

Authority: Scarborough Community Council Report No. 11 Clause No. 7,
as adopted by Council on November 25, 26 and 27, 1998
Enacted by Council: November 26, 1998

CITY OF TORONTO

BY-LAW No. 830-1998

To adopt Amendment No. 1014 to the Official Plan for the former City of Scarborough.

WHEREAS authority is given to Council by the Planning Act, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and whereas Council has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. Amendment No. 1014 to the Official Plan for the former City of Scarborough, consisting of the attached text, and map designated Schedule "T", is hereby adopted.

ENACTED AND PASSED this 26th day of November, A.D. 1998.

CASE OOTES,
Deputy Mayor

NOVINA WONG,
City Clerk

(Corporate Seal)

**AMENDMENT No. 1014 TO THE OFFICIAL PLAN
OF THE FORMER CITY OF SCARBOROUGH**

**FORMER SCARBOROUGH TRANSPORTATION CORRIDOR LANDS STUDY
PHASE 3 - ST CLAIR AVENUE TO EGLINTON AVENUE**

The following Text, and Map designated Schedule “T”, constitute Amendment No. 1014 to the Official Plan for the former City of Scarborough (being amendments to the provisions of the Secondary Plans for the Eglinton and Cliffcrest Communities and the Knob Hill and Birchmount Park Employment Districts). The sections headed “Purpose”, “Location” and “Basis” are explanatory only, and shall not constitute part of this Amendment.

PURPOSE AND LOCATION

This Amendment continues the process begun by Amendment No. 643 to deal with the legacy of the former Scarborough Transportation Corridor, which itself replaced the Scarborough Expressway through the southern portion of the City, south of and generally parallel to the Canadian Railway Kingston Subdivision Main Line. The **Special Study Area** designation imposed through Amendment No. 643 was intended to provide for further study to determine the specific land uses which should replace it.

In the area of Scarborough covered by this Amendment, most of the lands were vacant prior to the planning and land acquisition for the expressway. Reservation of the lands for a possible transportation facility prevented the surrounding urban fabric from developing, and some narrow corridors were created which have functioned as passive recreational and open space areas for over 40 years. The Amendment seeks to provide for the development of a new district park and the retention of some open space or parkland to buffer older residential uses from new or industrial development.

This Amendment applies to the **Special Study Area** and abutting properties lying between Brimley Road and Eglinton Avenue, in the Eglinton and Cliffcrest Communities and the Knob Hill Employment District, as shown on the attached Schedule "T".

BASIS

On October 3, 1995, the former Scarborough Council authorized a programme of land use and transportation studies to replace the **Special Study Area** designation of the former Scarborough Transportation Corridor with appropriate policies and designations. The goal was to release the lands for productive and compatible uses. A zoning review was also undertaken, which revealed parts of the original planning for these lands. A concurrent City-initiated Zoning By-law Amendment removes Industrial permission on these lands, and introduces zones which implement the Official Plan designations introduced by this Amendment.

A new **Park** is designated on lands west of McCowan Road originally purchased by the former City of Scarborough for a works yard and by the former Metropolitan Toronto for part of the planned expressway, and is continued westward to Brimley Road to provide a buffer between the industries on Skagway Avenue and the homes along Oakridge Drive. As well, the strip of land east of McCowan Road bounded by the Colonial Park subdivision and the rear yards of homes on Colonial Avenue and Adenac Drive, is redesignated from **Low Density Residential** uses to **Park** to preserve sections of natural habitat, with a modification to Numbered Policy 7. This **Park** designation continues eastward to Bellamy Road South.

The lands occupied by the Eglinton GO station and associated parking are designated for **Institutional - Public Utilities**, while the existing **Neighbourhood Commercial** designation to the south is replaced by a **Low Density Residential** use.

A bicycle and pedestrian connection is introduced between Brimley Road and Bellamy Road South.

Finally, in recognition of the new community uses being proposed, the boundaries between the Knob Hill Employment District, the Eglinton Community and the Cliffcrest Community are modified.

OFFICIAL PLAN AMENDMENT:

- A. 1. Figure 4.40, the Land Use Plan Map for the Knob Hill Employment District, is amended:
- a) by replacing the **Special Study Area** designation, and the **Industrial Area Uses** designation south of the southern edge of the railway, with **Park** and **Institutional - Public Utilities** designations, and by moving these lands into the Cliffcrest Community, as shown on Schedule “T”; and
 - b) by deleting part of the **Industrial Area Uses** designation north of the northern edge of the railway, by extending the abutting **Commercial Mixed Use** designation to the northern edge of the railway, and by moving the lands north of the southern edge of the railway into the Eglinton Community, as shown on Schedule “T”;
2. Figure 4.13, the Land Use Plan Map for the Eglinton Community, is amended by adjusting the southern boundary of the community to lie along the southern edge of the railway as shown on Schedule “T”;
3. Figure 4.10, the Land Use Plan Map for the Cliffcrest Community, is amended by replacing the southern part of the **Low Density Residential** designation immediately east of McCowan Road with a **Park** designation, by replacing the **Low Density Residential** designation west of McCowan Road and north of Oakridge Drive with a **Park** designation, by replacing the **Neighbourhood Commercial** designation south of Eglinton Avenue and west of Bellamy Road South with a **Low Density Residential** designation, and by adding the lands referenced above in Clause A.1, as shown on Schedule “T”;
- B. Section 4.10, the Cliffcrest Community Secondary Plan, is amended by:
- 1. Adding Policy 4.10.2.4:
 - 4.10.2.4 Council supports the implementation of a continuous bicycle and pedestrian route from Brimley Road to Bellamy Road South, within or close to the former Scarborough Transportation Corridor, subject to a safety audit and public consultation on the detailed route and design.

2. Replacing Numbered Policy 7 by the following:

7. East Side of McCowan Road, north of Oakridge Drive

Provision shall be made in the design and layout of parkland and/or trails to ensure adequate access and parking for the existing cemetery to the south.

SCHEDULE "1"

