

**23 Glen Watford Drive - Zoning Amendment Application  
- Preliminary Report**

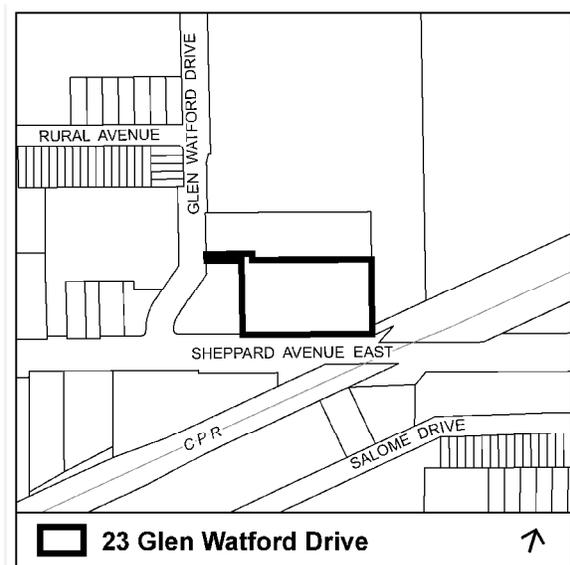
<b>Date:</b>	August 21, 2013
<b>To:</b>	Scarborough Community Council
<b>From:</b>	Director, Community Planning, Scarborough District
<b>Wards:</b>	Ward 41 – Scarborough-Rouge River
<b>Reference Number:</b>	12 146441 ESC 41 OZ

**SUMMARY**

This application proposes the development of the site at 23 Glen Watford Drive with a residential development comprised of two apartment towers, 31 and 34 storeys in height respectively, on a 2-4 storey podium, with 640 dwelling units. A 3 level parking garage with 713 parking spaces along with 20, covered, at-grade parking spaces are also proposed with vehicular access provided from both Sheppard Avenue East and Glen Watford Drive.

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

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



## **RECOMMENDATIONS**

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

1. Staff be directed to schedule a community consultation meeting for the lands at 23 Glen Watford Drive together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the site.
3. Notice for the public meeting under the Planning Act be given according to the regulations under the Planning Act.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **Pre-Application Consultation**

A number of pre-application consultation meetings were held with the applicant to discuss key issues and complete application submission requirements. Issues discussed included, but were not limited to, the required scope and boundaries of the Avenue Segment Review, opportunities to create a functional relationship with Sheppard Avenue East and for providing retail commercial space, and the need for an appropriate interface with adjacent Agincourt Park including new pedestrian connections and minimizing negative impacts.

City staff also emphasized that the three commercial sites located south of the Agincourt Recreation Centre, at the north-east quadrant of Glen Watford Drive and Sheppard Avenue East, need to be looked at comprehensively and reasonable opportunities for mixed use re-development on these lands be examined and accommodated.

## **ISSUE BACKGROUND**

### **PROPOSAL**

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

The original proposal filed with the application consisted of two residential apartment (condominium) towers, 32 and 35 storeys in height on a 2-4 storey podium, with 650 dwelling units and related parking. Vehicle access was proposed from the existing driveway off Glen Watford Drive and a new access from Sheppard Avenue East.

The revised proposal consists of two residential apartment (condominium) towers, 31 and 34 storeys in height, inclusive of a podium building which connects the two towers. Due

to the significant grade difference from the north end of the site to the south, the buildings will have a two storey podium on the north end of the site and a 4 storey podium on the south end of the site by Sheppard Avenue East.

A total of 640 dwelling units and 2 guest suites (see Attachment 8 for unit breakdown) are proposed within the podium and towers. Two-storey, grade related units are proposed in the east podium facing Agincourt Park and in the west podium facing north. No retail or commercial tenancy is intended.

Each tower has a 676 m<sup>2</sup> floor plate. A tower separation in excess of 29 metres is proposed.

Three levels of underground parking, with 713 parking spaces, are proposed along with 20 covered, at-grade parking spaces. A total of 505 bicycle parking spaces are proposed at a resulting rate of 0.6 spaces per owner and 0.18 per visitor.

Common indoor amenity space is proposed at a rate of approximately 2 m<sup>2</sup> per dwelling unit and is located on the P1 Level, Level 1 and Level 2. Common outdoor amenity space is also proposed at a rate of approximately 2 m<sup>2</sup> per dwelling units with most of it contained in a central courtyard area on the ground floor between the two towers, with the balance elsewhere on the ground floor and on the second level podium area.

Green roofs are proposed on the 2<sup>nd</sup> and 3<sup>rd</sup> floors.

Primary vehicular access to the site is proposed via the existing private driveway from Glen Watford Drive. This driveway is proposed to be expanded to an 18.5 metre wide private road if/when the abutting sites at 1-19 and 25 Glen Watford Drive redevelop. A preliminary concept plan (Attachment 2) has been prepared by the applicants to illustrate how this may occur, however, specific options on how this may be achieved incrementally have not been provided.

Secondary vehicular access is proposed from Sheppard Avenue East directly into the P2 level of the parking garage.

Pedestrian access to the main residential lobby is proposed along the driveway from Glen Watford Drive. A pedestrian access is also proposed from Sheppard Avenue East by way of a lobby at grade that will access the ground floor level via elevators or stairs. This lobby is also intended to provide access to a new outdoor pedestrian walkway across the south-east portion of the site to link Sheppard Avenue East to Agincourt Park.

A 30.0 metre setback to residential units is proposed from the adjacent CPR line together with a safety berm.

A development density of approximately 5.17 times the lot area is proposed.

## 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 m<sup>2</sup> (0.93 ha) 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 due largely to the Canadian Pacific Railway (CPR) overpass. The site's interface with Sheppard Avenue East 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 located on the site along with related surface parking. The site is accessed by both vehicles and pedestrians by a driveway from Glen Watford Drive. The site currently has no functional relationship to Sheppard Avenue East given the existing topography.

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. To the south of the plaza site are a number of commercial properties including a bank and office uses located on the north side of Sheppard Avenue East. To the north of the plaza site are semi-detached dwellings on the south side of Rural Avenue.

North: A one storey commercial plaza (25 Glen Watford Drive) and related surface parking. This site is separated from the subject site by a chain link fence. 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 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 overpass and Midland Avenue, are a number of commercial developments in the form of plazas and stand alone commercial buildings.

## Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and, protecting

public health and safety. City Council's planning decisions are required to be consistent with the PPS.

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

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

### **Official Plan**

On the Urban Structure Map (Map 2) to the Official Plan, the site is shown as part of an "Avenue" which applies to the lands on Sheppard Avenue East, from Yonge Street to just east of Brimley Road. "Avenues", generally, are areas where new, incremental growth can occur along major streets where there are reurbanization opportunities supported by public transit. The Plan states that reurbanizing the Avenues will be achieved through the preparation of Avenues Studies for strategic mixed use segments of the corridors shown on Map 2. Development may be permitted on the Avenues prior to an Avenues Study and will be considered on the basis of all the policies of the Plan relevant to the designation area.

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

The Plan also states that development in Mixed Use Areas on Avenues, prior to an Avenue Study, has the potential to set a precedent for the form and scale of reurbanization along the Avenue. In addition to the Mixed Use Areas policies, proponents of such proposals are also required to address the larger context and examine the implications for the segment of the Avenue in which the proposed development is located.

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

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

In terms of the public realm, among other matters, the Plan states that new streets should be public streets. Private streets, where they are appropriate, should be designed to

integrate into the public realm and meet the design objectives for new streets. These design standards are contained in the Council adopted Development Infrastructure Policy and Standards (DIPS).

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

The proposal will be reviewed in detail for compliance with these and other relevant policies of the Official Plan.

## **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 and Neighbourhood Commercial uses and day nurseries are permitted. A wide range of commercial uses, including, but not limited to, automobile service stations, banks, business and professional offices, places of entertainment, restaurants and retail stores. Residential uses are not permitted.

The lands are not subject to the new City of Toronto Zoning By-law No. 569-2013.

## **Site Plan Control**

The lands are located within a site plan control area. A site plan application has not yet been submitted.

## **Sheppard East LRT and Agincourt Grade Separation**

The Toronto Light Rail Transit (LRT) Plan is part of the regional transit plan (The Big Move) for the Greater Toronto Area (GTA) which is overseen by Metrolinx. The Sheppard East LRT is part of this plan and it has been endorsed by both Metrolinx and City Council. The LRT line is proposed to extend from Don Mills Station to Conlins Road and is proposed to be completed by 2021. An LRT stop is proposed west of the site, near the Midland Avenue and Sheppard Avenue East intersection.

Construction of the Sheppard Avenue East underpass by the Agincourt GO Station, where the GO Stouffville line crosses Sheppard Avenue East, was recently completed. Street level rail tracks have been eliminated and vehicle traffic now proceeds beneath a new rail bridge.

## **Tree Preservation**

An arborist report was submitted with the application. Private trees are only located on the sloped south end of the site by Sheppard Avenue East. All of the private trees and

three street trees within the Sheppard Avenue East boulevard are proposed to be removed to accommodate the development. None of the private trees are subject to protection under the City's Tree By-law. Four trees within Agincourt Park to the east are proposed for removal as they are close to the property line. Two of these trees are either dead or in very poor condition and Urban Forestry has confirmed that a tree removal permit is required for one of the four trees.

## **Reasons for the Application**

The existing zoning for the site does not permit residential uses. Should the proposed development be approved, a site specific zoning by-law amendment, with implementing performance standards, is required.

## **COMMENTS**

### **Application Submission**

The following reports/studies were submitted with the application in March 2012: 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.

Due to the extent of outstanding support material, it was agreed that a Preliminary Staff Report would not be prepared until this information had been filed.

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

### **Design Review Panel**

The original proposal was considered by the Design Review Panel on October 6, 2012. The Panel decided that their comments should be considered as preliminary discussion only. Among other matters, the Panel encouraged the applicants to develop an urban solution that works with the Avenues strategy of the Official Plan, takes advantage of the adjacent park and contributes positively to Sheppard Avenue and the surrounding community.

Minutes of the meeting can be found at

[http://www.toronto.ca/planning/2012/agendas/pdf/drp\\_minutes\\_16oct2012.pdf](http://www.toronto.ca/planning/2012/agendas/pdf/drp_minutes_16oct2012.pdf)

The current proposal should also be considered by the Design Review Panel after a Community Consultation Meeting has been held and comments in response to the revised submission circulation have been received.

## **Landowner's Meetings**

City Planning staff co-ordinated two meetings with the adjacent commercial landowners and the applicants to discuss opportunities for the comprehensive redevelopment of these three sites and to determine what level of interest they may have in doing so. Matters discussed included, but were not limited to, the possibility of providing a new public street from Glen Watford Drive to service new development, the need to have a proper development interface with Agincourt Park and preliminary options for park improvements and improved pedestrian access, and efficiencies that may be achieved should the owners choose to work co-operatively.

## **Issues to be Resolved**

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

- Conformity to Official Plan policies particularly those related to the public realm and new streets and built form.
- Determination of and agreement on legally enforceable means to secure a new street connection that, among other matters, provides public accessibility through the development sites to Agincourt Park.
- Appropriateness of the proposed built form, building massing and height. The Mid-rise and Tall Building Design Guidelines will, in part, inform this review, along with a review of the sun/shadow study, pedestrian level wind study, and the noise and vibration studies submitted.
- The Avenue Segment Review will be reviewed by staff to determine, in part, if the proposed form, scale and intensity of development is appropriate for the site and that it has reasonably been demonstrated that the development will establish a desirable and positive precedent for the Avenues segment.
- The extent to which retail commercial opportunities are to be provided for in the comprehensive redevelopment of the subject and adjacent Mixed Use Areas sites.
- Traffic impacts, including the suitability of the proposed driveway accesses, parking rates and on-site vehicle circulation. Right-in and right-out only access to Sheppard Avenue East will be permitted once the Sheppard East LRT is constructed.
- Site servicing and stormwater management.

- Suitability of the proposed pedestrian connection from Sheppard Avenue East to Agincourt Park.
- Determination and negotiation of community benefits pursuant to Section 37 of the Planning Act, should the development proposal be considered good planning and recommended for approval.
- Compliance with the Toronto Green Standard, Tier 1 performance measures.

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

## **CONTACT**

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## **SIGNATURE**

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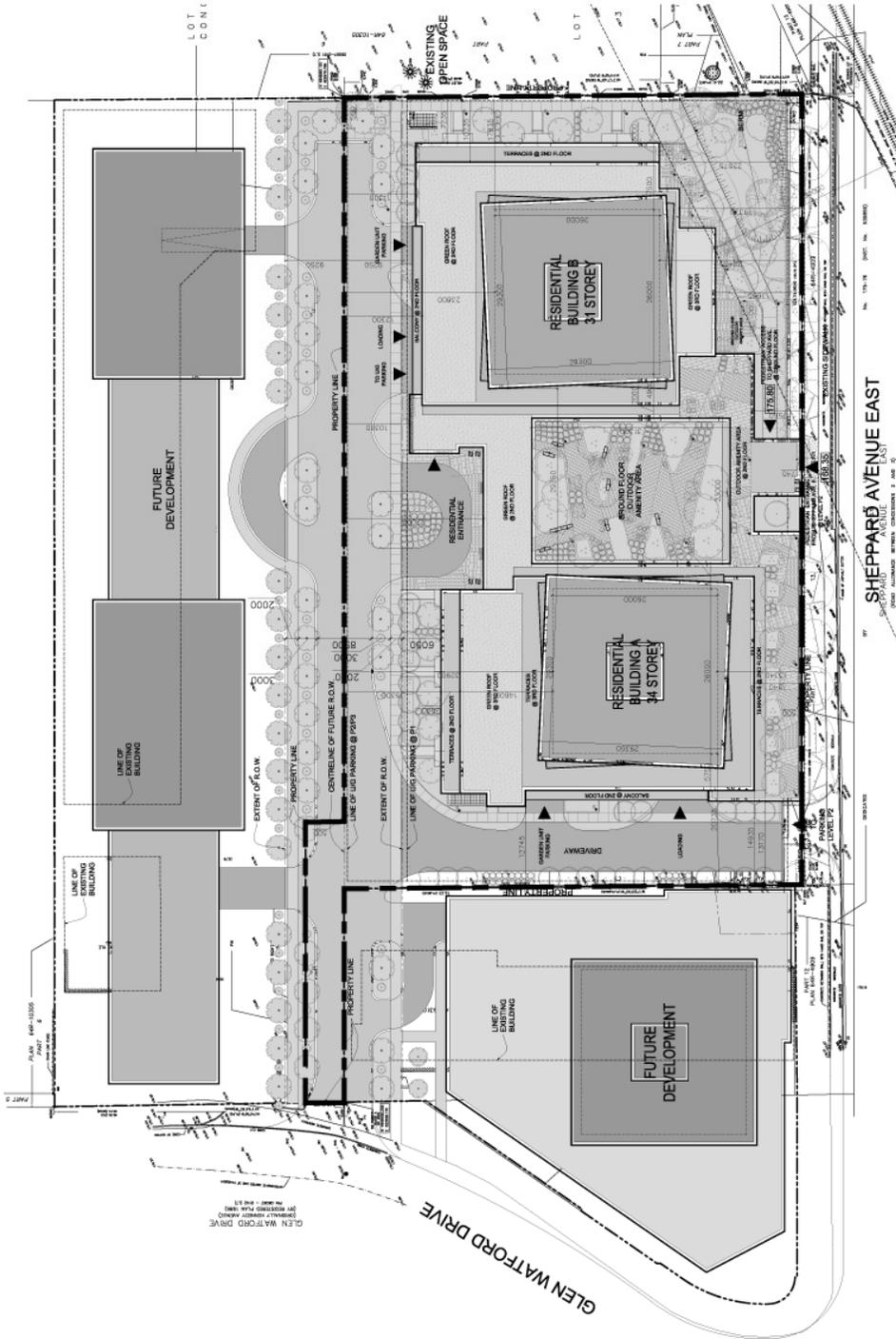
Raymond David, Director  
Community Planning, Scarborough District

## **ATTACHMENTS**

Attachment 1: Site Plan  
Attachment 2: Concept Plan  
Attachment 3: Elevations (South)  
Attachment 4: Elevations (North)  
Attachment 5: Elevations (West/East)  
Attachment 6: Building Section  
Attachment 7: Zoning  
Attachment 8: Application Data Sheet



Attachment 2: Concept Plan



23 Glen Watford Drive

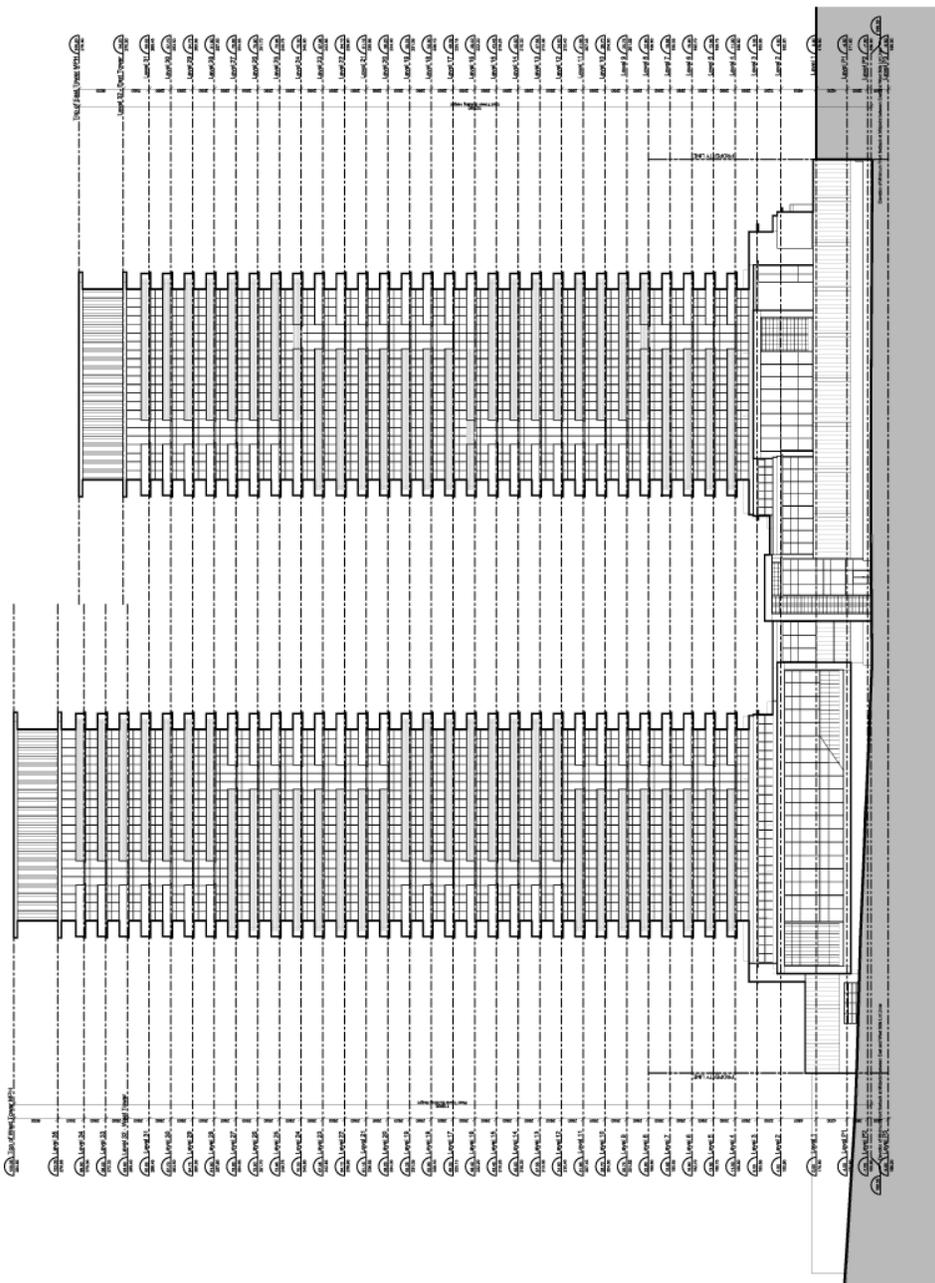
Ultimate Concept Plan

Applicant's Submitted Drawing

Not to Scale  
07/04/13

File # 12 146441 ESC 41 0Z

### Attachment 3: Elevations (South)



## Elevation - South

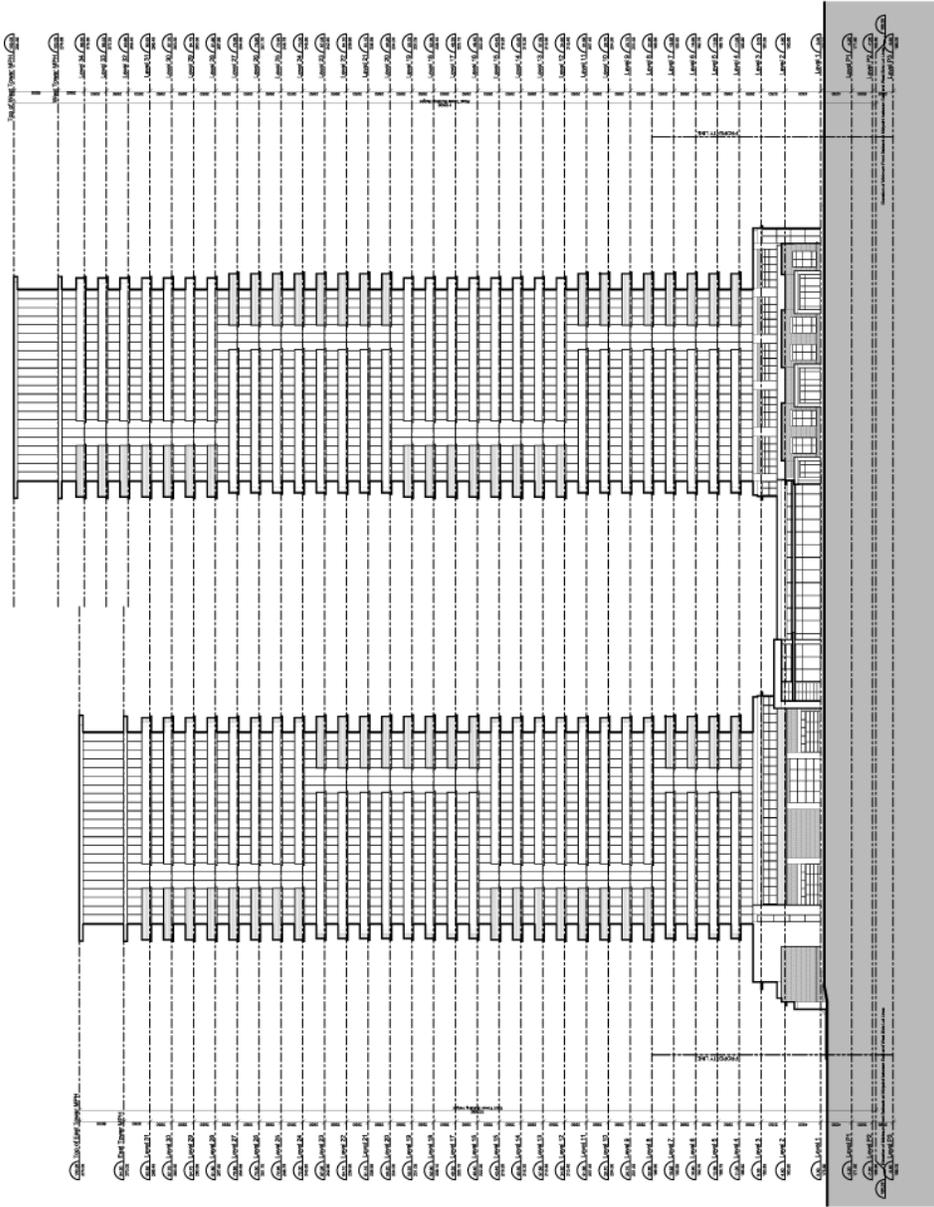
Applicant's Submitted Drawing

Not to Scale  
07/04/13

23 Glen Watford Drive

File # 12 146441 ESC 41 0Z

# Attachment 4: Elevations (North)



23 Glen Watford Drive

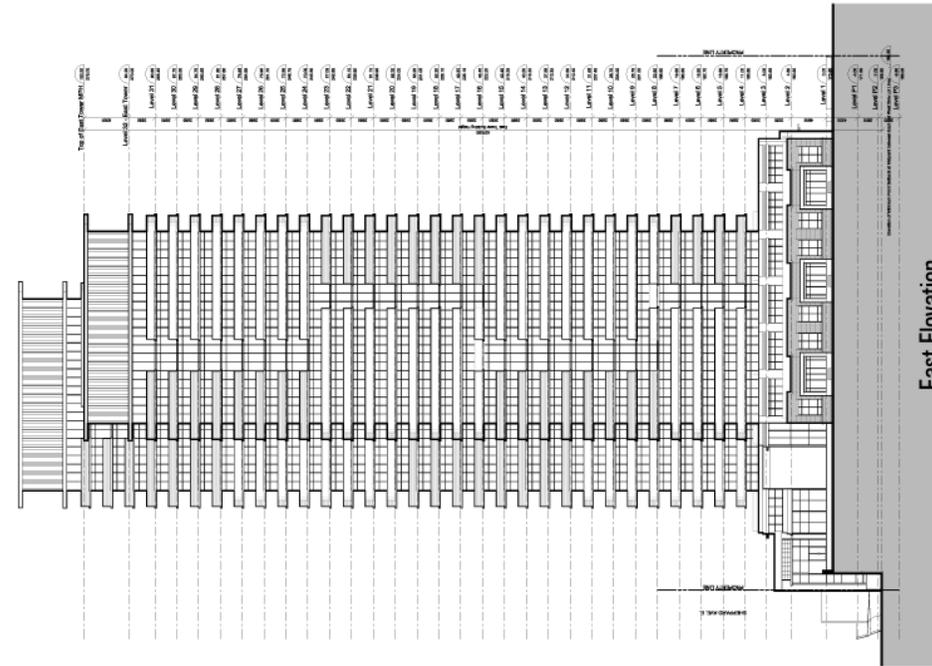
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Elevation - North

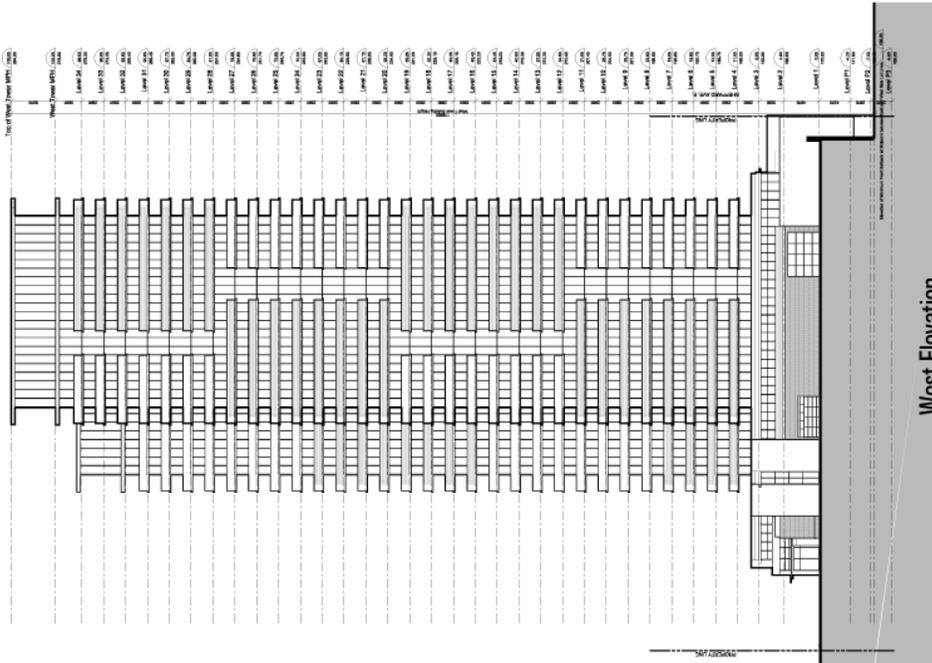
Applicant's Submitted Drawing

Not to Scale  
07/04/13

Attachment 5: Elevations (West/East)



East Elevation



West Elevation

23 Glen Watford Drive

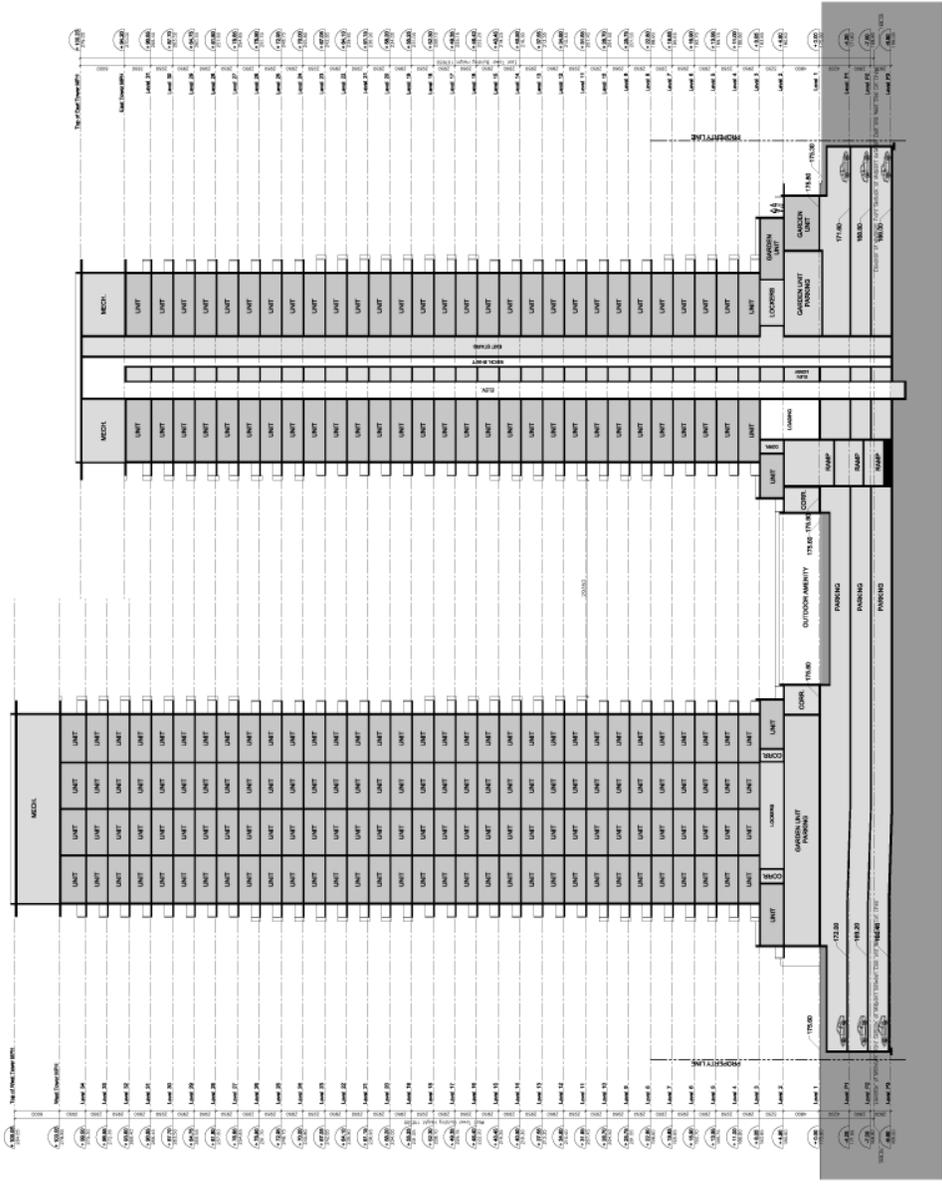
Elevations - West and East

Applicant's Submitted Drawing

Not to Scale  
07/04/13

File # 12 146441 ESC 41 0Z

# Attachment 6: Building Section



23 Glen Watford Drive

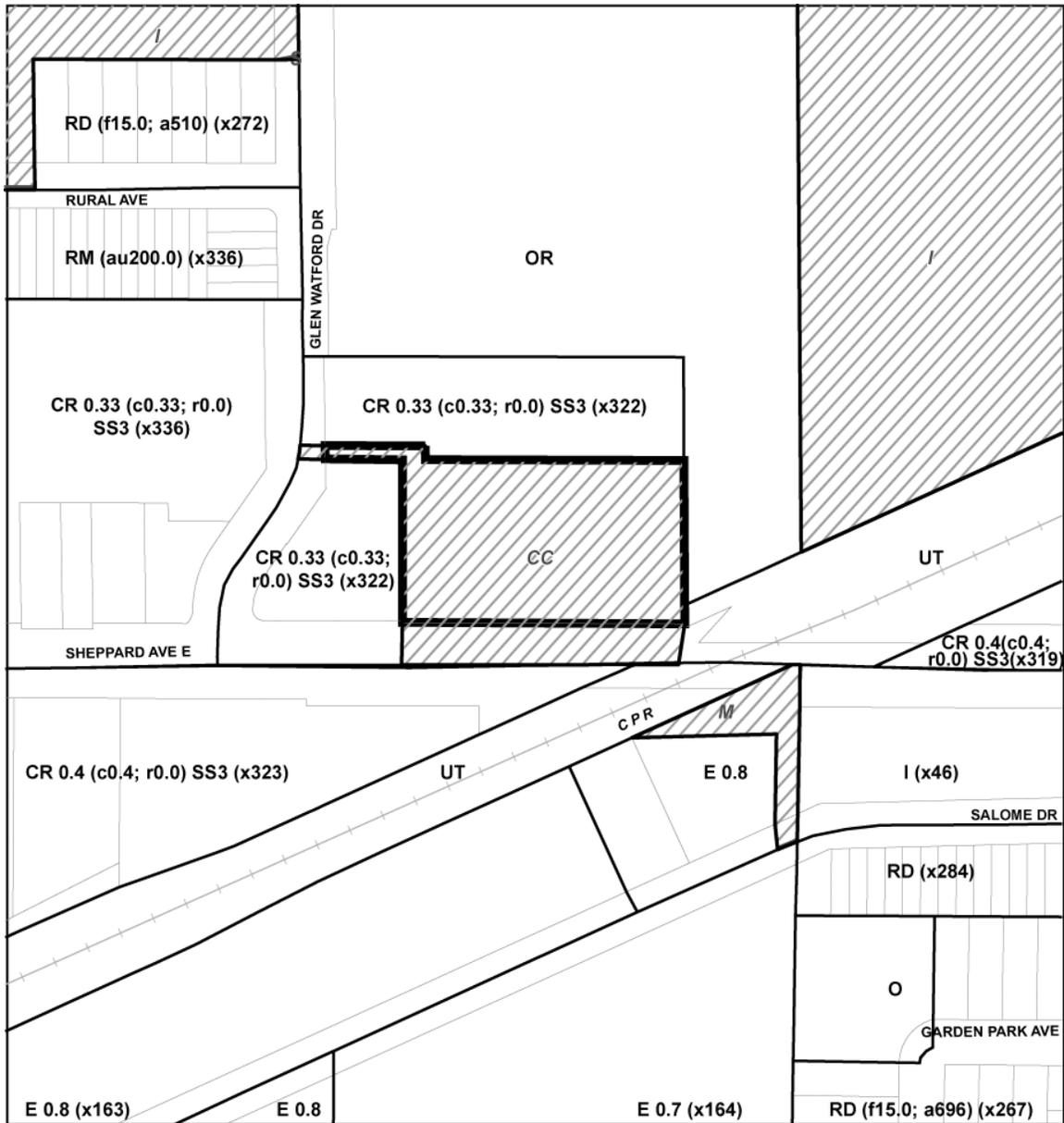
File # 12 146441 ESC 41 02

Building Section A-A

Applicant's Submitted Drawing

Not to Scale  
07/04/13

## Attachment 7: Zoning



**TORONTO** City Planning  
**Zoning By-law 569-2013**

**23 Glen Watford Drive**  
 File # 12 146441 ESC 41 OZ

	Location of Application		See Former City of Scarborough Agincourt Community Bylaw No. 10076 See Former City of Scarborough Employment District Bylaw No. 24982 (South Agincourt)
<b>RD</b>	Residential Detached	<b>I</b>	Institutional
<b>RM</b>	Residential Multiple	<b>O</b>	Open Space
<b>CR</b>	Commercial Residential	<b>OR</b>	Open Space Recreation
<b>E</b>	Employment Industrial	<b>UT</b>	Utility and Transportation
		<b>M</b>	Industrial Uses
		<b>CC</b>	Community Commercial
		<b>I</b>	Institutional Uses

  
 Not to Scale  
 Extracted 08/16/2013

## Attachment 8: Application Data Sheet

Application Type	Rezoning	Application Number:	12 146441 ESC 41 OZ
Details	Rezoning, Standard	Application Date:	March 30, 2012

Municipal Address: 23 GLEN WATFORD DR

Location Description: CON 3 PT LOT 26 RP 2062 BLK A PART RP 64R4909 PARTS 7 TO 11 \*\*GRID E4105

Project Description: Proposed residential development containing two point towers, 31 and 34 storeys respectively, on a 2 storey podium with 640 units and a 3-level parking garage with 713 parking spaces along with 20, covered, at-grade parking spaces.

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
SHERMAN BROWN DRYER KAROL BARRISTERS & SOLICITORS ADAM J. BROWN	APPLICANT	KIRKOR ARCHITECTS	4280 SHEPPARD LIMITED

### PLANNING CONTROLS

Official Plan Designation:	Mixed Use Areas	Site Specific Provision:	n/a
Zoning (Agincourt 10076):	CC-28-70	Historical Status:	n/a
Height Limit (m):	n/a	Site Plan Control Area:	yes

### PROJECT INFORMATION

Site Area (sq. m):	9284.2	Height:	Storeys:	31 & 34
Frontage (m):	124.7 (Sheppard)		Metres:	100.20 & 109.05 (includes mechanical penthouse)
	6.25 (Glen Watford)			
Depth (m):	72.3			
Total Ground Floor Area (sq. m):	3767.4		<b>Total</b>	
Total Residential GFA (sq. m):	47967.75		Parking Spaces:	733
Total Non-Residential GFA (sq. m):	0		Loading Docks	2
Total GFA (sq. m):	47967.75			
Lot Coverage Ratio (%):	40.5			
Floor Space Index:	5.1			

### DWELLING UNITS

Tenure Type:	Condo
Rooms:	0
Bachelor:	11
1 Bedroom:	248
2 Bedroom:	381
3 + Bedroom:	0
Total Units:	640

### FLOOR AREA BREAKDOWN (upon project completion)

		Above Grade	Below Grade
Residential GFA (sq. m):	47967.75		0
Retail GFA (sq. m):	0		0
Office GFA (sq. m):	0		0
Industrial GFA (sq. m):	0		0
Institutional/Other GFA (sq. m):	0		0

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