

25 Glen Watford Drive - Zoning Amendment Application and Draft Plan of Subdivision – Preliminary Report

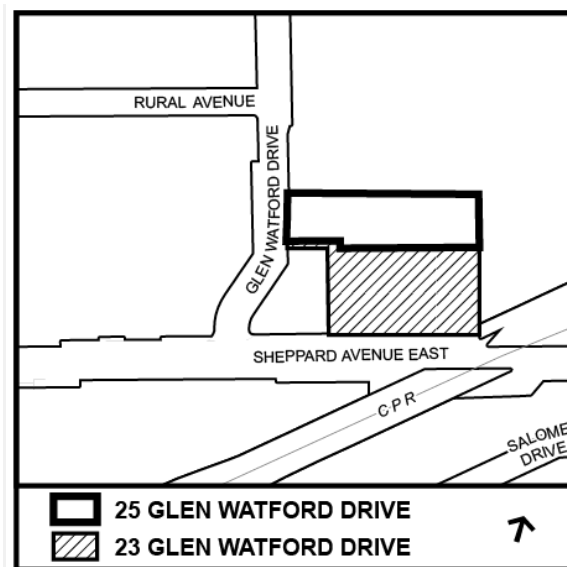
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| Date: | October 27, 2017 |
| To: | Scarborough Community Council |
| From: | Director, Community Planning, Scarborough District |
| Wards: | Ward 41 – Scarborough-Rouge River |
| Reference Number: | 16 172062 ESC 41 OZ & 17 231670 ESC 41 SB |

SUMMARY

The zoning amendment application proposes the development of the site with a 10 storey mixed use building with retail and medical office uses at ground level and a retirement home and senior's residence with 139 bed-sitting rooms and 110 dwelling units respectively with shared indoor and outdoor amenity space. One level of underground parking with 101 parking spaces is proposed.

A joint draft plan of subdivision application with the owners of the adjacent lands to the south at 23 Glen Watford Drive has also been submitted that proposes to create a new 18.5 metre wide public street extending east of Glen Watford Drive and ending in a cul-de-sac west of Agincourt Park. This new public street is intended, in part, to provide required pedestrian and vehicular access to the development applications that are currently under review for each site.

This report provides preliminary information on the above-noted applications which, collectively, form the development proposal and which will be reviewed together. This report also seeks Community Council's directions on further processing of these applications, including the scheduling of a community meeting to discuss both the zoning by-law amendment



for 25 Glen Watford Drive and the joint draft plan of subdivision application for 23 and 25 Glen Watford Drive.

A final report will be prepared on both of these applications and a public meeting scheduled once all of the identified issues have been satisfactorily resolved and all required information provided.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff be directed to schedule a community consultation meeting for the zoning by-law amendment application at 25 Glen Watford Drive and the joint draft plan of subdivision application at 23 and 25 Glen Watford Drive 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 of the Planning Act.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

25 Glen Watford Drive

There are no previous development applications on 25 Glen Watford Drive (see Key Map) which have relevance to the decision on this application.

23 Glen Watford Drive

Lands immediately abutting to the south at 23 Glen Watford Drive have been the subject of a zoning amendment application since 2012. The existing commercial building (Dragon Centre) is proposed to be demolished and replaced with a high density residential development.

A Preliminary Staff Report was prepared in 2013 and can be found at this link:
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.SC26.23>

As noted in that report, opportunities to redevelop the three commercial properties (1-19, 23 and 25 Glen Watford Drive) located towards the north-east corner of Sheppard Avenue East and Glen Watford Drive and designated as *Mixed Use Areas* in the Official Plan have been discussed at different intervals.

On September 12, 2017, a resubmission for the 23 Glen Watford Drive zoning amendment application was submitted together with the joint draft plan of subdivision application for both 23 and 25 Glen Watford Drive. As part of this submission, a Context Master Plan was filed (see Attachment 5). The revised development proposal includes two 28 storey residential apartment (condominium) towers on a two storey podium with 551 dwelling units including 10 integrated townhouse units. A three level parking garage is proposed with vehicular access proposed from the new public street and also from Sheppard Avenue East directly into the parking garage. Please refer to the Application Information Centre aic.to/23glenwatford to view the plans and support material.

Pre-Application Consultation

Landowner's Meetings

Prior to these applications and the zoning application for 23 Glen Watford Drive being submitted, City Planning Division staff co-ordinated meetings with all three of the commercial landowners in the northeast quadrant of Glen Watford Drive and Sheppard Avenue East (1-19, 23 and 25 Glen Watford Drive) to discuss opportunities for the comprehensive redevelopment of these three sites and to determine what level of interest there is in doing so. Matters discussed included, but were not limited to: the possibility of providing a new public street from Glen Watford Drive to service new development; the need to have a proper development interface with Agincourt Park and preliminary options for park improvements and improved pedestrian access; and efficiencies that may be achieved should the owners choose to work co-operatively. The shared roadway agreement discussed later in this report led to the submission of the joint draft plan of subdivision application.

Pre-Application Meetings

Between 2012 and 2016, a number of pre-application consultation meetings were held with the applicant to discuss key issues and complete application submission requirements. Issues discussed included, but were not limited to: cost sharing opportunities and benefits of providing a new public street in tandem with the current residential development application on the abutting lands to the south at 23 Glen Watford Drive; creating an overall Context Master Plan to demonstrate how the two active development interests at 23 and 25 Glen Watford Drive and the lands at 1-19 Glen Watford Drive can reasonably redevelop in a co-ordinated fashion; appropriate interface with and separation from the abutting Agincourt Park and Recreation Centre lands to the north and east including minimizing potential impacts while also increasing accessibility; proposed use, height, built form, massing, density of development, and confirmation of the proposed uses.

ISSUE BACKGROUND

Proposal

The existing commercial buildings on the site are proposed to be demolished to accommodate a mixed use development proposal.

Original Submission: 2016

The original zoning amendment application filed in 2016 proposed an 11 storey mixed use building with ground floor retail space and 302 retirement and life lease residential units for seniors and a range of associated amenities including a common dining hall, various indoor and outdoor amenity spaces such as lounges, multi-purpose rooms, chapel, library, gym, theatre, doctor's office and nursing stations and outdoor terraces. Vehicular access was proposed by way of a new public road terminating in a cul-de-sac at the east limit of the site by Agincourt Park. The applicant advised that the construction and costs associated with this public road would be shared with the land owners to the south at 23 Glen Watford Drive with a jointly submitted draft plan of subdivision application to follow in a future submission.

Current Submission: 2017

Zoning By-law Amendment Application

A ten (10) storey, mixed use building with retail and medical office uses on the ground floor and a retirement home and senior's residence use with 249 units is proposed.

Approximately 406 square metres of retail space and 616 square metres of medical office space are proposed on the ground floor of the building.

The retirement home component is located on floors three to six and is described as an assisted living facility with attendant medical care. Residential accommodation consists of 139 bed sitting units. The proposed bed-sitting rooms do not contain kitchen facilities.

The senior's residence component is located on the 7th to 10th floors and includes 110 dwelling units. These are considered independent living as these dwelling units have their own kitchen facilities. Life lease ownership is proposed.

The main building entrance and lobby faces the new public street at approximately the midway point of the proposed building.

Vehicular access is proposed via a new 18.5 metre wide public street to be created through the joint draft plan of subdivision application with the abutting lands to the south at 23 Glen Watford Drive. This road terminates in a cul-de-sac (turning circle) at the east limit of the site, west of Agincourt Park.

One level of underground parking is proposed with a total of 101 parking spaces. Proposed parking rates are: 0.3 spaces per residential unit; 3.0 spaces per 100 square metres of medical office uses; and 1.5 spaces per 100 square metres of retail store use.

Thirty (30) long-term bicycle spaces within the underground parking garage and twenty five (25) short term bicycle parking spaces outside and near the main entrance are proposed.

Access to the underground parking garage is by way of a private driveway and ramp located at the far east end of the building with the driveway located off of the proposed turning circle. A single loading space and a garbage collection room are also located in this area. No on-site surface parking is proposed, however, on street parking is proposed on the north side of the proposed public street.

The resulting net site area, after lands are dedicated for public road purposes, is approximately 5,390 square metres (0.54 ha).

The proposed total building gross floor area is approximately 19,000 square metres. Gross density or floor space index (fsi) is approximately 2.7. Net density, after lands are dedicated for a portion of the public road, is approximately 3.5 FSI.

The proposed building height is 10 storeys (approximately 38 metres), excluding mechanical penthouse, and approximately 46 metres to the top of the mechanical penthouse.

Approximately 3,664 square metres of indoor amenity space is proposed. This appears to include a dining hall and kitchen on the ground floor. Most of the 2nd floor is devoted to indoor amenity space including, but not limited to: wellness centre, exercise rooms, library and multi-purpose room space. Lounges and family rooms are provided on each of the residential floors.

Approximately 610 square metres of outdoor amenity space is proposed, including an outdoor patio on the ground level and a 10th floor rooftop patio. Outdoor terraces, accessible from adjacent indoor amenity space, are proposed on the 2nd and 7th floors.

Green roof areas are proposed on top of the 1st and 10th floors. Approximately 60% of available roof space is provided as green roof.

A 45 degree angular plane has been maintained from the Agincourt Park lands to the east.

For the proposed site plan and elevation plans please see Attachments 1, 2 and 3.

Please refer to the Application Information Centre aic.to/25glenwatford to view the plans and support material.

Draft Plan of Subdivision

A joint draft plan of subdivision application has also been filed with the owners of the abutting lands of 23 Glen Watford Drive to the south that proposes to create a new 18.5 metre wide public street. This road terminates in a cul-de-sac (turning circle) at the east

limit of the site, west of Agincourt Park. The new public road will provide access to all three properties within the northeast quadrant of Glen Watford Drive and Sheppard Avenue East, including the subject lands at 23 and 25 Glen Watford Drive, as well as the lands at 1-19 Glen Watford Drive.

The owners of 23 and 25 Glen Watford Drive entered in a Shared Roadway Agreement in May 2016, prior to the submission of the joint draft plan of subdivision application. This agreement is registered on title for 23 and 25 Glen Watford Drive. The City is not a party to this agreement. This agreement formalizes their mutual understanding with respect to, among other matters, the construction, ownership, operation, maintenance, repair and conveyance of the roadway and associated facilities with respect to the draft plan of subdivision application.

The proposed public street is shown on Attachments 1 and 5.

Site and Surrounding Area

The site is located on the east side of Glen Watford Drive, is generally rectangular in shape and is approximately 6,981 square metres (0.7 hectares) in lot area. The site has approximately 39.6 metres of frontage on Glen Watford Drive. Glen Watford Drive has an existing right-of-way width of 27 metres.

Two single storey commercial buildings are located on the north half of the site. A driveway from Glen Watford Drive provides access to 53 surface parking spaces. The portion of the site not covered by buildings is hard surfaced. There are no trees or vegetation on site. With the exception of the lot frontage on Glen Watford Drive, a chain-link fence surrounds the site.

Abutting uses are as follows:

North: A surface parking lot for the Agincourt Park and Recreation Centre lands which are located at the south-east corner of Glen Watford Drive and Heather Road.

North-west of the site are semi-detached dwellings on the west side of Glen Watford Drive by Rural Avenue.

East: Agincourt Park, with associated green space including mature trees and outdoor play structure. Further east is open space associated with Sir Alexander Mackenzie Senior Public School located on Heather Road, including a baseball diamond and soccer field. The Canadian Pacific Rail (CPR) line is to the south-east of the site.

West: On the west side of Glen Watford Drive is a retail commercial plaza known as the Dynasty Centre. To the south of this plaza site are a number of commercial properties on the north side of Sheppard Avenue East.

South: A one storey retail commercial mall known as the Dragon Centre along with related surface parking. This site, municipally known as 23 Glen Watford Drive, is accessed by both vehicles and pedestrians by a driveway from Glen Watford Drive. The site currently has no functional relationship to Sheppard Avenue East given the existing topography.

Located to the south-west is a two storey commercial plaza (1-19 Glen Watford Drive) and related surface parking located at the north-east corner of Glen Watford Drive and Sheppard Avenue East.

Industrial Facility

An industrial facility operated by the International Group Inc. (IGI) is located on lands south of Sheppard Avenue East and the CPR rail corridor and east of Midland Avenue. IGI has extensive facilities and multiple land holdings and interests on both the north and south sides of Salome Drive (33, 35, 50 and 80 Salome Drive). IGI is a wax refiner and producer, capable of producing a wide range of wax related products. At the closest point, there is approximately 135 metres of separation (measured property line to property line) between the subject lands at 25 Glen Watford Drive and the lands at 50 Salome Drive.

IGI has previously advised that its facility can be classified as being between a Class II and a Class III industry according to the Ministry of the Environment (now MOECC) D-6 Guidelines since the facility operates 24 hours a day, 7 days a week with continuous movement of products and employees, with outputs of noise and air emissions.

Planning Act

Section 2 of the *Planning Act* addresses matters of Provincial Interest and requires municipal Councils to have regard to matters such as:

- (e) the supply, efficient use and conservation of energy and water;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) the orderly development of safe and healthy communities;
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (k) the adequate provision of employment opportunities;
- (m) the coordination of planning activities of public bodies;
- (o) the protection of health and safety;
- (p) the appropriate location of growth and development;
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) the promotion of built form that:
 - (i) is well-designed;
 - (ii) encourages a sense of place, and

- (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (2014) provides policy direction Province wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The City of Toronto uses the PPS to guide its official plan and to inform decisions on other planning and development matters. The PPS is issued under Section 3 of the Planning Act and all decisions of Council affecting land use planning matters "shall be consistent with" the Provincial Policy Statement.

The Growth Plan for the Greater Golden Horseshoe (2017) provides a strategic framework for managing growth in the Greater Golden Horseshoe including:

- Setting minimum density targets within settlement areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and

- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

Like other provincial plans, the Growth Plan for the Greater Golden Horseshoe (2017) builds upon the policy foundation provided by the Provincial Policy Statement (2014) and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. All decisions by Council affecting land use planning matters are required by the Planning Act, to conform, or not conflict, as the case may be, with the Growth Plan.

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 site is designated as *Mixed Use Areas* on the Land Use Plan (see Attachment 7). Mixed Use Areas are made up of a broad range of commercial, residential and institutional uses, in single-use or mixed-use buildings, as well as parks and open spaces and utilities.

The Official Plan requires new development to be massed and its exterior façade to be designed to fit harmoniously into its existing and/or planned context, and to limit its impact on neighbouring streets, parks, open spaces and properties by, among other matters, massing new buildings to frame adjacent streets and open spaces with good proportion and to maintain adequate sunlight, to ensure comfortable wind conditions for pedestrians, among other matters.

Built Form Policy 3.1.2 of the Official Plan, in large part re-iterates the development criteria noted above. Built Form Policy 3.1.3 of the Official Plan identifies tall buildings as those whose height are typically greater than the width of the adjacent road allowance. Glen Watford Drive has an existing right-of-way width of 27 metres. The proposed public street has a planned right-of-way width of 18.5 metres. If through the evaluation of this application it is determined that a tall building is appropriate at this location it will be reviewed in the context of the Tall Building policies and guidelines.

Significant new multi-unit residential developments are required to provide indoor and outdoor recreation space for building residents.

The Plan also contains policies regarding the design of new roads and blocks. The Public Realm policies of the Official Plan require that new streets be designed to promote a connected grid, extend sight lines and view corridors, divide larger sites into smaller blocks, and implement the Complete Streets approach. The Complete Streets approach balances the needs and priorities of the various users and uses within the right-of-way in order to create a well-functioning street network that provides safe access and efficient operation for all street activities and functions.

The Public Realm policies of the Official Plan also require that new city blocks are designed to:

- a. have an appropriate size and configuration for the proposed land use, scale of development and intended form of buildings and open space;
- b. promote street-oriented development with buildings fronting onto street and park edges;
- c. provide adequate room within the block for parking and servicing needs; and
- d. allow for incremental, phased development.

Section 3.4.21 requires major facilities such as transportation/rail infrastructure and industries, and sensitive land uses such as residences, educational and health facilities to be appropriately designed, buffered, and/or separated from each other to prevent adverse effects from noise, vibration, odour and other contaminants, and to promote safety. To assist in identifying impacts and mitigative measures, the proponent may be required to prepare studies in accordance with established guidelines and be responsible for implementing any required mitigative measures.

The Official Plan also contains policies related to height and/or density incentives and permits zoning by-laws, under Section 37 of the Planning Act, to be passed to permit more height and/or density for a use than is otherwise permitted by the zoning by-law for that use in return for the provision of community benefits to be set out in the zoning by-law.

In addition to the policies referenced above, the entire Official Plan will be considered through the review of this application. The Toronto Official Plan is available on the City's website at: www.toronto.ca/planning/official_plan/introduction.htm

Zoning

The lands are zoned Community Commercial (CC) under the Agincourt Community Zoning By-law No. 10076, as amended, of the former City of Scarborough. Community Commercial, Neighbourhood Commercial and day nursery uses are permitted. A wide range of commercial uses are permitted, including, but not limited to, automobile service stations, banks, business and professional offices, places of entertainment, restaurants and retail stores. Residential uses, which includes apartment buildings and retirement homes, are not permitted. Gross floor area of all buildings shall not exceed 33% of the lot area.

The lands are zoned Commercial Residential (CR) under City-wide Zoning By-law No. 569-2013, as amended (see Attachment 6). This zone permits a range of commercial and residential uses. Permitted commercial uses include, but are not limited to, office and medical office and retail stores uses. A range of residential uses are also permitted including, but not limited to, retirement home, and dwelling units within an apartment or mixed use building and townhouse uses.

A retirement home is defined, in part, as follows: "means premises uses for semi-independent living accommodation for senior citizens primarily in bed-sitting rooms, with common dining and lounge areas."

Bed-sitting rooms do not contain food preparation facilities.

The maximum permitted gross floor area of all buildings is 0.33 times the area of the lot and this is reserved only for permitted commercial uses. There are no residential density permissions. A maximum building height of 11 metres is permitted.

The by-law also contains development standards requiring compliance to a 45 degree angular plane in specific instances where lands zoned Commercial Residential (CR) abut lands, such as Agincourt Park, that are zoned Open Space – Recreation (OR).

Site Plan Control

The lands are subject to site plan control. A site plan control application (16 172094 ESC 41 SA) has been filed and is currently under review together with the zoning amendment and joint draft plan of subdivision applications.

Transit Improvements

Stouffville GO/Regional Express Rail

In 2016, as part of Metrolinx's Regional Express Rail (RER) program, Metrolinx embarked on capital works to add a second track on the Stouffville GO rail corridor and station improvements to the existing Agincourt GO Station (amongst other locations) to support two-way, all day service. The Agincourt GO Station is also a proposed SmartTrack station. The subject lands are approximately 700 metres from the Agincourt GO site.

Sheppard East Light Rail Transit (LRT)

The Sheppard East Light Rail Transit (LRT) line is one of the projects funded under the Master Agreement signed between the City, TTC and Metrolinx in 2012. It is proposed to extend from Don Mills Station east to Morningside Avenue. The Sheppard East LRT is currently planned to begin service in 2026. Once completed, the Sheppard East LRT will provide an enhanced level of public transit along the Sheppard East corridor. The funded phase of the project extends to the proposed Conlins storage and maintenance yard.

An LRT stop is proposed at Sheppard and Midland, approximately 300 metres from the site.

Tall Building Design Guidelines

In May 2013, Toronto City Council adopted the updated city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current tall building development applications. The Guidelines establish a

unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts.

The Tall Buildings Guidelines also provide further details regarding the preparation of Master Plans for larger sites. The guidelines note that the Master Plan should: provide a vision for the development of the entire site area, including how new buildings, streets, blocks, pedestrian and cycling routes, parks, and publicly accessible and private open spaces will fit within the existing and planned context.

The city-wide guidelines are available at
<http://www.toronto.ca/planning/tallbuildingdesign.htm>

Mid-Rise Building Guidelines

Toronto City Council, in July 2010, adopted the recommendations contained in the staff report prepared by City Planning entitled "Avenues and Mid-Rise Buildings Study", with modifications and directed staff to use the Performance Standards for Mid-Rise Buildings in reviewing all new and current mid-rise development proposals on the Avenues for a two year monitoring period and in November 2013 Council extended the monitoring period to the end of 2014. The Avenues and Mid-rise Buildings Study identifies a list of best practices and establishes a set of performance standards for new mid-rise buildings. Key issues addressed by the Study include maximum allowable building heights, setbacks and stepbacks, sunlight and skyview, pedestrian realm conditions, transition to *Neighbourhoods* and *Parks and Open Space Areas* and corner sites. The Study can be found at:

<http://www1.toronto.ca/City%20of%20Toronto/City%20Planning/Urban%20Design/Midrise/midrise-FinalReport.pdf>

In June 2016, City Council approved the Mid-Rise Building Performance Standards Addendum (April 20, 2016). The Addendum is to be used by City Staff together with the 2010 approved Mid-Rise Building Performance Standards during the evaluation of development applications where mid-rise buildings are proposed and the Performance Standards are applicable. The Performance Standards and Addendum may also be used to help inform the preparation or review of area studies and policies involving mid-rise buildings. The Addendum clarifies that these Performance Standards may be a useful planning tool where a Secondary Plan supports mid-rise buildings, but does not regulate built form or does not fully address mid-rise building design, or when a Secondary Plan is under review. The Addendum is approved as an interim supplement to the 2010 Performance Standards until such time as Council considers and adopts updated Mid-Rise Building Design Guidelines.

Refer to the Council Decision

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7>
and Attachment 1: Mid-Rise Building Performance Standards Addendum (April 20, 2016) <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>

Complete Streets Guidelines

The City's Complete Street Guidelines, available at www.toronto.ca/completestreets provide a new approach for how the City designs streets. The guidelines build on the City's existing policies, guidelines and recently successful street design and construction projects. They focus on designing streets for people, for place making and for prosperity. These guidelines focus on improving safety and accessibility for all street users and are intended to assist in implementing the vision for Toronto's streets set out in the City's Official Plan.

Tree Preservation

Although there are no trees on site, existing mature trees are located on the adjacent City-owned Agincourt Park and Recreation Centre lands to the north and east. The tree inventory submitted indicates that there are over 40 trees within six metres of the site. Resulting development impacts and required tree preservation measures will be determined and secured.

Land Use Compatibility

As a result of the ongoing review of the zoning amendment application at 23 Glen Watford Drive and the review and settlement of Ontario Municipal Board (OMB) appeals of zoning amendment and draft plan of subdivision applications for lands at 4181 Sheppard Avenue East, land use compatibility considerations related to a nearby, long standing industrial facility (The International Group Inc.) on Salome Drive and the proposed sensitive residential uses on the 23 and 25 Glen Watford sites need to be adequately addressed. Ensuring the long term viability of industrial facilities such as IGI is both a provincial and municipal priority.

The Request for Direction Report for 4181 Sheppard Avenue East where these matters are discussed and the related Council Decision Document can be found at this link <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.MM27.51>

Provincial Noise Guidelines

New provincial noise guidelines (NPC-300) were introduced in 2013 which replace and consolidate previous related guidelines. Among other matters, the guidelines provide advice, sound level limits and guidance that may be used when land use planning decisions are made under the Planning Act. They are intended to minimize the potential conflict between noise sensitive land uses and sources of noise emissions. Generally, the proponent of a new noise sensitive land use is responsible for ensuring compliance with applicable sound level limits.

Reasons for the Applications

A zoning amendment application and a joint draft plan of subdivision application have been filed. Should the proposed development be recommended for approval, amendments to both the Agincourt Community Zoning By-law No. 10076 of the former City of Scarborough and City-wide Zoning By-law 569-2013 are required to permit the proposed development and to establish appropriate development standards related, but not limited

to: use; building height, massing and setbacks; density of development; vehicular and bicycle parking.

Conditions of draft plan of subdivision approval will also need to be approved to create the proposed public street.

COMMENTS

Application Submission

Zoning Amendment Application

The following reports and studies were submitted with the zoning amendment application in June 2016: Planning Rationale Report; Functional Servicing and Stormwater Management Report; Sun/Shadow Study; Toronto Green Standard Checklist; Archaeological Assessment; Arborist/Tree Preservation Report; Environmental Noise and Vibration Impact Study; Pedestrian Wind Assessment; Traffic Impact and Parking Study; and Design Development Stage Energy Modeling Report.

A Notification of Incomplete Application for the zoning amendment application was issued on July 7, 2016 and identified the outstanding materials required for a complete application submission as follows: updated Planning Rationale, Sun/Shadow Study, Noise Impact Study and Vibration Study prepared in accordance with the associated Terms of Reference in the Developing Toronto Guide; Draft Zoning By-law Amendments; Computer Generated Building Mass Model; Project Data Sheet; and updated Site and Floor Plans. The applicants were also advised that, while not required as part of a complete application review, an Air Quality Study is strongly encouraged to be submitted with the updated Noise Impact and Vibration studies and that a Peer Review of these studies will be undertaken at the applicant's expense.

Due to the extent and nature of the outstanding material and the absence of a draft plan of subdivision application to create the new public road, it was determined that a Preliminary Report would not be tabled at Scarborough Community Council until the outstanding material and the new draft plan of subdivision application were submitted.

A resubmission for the zoning amendment application was submitted on October 16, 2017. City staff are currently reviewing the material for completeness.

Draft Plan of Subdivision Application

A joint draft plan of subdivision application (File 17 231670 ESC 41 SB) to create a new 18.5 metre wide public street and the two resulting development blocks was filed by the owners of the lands at 23 and 25 Glen Watford Drive on September 12, 2017.

A Notification of Complete Application was issued on October 11, 2017. The information and material filed in support of this application will also inform the review of the zoning amendment applications for both 23 and 25 Glen Watford Drive.

Issues to be Resolved

The following are the key issues identified to date which are to be resolved in the review of this application:

- Conformity to Official Plan policies, particularly those related to the built form, public realm, open spaces and new streets as well as applicable provincial policies and land use compatibility guidelines;
- Confirmation of the types of residential uses (retirement home and senior's residence) proposed and required measures to secure these uses;
- Appropriateness of the proposed sensitive land uses, including an assessment of potential noise, vibration and air quality (including odour) impacts from nearby stationary and transportation sources on this development proposal and required environmental mitigation measures;
- Determination as to whether this site is appropriate for a tall building or a mid-rise building;
- Appropriateness of the proposed development including built form, height, density, building massing and transition in scale within the existing and planned context. The Mid-rise and Tall Building Design Guidelines will, in part, inform this review, along with a review of the sun/shadow study and pedestrian level wind study;
- Assessment of the Context Master Plan showing the ultimate conceptual development of all lands within the northeast quadrant of Glen Watford Drive and Sheppard Avenue East (1-19, 23 and 25 Glen Watford Drive);
- Evaluation of the interface with and impacts on the abutting Agincourt Park lands to the north and east, including tree protection, sun/shadow impacts and opportunities for improved accessibility;
- Appropriateness of landscaped open space and indoor and outdoor amenity areas;
- Evaluation of traffic impacts, parking rates and supply, loading spaces and functionality;
- Review of pertinent matters related to the joint draft plan of subdivision application to create a new 18.5 metre public street including conformity with Council adopted Development Infrastructure Policy and Standards (DIPS);
- Evaluation of site servicing, sanitary sewer analysis, stormwater management, hydrogeological matters and solid waste collection;

- Adequacy of community services and facilities to serve the proposed development and Identification of community service and facility priorities for the area;
- Determination and negotiation of community benefits pursuant to Section 37 of the *Planning Act*, should the development proposal be considered good planning and recommended for approval; and
- Compliance with the Toronto Green Standard, Tier 1 performance measures.

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

CONTACT

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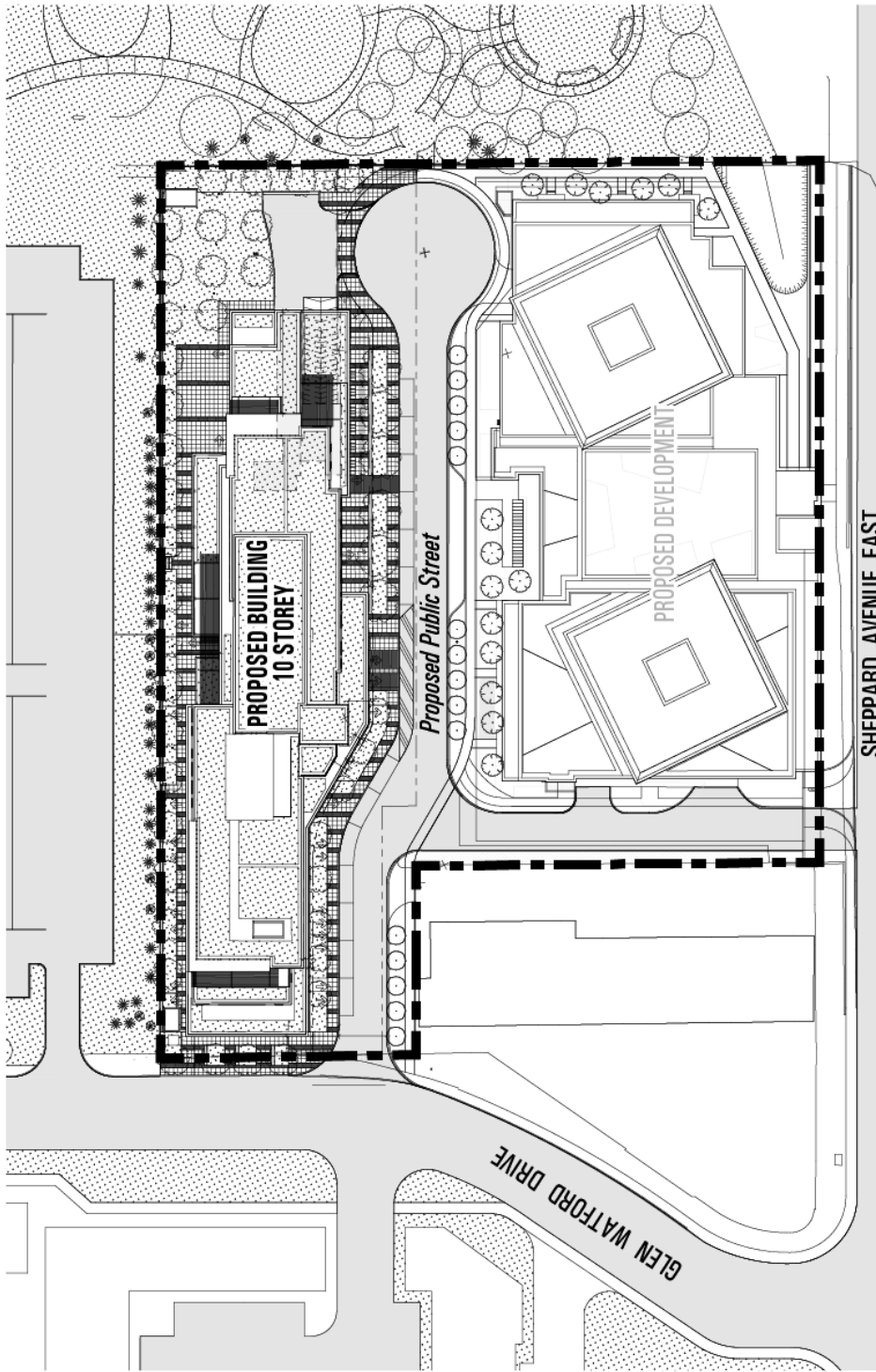
SIGNATURE

Paul Zuliani, Director
Community Planning, Scarborough District

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Elevations
Attachment 3: Elevations
Attachment 4: Perspective Plan
Attachment 5: Context Master Plan
Attachment 6: Zoning
Attachment 7: Official Plan
Attachment 8: Application Data Sheet

Attachment 1: Site Plan



Site Plan

Applicant's Submitted Drawing

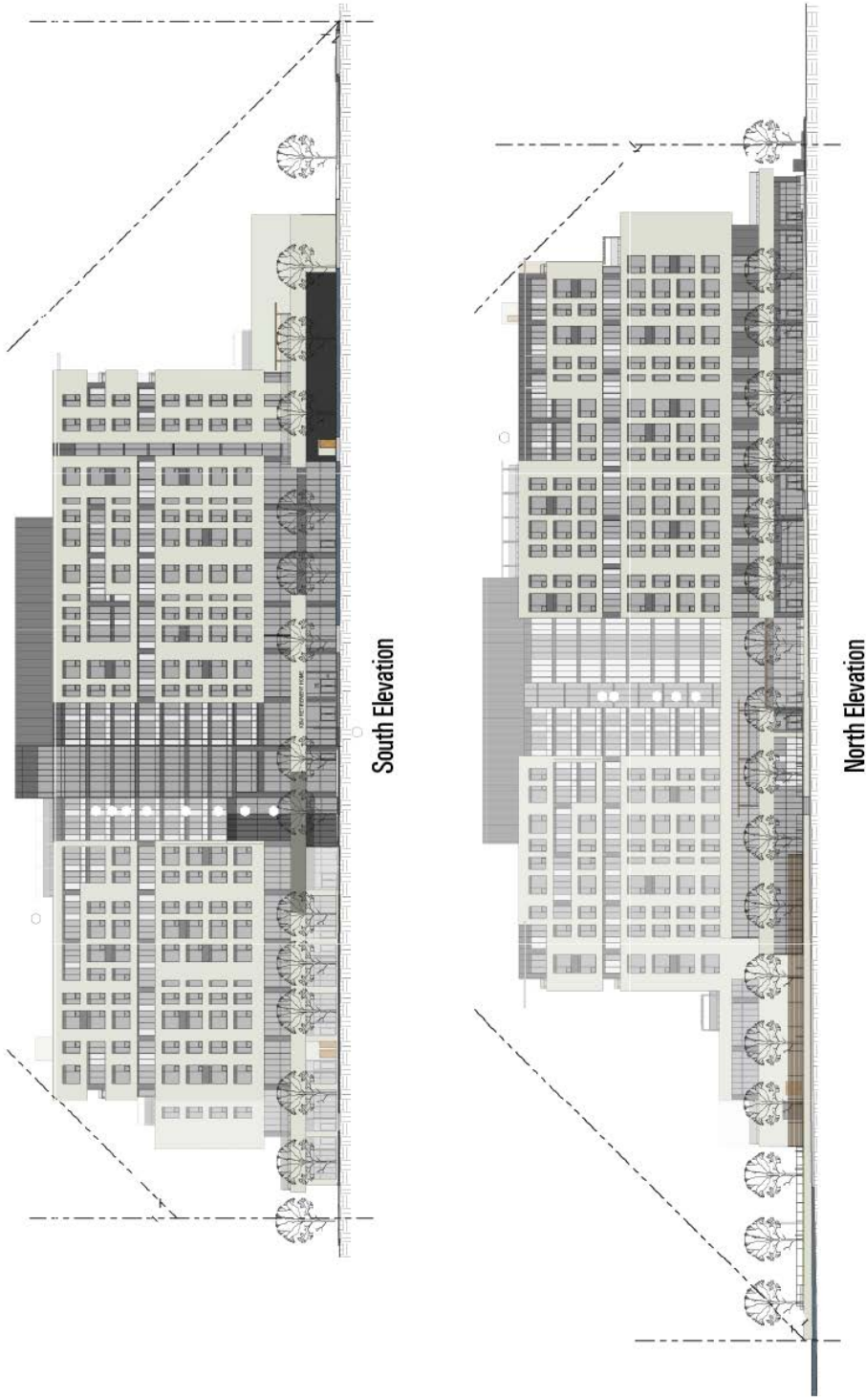
Not to Scale
10/26/17



25 Glen Watford Drive

File # 16 172062 ESC 41 0Z

Attachment 2: Elevations



Elevations

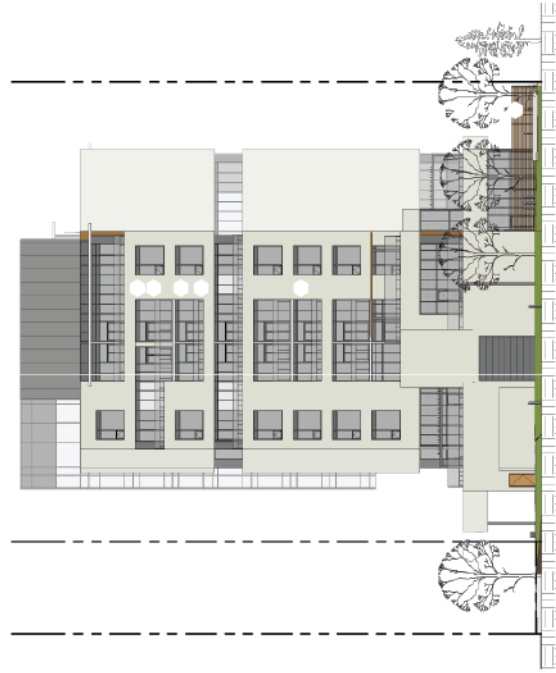
Applicant's Submitted Drawing

Not to Scale
10/26/17

25 Glen Watford Drive

File # 16 172062 ESC 41 0Z

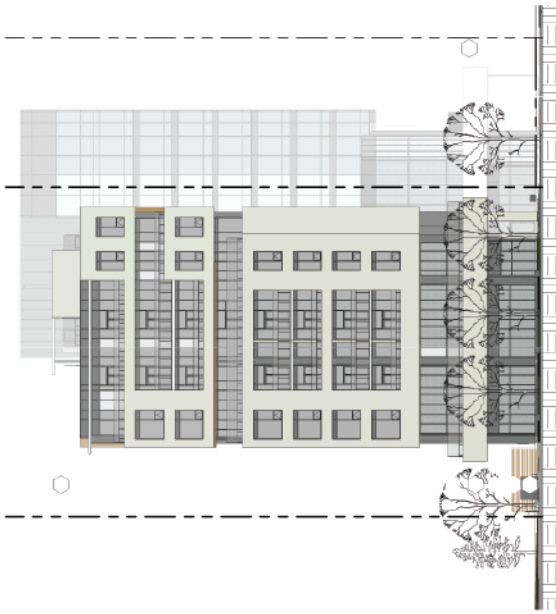
Attachment 3: Elevations



East Elevation

25 Glen Watford Drive

File # 16 172062 ESC 41 0Z



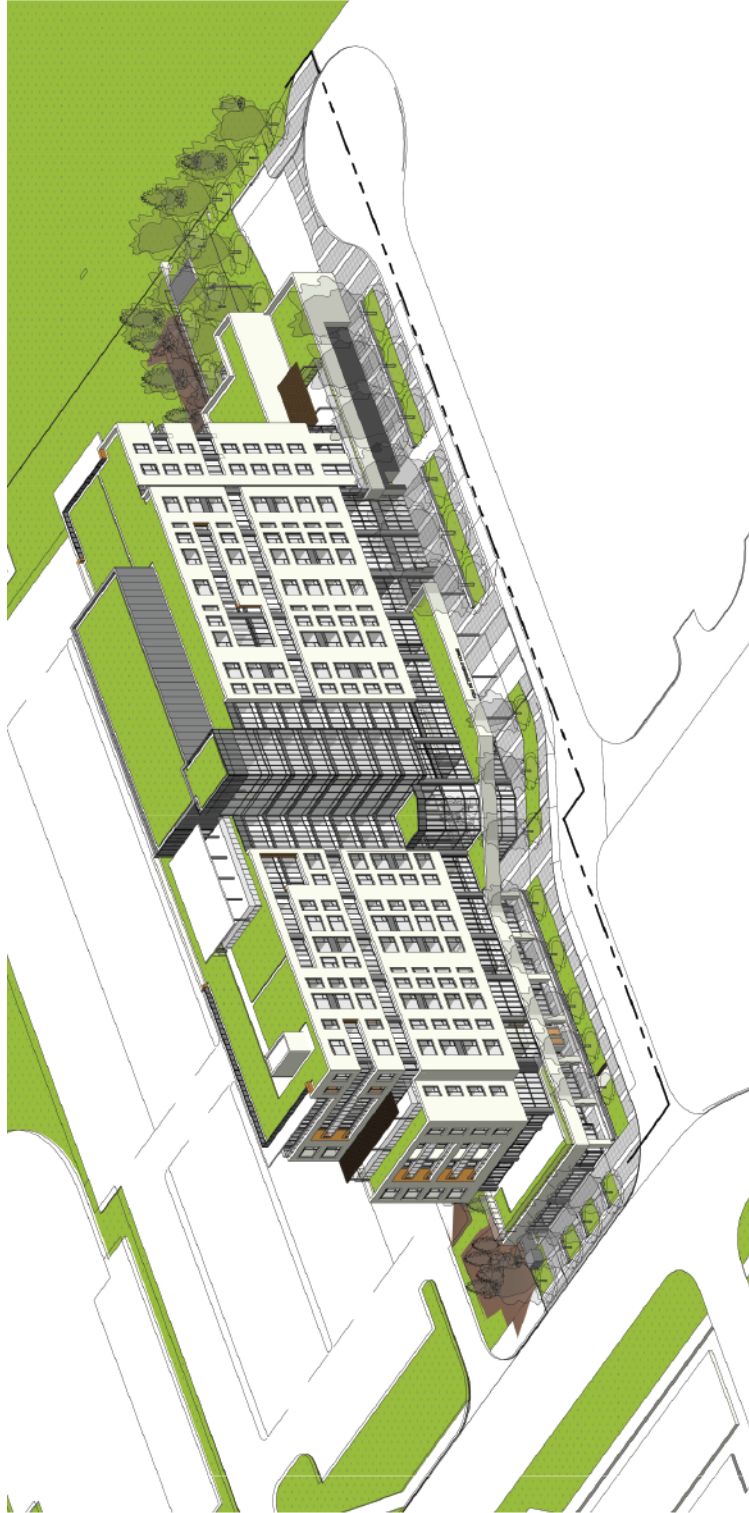
West Elevation

Elevations

Applicant's Submitted Drawing

Not to Scale
10/26/17

Attachment 4: Perspective Plan



25 Glen Watford Drive

File # 16 172062 ESC 41 0Z

Birdseye View - South West

Applicant's Submitted Drawing

Not to Scale
10/26/17

Attachment 5: Context Master Plan



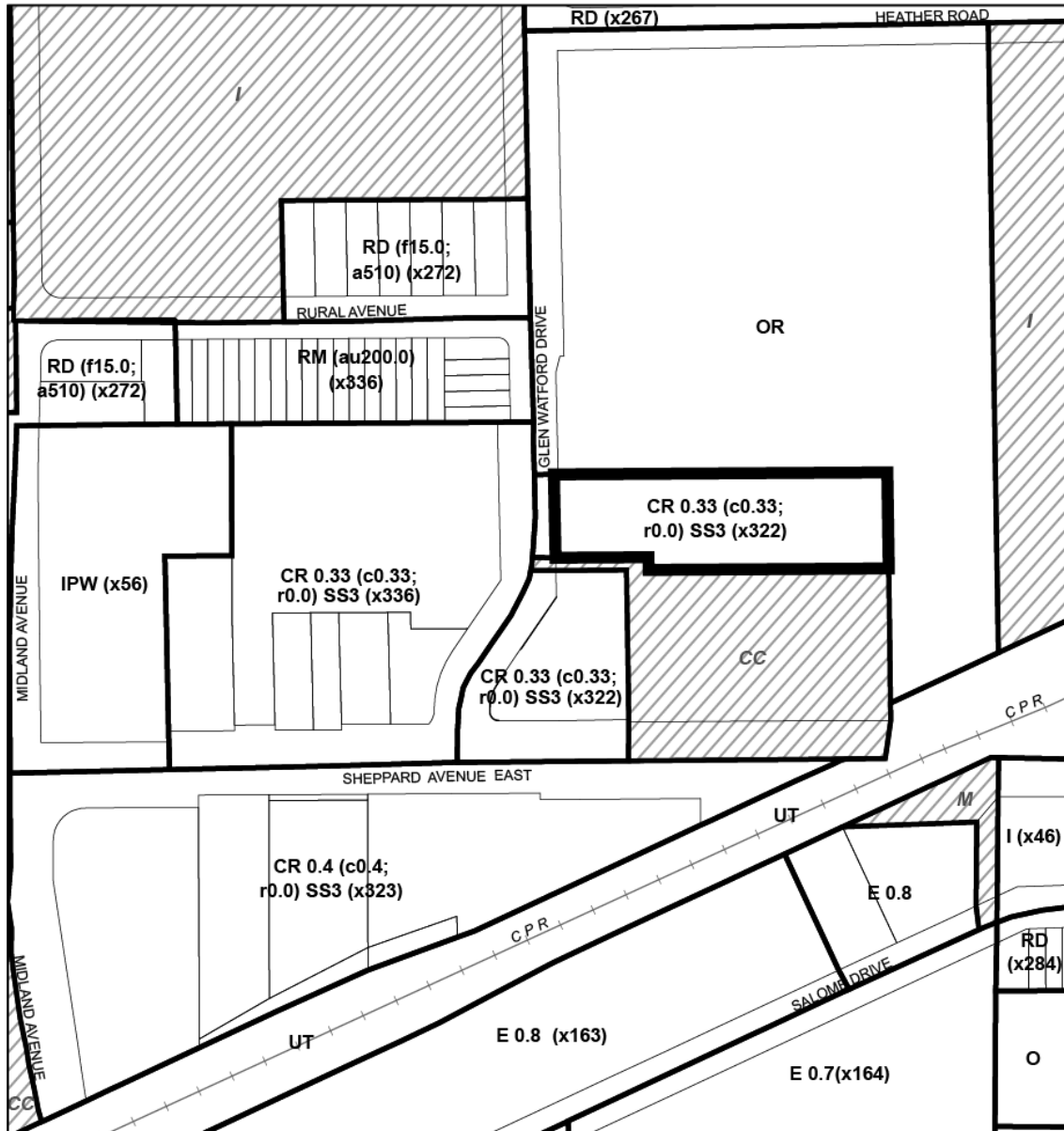
Context Plan
 Applicant's Submitted Drawing
 Not to Scale
 10/26/17



25 Glen Watford Drive

File # 16 172062 ESC 41 0Z



Attachment 6: Zoning




Zoning By-Law No. 569-2013

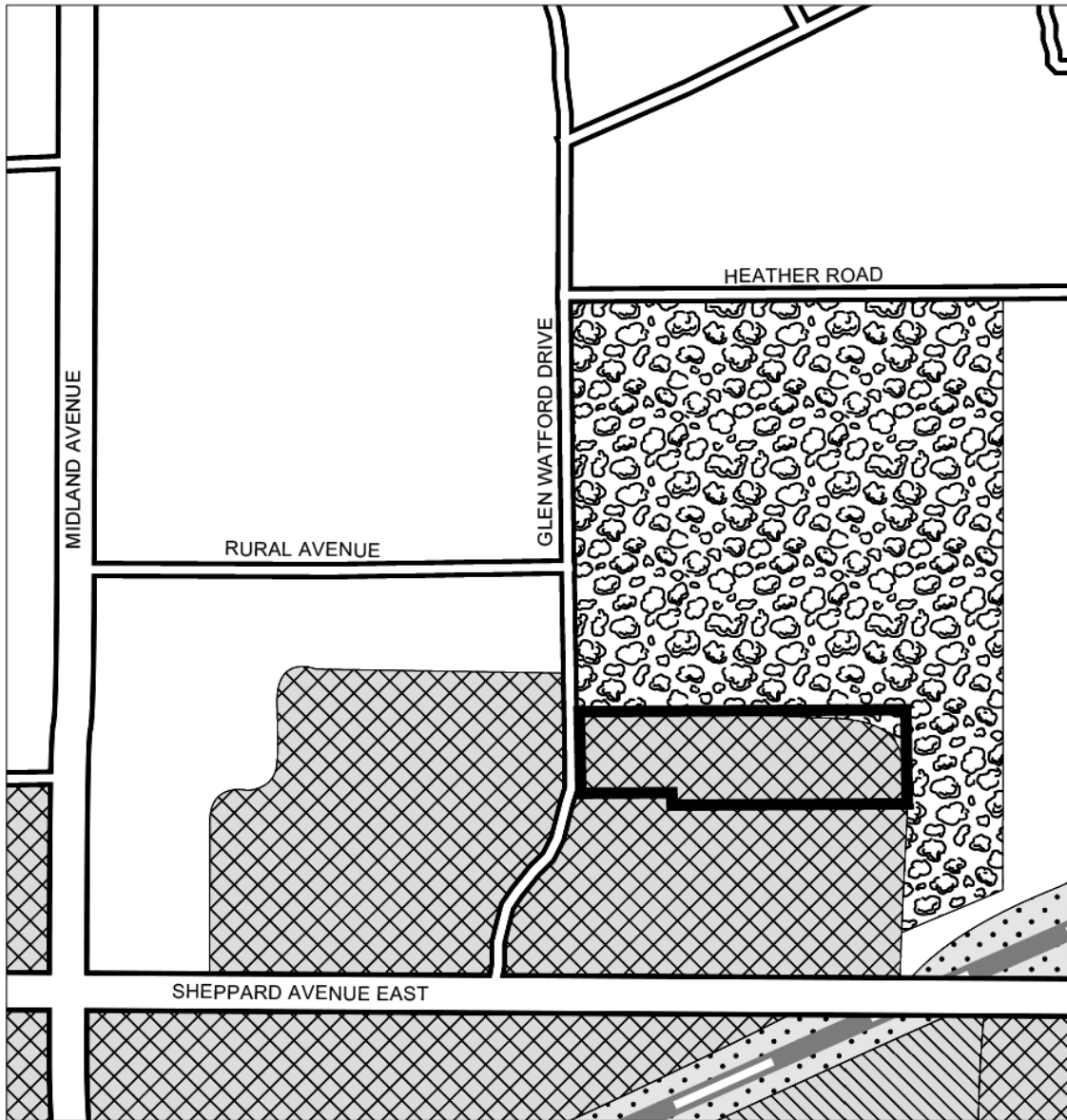
25 Glen Watford Drive

File # 16 172062 ESC 41 0Z

| | | | |
|---|--------------------------------|---|--|
|  | Location of Application |  | See Former City of Scarborough Agincourt Community By-Law No. 10076 |
| RD | Residential Detached | S | Single-Family Residential |
| RM | Residential Multiple | CC | Community Commercial |
| CR | Commercial Residential | I | Institutional Uses |
| E | Employment Industrial | M | See Former City of Scarborough Employment District By-Law No. 24982 Industrial Zone |
| I | Institutional | | |
| IPW | Institutional Place of Worship | | |
| O | Open Space | | |
| OR | Open Space Recreation | | |
| UT | Utility and Transportation | | |


 Not to Scale
 Extracted: 10/26/2017

Attachment 7: Official Plan



TORONTO
 Extract from Official Plan

25 Glen Watford Drive

File # 16 172062 ESC 41 0Z



↑
 Not to Scale
 10/26/2017

Attachment 8: Application Data Sheet

Application Type Rezoning & Subdivision Application Numbers: 16 172062 ESC 41 OZ & 17 231670 ESC 41 SB

Details Rezoning, Standard Application Dates: June 10, 2016 (OZ) September 12, 2017 (SB)

Municipal Address: 25 GLEN WATFORD DR (OZ), 23 & 25 GLEN WATFORD DR (SB)

Location Description: PLAN 2062 PT BLK A LESS S/W 20FT X 145FT **GRID E4105

Project Description: Proposed 10-storey retirement home & senior's residence containing 110 dwelling units and 139 bed-sitting rooms with at-grade retail and medical office uses and a one-level underground parking garage with 101 parking spaces. New 18.5m wide public street proposed east of Glen Watford Drive ending in a cul-de-sac.

Applicant: **Agent:** **Architect:** **Owner:**
 CHARLES CHAN CXT ARCHITECTS KBIJ CORPORATION

PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: n/a

Zoning: CR 0.33 (C0.33)(r0.0) SS3 Historical Status: n/a
 (x322) and CC 28-70 (x5)

Height Limit (m): 11.0 Site Plan Control Area: Y

PROJECT INFORMATION

| | | | | |
|------------------------------------|-------------------------|---------|-----------------|--------------|
| Site Area (sq. m): | 6981 | Height: | Storeys: | 10 |
| Frontage (m): | 39.62 | | Metres: | 37.9 |
| Depth (m): | 158.8 | | | |
| Total Ground Floor Area (sq. m): | 2621 | | | Total |
| Total Residential GFA (sq. m): | 17859 | | Parking Spaces: | 101 |
| Total Non-Residential GFA (sq. m): | 1022 | | Loading Docks | 1 |
| Total GFA (sq. m): | 18881 | | | |
| Lot Coverage Ratio (%): | 42.36 | | | |
| Floor Space Index: | 2.7 (gross) & 3.5 (net) | | | |

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

| Tenure Type: | Retirement Home & Life Lease Ownership | Above Grade | Below Grade |
|--------------|--|------------------------------------|-------------|
| Rooms: | 0 | Residential GFA (sq. m): 18881 | 0 |
| Bachelor: | 0 | Retail GFA (sq. m): 1022 | 0 |
| 1 Bedroom: | 0 | Office GFA (sq. m): 0 | 0 |
| 2 Bedroom: | 0 | Industrial GFA (sq. m): 0 | 0 |
| 3 + Bedroom: | 0 | Institutional/Other GFA (sq. m): 0 | 0 |
| Total Units: | 249* | | |

*110 bedsitting rooms & 149 dwelling units

CONTACT: **PLANNER NAME:** **Doug Muirhead, Senior Planner**
 (416) 396-7029