

CITY OF TORONTO

BY-LAW No. 1100-2006(OMB)

**To adopt Amendment No. 1123 to the Official Plan for the former City of Scarborough
with respect to lands municipally known as 2055 Kennedy Road.**

WHEREAS the Ontario Municipal Board, by way of Order No. 1212 issued on the May 12, 2005, determined to amend the former City of Scarborough Official Plan with respect to lands municipally known as 2055 Kennedy Road;

THEREFORE the Ontario Municipal Board HEREBY APPROVES as follows:

- 1.** Amendment No. 1123 of the Official Plan of the former City of Scarborough, consisting of the attached text and map designated as Schedule "I" is hereby ordered.
- 2.** The Canderel Stoneridge Agincourt Centre Redevelopment, Urban Design Guidelines, prepared by Urban Strategies, dated April 2005, is hereby approved and shall be appended as an appendix to the Official Plan of the former City of Scarborough.

PURSUANT TO ORDER/DECISION NO. 1212 OF THE ONTARIO MUNICIPAL BOARD
ISSUED ON MAY 12, 2005 IN BOARD CASE NO. PL020411.

AMENDMENT NO. 1123 TO THE OFFICIAL PLAN**OF THE FORMER CITY OF SCARBOROUGH****1309230 ONTARIO LIMITED
(CANDEREL STONERIDGE EQUITY GROUP)
2055 KENNEDY ROAD**

The following Text and Map, designated as Schedule “T”, constitute Amendment No. 1123 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 Agincourt Centre Community Secondary Plan).

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

Appendix 1 of Amendment No. 1123 consists of the Canderel Stoneridge Agincourt Centre Redevelopment, Urban Design Guidelines, prepared by Urban Strategies, dated April 2005 which are referenced in the policy text in this Amendment, but do not themselves constitute Official Plan policies.

PURPOSE AND LOCATION:

The subject site is irregular in shape and located at the east end of Sufferance Road and comprises 6.8 hectares (16.75 acres). The main access to this development is from the existing Sufferance Road entrance connected to Kennedy Road. Immediately along the north property line is the Canadian Pacific Railway Belleville Subdivision rail line. Beyond this rail line is a mix of office, recreation, education, auto and vacant parcel uses on Cowdray Court as well as Collingwood Park. South of the site is Highway 401. At the north-east corner of the site, the Canadian Pacific rail line bridges over the GO Transit Uxbridge Subdivision line (former Canadian National Railway). Located east of this GO rail line is the Bendale branch of the Highland Creek. Beyond the watercourse, to the east, are industrial operations. The property is abutted on the west by a 12-storey office building, on the north side of Sufferance Road. To the south-west of the site is an 11-storey hotel which is located on the south side of Sufferance Road.

The purpose of Official Plan Amendment No. 1123 is to provide for a new neighbourhood of approximately 2,100 residential units primarily within apartment buildings with varying heights from 20 to 37 storeys. The balance of the units are in townhouse blocks. Two office buildings are also proposed with heights of 20 and 10 storeys.

The development would result in an overall gross density of approximately 3.0 times the property for all land uses including residential units, office, commercial and retail uses.

At the north-east corner of the site, a future trans-modal station (future Sheppard subway extension and bus terminal) is being anticipated with extension of the Sheppard subway and possible GO Transit improvements.

A rectangular park block, (approximately 0.686 hectares or 1.69 acres in size), is to be created as part of the subdivision, located at the north-west corner of the Sufferance Road extension and Street C.

BASIS:

The proposed development is located in the central part of a well-established community known as the Agincourt Centre Community. The site is surrounded by a considerable mixture of land uses. Industrial and office uses exist to the north, east and west of the property. The proposed residential development will create a new neighbourhood within the Agincourt Centre Community which will be well serviced by future public transit improvements, community services and the existing road network. With the anticipated arrival of the extension of the Sheppard subway line and a bus terminal at the north-east corner of the property, the entire area and immediate area will, in all likelihood, be redefined over time. GO Transit also has expansion plans to enhance services and operations along their rail line abutting this site and to locate a new GO station in the area.

The Office Use designation is to be replaced with Medium Density Residential, High Density Residential, Commercial Mixed Uses, Office Uses, Office Uses and Institutional-Institutional-Public Utilities and Neighbourhood Park.

The purpose of the Canderel Stoneridge Agincourt Centre Redevelopment, Urban Design Guidelines is to establish the design principles that will direct the detailed planning of the property. The guidelines are intended to assist individual developers with the preparation of draft plans of subdivision or condominium, conditions of approval of such plans, Zoning By-laws, consent and site plans and to also provide a framework for the City to review and assess the urban design aspects of these applications.

OFFICIAL PLAN AMENDMENT:

- A. The Agincourt Centre Community Secondary Plan, Land Use Plan, Figure 4.3, is amended, for lands located at the terminus of Sufferance Road, north and south of Sufferance Road, municipally known as 2055 Kennedy Road as indicated on the attached Schedule '1' as follows:
1. The **Office Use** designation is deleted and replaced by, **Medium Density Residential, High Density Residential, Commercial Mixed Uses, Office Uses, Offices Uses and Institutional-Institutional-Public Utilities, and Neighbourhood Park.**
 2. Numbered Policy 7 is deleted for this property.
 3. Numbered Policy 12 is added for this property.
- B. The Agincourt Centre Community Secondary Plan, Maximum Densities Pre-Subway Map, Figure 4.3.1 is amended by deleting Overall Site Densities of 1.5 and adding the boundary of the property, adding residential densities, "**High Density Residential**" and "**Medium Density Residential**" and overall site density of 3.0 as shown on the attached Schedule '2'.
- C. The Agincourt Centre Community Secondary Plan, Estimated Unit Count Map, Figure 4.00 is amended by deleting the "OU" notation for the site, adding the boundary of the property and adding, "RH", "RM" and "D2100" for the subject property as shown on the attached Schedule '3'.
- D. The Agincourt Centre Community Secondary Plan, Section 4.3.3, Numbered Policies Section is amended by adding, Numbered Policy 12 as follows:

12. East End of Sufferance Road, North and South of Sufferance Road

- 12.1 The Canderel Stoneridge Agincourt Centre Redevelopment, Urban Design Guidelines, provide a framework for re-development in the area and are to be read in conjunction with the urban design policies of the Official Plan. Preparation of draft plans of subdivision or condominium, conditions of approval of such plans, Zoning By-laws, consent and site plans shall have regard for the above-noted Urban Design Guidelines.
- 12.2 Single-family dwellings and semi-detached dwellings shall not be permitted.

- 12.3 Amendments to the Zoning By-law to permit an increase in the height or density of development may require the provision of facilities, services or matters to improve the landscaping, pedestrian, transportation and/or other community facilities, amenities and/or services available for this area, pursuant to Section 37 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended. Matters to be provided include:
- (a) The owner of the lands, at its expense and in accordance with, and subject to, the agreements referred to in Section (b) herein, shall provide or fund the following facilities, services and matters, in exchange for the increase in density, prior to issuance of Building Permits, as follows:
 - (i) a financial contribution to the City of Toronto for a public art budget of \$100,000 in accordance with the agreement under Section (b);
 - (ii) two non-profit day care facilities in accordance with the agreement under Section (b);
 - (iii) a pedestrian pathway to connect the pathway at the northern boundary of the CPR line to the asphalt path in Collingwood Park and a connection from that asphalt path to Collingwood Street in accordance with the agreement under Section (b);
 - (iv) the conveyance of a parcel of land, referred to as Block 8 in plan of subdivision, located at the north-east corner of the lands, south-west of where the Canadian Pacific Railway and the GO Transit rail lines intersect, to the City for public purposes, including but not limited to construction of and use as a future bus and subway terminal and/or transit related purposes in accordance with the agreement under Section (b).
 - (b) The owner of the lands shall enter into one or more agreements with the City of Toronto pursuant to Section 37 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to secure facilities, services, and matters referred to in Section (a) herein, which agreement shall be registered as a first charge on title to the lands to which this By-law applies.
- 12.4 Notwithstanding Section 3.1.3 (Medium Density Residential), Section 3.1.4 (High Density Residential) of the Official Plan, the maximum net densities set out for Medium Density Residential and High Density Residential, as well as, the Residential Densities as set out in the legend of Figure 4.3.1, (Agincourt Centre Maximum Densities Pre-Subway), shall not apply, provided the maximum overall site shall not

exceed 3.0 times the site area as shown on Figure 4.3.1, Agincourt Centre Maximum Densities Pre-Subway.





