

**1088 Progress Avenue – Official Plan & Rezoning
Application - Supplemental Preliminary Report**

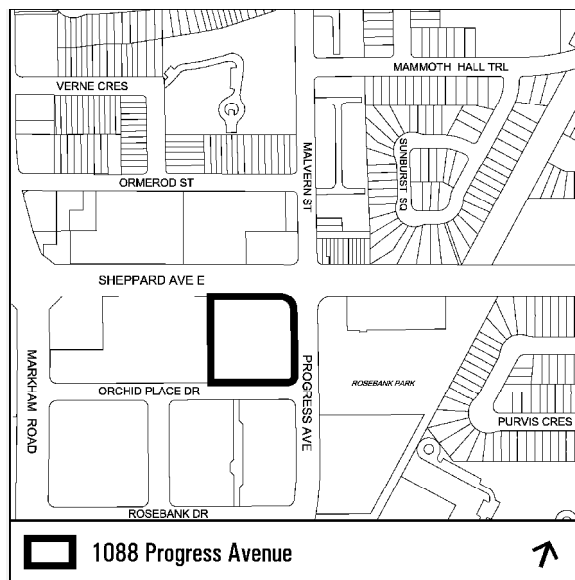
Date:	July 22, 2010
To:	Scarborough Community Council
From:	Director, Community Planning, Scarborough District
Wards:	Ward 42 – Scarborough-Rouge River
Reference Number:	07 279995 ESC 42 OZ

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.

This application proposes a residential development with ground floor commercial at 1088 Progress Avenue. The proposal is contemplated to be developed in 2 separate phases. The first phase, located on the southern portion of the subject property, would consist of 104 stacked townhouses with underground parking. The second phase, located on the northern portion of the subject property, is contemplated to be developed as one of 3 potential options. These options include a development scheme of either 76 stacked townhouses, an 18-storey, 155-unit residential building with 870 square metres of ground floor commercial space, or, two residential buildings of 15 and 18 storeys having a total of 280 units and 1,010 square metres of ground floor commercial space. The total density proposed on the entire property could be 180, 259 or 384 residential units with the commercial space as noted above, depending on the option selected for the second phase.

This report provides preliminary information on the above-noted revised application and seeks Community Council's



directions on further processing of the application and on the community consultation process.

The application should proceed through the planning review process including the scheduling of a community consultation meeting. A final report will be prepared and a public meeting will be scheduled once all the identified issues have been satisfactorily resolved.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the lands at 1088 Progress Avenue, together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the Planning Act be given according to the regulations under the Planning Act.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

The subject property is the remaining residential block within the Aspen Ridge subdivision that has not been developed. The Aspen Ridge subdivision, bounded by Sheppard Avenue East, Markham Road, Milner Avenue and Progress Avenue, was approved by the Ontario Municipal Board (OMB) in 1994. The associated official plan amendment for the subdivision provided for an overall density of 1600 residential units. On October 30, 1998, City Council amended the applicable zoning by-law to implement the official plan amendment for the subject property which allocated a maximum of 326 residential units out of the maximum permitted 1600 residential units to the subject property. The contemplated density was envisioned to be accommodated within three buildings of 10, 14, and 16 storeys connected by a one-storey podium. A site plan application was submitted at the time to illustrate how the proposed development would be accommodated on the site.

In 1993, the former City of Scarborough entered into a Tripartite Agreement with the Chinese Cultural Centre of Greater Toronto (CCC) and C.M.S. Investments Inc. (the predecessor to the current owner), for the development of the Chinese Cultural Centre, Burrows Hall Community Centre & Neighbourhood Library (the “Community Complex”) at the southeast corner of Sheppard Avenue and Progress Avenue (east of the subject lands).

The Tripartite Agreement requires the owner, the City of Toronto, and the CCC to jointly provide parking for the entire complex. Article 4.3 of the Tripartite Agreement states that 21.5% of the total parking spaces required for the Community Complex are to be provided on the subject lands. The zoning by-law establishes that a minimum of 60 parking spaces be provided by the owner to service the Community Complex. The agreement acknowledges that the owner's share of the parking can be provided on an interim basis on an at-grade gravel parking facility prior to development of their site.

On November 26, 27, 28, 2002, Council approved an amendment to the parking requirements within the zoning by-law to permit a reduction of the overall parking requirement for the Community Complex from a requirement of 5 spaces per 100 square metres of gross floor area to a requirement for a minimum of 156 spaces to be provided for all uses except schools. The required 156 spaces are in addition to the 60 parking spaces required on the subject lands.

Pre-Application Consultation

Pre-application consultation meetings were held with the applicant to discuss the proposal(s) and review the application submission requirements.

ISSUE BACKGROUND

Proposal

The current proposal represents a revised development scheme from when the applicant filed the initial official plan and zoning by-law amendments and associated site plan approval applications in 2007. At that time, the proposal contemplated three condominium apartment buildings consisting of 464 units with a two-level, below-grade parking structure and some ground level parking adjacent to the loading facilities. A preliminary report had been prepared for this initial proposal scheduled for the April 8, 2008 Scarborough Community Council meeting. The owner, however, requested that the matter be withdrawn from this meeting in order to reconsider the proposal.

In May 2010, the owner submitted a revised development scheme comprising of 2 phases. Phase 1, located on the southern portion of the subject lands, proposes a 104-unit, 3 ½-storey, stacked townhouse development. One level of underground parking, accessed from Orchid Place Drive, would contain 136 parking spaces. Phase 2, located on the northerly portion of the subject lands, proposes 3 development options. Option 1 contemplates 76 stacked townhouses, similar to the design of Phase 1, with one level of underground parking and some surface parking spaces that would provide a total of 140 parking spaces. Option 2 contemplates a 155-unit, 8-storey residential building at the northwest corner of the subject property with 868.61 square metres of ground floor commercial space. Parking would be accommodated by two levels of underground parking and some surface parking spaces that would provide a total of 267 parking spaces. Option 3 contemplates 2 residential buildings of 18 and 15 storeys on a podium with a total of 280 units and 1,010 square metres of ground floor commercial space. Three levels of underground parking and some surface parking spaces are proposed that

would provide a total of 341 parking spaces. Each option results in an overall total unit count for the entire site of 180, 259 or 384 units, respectively.

A concurrent site plan approval application (07 279999 ESC 42 SA) has also been submitted. The proposed development schemes are shown on Attachments 1, 2 and 3 and selected elevations are shown as Attachments 4, 5 and 6. Specific details for the subject proposals are contained in Attachment 9, Application Data Sheet.

Site and Surrounding Area

The subject property is 0.93 hectares (2.3 acres) and bounded by Sheppard Avenue East, Progress Avenue, and Orchid Place Drive. The property is vacant except for a gravel parking lot serving the Community Complex on the east side of Progress Avenue and a temporary sales office.

Surrounding Land Uses:

North: Multi-family residential development, commercial plaza

West: Vacant city-owned land and a Esso gas station beyond

East: Chinese Cultural Centre, Burrows Hall Community Centre & Branch Library

South: Multi-family residential development

Provincial Policy Statement and Provincial Plans

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

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

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

Official Plan

The subject lands are designated Apartment Neighbourhoods within the Toronto Official Plan on Map 22 – Land Use Plan. Apartment Neighbourhoods are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service, and office uses that serve the needs of area residents. Developments in Apartment Neighbourhoods will contribute to the quality of life by, among other matters: locating and massing new buildings to provide a transition between areas of different development intensity and scale; locating and massing buildings to limit shadow impacts

on properties in adjacent lower-scale Neighbourhoods; locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians; including sufficient off-street motor vehicle and bicycle parking for residents and visitors; locating and screening service areas, ramps and garbage storage to minimize visual impacts; and, providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces.

The lands are subject to Area Specific Policy Number 117 that establishes limits on the maximum density and number of units within the area, provides for future rapid transit stations and related facilities, provides for a variety of building heights with a maximum building height of 18 storeys except for certain locations, and conditions for recreational and cultural facilities and offices.

The Built Form policies of the Official Plan specify that new development be located and organized to fit with its context, and be massed to limit impacts on neighbouring streets, parks, open spaces, and properties by creating appropriate transitions in scale to neighbouring buildings, providing for adequate light and privacy, and limiting shadowing and uncomfortable wind conditions. Taller buildings are to be located to ensure adequate access to sky view. Every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development and each resident will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

The Tall Buildings policies of the Official Plan apply with respect to this proposal and seek to ensure that the proposed building and site design will contribute to and reinforce the overall City structure, including its relationship to its existing and/or planned context and the provision of high quality, comfortable and usable publicly accessible open space areas.

The Transportation policies of the Official Plan protect and develop a transportation network to support growth. Map 3 of the Official Plan identifies Progress Avenue, north of Milner Avenue, as a 30 metre right-of-way.

Zoning

The subject lands are zoned Apartment Residential (A) and Neighbourhood Commercial (NC). The Apartment Neighbourhood (A) Zone permits Apartment Buildings, Day Nurseries, and Group Homes. Ancillary uses include Private Home Daycares.

The Neighbourhood Commercial (NC) Zone permits Day Nurseries and Neighbourhood Commercial Uses. Neighbourhood Commercial Uses include retail commercial uses serving the adjacent residential neighbourhood and includes one or more of the following uses: automobile service stations, banks, personal service shops, restaurants (where food is prepared for consumption within a building) and retail stores.

By exception, the zoning by-law also permits uses such as: financial institutions, offices, and parking for the uses on Block 7, Registered Plan 66M-2300 (the Community Complex) and prohibits uses as automobile service stations, retail stores (which include the preparation of food for consumption off-premises), and restaurants.

The maximum permitted height on the subject lands is 16 storeys and overall density is 326 residential units.

Site Plan Control

A site plan control application (07 279999 ESC 42 SA) has been submitted in conjunction with the subject application. Appropriate urban design standards including access, building size/massing, and siting, will be addressed in detail. Other issues such as traffic, lighting, shadowing, privacy, landscaping, transition to the proposed residential uses, amenity space will also be examined.

Tree Preservation

A revised arborist report and tree preservation plan were submitted. The tree preservation plan will need further revisions that outline tree protection, injury mitigation or removal details. Tree planting on both private and public property will be required and will be reviewed through the site plan approval process.

Heritage Preservation

Stage 1 and 2 archaeological assessments have been submitted and are under review by Heritage Preservation Services staff.

Reasons for the Application

An official plan amendment and rezoning application is required in order to provide for the proposed density as proposed by Option 3 from the maximum permitted for the subject property of 326 to 384 residential units. The zoning by-law would also be required to be amended to address matters such as permitting a stacked townhouse use, increasing the maximum building height, reducing the minimum parking requirement, deleting the requirement to provide 60 parking spaces for the Community Complex on the subject property, to permit certain building projections, and reducing the setback for underground parking structures.

COMMENTS

Application Submission

As part of the revised development proposal, the applicant has provided revised reports. These reports include an updated planning rationale, a traffic impact study, functional servicing report, grading and servicing plans, sun/shadow plans, Stage 1 and 2 archaeological assessments and a tree preservation plan.

Issues to be Resolved

Overall Fit, Compatibility and Built Form

Staff will review how the proposed phased development, including the height, density and introduction of the stacked townhouse built form, fits on the site, as well as within the surrounding community. Other matters such as, but not limited to, the proposed commercial uses, building massing, separation distances, setbacks, amenity areas, parking, landscaping including the corner treatment at Sheppard Avenue and Progress Avenue, and privacy will also be evaluated. These matters will be considered in the context of the Urban Design, Built Form, and Tall Building policies of the Official Plan.

The Official Plan also identifies that a 1.5 metre road widening along Progress Avenue will be required to meet the required right-of-way for Progress Avenue. The road widening will need to be accommodated within the overall development scheme and phases.

Traffic and Parking

A revised Traffic Impact Study was submitted. Staff will be requiring additional information such as the traffic generated by the proposed commercial component of the development options, clarifications on the traffic counts, future volumes and distributions, securing appropriate design for the driveway entrance from Sheppard Avenue. Traffic impacts from the development phases and three options will need to be addressed to ensure that potential traffic impacts are minimized and that any mitigative measures are adequately secured.

The application proposes to amend the minimum parking requirements from 1.2 to 1.1 parking spaces per dwelling unit for tenants and from 0.2 to 0.1 spaces per dwelling unit for visitor parking for a total of 1.2 parking spaces per unit, whereas the zoning by-law requires 1.4 parking spaces per unit. Staff will assess whether the reduction in the parking rate is acceptable.

The applicant has proposed bicycle storage. Opportunities for accommodating bicycle parking spaces will be reviewed.

As noted earlier, the Corporation of the City of Scarborough, Chinese Cultural Centre of Greater Toronto and C.M.S. Investments Inc. signed a Tripartite Agreement in 1993 which includes, among other things, responsibilities for the provision of parking required for the Community Complex. The agreement states that the owner of the subject lands is responsible for providing 21.5% of the future parking need of the Community Complex, or 60 parking spaces on the subject property.

Staff will examine the applicant's request to delete the requirement to provide 60 parking spaces on the subject lands in the context of the contractual obligation and the zoning by-law requirements. Notwithstanding the request, it is the applicants intention to only seek this amendment if suitable off-site arrangements can be secured to the satisfaction of the City and the Chinese Cultural Centre. The applicant has accommodated the 60 parking

spaces for the Scarborough Community Complex within 2 of the 3 options in Phase 2. The option containing the two residential towers or the 280 dwelling units does not appear to include the 60 parking spaces. The applicant will need to clarify the request prior to the preparation of the final report.

Transit

The Sheppard East Light Rapid Transit (LRT) will extend from Don Mills station to Conlins Road. Detailed engineering of selected segments is underway and construction has commenced. Construction of the LRT will affect traffic in the Sheppard Avenue corridor until early 2014. Once completed, the Sheppard East LRT will provide an enhanced level of public transit within the Sheppard Corridor and a direct connection to the Sheppard Subway.

The LRT construction at the Sheppard and Progress Avenue intersection is scheduled for spring 2012. The construction will include widening the south side of Sheppard Avenue and the reconstruction of the intersection. A determination of any land requirements will likely commence at the beginning of 2011 through the detailed design of this portion of Sheppard Avenue. Potential land requirements for the LRT could affect the development scheme options within Phase 2 and would need to be determined as part of the assessment of the applications.

On June 8, 2010, City Council approved the Scarborough Rapid Transit (RT) project with an underground service connection. The RT will be extended north to Sheppard Avenue at a point just east of Progress Avenue. A surface service connection within Progress Avenue could have driveway access implications to the subject property from Progress Avenue on Phase 2 of the proposed development options. A decision from the Minister of the Environment on the Transit Project Assessment Study, which includes the underground service connection, is expected in late September or early October 2010.

Development Phasing

The development of the subject property is proposed in two phases that would function as 2 separate developments. A pedestrian link along the westerly limits of the subject property is proposed from Sheppard Avenue to Orchid Park Drive. As the construction of Phase 2 would occur some time in the future, it is unclear whether the pedestrian link, temporary or otherwise, would be constructed within Phase 1. Details of how the northern portion of the subject lands would function on an interim basis would also need to be provided.

Servicing

The development will be reviewed to ensure that appropriate storm water management and site servicing can be provided. The applicant has submitted a Storm Water Management and Functional Servicing Report which is being reviewed by staff.

Community Benefits & Use of Section 37 of the Planning Act

Opportunities to provide community benefits either on-site or in close proximity to the site would be examined as part of this application for an increase in density. The Toronto Official Plan contains provisions pertaining to public benefits in exchange for increased height and density for new development pursuant to Section 37 of the Planning Act. Section 37 of the Planning Act may be used to secure the community benefits, provided the proposal is recommended for approval, having first met the test of good planning.

Toronto Green Standard

As of January 31, 2010, new planning applications including site plan approval are required to meet Tier 1 environmental performance measures. Since this application was submitted in 2007 the Toronto Green Standard's Tier 1 is not a requirement but strongly advised. Staff will be encouraging the applicant to incorporate sustainable development opportunities through the review of the applications

Additional Issues

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

CONTACT

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SIGNATURE

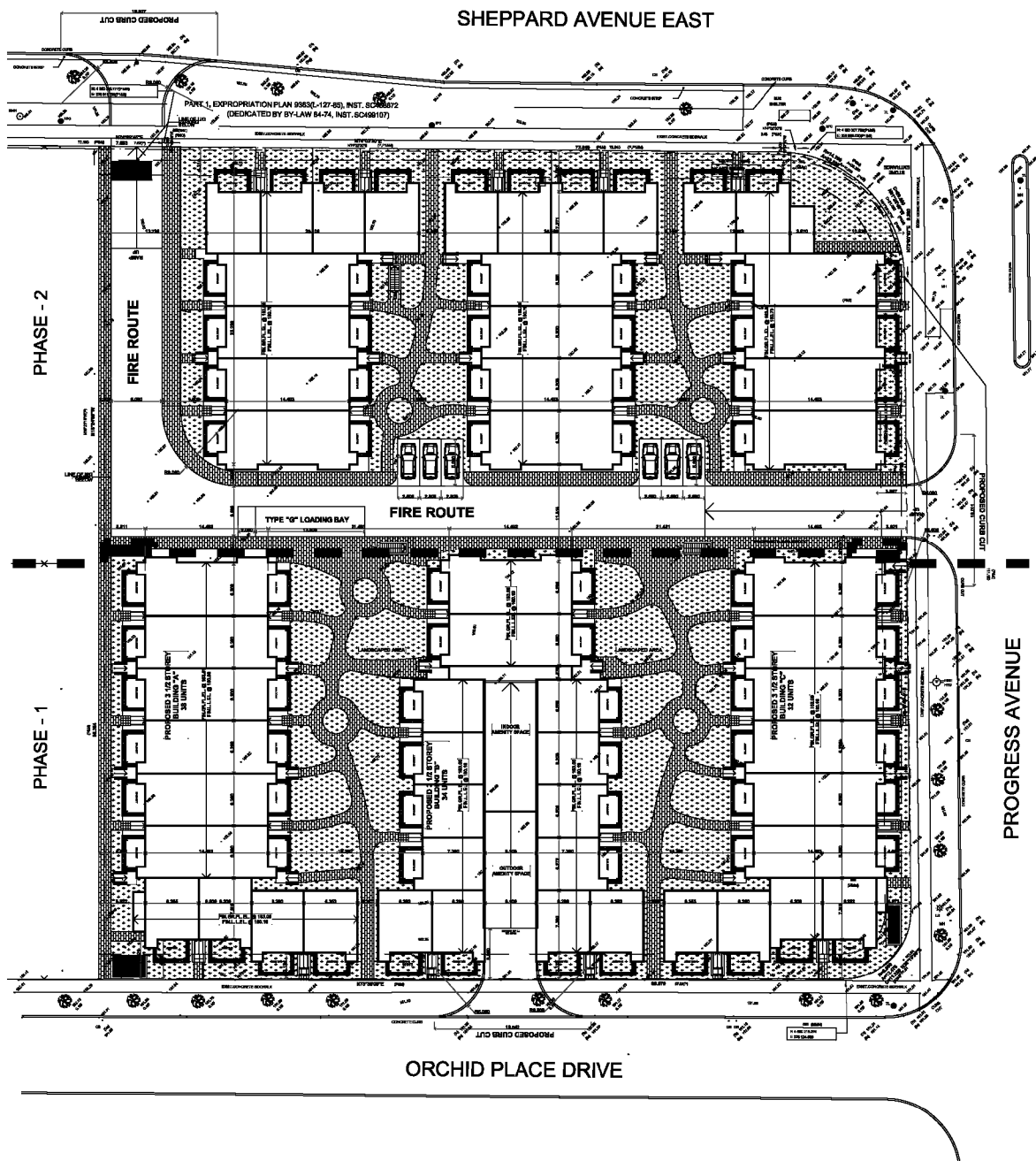
Allen Appleby, Director
Community Planning, Scarborough District

ATTACHMENTS

Attachment 1: Site Plan – Option 1
Attachment 2: Site Plan – Option 2
Attachment 3: Site Plan – Option 3
Attachment 4: Elevations – Option 1
Attachment 5: Elevations – Option 2
Attachment 6: Elevations – Option 3
Attachment 7: Zoning
Attachment 8: Official Plan

Attachment 9: Application Data Sheet

Attachment 1: Site Plan – Option 1



Site Plan - Option 1

Applicant's Submitted Drawing

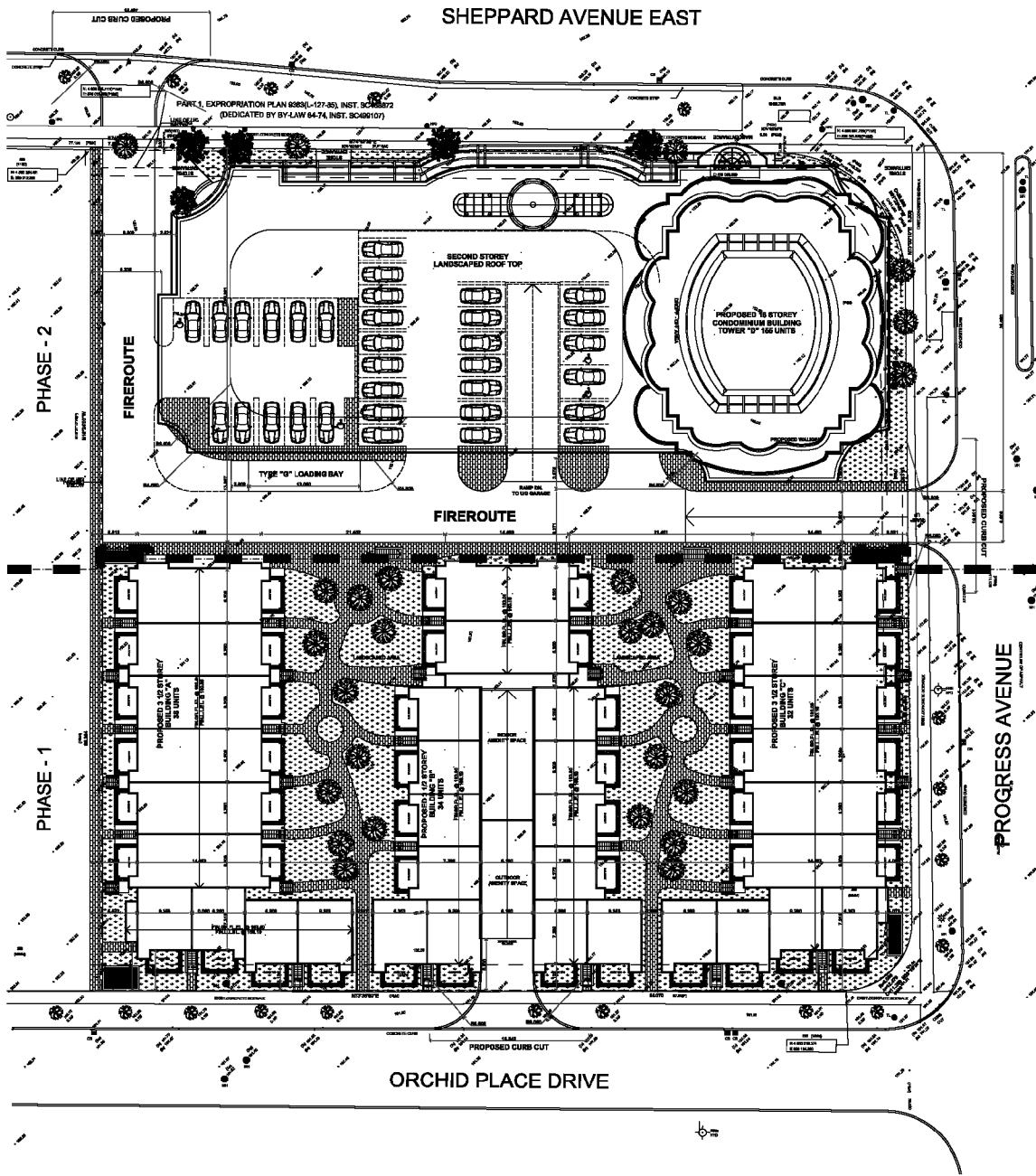
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1088 Progress Avenue

File # 07-279995 0Z

Attachment 2: Site Plan – Option 2



Site Plan - Option 2

Applicant's Submitted Drawing

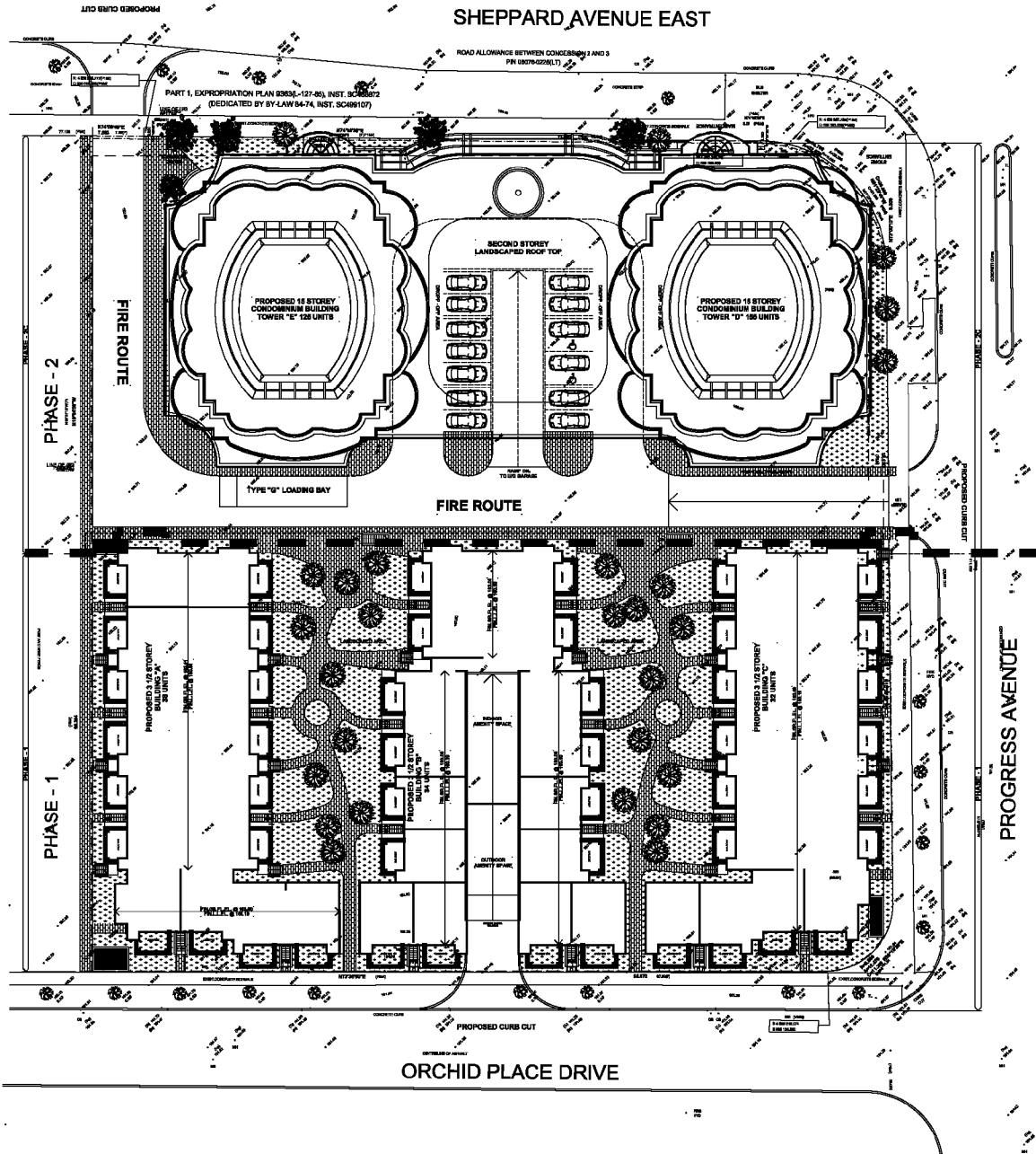
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1088 Progress Avenue

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Attachment 3: Site Plan – Option 3



Site Plan - Option 3

Applicant's Submitted Drawing

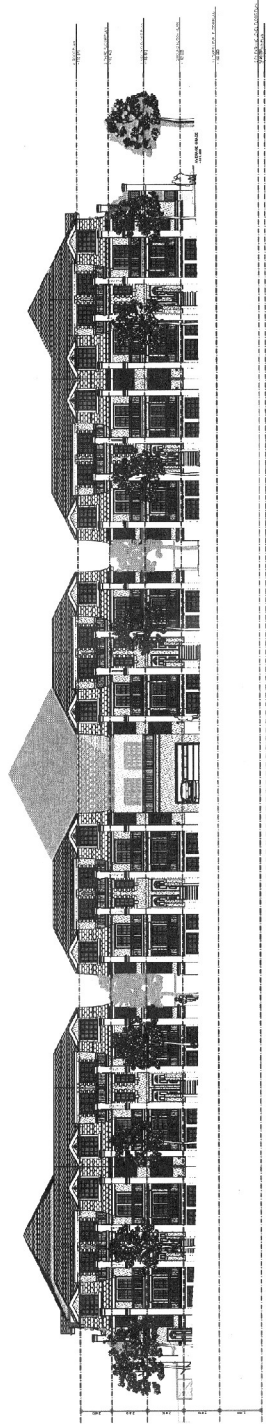
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1088 Progress Avenue

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Attachment 4: Elevations



1088 Progress Avenue

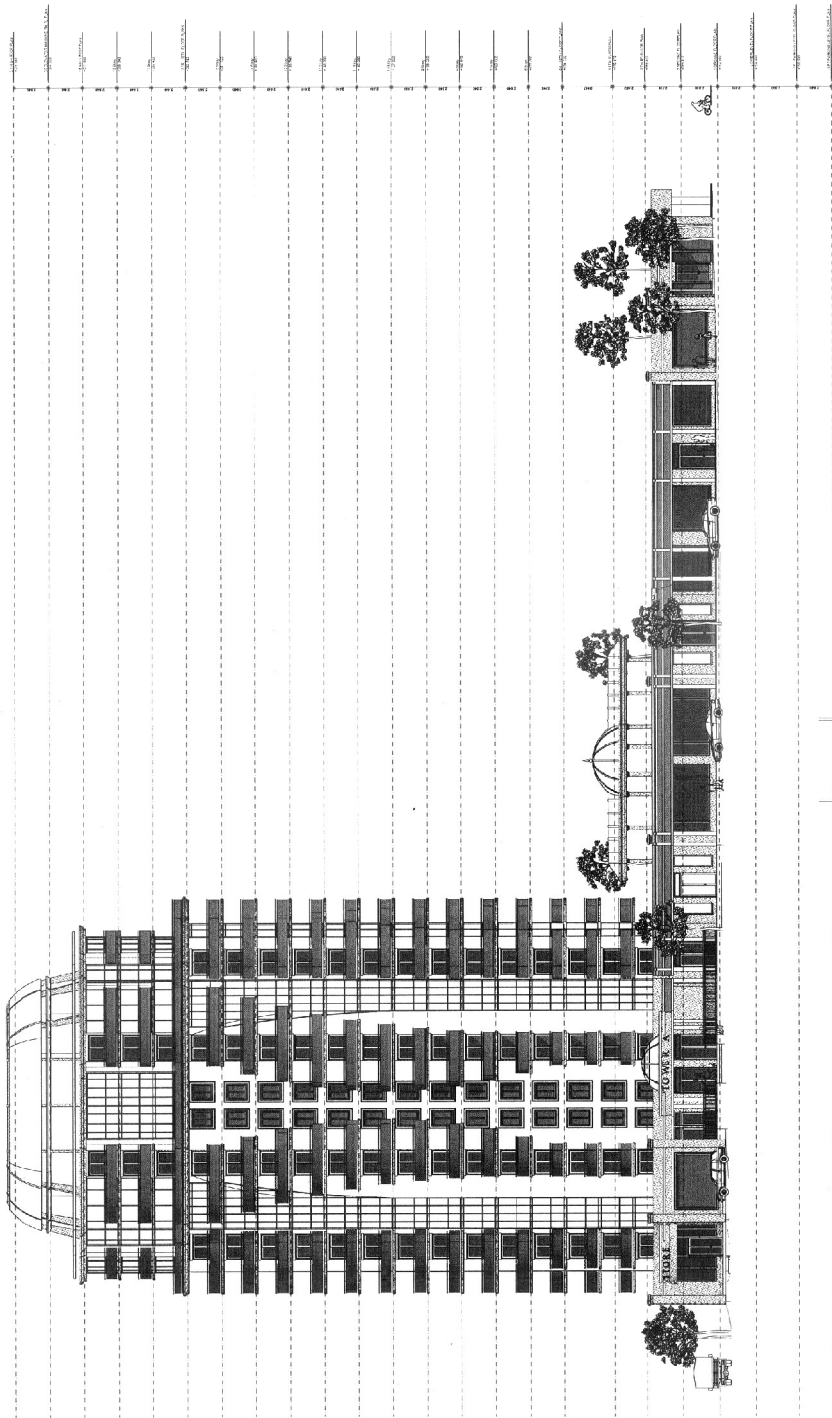
Orchid Place Drive Elevation - Phase 1 & 2 Option 1

Applicant's Submitted Drawing

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File # 07-279995 0Z

Attachment 5: Elevations



Sheppard Avenue Elevation - Phase 2 Option 2

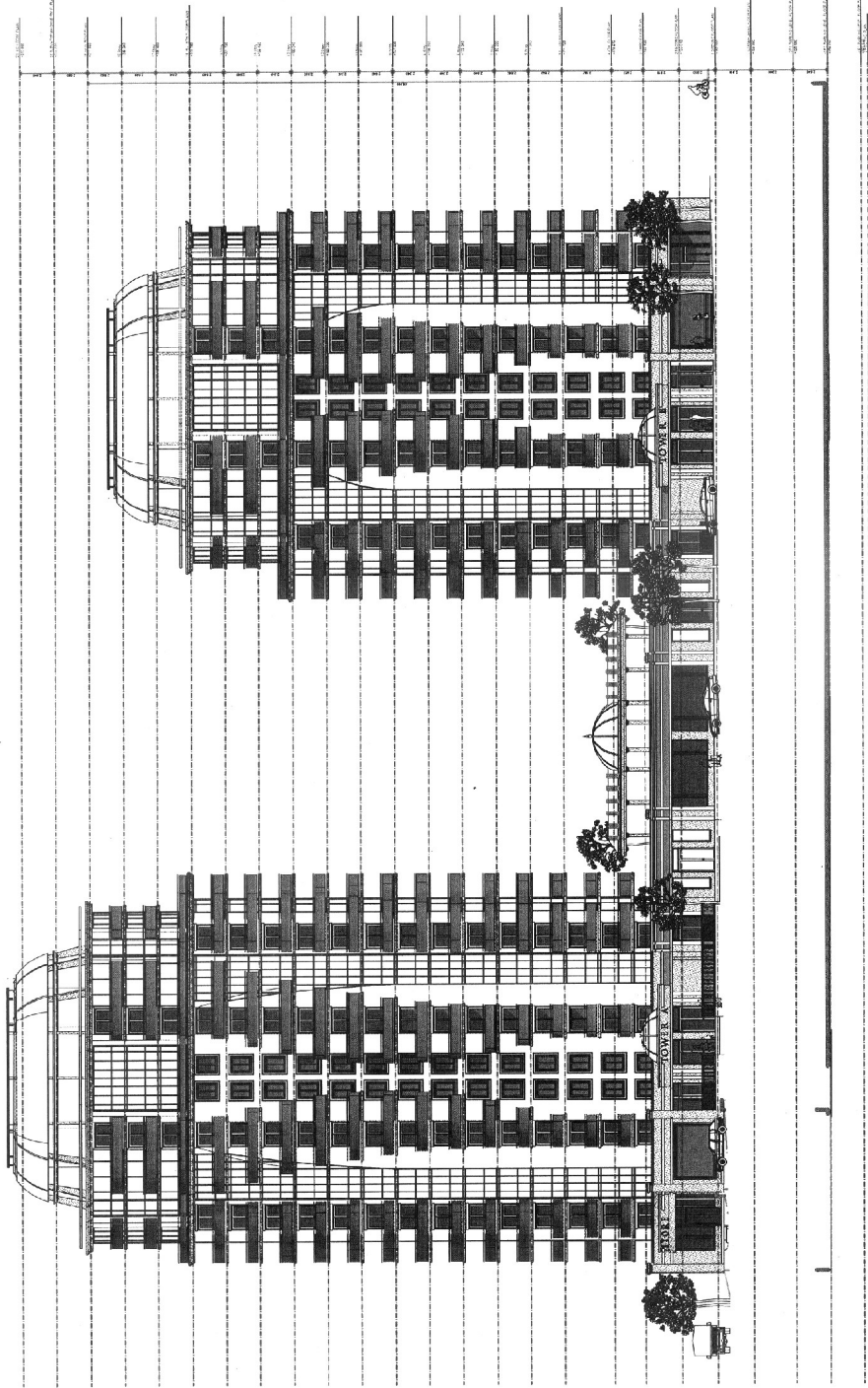
1088 Progress Avenue

Applicant's Submitted Drawing

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Attachment 6: Elevations



Sheppard Avenue Elevation - Phase 2 Option 3

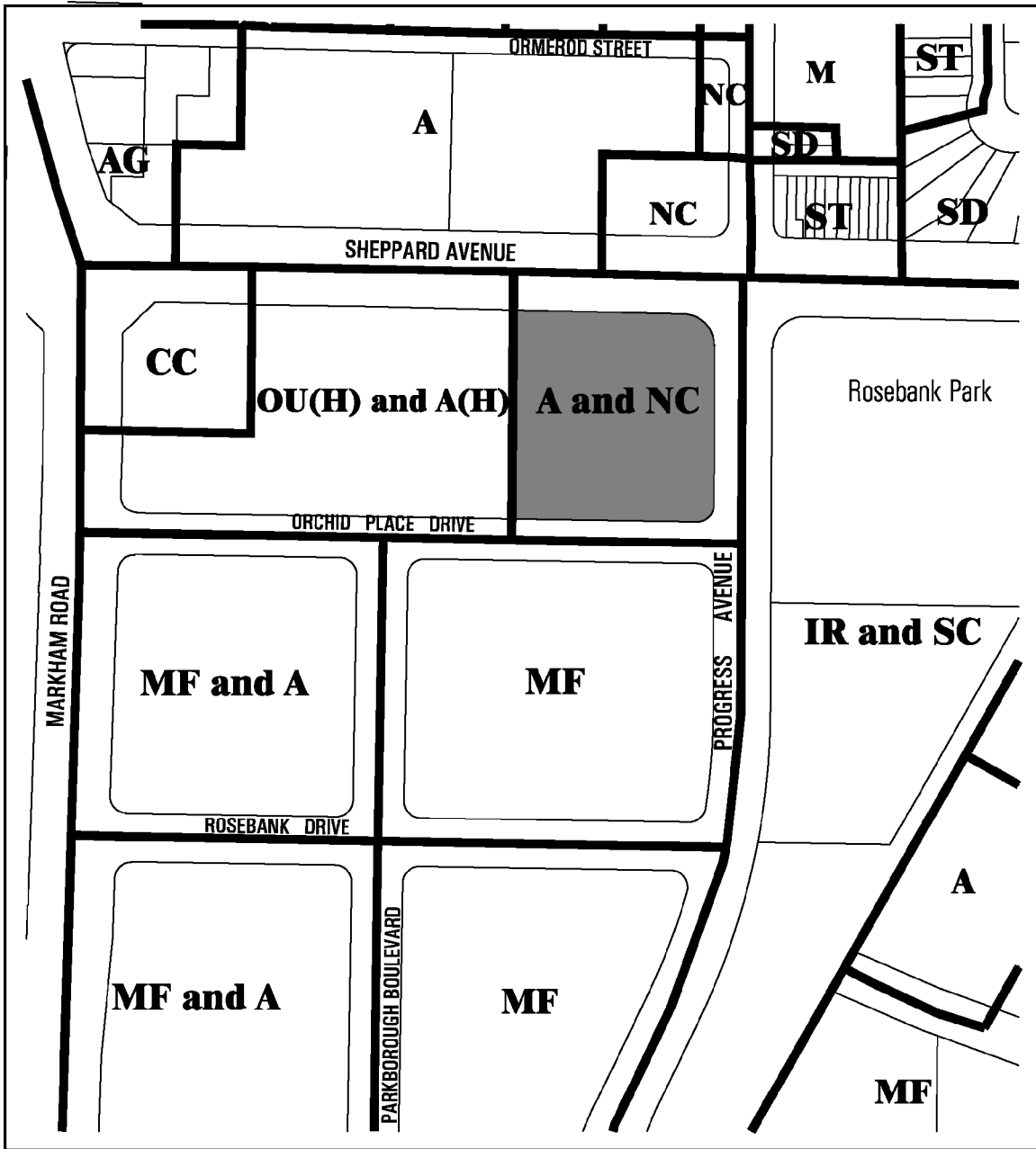
1088 Progress Avenue

Applicant's Submitted Drawing

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File # 07-279995 0Z

Attachment 7: Zoning



Toronto City Planning
Division
Zoning

1088 Progress Avenue
File # 07-279995 OZ, 07-279999 SA

- | | |
|--|--|
| SD Semi-detached Residential | CC Community Commercial |
| ST Street Townhouse Residential | AG Agricultural Uses |
| MF Multiple-Family Residential | IR Institutional-Private and Public Recreational Uses |
| A Apartment Residential | (H) Holding Provision |
| NC Neighbourhood Commercial | SC School |

Malvern Community Bylaw
Not to Scale
1/8/08



Attachment 8: Official Plan



TORONTO City Planning
Official Plan

1088 Progress Avenue

File # 07_279995 0Z, 07_279999 SA

- | | |
|--|--|
|  Site Location |  Employment Areas |
|  Neighbourhoods |  Parks & Open Space Areas |
|  Apartment Neighbourhoods |  Parks |
|  Mixed Use Areas | |


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Attachment 9: Application Data Sheet

Application Type	Official Plan Amendment & Rezoning	Application Number:	07 279995 ESC 38 OZ
Details	OPA & Rezoning, Standard	Application Date:	November 19, 2007
Municipal Address:	1088 PROGRESS AVE		
Location Description:	PL 66M2300 BLK 2 **GRID E4211		

Project Description: The proposal has been revised to include a 2-phased development which will be 2 separate developments. PHASE 1 contained on the southern portion of the lands proposes 104 stacked townhouses with 1 level of underground parking. PHASE 2 on the northerly portion of the land includes 3 options: Option 1, 76 stacked townhouses and 1 level of underground parking. Option 2, an 18-storey residential building with 155 residential units and 868.61 sq. m. of ground floor commercial space, and 2 levels of underground parking. Option 3, 2 residential building of 18 and 15 storeys with a total of 280 units, 1,009.31 of ground floor commercial space, and 2 levels of underground parking. Each option results in an overall total unit count for the entire site of: 180, 259 or 384 units, respectively.

Applicant:	Agent:	Architect:	Owner:
GABRIEL BODOR ARCHITECT INC.			BALLANTRY (MARKHAM GARDENS) INC.

PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood	Site Specific Provision:	No. 117
Zoning:	A (Apartment) & NC (Neighbourhood Commercial)	Historical Status:	
Height Limit (m):		Site Plan Control Area:	Y

PROJECT INFORMATION – Ranges from Options 1, 2 & 3

Site Area (sq. m):	9,321.97	Height:	Storeys:	3 ½ - 15 - 18
Frontage (m):	95		Metres:	0
Depth (m):	98			
Total Ground Floor Area (sq. m):	2,406.46 – 3,952.81			Total
Total Residential GFA (sq. m):	14,724.57 – 29,561.56		Parking Spaces:	276 - 477
Total Non-Residential GFA (sq. m):	0 – 1009.31		Loading Docks	0
Total GFA (sq. m):	14,724.57 – 30,570.87			
Lot Coverage Ratio (%):	25.8 - 42.4			
Floor Space Index:	1.58 – 3.28			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Tenure Type:	Condo		
Rooms:	0	Residential GFA (sq. m):	14,724.57 – 29,561.56
Bachelor:	0	Retail GFA (sq. m):	0 – 1,009.31
1 Bedroom:	53 - 186	Office GFA (sq. m):	0
2 Bedroom:	127 - 198	Industrial GFA (sq. m):	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0
Total Units:	180 - 384		

CONTACT:	PLANNER NAME:	Sylvia Mullaste, Planner
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