

Authority: Scarborough Community Council Report No. 7, Clause No. 27,
as adopted by City of Toronto Council on September 28, 29, 30 and October 1, 2004
Enacted by Council: September 30, 2004

CITY OF TORONTO

BY-LAW No. 847-2004

To adopt Amendment No. 1126 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. 1126 to the Official Plan of the former City of Scarborough, consisting of the attached text and maps designated as Schedules 'I' and 'II' is hereby adopted.

ENACTED AND PASSED this 30th day of September, A.D. 2004.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS
City Clerk

(Corporate Seal)

AMENDMENT NO. 1126 TO THE OFFICIAL PLAN**OF THE FORMER CITY OF SCARBOROUGH****PHASE 3 SCARBOROUGH TRANSPORTATION CORRIDOR LAND USE STUDY
EAST OF MIDLAND AVENUE, WEST OF BRIMLEY ROAD
NORTH OF ST. CLAIR AVENUE, AND SOUTH OF CN RAILWAY**

The following Text and Map, designated as Schedules 'I' and 'II' constitute Amendment No. 1126 to the Official Plan for the former City of Scarborough (being an amendment to the provisions of the Scarborough Official Plan, Secondary Plan for the Knob Hill Employment District and the Cliffcrest Community Secondary Plan).

The sections headed 'Purpose and Location' and 'Basis' are explanatory only, and shall not constitute part of this amendment.

PURPOSE AND LOCATION:

This Amendment continues the process begun by Official Plan Amendment No. 643 which removed the Scarborough Expressway designation through the southern portion of the former City of Scarborough, south of the Canadian Railway Kingston Subdivision Main Line and replaced it with a **Special Study Area** designation. The **Special Study Area** designation was intended to provide for further study to determine the specific land uses which would replace it.

In the area covered by this Amendment, the lands are vacant and held in both public and private ownership.

The amendment seeks to provide for the development of residential uses primarily single and semi-detached dwellings, with townhouses permitted at the periphery of the area, and an option for a small apartment or mixed use building on the northeast corner of Midland Avenue and St. Clair Avenue. A park of about 4.7 hectares (12 acres) and open space areas for future storm water management facilities are also proposed.

This Amendment applies to the **Special Study Area** and adjacent and nearby lands extending from Midland Avenue to Brimley Road, north of St. Clair Avenue in the Knob Hill Employment District and the Cliffcrest Community as shown on the attached Schedules "I" and "II".

BASIS:

On October 3, 1995, Scarborough Council authorized a program of land use and transportation studies to replace the **Special Study Area** designation of the former Scarborough Transportation Corridor (STC) with appropriate policies and designations. The STC lands between Midland Avenue and Brimley Road were originally part of a larger land use study that included lands extending from Midland Avenue to Bellamy Road. The land use study was completed in 1998 with amendments to the Official Plan, for a portion of the study area from Brimley Road to Bellamy Road.

In January of 2003, the STC Phase 3 Working Group began a series of meetings with City staff to develop Urban Design Guidelines, Official Plan Land Use designations and Zoning for the STC lands between Midland Avenue and Brimley Road. Through an extensive public consultation process, land use options to provide for residential uses, park and open space areas were explored. The Amendment reflects the principles established through this process; that new residential areas be compatible with the existing neighbourhood, that a neighbourhood park be provided, and that new development be consistent with urban design principles and guidelines developed for the area.

The Amendment removes the **Special Study Area** designation extending from Midland Avenue to Brimley Road, and removes land from the Knob Hill Employment District Secondary Plan and places it in the Cliffcrest Community Secondary Plan.

The Amendment removes the **Industrial Areas Uses, Highway Commercial Uses, and Residential Mixed Uses** designations from these lands and replaces these designations with **Low Density Residential, Medium Density Residential, Neighbourhood Park** and **Open Space** designations and **Walkway** symbols to provide for pedestrian/bicycle connections in this area. The Amendment includes

site specific policies to reflect the results of the working group and community consultation process and guide future development within this area.

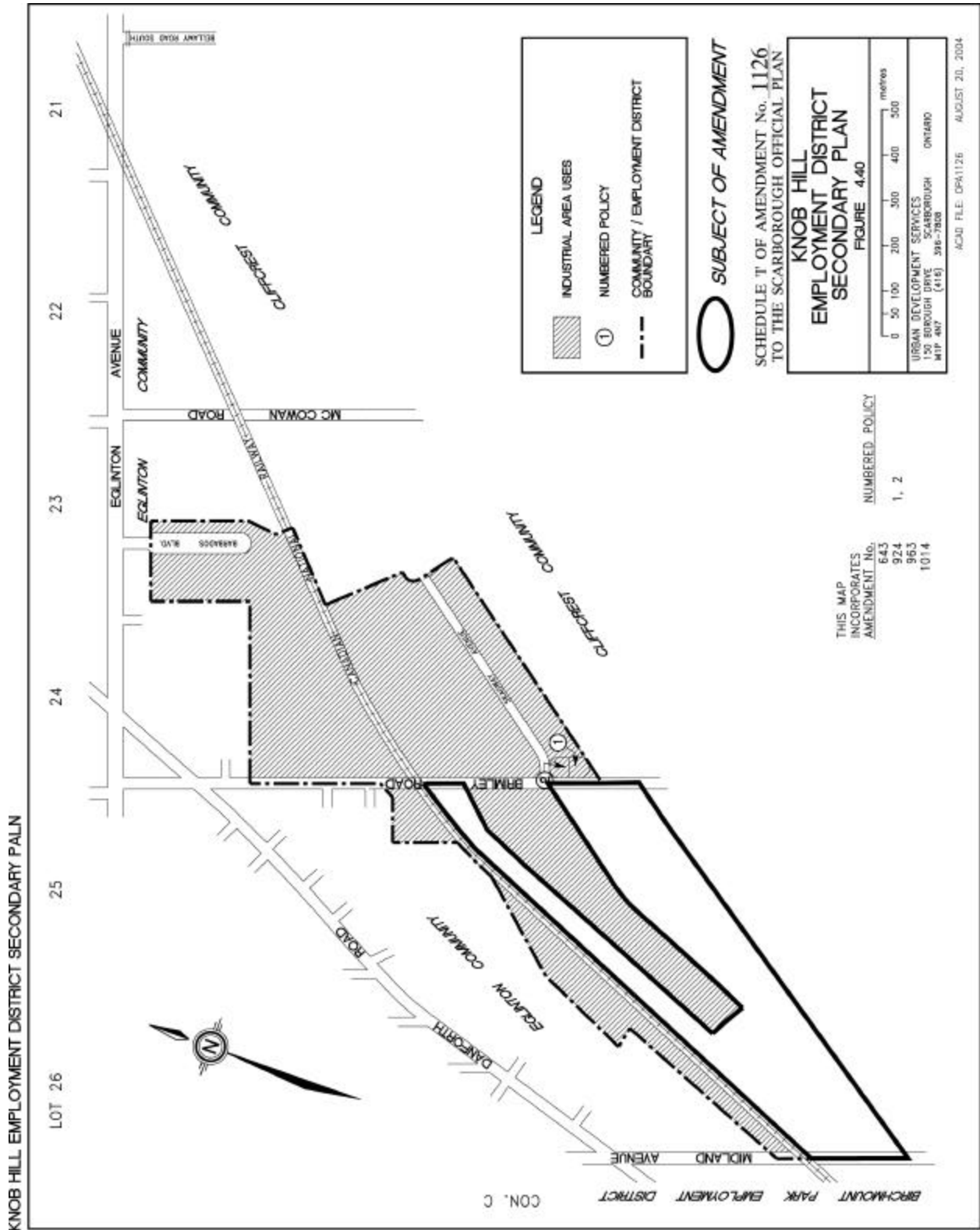
OFFICIAL PLAN AMENDMENT:

- A.
1. Figure 4.40 the Land Use Map for the Knob Hill Employment District Secondary Plan is amended by removing the lands from the Knob Hill Employment District, as shown on Schedule “T”.
 2. Figure 4.10, the Land Use Map for the Cliffcrest Community is amended by adding the lands removed from the Knob Hill Employment District Secondary Plan area to the Cliffcrest Community Secondary Plan area, by deleting the **Special Study Area** designation east of Midland Avenue to Brimley Road, by deleting the **Industrial Area Uses** designation, the **Highway Commercial Uses** designation, and the **Residential Mixed Uses** designation and removing the extension of Andrew Avenue, and introducing **Low Density Residential, Medium Density Residential, Neighbourhood Park, and Open Space** designations, and introducing **Walkway** symbols through the area all as shown on Schedule “II”.
- B.
1. Section 4.10.3, the Numbered Policies of the Cliffcrest Community Secondary Plan is amended by introducing a new numbered Policy 9 as follows:
 9. The following policies apply to the lands identified with numbered policy 9 in the Cliffcrest Community Secondary Plan area:
 1. It is Council’s vision that the development of these lands will result in new residential uses that are compatible with existing low density residential uses, that includes a park as the focus of the neighbourhood, that promotes a high quality of design and superior streetscapes, consistent with the Urban Design policies of the Official Plan and the Council adopted Urban Design Guidelines for the Midland/St. Clair area.
 2. In order to provide additional guidance for the implementation of the above-noted principles and other urban design matters, during detailed consideration of draft plans of subdivision, condominium, conditions to approval of such plans, consents, zoning by-laws and site plans, regard shall be had for the Midland/St. Clair Urban Design Guidelines. Among other matters, the Guidelines address:
 - i) Site organization
 - ii) Built form
 - iii) Streetscapes and landscaping
 - iv) Brimley Road frontage
 - vi) Midland Avenue frontage
 - vi) Northeast corner of Midland Avenue and St. Clair Avenue

3. The Low Density Residential designations with respect to the area shall include only single-detached and semi-detached dwellings.
4. The Medium Density Residential designation with respect to the area shall include only single-detached, semi-detached and townhouse dwellings.
5. Despite provision 4., the Medium Density Residential designation on the northeast corner of Midland Avenue and St. Clair Avenue shall permit an apartment building to a maximum height of 4 storeys and townhouses. Limited ancillary retail uses may be permitted on the ground floor of an apartment building or within a townhouse unit to provide for a live/work opportunity on these lands.
6. Vehicular access for the residential uses abutting Brimley Road shall be achieved only by means of internal residential streets.
7. To avoid conflicts between zones of medium and low densities and to maintain compatibility with the existing low density residential uses, a gradation of density shall be applied in the Secondary Plan or Zoning By-law from the existing low density residential uses.
8. New development shall accommodate cycling/pedestrian trails as generally noted by the Walkway symbols on the land use map.
9. In recognition of the prominence of the intersection of Midland Avenue and St. Clair Avenue as an entry to the community, all development at this intersection shall be subject to site plan control. Council's objective for development on this intersection is to achieve a high quality of design, with buildings situated close to the street edge, with parking areas located to the rear of the buildings or underground, and incorporating pedestrian amenities and landscaping.
10. Holding Provisions in the Zoning By-law may be used to:
 - i) ensure that the necessary infrastructure, servicing and/or transportation improvements are in place to accommodate the development
 - ii) ensure that an appropriate level of land consolidation has occurred to provide for the orderly development of the lands and ensure that the development respects and reinforces the existing development in the area
 - iii) ensure that environmental studies to confirm that the soil conditions and other matters relating to environmental quality meet the

relevant Ministry of the Environment guidelines for the proposed use have been submitted to the satisfaction of the City.

SCHEDULE 'T'



SCHEDULE 'II'

CLIFFCREST COMMUNITY SECONDARY PLAN

