

## 3201-3227 Eglinton Ave East– Zoning, Official Plan and Plan of Subdivision Applications – Final Report

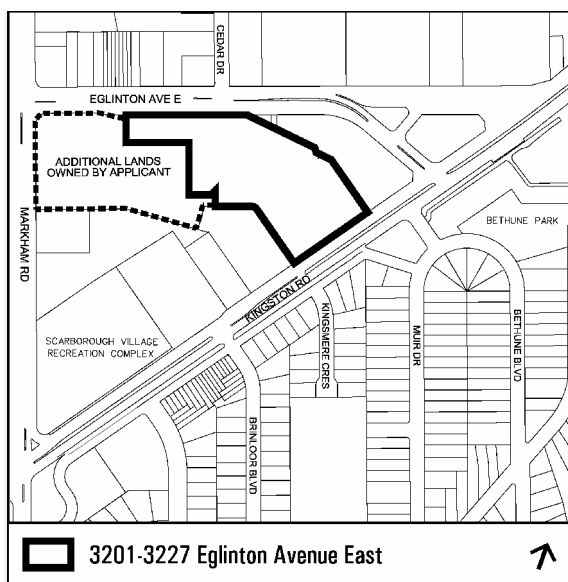
<b>Date:</b>	May 22, 2009
<b>To:</b>	Scarborough Community Council
<b>From:</b>	Director, Community Planning, Scarborough District
<b>Wards:</b>	Ward 36 – Scarborough Southwest
<b>Reference Number:</b>	07 272312 ESC 36 OZ, 07 272331 ESC 36 SB and 09 103911 ESC 36 OZ

### 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, official plan amendment 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 (16.8 acre) site for a phased mixed use project comprised of 1,057 residential units in seven condominium apartment buildings with 5,486 square metres (59,052 square feet) of retail uses at grade along the Eglinton Avenue and Kingston Road frontages, 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, 97,726 square metres (1,051,948 square feet) of residential gross floor area are proposed in the seven condominium apartments, which include 3 buildings in the 7 to 9-storey



range, two point towers of 18 storeys and two point towers of 21 storeys. It is anticipated that the project will be built out over a period of 10-15 years. The purpose of the official plan amendment is to establish a new public road and establish that the first priority for Section 37 for this large site is community space and not affordable housing.

This report reviews and recommends approval of the applications to amend the Official Plan and zoning by-law. The development consists of a master planned mixed use neighbourhood with both retail and residential uses in three phases within an area that has sufficient infrastructure. The proposal achieves a number of city goals and objectives. Staff conclude that the proposal represents an appropriate balance between intensification of a site and respect for the local context. Community improvements will flow from the project, such as the provision of a new park, improvements to it, and contributions towards improvement to the local community centre. Further, the development will add to the vitality of the immediate quadrant bounded by Eglinton Avenue East, Kingston Road and Markham Road as a mixed use area.

This report also advises that the Chief Planner may approve the draft plan of subdivision.

## **RECOMMENDATIONS**

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### **The City Planning Division recommends that:**

1. City Council amend the Official Plan substantially in accordance with the draft official plan amendment attached as Attachment No. 8.
2. City Council amend Zoning By-law 10010 substantially in accordance with the draft zoning by-law amendment attached as Attachment No. 9
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft official plan amendment and draft zoning by-law amendment as may be required.
4. City Council adopt the Urban Design Guidelines attached as Attachment 11 to guide the implementation of the Markington Square development.
5. That City Council determine that the development of the lands at 3201 - 3227 Eglinton Avenue East addresses the objectives and policies of the Official Plan for these segments of Eglinton Avenue East and Kingston Road, and that development can proceed prior to the completion of Avenue Studies.
6. Before introducing the necessary Bills to City Council for enactment, the Owner be required to enter into an agreement and, pursuant to Section 37 of the Planning Act, to include:

- (a) a cash contribution prior to the issuance of building permits, in a form satisfactory to the Chief Financial Officer and City Treasurer, of \$1,100,000.00 to be used as a contribution towards:
    - i) \$350,000 in Phase 1 for an addition at the Scarborough Village Community Recreation Centre or other community programming space.
    - ii) \$250,000 in Phase 2 for an addition at the Scarborough Village Community Recreation Centre or other community programming space.
    - iii) \$250,000 in Phase 2 for parkland improvements for the park to be provided in Phase 2.
    - iv) \$250,000 in Phases 1 and 2 for enhanced streetscape improvements in both phases, or community programming space at the discretion of the City.
  - (b) upon application for the first building permit, the City would require a pre-payment in a form satisfactory to the Chief Financial Officer and City Treasurer, for the Indoor Recreation Facilities Portion of the Parks and Recreation Component of the City's Development Charges for Phase 1; and
  - (c) upon application for the first building permit, the City would require a pre-payment in a form satisfactory to the Chief Financial Officer and City Treasurer, for the Outdoor Park Portion of the Parks and Recreation Component of the City's Development Charges for Phase 1.
7. City Council recommend to the Chief Planner and Executive Director that the draft plan of subdivision be approved, generally as illustrated in Attachment 6, subject to:
- a) the conditions generally listed in Attachment 10, which except as otherwise noted, must be fulfilled prior to the release of the plan of subdivision for registration; and
  - b) such revisions to the proposed plan of subdivision or additional or modified conditions as the Chief Planner may deem to be appropriate to address matters arising from the ongoing technical review of the development.

### **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**

Zoning, official plan 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 1,057 residential units in seven condominium apartment buildings with 5,486 square metres (59,052 square feet) of retail uses at grade along the Eglinton Avenue East and Kingston Road frontages, 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, 97,726 square metres (1,051,948 square feet) of residential gross floor area are proposed in the seven condominium apartments, which include 3 buildings in the 7 to 9-storey range, two point towers of 18 storeys and two point towers of 21 storeys.

The purpose of the zoning application is to permit increases in the number of apartment units, and introduce site specific development standards tailored to the proposed development. The purpose of the official plan amendment is to establish a new public road network and establish that the first priority for Section 37 for this large site is community space which is a higher priority than affordable housing. The purpose of the subdivision application is to create a public road and subdivide the lands into phased blocks including a 0.33 hectare (0.81 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, 0.33 hectares (0.81 acres) in size and equivalent to 12.4% of the proposed residential development area (excluding the street system), is proposed.

Phase 1 (Buildings “A” , “B” and “C” 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 21-storey point tower situated in between with frontage on a new public street (Street “A”). A podium structure links the three buildings and contains amenity space of 2 storeys which has direct access to a private outdoor amenity area directly between the buildings. Phase 1 includes a total of 433 residential units, and 1,858 square metres (20,000 square feet) of commercial space along the Kingston Road frontage.

Phase 2 (Buildings “D” , “E” and “F” on Attachment 1) includes a total of 314 residential units southeast of Eglinton Avenue and fronts on both proposed new public roads (Proposed Streets “A” and “B”). Buildings “D” and “E” are 21 and 18-storey point towers, connected by a 2-storey podium. A small amount of grade related retail (622 square metres (6,695 square feet)) is proposed on Eglinton Avenue and the new public street. A 0.33 hectare (0.81 acre) public park block is proposed to the south of Building “F” with frontage on the proposed public street.

Phase 3 (Buildings “G” , “H” and “I” on Attachment 1) consists of 310 residential units and approximately 3,005 square metres (32, 346 square feet) of grade related commercial space. Phase 3 lies south of Eglinton Avenue, west of the proposed public street (Proposed Street “A”) , and east of the existing Dominion grocery store. Building “G” is a mid rise building that steps from 7 to 9 storeys, and fronts onto Eglinton Avenue East. Facing the park and fronting onto the west side of the new street is Building “I”, an 18-storey point tower, which is connected to Building “G” by a two storey podium that will house a private daycare upon construction.

For further project details, see Attachment 1 – Site Plan, Attachment 2 – Elevations, Attachment 7 – Application Data Sheet, and Attachment 5 – Perspective Drawings.

## **Site and Surrounding Area**

The development 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 site in total is 6.8 hectares (16.8 acres) and extends to Markham Road.

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) Sears Outlet Store exists at the southeast corner of the property.

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 four apartment buildings at 10, 15, 16 and 18 storeys.

**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 southwest 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 commercial property exists on the south side of Kingston Road which is a coin-operated car wash.

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 priority neighbourhoods.

## **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 by the Planning Act, to conform, or not conflict, 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 Official 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 to 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.

## **Zoning**

The subject site is currently zoned Apartment Residential (A) and Community Commercial (CC) under 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 specific 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 20,500 square metres (220,667 square feet), limits the gross floor area of office uses to 4,645 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 subject lands are subject to site plan control. A site plan approval application will be required for each phase and will be guided by an approved master plan, which is a condition of draft approval for the plan of subdivision (see Attachment 10) and by urban design guidelines (see Attachment 11).

## **Reasons for the Applications**

The purpose of the zoning application is to permit an increase in the number of apartment units permitted on site. The purpose of the official plan amendment is to establish a new public road network and establish that the first priority for Section 37 for this large site at Markham and Eglinton is community space which is a higher priority than affordable housing.

The purpose of the subdivision application is to create a public road and subdivide the lands into phased blocks, including a 0.33 hectare (0.81 acre) public park block, to facilitate the orderly development of the lands.

The current zoning does not permit the proposed number of apartment units. The zoning application proposes to increase the current residential permission by 932 apartment units (from 125 to 1057 apartment units). The rezoning will also need to establish other site specific performance standards to facilitate the proposed development.

## **Community Consultation**

A community consultation meeting, as directed by Scarborough Community Council, was held on February 4, 2008. Notice of the meeting was given to landowners and residents within 120 metres of the site and expanded to include Scarborough Bluffs to the East, Markham Road to the West, CN Rail Line at the north and Lake Ontario to the south. Approximately 275 residents from the surrounding area were in attendance.

Issues that were raised included, but were not limited to the following: concerns about the compatibility of the proposal with the surrounding community in terms of land use, height and density; concerns about traffic increases on major roads and residential streets in the area, concern that parking proposed was inadequate; concern that there were inadequate community services and facilities including parks and school capacity to serve the new residents; concern about the loss of retail space on site serving the community; concern about the mix of residential units proposed, and concern that the community could not support further affordable housing.

The original application sought approval 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 0.14 hectare (0.35 acre) 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 were proposed in the seven condominium apartments, which included 4 buildings in the 7 to 9-storey range, two point towers of 23 storeys and one point tower of 28 storeys. This original proposal was presented at the community consultation meeting.

As a result of the degree of community interest in the proposal, a community working group was formed to discuss the above issues in greater detail. All 275 residents who attended the initial consultation meeting were invited to join the working group. A group of approximately 20 residents and community representatives volunteered to join the group, along with the City Councillor and City staff to attend a series of 4 working group meetings held in April, May and June 2008. Topics discussed at the series of meetings included, but were not limited to each of the issues raised at the community meeting.

On May 20, 2008 a formal peer review of the project was undertaken at the Scarborough Civic Centre. A one day design charette was held whereby a small group of independent professional architects joined the applicant's consulting group, the City Councillor, City staff and Urban Design staff from other City districts in order to review and provide design improvement suggestions on the project. The group of approximately 20

participants were broken down into 3 groups each of whom delved into detailed aspects of the project's design. Each of the groups reported back to the larger group during the closing plenary session with suggestions for the improved design of the project. The results of both the peer review and the working group were helpful in forming the revised submission for the project.

In May, 2009, a further meeting of the working group was held wherein the final submission was presented to the group for their consideration and input. The proposal was well received by the working group. The applications have been formally changed to seek approval for 1,057 residential units in seven condominium apartment buildings with 5,486 square metres (59,052 square feet) of retail uses at grade along the Eglinton Avenue and Kingston Road frontage. The proposed streets "A" and "B" remain the same, but the proposed public park was moved to Phase 2, and increased in size from 0.14 hectares (0.34 acres) to 0.33 hectares (0.81 acres). Altogether, 97,726 square metres (1,051,948 square feet) of residential gross floor area are proposed in the seven condominium apartments, which include 3 buildings in the 7 to 9-storey range, two point towers of 18 storeys and two point towers of 21 storeys. The gross floor area in the proposal was reduced from 117,573 square metres to 103,212 square metres, and the floor space index reduced from 4.5 to 3.2.

### **Agency Circulation**

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate by-law standards and conditions of draft plan approval.

## **COMMENTS**

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

The Provincial Policy Statement focuses growth within settlement areas and away from significant or sensitive resources and areas which may pose a risk to public health and safety. It recognizes that the wise management of development may involve directing, promoting or sustaining growth. Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns.

The application represents efficient use of land, resources and public investment in infrastructure and public service facilities. This development promotes a mixture of housing, employment, parks and open spaces. The development is in an area where there are transportation choices that facilitate pedestrian mobility and other modes of travel. In the opinion of City Planning staff, the proposal is consistent with the Provincial Policy Statement.

The proposal represents appropriate intensification on an underutilised site, where services exist, and will provide housing and commercial opportunities in the community. The proposal conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

## **Land Use**

The subject site is located along both Eglinton Avenue East and Kingston Road, both designated as Avenues in the Official Plan. It is an appropriate location to intensify residential uses given its proximity to the accessible road network, to existing and planned public transit, recreational and community facilities and commercial opportunities. The Official Plan designates the subject site Mixed Use Areas which are areas appropriate for a mixture of residential and commercial uses. However, as with any development proposal, how well the proposal fits with the character and the function of the surrounding area must be carefully considered.

New neighbourhoods should be viable as communities and be carefully integrated into the surrounding fabric of the city. This proposal contributes to a number of stated City goals by creating a mix of uses, a range of building types, a public park, and contributions to services and facilities that meet the needs of residents, workers and visitors. This new neighbourhood has excellent access to transit on Eglinton Avenue East and Kingston Road. The newly proposed street provides for improved vehicular and pedestrian connections to the existing road network at Kingston Road to the south, and at the intersection of Eglinton Avenue East and Cedar Drive. Further, it provides for improved connections to surrounding open spaces such as the city park to the west of the Options for Homes project and the newly purchased Cornell/Campbell House, and the City woodlot. The development is on the same block as the Scarborough Village Community Recreation Centre.

Upon careful review of land use and urban design considerations, staff conclude that the applicant's revised proposal represents an appropriate balance between intensification of a site and respect for the local context. The proposal will help fulfill long term planning goals of the City by enhancing the area as a mixed-use area by ensuring the efficient use of land, infrastructure and service facilities, in particular, the public transit system. The proposal represents intensification along two Avenues, which are important corridors along major streets where reurbanization can create new housing and jobs while improving the pedestrian environment, the look of the street, and shopping opportunities.

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

The built form, height and massing of the proposed buildings have been developed with sensitivity to the surrounding area. The proposed built form, height and massing are characteristic of the surrounding area and appropriate for the site.

The original submission included 1,400 residential units in 9 condominium buildings, 2,434 square metres of commercial space and included 3 point towers, two of 23 storeys and one of 28 storeys. To address concerns expressed by the community and city staff, the applicant revised the proposal to include building heights and massing designed to fit with adjacent development, and within the context of the area, and to take advantage of opportunities for liveliness along both the Eglinton Avenue East and Kingston Road frontages. The building heights have been reduced, from a 28-storey tower and two at 23

storeys, to two at 21 storeys and two at 18 storeys, and the density reduced from 1400 to 1057 dwelling units. The total residential gross floor area has been reduced from 115,139 to 97,726 square metres. A new, larger park, streetscape improvements including additional tree plantings within the proposed development, will contribute to the greening and liveliness of the area. Furthermore, the commercial component of the development was increased to maintain the employment and commercial services function of the site.

The revised proposal now consists of:

Phase 1 (Buildings “A” , ‘B’ and ‘C’) incorporates:

- a) a 21-storey tower above a 7-storey podium, located near the new park to reinforce the street edge and frame the park. The 7-storey podium is an appropriate scale to reflect the height of the adjacent Options for Homes development to the west. The 21-storey point tower is an acceptable and appropriate distance from the 20-storey Guildwood Terrace complex to the northeast;
- b) a 7 to 9-storey residential building on Kingston Road with commercial uses at grade which reinforces the street edge, and provides for active commercial uses along Kingston Road. This building is an appropriate scale to reflect the 9-storey height of the adjacent Options for Homes Development to the west, and responds appropriately to the low rise single family dwellings on the south side of Kingston Road; and
- c) a 7 to 9-storey residential building to the north which provides for interaction between the park, proposed street and building.

Phase 2 (Buildings ‘D’, ‘E’ and ‘F’) incorporates:

- a) a 21-storey point tower at Eglinton Avenue and the proposed public street which responds appropriately to building heights on the north side of Eglinton Avenue East. This tower also provides a gateway feature to the northerly entrance to the proposed development, reinforces the street edge and frames the proposed park; and
- b) an 18-storey point tower connected to the 21-storey tower by a 2-storey podium. This building is an appropriate scale to reflect the height of the Guildwood Terrace complex to the northeast. It is also an acceptable and appropriate distance from the Guildwood Terrace complex. The two towers, connected by the two-storey podium, frame the park in this Phase.

Phase 3 (Buildings ‘G’, ‘H’ and ‘I’) incorporates:

- a) an 18-storey point tower on the west side of the proposed public street which responds appropriately to building heights in earlier phases of the development. This tower also frames the park. A 2-storey daycare is planned on the west side of the new street right across from the proposed park. This is an appropriate scale for the use intended; and

- b) a 7 to 9-storey residential building (Building “G”) on Eglinton Avenue East with commercial uses at grade which reinforces the street edge, and provides for active commercial uses along Eglinton Avenue East.

## **Urban Design**

The proposal represents high quality, well designed buildings in a master planned community. The 4 towers are each designed in three distinct parts, base, middle (shaft) and top, each with its particular role in creating a single, integrated structure.

The built-form policies of the Official Plan encourage new development to frame and support adjacent streets, parks and open spaces. These policies seek to locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions to provide an attractive, comfortable and safe pedestrian environment.

The proposed development frames both the existing street edges on Eglinton Avenue East and Kingston Road, and the newly proposed street. New residential and commercial activities along Eglinton and Kingston will enhance pedestrian activity along these streets. Staff have reviewed the proposal in the context of the City’s Design Criteria for Tall Buildings. The proposal meets the tall building design criteria and implements the objective of the Official Plan to ensure that tall buildings fit within their context and minimize their impacts.

Landscaping is proposed throughout the site including a mixture of trees and shrubs along the main streets and along the new streets. Attractive walkway entrances, some lined with landscaping are proposed to accommodate access to the commercial uses and residential entrance and provide circulation throughout the site. Tree and shrub plantings, benches and a gazebo are proposed for the large landscaped outdoor amenity space above the parking structure in phase 1.

## **Urban Design Guidelines and Conceptual Master Plan**

Urban Design Guidelines for the proposed development are found in Attachment 11. These guidelines are important tools to guide development within the proposed three phase development. The Urban Design Guidelines are intended to guide the design and organization of the built environment within the proposed development. The guidelines contain specific recommendations on building massing and design, streetscapes and pedestrian activity, and improvements to the public realm including streetscapes, and parks and open spaces.

As a condition of subdivision approval, the proposed development will be required to proceed in accordance with an approved Master Plan. The Master Plan outlines, among other things, the development phasing, building locations, park location, proposed public street location, and the location of future public streets. This will provide a framework for the development of future phases of the proposal.

## **Sun/Shadow Analysis**

The applicant submitted a sun/shade study for the proposed development to examine the shadows cast by the proposed buildings onto the surrounding area.

Buildings have been designed and located to address shadowing impacts on adjacent properties. During the spring equinox (March 21<sup>st</sup>), after 3:00 p.m. minimal shadowing will be cast on the condominiums to the immediate east. In general, the proposed development will have no discernable shadow impact on the low density residential neighbourhoods to the south during the spring and fall equinoxes, and will have limited shadow impact on the adjoining properties. Due to the nature of the slim point towers, these shadows will pass quickly on adjacent apartment neighbourhoods.

The study demonstrates that the shadows generated by the proposed buildings will not unduly impact the surrounding lands and public spaces. The study has been reviewed by staff and is deemed to be acceptable.

## **Wind**

The applicant submitted a wind study for the proposed development to examine the wind patterns caused by the proposed buildings for the surrounding area. The study indicates the pedestrian comfort conditions will be similar to or better than existing conditions at most locations. An expanded examination of wind conditions and mitigation will be examined as an element of the site plan control process for each phase of development. Mitigation measures can be identified and addressed through this process.

## **Trees**

An arborist report has been received and reviewed. Two trees currently on site qualify for protection, one under the Street Tree By-law and one under the Private Tree By-law. As both trees are located well outside of the area proposed for redevelopment, Urban Forestry has no tree protection requirements for existing trees.

Street tree planting within the new proposed public street will be required as a condition of subdivision approval. This will be enhanced with further plantings as per the Section 37 agreement for high quality streetscaping. This will involve the provision of a number of varied, high-quality large growing shade trees.

Urban Forestry is satisfied with the street tree planting that is proposed, subject to a number of conditions in the draft plan of subdivision approval, attached here as Attachment 10.

The plans indicate a landscaped outdoor amenity area over the proposed parking garage in Phase 1 of the development for the residents use. Landscaping details will be further pursued through site plan approval for each phase.

## **New Public Road**

The Toronto Official Plan states that new streets should be public streets. New streets should be designed to provide connections with adjacent neighbourhoods, and promote a connected grid of streets that offers travel options and extends site lines.

In this proposal, the new public street meets a number of objectives. It divides the larger site into smaller development blocks, provides access and addresses for new development, provides access to a new public park, and creates adequate space for pedestrians, bicycles and landscaping as well as transit, vehicles, utilities and utility maintenance.

Access to the proposed new development will be facilitated with a new public street which will run south from the intersection of Cedar Drive and Eglinton Avenue East (proposed street “A”), and then southeast in front of the existing Options for Homes Development and connect with Kingston Road to the south (proposed street “B”). Both roads will be constructed as fully serviced municipal roads to the satisfaction of the Executive Director of Technical Services.

The street is proposed as a 20 metre right-of-way along its entire length, with an 8.5 metre pavement width. This is acceptable to Technical Services. The applicant must provide an easement to the City for storm and sanitary sewers and water mains within the future alignment of Street “A” and Street “B” at the construction stage of Phase 1 to the satisfaction of the Executive Director of Technical Services.

The applicant owns additional lands west of Phase 3 which extend to Markham Road. Although these lands are not proposed for redevelopment at this time, the applicant has demonstrated the feasibility of connecting a future public road for these additional lands from Markham Road, to those proposed as part of the subject application. The proposed road network is included in the attached Official Plan Amendment and forms part of the Master Plan.

## **Parking**

The proposed residential parking standard of 1 space per residential unit; and 0.15 visitor parking spaces per unit is appropriate for the proposed development. The proposed retail parking rate is 1 space per 100 square metres of gross floor area, which is consistent with recommended parking rates for general retail uses on designated “Avenues” in the new City of Toronto Zoning By-law. The proposal will have an approximate 50/50 split of one and two bedroom units. The development will be served by good public transit on Eglinton Avenue East and Kingston Road, with good connections to rapid transit stations. The parking supply is adequate for the development. Some on-street parking will be available along the newly proposed Streets “A” and “B”.

A lease agreement requires Markington Square to provide 70 spaces for the purposes of visitor parking for the adjacent property at 3650 Kingston Road (Options for Homes). Thirty (30) visitor parking spaces in Phase 1 are proposed to be signed and dedicated for the use of Options for Homes Visitors. The remaining 40 space lease obligation is to be



nearby the Metro food store and other existing retail surface parking areas adjacent to Phase 1.

The draft zoning by-law will also include a provision for bicycle parking at a minimum rate of 0.5 bicycles per dwelling, of which 80% is for occupant use, and 20% is for visitor use. Details regarding location of bicycle parking will be finalized during the site plan approval for each phase.

City staff concur that the parking supply is sufficient to accommodate the proposal and addresses the intent of the City's Official Plan policies relating to reducing car dependence. Planned enhancements to public transit along both Eglinton Avenue East and Kingston Road will help further reduce car dependence and hence the demand for parking in the future.

### **Traffic Impact**

Eglinton Avenue East is a major east-west arterial roadway in the City of Toronto which runs through the City and terminates at Kingston Road just east of the site. Eglinton Avenue East is a 7 lane roadway adjacent to the site with three lanes in each direction in addition to a centre turn lane. One lane in each direction is designated as a High-Occupancy-Vehicle (HOV) lane.

Kingston Road is a major east-west arterial road that runs from the Queen Street/Eastern Avenue area in the west to the Town of Pickering in the east. It has 6 lanes adjacent to the site with a continuous centre median with a break for turning movements into the existing shopping centre. Markham Road is a major north-south arterial road than runs from Lake Ontario to the Town of Markham, where it turns into Highway 48. Markham Road is two lanes in each direction in the vicinity of the site.

The following Toronto Transit Commission (TTC) Bus routes service the site

- Route #34 – Eglinton Avenue East
- Route #102 – Markham Road
- Route #86 – Eglinton Avenue/Kingston Road
- Route #116 – Eglinton Avenue/Kingston Road

The site is located in between two GO station stops (Eglinton and Guildwood stations) on the Lakeshore East GO Train line. The site is well served by public transit.

Transportation Planning and Transportation Services staff have reviewed the submitted Traffic Impact Study that investigated existing and future transportation conditions, including public transit and the impact of the proposed development on future traffic conditions.

Partially as a result of community concerns, 'No Through Traffic' signage may be required at the intersection of Eglinton Avenue at both Cedar Drive and proposed Street "A". The applicant will be required to provide securities to enact through prohibitions at

this intersection, if required. The securities may be refunded at the discretion of the General Manager, Transportation Services if the noted prohibitions are determined not to be required by the City two years after the completion and full occupancy of all phases of this development.

The traffic generated by the proposed development will result in an increase of 265 two-way trips during the AM peak hour, but a decrease of 35 two-way trips during the PM peak hour and a decrease of 215 two-way trips during the Saturday peak hour. This weekday AM increase would correspond with residents leaving for work between the hours of 7-9 a.m., a time when few commercial operations would currently be open and hence few trips generated. Similarly, the decrease in the Saturday peak would correspond with the busiest Saturday shopping hour when compared with weekend residential traffic in the new development.

The intersection of the shopping centre driveway and Kingston Road is the approximate location where newly proposed Street "B" will intersect with Kingston Road. Currently, left turns are permitted into the shopping centre through a break in the centre median, but left hand outbound turns going eastbound onto Kingston Road are prohibited.

Signalization of this intersection would allow this intersection to operate with full movements and would provide a safe controlled pedestrian crossing location. Following full occupancy of each phase of this development, the applicant shall have a certified traffic consultant conduct a Signal Warrant and Pedestrian crossing analysis at the intersection of Street "B" and Kingston Road to the satisfaction of Transportation Services. Should traffic signals be required at this intersection as a result of these studies, the applicant will be required to fund the cost of the traffic signals.

The applicant must also provide for Traffic Control signal modifications at Eglinton Avenue in the area of the proposed development. The applicant is responsible for all costs associated with all signal modifications within the scope of the Traffic Impact Study. In order to accomplish this the applicant must provide a Traffic Signal Plan with the signal layouts and any phasing changes. A condition to this effect has been included in the draft plan of subdivision conditions.

With the exception of the potential for the signalization of the intersection of proposed Street "B" and Kingston Road, City staff concurs with the conclusions of the Traffic Impact Study. The proposed development will not have a significant impact on the operations of the adjacent road network.

### **Kingston Road Environmental Assessment (EA) and Scarborough Malvern Light Rail Transit study**

The City of Toronto and the TTC are conducting a preliminary planning study to identify possible transit improvements along the Kingston Road/Danforth Avenue corridor. The study is investigating how to best improve transit service along the Kingston Road/Danforth Avenue corridors between Victoria Park and Eglinton Avenue East and

connecting to the Bloor-Danforth subway. This study will lead to a Transit Project Assessment Process under the Environmental Assessment Act.

In April 2009, after extensive study and consultation, the preferred transit solution that was identified was to provide a Bus Rapid Transit (BRT) facility along the Kingston Road and Danforth Avenue route with connections to the Bloor-Danforth subway at Victoria Park Station and to the proposed Scarborough-Malvern Light Rail Transit line at the intersection of Kingston Road and Eglinton Avenue East. This Bus Rapid Transit facility would operate in its own right-of-way along most of its intended route, thereby eliminating one lane for vehicular traffic each way.

The Toronto Transit Commission (TTC) and the City of Toronto are undertaking preliminary planning for a new Light Rail Transit (LRT) route connecting Kennedy Subway Station with northern Scarborough. This high quality transit service would begin at Kennedy Subway Station and travel east along Eglinton Avenue to Kingston Road, east on Kingston Road to Morningside Avenue, north on Morningside Avenue to Sheppard Avenue East where it would terminate at the Sheppard East LRT. The LRT would operate in transit lanes in the centre of the street, at most locations, separated from vehicular traffic to ensure reliable transit service for the community. A key transfer point is at the Eglinton Avenue/ Kingston Road intersection with the proposed Kingston Road Transit project, adjacent to the subject site.

Both Eglinton Avenue East and Kingston Road are shown as an Avenue on Map 2 of the Official 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.

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.

This proposal represents appropriate intensification of a mixed use area in an area that will benefit from substantial public transit improvement and investment in the coming years. This proposal is consistent with the above mentioned Official Plan policies which have identified both Kingston Road and Eglinton Avenue East as Higher Order Transit Corridors and Transit Priority Segments. This area will be particularly well served in that it will serve as a transfer point for both the Kingston Road Bus Rapid Transit and the Scarborough Malvern Light Rapid Transit. This will afford excellent public transit access from this location, with excellent connections to the subway system and places such as University of Toronto Scarborough Campus and Centennial College Ellesmere Campus.

## **Avenue Segment Study**

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. 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.

The applicant has submitted an Avenue Segment study, which includes an assessment of the impacts of the incremental development of the entire Avenue segment at a similar form, scale and intensity to the proposal, and whether incremental development of the entire Avenue segment would adversely impact any adjacent Neighbourhoods or Apartment Neighbourhoods. The parameters for the evaluation included Eglinton Avenue East from Bellamy Road to Kingston Road, and Kingston Road from Bellamy Road as far east as the Guildwood Parkway.

The Avenue Segment study concluded that the large size of the redevelopment site, the ability to develop a public street system, and the opportunity to create public parkland as part of the development distinguished the subject site from any other site within the study area. The study found that there were only a limited number of sites for potential redevelopment, and that certain sites would only be appropriate with some land assembly. The sites other than the subject lands are smaller, and potential heights and densities are constrained by adjacent land uses, access, and parcel configurations. No such similar constraints exist for the subject lands.

With respect to traffic, servicing and community facilities studies, the study concludes that the Markington Square redevelopment could proceed without adversely impacting the development potential of the other candidate sites for redevelopment.

The proposed development is a master planned community, with a proposed public street, and new public park, which adds new housing and retail opportunities to two Avenues well served by public transit, contributes to a safe and attractive pedestrian commercial/residential streetscape and will make a Section 37 contribution to the provision of new community services within the area.

The applicant's Review shows that there are limited remaining opportunities for larger scale redevelopments in this segment of Eglinton Avenue East and Kingston Road. Further, the Segment study recommends that the development can proceed without an adverse impact on the adjacent Neighbourhoods or Apartment Neighbourhoods.

Staff are in general agreement with the applicant's study results that the proposal will not have an adverse impact on the adjacent areas. Since there are limited opportunities for development at a similar form, scale and intensity to the proposal, there would be limited impacts of incremental development of the entire Avenue segment on any adjacent Neighbourhoods or Apartment Neighbourhoods.

City staff concurs with the Avenue Segment Study recommendations provided appropriate contributions towards community facilities are provided as a condition of

approval. Planning staff are of the opinion that the proposal meets the requirements of the Official Plan in terms of development on Avenues prior to an Avenue study having been completed and recommend that the development can proceed prior to the completion of Avenue Studies.

## **Natural Environment**

A small portion of the site, along part of the south property boundary as well as the adjacent City forested property, is subject to the provisions of the City of Toronto Municipal Code Chapter 658 – Ravine and Natural Feature Protection.

The purpose of the Ravine Protection By-law is to promote the management, protection and conservation of ravines and associated natural and woodland areas and to prohibit and regulate the injury and destruction of trees. Phases 1 and 2 are not adjacent to any of the ravine and natural feature area that touches the site on the south property boundary.

The shadow study provided indicates that there would be no shading from any of the proposed 3 phases of development on the City-owned forest that generally lies west of the proposed development.

Urban Forestry has no objection to the proposal subject to the requirement that the applicant must have the location of the Protected Ravine and Natural Feature Limit marked on the draft plan of subdivision. This is included as a condition of draft approval in Attachment 10. The relevance of the ravine and natural heritage feature limit on site development is only relevant to Phase 3 of this proposal. Having the limit on the plans at an early stage should ensure that long term planning takes the location of the ravine and natural feature into account.

When Phase 3 of the proposal gets underway several years from now, there will be a requirement for an arborist report and a tree protection plan for the area of the site subject to the Ravine Protection By-law and for a small portion of the adjacent forest to ensure impacts are minimized.

## **Commercial Services**

The original application provided for 2,434 square metres (26,200 square feet) of commercial gross floor area. As a result of suggestions by the public during the community consultation meeting, the working group meetings, and as a result of the peer review, the revised applications now include a total of 5,486 square metres (59,052 square feet) of commercial uses at grade in all three phases, along both the Kingston Road and Eglinton Avenue East frontages. Some live-work units are planned on the ground floor in Phase 1. Although there will be a net loss of 6,000 square metres (64,585 square feet) of retail space from what exists currently to what is planned, the provision of commercial services within the new project will mean that 2/3 of the existing commercial space will remain including the Metro Food store and Beer Store.

This will provide needed services to the local community, and provide for active commercial uses along Kingston Road and Eglinton Avenue.

The applicant group has indicated a willingness to work with existing commercial operators that would like to stay within the proposed redevelopment of the subject lands.

### **Storm Water Management and Site Servicing**

The applicant is required to submit a stormwater management report prepared by a registered professional engineer qualified in municipal engineering/stormwater management to the City for review and approval. The stormwater management report must adhere to the City's Wet Weather Flow Management (WWFM) Guidelines. This will be dealt with through site plan approval.

The functional servicing report submitted satisfactorily addresses the sanitary sewer capacity and water supply.

### **Open Space/Parkland**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows the local parkland provisions across the City. This site is in an area with less than 300 people per hectare of parkland. However, the site is in a parkland priority area, as per Alternative Parkland Dedication By-law 1420-2007.

The application proposes to create 1,057 residential units on a net site of 2.7 hectares (26,749 m<sup>2</sup>). At the alternative rate of 0.4 hectares per 300 units specified in By-law 1420-2007, the parkland dedication would be 1.4 hectares (14,000 m<sup>2</sup>). However, a cap of 15% of the total land area applies and hence the parkland dedication would be 0.4 hectares (4,000 m<sup>2</sup>).

The applicant is proposing an on-site park dedication of 0.33 hectares (3,300 m<sup>2</sup>) as denoted on the draft plan of subdivision (see Attachment 7). Based on the required parkland dedication of 0.4 hectares (4,000 m<sup>2</sup>) the applicant has a parkland dedication shortfall of 0.07 hectare (700 m<sup>2</sup>). The applicant is required to satisfy the shortfall of parkland dedication through a cash-in-lieu payment. The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the first above-grade building permit for Phase 3. This parkland payment is required under Section 42 of the Planning Act, and is required as a condition of the building permit application process.

The proposed park is well located in the centre of the development, and provides a focal point for the proposal. New public streets provide access to the newly proposed park, and provide vistas to it from Eglinton Avenue East and Kingston Road. Many of the proposed residential buildings have been located to take advantage of this centrally located park. Further, its central location provides for linkages with an already rich network of city facilities and open spaces in this area such as Cornell/Campbell House, the Scarborough Village Community Centre, the city owned woodlot and the parkland to the west of the Options for Homes development. Further, contributions will be made through Section 37 of the Planning Act for enhancements to the park such as playground equipment or other facilities.

The proposed development is planned to be constructed in three phases with the park block (Block 4) being conveyed to the City in Phase 2. As such, for Phase 1 the Owner shall be required to provide a letter of credit to the City for the parkland dedication equal to 10% of the market value of Block 1 prior to the issuance of a first above-ground building permit. The Letter of Credit will be released to the Owner once the park block (Block 4) has been conveyed to the City.

## **Schools**

The Toronto District School Board advises that there is insufficient space at the local elementary and secondary schools to accommodate students anticipated from this proposed development at the current time.

The TDSB has further advised that the proposed development is currently situated within the Mason Road Jr. Public School and Bliss Carmen Sr. Public School attendance areas, and based on enrolment trends there, sufficient capacity should exist by the time the development is occupied. However, given the existing utilization rates and in the event that enrolments remain at current levels, it may be necessary to redirect the students to other schools with sufficient surplus capacity. Prospective purchasers need to be so advised.

The Toronto Catholic District School Board advises that the elementary schools serving the proposed development are operating above capacity. Catholic secondary schools serving the area currently have capacity to accommodate additional students.

A condition of the plan of subdivision will be that the Owner shall enter into an agreement with both Boards to erect and maintain signs on site that advise that both Boards have plans to provide accommodation of all students from the development area, and that accommodation may not be in the local development area. Student accommodation, if not in this area, will be in existing facilities located in adjacent areas. Further, owners will be required to include in all Offers of Purchase and Sale a similar clause warning prospective purchasers of the school accommodation issue.

## **Toronto Green Standard**

City Council approved a set of recommendations that work towards the implementation of the Toronto Green Standard. The use of the term “Green” is intended to be associated with the concept of sustainability and sustainable development. Staff have discussed these voluntary standards with the applicant, and based on the applicant’s submission of green roof technologies in Phase 1 which includes the preferred ratio of green roof and lightly coloured roof, the proposed development is intended to achieve urban heat island reduction and rain water harvesting.

The proposed green roof system would help in delaying the run-off of rainwater by intercepting the rainwater for plant use. Aside from the functional value, there is the aesthetic value to the residents of the building and surrounding high rise buildings which would have a view of the landscaped roofs rather than a concrete or asphalt flat roof.

In addition to the green roof benefits other targets that the development will meet include: use of local construction materials, use of high energy efficient fixtures and appliances, low water landscaping, proper storage and collection of recyclable and compostables, public transit accessibility, cycling infrastructure, pedestrian infrastructure and green construction activity.

Further Toronto Green Standard initiatives will be pursued through the Site Plan approval process for each phase.

### **Housing Mix, Affordable Housing and Official Plan Amendment**

The housing policies of the Official Plan encourage a mix of housing in terms of types and affordability. On sites generally greater than 5 hectares, the Official Plan provides that a minimum of 30% of new housing units will be in forms other than single-detached and semi-detached houses. The proposal meets this objective as 100 % of the proposed housing units are apartment condominium.

The Official Plan also provides that in accordance with and subject to the height and/or density incentive provisions of the plan, where an increase in height and/or density is sought, the first priority community benefit will be the provision of 20% of the additional residential units as affordable housing. The proposed development would result in an increase in density and as a result, there is an opportunity to secure Section 37 public benefits.

The Section 37 public benefits policies of the Official Plan provide that community benefits will be selected on the basis of local community needs, intensification issues in the area, the nature of the development application and the strategic objectives and policies of the Plan. Priority will be given to on-site or local community benefits.

Through the results of the Community Services and Facilities Study submitted, discussions with the local councillor, Parks and Recreation staff and the Scarborough Village Priority Neighbourhood Action Team and Neighbourhood Action Partnership it became clear that the provision of general purpose indoor community space for this community was a very high priority. In some instances, programs could not be delivered for the local community as general purpose space was not available.

The development of an addition to the Scarborough Village Community Centre for community space is an important priority for this priority neighbourhood to meet the needs of existing and future residents and ensure that a viable and healthy community is developed in this area in keeping with the community building objectives of the Official Plan. It would be appropriate to direct the majority of the Section 37 community benefits to the improvement of the local community centre to ensure that the community building objectives of the Official Plan are achieved. An Official Plan Amendment is therefore necessary. The purpose of the Official Plan Amendment is to establish that the first priority for Section 37 for this large site at Markham and Eglinton is community space



which is a higher priority than affordable housing. The details of the Section 37 community benefits are set out below.

### **Community Benefits - Section 37**

The proposal would result in residential density that exceeds the density permitted in the Zoning By-law. A Section 37 contribution is considered appropriate in exchange for the increased density.

During the first submission for 1,400 residential units in 3 phases, the applicant group proposed a daycare facility be provided in Phase 3 as their contribution towards Section 37. However, through community consultation, discussion with the local Councillor, and through the results of the Community Services and Facilities study submitted, it was concluded that a lack of programmable indoor general purpose community space was the highest priority in the community.

During the resubmission of the existing plan, provision was made for the accommodation of the existing private daycare in Phase 3. It is likely that Phase 3 will not be built out for some years, and that the existing Cougar Court Daycare will continue to exist as is on Phase 3 lands for some 5-15 years. When Phase 3 is constructed, it is anticipated that the daycare may be able to temporarily locate in some commercial space already constructed in Phases 1 or 2, prior to relocating permanently into space in Phase 3 overlooking the newly proposed park in Phase 2.

As a result of discussions between the City and the applicant regarding community benefits in return for increased density, the owner has agreed to provide a Section 37 (cash) contribution to the City in the amount of \$1.1 million as follows:

- a. \$350,000 in Phase 1 for an addition at the Scarborough Village Community Recreation Centre or other community programming space.
- b. \$250,000 in Phase 2 for an addition at the Scarborough Village Community Recreation Centre or other community programming space.
- c. \$250,000 in Phase 2 for parkland improvements for the park to be provided in Phase 2.
- d. \$250,000 in Phases 1 and 2 for enhanced streetscape improvements in both phases, or community programming space at the discretion of the City.

A 372 square metre (4000 square foot) addition to the Scarborough Village Community Centre is planned for 2010 at a total cost of \$2.7 million. \$1 million has been identified for this project through the capital budget process. The contributions through this project, not only the \$600,000 in Section 37 moneys, but the pre-payment of parks and recreation development charges totalling approximately \$375,000, are intended for this addition as well. Should the addition not occur for some reason within a reasonable period of time, the City will have the flexibility to channel the \$600,000 in Section 37 contributions towards other indoor community space within the immediate community serving this priority neighbourhood.

A portion of the Section 37 contribution (\$250,000) may be utilized for streetscape enhancements beyond what is normally required for the new public street for Phases 1 and 2 of the proposal. Streetscape enhancements such as sidewalk improvements and widenings, extra tree planting, quality lighting, bicycle locking rings, pedestrian and planting islands and decorative paving are all items that will be pursued with the applicant as part of their enhanced streetscaping proposal. The level of streetscape enhancements for this project must be above and beyond what would normally be required as a condition of subdivision approval. In the event streetscape enhancements are not feasible, these funds can be redirected to community facility space at the discretion of the Chief Planner and Executive Director.

A further portion of the Section 37 contribution (\$250,000) will be utilized for improvements to the 0.33 hectare (0.81 acre) park to be provided in Phase 2. These funds would be in addition to baseline improvements to the park, and may include such things as childrens' play equipment, park furniture, enhanced decorative lighting and improved landscaping.

The owner would be required to enter into agreements with the City of Toronto, increased by the construction price index, pursuant to Section 37 of the Planning Act, to secure the facilities, services and matters referred to above. The Section 37 contributions outlined above would be payable to the City upon issuance of the first building permit for each of the noted phases of development.

## **Development Charges**

It is estimated that the development charges for this project will be \$7,418,430.30. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

Upon application for the first building permit in Phase 1, the City will realize a pre-payment estimated at \$225,000 for the Indoor Recreation Facilities Portion of the Parks and Recreation Component of the City's Development Charges for Phase 1, and a pre-payment estimated at \$150,000 for the Outdoor Park Portion of the Parks and Recreation Component of the City's Development Charges for Phase 1. The intent is to utilize these funds for the proposed addition to the Scarborough Village Community Recreation Centre. Along with the \$600,000 in Section 37 funds for this addition in Phases 1 and 2, this brings the total contributions to \$975,000 for the addition to the community centre.

## **Conclusions**

The development proposes a master planned mixed use development with both retail and residential uses in three phases within an area that has sufficient infrastructure. The proposal has been reviewed within the context of the Official Plan policies and design guidelines, and achieves a number of city goals and objectives. Staff conclude that the proposal represents an appropriate balance between intensification of a site and respect for the local context.

The scale of the proposed development is in keeping with the existing development within the area. The proposed built form, height and massing is considered appropriate for the site. Community improvements will flow from the project, such as the provision of a new public park, improvements to it, and contributions towards improvement to the local community centre. The development will assist in improving the image of the Scarborough Village Community by revitalizing a single-use commercial plaza into a vibrant new neighbourhood with public streets, shops, and a community focal point in the form of a park. Further, the development will add to the vitality of the immediate quadrant bounded by Eglinton Avenue East, Kingston Road and Markham Road as a mixed use area. For the reasons stated above, approval of the amendments requested and the draft plan of subdivision requested to implement the applicant's proposal is recommended.

## **CONTACT**

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Fax No. (416)-396-4265  
E-mail: jlyon@toronto.ca

## **SIGNATURE**

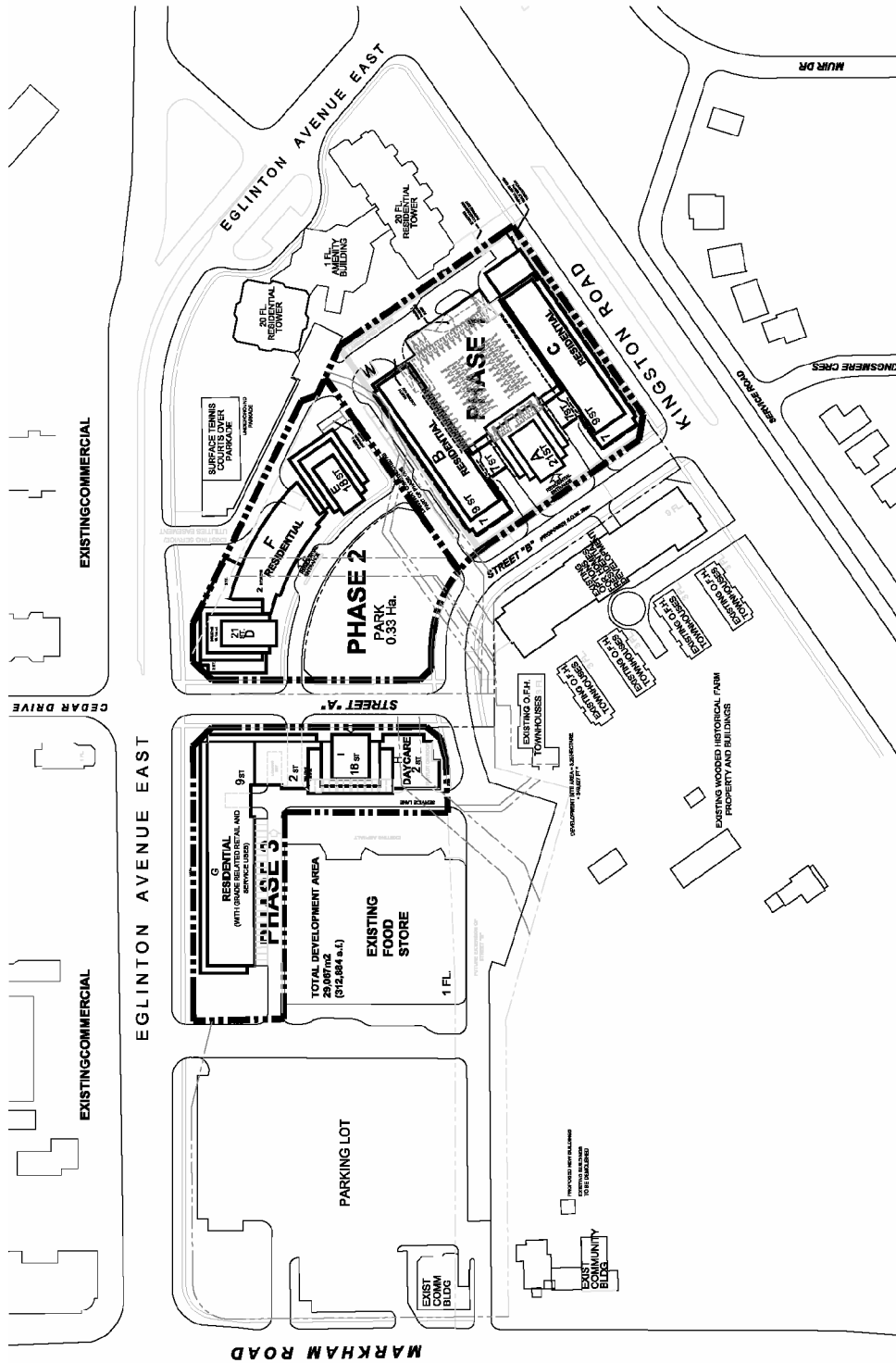
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Allen Appleby, Director  
Community Planning, Scarborough District

## **ATTACHMENTS**

Attachment 1: Site Plan  
Attachment 2: Elevations  
Attachment 3: Zoning  
Attachment 4: Official Plan  
Attachment 5: Perspective Drawings  
Attachment 6: Draft Plan of Subdivision  
Attachment 7: Application Data Sheet  
Attachment 8: Draft Official Plan Amendment  
Attachment 9: Draft Zoning By-law Amendment  
Attachment 10: Draft Plan of Subdivision Conditions  
Attachment 11: Urban Design Guidelines

# Attachment 1: Site Plan



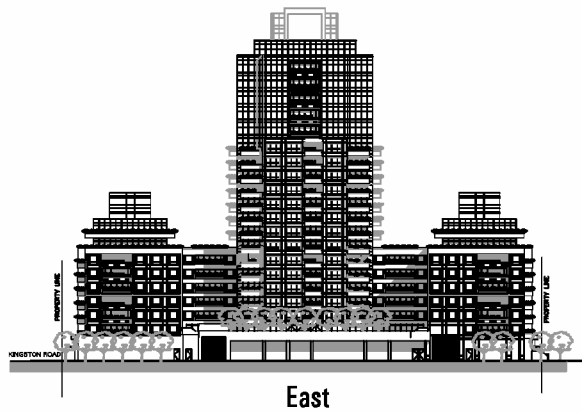
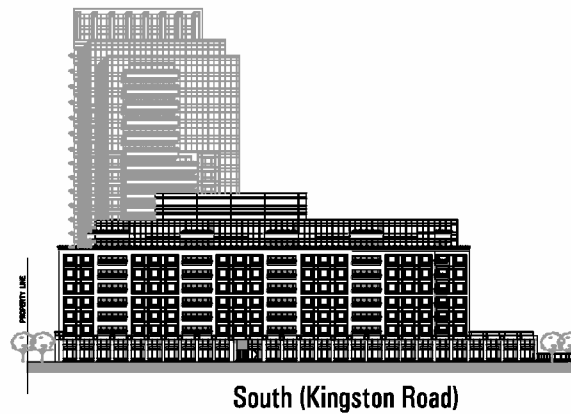
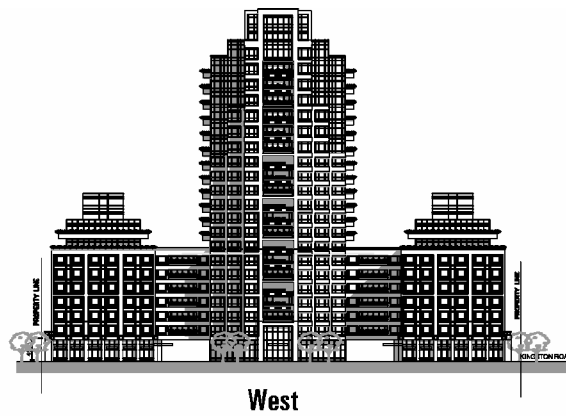
**Site Plan**

**Applicant's Submitted Drawing**

Not to Scale  
5/13/09

File # 07-272312 OZ, 07-272331 SB

## Attachment 2: Elevations



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**Elevation Plans-Phase 1**  
Applicant's Submitted Drawing

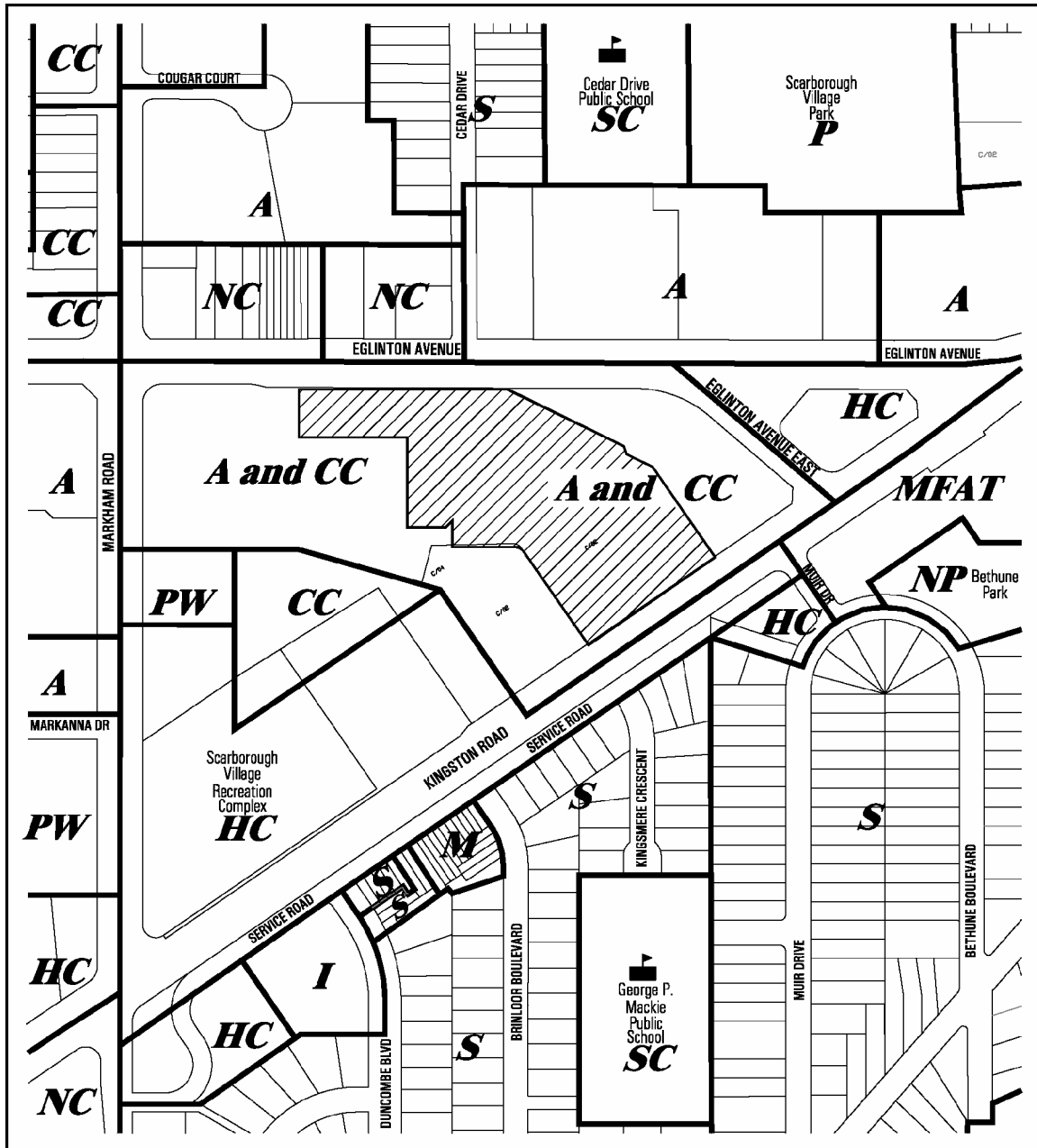
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5/25/09

**3201-3227 Eglinton Avenue East**

File # 07-272312\_OZ, 07-272331\_SB

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### Attachment 3: Zoning



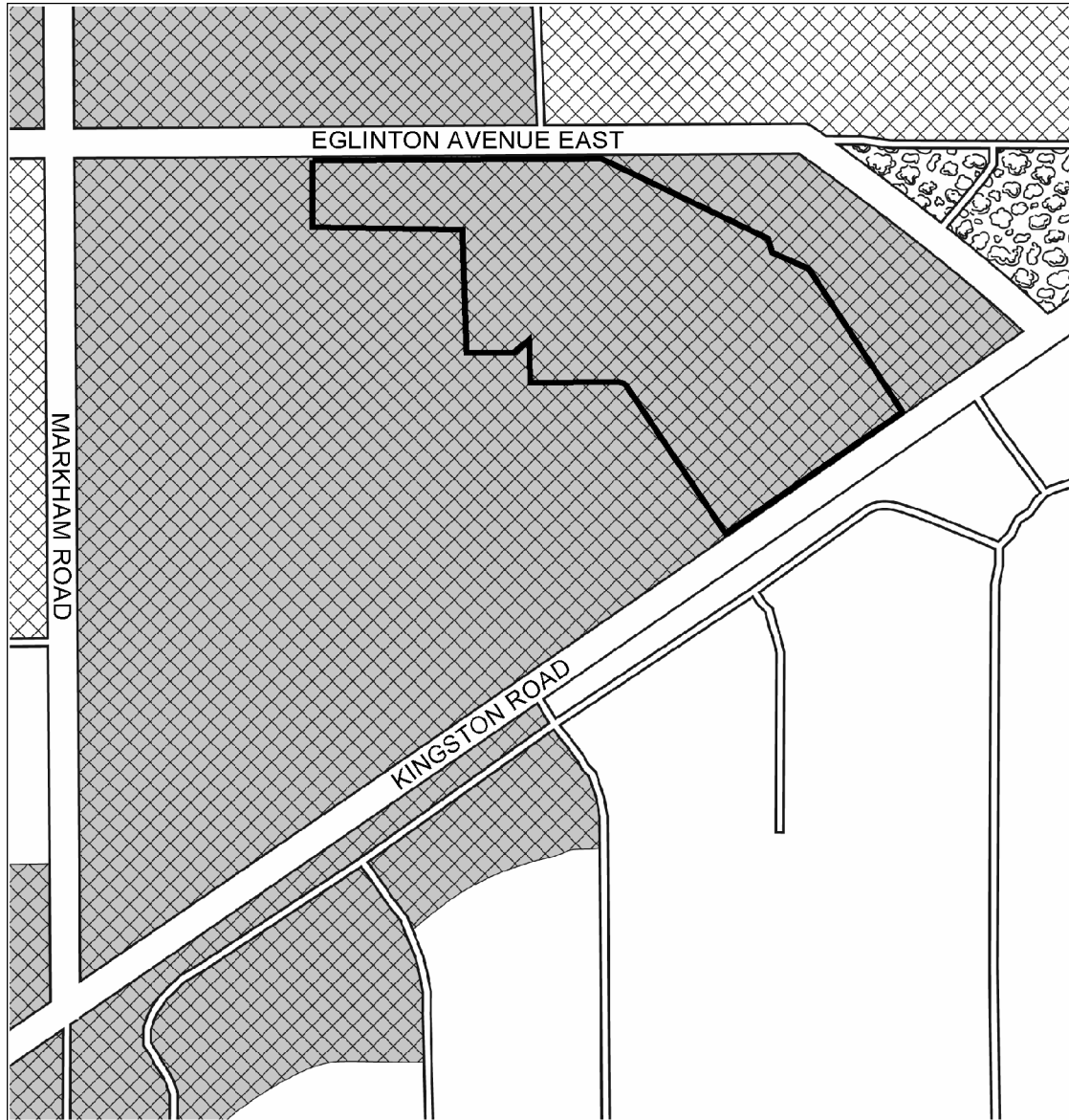
**Toronto** City Planning  
Division  
**Zoning**

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

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

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

## Attachment 4: Official Plan



**Toronto** City Planning  
Official Plan

3201-3227 Eglinton Avenue East

File # 07\_272312\_OZ, 07\_272331\_SB

	Site Location		Natural Areas		Institutional Areas		Utility Corridors
	Neighbourhoods		Parks		Regeneration Areas		
	Apartment Neighbourhoods		Other Open Space Areas		Employment Areas		
	Mixed Use Areas						

↑  
Not to Scale  
11/02/07

## Attachment 5: Perspective Drawings



W Along Service Road and Park



S/W Along Kingston Road

### Perspective Drawings

Applicant's Submitted Drawing

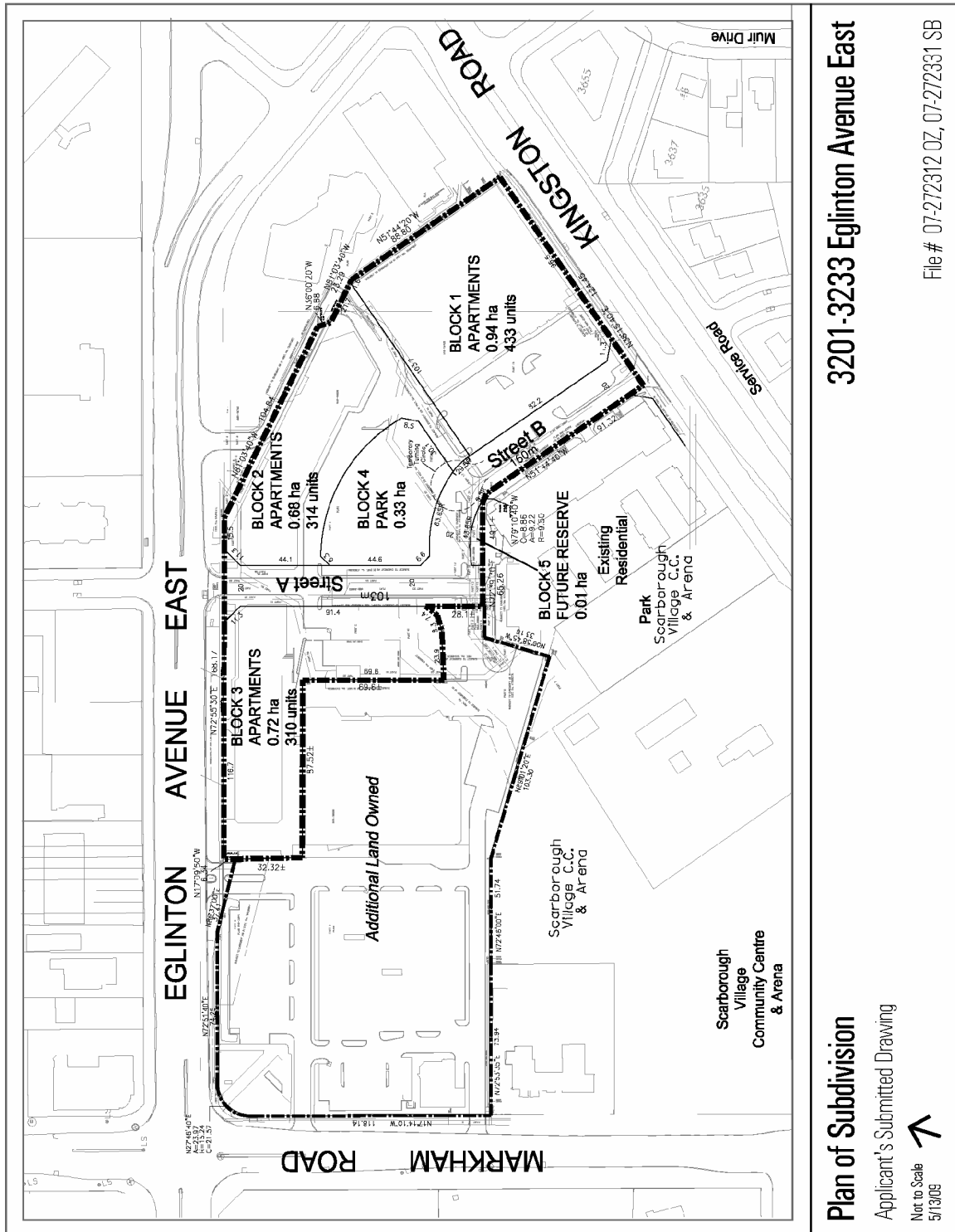
Not to Scale  
5/14/09

3201-3227 Eglinton Avenue East

File # 07-272312 OZ, 07-272331 SB



## Attachment 6: Draft Plan of Subdivision



## Attachment 7: Application Data Sheet

Application Type	Rezoning	Application Number:	07 272312 ESC 36 OZ
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:	mixed commercial and residential totally 1057 units and 5486 square metre of commercial.

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
DIAMONDCORP			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):	26009	Height:	Storeys:	21
Frontage (m):	0		Metres:	
Depth (m):	0			
Total Ground Floor Area (sq. m):	9874			<b>Total</b>
Total Residential GFA (sq. m):	97726		Parking Spaces:	1363
Total Non-Residential GFA (sq. m):	5486		Loading Docks	0
Total GFA (sq. m):	103,212			
Lot Coverage Ratio (%):	0.31			
Floor Space Index:	3.2			

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condo		<b>Above Grade</b>	<b>Below Grade</b>
Rooms:	0	Residential GFA (sq. m):	97,726	0
Bachelor:	0	Retail GFA (sq. m):	5486	0
1 Bedroom:	529	Office GFA (sq. m):	0	0
2 Bedroom:	528	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0	0
Total Units:	1057			

<b>CONTACT:</b>	<b>PLANNER NAME:</b>	John Lyon, Senior Planner
	<b>TELEPHONE:</b>	(416) 396-7018

**Attachment 8: Draft Official Plan Amendment**

Authority: Scarborough Community Council Item ~ [or Report No. ~, Clause No. ~] as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

**CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. ~-20~**

To adopt Amendment No. 86 to the Official Plan for the City of Toronto  
respecting the lands municipally known as  
3201 – 3227 Eglinton Ave E

WHEREAS authority is given to Council under 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 HEREBY ENACTS as follows:

**1.** The attached Amendment No. 86 to the Official Plan is hereby adopted pursuant to the *Planning Act*, as amended.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

DAVID R. MILLER,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

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AMENDMENT NO. 86

TO THE OFFICIAL PLAN TO THE CITY OF TORONTO

3201-3227 Eglinton Avenue East

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The Official Plan of the City of Toronto is hereby amended as follows:

1. Schedule 2: The Designation of Planned but unbuilt roads, is amended by adding:
  - New Links : from the intersection of Eglinton Avenue East and Cedar Drive running south, then southeast and connecting to Kingston Road.
  - New Links : from Markham Road connecting to the southerly extension of Cedar Drive to the east.
2. Chapter 7, Site and Area Specific Policies, is amended by adding Site and Area Specific Policy No. 328 as follows:

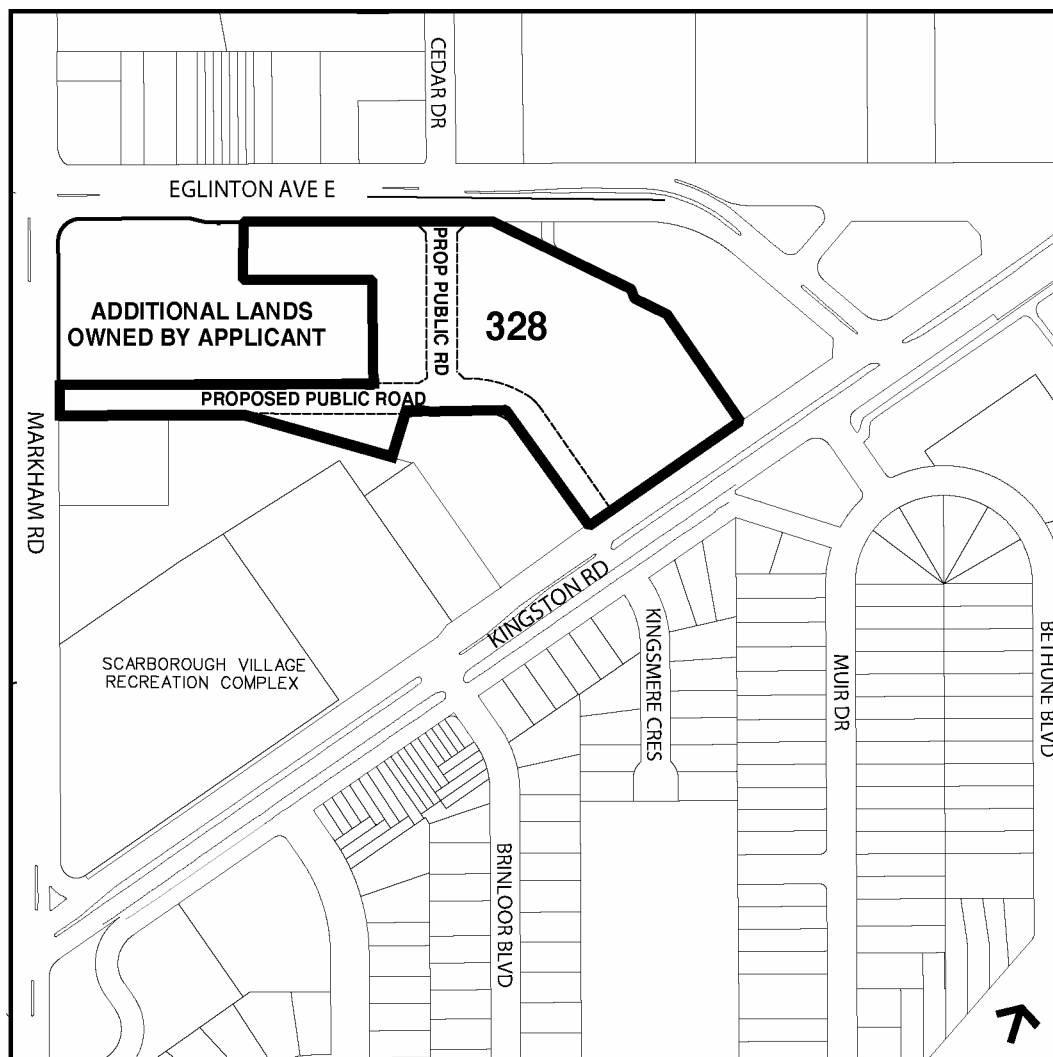
**328. 3201-3227 Eglinton Avenue East**

Provision of Community Facilities

The provision of general purpose community space is the first priority community benefit on the subject lands. The expansion of community facilities is an important priority for this area to meet the needs of existing and future residents and ensure that a viable and healthy community is developed in this area in keeping with the community building objectives of the Official Plan.

New Road Connections

New public road connections will be established from Eglinton Avenue East at Cedar Drive running south then southeast and connecting with Kingston Road. A new connection will also be established running east from Markham Road connecting to the southerly extension of Cedar Drive to the east. The purpose of the public road network is to divide the larger site into smaller development blocks, provide access and addresses for new development, provide access to a new public park, and create adequate space for pedestrians, bicycles and landscaping as well as transit, vehicles, utilities and utility maintenance. Location and spacing of street connections will be designed to ensure safe and effective functioning of future intersections.



### Urban Design Guidelines

Urban Design Guidelines will be adopted by Council to provide detailed guidance on the design and organization of the built environment in the new neighbourhood. They will include specific recommendations on building massing and design, public realm improvements, park location, public utilities, and pedestrian connections. Consideration will be given to these guidelines during the preparation and review of Site Plan approval applications for each phase of development.

3. Map 34, Site and Area Specific Policies, is modified by adding the lands at 3201 – 3227 Eglinton Avenue East, as shown on the map above as Site and Area specific Policy no. 328.

## **Attachment 9: Draft Zoning By-law**

Authority: Scarborough Community Council Item ~ [or Report No. ~, Clause No. ~] as  
adopted by City of Toronto Council on ~, 20~  
Enacted by Council: ~, 20~

### **CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. ~-20~**

**To amend ~ Zoning By-law No. 10010 as amended,  
With respect to the lands municipally known as,  
3201 - 3227 Eglinton Ave E**

WHEREAS authority is given to Council by Section 34 and Section 37 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

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 HEREBY ENACTS as follows:

1. Schedule “A” of the Scarborough Village Community Zoning By-law is amended for the lands outlined in the attached Schedule ‘1’ by deleting the existing Apartment Residential (A) Zone and Community Commercial (CC) Zoning and Performance Standards and replacing them with Apartment Residential (A) Zone, Community Commercial (CC) and Park Zone (P) Zoning and Performance Standards as shown on Schedule ‘1’ so that the amended Zoning shall read as follows:

A and CC 40G – 167-183-186-187-188-189-223-224-225-267-268-269-380

A and CC – 40G – 40 H -167-184-186-187-188-189-223-224-225-270-271-272-380

A and CC 40G – 40H – 167-185-186-187-188-189-223-224-225-273-274-275-380

P

2. Schedule ‘B’ PERFORMANCE STANDARDS CHART, is amended by adding the Performance Standards 183, 184, 185, 186, 187, 188, 189, 223, 224, 225, 267, 268, 269, 270, 271, 272, 273, 274, 275, and 380 as follows:

### **INTENSITY OF USE**

267. **Gross Floor area** shall not exceed 40,435 square metres.

268. Maximum 433 **dwelling units**.

269. Maximum **Gross Floor Area** 1858 square metres for **Community Commercial (CC)** uses.

270. **Gross Floor Area** shall not exceed 30,352 square metres.
271. Maximum 314 **dwelling units**
272. Maximum **Gross Floor Area** 622 metres for **Community Commercial** (CC) uses.
273. **Gross Floor Area** shall not exceed 32, 425 square metres.
274. Maximum 310 **dwelling units**.
275. Maximum **Gross Floor Area** 3005 metres for **Community Commercial** (CC) uses.

### **MISCELLANEOUS**

183. Maximum **height** – 21 **storeys** and 65.5 metres, excluding mechanical penthouse, chimneys, vents, skylights, antennae, elevator machine rooms, and parapet walls, except within 30 metres of the Kingston Road streetline, where the maximum height shall be 9 **storeys** and 31.5 metres.
184. Maximum **height** – 21 **storeys** and 65.5 metres, excluding mechanical penthouse, chimneys, vents, skylights, antennae, elevator machine rooms, and parapet walls.
185. Maximum **height** – 18 **storeys**, excluding mechanical penthouse, chimneys, vents, skylights, antennae, elevator machine rooms, and parapet walls, except within 45 metres of the Eglinton Avenue streetline, where the maximum **height** shall be 9 **storeys**.
186. Minimum interior amenity space to be provided 2.0 square metres per **dwelling unit**.
187. An outdoor balcony or terrace is to be provided for each **dwelling unit**.
188. Minimum ground floor **height** along Kingston Road and Eglinton Avenue frontages of 4.5 metres.
189. Within the lands shown on Schedule "1" 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.

### **PARKING**

223. 1.15 **parking spaces** per residential **dwelling unit** shall be provided (1 enclosed **parking space** per unit; 0.15 visitor **parking spaces** per unit).
224. 1 **parking space** per 100 square metres of **gross floor area** for all Community Commercial (CC) uses, excluding Restaurants, Tea Rooms, Cafeterias, Taverns, which will be subject to the **Clause VII – General Parking Regulations for All Zones**.
225. Bicycle **parking spaces** shall be provided at a rate of 0.5 bicycles per **dwelling**, of which 80% is for occupant use, and 20% is for visitor use. Bicycle **parking spaces** shall not be provided within a **dwelling** or on a balcony associated thereto, and shall be provided as follows:
- a. where the bicycles are to be parked in a horizontal position, the space shall have horizontal dimensions of at least 0.6 metres by 1.8 metres per bicycle and a vertical dimension of at least 1.9 metres;
  - b. where the bicycles are to be parked in a vertical position, the space shall have horizontal dimensions of at least 0.6 metres by 1.2 metres per bicycle and a vertical dimension of at least 1.9 metres;
  - c. in the case of a bicycle rack, it shall be located in an enclosed room or area.

### **SECTION 37**

380. Matters to be provided pursuant to Section 37 of the Planning Act, R.S.O, 1990, c.P 13, as amended.

- (a) The owner of the lands, at its expense and in accordance with, and subject to, the arrangements referred to in Section (b) herein, shall provide the following facilities, services and matters, prior to the issuance of the first building permit for each identified phase of development, in exchange for the increase in density:

A financial (cash) contribution to the City of Toronto of \$1.1 million, to be allocated as follows:

- i) \$350,000 in Phase 1 for an addition at the Scarborough Village Community Recreation Centre or other community programming space.
- ii) \$250,000 in Phase 2 for an addition at the Scarborough Village Community Recreation Centre or other community programming space.
- iii) \$250,000 in Phase 2 for parkland improvements for the park to be provided in Phase 2.



- iv) \$250,000 in Phases 1 and 2 for enhanced streetscape improvements in both phases, or community programming space at the discretion of the City.
  - (b) The owner of the lands shall enter into one or more agreements with the City of Toronto, provided pursuant to Section 37 of the Planning Act, R.S. O. 1990, c.P 13, as amended, to secure the facilities, services and matters referred to in Section (a), which agreement shall be registered as a first charge on title to the lands to which this By-law applies.
3. SCHEDULE "C" EXCEPTIONS LIST, Exception No. 33 is amended as follows on the accompanying Schedule "2" Map.
33. On those lands indicated on the accompanying Schedule "C" map, the following provisions shall apply:
- 1. Community Commercial Uses shall include only the following:
    - Automobile Service Stations
    - Banks
    - **Day Nurseries**
    - Educational Facilities
    - Funeral Homes
    - Libraries
    - Offices
    - Personal Service Shops
    - Places of Recreation, Entertainment and Assembly
    - **Place(s) of Worship**
    - Restaurants
    - Retail Stores
    - All other uses as stated in Clause VIII, Section 6, of By-law 10010 are prohibited
  - 2.
    - (a) Community Commercial Uses, excluding offices, shall not exceed a gross floor area of 20 500 m<sup>2</sup>.
    - (b) The maximum number of dwelling units shall not exceed 350 on Part D and 261 on Part A.
    - (c) Apartment (A) uses shall be prohibited on Part B.
  - 3. On Part A, maximum height 57 m, except within 60 m of the Kingston Road streetline the maximum height shall be 46 m. Height is to be measured from the average finished grade around the perimeter of the buildings.

4. The provisions of Clause VI, Section 6, Coverage, shall not apply.
5. The provisions of this By-law shall apply collectively to this property notwithstanding its division into two or more parcels.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

DAVID R. MILLER,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)

# Schedule '1'

Lot 17



A & CC-40G-40H-167-185-186-187-188  
-189-223-224-225-273-274-275-380

A & CC-40G-40H-167-184-186-187-188  
-189-223-224-225-270-271-272-380

A & CC-40G-167-183-186-187-188  
-189-223-224-225-267-268-269-380



**Zoning By-Law Amendment**

**3201-3227 Eglinton Avenue East**

File # 07-272312\_OZ, 07-272331\_SB



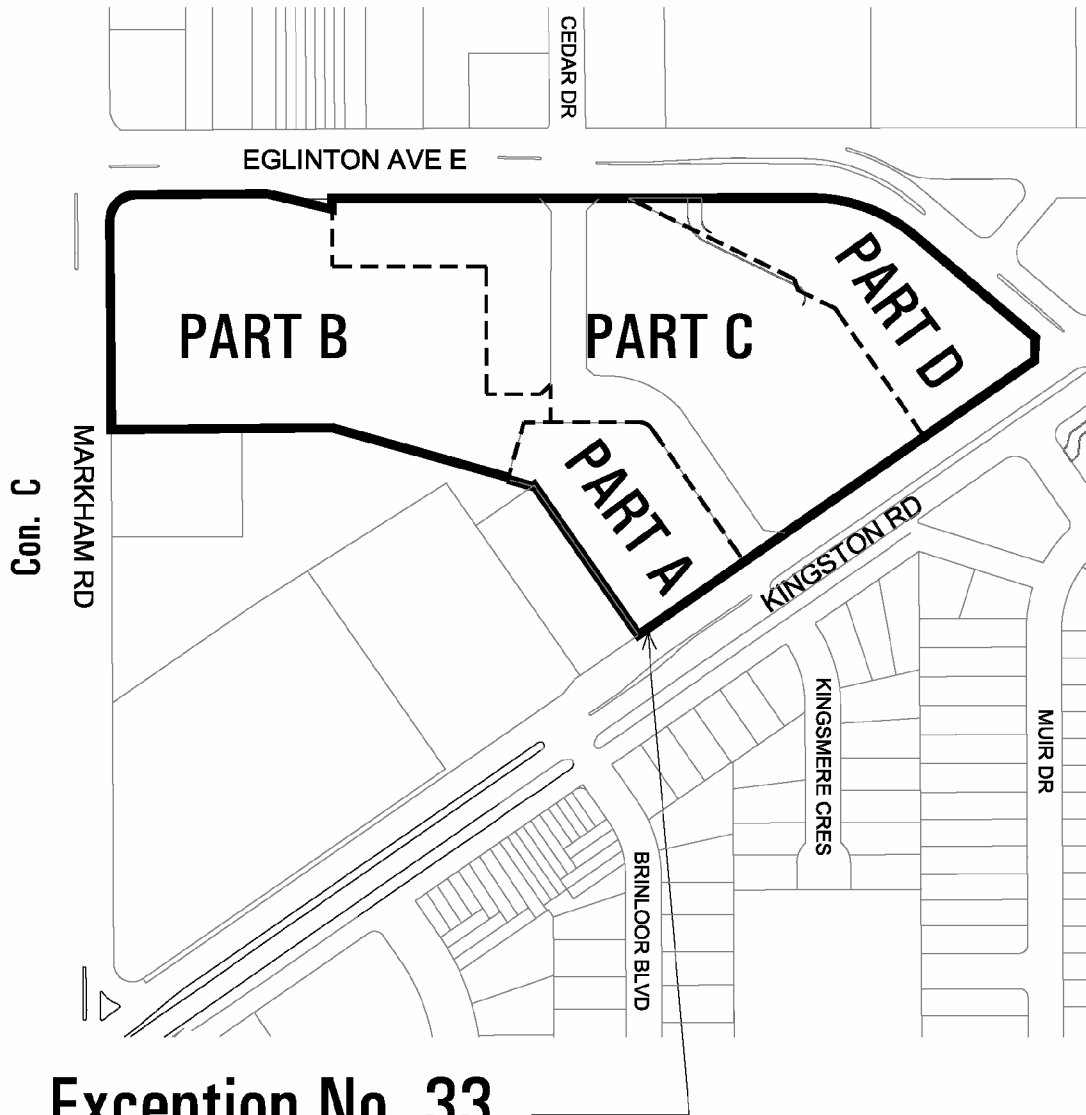
Area Affected By This By-Law

Scarborough Village Community Bylaw  
Not to Scale  
5/22/09



# Schedule '2'

Lot 17



## Exception No. 33



Zoning By-Law Amendment

3201-3227 Eglinton Avenue East

File # 07-272312\_OZ, 07-272331\_SB



Area Affected By This By-Law

Scarborough Village Community Bylaw  
Not to Scale  
5/22/09



**Attachment 10: Draft Plan of Subdivision Conditions of Approval**

**CITY OF TORONTO  
CONDITIONS OF DRAFT PLAN OF SUBDIVISION APPROVAL**

**SUBDIVISION APPLICATION 07 272331 ESC 36 SB**

**DRAFT PLAN OF SUBDIVISION PREPARED BY  
BOUSFIELDS INC.  
DRAWING NO. 0729-41dp, DATED JANUARY 14, 2009**

**PART OF LOTS 17 AND 8, CONCESSION C  
CITY OF TORONTO (FORMERLY CITY OF SCARBOROUGH)  
RRVP MARKINGTON INC.**

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**THE FOLLOWING CONDITIONS MUST BE FULFILLED PRIOR TO THE  
REGISTRATION OF THE PLAN OF SUBDIVISION OR ANY PHASE  
THEREOF FOR REGISTRATION UNLESS OTHERWISE SPECIFIED BELOW**

1. The owner shall submit a Master Plan for the development for approval by the Chief Planner and Executive Director. The Master Plan shall illustrate building locations and heights, park location and the public road network. Site Plan applications for each phase of the development will be guided by the Master Plan.
2. The owner shall execute the City's standard subdivision agreement, and shall satisfy all of the pre-registration conditions contained therein.
3. The owner shall provide to the Director Community Planning, Scarborough District, confirmation that the taxes have been paid in full (statement of account or Tax Clearance Certificate).
4. The approval of this plan of subdivision will lapse if the subdivision is not registered within 5 years of the date of draft plan approval.

**SERVICES**

**Easement Requirements**

5. Prior to the registration of the draft plan of subdivision, the Owner shall make satisfactory arrangements to provide such easements to the City as deemed necessary by the Executive Director, Technical Services for utilities, drainage and

servicing purposes to the appropriate authorities in order to service this plan of subdivision.

#### Servicing

6. The Owner shall make satisfactory arrangements with the Executive Director, Technical Services, to construct all external services necessary to service the plan of subdivision, at the owner's sole cost.
7. Prior to the registration of the draft plan of subdivision and in conjunction with engineering drawing approvals, the Owner shall revise the Functional Servicing Report to the satisfaction of the Executive Director of Technical Services.

#### Enbridge

8.
  - (a) The developer is to coordinate the preparation of an overall utility distribution plan to the satisfaction of all utilities.
  - (b) Streets are to be constructed in accordance with the municipal standards
  - (c) The developer shall grade all streets to final elevation prior to the installation of the gas lines and provide the necessary field survey information required for the installation of the gas lines, all to the satisfaction of Enbridge Gas Distribution.

#### Bell Canada

9.
  - (a) The Developer is hereby advised that prior to commencing any work within the Plan, the developer must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/telecommunication service to the proposed development. In the event that such infrastructure is not available, the developer is hereby advised that the developer may be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure, the developer shall be required to demonstrate to the municipality that sufficient alternative communication/telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services.
  - (b) the owner shall agree in the Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunications services. Easements may be required subject to final servicing decisions. In the event of any conflict with existing Bell Canada facilities or easements, the owner/developer shall be responsible for the relocation of such facilities or easements.

## Hydroelectric

10. Prior to the registration of the draft plan of subdivision, the Owner shall make satisfactory arrangements, financial and otherwise with a hydroelectric provider including, amongst other matters the following regarding the installation of an underground hydro and street lighting system to the satisfaction of Toronto Hydro:
- (i) underground civil and electrical system for the development;
  - (ii) the provision of adequate space within the development for transformers, tap boxes and any other hydro equipment of the local distribution company, and;
  - (iii) any existing electrical feeds to any existing or demolished buildings on the property must be removed at the developer's expense.

## Surveys, Mapping, Road Widenings, Fire Hydrant Maintenance, Etc.

11. Prior to the registration of the draft plan of subdivision, the Owner shall agree to pay the cost of all geodetic surveys, aerial mapping, traffic signs, upgraded street lighting and fire hydrant maintenance within the plan of subdivision satisfactory to the Executive Director, Technical Services.

## Composite Utility Plan

12. Prior to the acceptance of the engineering drawings, the Owner shall prepare a composite utility plan, prepared by a licensed municipal servicing engineer, who shall co-ordinate, on behalf of the City and to City standards, all utility company installation proposals within the public right-of-ways. This same consulting engineer shall provide a composite utility plan, indicating the utility company's installations of services within the municipal road allowances created and/or extended to service this development. This plan shall also identify the location of all existing and proposed underground and above ground utilities in relation to proposed tree planting locations, at a minimum scale of 1:250. This plan shall be completed to the satisfaction of the utility companies, the General Manager of Parks Forestry and Recreation, the Chief Planner, and the Executive Director of Technical Services.

## Preparation of Final Plan of Subdivision

13. The Owner shall prepare the final plan of subdivision in metric units related to the Ontario Co-ordinate System and shall submit a digital copy of the plan to the Executive Director, Technical Services

## **STREETS, DRIVEWAYS, SIDEWALKS AND 0.3 METRE RESERVES**

14. Requirement of the applicant to convey and dedicate all proposed public roads, turning circle, corner roundings, and 0.3 metre reserves to the City of Toronto as a Public Highway, to the satisfaction of the Executive Director of Technical Services.

### **Traffic Signals**

15. Following full occupancy of each phase of this development, the applicant agrees to have a certified traffic consultant conduct a Signal Warrant and Pedestrian crossing analysis at the intersection of Street "B" and Kingston Road to the satisfaction of the General Manager, Transportation Services. Should traffic signals be required at this intersection as a result of this study, the applicant agrees to fund the cost of the traffic signals.
16. Prior to the registration of the draft plan of subdivision, the owner shall pay all costs associated with Traffic Control signal modifications on Eglinton Avenue to the satisfaction of the Executive Director of Technical Services.

### **Construction of Streets**

17. The Owner shall make satisfactory arrangements with the Executive Director of Technical Services to construct Streets "A" and "B", and dedicate it as a public right-of-way at no cost to the City, free and clear of any encumbrances as follows:
  - (a) Streets A and B shall be constructed with a 20.0 metre road allowance; and ,
  - (b) The temporary turning circle at the northerly limit of Street "B" shall be constructed with a minimum 12.5 metre curb radius and a street line radius of 15.25 metres.
18. The Owner agrees to construct to the satisfaction of the Executive Director of Technical Services, a temporary turning circle at the north limit of Street "B" adjacent to Block 4, in accordance with the accepted engineering drawings, and to grant easements for such purposes; such temporary turning circle shall be considered as a road under the terms of the Subdivision Agreement.
19. If and/or when future development, prior to the assumption of the subdivision, requires the removal and relocation of the temporary turning circle and reinstating of City lands to the satisfaction of the City; any and/or all such work is to be completed by the developer at its sole cost to the satisfaction of the Executive Director of Technical Services.



20. The Owner is advised that if the proposed Street “A” is not to be extended prior to assumption of this subdivision, the Owner agrees to pay the City of Toronto an amount to be determined by the Executive Director, Technical Services, in his sole discretion to defray the cost of the services that are not completed to the northern limit of the subdivision. The cost shall include the removal of the temporary turning circle and the reconstruction of all required services.
21. Prior to the registration of the draft plan of subdivision, the owner shall provide as a deposit, \$4000 for securities to enact through prohibitions at the intersection of Eglinton Avenue , Street “A” and Cedar Drive

#### Sidewalks

22. The Owner shall agree to construct a municipal concrete sidewalk on both sides of Streets “A” and “B”, in accordance with the approved engineering drawings, which shall be completed prior to the occupancy of any building, to the satisfaction of the Executive Director, Technical Services.

#### Pavement Marking Plan

23. Prior to the registration of the draft plan of subdivision , the owner shall prepare a pavement marking plan to the satisfaction of the Executive Director of Technical Services, and to pay all costs associated with the implementation of the plan to the satisfaction of the Executive Director of Technical Services.

#### Other

24. Prior to the registration of the draft plan of subdivision , the owner shall provide a conceptual design of a future public road to the west of Street “A” and Street “B” connecting to Markham Road to the satisfaction of the Executive Director of Technical Services.
25. Prior to the registration of the draft plan of subdivision, the owner shall provide an easement external to the development for storm and sanitary sewers to service the City lands to the south, to the satisfaction of the Executive Director of Technical Services.
26. Prior to the registration of the draft plan of subdivision, the owner shall pay all costs associated with the installation/alterations of municipal street signage to the satisfaction of the Executive Director of Technical Services.
27. Prior to the registration of the draft plan of subdivision, the owner shall provide a Signal Plan on a compact disc with the signal layouts and any phasing changes and pay all costs associated with the existing signal system to the satisfaction of the Executive Director of Technical Services.

28. Prior to the registration of the draft plan of subdivision, the owner shall pay all costs associated in the relocation of existing street furniture as a result of the development to the satisfaction of the Executive Director of Technical Services.
29. Prior to the registration of the draft plan of subdivision, the owner shall illustrate the loading area at the Options for Homes property to the satisfaction of the Executive Director of Technical Services.
30. The applicant must provide an 8 metre day lighting triangle on both sides of the new public roadways intersecting both Eglinton Avenue and Kingston Road, to the satisfaction of the Executive Director of Technical Services.

### **STORM DRAINAGE**

#### Storm Water Management Report

31. Prior to the registration of the draft plan of subdivision and in conjunction with engineering drawing approvals, the Owner shall submit a Stage II Stormwater Management Report addressing water quality and water quantity, reflecting the draft plan, all to the satisfaction of the Executive Director, Technical Services. If any changes are made to the draft plan of subdivision, the accompanying Stage II Stormwater Management Report must reflect these changes accordingly.

### **ENVIRONMENTAL SITE ASSESSMENT**

#### Record of Site Condition

32. Prior to the earlier of the release for construction of services or registration of the draft plan of subdivision, the Owner shall provide an environmental report to be peer reviewed at the Owner's expense and Record of Site Condition for the land to be transferred to the City. The report must present the soil condition and compliance with the current criteria of the Ministry of the Environments Guidelines for use at contaminated sites in Ontario.

### **PARKLAND and OPEN SPACE**

33. Prior to the registration of the draft plan of subdivision, for Phase 1 the Owner shall be required to provide a letter of credit to the City for the parkland dedication equal to 10% of the market value of Block 1 prior to the issuance of a first above ground building permit. The Letter of Credit will be released to the Owner once the park block (Block 4) has been conveyed to the City.

34. In the event the Owner elects not to proceed with Phase 2 within six years of the Owner being granted the issuance of the first above ground building permit the City will have the option to draw upon the Letter of Credit with the money being deposited into the City's appropriate cash-in-lieu of parkland dedication reserve accounts.
35. Prior to the issuance of the first above grade building permit for Phase 2 the Owner may be permitted to utilize Block 4 (Park block) as an interim construction staging area, subject to the terms and conditions of a Parkland Occupation Permit. The permit will outline the details of the park occupancy, restoration and associated fees. The terms of the permit shall be to the satisfaction of the General Manager of Parks, Forestry & Recreation.
36. Prior to the issuance of the first above grade building permit for Phase 2 the Owner shall be required to convey Block 4 (Park block) to the City in base park condition.
37. For Phase 3 the Owner shall be required to pay cash-in-lieu of parkland dedication for the market value of 0.07 ha (700 m<sup>2</sup>) prior to the issuance of the first above grade building permit.
38. Prior to the registration of the draft plan of subdivision for Phase 2, the Owner shall provide, satisfactory to the City Solicitor, all legal descriptions and applicable reference plans of survey for the parkland dedication lands.
39. Prior to the transfer of the park block to the City, the park block shall nonetheless be deemed to be park land and in respect of the limiting distance requirements of the *Ontario Building Code Act, 1992* and any structures constructed on land abutting the park block shall be subject to limiting distance requirements established under the Ontario Building Code. Prior to site plan approval for the buildings to be located abutting the park, the Owner shall advise staff in the Parks, Forestry and Recreation Division whether the Owner is required to enter into such an agreement. The Owner is advised that compensation may be required in this agreement.
40. The Owner shall pay for the costs of such dedication and the preparation and registration of all relevant documents.
41. The Owner shall ensure that lands to be dedicated as parkland to the City of Toronto shall be free and clear, above and below grade, of all easements, encumbrances and encroachments except those existing already on the lands that are for the benefit of the City of Toronto, unless otherwise authorized by the General Manager of Parks, Forestry and Recreation.

42. The Owner acknowledges and agrees that stockpiling of any soils or materials or use as an interim construction staging area on the parkland is prohibited, unless otherwise approved by Parks, Forestry and Recreation.

#### Environmental Assessment

43. Prior to conveyance of the parkland to the City, the Owner shall be responsible for an environmental assessment of the lands to be dedicated as parkland to the City and any associated costs or remediation works required as a result of that assessment. Such assessment or remediation shall ensure that the parkland dedication lands, at the time of dedication, will meet all applicable laws, regulations and guidelines respecting sites to be used for public park purposes, including City Council policies respecting soil remediation of sites to be acquired by the City. A qualified environmental consultant acceptable to Technical Services, Development Engineering Division shall prepare the environmental assessment. Prior to transferring the Parkland to the City, the environmental assessment may be peer reviewed by an environmental consultant retained by the City at the Owner's expense (the "Peer Reviewer"), and the conveyance of the Parkland to the City shall be conditional upon the Peer Reviewer concurring with the Owner's environmental consultant that the Parkland meets all applicable laws, regulations and guidelines for public park purposes. The Technical Services section of the Development Engineering Division shall advise the General Manager of Parks, Forestry and Recreation of the findings of the environmental review.
44. The Owner will be responsible for the construction and installation of base park improvements to the dedicated parkland to the satisfaction of the General Manager of Parks, Forestry and Recreation including the following:
- (a) Grading (inclusive of 150 mm topsoil supply and placement);
  - (b) Sod;
  - (c) City standard fencing, where deemed necessary;
  - (d) Buffering/screening between the park and adjacent uses;
  - (e) All necessary drainage systems;
  - (f) Electrical and water connections to the street line where deemed necessary; and
  - (g) Street trees along all public road allowances, which abut City owned parkland.
45. Details of when such work is to be completed are to be finalized prior to the registration of the draft plan of subdivision for Phase 2 and shall be to the Satisfaction of the General Manager of Parks, Forestry and Recreation. No credit shall be given towards the Parks and Recreation component of the Development Charges for the costs associated with the above noted base park improvements.
46. Prior to the registration of the draft plan of subdivision for Phase 2, the Owner will post a certified cheque as security for the installation of the base park improvements, and any required walkways or fencing equal to 120% of the value

of the base park improvements and fencing to the satisfaction of the General Manager of Parks, Forestry and Recreation.

47. At the time the base park improvements have been completed, the Owner will provide certification from their landscape architect certifying all work has been completed. At that time, the submitted letter of credit for park improvements will be released subject to the satisfaction of the General Manager of Parks, Forestry and Recreation, less 20% of the total value which will be retained for a two year period as a performance guarantee.

#### Parkland Grading and Drainage

48. Prior to the registration of the plan of subdivision for Phase 2, the Owner shall ensure that the grading and drainage of the adjacent Blocks are compatible with the grade of the parkland to the satisfaction of the General Manager, Parks, Forestry & Recreation and the Executive Director, Technical Services.

#### Park Final Design and Programming

49. Prior to the registration of the plan of subdivision for Phase 2, the Owner shall agree that the General Manager, Parks, Forestry and Recreation will determine the final location, configuration, design, development and programming of the parkland to be conveyed to the City.

#### Above Base Park Improvements

50. Should the Owner and City agree, and conditional on approval from the City Finance Department and City Council on the use of the Park and Recreation Component of the Development Charges, the design and construction of the above base park improvements will be completed by the Owner, subject to the approval of the General Manager of Parks, Forestry & Recreation. The above base park improvements will be equivalent to the Parks and Recreation component of the development charges applicable to market housing. The applicant will submit a letter of credit equal to 120% of the value of the Parks and Recreation component of the Development Charges for each phase of residential development.
51. Areas to be addressed in the design of the parkland are park programming, sustainable design and plantings, community and public safety, ground surface treatment, seating, vandalism etc. Details of these requirements will be determined prior to the registration of the plan of subdivision and will be to the satisfaction of the General Manager, Parks, Forestry & Recreation.
52. If the Owner and the City have agreed that the Owner will be completing the above base park improvements the Owner shall submit for the approval of the General Manager, Parks, Forestry & Recreation, a park design concept and a park

development budget prior to the issuance of the first above grade building permit within the plan of subdivision.

#### Certification of Parkland Completion

53. The Owner, upon satisfactory completion of the parkland development will be required to guarantee such work and associated materials to the satisfaction of the General Manager, Parks, Forestry & Recreation. The Owner will provide stamped certification from its Landscape Architect verifying all work has been completed. As-built drawings will be submitted to the General Manager, Parks, Forestry & Recreation. At that time, the submitted letters of credit securing the parks and recreation component of the development charges and the base park improvements will be released, less 20% which shall be retained for a two year period as a performance guarantee.

#### Development Charges Credit

54. The Owner's total obligation with respect to the design and installation of Parkland Improvements will not exceed the aggregate amount of the Parks and Recreation service component of the Development Charges for all dwellings in the subdivision, notwithstanding the approved budget. The Owners acknowledge that the City will give them a Development Charge credit for Parkland Improvements provided over and above the Base Park Improvements. All plans, budgets, Development Charge credits and letters of credit shall be to the satisfaction of the General Manager, Parks, Forestry & Recreation.

#### Terms and Conditions

55. All plans, budgets, Development Charge credit, and Letters of Credit submitted by the Owner to the City shall be to the satisfaction of the General Manager of Parks, Recreation and Forestry. The Owner shall agree that all Letters of Credit that are to be provided by the Owner, unless determined otherwise by the City of Toronto, are intended to be in current dollars and accordingly, shall be adjusted either upwards or downwards, annually, on the anniversary date of the execution of the associated subdivision agreement, in accordance with the change in the Statistics Canada Construction Price Index, or other index to the satisfaction of the City, during such one year period, provided that in no case shall the amount, payable by the Owner, at any time be less than the minimal amount set out in that agreement.

#### **TREES**

56. The owner agrees to submit detailed landscape plans to the satisfaction of the General Manager of Parks, Forestry and Recreation.

57. The owner agrees to submit a tree planting security deposit to guarantee the planting including the maintenance, of the street trees for a minimum period of two (2) years to the satisfaction of Parks, Forestry and Recreation.
58. The owner agrees to implement planting and maintain trees in accordance with the approved landscape plans, and to the satisfaction of the General Manager of Parks, Forestry and Recreation.
59. The owner agrees that tree plantings will be undertaken/supervised by a qualified arborist or nursery person, having particular regard to planting depth and potential settlement to ensure tree survival. Trees are to be planted only after final grading, and once sod has been laid.
60. Prior to tree planting, the Owner agrees to submit, and adhere to, a watering schedule for newly planted trees during the guarantee period, acceptable to the General Manager of Parks, Forestry and Recreation.
61. The Owner agrees to contact Urban Forestry one week prior to tree planting, and in writing once the trees have been planted, in order to establish anniversary dates.
62. The owner agrees to have the limit of the Protected Ravine and Natural Feature Limit marked on the Draft Plan of Subdivision and all surveys.
63. The applicant/owner must add the Ravine By-law note (below) to all site and construction drawings, to advise contractors of the regulated area, and the penalties associated with unauthorized activities.

Ravine Protection By-law

The Ravine Protection By-law, Chapter 658 of the City of Toronto Municipal Code regulates the injury and destruction of trees, dumping of refuse and changes to grade within protected areas defined in Schedule A.

No grade change, storage of materials or equipment is permitted within the ravine protection zones identified on plans approved under the Ravine Protection By-law.

A person convicted of an offence respecting the regulations in the Ravine Protection By-law are subject to a fine of up to \$50,000 and may be ordered by the court to restore the area to the satisfaction of the City.

## **CONSTRUCTION MANAGEMENT PLAN**

64. Prior to registration of the plan of subdivision or prior to commencement of any construction activities, the Owner agrees to submit a Construction Management Plan for each phase of development for review and acceptance, to the satisfaction of the Executive Director of Technical Services. The construction management plan shall include the following:
- i. Dust/mud/sediment control on and off-site;
  - ii. Location of truck loading points and trailer parking;
  - iii. Location and height of temporary storage areas;
  - iv. Access/truck routing;
  - v. Provision of hoarding and temporary fencing;
  - vi. Details of piling and shoring activities;
  - vii. Estimated period of construction;
  - viii. Control of storm run-off, including any siltation control devices which may be required;
  - ix. Parking management plan for employee/construction vehicle parking;
  - x. Provisions for the removal of debris in a timely manner;
  - xi. Designated locations for vehicle refuelling; and,
  - xii. Procedure to deal with vermin and rodents.

## **TTC**

65. Prior to the registration of the draft plan of subdivision, the Owner shall provide a cheque payable to the City of Toronto in the amount of \$25,000 to equip the Markham Road and Kingston Road intersection with a transit callable/extendable priority feature. This cheque should be sent to City of Toronto Development Engineering, Attention Judy Tse, referencing account number 61990050.
66. Prior to the registration of the draft plan of subdivision, the owner agrees to include the following warning clauses in all agreements of purchase and sale and/or lease agreements and registered on title to the satisfaction of the City Solicitor:
- a) “Purchasers are advised that this site is adjacent to potential future transit operations, including the possibility of streetcar or light rail operations, and that noise, vibration, electromagnetic interference (EMI) and stray current may be transmitted by future transit operations into the proposed buildings. The Toronto Transit Commission will not accept responsibility for such effects on any building(s) or its occupants.”



## **SCHOOLS**

### Toronto District School Board

67. The owner shall enter into an agreement to erect and maintain signs, built to the Toronto Board's specifications and erected prior to the registration or the issuance of any building permit, at points of egress and ingress of the development site, advising that:
- a) "The Toronto District School Board makes every effort to accommodate students at local schools. However, due to residential growth, sufficient accommodation may not be available for all students. Students may be accommodated in schools outside this area until space in local schools becomes available. For information regarding designated schools, please call (416) 394-7526."
68. Prior to the registration of the plan of subdivision, and for a period of 10 years following registration, the owner agrees in Servicing and/or Development Agreement, or in a separate agreement between the School board and the owner, to include the following warning clauses in all offers of purchase and sale of residential units, that:
- a) "Despite the best efforts of the Toronto District School Board, sufficient accommodation may not be locally available for all students anticipated from the development area and that students may be accommodated in facilities outside the area, and further, that students may later be transferred."
  - b) "Purchasers agree for the purpose of transportation to school, if bussing is provided by the Toronto District School Board in accordance with the Board's policy, that students will not be bussed home to school, but will meet the bus at designated locations in or outside of the area."

### Toronto Catholic District School Board

69. The owner shall enter into an agreement to erect and maintain signs, built to the Board's specifications and erected prior to the registration of the issuance of any building permit, at points of egress and ingress of the development site, advising that:
- a) "The Toronto Catholic District School Board makes every effort to accommodate students at local schools. However, due to residential growth, sufficient accommodation may not be available for all students. Students may be accommodated in schools outside this area until space in local schools becomes available."

70. Prior to the registration of the plan of subdivision, and for a period of 10 years following registration, the owner agree in Servicing and/or Development Agreement, or in a separate agreement between the School board and the owner, to include the following warning clauses in all offers of purchase and sale of residential units, that:
- a) “Despite the best efforts of the Toronto Catholic District School Board, sufficient accommodation may not be locally available for all students anticipated from the development area and that students may be accommodated in facilities outside the area, and further, that students may later be transferred.”
  - b) “Purchasers agree for the purpose of transportation to school, if bussing is provided by the Toronto Catholic District School Board in accordance with the Board’s policy, that students will not be bussed home to school, but will meet the bus at designated locations in or outside of the area.”

## Attachment 11: Urban Design Guidelines for Markington Square

### 1.0 Introduction

#### 1.1 Executive Summary

The proposed Urban Design Guidelines, prepared by Page + Steele Architects and Bousfields, establish design principles and specific strategies for the redevelopment of the Markington Square lands for a mixed use development.

#### 1.2 Vision

The overall vision for the site is to create a durable, safe, and attractive high density mixed use neighbourhood which optimizes the advantages of its location at the convergence of two major avenues; to reinforce a sense of place and economic vitality through the redevelopment of a portion of the commercial mall and outward orientation of redeveloped commercial uses; and to humanize the existing street presence so the development is seen as a safe place to live, work and play.

The following goal-statements help define this vision:

- Foster a distinct design that is sensitive to both the site and its surroundings and its neighbours.
- Create a combined high-rise and mid-rise complex of residential and mixed-use buildings through careful massing, circulation, pedestrian paths, and open spaces.
- Enhance frontage along Eglinton Avenue and Kingston Road with grade-related uses and improved streetscaping.
- Improve safety and circulation within the area by introducing public streets that connect neighbourhood destinations and allow nearby residents to take advantage of the new shops, services, and amenities.
- Reinforce the importance of the pedestrian through appropriate building scale, architectural treatment, a clear pedestrian path, and through the use of appropriate materials, landscape and streetscape elements.
- Promote the design of courtyards, private open space and a public park in order to enhance the public realm, and the amenities available for the new residents.
- Achieve a high standard of commercial design and ensure it contributes to the life and economic vitality of the community and the surrounding area.

- Provide support for the continued operation of the existing commercial plaza to the west.

## 2.0 Design Principles and Guidelines

### 2.1 Organizing Structure

The development is organized around two principle features. The first is a new north-south public street, built in two parts, that connects Eglinton Avenue and Kingston Road. This subdivides the current commercial superblock between Markham Road and the existing condominium site into three humanly-scaled blocks, each with its own character and identity.

The second feature is a new public park in the interior of the site. This park is oriented along the new neighbourhood roads but is sheltered from the peripheral streets by medium-rise buildings which help define this new public space. Four high-rise towers are carefully placed to permit maximum views from within the site and through the site. These towers are placed to minimize potential detrimental effects of shadows and wind on the park and public streets.

Both the road and the park are defined by a unifying palette of trees, shrubs, street furniture and play equipment.

### 2.2 Built Form and Massing

#### Principles

The intent of built form guidelines is to achieve a well-integrated, attractive high and mid-rise residential development which also includes commercial uses along the major streets (Eglinton and Kingston Road). Built form is intended to be predominantly of medium height and mass with taller buildings set back from street frontages.

#### Overall Guidelines

1. Buildings that are 10 storeys in height or more will have a discernible treatment that distinguishes the base, middle and top.
2. Buildings will be oriented toward street frontages to ensure that open spaces receive adequate natural light and are protected from excessive wind and shade. Podium buildings will be parallel to streets.
3. Mechanical equipment on the tops of buildings will be enclosed and integrated into the building form.
4. Tall buildings will be separated from one another by at least 25 metres.
5. Podiums of mid-and high-rise buildings will be of consistent height (minimum 2 storeys) and set back from the street curb.

### Mid-Rise with Kingston Road frontage

Development of parcels along the Kingston Road frontage will be designed to respond to the width of the corridor. The guidelines encourage active at grade uses, improved landscaping and consistent built form treatment.

1. Buildings fronting directly on Kingston Road will not exceed 10 storeys in height.
2. Provide a consistent setback of approximately 3 metres.
3. Ensure that base buildings occupy a large portion of the frontage to create a continuous street wall element and add visual interest at grade.

### Mid-Rise with Landscaped Boulevard Frontage

Buildings with frontage on the west side of Street A will maintain a consistent height and setback.

1. Stagger the taller building elements, where possible, to improve views and natural light conditions.
2. Orient base buildings to frame the public park.
3. Ensure that the building massing or other appropriate measures are used to screen parking and service areas from public realm.
4. Buildings on Kingston Road will have direct pedestrian connections to the public sidewalk.

## **2.3 Public Amenity**

Public amenity is an integral part of the overall site and community design and should complement the architecture, other site elements and the visual appearance of the area. The streetscape should be well-defined and address function, design, and maintenance. Landscape materials will be chosen from an appropriate palette of materials and plants. This palette of elements will unify the pedestrian environment of the development by creating a consistent character of space.

The development will provide comprehensive, high quality, coordinated streetscape improvements and an appropriately scaled, landscaped pedestrian connection through the site.

### Guidelines

1. Improve the overall pedestrian experience and connections across the site with high quality landscape (i.e. planting, trees, etc.) and high quality streetscape elements (i.e. furniture, lighting, etc.).
2. Provide a centrally located public park to serve existing and future residents and the community.
3. Provide well designed, safe and, where possible, sheltered pedestrian access to public transit.

### **2.3.1 Streetscape (Eglinton Avenue, Kingston Road, Streets A and B and Public Park)**

The objective of this guideline is to provide a consistent and coherent streetscape that helps to define and animate street edges and provides adequate space for pedestrian activities and landscaping. Streetscape should enhance and complement building presence along the streets.

#### **a) Eglinton Avenue and Kingston Road Frontages**

These frontages will provide the primary public face of the entire project with active at-grade uses and improved landscaping.

1. The sidewalks will maintain a direct, safe, continuous and clearly defined pedestrian access to residential, retail and transit.
2. The design will encourage interaction between the boulevard and the retail/commercial uses by such means as providing pedestrian access to store fronts and appropriate street furniture.
3. Generous street tree planting will occur on both frontages.

#### **b) Streets A and B**

Landscaped boulevards will enhance internal roads with planting, sidewalks and streetscape elements.

1. The entry will be lined with large canopied deciduous trees, within the road allowance where sufficient width is available and where utility conflicts do not exist.
2. Pedestrian comfort and connectivity will take precedence over vehicular traffic.
3. High quality site furniture and paving materials will be used throughout the entire site.
4. Pedestrian scale lighting will supplement the regular street lighting on these streets.

#### **c) Public Park**

The park will be the catalyst of outdoor activities for the residents and help form a focal point for the new development.

1. The new public park will be a well defined passive open space, making optimal use of the lands.
2. The park's design will address its relationship with the apartment buildings to the north, and any associated private open space through landscaped edge treatments and locations of pedestrian walkways.
3. Provide material consistency reflecting all other areas of the project.
4. Incorporate a tot lot or play area as well as shaded seating where feasible.

### **2.3.2 Streetscape Elements**

A consistent design theme of furniture and lighting will be used in the Public Park and along the public streets within the community.

Streetscape amenities such as streetlights, bollards, benches, garbage receptacles, bike racks, tree guards and tree grates, all metal surfaces including steel, cast iron and aluminum shall be coordinated as per the City's coordinated street furniture program.

Location and design of streetscape elements will:

- Reduce unnecessary clutter;
- Demonstrate high standard of visual attractiveness and durability;
- Reinforce the character and sense of place; and
- Protect good sight-lines between drivers and pedestrians.

### **2.3.3 Public Utilities**

Public utilities such as transformers, gas meters, and telecommunication boxes will be located in accessible areas that do not interfere with pedestrian or vehicular activity.

## **2.4 Circulation**

### **2.4.1 Vehicular System**

The primary goal of a functioning vehicular system is to balance traffic flow, transit, pedestrian and bicycle safety, and to create attractive streetscapes.

#### **Guidelines**

1. Consolidate vehicular access points to minimize pedestrian conflict.
2. Design access points to ensure safe and orderly turning movements and the appropriate accommodation of pedestrians and bicycles. The entrances to the parking areas will be clearly identifiable through signage, lighting and landscaping.
3. Services, utility functions and parking areas will be located in the rear of buildings away from public streets and sidewalks, wherever possible and loading areas will be screened from view from the public realm.
4. Provide for a possible future access to the commercial shopping centre and Markham Road at the southwest corner of the site.
5. Locate parking areas so as to ensure safe, convenient, and efficient access for vehicles and pedestrians to minimize walking distances.
6. Locate surface parking toward the rear of, or within, buildings. There will be no surface parking between the buildings and Eglinton Avenue and Kingston Road.
7. On-street parking will be permitted along the internal streets.

## **2.4.2 Pedestrian System**

The pedestrian circulation system will improve the pedestrian and bicycling environment in the area by making it easier, safer, and more comfortable to walk or ride between buildings, to the street sidewalk, to transit stops, throughout parking lots, and to adjacent properties.

### **Guidelines**

1. Pedestrian entries will be defined by distinct architectural features.
2. Paving materials will be alternated using textures and/or colours at crosswalks.
3. There will be continuity and appropriate lighting levels of walkways.
4. Where feasible the development will provide protection from wind and rain, especially along the major road frontages and at main building entrances.
5. Bicycle racks, benches and other appropriate amenities will be provided as close as possible to the buildings.
6. Directional signage, where necessary, shall be provided for pedestrian walkways.

## **2.5 Architectural Treatment**

### **2.5.1 Materials**

The use of high quality materials on facades and exterior walls of residential buildings will provide the community with a sense of place and permanence.

### **Guidelines**

1. Building materials are intended to be high quality, durable and require low maintenance and be chosen for their functional and aesthetic quality, especially at the base of buildings where they are most closely experienced by pedestrians and residents.
2. Colours of adjacent buildings will be coordinated and compatible.

### **2.5.2 Facade Articulation**

The key objective is to ensure that building facades create a coherent appearance, add visual interest and create an identity that is consistent with the scale and character of the surrounding area.

### **Guidelines**

1. Transparent elements will be provided at the base of the building facades to create a safe, attractive and active pedestrian environment.
2. Building entries will be clearly identifiable through features such as canopies.
3. Building facades along Eglinton Avenue and Kingston Road will include weather protection features.



4. Building signs will, while being consistent, attractive and clearly visible to motorists and pedestrians, be integrated into the building vocabulary and employ complementary materials and finishes.

### **3.0 Landscape Master Plan**

Landscaping is an integral part of the overall site and community design and should complement the architecture, other site elements and the visual appearance of the area.

Planting should strive to accommodate a mixture of plant materials that creates an appropriate visual character such as stylized, formal, informal, or natural. The design should include a suitable combination of trees, shrubs, groundcover plants, vines, lawns and herbaceous material, including native plants. The number, size and arrangement should be carefully selected to balance color, texture, form, line, proportion, and scale in both the horizontal and vertical plane. The following are landscape design goals and objectives:

1. Landscaping forms an integral part of the overall site plan design to create visual interest, screening and shading for pedestrians and cars.
2. Enhanced landscaped areas are intended to be provided along the major streets and along the Public Park frontages
3. Trees will be planted along pedestrian pathways to provide shade where possible.
4. Distinctive landscape treatment will be encouraged at street intersections to define the corners.
5. Landscaping will include a combination of trees, shrubs, hedges, ground cover, flowers, hard landscaped treatment and fences.
6. Landscaping will be designed so as to be attractive when viewed from above by residents in higher buildings.