

## **30 Tippett Road (South Lands) – Official Plan Amendment and Zoning By-law Amendment Applications – Final Report**

Date: February 6, 2019

To: North York Community Council

From: Director, Community Planning, North York District

Wards: Ward 6 - York Centre

**Planning Application Number:** 17 214838 NNY 10 OZ

### **SUMMARY**

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This application proposes an Official Plan and Zoning By-law amendment to permit a 13-storey condominium building (340 units) and a 16-storey rental apartment building (176 units), for a total of 516 residential units at 30 Tippett Road. As part of the total residential units, there are 50 affordable rental units and up to 50 affordable ownership units, proposed in the buildings. The proposal includes approximately 1,033 square metres of non-residential gross floor area at grade within the condominium building. A total of 361 parking spaces would be provided in a three level underground garage. An overall floor space index (FSI) of 3.54 times the area of the lot is proposed. The proposal also includes the conveyance to the City of a 1,554 square metre portion of the site towards the creation of a central public park.

The application is proposing a mixed use development in close proximity to the Wilson subway station entrance, providing a variety of uses and tenure of housing in the area including the provision of affordable rental dwelling units and affordable ownership dwelling units. Staff are recommending approval of the development application as the proposal represents good planning. The proposal conforms to the policies within the City's Official Plan and is consistent with the Council adopted Official Plan Amendment No. 309 (Tippett Road Study) and Site and Area Specific Policy No. 387 for the Tippett Road Area Regeneration Study. The proposed development is also consistent with the Provincial Policy Statement (2014) and conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe (2017).

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law.

## RECOMMENDATIONS

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The City Planning Division recommends that:

1. City Council amend Zoning By-law No. 7625, for the lands at 30 Tippett Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 9 to this report.
2. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. Before introducing the necessary Bills to City Council for enactment, City Council require the Owner to enter into an Agreement pursuant to Section 37 of the Planning Act, to be registered on title, to the satisfaction of the City Solicitor, to secure the following matters, services and facilities as follows:
  - a. prior to the issuance of an above-grade building permit the Owner shall make a financial contribution to the City in the amount of \$1,950,000.00 to be allocated as follows at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor:
    - i) \$1,950,000.00 towards improvements to parks, recreational facilities and/or the public realm located within the vicinity of the application site;
  - b. the financial contributions referred to in (a) shall be indexed in accordance with the Statistics Canada Apartment Building Construction Price Index for Toronto calculated from the date of execution of the Section 37 Agreement to the date of submission of the funds by the Owner to the City; and
  - c. in the event the financial contribution referred to in (a) above has not been used for the intended purpose within 3 years of the By-law coming into full force and effect, the cash contribution may be redirected for another purpose at the sole discretion of the Chief Planner and Executive Director, City Planning in consultation with the Ward Councillor, provided that the purpose is identified in the Toronto Official Plan and will benefit the community in the vicinity of the lands.
4. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support the development:
  - a. The Owner shall provide and maintain to the satisfaction of the Chief Planner and Executive Director, City Planning, "Privately-Owned Publicly-Accessible Open Spaces (POPS) at the Ground Level of Buildings A and B" as identified on Context Plan & POPS Diagram, Drawing No. A100, prepared by gh3 Architects, dated April 24, 2018, and revised to November 9, 2018, Revision No. 4, with the specific location, configuration and design to be determined during Site Plan Control Approval and secured in a Site Plan Agreement with the City.

b. Prior to registration of the first condominium on the lands, the Owner shall have completed construction of the "Privately-Owned Publicly-Accessible Open Spaces" referred to in (a) above and shall convey public access easements to the City for nominal consideration, at no cost to the City and free and clear of encumbrances to the satisfaction of the Chief Planner and Executive Director, City Planning and the City Solicitor, on such terms and conditions as set out in the Section 37 Agreement, including provision for deposit of reference plans, environmental obligations as well as insurance and indemnification associated with public easements.

c. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of item PG32.3 of the Planning and Growth Committee, and as updated by Toronto City Council at its meeting held on December 5, 6 and 7, 2017 through the adoption of item PG23.9 of the Planning and Growth Committee, and as may be further amended by City Council from time to time.

d. The Owner shall provide the following Transportation Demand Management measures, to the satisfaction of the Director of Community Planning, North District:

- i) The provision of 3 car-share spaces at publicly accessible locations;
- ii) The provision for 20% of resident parking spaces designed with conduits to allow future installation of Electric Vehicle Supply Equipment (EVSE);
- iii) The provision for one (1) visitor parking space installed with EVSE;
- iv) The provision of five (5) vehicle pick-up/drop-off spaces to be available on a shared use basis for a taxi stand, pick-up/drop-off, ride share and service delivery;
- v) The provision of a smart transportation information display in the northerly building lobby;
- vi) The provision of \$50,000.00 in funding to support the bike share program. Location of the bike share station to be determined during the site plan control approval process; and
- vii) The provision of two (2) bicycle repair stations. The bicycle repair stations should be located near major cycling access points or bike parking locations.

5. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks, Forestry and Recreation. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks, Forestry and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as amended from time to time.

6. City Council direct the City Solicitor and appropriate staff to attend the Local Planning Appeal Tribunal for Official Plan Amendment No. 309 and present such amendments to the policies contained in the Official Plan for the City of Toronto, as amended by City-initiated Official Plan Amendment No. 309 to give effect to this proposal.

7. City Council authorize the appropriate City Officials to take the necessary action to implement the foregoing, including execution of the contemplated agreements.

## **FINANCIAL IMPACT**

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The recommendations in this report have no financial impact.

## **DECISION HISTORY**

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On August 17, 2011, the Downsview Area Secondary Plan was approved by the Ontario Municipal Board (OMB), now the Local Planning Appeal Tribunal (LPAT). 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 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 (No. 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 Tippett Regeneration Area Study (OPA 309) was appealed to the Ontario Municipal Board/Local Planning Appeal Tribunal (LPAT Case No. PL160041) by a number of landowners. 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 Tippett Road (File No. 15 220939 NNY 10 SB). This subdivision application proposes 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 Tippett Road and a 1,554 square metre portion of a public park at 30 Tippett Road. The public street will be used to access future developments at 36 and 36R Tippett Road, and 30 Tippett Road (South Lands) as well as the development at 4 and 6 Tippett Road. The parcel of land proposed to be conveyed to the City as part of the 30 Tippett 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 Tippett 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 Tippett Road Area Regeneration Study and OPA 309.

City Council on July 12, 2016 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 Tippett Road." In summary, the report recommended funding and incentives for 50 new affordable rental units and up to 50 affordable ownership homes at 30 Tippett Road. The affordable housing plan for this site resulted from a collaboration with Build Toronto (now CreateTO) and developer Shiplake Properties Limited, now known as CollecDev. Financial contributions for the 100 affordable homes are proposed from CreateTO, 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.EX16.28>

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.

A Preliminary Report on the application was adopted by North York Community on November 14, 2017 authorizing staff to conduct a community consultation meeting with an expanded notification area.

The preliminary report can be found at the following link:

<https://www.toronto.ca/legdocs/mmis/2017/ny/bgrd/backgroundfile-108661.pdf>

## ISSUE BACKGROUND

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### Proposal

This application proposes an Official Plan and Zoning By-law amendment to permit one mixed-use building and one residential building. Building A would be a 13-storey condominium building with 340 units. Building B would be a 16-storey rental apartment building with 176 units. The total residential unit count for the proposed development is 516 units. As part of the total residential units, there would be 50 affordable rental units and up to 50 affordable ownership units.

Building A would be oriented in a north-south direction on the site and proposes 340 residential units. The proposed building height is 13-storeys or 40.88 metres (45.13 metres including the mechanical penthouse). The proposed building includes 21,366 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 685 square metres would be provided within the building, on floors 1 and 8. A total of 692 square metres of outdoor amenity is proposed. Outdoor amenity space at ground level would be 525 square metres and 167 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:

<b>Unit Count and Mix</b>	
<i>Type</i>	<i>Count</i>
Studio	3
1 Bedroom	63
1 Bedroom + Den	9
2 Bedroom	244
2 Bedroom + Den	15
3 Bedroom	6
Total Residential Units	340

Building B would also be oriented in a north-south direction on the site and proposes 181 rental units. The proposed building height is 16-storeys or 46.75 metres including the mechanical penthouse. The building also proposes an easterly extending section of 13-storeys, that steps down to 8-storeys. A total gross floor area of 11,789 square metres is proposed. Indoor amenity area of 362 square metres is proposed within the building on floors 1 and 16 along with 360 square metres of outdoor amenity area located at grade and on the rooftop terrace. The proposed unit mix is outlined in the table below:

<b>Unit Count and Mix</b>	
<i>Type</i>	<i>Count</i>
Studio	11
1 Bedroom	54
1 Bedroom + Den	39
2 Bedroom	67
2 Bedroom + Den	1

3 Bedroom	4
Total Residential Units	176

The total gross floor area for the site is proposed to be 38,904 square metres resulting in a gross floor space index (FSI) of 3.54 times the site area. The proposal's gross floor area also includes approximately 1,033 square metres of non-residential 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 parkland dedication from the 4 and 6 Tippet Road development application, would create a centralized park within the Tippet Road Regeneration Area comprised of 2,584 square metres.

All parking is proposed underground in three levels with 363 parking spaces. The proposed parking includes 308 resident parking spaces, 52 visitor parking spaces and 3 non-residential parking spaces. A total of 520 bicycle parking spaces are also proposed on the P1 parking level of the underground garage and at grade.

The proposed development provides for a private road accessed from the cul-de-sac (the new east-west public road). The private road runs in a north/south direction and will ultimately curve to the east to reconnect with Tippet Road through the redevelopment applications for 4 and 6 Tippet Road.

The proposed development also provides for Privately-Owned Publicly-Accessible Open Spaces (POPS). These POPS surround the proposed buildings, provide for a dog relief area adjacent to the public park and provide pedestrian connections to the Allen Road Pathway which is a pedestrian link to the Wilson subway station entrance.

See Attachment No. 10 (Site Plan), Attachment Nos. 11 - 14 (Elevations) and Attachment No. 1 (Application Data Sheet) for additional details and project information.

The applicant's initial design proposed the redevelopment of the site with a 13-storey condominium building (356 units) and a 14-storey rental apartment building (165 units), for a total of 521 residential units. The total gross floor area for the site was proposed to be 41,126 square metres resulting in a floor space index (FSI) of 3.74 times the site area.

### **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 irregular 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 CreateTO. 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. See Attachment No. 2 - Location Map. Surrounding land uses include the following:

North: Immediately north of the site at 30 Tippet Road is the location of the future public street (under construction) 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 storeys. On August 3rd, 2017, the Committee of Adjustment approved the requested variances. These buildings are currently under construction. Further north, the property at the southwest corner of Wilson Avenue and Tippet 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 Tippet 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 and a Settlement Hearing was held at the LPAT on March 28, 2018. On the east side of Tippet 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 Tippet 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). The 9 Tippet Road development is currently under construction. Further south is a 1 storey Toronto District School Board (TDSB) building identified as the Tippet Library & Learning Resources Centre.

South: South of the subject site is 2 Tippet 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 Land-Use Policies: Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (2014) and the Growth Plan for the Greater Golden Horseshoe (2017), along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.



The Provincial Policy Statement (2014) (the "PPS") 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 provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "the official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

The Growth Plan for the Greater Golden Horseshoe (2017) (the "Growth Plan") provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part, including:

- Establishing minimum density targets within strategic growth 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;
- Minimizing 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.

The Growth Plan builds upon the policy foundation provided by the PPS 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.

In accordance with Section 3 of the Planning Act all decisions of Council that affects a planning matter shall conform with the PPS and the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the PPS and the Growth Plan.

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

Policy 5.1 of the Growth Plan states that where a municipality must decide on a planning matter before its official plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of its decision as it relates to the policies of the Growth Plan which require comprehensive municipal implementation.

Staff have reviewed the proposed development for consistency with the PPS (2014) and for conformity with the Growth Plan (2017). The outcome of staff analysis and review are summarized in the Comments section of the Report.

### **Toronto Official Plan**

This application has been reviewed against the policies of the City of Toronto Official Plan as follows:

### **Chapter 3 - Building a Successful City**

The Official Plan states that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the area. New development in Toronto will be located and organized to fit with its existing and/or planned context. It will do this by generally locating buildings parallel to the street or along the edge of a park or open space, have a consistent front yard setback, acknowledge the prominence of corner sites, locate entrances so they are clearly visible and provide ground floor uses that have views into and access from the streets. New development will also locate and organize vehicle parking and vehicular access to minimize their impacts on the public realm. Furthermore, new development will create appropriate transitions in scale to neighbouring existing and/or planned buildings, limit shadowing on streets, properties and open spaces, and minimize any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

In addition to the policies identified above, new development will also be massed to define the edge of streets, parks and open spaces to ensure adequate access to sky views for the proposed and future uses. New development will provide public amenity, and enhance the public realm through improvements to adjacent boulevards and sidewalks through tree plantings.

Policy 3.2.1 of the Official Plan requires a full range of housing, in terms of form, tenure and affordability across the City and within neighbourhoods, to be provided and maintained to meet the current and future needs of residents. A full range includes housing such as: ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.

## **Chapter 4 - Land Use Designations**

Through Official Plan Amendment No. 231, Council redesignated the subject lands from *Employment Areas* to *Regeneration Areas* (see Attachment No. 3).

### **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 No. 4).

*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.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

### **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 No. 5 and 6). 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 No. 7) 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:

- be located and organized to facilitate pedestrian movements and to enhance the visibility of the Wilson Subway Station entrance from public streets;
- 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;

- have the main building wall setback from streets, private streets and parks a distance of approximately 4.0 to 5.0 metres, unless otherwise specified. Notwithstanding the foregoing, the southerly building setback of Building 'B' of 30 Tippett Road (north) from the new east/west road may be 3.0 metres;
- 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;
- include active uses on the ground floor adjacent to streets, parks and open spaces which encourage the safe, comfortable use of the public realm;
- provide direct pedestrian entrances from public or private streets;
- 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;
- be provided with vehicular drop-offs and driveways to ramps and service areas that are not located on Tippett Road or any other public streets;
- 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;
- provide garbage storage internal to the building; and
- 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 setback of a minimum of 3.0 metres along building faces which abut streets, private streets and park edges.

Policy 6.2 (a) of the Tippett 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 setbacks 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/Local Planning Appeal Tribunal (LPAT 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.

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

## **Zoning**

The subject site is zoned MC(H) (Industrial-Commercial Zone) by former North York Zoning By-law No. 7625 (see Attachment No. 8). 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 former 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.

## **Design Guidelines:**

### **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 the following link: <https://www.toronto.ca/wp-content/uploads/2018/01/96ea-cityplanning-tall-buildings-may2013-final-AODA.pdf>

### **Avenues and Mid-rise Buildings Study and 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>.

### **Site Plan Control**

The proposed development is subject to Site Plan Control. A Site Plan Control application (File No. 18 150618 NNY 10 SA) was submitted on April 30, 2018 and is currently under review.

## **Draft Plan of Subdivision**

An associated subdivision application (File No. 15 220939 NNY 10 SB) to create the public street running west from Tippet Road and a public park on the subject lands was filed on September 10, 2015. City Council adopted staff's recommendations on October 5, 2016. Draft Plan of Subdivision Approval was issued on September 15, 2017 and a minor amendment to the subdivision approval was issued on March 14, 2018. The applicant has executed the subdivision agreement and is currently working on clearing the subdivision agreement conditions. The Final Report can be found at the following link: <https://www.toronto.ca/legdocs/mmis/2016/ny/bgrd/backgroundfile-95574.pdf>

## **Reasons for Application**

The applicant has proposed to amend the Official Plan to permit the proposed 13 and 16-storey heights of the two buildings, and to exempt 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 a minimum of 5% of the residential units to have three or more bedrooms.

The applicant has also applied to amend the former 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 to accommodate the proposed development. 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.

## **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 (former 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 identified 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.

The above-noted drawings, reports and studies may be viewed on the City's Application Information Centre (AIC) website, which can be found at the following link:

<https://www.toronto.ca/city-government/planning-development/application-information-centre/>

### **Agency Circulation**

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Official Plan amendment and Zoning By-law standards.

### **Community Consultation**

On March 7, 2018, Planning staff held a Community Consultation Meeting together with the Ward Councillor. Approximately 6 members of the public attended the meeting, as well as the applicant and their consultants. Most of the residents were curious about the development proposal and what has happening in the surrounding area. One of the main issues raised at this meeting was with respect to traffic, specifically with the number of dwelling units being proposed in the Tippett Road Regeneration Area and the single point of access/egress at Tippett Road and Wilson Avenue.

## **COMMENTS**

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### **Provincial Policy Statement and Provincial Plans**

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2017), as described in the Issue Background section of the report.

Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan.

The proposal would support the policy objectives of the PPS and Growth Plan which direct new growth to the built up areas of the community through intensification. This site is located in a built up area and is supported by public transit. A pedestrian entrance to the Wilson TTC subway station is located approximately 50 metres to the north of Building A and 150 metres to Building B.

The PPS and Growth Plan require provision to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This policy for healthy, livable and safe communities is achieved, amongst other means, by accommodating a range of residential, employment, institutional and other uses to meet long-term needs, facilitating all forms of residential intensification

and redevelopment, promoting densities for new housing which effectively use land, resources, infrastructure and public services, and support the use of public transit. This mixed use development proposal for ownership and rental housing including up to 50 affordable ownership units and 50 affordable rental units, provides a range of housing to meet the requirements of current and future residents in terms of affordability, tenure and unit size. The proposed density and compact building form will effectively use land, resources, infrastructure and public services, and support the use of public transit.

Policy 1.6.7.4 of the PPS and Policy 2.2.1.2 of the Growth Plan promote a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports current and future use of transit and active transportation. The proposed land use and density provides a built form that supports an efficient use of land and existing higher order transit infrastructure. In addition, the proposal will be expanding the employment base in the area by a minimum of 520 square metres of non-residential uses, supporting the Growth Plan's objectives in creating complete communities.

### **Land Use**

The in-force Official Plan designation for the subject site is *Regeneration Areas*. *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. The proposed development is considered appropriate for the development of the land within this land use designation.

The application has also been reviewed against the Council adopted Tippet Road Area Regeneration Official Plan Amendment No. 309 and the Site and Area Specific Policy No. 387 as described in the Issue Background Section of the report as well as the policies of the City's Official Plan as a whole. The application proposes to retain the Council adopted land use designation of *Mixed Use Areas* with an Official Plan Amendment to exempt the proposed development from three policies relating to Built Form (Policies 6.2 (a), (b) and (c)) and Housing Policy 8.2. Planning staff are satisfied with the proposed three policy exemptions as discussed in this report. Since OPA 309/SASP 387 is not yet in force and effect, Planning staff recommend that Council direct the City Solicitor and appropriate staff to attend the Local Planning Appeal Tribunal with regards to the appeals of OPA 309/SASP 387 and present such amendments necessary to the policies contained in the City-initiated Official Plan Amendment No. 309 to give effect to the proposed development.

### **Site Organization**

The site is irregular in shape and the two proposed mid-rise form buildings follow the contour of the west property line. The proposed setback of the northerly building from the new public road (cul-de-sac) is 6 metres. The proposed building setbacks from the proposed private road situated to the east façade of both buildings ranges from 11.1 metres to the north and approximately 4.4 metres at the south.

The proposed setback on the west side of the buildings is 15.5 metres at grade. This setback includes a 14 metre wide Ministry of Transportation (MTO) easement along the entire west side of the property line between the Allen Road and the west property line. This will facilitate the construction of an additional segment of the William R. Allen Road Pedestrian Pathway, which is one of the objectives of the Tippet Road Area Site and Area Specific Policy No. 387. Policy 3 (Special Routes and Places) states that these policies "will promote the creation of public gathering places, mid-block connections for pedestrians and cyclists, areas with landscaping for cafes and patios along streets, and walking promenades. These Special Routes and Places will help create a complete community, and provide additional function and amenity beyond public parks as well as contributing to an emerging character and identity for this new neighbourhood." Policy 3.3 states that "the William R. Allen Road Pathway will be a publicly accessible pedestrian/cycling route along the William R. Allen Road and Highway 401 within the Ministry of Transportation's 14-metre building setback connecting Wilson Avenue to Champlain Parkette on the south side of Wilson Avenue." The proposed building setbacks, POPS and landscaping contained in the proposed development assists in achieving the objectives of the Tippet Road Area plan. Further, the proposed development appropriately frames the edge of the private road and the Allen Road Pathway, and provides for a comfortable and attractive pedestrian environment, in accordance with Policy 3.1.2 of the City's Official Plan.

The proposed vehicular ramps, loading spaces, service areas and waste collection rooms have been located towards the interior of the proposed buildings so as to minimize the impacts on the public realm adjacent to the private road and Allen Road Pathway.

## **Density, Height and Massing**

### *Density:*

Policy 6.3 (b) of SASP No. 387 states that "the maximum permitted density on all lands designated *Mixed Use Areas* shall be 3.99 times the lot area." The revised development application proposes a maximum density of 3.54 times the lot area, which was reduced from the previous 3.74 times the lot area proposed when the development application was initially submitted. However, the applicant is requesting a total gross floor area of 40,000 square metres within the zoning by-law to provide some additional flexibility, which would result in an FSI of 3.64. The location of the subject site within walking distance to the Wilson TTC Subway Station supports the proposed density and level of intensification and conforms to the objectives of the PPS (2014), the GGH (2017), and the Council-adopted policies within OPA No. 309/SASP No. 387 for the Tippet Road Area. The proposed development is also consistent with the *Regeneration Areas* designation and the policies of the Official Plan.

### *Height, Massing and Built Form:*

Building A is proposed to be oriented in a north-south direction on the site and the proposed building height is 13-storeys or 40.88 metres (45.13 metres including the mechanical penthouse). The proposed building includes 21,366 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.

Building B is proposed to be oriented in a north-south direction on the site and the proposed building height is 16-storeys or 46.75 metres including the mechanical penthouse. The building also proposes an easterly extending section of 13-storeys, which steps down to 8-storeys. A total gross floor area of 11,789 square metres is proposed.

The application proposes an Official Plan Amendment to exempt the proposed development from three policies within SASP No. 387 relating to Built Form. These are Policies 6.2 (a), (b) and (c), which are outlined below:

- Policy 6.2 (a) 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."
- Policy 6.2 (c) states that "additional building height beyond 20 metres within the permitted density for the balance of the lands in Mixed Use Areas "A", "B" and "C" 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 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. Base buildings for these towers will be no higher than 16.0 metres."

The proposed buildings, in number of storeys, are technically tall buildings based on the City's guidelines and the Council-adopted policies of OPA 309 and SASP 387. However, they appear and behave similar to mid-rise form buildings, and will be situated in an area with existing and approved buildings with similar heights and building form characteristics. City staff are satisfied with not applying the Tall Building Guidelines to the proposed development. Further, given the unique location and characteristics of this irregular shaped parcel of land located south of Wilson Avenue, north of Highway 401, west of the Allen Expressway and east of a recent development LPAT approval consisting of two towers of 13 and 16-storeys in height connected by a 6-storey podium, staff are satisfied with the proposed height, massing and built form of the development application. The design and massing of these linear buildings located along the Allen Expressway establish a well-defined large-scale building edge that frames the adjacent highway at good proportion. At the local scale, the building provides architectural

interest and active uses at grade to animate the Allen Road Pathway. In addition, the location and scale of the building provides noise attenuation for the park, POPS and other outdoor open spaces to the east.

The policies of OPA 309/SASP 387 are not in force and effect due to an LPAT appeal of OPA 309, however, staff are satisfied with the proposed height and built form of the proposed development and support the proposed exemptions to the policies noted above. Further, the application was circulated to NAV Canada and the proposed heights were deemed satisfactory.

### **Sun/Shadow Study**

The sun/shadow submitted by the applicant demonstrates that during the March/September equinoxes, there would be shadow on the proposed public park beginning at approximately 3:18pm and continuing for the rest of the day. This is similar to what was modelled during the consultations for the Tippett Regeneration Area Study. During the summer months partial shadows would begin at approximately 4:18pm and would partially shadow the park for the rest of the day. The building height, massing and built form proposed has improved the shadows on the proposed public park from what was modelled and deemed acceptable through the consultations for the Tippett Road Area Regeneration Study.

Given the existing and the planned context for the subject property and the surrounding area, staff are satisfied with the limited sun/shadow impacts on the proposed public park.

### **Traffic Impact, Access, Parking and Loading**

#### *Traffic Impact:*

An Urban Transportation Consideration Report, prepared by BA Group and dated August 2017, was submitted in support of the proposed development. The consultant estimates in this study that the proposed development will generate approximately 125 and 130 two-way trips during the AM and PM peak hours. Given the removal of the existing site traffic related to the TTC commuter parking lot, the consultant concludes that the site will generate negligible net new traffic. The consultant concludes that traffic generated by the proposed development can be accommodated by the adjacent street system without the need for intersection improvements.

As part of the revised application, an addendum to the Urban Transportation Considerations Report was submitted, dated November 2018. The conclusions of this addendum with regards to traffic impact were the same as the original report. At the community consultation meeting one of the residents was concerned with traffic impacts on the area road network, particularly at the intersection of Tippett Road and Wilson Avenue. The traffic study concludes that this intersection under existing conditions operates under busy but acceptable conditions for an urban area with an overall volume to capacity (V/C) ratio of 0.84 during the weekday morning peak hour and 0.93 during the afternoon peak hour. With the addition of background traffic and signal timing optimization, the intersection will continue to operate under busy but acceptable urban

conditions with an overall V/C ratio of 0.98 during the morning and afternoon peak hours. The addition of site traffic will have a minor impact on the overall intersection operations, particularly due to the removal of traffic associated with the TTC commuter parking lot. Transportation Services staff have reviewed the traffic studies prepared for the development proposal and accepts the methodology used and the conclusions from the traffic study.

#### *Access:*

The site proposes one all-moves north-south access onto the cul-de-sac of the new east-west public street to the north of the proposed development. In general, the location of the proposed driveway (private road) is acceptable, however Transportation Services staff request some design revisions which will be secured through the Site Plan Control Approval process. A public mutual access agreement for the proposed private road will also be secured through the Site Plan Control Approval process.

#### *Parking:*

A total of 361 parking spaces are proposed for this development. This includes 304 for residents, 54 for visitors and 3 parking spaces for non-residential. In addition, there are three car-share spaces proposed on-site. These spaces are proposed to be located within a three-level underground garage.

The parking requirements for the proposed development are governed by the applicable parking provisions contained in Zoning By-law 569-2013 for Policy Area 3. Using this standard, the total number of parking spaces required would be 495. The proposal does not meet the parking requirements as outlined by Zoning By-law No. 569-2013. In order to encourage the use of public transit and discourage vehicle use which contributes to area traffic congestion, City staff are amenable to a reduced parking supply at this location which is well served by higher order transit. The applicant has proposed a number of Transportation Demand Management (TDM) measures to reduce the parking supply within the proposed development that is in very close proximity to the pedestrian entrance of the Wilson TTC subway station. These TDM measures include:

- The provision of 3 car-share spaces at publicly accessible locations;
- The provision for 20% of resident parking spaces designed with conduits to allow future installation of Electric Vehicle Supply Equipment (EVSE);
- The provision for one (1) visitor parking space installed with EVSE;
- The provision of five (5) vehicle pick-up/drop-off spaces to be available on a shared use basis for a taxi stand, pick-up/drop-off, ride share and service delivery;
- The provision of a smart transportation information display in the northerly building lobby;
- The provision of \$50,000.00 in funding to support the bike share program. Location of the bike share station to be determined during the site plan control approval process; and
- The provision of two (2) bicycle repair stations. The bicycle repair stations should be located near major cycling access points or bike parking locations.



These TDM measures will be secured as a matter of legal convenience in the Section 37 Agreement and in the Zoning By-law. Transportation Services is satisfied with the proposed parking supply.

#### *Loading:*

The loading space supply requirements for the project are governed by the provisions contained in the former North York Zoning By-law No. 7625. However, Transportation Services requires that the proposed development comply with the loading space requirements of Zoning By-law No. 569-2013 since it is more current. The required loading spaces are one Type G and one Type C. The drawings provided to Transportation Services include the provision of one shared Type G/B and one Type C loading space. Transportation Services accepts the number of loading spaces, the location and configuration and the submitted vehicle manoeuvring diagrams showing heavy vehicles entering and exiting the site in a forward motion.

#### **Servicing**

The applicant submitted a Functional Servicing and Stormwater Management Report, and a Hydrogeological Report in support of the development application. Engineering and Construction Services (ECS) staff have advised that further revisions are required in the Functional Servicing and Stormwater Management Report. These changes are outlined in the ECS Memorandum dated December 27, 2018. ECS will accept the Servicing Drawings, the Stormwater Management Report and the Functional Servicing Report for this project once the applicant secures a foundation discharge agreement with Toronto Water, Environmental Monitoring and Protection Unit.

#### **Affordable Housing**

City Council on July 12, 2016 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 Tippett Road." In summary, the report recommended funding and incentives for 50 new affordable rental units and up to 50 affordable ownership homes at 30 Tippett Road. The affordable housing plan for this site resulted from a collaboration with CreateTO and developer Shiplake Properties Limited, now known as CollecDev. Financial contributions for the 100 affordable homes are proposed from CreateTO, 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.EX13.8>

Policy 8.3 of the Council-adopted OPA 309/SASP 387 states that "affordable housing units will be encouraged in all new development throughout the lands at the same pace and rate as market development." The affordable housing units will be facilitated through the Affordable Housing Office which previously reported on this matter at the City Council meeting of July 12, 2016. Refer to the following link for the City Council decision: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX16.28>

## **Dwelling Unit Types**

Guideline 2.1 (a) of the Draft Growing Up Urban Design Guidelines 2017 states that "a building should provide a minimum of 25% large units: 10% of the units should be three bedroom units and 15% of the units should be two bedroom units."

Policy 8.2 of SASP No. 387 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."

The revised proposal contains 10 three bedroom units (2%) and 16 two bedroom plus den units (3%). The two bedroom plus den units could utilize the den as an additional bedroom as all of the dens have windows. The revised development proposal has 26 units that could be utilized as three bedroom units, representing 5% of the total units. This is consistent with the Council-adopted Policy 8.2 of SASP 387.

The revised proposal also includes 67 two bedroom units within the proposed rental building and 244 two bedroom units within the proposed condominium building. This represents a total of 311 two bedroom units or 60% of the total dwelling unit count. This accounts for more than double the percentage of the City's Growing Up Guidelines for large units. Further, the applicant's proposed gross floor area is 38,904 square metres; however, they are requesting a total gross floor area of 40,000 square metres within the zoning by-law to provide some additional flexibility in the unit mix. This would result in an FSI of 3.64.

Staff are satisfied with the proposed number of two bedroom plus den and three bedroom units within the revised development application.

## **Open Space/Parkland**

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City's Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0 to 0.42 hectares of local parkland per 1,000 people. The site is in the lowest quintile of current provision of parkland. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III, of the Toronto Municipal Code, the parkland dedication requirement for the entire former TTC commuter parking lot/CreateTO site is 6,946.70 square metres. However, for sites that are 1 to 5 hectares in size, a cap of 15% of the development site is applied to the residential use while the non-residential use is subject to a 2% parkland dedication. In total, the parkland dedication requirement for the subdivision area is 3,018 square metres.

In accordance with the associated Draft Plan of Subdivision Application(15 220939 NNY 10 SB), the applicant proposes to convey a 1,554 square metre park block identified as Block 2 on the approved draft plan of subdivision (dated September 15, 2017). The parkland dedication will be conveyed prior to the registration of the Plan of Subdivision.

The remaining 1,464 square metres of the required parkland dedication will be provided as cash-in-lieu by the applicant of the Zoning By-law Amendment Application (12 294187 NNY 10 OZ) and Site Plan Control Application (16 185908 NNY 10 SA) at 36 and 36R Tippett Road (the north lands), payable prior to the issuance of the first above grade building permit for any development on that site.

The proportionate parkland dedication requirement for the first phase of development is 1,398 square metres (north lands, 46% of the subdivision lands), and 1,619 square metres for the second phase (south lands, 54% of the subdivision lands).

The boundary of the on-site parkland dedication should align with that of the on-site parkland dedication being approved through the adjacent Official Plan and Zoning By-law Application at 4 - 6 Tippett Road (16 196875 NNY 10 OZ) to the east of the subject property.

Parks is interested in securing the design and construction, by the Owner, of Above Base Park Improvements. There may be opportunities to use the Parks and Recreation component of the Development Charges for this work. Should this be agreeable, the following clause will require the approval of Council:

- City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks, Forestry and Recreation. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks, Forestry and Recreation, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

### **Privately-Owned Publicly Accessible Open Space (POPS)**

Privately-owned publicly accessible open spaces (POPS) of approximately 3,208 square metres are proposed as part of the development application. The proposed POPS surround the proposed buildings on all sides, and staff considers the proposed POPS to be a positive element of the proposal. They will provide opportunity for landscape and pedestrian enhancements, including the areas adjacent to the proposed public park and the Allen Road Pathway. Staff recommend that the POPS be secured in the Section 37 Agreement and its final design be secured through the Site Plan Control approval process.

### **Tree Preservation**

The City of Toronto's Private Tree By-law protects private trees with a diameter at breast height (DBH) of greater than 30 centimetres as well as all City-owned trees. A permit is required to remove or injure the trees that fall within these categories.

The submitted Arborist Report indicates that 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 proposed landscape plan identifies 105 new trees proposed to be planted on site as part of the development. Detailed landscape and planting plans will be further reviewed by Urban Forestry staff as part of the site plan application.

### **Toronto Green Standard**

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendment, Draft Plan of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. The applicant is required to meet Tier 1 of the TGS. Performance measures such as parking and bicycle parking will be secured through the Zoning By-law, while other Tier 1 performance measures will be secured on the site plan drawings and through the Site Plan Agreement.

### **Community Services Assessment**

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

Policy 9.1 of Council-adopted OPA 309/SASP 387 states that "through the redevelopment of the land in the Tippett Road Area, the provision of the following community services and facilities will be prioritized for delivery in a timely manner:

- a) flexible multi-purpose space to provide for a wide range of programs/services including: community recreation programs, supplemental library space and/or human agency programs;
- b) one new child care facility to serve the projected population growth;
- c) capital improvements to library branches servicing the lands subject to this Site and Area Specific Policy; and

d) capital improvements to Ancaster Community Centre and the Earl Bales Community Centre."

A child care facility has been secured in the approved development application immediately to the north at 36 and 36R Tippet Road, which is currently under construction. In addition, the applicant is proposing to permit the local community associations such as the Armour Gardens Resident's Association located east of Champlain Boulevard to occasionally use the multi-purpose meeting room located in the proposed rental apartment building.

The Section 37 community benefits to be secured for this development noted in this report will contribute towards CS&F in this area.

### **Section 37**

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the Planning Act. While the proposed development exceeds the height and density limits of the existing Zoning By-law, the application is consistent with the objectives and policies of the Official Plan, and thus constitutes good planning.

Community benefits can be specific capital facilities (or cash contributions for specific capital facilities), parkland above and beyond the required parkland dedication, parkland improvements, public art, streetscape improvements on the public boulevard not abutting the site and/or other public benefits as outlined in Section 5.1.1.6 of the City's Official Plan. The community benefits must bear a reasonable planning relationship to the proposed development including, at a minimum, an appropriate geographic relationship and addressing planning issues associated with the development, for example local shortage of parkland or needed public realm improvements, etc. Following discussions between the applicant, Planning staff and the Ward Councillor, the following community benefits are recommended to be secured in the Section 37 Agreement as follows:

1. Prior to the issuance of an above-grade building permit the Owner shall make a financial contribution to the City in the amount of \$1,950,000.00 to be allocated as follows at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor:

a. \$1,950,000.00 towards improvements to parks, recreational facilities and/or the public realm located within the vicinity of the application site.

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

a. The Owner shall provide and maintain to the satisfaction of the Chief Planner and Executive Director, City Planning, "Privately-Owned Publicly-Accessible Open Spaces (POPS) at the Ground Level of Buildings A and B.

b. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard.

c. The Owner shall provide the Transportation Demand Management measures, to the satisfaction of the Director of Community Planning, North District.

## **Conclusion**

The proposal has been reviewed against the policies of the PPS (2014), the Growth Plan (2017), the City's Official Plan, and the Council-adopted OPA 309/SASP 387. Planning staff are of the opinion that the proposal is consistent with the PPS (2014) and does not conflict with the Growth Plan (2017). The proposal is in keeping with the intent of the Official Plan, particularly as it relates to providing housing choices. The proposal also meets the goals and principles of the Council-adopted OPA 309/SASP 387 for the Tippet Road area to create a vibrant and complete mixed use community including a new park, active transportation, and integration with the surrounding community. The proposal will provide much needed affordable housing in close proximity to the Wilson Subway Station. Staff recommend that Council support approval of the application.

## **CONTACT**

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

## **SIGNATURE**

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Joe Nanos, Director  
Community Planning, North York District

## **ATTACHMENTS**

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### **City of Toronto Data/Drawings**

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Attachment 3: Official Plan Land Use Map - Regeneration Areas

Attachment 4: Official Plan Land Use Map - Mixed Use Areas

Attachment 5: Tippett Road Area Regeneration Study Area Boundary (OPA 309, SASP 387)

Attachment 6: Tippett Road Area Regeneration Study (OPA 309, SASP 387) - Sub-Areas Map

Attachment 7: Tippett Road Area Regeneration Study (OPA 309, SASP 387) Structure Plan - South of Wilson

Attachment 8: Existing Zoning By-law Map

Attachment 9: Draft Zoning By-law Amendment

### **Applicant Submitted Drawings**

Attachment 10: Site Plan

Attachment 11: North Elevation

Attachment 12: South Elevation

Attachment 13: East Elevations

Attachment 14: West Elevations

## Attachment 1: 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 340 units and a 16-storey rental building with 176 units, for a total of 516 residential units. Proposal also includes up to 50 affordable ownership and 50 affordable rental units, approximately 1,033 m<sup>2</sup> of non-residential space at grade, and a 1,554 m<sup>2</sup> parkland dedication.

Applicant:	Agent:	Architect:	Owner:
COLLECDEV INC	GOLDBERG GROUP	GH3	TIPPETT SOUTH CDM/APARTMENTS INC.

### PLANNING CONTROLS

Official Plan Designation:	Regeneration Areas	Site Specific Provision:	OPA 309 & SASP 387
Zoning:	MC(H)	Historical Status:	
Height Limit (m):	15.24 m	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq. m):	11011	Height:	Storeys:	16
Frontage (m):	27.07		Metres:	46.75
Depth (m):	146.09			
Total Ground Floor Area (sq. m):	2930			Total
Total Residential GFA (sq. m):	38870.3		Parking Spaces:	363
Total Non-Residential GFA (sq. m):	1033.7		Loading Docks	2
Total GFA (sq. m):	38904			
Lot Coverage Ratio (%):	31.2			
Floor Space Index:	3.54			

### DWELLING UNITS

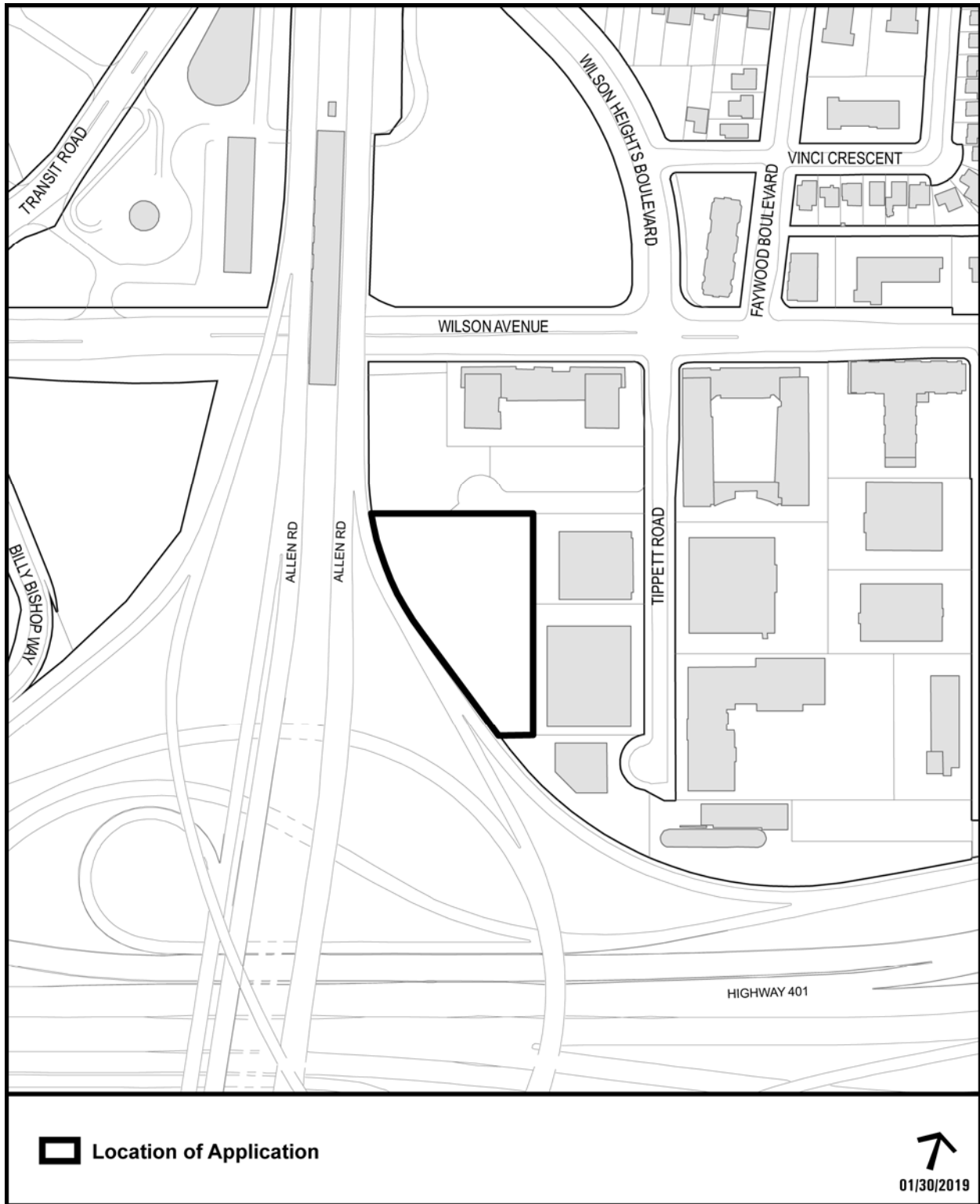
### FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Rental, Condo	Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	34203.3
Bachelor:	14	Retail GFA (sq. m):	0
1 Bedroom:	165	Office GFA (sq. m):	0
2 Bedroom:	327	Industrial GFA (sq. m):	0
3 + Bedroom:	10	Non-Residential GFA (sq. m):	1033.7
Total Units:	516		

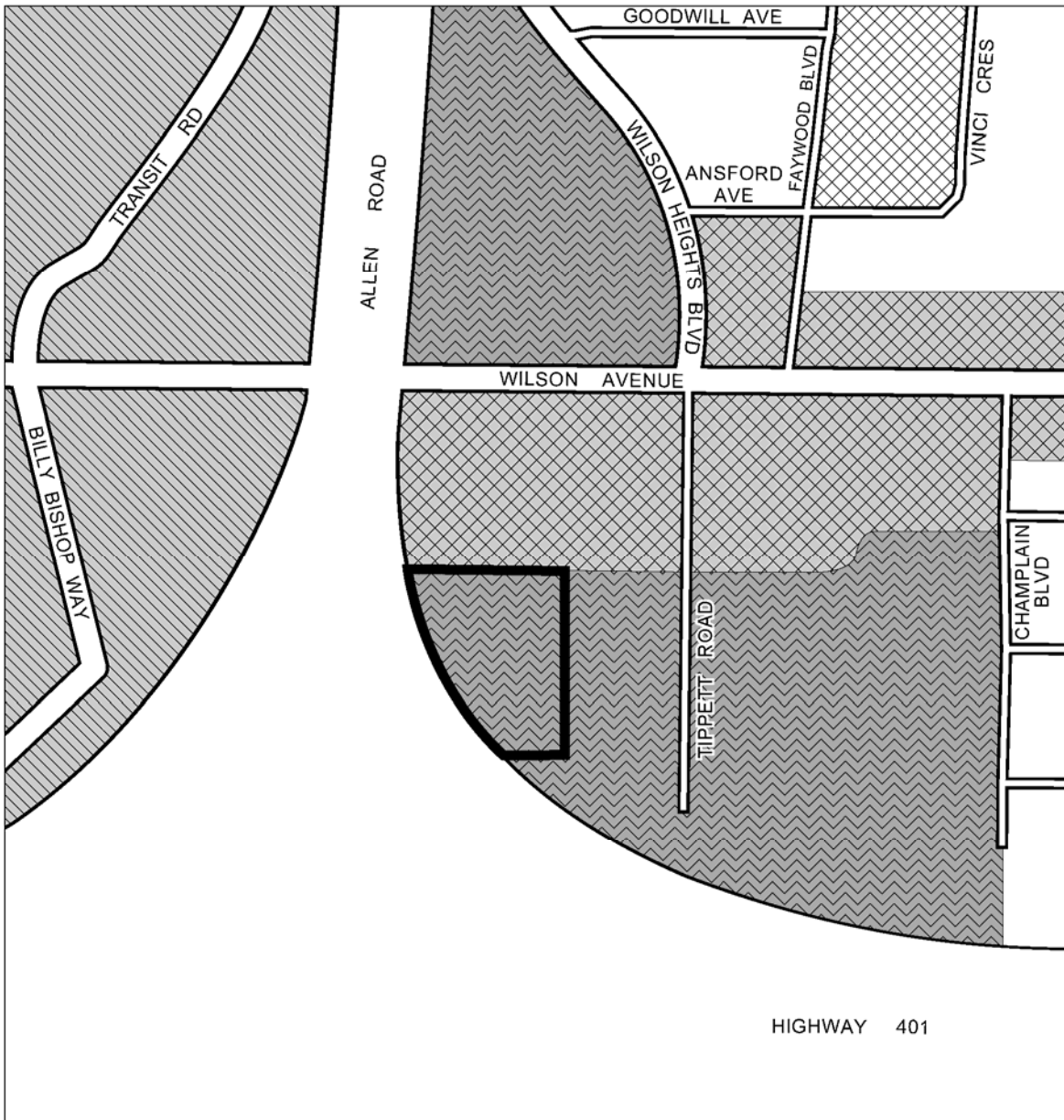
CONTACT: PLANNER NAME: Perry Korouyenis, Senior Planner  
TELEPHONE: (416) 395-7110



Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map - Regeneration Areas



**Toronto**  
 Extract from Official Plan

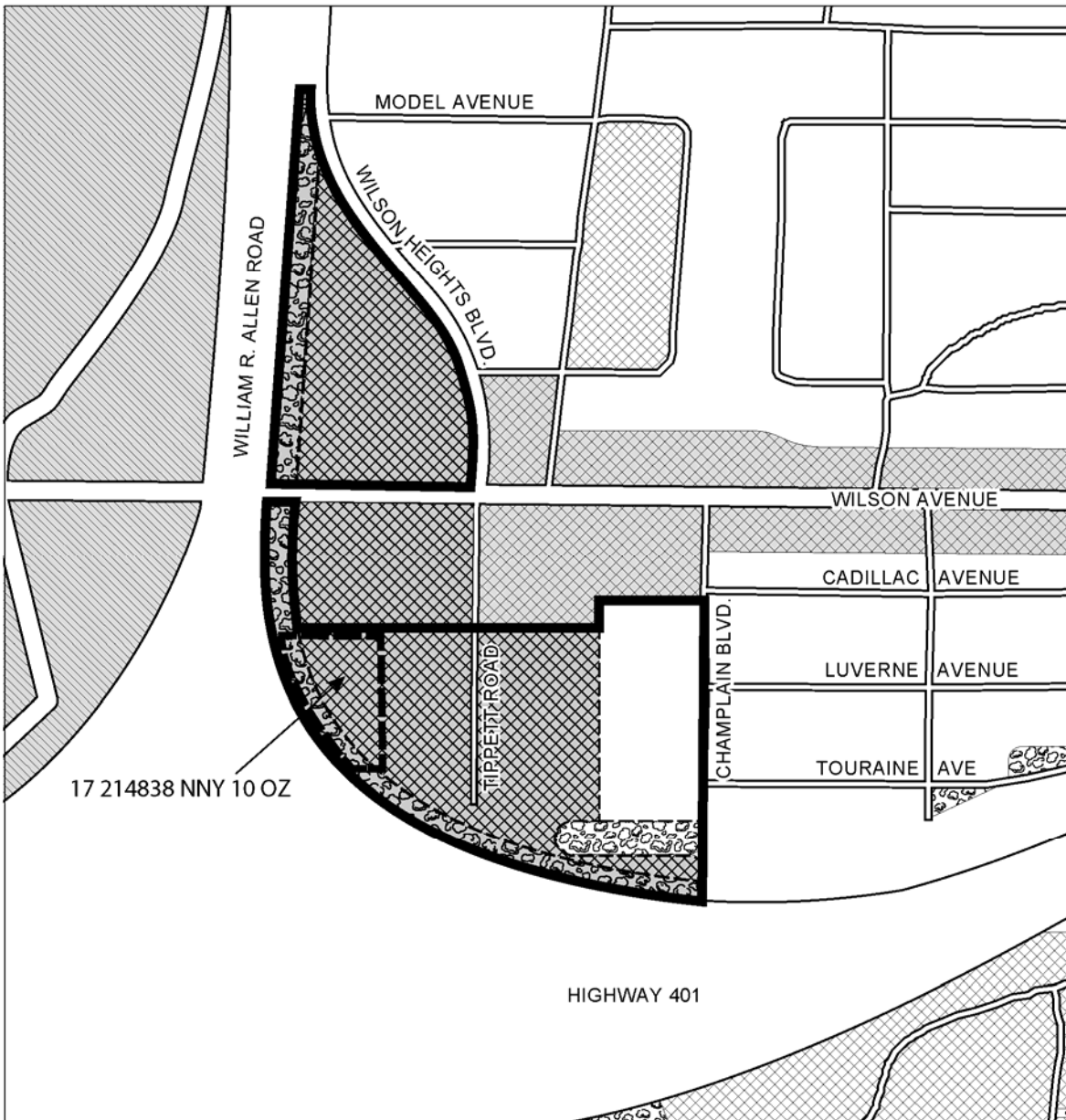
30 Tippet Road

File # 17 214838 NNY 10 02

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

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 Not to Scale  
 10/04/2017

Attachment 4: Official Plan Land Use Map - Mixed Use Areas



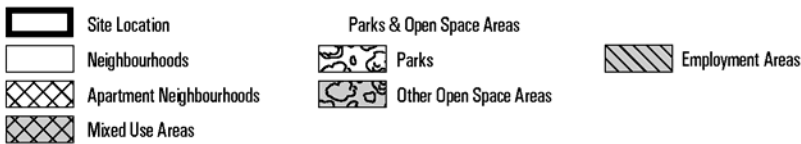
**TORONTO** City Planning

**Tippet Road Area Regeneration Study**

**Official Plan Amendment #309**

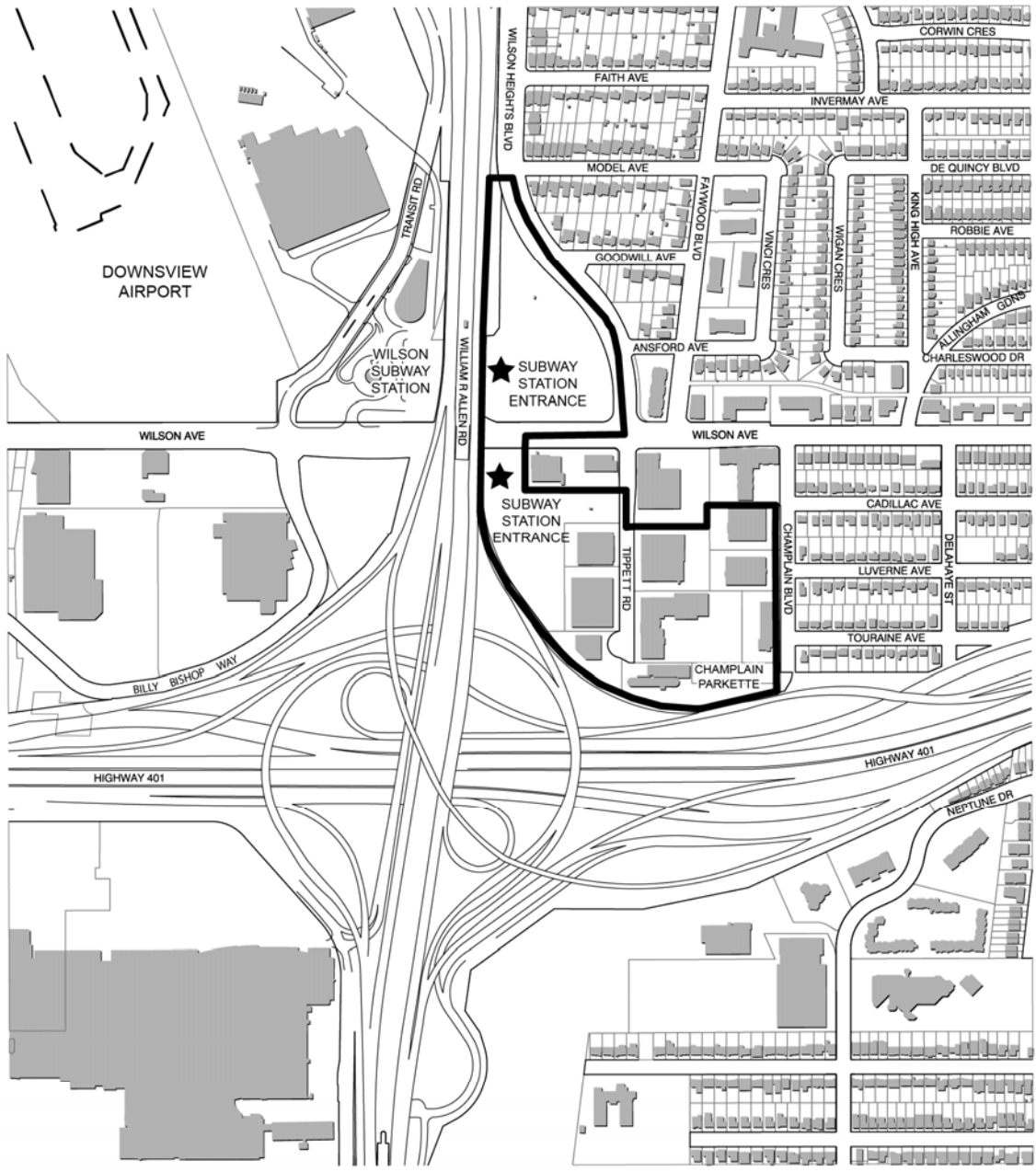
File # 13 120982 NNY 10 TM

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




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Not to Scale  
10/22/2015

Attachment 5: Tippet Road Area Regeneration Study Area Boundary (OPA 309, SASP 387)



**Context**

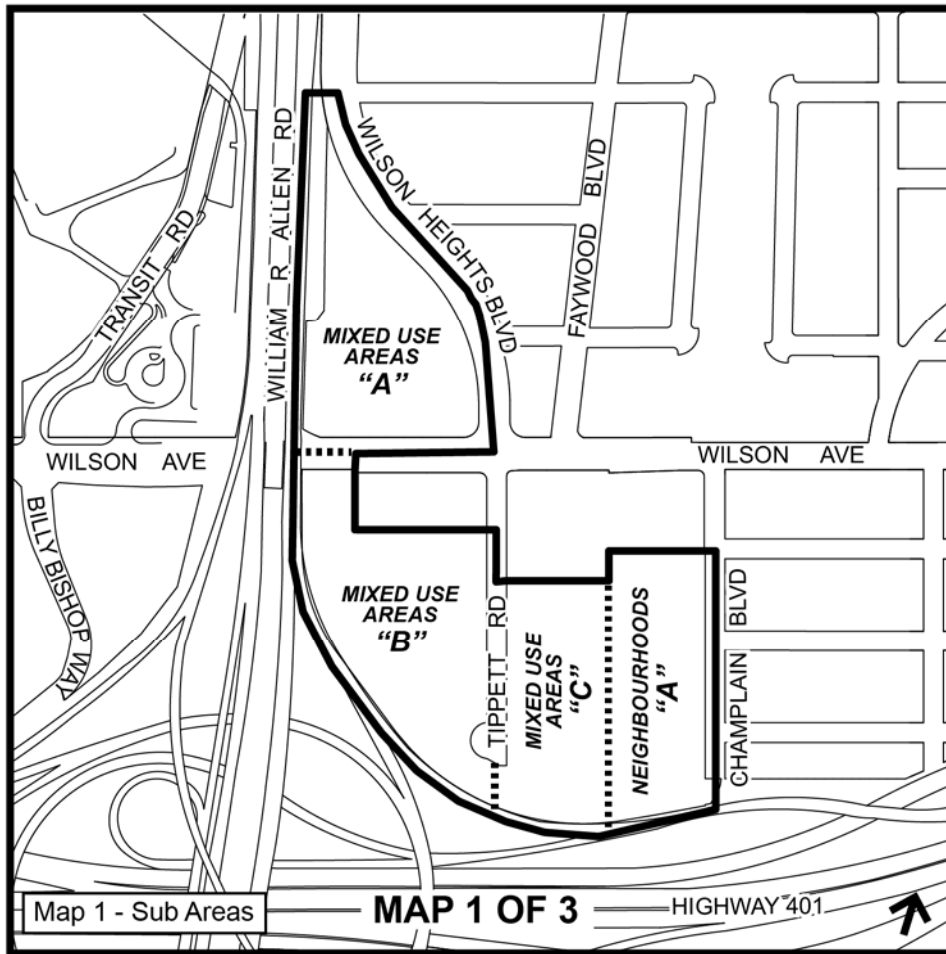
 Study Area Boundary

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03/19/2015

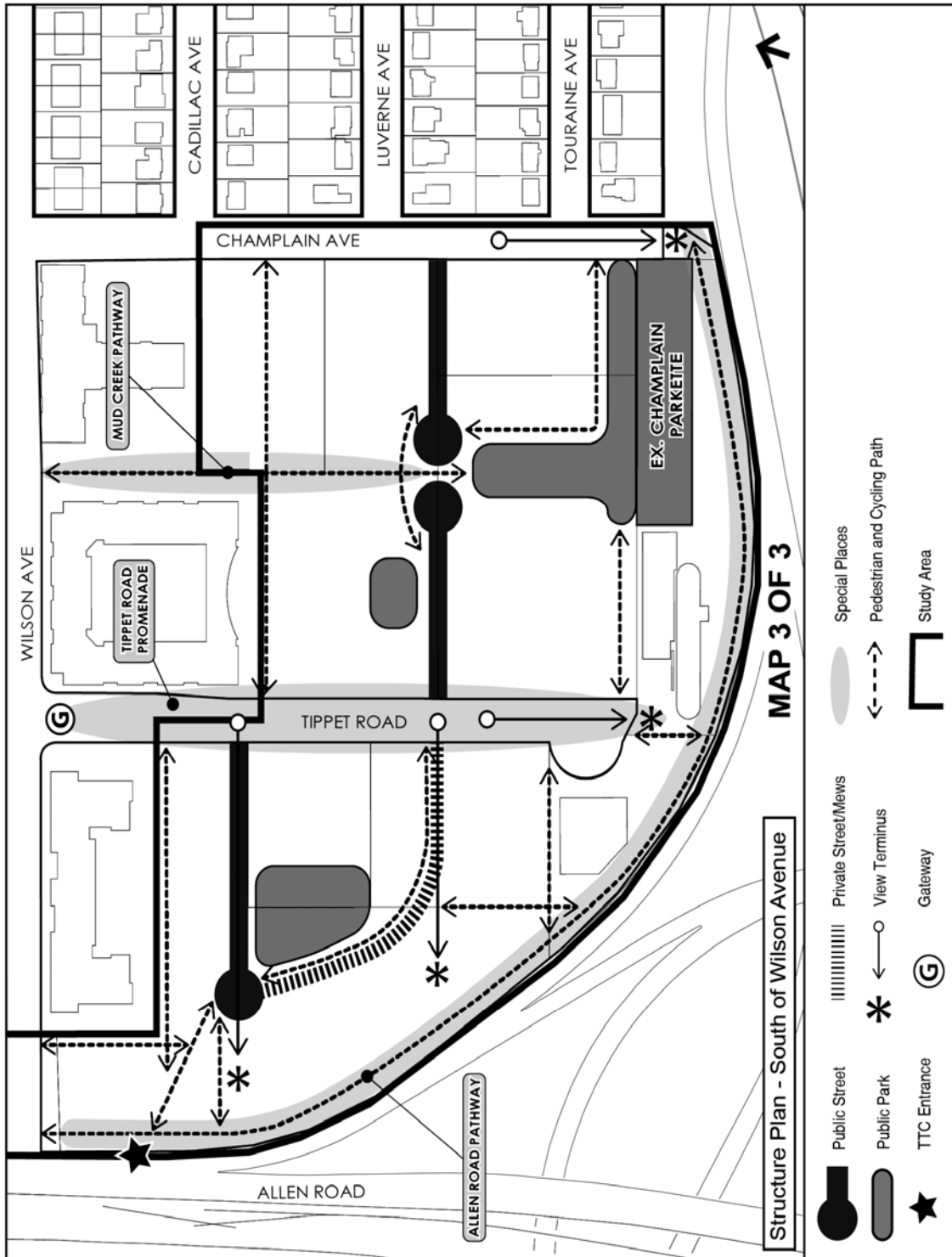
**Tippet Road Area Regeneration Study**

File # 13 120982 NNY 10 TM

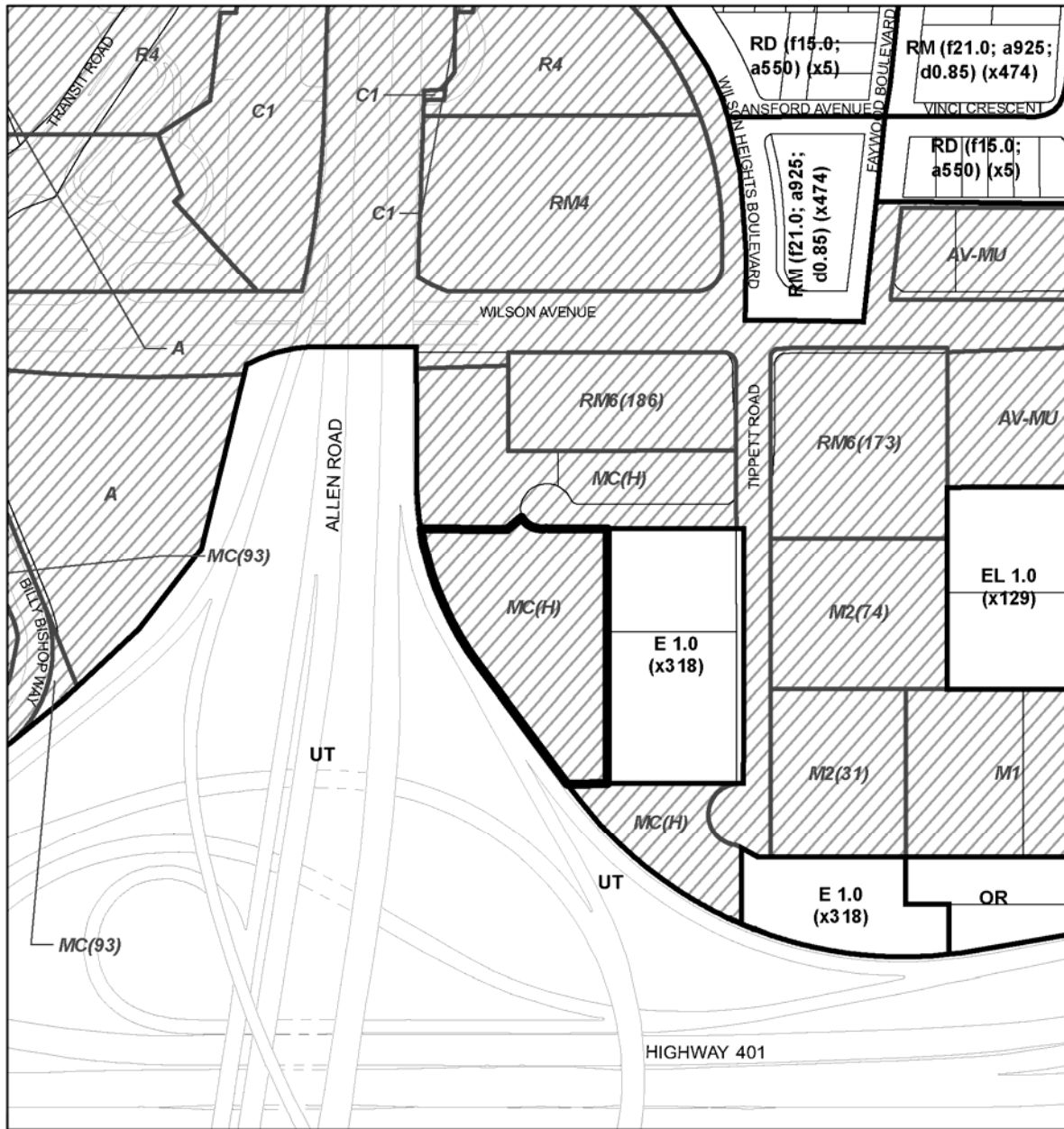
Attachment 6: Tippett Road Area Regeneration Study Area Boundary (OPA 309, SASP 387) - Sub-Areas Map



Attachment 7: Tippet Road Area Regeneration Study Area Boundary (OPA 309, SASP 387) - Structure Plan - South of Wilson



Attachment 8: Existing Zoning By-law Map



Zoning By-Law No. 569-2013

30 Tippet Road

File # 17 214838 NNY 10 0Z

Location of Application

- |    |                             |    |                            |
|----|-----------------------------|----|----------------------------|
| RD | Residential Detached        | E  | Employment Industrial      |
| RM | Residential Multiple        | OR | Open Space Recreation      |
| EL | Employment Light Industrial | UT | Utility and Transportation |



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

- |       |  |
|-------|--|
| 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 | Avenue Mixed Use                                 |
| M1    | Industrial Zone One                              |
| M2    | Industrial Zone Two                              |
| MC    | Industrial-Commercial Zone                       |
| A     | Airport Hazard Area Zone                         |



Not to Scale  
Extracted: 10/03/2017

## Attachment 9: Draft Zoning By-law Amendment

Authority: North York Community Council Item \_\_\_\_\_ as adopted by City of Toronto Council on \_\_\_\_\_

CITY OF TORONTO

Bill No.

BY-LAW No. -2019

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

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

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

The Council of the City of Toronto enacts:

1. Schedules "B" and "C" of By-law 7625 of the former City of North York are amended in accordance with Schedule "1" and Schedule "RM6(XXX)" attached to this By-law.
2. Section 64.20-A of By-law 7625 of the former City of North York is amended by adding the following subsection:

64.20(XXX) RM6(XXX)

### DEFINITIONS

(a) For the purpose of this exception the following definitions will apply:

(i) "Apartment House Dwelling" shall mean a building containing more than four (4) dwelling units, each having access either from an internal corridor system or direct access at grade, or any combination thereof.

(ii) "Building Height" shall mean the vertical distance between the Established Grade and the highest point of the building or structure (top of structural slab), exclusive of all accessory components such as but not limited to, mechanical penthouse, green roof assemblies, tower structures, cupolas, steeples, antennae, parapets, landscape open structures, acoustic and or wind structures, ornamental structures and mechanical equipment.

(iii) "Established Grade" for Building A shall mean 187.3 metres above sea level and for Building B shall mean 187.6 metres above sea level based on Geodetic Survey of Canada 1929 mean sea level vertical datum (pre-1978 Southern Ontario Adjustment).



(iv) “Type ‘G’ loading space” shall mean a loading space that is a minimum of 4.0 metres wide, a minimum of 13.0 metres long and has a minimum vertical clearance of 6.1 metres.

(v) “Type ‘C’ loading space” shall mean a loading space that is a minimum of 3.5 metres wide, a minimum of 6.0 metres long and has a minimum vertical clearance of 3.0 metres.

(vi) “Car-share” means the practice where a number of people share the use of one or more cars that are owned by a profit or non-profit car-sharing organization and where such organization may require that use of cars be reserved in advance, charge fees based on time and/or kilometers driven, and set membership requirements of the car-sharing organization

(vii) “Car-share parking space” means a parking space that is exclusively reserved and actively used for car-sharing;

(viii) “Site” shall mean the lands zoned “RM6(XXX)” as shown on Schedule 1 for the purpose of Schedule 'A' of this exception.

#### PERMITTED USES

(b) The following uses shall be permitted:

**Apartment House Dwelling;**

Community Uses;

Art Gallery;

Artist Studio;

Business Office;

Clinic;

Club;

Commercial Gallery;

Commercial Recreation;

Commercial School;

Community Centre;

**Custom Workshop;**

Day Nursery;

Dry Cleaning and Laundry Collecting Establishment;

Financial Institution;

Fitness Centre;

Museum;

Outdoor Café in conjunction with a **Restaurant** or **Take-out Restaurant** on the same lot, subject to the provisions of Subsection 6(22);  
Personal Service Shop;  
Private-Home Day Care;  
Professional Medical Office;  
Professional Office;  
Restaurant;  
Retail Store;  
Service Shop;  
Take-out Restaurant; and  
Veterinary Clinic.

#### USE QUALIFICATIONS

- (c) A **Restaurant** or **Take-Out Restaurant** shall not have a drive-through facility.
- (d) Non-residential uses shall be restricted to the first storey of an Apartment House Dwelling.

#### EXCEPTION REGULATIONS

##### LOT AREA

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

##### LOT COVERAGE

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

##### YARD SETBACKS

- (g) The minimum yard setbacks for buildings and structures above Established Grade shall be as shown on Schedule "RM6(XXX)".
- (h) The minimum yard setbacks for parking structures and structures associated thereto below Established Grade shall be as follows:
  - (i) a minimum of 14.0 metres to Allen Road unencumbered by easements;
  - (ii) a minimum of 1.0 metre to that portion of the east property line adjacent to 2 Tippett Road; and
  - (iii) 0 metres to all other property lines and easements.

##### PERMITTED PROJECTIONS INTO MINIMUM YARD SETBACKS

- (i) Notwithstanding the provisions of Section 6(9) (Permitted Projections Into Minimum Yard Setbacks), balconies and canopies may be permitted to project into minimum yard setbacks and from all building elements shown on Schedule RM6(XXX) by a maximum of 2.0 metres, except between Buildings A and B, and a maximum of 0.75 metres along the west side of the buildings as shown on Schedule RM6(XXX).

(j) Canopies for weather protection at main residential entrances shall be permitted to project into required yard setback areas a distance of up to 3.0 metres.

(k) Exit stairs to a below grade garage, stair enclosures, and transformer vaults are permitted to project beyond building envelopes into the minimum yard setbacks except adjacent to the Park which requires a minimum 5.0 metre setback.

#### DISTANCE BETWEEN BUILDINGS AND/OR PORTIONS FORMING COURTS

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

(m) The minimum separation between buildings shall be as shown on Schedule "RM6(XXX)".

#### GROSS FLOOR AREA

(n) The maximum gross floor area for all uses on lands zoned as "RM6(XXX)" shall be 40,000 square metres.

(o) A minimum of 520 square metres of non-residential gross floor area shall be provided.

#### BUILDING HEIGHT

(p) Notwithstanding Schedule 'D' of By-law No. 7625:

(q) the maximum number of storeys of any portion of a building or structure shall not exceed the number of storeys shown for that portion of the building on Schedule "RM6(XXX)".

(ii) the maximum Building Height of any portion of a building or structure shall not exceed the height measured in metres above sea level for that portion of the building on Schedule "RM6(XXX)" as shown by the number (being maximum geodetic elevation) on Schedule "RM6(XXX)".

(iii) parapets and railings shall be permitted to project 1.2 metres above the maximum Building Height.

#### RESIDENTIAL RECREATIONAL AMENITY AREA

(r) A minimum of 2.0 square metres per apartment house dwelling unit of indoor residential recreational amenity area shall be provided.

(s) A minimum of 2.0 square metres per apartment house dwelling unit of outdoor residential recreational amenity area shall be provided.

## PARKING REQUIREMENTS

(t) All required residential parking spaces for the “RM6(XXX)” zone shall be provided within the “RM6(XXX)” zone.

(u) Notwithstanding Section 6A(2)(Parking Requirements) of By-law 7625, the minimum number of parking spaces shall be calculated in accordance with the following:

- (i) Affordable Residential Units – 0.5 spaces per unit;
- (ii) Residential Units – 0.60 spaces per unit;
- (iii) Non-residential uses – none required; and
- (iv) Visitor Parking – 0.1 spaces per unit (visitor parking to be shared with non-residential uses).

## SIZE OF PARKING SPACES

(v) A parking space shall have the following minimum dimensions:

(i) The minimum dimensions of a parking space, accessed by a one-way or two-way drive aisle having a width of 6.0 metres or more measured at the entrance to the parking space shall be:

- (A) 5.6 metres in length;
- (B) 2.6 metres in width; and
- (C) 2.0 metres in vertical clearance;

except that the minimum required width of a parking space shall be increased by 0.3 metres for each side of the parking space that is obstructed in accordance with paragraph (iii) below;

(ii) The minimum dimensions of a parking space, accessed by a one-way or two-way drive aisle having a width of less than 6.0 metres measured at the entrance to the parking space, shall be:

- (A) 5.6 metres in length;
- (B) 3.0 metres in width; and
- (C) 2.0 metres vertical clearance;

except that the minimum required width of a parking space shall be increased by 0.3 metres when one or both sides of the parking space is obstructed in accordance with paragraph (iii) below;

(iii) For the purposes of this definition, the side of a parking space which is obstructed when any part of a fixed object such as, but not limited to, a wall, column, bollard, fence or pipe is situated:

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

## BICYCLE PARKING

- (w) Bicycle parking spaces shall be provided at the following minimum rates:
  - (i) Residential:
    - (A) 0.90 long-term bicycle parking spaces per dwelling unit; and
    - (B) 0.10 short-term bicycle parking spaces per dwelling unit

## LOADING SPACE REQUIREMENTS

- (x) None of the provisions of Section 6A(16) (Loading Requirements) of By-law 7625 shall apply to the lands shown on Schedule "RM6(XXX)".
- (y) A minimum of one Type 'G' and one Type "C" loading space shall be provided on the lands shown on Schedule "RM6(XXX)".

## LANDSCAPING

- (z) A minimum of 3080 square metres of landscaping shall be provided.

## OTHER PROVISIONS

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

## LAND DIVISION

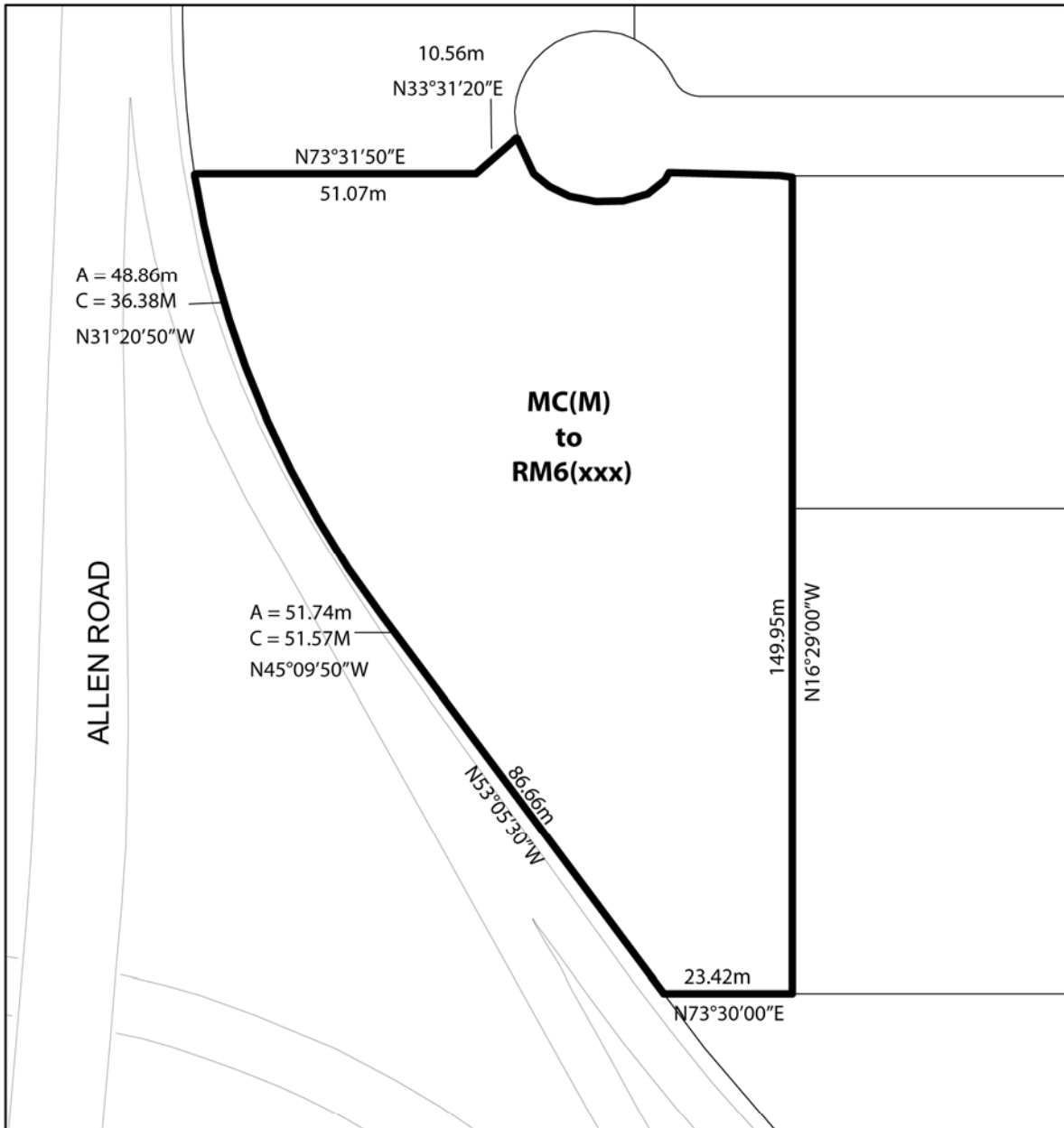
- (bb) Notwithstanding any existing or future severance, partition or division of the site, the regulations of this exception shall continue to apply to the whole of the site as if no severance, partition or division had occurred.
- (cc) Within the lands shown on Schedule "RM6(XXX)" attached to this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

Enacted and passed on \_\_\_\_\_, 2019.

Frances Nunziata,  
Speaker

Ulli S. Watkiss,  
City Clerk

(Seal of the City)



**TORONTO**  
**Schedule 1**

**30 Tippet Road**  
 File # 17 214838 NNY 10 0Z

Part Lot of Block A, Registered Plan 2466; Part Lot 2 Registered Plan 4402C  
 City of Toronto

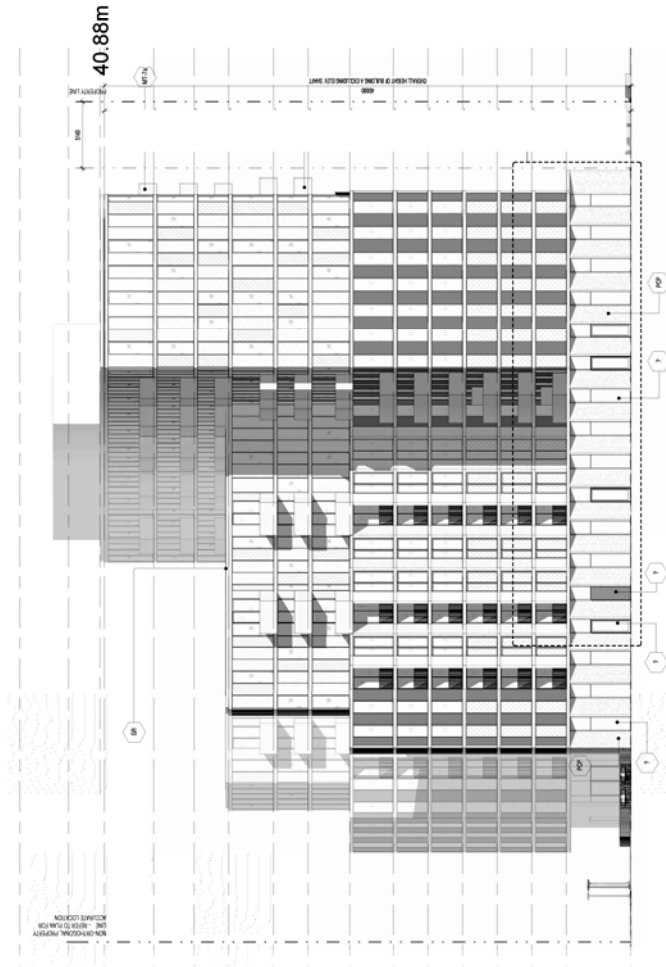
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 Extracted: 01/30/2019







Attachment 11: North Elevation



30 Tippett Road

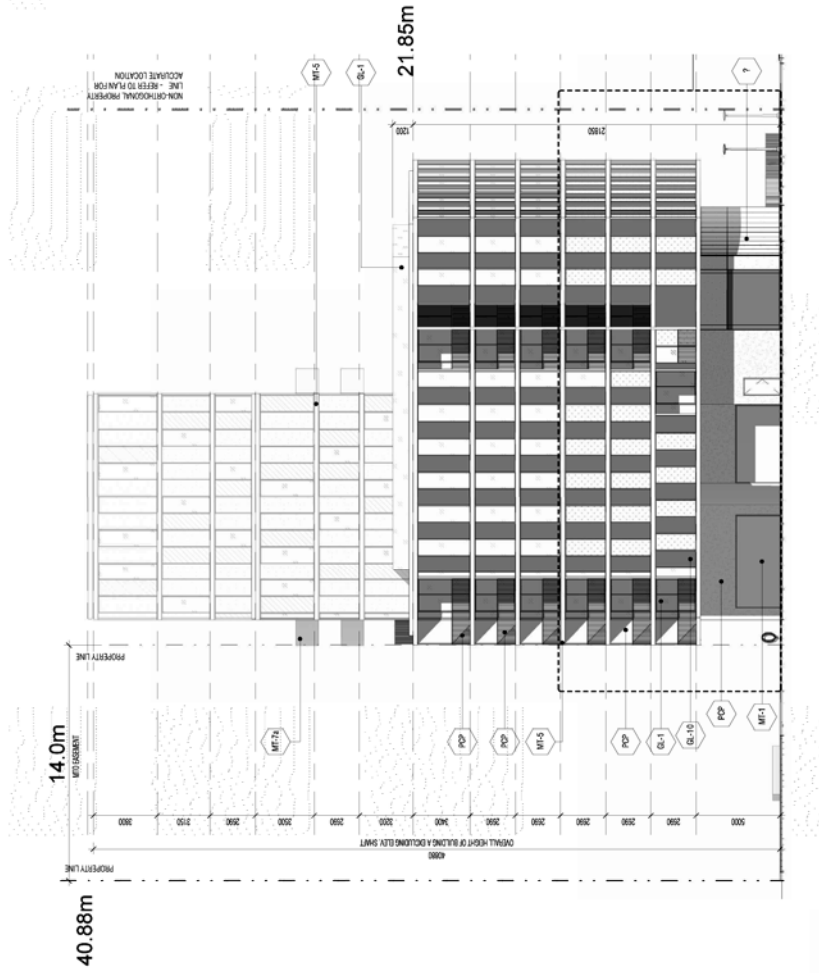
File # 17 214838 NWY 10 0Z

North Elevation

Applicant's Submitted Drawing

Not to Scale  
02/03/2019

Attachment 12: South Elevation



30 Tippett Road

File # 17 214838 NNY 10 0Z

South Elevation

Applicant's Submitted Drawing

Not to Scale  
02/05/2019



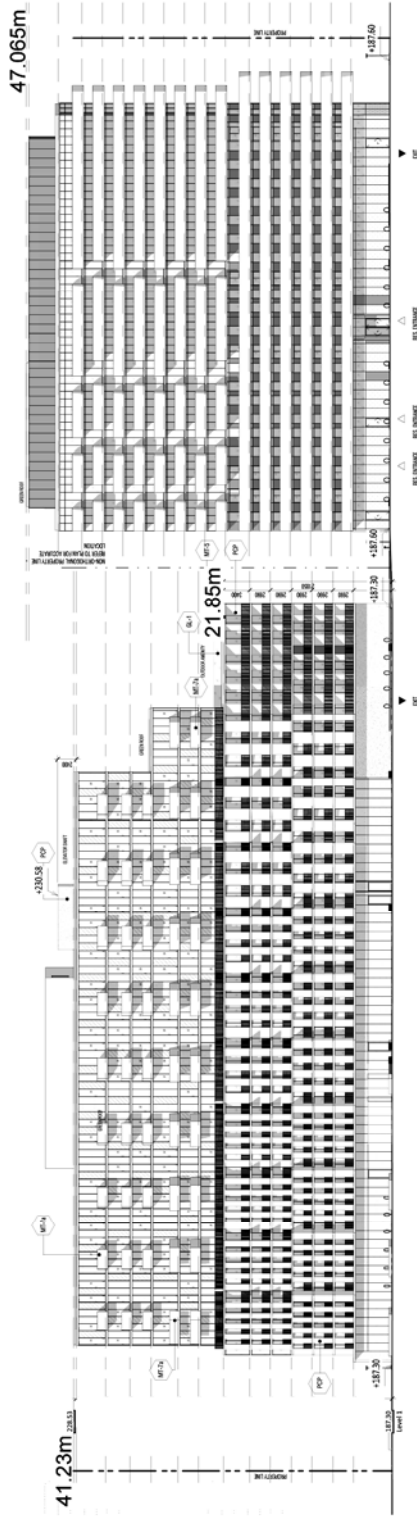
Attachment 14: West Elevations

30 Tippet Road

East Elevation  
 Applicant's Submitted Drawing

File # 17 214838 NNY 10 0Z

Not to Scale  
 02/03/2019



**West Elevation**

**30 Tippet Road**  
 Applicant's Submitted Drawing

Not to Scale  
 02/03/2019

File # 17 214838 NNY 10 0Z