

Authority: Etobicoke York Community Council Report 6, Clause 8,
adopted as amended, by City of Toronto Council on July 25, 26 and 27, 2006
Enacted by Council: July 27, 2006

CITY OF TORONTO

BY-LAW No. 727-2006

To adopt Amendment No. 6 to the Official Plan for the City of Toronto with respect to the lands municipally known as 940, 980 and 1100 Lansdowne Avenue.

WHEREAS authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*; and

WHEREAS the Council for the City of Toronto, at its meeting of July 25, 26 and 27, 2006, determined to amend the Official Plan for the City of Toronto adopted by By-law No. 1082-2002;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The map and text attached hereto as Schedule "A" are hereby adopted as amendments to the Official Plan of the City of Toronto.
2. This is Official Plan Amendment No. 6.

ENACTED AND PASSED this 27th day of July, A.D. 2006.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS
City Clerk

(Corporate Seal)

SCHEDULE “A”

AMENDMENT NO. 6 TO THE OFFICIAL PLAN OF THE CITY OF TORONTO
DAVENPORT VILLAGE SECONDARY PLAN

The following map and text constitute Amendment No. 6 to the City of Toronto Official Plan, being an amendment to add a new Secondary Plan to Chapter 6, Secondary Plans.

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

PURPOSE AND LOCATION:

This Amendment affects the property located on the southwest corner of Davenport Road and Lansdowne Avenue, known municipally as 940, 980 and 1100 Lansdowne Avenue. The purpose of the amendment is to adopt the Davenport Village Secondary Plan, which sets out a vision for the future development of a former industrial site, referred to as the General Electric – Davenport Site.

BASIS:

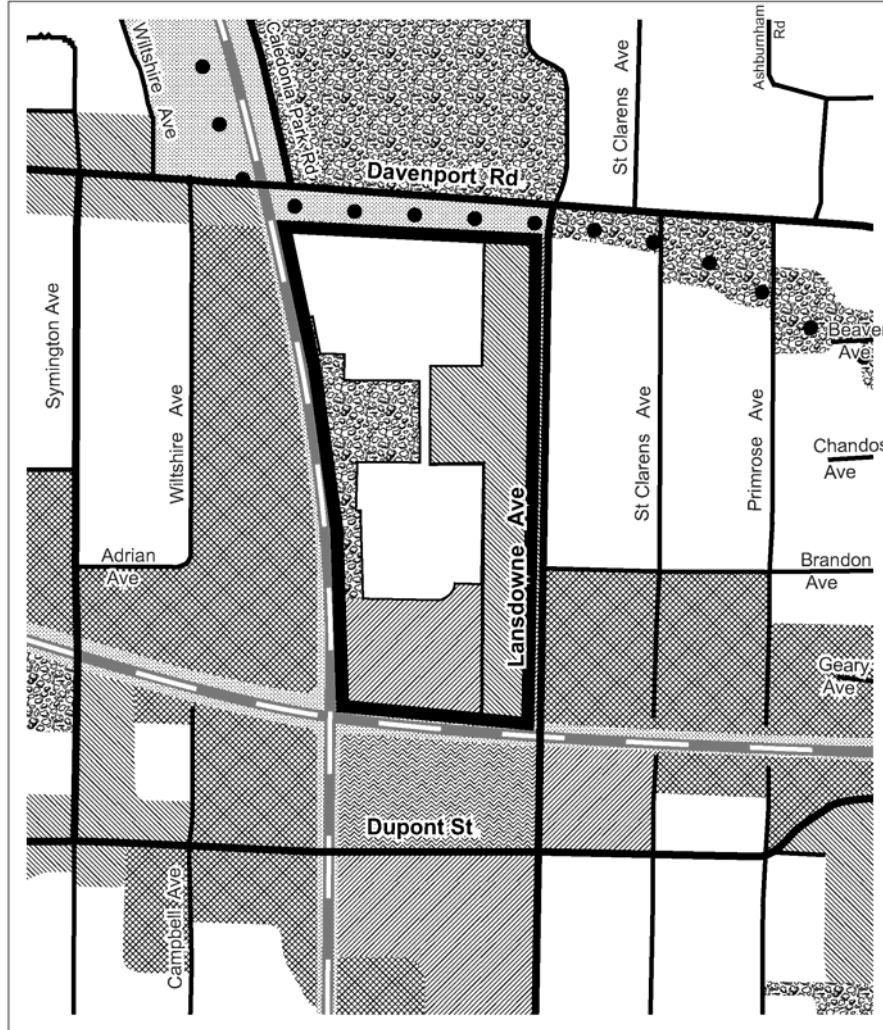
The Davenport Village Secondary Plan would permit a long term phased development consisting of a mix of residential, live-work and commercial uses, new public roads and a new public park. The new residential development to be constructed on the site would consist of stacked townhouses and mid-rise to taller buildings. Some of the existing buildings on the site are to be retained and reused in accordance with the new use permissions. Limited commercial and industrial uses, including, the existing commercial and industrial uses on the site would be permitted to continue to operate until the site is eventually redeveloped. The Zoning By-law to implement the Secondary Plan would include holding provisions under Section 36 of the *Planning Act* and will secure facilities, services, or matters under Section 37 of the *Planning Act*. Subdivision Approval will be used to provide for orderly future development within the Secondary Plan Area.

OFFICIAL PLAN AMENDMENT:

The Official Plan of the City of Toronto is amended as follows:

1. Maps 17 and 18, Land Use Plan, are amended by redesignating the lands bounded the Hydro One utility corridor to the north, Canadian Pacific Railway’s North Toronto Subdivision to the south, Lansdowne Avenue to the east, and Canadian National Railway’s Newmarket Subdivision to the west, municipally known as 940, 980 and 1100 Lansdowne Avenue from *Regeneration Areas* to *Neighbourhoods, Mixed-Use Areas, Apartment Neighbourhoods and Parks and Open Space Areas - Parks*, as shown on the map entitled “Official Plan Amendment #6 - Land Use Plan” attached to this Official Plan Amendment.

2. Chapter 6, Secondary Plans, is amended by adding Section 31, Davenport Village Secondary Plan for the lands bounded the Hydro One utility corridor to the north, Canadian Pacific Railway's North Toronto Subdivision to the south, Lansdowne Avenue to the east, and Canadian National Railway's Newmarket Subdivision to the west, municipally known as 940, 980 and 1100 Lansdowne Avenue, as shown on Attachment 1, which forms part of this by-law.



Official Plan Amendment # 6 - Land Use Plan

Davenport Village Secondary Plan

File # 03_176582

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|---|------------------------|---------------------|-------------------|
| Site Location - Changes from Regeneration Areas to Neighbourhoods, Apartment Neighbourhoods, Mixed Use Areas and Parks as shown | Natural Areas | Institutional Areas | Utility Corridors |
| Neighbourhoods | Parks | Regeneration Areas | |
| Apartment Neighbourhoods | Other Open Space Areas | Employment Areas | |
| Mixed Use Areas | | | |



Not to Scale
07/25/06

Attachment 1**31. DAVENPORT VILLAGE SECONDARY PLAN****1. VISION FOR THE DAVENPORT VILLAGE SECONDARY PLAN**

Davenport Village, municipally known as 940, 980 and 1100 Lansdowne Avenue, is a 19 acre (7.68 Ha) parcel historically used by GE Canada for a variety of industrial functions. It is bounded by Lansdowne Avenue on the east, a Hydro One utility corridor (parallel to and approximately 18 metres in width south of Davenport Road) on the north, the CP Rail North Toronto Subdivision on the south and the CN Rail Newmarket Subdivision on the west.

The Davenport Village Secondary Plan area will be developed in phases as an extension to the residential neighbourhood to the east of the site, and may contain up to 1400 dwelling units, subject to the policies of this plan. New development within the Davenport Village Secondary Plan should have a mix of development and building form and character and restored environmental quality which will foster regeneration of the lands, consistent with Provincial and City objectives of housing intensification and redevelopment of brownfield sites.

The development of the Davenport Village Secondary Plan will proceed in phases, consistent with available municipal services, transportation systems and environmental conditions. The adequacy of municipal services and roads will be reviewed as part of the development of each phase, and upgrades to the existing municipal infrastructure will be identified.

The vision to redevelop this former industrial property into a liveable community is supported by the following principles:

A Healthy Community

The Secondary Plan encourages a mix of uses that supports a healthy community including, a park, residential units, live-work units and commercial uses such as offices and small scale retail on the lands designated as Mixed Use Areas. The existing commercial and industrial uses currently on the site will be permitted until the site is redeveloped. Lighter commercial and industrial uses are encouraged for the site, should these types of uses continue to operate on the site.

Connection

The creation of a coherent and inter-connected public realm will be planned for and promoted, with new public streets, sidewalks and a public park. The new public roads and pedestrian connections will be connected to Davenport Road and Lansdowne Avenue and a future road, if the lands become available, that is to be aligned with Brandon Avenue located on the east side of Lansdowne Avenue, providing a connection to the existing neighbourhood.

The new public street system is designed to work within the constraints of rail and transit corridors as obstacles to further extension of the street pattern and connection with neighbourhoods to the west and south of the Davenport Village Secondary Plan area.

Housing Diversity

The Secondary Plan will provide for a full range of housing to accommodate a broad range of household incomes and sizes, such as stacked townhouses, live-work units and apartment units in mid-rise to taller buildings.

Preservation of Heritage Resources

The Secondary Plan encourages the preservation of heritage resources and the appropriate reuse of buildings, grounds and landscapes.

2.0 A ROAD MAP TO SUCCESS – CREATING A LIVEABLE COMMUNITY

A liveable community must be designed to integrate parks, housing and transportation. Development in the Davenport Village Secondary Plan Area will contribute to the achievement of an attractive, inviting, comfortable and safe public and publicly accessible realm, including public streets and a centrally located public park and pedestrian connections which meet high standards of urban design.

The following policies will guide redevelopment within the Davenport Village Secondary Plan.

2.1 LAND USE

Davenport Village will be a community with parks and open space, residential and mixed use areas. The lands affected by the Secondary Plan are shown on Land Use Maps 17 and 18 and on Map 2 to this Secondary Plan.

Existing industrial and commercial uses on the site will be permitted to continue until the site is redeveloped. Lighter commercial and industrial uses are encouraged for the site, should these types of uses continue to operate on the site.

Policies

- 2.1.1 Lands within the Secondary Plan area are designated as *Neighbourhoods, Apartment Neighbourhoods, Mixed Use Areas and Parks and Open Space Areas - Parks*, as shown on Land Use Maps 17 and 18, and on Map 2 to this Secondary Plan.
- 2.1.2 Small-scale retail, service and office uses will not be permitted in *Neighbourhoods*.

3.0 URBAN DESIGN

Urban design guidelines will be adopted by Council prior to development. The Guidelines will support and implement the objectives and policies of the Official Plan and Secondary Plan and will set out the framework for redevelopment.

Policies

3.1 The objectives of the Urban Design Guidelines are to:

- (a) integrate the site within the overall City fabric by providing pedestrian, cyclist and vehicular connections to the surrounding community;
- (b) provide a mix of building types and housing forms, consistent with the surrounding community;
- (c) conserve and re-use the existing designated historically significant buildings;
- (d) protect, preserve and enhance the existing street trees along the Lansdowne Avenue frontage;
- (e) provide quality open space for the future residents; and
- (f) promote attractive streetscapes through the co-ordination of site, building, landscape and streetscape design.

3.2 Development in the Davenport Village Secondary Plan area will be structured by:

- (a) a pattern of public streets and a publicly accessible private street, as shown on Map 1 to this Secondary Plan, which includes:
 - (i) a north-south public street extending south from Davenport Road, which provides access between development within the lands and integration with the surrounding areas, and provides frontage for the public park;
 - (ii) a new east-west public street, which intersects with the north-south public street, and provides mid-block access to the Secondary Plan Area;
 - (iii) a publicly accessible private street, similar in design to public streets, serving as access to the development parcel identified as Phase 1 on Map 3 to this Secondary Plan; and
 - (iv) a potential future extension of Brandon Avenue west of Lansdowne Avenue into the site.
- (b) a centrally located public park which provides a focal point for the new neighbourhood and contributes to an appropriate setting for adjacent development;

- (c) adaptive re-use of existing designated historically significant buildings for a mix of uses complimentary to the redevelopment of the lands and the surrounding neighbourhood; and
- (d) a continued use of existing buildings for compatible industrial and storage purposes until redevelopment in keeping with the Secondary Plan policies occurs.

4.0 HOUSING

In accordance with the City's objectives of providing a full range of housing, there shall be a mix of residential development in the Davenport Village Secondary Plan.

Policies

- 4.1 A full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents. A full range of housing includes: ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.
- 4.2 The existing stock of housing will be maintained and replenished. New housing supply will be encouraged through intensification and infill that is consistent with this Plan.
- 4.3 Investment in new rental housing, particularly affordable rental housing, will be encouraged by a co-ordinated effort from all levels of government through implementation of a range of strategies, including effective taxation, regulatory, administrative policies and incentives.
- 4.4 Where appropriate, assistance will be provided to encourage the production of affordable housing either by the City itself or in combination with senior government programs and initiatives, or by senior governments alone. Municipal assistance may include:
 - (a) in the case of affordable rental housing and in order to achieve a range of affordability, measures such as: loans and grants, land at or below market rates, fees and property tax exemptions, rent supplement and other appropriate assistance; and
 - (b) in the case of affordable ownership housing provided on a long term basis by non-profit groups, especially affordable low rise family housing, measures such as: land at or below market rate, fees exemption and other appropriate forms of assistance; and
 - (c) with priority given to non-profit and non-profit cooperative housing providers.

- 4.5 Significant new development on sites containing six or more rental units, where existing rental units will be kept in the new development, will secure:
- (a) as rental housing, the existing rental housing units which have affordable rents and mid-range rents; and
 - (b) needed improvements and renovations to the existing rental housing with no pass-through of such costs in the rents to the tenants.
- 4.6 New development that would have the effect of removing all or a part of a private building or related group of buildings, and would result in the loss of six or more rental housing units will not be approved unless:
- (a) all of the rental housing units have rents that exceed mid-range rents at the time of application, or
 - (b) in cases where planning approvals other than site plan are sought, the following are secured:
 - (i) at least the same number, size and type of rental housing units are replaced and maintained with rents similar to those in effect at the time the redevelopment application is made;
 - (ii) for a period of at least 10 years, rents for replacement units will be the rent at first occupancy increased annually by not more than the Provincial Rent Increase Guideline or a similar guideline as Council may approve from time to time; and
 - (iii) an acceptable tenant relocation and assistance plan addressing the right to return to occupy one of the replacement units at similar rents, the provision of alternative accommodation at similar rents, and other assistance to lessen hardship, or
 - (c) in Council's opinion, the supply and availability of rental housing in the City has returned to a healthy state and is able to meet the housing requirements of current and future residents. This decision will be based on a number of factors, including whether:
 - (i) rental housing in the City is showing positive, sustained improvement as demonstrated by significant net gains in the supply of rental housing including significant levels of production of rental housing, and continued projected net gains in the supply of rental housing;
 - (ii) the overall rental apartment vacancy rate for the City of Toronto, as reported by the Canada Mortgage and Housing Corporation, has been at or above 3.0% for the preceding four consecutive annual surveys;

- (iii) the proposal may negatively affect the supply or availability of rental housing or rental housing sub-sectors including affordable units, units suitable for families, or housing for vulnerable populations such as seniors, persons with special needs, or students, either in the City, or in a geographic sub-area or a neighbourhood of the City; and
 - (iv) all provisions of other applicable legislation and policies have been satisfied.

- 4.7 Redevelopment of social housing properties, including those which propose a mix of housing including varying levels of rental assistance, varying housing types and forms and/or the inclusion of affordable ownership housing options, that would have the effect of removing a social housing building or related group of buildings containing one or more social housing units, will secure:
 - (a) full replacement of the social housing units;
 - (b) replacement social housing units at rents similar to those at the time of the application, including the provision of a similar number of units with rents geared to household income; and
 - (c) an acceptable tenant relocation and assistance plan addressing provision of alternative accommodation for tenants at similar rents, including rent-geared-to-income subsidies, right-of-first-refusal to occupy one of the replacement social housing units and other assistance to mitigate hardship.

- 4.8 The conversion to condominium, or the severance or subdivision, of any building or related group of buildings, containing six or more rental housing units will not be approved unless:
 - (a) all of the rental housing units have rents that exceed mid-range rents at the time of application, or
 - (b) in Council's opinion, the supply and availability of rental housing in the City has returned to a healthy state and is able to meet the housing requirements of current and future residents. This decision will be based on a number of factors, including whether:
 - (i) rental housing in the City is showing positive, sustained improvement as demonstrated by significant net gains in the supply of rental housing including significant levels of production of rental housing, and continued projected net gains in the supply of rental housing;
 - (ii) the overall rental apartment vacancy rate for the City of Toronto, as reported by the Canada Mortgage and Housing Corporation, has been at or above 3.0% for the preceding four consecutive annual surveys;

- (iii) the proposal may negatively affect the supply or availability of rental housing or rental housing sub-sectors including affordable units, units suitable for families, or housing for vulnerable populations such as seniors, persons with special needs, or students, either in the City, or in a geographic sub-area or a neighbourhood of the City; and
- (iv) all provisions of other applicable legislation and policies have been satisfied.

4.9 30 percent of the total number of dwelling units provided in each Phase of development in the Davenport Village shall be limited in size in accordance with the requirements of the implementing zoning by-law.

5.0 **COMMUNITY SERVICES AND FACILITIES**

Community services and facilities include things such as schools, libraries, day nurseries and community/recreation centres, and are recognized as an important component of successful communities. Just as the City plans for “hard” infrastructure, the City must also plan for the social infrastructure needed to support new residential growth.

The most recent assessment of existing social infrastructure identified the need for more licensed daycare spaces and multi-purpose space designed to accommodate a range of services and programs.

Policies

5.1 Community service facilities serving the Davenport Village Secondary Plan area will be:

- (a) delivered in a timely manner in order to provide the social infrastructure required to support additional growth in the Davenport Village secondary plan area;
- (b) designed in a way that promotes the development of a flexible, multi-purpose facility that may be shared by a number of agencies providing programs and services to the residential and working populations of the area and/or a licensed non-profit daycare facility;
- (c) designed with input from local service providers, residents and appropriate City staff to ensure that the location, size and configuration of any facility provided in the secondary plan area are sufficient to meet the community service needs of the area, both in the long and short term; and
- (d) secured through the use of planning tools such as Section 37 of the *Planning Act*.

5.2 Priorities for community services and facilities to serve residents in Davenport Village will be monitored through:

- (a) ongoing demographic profiles of the community;

- (b) inventory of existing services and facilities that are available to area residents;
 - (c) identification of existing capacity and service gaps in local facilities; and
 - (d) the participation of local residents and service providers.
- 5.3 The incorporation of new community service facilities into either private, mixed use developments or in free-standing public facilities will be explored within Davenport Village.
- 5.4 The shared use of buildings and facilities by various community agencies and community groups will be encouraged.

6.0 PARKS, OPEN SPACE AND PEDESTRIAN SYSTEMS

Parks and open space areas are to be provided within the Davenport Village Secondary Plan Area, where residents can recreate and enjoy the outdoors. These green spaces are a significant part of achieving a healthy community.

Policies:

- 6.1 A centrally located public park with frontages on public streets is to be provided on the site. Land will be dedicated to the City of Toronto as City parkland within the Davenport Village Secondary Plan Area, with uniform shape and topography and free and clear, above and below grade, of all physical obstructions and easements, encumbrances and encroachments, including surface and subsurface easements, unless otherwise approved by the General Manager of Parks, Forestry and Recreation.
- 6.2 The park and other publicly accessible open spaces will be located in a manner which will help to integrate the Davenport Village Secondary Plan Area with the surrounding developing community, to provide linkages within the Secondary Plan Area, and to provide a variety of outdoor active and passive recreational opportunities for workers, residents and visitors.
- 6.3 The dedication of the public park to the City of Toronto will occur as part of Phase 3 and 4 of the redevelopment of the lands.
- 6.4 The Park on Map 2 to this Secondary Plan is approximate. Where the general intent of this Secondary Plan, including the provision of a minimum 0.5 hectares of parks in accordance with Section 6.1 is maintained, minor adjustments to such boundaries will not require amendment to this Secondary Plan. The 0.5 hectares parkland dedication for the public park is less than the parkland dedication required under the alternative parkland dedication requirement of 0.6 hectares/830 units. The difference will be made up as cash-in-lieu or improvements to the conveyed parkland above the City's standards base park conditions.

In the event that cash-in of parkland is required, determination will be finalized prior to site plan approval for each phase of development.

- 6.5 In accordance with Section 10.0 of this Secondary Plan, an environmental report and Record of Site Condition will be required to be submitted, prior to the conveyance of parkland to the City. This environmental report will demonstrate that the parkland, at the time of conveyance to the City, meets all applicable laws, regulations and guidelines respecting the lands to be used for public park purposes.
- 6.6 The location, form and design of the centrally located public park and other publicly accessible open space will help to ensure:
- (a) visual and physical connections between the various phases of development of the Davenport Village Secondary Plan Area and the surrounding established community;
 - (b) the safety of users;
 - (c) the perception of these open spaces as public spaces, easily viewed and entered from the public street and publicly accessible private street, and accessible to all members of the public; and
 - (d) the comfortable and flexible use of these spaces in all seasons of the year, where possible.
- 6.7 The design of the centrally located public park and other publicly accessible open spaces will be of a high quality and will be appropriate to their proposed uses, by use of measures such as:
- (a) encouraging the participation of anticipated users in the design process; and
 - (b) implementing standards for the design of open spaces, which include among other things size, location, edge characteristics, landscape character, sun and wind comfort, and facility programming.

7.0. PUBLIC ART

Public art has broad appeal and can contribute to the identity and character of a place by telling a story about the site's history. It creates a landmark and celebrates the cultural diversity and creativity of our communities.

Policies

- 7.1 Public art in the Davenport Village Secondary Plan area will be supported and encouraged. The City will encourage that public art is provided in a co-ordinated manner in respect of buildings to enhance and humanize the public realm, taking into consideration issues of public use, scale, coherence, visibility and safety and the urban design objectives of this Secondary Plan.

8.0 HERITAGE

Heritage buildings and landscapes create a unique sense of place and a rooted sense of local identity and continuity. Heritage conservation not only makes our neighbourhoods even more attractive, it also increases their desirability and value. The Davenport Village Secondary Plan focuses on conserving the heritage buildings in the area, where possible.

Policies

- 8.1 Development within the Davenport Village Secondary Plan will respect heritage buildings and properties, which are designated under the Ontario Heritage Act (or its successor) or listed in the City of Toronto Inventory of Heritage Properties, as may be amended by the City from time to time.
- 8.2 Notwithstanding any other provisions of this Plan, and to ensure the heritage buildings pursuant to Section 8.1 are protected and preserved, the City will:
- (i) require the owner to enter into and register on title a Heritage Easement Agreement for the property to the satisfaction of the City before enacting Zoning By-law(s) for removal of a holding provision to permit any development involving a heritage building; and
 - (ii) require the owner to provide upon submission of a development proposal to the City, a Heritage Impact Statement prepared by a qualified heritage conservation professional containing an evaluation of how the proposal conserves the heritage resource, describes the physical condition of the resource and potential restoration and reuse of the heritage resource to the satisfaction of the City.
 - (iii) require the owner to provide to the satisfaction of the City a Conservation Plan prepared by a qualified consultant or architect containing a detailed description of restoration and conservation work relating to the heritage defining features of the heritage building and a letter of credit in a form and in an amount satisfactory to the City to secure all work included in the Conservation Plan, prior to the issuance of final Site Plan approval.
- 8.3 New buildings adjacent to a heritage building will be compatible and complimentary to the heritage buildings massing and articulation through consideration for such matters as, but not limited to, the building massing and setbacks, roof line and profile, scale, texture, architectural detail and expression including fenestration and materials.

9.0 TRANSPORTATION

A significant part of a community is effective transportation. The Davenport Village Secondary Plan area will primarily be serviced by a public road system through the site to provide a connection to Lansdowne Avenue and Davenport Road.

Policies

- 9.1 The public streets and publicly accessible private street providing access to and circulation within the Davenport Village Secondary Plan Area will be developed as a unifying element connecting the Davenport Village Secondary Plan Area with the existing residential community to the east and north.
- 9.2 Streets
- 9.2.1 The rights-of-way for streets in the Davenport Village Secondary Plan Area will satisfactorily accommodate traffic, cyclists, short term parking and pedestrians. Public streets will be designed, constructed and conveyed to the City as part of the development of each phase.
- 9.2.2 The public streets and major development blocks will be created by plan of subdivision in accordance with Section 51 of the *Planning Act*, as amended. Major development blocks may be further divided by plan of subdivision, by exemption from part lot control, or by consent.
- 9.2.3 The public street system and publicly accessible private street within the Davenport Village Secondary Plan Area will be generally in accordance with Map 1 to this Secondary Plan. Where the general intent of this Secondary Plan is maintained, minor adjustment to the alignment or the addition of the public streets shown on Map 1 to this Secondary Plan will not require amendment to this Secondary Plan.
- 9.2.4 New public streets and the publicly accessible private street in the Davenport Village Secondary Plan Area will:
- (a) create a pattern of streets and blocks which establishes, where possible, a continuity with the street and block pattern of the established communities to the east and north;
 - (b) be landscaped including street tree planting, in a manner which enhances their character and amenity;
 - (c) facilitate short term parking, pedestrian and cyclist movement; and
 - (d) be successfully integrated into the local road systems.
- 9.3 Pedestrian and Bicycle Circulation
- 9.3.1 The City will seek to secure appropriate connections and pedestrian links over the Hydro corridor, generally as shown on Map 1 to this Secondary Plan. Opportunities for other pedestrian connections will be explored as the development of the Davenport Village Secondary Plan Area proceeds. In assessing future pedestrian connections:
- (a) the pedestrian connection will be conceived of as an extension to the public sidewalk; and

- (b) the street level pedestrian realm will be comfortable and diverse, and pedestrian traffic along the route of the connection will be sufficient to maintain an active environment along both the public sidewalk and pedestrian connections.

9.3.2 The use of bicycles in and through the Davenport Village Secondary Plan Area will be encouraged by:

- (a) the provision, where possible, of either separate bicycle lanes or wider curb lanes over the public street system;
- (b) the provision of bicycle parking as an integral part of developments; and
- (c) the provision, where appropriate, of bicycle parking in parks, publicly accessible open spaces and on public sidewalks.

9.4 Traffic Monitoring

9.4.1 The City will require the submission of a Traffic Impact Study for each phase of development in the Davenport Village Secondary Plan Area to determine if any local road improvements or mitigating measures are required. Should the City determine that improvements to the local road network are required in association with any phase of development in the Davenport Village Secondary Plan area, the improvements will be secured as part of the approval of that particular phase and paid for by the land owner.

10.0 ENVIRONMENT

The City will seek the co-operation of other levels of government, land owners and developers involved in the development of the Davenport Village Secondary Plan Area to ensure that environmental conditions meeting applicable current provincial criteria, guidelines, and regulations are established for people working and living within and adjacent to the Davenport Village Secondary Plan Area.

Policies

10.1 In considering development in the Davenport Village Secondary Plan Area, an Environmental Report and Record of Site Condition, in accordance with Ont. Reg. 153/04, for each phase and an agreement or other provisions if deemed appropriate to secure mitigation measures and requirements arising from the Environmental Report or Record of Site Condition will be required concurrent with the submission of a zoning application to remove a holding provision pursuant to Section 36 of the *Planning Act*. An Environmental Report shall contain an assessment of the environment issues and the appropriate means for the proponent or landowner to:

- (a) reduce the noise and vibration impact of the railway uses, adjacent to the Davenport Village Secondary Plan Area, by, among other things, the provision of buffers, including acoustical walls and buildings and structures and landscaping features adjacent to noise and vibration sources as appropriate for residential and non-residential uses;

- (b) ensure satisfactory air quality and climatic conditions, including satisfactory wind conditions at-grade, and in association with outdoor amenity areas;
 - (c) ensure satisfactory soil and groundwater conditions in accordance with Ont. Reg. 153/04;
 - (d) provide for effective comprehensive storm water management so that new development in the Davenport Village Secondary Plan Area does not detrimentally affect ground water and water quality in downstream areas;
 - (e) ensure that the practices and procedures followed during construction of development and the operation and maintenance of developments in the Davenport Village Secondary Plan Area are environmentally sound;
 - (f) achieve energy efficiency and conservation as development proceeds in the Davenport Village Secondary Plan Area;
 - (g) achieve waste reduction and recycling as development proceeds in the Davenport Village Secondary Plan Area;
 - (h) achieve buildings which are environmentally safe for occupation and sound in their uses of water as development proceeds in the Davenport Village Secondary Plan Area; and
 - (i) ensure compatibility between the proposed land use and adjacent lands and land uses.
- 10.2 The Environmental Report referred to in Section 10.1 will be prepared by the proponents in consultation with the City of Toronto. The Environmental Report will contain environmental information assembled for the lands that has been assessed in a manner consistent with current Ministry of Environment guidelines, guidance documents, procedures, objectives, policies and regulations. More particularly, the Environmental Report will outline the recommendations to be implemented to develop the particular phase, including any measures that need to be undertaken to reuse existing buildings or structures and to address the soil and groundwater in undeveloped lands located adjacent to the lands being developed to ensure compatibility.
- 10.3 Provisions, including the use of agreements, sufficient to ensure that the safeguards and measures set out in the Environmental Report will be adequately secured.
- 10.4 The City of Toronto will identify the various guidelines, standards, and requirements which at the time generally affect the development of lands in relation to the environmental matters set out in Section 10.1 of this Secondary Plan.
- 10.5 The Ministry of the Environment and the local Board of Health will be consulted respecting relevant environmental matters referred to in Sections 10.1 and 10.2.

- 10.6 The proponent of each phase of development will comply with the City's peer review process respecting the submission of any required report.

11.0 RAILWAYS

Railways are located on the west and south sides of the Davenport Village Secondary Plan area. Any new development, especially residential, is to incorporate appropriate setbacks and mitigation measures from the abutting railways to provide a safe and livable community.

Policies

- 11.1 Any proposed development will be required to undertake noise and vibration studies, to the satisfaction of the City and the appropriate railway operator, and shall undertake appropriate measures to mitigate any adverse effects from noise and/or vibration that were identified.
- 11.2 Development adjacent to railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the City and the appropriate railway. Residential buildings will be required to generally be setback a minimum of 25 metres from the CN Newmarket Subdivision railway right-of-way and generally a minimum of 20 metres from the CP North Toronto Subdivision railway right-of-way, all recognizing incorporation with the setback appropriate safety and mitigation measures as noted above.

12.0 IMPLEMENTATION

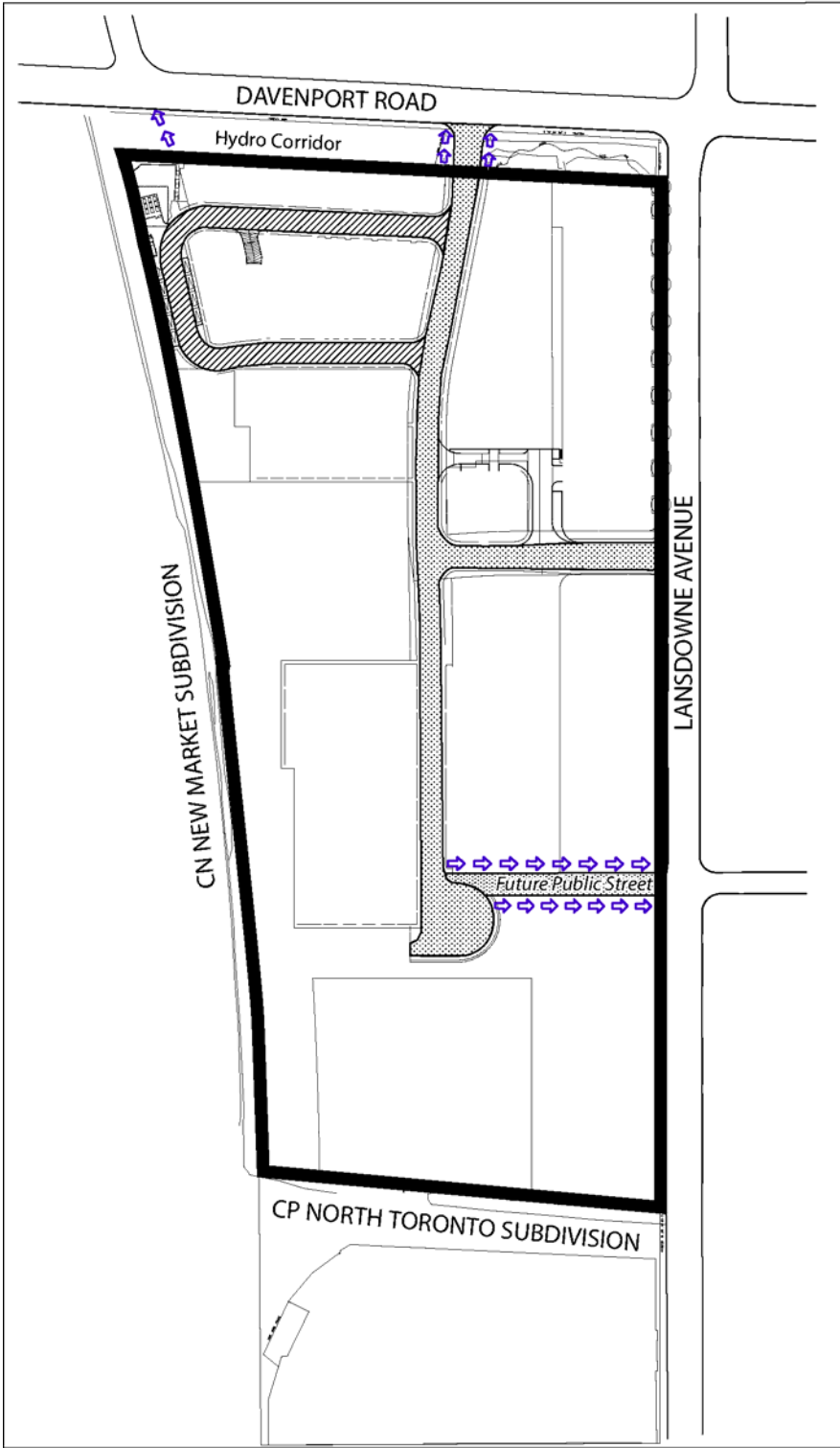
The scale and extent of the Davenport Village Secondary Plan area is such that development in accordance with the provisions of this Plan may take place over a considerable period of time. At such time of approval of this Plan, the Davenport Village Secondary Plan Area is adequately provided with internal municipal services for complete development in accordance with the provisions of this Plan. This issue will be addressed as development proceeds on a phased and incremental basis.

Policies

- 12.1 Development of the Davenport Village Secondary Plan Area will proceed in phases as generally outlined on Map 3 to this Secondary Plan. Where the general intent of this Secondary Plan is maintained, adjustments to the boundaries or timing of the phases outlined on Map 3 will not require amendment to this Secondary Plan. In particular, the boundaries of a phase may be varied without amendment to this Secondary Plan in order to include, where appropriate, the continuation outside of the phase of a public street or publicly accessible private street and the related services and/or pedestrian routes.
- 12.2 The City may enact Zoning By-law(s) to permit the development of the Davenport Village Secondary Plan Area.

- 12.3 The City may enter into Agreements to permit development to proceed in accordance with the provisions of this Secondary Plan.
- 12.4 To provide for the orderly development and appropriate infrastructure and services, the holding symbol “h” provisions of Section 36 of the *Planning Act*, as amended, may be utilized within the Secondary Plan Area. Where a holding symbol is in place, development may not take place before the holding symbol is removed through a by-law amendment.
- 12.5 Applications will be considered for removal of Holding Symbol pursuant to Section 12.6 and 12.7 of this Secondary Plan.
- 12.6 The holding symbol may be removed incrementally or in phases, upon application by the owner to the City and only as the following matters have been provided and/or appropriate agreements binding on the owner have been entered into pursuant to Section 37, 41, 51 or 53 of the *Planning Act*, or the Ontario Heritage Act, to secure the following matters all to the satisfaction of the Chief Planner and Executive Director, City Planning Division:
- (i) a record of Site Condition is to be filed on the Province’s Environmental Registry under the *Environmental Protection Act*, evidencing that the site is suitable for the intended use of the lands;
 - (ii) an Environmental Report prepared in accordance with Section 10.1 and Section 10.2;
 - (iii) the submission of a Site Plan Control Approval application pursuant to Section 41 of the *Planning Act*, and issuance of Notice of Approval Conditions for Site Plan Control.
 - (iv) a functional road plan;
 - (v) an infrastructure phasing plan;
 - (vi) a stormwater management brief;
 - (vii) a traffic impact study;
 - (viii) a municipal lighting assessment;
 - (ix) noise and vibration studies;
 - (x) an affordable housing and unit type mix, in accordance with the affordable housing policies of this Secondary Plan;
 - (xi) a Heritage preservation and conservation for designated historically significant buildings;

- (xii) a community services and facilities study update; and
 - (xiii) draft plan of subdivision approval, including entering into a subdivision agreement;
- 12.7 Prior to the removal of the Holding Symbol, land within the Davenport Village Secondary Plan Area may be used for:
- (a) compatible industrial uses permitted by the existing zoning in effect for the lands at the time of passage of the By-law to adopt this Secondary Plan; and
 - (b) the provision of any public work which is consistent with the use of the land in accordance with the provisions of this Secondary Plan.
- 12.8 Agreements pursuant to Section 37 of the *Planning Act* may be used to secure services, facilities and matters, which may include:
- (a) the preservation and conservation of heritage resources designated and/or listed in the City of Toronto Inventory of Heritage Properties;
 - (b) public art;
 - (c) other non-profit arts, cultural, community or institutional facilities;
 - (d) park land, streetscape and/or landscape improvements; and
 - (e) ownership and maintenance of barrier walls and acoustical walls or fences and the land on which these facilities are located abutting railway property; and
 - (f) for convenience to secure other facilities, works and matters in association with development on the land.



Map 1 - Streets and Pedestrian Connections

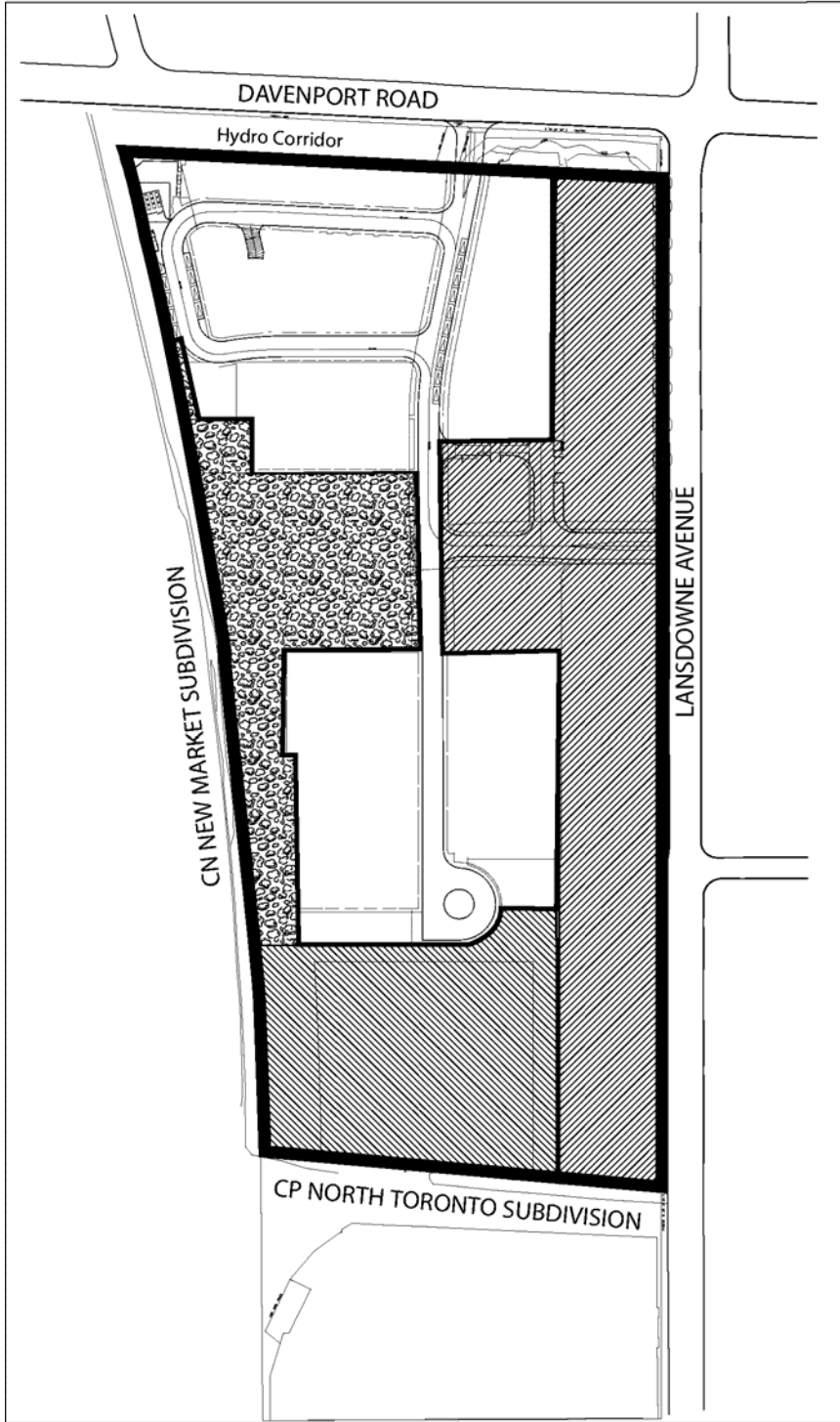
Davenport Village Secondary Plan

File # 03_176582

-  Secondary Plan Area Boundary
-  Public Street
-  Private Street
-  Pedestrian Connection





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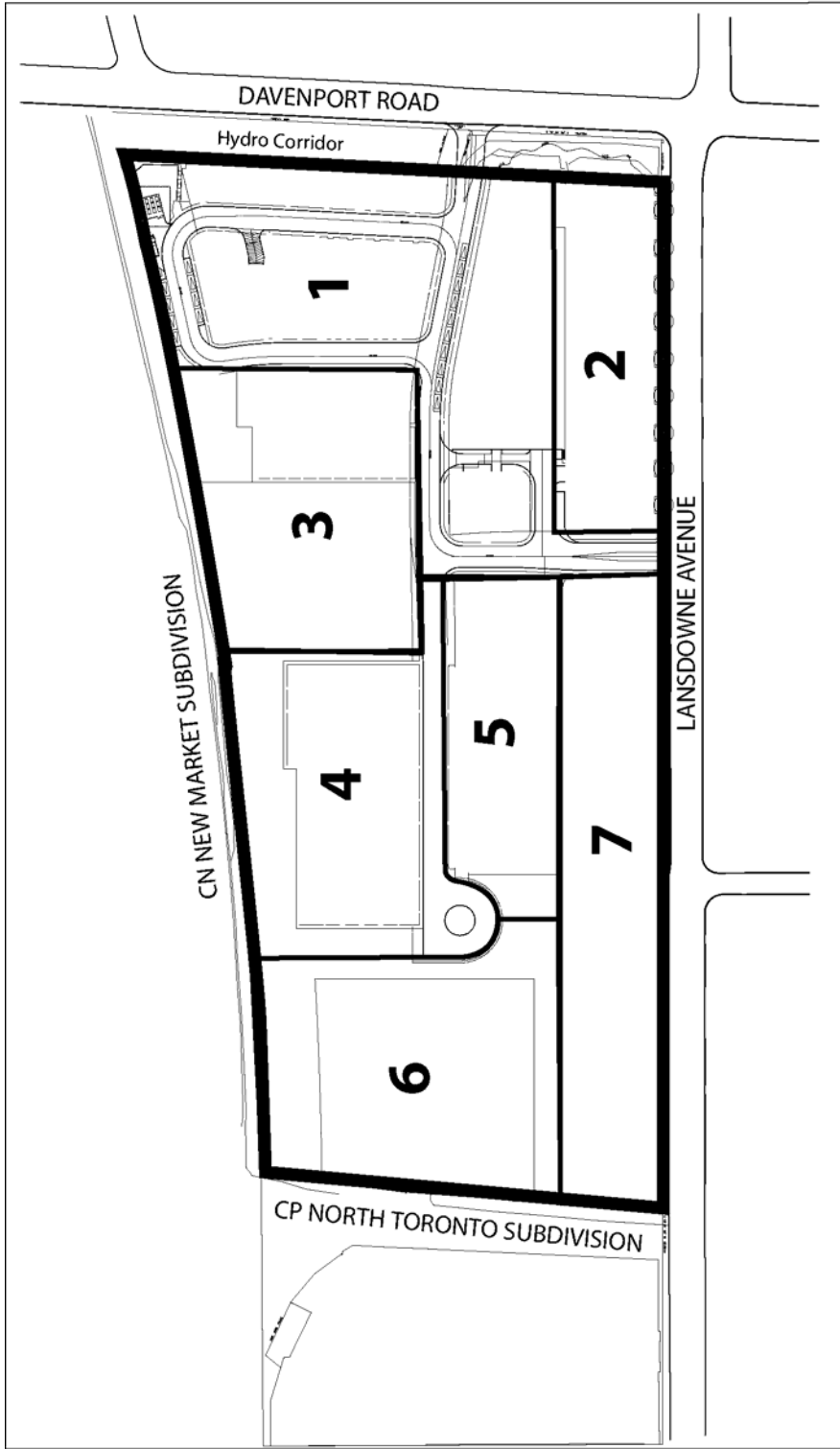
Map 2 - Land Use Plan

Davenport Village Secondary Plan
File # 03_176582

-  Secondary Plan Area Boundary
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Parks and Open Space Areas
-  Parks
-  Other Open Space Areas



Not to Scale
07/12/06



TORONTO City Planning
Map 3 - Phasing Plan

Davenport Village Secondary Plan
 File # 03_176582



Not to Scale
 04/07/06

Secondary Plan Area Boundary
 Phasing Area