



on Location

"Together we preserve the unique nature of our neighbourhoods"

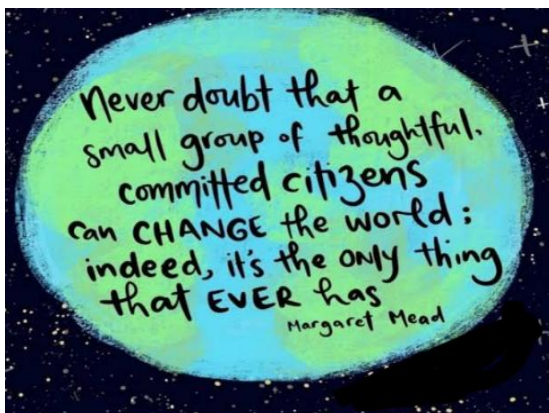
CSVSWRA Community Catch-Up Newsletter – Autumn 2026



WHAT WE'VE BEEN DOING WHILE WE WERE QUIET

Change is happening at a fast pace in Scarborough Southwest! If the Resident Association inbox has been any indication, our area is evolving at an unprecedented rate. While our last formal newsletter went out several months ago, the Cliffcrest Scarborough Village Southwest Residents Association (CSVSWRA) hasn't paused for a single second. Our small but mighty team has been working behind the scenes and around the clock to keep pace with a tidal wave of City initiatives.

As we reflect on and celebrate everything, we've accomplished together to bring positive change to our neighbourhoods, we want to extend a massive thank you to our community members for your rapid responses to our emergency Action Alerts. Your active involvement is exactly how we protect our streets!



Missed our emergency alerts over the spring? You can get fully caught up by viewing our past alerts and documentation directly on the [CSVSWRA Community Support Tab](#).

IN THIS ISSUE...

City Hall Watch - catch up on most recent City updates
on LOCATION - local updates for Cliffcrest Scarborough Village
At Queens Park - how will provincial decisions impact our City
Letter of Concerned Resident - read the concerns submitted by local residents

CITY HALL WATCH ...



The City continues its fast-paced push to reshape residential zoning, often reviewing massive policy updates in silos without adequate checks, balances, or cumulative traffic and infrastructure assessments. Here is how we have engaged at the city level to fight for a balanced approach...

STRICTER MULTIPLEX ENFORCEMENT PASSES CITY HALL

In May 2026, Toronto City Council officially adopted Motion MM41.8 to crack down on problematic multiplex construction. This policy is meant to streamline enforcement across City Building, Planning, Water, and Legal divisions, while demanding tougher tree by-law penalties in an upcoming 2027 Tree By-law Report.

Why This Matters for Scarborough SW? The impact of loose regulations hits our immediate community harder than anywhere else: Scarborough Southwest experiences 52% of all residential infill development across Scarborough.

CSVSWRA's main concerns regarding permitting multiplexes and garden suites everywhere in Toronto was the loss of mature trees and a significant reduction of permeable land.

Look at the behaviour of multiplex developer Modcity, who is currently facing a 10th municipal investigation for alleged illegal tree removal. <https://www.cbc.ca/news/canada/toronto/modcity-ennerdale-road-9.7328297> It sends a message to all land speculators that tree by-laws are unenforceable and merely a "cost of doing business" if fines are never issued.

On May 19, 2026, the CSVSWRA sent a formal letter to Mayor Chow and City Council supporting the motion to protect adjacent properties from developer damage and restore integrity to the Committee of Adjustment process.

[RE-MM41.8-Strengthening-Compliance-and-Coordination-Across-Multiplex-Development-Related-Enforcement-Processes.pdf](#)

The Status: OFFICIALLY ADOPTED (But Awaiting Rollout). While these directives are now active city policy, our community is currently in a waiting period to see how they are rolled out on the

ground. City officials are now tasked with updating the Residential Infill Strategy. We are watching closely to see how the new September 1 rules are utilized to hold bad actors accountable, and we await the 2027 report to see if the city delivers the true enforcement "teeth" we need.

TOUGHENING TREE BY-LAW & GREEN INFRASTRUCTURE

To protect our urban canopy from aggressive infill development, the CSVSWRA submitted **five consecutive letters of advocacy** to City Council and the Planning and Housing Committee (PHC) between December 2025 and March 2026. We asked for higher penalties, strict permeable landscaping rules to stop neighbourhood runoff, and tighter links between tree bylaws and building permits.

The Status: OFFICIALLY ADOPTED As of September 1, 2026, Tree Bylaw updates we fought for are officially active across Toronto:

- The Distinctive Tree Category: Private trees over 61 cm in diameter (the width of a car tire) are now strictly protected. A new pilot program helps residents offset their maintenance costs.
- Higher Replacement Ratios: Fines for illegal tree removal now require a diameter-based 5:1 replacement planting ratio, increasing for larger trees.
- Continuous Protection: Replacement trees are legally protected from injury or destruction regardless of their size.
- Public Open Data Tracking: To increase developer accountability, all tree permits and contravention outcomes will be published quarterly on the City's Open Data Portal.

Two Powerful New Enforcement Tools

1. Stump Measurements: If a builder cuts down a mature tree illegally and rushes the logs off-site, city inspectors can now use the remaining stump (40 cm or greater) as legal evidence to issue penalties.

2. First-Ever Ravine Permit Fees: To curb aggressive construction along our fragile local slopes, new construction permit application fees now range from \$87.57 to \$549.08 per tree in ravine-protected zones.

What we do today, we leave for the next generation to inherit or fix. To ground this fight in reality, local students responded to CSVSWRA call to action and completed the sentence:

**"Today I am xx years old.
In 2050 I will be xx years old.
This is my wish for trees..."**



See "Letter of a Concerned Resident" found on the last page of this month's issue to read their moving, honest letters that were formally submitted to City Council by their teacher to remind officials exactly for whom they are making these 2050 canopy decisions.

Read letters submitted by RA December 1, 2025: Submitted a formal letter to the Planning and Housing Committee (PHC) regarding *Growing Spaces for Trees & Infill Housing*. [CSVSWRA-Letter-re-Growing-spaces-for-Trees-Infill-Housing-PHC-December-1-2025.pdf](#)

January 20, 2026: Wrote to the PHC advocating for strict rules around *trees and permeable landscaping* to mitigate severe neighbourhood runoff.

[CSVSWRA Letter to PHC re trees & permeable landscaping - January 20, 2026](#)

February 24 & March 22, 2026: Submitted consecutive letters to City Council regarding *Item IE 27.8: Tree By-law Review Report*, demanding higher penalties for violations and stricter permit ties.

[CSVSWRA Letter re Tree By-Law - February 24 2026](#)

&

<https://cliffcrestscarboroughvillagesw.ca/data/documents/Tree-City-Council-Mar2025-03222016.pdf>

The RA supports adopting ALL the recommendations being made by Urban Forestry, [Tree Bylaw Review – City of Toronto](#)

THE LOOMING MULTI TENANT HOUSE CRISIS (Rooming Houses)

The rapid expansion of infill housing, which is heavily concentrated in our area, is directly connected to a rise in highly disruptive, illegal rooming houses. Absentee developers are routinely purchasing single-family homes, packing them with tenants to maximize rental cash flow, and letting the properties deteriorate while they wait for approvals to build luxury multiplexes. This predatory practice is a modern form of "blockbusting" systematically destabilizing the character, safety, and infrastructure of stable neighbourhoods.

While the City promotes its updated city-wide [Multi-Tenant Houses \(MTH\) Regulatory Framework](#) as a solution, our association is tracking a massive structural loophole that leaves Scarborough Southwest completely exposed.

In our formal letters to the Planning and Housing Committee (PHC), we highlighted a glaring reality: as of right now, there are exactly **ZERO official MTH applications or licenses** in our local ward. This comes despite Ward 20 driving **one of the highest volumes of 311 complaint calls on this matter across the entire City of Toronto**. Because the legal definition of an MTH is strictly limited to a premises where *four or more individual rooms* are rented out to separate people who do not live as a single unit, the majority of multi-tenanted student housing and investor cash-cows filling our streets escape the law entirely. When reported, the City repeatedly claims these disruptive properties "fall outside the purview of the MTH framework."

This hands-off approach is failing. Absentee investors continue to exploit these municipal gaps, operating under the radar completely unchecked. Recognizing this growing neighbourhood crisis, Councillor Parthi Kandavel established a local Multi-Agency Working Group—uniting Municipal Licensing and Standards (MLS), City Planning, Toronto Fire, Toronto Police, and the RA—to capture concerns and directly coordinate enforcement against the "wild west" of illegal rooming houses in Ward 20.

To take this fight to City Hall, Councillor Kandavel introduced a Motion to strengthen MTH framework.

<https://secure.toronto.ca/council/agenda-item.do?item=2026.MM43.69>

What Residents Can Do: Report Disruptive Properties

If you suspect a hazardous, overcrowded, or unlicensed rooming house is operating on your street, call Toronto 311 to log a formal inspection request. Building a paper trail is our best tool to force City action while we push for structural fixes to the regulations.

- December 2025: Submitted our MTH Implementation Update letter to the PHC during public consultations.
[CSVSWRA-Letter-to-PHC-re-MTH-Implementation-Update-December-2-2025.pdf](#)
- March 2026: Followed up with a formal letter addressing the ongoing MTH Review and next steps.
[CSVSWRA-Letter-re-MTH-Review-and-next-steps-March-2026.pdf](#)

The Status: DIRECTED FOR INVESTIGATION (Awaiting Staff Report — No Deadline Set)

It is important to note that **this motion does not close the loopholes or rewrite by-laws**. Instead, it is a directive to Municipal Licensing and Standards (MLS) and the Housing Secretariat to analyze why the current rules aren't working. **Most concerningly, the City has not attached a firm completion date to this directive**. Without a strict deadline there is a real risk this crucial review will drag on indefinitely. We are waiting on this review to see if the City will finally give by-law officers the tools they need to protect our neighborhoods, but until a deadline is set, active resident reporting to 311 remains our only line of defense.

RESHAPING MAJOR STREETS & UNDERSTANDING

The City of Toronto officially replaced its decades-old standards with updated [Mid-Rise Building Design Guidelines](#), which regulate properties between 5 and 14 storeys.

The CSVSWRA is highly concerned about these **simplified rules** and how **street labels** are being used to accelerate housing construction. To speed up development, the new guidelines completely eliminate traditional "angular planes" (which previously protected sky views and sunlight for a gradual transition) and replace them with fixed minimal rear and side yard setbacks. The CSVSWRA engaged directly in the City's virtual public consultations in March 2026. We pushed hard for strict oversight, demanding that these simplified building rules still fully respect adjacent single-family properties, shield local backyards from being entirely overlooked, and protect our neighborhood streetscapes from overwhelming shadow impacts.

A related major concern for our community is how our local roads are labeled on City maps. Under Toronto's planning framework, the allowed height of a new building is directly tied to a street's official classification. **By expanding the list of "Major Street" and "Avenue" labels on paper**, the City is greenlighting intense mid-rise density and broader Neighbourhood Retail & Services (NRS) commercial zoning without evaluating the real-world local context, including infrastructure, availability of sidewalks or traffic capacity, access to frequent transit, parking and separation from family homes.

If you live on one of these reclassified streets, your property is now facing a massive shift under two overlapping City policies:

- The Mid-Rise Guidelines: Developers can build much taller buildings (5 to 14 storeys) with fewer restrictions right next to single-family homes, potentially eliminating sky views and backyard privacy.
- The NRS (Neighbourhood Retail Services) Zoning Rules: Commercial businesses (like cafes, bars, barbers, and retail shops) get automatic permission to open up inside low-rise residential neighbourhoods with little to no local notice or right to appeal. [Neighbourhood Retail & Services Page](#).

Is a Major Arterial the same as a Major Street? Not exactly, but they overlap heavily in what zoning can do. A "Major Arterial" (like Kingston Road or Eglinton Avenue) is a traffic designation for high-volume regional roads. A "Major Street" is a broader planning designation used in the Official Plan. A big concern is that almost all Major Arterials are automatically swept into the "Major Street" planning rules, making them primary targets for intensive development.

Do you live on one of these streets? Most people have no idea these map definitions changed. To see what is affected, you can check [Which Major Streets are affected? – Coalition of Toronto Residents' Associations](#) (for NRS) and the City's official Plan Map 3 (for Mid-Rise), [Official Plan Maps – City of Toronto](#)

The City indicates maps were updated June 2026, yet the excluded streets are not showing. This is because Map 3 is strictly an engineering map for road widths. The City does not have an updated map of Major Streets affected by retail in neighbourhoods. This entire policy to use major streets is flawed and confusing, and the RA will continue to press on the matter with our Mayor and Councillors. All the more reason to stay informed and pay attention when those blue and white notice boards go up on your street.

SCHOOL BOARD LANDS BATTLE MOVES TO THE OLT

The Toronto District School Board (TDSB) and the Toronto Catholic District School Board (TCDSB) are in a legal challenge against Toronto City Council's decision to protect active school grounds from mid-rise redevelopment. While City Council voted to completely exempt public school lands from a new planning framework that pre-approves massive 14-storey residential buildings along major avenues, both school boards filed an appeal to the **Ontario Land Tribunal (OLT)** to aggressively fight and overturn that exemption.

The school boards claim the appeal is strictly necessary to preserve long-term "property flexibility" and safeguard the future value of their land investments. However, local parent groups and community associations are sounding a big alarm. Because both school boards are currently operating under provincial supervision, residents are holding widespread protests over a glaring risk: if the OLT sides with the boards, active school properties, playgrounds, and community green spaces will be stripped of their municipal protections. This would legally clear the path for the province or cash-strapped boards to sell off vital neighborhood assets to private developers for high-density mid-rise builds.

What Residents Can Do: You can read the formal details and track updates by reviewing the official [OLT Notice of Case Management Conference](#) issued for the initial April 8, 2026 legal proceedings. To add your voice to the city-wide resistance, visit the community-led coalition page at [Protect School Lands](#) to sign local petitions and get details on upcoming rallies.



On LOCATION - local updates for Cliffcrest Scarborough Village...

Local overdevelopment remains our most critical battleground, and our stance is clear: one size does not fit all. Instead of planning our neighbourhoods holistically, the City continues to review massive projects in silos without assessing the aggregate pressure on our roads, schools, and sewers. Below are the key updates on specific local sites and the steps we have taken to fight for balanced growth...

3718–3730 Kingston Road (Proposed 24-Storey Tower)

This application ballooned from 14 to 24 storeys. The public lot sign went uncorrected for months until a local resident caught the error, forcing an initial City deferral.



If approved, this 419-unit building adds to a massive bottleneck of 13,000 to 17,000 new residents slated for the Kingston-Galloway corridor. The TDSB has already explicitly warned of insufficient local school capacity. Severe Shadowing: The tower will plunge northern streets into continuous shadow for 6 to 7 hours a day from August to March.

The Status: APPEALED TO OLT:

In a major win for our community, Toronto City Council adopted **Item SC33.15**, thanks to the **motion put forward by Councillor Ainslie** the City Solicitor has been directed to assign a municipal lawyer and outside planning experts to oppose the developer at the upcoming OLT hearing. It is very rare for the City to approve these massive legal resources. Our community unity is making it impossible for City Hall to ignore the strain on infrastructure.

Link to agenda item:

<https://secure.toronto.ca/council/agenda-item.do?item=2026.SC33.15>

What Residents Can Do: Now that the City Legal team is fighting alongside us, we need to show our support by making our community voices heard at the OLT. An official OLT Case File Number is not yet assigned, but once assigned you can submit a formal, written statement directly to the OLT case file outlining your concerns. **CSVSWRA members:** Watch your inbox, we will send a direct alert with step-by-step instructions when the case file details are available. Alternately you can check for updates on the OLT Portal.

See letter submitted,

[CSVSWRA Letter to City Council in support of Item 2026.SC31.2 re 3718-3730 Kingston Rd- May 18, 2026](#)

April 28, 2026

<https://www.toronto.ca/legdocs/mmis/2026/sc/comm/communicatiofile-210629.pdf>

July 26, 2026 letter of support to assign city support for OLT

<https://www.toronto.ca/legdocs/mmis/2026/sc/comm/communicatiofile-215730.pdf> and alert [3718-3730-KINGSTON-RD.pdf](#)

5-11 Bellamy Road South (115-Unit Condo Complex)

This aggressive development proposal seeks to replace four traditional single-family homes with three massive blocks of 4-storey, back-to-back stacked condominiums, cramming 115 units onto a highly constrained residential footprint.

Following two well-attended community consultations, the CSVSWRA and numerous concerned neighbours submitted urgent formal letters to highlight severe overbuilding. These letters detailed a dangerous 90% impervious ground cover that drastically spikes local flooding and stormwater runoff risks, alongside major traffic bottlenecks that jeopardize emergency medical services (EMS) staging and safe neighbourhood access. Consequently, on May 28, 2026, the community attended the Scarborough Community Council with these concerns. We asked that Holding Provision ("H") be put in place to protect the neighbourhood.

It is vital for residents to understand that holding (H) provisions do not hold up development, they are our community safety net.

This would ensure that a neighbourhood's infrastructure is legally guaranteed to be safe *before* a single shovel hits the ground.

What happened next is a textbook example of how the City can bypass community resistance. In the brief window between that local meeting and the full Toronto City Council vote on June 24–25, 2026, behind the scenes the developer submitted updated studies and technical plans.

City Engineering Review staff quietly accepted this rapid paperwork update behind closed doors. They declared that "no issues were found," determined the Holding Provision was no longer legally required, and stripped the neighbourhood of this vital protection.

Because the "H" was removed before full Council consideration, City Council passed the zoning by-law outright. To read the bureaucratic justification for this sudden shift, residents can review the official [City Council Supplementary Report for Item SC32.1](#).

The Status: PASSED & IN EFFECT (Holding Provision Lifted). Despite a packed room of local residents showing up to voice on-the-ground safety concerns, this zoning by-law is now in full force and effect. Because the Holding Provision was lifted and the by-law was officially passed by City Council at the June 2026 meeting, the developer now possesses the absolute legal right to secure building permits.

Link to agenda item for City Council, including links to letters submitted and Scarborough Council Considerations

[Agenda Item History - 2026.SC32.1](#)

See CSVSWRA Refusal Request Letter:

<https://www.toronto.ca/legdocs/mmis/2026/sc/comm/communicatiofile-211799.pdf> & [2026.SC32.1-Request-to-Refuse-the-Zoning-By-law-Amendment-for-5-7-9-and-11-Bellamy-Road-South-Application-No.-25-124181-ESC-20-OZ.pdf](#)

3291 Kingston Road (Site Plan Review)

This massive development proposal is rapidly pushing through to site plan review, the final design and engineering stages of the process.



CSVSWRA is a recognized, official legal Party to the Ontario Land Tribunal (OLT) proceedings for this site. Because individual resident requests for party standing were explicitly redirected by the Tribunal to be coordinated directly through our association, this legal directive established a binding, good-faith expectation of ongoing municipal consultation with the CSVSWRA. Instead, it appears City staff have actively bypassed us. They have completely ignored our continued follow-ups, leaving a trail of critical community questions entirely unanswered, going all the way back to 2021.

On March 9, 2026, the CSVSWRA filed a highly detailed, formal objection letter with City Planners, highlighting critical, unresolved community concerns regarding vehicle safety, traffic flow, and poor neighbourhood integration.

More than 5 follow ups were sent looking for an update.

<https://cliffcrestscarboroughvillagesw.ca/data/documents/CSVSWRA-Letter-re-3291-Kingston-Road-Site-Plan-Review-March-9-2026.pdf>

At June 30, 2026 meeting with City Legal we were informed that the City actively opted *not* to utilize a Holding ("H") provision for this file. Staff confidently stated that all technical concerns had already been fully addressed.

We wish we could believe the City did its homework, but the City's own public files directly contradict their claims. A massive, detailed *Revision List Letter* for the Site Plan Agreement (SPA) was uploaded to the City's Application Information Centre (AIC) on September 4, 2025. This list proves that numerous technical and engineering items remained outstanding.

Why the sudden rush to bypass the rules? And most recently, **the developer has suddenly pivoted from a condominium to a purpose-built rental building** and is pushing quickly through city approvals to meet a 2026 federal grant funding deadline. It appears corporate financial deadlines are being prioritized over local infrastructure safety.

The Status: ACTIVE SITE PLAN REVIEW

This file is being fast-tracked without responding to our concerns and has lifted the safety net of a Holding provision. The CSVSWRA is actively considering action regarding this breach of the OLT-directed consultation process.

3110 Kingston Road

While the current, active application for the 11-storey condo building was assigned in 2020, this proposal first began making the rounds 9 years ago, in 2017.

The CSVSWRA submitted formal objections and stood before the Scarborough Community Council to raise concerns about over-intensification. We asked that the City stop evaluating these projects in a silo and formally address the cumulative impact on traffic safety, water tables, and school capacities across the 5 overlapping local developments.



You can watch our community's live deputation at the July 9 Community Council meeting.

(Item SC33.2, starting at the 1:13:08 mark)

<https://www.youtube.com/watch?app=desktop&v=rhhwAgrE4ul&ra=m>

The Status: DEFERRED UNANIMOUSLY:

In response Scarborough Community Council voted unanimously to halt approvals and defer the application (1:41:08). The file is now on hold so that the applicant and City staff can go back to address our localized traffic bottleneck concerns, and better reconcile the project with the ongoing Cliffcrest Urban Design Guidelines study (1:34:37). The Association is perplexed by this rationale, because the Design Guidelines have nothing to do with this development? See letter by CSVSWRA,

<https://cliffcrestscarboroughvillagesw.ca/data/documents/3110-Kingston-Road-Zoning-By-law-Amendment-Application-Item-2026.-SC33.2.pdf>

Link to agenda item:

<https://secure.toronto.ca/council/agenda-item.do?item=2026.SC33.2>

2328-2350 Kingston Road



Even though this development fell outside the official RA catchment area, the CSVSWRA stepped in to help an unrepresented neighbourhood.

The association offered guidance to local residents and submitted a formal Resident **Letter of Objection** regarding 2328-2350 Kingston Road (File A0012 26SC).

[Resident Letter of Objection re 2328-2350 Kingston Road \(File A0012 26SC\) - March 2026](#)

TAMING THE 'WILD WEST' COMMITTEE OF ADJUSTMENT (COA) & TLAB Update

The Committee of Adjustment (COA) frequently operates with very little oversight, leaving local neighbourhoods vulnerable to aggressive infill projects. The CSVSWRA is actively pushing for systemic reform. On June 10, 2026, we sent a formal letter to the Planning and Housing Committee regarding Item PH31.11, demanding continuous improvement, stricter transparency, and real accountability for how the COA reviews applications.

[CSVSWRA Letter to Planning & Housing Committee re PH31.11 continuous improvement of COA - June 10, 2026](#)

While city-wide hearings have slowed down slightly month-over-month, we are seeing an alarming trend: developers are aggressively hitting the COA with minor variance requests for reduced setbacks and excessive building heights. They are using recently approved multiplex and garden suite bylaws to push for extreme designs before the City has even studied their long-term impacts. By law, City Planning is required to halt and study these impacts after the first 200 applications—yet approvals keep sliding through, resulting in the widespread destruction of our mature, healthy tree canopy.

NEIGHBOURLY SUPPORT- COA & TLAB UPDATE

Some Highlights on how the RA has been helping individual neighbours prepare their arguments and navigate the daunting COA process to fight uncoordinated infill right next door.

- **54 Oakridge Drive** (January Update): Approved. The COA granted permissions for a 3-storey duplex featuring excessive wall heights and large balconies that directly impact neighbour privacy.
- **84 Colonial Avenue** (April Update): Approved despite strong neighbour opposition. The COA allowed a smaller rear yard setback for a new garden suite that will actively harm a rear neighbour's mature, healthy tree. (The primary residence multiplex on this lot went through "as-of-right" with no variances requested, highlighting loose city bylaws).

- **194 Phyllis Avenue** (July Update): Successfully relocated. After a one-month deferral pushed by our opposition, the applicant faced intense pushback over excessive height and a small rear yard setback for a garden suite. Due to community defense, the applicant moved the garden suite closer to the main home, significantly reducing the impact on the rear neighbour.
- **3 Belmuir Place** (Ongoing): Deferred twice and heading back to the COA. Submitted by *Yume Living*, this application requests massive driveway variances, additional height, and 9 units where only 6 are legally permitted under multi-tenant housing bylaws and 4 units under the Multiplex Bylaw. While Transportation Services approved basic driveway variances (Items 6, 7, and 8), they deferred Variance 9, demanding the applicant provide a 1.5m access aisle and banning any further cuts to the driveway curb.

The New Threat: The 'Seniors' Residence' Exploit

The battle at 3 Belmuir Place highlights a deeply concerning new trend across Scarborough Southwest: developers are now labeling new projects as "seniors' residences" to use as an emotional shield at the COA. By doing so, they try to bypass standard zoning laws to build massive commercial footprints under the guise of public-benefit housing.

At 3 Belmuir, *Yume Living* is aggressively advertising "luxurious seniors' living," but they have refused to provide any details regarding pricing or affordability to the community. The applicant flooded the COA file with over 30 letters of support—yet not one single letter came from our actual neighbourhood. Meanwhile, over 60 immediate neighbours have signed a formal petition standing fiercely in opposition to protect our streetscape from this over-development.

Taking the Fight to Queen's Park:

The CSVSWRA fully supports real, accessible seniors' housing, but we will not allow developers to use seniors as a way to escape multi-tenant bylaws. Because provincial licensing rules for retirement homes are completely uncoordinated with municipal zoning approvals, developers are slipping right through the cracks.

Following the provincial by-election last week, the CSVSWRA is scheduling a priority meeting with our newly elected MPP, Fatima Shaban. We will be asking that the provincial government look at enforcing strict licensing and safety reviews for retirement homes and senior living buildings *before* any developer can apply for municipal zoning variances at the COA. **Action Alert:** it is important for members to look for the October hearing schedule and help voice concerns on this critical file.

Whether it is a major development or a smaller infill project, nearby residents are the first line of defense. You have the power to sound the alarm when a build doesn't look right.

A massive provincial crackdown proves why community vigilance is vital: the Home Construction Regulatory Authority (HCRA) recently issued a historic \$1.01 million fine against Albion Building Consultant Inc. for illegally building 39 homes

without valid licences or mandatory warranties.

<https://globalnews.ca/news/11578658/albion-builders-hrca-fine/>
Unpermitted, unregulated, or hazardous construction puts our entire community at risk. If you see suspicious, unpermitted work or unsafe activity on your street, don't ignore it. Report municipal zoning or safety violations directly to **Toronto 311**, and check builder licensing status on the official **HCRA Ontario Builder Directory**. It is important to take the time to see what that blue and white COA sign is looking to change and engage in the decisions being made on our streets.

INFRASTRUCTURE & ENVIRONMENT:

The RA has been busy following up with City asking for better protections of Our Local Grid!



THE FIGHT FOR A REAL STUDY CONTINUES

On June 30, 2026, Toronto City Council officially ADOPTED Member **Motion MM43.119** to address development activity across Cliffcrest and Scarborough Village.

While this is a step in the right direction, there is a catch:

the approved motion only asks the City to monitor development.

For more than five years, the CSVSWRA has been advocating for the City to look at the big picture when it comes to local development. At the core of our concerns is the siloed review process used today by City, which completely ignores the concurrent load of every other development sitting in the application queue right next door.

On June 30, 2026, we submitted a formal CSVSWRA Letter regarding MM43.119 to City Council. In our submission, we strongly demanded that the City upgrade this basic monitoring system into a comprehensive, binding **Cumulative Impact Study**. A true study would evaluate how collective density strains our local traffic capacity, schools, and neighbourhood services before new projects are approved. The motion passing is a foot in the door, but the CSVSWRA will keep pushing until the City commits to proper, balanced planning. **Read letter which captures background about this important ask,**

[CSVSWRA Letter re MM43.119 - Considering the cumulative impacts of development activity in Cliffcrest to ensure proper planning and balance growth - June 30, 2026](#)

STORMWATER & FLOODING FAILURES

The CSVSWRA continues to challenge the City's flawed planning processes.



On November 21, 2025, CSVSWRA sent a follow-up letter to the City's Area 52 and 59 Flooding Team asking why the City continues to pile massive housing density onto a local grid when their reports point to already failing stormwater and basement flooding management systems?

The reality on the ground is deeply concerning for Cliffcrest and Scarborough Village residents:

- **Unfunded Projects:** While the City explores complex long-term flood mitigation projects, critical localized upgrades remain completely unfunded.
- **Loss of Green Infrastructure:** As private developments are rubber-stamped, we are watching mature trees—which naturally absorb immense amounts of stormwater—be clear-cut. This eliminates permeable soil surfaces, rapidly accelerating dangerous surface runoff.
- **Siloed Approvals:** The City is approving infrastructure-heavy developments in complete isolation, ignoring how an already overwhelmed stormwater grid can possibly handle the combined strain.

You can review our specific arguments and concerns regarding local infrastructure strain by reading our follow up letter.

[CSVSWRA Letter re Area 52 and 59 Flooding Team - November 21, 2025](#)

THE NEIGHBOURHOOD CHARACTER STUDY

Open House Nearing Final Approval

Our five-year community push for a localized planning study has finally crossed into the home stretch! Triggered by the adoption of Council Motion 2025.MM29.27 (*Preservation of Architectural Character in the Cliffcrest Community*), the City's Urban Design and Community Planning teams are officially drafting rigid Neighbourhood Design Guidelines to protect our streets from predatory development.

The Home Stretch: Open House #1 & #2 Completed

Open House #1 (April 20, 2026): Hosted at the Scarborough Village Recreation Centre, residents made it undeniable that Scarborough Village and Cliffcrest are delicate urban ecosystems. We demonstrated that rapid, unbound development is aggressively stripping mature tree canopies and paving over permeable land, causing severe risk of erosion along the Bluffs and basement flooding.



Open House #2 (July 22, 2026): Following intense community momentum, the City hosted its second public session to present the resulting draft guidelines. Public consultations are now officially complete, and City Planning staff are actively incorporating our final feedback into the text before sending the guidelines to Scarborough Community Council and Toronto City Council for formal adoption.

Right now, the Scarborough Committee of Adjustment (COA) frequently feels like the Wild West. Without rigid local rules in place, developers are too easily bypassing zoning bylaws, securing minor variances for massive, out-of-character builds that slice up our neighbourhood streetscapes



Once these guidelines are officially adopted, they will serve as a checklist that the COA and City Planning *must* use to evaluate all incoming development applications. The association is also working to ensure that our guidelines are accessible through the Toronto Building Permits web page.

Our Next Steps:

- **Show Up to the Vote:** The CSVSWRA will notify members the moment the council vote is scheduled so we can show up in numbers and ensure these guidelines cross the finish line.
- **Hold City Staff Accountable:** Once adopted, our work isn't done. We will need to closely monitor the COA to ensure City Staff actually use these guidelines of Council motion [2025.MM29.27](#). Preservation of Architectural Character in the Cliffcrest Community.

Planning Study:

[Preservation of Architectural Character in the Cliffcrest Community](#)

Missed the meeting? You can still view the project framework or share your feedback directly by emailing the city contact, David Burns, at - David.Burns3@toronto.ca

THE TRAFFIC DOUBLE STANDARD: City Action vs. Developer Claims

There is a big contradiction happening right now in our neighbourhood. When private developers submit planning applications along Kingston Road, their paid traffic consultants almost always conclude that local roads have "plenty of capacity" and that adding massive density will have zero impact on traffic.

The City's own data tells a completely different story. Our community is currently undergoing three separate, overlapping City traffic initiatives, all validating what the CSVSWRA has said for years, that our local streets are facing severe speeding, high vehicle volumes, and major safety conflicts.

Worse yet, each of these individual project teams confirmed that they do not take into consideration the upcoming pipeline of 15,000+ new residents. When confronted with our concerns about ALL the new developments planned to hit our neighbourhoods, their response was simply that "*New development is not in our scope; City Planning will address it.*" This classic case of buck-passing is exactly why our infrastructure is at risk.

PROJECT 1. The 'Safer' Kingston Road Project (Cycling Network Team)

Operating under the Cycling Network Plan (Item IE26.6), Toronto City Council has officially approved the Safer Kingston Road project from Cliffside Drive to Scarborough Golf Club Road. Because Ontario's traffic laws prevent the City from taking away vehicular lanes on this artery, the City is using a design workaround to squeeze bike lanes in: reducing each driving lane width by 1 metre and dropping the speed limit from 60 km/h to 50 km/h.

The CSVSWRA continues to ask that Transportation Services adequately study how this lane narrowing will impact overall commute times and ensure that emergency vehicles and TTC buses can safely navigate the tighter lanes.

- **A Partial Victory for Cliffside Small Businesses:** Originally, the project threatened to eliminate almost all on-street parking along this commercial stretch. Thanks to fierce pushback from residents and local businesses, a last-minute amendment was secured in Council that saved 22 vital parking spaces between Cliffside Drive and Sandown Avenue.
- **Our Common-Sense Alternative:** The CSVSWRA strongly advocated routing the bike path through parallel local side streets to safely connect cyclists to the existing Waterfront Bike Trail. This would remove intense pressure from Kingston Road and act as a natural traffic-calming tool to slow down speeders on adjacent roads like Oakridge Drive.
- **Planters Instead of Real Infrastructure:** Due to a lack of municipal funds, the City cannot perform a proper public realm rework (such as removing concrete islands to create tree-sheltered pedestrian walkways). Instead, we are simply getting a few planters scattered on existing concrete medians.

CSVSWRA letter, [CSVSWRA letter re IE26.6, Cycling Network Plan - 2025 Cycling Infrastructure Fourth Quarter Update - December 3, 2025](#)

PROJECT 2. Scarborough Village Streets Plan (Local Traffic Calming Team)

In response to our neighbourhood safety concerns, this recently finalized local plan will put in place physical infrastructure modifications to address the high-volume, speeding hitting our quiet cutout routes:

- Speed Humps Approved: speed humps are slated for installation on heavily impacted cut-through routes, including Windy Ridge Drive (between Kingston Road and Hill Crescent), Mason Road, and Bellhaven Crescent.
- A brand-new, dedicated Pedestrian Crossover at Bellamy Road South and Oakridge Drive, providing a safer walking route near Bliss Carman Public School.

See agenda item including letter by CSVSWRA,

<https://secure.toronto.ca/council/agenda-item.do?item=2026.SC31.14>

Grassroots Oakridge Drive Petition Success: Because Oakridge Drive fell just outside the scope of the City's initial street study, the CSVSWRA and dedicated neighbours successfully launched a grassroots petition that influenced the City to amend its plans and voted to approve speed humps on Oakridge at July 9th SCC.

[Agenda Item History - 2026.SC33.63](#)

PROJECT 3. Vision Zero Interventions (Pedestrian Safety Team)

Operating as a completely separate initiative, the City's Vision Zero Road Safety team has had to step in due to systemic safety issues along the Kingston Road corridor.

- To increase pedestrian safety around our local schools (such as St. John Henry Newman, St. Theresa Shrine, St. Agatha, and Bliss Carman), Scarborough Community Council recently approved additional crossing guards. While these micro-interventions help walking families, they act as band-aids while the City continues to ignore the massive cumulative traffic impact of upcoming pipeline developments.
- The Sidewalk Hazards: Directly tied to safety concerns across all three studies are e-bikes and e-scooters. Riding an e-scooter in public spaces is entirely illegal in Toronto. [Where can I ride in Toronto?](#) But, increasingly, high-speed e-bikes used for personal transit and commercial delivery services are invading local sidewalks and roads. The CSVSWRA calls on the City and the Ontario government to implement licensing, enforce rules of the road, and keep these fast, heavy vehicles off pedestrian paths.

PROTECTING LOCAL PARKING:

Halting the Suburban Parking Crisis

The CSVSWRA is actively fighting a quiet but devastating policy shift at City Hall: the elimination of minimum parking requirements for new developments.

While a "zero-parking" or "un-parked" tower might make sense in transit-rich downtown Toronto, it creates a massive **parking crisis** in Scarborough, where residents are heavily car-dependent due to stark TTC transit limitations and because of the suburban design of our neighbourhoods. When developers build massive mid-rise complexes without enough on-site parking spots, those vehicles don't disappear—they spill directly onto our quiet residential side streets, leading to illegal parking, blocked sightlines, and immense neighbourhood tension.

This growing crisis took center stage at the **2026 Scarborough United Neighbourhoods (SUN) Councillors Forum**. In a powerful show of community solidarity, the CSVSWRA and 19 other Scarborough resident associations confronted all six Scarborough City Councillors at this meeting-

Together we delivered a clear, collective message: Scarborough cannot be treated like downtown. Our infrastructure cannot support intense development density without matching transit extensions and mandatory parking spaces. We demanded that our representatives stop working in separate ward silos and vote as a unified Scarborough block-



On May 18, 2026, the CSVSWRA submitted formal comments to City Council in strong support of Scarborough Community Council Item SC31.19 to protect our local streets from spillover parking.

[CSVSWRA Letter to City Council- Comments for 2026.SC31.19 in support of Parking Motion - May 18, 2026](#)

Councillor Paul Ainslie put forward a motion—adopted by the Scarborough Community Council and reviewed by City Council to re-examine minimum parking requirements for new developments in Scarborough. Key Details of the Motion

- It directs a review of the removal of minimum parking requirements following community concerns that new developments lack adequate parking space and overflow onto local streets.
- It proposes a policy framework or bylaw to stop new condo, townhome, and multiplex developments from petitioning for on-street residential parking permits.
- It includes a review of options to restore and expand public parking access at Scarborough TTC stations.

While City Council technically adopted this motion, it did not deliver the immediate, binding protections we desperately need. Instead, Council approved a *feasibility study* to look into pausing the parking ban in Scarborough.

The CSVSWRA is deeply frustrated by this slow stalling and will keep following up for real, immediate action to address the Parking Crisis in Scarborough.

One Tangible Win: Locking the Permit Loophole (PH31.6)

Read the official documentation at City of Toronto.

<https://secure.toronto.ca/council/agenda-item.do?item=2026.PH31.6>

&

[CSVSWRA Letter to Planning & Housing Committee re PH31.6 and permit parking for new developments - June 10, 2026](#)

&

[SUN Alert - Scarborough Review of Parking and Transit - May 2026 - Scarborough Southwest](#)



Power in Numbers: SCARBOROUGH UNITED NEIGHBOURHOODS (SUN)

The CSVSWRA works hand-in-hand with our coalition partners across the region. Scarborough United Neighbourhoods (SUN) is a team we work very closely with—their wins are our wins, and together, we are ensuring our communities cannot be ignored.

This past Spring, the CSVSWRA joined forces with 19 fellow Resident Associations in Scarborough under the SUN banner to bring a single, powerful voice directly to our elected officials: **March 2, 2026 (Scarborough Councillors Forum):** We stood before our local representatives to deliver our speeches and handed over an consolidated breakdown of how current city planning policies are failing Scarborough Southwest. You can review formal submissions here:

- ✓ [Consolidated RA Speeches-SUN-Councillors-Forum March 2, 2026](#)
- ✓ [SUN - Scarborough Councillors Forum - Consolidated Issues Summary - March 2, 2026](#)
- ✓ [SUN - RAs Issue-by-Issue Summary - Councillor Forum - March 2, 2026](#)

April 2026 (Federal Candidate Flashcards): Ahead of federal engagement, we created and distributed a non-partisan voter tool summarizing the exact stances of all Scarborough Southwest candidates on local infrastructure needs. Read the full brief: 2026 Federal Candidate Flashcard – Scarborough Southwest.

[2026 Federal Candidate Flashcard - April 2026 - Scarborough Southwest](#)

May 2026 - SUN Transit & Parking Alert: Issued a joint *Scarborough Review of Parking and Transit* alert, mapping out the severe deficit in local transit options relative to the City's parking reduction plans. [SUN Alert - Scarborough Review of Parking and Transit - May 2026 - Scarborough Southwest](#)

Scarborough Hosting Mayoral Election Debate OCTOBER 7, 2026

Block your Calendars as you will want to attend to better understand the Candidates before you VOTE.

There will be many more Election updates to inform you on all 6 Scarborough Wards.



THE MUNICIPAL ELECTION: Driving Informed Votes with SUN



Get ready to vote in Toronto's 2026 municipal election on Monday, October 26! Get on [the voters' list](#) or request to [vote by mail](#) now. Advance voting is Tuesday, October 6 to Sunday, October 11.

[Eligible voters](#) in Toronto's 2026 municipal election can confirm, add or update their information on the voters' list

For full details visit,

<https://www.toronto.ca/city-government/elections/>

As we head into the upcoming Toronto Municipal Election the most important action Scarborough residents who want to protect our communities can take is to VOTE for a mayor and councillors who will commit to protecting our neighbourhoods from reckless development. City Hall directly dictate the height of our buildings, the safety of our roads, and the preservation of our green spaces. If we want to change how Scarborough is treated, we must make our voices heard at the ballot box.

SUN works tirelessly to pull back the curtain on municipal politics, putting out clear, non-partisan information so residents can cut through campaign rhetoric and make truly informed decisions.

Why Your Vote Matters This October:

- **Power in Numbers:** Politicians look at voter turnout maps. When Scarborough Southwest shows up to vote in massive numbers, it forces candidates to take our infrastructure, flooding, and parking concerns seriously.
- **Know Where They Stand:** In the coming weeks, the CSVSWRA and SUN will be sharing candidate trackers and issue breakdowns. Use these tools to find out which candidates are willing to fight for a unified Local Area Study, and which ones will simply rubber-stamp developer plans.
- **Mark Your Calendar:** Set a reminder for Election Day on **October 26, 2026**, or look out for advance voting dates in our area.

Don't let downtown interests decide the future of our suburban streets. Watch your inbox for our upcoming SUN election toolkit, talk to your neighbours, and make sure you get out and vote!



Calling all Toronto kids to vote for Toronto's Tree of the Year!

There are five candidates running for Toronto's 2027 Tree of the Year.

You can vote for one during Kids Vote Weekend on October 10 and 11.

Kids Vote Weekend encourages young people who are under the age of 18 to learn about elections and start their journey to becoming a lifelong voter. <https://www.toronto.ca/city-government/elections/kids-vote-weekend/>

The winning tree will be announced after the October 26 municipal election.

Community Wins, Trails & Heritage Updates

We aren't just fighting zoning battles—the CSVSWRA is also actively working to protect our local history, expand our beautiful trail networks, and bring neighbours together. Here are some exciting updates from across our community:

PRIORITIZING WARD 20 LISTED HERITAGE PROPERTIES

On December 15, 2025, the CSVSWRA submitted a formal letter to City Council regarding Item 2025.MM35.20. Our submission strongly pushed the City to prioritize listing and protecting vulnerable heritage properties across Ward 20. As aggressive development sweeps through Scarborough, preserving our architectural history and unique neighbourhood legacy remains a top priority for the RA.

[CSVSWRA Letter re Item - 2025.MM35.20 - Prioritizing Ward 20 Listed Heritage Properties - December 15, 2025](#)

BRIMLEY ROAD TRAIL MILESTONE Construction Underway

The Toronto and Region Conservation Authority (TRCA) has officially broken ground on the long-awaited Brimley Road South Multi-Use Trail. This project marks the official launch of Phase 1 of the *Scarborough Waterfront Project*. Once completed by mid-2027, it will establish a dedicated walking and cycling route down to Bluffer's Park.



<https://trca.ca/news/brimley-road-south-trail-groundbreaking/>

SAVE THE WEST SCARBOROUGH RAIL TRAIL Action Alert

We need your help to protect and expand our local green corridors to seamlessly connect our local trail network directly to the Toronto Zoo via The Meadowway.

The goal is to ensure this connection is built completely off-road, preventing pedestrians and cyclists from being exposed to dangerous car traffic on major thoroughfares. Please take 60 seconds to support this vital green link

Click Here to Sign and Share Our Active Community Petition!

<https://www.change.org/p/save-the-west-scarborough-rail-trail>

ACTION ALERTS YOU MAY HAVE MISSED

Keeping up with every single development proposal can be daunting. If you want to make sure you are fully up to date, head over to our official **Community Support Page** to review these critical alerts and notices issued earlier this year,

<https://cliffcrestscarboroughvillagesw.ca/community-support/>



Meanwhile, at Queens Park ...

The decisions that impact Cliffcrest and Scarborough Village don't just happen at City Hall—they also come from the provincial government and regional planning authorities. The CSVSWRA is actively monitoring broader legislation to protect our local quality of life.

STACK DATA CENTER

Councillor Kandavel has been leading the fight against the expansion of the Stack hyper-scale data centre before impacts are known. The City is now developing a comprehensive framework for greater oversight of the impacts of water, power and noise levels.

Councillor Kandavel is also calling on the:

1. Province to remove data centres from the permitted land use and give cities the ability to approve data centres through a council vote.
2. Federal government to ensure Canadian data sovereignty is secure with foreign-owned data centres.

DEFENDING OUR WATERFRONT Billy Bishop Airport Concerns

On June 10, 2026, looking well beyond our immediate borders, the CSVSWRA submitted a formal Letter of Concern regarding the proposed commercial expansion of Billy Bishop Toronto City Airport.

[CSVSWRA Letter of Concern re Expansion of Billy Bishop Airport - June 10, 2026](#)

Our submission strongly cited the negative environmental, noise, and flight-path impacts that increased commercial air traffic would bring to our fragile, interconnected waterfront ecosystems and local shorelines.

BILL 98 PASSED INTO LAW:

Bypassing Local Green Standards

A major legislative shift occurred on June 2, 2026, when the Ontario government officially passed Bill 98 [Canada-Ontario Partnership to Build](#) financial initiative, (the *Building Homes and Improving Transportation Infrastructure Act, 2026*). Backed by a massive, multi-billion-dollar *Canada-Ontario Partnership to Build* financial framework, this bill centralizes provincial transit and aims to radically speed up housing development by cutting through municipal planning parameters.

While promoted as a tool to accelerate housing, Bill 98 introduces two highly alarming loopholes that strip power away from the City of Toronto:

The Concrete Parkland Loophole: A new clause allows developers to count rooftop concrete plazas built over underground parking garages as part of their mandatory community "parkland" contribution. This creates a massive risk where our community loses out on real grass, open soil, and natural trees in exchange for elevated concrete slabs.

- **Gutting Green Standards:** The bill strips Toronto of its legal authority to enforce its own strict green building rules (such as the *Toronto Green Standard*). This means incoming local developments can bypass high energy-efficiency guidelines and climate-resilient designs.

What We Must Monitor Next: Because Bill 98 is rolling out in stages, our community must remain highly vigilant on two fronts:

1. **Track Local Applications:** We need to scrutinize incoming development applications to ensure builders aren't using this loophole to swap out natural neighborhood green spaces for paved concrete plazas.
2. **Watch for Secondary Regulations:** The Province is slated to release secondary regulations that will officially activate controversial minimum lot-size caps and standardized municipal planning templates.

The CSVSWRA will keep tracking these provincial updates to sound the alarm before these changes hit Scarborough Southwest.

REVIEW OUR 2026 AGM SLIDE DECK



Want to see exactly where your support goes and how your membership dues are put to work?

The official 2026 CSVSWRA AGM Slide Deck is now live online! Visit our website to view a full visual breakdown of our multi-year advocacy progress, our current financial reports, and our core planning priorities heading into the autumn.

A Message From Our Team: Strength in Numbers With so much happening across Scarborough Southwest—from complex zoning fights to overlapping traffic studies—our small team of dedicated volunteers is stretched to the limit. We cannot do this alone, and we need your help.

You can support the RA right now in two critical ways:

1. **Build Our Membership:** If you have neighbors who aren't members yet, please encourage them to sign up. When we stand before City Council or the Committee of Adjustment, our influence is directly tied to the size of our membership base. More members mean a louder, more powerful voice for our neighborhood.
2. **Lend a Hand:** We are looking for volunteers to help with everything from distributing flyers to assisting with community events. Even a few hours of your time make a massive difference.

Click Here to View the 2026 AGM Slide Deck & Learn how to Join/Renew Your Membership!

2026 AGM Slide Deck:

[CSVSWRA 2026 AGM Slide Deck](#)

Thank you all for being such an integral part of our community and for all you do!

OUR END OF SUMMER COMMUNITY EVENT!

To close out the warm season and welcome the autumn with some community fun!



Thank you to the several hundred friends and neighbours who packed our annual Summer BBQ! It was a fantastic day connecting with the residents we proudly support.

Our burgers, hotdogs, and raffle served as our main RA fundraiser. A huge thank you to everyone who donated raffle prizes to make it possible! We were also thrilled to welcome visits from the Toronto Police, Councillor Kandavel, and Councillor Ainslie.

Standing with Silver Mile: Following their devastating fire, residents signed a massive community well-wishes card. When Sweet Ridge Farms (our local corn guy) heard about it, he generously donated a trailer of fresh corn—with 100% of the corn proceeds going directly to the Silver Mile Service Center.

Thank you to our amazing volunteers and everyone who came out!

"LETTER OF A CONCERNED RESIDENT"

To Our Neighbors and Community Leaders,

This month, we are giving this space over to a summary of the thoughts, worries, and hopes shared by local students in our community.

Earlier this year the CSVSWRA submitted an action alert ([Community-ACTION-ALERT-TREES-final.pdf](#)) regarding the Toronto Tree By-law Review. **Today we share with you one of the letters submitted.** The letter amplifies a beautifully written advocacy message by local students, submitted by teacher A.M. McCowan, who stepped up to defend our natural heritage.

Read all the student letters in this link:

[Letter-of-support-for-IE-27.8-Tree-By-law-Review-Report-Anne-Marie-McCowan-Tree-letter.pdf](#)



Dear Reader,

Looking at the sheer scale of the changes facing Scarborough Southwest today, the voices of our youth have never been more important.

When our students look at our neighborhood, they don't see "intensification zones," "transit deficits," or "minor variances." They see an urban forest. During our recent consultations, local students shared these powerful messages with us:

"We talk a lot in school about fighting climate change, but then I walk home and see trees that are older than my grandparents being cut down for a driveway. It feels like the city is erasing our future before we even get a chance to build it."

"Scarborough Village needs homes, but it also needs oxygen. If you pave over every single backyard, where are the birds supposed to go? Where is the water supposed to soak when it rains hard?"

Every single time a mature, healthy tree is clear-cut to squeeze in an out-of-scale development, or a natural green yard is replaced by a concrete plaza under new provincial rules like Bill 98, a piece of our future is lost.

The harsh reality is that everything our city planning teams "fix" on paper today leaves a massive environmental debt for the next generation to pay. If we allow developers to chip away at our tree canopy and overwhelm our local infrastructure in a vacuum, we are leaving our future stewards to pick up the pieces of a fractured community.

We are incredibly proud of the students in Cliffcrest and Scarborough Village who are already writing letters, signing petitions, and learning how to protect our local ecosystem. But they shouldn't have to fight this battle alone. We need the adults,

the City planners, and our elected officials to start planning with the next fifty years in mind—not just the next development cycle. Let's stand together to protect our streets and our trees, so that the neighborhood our children inherit is just as green, safe, and beautiful as the one we enjoy today.

— Summarized from local youth and student submissions to the CSVSWRA

You are welcome to submit your "Letter of a Concerned Resident" anonymously or with attribution, please email info@csvsw.ca. Please be kind and considerate of opinions.

NEXT ISSUE: We are keeping our eyes on files moving through City Hall and Queen's Park. In our upcoming issue, keep a lookout for:

- The October COA Schedule: Crucial updates on the 3 Belmuir Place hearing and other local minor variance files.
- The SUN Election Toolkit: Non-partisan candidate trackers and tools to help you prepare for the Municipal Election on October 26, 2026.
- Design Guidelines Status: Updates on when the final Cliffcrest–Scarborough Village Neighbourhood Character Study & Guidelines will head to Council for formal approval.

Stay tuned, stay informed, and make sure your neighbors are signed up to receive these vital community alerts + more conversation on how

**"Together we preserve
the unique nature of our Neighbourhoods"**

Our greatest strength is the collective volume of our neighborhood voice. If you have a neighbor who hasn't joined yet, please invite them to sign up. Associate membership is completely free.



Visit our [About Us Page](#) and click the **JOIN ME** tab.

Read the Full Letters: Every single advocacy letter summarized in this issue has been uploaded to our Community Support tab, <https://cliffcrestscarboroughvillagesw.ca/community-support/>

Archives: To read our past newsletters visit <https://cliffcrestscarboroughvillagesw.ca/news/>

We Want to Hear From You!

Email: info@csvsw.ca | Call: 647-245-3277 |

Facebook: www.facebook.com/groups/csvsw