

CITY OF TORONTO

BY-LAW No. 7-2006(OMB)

To adopt Amendment No. 1147 to the Official Plan for the former City of Scarborough with respect to lands municipally known as 350 Danforth Road and a portion of the former CN Rail lands.

WHEREAS the Ontario Municipal Board pursuant to its Order No. 2982 issued on November 10, 2005 and its Order No. 3222 issued on December 9, 2005, upon hearing the appeal of the owner under Section 22(7) of the *Planning Act*, determined to amend the Official Plan for the former City of Scarborough;

THEREFORE, the Official Plan for the former City of Scarborough is amended as follows:

1. The text and maps attached hereto as Schedule "A" are hereby adopted as amendments to the Official Plan of the former City of Scarborough.
2. This is Official Plan Amendment No. 1147.

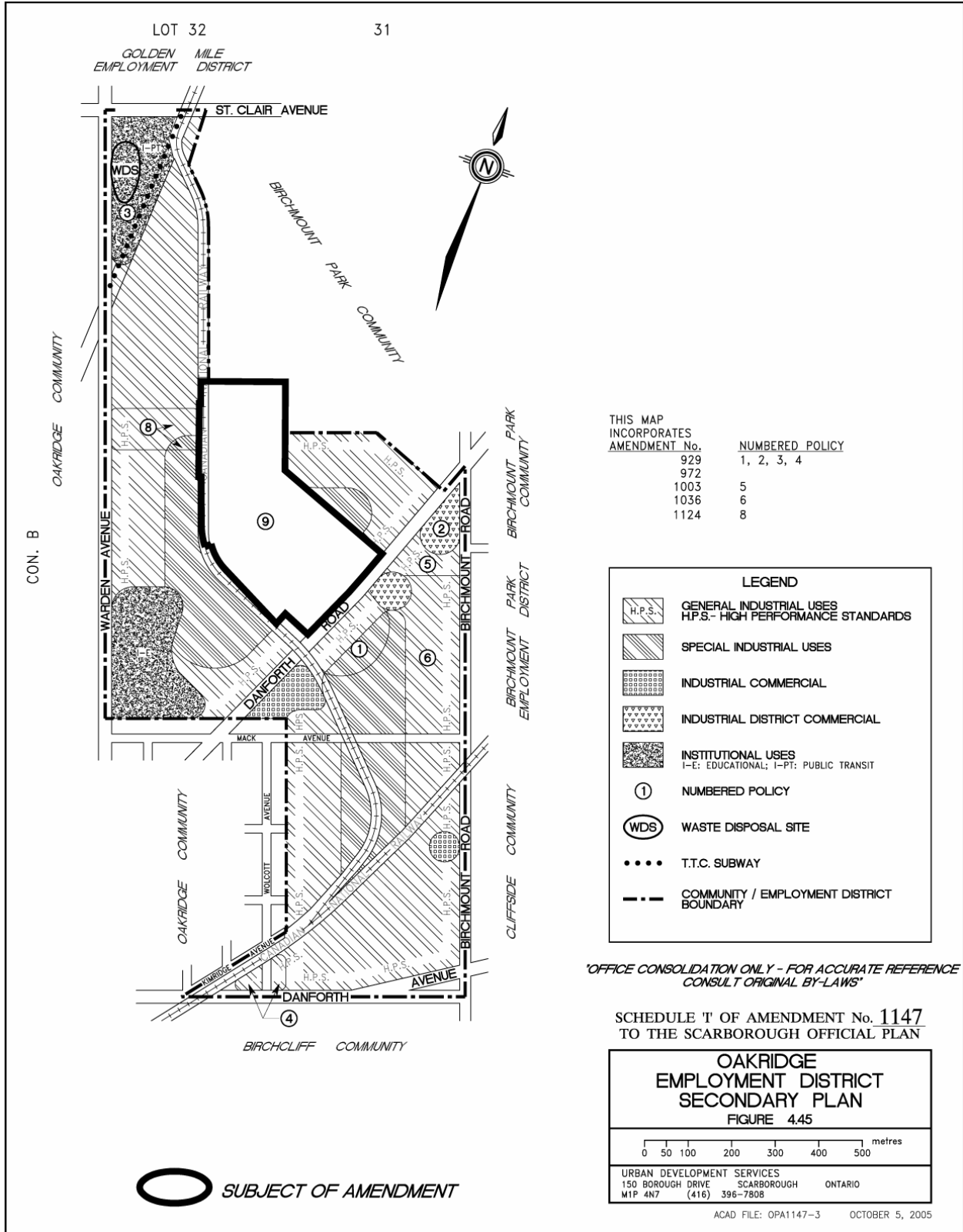
PURSUANT TO THE ORDER/DECISION OF THE ONTARIO MUNICIPAL BOARD ISSUED ON NOVEMBER 10, 2005 AND DECEMBER 9, 2005 IN BOARD CASE NO. PL050181.

SCHEDULE “A”

A. Section 4.45, the Oakridge Employment District Secondary Plan is amended as follows:

1. Figure 4.45, the Land Use Map for the Oakridge Employment District Secondary Plan, is amended by deleting the land use designations and adding Numbered Policy 9 to the lands indicated on the attached Schedule ‘I’. Numbered Policy 9 includes Maps 4.45.3.9.1 and 4.45.3.9.2, attached as Schedules ‘II’ and ‘III’ to this amendment.

SCHEDULE 'I'



B. Section 4, Secondary Plans, is amended as follows:

1. Section 4.45.3 of the Oakridge Employment District Secondary Plan, is amended by adding the following numbered policy 9:

9. North-west Side of Danforth Road, north of Mack Avenue

9.1 Notwithstanding any other policies of the Oakridge Employment District Secondary Plan, the lands subject to this policy may be developed as a residential neighbourhood, in accordance with the policy framework set out herein.

9.2 Map 4.45.3.9.1 establishes the Land Use for the subject lands, which will be designated as Neighbourhoods, Mixed Use, or Parks and Open Space Areas.

9.3 Map 4.45.3.9.2 establishes priorities for linkages and connections to be established through the development of these lands.

9.4 Neighbourhoods

9.4.1 Neighbourhoods will consist of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes, townhouses and interspersed walk-up apartments. Parks, local institutions, home occupations, and cultural and recreational facilities are also permitted.

9.4.2 Local institutions play an important role in the rhythm of daily life in Neighbourhoods and include such uses as schools, places of worship, community centres, libraries, day nurseries and private home daycare, seniors and nursing homes and long-term care facilities, public transit facilities, utility and telecommunications installations, and public services and facilities provided by the local, provincial and federal governments.

9.4.3 Development will respect and reinforce the physical patterns and character of established Neighbourhoods, with particular regard to:

- (a) patterns of streets, blocks and lanes, parks and public building sites;
- (b) size and configuration of lots;
- (c) heights, massing, scale and type of dwelling unit compatible with that permitted by the zoning by-law for nearby residential properties;
- (d) prevailing building type(s);
- (e) setbacks of buildings from the street or streets;
- (f) prevailing patterns of rear and side yard setbacks and landscaped open space;
- (g) continuation of special landscape or built-form features that contribute to the unique character of a neighbourhood; and
- (h) conservation of heritage buildings, structures and landscapes.

- 9.4.4 Zoning by-laws will contain numerical site standards for matters such as building type and height, density, lot sizes, lot depths, lot frontages, parking, building setbacks from lot lines, landscaped open space and any other performance standards to ensure that new development will be compatible with the physical character of established residential Neighbourhoods.
- 9.4.5 Infill development on properties that vary from the local pattern in terms of lot size, configuration and/or orientation in established Neighbourhoods will:
- (a) have heights, massing and scale appropriate for the site and compatible with that permitted by the zoning for adjacent and nearby residential properties;
 - (b) provide adequate privacy, sunlight and sky views for residents of new and existing buildings by ensuring adequate distance and separation between building walls and using landscaping, planting and fencing to enhance privacy where needed;
 - (c) front onto existing or newly created public streets wherever possible, with no gates limiting public access; and
 - (d) locate and screen service areas and garbage storage to minimize the impact on existing and new streets and residences.
- 9.4.6 Mitigation measures such as buffering, screening and/or other attenuation will be required for developments adjacent to industrial uses and TTC facilities.

9.5 Mixed Use Areas

- 9.5.1 In Mixed Use Areas development will:
- (a) consist 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; and
 - (b) promote economic health and employment opportunities for local residents, reduce automobile dependency and take advantage of nearby transit services.
- 9.5.2 Large-scale, stand-alone retail stores and/or “power centres” are not permitted in Mixed Use Areas.
- 9.5.3 In Mixed Use Areas development will:
- (a) create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
 - (b) provide new jobs and homes for Toronto’s growing population;

- (c) locate and mass new buildings to provide a transition between areas of different development intensity and scale, particularly providing setbacks from and a stepping down of heights towards, lower scale Neighbourhoods;
- (d) locate and mass new buildings to minimize shadow impacts on adjacent Neighbourhoods during the spring and fall equinoxes;
- (e) locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- (f) provide an attractive, comfortable and safe pedestrian environment;
- (g) have access to schools, parks, community centres, libraries, and childcare;
- (h) take advantage of nearby transit services;
- (i) provide good site access and circulation and an adequate supply of parking for residents and visitors;
- (j) locate and screen service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- (k) provide indoor and outdoor recreation space for building residents.

9.5.4 Mitigation measures such as buffering, screening and/or other attenuation will be required for developments adjacent to industrial uses and TTC facilities.

9.6 Parks and Open Space Areas

9.6.1 The open space system will include a new local park and a stormwater management pond.

9.6.2 Parks and Open Space Areas – Parks will be used primarily to provide public parks and active and passive recreational opportunities.

9.6.3 Development within Parks and Open Space Areas will be limited to the following municipal purposes: recreational, cultural, and community service facilities, conservation projects, and essential public works and utilities (where supported by appropriate assessment).

9.6.4 Parks and Open Space Areas - Natural Areas include open spaces associated with stormwater management practices.

9.6.5 Any development provided for in Parks and Open Space Areas will:

- (a) protect, enhance or restore trees, vegetation and other natural heritage features;
- (b) preserve or improve public visibility, safety and access, except where access will damage sensitive natural heritage features or areas, or unreasonably restrict private property rights;

- (c) maintain, and where possible, create linkages between parks and open spaces as part of continuous recreational and pedestrian corridors;
- (d) maintain or expand the size and improve the usability of publicly owned parks and open spaces for public park, recreational and cultural purposes;
- (e) respect the physical form, design, character and function of Parks and Open Space Areas; and
- (f) provide comfortable and safe pedestrian conditions.

9.6.6 No city-owned lands in Parks and Open Space Areas will be disposed of.

9.7 URBAN DESIGN

9.7.1 Development of the subject lands will respect the urban design principles of this section which have been established to guide the development of this new neighbourhood. Urban design guidelines adopted by Council to provide further guidance will also be respected.

9.7.2 The public realm will be designed to support integrated and connected communities, to create a pedestrian friendly and transit supportive environment, and to promote a sense of safety and community identity.

9.7.3 The new park will be created as the focal point of the community. Where possible, new developments will front onto the park across public streets.

9.7.4 The park will be visually and physically integrated with adjacent open spaces.

9.7.5 Man-made open spaces, such as stormwater management ponds, will be designed to be esthetically pleasing and incorporate landscaping and pedestrian amenities.

9.7.6 A safe, attractive and connected pedestrian environment will be created to make walking an attractive and effective means of movement through the area, and to encourage transit use by existing and future residents and employees.

9.7.7 New streets will be designed as pedestrian oriented public streets with an urban character and right-of-way widths appropriate to their function.

9.7.8 Upgraded streetscape treatments such as pedestrian scale lighting, decorative paving, street furniture, gateway features, and enhanced landscaping will be provided along key streets including:

- (a) Danforth Road;
- (b) Streets adjacent to the park and streets leading to the park.

9.7.9 The built form and streetscape on Danforth Road will be designed to support mixed use developments and promote a vibrant street frontage.

9.7.10 Developments will be physically integrated within the new community and with the surrounding urban fabric and the rest of the City. Pedestrian connections and linkages will be provided to existing communities, schools, bus and subway stations, stops, and terminals, existing natural areas and open spaces, and proposed new parks and open spaces.

The potential linkages and connections shown on Map 4.45.3.9.2 include connections to arterial roads, key linkages between neighbourhoods, linkages to natural and open space areas, and pedestrian and bicycle routes, etc. The detailed planning of the road and pedestrian networks will ensure that these linkages and connections are achieved, and may entail one or more routes to achieve each element.

Connection objectives include the following:

- (a) A continuous north-south green pedestrian corridor extending from Danforth Road to the north end of the subject lands. The green pedestrian corridor will consist of open spaces with walkways and/or trails, sidewalks along public streets, and other necessary elements. Appropriate landscaping and public amenities such as lighting and seating will be provided in the green pedestrian corridor, and public safety will be a key consideration. The green pedestrian corridor should be designed to be as direct as possible to encourage pedestrian movement in the area;
- (b) Connections to existing streets and places:
 - (i) Pedestrian walkway connection between 350 Danforth Road and Santamonica Boulevard;
 - (ii) Street connections to Danforth Road; and
 - (iii) Pedestrian connections to schools.
- (c) Connections to TTC bus and subway stations, stops, and terminals:
 - (i) Linkages between the TTC Warden Station, and the green pedestrian corridor;
 - (ii) Mid-block breaks and walkways near TTC bus stops along Danforth Road.
- (d) Linkages between neighbourhoods:
 - (i) Protect for future public street linkages between the subject lands and the area north of the Bell Estate;
 - (ii) Protect for future public street linkages between the subject lands and Warden Avenue.

- 9.7.11 Built form will frame the edges of streets and parks, promote community identity at prominent locations, and support a pedestrian friendly walking environment. Diverse building types with high quality architecture will be encouraged.
- 9.7.12 The lowest densities will be permitted in low-rise residential areas, further away from the arterial roads, especially in areas near the existing low density residential neighbourhoods. Mixed use development with mid-range densities and heights will be permitted and encouraged along the arterial road frontage of Danforth Road.
- 9.7.13 Physical development of buildings, streetscapes, parks and other spaces will be encouraged to promote a sense of safety and reduce the incidence and fear of crime through careful and effective design.
- 9.7.14 In the planning and design of public and private buildings and spaces, a range of public art opportunities, some reflecting the area's history and identity, will be pursued.
- 9.7.15 Where appropriate, development of the subject lands will incorporate elements representing the heritage and history of the area, through:
- (a) Incorporating heritage elements, themes or commemoration into building design;
 - (b) Incorporating heritage elements, themes or commemoration into the design of view corridors and open spaces;
 - (c) Installing public art;
 - (d) Creating historic markers and plaques; and
 - (e) Introducing historically relevant names for new streets and other public places.

9.8 COMMUNITY SERVICES AND FACILITIES

- 9.8.1 Residential redevelopment of the subject lands will place additional demands on existing community services and facilities. Development of these lands should contribute to expanded community services and facilities and ensure that they will be:
- (a) delivered in a timely manner to support residential growth;
 - (b) located in close proximity to the new residents;
 - (c) located in highly visible and accessible locations with strong pedestrian and transit connections;
 - (d) incorporated as part of development sites or as stand alone facilities, and where possible, to allow for the sharing of facilities, including joint programming; and

- (e) designed in a manner that promotes the development of flexible multi-purpose facilities which can be adjusted to meet the varied needs of all residents.

- 9.8.2 Where the provision of community services and facilities cannot be achieved on site, consideration will be given to accepting appropriate contributions pursuant to Section 37 of the *Planning Act* to help the City achieve this objective at convenient locations.
- 9.8.3 Community services and facility priorities include but are not limited to: a community centre, a community health centre, multi-purpose community service space, child care facilities, and a parent and child resource centre.
- 9.8.4 It is recognized that there is an existing shortfall of community recreation facilities in the surrounding area, and early provision of a community centre is of primary importance. Accordingly, in considering development approvals Council may determine that this priority takes precedence over achievement of other community services and facilities and housing objectives of this Plan.

9.9 PARKS, OPEN SPACES, AND NATURAL HERITAGE

- 9.9.1 The development of a local park south of St. Clair Avenue, with the ability to be expanded in the future to approximately 2.0 to 2.5 hectares in size, is of primary importance to meet community needs. The general location for the park is shown on Map 4.45.3.9.1, Land Use.
- 9.9.2 The adverse impacts of development on adjacent properties and on parks and open spaces, including shadows, noise, traffic and wind, will be minimized.
- 9.9.3 All development will be subject to the dedication of 5% of lands for parks purposes for residential development and 2% for all other uses unless the alternative parkland dedication rate applies.
- 9.9.4 Lands for park and recreational purposes will be provided pursuant to Section 42(3) of the *Planning Act*, R.S.O. 1990, at an alternative parkland conveyance rate of up to 1 hectare of land for every 300 dwelling units, which may be taken as a cash payment in lieu of a land dedication. To achieve Council's priority for parkland, a minimum parkland dedication rate of 0.4 hectares per 300 dwelling units, or 5% of the land area, whichever is greater, will be applied.
- 9.9.5 The specific combination of land and/or cash-in-lieu of land will be determined as part of the consideration of each specific proposal.

9.10 HOUSING

- 9.10.1 A wide range of housing tenure and affordability levels will be promoted. The housing stock will reflect the diversity of the City's residents and their housing needs, with a wide range of housing types, sizes and affordability, encompassing ownership and rental housing to ensure the development of a diverse, mixed income community.
- 9.10.2 Large residential developments provide an opportunity to achieve a mix of housing in terms of types and affordability. On large sites, generally greater than 5 hectares in size:
- (a) a minimum of 30% of the new housing units will be in forms other than single-detached and semi-detached houses, such as row housing, triplexes, and multi-unit residential buildings; and
 - (b) a minimum of 20% of the new housing units must be affordable.
- 9.10.3 Any planning approvals or disposition of City-owned lands will consider the ability of such lands to deliver *affordable ownership housing* and/or *affordable rental housing*.
- 9.10.4 Housing Definitions
- (a) "*affordable rental housing*" means housing where the total monthly shelter costs (gross monthly rent including utilities – heat, hydro and hot water – but excluding parking and cable television charges) is at or below one times the average City of Toronto rent, by unit type (number of bedrooms), as reported annually by the Canada Mortgage and Housing Corporation.
 - (b) "*affordable ownership housing*" is housing which is priced at or below an amount where the total monthly shelter cost (mortgage principle and interest – based on a 25-year amortization, 10% down payment and the chartered bank administered mortgage rate for a conventional 5-year mortgage as reported by the Bank of Canada at the time of application – plus property taxes calculated on a monthly basis) equals the average City of Toronto rent, by unit type, as reported annually by the Canada Mortgage and Housing Corporation.
Affordable ownership price includes GST and any other mandatory costs associated with purchasing the unit.

9.11 TRANSPORTATION

- 9.11.1 The area will be planned and designed to encourage walking, cycling, and transit use as a means to reduce the use of private automobiles.

- 9.11.2 New street connections to the surrounding arterial road network will align with existing streets where possible and will provide a number of choices for safe access to the various parts of the community. Location and spacing of street connections will be designed to ensure safe and effective functioning of existing and future traffic controls.
- 9.11.3 Right-of-way widths for new streets will reflect the function of the street in serving the community, with adequate space for all the necessary components such as pavement, sidewalks, utilities and street trees, and must accommodate emergency and other municipal services.
- 9.11.4 On-street parking will be permitted where appropriate to enhance street activity, provide a buffer between vehicular traffic and sidewalks, create a desirable pedestrian environment and contribute to the community's parking supply.
- 9.11.5 The provision of bicycle parking will be encouraged in all public and private development projects.
- 9.11.6 Public Transportation systems provide an essential service. Facilities necessary to the operation of the transit system are permitted within all land use designations. New developments will be planned and designed so as not to negatively impact on the operation and maintenance of the public transit system and to mitigate impacts such as noise, vibration, electromagnetic interference, and traffic congestion.

9.12 INDUSTRIAL USES

- 9.12.1 Where industrial uses in the neighbouring employment area will be in close proximity to new sensitive uses, buffers, screening, berming and/or other attenuation measures will be implemented based on studies and analysis to be conducted by the developers of the sensitive uses, to the satisfaction of the City.
- 9.12.2 For sensitive uses developed in proximity to industry, warning clauses may be required to in any agreements imposed as a condition of approval such as subdivision or site plan agreements, and in agreements of purchase and sale.

9.13 ZONING

- 9.13.1 The zoning by-law will secure important physical elements of development, and establish standards for development and built-form. The zoning by-law will regulate uses, heights, setbacks, building massing, floorplates, parking and other matters, as appropriate.

- 9.13.2 Council will withhold the enactment of implementing zoning by-laws for development until satisfactory arrangements have been made to secure the timely provision of community facilities in accordance with the priorities of this Plan, and/or other fundamental infrastructure, or mitigation measures, in accordance with the policies of this Plan.
- 9.13.3 To provide for the orderly sequencing of development and appropriate infrastructure and services, the holding symbol provisions of Section 36 of the *Planning Act*, as amended, may be utilized. Where a holding symbol is in place, development may not take place before the holding symbol is removed through a by-law amendment. The Zoning By-law may specify certain existing uses, interim uses and minor alterations that are permitted without requiring the removal of the holding symbol.
- 9.13.4 The holding symbol may be removed incrementally or in phases, upon application by the owner to the City and only as the appropriate plans and studies have been provided and appropriate conditions secured through an agreement or agreements binding on the owner entered into pursuant to Section 37, 41, 51 or 53 of the *Planning Act*. The plans and studies which may be required include:
- (a) Housing Issues Update;
 - (b) Community Facilities and Services Update;
 - (c) Archaeology Assessment and Heritage Impact Statement;
 - (d) Arborist/Tree Preservation Report;
 - (e) Environmental Site Assessments or other reports with respect to relevant environmental considerations, including compatibility with adjacent uses;
 - (f) Transportation Impact Study and Update, including appropriate consideration of parking, loading, and traffic operations, and assessing the impact the proposed development will have on road operations and on transit operations, buildings and structures, mitigation of the impacts of transit operations on the proposed development, and proposing measures to optimize pedestrian connections to from the development to the TTC Warden Station;
 - (g) Servicing and Stormwater Management Report; and
 - (h) Consideration of financial implications and the timing of the provision of municipal infrastructure and services set out above.

9.14 PLANS OF SUBDIVISION

- 9.14.1 Major development blocks will be created by plan of subdivision in accordance with Section 51 of the *Planning Act*, as amended. Major development blocks may be further divided by plan of subdivision, by exemption from part lot control, or by consent to sever.

9.14.2 All division of land will create land parcels that facilitate development consistent with the intent and objectives of this Plan and which can be feasibly developed in accordance with urban design guidelines adopted by Council.

9.15 SITE PLAN CONTROL

9.15.1 Applications for Site Plan Approval will be reviewed to ensure consistency with the objectives and policies of this Plan. The site plan approval process will be used to implement urban design guidelines adopted by Council. Site plan review will consider the context of a proposal within the larger block on which the site is located to ensure coordinated development.

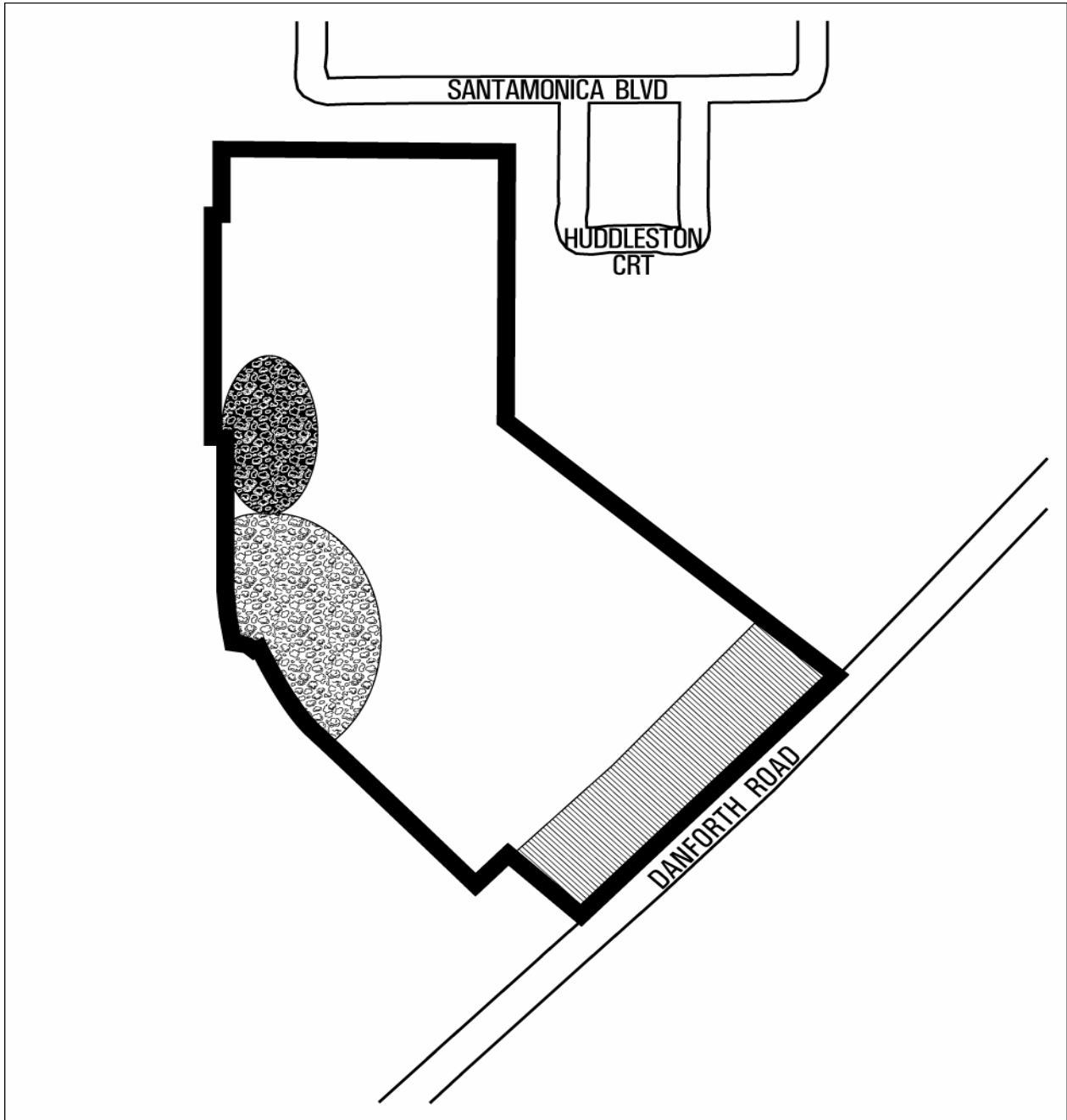
9.16 SECTION 37

9.16.1 Section 37 of the *Planning Act* will apply to increases in height and density as set out in the Zoning By-law. Agreements pursuant to Section 37 of the *Planning Act* may be used to secure facilities and matters including community benefits such as:

- (a) the conservation of heritage resources designated and/or listed on the City's Inventory of Heritage Properties;
- (b) fully furnished and equipped non-profit child care facilities;
- (c) public art;
- (d) other non-profit arts, cultural, community or institutional facilities;
- (e) parkland and/or park improvements and enhanced pedestrian connections to parkland;
- (f) public access to ravines and valleys;
- (g) streetscape improvements on the public boulevard not abutting the site;
- (h) purpose built rental housing with mid-range or affordable rents, land for affordable housing, or, at the discretion of the owner, cash-in-lieu of affordable rental units or land; and
- (i) improvements to transit facilities including pedestrian connections such as direct connections to the Warden Subway Station.

9.16.2 Section 37 community benefits will be selected on the basis of local community needs, the nature of the development application, any implementation guidelines or plans adopted by Council and the strategic objectives and policies of this Plan.

SCHEDULE 'II'
Map 4.45.3.9.1 Land Use








TORONTO City Planning Division

Official Plan Amendment # 1147 - Schedule II

350 Danforth Road and former CN Rail Spur

Map 4.45.3.9.1 Land Use
(Numbered Policy 9)

-  Subject of Amendment - Numbered Policy 9
-  Neighbourhoods
-  Natural Areas
-  Parks
-  Mixed Use Areas



Not to Scale
10/05/05

SCHEDULE 'III'

Map 4.45.3.9.2 Potential Linkages and Connections

