

3201 – 3227 Eglinton Avenue East – Rezoning and Subdivision Applications - Preliminary Report

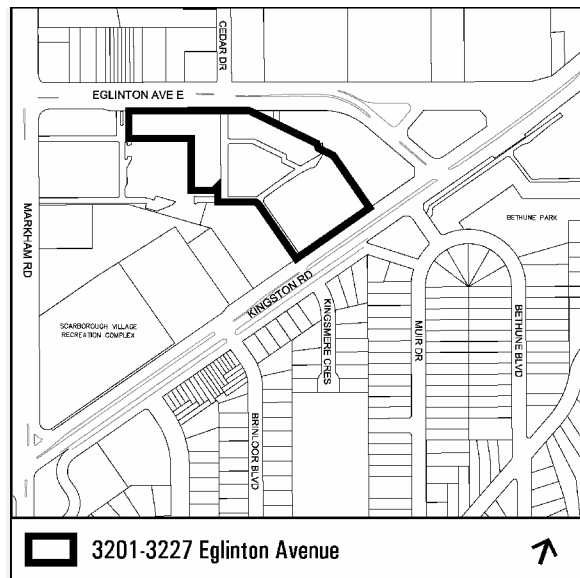
Date:	November 13, 2007
To:	Scarborough Community Council
From:	Director, Community Planning, Scarborough District
Wards:	Ward No. 36 – Scarborough Southwest
Reference Number:	File Nos. 07 272312 ESC 36 OZ and 07 272331 ESC 36 SB

SUMMARY

This application was made on or after January 1, 2007 and is subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

Rezoning and plan of subdivision applications have been submitted to permit the comprehensive redevelopment of the Markington Square shopping centre. The purpose of the rezoning application is to permit increases in the number of apartment units, and height permitted on site. The purpose of the subdivision application is to create a public road and subdivide the lands into Phased Blocks including a 0.14 hectare (0.35 acre) park block, and to facilitate the orderly development of the lands.

The applications seek approval for the redevelopment of 3.2 hectares (7.9 acres) of the total 6.8 hectare (16.8 acre) site for a phased mixed use project comprised of 1,400 residential units in seven condominium apartment buildings with 2,434 square metres (26,200 square feet) of retail uses at grade along the Eglinton Avenue frontage, a public park and a public street system running south from Eglinton Avenue, then southeast connecting with Kingston Road. The existing Dominion Food Store and Beer Store would remain



on adjacent lands to the west. Altogether, 115,139 square metres (1,239,386 square feet) of residential gross floor area are proposed in the seven condominium apartments, which include 4 buildings in the 7 to 9-storey range, two point towers of 23 storeys and one point tower of 28 storeys.

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

The applications should proceed through the standard planning review process including the scheduling of a community consultation meeting. A Final Report will be prepared and a public meeting will be scheduled once all the identified issues have been satisfactorily resolved and all required information is provided in a timely manner.

RECOMMENDATIONS

The City Planning Division recommends that:

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

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

In 1993, the former City of Scarborough Council approved an amendment to the Scarborough Village Community By-law to permit the construction of 350 apartment units on the Markington Square shopping centre property, in addition to the 350 units that were already permitted on the larger site which included lands at the corner of Eglinton Avenue East and Kingston Road, for a total of 700 units permitted. This approval was appealed to the Ontario Municipal Board by a number of residents, but all appeals were ultimately dismissed in 1995. The Guildwood Terrace East, located at 3231-3233 Eglinton Avenue East and subsequently severed from the original land holdings, was first constructed and consists of 350 apartment units in 18 and 21-storey towers, linked by a 1-storey podium.

In 2005, site plan approval was granted for the Options for Homes Project at 3640-3648 and 3650 Kingston Road containing a 9-storey apartment building with 225 residential apartment units and 36 townhouses. With 350 residential apartment units at Guildwood Terrace, and 225 apartment units constructed at Options for Homes, the result is the

potential for an additional 125 apartment units of the originally permitted 700 apartment units for the larger area.

ISSUE BACKGROUND

Proposal

Rezoning and plan of subdivision applications have been submitted to permit the comprehensive redevelopment of the Markington Square shopping centre.

The applications seek approval for the redevelopment of 3.2 hectares (7.9 acres) of the total 6.8 hectare site for a phased mixed use project comprised of 1,400 residential units in seven condominium apartment buildings with 2,434 square metres (26,200 square feet) of retail uses at grade along the Eglinton Avenue frontage, a public park and a public street system running south from Eglinton Avenue, then southeast connecting with Kingston Road. The existing Dominion Food Store and Beer Store would remain on adjacent lands to the west. Altogether, 115,139 square metres (1,239,386 square feet) of residential gross floor area are proposed in the seven condominium apartments, which include 4 buildings in the 7 to 9-storey range, two point towers of 23 storeys and one point tower of 28 storeys.

The purpose of the rezoning application is to permit increases in the number of apartment units, and height permitted on site, and introduce sight specific development standards tailored to the proposed development. The purpose of the subdivision application is to create a public road and subdivide the lands into Phased Blocks including a 0.14 hectare (0.35 acre) public park block, to facilitate the orderly development of the lands.

A phased development is proposed, with Phase 1 being located on Kingston Road, Phase 2 to the north of Phase 1, and east of the new public road and Phase 3 to the west of the new public road towards the existing Dominion Store.

A centrally located public park, 0.14 hectares (0.35 acres) in size and equivalent to 5% of the proposed residential development area (excluding the street system), is proposed.

Phase 1 (Buildings “A” and “B” on Attachment 1) is comprised of a 7 to 9-storey mid-rise building oriented towards Kingston Road and a 7 to 9-storey mid-rise building combined with a 23-storey point tower situated parallel to the north with frontage on the new public street. A podium structure links the two buildings and contains amenity space of 2 storeys which has direct access to a private outdoor amenity area directly between the two buildings. Phase 1 includes a total of 570 residential units.

Phase 2 (Buildings “C”, “D” and “E” on Attachment 1) includes a total of 473 residential units southeast of Eglinton Avenue and the proposed new public road. Buildings “C” and “D” are 7-storey buildings, stepping up to 9 storeys. Building “E”, a 28-storey point tower, marks the intersection of Eglinton Avenue East and the proposed public road. A small amount of grade related retail (288 square metres – 3,100 square feet) is proposed

on Eglinton Avenue and the new public street. All three buildings would be connected by a v-shaped podium.

Phase 3 (Buildings “F” and “G” on Attachment 1) consists of approximately 2,146 square metres (23,100 square feet) of grade related commercial space and 357 residential units. Phase 3 lies south of Eglinton Avenue, west of the proposed public street, and east of the existing Dominion grocery store. Building “F” is a mid rise building that steps from 7 to 9 storeys, parallels the proposed public street, and is proposed as the location for a new daycare facility servicing the new development and surrounding area. A 0.14 hectare (0.35 acre) public park block is proposed to the south of Building “F” with frontage on the west side of the proposed public street. Building “G” includes a 7 to 9-storey mixed commercial and residential building which parallels Eglinton Avenue East, combined with a 23-storey point tower on the west side of the proposed public street at Eglinton Avenue.

Parking for the residential condominiums would be provided within multi-level underground garage structures beneath the proposed residential buildings. The Phase 1 parking garage will be expanded when Phase 2 begins construction and will be operated as a single garage with a single vehicular access. The Phase 3 parking garage will have a separate access and will operate independently of the Phase 1 and 2 garage.

The applicant proposes an overall parking ratio of 1.0 space per residential unit, consisting of 0.85 parking space per unit for residents and 0.15 parking space per unit for visitors, resulting in a total of 1,190 spaces available for residents and 210 spaces available for visitors. A total vehicle parking supply of 1,400 spaces would be provided on site for the three phases. The applicant further proposes that parking for the 2,434 m² (26,200 ft²) of grade-related commercial uses be accommodated through a combination of on-street parking on the new public road and below grade parking at a parking rate of 1 space per hundred square metres of gross floor area. Based on this standard, approximately 25 dedicated spaces for the commercial components would be provided, but have not been illustrated on any plans.

For further project details, see Attachment 1 – Site Plan, Attachment 2 – Elevations and Attachment 4 – Application Data Sheet.

Site and Surrounding Area

The subject site consists of the eastern portion of the Markington Square shopping centre, which is contained within the larger triangle that is bounded by Markham Road to the west, Eglinton Avenue to the north and Kingston Road to the southeast. It has a frontage of approximately 168 metres (551 feet) along Eglinton Avenue East and 124 metres (407 feet) along Kingston Road, with an area of approximately 3.2 hectares (8 acres).

The Markington Square shopping centre currently contains a mix of commercial uses totalling approximately 16,600 square metres (179,000 square feet) of gross floor area. Current tenants include Rogers Video, Shoppers Drug Mart, and a McDonald’s. A private 232 space day care centre exists on lands that would be developed in Phase 3. A

5,800 square metre (62,000 square foot) Zellers Department Store at the southeast corner of the property is currently vacant.

A 4,700 square metre (51,000 square foot) Dominion Food Store and a 420 square metre (4,500 square foot) Beer Store also exist on the west portion of the property in the vicinity of the intersection of Eglinton Avenue East and Markham Road. These two retail uses are not part of the current zoning application and will remain in their current location. All other buildings on the eastern portion of the property are proposed to be demolished as development proceeds.

Surrounding Land Uses

North: On the north side of Eglinton Avenue between Cedar Drive and Markham Road are a series of commercial plazas. East of Cedar Drive on the north side of Eglinton Avenue there are high rise apartment buildings.

East: Guildwood Terrace East, which consists of 350 units housed in 18 and 21-storey towers, linked by a one-storey podium is located to the immediate northeast. This complex also includes outdoor tennis courts located over the parking garage along the Eglinton Avenue frontage. Further east, on the north side of Eglinton Avenue is a vacant parcel owned by the City of Toronto, which resulted from the realignment of the Eglinton Avenue/Kingston Road intersection. This is where Eglinton Avenue intersects with Kingston Road.

West: To the southwest is the Options for Homes residential development consisting of 225 residential apartment units in a 9-storey building, in addition to 36 townhouse units. City lands and the historic Cornell Campbell Farm are located further west along Kingston Road. Surrounding the farm at the corner of Markham Road and Kingston Road is the Scarborough Village Park and Community Recreation Centre. There is a 7-storey rental apartment building operated by the Toronto Community Housing Corporation at the south west corner of Eglinton Avenue and Markham Road, opposite Markington Square. The west side of Markham Road is characterized by a variety of uses, including a 16-storey rental apartment building, a 7-storey seniors' building and the St. Boniface Church. The south side of Eglinton, west of Markham Road, is occupied primarily by higher density rental apartment buildings.

South: To the south of the subject site on the opposite side of Kingston Road are primarily single family dwellings which front onto the Service Road. One small vacant commercial property exists on the south side of Kingston Road which is proposed to be redeveloped as a coin-operated car wash.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

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

Official Plan

The subject lands are designated as Mixed Use Areas within the Toronto Official Plan. The Mixed Use Areas designation permits a broad range of residential, commercial and institutional uses. The policies of this land use designation include development criteria which direct that new development: create a balance of land uses with the potential to reduce auto dependency and meet the needs of the community; provide additional employment and housing in the area; locate/mass new buildings to provide a transition between areas of different development intensity/scale; take advantage of nearby transit services; locate/mass new buildings to minimize shadow impacts; locate/mass new buildings to frame streets and parks with good proportion and maintain sunlight and comfortable wind conditions; have access and circulation and an adequate supply of parking for residents and visitors; locate and screen service areas; provide indoor and outdoor amenity space and provide attractive pedestrian environments.

Both Eglinton Avenue East and Kingston Road are shown as an Avenue on Map 2 of the Toronto Plan. Avenues are important corridors along major streets where reurbanization can create new housing and jobs while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. Reurbanizing the Avenues will be achieved through the preparation of Avenue Studies for strategic mixed use segments of the corridors.

Development in Mixed Use Areas on Avenues prior to an Avenue study has the potential to set a precedent for the form and scale of reurbanization along the Avenue. As a result, such development must address a list of criteria pursuant to Section 2.2.3. of the Official Plan. Proponents of such proposals will address the larger context and examine the implications for the segment of the Avenue in which the proposed development is located. These reviews are termed Avenue Segment studies, and should include an assessment of the impacts of the incremental development of the entire Avenue segment

at a similar form, scale and intensity, and should consider whether incremental development of the entire Avenue segment would adversely impact any adjacent Neighbourhoods or Apartment Neighbourhoods. This segment study will also consider whether the proposed development is supportable by available infrastructure, and will be considered together with any amendment to the zoning by-law at the statutory public meeting for the proposed development.

Map 4 – Higher Order Transit Corridors – designates both Eglinton Avenue East and Kingston Road as Transit Corridors for potential expansion. Map 5 – Surface Transit Priority Network – identifies both Eglinton Avenue East and Kingston Road to be “Transit Priority Segments”. The introductory text of Section 2.2 of the Official Plan stipulates that future growth within the City should be channelled towards areas which are well served by transit, the existing road network, and which have a number of properties with redevelopment potential. Section 2.2.3 of the Official Plan stipulates that Avenue studies will contain a vision and an implementation plan to show how the use of the road allowance can be optimized and transit service enhanced.

The subject lands are directly adjacent the Scarborough Village Park and Recreation Centre lands, and much of the treed portion of these lands are designated as Natural Heritage System on Map 9 of the Official Plan. The Natural Heritage System is made up of areas where protecting, restoring and enhancing the natural features and functions should have high priority in our city-building decisions. All proposed development in or near the Natural Heritage System will require a Natural Heritage Impact Study to assess the development’s impact on the natural heritage system and identify measures to mitigate negative impacts on and/or improve the natural heritage system.

If an area is proposed as a new neighbourhood, a comprehensive planning framework is required. Section 3.3 of the Official Plan stipulates that new neighbourhoods will need new infrastructure, streets, parks and local services to support the new development and connect it with the surrounding fabric of the City. The planning framework should reflect the Official Plan’s city-wide goals, and include a strategy to provide parkland, community services, local institutions, and affordable housing. The framework should also include the pattern of streets, development blocks, open spaces, other infrastructure and a mix and location of land uses.

New neighbourhoods should be viable as communities and be carefully integrated into the surrounding fabric of the city. They should have community focal points, a mix of uses, a range of building types, high quality parks, open spaces, public buildings, and services and facilities that meet the needs of residents, workers and visitors. New neighbourhoods should also have good access to transit and good connections to surrounding streets and open spaces.

Section 3.2.1 of the Official Plan provides direction with respect to housing supply. A full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, is to be provided and maintained to meet the current and future

needs of residents. Large residential developments such as this one provide an opportunity to achieve a mix of housing in terms of types and affordability.

Staff will be reviewing the proposal in the context of the relevant sections of the Official Plan.

Zoning

The subject site is currently zoned Apartment Residential (A) and Community Commercial (CC) under the Scarborough Village Community Zoning By-law 10010. The Community Commercial zoning on this site permits retail stores, restaurants, service shops and agencies, business and professional offices, day nurseries, banks, automobile service stations, as well as other specified commercial uses. The Apartment Residential zoning permits apartment buildings, nursing homes, nursery schools, senior citizen homes, private home day care and group homes.

The site is also subject to a site specific exception in the Scarborough Village By-law, which outlines specific Community Commercial uses as above, limits the gross floor area of Community Commercial uses to 20,5000 square metres (220,667 square feet), limits the gross floor area of office uses to 4645 square metres (50,000 square feet), limits the number of dwelling units in apartment buildings to 700, and limits building heights to a maximum of 57 metres (187 feet), except within 60 metres (197 feet) of Kingston Road, the maximum height permitted is 46 metres (151 feet).

The (A) Apartment and (CC) Community Commercial Zoning, along with the associated Performance Standards, applies to the Markington Square shopping centre, the Options for Homes development at 3640-3648 and 3650 Kingston Road, and the Guildwood Terrace East at 3231-3233 Eglinton Avenue East in their totality. The zoning permission exists for 700 apartment units in total on the three separate properties. Since a total of 575 apartment units have already been built on the two sites (Guildwood Terrace East – 350 units, and Options for Homes - 225 apartment units), zoning permission exists for only 125 apartment units on the Markington Square site.

Site Plan Control

The lands are located within a Site Plan Control Area. A site plan application has not been submitted. The applicant will be required to submit an application for site plan approval for the proposed Phase 1 development of the site, which will include an overall Master Site Plan for the entire development.

Reasons for the Application

The purpose of the rezoning application is to permit increases in the number of apartment units, and height permitted on site. The purpose of the subdivision application is to create a public road and subdivide the lands into Phased Blocks including a 0.14 hectare (0.35 acre) public park block, to facilitate the orderly development of the lands.

The current zoning does not permit the proposed number of apartment units or the proposed height of the apartment buildings. The zoning application proposes to increase

the current residential permission by 1275 apartment units (from 125 to 1400 apartment units). An increase in maximum building height from 57 metres to 75 metres for the two 23-storey point towers and to 90 metres for the 28 storey point tower is also proposed on portions of the site. The rezoning will also need to establish other site specific performance standards to facilitate the proposed development.

COMMENTS

The triangle bounded by Eglinton Avenue East, Kingston Road and Markham Road formed the original settlement of Scarborough Village. The Village began in the 1830's as a crossroads village, centred around Markham and Kingston Roads and Eglinton Avenue. In 1832, it became the first community in the former Township of Scarborough to have its own post office.

The applicant's proposed development has the potential to contribute to the achievement of a number of City objectives. The development site and its proximity to Eglinton Avenue, Markham Road and Kingston Road offer an opportunity to accommodate new housing and employment with newly created open space and other community benefits, along two designated Avenues within a compact, transit-oriented urban village. Any new development must be of a high quality design contributing positively to the pedestrian environment and public realm.

Issues to be Resolved

Density and Massing

The proposal is substantially greater in density than is currently permitted by existing zoning. The acceptability of permitting a development of this intensity must be assessed relative to its impact upon the area context and infrastructure and relative to the City's planning objectives.

The proposed heights will be assessed to ensure compatibility with the surrounding neighbourhood context. Two buildings would have heights of 23 storeys (75 metres) and one of 28 storeys (90 metres) which would exceed current height limits for the site, specified in the zoning by-law. The proposed heights of these three buildings would match the description of a "Tall Building" in the Toronto Official Plan and the Tall Building Design Guidelines, adopted by Council in July, 2006. As such, the proposal should be reviewed under the built form policies of the Official Plan and the Tall Building Design Guidelines to assess such matters as: building placement and massing; transition in scale to neighbouring sites; site servicing and parking; streetscape and landscaping; and pedestrian-level wind effects.

Urban Design and Streetscape

Section 3.1 of the Official Plan provides policies with respect to the built environment. New development should exhibit high quality architecture, landscape architecture and urban design, consistent with energy efficient standards. Developments must be conceived not only in terms of the individual building site, but also in terms of how that

building and site fit within the context of the neighbourhood and the City. It is appropriate to review this development in terms of its building massing and its design, and in terms of its relationship to Kingston Road, Eglinton Avenue East, and the proposed public street running through the site to ensure a high quality of urban design and pedestrian streetscapes.

Sun/Shade

A sun/shade study has been submitted for review by the City. Staff will be reviewing the proposal to determine the nature of shadow effects on nearby residential and commercial areas and public spaces at various times of the day in different seasons.

Pedestrian Level Wind Study

It is important that any tall building be sensitive to pedestrian comfort conditions. New development should be massed to fit harmoniously into its surroundings and minimize the impact on neighbouring buildings and open space by minimizing uncomfortable wind conditions on these areas. A Pedestrian Level Wind study has not been received as part of the applications. It has been requested, and once received, will be circulated to appropriate City divisions and agencies for review and comment.

Avenue Study

Both the Eglinton Avenue and Kingston Road frontage of the site are located within an Avenue. Reurbanizing the City's Avenues is to be achieved through a series of Avenue Studies for strategic Mixed Use segments of the corridors shown on Map 2 of the Official Plan. To date, no such Avenue study has been prepared for these portions of Eglinton Avenue or Kingston Road. Development in Mixed Use Areas prior to an Avenue Study has the potential to set a precedent for the form and scale of reurbanization along the Avenue.

An Avenue Segment Study has been prepared as part of the rezoning application. The study examines both Eglinton Avenue from Bellamy Road to Kingston Road, and Kingston Road stretching from Bellamy Road as far east as Guildwood Parkway. The Avenue Segment study will be circulated to appropriate City divisions for review and comment.

Road Design, Traffic and Parking

A new public road is proposed to facilitate the development of the subject lands. The new street is proposed to run south from Eglinton Avenue East in alignment with the signalized intersection of Eglinton and Cedar Drive. The new street would then begin to wind east at the northern edge of the Options for Homes development, then head south to connect with Kingston Road at the approximate location of the existing shopping centre access onto Kingston Road (see Attachment 1). It is proposed that the existing unsignalized site access driveway intersection at Kingston Road would retain the current turning restrictions to/from Kingston Road when the access was redeveloped as a public street (the southbound left turn movement would continue to be prohibited).

The proposed public road right-of-way ranges from 16.5 to 27.0 metres in width at various locations. The potential future extension of the public street network is contemplated running to the south of the proposed park and the existing Dominion Food Store and extending westward to Markham Road.

The applicant has submitted a Transportation Impact Study, which includes a parking rationale. The applicant proposes an overall parking ratio of 1.0 space per residential unit, consisting of 0.85 parking spaces per unit for residents and 0.15 parking spaces per unit for visitors, resulting in a total of 1,190 spaces available for residents and 210 spaces available for visitors. A total vehicle parking supply of 1,400 spaces would be provided on site for the three phases. The applicant further proposes that parking for the 2,434 m² (26,200 ft²) of grade-related commercial uses be accommodated through a combination of on-street parking on the new public road and below grade parking at a parking rate of 1 space per hundred square metres of gross floor area. Based on this standard, approximately 25 dedicated spaces for the commercial components would be provided, but have not been illustrated on any plans.

There is an existing agreement in place between the owner of the Markington Square property and the Options for Homes Development abutting the southwest boundary of the site. The agreement requires that Markington Square provide for a total of 70 surface parking spaces on the adjacent commercial parking lots owned by Markington Square for residential visitor parking purposes for the Options for Homes development. The parking component of the Transportation Impact Study provides some analysis of this visitor parking requirement and provides options for the reduction of the visitor requirement to 30-40 spaces, and that these spaces to be provided through surplus spaces in the west retail parking pad that currently serves the existing Dominion Store and Beer Store. These options will be reviewed as part of the evaluation of the applications.

Determination of the appropriate parking supply and any impacts associated with the proposed parking, loading spaces, and access arrangements, all need to be addressed.

The development will be reviewed to assess impacts on area traffic. Review of the road design, provision of the appropriate turning designs and restrictions to/from Eglinton Avenue and Kingston Road, and the potential for westward expansion of the new public street will be made through the review of these applications.

Community Services and Facilities & Section 37 of the Planning Act

A Community Services and Facilities study has been provided in order to assist in the identification of necessary levels of social infrastructure required to support the proposed development. A Community Services study contains specific information about demographics, community services and facilities that exist in a study area surrounding the development application. The Community Services and Facilities study will be reviewed by relevant City divisions and agencies to identify the Community Services and Facilities issues that exist within the surrounding area and what improvements may be necessary.

Opportunities to provide community benefits either on-site or in close proximity to the site, will be examined as part of the application for an increase in height and density. The Toronto Official Plan contains provisions pertaining to public benefits in exchange for increased height and density for new development pursuant to Section 37 of the Planning Act. Section 37 of the Planning Act may be used to secure the community benefits, provided the proposal is recommended for approval, having first met the test of good planning. There is an existing 232 space private daycare located in the Phase 3 lands. It has been recommended by the applicant that consideration be given to providing long term secure daycare space as part of the Section 37 agreement. Other potential areas for community benefits to be explored include parkland improvements, public art and the provision of community facility space.

In 2005, Council adopted the Toronto Strong Neighbourhoods Strategy, which designated 13 neighbourhoods City-wide as having priority for infrastructure investment. The Scarborough Village community is one of these 13 neighbourhoods.

This proposal, particularly respecting the potential provision of community space and community benefits through the provision of parkland and the use of Section 37 of the Planning Act, will be evaluated in the context of the Strong Neighbourhoods Task Force and its ongoing work.

Commercial Services

The proposal would result in a net loss of retail gross floor area for the shopping centre. At-grade retail space is proposed within the new development. Staff will be reviewing this loss of retail space and pursue opportunities to replace retail gross floor area within the new development.

Kingston Road Environmental Assessment (EA)

The City of Toronto and the TTC are proceeding with an Environmental Assessment (EA) to identify potential transit improvements along the Kingston Road Corridor. The study will investigate how to best improve transit service along Kingston Road between Victoria Park Avenue and Eglinton Avenue East. It will also look at ways of integrating existing streetcar service along Kingston Road with other transit services in the area.

The Kingston Road/Eglinton Avenue intersection is one of four principal locations in the corridor that will be reviewed during the EA as possible terminal locations or major transfer points for proposed transit improvements. This intersection is a major transfer/terminal point for existing bus services in the area. This study will examine the demand for services on Eglinton Avenue connecting to Kingston Road as well as the need for and configuration of transfer/terminal facilities at this major intersection.

The evaluation of this proposal must take into account the Environmental Assessment of transit services and facilities in this area, particularly as it relates to surface rapid transit, and the need for and configuration of transfer/terminal facilities near this intersection.

Natural Heritage and Tree Preservation

Portions of the site are adjacent to the City's Natural Heritage System. A Natural Heritage Impact Study has been requested. The applicant's proposal will be reviewed within the context of the City's objectives to protect and enhance these areas. The applicant has submitted a statement from an arborist indicating the location and condition of a small number of trees on the development site. The report is being reviewed by Urban Forestry.

Phasing

The applicant proposes a phased development. The timing of the phases and the terms and conditions respecting any phasing associated with the construction of the proposed road, the proposed park, the provision of parking, and construction of buildings, among other things, must be adequately addressed.

Park

The applicant's development proposal includes a centrally located 0.14 hectare (0.35 acre) public park to the west of the proposed new public street, in Phase 3 of the development. The park is equivalent to 5% of the proposed residential development area (excluding the street system). The proposal will have to be assessed to determine the appropriate size, location and configuration of the public park.

Green Development Standard

Staff will be encouraging the applicant to review sustainable development opportunities by utilizing the Toronto Green Development Standard, adopted by City Council in July 2006.

Storm Water Management / Site Servicing

The proposed development will be reviewed to ensure that appropriate storm water management and site servicing can be provided for the subdivision. The applicant has submitted a servicing report which is being reviewed by staff.

Additional Issues

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

CONTACT

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SIGNATURE

Allen Appleby, Director
Community Planning, Scarborough District

ATTACHMENTS

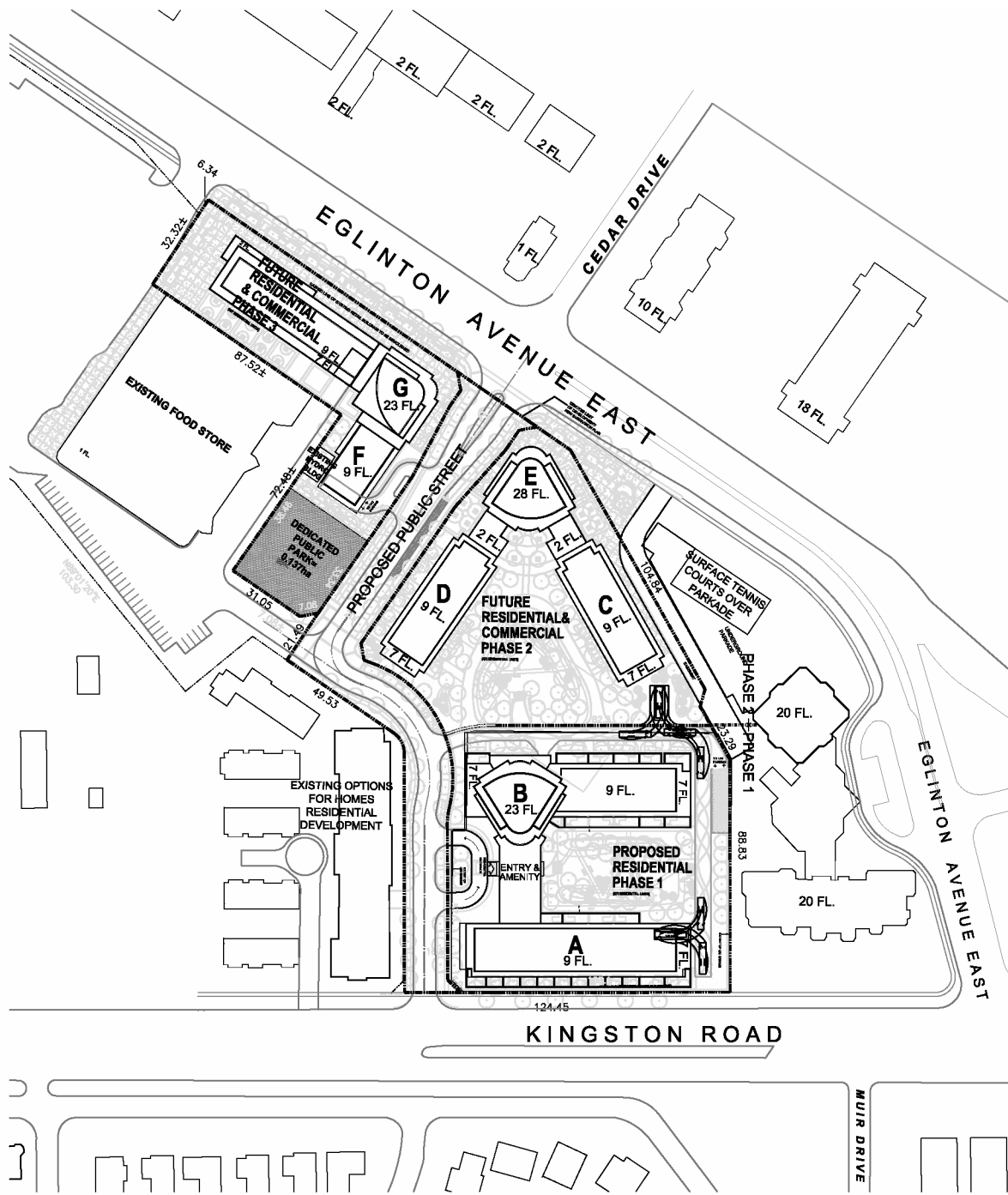
Attachment 1: Site Plan

Attachment 2: Elevations – Phase 1 [as provided by applicant]

Attachment 3: Zoning

Attachment 4: Application Data Sheet

Attachment 1: Site Plan



Site Plan

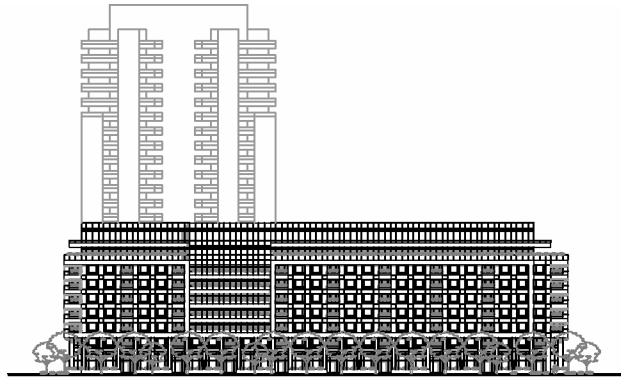
Applicant's Submitted Drawing

Not to Scale
10/31/07

3201-3227 Eglinton Avenue East

File # 07-272312_OZ, 07-272331_SB

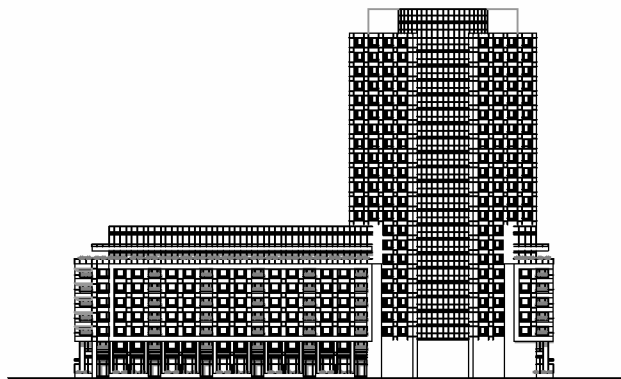
Attachment 2: Elevations



SOUTH ELEVATION-PHASE 1 (Kingston Road)



WEST ELEVATION-PHASE 1 (New Public Street)



NORTH ELEVATION-PHASE 1

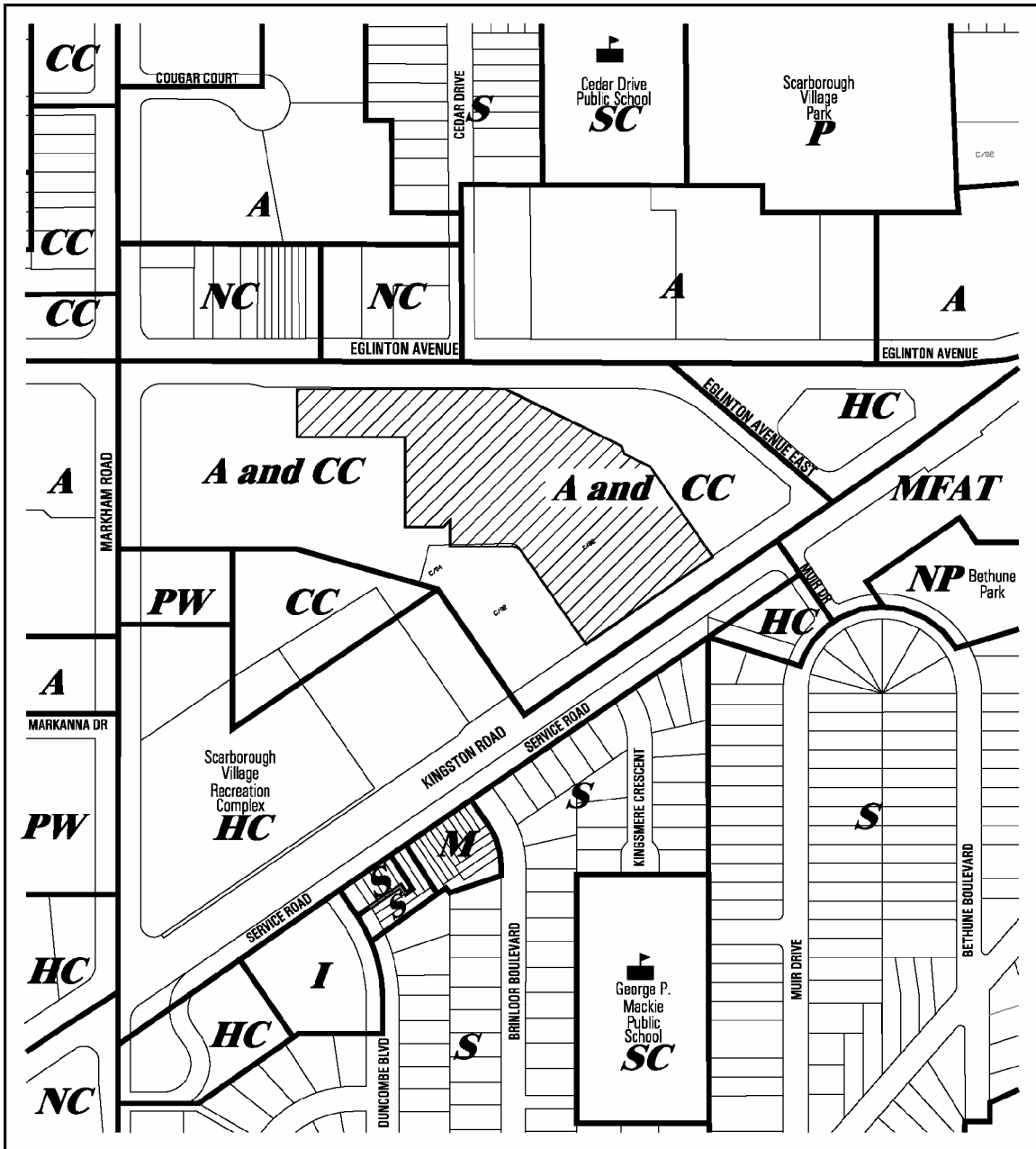
Elevation Plan
Applicant's Submitted Drawing

Not to Scale
10/31/07

3201-3227 Eglinton Avenue East

File # 07-272312_OZ, 07-272331_SB

Attachment 3: Zoning



TORONTO City Planning Division
Zoning

3201-3227 Eglinton Avenue East
 File # 07-272312_OZ, 07-272331_SB

S Single-Family Residential	HC Highway Commercial
M Multiple-Family Residential	I Institutional Uses
MFAT Multiple-Family Apartment Terrace Residential	PW Placets) of Worship
A Apartment Residential	O Major Open Spaces
NC Neighbourhood Commercial	NP Neighbourhood Park
CC Community Commercial	P Park
	SC School

Scarborough Village Community Bylaw
 Not to Scale
 11/01/07



Attachment 4 : Application Data Sheet

Application Type	Rezoning and Draft Plan of Subdivision	Application Numbers:	07 272312 ESC 36 OZ 07 272331 ESC 36 SB
Details	Rezoning, Standard	Application Date:	October 23, 2007

Municipal Address: 3201-3227 EGLINTON AVE E
 Location Description: CON C PT LOT 17 PT LOT 18 RP 64R12149 PART 2 PT PART 1 **GRID E3607
 Project Description: Comprehensive redevelopment of Markington Square shopping centre, including the development of 1400 residential apartment units in 7 condominium buildings and 2434 square metres (26, 200 square feet) of retail uses.

Applicant:	Agent:	Architect:	Owner:
DIAMONDCORP	BOUSFIELDS INC.	PAGE AND STEELE	RRVP MARKINGTON INC

PLANNING CONTROLS

Official Plan Designation:	MUA	Site Specific Provision:
Zoning:	A (Apartment) and CC (Community Commercial)	Historical Status:
Height Limit (m):		Site Plan Control Area: Y

PROJECT INFORMATION

Site Area (sq. m):	32000	Height:	Storeys:	28
Frontage (m):	168-Eglinton Avenue East 124 – Kingston Road		Metres:	90
Depth (m):	Varies			
Total Ground Floor Area (sq. m):	9670			Total
Total Residential GFA (sq. m):	115139		Parking Spaces:	1400
Total Non-Residential GFA (sq. m):	2434		Loading Docks	NA
Total GFA (sq. m):	117573			
Lot Coverage Ratio (%):	37.2			
Floor Space Index:	4.52			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Tenure Type:	Condo		
Rooms:	NA	Residential GFA (sq. m):	115139 0
Bachelor:	NA	Retail GFA (sq. m):	2434 0
1 Bedroom:	NA	Office GFA (sq. m):	0 0
2 Bedroom:	NA	Industrial GFA (sq. m):	0 0
3 + Bedroom:	NA	Institutional/Other GFA (sq. m):	0 0
Total Units:	1400		

CONTACT:	PLANNER NAME:	John Lyon, Planner
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