

PUBLIC APPENDIX "B"

Comparison Chart – Appealed Sections/ Policies of OPA 309; Proposed Revised OPA 309 Policies

Appealed Section of OPA 309	Proposed Revised / Additional Policies – OPA 309
<p>Section 6.2 – (Section 6 – Built Form)</p> <p>6.2 Height:</p> <p>a) Mid-rise buildings up to 6 storeys in height will be allowed in <i>Mixed Use Areas "A", "B" and "C"</i>, 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. Notwithstanding the foregoing, the proposed Building 'B' at 30 Tippet Road (north) may have a maximum building height of 8 storeys.</p> <p>b) 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.</p> <p>c) 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:</p> <p style="padding-left: 40px;">i. 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</p>	<p>Revise by adding subsection 6.1 "d":</p> <p><u><i>d) Notwithstanding the foregoing, mid-rise buildings up to 6 storeys in height with one tower element up to a maximum of the lesser of 17 storeys or 56 metres, plus a mechanical penthouse, will be allowed in Mixed Use Areas "D" provided the tower incorporates 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 Mixed Use Areas "D" shall be no higher than the lesser of 23.5 metres or 6 storeys.</i></u></p>

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<p>wall to outside wall, separation distances between towers of a minimum of 25.0 metres, 12.5 metres between a tower and a property line and minimum 3.0 metres step backs from base buildings to upper floors; or</p> <p>ii. Every additional floor above the 6th storey will incorporate a stepback of a minimum of 3.0 metres along building faces which abut streets, private streets and park edges.</p>	
<p>Section 6.3 (Section 6 – Built Form)</p> <p>6.3 Density:</p> <p>a) 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.</p> <p>b) The maximum permitted density on all lands designated Mixed Use Areas shall be 3.99 times the lot area.</p> <p>c) The maximum permitted density on lands designated Neighbourhoods shall be 2.0 times the lot area</p>	<p><u>Revise by adding subsection 6.3 “d”:</u></p> <p><i><u>d) Notwithstanding Section 6.3 b), the maximum permitted density on lands designated Mixed Use Areas “D” shall be 5.2 times the lot area.</u></i></p>
<p>Section 7.1 (Section 7 Land Use)</p>	<p><u>Revise by adding subsection 7.1 “e”:</u></p>

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<p>7. Land Use In order to encourage a mix of uses that will provide for a range of employment opportunities, commercial, community, and residential space, the following policies will apply to development within the Tippet Road Area. 7.1 Land uses provided for by the <i>Mixed Use Areas</i> designation will be permitted as follows:</p> <p>a) A portion of the gross floor area on the lands north of Wilson Avenue will be used for non-residential purposes;</p> <p>b) On the lands north of Wilson Avenue, a broad range of retail and commercial uses will be permitted;</p> <p>c) On the lands south of Wilson Avenue, development that includes residential units must also increase the amount of existing non-residential gross floor area as of the date of the adoption of this Amendment; and</p> <p>d) Non-residential uses will be encouraged and prioritized at grade in new development along Wilson Avenue, along Tippet Road and in the vicinity of the Wilson Subway Station.</p>	<p><u><i>e) Section 7.1 c) above shall not apply to the property municipally known as 18 Champlain Boulevard.</i></u></p>
<p>Section 12.5 (Section 12 Development Framework)</p> <p>12. Development Framework The Development Framework describes the main elements of a comprehensive structure to enable a vibrant mixed-use community in the Tippet Road Area. The emerging community will be transit-supportive and park-focused. A network of interconnected public</p>	<p><u><i>Revise by adding subsection 12.5 a), b), c) and d):</i></u></p> <p><u><i>12.5 Map 3 shows the structure of lands south of Wilson Avenue and west of Champlain Boulevard shown as Mixed Use Areas “D” and Neighbourhoods</i></u></p>

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<p>streets, private streets and pedestrian/cycling routes define development blocks that support a variety of built form. The area's local character will develop in relation to its context with highway and arterial road frontages on the south and west, stable residential <i>Neighbourhoods</i> to the east, Wilson Subway Station entrances to the west and Wilson Avenue bisecting the area into a north and a south block. The Development Framework is illustrated on Maps 2 and 3.</p>	<p><u>"A" on the lands municipally known as 18 Champlain Boulevard on Map 1 as follows:</u></p> <ul style="list-style-type: none"> a) <u>An accessible public pedestrian walkway through the 18 Champlain Boulevard property, will provide access from the Champlain Boulevard sidewalk to the Wilson Subway Station;</u> b) <u>Parkland dedication secured through the approval of residential/mixed-use developments at the 18 Champlain Boulevard property will be conveyed on site to the satisfaction of the City, where appropriate;</u> c) <u>A 9 metre landscape setback (excluding any minor encroachments to support a garage access ramp and entrance driveway) for buildings along the western boundary of the 18 Champlain Boulevard property will facilitate the creation of Mud Creek Pathway with a minimum width of 3 metres along the west limit of the subject property, a mid-block north/south pedestrian and cycling connection from Wilson Avenue to Champlain Parkette; and,</u> d) <u>The boundary between Mixed Use Area "D" and Neighbourhoods "A" on the 18 Champlain Boulevard property shall be approximately 47.5m from the westerly limit of Champlain Boulevard.</u>