

**MORNINGSIDE HEIGHTS COMMUNITY
SECONDARY PLAN**

3. MORNINGSIDE HEIGHTS COMMUNITY SECONDARY PLAN

The following policies and principles apply to the area referred to as the Morningside Heights Community, as outlined on Map 3-1.

1. GENERAL POLICIES

1.1 Community Concept

- 1.1.1 The Morningside Heights Community will be a distinctive quality community which forms a compatible transition between the Rouge Valley to the east and the Tapscott Employment Area west of the community. It includes provision of a business park employment corridor to the south and west, two residential neighbourhoods which provide transit supportive housing in strategic locations, a variety of housing types, and areas of special design attention including areas with scenic or environmental characteristics. In addition, special attention will be focused on the significant woodlot area, the Rouge Park interface, Morningside Tributary corridor and other environmentally sensitive lands adjacent to and within the community in order to preserve and enhance the environmental function of these features. Similarly, particular attention will be given to acoustical requirements to establish a compatible relationship between the proposed residential community and the Tapscott Employment Area.
- 1.1.2 As a community located in an area of considerable significance in terms of open space and environmental features, the pattern of development will be based on respect for the environment and on provision of complementary networks of linked open space incorporating facilities for walking and cycling. Development in the Secondary Plan area is intended to reflect and implement the objectives, goals and policies of the *Rouge Park Management Plan*.
- 1.1.3 A range of supporting facilities will be provided within the Morningside Heights Community to meet the needs of residents for school education and for convenience and neighbourhood shopping. Certain other facilities, such as higher order shopping, are available nearby in the Malvern Community.
- 1.1.4 The Morningside Heights Community will provide approximately 2,500 housing units in a range of ground-related housing forms, including detached, semi-detached, street-townhomes and other low scale forms of multiple dwellings. In those areas having particular scenic attributes and environmental features, special design attention will be focused on residential developments at both low and medium density.

1.2 Land Use

1.2.1 *Neighbourhoods*

Notwithstanding the provisions of the *Neighbourhoods* designation, the permitted residential uses in this community are limited to detached, semi-detached, and street-townhouse dwellings, with all lots having individual frontage on a public street. Schools, day care facilities, home occupations, excluding offices in dwellings, and parks are also permitted uses. In some locations shown as Neighbourhood Area "A" on Map 3-1, block townhouses and similar low scale housing forms at a maximum height of four storeys and a maximum density of 100 units per hectare will also be permitted.

A variety of freehold housing forms, ranging from large lot detached homes to urban-scaled townhouses is intended to be accommodated in the *Neighbourhoods* designation.

Particular design attention will be focused on achieving transit-supportive development in areas within walking distance of arterial roads and future transit routes, and on housing developments which relate to entranceways, special focal points and other identified locations, including those having the advantage of proximity to major open space amenities or vistas to the valley corridors.

Satisfactory noise and air quality conditions will be provided for all residential development, in accordance with Chapter 3 of the Official Plan and in Sections 2.2, 2.3, 2.4 and 2.5 of this Secondary Plan.

1.2.2 *Employment Areas*

1.2.2.1 The primary purposes of the *Employment Areas* designation are to provide:

- a) industrial and office employment opportunities;
- b) acoustical and visual buffering between the Morningside Heights residential community and the industrial uses to the west; and
- c) a high quality streetscape edge on the west side of Morningside Avenue.

1.2.2.2 Notwithstanding the provisions within the *Employment Areas* designation, the following uses may be provided for in the implementing Zoning By-law:

- a) light industrial uses (in accordance with the Ministry of Environment Guideline D-6);
- b) offices;
- c) financial institutions;
- d) training and educational facilities;
- e) recreational uses; and
- f) restaurant, combined with and secondary to one of the above uses.

1.2.2.3 In addition, retail uses and places of worship may be provided for on lands south from a point 120 metres south of the Hydro One R.O.W. Lands accommodating retail uses will not exceed 40 per cent of the total net site area of the *Employment Areas* lands within this area. Training and educational facilities and recreational uses will be conducted wholly within an enclosed building. Retail uses will be oriented to the proposed intersections to the greatest extent possible.

Further, community centre and library facilities will be permitted within the *Employment Areas* lands north of the Hydro One R.O.W.

1.2.2.4 Lands at the southwest and southeast quadrants of the Morningside Avenue and Finch Avenue East extensions are intended to develop with a wide range of commercial facilities. The maximum site area for the southwest quadrant will be approximately 4 hectares, and for the southeast quadrant, approximately 2 hectares. In addition, it is intended that an approximately 1 hectare commercial centre be developed within the *Employment Areas* designation, north of the Hydro One R.O.W, to provide local convenience retail, personal service and professional office facilities serving the surrounding neighbourhood.

If day care facilities or other sensitive land uses are proposed within the *Employment Areas* designation, such uses will be conditional upon satisfaction of Chapter 3 of the Official Plan and the Implementation provisions in Sections 2.2, 2.3, 2.4 and 2.5 of the Secondary Plan.

- 1.2.2.5 The Zoning By-law and site plan control will be utilized to regulate building setbacks, building orientation, berming, sound fencing and other screening techniques in order to maximize and provide sufficient acoustical and visual buffering. Nothing in this section is intended to or will detract from other policies in the Morningside Heights Secondary Plan with respect to acoustical and visual mitigation.

The Zoning By-law will require that the combined side yard setbacks for each lot west of Neilson Road backing onto the CPR Havelock line not exceed 15 metres. Loading and garbage storage will be located at the rear of buildings or otherwise screened from view of residential areas.

1.2.3 *Parks and Open Space Areas*

Notwithstanding the provisions for *Parks and Open Space Areas* in Section 4.3 of the Official Plan, this designation is divided into five sub-categories, as shown on Map 3-1.

- a) *Parks and Open Space, Area "A" (Valley);*
- b) *Parks and Open Space, Area "B" (Woodlot);*
- c) *Parks and Open Space, Area "C" (Golf Course);*
- d) *Parks and Open Space, Area "D" (Park); and*
- e) *Parks and Open Space, Area "E" (Buffer Reserve).*

a) Area "A" (Valley)

This sub-category of the *Parks and Open Space Areas* designation applies to certain valleylands internal to the Morningside Heights Secondary Plan. Permitted uses are limited to conservation and passive recreation, including pedestrian and cycling facilities where these do not interfere with the applicable environmental protection requirements, and necessary storm water facilities and road crossings in accordance with the policies of this Secondary Plan. The most important of the valleylands is the Rouge Valley, which is immediately east of the Morningside Heights Secondary Plan. Additional policies with respect to land adjacent to the Rouge Valley are contained in the Natural Environment section of this Secondary Plan.

The most significant feature within the Morningside Heights Community is the Morningside Tributary. It is intended that the Morningside Tributary be maintained and regenerated as a corridor of primarily passive and natural open space. The Morningside Tributary corridor is to be a minimum of 100 metres in width from a point approximately 400 metres north of the storm water diversion structure (at which point the well-defined valley commences) and south to the CPR Belleville Subdivision rail corridor. North of that point, the corridor will be of a width defined by the well-defined valley and associated woodlots. These widths are sufficient to accommodate the tributary storm flow, ecological function, and necessary buffers. The storm water diversion structure is to be optimized in accordance with the objectives of the Morningside Tributary Subwatershed Study - Phase II and Addendum and implemented through the Phase III study. Additional policies with respect to land adjacent to the Morningside Tributary are contained in Sections 1.5.1 through 1.5.6 of this Secondary Plan.

Although the Neilson Tributary and the main portion of the Pitchfork Tributary are designated within this sub-category, they are of much lesser significance. The Neilson Tributary has largely been created and used as a farm drainage ditch and is in an ecologically degraded condition through much of its length. The Pitchfork Tributary is largely created by the backup of water from the berm of the railway. The width of the Neilson Tributary is to be a minimum of 30 metres from the Morningside Tributary to Neilson Road. The main portion of the Pitchfork Tributary is to be reflected by an

open space corridor linking the southerly park and school sites with the Morningside Tributary open space, and will be a minimum of 20 metres in width. Policies with respect to Linkages are applicable to these minor watercourses.

b) Area "B" (Woodlot)

This sub-category of the *Parks and Open Space Areas* designation applies to two tableland areas of woodlot on either side of the Morningside Tributary, near Passmore Avenue. It is intended that these woodlot areas be maintained and rehabilitated as appropriate, and protected from any impacts arising from the urbanization of surrounding areas in order to continue as an area of primarily passive and natural open space.

The specific extent of woodlot areas subject to this designation will be determined through detailed review in accordance with Section 1.5.4 of this Secondary Plan.

Permitted uses are limited to conservation and passive recreational uses in accordance with the policies of the Natural Environment Section of this Secondary Plan.

c) Area "C" (Golf Course)

This sub-category of the *Parks and Open Space Areas* designation applies to the tableland areas of the Cedar Brae Golf and Country Club within the area of the Morningside Heights Secondary Plan. The permitted uses are open space, a golf course, driving range, club house and accessory uses related to the golf and country club facility.

d) Area "D" (Park)

The ultimate locations of parks will be determined through detailed subdivision design and parks planning without amendment to the Secondary Plan. The permitted uses are inclusive of open space, outdoor recreation and accessory uses.

e) Area "E" (Buffer Reserve)

A Buffer Reserve, shown as Area "E" on Map 3-1, has been identified adjacent to the Havelock Subdivision rail corridor, initially with a maximum width of 56 metres. This designation applies to developable tableland areas and provides an area within which appropriate buffers, distance separation and mitigation measures will be provided between the railway and industrial uses west of the railway on the one hand, and the residential uses of the Morningside Heights Community on the other hand, based on detailed studies of noise, dust, odours and other potential environmental impacts, in order to achieve a compatible transition of land uses in this location. The Buffer Reserve also provides a potential alignment for the northerly extension of Morningside Avenue to Steeles Avenue, subject to an environmental assessment in accordance with the policies of the Transportation Section of this Plan. In the event that an alignment through the Buffer Reserve and across the Morningside Tributary is approved pursuant to the *Environmental Assessment Act*, no official plan amendment will be required to implement that approval.

The use of the lands needed for buffer purposes may include open space, berms, noise attenuation walls or other features, and visual screening by tree and shrub plantings or other means. Such buffer uses are determined to be required for noise attenuation purposes will be completed prior to occupancy permits being issued for affected residential areas.

If some portion of the lands are not acquired for road purposes in connection with the extension of Morningside Avenue and are not required for these buffer purposes based on the detailed studies of the potential environmental effects as detailed above, such lands will then be considered surplus and may be approved for use in accordance with the adjacent land use designation without amendment to the Secondary Plan.

1.2.4 Utility Corridors

Existing Hydro One facilities are recognized by this designation. However, a significant re-naturalization of the transmission corridor, within the constraints of that use, is intended to be carried out in order to enhance the visual appearance, amenity and function of these lands within the community as an environmental and a recreational linkage. In the future, if the transmission corridor or parts of it are no longer required for utility purposes, then appropriate areas for open space uses will be maintained, while other areas may be used in accordance with the adjacent land use designations without any need for amendment to the Secondary Plan.

The transformer station will be the subject of a detailed noise study in order to determine the appropriate distance separation and/or mitigation measures necessary prior to nearby residential developments proceeding.

1.3 Schools

Elementary schools sites are provided for within areas designated *Neighbourhoods*, and their location within that designation will be finalized as a result of detailed subdivision design and school planning without any need for amendment to the Secondary Plan. If the education authorities determine that a school location is not required, development of that location may proceed in accordance with the underlying or adjacent land use designation without need for amendment to the Secondary Plan.

Wherever possible, elementary school sites will be located in a central location to the population being served and adjacent to a neighbourhood park to enable joint use of open space facilities. Where such a shared use is achieved, school site requirements will be reduced to a minimum size of 1.2 hectares from a minimum requirement of 2 hectares for a stand-alone school facility.

All school sites will be environmentally safe and located a satisfactory distance from incompatible uses including, but not limited to, hydro transmission corridors, railway lines and industrial/commercial uses. Elementary school sites should front onto local (or minor collector) roads to provide safe pedestrian access.

1.4 Urban Design

The urban design principles that are to govern the development of the Morningside Heights Community are based on regard for the natural environment and the established context of surrounding lands and uses. In order to create a residential community of the intended quality, distinctive character and sense-of-place:

- a) the residential community will be a distinct community, well defined by the Rouge Park boundary and the extension of Morningside Avenue. It is anchored by its relationship to significant natural features of unusual visual amenity and by linkages to these throughout the community. A common design theme will further provide cohesion and emphasize the sense of community identity. Urban design principles and guidelines for the area are intended to reflect and implement the objectives, goals and policies of the *Rouge Park Management Plan*;
- b) open spaces within and adjacent to the community are to be inter-connected with each other and with schools serving the community by a network of pedestrian/cycle linkages. This will include appropriate design along streets with an open space edge or focus;
- c) points of arrival will be the subject of particular design attention in presenting an appropriate gateway to the community;
- d) the community will be oriented to several focal points, which will relate to natural features and man-made areas of interest, providing gathering places that animate the neighbourhood;
- e) the internal network of streets within the residential community will facilitate pedestrian movement and linkage to the broader pedestrian system. Where appropriate, internal collector streets will incorporate design measures to accommodate public transit service while discouraging the infiltration of regional traffic into the community;
- f) locations of special design attention for both low and medium density residential developments will include those areas having particular scenic attributes;
- g) priority locations for special streetscape attention will include entrance roadways leading into the community, focal points within the community, areas adjacent to scenic or environmental features and locations providing a vista or point of relationship with open space areas. Streetscape considerations will include street planting and furnishings, height and architecture of adjacent buildings, pedestrian/cycle facilities, axial view corridors and other matters;
- h) the design of buildings in proximity to the Rouge Park boundary will take into consideration visual impact along the Park edge; and
- i) in the siting and design of buildings in *Employment Areas* and the adjacent residential areas, particular attention will be given to acoustical requirements which will provide a compatible relationship with the Tapscott Employment area.

1.4.1 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 or condominium, conditions to approval of such plans, zoning by-laws, site plans, and Urban Design Guidelines will also be taken into consideration. Among other matters, the Guidelines address:

- a) elaboration of elements of the Community theme;
- b) community structure including street hierarchy, open space and valley systems, community focal points and residential neighbourhoods;

- c) built form relationships in support of community structure and character;
- d) community edge elements including roads, railway lines, the business park, identity features and gateways;
- e) design guidelines for low and medium density housing, particularly in priority locations such as entranceways and adjacent to areas of special significance;
- f) site plan principles for prominent locations, sensitive areas, the *Employment Areas* commercial and institutional buildings; and
- g) acoustical requirements and mitigation measures to provide compatible land use relationships with the *Employment Areas* within this community and the *Employment Area* to the west.

1.5 **Natural Environment**

1.5.1 Rouge Valley

A 30 metre setback from the Rouge River stable top-of-bank will be established. This setback area will remain undeveloped, save and except that there may be permitted, only to a limited extent, encroachments into the setback by all or part of a public road, in order to ensure appropriate and efficient development of the lands designated for residential use, and where encroachment is permitted, there will be an increase in the setback in other areas, such that an amount of land corresponding to the amount of the encroachment is included in such areas. This setback area will function as a buffer to assist in the prevention of erosion, the maintenance and enhancement of significant vegetation and, where appropriate, to provide public access to specific viewpoints along the top-of-bank.

Development adjacent to the valley will have regard for the natural character of the Rouge Valley, including potential impacts of light and noise and of building height and massing on views from the valley. Through site plan control and Urban Design Guidelines, special consideration will be had for setbacks, siting, massing, height, building materials and exterior appearance of buildings adjacent to or visible from the valley.

Developments adjacent and in close proximity to the Rouge River will ensure mitigation of potential adverse impacts to fish or wildlife habitat area within the valley.

1.5.2 The Morningside Tributary

A minimum 100 metre wide ecological corridor to be held in public ownership will be provided for the Morningside Tributary. Based on detailed analysis this corridor is sufficient to include a buffer which will assist in the prevention of erosion, the maintenance, renaturalization and enhancement of the corridor and the significant vegetation and wildlife habitat area it encompasses, as well as the provision of public access to specific viewpoints.

Proposed road crossings of the Morningside Tributary will be limited to two collector road crossings, and a potential extension of Morningside Avenue to be determined through an Environmental Assessment. In the event that an alignment through the Buffer Reserve and across the Morningside Tributary is approved pursuant to the *Environmental Assessment Act*, no official plan amendment will be required to implement that approval. The location and design of such crossings will be sensitive to the environment and will be established in consultation with the Toronto and Region Conservation Authority.

1.5.3 Fishery Habitat

Both the Rouge River and the Morningside Tributary have been identified as cold water fishery habitat. The requirements of all responsible authorities including the Department of Fisheries and Oceans, the Ministry of Natural Resources and the Toronto and Region Conservation Authority will be met with respect to any work which impacts upon fish habitat. Storm water management planning will take account of the necessity for control of quality, quantity and temperature of run-off with respect to fish habitat.

1.5.4 Woodlots

Two areas of non-contiguous woodlot near Passmore Avenue are significant due to the size, age, containment of native species and the habitat provided, and will be protected from development. Only those passive recreation uses, which can be demonstrated to be consistent with the conservation of the woodlot, will be permitted. Restoration of the woodlot areas to provide continuous linkage and regeneration will occur and will be carried out in consultation with the Toronto and Region Conservation Authority. Access to the woodlot areas may be controlled as necessary to avoid adverse impacts on the forested land or on sensitive species resident in the woodlot.

The extent of these woodlots will be determined through detailed field work. An Edge Management Plan and an Environmental Impact Statement will be submitted to the Toronto and Region Conservation Authority and the City, as a condition of draft plan approval.

1.5.5 Linkage

Open Space linkages are for the most part included as part of the *Parks and Open Space Areas* designation. In addition, a linkage with a width of 15 metres will be provided between the Rouge valley and the Morningside Tributary along the north side of the Belleville Subdivision rail corridor. The value of these *Parks and Open Space Areas* corridors is to connect other areas, which are of environmental significance, to provide minor drainage functions and to accommodate pedestrian movement. Linkages will be of a sufficient width to provide for connecting links in the system of walkways/bicycle paths and/or nature trails intended to serve the community and as potential routes for the movement of wildlife. These areas will be reflected in a separate zoning category of the Zoning By-law. Wherever possible, such open space areas will be brought into public ownership.

Consideration will be given to locating walkways/bicycle paths and/or nature trails within the *Parks and Open Space Areas* linkages in a manner sensitive to any environmental features within the corridor. Such facilities will connect with the existing and planned network of walkways/ bicycle paths.

1.5.6 Storm Water Management, Water Quality and Quantity (Flooding and Erosion)

Water quality within the Rouge River and the Morningside Tributary will be protected through best management practices with emphasis on ground water recharge and on-site storm management to ensure minimum impact on the stream while balancing the need to control erosion with consideration for impact on habitat within the stream corridor. The location and design of storm water facilities will be in accordance with Toronto and Region Conservation Authority's Valley and Stream Corridor Management Program.

All new development will be provided with storm water management facilities sufficient to control storm water run-off in an efficient, economic and environmentally sound manner. New development will demonstrate that on-site infiltration or retention of stormwater will be optimised to reduce impact on receiving streams.

1.6 Transportation

1.6.1 Morningside Avenue

Morningside Avenue is to be extended in connection with the development of the Morningside Heights Community as an arterial road with reversed lots or other restricted access, to the point where it meets the east-west collector road, north of the Hydro right-of-way. Except where required for the design of intersections, access points or structures, its right-of-way width will not be more than 36 metres. Initially, the pavement width may be constructed to accommodate only 4 lanes of traffic and necessary turning lanes, with additional lanes to be added as required. Construction may be phased and may include a temporary cul-de-sac. Its alignment will be designed to achieve a minimum design speed of 80 km per hour. Crossings of any of the tributaries within the Secondary Plan will be sensitive to the environment and will be established in consultation with the Toronto and Region Conservation Authority.

The need for future grade separations and/or adequate traffic storage capacity at the CPR Connector crossings at Neilson Road and Finch Avenue East will be assessed at the time of subdivision approval and the potential for such improvements will be protected if the future need is demonstrated. The need for such improvements will be assessed on the assumption that Morningside Avenue will be further extended to Steeles Avenue and directly connected across Steeles Avenue to an arterial road in Markham.

The alignment of Morningside Avenue within the Secondary Plan area is intended to be at the interface between residential and other uses. The right-of-way for Morningside Avenue will be located no closer than approximately 100 metres from the CPR Connector line, as measured from the easterly limit of the rail right-of-way. Refinements to the alignment at the subdivision approval stage to accommodate grade separations/storage capacity, access requirements or to achieve adequate separation distances will not require an amendment to this Plan.

The further extension of Morningside Avenue to Steeles Avenue as a 36 metre arterial road with reversed lots or other restricted access is intended to be completed in a location to be determined by an Environmental Assessment pursuant to the *Environmental Assessment Act*. The environmental assessment process will determine the alignment of Morningside Avenue to Steeles Avenue and the location of the intersection with Steeles Avenue. The Environmental Assessment will be conducted in consultation with all interested parties, including adjacent municipalities. The proponent for this Environmental Assessment may be a public body or a private entity or a public/private partnership. The alternative alignments to be considered in the Environmental Assessment will include potential alignments on the west side of the CPR Havelock Subdivision rail right-of-way and on the east side, in the Buffer Reserve.

The potential extension of Morningside Avenue as a 36 metre arterial road from its intersection with the east-west collector road north of the Hydro corridor to the CPR Havelock Subdivision rail corridor is shown on Map 3-1 as Road Reserve. The completion of this potential section of Morningside Avenue is subject to approval pursuant to the *Environmental Assessment Act* and will not be completed until the environmental assessment process has been completed or the time for submission of the Environmental Assessment for approval has lapsed.

The east-west collector north of the Hydro corridor may be extended across the intersection with Morningside Avenue into and through the *Employment Areas* to the CPR Havelock Subdivision rail corridor in a location that the collector could be connected directly through to the intersection of Tapscott Road and McNicoll Avenue. Further extension of the collector across the rail corridor will only occur if it would not in any way compromise potential alignment options for, or limit potential rail crossing to accommodate, the extension of Morningside Avenue to Steeles Avenue and potentially beyond, in accordance with the *Environmental Assessment Act* and the provisions of this Secondary Plan.

If the extension of the east-west collector is constructed prior to the Environmental Assessment being completed, it may utilize an at-grade crossing of the CPR Havelock Subdivision which may replace the existing Passmore Avenue at-grade crossing. However, in the event that it is determined by the Environmental Assessment that Morningside Avenue should be extended across the CPR Havelock Subdivision and that the at-grade crossing for the east-west collector should be closed, that crossing must be closed.

If the Environmental Assessment is not submitted for approval by December 31, 2005, or if the Terms of Reference for the Environmental Assessment have not been submitted for approval by December 31, 2004, the extension of Morningside Avenue to Steeles Avenue may instead be completed through the subdivision approval process, and the requirements of this Secondary Plan to:

- a) assess the future need for grade separations and/or storage capacity at the Neilson and Finch crossings of the CPR Connector on the basis of an assumed continuous connection to an arterial road in the Town of Markham; and
- b) maintain the potential for an alignment through the Buffer Reserve, will both lapse.

The proponent of the extension of Morningside Avenue to Steeles Avenue will, once it has submitted the Environmental Assessment for approval, pursue such approval in good faith and with due diligence, with the objective of minimizing the ultimate length of the approval process.

The finalization of the alignment for Morningside Avenue within the Secondary Plan area also depends upon the completion of the Environmental Assessment for the reconstruction of the Finch/Morningside intersection. The Environmental Assessment for that intersection will be completed prior to or concurrent with the Environmental Assessment for the further extension of Morningside Avenue to Steeles Avenue and potentially beyond.

Should Morningside Avenue be extended across the Havelock Subdivision railway corridor, the road/rail crossing may be grade separated or, alternatively, it may be an at-grade crossing. This at-grade crossing may replace the existing at-grade crossing at Passmore Avenue or the at-grade crossing utilized by the extension of the east-west collector, as the case may be, upon closure of such crossing.

Should Morningside Avenue not be extended across the Havelock Subdivision railway corridor, services may be extended to the railway right-of-way.

Responsibility for the cost of future grade separations will be determined during approval of draft plans of subdivision, in accordance with applicable planning and development charge legislation.

During the initial phasing of arterial road construction or reconstruction, interim access to Morningside Heights and to the residential and other development permitted by this Secondary Plan, will continue to be provided from existing Finch Avenue, Staines Road, Neilson Road, Passmore Avenue and Steeles Avenue.

1.6.2 Collector and Local Streets

The Morningside Heights residential community will be served by a comprehensively planned internal network of public streets, with a limited number of appropriately-located connections to the surrounding arterial roads. Collector Streets shown on Map 3-1 will provide the main points of connection with arterial roads in the residential area. Vehicular crossings of the Morningside Tributary are to be limited to two sites in order to minimize impact on the stream corridor while providing necessary vehicular linkages between the different neighbourhood areas of the community.

Local Streets are not shown on Map 3-1.

Both local and collector streets will be designed in accordance with the policies of this Secondary Plan, and with regard for the Urban Design Guidelines. This street network will be designed to meet the needs of pedestrians and accommodate public transit service, and to discourage the infiltration of regional traffic. Traffic calming measures and designs, including turning restrictions, roundabouts, all-way stop intersections and other design techniques may be employed in this regard.

1.6.3 Road Crossings of Tributaries

Crossings of any of the tributaries within the Secondary Plan will be sensitive to the environment and will be established in consultation with the Toronto and Region Conservation Authority. The design concepts, siting and location will be finalized to the satisfaction of the City and the Toronto and Region Conservation Authority in a manner which addresses:

- a) pedestrian and wildlife access in the valley corridor;
- b) watercourse dynamics;
- c) aquatic habitat; and
- d) the safe passage of Regulatory Flood flows.

2. PHASING AND IMPLEMENTATION

2.1 Phasing

Development permitted by this Secondary Plan will proceed in an orderly and logical sequence, so that extensions or improvements of roads and services are made available in a timely and efficient manner. It is not anticipated that this requirement will necessitate the identification of individual development parcels or areas according to a rigorous and detailed phasing programme. Reasonable flexibility will be maintained so as not to interfere with competition and variety in the production of new housing stock and commercial and industrial developments, as those markets require. By co-ordinating the provision of needed infrastructure with the development approval process, those facilities required to satisfy the needs of the new development for servicing capacity, road access and transportation capacity will be concurrently provided. A guiding principle will be the integration of environmental studies and implementation of works into the development phasing so that there is a logical sequence of events throughout the development of the Secondary Plan area.

Development permitted by this Secondary Plan will proceed by plan of subdivision, rezoning approval or other development application only when the municipal water supply and distribution facilities, storm drainage facilities, municipal sanitary sewer services and transportation facilities required by this Secondary Plan are available or will be made available in sufficient capacity to serve the subdivision or development application under consideration.

2.2 Buffering and Mitigation

Buffering requirements will apply to the development of differing adjacent land uses, where there is potential for environmental hazard or impact, nuisance or other forms of incompatibility between the uses within the Morningside Heights Secondary Plan and between these uses and those within the adjacent Tapscott Employment Area.

- a) control on the location, orientation and design of buildings, vehicular and pedestrian circulation routes, outside storage, lighting, parking, loading and unloading, structures, signs, works and other service areas so as to minimize potentially detrimental effects on adjacent lands;
- b) maintenance of sufficient acoustic, vibration, visual and other buffering through the establishment and maintenance of adequate separation distances, vegetation barriers, and works such as walls, fences, screens and landscaped berms;
- c) assessment of noise conditions, where there is potential for excessive noise which may adversely affect proposed or existing uses to be carried out in consultation with the authorities having jurisdiction, in order to identify the noise levels likely to affect the proposed site, and the proposed methods which would be employed to reduce noise to acceptable levels in accordance with Chapter 3 of the Plan. Such assessment will be carried out by a qualified acoustical consultant and will provide recommendations on the final design of all plans of subdivision which confirm the subdivision plan's compliance with applicable Ministry of Environment noise guidelines and will establish the necessary mitigation features to be constructed prior to occupancy permits being issued for affected residential and other sensitive land uses;
- d) consideration to the location of non-sensitive land uses, such as buffer reserves, commercial or park uses, to separate residential uses from existing and planned industrial and employment land uses within the Tapscott Employment Area and the railway lines;
- e) a peer review may be required of all acoustical assessments provided by the applicant, in order to confirm the appropriateness of recommended mitigation measures;
- f) control on location and design of structures and works adjacent to environmental features identified in this Plan including valley corridors, the woodlot areas and the Rouge Park;
- g) assessment of visual conditions, where proposed development may adversely affect the aesthetic quality of significant adjacent areas, in order to identify how the aesthetic quality of the area will be affected and the methods which will be employed to minimize adverse impacts; and
- h) buffering measures will comply with, but not be limited to:
 - (i) guidelines provided by the Ministry of Environment with respect to maintaining adequate separation distances between residential dwellings or other sensitive uses and sources of nuisance including noise, odour and dust; and
 - (ii) guidelines provided by the Railways and the Ministry of Transportation with respect to minimizing the noise, vibration and other impacts of transportation facilities on adjacent use.

Specific provisions or conditions required in order to buffer or mitigate negative environmental impacts in accordance with Ministry of Environment guidelines will be dealt with through conditions of draft approval of plans of subdivision or condominium. As appropriate, amendments to the Zoning By-law and conditions of site plan approval will provide for the necessary requirements and mitigation as established by detailed noise studies prepared by the applicant.

2.3 **Studies, Draft Plans and Implementing By-laws**

A Master Environmental Servicing Plan, prepared on a sub-catchment area basis, will be required prior to development proceeding to draft plan approval. This Plan will incorporate the features of a Master Open Space System Plan. A Master Trail Plan will be prepared and submitted prior to draft plan approval. The completion of additional studies or investigations related to archaeological resources, or environmental management required by the City, the Toronto and Region Conservation Authority or other agencies having jurisdiction, may be identified as conditions of draft plan approval.

In areas where a concern for environmental impact is identified, information, studies and appropriate data and documentation will be provided to demonstrate that satisfactory distance separation and/or mitigation measures exist or are committed in accordance with the requirements of the applicable Ministry of Environment guidelines prior to enactment of the amending zoning by-laws.

Further studies may also be required prior to residential development proceeding in proximity to the following potential sources of noise, dust, odours, or other environmental impacts:

- a) railway corridors;
- b) arterial roads;
- c) existing and planned employment and industrial development located west and south of the railway corridors; and
- d) Hydro One transformer station.

This Secondary Plan will be implemented by the passage of Zoning By-laws and in compliance with the provisions of this Plan.

Temporary Use By-laws may be employed to permit sales pavilions and other structures associated with construction and marketing of the developments contemplated by this Secondary Plan.

Holding (H) Provisions may be employed to implement the requirements of this Secondary Plan, including Holding (H) provisions for non-residential lands to ensure adequate consideration or necessary mitigation of these matters as a condition to the lifting of the Holding (H) provision.

No zoning by-law or zoning by-law amendment, except a Holding (H) Provision, By-law, a Temporary Use By-law or a by-law pursuant to Section 34(5) of the *Planning Act*, will be enacted until adequate services to meet the needs of the development proposed by the by-law or by-law amendment are available or will be made available.

2.4 **Conditions of Draft Plan Approval**

The authority having jurisdiction may attach to the granting of any Consent, Plan of Subdivision Approval, Condominium Approval or Part Lot Control By-Law, such conditions as may be authorized under the *Planning Act*, respecting, but not limited to, the following:

- a) the fulfilment of the financial requirements of the City under the *Planning Act* and the *Development Charges Act*, recognizing that where public improvements have been undertaken in connection with development of the area there should be an appropriate credit for those costs against the applicable components of the Development Charges, and also recognizing the intent that Development Charges obtained through the development of this area should be allocated to the implementation of the desired public improvements in this area;

- b) the execution of works respecting public roads, sidewalks, servicing, drainage, including the completion of the diversion structure, grading and landscaping;
- c) the conveyance of lands to the City for park or other public recreational purposes or, as an alternative, the payment of cash-in-lieu of such conveyance;
- d) the dedication, land exchange and/or road closures, where applicable, in order to provide for appropriate roads and road widenings, easements, or reserves in accordance with this Secondary Plan;
- e) provisions concerning the reservation of school sites;
- f) preservation of any significant archaeological resources;
- g) the submission of a Plan of Survey suitable for registration against the title of the subject land;
- h) the inclusion of appropriate warning clauses to be registered on title for all residential uses in the vicinity of the Buffer Reserve to ensure notice to prospective purchasers of the intended uses of the Buffer Reserve lands, including its potential to accommodate an alignment for the further extension of Morningside Avenue to Steeles Avenue and beyond; and such other warning clauses as may be considered appropriate in relation to any other areas or designations in the Secondary Plan area;
- i) measures related to the implementation of conditions arising from the buffering and mitigation requirements of Section 2.2 of this Secondary Plan;
- j) the entering into one or more agreements regarding, but not limited to the above which may be registered against the title of the subject lands; and
- k) the establishment of a time limit for fulfilling the conditions of approval.

2.5 **Site Plan Control Provisions**

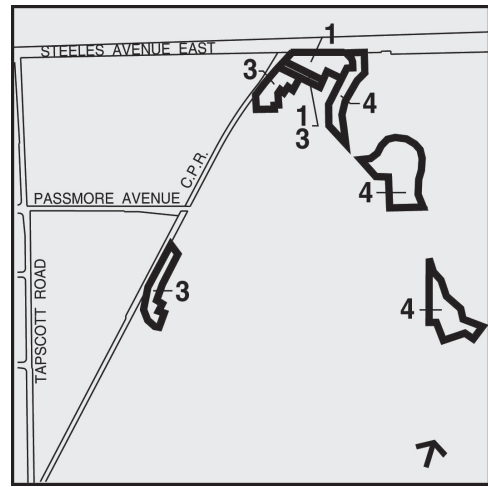
In addition to the Site Plan provisions of Chapter 5 of the Plan, all properties within the Employment Area, commercial uses, and residential uses within the Neighbourhoods designation abutting Morningside Avenue, within the Morningside Heights Community will be subject to Site Plan Control.

Land uses adjacent to the identified woodlot areas, the Rouge River valley, or to the Morningside Tributary will also be subject to site plan control to ensure that the significant environmental qualities of the relevant feature are maintained. Site plan control will be employed in a manner, which reflects and implements the objectives, goals and policies of the *Rouge Park Management Plan*.

3. SITE AND AREA SPECIFIC POLICIES

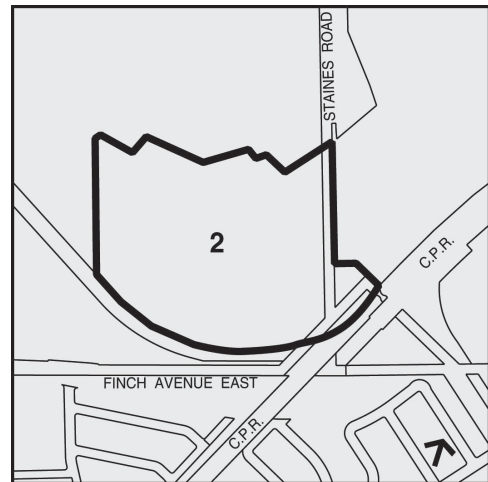
1. South Side of Steeles Avenue East, East of CPR Line

For the lands shown as 1 on Map 3-1 development will make provision for the future road widenings and grading necessary to accommodate the reconstruction of Steeles Avenue in accordance with the Environmental Assessment.



2. Lands Adjacent to the Finch/Morningside Intersection

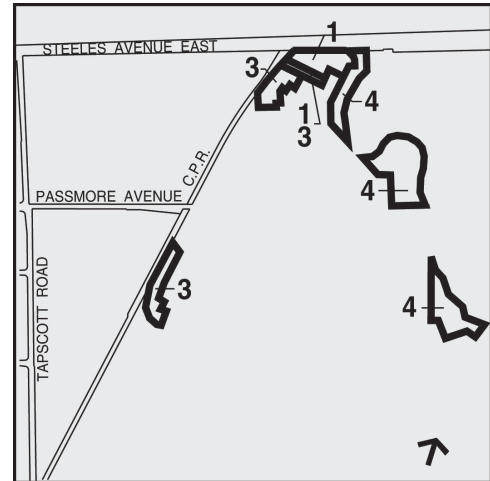
For the lands shown as 2 on Map 3-1 the lands are impacted by the Environmental Assessment being undertaken for the reconstruction of the Finch-Morningside intersection and will not be approved for development until the Environmental Assessment process is completed and an alignment is determined.



3. Lands Adjacent to the Buffer Reserve

For the lands shown as 3 on Map 3-1 development will make provision for the potential northerly extension of Morningside Avenue to Steeles Avenue and beyond, to ensure the following:

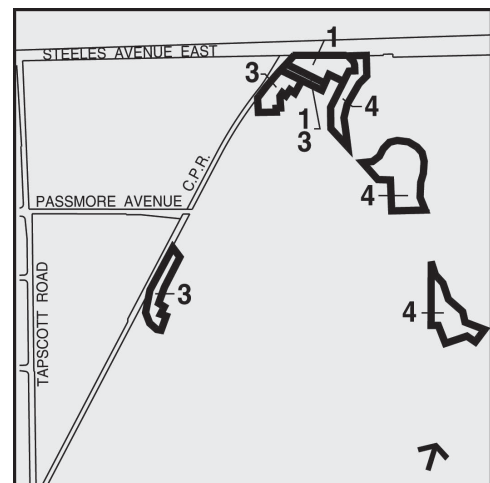
- a) adequate separation and mitigation in the event that the alignment is required;
- b) sufficient flexibility to enable the north-south collector road to connect to Morningside Avenue in the most northerly section of the Buffer Reserve, rather than to Steeles Avenue, if required; and
- c) such adjustments in road location and related land uses will not require an amendment to this Secondary Plan.



4. Cedar Brae Golf and Country Club Lands Along the West Limit of the Rouge River Valley

For the lands shown as 4 on Map 3-1 the 30 metre setback from the Rouge River stable top-of-bank within the lands of Cedar Brae Golf and Country Club will not prevent the use of setback areas for:

- a) public or private roads with storm water run-off directed away from the top-of-bank;
- b) exclusive use or common use open space and recreation facilities associated with a condominium development;
- c) natural regeneration and landscaping; and
- d) existing golf course and accessory uses.



List of Maps

For the electronic version, please note some of these files may take some time to download.

Map 3-1 Land Use Plan

