



23 Glen Watford Drive – Zoning Amendment and Draft Plan of Subdivision Applications – Final Report

Date: January 20, 2020

To: Scarborough Community Council

From: Director, Community Planning, Scarborough District

Wards: Ward 23 - Scarborough North

Planning Application Number: 12 1464441 41 OZ, 17 231670 ESC 41 SB

SUMMARY

The application for a Zoning By-law Amendment proposes to amend the former City of Scarborough Agincourt Community Zoning By-law and City of Toronto Zoning By-law to permit a residential development at 23 Glen Watford Drive. The development would consist of two 28-storey apartment towers connected via a two-storey podium and have a total gross floor area of 58,223 square metres. A total of 551 dwelling units are proposed, including 10 at-grade townhouse units. A 3 level parking garage with 551 parking spaces along with 15 at-grade parking spaces incorporated within the building are also proposed. Vehicular access would be taken from both Sheppard Avenue East and a new public street.

The new 18.5 metre wide public street is proposed to extend east of Glen Watford Drive and end in a cul-de-sac west of Agincourt Park. It will be created through a draft plan of subdivision application filed jointly by the owners of the subject lands along with the owners of the abutting lands to the north at 25 Glen Watford Drive. The draft plan of subdivision application will establish development blocks for both 23 and 25 Glen Watford Drive and secure the public street that will facilitate access and circulation to both development blocks and the adjacent Agincourt Park.

The proposed development is consistent with the Provincial Policy Statement (2014) as it provides a level of density that efficiently uses land and resources supporting existing and planned higher order transit. The proposal conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019), as it represents an appropriate type and scale of development in a strategic growth area that provides an acceptable transition of built form to adjacent low scale areas.

The proposed development conforms to the Official Plan policies for lands within a *Mixed Use Areas* designation and is compatible with and provides an appropriate transition to adjacent land uses.

The application proposes residential development at an appropriate scale of intensification for the site. This report reviews and recommends approval of the

application to amend the Zoning By-laws and also advises that the Chief Planner may approve the Draft Plan of Subdivision subject to the conditions outlined herein.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend former Scarborough Zoning By-law No. 10076 (Agincourt Community Zoning By-law), for the lands at 23 Glen Watford Drive substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 5 to the report dated January 20, 2020 from the Director of Community Planning, Scarborough District.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 23 Glen Watford Drive substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 6 to the report dated January 20, 2020 from the Director of Community Planning, Scarborough District.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.
4. City Council classify the lands municipally known as 23 Glen Watford Drive as a Class 4 Noise Area pursuant to Publication NPC-300 (Ministry of Environment and Climate Change Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning) contingent upon the subject Zoning By-law amendments for the lands at 23 Glen Watford Drive coming into full force and effect.
5. The Chief Planner and Executive Director, City Planning or his/her designate be directed to provide a copy of the City Council Decision Document which classifies the lands municipally known as 23 Glen Watford Drive as a Class 4 Noise Area to the Ministry of Environment, Conservation and Parks (MOECP), International Group Incorporated and 4280 Sheppard Limited.
6. Before introducing the necessary Bills to City Council for enactment, City Council require the Owner to enter into an Agreement pursuant to Section 37 of the *Planning Act* to secure community benefits as follows:
 - a. A financial contribution in the amount of \$1,700,000.00 payable to the City of Toronto prior to issuance of the first above-grade building permit, with such amount to be indexed upwardly in accordance with Statistics Canada Non-Residential Building Construction Price Index for Toronto for the period from the date of the registration of the Section 37 Agreement to the date of payment. The funds shall be directed as follows:
 1. \$800,000 to be allocated towards capital improvements to the Agincourt Recreation Centre related to the accessibility of the building;

2. \$900,000 to be allocated towards park improvements in proximity of the subject site; and

3. in the event the cash contributions required in Recommendation 6.a.1) and 2) above have not been used for the intended purpose within three (3) years of the date of the issuance of the first above-grade building permit, the cash contribution may be directed to another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, provided that the purpose is identified in the Toronto Official Plan and will benefit the community in the vicinity of the subject property.

7. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:

a. The owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of item PG32.3 of the Planning and Growth Committee, and as updated by Toronto City Council at its meeting held on December 5, 6 and 7, 2017 through the adoption of item PG23.9 of the Planning and Growth Committee, and as may be further amended by City Council from time to time; and

b. The Owner shall file applications for Site Plan Control Approval that clearly articulates the following at-receptor mitigation measures identified in the Environmental Noise Impact Study (NIS), dated April 25, 2019, prepared by Valcoustics Canada Limited, which secures appropriate mitigation measures to meet Ministry of Environment noise guidelines limits for noise control, including:

1. Enclosed Noise Buffers (designed to meet the definition included in NPC-300) for all residential units with a direct view of the IGI facility; Exterior wall construction meeting a minimum Sound Transmission Class (STC) of 54;

2. Exterior glass of Enclosed Noise Buffers meeting a minimum STC of 31;

3. Exterior windows on facades without Enclosed Noise Buffers meeting a minimum STC of 41;

4. Windows sealed along the south façade of the podium into amenity spaces, meeting a minimum STC of 37;

5. A sound barrier around the south edge of the southernmost private terrace at the second storey of the east building (the 1.6 m high noise parapet identified on Fig 3 of Valcoustics' NIS report);

6. The provision of air conditioning for all dwelling units; and

7. Warning clauses in property and tenancy agreements, offers of purchase and sale, and condominium declarations to inform future residents of potential noise.

c. All relevant drawings submitted for site plan control approval shall include a Noise Control Conformance stamp, by a qualified acoustical engineer, confirming that the recommended measures are included on the plans, will be required; and

d. Prior to issuance of the first building permit, the owner shall enter into appropriate agreements and provide financial security for external servicing upgrades and acknowledges that external services will be designed, constructed and operational, if determined necessary to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

8. Before introducing the necessary Bills to City Council for enactment, the owner be required to:

a. Submit to the Chief Engineer and Executive Director of Engineering and Construction Services for review and acceptance, a Site Servicing Review and Stormwater Management report to confirm the water and fire supply demand resulting from this development and demonstrate how this site can be serviced and the adequacy of existing municipal infrastructure to do so; and

b. Submit a revised Hydrogeological Report to the satisfaction of the General Manager, Toronto Water.

9. That in accordance with the delegated approval under By-law 229-2000, as amended, City Council be advised that the Chief Planner and Executive Director, City Planning intends to approve the Draft Plan of Subdivision as generally illustrated in Attachment 13 to the report dated January 20, 2020 from the Director of Community Planning, Scarborough District subject to:

a. the conditions as generally listed in Attachment 7 to the report dated January 20, 2020 from the Director of Community Planning, Scarborough District which, except as otherwise noted, must be fulfilled prior to final approval and the release for registration of the Plan of Subdivision for registration; and

b. any such revisions to the proposed subdivision plan or any such additional modified conditions as the Chief Planner and Executive Director, City Planning may deem to be appropriate to address matters arising from the on-going technical review of this development.

FINANCIAL IMPACT

The recommendations in this report have no financial impact.

DECISION HISTORY

The Zoning By-law amendment application was submitted on March 20, 2012 and deemed complete on June 18, 2013. A Preliminary Report on the application was adopted by Scarborough Community Council on September 10, 2013 authorizing staff to conduct a community consultation meeting with an expanded notification area. A link to the Community Council Decision can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.SC26.23>

A Preliminary Report on the joint draft plan of subdivision application (17 231670 ESC 41 SB) was adopted by Scarborough Community Council on November 14, 2017 authorizing staff to conduct a community consultation meeting with an expanded notification area. This report also provides information on the development proposal on the abutting lands at 25 Glen Watford Drive. The Preliminary Report and Community Council Decision can be found at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.SC26.5>

PROPOSAL

The existing commercial building on site is proposed to be demolished to allow for the redevelopment of the site for residential purposes.

When originally filed, the application proposed a residential development consisting of 650 dwelling units deployed in two towers of 32 and 35 storeys in height on a 2-4 storey podium. Vehicle access was originally proposed from the existing driveway off Glen Watford Drive and a new access from Sheppard Avenue East.

The proposal has been revised twice to address comments and concerns raised through the review process, specifically reducing the height and density of the proposal. The proposal has also been revised to address issues related to vehicular and pedestrian access.

The proposal being recommended for approval consists of two 28-storey residential apartment (condominium) towers on a two-storey podium as illustrated in Attachment 9. A 30.0 metre setback to residential units and safety berm is proposed from the adjacent Canadian Pacific Rail (CPR) line. Green roofs are proposed on the 2nd and 3rd floors.

A total of 551 dwelling units are proposed. This includes ten two-storey, grade related units within the east podium facing Agincourt Park and in the west podium facing the new public street. Two guest suites are proposed as part of the amenity space within the podium. No retail or commercial tenancy is proposed. Please refer to Attachment 1 for additional project data.

To facilitate improved access, a new public street is proposed to be created through the plan of subdivision application filed jointly with the owners of the lands at 25 Glen Watford Drive. The northerly portion of the subject site will be dedicated to the City of

Toronto which when combined with the dedication of the southern portion of 25 Glen Watford Drive will facilitate the creation of the new street.

Pedestrian access to the main residential lobby is proposed along the new public street. A secondary pedestrian access is also proposed from Sheppard Avenue East. This secondary entrance would be connected by way of a lobby that will connect to the ground floor level via elevators or stairs to resolve the differences in grade between the sidewalk on Sheppard Avenue East and the main floor of the building.

Similarly, the primary vehicular access to the site is proposed via the new public street. A driveway located off the eastern terminus of the proposed new public street will provide access into the underground parking garage. Another driveway on the west side of the podium provides access to one loading space and the waste collection area. Secondary vehicular access is proposed from Sheppard Avenue East directly into the P2 level of the parking garage.

Given the proximity of existing legally established noise sources to the subject lands, the proposal includes mitigation measures to ensure appropriate noise standards are achieved. The application proposes the use of receptor-based noise mitigation measures in the form of Enclosed Noise Buffers (ENBs). Provincial Noise Guidelines permit the use of ENBs in high-rise multi-tenant buildings such as proposed for this development. The Enclosed Noise Buffer concept is defined as an enclosed area outside of the exterior wall of a building, such as a balcony specifically intended to buffer one or more windows of noise sensitive spaces. The exterior balcony is glassed-in to protect the balcony space from excessive noise levels. The noise sensitive spaces within the building (i.e., bedrooms, living/dining rooms, etc.) have their windows opening into the enclosed noise buffer instead of directly to the building exterior.

The proposed noise buffer balconies are approximately 2 metres in depth, and wrap-around all four façades of both towers from the 3rd to 28th storeys. They are also proposed along the western and southern façades of the portions of the 2nd storey podium containing residential units. Additional at-receptor noise mitigation measures include a proposed 3.6 metre high sound barrier along the southern end of the property, and a 1.6 metre high parapet wall along the south edge of the terraces on the east side of the podium.

The proposed density is approximately 6.27 times the lot area. The density of the development has technically increased despite the built form revisions reducing the height of the proposal since the original submission. This is driven by the enclosed balconies required to mitigate noise from adjacent uses which in zoning terms must be counted as gross floor area. This gross floor area represented by the enclosure of the balconies also technically adds 234 square metres of area to the tower floor plates which would be 740 square meters if the balcony enclosures were excluded. The separation distance between the towers measured from the enclosed balconies is greater than 26 metres. When balconies are excluded the balconies, the proposed tower separation is in excess of 30 metres.

Three levels of underground parking containing 551 parking spaces are proposed along with 15 at-grade parking spaces incorporated into the design of the base building. A

total of 445 bicycle parking spaces are proposed, of which 404 are long-term bicycle parking spaces for owners and 41 are short term bicycle parking spaces for visitors.

Common indoor amenity space is proposed at a rate of approximately 2.6 square metres per dwelling unit and is located on the P1 Level, Level 1, Level 2, and includes the 2 proposed guest suites. Common outdoor amenity space is also proposed at a rate of 1.5 square metres per dwelling unit with most of it contained in a central courtyard area on the ground floor between the two towers.

Site and Surrounding Area

The site is located on the north side of Sheppard Avenue East and on the east side of Glen Watford Drive and is approximately 9,284 square metres (0.93 hectares) in area. The site has 6.25 metres of frontage on the east side of Glen Watford Drive and approximately 125 metres of frontage on the north side of Sheppard Avenue East.

The site slopes from north to south with a lower elevation towards Sheppard Avenue largely due to the Canadian Pacific Railway (CPR) overpass. The site's Sheppard Avenue East frontage consists of a sloped grassed and treed area and a large retaining wall.

A one storey retail commercial mall known as the Dragon Centre is currently located on the site along with related surface parking. The Dragon Centre was the first Chinese shopping mall in North America and served as a cultural and culinary hub for Toronto's Chinese-Canadian community in the 1980s. Current access for both vehicles and pedestrians is provided by a driveway from Glen Watford Drive. Given the existing topography, the site currently has no functional relationship to Sheppard Avenue East.

Abutting uses are as follows:

West: 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. On the west side of Glen Watford Drive is a retail commercial plaza known as the Dynasty Centre along with a number of commercial properties including a bank and office uses located on the north side of Sheppard Avenue East. North of these commercial uses and west of Glen Watford Drive are semi-detached dwellings fronting Rural Avenue.

North: A one storey commercial plaza (25 Glen Watford Drive) and related surface parking. The lands at 25 Glen Watford Drive are subject to a development application for a 10-storey retirement home (16 172062 ESC 41 OZ), which has been approved in principle by the Local Planning Appeal Tribunal as a settlement authorized by City Council. Further north is surface parking related to the Agincourt Recreation Centre which is located at the south-east corner of Glen Watford Drive and Heather Road.

East: Agincourt Park, with associated green space including mature trees and an 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 CPR line is to the south-east of the site.

South: On the south side of Sheppard Avenue East, between the CPR line and Midland Avenue, are a number of commercial developments in the form of plazas and stand alone commercial buildings. Further south of the CPR line is a petroleum wax blending and manufacturing plant.

Reasons for Application

The existing zoning for the site does not permit residential uses. Amendments to both the Agincourt Community Zoning Bylaw No. 10076 of the former City of Scarborough and City-wide Zoning By-law 569- 2013, as amended, are required to permit the proposed development and to establish appropriate development standards related, but not limited to: land use, building height, massing and setbacks, density of development, vehicular parking, and outdoor amenity space.

Draft plan of subdivision approval is also required to create the proposed public street and the ultimate development blocks for both 23 and 25 Glen Watford Drive.

APPLICATION BACKGROUND

Application Submission Requirements

The application was originally submitted in March 2012 with the following material:

- Sun/Shadow Study;
- Archaeological Assessment; and
- Arborist/Tree Preservation Report.

A Notification of Incomplete Application, issued on April 27, 2012, identified the outstanding material required for a complete application submission as follows:

- Planning Rationale;
- Computer Generated Building Mass Model;
- Toronto Green Standard Checklist;
- Noise Impact Study;
- Draft Zoning By-law Amendment;
- Pedestrian Level Wind Study;
- Avenue Segment Review;
- Vibration Study;
- Loading Study;
- Parking Study;
- Traffic Operations Assessment;
- Transportation Impact Study;
- Stormwater Management Report; and
- Servicing Report.

All of the outstanding material was submitted on June 18, 2013 and a Notice of Complete Application was subsequently issued.

Additional environmental investigations pertaining to noise and air quality impacts and recommended mitigation measures to address land use compatibility concerns were submitted on September 12, 2017 and May 7, 2019.

The material can be viewed at the Application Information Centre (AIC)
<https://www.toronto.ca/city-government/planning-development/application-information-centre>

Agency Circulation Outcomes

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law standards and conditions of Draft Plan of Subdivision approval.

Community Consultation

An initial community consultation meeting on the rezoning application at 23 Glen Watford Drive was held on November 21, 2013. The meeting was attended by the Ward Councillor, the applicant and their respective consultants, City Planning and Urban Design staff and approximately 70 members of the public. Notice was provided in accordance with the expanded notice area directions of Scarborough Community Council.

Following the submission of the rezoning application filed for 25 Glen Watford Drive, and the joint draft plan of subdivision application, a subsequent community consultation meeting on the planning applications for both 23 and 25 Glen Watford Drive was held on December 5, 2017. The meeting was attended by the Ward Councillor, both applicants and their respective consultants, City Planning and Transportation Services staff and approximately 165 members of the public. Notice was provided in accordance with the expanded notice area directions of Scarborough Community Council.

A summary of both public consultation meetings can be found at Attachment 8.

POLICY CONSIDERATIONS

Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2014)

The Provincial Policy Statement (2014) (the "PPS") 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 provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

Provincial Plans

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with Provincial Plans.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2019)") came into effect on May 16, 2019. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2017. The Growth Plan (2019) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan, 2019 establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act* that comprehensively applies the policies and schedules of the Growth Plan (2019), including the establishment of minimum density targets for and the delineation of strategic growth areas, the conversion of provincially significant employment zones, and others.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- 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.

The Growth Plan (2019) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2019) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2019). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2019).

Staff have reviewed the proposed development for consistency with the PPS (2014) and for conformity with the Growth Plan (2019). The outcome of staff analysis and review are summarized in the Comments section of the Report.

Toronto Official Plan

The City of Toronto Official Plan can be found here:

<https://www.toronto.ca/citygovernment/planning-development/official-plan-guidelines/official-plan/>.

This application has been reviewed against the policies of the City of Toronto Official Plan as follows:

Chapter 2 - Shaping the City

Section 2.2 Structuring Growth in the City: Integrating Land Use and Transportation: The Official Plan states that future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Growth areas in the City are locations where good transit access can be provided along bus and rapid transit routes. This stretch of Sheppard Avenue East is identified as an *Avenue* on Map 2 – Urban Structure of the Official Plan with a right-of-way width of 36 metres

Sheppard Avenue East from Don Mills Road to Meadowvale Road is identified on Map 5 as part of the City's Surface Transit Priority Network. The subject site is approximately 300 metres from the proposed Sheppard East LRT stop at Sheppard and Midland Avenues.

Chapter 3 - Building a Successful City

Public Realm

The Public Realm policies (Section 3.1.1) promote the construction of quality architecture, landscape and urban design. The policies speak to the importance of providing safe, attractive and interesting spaces for pedestrians and incorporating a Complete Streets approach for new and existing City streets. Policy 3.1.1.17 states that new streets should be public streets.

Built Form

The Built Form policies (Section 3.1.2) direct that new development in the City fit harmoniously within the existing and/or planned context of the area. This includes locating and organizing new development to frame and support adjacent streets, parks, and open spaces; locating and organizing vehicle parking, vehicular access, service areas and utilities to minimize their impact on property and surrounding properties to improve the safety and attractiveness of adjacent streets, parks and open spaces.

New development should be massed to define the edges of streets, parks and open spaces in a way that respects the existing and/or planned street proportion. Amenity for adjacent streets and open spaces should be provided through active ground floor uses that provide access and views. The policies provide for appropriate transitions in scale to neighbouring existing and/or planned developments to provide adequate light and privacy, limiting any resultant shadowing or uncomfortable wind conditions on neighbouring streets, properties and open spaces.

The policies also provide for indoor and outdoor amenity space to be allocated for residents of the new development.

Land Use Compatibility Policy

Policy 3.4.2.1 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 mitigated measures, the proponent may be required to prepare studies in accordance with established guidelines and be responsible for implementing any required mitigated measures.

Chapter 4 - Land Use Designations

The subject lands are designated *Mixed Use Areas* on Map 19 Land Use Plan of the Official Plan. An excerpt from the Official Plan is found in Attachment 3.

The *Mixed Use Areas* designation provides for a range of residential, commercial and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. The Official Plan states that "*Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing. However, not all *Mixed Use Areas* will experience the same scale of intensity of development." The Plan provides development criteria for *Mixed Use Areas* under Section 4.5.1 which reinforce the above noted Built Form policies with specific regard to transition to low scale land uses on lands designated *Neighbourhoods*.

Chapter 5 – Implementation

Section 5.1.1 Height and/or Density Incentives provide for the use of Section 37 of the *Planning Act* to secure community benefits in the form of capital facilities in exchange for increased height and density of development than is otherwise permitted by the zoning by-law provided it meets the test of good planning and is consistent with the policies and objectives of the Plan.

The outcome of staff analysis and review of relevant Official Plan policies and designations are summarized in the Comments section of this report.

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 are not permitted. The gross floor area of all buildings shall not exceed 33% of the lot area.

The lands are not currently subject to the City-wide Zoning By-law No. 569-2013, as amended.

Planned Transit Improvements

In 2016, as part of Metrolinx's Regional Express Rail (RER) program, Metrolinx has embarked on capital works to add a second track on the Stouffville GO rail corridor and station improvements to the existing Agincourt GO Station. Through the RER and SmartTrack initiatives, service along the Stouffville GO line will be increased to all-day, two-way service at a greater frequency than the service currently provided. The subject lands are approximately 700 metres from the Agincourt GO site.

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 intended to 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.

City-Wide Tall Building Design Guidelines

City Council has adopted city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of 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 link to the guidelines is here:

<https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>.

Growing Up: Planning for Children in New Vertical Communities Guidelines

In July 2017, City Council adopted the City-wide Growing Up: Planning for Children in New Vertical Communities draft guidelines. The objectives of the guidelines are rooted in the Official Plan vision to create an attractive, safe and healthy city where children are valued and residents have access to housing, support services and recreational activities. The draft guidelines implement Official Plan policies that highlight the importance of integrated community facilities and amenities, the need for a comfortable and safe public realm and the creation of a range of housing options in communities.

The Guidelines and City Council decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG21.3>

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.

Streetscape and boulevard details within the proposed right-of-way will be secured as part of the subdivision approvals process once the functional design of the new public road cross-section has been finalized.

Provincial Noise Guidelines (NPC - 300) and Class 4 Noise Areas

New provincial noise guidelines (NPC-300) were introduced in 2013 that replaced and consolidated previous related guidelines. Among other matters, NPC-300 provides advice, sound level limits and guidance that may be used when land use planning decisions are made under the *Planning Act*. The guidelines 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 such as the proposed residential development is responsible for ensuring compliance with applicable sound level limits.

NPC-300 introduces the option of establishing a new acoustical environment area (Class 4) where higher daytime and night time sound level limits from that otherwise permitted in an urban area, may be considered when new noise-sensitive land uses are proposed. Areas with existing noise sensitive land uses cannot be classified as a Class 4 area.

A Class 4 noise area permits receptor based noise control measures to be used within a proposed new sensitive land use such as residential dwellings and associated outdoor living areas within the vicinity of an industrial use. In this case an extensive industrial operation, south of the CPR rail corridor along Salome Drive operated by the International Group Inc. (IGI) producing and refining wax and related products, is within approximately 135 metres (measured property line to property line) of the subject lands.

IGI has advised that their facility can be appropriately classified as being a Class III industry according to the Ministry of the Environment (now MOECP) 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. IGI has advised that they are in compliance with MOECP air emission limits and have received no odour complaints for years. The IGI facility complies with Official Plan land use designation (*Core Employment Areas*) and existing zoning which permits industrial uses, including open storage related to their operations on the north side of Salome Drive, adjacent to the CPR line, and paraffin wax storage tanks on the south side.

Sound barriers have been installed between neighbouring single detached residential uses and the facility. The two proposed 28-storey apartment towers are in proximity to IGI's lands and operations and are taller than existing nearby residential dwellings that IGI has made efforts to buffer from their operations.

Through the development review process IGI expressed a concern that the proposed high-density residential use could be detrimental to their existing or future operations unless it can be demonstrated that the proposed development can be designed to

mitigate adverse effects from the existing industrial facility. As such the applicant submitted detailed noise studies which evaluated the proposed sound levels against the criteria in NPC-300 to determine the land use compatibility and potential mitigation measures to be incorporated into the design of the building. This included the potential for the subject lands to be identified as a Class 4 area pursuant to NPC-300.

Site Plan Control

The proposed development is subject to site plan control. A site plan approval application has not yet been filed.

Draft Plan of Subdivision

An application for draft plan of subdivision approval (17 231670 ESC 41 SB) was filed jointly with the owners of the abutting lands to the north at 25 Glen Watford Drive. The application 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 and to establish the revised development blocks for both 23 and 25 Glen Watford Drive. This new public street is intended, in part, to provide required pedestrian and vehicular access to the development proposals that are under review for each site. The Chief Planner has delegated authority to approve Plans of Subdivision under By-law 229-2000, as amended.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2019). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Issue Background section of the Report.

Staff have determined that the proposal is consistent with the PPS as follows:

- the application proposes densities and land uses that efficiently use land and resources; are appropriate for and efficiently use planned and existing infrastructure and public service facilities; are transit-supportive;
- the application is an opportunity for intensification and redevelopment in a designated growth area;
- the application contributes to providing a range and mix of housing types and densities to meet projected requirements of current and future residents; and
- the application encourages a sense of place in communities, by creating a new planned and built form context centred around a new public street.

The proposal is also consistent with the PPS policies directing planning authorities to protect for and preserve employment area for current and future uses (Policy 1.3.2.1), by specifically ensuring that major industrial facilities and sensitive land uses be appropriately designed, buffered and/or separated from each other to mitigate adverse impacts. Environmental reports identifying noise and vibration impacts from nearby

industrial and rail sources have been submitted to the City by both the applicant and IGI as part of the development review process. These reports also outlined required mitigation measures pursuant to the NPC-300 guidelines. There is consensus amongst the environmental consultants on the mitigation measures required to address land use compatibility issues which are discussed in greater detail below.

Staff have determined that the proposal conforms with the Growth Plan (2019) as follows:

- the application supports the achievement of complete communities by contributing to a mix of land uses; providing convenient access to transportation options, contributing to public service facilities, open spaces and recreational facilities; and providing for a compact built form and vibrant public realm; and
- the application is an opportunity for intensification and redevelopment within a strategic growth area as identified by the municipal Official Plan.

The proposal makes efficient use of lands in proximity to existing (Agincourt GO Station is within 700 metres) and planned (Sheppard East LRT is stop is within 300 metres) transit. The development is in an appropriate built form and achieves a higher level of intensification that appropriately transitions to adjacent low scale areas.

Land Use Permissions

This application has been reviewed against the Official Plan policies described in the Issue Background Section of the Report as well as the policies of the Toronto Official Plan as a whole.

The residential intensification proposed is provided for by the *Mixed Use Areas* designation and associated policies/development criteria. Consistent with Official Plan policies, an Avenue Segment Study dated June 2013, and Addenda dated November 2013, August 2017, and March 2019 were prepared by Bousfields Inc., in support of the original proposal and revised proposal. The Avenue Segment Study identified 16 soft sites which exhibited reasonable redevelopment potential, in addition to the site subject to this proposal. The Avenue Segment Study estimated that there was development potential on these 16 sites for an additional 5022 dwelling units (332,165 square metres of residential GFA), and 26,595 square metres of commercial GFA. The Avenue Segment Study also identified that building heights along the segment could range from six to 30 storeys. The Avenue Segment Study concluded that it would be appropriate to develop this site with a two-tower residential development and that it would establish a positive precedent for redevelopment in the area and not preclude the development of the remainder of the Avenue segment. Staff have reviewed the submitted segment review and find it acceptable.

Land Use Compatibility and Mitigation

Staff have also reviewed the appropriateness of the proposed sensitive land use as it relates to potential noise vibration impacts from nearby industrial uses to the south along with the CPR Rail Corridor. This review was based on the following:

- Air quality reports prepared by Trinity Consultants Ontario Inc. on behalf of the applicant in support of the development and an air quality impact assessment prepared by Novus Environmental Inc. on behalf of IGI.
- Two Noise & Vibration Feasibilities Studies, dated June 2013 and June 2017 prepared by HGC Engineering as well a Stationary Noise Study and consolidated Noise Impact Study dated August 2017 and April 2019, prepared by Valcoustics Canada Limited on behalf of the applicant in support of the development. A noise impact study was also prepared by Novus Environmental Inc. (Novus) on behalf of IGI.
- A peer review of the Stationary Noise Study dated August 2017 by Novus Environmental on behalf of IGI.

The findings of the various environmental studies were in agreement on impacts and recommended mitigation measures. As such, City staff determined that a further peer review of the material was not warranted and have adopted the findings of the consultants outlined in detail below. In summary, the following matters are recommended to address noise and air quality issues to ensure land use compatibility with the nearby industrial operations:

- Identification by City Council of the area as a Class 4 noise area;
- Enclosed noise buffers (designed to meet the definition included in NPC-300) for all residential units with a direct view of the IGI facility;
- A sound barrier around the south edge of the southernmost private terrace at the second storey of the east building;
- Mandatory central air conditioning for all residential and noise-sensitive portions of the development to allow windows to remain closed at all times;
- Windows along the south façade of the podium enclosing amenity spaces will need to be sealed and selected so as to adequately mitigate noise levels;
- Inclusion of noise warning clauses in the Offers of Purchase and Sale, lease/tenant agreements and condominium declarations for all units within both buildings advising each prospective purchaser of potential noise situation;
- Fresh air intakes in positions that have the least potential to be impacted by odours from IGI's operations (central HVAC system required);
- Provide for the future use of carbon filters to remove odours from intake air should odour complaints occur;
- Upgraded wall construction and window glazing to ensure indoor noise levels meet provincial guidelines; and
- Warning clauses to be registered on title and included in agreements of purchase and sale or lease notifying residents of the presence of nearby industrial (noise and odour impacts) and rail (CPR) operations and the Class 4 noise area classification.

The air quality reports conclude that predicted odours would be less at the proposed development than at existing residences located south of IGI. Regardless, odour levels are predicted to be at a level that warrants at-receptor mitigation in order to reduce the potential for future complaints. The report also recommends that views of IGI's operations to the south be minimized.

The conclusion of the submitted noise reports prepared by the proponent and IGI, as well as the Novus peer review is that a Class 4 noise area classification under provincial guidelines (NPC-300) is required to appropriately facilitate the introduction of residential uses on the subject site. A Class 4 area is defined by NPC-300 as an area intended for development with new noise sensitive land uses that are not yet built but are in proximity to existing, lawfully established stationary source.

The land use planning authority (City Council) must formally confirm the Class 4 area classification during the land use planning process. The identification of the lands as a Class 4 area are which will allow for at-receptor noise mitigation measures to be implemented and to ensure IGI's operations are not adversely affected. A Class 4 Noise Area classification by Council will allow for The International Group (IGI) to use this noise classification and sound level limits in required applications for provincial approvals of their operations. This approach was taken on nearby lands at 4181 Sheppard Avenue East in 2017, as well as 25 Glen Watford Drive in 2018, where Council identified those lands as Class 4 Noise Areas pursuant to NPC-300.

The required at-receptor mitigation measures to address land use compatibility issues related to noise, vibration and odour impacts from nearby rail, road and industrial facilities can be secured as part of the site plan approvals process (plans and drawings and site plan agreement registered on title). However, it is also recommended that, as a matter of legal convenience, the Section 37 agreement to be registered on title include a clause to ensure that relevant plans submitted for site plan approval clearly indicate the noise mitigation measures outlined above and contain a Noise-Control Conformance Certificate from a qualified acoustical engineer confirming that the recommended mitigation measures are provided.

The Novus report also indicates that an agreement between the applicant and IGI under the *Industrial Mining Lands Compensation Act* may also be used to provide additional protection to IGI from nuisance claims. This is a legal issue that the applicants and IGI can pursue without the City's involvement.

Density, Height, Massing

This application has been reviewed against Official Plan policies and urban design guidelines described in the Issue Background Section of the Report.

A Context Master Plan was prepared to inform both this development proposal and the development application at 25 Glen Watford Drive as illustrated on Attachment 14. The Master Plan shows how these two sites and the site at 1-19 Glen Watford Drive can potentially redevelop over time in a co-ordinated fashion provided the new public street is realized. It is acknowledged that development will be incremental and that further planning review and approvals on adjacent sites are required. The intended outcome is for a new planned and built context to emerge for this cluster of three *Mixed Use Areas* sites that are required to appropriately integrate into the local Agincourt Community. The new public street will provide access and address to the subject proposal with the primary building entrance at approximately the mid-way point of the south side of the new street. Streetscape details will be secured as part of the draft plan of subdivision and / or site plan approvals process.

The height of the proposed towers is 28-storeys, inclusive of the 16.3 metre podium building (99.6 metres in height, to the top of the 6.0 metre mechanical penthouse). These heights are appropriate for the subject site, given its size, proximity to planned transit and separation from *Neighbourhoods*. The proposed 28-storey towers provide an appropriate transition in height to the proposed 10-storey mid-rise retirement residence at 25 Glen Watford Drive and to Agincourt Park. A 30.0-metre building setback is provided from the average northern extent of the CPR bridge structure along Sheppard Avenue East. The podium will create a strong, street-related base that provides an appropriate pedestrian scale on Sheppard Avenue East and on the new public street to the north of the subject lands.

The massing conforms to the development criteria and built form policies in the Official Plan, and addresses the intent of the key elements of the Tall Building Design Guidelines. The two residential towers are separated by a minimum distance of 26 metres, which is greater than the minimum 25 metre separation distance recommended by the Tall Building Design Guidelines. The size of the tower floor plates excluding balconies are proposed at 740 square metres, which is consistent with the maximum floor plate size of 750 square metres recommended by the Guidelines, which similarly excludes balconies. The enclosure of the balconies and the provision of the noise barrier results in an increase in the floor plate size to 973 square metres. However, this additional bulk is mitigated by the orientation of the towers and the increase in separation distance which results in acceptable sun and shadow conditions as outlined below.

The proposed towers are setback a minimum of 12 metres from property lines. The zoning by-law amendment will include a schedule establishing building setbacks and stepbacks as warranted. The nearest low-density residential property is located 130 metres away.

The proposed gross density of development is approximately 6.27 floor space index (FSI) or 58,223 square metres. This density number includes floor area attributed to the enclosed balconies required as a noise buffer. If these were excluded, the overall GFA is reduced to 46,000 square metres (4.96 FSI).

The proposed density of development is considered acceptable given the careful consideration given to built form, height and massing, site context, the absence of significant off-site impacts. The submitted Context Master Plan confirms the ability to co-ordinate the design of the building and adjacent public boulevard features in tandem with the creation of the new public street.

Sun, Shadow, Wind

The Sun/Shadow study submitted by the applicant indicates that shadows on lands designated *Neighbourhoods* are adequately limited as provided for by the Official Plan for the spring (March 21) and fall (September 21) equinoxes. There is only one hour of additional shadowing within the *Neighbourhoods during the winter months*. There is no shadow impact on *Neighbourhoods* on June 21 (summer solstice). The Sun/Shadow study further indicates that there will be some shadowing on the southwest corner of the Agincourt Recreation Centre park adjacent to the rail line starting at 3:18 p.m. in March

and September. Impacts are the least during the summer months. The resulting shadow impacts are considered acceptable.

A pedestrian wind assessment was submitted which indicated that wind conditions were expected to be comfortable for the intended usage at all grade levels except for two isolated grade level areas at the northeast and northwest corners of the proposed development during the winter and three above-grade level locations (second and third floor terraces) during the summer and winter months. Reduction in wind speeds can be achieved through wind control measures including coniferous tree plantings at the grade level areas and planters at the above-grade level locations. Should this application be approved, the Site Plan review process will determine the final design of the terraces and the wind mitigation measures necessary to ensure the wind effects are acceptable.

CP Rail Corridor

The site falls adjacent to a principle main line south of the subject lands operated by Canadian Pacific Railways (CPR). CPR has reviewed the application and environmental noise and vibration impact study prepared in support of this development.

The proposal provides a 30 metre setback to the rail right-of-way from residential units., and a safety berm within the setback on the applicant's lands, parallel to the rail right-of-way. No vibration mitigation measures are required. CPR has indicated that they are satisfied that the development meets their setback requirement and that the berm is appropriate. CPR also advises that they support the implementation of the report recommendation to include warning clauses, advising of nearby rail operations and associated impacts, within in all offers of purchase and sale and rental agreement for residential units. These matters will be secured through the site plan approval process.

Draft Plan of Subdivision

Section 51(24) of the *Planning Act* outlines the criteria for determining whether or not a proposed subdivision is appropriate. These criteria include conformity to provincial plans, whether the plan conforms to the Official Plan and adjacent plans of subdivision, the appropriateness of the proposed land use, the dimensions and shapes of the proposed lots and blocks, and the adequacy of utilities and municipal services. As detailed through this report, the proposed plan conforms to the policies of the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. It also complies with the policies of the Toronto Official Plan. The proposed lots are consistent with those existing in the neighbourhood and the proposed public road will be constructed to City standards. The proposed new public street to be created through the draft plan of subdivision process will provide access and address to the development and provide greater connectivity for future residents and the general public to Agincourt Park.

The Chief Planner has delegated approval authority for Draft Plan of Subdivision under By-law 229-2000. The conditions of approval, as outlined in Attachment 7, will ensure a new public street running east from Glen Watford Drive is constructed in accordance with the City of Toronto Development Infrastructure Policy & Standards (DIPS) and

emergency service standards and that the land transfer of the new street into public ownership will be completed in accordance with City policies.

The applicant will be required to file a Record of Site Condition (RSC) on Ontario's Environmental Site Registry for all lands to be conveyed to the City, prior to the registration of the Plan of Subdivision. A Construction Management Plan and Transportation Management Plan will be required prior to the registration of the Plan of Subdivision, to minimize the impacts on neighbours during the time of construction. Other matters that will be secured as conditions of approval include engineering design criteria, limiting distance requirements and other conditions recommended by City Divisions and external agencies.

Traffic Impact, Access, Parking

A total of 551 parking spaces are proposed within three levels of underground parking. An additional 15 on-site surface parking spaces are proposed at grade to be incorporated within the proposed base building.

Vehicular access to the site is proposed from the proposed new public street and from Sheppard Avenue East. Access to the underground parking garage is by way of a private driveway and ramp located at the east end of the building with the driveway located off the turning circle of the proposed new public street. One loading space is located in this area. The other loading space and garbage collection room are on the west side of the podium, accessed via a private driveway. A second entrance into the underground parking garage is provided directly into the P2 level of the underground parking garage from Sheppard Avenue East.

On-street public parking will be available on the north side of the new public street along with a lay-by for Wheel-Trans pick-up and drop-off area on the south side in front of the principal building entrance.

Parking will be required to be provided at the following rates for an apartment, which will be set out in the site specific by-laws where necessary:

- Bachelor unit: minimum 0.7 spaces per dwelling unit.
- 1 Bedroom unit: minimum 0.8 spaces per dwelling unit.
- 2 Bedroom unit: minimum 0.9 spaces per unit. Visitor: minimum 0.15 spaces per dwelling unit.

Transportation Services Staff have reviewed the proposed parking supply of 566 parking spaces and determined the minimum by-law parking requirements are acceptable.

The Traffic Impact Study (TIS) submitted in support of the proposal, dated August 28, 2017 estimates that site traffic volumes generated are expected to have minimal impact within the study area during the weekday peak hours. A TIS Addendum Report dated April 8, 2019, subsequently concludes that the Glen Watford Drive/new Public Road intersection is expected to operate at acceptable Levels of Service "D" or better, with reserve vehicular capacity during all peak hours. The analyses indicate that a minor-

street stop-controlled arrangement at this intersection will function adequately, while allowing free flow along Glen Watford Drive.

A total of 445 bicycle parking spaces are proposed. 404 long-term bicycle spaces are proposed in the underground parking garage and 41 short-term bicycle spaces are proposed at grade.

The required TGS Tier 1 and By-law 569-2013 bicycle parking rate is 0.75 per bicycle parking spaces per dwelling unit (0.68 long term and 0.07 short term). The proposed bicycle parking meets the minimum parking requirement of By-law 569-2013 and TGS Tier 1.

Streetscape

A consolidated functional design and cross-section of the proposed new public street has been prepared by the applicants as part of the joint draft plan of subdivision process. A 5.3 metre public boulevard is required to be provided on the north side of the street by this development and 4.7 metres on the south side. As noted above, on the north side of the street, a lay-by for Wheel-Trans vehicles is proposed in the road right-of-way along with on-street parking, adjacent to this development.

A 1.8 metre wide public sidewalk is required to be provided on both sides of the new public street and a 2.1 metre wide public sidewalk is required to be provided on Sheppard Avenue East.

Servicing

Servicing reports, including Functional Servicing and Stormwater Management Reports, Hydrogeological Assessments and servicing plans have been submitted in support of the zoning application and the joint draft plan of subdivision.

Engineering and Construction Services staff require clarification and additional material to be provided in regards to the submitted Functional Servicing Report and Stormwater Management Report to determine whether any upgrades to the municipal infrastructure are required to support the development, especially as they relate to water distribution and fire demand. The applicant has been in contact with City staff to determine the details of external water system improvement options and expect to reach a resolution in the coming weeks. As such, it is recommended that prior to the enactment of the Bills, the owner be required to submit a revised Site Servicing Review and Stormwater Management Report to the satisfaction of the Executive Director of Engineering and Construction Services.

Toronto Water staff reviewed the submitted Hydrogeological Investigation Report and have requested additional details (i.e. evaluation of short term discharge) to be included as part of the Hydrogeological investigation at the rezoning stage. Prior to the Bills being introduced to City Council for enactment, the applicant is required to submit an updated hydrogeological report that addresses the comments provided by staff.

Housing Issues

The Growing Up Guidelines recommend a minimum of 25% of the dwelling units be larger units to provide for larger households, including families with children. The Guidelines also specify that 10% of total units be three-bedroom units with a minimum size of 100-106 square metres, and 15% of the total units be two-bedroom units with a minimum size of 87-90 square metres. The development proposes 323 two-bedroom dwelling units, which exceeds the Growing Up Guidelines with regard to the recommended percentage of larger units. However, no three-bedroom dwelling units are proposed. City Planning staff will continue to work with the owner through the Site Plan Approval process to encourage compliance with the Growing Up Guidelines.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the City of Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with 0.8 to 1.56 hectares of local parkland per 1,000 people. The site is in the third highest quintile of current provision of parkland. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

In accordance with Chapter 415, Article III, of the Toronto Municipal Code, Parks Forestry and Recreation staff is requiring the applicant to satisfy the parkland dedication requirement through cash-in-lieu. This residential proposal is subject to a 10% parkland dedication. The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services. Payment will be required prior to the issuance of the first above grade building permit.

The provision of the new public street presents an opportunity to create a new publicly accessible entrance to the southern end of Agincourt Park. As part of the application review, the applicant has provided a Plan of Subdivision Master Plan which denotes the regrading required within the park to create an accessible pathway connection between the existing parkland and the proposed public street. As a condition of subdivision approval, the applicant will be required to provide a cost estimate of all construction details denoted within the subject master plan such as: berms, pathways, trees to facilitate the proposed connection to the satisfaction of the General Manager of Parks, Forestry and Recreation. An irrevocable Letter of Credit in the amount of 120% based on the value of the estimate for the proposed pathway connection will be required prior to the issuance of the first above grade building permit to secure the approved works.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law). The applicant proposes the removal of two (2) privately owned trees, two (2) City street trees and one (1) Park tree. The proposed trees (on City Street and private property) to be removed, are in poor condition. The submitted landscape plans specify the planting of 63 trees, consistent with the requirements of the Toronto Green Standard. The owner would be required to submit necessary applications to Injure or Destroy Trees, and applicable

fees, as well as submit a tree planting deposit to ensure the planting and survival of the new City trees on the road allowance. The details of the tree replacement plan would be secured through the site plan review process for this development.

One side of the site is adjacent to city owned parkland where healthy protected trees do occur; some of the city's parkland trees could be affected as a result of their proximity to the project. Required tree protection measures for selected trees in proximity to the property line are recommended to be installed prior to demolition and construction. These matters will be secured as part of the draft plan of subdivision and site plan approvals process.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. Performance measures for the Tier 1 development features will be secured primarily through the site plan approvals process.

Community Services Assessment

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

A CS&F Study was submitted as a complete application submission requirement for the zoning amendment application. The study states that there are limited additional services available in the immediate area for seniors.

Agincourt Recreation Centre to the north of the subject site offers various programs but most are full and waitlisted. Staff indicate that the centre tries to adapt programming to the needs of the community but that the absence of a gymnasium limits the

programming it can offer. This improvement is included in the Parks and Recreation Facilities Master Plan.

City staff continue to encourage securing multi-purpose community services spaces, child care facilities, and financial contributions towards improvements to the Agincourt Community Centre. The community benefits recommended to be secured in relation to these applications are described in the Section 37 section of this report.

Section 37

The Official Plan contains policies pertaining to the provision of community benefits in exchange for increases in height and/or density pursuant to Section 37 of the *Planning Act*. While the proposed development exceeds the height and density limits of the existing Zoning By-law, the application is consistent with the objectives and policies of the Official Plan, and thus constitutes good planning.

The community benefits recommended to be secured in the Section 37 Agreement are as follows:

1. A financial contribution in the amount of \$1,700,000.00 payable to the City of Toronto prior to issuance of the first above-grade building permit, with such amount to be indexed upwardly in accordance with Statistics Canada Non-residential Building Construction Price Index for Toronto for the period from the date of the registration of the Section 37 Agreement to the date of payment. The funds shall be directed as follows:

a. \$800,000 to be allocated towards capital improvements to the Agincourt Recreation Centre related to the accessibility of the building;

b. \$900,000 to be allocated towards park improvements in proximity of the subject site;

c. in the event the cash contributions required in Parts 1. and 2. above have not been used for the intended purpose within three (3) years of the date of the issuance of the first above-grade building permit, the cash contribution may be directed to another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, provided that the purpose is identified in the Toronto Official Plan and will benefit the community in the vicinity of the subject property.

2. The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development:

a. The owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of item PG32.3 of the Planning and Growth Committee, and as updated by Toronto City Council at its meeting held on December 5, 6 and 7, 2017

through the adoption of item PG23.9 of the Planning and Growth Committee, and as may be further amended by City Council from time to time.

b. The Owner shall file applications for Site Plan Control Approval that clearly articulates the following at-receptor mitigation measures identified in the Environmental Noise Impact Study, dated April 25, 2019, prepared by Valcoustics Canada Limited, which secures appropriate mitigation measures to meet Ministry of Environment noise guidelines limits for noise control, including:

1. Enclosed Noise Buffers (designed to meet the definition included in NPC-300) for all residential units with a direct view of the IGI facility; Exterior wall construction meeting a minimum Sound Transmission Class (STC) of 54;
2. Exterior glass of Enclosed Noise Buffers meeting a minimum STC of 31;
3. Exterior windows on facades without Enclosed Noise Buffers meeting a minimum STC of 41;
4. Windows sealed along the south façade of the podium into amenity spaces, meeting a minimum STC of 37;
5. A sound barrier around the south edge of the southernmost private terrace at the second storey of the east building (the 1.6 m high noise parapet identified on Fig 3 of Valcoustics' NIS report);
6. The provision of air conditioning for all dwelling units; and
7. Warning clauses in property and tenancy agreements, offers of purchase and sale, and condominium declarations to inform future residents of potential noise.

c. All relevant drawings submitted for site plan control approval shall include a Noise Control Conformance stamp, by a qualified acoustical engineer, confirming that the recommended measures are included on the plans, will be required.

d. Prior to issuance of the first building permit, the owner shall enter into appropriate agreements and provide financial security for external servicing upgrades and acknowledges that external services will be designed, constructed and operational, if determined necessary to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

Conclusion

The proposal has been reviewed against the policies of the PPS (2014), the Growth Plan (2019), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2014) and conforms with the Growth Plan (2019). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan,

particularly as it relates to *Mixed Use Areas*, *Avenues* and Built Form policies. Staff worked with the applicant and the community to address and resolve the following key concerns: building height; massing; transition to adjacent *Neighbourhoods*; traffic and site circulation; and noise mitigation. The proposal and a new public street will make a positive contribution to an emerging cluster of development sites east of Glen Watford Drive that will ultimately integrate into the local Agincourt Community.

Staff recommend that City Council approve the application, subject to the recommendations outlined in this report.

CONTACT

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SIGNATURE

Paul Zuliani, MBA, RPP, Director
Community Planning, Scarborough District

ATTACHMENTS

Attachment 1: Application Data Sheet
Attachment 2: Location Map
Attachment 3: Official Plan Land Use Map
Attachment 4: Existing Zoning By-law Map
Attachment 5: Draft Zoning By-law Amendment - Agincourt Community Zoning By-law No. 10076
Attachment 6: Draft Zoning By-law Amendment - Zoning By-law No. 569-2013
Attachment 7: Conditions of Draft Plan of Subdivision
Attachment 8: Summary of Public Consultation
Attachment 9: Site Plan
Attachment 10: South Elevation
Attachment 11: North Elevation
Attachment 12: West and East Elevations
Attachment 13: Draft Plan of Subdivision
Attachment 14: Context Master Plan

Attachment 1: Application Data Sheet

Municipal Address: 23 GLEN WATFORD DRIVE Date Received: March 30, 2012

Application Number: 12 146441 ESC 41 OZ

Application Type: Rezoning

Project Description: Proposed residential development containing two 28 storey apartment (condominium) towers on a 2 storey podium with 551 units including 10 integrated 2 bedroom townhouse units and a 3-level parking garage with 566 parking spaces.

Applicant	Agent	Architect	Owner
SHERMAN BROWN DRYER GOLD BARRISTERS & SOLICITORS		KIRKOR ARCHITECTS	4280 SHEPPARD LIMITED

EXISTING PLANNING CONTROLS

Official Plan Designation: *Mixed Use Areas* Site Specific Provision:

Zoning: CC-28-70 Heritage Designation:

Height Limit (m): 0, 0, 0 Site Plan Control Area:

PROJECT INFORMATION

Site Area (sq m): 7,702 Frontage (m): Depth (m):

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	2,714		4,392	4,392
Residential GFA (sq m):			58,223	58,223
Non-Residential GFA (sq m):	7,900			
Total GFA (sq m):	7,900		58,223	58,223
Height - Storeys:			28	28
Height - Metres:			100	100

Lot Coverage Ratio (%): 60 Floor Space Index: 6.27

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	58,223	
Retail GFA:	0	
Office GFA:	0	
Industrial GFA:	0	
Institutional/Other GFA:	0	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			551	551
Other:				
Total Units:			551	551

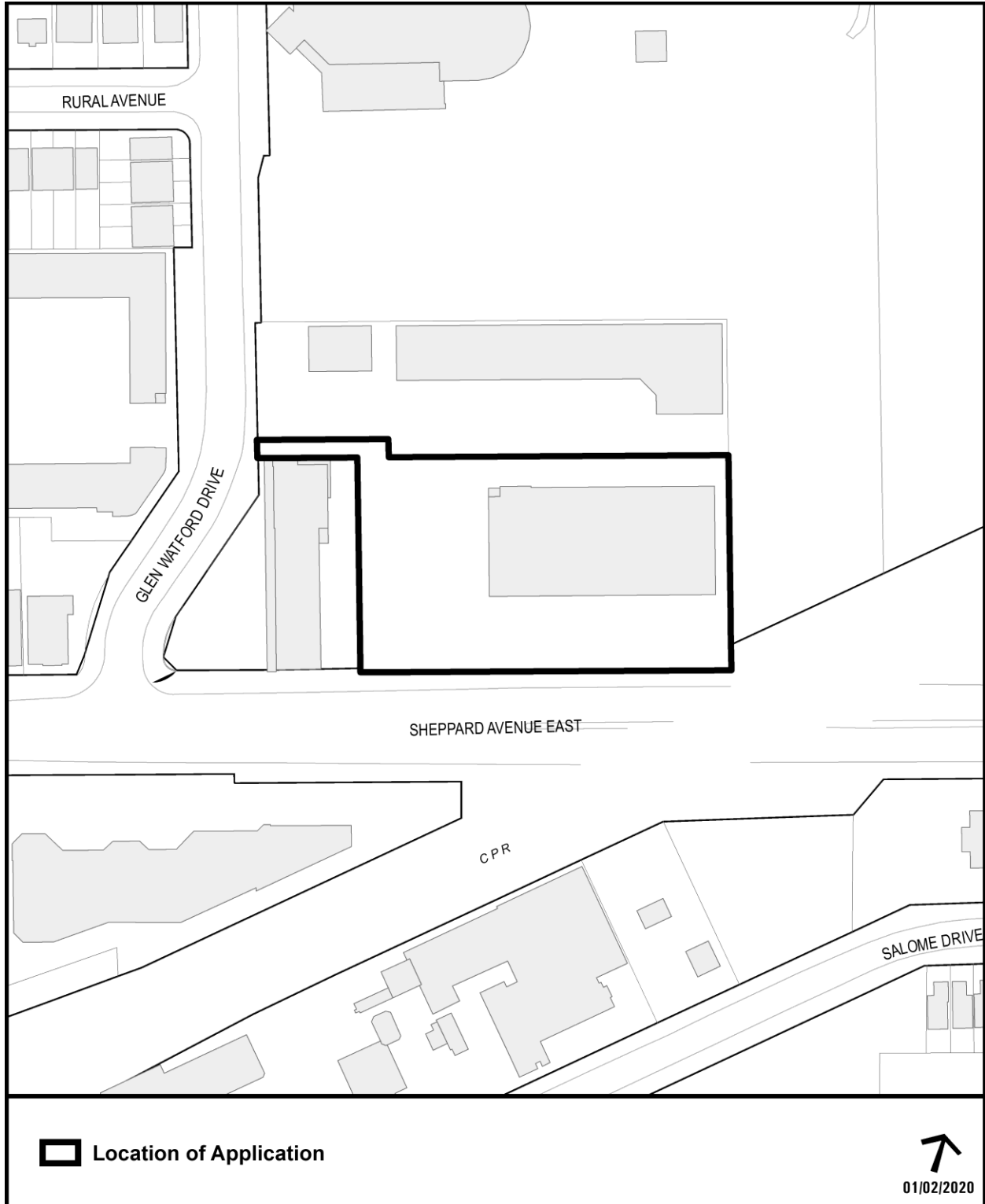
Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		6	222	323	
Total Units:		6	222	323	

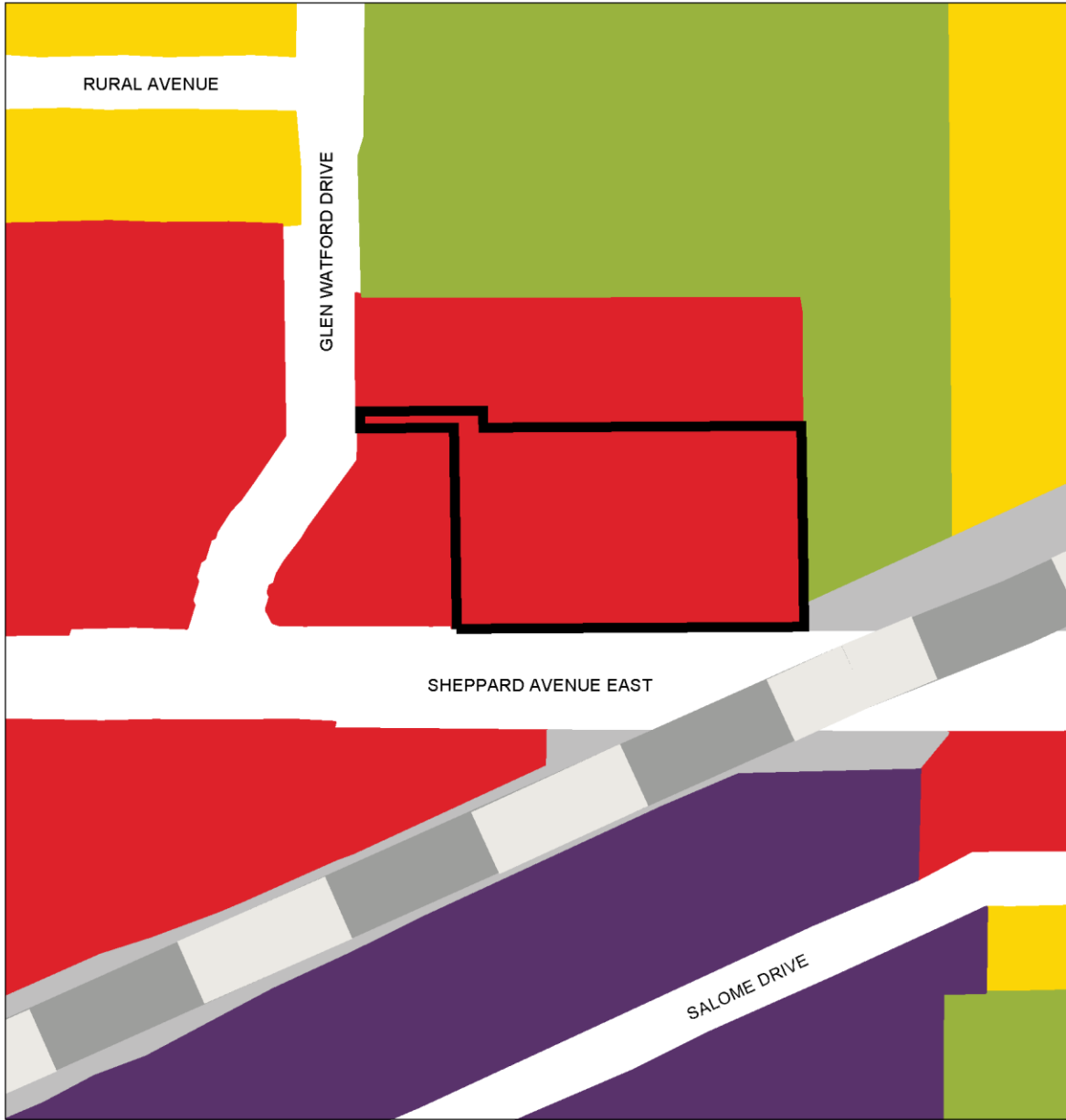
Parking and Loading

Parking Spaces:	566	Bicycle Parking Spaces:	441	Loading Docks:	2
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Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



23 Glen Watford Drive

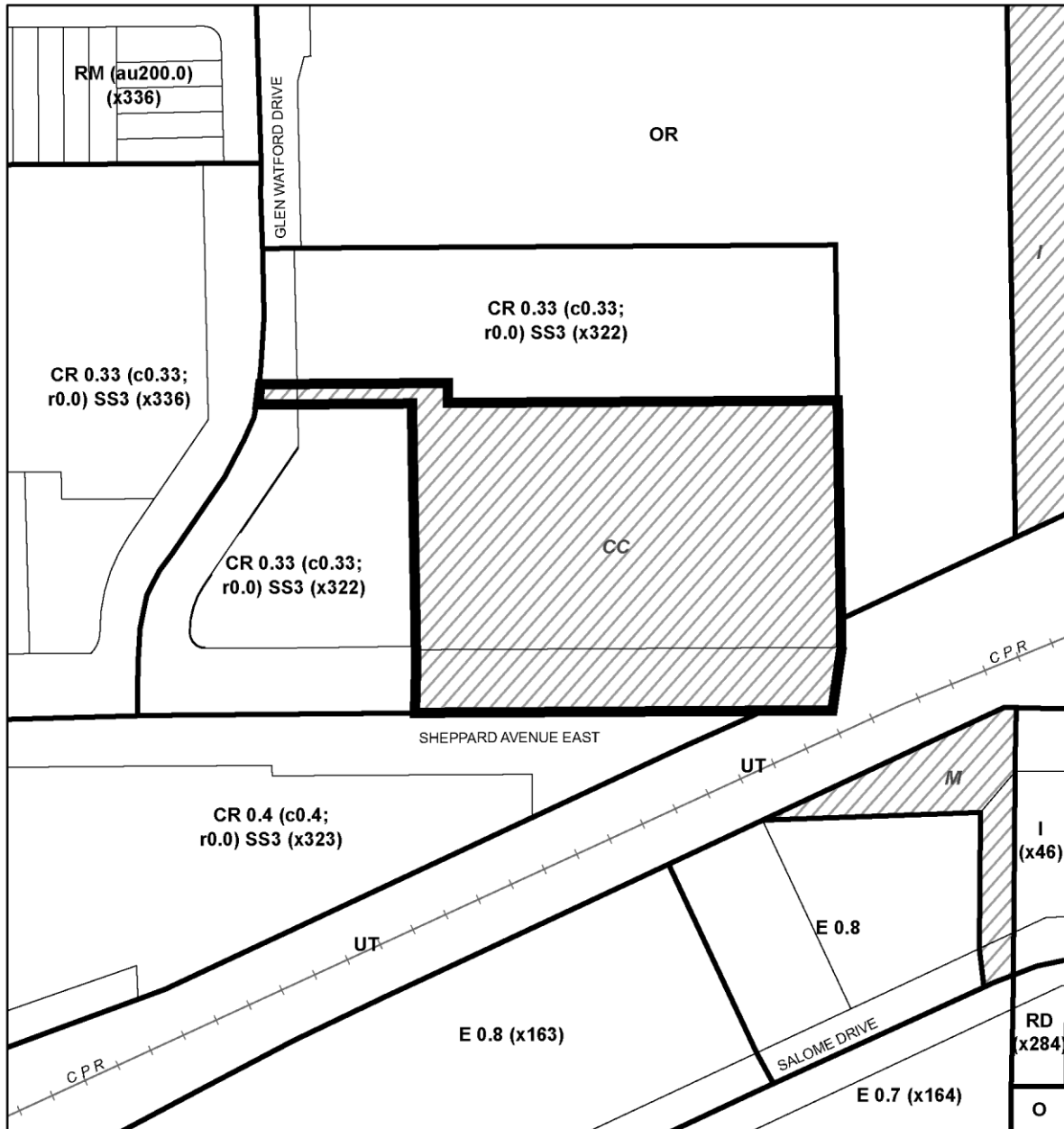
Official Plan Land Use Map #19

File # 12 146411 STE 41 OZ

- | | | | |
|-------------------------|--------------------------|-------------------|-----------------------|
| Location of Application | Parks & Open Space Areas | Utility Corridors | Core Employment Areas |
| Neighbourhoods | Parks | | |
| Mixed Use Areas | | | |

↑
Not to Scale
01/02/2020

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

23 Glen Watford Drive

File # 12 146441 ESC 41 0Z

Location of Application

- | | |
|---------------------------|-------------------------------|
| RD Residential Detached | I Institutional |
| RM Residential Multiple | O Open Space |
| CR Commercial Residential | OR Open Space Recreation |
| E Employment Industrial | UT Utility and Transportation |



See Former City of Scarborough Agincourt Community By-law No. 10076

- | |
|-------------------------|
| CC Community Commercial |
| I Institutional Uses |

See Former City of Scarborough Employment District By-law No. 24982 (South Agincourt)

- | |
|-------------------|
| M Industrial Zone |
|-------------------|



Not to Scale
Extracted: 01/02/2020

Attachment 5: Draft Zoning By-law Amendment - Agincourt Community Zoning By-law No. 10076

Authority: Scarborough Community Council Item ~ as adopted by City of Toronto Council on ~, 20~
Enacted by Council: ~, 20~

CITY OF TORONTO Bill No. ~ BY-LAW No. ~-2020

To amend Agincourt Community Zoning By-law Number 10076, as amended, with respect to the lands municipally known as 23 Glen Watford Drive

Whereas authority is given to Council by Section 34 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*; and

Whereas the Official Plan for the City of Toronto contains such provisions relating to the authorization of increases in height and density of development; and

Whereas pursuant to Section 37 of the *Planning Act*, a by-law under Section 34 of the *Planning Act*, authorize increases in height or density of development beyond those otherwise permitted by the by-law and that will be permitted in return for the provision of such facilities, services or matters as are set out in the by-law; and

Whereas subsection 37(3) of the *Planning Act* provides that, where an owner of land elects to provide facilities, services and matters in return for an increase in the height or density of development, a municipality may require the owner to enter into one or more agreements with the municipality dealing with the facilities, services and matters; and

Whereas the owner of the aforesaid lands has elected to provide the facilities, services and matters herein set out; and

Whereas the increase in the height and density permitted beyond that otherwise permitted on the aforesaid lands by By-law 10076, as amended, are to be permitted in return for the provision of the facilities, services and matters set out in this By-law which are secured by one or more agreements between the owner of the lands and the City of Toronto;

The Council of the City of Toronto hereby enacts as follows:

1. **SCHEDULE "A"** of the Agincourt Community Zoning By-law No. 10076, as amended, for the lands outlined in the attached Schedule '1' is hereby further amended by deleting the existing Community Commercial (CC) zoning and replacing it with an

Apartment Residential (A) Zone and Performance Standards so that the amended zoning shall read as follows:

A –145 – 146 – 153 – 185 – 186 – 217 - 218 – 219

2. **SCHEDULE “B”, PERFORMANCE STANDARD CHART**, is amended by adding the following Performance Standards:

INTENSITY OF USE

145. Maximum **gross floor area** of all residential buildings shall not exceed 58,500 square metres.

146. The maximum floor plate area of each **storey** above 3 storeys shall be 980 square metres, including all built area within the **apartment buildings** and the floor area of any enclosed noise buffer balconies.

SIDE YARD

153. Minimum setbacks and stepbacks from the **lot** line(s) to the **main wall(s)** of any **building(s)** and minimum separation distances between **buildings** and additional **stepbacks** from the **main wall(s)** of any **building(s)** to the **main wall(s)** of any **building(s)** and minimum separation distances between **buildings** shall be the minimum distance in metres specified by the numbers on Schedule '2' of By-law [Clerks to insert the by-law #].

MISCELLANEOUS

185. Maximum **height** is measured from 168.35 metres above the Canadian Geodetic Datum elevation and the elevation of the highest point on the building or structure, and shall not exceed the height in metres specified by the numbers following the symbol HT on Schedule '2' of By-law [Clerks to insert the by-law#].

186. Amenity space shall be provided at a minimum rate of 4.0 square metres for each **dwelling unit**, of which a minimum of 1.5 square metres for each **dwelling unit** must be for outdoor amenity space.

PARKING

217. **Vehicle parking spaces** shall be provided on the lands as follows:

Residential:

- (i) bachelor **dwelling unit**: minimum 0.7 spaces per **dwelling unit**;
- (ii) one-bedroom **dwelling unit**: minimum 0.8 spaces per **dwelling unit**; and
- (iii) two-bedroom **dwelling unit**: minimum 0.9 spaces per **dwelling unit**; and

Visitor:

- (i) a minimum of 0.15 spaces per **dwelling unit** shall be provided for visitors.

218. **Bicycle parking spaces** shall be provided as follows:

Residential:

- (i) minimum of 0.68 spaces per **dwelling unit**; and

Visitor:

- (i) residential visitors: minimum of 0.07 spaces per **dwelling unit**.

For the purpose of this by-law, a **bicycle parking space** shall mean an area used for parking or storing a bicycle.

219. Two **loading spaces** shall be provided with the following minimum dimensions:

- (i) 4.0 metres wide;
- (ii) 13.0 metres long; and
- (iii) 6.1 metres vertical clearance.

3. **SCHEDULE "C", EXCEPTIONS LIST**, of the Agincourt Community Zoning By-law No. 10076, as amended, is hereby further amended by adding the following Exception No. 42 to lands as shown on the attached Schedule 3 as follows:

42. On those lands identified as Exception No. 42 on Schedule C, the following provisions shall apply, provided that all other provisions of this By-law, as amended, not continue with this Exception shall continue to apply:

a. The calculation of **height** shall exclude any mechanical penthouse, chimneys, vents, skylights, antennae, elevator machine rooms, landscaping features including gazebos or fences, parapet walls, structures used for outside or open air recreation, safety or wind protection purposes, elements of a green roof, balconies, vents, stacks or other heating, cooling or ventilation equipment, a screen around such equipment, window washing equipment, ornamental elements, architectural elements, landscaping elements, privacy walls, trellises, stairs, stair enclosures, and guardrails or railings;

b. The definition of **utility room** shall include loading bays;

c. A temporary sales office for the sale/lease of residential **dwelling unit(s)** and associated parking is permitted on the lands;

d. CLAUSE VI – PROVISIONS FOR ALL ZONES, Sub-Clause 7 Height of Apartment Building shall not apply;

e. Pursuant to Section 37 of the *Planning Act* and subject to compliance with the provisions of this By-law, the increase in height and/or density of development on

the lands is permitted in return for the provision by the Owner of the following facilities, services and matters to the City at the Owner's expense:

i. A financial contribution in the amount of \$1,700,000.00 payable to the City of Toronto prior to issuance of the first above-grade building permit, with such amount to be indexed upwardly in accordance with Statistics Canada Non-Residential Building Construction Price Index for Toronto for the period from the date of the registration of the Section 37 Agreement to the date of payment. The funds shall be directed as follows:

(A) \$800,000 to be allocated towards capital improvements to the Agincourt Recreation Centre related to the accessibility of the building;

(B) \$900,000 to be allocated towards park improvements in proximity of the subject site;

(C) in the event the cash contributions required in (A) and (B) above have not been used for the intended purpose within three (3) years of the date of the issuance of the first above-grade building permit, the cash contribution may be directed to another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, provided that the purpose is identified in the Toronto Official Plan and will benefit the community in the vicinity of the subject property.

f. That the Section 37 agreement referenced in paragraph (d) above, secure, as a legal convenience, the requirement for and associated details respecting the satisfaction of the following conditions:

i. The owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of item PG32.3 of the Planning and Growth Committee, and as updated by Toronto City Council at its meeting held on December 5, 6 and 7, 2017 through the adoption of item PG23.9 of the Planning and Growth Committee, and as may be further amended by City Council from time to time.

ii. The Owner shall file applications for Site Plan Control Approval that clearly articulates the following at-receptor mitigation measures identified in the Environmental Noise Impact Study, dated April 25, 2019, prepared by Valcoustics Canada Limited, which secures appropriate mitigation measures to meet Ministry of Environment noise guidelines limits for noise control, including:

(A) Enclosed Noise Buffers (designed to meet the definition included in NPC-300) for all residential units with a direct view of the IGI facility;

- (B) Exterior wall construction meeting a minimum Sound Transmission Class (STC) of 54;
- (C) Exterior glass of Enclosed Noise Buffers meeting a minimum STC of 31;
- (D) Exterior windows on facades without Enclosed Noise Buffers meeting a minimum STC of 41;
- (E) Windows sealed along the south façade of the podium into amenity spaces, meeting a minimum STC of 37;
- (F) A sound barrier around the south edge of the southernmost private terrace at the second storey of the east building (the 1.6 m high noise parapet identified on Figure 3 of Valcoustics' NIS report);
- (G) The provision of air conditioning for all dwelling units; and
- (H) Warning clauses in property and tenancy agreements, offers of purchase and sale, and condominium declarations to inform future residents of potential noise.

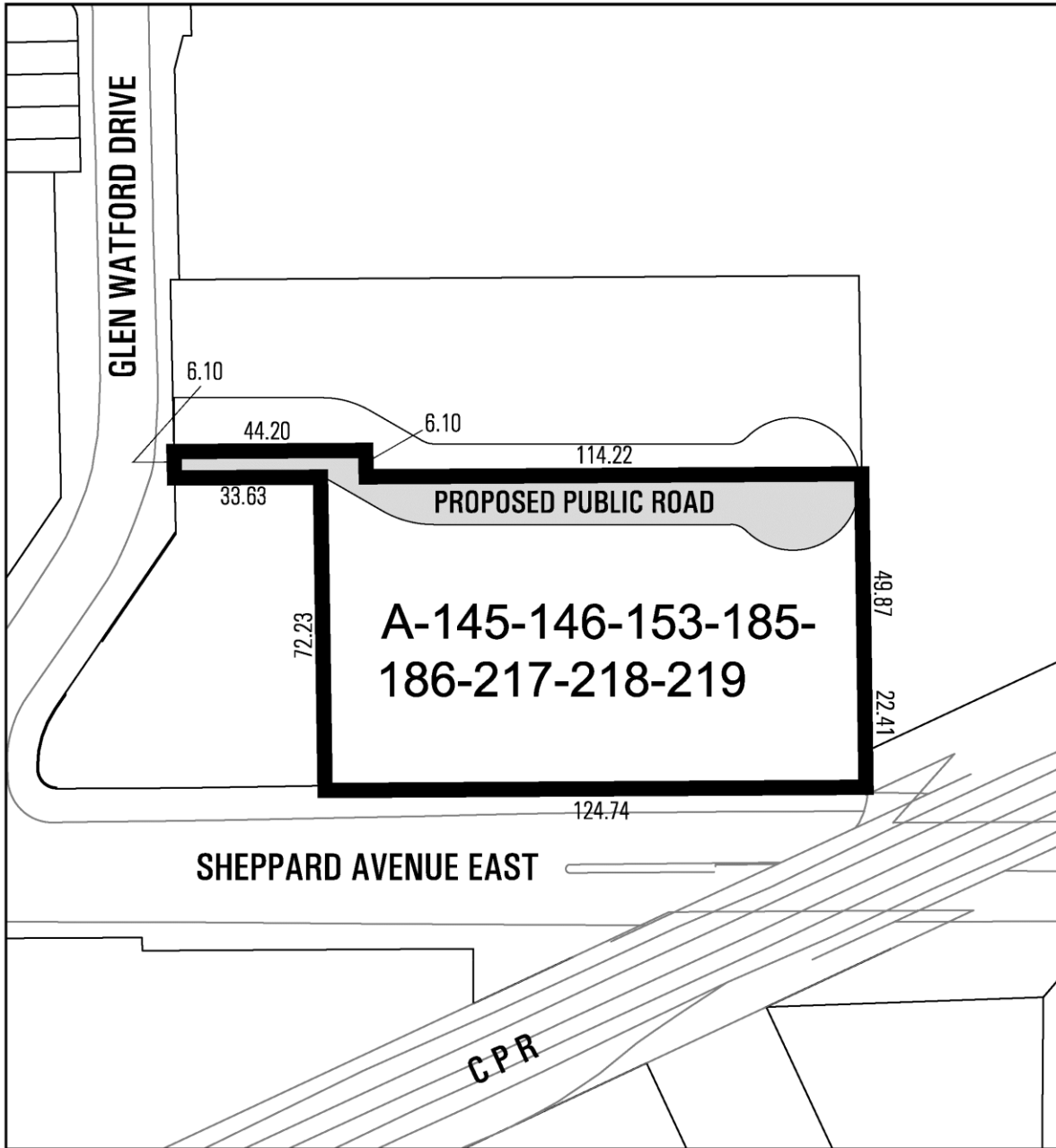
iii. All relevant drawings submitted for site plan control approval shall include a Noise Control Conformance stamp, by a qualified acoustical engineer, confirming that the recommended measures are included on the plans, will be required.

iv. Prior to issuance of the first building permit, the owner shall enter into appropriate agreements and provide financial security for external servicing upgrades and acknowledges that external services will be designed, constructed and operational, if determined necessary to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

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

JOHN TORY, ULLI S. WATKISS,
Mayor City Clerk

(Corporate Seal)

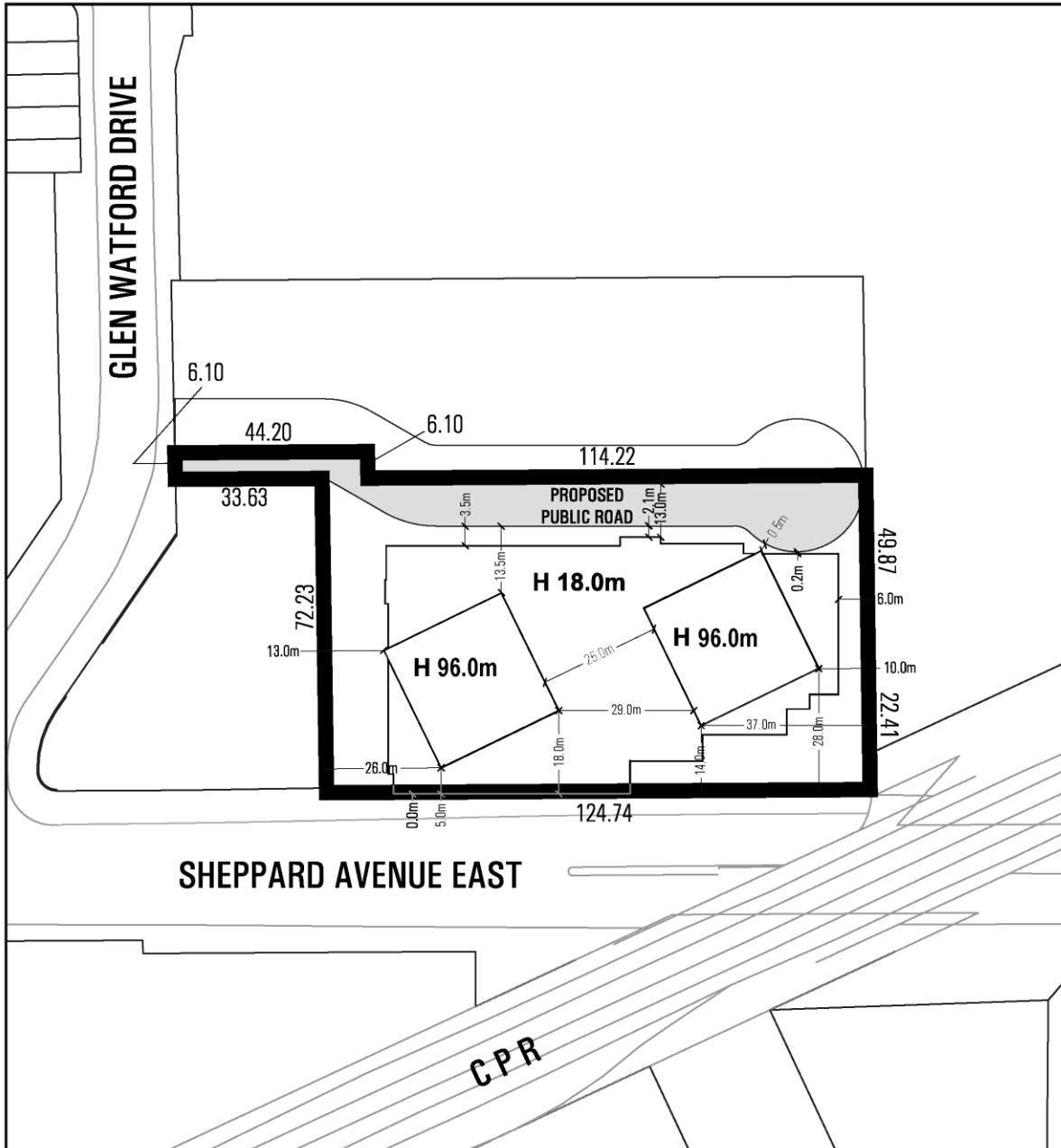


Toronto
Schedule 1

23 Glen Watford Drive

File # 12 146441 ESC 41 0Z

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Agincourt Community By-law
Not to Scale
01/08/2020

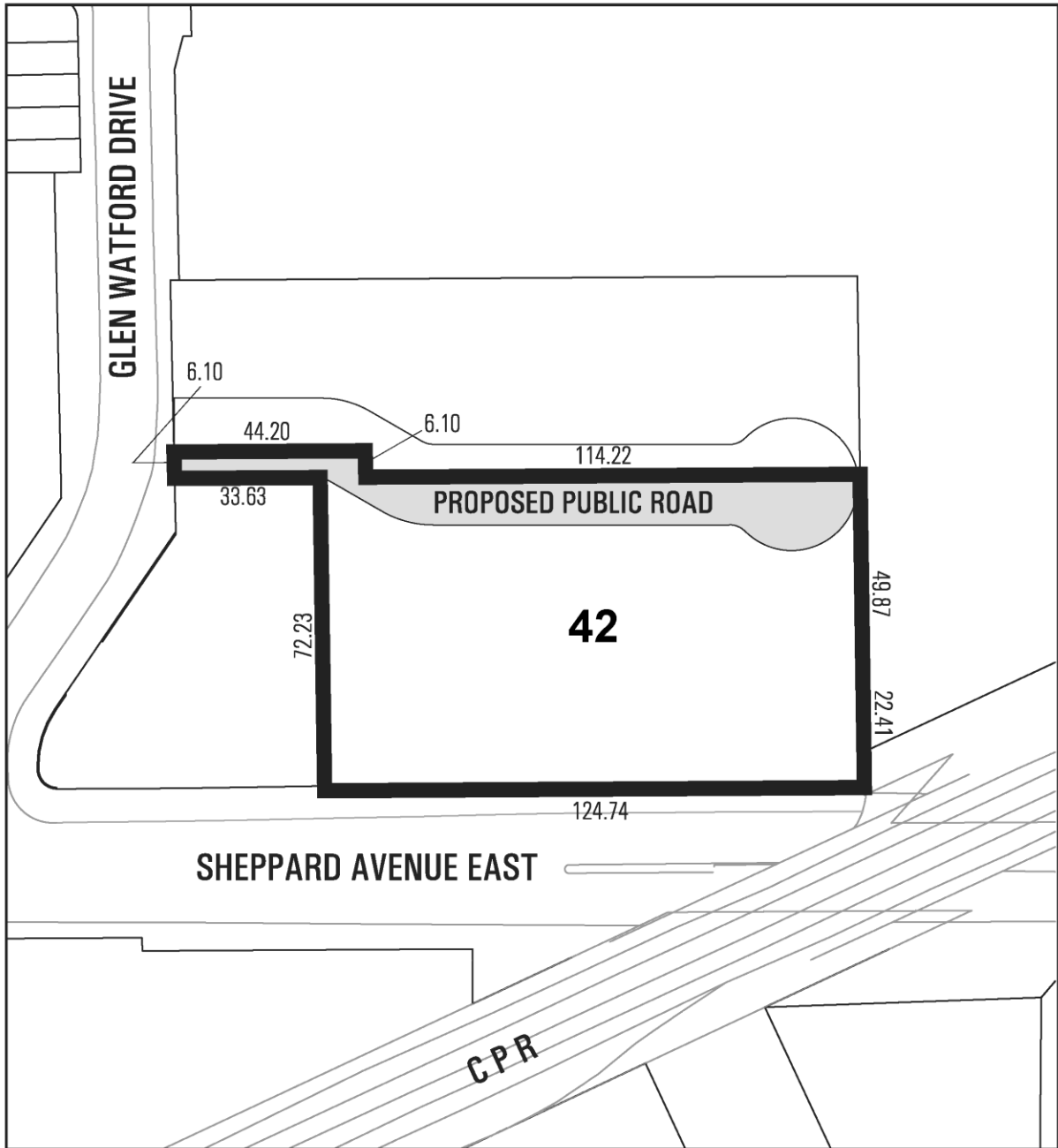


Toronto
Schedule 2

23 Glen Watford Drive

File # 12 146441 ESC 41 0Z

↑
Agincourt Community By-law
Not to Scale
01/08/2020



TORONTO
Schedule 3

23 Glen Watford Drive

File # 12 146441 ESC 41 OZ


 Agincourt Community By-law
 Not to Scale
 01/08/2020

Attachment 6: Draft Zoning By-law Amendment - Zoning By-law No. 569-2013

Authority: Scarborough Community Council Item ~ as adopted by City of Toronto Council on ~, 2020
Enacted by Council: ~, 2020

CITY OF TORONTO Bill No. ~ BY-LAW No. XXX-2020

To amend Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2019 as 23 Glen Watford Drive

Whereas authority is given to Council by Section 34 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*; and

Whereas the Official Plan for the City of Toronto contains provisions relating to the authorization of increases in height and density of development;

Whereas pursuant to Section 37 of the *Planning Act*, a by-law under Section 34 of the *Planning Act*, may authorize increases in the height and density of development beyond those otherwise permitted by the by-law and that will be permitted in return for the provision of such facilities, services or matters as are set out in the by-law; and

Whereas subsection 37(3) of the *Planning Act* provides that where an owner of land elects to provide facilities, services and matters in return for an increase in the height or density of development, the municipality may require the owner to enter into one or more agreements with the municipality dealing with the facilities, services and matters; and

Whereas the owner of the aforesaid lands has elected to provide the facilities, services and matters hereinafter set out; and

Whereas the increase in height and density permitted beyond that otherwise permitted on the aforesaid lands by By-law No. 569-2013 as amended, is permitted in return for the provision of the facilities, services and matters set out in this By-law which is secured by one or more agreements between the owner of the land and the City of Toronto; and

Whereas pursuant to Section 39 of the *Planning Act*, the Council of a Municipality may, in a by-law passed under Section 34 of the *Planning Act*, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited in the by-law;

The Council of the City of Toronto hereby enacts as follows:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions.
3. Zoning By-law No. 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands outlined by heavy black lines to CR 0.33 (c0.33; r0.0) SS3 (x242) as shown on Diagram 2 attached to this By-law.
4. Zoning By-law No. 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Policy Areas Overlay Map in Section 995.10.1, and applying the following Policy Area label to these lands: PA4 as shown on Diagram 3 attached to this By-law.
5. Zoning By-law No. 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Height Overlay Map in Section 995.20.1, and applying the following Height label to these lands: HT 11.0 as shown on Diagram 4 attached to this By-law.
6. Zoning By-law No. 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Lot Coverage Overlay Map in Section 995.30.1, and applying the following Lot Coverage label to these lands: 33 as shown on Diagram 5 attached to this By-law.
7. Zoning By-law No. 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Rooming House Overlay Map in Section 995.40.1 with no label.
8. Zoning By-law No. 569-2013, as amended, is further amended by adding to Article 900.11.10 Exception Number CR 242 so it reads:

(242) Exception CR 242

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing by-laws and Prevailing Sections.

Site Specific Provisions:

(A) On 23 Glen Watford Drive, if the requirements of Section 11 and Schedule A of by-law [Clerks to supply by-law ##] are complied with, a **building** or **structure** may be erected or constructed in compliance with (B) to (M) below;

(B) Despite Regulation 40.10.40.40(1), the permitted maximum **gross floor area** for uses on the **lot** is 58,500 square metres, allocated as follows:

REVISED CONTENT HIGHLIGHTED

- (i) 58,500 square metres for residential uses; and
 - (ii) 0.0 square metres for non-residential uses;
- (C) Despite Regulation 40.10.20.40(1), an **apartment building** is a permitted **building** type for **dwelling units**;
- (D) Despite Regulation 40.5.40.10(1) and (2), the height of a **building** or **structure** is measured as the vertical distance between the Canadian Geodetic Datum elevation of 168.35 metres and the highest point of the **building** or **structure**;
- (E) Despite Regulation 40.10.40.10(3), the permitted maximum height of a **building** or **structure** is the numerical value, in metres, following the letters HT shown on Diagram 6 of By-law [Clerks to supply by-law ##];
- (F) Despite (E) above and Regulations 40.5.40.10(4), (5), (6) and (7), the following elements of a **building** or **structure** may exceed the permitted maximum heights:
- (i) **Equipment used for the functional operation of the building, such as electrical, utility, mechanical and ventilation equipment; structures or parts of the building used for the functional operation of the building, such as enclosed stairwells, maintenance equipment storage, elevator shafts, elevator machine room, chimneys, vents, and water supply facilities; and structures that enclose, screen or cover the elements listed above, by a maximum of 6.0 metres;**
 - (ii) Parapets, railings and noise and wind mitigation **structures**, by a maximum of 3.6 metres; and
 - (iii) **Landscaping features and structures on the podium roof used for outside or open air recreation, and elements of a green roof, by a maximum of 2.0 metres;**
- (G) Despite Regulation 40.10.40.10(5), the required minimum height of the first **storey**, measured from the finished floor of the first **storey** to the finished floor of the **storey** above is 2.8 metres;
- (H) Despite Clause 40.10.40.60 and Regulations 40.5.40.60(1), and 40.10.40.70(3) the required minimum **building setbacks** are as shown on Diagram 6 of By-law [Clerks to supply by-law ##];
- (I) Despite Regulation 40.10.30.40(1), the permitted maximum **lot coverage** is 60.0 percent, as measured at a geodetic height of 176.50 metres above Canadian Geodetic Datum elevation, and for the purpose of calculating **lot coverage**, the **lot area** is inclusive of lands dedicated to the City, or identified as lands to be dedicated to the City as “PROPOSED PUBLIC ROAD” on Diagram 1 of By-law [Clerks to supply by-law ##];

(J) Despite Regulation 40.10.40.50(1), **amenity space** must be provided at a minimum rate of 4.0 square metres of indoor and outdoor **amenity space** in total per **dwelling unit**, of which:

(i) A minimum of 1.5 square metres per **dwelling unit** is outdoor **amenity space**; and

(ii) A maximum of 100 square metres of indoor **amenity space** may include up to two (2) guest suites;

(K) Despite Regulation 230.5.1.10(9), **bicycle parking spaces** must be provided and maintained on the lot in accordance with the following:

(i) A minimum of 80.0 percent of the required long-term **bicycle parking spaces** must be located on the first **storey** of the **building**, second **storey** of the **building** or on the first and second level below-ground; and

(ii) Remaining **bicycle parking spaces** may be provided on the third level below-ground;

(L) Despite Regulation 200.5.10.1(1) and Table 200.5.10.1, **parking spaces** must be provided in accordance with the following minimum rates:

(i) 0.7 **parking spaces** for each bachelor **dwelling unit**;

(ii) 0.8 **parking spaces** for each one-bedroom **dwelling unit**;

(iii) 0.9 **parking spaces** for each **dwelling unit** with two bedrooms or more; and

(iv) 0.15 visitor **parking spaces** per **dwelling unit**;

(M) Regulation 200.5.1.10(12)(C) does not apply.

Prevailing By-laws and Prevailing Sections (None Apply)

Section 39 Provisions

9. None of the provisions of By-law No. 569-2013, as amended, apply to prevent a temporary sales office on the lands subject to this by-law used exclusively for the initial sale of **dwelling units** on the same lands for a period not to exceed 3 years from the date of this by-law coming into full force and effect.

10. Despite any future severance, partition or division of the lands as shown on Diagram 1, the provisions of this By-law shall apply as if no severance, partition or division occurred.

11. Section 37 Provisions

(A) Pursuant to Section 37 of the *Planning Act*, and subject to compliance with this By-law, the increase in height and density of the development is permitted beyond that otherwise permitted on the lands shown on Diagram 1 in return for the provision by the owner, at the owner's expense of the facilities, services and matters set out in Schedule A hereof and which are secured by one or more agreements pursuant to Section 37(3) of the *Planning Act* that are in a form and registered on title to the lands, to the satisfaction of the City Solicitor.

(B) Where Schedule A of this By-law requires the owner to provide certain facilities, services or matters prior to the issuance of a building permit, the issuance of such permit shall be dependent on satisfaction of the same.

(C) The owner shall not use, or permit the use of, a building or structure erected with an increase in height and density pursuant to this By-law unless all provisions of Schedule A are satisfied.

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

JOHN TORY, ULLI S. WATKISS,
Mayor City Clerk

(Corporate Seal)

SCHEDULE A

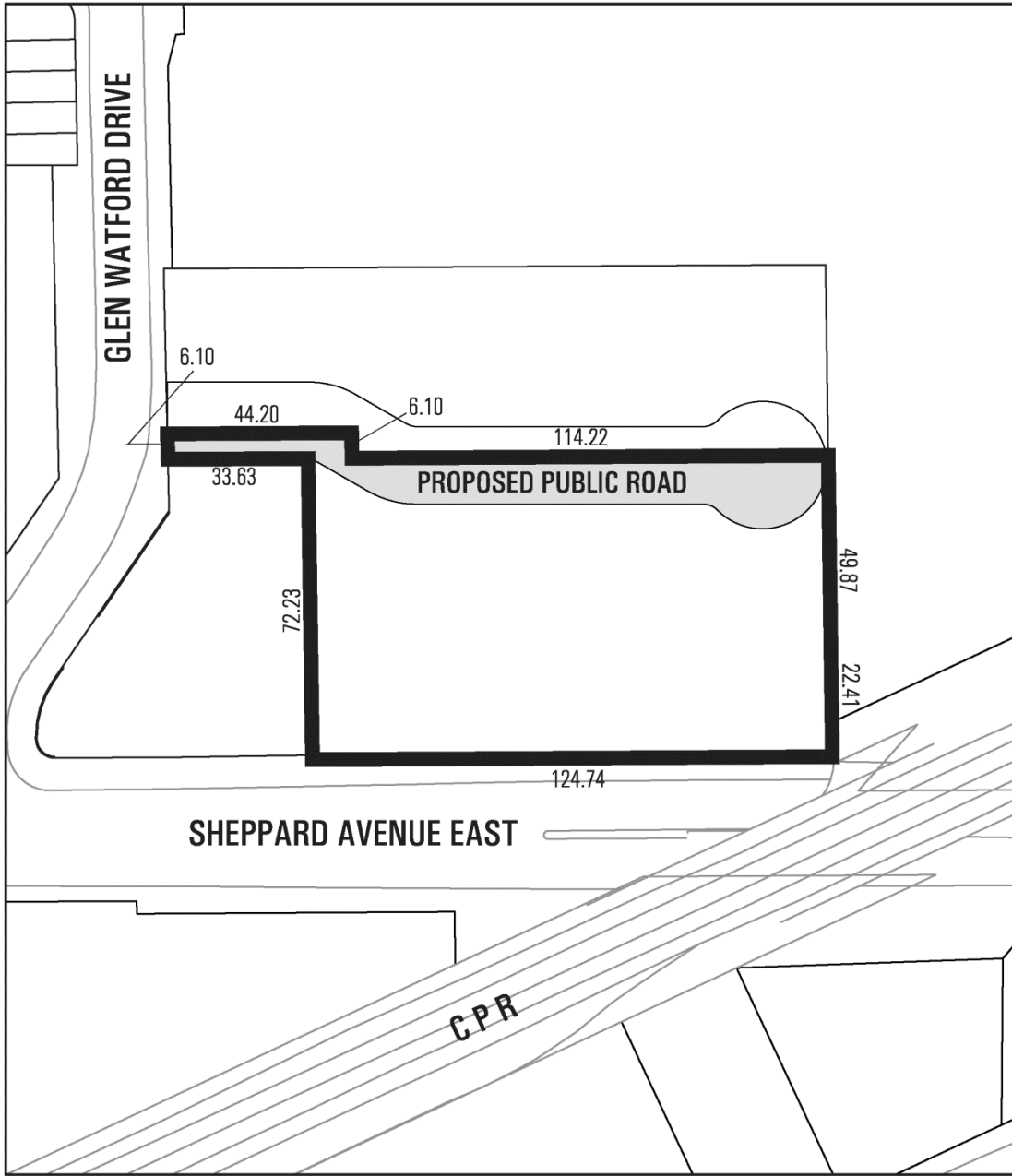
Section 37 Provisions

The facilities, services and matters set out below are required to be provided to the City at the Owner's expense in return for the increase in height and density of the proposed development on the lands shown on Diagram 1 in this By-law and secured in an agreement under Section 37(3) of the *Planning Act* where the Owner agrees as follows:

1. That the Owner provide Section 37 agreement contributions to the City as follows:
 - a. A financial contribution in the amount of \$1,700,000.00 payable to the City of Toronto prior to issuance of the first above-grade building permit, with such amount to be indexed upwardly in accordance with Statistics Canada Non-Residential Building Construction Price Index for Toronto for the period from the date of the registration of the Section 37 Agreement to the date of payment. The funds shall be directed as follows:
 - (i) \$800,000 to be allocated towards capital improvements to the Agincourt Recreation Centre related to the accessibility of the building;
 - (ii) \$900,000 to be allocated towards park improvements in proximity of the subject site;
 - (iii) in the event the cash contributions required in i. and ii. above have not been used for the intended purpose within three (3) years of the date of the issuance of the first above-grade building permit, the cash contribution may be directed to another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, provided that the purpose is identified in the Toronto Official Plan and will benefit the community in the vicinity of the subject property.
2. That the Section 37 agreement referenced in paragraph 1 above, secure, as a legal convenience, the requirement for and associated details respecting the satisfaction of the following conditions:
 - a. The owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of item PG32.3 of the Planning and Growth Committee, and as updated by Toronto City Council at its meeting held on December 5, 6 and 7, 2017 through the adoption of item PG23.9 of the Planning and Growth Committee, and as may be further amended by City Council from time to time.
 - b. The Owner shall file applications for Site Plan Control Approval that clearly articulates the following at-receptor mitigation measures identified in the

Environmental Noise Impact Study, dated April 25, 2019, prepared by Valcoustics Canada Limited, which secures appropriate mitigation measures to meet Ministry of Environment noise guidelines limits for noise control, including:

- (i) Enclosed Noise Buffers (designed to meet the definition included in NPC-300) for all residential units with a direct view of the IGI facility;
 - (ii) Exterior wall construction meeting a minimum Sound Transmission Class (STC) of 54;
 - (ii) Exterior glass of Enclosed Noise Buffers meeting a minimum STC of 31;
 - (iv) Exterior windows on facades without Enclosed Noise Buffers meeting a minimum STC of 41;
 - (v) Windows sealed along the south façade of the podium into amenity spaces, meeting a minimum STC of 37;
 - (vi) A sound barrier around the south edge of the southernmost private terrace at the second storey of the east building (the 1.6 m high noise parapet identified on Fig 3 of Valcoustics' NIS report);
 - (vii) The provision of air conditioning for all dwelling units; and
 - (viii) Warning clauses in property and tenancy agreements, offers of purchase and sale, and condominium declarations to inform future residents of potential noise.
- c. All relevant drawings submitted for site plan control approval shall include a Noise Control Conformance stamp, by a qualified acoustical engineer, confirming that the recommended measures are included on the plans, will be required.
- d. Prior to issuance of the first building permit, the owner shall enter into appropriate agreements and provide financial security for external servicing upgrades and acknowledges that external services will be designed, constructed and operational, if determined necessary to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

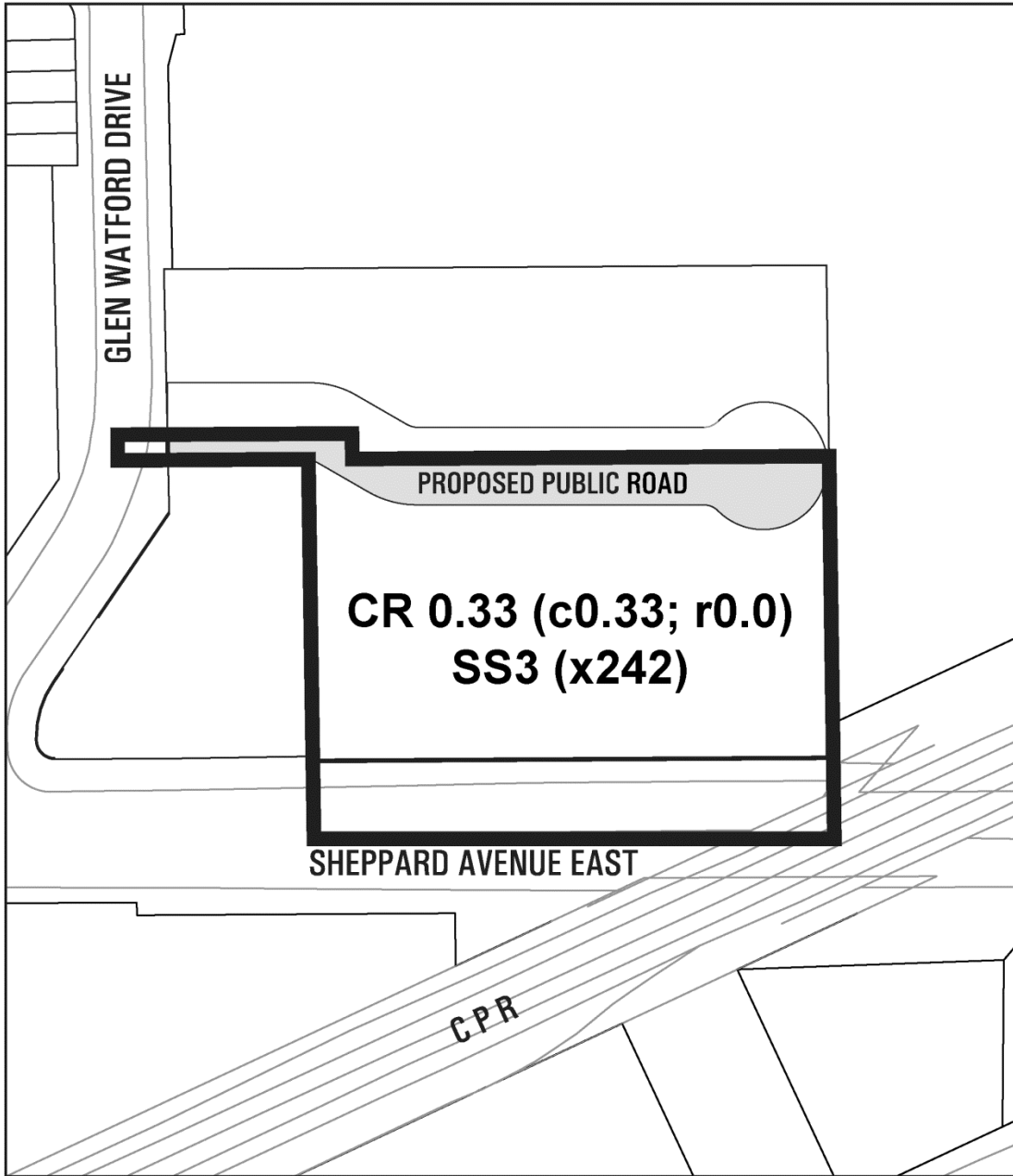


TORONTO
Diagram 1

23 Glen Watford Drive

File # 12 146441 ESC 41 0Z


City of Toronto By-law 569-2013
 Not to Scale
 01/07/2020

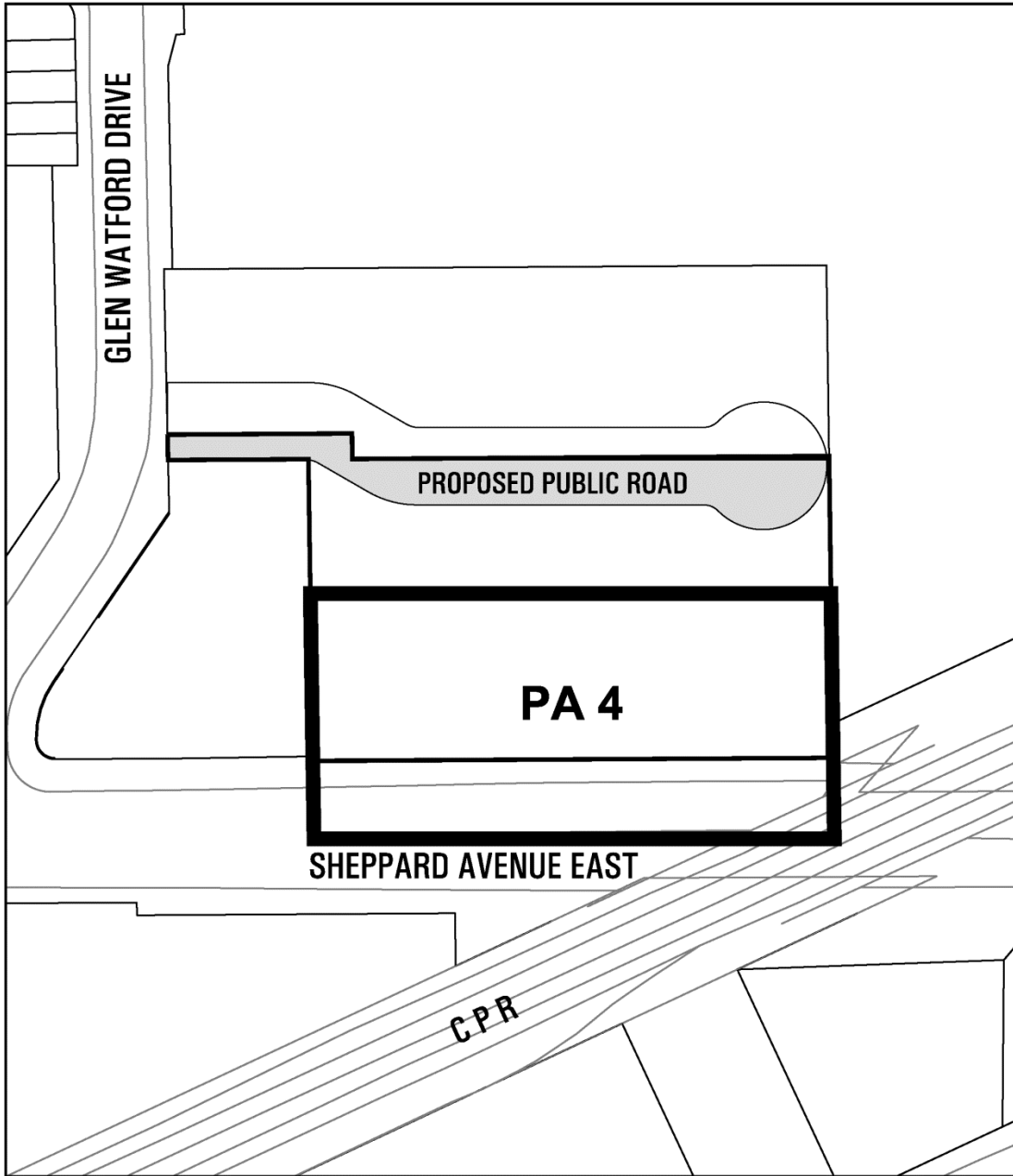


TORONTO
 Diagram 2

23 Glen Watford Drive

File # 12 146441 ESC 41 0Z



 City of Toronto By-law 569-2013
 Not to Scale
 01/07/2020

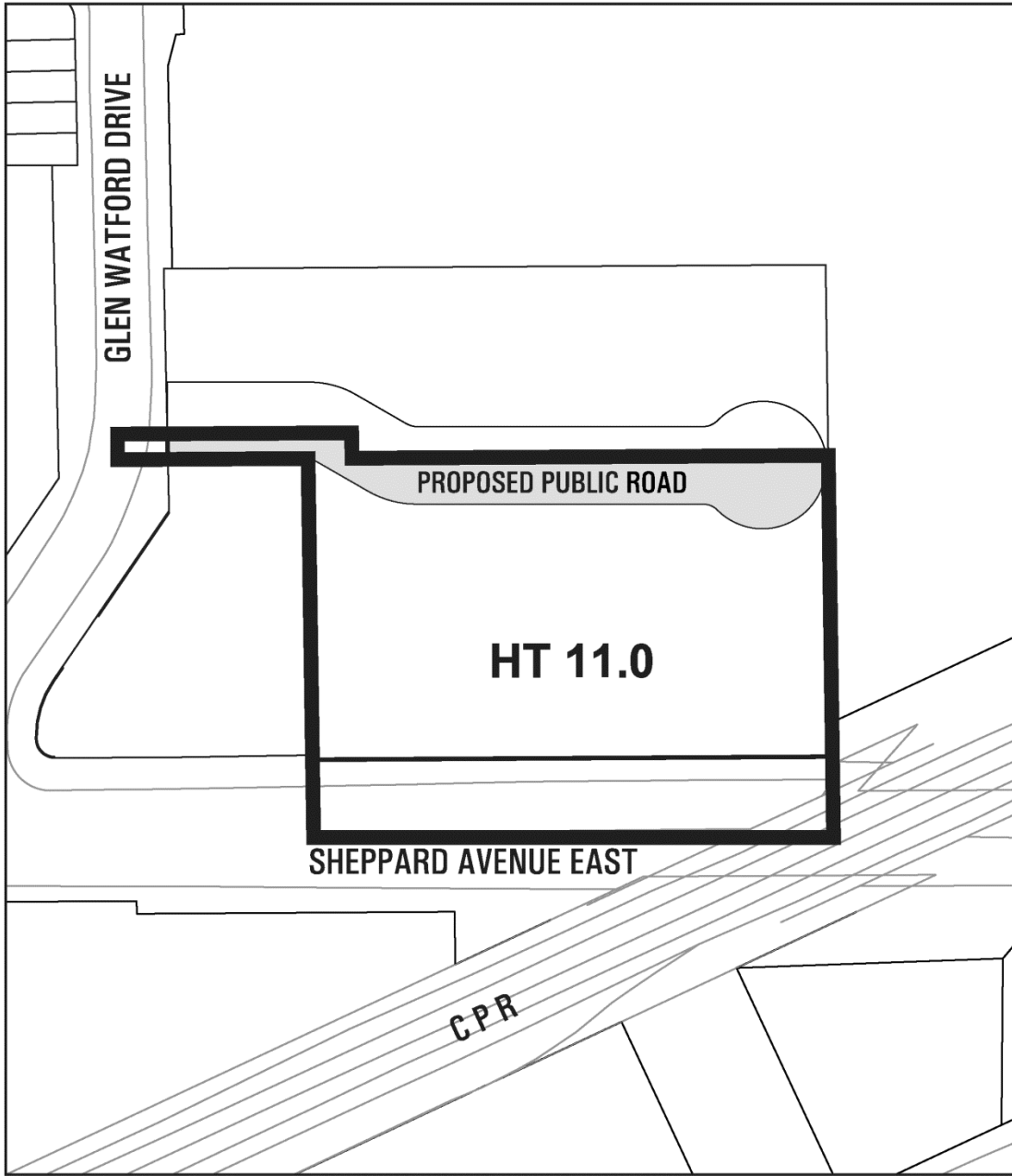


 **TORONTO**
Diagram 3

23 Glen Watford Drive

File # 12 146441 ESC 41 0Z



City of Toronto By-law 569-2013
Not to Scale
01/07/2020

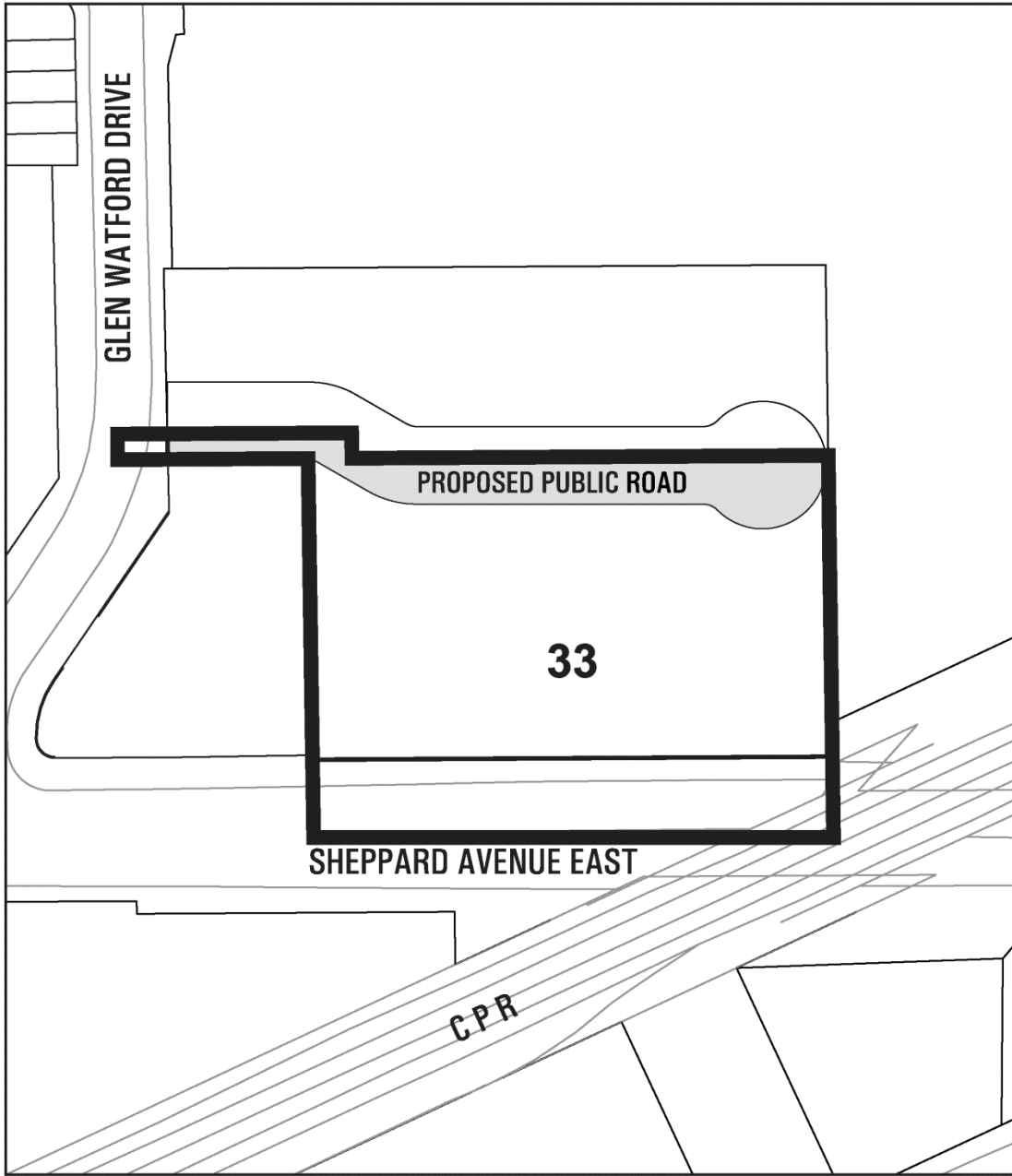


 **TORONTO**
Diagram 4

23 Glen Watford Drive

File # 12 146441 ESC 41 0Z


City of Toronto By-law 569-2013
Not to Scale
01/07/2020



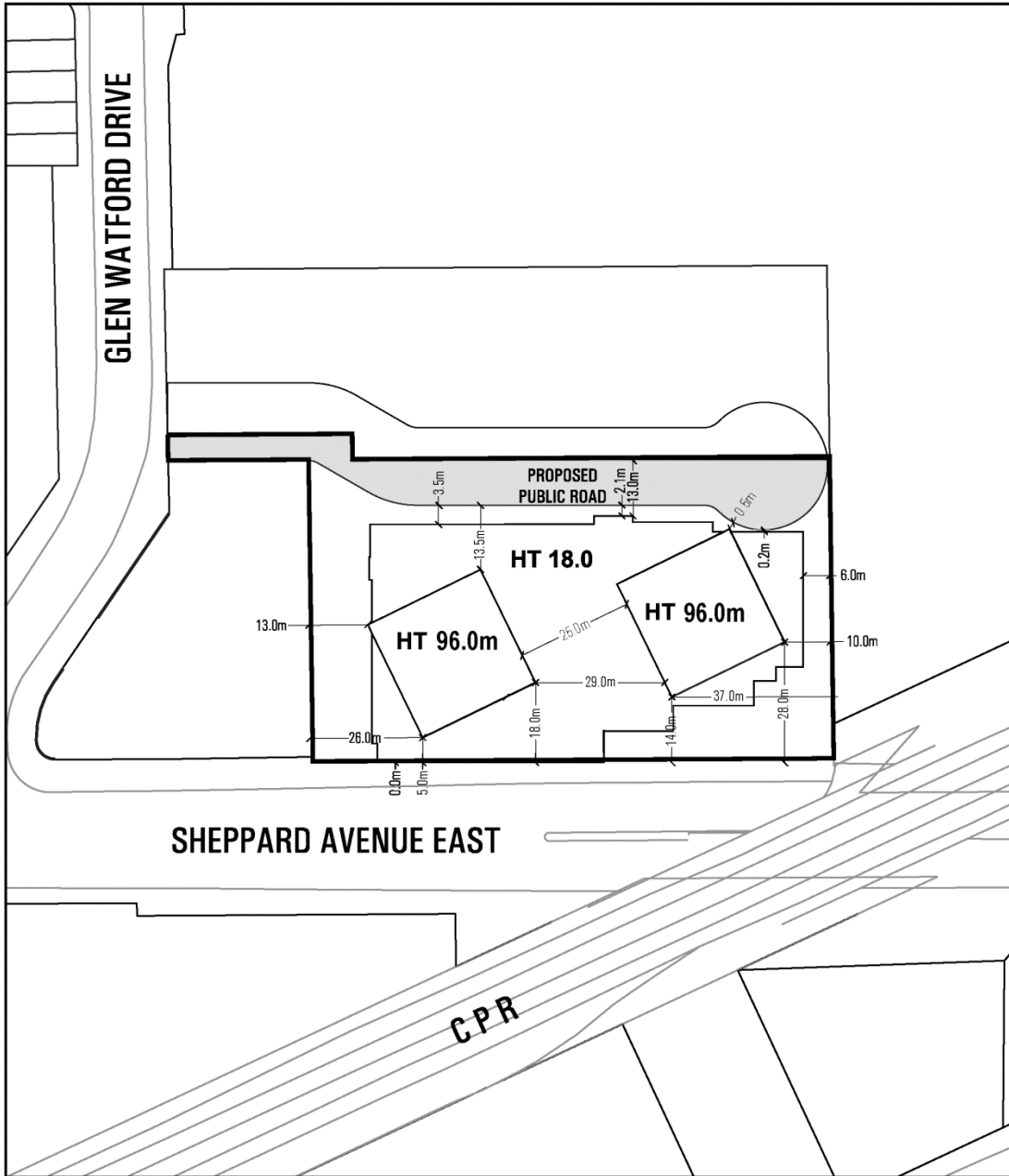
TORONTO
Diagram 5

23 Glen Watford Drive

File # 12 146441 ESC 41 0Z

↑
City of Toronto By-law 569-2013
Not to Scale
01/07/2020


REVISED - DIAGRAM 6 ADDED




TORONTO
Diagram 6

23 Glen Watford Drive

File # 12 146441 ESC 41 OZ


City of Toronto By-law 569-2013
Not to Scale
01/07/2020

Attachment 7: Conditions of Draft Plan of Subdivision

LEGAL SERVICES

1. The Owner shall enter into the City's standard Subdivision agreement and satisfy all of the pre-registration conditions contained therein (required in most cases to secure the construction of the provision of municipal services, parkland, planning issues related to warning clauses, etc.).

CITY PLANNING

2. The Owner shall provide to the Director of Community Planning, Scarborough District, confirmation of payment of outstanding taxes to the satisfaction of Revenue Services Division, Finance Department, City of Toronto (statement of account or Tax Clearance Certificate) and that there are no outstanding City initiated assessment or tax appeals made pursuant to section 40 of the assessment Act or the provisions of the *City of Toronto Act*, 2006. In the event that there is an outstanding City initiated assessment or tax appeal, the Owner shall enter into a financially secured agreement with the City satisfactory to the City Solicitor to secure payment of property taxes in the event the City is successful with the appeal.

3. If the subdivision is not registered within 5 years of the date of draft plan approval, then this approval shall be null and void and the plans and drawings must be resubmitted to the City of Toronto for approval.

4. The Owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard, as adopted by Toronto City Council at its meeting held on October 26 and 27, 2009 through the adoption of item PG32.3 of the Planning and Growth Committee, and as updated by Toronto City Council at its meeting held on December 5, 6 and 7, 2017 through the adoption of item PG23.9 of the Planning and Growth Committee, and as may be further amended by City Council from time to time.

ENGINEERING AND CONSTRUCTION SERVICES

5. The Owner shall dedicate all roads, corner roundings, and road widenings shown on the plan.

6. All corner roundings on final M-Plan must be according to DIPS-5 to the satisfaction of General Manager Transportation Services.

7. The Owner shall convey to the City all 0.3 metre (one foot) reserves shown on the plan.

8. The Owner shall convey all necessary easements (internal and external) to the City.

9. The Owner shall prepare all documents to convey lands in fee simple and easement interests to the City for nominal consideration, such lands to be free and clear of all physical and title encumbrances to the satisfaction of the Chief Engineer & Executive Director of Engineering and Construction Services in consultation with the City Solicitor.

10. The Owner shall submit a draft Reference Plan of Survey to the Chief Engineer & Executive Director of Engineering and Construction Services, for review and approval, prior to depositing it in the Land Registry Office. The plan should:

a. be in metric units and integrated to the 1983 North American Datum (Canadian Spatial Reference System) and the 3 degree Modified Transverse Mercator projection;

b. delineate by separate PARTS the lands to be conveyed to the City, the remainder of the site and any appurtenant rights-of-way and easements; and

c. show the co-ordinate values of the main corners of the subject lands in a schedule on the face of the plan.

11. The Owner shall pay all costs for preparation and registration of reference plan(s).

12. The Owner shall apply stormwater management techniques in the development of this subdivision to the satisfaction of Engineering and Construction Services.

13. The Owner shall pay engineering and inspection fees in accordance with the terms and conditions of the standard subdivision agreement.

14. The Owner shall submit financial security in accordance with the terms of standard subdivision agreement.

15. Prior to earlier of the release for construction or the registration of the Plan of Subdivision, the Owner shall make satisfactory arrangement with THESL and THESI for the provision of the electrical distribution system and street lighting, respectively, to service the Plan of Subdivision.

16. Prior to the earlier of registration of the Plan of Subdivision or Release for Construction of Services, the Owner shall provide the City with financial security in the amount of 130% of the value of the cost estimate of the street lighting required to be installed to service the subdivision, to the satisfaction of the Chief Engineer & Executive Director of Engineering and Construction Services.

17. The Owner shall submit a payment (amount to be determined) for the installation of the proposed pavement marking modifications on Glen Watford Drive by City staff.

18. The Owner is responsible for all costs associated with the PXO/PED, traffic control signal (if warranted), and installation/alterations of municipal street signage/pavement markings.

19. The Owner is responsible for all costs associated with the installation/alterations of municipal street signage/pavement markings.

20. The proposed Municipal Road must be designed and constructed in accordance with the City of Toronto Development Infrastructure Policy and Standards (DIPS). A 1.8 metre wide municipal sidewalk should be located on both sides of the proposed municipal road to satisfaction of General Manager Transportation Services, and Chief Engineer & Executive Director of Engineering and Construction Services.

21. Prior to the registration of the plan of subdivision, the Owner shall submit written confirmation to the City that satisfactory arrangements have been made with the owners of 23 Glen Watford Drive and 25 Glen Watford Drive for the proportionate construction cost for the proposed public road inclusive of underground services.

22. The Owner shall conduct an environmental site assessment for lands to be conveyed to the City in accordance with the terms and conditions of the standard subdivision agreement, including providing payment for a peer reviewer and the submission of a Record of Site Condition (RSC).

23. Prior to the registration of the Plan of Subdivision, the Owner shall submit a draft Reference Plan describing the turning circle lands for approval, and pay all costs for the preparation and deposit of the plan on title to the property.

24. The Owner is responsible for all costs associated with the removal of all existing accesses, curb cuts, traffic control sign, etc. along the development site frontage that are no longer required and reinstate the boulevard within the right-of-way in accordance with City standards and to the satisfaction of the Chief Engineer & Executive Director of Engineering and Construction Services.

25. Prior to final site plan approval for each block, the Owner agrees to update the sanitary sewer analysis (drainage plans, flow sheets and hydraulic analysis including HGL as necessary) if it is determined that the groundwater flow during the detailed design is more than the groundwater flow that was included as part of the analysis related to Functional Road Plan Drawing No. P1, prepared by WSP, revised dated November 20, 2019. The analysis is required to identify required improvements to the existing sanitary sewer system, up to the Trunk connection point to the satisfaction of the Chief Engineer & Executive Director of Engineering and Construction Services, and General Manager Toronto Water.

26. The development includes an easement in favor of Toronto Hydro as described in instrument No. TB191330 in favour of Hydro (Public Utilities Commission). Prior to earlier release for construction of municipal road or final site plan approval the above easement must be released or satisfactory arrangement must be made.

27. The watermain on Sheppard Avenue must be extended to service this development and to address Ontario Building Code requirements of two sources for the buildings higher than 84 metres with no stagnation unless the applicant's consultant engineer demonstrates during their detailed engineering design and in the final signed CUP

drawing that looping the watermain in the new road will not impact other utilities and Forestry's requirements, all to the satisfaction of General Manager Toronto Water.

28. The proposed lay-by on the 18.5 metre ROW will be reviewed in detail during Site Plan Control Application related to its acceptance with other City Divisions.

29. The proposed access to P2 from Sheppard Avenue will be reviewed in detail during Site Plan Control Application related to its acceptance with other City Divisions.

PARKS, FORESTRY AND RECREATION

30. As per Toronto Municipal Code Chapter 415-29, prior to the issuance of the first above grade building permit for either 23 or 25 Glen Watford Drive, the Owner shall complete the parkland pathway construction to the satisfaction of the General Manager, Parks, Forestry & Recreation (PF&R).

31. The subject parkland pathway construction is to be free and clear, above and below grade of all physical obstructions and easements, encumbrance, and encroachments, including surface and subsurface easements, unless otherwise approved by the General Manager, PF&R.

32. The Owner is to pay for the cost of the preparation and registration of all relevant documents. The Owner shall provide to the satisfaction of the City Solicitor all legal descriptions and applicable reference plans of survey for the parkland construction.

Limiting Distance

33. In respect of the limiting distance requirements of the *Ontario Building Code Act*, 1992. Parks, Forestry and Recreation staff advises that the applicant must design the building to achieve Ontario Building Code (OBC) setbacks related to fire separation on their own site on the portions of the building that abut the park. A 5 metre setback will apply to any building located next to the park or, the required setbacks which meet the Ontario Building Code for fire separation, whichever is greater. Prior to the issuance of any above grade building permit, the applicant will be required to demonstrate adequately that the OBC requirements have been achieved to the satisfaction of the General Manager, PF&R.

Park Pathway Construction and Base Park Improvements

34. The Owner, at their expense, will be responsible for the base construction and installation of the parkland pathway. The Base Park Improvements include the following:

- a. grading inclusive of topsoil supply and placement, as required;
- b. sodding #1 nursery grade or equivalent value of other approved park development;
- c. fencing, where deemed necessary to the satisfaction of PF&R;
- d. drainage systems, including connections to the municipal services as required;

- e. electrical and water connections (minimum 50 mm) to street line including backflow preventers, shut off valves, water and hydro chambers, including meters;
- f. street trees along all public road allowances which abut future City-owned parkland;
- g. standard park sign (separate certified cheque required); and
- h. demolition, removal and disposal of all existing materials, buildings and foundations.

35. All work is to be completed to the satisfaction of the General Manager, PF&R.

36. Prior to the issuance of the first above grade building permit, the Owner shall submit a cost estimate and any necessary plans for the Base Park Improvements, to the satisfaction of the General Manager, PF&R.

37. Prior to the issuance of the first above grade building permit, the Owner shall post an Irrevocable Letter of Credit in the amount of 120% of the value of the Base Park Improvements for the parkland to the satisfaction of the General Manager, PF&R. No credit shall be given toward the Parks and Recreation component of the Development Charges for costs associated with Base Park Improvements.

38. The construction of the Base Park Improvements to the park block shall be completed within one year after the issuance of the first above grade building permit to the satisfaction of the General Manager, PF&R when determining a revised delivery date for the park block.

39. Prior to the Owner undertaking Base Park Improvements on the park block, the Owner must obtain a Park Occupation Permit (POP) from PF&R's Planning, Design and Development section. The POP will outline in detail the insurance requirements, extent of area permitted, permitted use, tree removal and replacement, and duration to the satisfaction of the General Manager, PF&R. The Owner will indemnify the City against any claim during any interim use of or work carried out by the applicant on the park.

Temporary Fencing

40. Prior to completion of the parkland improvements, the Owner shall be responsible for the installation and maintenance of temporary fencing around the parkland and its maintenance until such time as the development of the park construction is completed.

Parkland Grading and Drainage

41. The Owner shall ensure that the grading and drainage of the adjacent development blocks are compatible with the grades of the parkland to the satisfaction of the General Manager, PF&R.

42. The Owner must provide documentation from a qualified environmental engineer that any topsoil brought onto the site meets all applicable laws, regulations, and guidelines for use in a public park.

Warranty

43. The Owner upon satisfactory completion of the construction and installation of the Base Park Improvements shall be required to guarantee such work and associated materials. The Owner shall provide certification from their Landscape Architect certifying that all work has been completed in accordance with the approved drawings. Upon the City's acceptance of the certificate, the Letter(s) of Credit will be released less 20% which will be retained for the 2 year guarantee known as the Parkland Warranty Period.

44. Upon the expiry of the Parkland Warranty Period, the outstanding park security shall be released to the Owner provided that all deficiencies have been rectified to the satisfaction of the General Manager, Parks, Forestry & Recreation (PF&R).

45. As-built drawings in print/hardcopy and electronic format, as well as a georeference AutoCAD file, shall be submitted to PF&R. A complete set of "as built" plans shall be provided electronically on CD in PDF format and in a georeferenced AutoCAD file, in addition to two (2) sets full size bond hard copy to the General Manager, PF&R. The plans shall include, but not limited to specifications, locations of all hidden services, and all deviations from the design drawings, shop drawings, inspection reports, minutes of meetings, site instructions, change orders, invoices, certificates, progress images, warranties, close out documentation, compliance letters (for any play structure and safety surfaces), manuals etc. The files are to be organized in folders, including a file index and submitted with written warranties and related documents such as lists of contractor, sub-contractors together with contact persons, telephone numbers, warranty expiry dates and operation manuals.

46. Spare or replacement parts, special tools, etc as provided by manufacturers, if any, are to be provided to PF&R.

URBAN FORESTRY

47. Prior to the registration of the plan of subdivision, the Owner agrees to provide a street tree planting plan, in conjunction with a composite utility plan that indicates the species, size, and location of all proposed street trees, as these relate to the location of any roads, sidewalks, driveways, street lines and utilities. The street tree planting plan will be to the satisfaction of Parks, Forestry and Recreation.

48. Prior to the registration of the plan of subdivision, the Owner agrees to post a Letter of Credit in the form and from an institution, acceptable to the City Treasurer, equivalent to \$583 per tree, as a Financial Security, 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.

49. Prior to acceptance of engineering drawings by Engineering and Construction Services, the Owner agrees to provide a composite utility plan, showing the location of all underground and above ground utilities, as well as proposed tree planting locations,

to the satisfaction of Parks, Forestry and Recreation and Engineering and Construction Services.

50. The Owner agrees to contact Parks, Forestry and Recreation, Tree Protection and Plan Review or his/her designate prior to commencement of street tree planting. The Owner further agrees to plant the street trees in accordance with the approved street tree planting and composite utility plans, to the satisfaction of Parks, Forestry and Recreation.

51. Following the planting of the street trees, the Owner agrees to provide a Certificate of Completion of Work and an as-installed plant list in the form of a spreadsheet identifying the street trees, as shown on the approved planting plan, by street address. The as-installed plant list will also include tree species, caliper, condition and specific location of the trees by identifying two points of references (i.e. distances in metres from the curb, sidewalk, driveway, utility pole or pedestal).

Attachment 8: Summary of Public Consultation

Overview of First Community Consultation Meeting held on November 21, 2013

The purpose of the meeting was to provide information to and receive input from the general public and interested parties on the individual site specific zoning by-law amendment application submitted 23 Glen Watford Drive. Notice was provided to an extended notification area as directed by Scarborough Community Council.

Approximately 70 people attended the meeting. Staff from City Planning were in attendance to hear the comments, provide information and respond to questions as warranted.

Ward 41 Councillor Chin Lee attended and provided opening remarks.

Presentations were provided by City Planning staff and the planning consultants for the applicants.

Feedback Received on the 23 Glen Watford Drive Zoning By-law Amendment application can be summarized as follows:

Traffic:

- Concern about backed up traffic on Sheppard Avenue East and Glen Watford Drive.
- Additional vehicular access off of Sheppard Avenue East being problematic.
- Backed up left turn traffic preventing access via just a driveway.

School:

- lack of capacity at local schools to accommodate new residents

Process:

- Clarification of the current zoning permissions.
- Outlining how the final permissions determined.

Built Form:

- Double density of existing context, and a desire for a look at the broader area.

Land Use:

- The lack of commercial uses was seen by some as a concern.

Overview of Second Community Consultation Meeting held on December 5, 2017

The purpose of the meeting was to provide information to and receive input from the general public and interested parties on the individual site specific zoning by-law amendment applications submitted for both 23 and 25 Glen Watford Drive and a joint draft plan of subdivision application to create a new public street extending east from Glen Watford Drive and ending in a cul-de-sac (turning circle) west of Agincourt Park.

Over 4,000 meeting notices were mailed out to the expanded notice area as directed by Scarborough Community Council.

Approximately 165 people attended the meeting. Staff from City Planning and Transportation Services were in attendance to hear the comments, provide information and respond to questions as warranted.

Ward 41 Councillor Chin Lee attended and provided opening remarks.

Presentations were provided by City Planning staff and the planning consultants for each of the development applications.

Summary of Feedback Received on 23 Glen Watford Drive Zoning By-law Amendment & joint Draft Plan of Subdivision:

Traffic:

- Concern about additional traffic on Glen Watford Drive which is already busy.
- The new street still directs traffic to Glen Watford Drive.

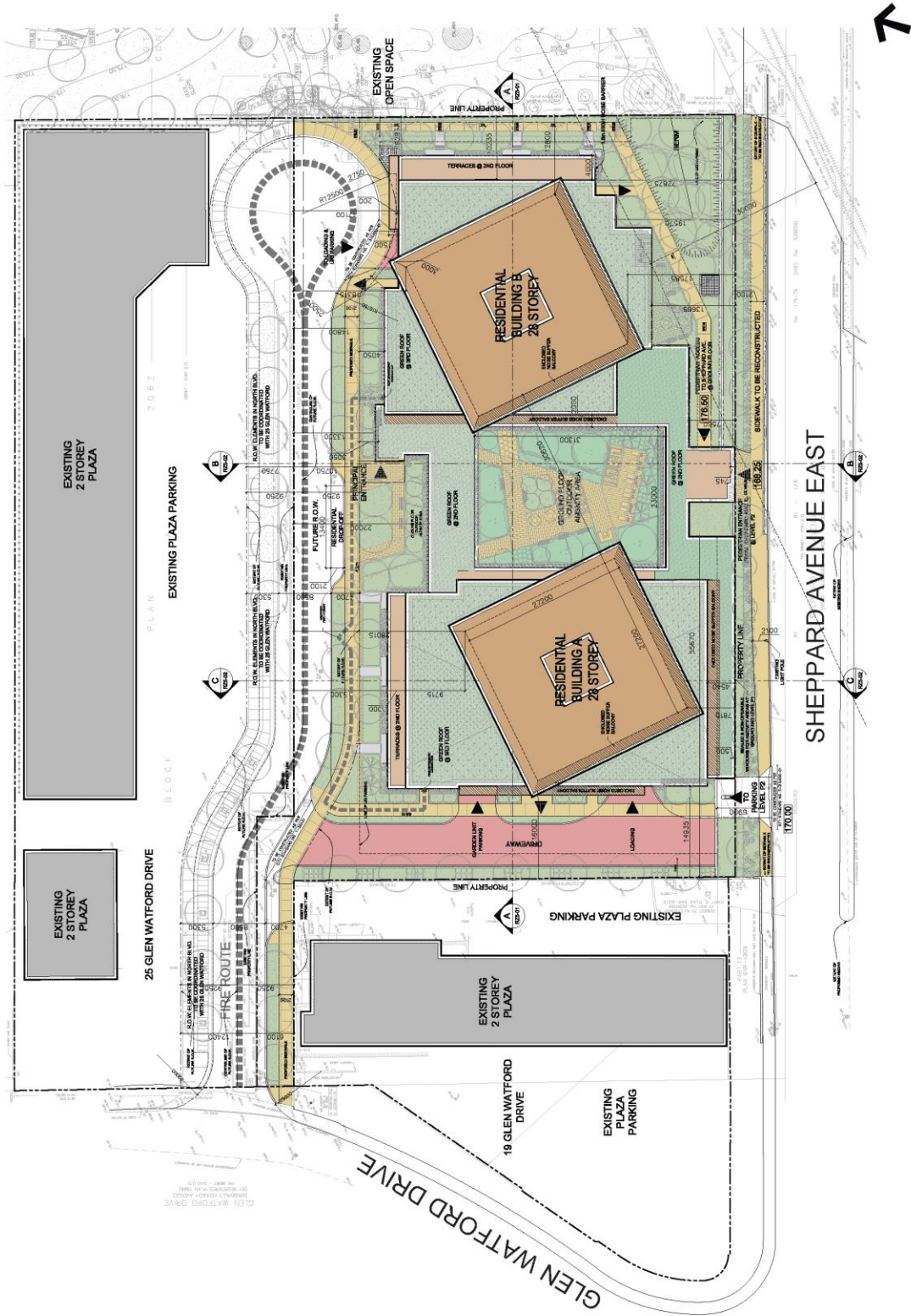
Parking:

- Clarification on whether on-street parking would be available on the new public street.

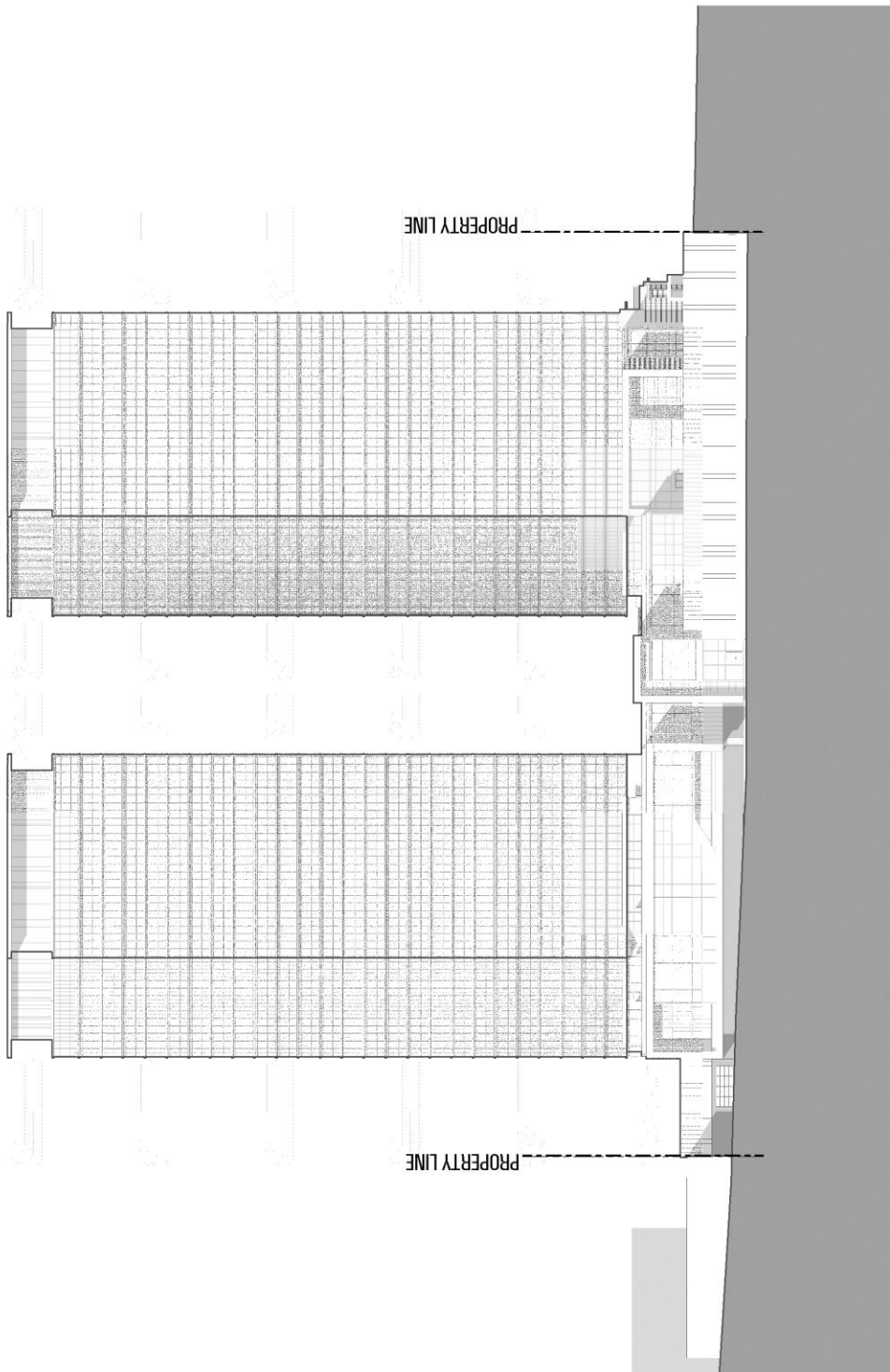
Community Services and Facilities:

- Whether Section 37 community benefits would be required as a condition of approval and what the priorities are.
- Possibilities recommended include the Agincourt Recreation Centre next door and the Agincourt Library.

Attachment 9: Site Plan

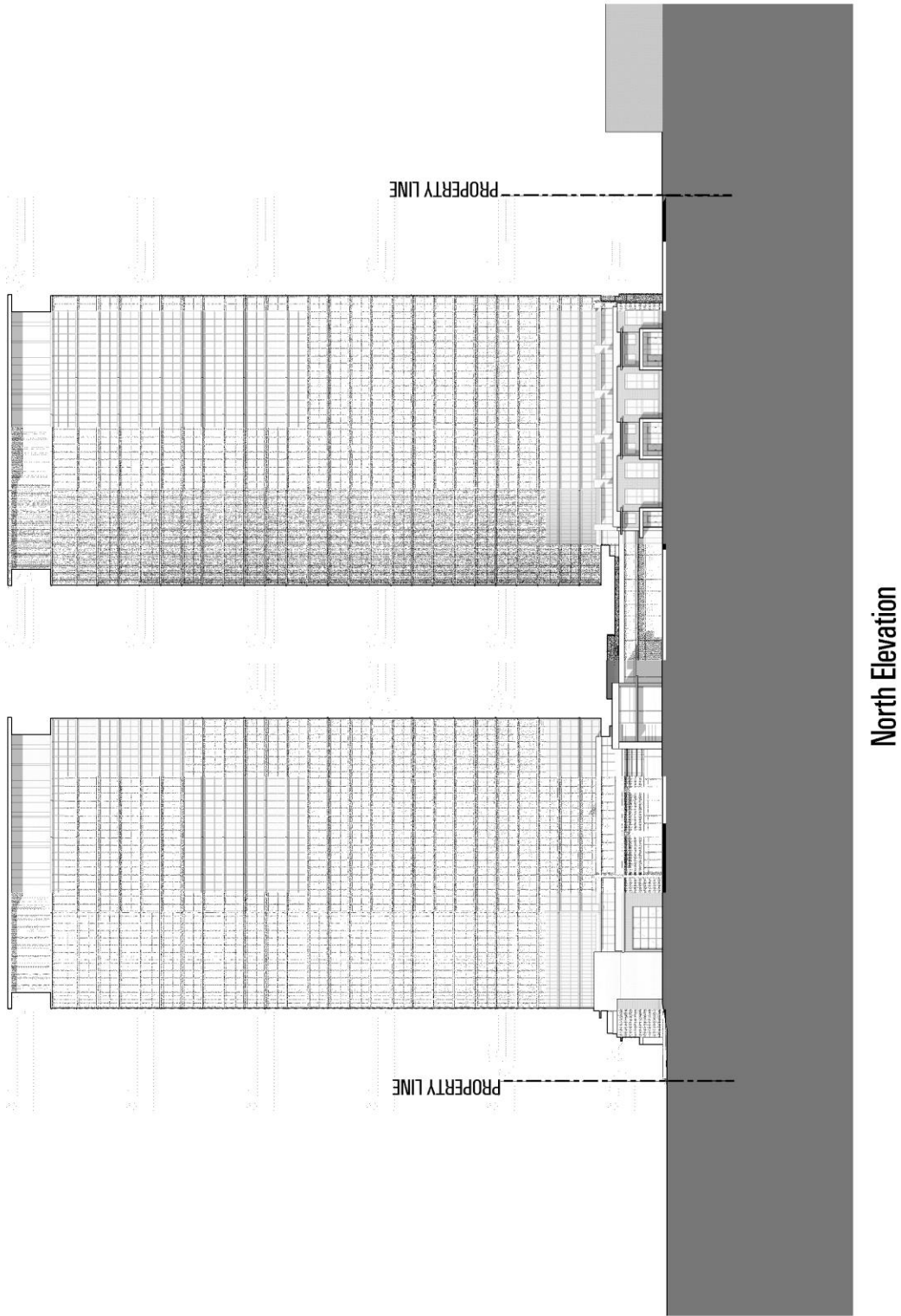


Attachment 10: South Elevation

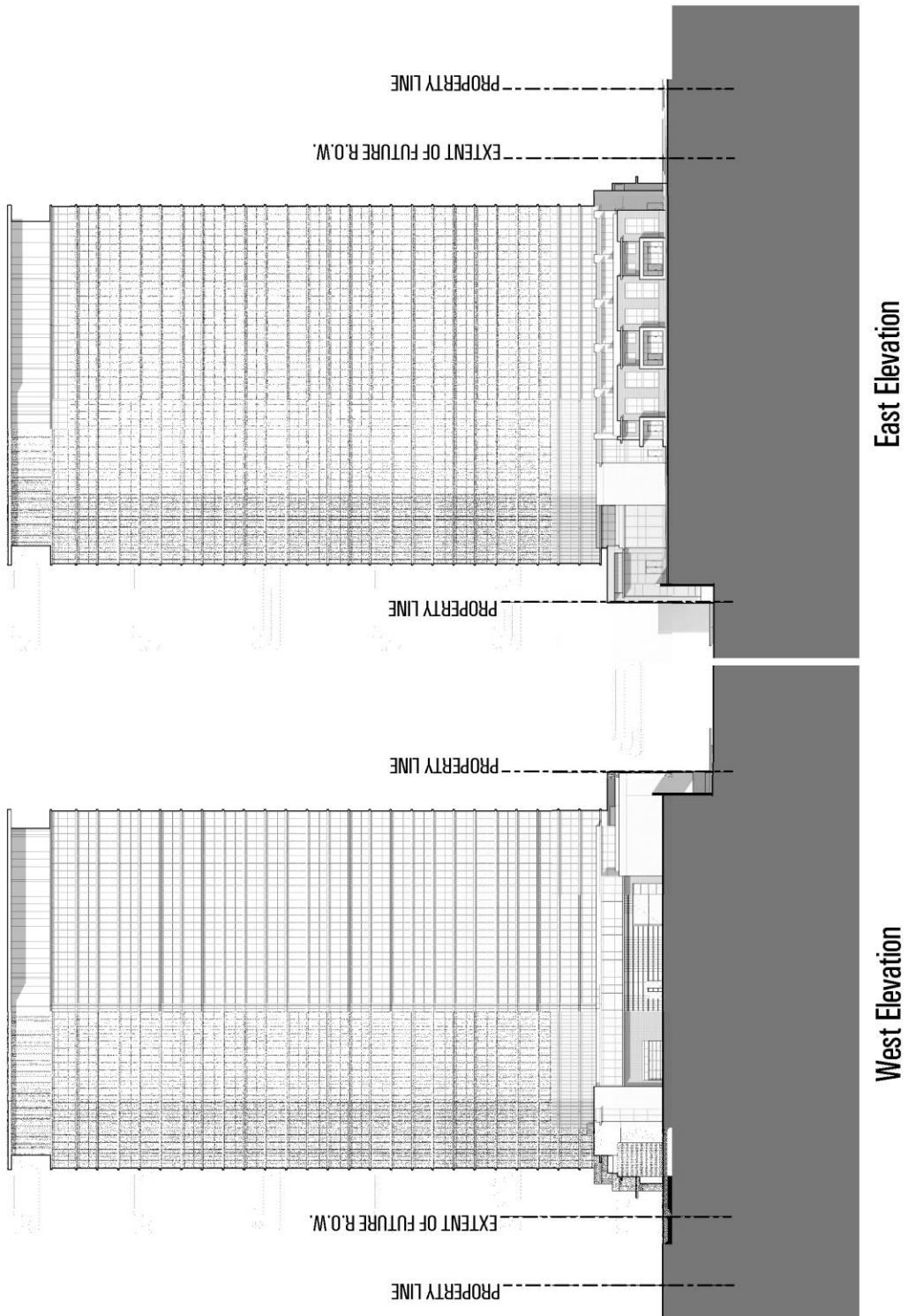


South Elevation

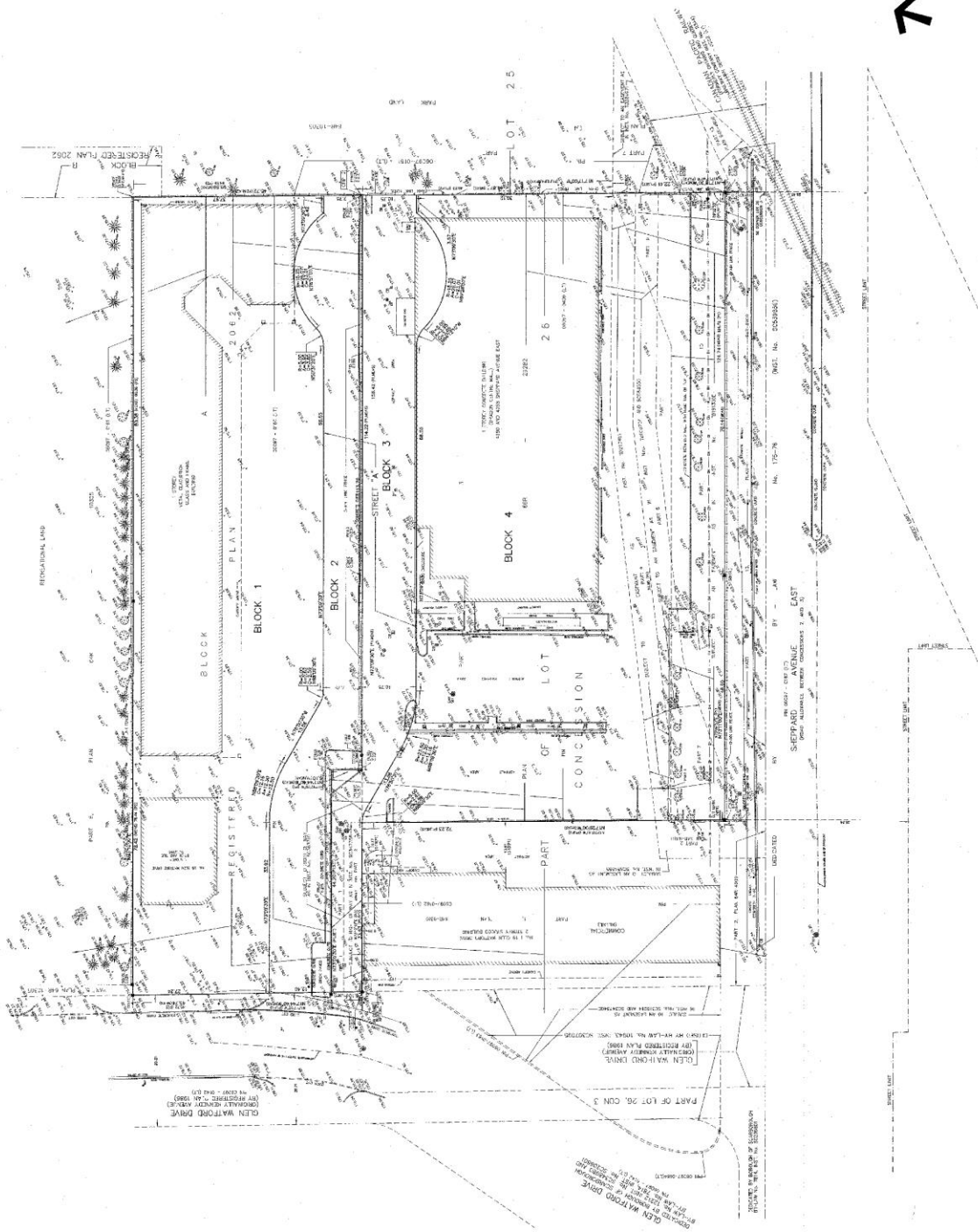
Attachment 11: North Elevation



Attachment 12: West and East Elevations



Attachment 13: Draft Plan of Subdivision



Attachment 14: Context Master Plan

