

Final Report Downsview Area Secondary Plan Review

Date:	February 17, 2010
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward No. 8 - York West Ward No. 9 – York Centre Ward No. 10 – York Centre
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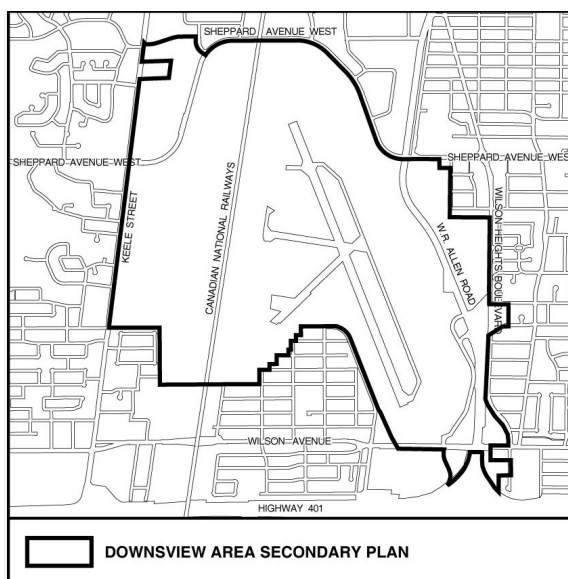
SUMMARY

The purpose of this report is to present the conclusions of the Downsview Area Secondary Plan review, recommend adoption of amendments to the Official Plan including an updated Downsview Area Secondary Plan and recommend approval of the Downsview Transportation Master Plan, and Servicing and Stormwater Management Master Plan. The proposed Downsview Area Secondary Plan is a transit-supportive plan that will foster the development of complete communities. The proposed Secondary Plan conforms to the Places to Grow Growth Plan and is consistent with the Provincial Policy Statement.

RECOMMENDATIONS

The City Planning Division recommends that City Council:

1. Amend the Official Plan substantially in accordance with the proposed Official Plan Amendment attached as Attachment No. 2.



2. Authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment as may be required.
3. Approve the Transportation Master Plan which satisfies Phases 1 and 2 of the Municipal Class Environmental Assessment process attached as Attachment No. 3.
4. Approve the Servicing and Stormwater Management Master Plan which satisfies Phases 1 and 2 of the Municipal Class Environmental Assessment process attached as Attachment No. 4.
5. Direct the Chief Planner and Executive Director, City Planning Division to hold an Open House for a City initiated Zoning By-law Amendment for the Stanley Greene District as required by the *Planning Act* and that statutory notice for the meeting be given according to the regulations of the *Planning Act*.

Financial Impact

There are no immediate financial implications resulting from the adoption of the recommendations contained in this report. The recommendations in this report may have financial implications arising from the provision of some community services and facilities in the future. The determination of the actual facilities required and the financial implications to the City will be determined as development proceeds within the Secondary Plan area.

DECISION HISTORY

The existing Downsview Area Secondary Plan was approved by City Council in 1999. A subsequent amendment to the Secondary Plan for the lands at the southwest and southeast corners of the Allen Road and Sheppard Avenue West intersection was approved in 2001. The Downsview Area Secondary Plan forms Part 7 of Chapter 6 of the City of Toronto Official Plan.

The intent of the existing Secondary Plan is to provide for the creation of a major national urban park and a balanced mix of urban land uses in a park like setting, which can be accommodated within the overall transportation network. The Secondary Plan is supported by a Council approved Transportation Master Plan, as well as the Downsview and Allen-Sheppard Urban Design Guidelines. If fully developed, the existing Secondary Plan provides for an estimated population of approximately 38,000 residents and workers.

There is no implementing zoning in place for the existing Secondary Plan; the majority of the lands are subject to an 'A' – Airport Hazard Area Zone which pre-dates the Downsview Area Secondary Plan and relates to the historic ownership and use of the

lands for military and aviation purposes. The Build Toronto lands on the east side of Allen Road are also subject to restrictive covenants related to land use and development heights. These covenants are held by Parc Downsview Park Inc. (PDPI), the Department of National Defense (DND) and Bombardier Aerospace.

ISSUE BACKGROUND

In the more than nine years since the Downsview Area Secondary Plan was approved, changes have occurred and initiatives are underway which support reviewing and updating the Secondary Plan at this time. These include:

- The approval of the Toronto-York Spadina Subway Extension north through the Secondary Plan area to the City of Vaughan. This extension will include six new stations, one of which (Sheppard West Station) will be located in the Secondary Plan area on PDPI lands;
- GO Transit has committed to constructing a new station on the CN rail line south of Sheppard Avenue West which will be combined with the new subway station to form an integrated TTC/GO Transit station;
- Parc Downsview Park Inc. (PDPI) has an updated development concept for their lands, a key component of which is a desire to increase development opportunities on lands near the new Sheppard West Subway TTC/GO Transit station; and
- The new City of Toronto Official Plan provides a policy framework for structuring growth in the City based around strong integrated transportation and land use policies.

A review of the Secondary Plan provides an appropriate vehicle to comprehensively consider and evaluate the opportunities and implications of these changes on the existing planning framework for the area.

In May 2008 City Council directed staff to undertake a review and update of the Downsview Area Secondary Plan. The City Planning Division retained the firm of planningAlliance as the lead consultant for the review. Supported by the firms of AECOM, ERA Architects and Archaeological Services Inc., this team has expertise in land use planning, urban design, transportation, servicing, heritage and archaeology. The review was undertaken between July 2008 and December 2009 in four phases as follows:

- Phase One: Background Review, Identification of Opportunities and Challenges
- Phase Two: Identification, Evaluation and Testing of Options
- Phase Three: Identification of a Preferred Option
- Phase Four: Recommended Plan and Planning Framework

Consultant reports and memorandums were issued by the consulting team throughout the review and posted on the City's project web site to ensure all information was publicly available on an ongoing basis. This website also contains all of the community meeting presentations and graphics, a summary of community comments received, the Area

Profile completed for the review, as well as newsletters and meeting notices (www.toronto.ca/planning/downsview.htm).

Study Area

The Secondary Plan area is generally bounded by Keele Street to the west, Wilson Heights Boulevard to the east, Sheppard Avenue to the north and Wilson Avenue and Highway 401 to the south. The total area covered by the Secondary Plan is approximately 530 hectares.

The review examined the lands within the Secondary Plan area and examined the broader community to provide a context for the review. The larger study area was bounded by Jane Street, Bathurst Street, Finch Avenue West and Highway 401. There are two existing TTC subway stations within the Secondary Plan area; Wilson Station at the south end, and Downsview Station on the east side at Allen Road and Sheppard Avenue West.

Lands surrounding the Secondary Plan area support established residential communities and employment areas and are designated *Employment Areas*, *Apartment Neighbourhoods* and *Neighbourhoods* in the Official Plan. Map 2 of the Official Plan identifies the Keele Street frontage and portions of Sheppard Avenue West and Wilson Avenue within the Secondary Plan area as *Avenues*, lands within the Secondary Plan area and to the north as *Employment Districts*, and the National Urban Park lands as part of the City's *Greenspace System*.

Places to Grow Growth Plan

On June 16, 2006 the Government of Ontario released the Growth Plan for the Greater Golden Horseshoe. The Growth Plan guides decisions on a wide range of issues including transportation, infrastructure, urban form, housing, natural heritage and resource protection. It also clarifies and strengthens the application of the Provincial Policy Statement. City Council's planning decisions are required to conform, or not conflict, with the Growth Plan. Policy areas of the Growth Plan of relevance to the Downsview Area Secondary Plan review are:

- reducing automobile dependency through the development of mixed-use, transit supportive, pedestrian friendly urban environments;
- providing convenient access to intra- and inter-city transit;
- intensifying existing urban areas to accommodate growth, particularly around major transit stations areas;
- providing for a range and mix of housing including affordable housing, a diverse and compatible mix of land uses, and high quality public open spaces in intensification areas;
- conserving cultural heritage and archaeological resources;
- providing for multi-modal transportation systems that integrate pedestrian and bicycle networks;
- identifying natural heritage features; and

- providing for public infrastructure such as transportation and community infrastructure.

Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. City Council's planning decisions are required to be consistent with the PPS. Policy areas relevant to the review include:

- land use patterns that are based on densities and a mix of land uses which efficiently use land and resources, infrastructure and public service facilities, and minimize negative impacts to air quality and climate change;
- identification of opportunities for intensification in appropriate locations, taking into account the existing building stock and the availability of suitable infrastructure and public service facilities;
- affordable housing targets;
- planning public streets, spaces and facilities to be safe, meet the needs of pedestrians and facilitate both pedestrian and non-motorized movement;
- planning and protecting for corridors and rights-of-way for transportation, transit and infrastructure facilities; and
- supporting energy efficiency and improved air quality by planning for compact urban form, promoting public transit and promoting design and orientation which maximizes the use of alternative/renewable energy.

City of Toronto Official Plan

The Toronto Official Plan contains policies and objectives that guide future growth and development in the City. The Official Plan contains a number of city-building priorities such as directing growth to areas well served by transit and creating viable and complete communities. The Official Plan also contains policies that require development to be considered as part of a broader approach to community building to ensure that all residents have access to housing, parks and community services. Key Official Plan objectives and policies which have guided the Downsview Area Secondary Plan review include the following:

- Integrating land use and transportation planning, including supporting targeted growth areas with good transit services, concentrating jobs and people in areas well served by transit, promoting mixed use development to increase opportunities for living close to work, and ensuring that streets provide access for vehicles, pedestrians and bicycles, space for utilities and services, building address, view corridors and sight lines;
- Recognizing the role of *Avenues* in providing for reurbanization to support new housing and job opportunities and improving the pedestrian environment and the look of the street, and recognizing the importance of protecting *Employment Districts* to nurture and support the City's economy and provide for job growth;

- Recognizing the importance of good urban design in building a successful city and the importance of achieving a high quality public realm that is characterized by attractive, comfortable, safe and accessible streets, parks, open spaces and public buildings;
- Providing a comprehensive planning framework to direct the building of new neighbourhoods to achieve complete communities that include streets and open spaces that have good connections to the surrounding streets and open spaces, are supported by infrastructure and community services, provide for uses and building scales that are compatible with surrounding development, and include a full range of housing in terms of type, tenure and affordability; and
- Using a variety of tools to implement and achieve the objectives of the Plan, including implementing zoning, urban design guidelines, Section 37 and holding provisions as part of the development application approvals process.

COMMENTS

This report recommends that Council replace the existing Downsview Area Secondary Plan with the updated recommended Secondary Plan included as Attachment 2 to this report. The recommended Secondary Plan is the result of a comprehensive review and analysis of the area relative to planning policy and the existing and planned context. The review has reaffirmed the vision for the lands to provide for the creation of a major national urban park and a balanced mix of urban land uses in a park like setting which can be accommodated within the transportation network. The recommended Secondary Plan refines this vision with an updated development framework that provides opportunities to intensify land uses near the new transit hub and achieve a connected parks and open space system.

The recommended Secondary Plan provides for a future population of approximately 42,000, of which approximately 20,000 will be future residents and 22,000 will be future workers. This represents an increase in development permission of approximately 250,000 m² of non-residential development and 1,500 residential units from the existing Secondary Plan.

The review tested higher development levels but found that limited road connections and the airport height restrictions constrained development opportunities around the Wilson and the proposed Sheppard West Subway Station/GO Transit stations. The maximum density permissions recommended in the Sheppard-Chesswood and Wilson Districts reflect this limitation. By comparison, the lands around the Downsview Subway Station in the Allen District permit a maximum density of up to 3.0 FSI and the recently approved York University Secondary Plan provides for maximum densities of up to 3.0 FSI and 4.0 FSI around the future subway stations. In recognition of the desire to achieve transit-supportive densities and support investment in transit infrastructure, the Secondary Plan contains policies which establish that maximum density permissions within these Districts may be re-evaluated should there be any changes in airport height restrictions.

This section of the report provides: (a) a summary of the Secondary Plan review process; (b) a summary of the community consultation undertaken; and (c) the key elements of the recommended Downsview Area Secondary Plan. A table summarizing the changes in land use designations, areas and development levels from the existing Secondary Plan to the recommended Secondary Plan is included as Attachment 1 to this report. The Official Plan Amendment containing amendments to Maps 2, 9, 16 and Schedule 2 of the Official Plan along with the recommended Downsview Area Secondary Plan is included as Attachment 2.

(a) Secondary Plan Review Process

Key outcomes of each of the four phases of the review were:

Phase One:

Phase One included a review and identification of key characteristics of the Secondary Plan area. The policy context was described, development activity in the area was reviewed and precedents were identified and summarized. Opportunities and constraints to developing an updated planning framework were identified. This phase was also supported by an Area Profile completed by the City which provided information related to demographics, employment statistics, community services and facilities and the public realm.

There were two key outcomes to the Phase One analysis. First, was the determination that the key goal of the existing Secondary Plan – to provide for the development of a national urban park and a mix of urban land uses in a park-like setting at a level supported by transportation infrastructure – remained relevant and appropriate. Secondly, it was concluded that large portions of the Secondary Plan area would likely not change from their current land use designation. For example, the large amount of lands designated *Employment Areas* would remain and a large National Urban Park area would remain. To reflect this and other physical characteristics of the Secondary Plan area, Districts were established to organize and focus the analysis. These Districts were used throughout the review and are incorporated into the recommended Secondary Plan.

Phase Two:

The Phase Two work focussed on the development and evaluation of different land use and transportation alternatives. Based on the background work completed in Phase One, two broad land use and development concepts were created. These concepts generally illustrated how land uses and development intensity might be organized. Building on these general concepts, four land use and development alternatives were developed of which one concept was based on PDPI's updated development concept for their lands. The existing Secondary Plan was identified as a fifth alternative and served as a benchmark for comparing and contrasting the alternatives.

At the same time, three transportation network alternatives were developed and evaluated, along with using the existing Transportation Master Plan as a benchmark. The land use and transportation options were then evaluated in the context of identified opportunities and challenges, the existing and planned context of the surrounding community, municipal and provincial goals and objectives related to land use planning, and transportation and servicing implications. Evaluation matrices are contained within the Phase Two land use and transportation reports.

In comparing each of the land use and transportation options district by district it was concluded that each option had positive attributes that should be carried forward. Taking this approach, the positive attributes of each option were used to create a single Emerging Preferred Plan. The creation of the Emerging Preferred Plan was the key outcome of Phase Two and was the first attempt at synthesizing the work completed to date. Overall, the Emerging Preferred Plan projected a future total population of approximately 47,000 in the Secondary Plan area. As well, a National Urban Park area of approximately 117 hectares was proposed, and the area of *Employment Areas* designated lands was maintained relative to the existing Secondary Plan.

Phase Three:

Phase Three focussed on further analysis and refinement of the Emerging Preferred Plan to develop a Recommended Plan. This included testing and refinement of the land use designations and densities, urban design modelling and built form analysis, and transportation and servicing network modelling and analysis. Overall, Phase Three was characterized by an iterative cycle of testing and refinement to develop an appropriate updated planning framework for the Secondary Plan area. Phase Three concluded with the presentation of a draft Recommended Plan and Road Network.

An important component of the Phase Three work was an urban design analysis to test, refine and advance the land use and density work undertaken to date. This urban design analysis focussed on three-dimensional modelling to better understand and evaluate relationships between land uses and building types. The result was the creation of a 3D massing model and demonstration plan for the Secondary Plan districts, based on the draft Recommended Plan.

The reduction in projected future population to 42,000 in the draft Recommended Plan reflects the combined impact of airport height restrictions in the Sheppard-Chesswood and Wilson districts around the subway stations, as well as the results of the transportation analysis which determined that the transportation network would operate more efficiently if the overall development level was reduced.

Phase Four:

During Phase Four, the study team refined the draft Recommended Plan and prepared a recommended planning framework. No major changes were made to the analysis or the

evaluation completed in earlier phases; rather Phase Four focussed on completing the review and preparing the final documents.

The final Recommended Plan which forms the basis for the updated Secondary Plan makes only minor modifications to the draft Recommended Plan which for the most part are mapping and calculation corrections.

(b) Community Consultation

A number of community consultation initiatives were undertaken as part of the review including:

- Four community meetings (September 17, 2008, October 7, 2008, December 8, 2008 and September 14, 2009)
- A two-day weekend open house (November 1 – 2 , 2008)
- Eight community reference group meetings (September, October and November 2008, and February, March, April, May and June 2009)
- Two landowner meetings (September and December 2008)
- Individual stakeholder meetings
- Three newsletters (September 2008, June 2009 and February 2010)
- A dedicated City webpage which posted all consultant memorandums and reports, community meeting presentations and graphics, a summary of community comments received, as well as meeting notices and newsletters (www.toronto.ca/planning/downsview.htm)

The community meetings and two-day open house introduced and updated residents on the review as it progressed, provided opportunities for community input and feedback, and provided for the presentation of the consultant's conclusions and recommendations to update the Secondary Plan. The community reference group was established to provide updates and solicit comment as the review was progressing. However, the focus of the meetings also responded to the requests and interests of the group. In particular, early in the review the group expressed their strong desire to discuss the national park vision and program and City staff arranged a meeting with the Chair of PDPI. The City Planning web page has been a valuable community engagement tool by providing the opportunity for the public to review reports and memorandums and revisit community meeting presentations and graphics.

A number of community comments received during the review focussed on the desire to engage with and revisit the federal government's plans for Downsview Park. This was not within the scope of the City's Secondary Plan review, however the October 7, 2008 community meeting was restructured in an effort to address this interest. The other major area of interest related to development levels in the Secondary Plan area. The majority of the comments received expressed concern that both the existing Secondary Plan and the recommended Secondary Plan provided for too much development or the proposed increase in development levels could not be accommodated by the public infrastructure.

c) Key Elements of the Recommended Plan

The review focussed on opportunities to develop transit supportive mixed use communities at and near major transit stations and along Keele Street, Sheppard Avenue West and Allen Road. The review comprised the following study components, each of which is discussed in turn:

- (i) land use and density;
- (ii) urban design and built form modelling;
- (iii) transportation;
- (iv) servicing and stormwater;
- (v) a heritage review and an archaeological review; and
- (vi) community services and facilities.

i) Land Use and Density

Secondary Plan Boundary

The boundaries of the Secondary Plan are recommended to be modified to remove the former Denison Armoury lands and the large retail centre (Costco/Home Depot) south of Wilson Avenue and to include the Wilson Heights Boulevard ramps as well as the two TTC commuter parking lots located east of Allen Road on either side of Wilson Avenue.

The large retail centre is subject to a site specific zoning which directs future development. The former armoury site is a small site that is disconnected from the other development areas within the Secondary Plan and the existing Official Plan policies provide appropriate policy direction for future development. The Transportation Master Plan road network identifies opportunities to modify road connections which potentially impact the Wilson Heights ramps and free up lands for future development within the Secondary Plan area. Inclusion of the two TTC parking lots results in all three of the commuter lots around the Wilson subway station being included in the Secondary Plan area.

Establishment of Districts

The Secondary Plan area is structured into seven Districts based on intended use and character (see Map 7-3 of the attached Secondary Plan). The Secondary Plan requires the preparation of District Plans prior to development proceeding within Districts to set out development principles and guidelines at a level of detail not possible within the Secondary Plan. District Plan requirements would include block and structure plans, context plans showing how public roads and parks and open space areas will be integrated with surrounding lands, and details on building location and massing, and development phasing.

Land Uses

The recommended Secondary Plan provides for a mix of land uses. The largest land use areas are *Employment Areas* and *Parks and Open Space Areas* which reflect the importance of the area's identification as an *Employment District* in the Official Plan and the presence of the large national urban park as the centrepiece of a connected parks and open space system. A total of five land use designations are proposed for the Secondary Plan area:

Employment Areas

Lands designated *Employment Areas* account for approximately 65% of the total Secondary Plan area. The recommended Secondary Plan maintains the total amount of *Employment Areas* designated lands as the existing Secondary Plan in recognition of provincial and municipal policy direction to protect employment districts. The *Employment Areas* policies allow for the continued operations of the Bombardier Aerospace, DND and TTC rail yard operations all of which are important employment uses in the City and also provide for future employment development around the new transit hub in the Sheppard-Chesswood District and in the Wilson District.

During the review, Bombardier Aerospace expressed interest in having portions of their lands redesignated to allow for residential and commercial development opportunities. The Bombardier Aerospace lands are all identified as *Employment Districts* on Map 2 of the Official Plan and, as such, are not candidates for redesignation given the provincial and municipal policy direction on protecting employment lands. The updated Secondary Plan retains the *Employment Areas* designation on the Bombardier Aerospace lands.

Parks and Open Space Areas

Lands within the *Parks and Open Space Areas* designation total approximately 100 hectares, comprised of 82 hectares in the National Urban Park, 12 hectares of local parkland to be located within the Districts and the approximately 6 hectare woodlot to be preserved in the William Baker District. The Secondary Plan policies provide for the creation of a connected parks and open space system.

The National Urban Park will be developed and operated by Parc Downsview Park Inc. as a park of local, regional and national attraction. The National Urban Park has two land use designations, *Parks* and *Employment Areas*. To provide clear identification of the extent of the National Urban Park lands and policy direction for their development, they are subject to a Site Specific and Area Policy in the Secondary Plan. This policy establishes the minimum land area for each designation and the type of uses intended for the *Employment Areas* designation, such as museums, galleries, sports and recreation and ancillary retail and restaurant uses.

Local parks within the districts will be developed and maintained to provide space for local public recreation purposes. The recommended Secondary Plan contains policies to

guide and inform the location and configuration of local parkland within the districts when District Plans are prepared.

The *Natural Areas* reflect existing established woodlots, in the William Baker District as well as a woodlot within the National Urban Park District. The recommended Secondary Plan contains policies with respect to development adjacent to woodlots to ensure their retention and protection consistent with the City of Toronto Official Plan and the Ravine Protection By-law.

Mixed Use Areas

Mixed Use Areas are proposed around the Downsview Subway Station at the intersection of Allen Road and Sheppard Avenue West and along Keele Street, north of Sheppard Avenue within the William Baker District. The *Mixed Use Areas* are intended to develop primarily for non-residential uses and support an increased scale and level of development. In total, the *Mixed Use Areas* have the potential to accommodate up to approximately 400,000 m² of development.

Neighbourhoods and Apartment Neighbourhoods

The areas designated *Neighbourhoods* reflect those areas within the Secondary Plan that are adjacent to existing stable residential communities and where future development must be sensitive to and generally ‘fit’ with the existing physical character and are located in the Stanley Greene District and on the east side of Allen Road in the Allen District.

Apartment Neighbourhoods designations are proposed in areas where a more intense level of residential development is appropriate. *Apartment Neighbourhoods* are located along portions of Keele Street, which is a major street and identified as an *Avenue* in the Official Plan, and along Allen Road which is also a major street that is intended to transform into a street with an improved design and character that is integrated with the surrounding District.

Development Density

The recommended Secondary Plan establishes minimum densities on lands around the existing and proposed subway stations to ensure that opportunities to achieve transit-supportive development are maximized. Minimum densities range from 0.75 FSI to 2.0 FSI (see Map 7-10 of the attached Secondary Plan).

The recommended Secondary Plan also establishes maximum densities of 0.5 FSI in *Neighbourhoods*, up to 2.0 FSI in *Apartment Neighbourhoods*, up to 3.0 FSI in *Mixed Use Areas*, and 0.35 and 1.0 FSI in *Employment Areas* (see Map 7-11 of the attached Secondary Plan). The low maximum employment densities reflect the existing land extensive character of employment operations in the DND/Bombadier/TTC District, the intensity and scale of development envisioned within the National Urban Park District,

and the airport height constraints in the Sheppard-Chesswood and William Baker Districts. Residential development within *Mixed Uses Areas* is limited to a maximum of 1.0 FSI in order to ensure these areas develop to support a broad array of uses.

The most substantive change in density from the existing Secondary Plan is within the William Baker District where approximately 3,500 residential units and 11,638 m² of non-residential floor area is anticipated. This district is located near the new transit hub, is bounded by Keele Street and Sheppard Avenue West both of which are major streets and this stretch of Keele Street is an *Avenue*, and is not as constrained by airport height restrictions as lands within the adjacent Sheppard-Chesswood District. All of these factors support more intensive mixed-use development levels for these lands.

Apartment Neighbourhoods designations are proposed in the Stanley Greene District to enable higher density built forms on Keele Street, and more intensive low-rise buildings along the south edge of the National Urban Park and on the lands on the west side of the CN rail line. Building forms other than low scale residential are desirable and appropriate in all these locations. For the *Apartment Neighbourhoods* designation along Allen Road in the Allen District, the recommended Secondary Plan includes a policy stating that, once key roads are constructed, if transportation monitoring determines there is additional capacity to serve these lands additional density, up to a maximum of 0.5 FSI, may be permitted without an amendment to the Secondary Plan. This evaluation would form part of a future development application and be subject to detailed review and community consultation.

Building Heights

The Secondary Plan establishes minimum building heights for certain areas of the Secondary Plan to achieve appropriate relationships to the street. Minimum building heights range from 6 metres (approximately 2 storeys) on minor and local streets to 13.5 metres (approximately 4 storeys) on Keele Street, Allen Road, Sheppard Avenue West and Wilson Avenue.

The Secondary Plan does not establish maximum building heights. Establishment of maximum building heights will be informed by the preparation of District Plans and established through implementing zoning. Maximum building heights in the Sheppard-Chesswood and Wilson Districts will be constrained by the Bombardier Aerospace airport height requirements.

Housing

The Official Plan establishes the requirement for complete communities and meeting the current and future housing needs of residents by providing a broad range of housing in terms of mix, tenure and affordability within neighbourhoods and across the City. Specifically, there are policies for Housing (Section 3.2 of the Official Plan) and Building New Neighbourhoods (Section 3.3 of the Official Plan) that apply to the Downsview Area Secondary Plan which require the provision of affordable housing. The

recommended Secondary Plan proposes policies that would require that a minimum of 30 percent of new housing units within each district be in forms other than single detached and semi-detached houses and that affordable housing be provided.

The large area of the Secondary Plan and the amount of land provided for residential development provides an opportunity to achieve affordable housing in the Secondary Plan in support of the affordable housing objectives of the Official Plan. The amount of affordable housing to be delivered has been developed in consideration of these objectives and opportunities, the development permissions of the existing Secondary Plan and the development permissions of the recommended Secondary Plan.

The minimum affordable housing contribution for lands under the ownership and authority of PDPI has been established at 720 units, of which a minimum of 50% of these units will be affordable rental. The affordable housing units will be located generally proportionately in the districts where residential uses are permitted (Stanley Greene, William Baker, Sheppard-Chesswood and lands west of Allen Road within the Allen District).

Build Toronto has authority for lands located east of Allen Road within the Allen District. The Secondary Plan establishes a minimum affordable housing contribution for the Build Toronto lands within the Allen District of 300 units, of which a minimum of 50% will be affordable rental.

Affordable housing will be secured and implemented through implementing zoning and Section 37 Agreements. An affordable housing strategy is required for each District to outline the specific phasing and delivery plans for affordable housing prior to residential development approvals.

ii) Urban Design and Built Form Modelling

An important component of the review was an urban design analysis to test, refine and advance the land use and density work. A 3D massing model was prepared to test how proposed land uses and density could be translated into appropriate built form using the Official Plan Built Form and Tall Building policies and citywide guidelines for built form. A demonstration plan was prepared that set out a potential road, block and building layout for each District.

Further urban design analysis leading to more detailed built form, open space and streetscape direction will be undertaken through District Plans for each District within the Secondary Plan area. A District Plan will provide specific guidance to physical planning that is responsive to site specific conditions and issues. The urban design principles developed through district planning will inform implementation tools including zoning by-laws.

As part of the preparation of District Plans, structure plans, street and block plans, building massing plans and context plans demonstrating the built form and land use relationships to the surrounding lands will be required.

iii) Transportation

A new Transportation Master Plan (TMP) has been prepared as part of the review and this work also satisfies Phase 1 and 2 of the Municipal Class Environmental Assessment Process (see Attachment 3). The new TMP acknowledges the changes to transportation infrastructure in the area from the previous TMP, and recommends a transportation network that supports the land use and development envisioned in the recommended Secondary Plan.

The transportation analysis was undertaken iteratively with the land use and density analysis to inform the ultimate recommended mix of land uses and densities and to develop a comprehensive transportation framework. This analysis included forecasts of traffic generated for the Study Area road network accounting for planned growth within the entire City of Toronto and surrounding regions, combined with planned transportation infrastructure improvements, including the planned Toronto-York Spadina Subway Extension to Vaughan Corporate Centre; the Busway to York University; and the proposed rapid transit improvements contained in the TTC Transit City plan.

The new Transportation Master Plan (TMP) report recommends that some of the original road improvements be retained and also introduces new road improvements (see Map 7-4 of the attached Secondary Plan). The key new elements of the road network are:

- the provision of major street connections between Allen Road and Transit Road;
- the extension of Transit Road to Chesswood Drive; and
- the provision of a grade-separated east-west road through the north end of the Secondary Plan area that provides connections between Keele Street, Chesswood Drive and Transit Road.

These three elements were identified in the previous TMP and their importance was reaffirmed through the review. Specific to Allen Road and Transit Road, the new street connections will replace the grade-separated ramps contained in the existing Secondary Plan. Moreover, the modelling work completed for the review underscored the importance of all three improvements to provide the network and capacity to serve development in the Secondary Plan area.

Another road improvement recommended by the new TMP is a grade-separated public street connection between Keele Street in the southwest portion of the Secondary Plan area and the future east-west street in the north end of the Secondary Plan area following the perimeter of the National Urban Park.

Future potential street connections have also been identified in the recommended Secondary Plan: in the Stanley Greene District connecting to Wilson Avenue; and

through the Bombardier lands connecting to Beffort Road and Dufferin Street. These street connections were identified as having long term network benefits by creating a more fine-grained street network and, therefore, more routing options for cars, transit, cyclists and pedestrians. The purpose of identifying them in the recommended Secondary Plan is to encourage opportunities to achieve these connections in the long term.

The TMP recommends an internal pedestrian and bicycle network to be integrated with the other existing and planned modes of transportation in the surrounding area (see Maps 7-5 and 7-6 of the attached Secondary Plan). In doing so, this pedestrian and bicycle network will strengthen the connectivity of the lands within the Secondary Plan area and the adjacent communities.

The new TMP sets out recommended phasing and future environmental assessment work that is required to proceed with introducing this infrastructure. The Transit Road and east-west road improvements are identified in Schedule 2 of the Official Plan as they were identified in the previous TMP. Future environmental assessment work is required to advance the feasibility and design of this portion of the recommended road network.

The transportation analysis was undertaken in accordance with the requirements of Phases 1 and 2 of the Ministry of the Environment Municipal Class Environmental Assessment Process. The City will issue Notice of Completion and file the Project File in the public record for 30 days in accordance with the requirements of the Municipal Class Environmental Assessment for the Transportation Master Plan.

iv) Servicing and Stormwater

The review included the preparation of a Servicing and Stormwater Management Master Plan which fulfills the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment process (see Attachment 4 – Infrastructure Master Plan). Development within the Secondary Plan area will require the introduction of public services in new municipal rights-of-ways that connect to the City's servicing infrastructure.

Sanitary Sewers

The Secondary Plan area is situated at a high elevation point in the City, with the west half of the Plan area serviced by the Black Creek/Humber Sanitary Trunk Sewer System via the Maryport Avenue Trunk Relief Sewer and the east half serviced by the West Don Trunk Sewer. Both of these trunks have limited capacity to accommodate future development and the Black Creek/Humber Sanitary Trunk Sewer System also services the York University Secondary Plan area where significant development is expected in the future. The availability of existing servicing capacity to support development in the Downsview Area Secondary Plan area will depend on the timing of development. Ultimately, the City will need to consider possible improvements to the sanitary sewershed system, of which one possibility is the establishment of a Keele Street Trunk

Relief Sewer. Improvements to the larger servicing network are beyond the scope of the Secondary Plan review. The recommended Secondary Plan contains policies which identify the potential use of holding provisions on development until servicing issues have been satisfactorily addressed.

Storm Sewers

In this area of the City storm sewers are generally provided within municipal rights-of-way and drainage is conveyed to either Black Creek or the West Don River. The Secondary Plan area lands fall into eight different system drainage catchment areas. The City of Toronto Wet Weather Flow Master Plan requires that development address the quantity and quality of stormwater discharges within the confines of its site. The guiding principles of this plan are: manage rainwater (or snowmelt) where it falls; apply a natural systems approach to stormwater management; and implement a hierarchy of wet weather flow solutions. Policies directing that development incorporate the principles and meet the targets of the City's Wet Weather Flow Master Plan have been incorporated into the recommended Secondary Plan.

Water

The Secondary Plan area is located within the boundaries of Pressure District 5 (PD-5) of the City of Toronto water supply network. PD-5 is a geographically large pressure district and areas therein are reported to experience lower pressures than the supply norm in the City. In particular, the northeast portion of the Secondary Plan area is affected by low water pressures.

The City is undertaking the calibration of a simulation model of the PD-5 network which will be used to assess the best strategy for addressing water pressure differences and deficiencies in the entire district. While water supply is not an issue for future development, the City will need to evaluate and provide direction on the most appropriate approach for addressing water pressure issues for future development in PD-5, which includes the lands within the Downsview Area Secondary Plan. This will be addressed by the City on an ongoing basis as new development is introduced in the district.

The servicing and stormwater analysis was undertaken in accordance with the requirements of Phases 1 and 2 of the Ministry of the Environment Municipal Class Environmental Assessment Process. The City will issue Notice of Completion and file the Project File in the public record for 30 days in accordance with the requirements of the Municipal Class Environmental Assessment for the Servicing and Stormwater Management Master Plan.

v) Heritage and Archaeology

A Heritage Building Conservation Study (Heritage Report) was completed as part of the review. This report identified that the Secondary Plan area has a number of heritage resources that reflect the area's unique aviation and military history and include both

buildings and landscape features. Some of these buildings are currently listed on the City's Inventory of Heritage Properties, although the majority are not.

The recommended Secondary Plan identifies the heritage buildings and landscape features identified in the Heritage Report and directs that this report be referenced to inform and guide future decisions regarding heritage resources within the Secondary Plan area. It is important to note that the identified heritage buildings are located on lands under federal ownership which places them under the authority of the Federal Heritage Building Review Office (FHBRO). Therefore, any City interest in listing or designating heritage resources in the Secondary Plan area will require consultation and communication with FHBRO.

A Stage One Archaeological report was completed as part of the review. Based on a combination of historical research, field visits and historic aerial photography review the Stage One report identified the Areas of Archaeological Potential that would be subject to a Stage 2 Assessment. The recommended Secondary Plan identifies that development or disturbance within identified areas will require the submission of a Stage 2 Assessment.

vi) Community Services and Facilities

An Area Profile was completed at the start of the review to provide information related to demographics, employment statistics, parks and open space, community services and facilities and the public realm. This background information was collected in consultation with other City divisions, School Boards, and the Toronto Public Library and assisted in determining community services and facilities requirements that would result from future development.

Based on the land use mix and projected development levels of the recommended Secondary Plan, a community centre of approximately 6,950 m² (75,000 square feet) supporting a gymnasium, meeting space and an indoor pool has been identified as being required. The recommended Secondary Plan contains a policy which establishes the identified need for a community centre. Guidelines regarding facility requirements, timing and location of a community centre are set out in an Appendix to the recommended Secondary Plan.

It is recognized that actual development may vary from what is provided for in the Secondary Plan. Community Services and Facilities strategies will be requested at either the District Plan stage or development application stage to inform decisions regarding the provision of community services and facilities in support of the Community Services and Facilities and Building New Neighbourhoods policies of the Official Plan.

It has been determined that approximately 450 daycare spaces for children up to 9 years of age would be required to service projected development in the Secondary Plan area. Future daycare space requirements will be evaluated at the time of future development.

The Toronto District Library Board advised that existing libraries in the study area have sufficient capacity to accommodate projected development in the Secondary Plan area. The Toronto District School Board and the Toronto Catholic District School Board advise that they do not anticipate that any new school sites will be required to serve the residential development planned for the area. The library board and school boards are commenting agencies on all development applications. Therefore, any changes to their requirements would be identified and evaluated on an ongoing basis as development proceeds.

c) Implementation

It is expected that the Secondary Plan will be implemented through the full range of planning tools provided for by the *Planning Act* and the City's Official Plan. The recommended Secondary Plan requires that a more detailed direction for development be established on a district basis through the preparation of District Plans. As well, future development applications will be required to submit a range of studies to address the policy requirements of the Plan. The Implementation Section of the recommended Secondary Plan addresses a range of matters related to development including District Plan requirements, transportation monitoring, implementing zoning, the use of holding provisions, and the use of Section 37 of the *Planning Act* to secure community benefits.

Development Planning for the Stanley Greene District

PDPI has done a substantial amount of work in preparation for future development within the Stanley Greene District which, subject to finalization and acceptance by the City, could meet the District Plan policy of the recommended Secondary Plan. Given this, it would be appropriate to advance an implementing Zoning By-law Amendment for this District. If required, an H – Holding Zone could be implemented to prohibit development from proceeding until necessary studies and reports and requirements regarding affordable housing, servicing and stormwater, archaeology, transportation, urban design, and community services and facilities have been satisfied.

This report recommends that City Council direct the Chief Planner and Executive Director, City Planning Division to hold an Open House to present, for public review and comment, a draft Zoning By-law Amendment to implement the recommended Secondary Plan in this District.

Restrictive Covenants

Restrictive covenants in favour of PDPI, Bombardier Aerospace and the Department of National Defense remain in place on the Build Toronto lands at the southeast corner of Allen Road and Sheppard Avenue West within the Secondary Plan area. Build Toronto and the City's Real Estate Division have been in discussions with these parties regarding the release of the restrictive covenants however, to date, this matter has not been resolved.

OTHER MATTERS

In addition to adopting the recommended Downsview Area Secondary Plan, other amendments to the Official Plan are required to fully implement the recommended Secondary Plan. These amendments are included in Attachment 2 as follows:

- (i) Map 2 – Structure Plan – is proposed to be amended to reconfigure the *Greenspace System* and *Employment Districts* for a portion of the Secondary Plan area.
- (ii) Map 9 – Natural Heritage is proposed to be amended to remove some of the identified natural heritage resources identified within the Secondary Plan area and to add new areas of natural heritage resources.
- (iii) Map 16 – Land Use Plan is proposed to be amended in accordance with the revised land use designations in the recommended Secondary Plan (Map 7-9).
- (iv) Schedule 2 – the Designation of Planned but Unbuilt Roads is proposed to be amended to add the major and minor streets identified in the recommended Secondary Plan (Map 7-4).

CONCLUSION

The recommended Secondary Plan is a transit-supportive Plan that will support the Toronto-York Spadina Subway Extension and foster the development of complete communities with a range and mix of uses. The Secondary Plan provides direction and guidance to realize the vision of creating the National Urban Park and a balanced mix of land uses in a park like setting at a level consistent with the transportation network.

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SIGNATURE

Thomas C. Keefe, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Downsvie Area Secondary Plan Statistics

Attachment 2: Draft Official Plan Amendment

(includes recommended Downsvie Area Secondary Plan)

Attachment 3: Transportation Master Plan

Attachment 4: Infrastructure Master Plan

Attachment 1: Downsview Area Secondary Plan Statistics

Land Use Designations – Total Area	Existing Plan (hectares)	Recommended Plan (hectares)
<i>Employment Areas</i>	331	337
<i>Parks and Open Space Areas</i>	92	100
<i>Mixed Use Areas</i>	16	15
<i>Apartment Neighbourhoods</i>	10	41
<i>Neighbourhoods</i>	59	19
Secondary Plan Total	508*	512*
*Note – calculations do not include existing road right of ways in the Secondary Plan area and therefore the total area is slightly less than the 530 hectares cited in the report.		
Projected Development Density	Existing Plan	Recommended Plan
Non-Residential Floor Area (square metres)	1,340,000 m ² (1.47 million m ² subject to transportation capacity)	1,574,000 m ²
Projected Residential	Existing Plan	Recommended Plan
Residential Units	8,300	9,900
Projected Population		
Residential	17,000	19,500
Non-Residential (<i>Employment Areas</i>)	15,000	12,500
Non-Residential (<i>Mixed Use Areas</i>)	6,000	10,000
Total Population	38,000	42,000
Estimate of Projected Total People per Hectare	Existing Plan	Recommended Plan
Within 500 metres of a subway station	210	230
Within 1000 metres of a subway station	200	228
Total within the Secondary Plan Area	75	82
Total with <i>Parks and Open Space Areas</i> removed	91	102

Attachment 2: Draft Official Plan Amendment

Authority: North York Community Council Item ~ [or Report No. ~, Clause No. ~]
as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

To adopt Amendment No. 111 to the Official Plan of the City of Toronto
respecting the Downsview Area Secondary Plan area

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 the Council for the City of Toronto, at its meeting of ~ 20~, determined
to amend the Official Plan for the City of Toronto; 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*.

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

1. The text and maps attached hereto are adopted as an amendment to the Official Plan for the City of Toronto.
2. This is Official Plan Amendment No. 111.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

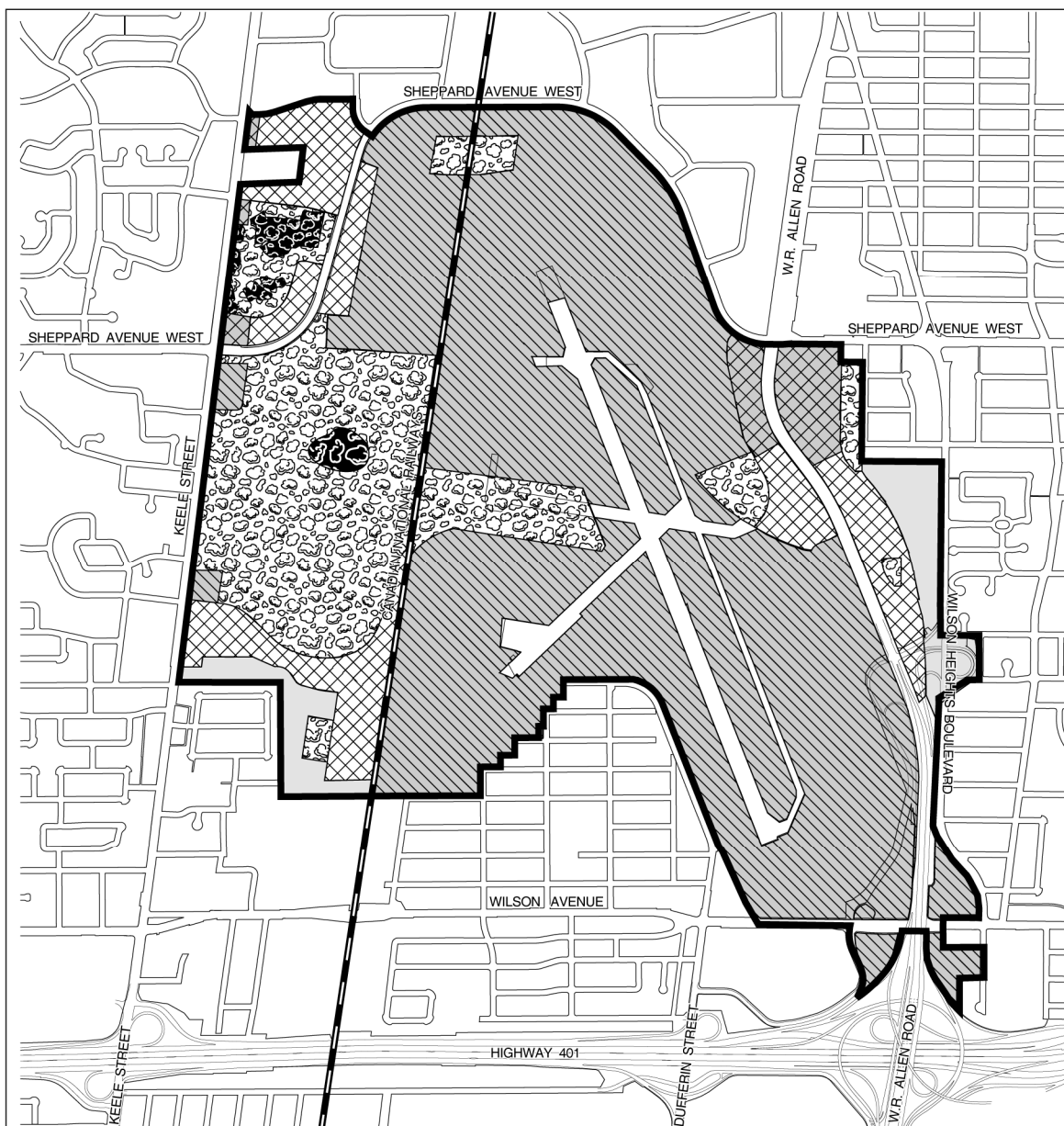
AMENDMENT NO. 111 TO THE OFFICIAL PLAN OF THE CITY OF TORONTO

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

1. Chapter 6, Section 7, Downsview Area Secondary Plan, is amended by deleting the Secondary Plan in its entirety and replacing it with the Downsview Area Secondary Plan shown in attached Schedule 1.
2. Map 16, Land Use Plan, is amended by re-designating parts of the lands in the Downsview Area Secondary Plan area as shown on Schedule II as follows:
 - a) *Institutional Areas* to *Employment Areas*
 - b) *Natural Areas* to *Employment Areas* and *Parks and Open Space Areas*
 - c) *Employment Areas* to *Parks and Open Space Areas* and *Apartment Neighbourhoods*
 - d) *Neighbourhoods* to *Apartment Neighbourhoods*, *Mixed Use Areas* and *Parks and Open Space Areas*
3. Map 2, Structure Plan is amended by rearranging Greenspace Systems and Employment Districts on lands within the Downsview Area Secondary Plan area as shown on Schedule III.
4. Map 9, Natural Heritage is amended by deleting the Natural Heritage System on lands within the Downsview Area Secondary Plan area along the south side of Sheppard Avenue West and expanding it as shown on Schedule IV.
5. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by adding new Planned but Unbuilt roads as follows:

STREET NAME (Location)	FROM	TO
Downsview Park Perimeter Road (Major Street)	Keele Street	Downsview East-West Collector
Downsview North-South Road East of Allen Road (Major Street)	Sheppard Avenue West	Wilson Heights Boulevard Ramps
Downsview North-South Road West of Allen Road (Major Street)	Sheppard Avenue West	Transit Road Extension
Downsview East-West Road (Minor Street)	Downsview North-South Road West of Allen Road	Downsview North-South Road East of Allen Road
Downsview East-West Road (Major Street)	Transit Road Extension	Downsview North-South Road East of Allen Road
Downsview East-West Road (Major Street)	Transit Road Extension	Downsview North-South Road East of Allen Road
Downsview East-West Road (Minor Street)	Downsview North-South Road East of Allen Road	Wilson Heights Boulevard
Downsview North-South Road (Major Street)	Downsview Park Perimeter Road	Downsview Secondary School
Downsview East-West Road (Minor Street)	Keele Street	Downsview North-South Road
Downsview East-West Road (Minor Street)	Keele Street	Sheppard Avenue
Downsview East-West Road (Minor Street)	Keele Street	Sheppard Avenue
Downsview North-South Road (Major Street)	Downsview East/West Collector	Downsview East-West Road
Downsview North-South Road (Minor Street)	Sheppard Avenue West	Carl Hall Road

SCHEDULE 'II'



Toronto City Planning
Official Plan Amendment
 Revisions to Land Use Map 16

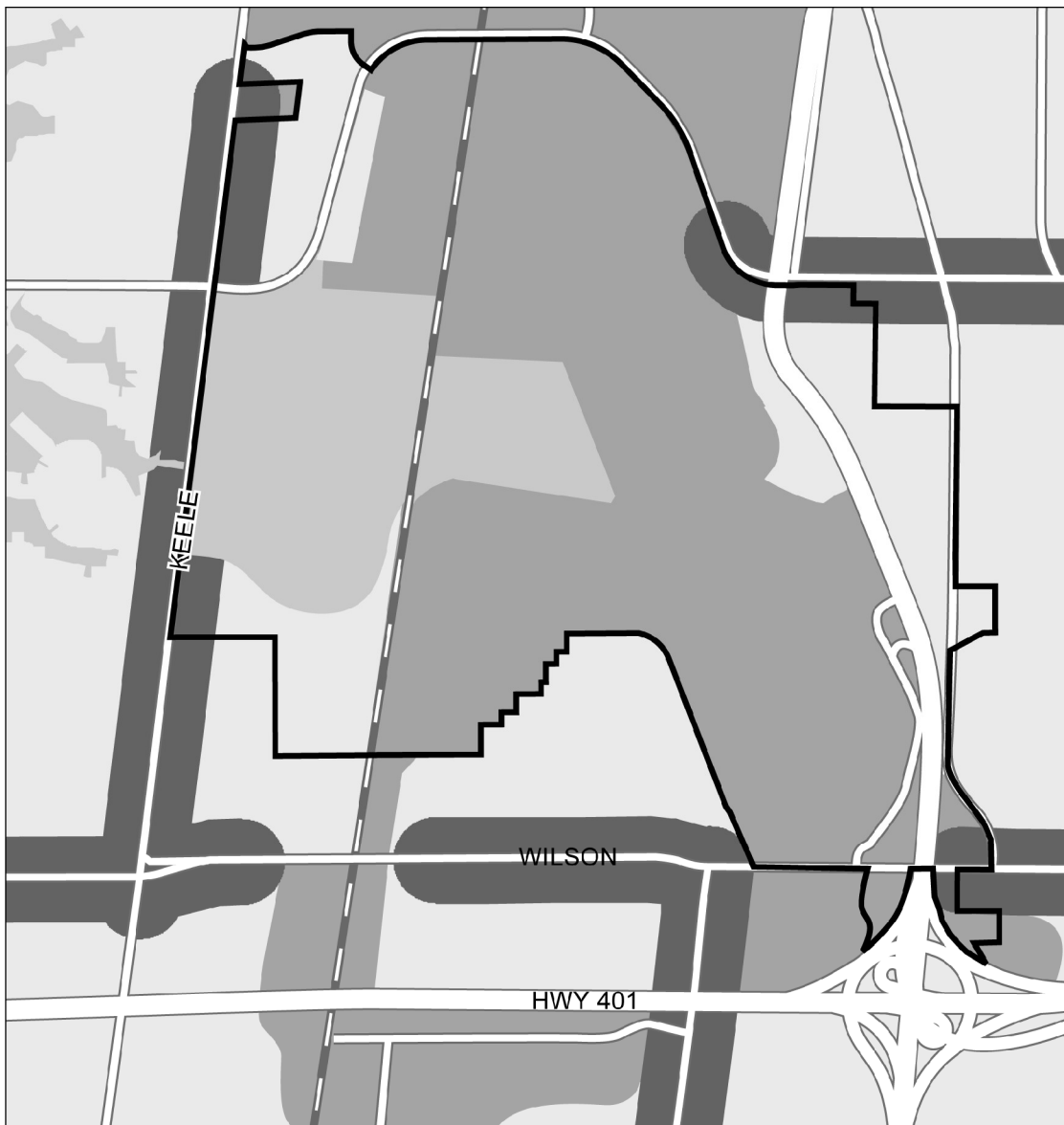
Downsview Area Secondary Plan

File # 08_101113

	Site Location		Employment Areas
	Neighbourhoods		Parks & Open Space Areas
	Apartment Neighbourhoods		Natural Areas
	Mixed Use Areas		Parks

↑
 Not to Scale
 02/12/2010

SCHEDULE 'III'



Toronto City Planning
Official Plan Amendment
Revisions to Map 2 Urban Structure

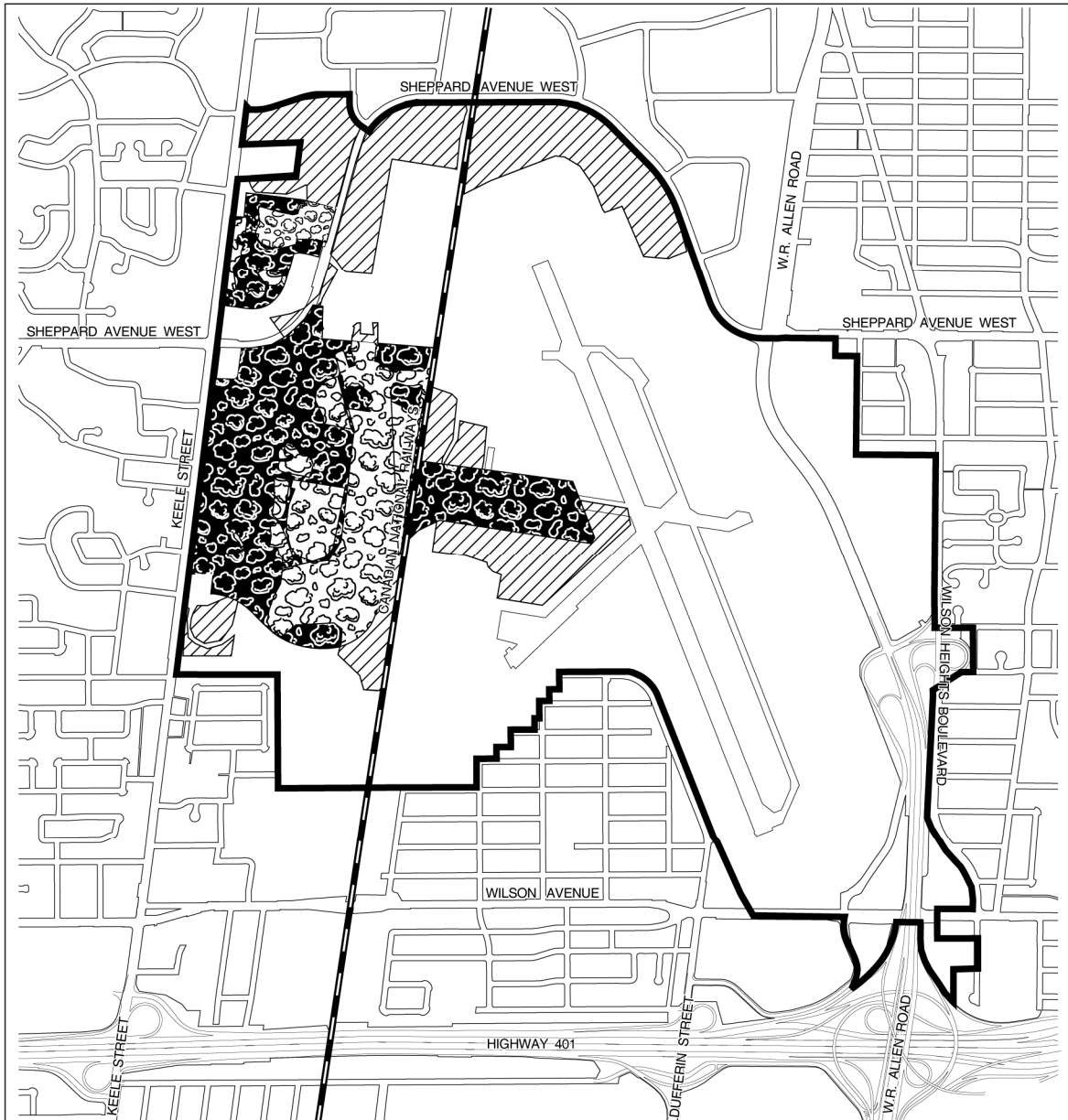
Downsview Area Secondary Plan

File # 08_101113

-  Avenues
-  Employment Districts
-  Green Space System


Not to Scale
02/12/2010




SCHEDULE 'IV'



Toronto City Planning
Official Plan Amendment
 Revisions to Map 9 Natural Heritage System

Downsview Area Secondary Plan

File # 08_101113

-  Natural Heritage System
-  Additions to Natural Heritage System
-  Deletions from Natural Heritage System



Not to Scale
 02/12/2010

7. Downsview Area Secondary Plan

1. VISION AND GOALS

The Downsview Area Secondary Plan Area is centrally located in the City and presents a unique opportunity to develop a significant national urban park, new residential neighbourhoods and employment areas, all in a park-like setting and well served by public transit.

The Secondary Plan area is located on high lands between the Don River and Black Creek watersheds, resulting in long views to the south and southwest. The lands also have a strong aviation and military heritage. De Havilland established operations in the area in 1929, the lands were the centre of Canada's production of military airplanes during World War II, and from World War II up to the mid-1990's Canadian Forces Base (CFB) Downsview occupied a large portion of the Secondary Plan area.

In the mid 1990's the federal government announced its intention to close the base and establish a national urban park on the lands. Downsview Park is currently under development by the federal crown corporation Parc Downsview Park Inc. (PDPI) and is envisioned to become a national urban park that supports a wide range of parkland, cultural and recreation uses of local, regional and national interest.

The Downsview Area Secondary Plan provides a land use and development framework that supports the significant public investment in rapid transit infrastructure and the National Urban Park, and achieves a mix of transit-supportive land uses of a high quality of urban design. Based on the planning and development framework set out in this Secondary Plan, the area has the potential to accommodate up to 42,000 new residents and workers.

The development levels in the Secondary Plan rely on the Toronto-York Spadina Subway Extension which includes a new subway station at the north end of the Plan area and a fully integrated street network. The new subway station, along with the existing Wilson and Downsview TTC subway stations and a network of surface transit will provide an exceptional level of transit service and an opportunity to develop transit-supportive urban communities. If the subway extension is not completed and opened as planned, the density permissions in this Secondary Plan will be re-evaluated.

Policies	
1.1	Map 7-1 identifies the lands within the Downsview Area Secondary Plan.
1.2	<p>The major goals for the Secondary Plan are:</p> <ul style="list-style-type: none"> (a) to achieve a connected parks and open space system of which the National Urban Park will be the primary element; (b) to encourage a mix of land uses that are compact and transit supportive around and near major transit routes and transit stations; (c) to create an integrated public street network that connects lands within the Secondary Plan area to the surrounding City and has a high quality of urban design; and (d) to encourage and support sustainable development and design consistent with the City's Climate Change Action Plan and Energy Strategy, "Change is in the Air" and the Toronto Green Standard.

2. STRUCTURING GROWTH

This Secondary Plan provides for a transformation of the physical character and structure of the lands. The Secondary Plan promotes an urban character with a focus on providing for an increased scale of development on *Avenues*, and at and near major transit stations where it does not conflict with Bombardier Aerospace's flight path requirements.

2.1 Physical Structure

Policies	
2.1.1	Map 7-2 provides the Structure Plan for the Secondary Plan area.
2.1.2	<p>The physical structure of the Secondary Plan will direct development to areas which support Official Plan objectives regarding growth based on the following:</p> <ul style="list-style-type: none"> (a) a hierarchy of public streets and parks and open spaces that connect and integrate the districts, and achieve a functional, well-defined, vibrant and integrated public realm; (b) a network of public streets which define the edges of the National Urban Park and development blocks, and connect the parks;

- (c) a mix of building types at a range of scales that provide appropriate relationships with each other, to the edges of streets and blocks, and transitions within districts and to the surrounding City; and
- (d) the retention of distinct physical characteristics of the landscape including the woodlots, the Sheppard Avenue West street alignment, and the sloping topography of the lands to the south and southwest.

2.2 Districts

Given the large area of the Secondary Plan and the range of physical characteristics, conditions and land uses within the Secondary Plan area and on adjacent lands, Districts have been established. With the exception of the National Urban Park lands which will remain under the ownership of PDPI, prior to development or as part of a development application, District Plans will be required to be completed to the satisfaction of the City which outline development principles and guidelines at a level of detail not practical within the Secondary Plan.

Policies

2.2.1 The seven Districts identified on Map 7-3 have been established to reflect different physical location, characteristics and development expectations within the Secondary Plan area. The Districts are described as follows:

- (a) National Urban Park - is intended to develop as a park of local, regional and national attraction and significance comprised of large natural and open space areas and areas of park development. Natural and open space areas would accommodate the elements of the National Urban Park including the Canada Forest, Great Lake, Wildflower Downs and Cultivation Campus. Development areas comprise lands and heritage structures along Carl Hall Road and portions of Keele Street and are intended to create and define park edges. Development areas in the District are intended to accommodate park and park supportive uses such as museums, galleries or sports facilities and ancillary retail and restaurant uses in buildings surrounded by landscape open space to act as pavilions which recognize and support their unique location within a National Urban Park.

- (b) Bombardier/DND/TTC - reflects the lands related to Bombardier Aerospace, the Department of National Defence (DND), and the Toronto Transit Commission (TTC) rail yard and it is intended these uses will remain and their operations continue.
- (c) Stanley Greene – will become a residential neighbourhood. Development abutting existing residential development will be of a similar form and scale, transitioning to low-rise buildings but more intensive land uses along the park edge and mid-rise buildings along Keele Street. Lands between the local park and the CN rail line are intended to be developed for military housing for the Canadian Forces Housing Agency (CFHA); these lands will be connected to and integrated within the District through a seamless network of public streets, parks, and appropriate building scales and types while protecting for their unique security requirements. A local park will be centrally located within the District as an open space focus for this neighbourhood and will be located along a north-south street that will connect and provide a view corridor to the National Urban Park.
- (d) William Baker - will serve primarily as an urban residential neighbourhood with a compact urban built form to support development density within walking distance of the new TTC/GO Transit hub and along Keele Street. The large woodlot is recognized as a unique and desirable natural heritage feature that will be protected and combined with a municipal park to create a significant open space focus in the District. A multi-use path connecting this District to the National Urban Park via the existing pedestrian bridge is encouraged.
- (e) Sheppard-Chesswood - is centred around the new TTC/GO Transit hub and is envisioned for primarily employment uses with the exception of residential uses along Sheppard Avenue opposite the William Baker district. Development in this District is constrained by its location at the end of the Bombardier Aerospace runway. Open space adjacent to the transit hub will be the focus for this

district and create a prominent landmark. Direct public street connections will be established between the transit hub and the National Urban Park as well as across the CN rail line. Streetscapes will be enhanced to support and reinforce their importance as pedestrian corridors.

- (f) Allen - will develop as a mixed-use District with non-residential development near the Downsview Subway Station and residential development to the south. At-grade street connections across Allen Road will be established to connect and link the west and east sides of this District. Three local parks will be provided in this District; one on the west side of Allen Road and two on the east side of Allen Road. The parks on the east side of Allen Road will be linked via an open space corridor and together be a focus for the District and enhance connections to the subway station and Sheppard Avenue.

- (g) Wilson - is comprised of the three TTC commuter parking lots on Wilson Avenue at Allen Road. Redevelopment of the commuter parking lots will result in an improved streetscape and improved pedestrian connections on Wilson Avenue.

2.3 Transportation

The Secondary Plan will be supported by excellent transit infrastructure including three TTC subway stations, a GO Transit rail station which will be integrated with the TTC, and surface transit. Future development will also be supported by street improvements that include the introduction of new public streets through the Secondary Plan area, grade separated crossings across the CN rail line, and alterations to the Allen Road and Wilson Heights Boulevard ramps.

The development provided for in this Secondary Plan is supported by the transportation system and its associated rights-of-way recommended in the Downsview Area Secondary Plan Transportation Master Plan (2010). The recommended transportation system will achieve a balanced range of travel options that encourage walking, cycling and transit to make the most efficient use of existing and future transportation infrastructure and to support the continued development of the Secondary Plan.

Policies

- 2.3.1 Development within the Secondary Plan area will be consistent with the principles and objectives of the Downsview Area Secondary Plan Transportation Master Plan (2010).
- 2.3.2 Required transportation improvements to accommodate development within the Secondary Plan area are shown on Maps 7-4, 7-5 and 7-6.
- 2.3.3 All new streets shown on Map 7-4 are to be municipal streets.
- 2.3.4 Potential Future Streets identified on Map 7-4 show street connections that were identified in the Downsview Area Transportation Master Plan (2010) to provide opportunities to improve street network connections.
- 2.3.5 The location and design of major streets as shown Map 7-4, road improvements and intersection improvements are subject to the requirements of the *Environmental Assessment Act*. The Transportation Master Plan forms the basis and foundation for future environmental assessments that may be required for specific transportation works under the Class Environmental Assessment for Municipal Road Projects. In accordance with the Class Environmental Assessment requirements, the work undertaken as part of the Master Plan Transportation Study is recognized as the first two phases of the planning and design process of the Class Environmental Assessment. Subsequent phases will result in an Environmental Study Report (ESR) that will detail potential social, economic and environmental effects of specific projects and appropriate mitigation measures.
- 2.3.6 All improvements to the transportation system will be developed as integral extensions to the City's public street network, bike plan and pedestrian plan.
- 2.3.7 Surrounding local streets will not be used to support the transportation needs of development in the Secondary Plan area.

- 2.3.8 Grade separated crossings shown on Map 7-4 are required to support development in the Secondary Plan area and will be protected for. Their design will be subject to more detailed evaluation as development occurs in the Secondary Plan area. All grade separated crossings will be designed and constructed to safely and comfortably accommodate pedestrian, bicycle, transit and vehicle functions as well as streetscape elements.
- 2.3.9 Public streets and municipal servicing will be constructed to City standards and provided at approved locations and conveyed to the City at nominal cost and free of encumbrances, prior to the occupancy of development requiring that infrastructure. Functional segments of a required public street may be assumed by the City at the discretion of the City.
- 2.3.10 Permanent or temporary tie-ins or easements to private streets within the National Urban Park may be permitted at the discretion of the City.
- 2.3.11 The reconfiguration of the Wilson Heights Boulevard and Allen Road ramps is supported by this Secondary Plan to achieve a fully integrated at-grade street network.
- 2.3.12 The introduction of additional transit routes and connections to support development within the Secondary Plan area is encouraged.
- 2.3.13 Existing pedestrian links to rapid transit stations will be improved as development occurs to further encourage transit use by existing and future residents and employees.
- 2.3.14 Short-term and secure bicycle parking facilities will be provided in new public and private developments, including subway stations, having regard for City of Toronto bicycle parking policies and guidelines.
- 2.3.15 The creation of bicycle sharing stations, particularly at subway stations and other major activity centres, will be encouraged as an additional measure to reduce dependence on private auto use.

- 2.3.16 Parking standards will be established through implementing zoning and will be based on transportation demand management principles aimed at reducing and managing parking supply and demand through such means as: shared parking, minimum or maximum parking standards associated with access to and distance from public transit facilities, smart commute and auto-share programs, time limits, private shuttle buses serving the National Urban Park District, and appropriate operational and administrative policies.
- 2.3.17 With the exception of lands within the National Urban Park District, the establishment of new surface parking lots or the expansion of existing surface parking lots is prohibited and the removal of existing surface parking is encouraged. New or replacement parking lots for any development, other than re-use or conversions of existing buildings, should be provided below grade. A limited amount of convenience surface parking spaces to accommodate pick-up and drop-off activities may be considered for multi-unit, mixed-use or nonresidential developments and rapid transit facilities.
- 2.3.18 In the National Urban Park District small surface parking areas may be permitted based on a consideration of opportunities for shared parking to minimize the number of spaces required, access and distance to public transit, and connections to any private shuttle service provided by PDPI.
- 2.3.19 To facilitate traffic flow, the number of vehicle access points from public streets to private redevelopment sites will be minimized particularly on major streets.
- 2.3.20 Office and other employment development proponents will be encouraged to develop and implement appropriate travel demand management strategies to reduce peak period automobile trips, and facilitate non-auto modes of travel such as transit, walking and cycling. In addition, measures to support transit use such as maximum parking standards, shared parking arrangements, public parking structures and payment-in-lieu of parking may be required on sites within walking distances of rapid transit stations.

2.3.21	The City will work with developers, owners and tenants in the area to develop, implement, facilitate and promote measures to increase the use of transit, cycling and walking, and reduce the use of private automobiles for trips, particularly work trips, to and from the Secondary Plan area.
2.3.22	A well-connected network of cycling and pedestrian routes will be provided as shown in Maps 7-5 and 7-6. The location and design of these routes and facilities may be further refined through the district planning process.
2.3.23	Pedestrian and bicycle routes should be clearly identified with appropriate signage and pavement markings, as outlined in the City of Toronto Bikeway Networking signage system. Providing additional signage elements, such as distances to nearby major destinations, is strongly encouraged.
2.3.24	To ensure pedestrian and cyclist comfort and safety, routes will be well-designed, attractive, appropriately lit and maintained.

3. SUPPORTING GROWTH

The layout, organization and design of the public realm and relationships between new buildings and the public realm is a key component of establishing an urban and park-like character and identity for the Secondary Plan area. New buildings should fit together and define and support the edges of the public realm to provide well-defined, vibrant urban spaces where residents can work, live, play and interact with each other.

3.1 Public Realm

The streets, parks, accessible landscapes and public buildings are the elements of the public realm.

Policies	
3.1.1	A high quality public realm will be established and organized to physically connect Districts within the Secondary Plan area to each other and to the surrounding City and be designed to support the goal of achieving an urban and park-like character for the Secondary Plan area.

- 3.1.2 Streets identified on Map 7-2 as requiring an enhanced streetscape play a more important role in providing connections and linkages, particularly to the National Urban Park. These streets will be designed to provide safe, comfortable and amenable pedestrian and cycling routes/environments, enhanced street tree planting and other streetscape features such as street furniture and pedestrian lighting.
- 3.1.3 Lands around the new TTC/GO Transit hub will be developed as an important civic space. The design and programming of the civic space will reinforce the complementary relationship between the City and the National Urban Park and support the highest standard of urban design. The location, organization and design of the street network and the open space areas and buildings around the station will support this role. The transit station and the open space areas around it shall be designed to accommodate occasional large pedestrian volumes that are destined to the National Urban Park.
- 3.1.4 Lands associated with or immediately adjacent to the Downsview or Wilson subway stations should be developed to create highly accessible and visible pedestrian station entrances facing and with direct access from Sheppard Avenue, Allen Road and Wilson Avenue.
- 3.1.5 If the TTC Rail Yard is subject to any development applications or the Transit Road alignment adjacent to the Rail Yard is modified, improvements to the public realm on Transit Road abutting the Rail Yard lands will be pursued with a priority on achieving pedestrian improvements and streetscape amenities.

3.2 Built Form

Policies

- 3.2.1 Building height and scale will be organized with the tallest buildings and greatest scale of development located at the intersections of major streets, fronting onto major streets, or near a transit station.
- 3.2.2 The predominant scale of built form in the Secondary Plan area will be midrise buildings fronting public streets. Midrise buildings are buildings that have a

	height that is slightly less than the width of the adjacent street right-of-way.
3.2.3	Development within Districts will be organized by a fine-grain of public streets and will have a connected and continuous coordinated built form that defines and supports the public realm.
3.2.4	Low-rise development will be located in <i>Neighbourhoods</i> . Low-rise buildings are four storeys or less.
3.2.5	Where feasible, development should be sited to maximize passive energy capture to support sustainable development and design consistent with the City's Climate Change Action Plan and Energy Strategy.
3.2.6	Private open space on a development block will be organized and located to provide amenity for residents and workers on the block.
3.2.7	Sites which terminate or frame important views will organize development and locate buildings and landscape to maintain and enhance public access to such views. Development will not obstruct the Significant Views and Vistas identified on Map 7-2.

3.3 Public Art

Public Art contributes to a strong sense of place and can strengthen local identity and image. The potential for public art to support and enhance the park-like setting central to the Secondary Plan areas' character provides a compelling reason to encourage the provision of public art.

Policies	
3.3.1	New developments of significant scale or in prominent locations are encouraged to provide on-site public art in publicly visible and accessible locations in accordance with the City's guidelines.
3.3.2	The identification of potential public art locations and opportunities will be included in District Plans in accordance with the policies of this Secondary Plan.

3.3.3 Parc Downsview Park Inc. is strongly encouraged to develop a District Public Art Plan for the National Urban Park to ensure public art is provided in a coordinated manner.

3.4 Heritage and Archaeology

Downsview has a number of heritage resources that reflect the area's aviation and military history. These resources include buildings as well as landscape features. The Heritage Building Conservation Review Study (2009) prepared in support of this Secondary Plan identified a number of built and cultural landscape heritage resources of relevance. This document will inform and guide future decisions regarding heritage resources within the Secondary Plan area.

All of the identified heritage buildings are located on lands under federal ownership which places them under the authority of the Federal Heritage Building Review Office (FHBRO). The City will consult and communicate with FHBRO on matters that affect heritage resources on federal lands.

Policies

3.4.1 Buildings possessing cultural heritage value or interest and potential cultural heritage landscapes are shown as heritage resources on Map 7-7 and will be conserved in accordance with the Official Plan and the *Standards and Guidelines for the Conservation of Historic Places in Canada*.

3.4.2 Heritage Impact Assessments will be required to be submitted for development proposals which affect heritage resources.

3.4.3 Development should conserve built and landscape heritage resources and be of a scale, form and character that supports and complements these resources.

3.4.4 Areas identified as having potential archaeological resources are shown on Map 7-7. Any soil disturbance or proposed development in these areas will require a Stage 2 Archaeological Assessment to be submitted.

3.5 Housing

The large size of the Secondary Plan area and the areas designated for residential uses will result in a number of new neighbourhoods to be developed over time. To meet the needs of Toronto's residents, new neighbourhoods will contain a mix of housing that contributes to the full range of housing in terms of type, tenure and affordability. Affordable housing and rental housing are important components of a healthy housing mix. The amount of land to be developed for new housing in the Secondary Plan area offers an opportunity for the significant achievement of affordable housing and rental housing. A strategy for providing affordable housing will be included in the development approvals for each District. The following policies will ensure the successful development of the diverse, healthy communities that Toronto needs to thrive.

Policies

- 3.5.1 New residential development will achieve a full range of housing opportunities by type, affordability and tenure, including purpose-built rental housing, both within Districts and over the entire Secondary Plan area.
- 3.5.2 A minimum of 30 percent of new housing units in each District will be in forms other than single-detached and semi-detached houses. The variety of unit types provided should include housing with 3 or more bedrooms.
- 3.5.3 Affordable housing will be required in the Secondary Plan area and all affordable housing units will be provided within the Secondary Plan area and distributed proportionally across and within Districts that permit residential uses.
- 3.5.4 Based on the residential development permissions provided for in this Secondary Plan, affordable housing will be provided on the Parc Downsview Park Inc. and Build Toronto lands as follows:
 - a) Parc Downsview Park Inc. - a minimum of 720 affordable housing units on lands which permit residential uses and are under their ownership or authority at the time of the adoption of the Secondary Plan.

	b) Build Toronto – a minimum of 300 affordable housing units on lands which permit residential uses and are under their ownership or authority at the time of the adoption of the Secondary Plan.
3.5.5	The affordable housing requirement for each of Parc Downsview Park Inc. and Build Toronto will be re-evaluated if additional residential development beyond that provided for in this Secondary Plan is proposed or being considered.
3.5.6	The affordable housing requirement will be calculated and achieved on a District basis and will not be based on the size of individual development parcels within Districts. The City at its discretion may vary the proportion of affordable housing provided within a District, provided that a mix of housing is achieved in the District and the overall requirement for the Secondary Plan Area is not reduced.
3.5.7	The affordable housing requirement may be achieved by the conveyance of land in the Secondary Plan area to the City, subject to the City, at its discretion, accepting the owner's proposal.
3.5.8	Affordable housing units in each District will be provided generally in the same proportion (total number of units) and mix (unit type) as the residential units that are not affordable housing units. This includes providing grade-related units with 3 or more bedrooms if this type of housing is being provided. A higher proportion of units with 2 or more bedrooms in the affordable housing component will be encouraged.
3.5.9	At least 50 percent of all affordable housing units will be affordable rental housing.
3.5.10	An affordable housing strategy is required at the District Plan stage that provides for the achievement of the affordable housing requirements in the District.
3.5.11	Implementation of affordable housing strategies will be secured through the use of such mechanisms as agreements between public agencies and the City, conditions for the release of holding provisions for zoning and agreements pursuant to Section 114 of the <i>City of Toronto Act</i> (2006) and Sections 37, 41, 51 or 54 of the <i>Planning Act</i> .

3.5.12 Affordable housing strategies will include:

- (a) numerical targets by tenure and unit type, and by development parcel or phase within the context of the proposals for development of the housing that does not include affordable units; and
- (b) the proposed order of development within the District, and the identification of how the affordable housing will be delivered to ensure that affordable housing requirements are achieved prior to or at the same rate as development of the non-affordable housing units; and
- (c) proposals to meet any of the affordable housing requirements through the conveyance of land to the City, at the City's discretion; and
- (d) for Parc Downsview Park Inc., for the second and subsequent Districts, the affordable housing strategies shall also report on the achievement of affordable housing to date in all Districts and any proposed modifications to future achievement.

3.5.13 The Canadian Forces Housing Agency (CFHA) may construct 225 residential units to replace their existing military housing in the Secondary Plan area. For the purpose of determining affordable housing requirements, CFHA housing is excluded from any calculation of total housing units or affordable housing units, and is not interpreted to be affordable housing for the purposes of the Official Plan. The CFHA is strongly encouraged to develop a full range of housing types to provide for the varied housing needs of the Canadian Armed Forces personnel and their families.

3.6 Community Services and Facilities

Ensuring that new residents are provided with affordable, accessible, high quality community services and facilities in a timely manner is necessary to achieve liveable and sustainable urban communities.

Policies

3.6.1 Community services and facilities will be required to support and meet the needs of residents and employees in the Secondary Plan area and will be provided in conjunction with new development in the Secondary Plan area.

- 3.6.2 A community centre with an indoor pool will be required to support the level of development provided for in this Secondary Plan. Other community service and facility priorities include child-care centres. Appendix 1 to this Plan identifies community services and facilities requirements as determined at the time of preparation of this Plan.
- 3.6.3 Community services and facilities will be:
- (a) located within the Secondary Plan area in close proximity to the resident and worker population they serve;
 - (b) located in highly visible and accessible locations with strong pedestrian and transit connections;
 - (c) be designed in a manner that promotes the development of flexible multi-purpose facilities that can be adjusted to meet the varied needs of the Secondary Plan area and surrounding communities; and
 - (d) delivered in a timely manner to support residential and non-residential growth so as not to place additional burdens on existing community services and facilities in the area where available capacity may not exist.
- 3.6.4 Community Service and Facility Strategies will be required either as part of the District Plan or with the submission of development applications and will be used to determine preferred locations for community services and facilities and specific requirements based on:
- (a) the actual land uses and densities that will or have been developed in each District;
 - (b) inventories of existing facilities and services; and
 - (c) identification of gaps in service provision.
- 3.6.5 Innovative approaches for providing community infrastructure will be considered, including shared uses and integrating facilities within private developments. In the case of a community centre, a stand alone facility will be provided and, where possible, allow for the sharing of that facility through joint programming.
- 3.6.6 Section 37 of the *Planning Act* may be one of the tools used by the City to secure community services

and facilities within the Secondary Plan area. Section 37 contributions will be collected in accordance with Section 7.6 of this Secondary Plan and in accordance with the provisions of the Official Plan.

- 3.6.7 The City approved Toronto Fire Services Fire Master Plan (2007) identifies as one of its proposed station locations, a station on Keele Street between Wilson Avenue and Sheppard Avenue West. This station would primarily serve development anticipated within the Secondary Plan area, west of the CN rail line. Timing of construction of a fire station will relate to the timing of development in this portion of the Plan area. Development may not proceed if it is determined that existing fire stations cannot satisfactorily service the Secondary Plan area and there are no plans to construct the new fire station.

3.7 The Natural Environment

A portion of the National Urban Park lands are being redeveloped from a former military base to a large, contiguous and diverse area comprised of *Natural Areas* and *Parks* which together will support natural wildlife habitat and recreation. The existing woodlot in the William Baker District is a significant natural heritage feature and the designation of this woodlot as *Natural Areas* in combination with the adjacent *Parks* will support, protect and enhance natural features and functions. The opportunity to conserve natural features and create an integrated and linked natural environment system within the Secondary Plan is encouraged, including the creation of linkages to the adjacent Black Creek and Don River-West Branch ravine systems.

Policies

- 3.7.1 Natural heritage features and parks will be developed to achieve a linked open space and natural heritage system as generally shown on Map 7-8 with the following objectives:
- (a) protecting, restoring and enhancing natural heritage features;
 - (b) accommodating natural areas within the National Urban Park that support wetland, forest and meadow habitats; and

Greenways are public corridors for pedestrians and cyclists that connect parks, natural heritage features, historic sites, cultural landscape features, neighbourhoods and other areas. Greenways expand opportunities for urban recreation, provide alternate ways to move through a City and enhance the experience of nature, community and city life.

- (c) creating natural linkages and greenways to connect the large woodlot natural heritage feature in the William Baker District, the natural areas in the National Urban Park, local parks in the Secondary Plan area and open space areas and valley corridors adjacent to the Secondary Plan area.
- 3.7.2 Prior to development or redevelopment adjacent to natural heritage features, a Natural Heritage Impact Study will be required in accordance with the Official Plan. Development includes roads and infrastructure.
- 3.7.3 Specific to woodlots, Natural Heritage Impact Studies will:
- (a) identify the dripline and the determination of an appropriate naturalized buffer beyond the dripline for woodlots;
 - (b) identify approaches to improve hydrologic regime; and
 - (c) provide direction for a woodlot management /stewardship strategy, including the management of the naturalized buffer.
- 3.7.4 Development will not be permitted within natural heritage features or naturalized buffers.
- 3.7.5 The preparation of a woodlot management/stewardship strategy will be a condition of development approval and shall include adaptive management monitoring programs to:
- (a) determine and measure the ongoing health of the woodlot;
 - (b) determine whether management practices implemented are effective; and
 - (c) determine if modifications are required due to unacceptable impacts from adjacent development.
- 3.7.6 Right-of-ways, and in particular those which align with the Greenways identified on Map 7-8, provide an opportunity to introduce enhanced street tree plantings and landscaping and should be designed and planted with the objective of improving natural connections and linkages and enhancing the urban forest.

3.7.7 The urban forest will be enhanced by increasing tree canopy coverage and diversity through the planting of large growing shade trees on public and private lands.

3.8 Environmental Stewardship and Sustainable Design

Sustainable development reduces stress on the City's infrastructure. The Secondary Plan supports sustainability by focussing future growth around major transit facilities, and supporting and encouraging sustainable development practices.

Policies

3.8.1 Sustainable development strategies will be developed as a component of the District Plans and will identify the mechanisms and techniques to be used to mitigate the environmental impacts of development such as: district heating/cooling; renewable energy; green roofs; bio-swales; permeable paving; and rainwater harvesting.

3.8.2 As a means of implementing sustainable site and building design, development or redevelopment is encouraged to meet Tier 2 - the enhanced sustainable performance measures - of the Toronto Green Standard.

3.8.3 Prior to development proceeding within each of the Allen, Sheppard-Chesswood, William Baker and Wilson Districts, a Community Energy Plan will be completed to provide guidance and direction on how development can support the City's Climate Change Action Plan and Energy Strategy.

3.8.4 The production of local, urban food through the cultivation of community gardens within the Secondary Plan area is encouraged. Emerging urban agricultural trends such as vertical agriculture is encouraged.

3.9 Municipal Servicing

Ensuring there is sufficient municipal servicing capacity to accommodate the anticipated growth is critical to the success of this Secondary Plan.

Stormwater or wet weather flow within the Secondary Plan area will be managed on a systems basis taking into account

the entire watershed, recognizing that upstream water conditions and its treatment may have downstream impacts. A variety of existing and emerging techniques such as stormwater ponds, bio-swales, green roofs, rainwater harvesting and permeable pavement will be used to reduce stormwater flows, improve environmental sustainability and make positive contributions to the look and feel of the Secondary Plan area.

Policies	
3.9.1	Municipal infrastructure required to service new development will be provided on municipal lands typically within the public street right-of-way or within dedicated easements.
3.9.2	The City will monitor and assess the capacity in the Black Creek/Humber sanitary trunk system as lands in this Secondary Plan and other areas develop to determine if capital improvements will be required.
3.9.3	Functional servicing reports will be required on a District basis to: <ul style="list-style-type: none"> (a) identify whether sufficient capacity exists within the trunk and local municipal serving to accommodate proposed development; (b) identify any improvements required to existing municipal servicing to support the proposed type and level of development; and (c) determine mitigation measures to minimize any impacts.
3.9.4	Stormwater management plans will be required on a District basis to identify how stormwater is being managed within the District in accordance with the City's Wet Weather Flow Master Plan.
3.9.5	Municipal servicing will be co-ordinated with the detailed design of the public street network.
3.9.6	Public streets and municipal servicing will be constructed to City standards and be provided at approved locations and conveyed to the City at nominal cost and free of encumbrances, prior to the occupancy of development requiring that infrastructure. Where public streets are being constructed municipal infrastructure may be required to be provided

concurrently within the right-of-way in advance of development requiring that infrastructure.

4. DEVELOPMENT POLICIES

There are five land use designations within the Secondary Plan area as shown on Map 7-9. The land use policies implement the development framework provided for in this Secondary Plan.

4.1 Neighbourhoods

Policies

- 4.1.1 The use of rear lanes or shared private driveways for vehicle access to residential development is encouraged in *Neighbourhoods* and will be required for development along Wilson Heights Boulevard and major streets shown on Map 7-4 within or abutting *Neighbourhoods*.

4.2 Apartment Neighbourhoods

Policies

- 4.2.1 Within the Stanley Greene District, the *Apartments Neighbourhoods* designation will:
- (a) provide for mid-rise buildings along Keele Street and an appropriate transition in building height and massing to the adjacent *Neighbourhoods*;
 - (b) provide for low-rise apartment buildings along the south edge of the National Urban Park; and
 - (c) provide for low-rise apartment buildings as part of the provision of a variety of dwelling types to be delivered specifically for the Canadian Forces Housing Agency.

4.3 Parks and Open Space Areas

The parks and open space system within the Secondary Plan area is envisioned to develop with the National Urban Park being the focus of a connected network of parks and natural areas. The Secondary Plan parks and open space system will ultimately connect to the City broader parks and open space system, in particular the Black Creek system immediately west of Keele Street.

Policies

- 4.3.1 New local parks will be required within Districts in the Secondary Plan area to provide a focus and serve the recreational needs of persons living and working in the area. Local parks will be developed and maintained to provide space for public recreational, athletic and landscaping purposes to accommodate active and passive recreation.
- 4.3.2 Local parks will be prominent features within neighbourhoods, centrally located within the Districts, situated on public streets in highly visible and easily accessible locations, and provide linkage and connectivity to the National Urban Park and to other parks and open spaces throughout the Secondary Plan area.
- 4.3.3 Preferred locations for municipal parks are shown on Map 7-8. The exact size and location of municipal parks will be determined at the District Plan stage and guided by the following objectives:
- (a) William Baker - the park will be adjacent to the natural heritage feature. The objective is to create a unique recreation space that is in a natural setting with transitions between the edge of the woodlot, the naturalized buffer area, and active recreation areas.
 - (b) Allen - three parks will be provided in the Allen District as shown on Map 7-8. On the east side of Allen Road an open space corridor that is a minimum of 20 metres wide will connect to the existing Banting Park and a new park at the south end of the District.
 - (c) Stanley Greene - the park will be centrally located within the District along a north-south street that will connect to the National Urban Park. The north-south street will be enhanced with landscaping and street trees to create an attractive pedestrian-friendly environment and achieve an important view corridor to the National Urban Park.
 - (d) Sheppard-Chesswood - the park will be centred around the new TTC/GO Transit hub and be of a

high quality design to reinforce the importance of this site as a 'front-door' to the National Urban Park for transit users.

- 4.3.4 Parks may include joint community and school facilities that are integrated with open space and recreational uses.
- 4.3.5 Where schools and community facilities are co-located on Parks, multi-storied buildings and underground parking facilities are encouraged to maximize the amount of land available for recreation, landscaping and open space purposes.
- 4.3.6 A maximum of 4 percent of lands designated *Parks and Open Space Areas* – *Parks* may be used for buildings and structures.

4.4 Employment Areas

The Secondary Plan area contains employment uses with large land area requirements: the Bombardier Aerospace manufacturing facility and associated runway, the Department of National Defence, and the Toronto Transit Commission rail yards. The intent of the Secondary Plan is to continue to support these uses as their surroundings evolve and urbanize.

Policies

- 4.4.1 The Bombardier Aerospace lands, which include the manufacturing operations and the airport runway, are recognized as a large employment use within the Secondary Plan area. Development proposals for the Bombardier Aerospace lands will be evaluated to determine impacts on the aviation manufacturing and testing operations of these lands.
- 4.4.2 The Department of National Defence (DND) lands are recognized as lands used for military purposes, including administrative and armoury uses, research and office uses associated with the military, training activities and supportive uses such as a daycare and family resource centre. Development adjacent to DND lands may be impacted by DND security requirements.

4.4.3 Notwithstanding the *Employment Areas* policies of the Official Plan, the TTC parking lot on the south side of Wilson Avenue between Billy Bishop Way and Allen Road, will continue to be permitted to develop with retail and service uses such as retail stores, restaurants, supermarkets and complementary retail and service uses.

4.5 Mixed Use Areas

Lands designated *Mixed Use Areas* are located around the Downsview subway station and along Keele Street north of Sheppard Avenue. These locations are in transit supportive locations, on *Avenues*, and can support an increased scale and level of development without conflicting with flight operations of the nearby airport runway. These lands are encouraged to develop with intensive mixed use, transit-oriented development. In particular, the lands around the Downsview subway station are encouraged to develop as a sub-centre with predominantly commercial and office uses.

Policies

4.5.1 The predominant use of land in the Allen District at the intersection of Sheppard Avenue West and Allen Road will be for office, retail and service commercial purposes.

5. DENSITY

The mix of land uses and levels of development provided for by this Secondary Plan reflect the utilization of transportation infrastructure assuming the Toronto-York Spadina Subway Extension and all new streets are developed and the Bombardier airport height restrictions remain.

Minimum and maximum gross densities have been established. Minimum densities will ensure that sufficient development occurs to support the investment in higher-order transit infrastructure.

Policies

5.1 Minimum gross density requirements are shown on Map 7-10 and maximum gross density permissions are shown on Map 7-11.

- 5.2 In the event that the Toronto-York Spadina Subway Extension is not completed and opened as planned with a station within the Secondary Plan area, the density permissions in this Secondary Plan will be re-evaluated.
- 5.3 In the event that Bombardier's airport height restrictions are modified to permit additional height around the subway within the Sheppard-Chesswood and Wilson Districts, the maximum density permissions within these Districts will be re-evaluated.
- 5.4 Maximum density permissions may also be re-evaluated as a result of transportation monitoring undertaken for the Secondary Plan area. Any re-evaluation of maximum density permissions as a result of transportation monitoring will be undertaken comprehensively and not on an application or District basis.
- 5.5 Notwithstanding Policy 5.4, if key major streets as shown on Map 7-4 have been constructed and resulting transportation monitoring identifies additional capacity, additional density to a maximum increase of 0.5 FSI may be permitted in the *Apartment Neighbourhoods* in the Allen District without an amendment to this Secondary Plan.

6. HEIGHT

The Secondary Plan provides for a range of building types and heights to achieve appropriate building scale and relationships to the public realm and adjacent buildings.

Policies

- 6.1 Building heights, except where not possible due to airport operational requirements, will be a minimum of:
- (a) 13.5 metres or four storeys for buildings fronting Keele Street, Sheppard Avenue, Wilson Avenue or Allen Road;
 - (b) 10.5 metres or three storeys for buildings fronting other major streets shown on Map 7-4; and
 - (c) 6 metres or two storeys for buildings fronting minor streets.
- 6.2 The ground floor of multi-storey mixed-use or non-residential buildings will be a minimum of 4.5 metres in height.

6.3 Maximum building heights will be evaluated and examined through the District Plans, in consideration of Bombardier airport height restrictions and established through implementing zoning.

7. IMPLEMENTATION

7.1 District Plans

District Plans will outline area specific development principles and guidelines at a level of detail not possible within the Secondary Plan. These principles and guidelines form the bridge that allows the City to move from Official Plan policies to Zoning By-law provisions. District Plans are intended to provide a context for coordinated development, a framework within which capital initiatives for the public realm may be developed and a tool to evaluate a development's conformity with the Official Plan.

Policies

- 7.1.1 The boundaries of the Districts on Map 7-3 are general. Where the general intent of the Secondary Plan is maintained, minor adjustments to the District boundaries will not require an amendment to this Secondary Plan.
- 7.1.2 District Plans are required to be completed to the satisfaction of the City prior to any development proceeding in a District, except for development of transit infrastructure. District Plans will be submitted prior to or as part of a development application.
- 7.1.3 District Plans will typically include:
- (a) a description of the intended character as outlined in Section 2.2 of the Secondary Plan and the key elements of the District;
 - (b) structure and block plans;
 - (c) context plan showing how the public road and parks and open space network will be integrated with surrounding lands, including pedestrian and bicycle connections;
 - (d) the land use mix;
 - (e) conceptual building locations and massing;
 - (f) how elements of Map 7-2 Structure Plan are being addressed; and
 - (g) phasing.



Conceptual Block and Structure Plan of the William Baker district

7.1.4 The following studies, strategies and reports may be required at the District Plan stage:

- (a) public art strategies;
- (b) provisions for securing the conservation of heritage buildings and resources;
- (c) Stage 2 Archaeological Assessments;
- (d) community services and facilities strategy;
- (e) affordable housing strategy;
- (f) natural heritage impact statements;
- (g) urban design guidelines;
- (h) sustainability strategy (Community Energy Plan);
- (i) functional servicing reports;
- (j) stormwater management reports; and
- (k) transportation impact studies.

7.1.5 Urban design guidelines may take the form of an update to the existing approved Downsview Area or Allen-Sheppard Urban Design Guidelines, or new urban design guidelines. In either form these will include the following information:

- (a) the design framework for the public realm and the relationship of buildings and private spaces to the public realm;
- (b) urban design concepts for the lands to support the coordination of development of individual sites and blocks;
- (c) the location, treatment and character of component elements of the open space network including streets, parks and accessible open space on private lands;
- (d) requirements to ensure attractive, safe and pedestrian friendly streets;
- (e) requirements to protect natural heritage features;
- (f) criteria for ensuring appropriate urban built form and massing, public safety and pedestrian circulation;
- (g) locations for public art; and
- (h) criteria ensuring new development respects and supports identified heritage resources.

7.2 Transportation Monitoring

Development in the Secondary Plan area is expected to occur over many years, and the timing and phasing of necessary transportation infrastructure improvements will depend on a

number of factors, including the nature and rate of development and future travel characteristics.

The ultimate location and detailed design of streets and intersections are subject to the requirements of the *Environmental Assessment Act*.

Policies

7.2.1 A transportation monitoring program will be developed with stakeholders to monitor the development levels and trends and associated travel characteristics. The monitoring program will address:

- (a) traffic volumes on major streets and at key intersections, based on periodic traffic counts in the area;
- (b) travel characteristics of employees, residents and visitors, including vehicle occupancy, modal split, trip distribution and peak hours of travel;
- (c) evaluation of traffic volumes and transit ridership in the context of available capacity;
- (d) parking availability, location and the impacts of pricing policies;
- (e) evaluation of existing, planned and proposed development;
- (f) traffic infiltration in residential areas; and
- (g) the results of Transportation Demand Management measures and the extent to which the objectives of the Downsview Area Secondary Plan Transportation Master Plan are being achieved.

7.2.2 The findings of the transportation monitoring program will form the basis of future comprehensive transportation analyses, will inform the periodic reviews of the Secondary Plan, and may be considered in the review of individual development applications and the development of local neighbourhood traffic management plans.

7.2.3 To ensure that transportation issues are addressed, Transportation Impact Studies must be submitted which take into account the development potential for a particular District prior to the enactment of a Zoning By-law and that:

- (a) identifies pedestrian and cycling opportunities with regard to policy, guidelines and other

- requirements;
- (b) assesses the overall impact of development in the District on the transportation system and demonstrates that development traffic will not contribute to significantly reducing the level of service of the public street network;
- (c) identifies transportation improvements or mitigating measures to address transportation impacts;
- (d) demonstrates that the proposed development parking supply conforms with the policies of the City of Toronto; and
- (e) identifies measures to assist in reducing vehicular trips.

7.3 Zoning By-law

Policies

- 7.3.1 Zoning for the Secondary Plan area may be implemented comprehensively or in stages.
- 7.3.2 The enactment of implementing Zoning By-laws may be withheld until satisfactory arrangements have been made for the timely provision of affordable housing, transportation and servicing infrastructure and community services and facilities.

7.4 Plan of Subdivision and Consent

Policies

- 7.4.1 All division of land in the Secondary Plan area will be in conformity with this Secondary Plan. Division of land will create land parcels that facilitate development consistent with the intent and objectives of this Secondary Plan and which can be developed in accordance with the District Plans approved by the City.

7.5 Site Plan Control

Policies

- 7.5.1 Applications for Site Plan Control will be used to implement the intent and objectives of this Secondary Plan and to implement urban design guidelines adopted for the Secondary Plan area. Site Plan

review will consider the context of a proposal within the larger block on which the site is located to ensure coordinated development.

7.6 Height and/or Density Incentives

Policies

- 7.6.1 Agreements pursuant to Section 37 of the *Planning Act* will be used to secure community services and facilities, the implementation of the housing policies and affordable housing strategies of this Secondary Plan.
- 7.6.2 Section 37 benefits other than the provision of the affordable housing requirements will be selected on the basis of local community needs, the nature of the District Plans and individual development applications, any implementation guidelines or plans approved by the City and the strategic objectives and policies of this Secondary Plan.

7.7 Holding Zones

Policies

- 7.7.1 Zoning for any of the lands within the Secondary Plan area may include holding provisions in accordance with the *Planning Act*. Lands subject to these provisions shall be identified by the holding symbol "H" preceding the zone symbol on the map. The uses of land, buildings or structures that are permitted when the holding symbol is removed shall be specified in the Holding Zone By-law.
- 7.7.2 The Holding (H) Symbol may be removed in phases upon application by the owner to the City and only as the following plans and studies have been provided and appropriate conditions secured through an agreement or agreements pursuant to the *Ontario Heritage Act*, Sections 111 and 114 of the *City of Toronto Act*, or Sections 37, 41, 51 or 53 of the *Planning Act*:
- (a) Housing Issues Report;
 - (b) Urban Design Guidelines Update;
 - (c) Community Services and Facilities Strategies;
 - (d) Stage 2 Archaeology Assessment;

- (e) Heritage Impact Statement;
- (f) Natural Heritage Impact Assessment;
- (g) Transportation Impact Study and Update;
- (h) Servicing and Stormwater Management Report;
and
- (i) Consideration of financial implications and the timing of the provision of transit services and municipal infrastructure and services.

7.7.3 The requirements for the removal of the Holding (H) Symbol may be reduced upon consideration of circumstances unique to a development proposal or the achievement of required infrastructure or services.

7.8 Interpretation

Policies

7.8.1 The Secondary Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for decision making.

7.8.2 The numbered policies (shaded text) and maps of this Secondary Plan are the Secondary Plan's policies. Other non-policy text (unshaded text) is provided to give context and background and assist in understanding the intent of the Secondary Plan's Policies.

7.8.3 Appendix 1 is part of the Secondary Plan for the purpose of identifying projected community service and facility needs for the land use and density permissions provided by this Secondary Plan. Amendments to the Secondary Plan are not required for any revisions to this Appendix.

7.8.4 Where the general intent of the Secondary Plan is maintained, minor adjustments to the boundaries on the respective Secondary Plan Maps will not require an amendment to this Secondary Plan.

7.8.5 The indication of any proposed streets, parks, municipal services or infrastructures in this Secondary Plan is not to be interpreted as being specifically or solely the responsibility of the City to provide, finance, implement or maintain.

8. SITE AND AREA SPECIFIC POLICIES

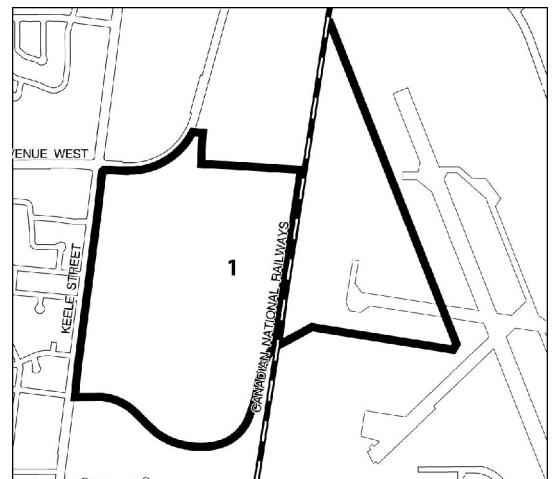
This Secondary Plan distinguishes lands intended to be retained and developed by the federal crown corporation Parc Downsview Park Inc. for a National Urban Park.

The following policies provide further clarification regarding the development of the National Urban Park to ensure the objectives of the Secondary Plan are met and to provide for the development of an important cultural and recreational destination locally, regionally and nationally.

1. National Urban Park Lands

For the lands shown as 1:

- (a) The National Urban Park lands are comprised of two land use designations, *Parks and Open Space Areas* – *Parks* and *Natural Areas* and *Employment Area* as shown on Map 7-9., which will have a minimum combined total area of 119 hectares.
- (b) National Urban Park lands designated *Parks and Open Space Areas* – *Parks* and *Natural Areas* will:
 - (i) have a minimum area of 82 hectares;
 - (ii) support primarily parkland and open space uses;
 - (iii) not be used for the development of new principal buildings, however supportive buildings such as park washrooms, concession areas and park information buildings may be constructed on *Parks* lands provided they are of a size and scale that is ancillary to the park and open space function; and
 - (iv) provide for agriculture uses.
- (c) National Urban Park Lands designated *Employment Areas* will:
 - (i) have a minimum area of 37 hectares;
 - (ii) only permit employment uses that support and relate to the National Urban Park including but not limited to: museums; art galleries; small craft industries; live/work for artists; recreation facilities; park and office administration uses; cultural uses; theatres; educational uses; market areas and ancillary retail and restaurant uses; and
 - (iii) on sites along Carl Hall Road primarily be developed in existing buildings and any new development or



redevelopment should support the scale, organization and orientation of existing buildings to augment its rich inventory of heritage buildings and support the evolution of the street as a pedestrian oriented public designation and the cultural centre of the National Urban Park.

List of Maps

- Map 7-1 Secondary Plan Area Boundary
- Map 7-2 Structure Plan
- Map 7-3 Districts
- Map 7-4 Proposed Street Network
- Map 7-5 Proposed Bicycle Network
- Map 7-6 Proposed Pedestrian Network
- Map 7-7 Archaeology and Heritage Resources
- Map 7-8 Conceptual Parks and Natural Heritage Features
- Map 7-9 Land Use
- Map 7-10 Minimum Density Requirements
- Map 7-11 Maximum Density Permissions

APPENDIX 1: COMMUNITY SERVICES, FACILITIES AND LOCAL PARKS SUMMARY

PROJECTED SECONDARY PLAN NEEDS

- Community Recreation Centre
- Approximately 450 daycare spaces for children age 0-9 years
- Approximately 13 hectares of local parkland

GENERAL CRITERIA

Facility/Site Requirements:

- Shared use of sites and/or multi-purpose facilities
- Capacity to adapt to changing needs of the community over time
- Community facilities could be integrated as part of mixed-use developments
- Incorporated as part of development sites or as stand alone facilities, and where possible, to allow for the sharing of facilities and joint programming
- Where schools and community facilities are co-located on parks, multi-storied buildings and underground parking facilities are encouraged to maximize the amount of land available for recreation, landscaping and open space purposes

Location Criteria:

- Accessible by public transit
- Barrier-free
- Grade-related
- Good visibility from main streets
- Located in close proximity to residents and businesses of the Secondary Plan area

Implementation Guidelines:

- Delivered in a timely manner to support residential and non-residential growth
- Monitoring and review of adequacy of the community facilities shall occur through the District planning process as development advances in each District
- Equitable contributions by landowners for the costs of any new community facilities required to support overall development of the Secondary Plan area, over and above development charges and park levies, may be required

COMMUNITY RECREATION CENTRES

Facility/ Site Requirements:

- Minimum of 6,950 m² of gross floor area all within one building which shall include an aquatics area, including a lane pool of 25 metres by 6 lanes, a double gymnasium and a multi-use space
- Daycare facilities are encouraged to locate within community recreation centres

Location Criteria:

- Located to provide easy access for surrounding neighbourhoods and businesses
- Good pedestrian and public transit access
- Highly visible from the street
- Ready access to outdoor playing fields and playgrounds (preferably a municipal park)

Guidelines:

- Consideration must be given to passenger drop-off space, service access, pedestrian circulation, any associated outdoor amenity and recreation space, landscaping and building setbacks
- Flexible space to allow for different program and meeting requirements

DAYCARE CENTRES

Facility/Site Requirements:

- Each daycare will accommodate between 52 to 86 children and have 110 square feet per child of interior space and 60 square feet per child of exterior play space
- The exterior surface must be adjacent to the interior space and all daycare centres must be fully equipped and furnished in accordance with Provincial requirements
- Acceptable access to the Daycare Centre for children, parents, custodians and staff including acceptable drop-off and pick-up locations of children

Location Criteria:

- Grade location is preferable
- Compliance with appropriate provincial regulations and policies
- Sun, air and noise studies must be completed prior to final selection of sites

Implementation Guidelines:

- Licensed daycare demand will be assessed as follows: number of children 0-9 years of age (11% of population citywide) reduced by 50% to reflect parental labour participation rates and parental choice with respect to licensed care

LOCAL PARKLAND

Facility/Site Requirements:

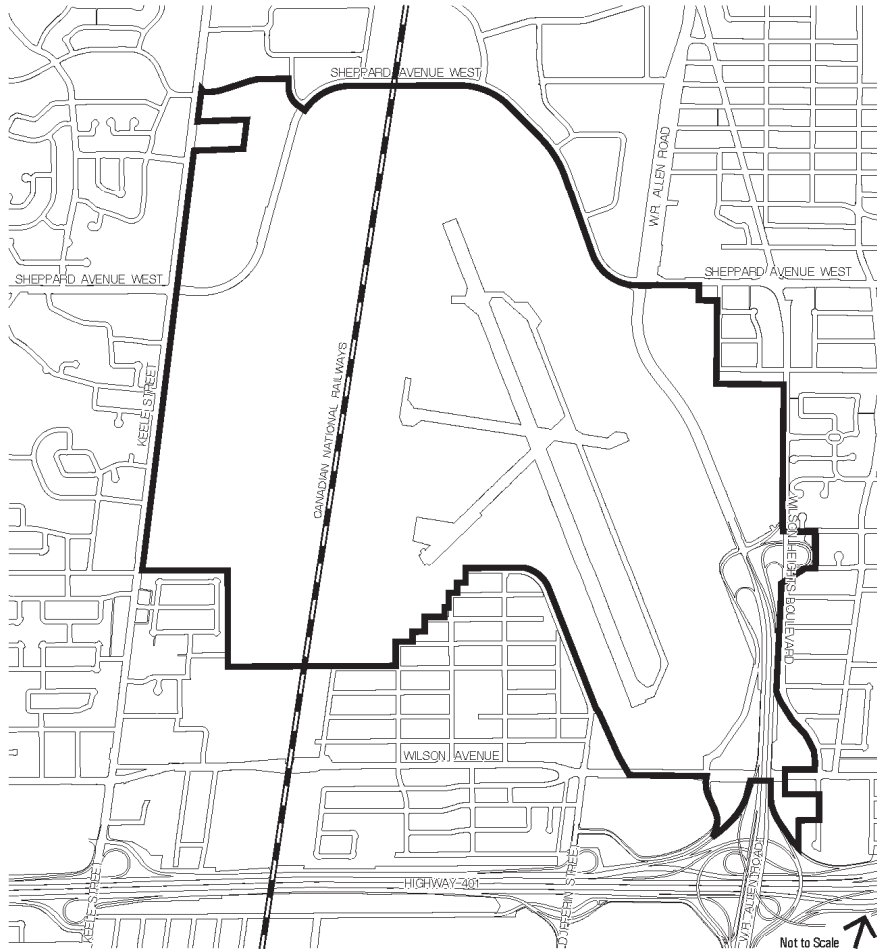
- A minimum of approximately 13 hectares of dedicated municipal parkland is required, exclusive of any school facilities
- Local parkland will be neighbourhood oriented and provide passive and active recreational opportunities
- The exact configuration of municipal parkland will vary and be determined at the District planning stage

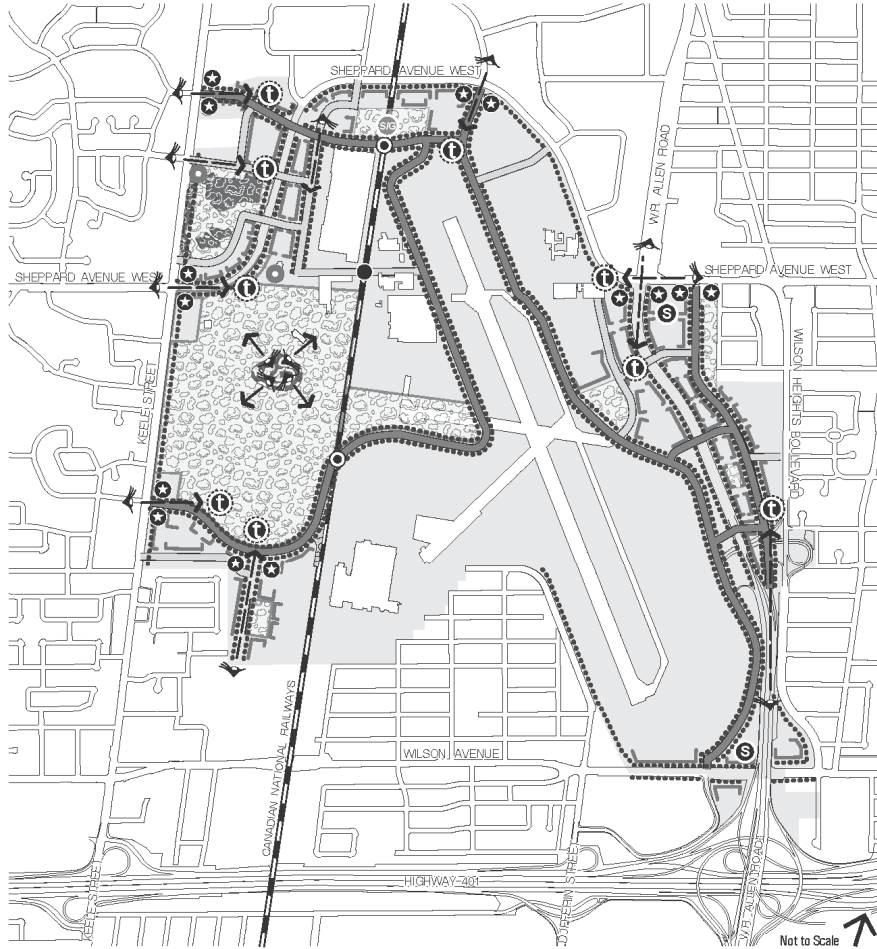
Location Criteria:

- Preferred locations for parkland have been identified on Map 7-8 based on the estimated development levels within each District as follows: Stanley Greene 1.6 hectares; William Baker 3 hectares; Sheppard-Chesswood 2 hectares; Allen 5.7 hectares (including the existing 2.4 hectare Banting Park)
- Intended to serve communities within a reasonable walking distance
- Barrier free, grade-related and good access and visibility from streets

Implementation Guidelines:

- Capacity to adapt to changing needs of the community over time
- Integrate neighbourhood parks and open spaces within the broader City system by establishing links using public streets that are landscaped and planted with street trees
- Include a network of paths and trails to provide for pedestrian and cyclist movement within the Secondary Plan area and connect with the broader City system
- Incorporate sustainable practices in park design and management



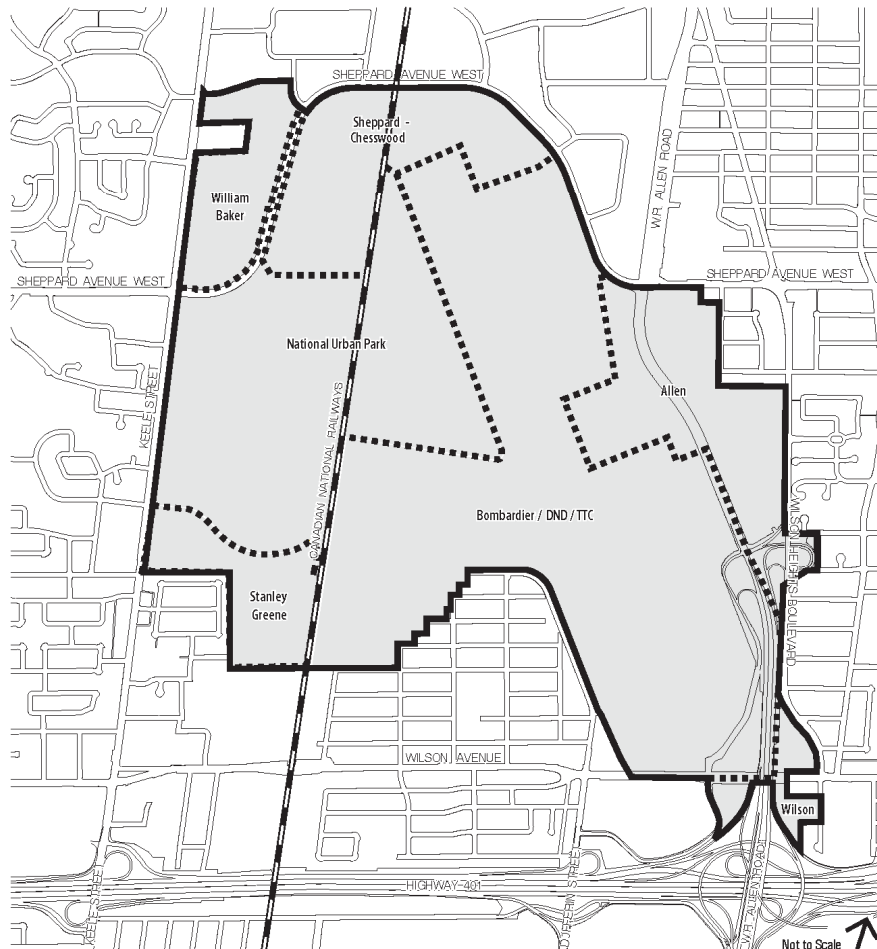


Downsview Area Secondary Plan

MAP 7-2 Structure Plan

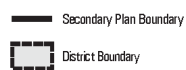
Parks	Existing & Potential Building Edge	Pavilion	Heritage Building
Natural Heritage Features	Existing Subway Station	Gateway	
Major Streets	Proposed Subway & GO Station	View Terminus	
Minor Streets	Significant Views and Vistas	At Grade Rail Crossing	
Proposed Road	Enhanced Streetscape	Grade Separated Structures	

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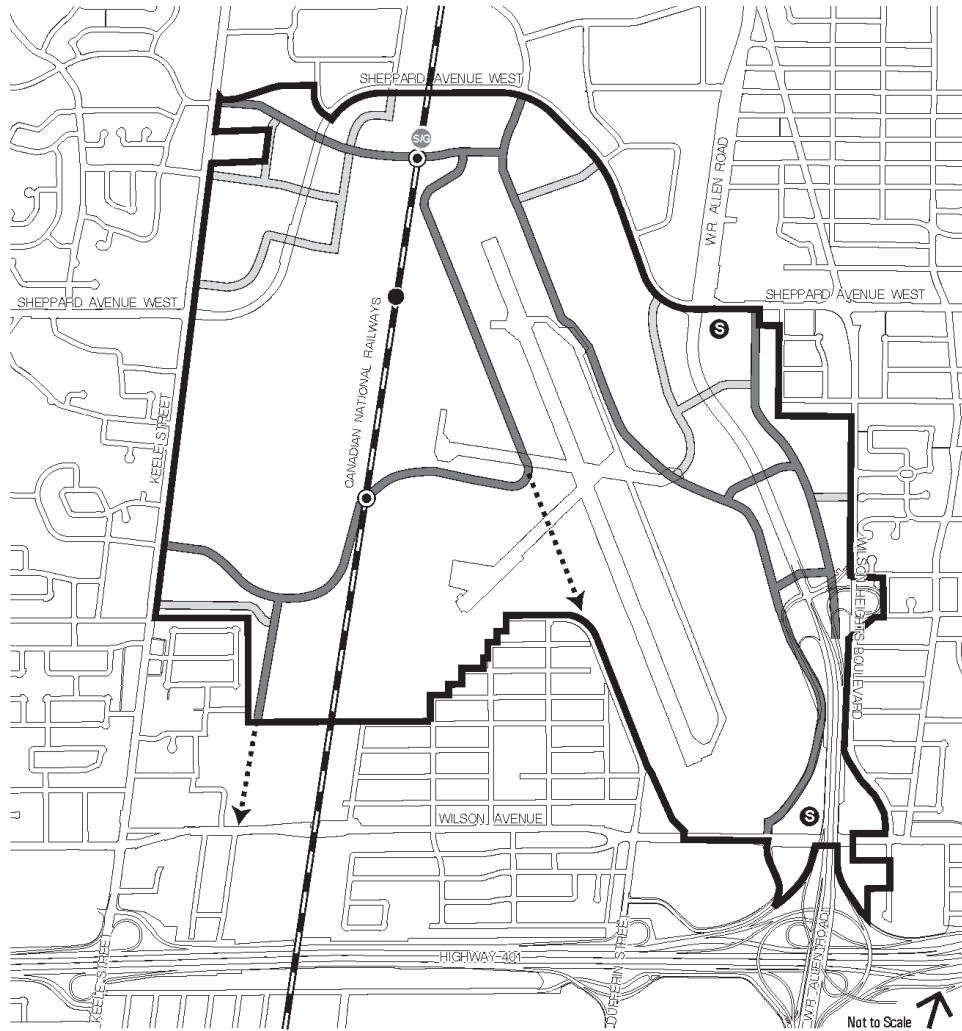


Downsview Area Secondary Plan

MAP 7-3 Districts



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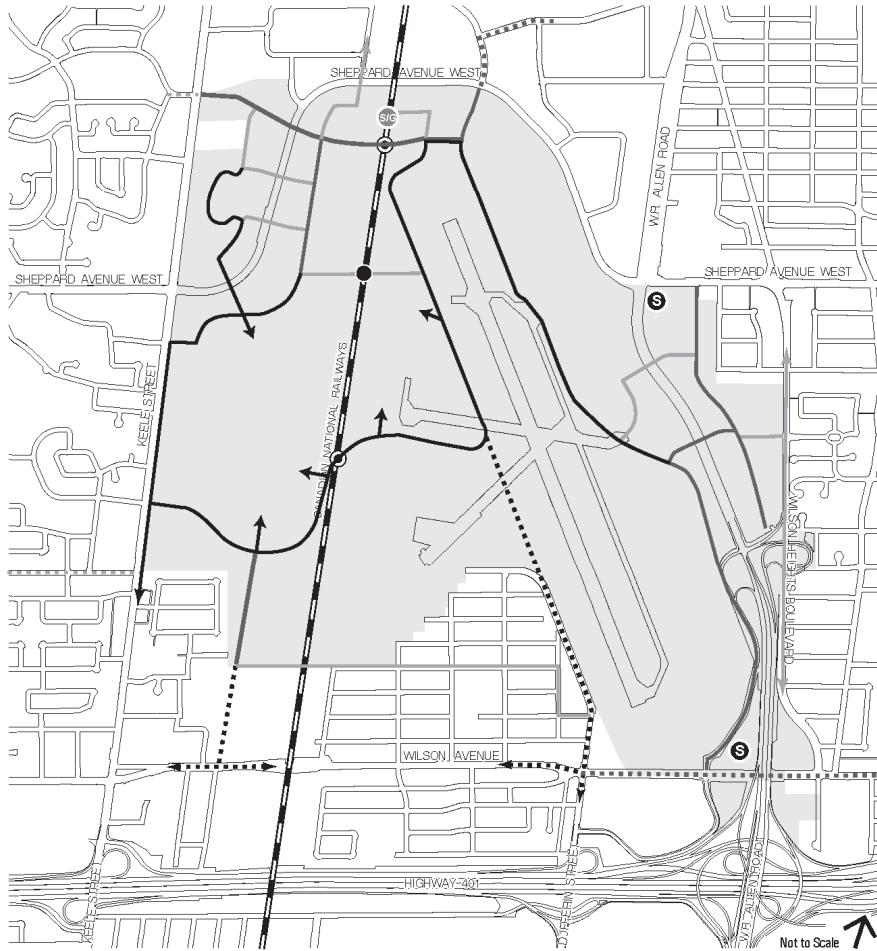
Downsview Area Secondary Plan

MAP 7-4 Proposed Street Network

- | | |
|--------------------------|------------------------------|
| Secondary Plan Boundary | Grade Separated Structures |
| Major Streets | At Grade Rail Crossings |
| Minor Streets | Existing Subway Station |
| Potential Future Streets | Proposed Subway & GO Station |

Note: The minor streets identified on this Map are conceptual. The exact number and location of these streets will be determined at the district plan stage.

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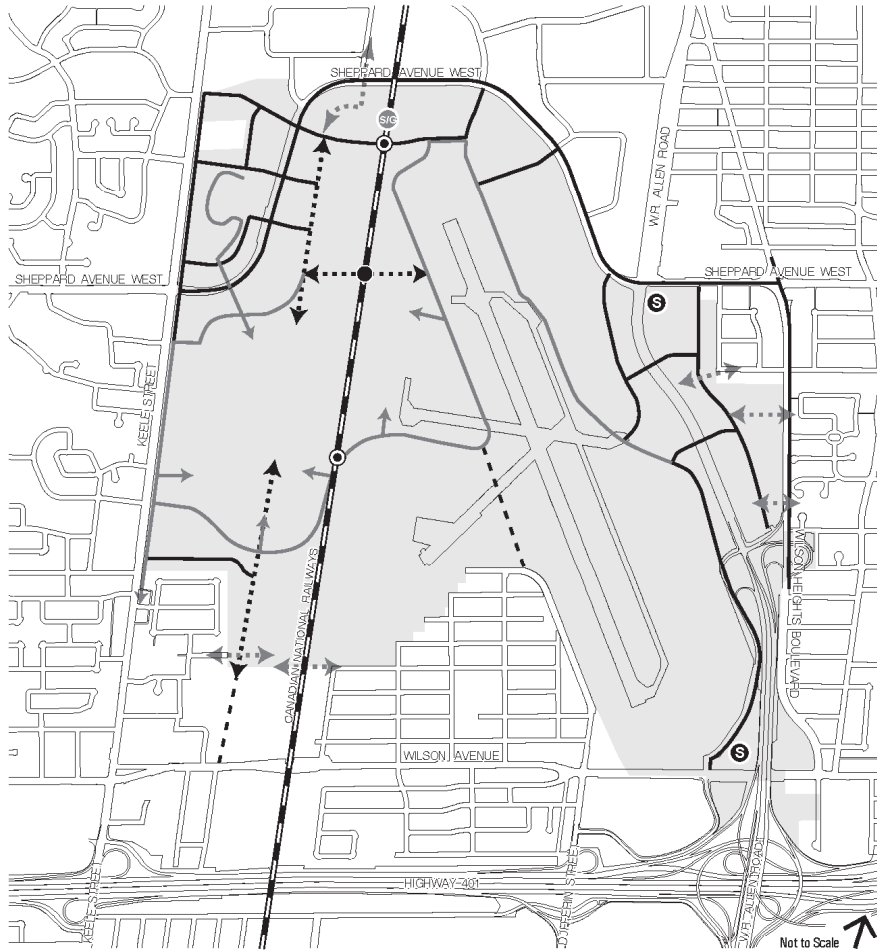


Downsview Area Secondary Plan

MAP 7-5 Proposed Bicycle Network

	Secondary Plan Area Boundary		Potential Future Multi-Use Routes		At Grade Rail Crossing
	Proposed Multi-Use Routes		City of Toronto Bike Plan		Grade Separated Structures
	Proposed Bike Lanes		Off Road Routes		Existing Subway Station
	Proposed Signed Routes		Bike Lanes		Proposed Subway & GO Station
	Potential Future Bike Lane		Signed Routes		

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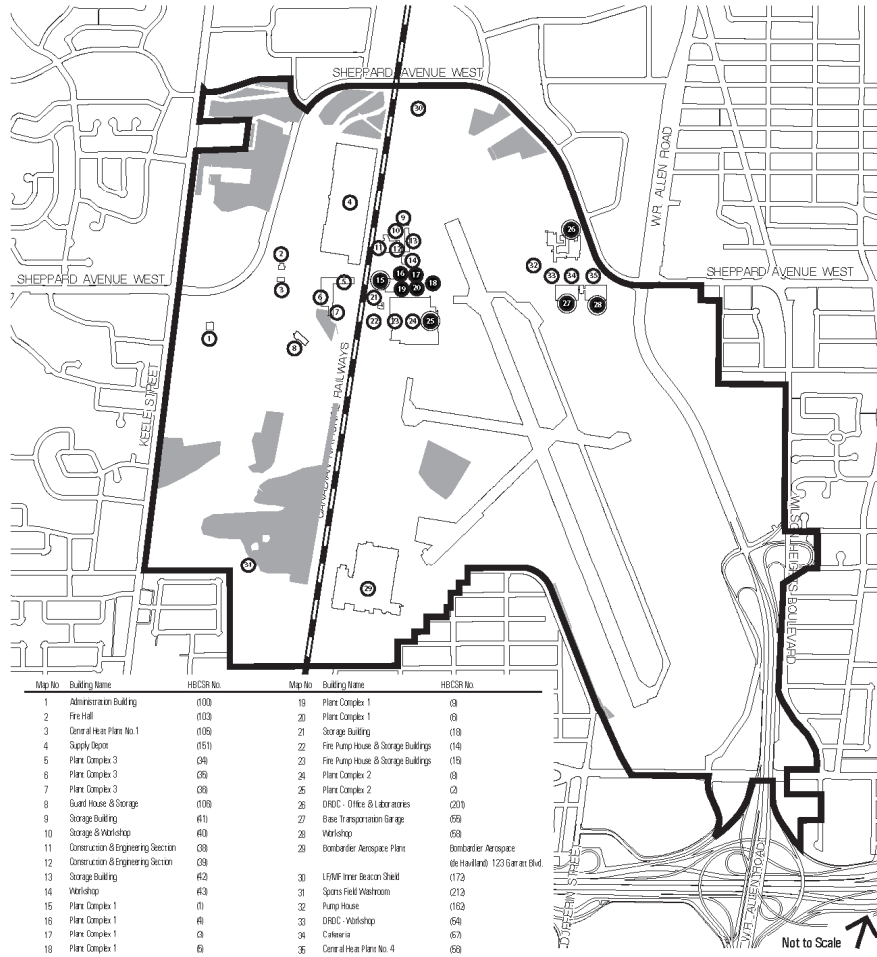


Downsview Area Secondary Plan

MAP 7-6 Proposed Pedestrian Network

- | | | |
|-------------------------|---|------------------------------|
| Secondary Plan Boundary | Special Pedestrian Corridors | At Grade Rail Crossing |
| Sidewalks | Neighbourhood Pedestrian Connections | Grade Separated Structures |
| Multi-Use Route | Potential Future Multi-Use Routes | Existing Subway Station |
| | Potential Future Pedestrian Connections | Proposed Subway & GO Station |

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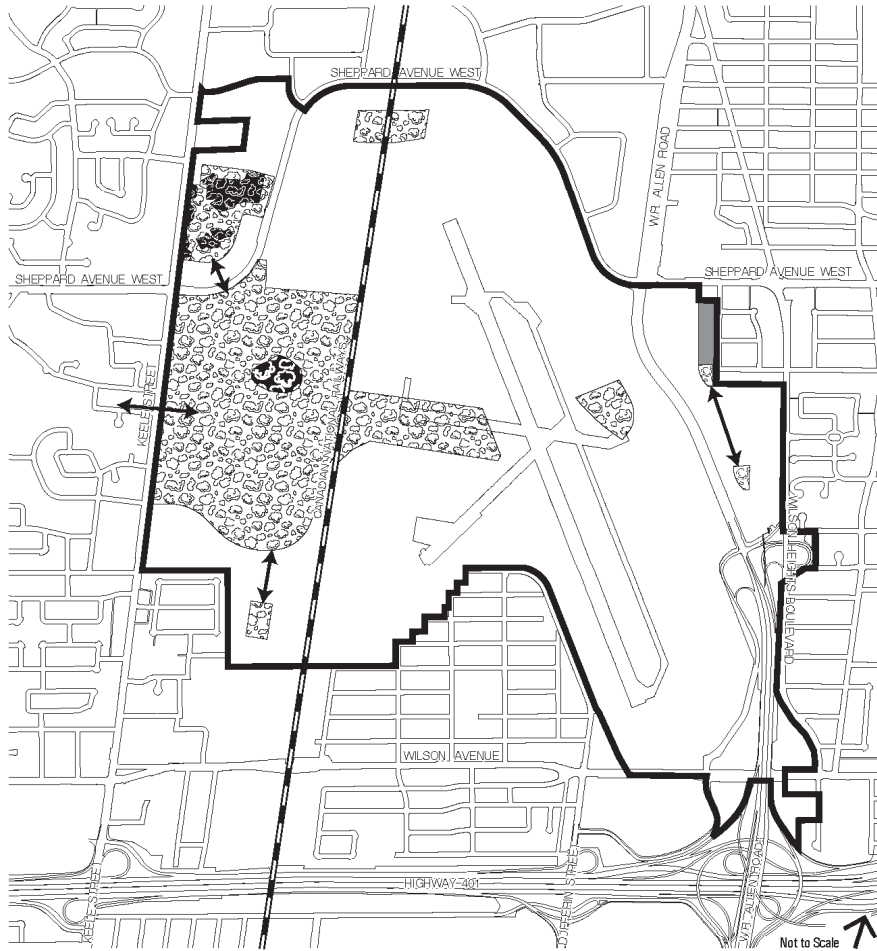
Downsview Area Secondary Plan

MAP 7-7 Archaeology and Heritage Resources

- Secondary Plan Boundary
- Area Requiring Stage 2 Archaeological Assessment
- Recommended for Municipal Listing
- Municipally Listed Heritage Property
- Federally and Municipally Listed Heritage Property

* The numbers assigned to the Heritage Structures on this map are for ease of reference. The numbers assigned to these same buildings in the Heritage Building Conservation Study Review (HBCSR) by ERA Architects are numbered differently.

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Not to Scale

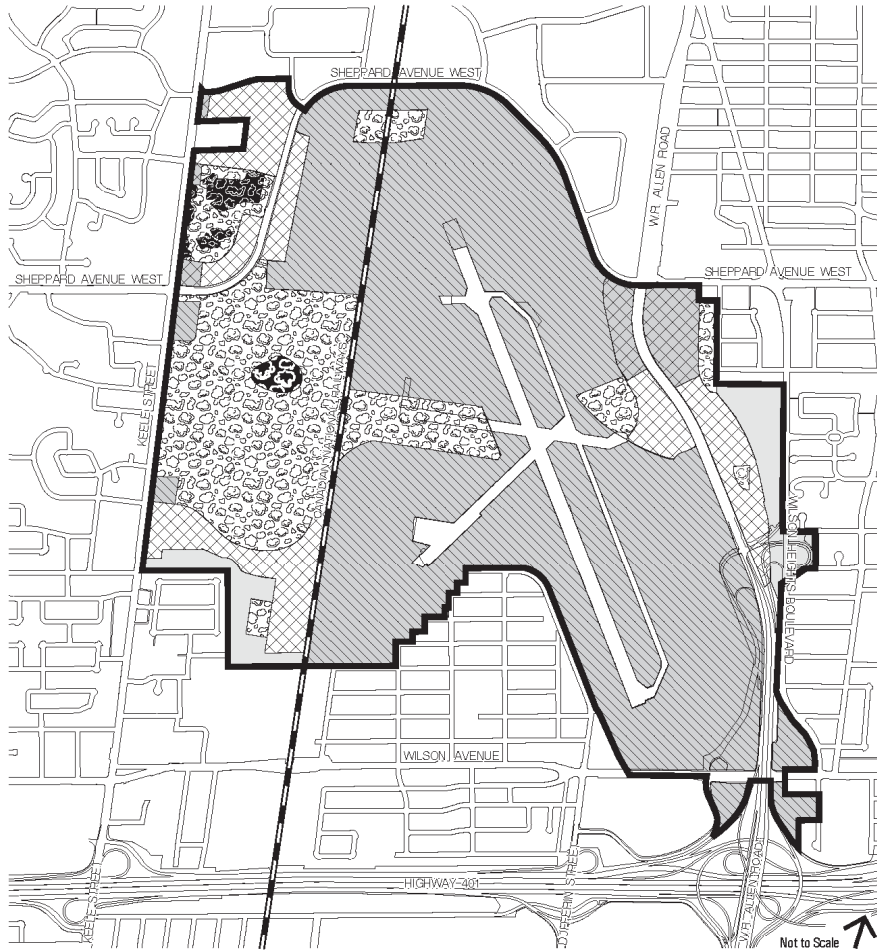


Downsview Area Secondary Plan

MAP 7-8 Conceptual Parks and Natural Heritage Features

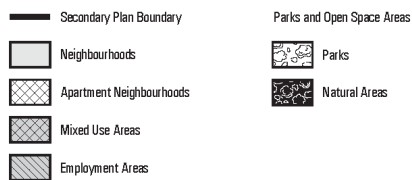
-  Secondary Plan Boundary
-  Greenways
-  Existing Parks
-  Natural Heritage Feature
-  Proposed Parks

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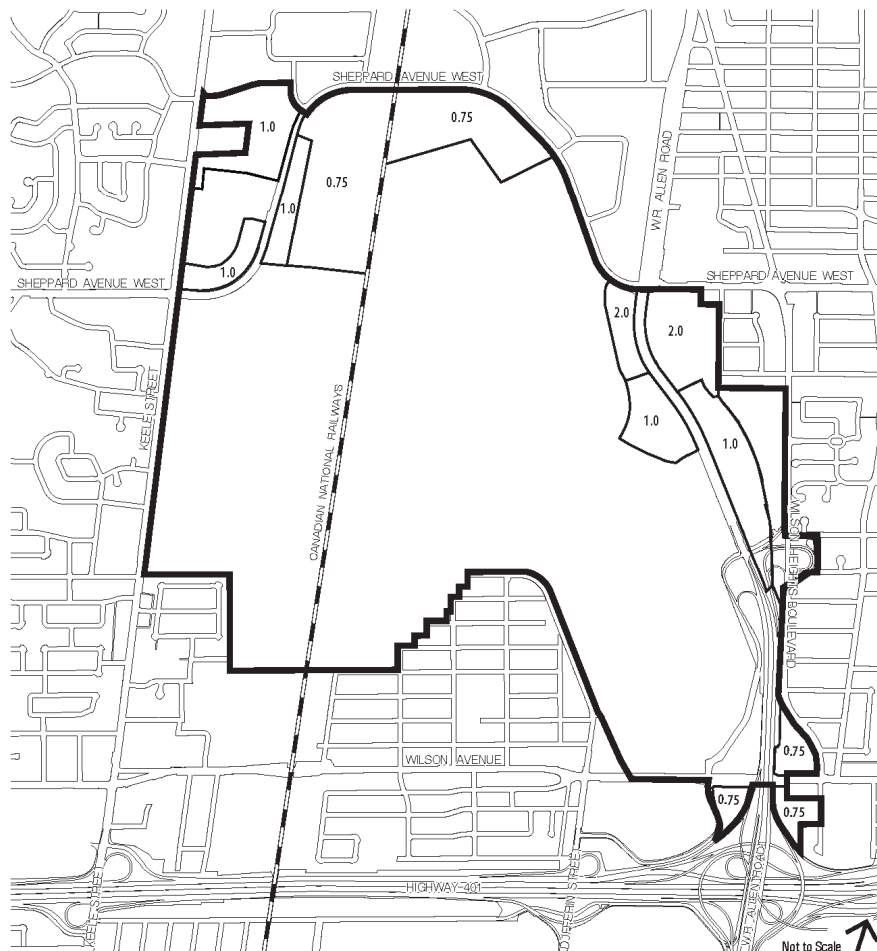


Downsview Area Secondary Plan

MAP 7-9 Land Use



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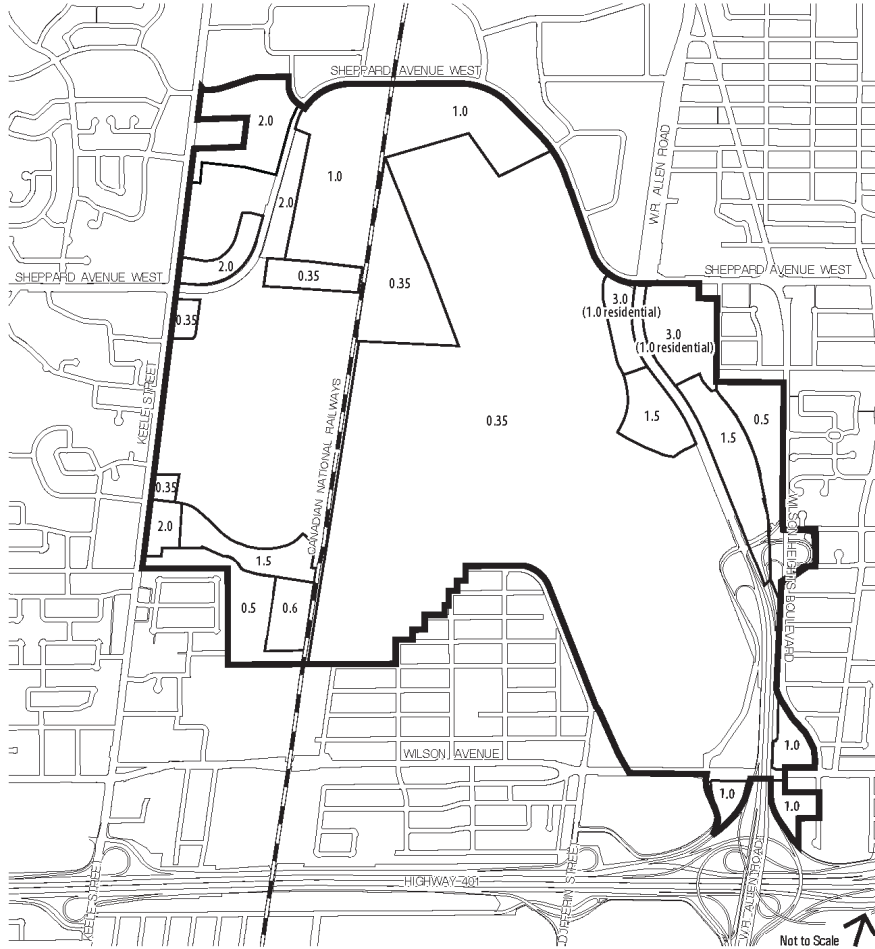


Downsview Area Secondary Plan

MAP 7-10 Minimum Density Requirements

- Secondary Plan Boundary
- FSI Based on Gross Density

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Downsview Area Secondary Plan

MAP 7-11 Maximum Density Permissions

- Secondary Plan Boundary
- FSI Based on Gross Density

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ATTACHMENT 3: TRANSPORTATION MASTER PLAN

ATTACHMENT 4: INFRASTRUCTURE MASTER PLAN