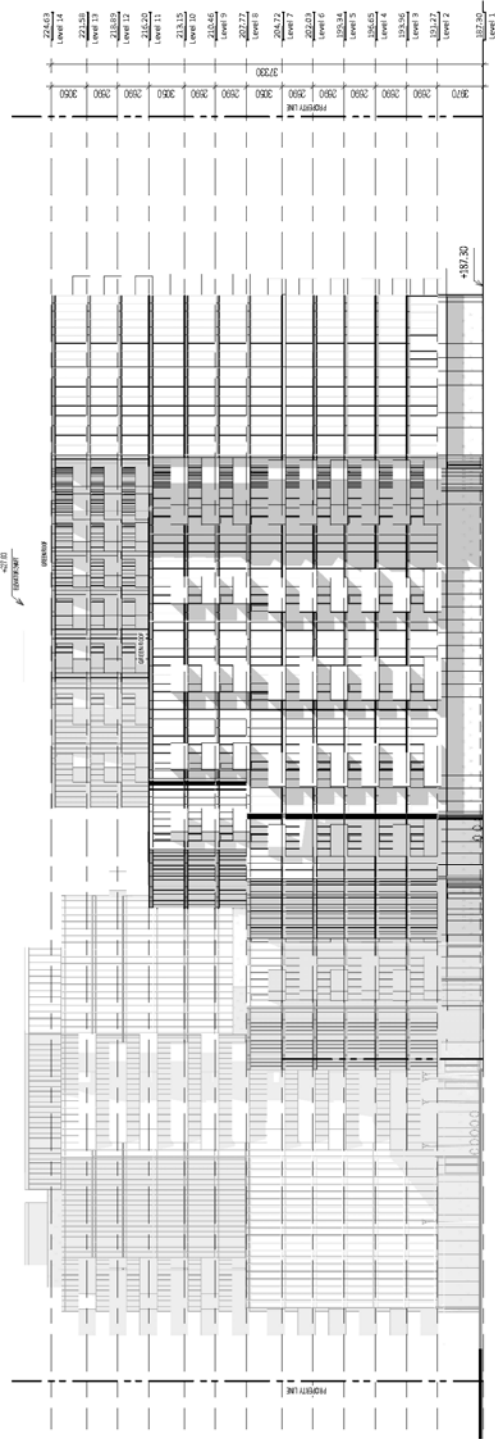
East Elevation - Building A

Applicant's Submitted Drawing

Not to Scale
10/03/2017

File # 17 214838 NNY 10 0Z

Attachment 2e: West Elevation – Building A



West Elevation - Building A

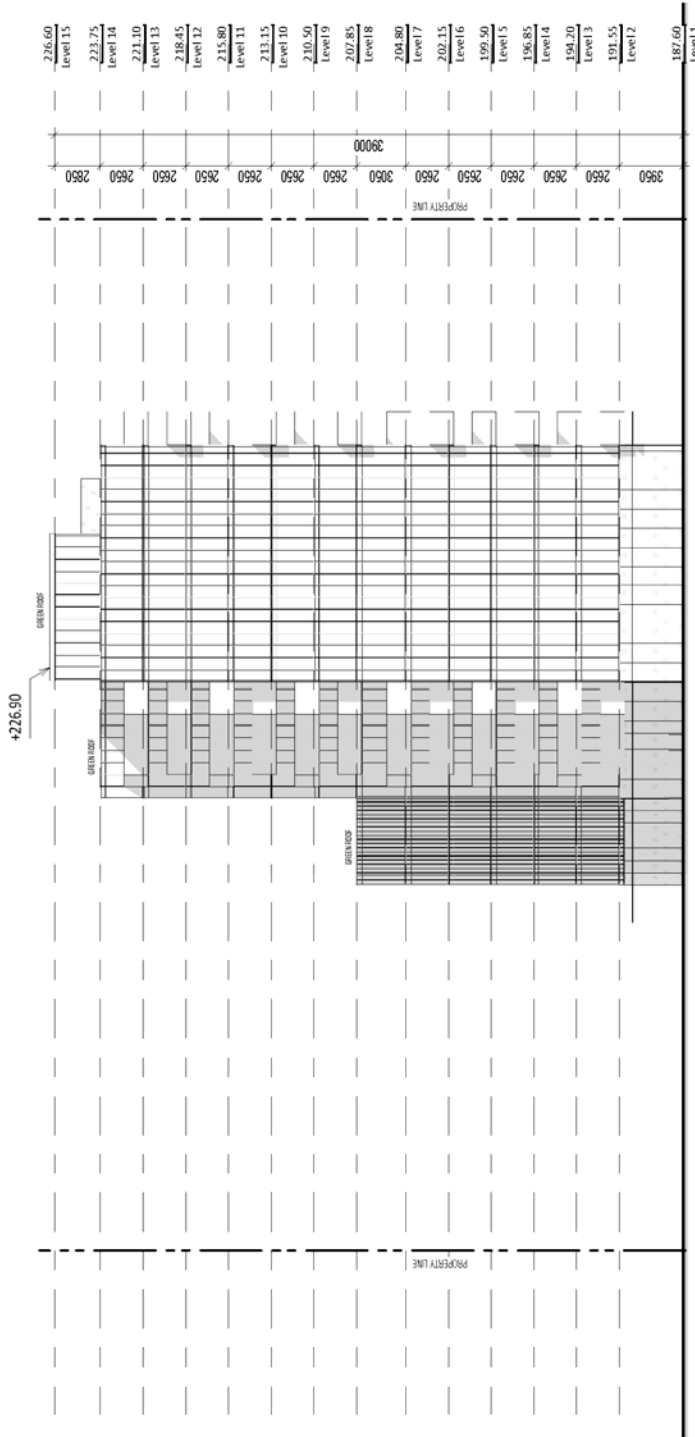
Applicant's Submitted Drawing

Not to Scale
10/03/2017

30 Tippett Road

File # 17 214838 NNY 10 0Z

Attachment 2f: West Elevation – Building B



West Elevation - Building B

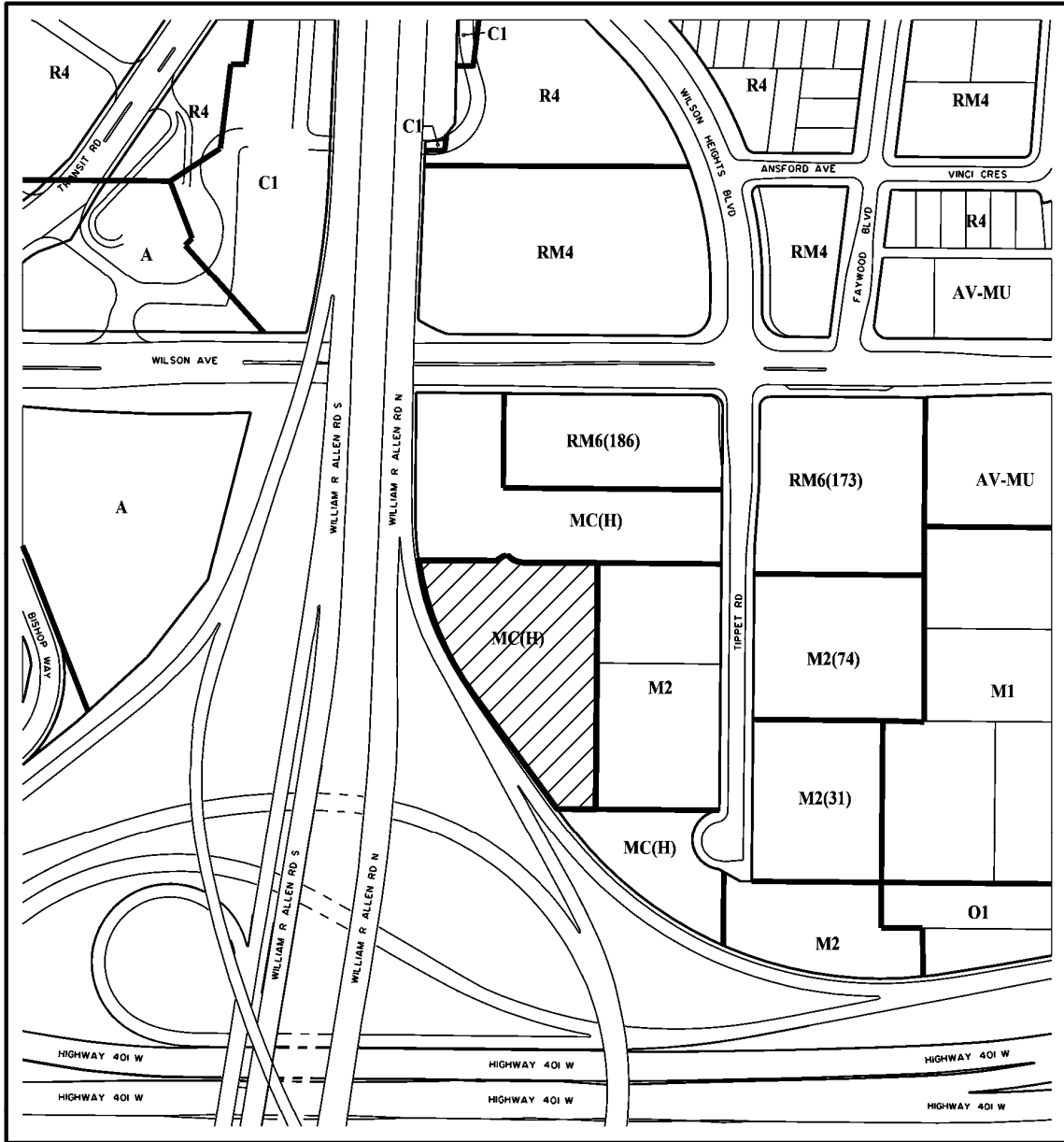
Applicant's Submitted Drawing

Not to Scale
10/03/2017

30 Tippett Road

File # 17 214838 NNY 10 0Z

Attachment 3: Zoning By-law No. 7625



Zoning By-Law No. 7625

30 Tippet Road

File # 17 214838 NNY 10 0Z



Location of Application

- 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
- AV-MU Avenues Mixed Use
- M1 Industrial Zone One

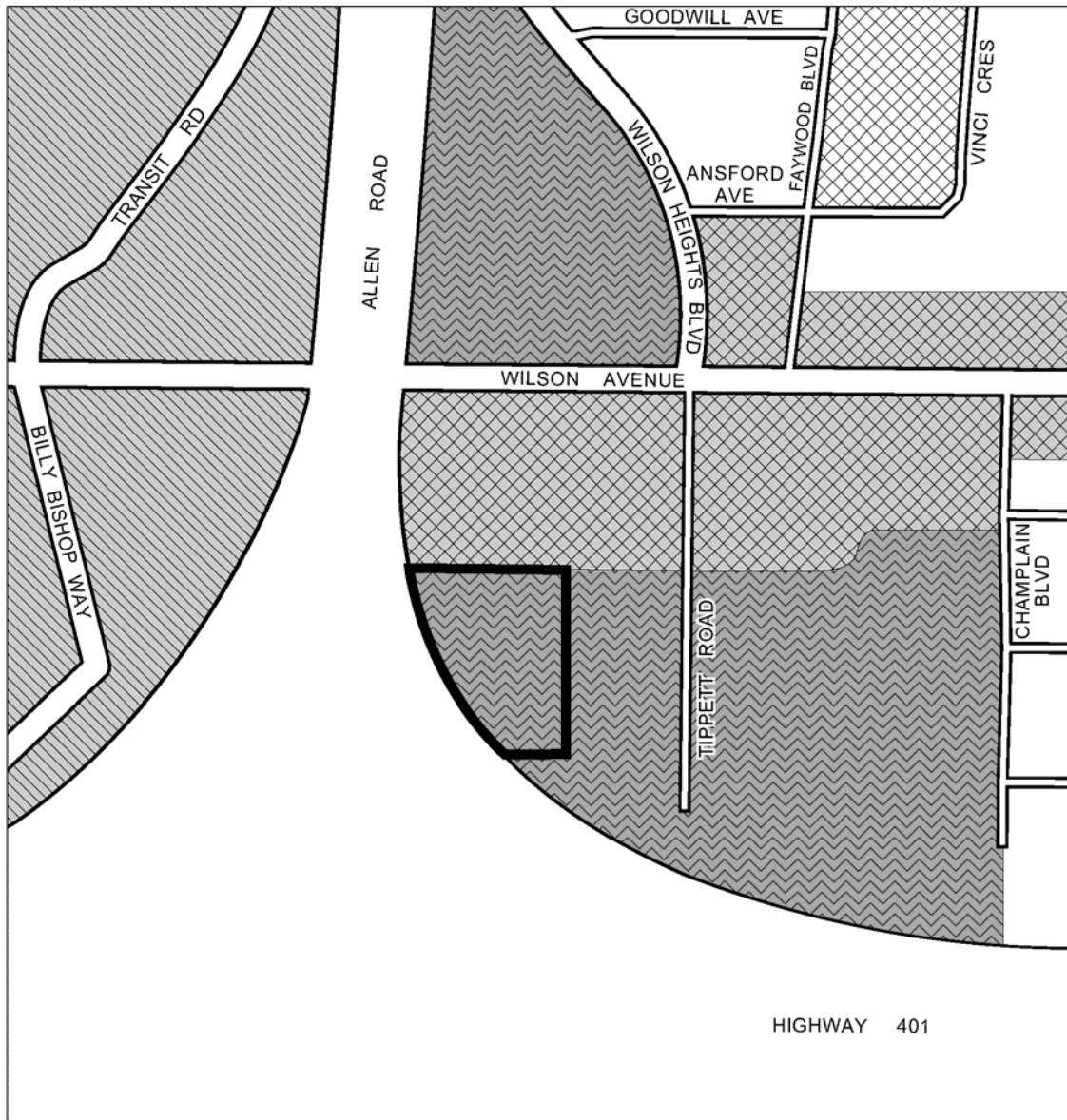
- M2 Industrial Zone Two
- MC Industrial-Commercial Zone
- A Airport Hazard Area Zone

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category



Not to Scale
Extracted 10/04/2017






Attachment 4: Official Plan – Regeneration Areas



TORONTO
 Extract from Official Plan

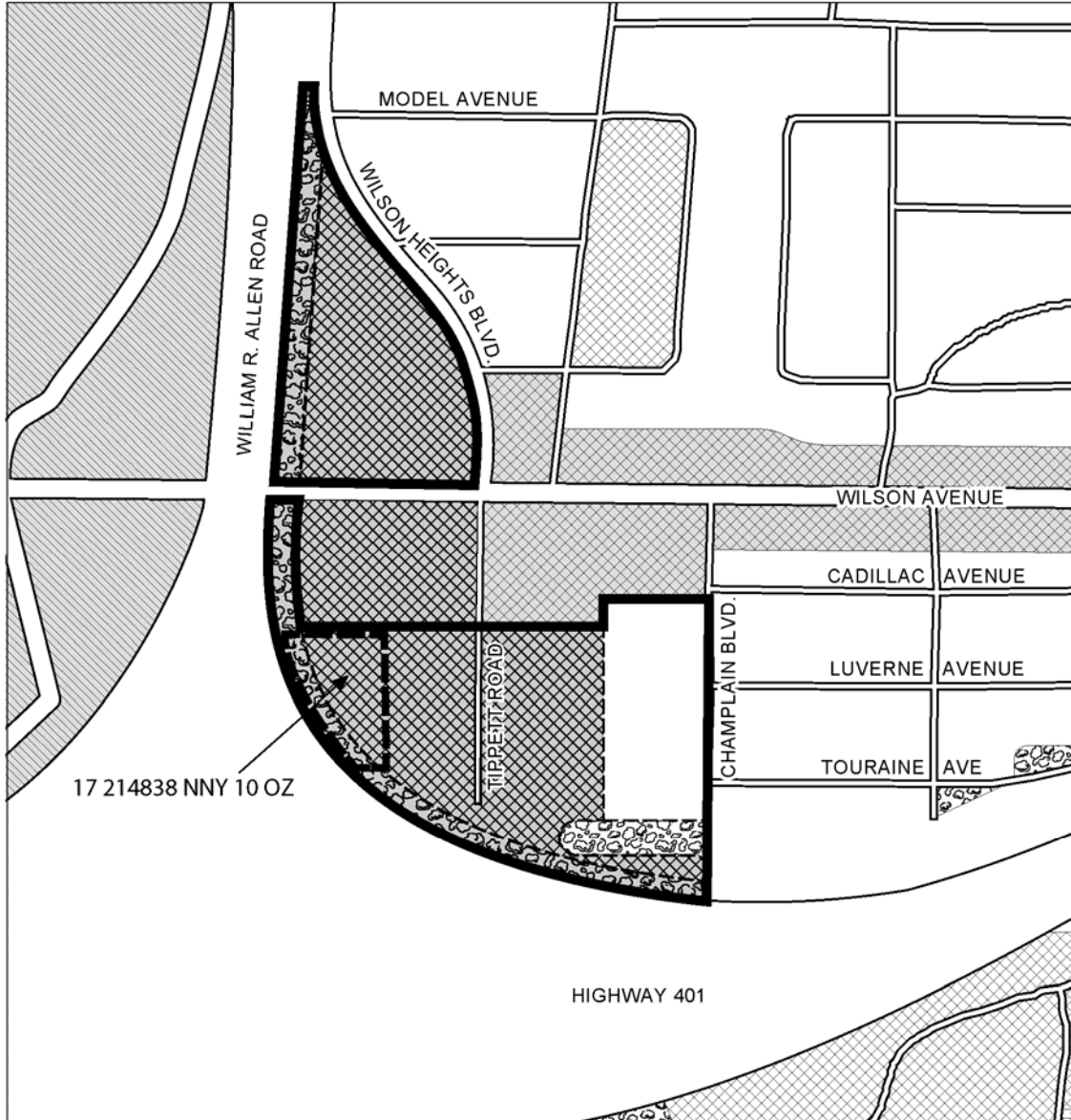
30 Tippet Road

File # 17 214838 NNY 10 0Z

- | | | | |
|---|--------------------------|---|--------------------|
|  | Site Location |  | Regeneration Areas |
|  | Neighbourhoods |  | Employment Areas |
|  | Apartment Neighbourhoods | | |
|  | Mixed Use Areas | | |


 Not to Scale
 10/04/2017

Attachment 5: Official Plan – Mixed Use Areas



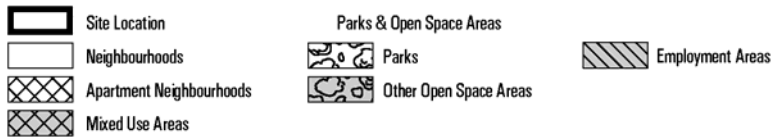
TORONTO City Planning

Tippet Road Area Regeneration Study

Official Plan Amendment #309

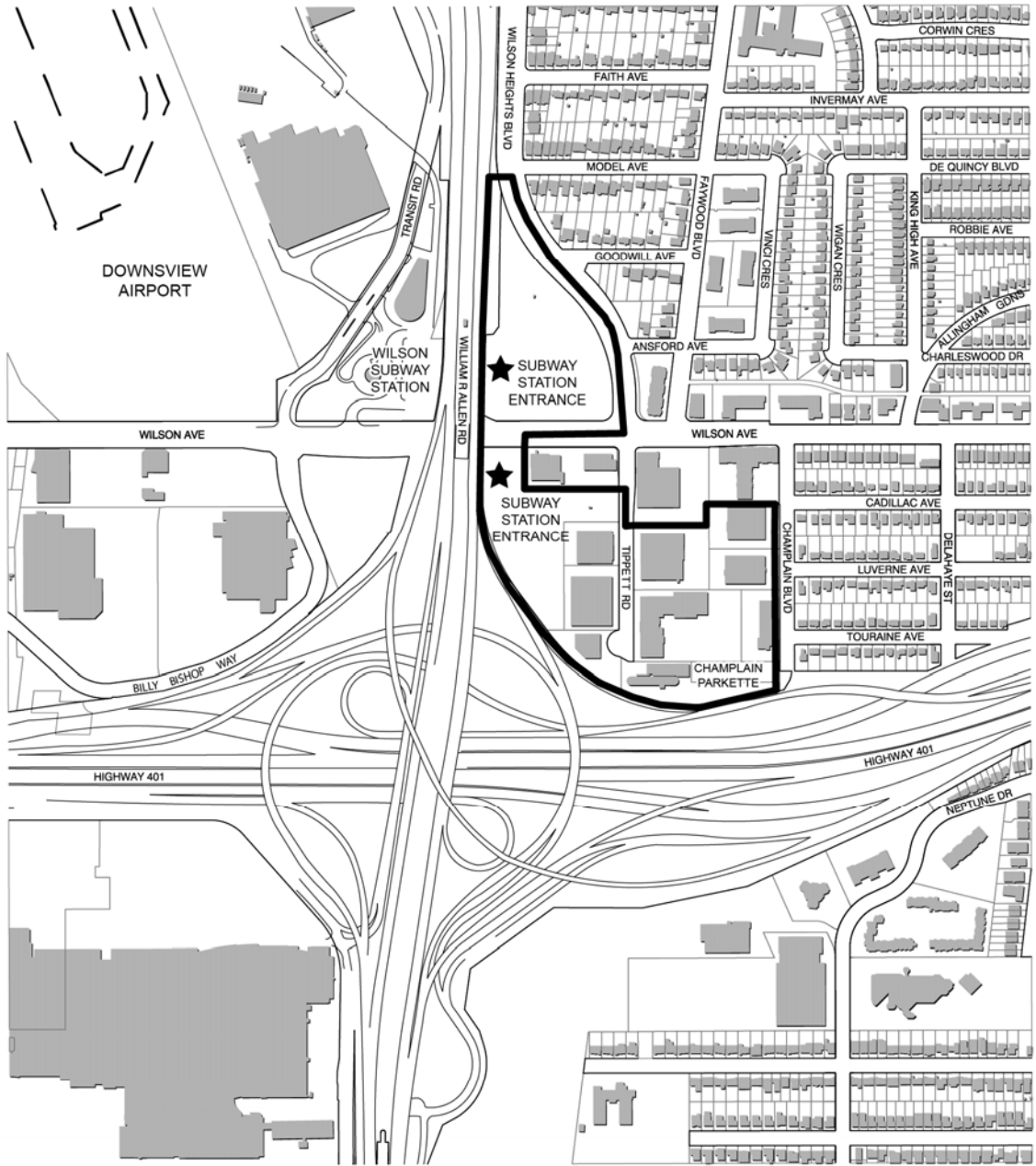
File # 13 120982 NNY 10 TM

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




Not to Scale
 10/22/2015

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



Context

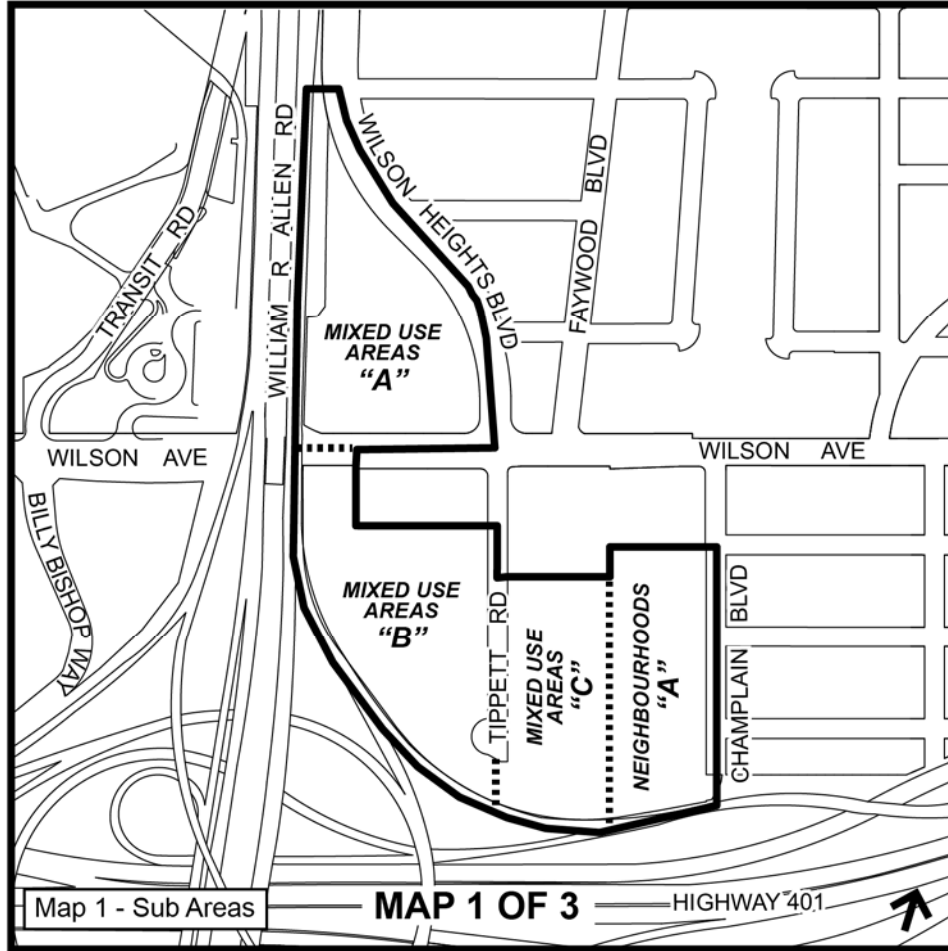
 Study Area Boundary

Not to Scale 

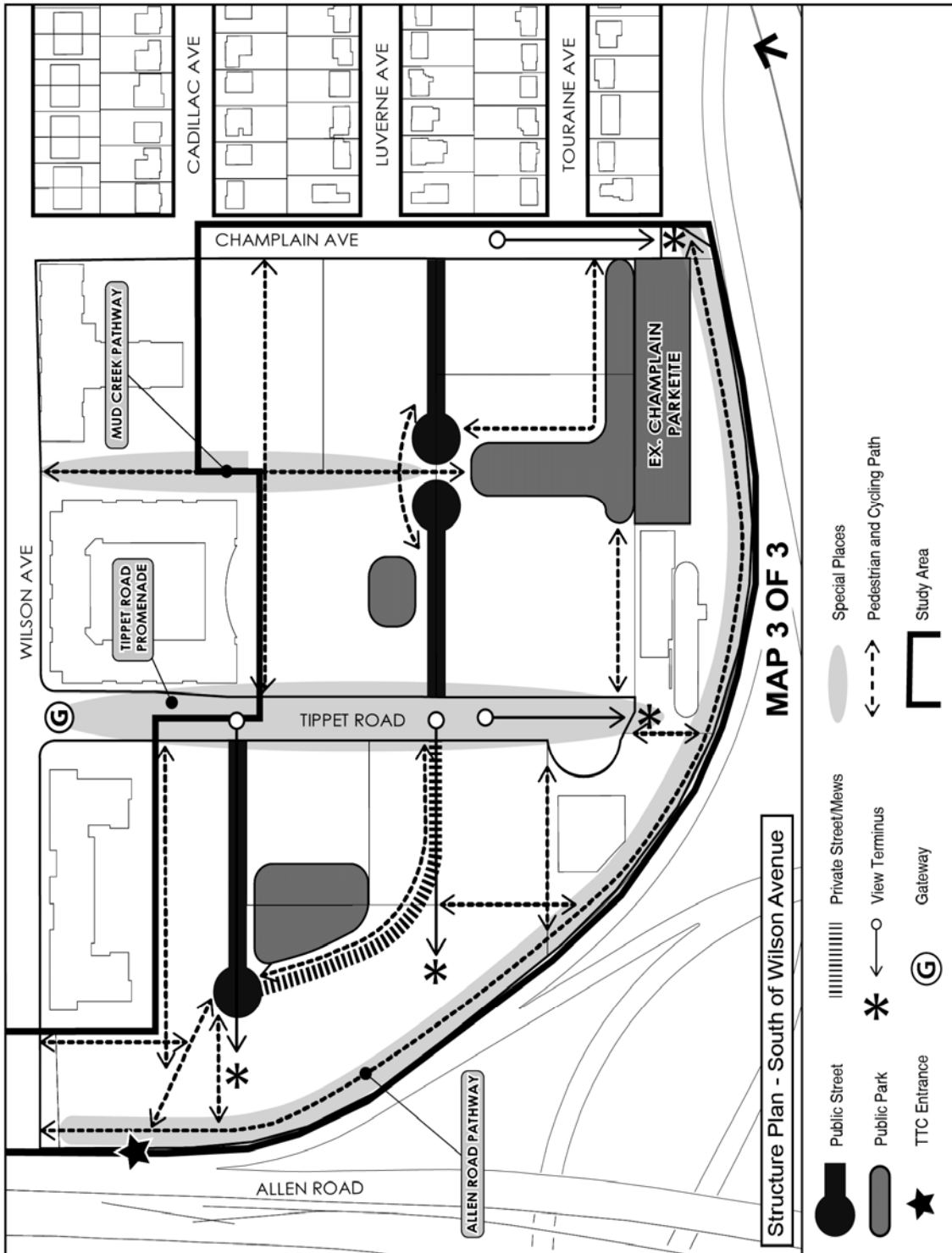
Tippet Road Area Regeneration Study

File # 13 120982 NNY 10 TM

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



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



Attachment 9: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	17 214838 NNY 10 OZ
Details	OPA & Rezoning, Standard	Application Date:	August 11, 2017

Municipal Address: 30 TIPPETT ROAD

Location Description: PLAN 4402 PT LOT 2 PLAN 2466 PT BLK A RP 66R28404 PARTS 10 AND 11 **GRID N1006

Project Description: Proposal for a 13-storey condo building with 356 units and a 14-storey rental building with 165 units, for a total of 521 residential units. Proposal also includes 50 affordable ownership and 50 affordable rental units, 476 m² of community space at grade, and a 1,554 m² parkland dedication.

Applicant:	Agent:	Architect:	Owner:
COLLECDEV INC, SUITE 1700 20 EGLINTON AVE WEST	GOLDBERG GROUP 2098 AVENUE ROAD	GH3 INC. 55 OSSINGTON AVE	TIPPETT SOUTH CDM/APARTMENTS INC.

PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision: OPA 309 & SASP 389
Zoning:	MC(H)	Historical Status: N
Height Limit (m):	15.24	Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq. m):	11011	Height:	Storeys:	14
Frontage (m):	27.07		Metres:	39
Depth (m):	146.09			
Total Ground Floor Area (sq. m):	2413			Total
Total Residential GFA (sq. m):	40651		Parking Spaces:	463
Total Non-Residential GFA (sq. m):	476		Loading Docks	2
Total GFA (sq. m):	41127			
Lot Coverage Ratio (%):	21.9			
Floor Space Index:	3.74			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Tenure Type:	Rental, Condo		
Rooms:	0	Residential GFA (sq. m): 40651	0
Bachelor:	0 (0%)	Retail GFA (sq. m): 0	0
1 Bedroom:	136 (26%)	Office GFA (sq. m): 0	0
2 Bedroom:	385 (74%)	Industrial GFA (sq. m): 0	0
3 + Bedroom:	0 (0%)	Institutional/Other GFA (sq. m): 476	0
Total Units:	521 (100%)		

CONTACT: **PLANNER NAME:** **Perry Korouyenis, Senior Planner**
TELEPHONE/EMAIL: **(416) 395-7110 / Perry.Korouyenis@toronto.ca**