

PH16.2 Attachment 2

Attachment 2

DRAFT

OPA #506 Christie's Secondary Plan

Version – August 26, 2020

1	INTERPRETATION	1
2	VISION	2
3	GUIDING PRINCIPLES.....	3
4	STRUCTURE	4
5	LAND USE	5
	Mixed Use Areas	5
	General Employment Areas	6
6	MOBILITY	7
	Network Mobility Initiatives.....	7
	Street Network	7
	Transit Hub.....	8
	Pedestrian and Cycling	8
	Mid-Block Connections	9
	Parking and Loading	9
7	PARKS, OPEN SPACES, AND PUBLIC REALM	11
	Parkland	11
	Public Realm and Streetscaping	13
	Privately Owned Publicly Accessible Spaces (POPS).....	14
	Public Art.....	14
8	COMMUNITY SERVICES AND FACILITIES.....	15
	Schools.....	15
9	SERVICING.....	17
10	BUILT FORM	18
	Shaping Built Form.....	18
	Creating a Comfortable Micro-Climate.....	18
	Tower Separation and Tower Floorplates.....	18
	Base Buildings	19
	Building Setbacks.....	20
	Streetwall Heights	20
	Stepbacks	20
	Building Heights	20
	Amenity Space	20
	Active At-Grade Uses.....	21
	Views.....	21
11	HOUSING	22
12	EMERGENCY SERVICES	23

13	CLIMATE RESILIENCY AND MITIGATION.....	24
14	RAIL SAFETY	25
15	IMPLEMENTATION	26
	Development Guidelines	26
	Development Phasing and Infrastructure.....	26
	Easements	26
	Holding Provisions	26
	Section 37	27
	Monitoring	28
	Interim Uses	29
16	SCHEDULES	30
	Schedule A – Permitted Non-Residential Uses	30
17	MAPS.....	31

1 INTERPRETATION

- 1.1 The policies of this Secondary Plan apply to the area shown on Map 46-1: Secondary Plan Area Boundary, which within this Plan is referred to as the “Plan Area”.
- 1.2 The policies of this Secondary Plan must be read together. For any individual policy to be properly understood, the Secondary Plan must be read as a whole.
- 1.3 In the case of a conflict between the Official Plan and the Christie's Secondary Plan, the policies within this Secondary Plan will prevail.
- 1.4 In order to achieve the objectives of this Plan, a Zoning By-law will contain specific numerical standards and provisions for the Plan Area.
- 1.5 The Plan Area is comprised of eight Blocks. Blocks 1-6 correspond directly with the six phases of development within the Plan Area. Blocks 7 and 8 are not subject to phasing and can be developed at any time.

2 VISION

- 2.1 Development within the Secondary Plan Area will provide an exemplary model of transit-supportive development by creating a walkable, pedestrian-oriented, mixed-use community centered on transit investment and integration. It is planned that over the next 25 years a complete community will be created with a focus on transit and mobility, employment generation, design excellence, affordable housing, parkland, green infrastructure, community services, sustainability and climate resilience.

3 GUIDING PRINCIPLES

3.1 The Plan is informed by the following Guiding Principles:

- 3.1.1 Enhance mobility choices and connections by establishing a new transit hub, a new street network, and quality pedestrian and cycling infrastructure which is well connected within the area and to the broader City;
- 3.1.2 Design a new community with a variety of building types which built form is compatible within the Areas context;
- 3.1.3 Create a vibrant mixed-use community with a balance of employment, residential, commercial and community uses;
- 3.1.4 Create attractive and comfortable green spaces focused on delivering a high-quality public realm that incorporates design excellence;
- 3.1.5 Build a complete community that provides community services and facilities to support a diverse and growing community;
- 3.1.6 Provide a range of housing choice and sizes; and
- 3.1.7 Create a community resilient to climate change and extreme weather integrating sustainable design in new buildings, landscapes, and parks and open spaces to minimize energy demand, achieve net-zero emissions, which can absorb and retain stormwater, and protect natural areas and create and enhance biodiversity.

4 STRUCTURE

- 4.1 Map 46-2: Structure Plan identifies the following elements that will define the structure of the Plan Area and serve as the foundation of the Plan's comprehensive planning framework:
 - 4.1.1 Existing streets and reconfigured and/or widened existing streets;
 - 4.1.2 New streets;
 - 4.1.3 New Park Lawn GO Station;
 - 4.1.4 New dedicated TTC streetcar infrastructure;
 - 4.1.5 New parks and open spaces; and
 - 4.1.6 Development blocks.
- 4.2 Lands within the Plan Area will develop and intensify in accordance with the comprehensive planning framework illustrated in the Structure Plan and by the policies of this Secondary Plan.
- 4.3 The Plan Area has been organized into 8 Blocks as shown on Map 46-3: Block Plan.

5 LAND USE

- 5.1 Land use designations in the Plan Area are shown on Map 46-4: Land Use Plan.
- 5.2 The land use policies and development criteria for land use designations found in Chapter 4 of the Official Plan apply.
- 5.3 Any form of residential uses and live-work uses are only permitted once:
 - 5.3.1 the proposed Park Lawn GO Station is Provincially approved through the Transit Project Assessment Process and endorsed by the Metrolinx Board with secured funding through appropriate agreements; and
 - 5.3.2 TTC improvements within the Plan Area are secured to the City's satisfaction.
- 5.4 Non-residential development will be provided in each phase, prior to, or concurrent with residential development to ensure a balance of employment and residential growth in all phases of development.
- 5.5 A minimum of 106,500 square metres of non-residential gross floor area will be provided at full build out of Blocks 1-6. Development of this non-residential gross floor area will be comprised of uses listed in Schedule A, provided that:
 - 5.5.1 uses listed in Column 1 will account for 51 per cent or more of the minimum required non-residential gross floor area;
 - 5.5.2 uses listed in Column 2 will account for a maximum of 49 per cent of the minimum required non-residential gross floor area; and
 - 5.5.3 uses listed in Column 3 will not be counted towards the minimum required non-residential gross floor area.
- 5.6 Uses listed in Column 1, as outlined in Policy 5.5.1 above, will be delivered within the first two phases of development.
- 5.7 Proposed land uses within the Christie's Plan Area will mitigate and not interfere with the existing or future operations of the adjacent Ontario Food Terminal.
- 5.8 Appropriate mitigation and compatibility measures as identified through the development review process will be employed buffering sensitive land uses to ensure the long-term viability of the Ontario Food Terminal.

Mixed Use Areas

- 5.9 Residential uses and non-residential uses will occur within the lands designated *Mixed Use Areas* to create a mix and balance of uses within the community.

General Employment Areas

- 5.10 On Blocks 1-6, the *General Employment Areas* will be a minimum size of 1.4 hectares (net) and will be exclusively for uses permitted within this designation, in accordance with Map 46-4: Land Use Plan.
- 5.11 New development within the *General Employment Areas* will contribute to the development of a pedestrian-friendly and transit-supportive environment by situating buildings to allow easy access to and from the future Park Lawn GO Station and providing active retail/commercial/community uses on the ground floors to support the adjacent pedestrian environment.
- 5.12 Within the *General Employment Areas*, an office node will be created. The *General Employment Areas* is sited to have high visibility, transit access and proximity to Downtown and Toronto's two airports. The office node will be well-integrated into the Plan Area, surrounded by local amenities to support office workers and visitors.
- 5.13 Block 8 presents an opportunity to build on and strengthen the office node's identity by providing for additional employment lands. Development on Block 8 will not count towards the minimum non-residential gross floor area outlined in Policy 5.5 or the minimum required size of the *General Employment Areas* designation outlined in Policy 5.10.
- 5.14 While office development is encouraged to occur primarily in the *General Employment Areas*, office uses and the expansion of the office node in the *Mixed Use Areas* is encouraged.

6 MOBILITY

Network Mobility Initiatives

- 6.1 The Park Lawn Lake Shore Transportation Master Plan identifies the transportation infrastructure improvements required to support the growth anticipated in this Plan Area and broader area.
- 6.2 Additional or alternative improvements may also be identified over time by the City and/or landowners.
- 6.3 The required transportation network improvements contained in the Plan may be refined, protected and implemented through the development review and approvals process and identified capital expenditures.

Street Network

- 6.4 The planned street network shown on Map 46-5: Street Network & Access, will provide a fine grained network of streets, improve connectivity for all users while prioritizing pedestrians and cyclists, and enhance access and connections within the Plan Area and broader area.
- 6.5 All streets within the Plan Area will be public with the exception of Street D as shown on Map 46-5: Street Network & Access.
- 6.6 Street D, will be designed to integrate into the public realm and meet all the City's objectives for new streets. Public easements over the street will ensure public access.
- 6.7 While the layout of new local public streets is illustrated on Map 46-5, Street Network & Access, the exact location, alignment, access and design of each new street will be defined through the development approval process or other implementation mechanisms identified in the Secondary Plan.
- 6.8 Complete Streets principles will be considered in the design of improvements to existing streets and proposed new streets. Where feasible within the Plan Area, proposed street network improvements to both existing and new streets shall include facilities for pedestrians, cyclists, transit users and shared mobility users within the right-of-way.
- 6.9 The design of streets within the Plan Area will be guided by the Christie's Urban Design & Streetscape Guidelines. The Guidelines provide detailed design direction for each of the streets and outline the planned character of each street.
- 6.10 Streets within the Plan Area will be:
 - 6.10.1 human scaled, pedestrian-oriented, safe, accessible and comfortable;
 - 6.10.2 designed in such a manner as to invite and facilitate movement through the Plan Area; and
 - 6.10.3 designed to include sidewalks, high efficiency lighting, alternative energy sources (wind/solar), high quality pavements and furnishings and designed as green streets incorporating large high branching deciduous trees, green walls, landscape features, and that facilitate stormwater infiltration.

Transit Hub

- 6.11 A Transit Hub will be created that integrates the proposed Park Lawn GO Station, existing and planned TTC routes for buses and streetcars, and active modes of transportation, in accordance with Map 46-7: Transit Hub & Connections Map.
- 6.12 The design of the proposed Park Lawn GO Station Design will not preclude the future development of the lands on Block 7 between the CNR and the Gardiner Expressway.
- 6.13 All development within the Plan Area will support and create pedestrian and cycling connections to and from the Transit Hub through the creation of generous publicly accessible open spaces, mid-block connections, and supportive building design. Direct connections between the Plan Area destinations and transit/cycling facilities must be provided whenever feasible.
- 6.14 Development will facilitate view corridors to the Transit Hub to assist with wayfinding.
- 6.15 Development will support accessible active transportation connections to and from the Transit Hub and surrounding transit stops and destinations.
- 6.16 Development is encouraged to provide infrastructure and amenities to facilitate options for transit rider boarding or alighting from transit and last mile options, including the potential for bike share, car share, and other shared mobility infrastructure to facilitate last mile travel options.
- 6.17 Entrances, barrier-free access points and pavilions for the proposed Park Lawn GO Station will serve both the new and existing communities. Barrier-free access points will be provided on the south side of Park Lawn and the west side of the proposed station (Block 8) to serve the pedestrians and transit riders connecting by bus.
- 6.18 Transit supportive, accessible infrastructure, such as pavement markings at key stops, seating, street furniture and security features, will be incorporated into the design of new development and infrastructure projects in the Plan Area, where possible, to support existing and growing transit ridership.
- 6.19 Access to the Transit Hub will be supported by generous plazas and privately owned publicly accessible open spaces, including the Transit Plaza and Park Lawn Plaza, in accordance with Map 46-8: Parks, Open Spaces and Public Realm.
- 6.20 No dedicated surface parking or commuter parking will be provided to serve the proposed Park Lawn GO Station.
- 6.21 Any necessary station infrastructure including service areas for maintenance vehicles and pick-up and drop-off areas for the proposed Park Lawn GO Station will be located below-grade.

Pedestrian and Cycling

- 6.22 Streetscapes will create inviting spaces for pedestrians and encourage walking and cycling as desirable choices to move to and through the Plan Area. Cycling routes are identified on Map 46-6: Cycling Network.
- 6.23 The exact location, alignment and design of the cycling network may be refined, at the discretion of the City, through the development application review process, an Environmental Assessment as required, street designs or other implementation mechanisms at the discretion of the City.

- 6.24 The design of streets will secure amenities for pedestrians such as wide sidewalks, protected crossings, pavement markings, seating areas, curb extensions and bump-outs.
- 6.25 Bicycle infrastructure and facilities will be appropriately planned and provided for in the Plan Area. At the intersection of cycling routes, in the Transit Hub and at transit stops, bike share facilities and bicycle parking infrastructure are encouraged to be integrated into the design of the public realm.

Mid-Block Connections

- 6.26 New publicly-accessible mid-block connections will be secured through the development application review process to create a functional and accessible pedestrian network and improve utility for pedestrian mobility including for access to the Transit Hub and other community amenities in the Plan Area. Existing and potential mid-block connections include, but are not limited to, those shown on Map 46-8: Parks, Open Spaces and Public Realm.
- 6.27 The exact location, alignment and design of mid-block connections may be refined, at the discretion of the City, through the development application review process.
- 6.28 Mid-block connections provide direct, legible, continuous and connected public access through blocks and will:
 - 6.28.1 follow existing and future pedestrian desire lines;
 - 6.28.2 be located at grade with high-quality design and materials and clear sight lines for public safety;
 - 6.28.3 be publicly accessible in all seasons for pedestrians of all ages and abilities and secured with easements; and
 - 6.28.4 be universally accessible, signed and lit with pedestrian-scale lighting.
- 6.29 New exterior mid-block connections will be:
 - 6.29.1 landscaped with pedestrian clearways that are a minimum of 4 metres wide to allow for comfortable two-way pedestrian passage; and
 - 6.29.2 encouraged to be unencumbered by building overhangs or projections to provide adequate sky view from the public realm.

Parking and Loading

- 6.30 On Blocks 1-6, parking will generally be located below grade in consolidated below-grade facilities to promote active uses above grade and limit the impact on the public realm. Surface parking is strongly discouraged with the exception of some on-street parking. Above-grade parking structures are not permitted.
- 6.31 Pick-up and drop-off, loading and parking activity including ride share hailing points will be encouraged off-street wherever possible and practical to free up curbside space.
- 6.32 Below-grade loading and servicing facilities for developments must be provided. Loading entrances and accesses are encouraged to be consolidated and will be limited to those identified on Map 46-5: Street Network & Access.

- 6.33 Street A will be the primary access location for loading, servicing and access for Blocks 1-6.
- 6.34 The secondary access points shown on Map 46-5: Street Network & Access are flexible and can be shifted as Blocks 1-6 develop provided that the number of accesses is limited and accesses are primarily located on the local streets.
- 6.35 Parking provision rates within the Plan Area will reflect the high availability of transit and mobility network initiatives including bicycle share, pedestrian travel demand and future implementation of shared mobility services. At the City's discretion, adjustments to the parking provision rates is possible through the development application review process.

7 PARKS, OPEN SPACES, AND PUBLIC REALM

Parkland

- 7.1 The locations of new, planned public parks are identified on Map 46-4: Land Use Plan. The planned parks include:
 - 7.1.1 a community park along Street B; and
 - 7.1.2 a local park located on Lake Shore Boulevard West.
- 7.2 A minimum of 1.5 hectares of unencumbered parkland will be conveyed on Blocks 1-6 to serve both the anticipated future population in the local area as well as the broader community.
- 7.3 The community park will:
 - 7.3.1 be located north of Street B and west of Street D;
 - 7.3.2 be a minimum size of 1.2 hectares; and
 - 7.3.3 provide opportunities for group sport and play through larger outdoor public recreation facilities while serving a range of other functions, including passive recreation, naturalized gardens, and civic and community activity.
- 7.4 The local park will:
 - 7.4.1 be located along Lake Shore Boulevard West south of Street B;
 - 7.4.2 be a minimum size of 0.3 hectares; and
 - 7.4.3 provide opportunities for passive and active recreation, naturalized gardens, and civic and community activity.
- 7.5 The planning, design and development of new parkland will be guided by the following design considerations to ensure the creation of a high-quality park and public realm experience.
- 7.6 Parks will have prominence and visibility and will:
 - 7.6.1 provide generous street frontage(s) in order to ensure safety and visibility for those accessing the park;
 - 7.6.2 connect and extend to other open spaces, POPS, landscapes, and parks in and surrounding the Plan Area through clear sightlines, trails, green streets and/or signage and wayfinding; and
 - 7.6.3 be programmable and have a functional size, shape, configuration, and topography as determined by the City.
- 7.7 The development of new Parks will:
 - 7.7.1 create spaces that provide visual interest and achieve design excellence;

- 7.7.2 encourage public life and community gathering through pedestrian amenities that foster social interaction, including a range of seating options, landscaping, and programming; and
 - 7.7.3 provide site-specific place-making opportunities, including Indigenous place-making, and interpretation of local industrial and natural features through public art, naming, wayfinding, interpretive features, landscaping, and cultural expression.
- 7.8 Parks will promote a positive user experience and will:
- 7.8.1 support a range of passive and active recreational programming and activity;
 - 7.8.2 support a community-based planning and design process for creating interesting and engaging parks that are safe, accessible, and comfortable;
 - 7.8.3 accommodate people of all ages and abilities year-round; and
 - 7.8.4 public washrooms and drinking water stations, where feasible and appropriate.
- 7.9 Parks will include physical and ecological characteristics that support the Plan Area's resiliency by:
- 7.9.1 including elements which enhance the ecological function of the public realm, support habitat development and promote biodiversity;
 - 7.9.2 incorporating green infrastructure to support ecological health and resiliency, long-term mature tree growth, expansion of the urban forest, and stormwater management where appropriate as determined by the City, in accordance with best practices and standards;
 - 7.9.3 optimizing space and soil volumes for vegetation and trees;
 - 7.9.4 ensuring they are designed and built with high-quality and durable materials that can be maintained and that support the intensity of use by residents, workers and visitors; and
 - 7.9.5 providing design for thermal comfort, including maximizing sunlight during the spring and fall, providing shade during the summer, and minimizing wind impacts year-round.
- 7.10 Development will be designed to support pedestrian comfort in the community park. Development will be massed to create no new net shadows on 85% of the park for a minimum of 5 continuous hours during the spring and autumn equinoxes.
- 7.11 Development adjacent to parks will:
- 7.11.1 achieve the greater of a 5 metre setback or the required *Ontario Building Code* setbacks related to fire separation in order to allow the building and any of its exterior amenities to be provided and maintained on the development site;
 - 7.11.2 provide an appropriate interface between public and private lands;
 - 7.11.3 be oriented to maximize public access and views to the park;
 - 7.11.4 be designed to have an attractive façade with animated uses at grade;
 - 7.11.5 provide for casual overlook, increasing the passive surveillance and safety of the park; and

- 7.11.6 be located and designed to ensure wind conditions in parks are suitable for comfortable sitting and standing.

Public Realm and Streetscaping

- 7.12 The public realm includes all public and private spaces to which the public has access. It includes, but is not limited to, streets, sidewalks and pedestrian connections, public parks, open spaces and natural areas, Privately Owned Publicly-accessible Spaces (POPS), the public portions of buildings, lower-storeys of buildings and other publicly owned and publicly accessible lands. The Urban Design and Streetscape Guidelines provide direction on implementing public realm design and streetscaping within the Plan Area.
- 7.13 The public realm will be designed as a connected network of spaces providing places for residents, workers and visitors to gather, interact and enjoy active and passive recreational opportunities, and will improve mobility and access to and from the surrounding neighbourhoods.
- 7.14 A generous public realm will be supported and complemented by securing a balance of built and unbuilt space in the Plan Area. To facilitate a generous public realm, a target of 50% of the overall Plan Area should remain as unbuilt space. Unbuilt space will accommodate new parks, public spaces, POPS, plazas, pedestrian connections, streets, sidewalks, and other components of the public realm or elements that complement or enhance the public realm, such as built features including pavilions, public art, street furniture, and kiosks, where appropriate.
- 7.15 For each block and/or phase of development, the zoning by-law(s) and/or Site Plan Control Approval process will identify and secure the public realm components.
- 7.16 The sidewalk zone between the curb and the building face will have sufficient widths to accommodate appropriate pedestrian clearways, street trees with sufficient soil volume, soft landscaping, and street furniture on both sides of all existing and new streets, to support a safe, comfortable, and vibrant public realm.
- 7.17 Street B is the primary and connecting street within the Plan Area. Upgraded streetscape treatments such as decorative paving, decorative street and/or pedestrian lighting, street furniture, and street trees in open planters incorporating low shrub planting are encouraged on Street B as this street will serve as the primary travel route for pedestrians, transit users, cyclists and vehicles through the Plan Area.
- 7.18 The relationship between the new community and both Mimico Creek and Lake Ontario will be integrated by enhancing pedestrian access to the creek trail system across Park Lawn Road and by extending the experience of the creek into the community by incorporating natural elements into public realm design.
- 7.19 The design of the public realm and built form will be informed by the site and surrounding areas indigenous and more recent heritage attributes and values that reflect the important historical and cultural use of the site by:
 - 7.19.1 providing street furniture, landscaping, lighting, paving, public art, interpretation materials and other features within the public realm designed to reflect the history of both the site and the surrounding area; and
 - 7.19.2 commemorating the Christie, Brown & Co. Bakery formerly situated on the site, through the retention of the existing water tower associated with the bakery, to be visible from the public realm.

Privately Owned Publicly Accessible Spaces (POPS)

- 7.20 POPS will be strategically located as conceptually identified on Map 46-8: Parks, Open Spaces and Public Realm and designed to accommodate a wide range of potential uses and amenities for the enjoyment of all users. Additional POPS are encouraged on all Blocks and will be assessed as the Plan Area develops.
- 7.21 Where multiple POPS spaces are located in close proximity to each other, opportunities will be explored to coordinate their design and incorporate branding and wayfinding features to provide a continuous design language.
- 7.22 POPS will be planned and designed to support and complement natural pedestrian and cycling desire lines throughout the area.
- 7.23 POPS will be coordinated with active ground level uses in adjacent buildings such as residential entrances and/or amenity spaces, active office uses, retail, restaurant and community spaces to provide seating and gathering spaces within the public realm.
- 7.24 POPS will be set back at least 3 metres from adjacent ground floor uses to allow for appropriate transition at grade to maintain the public accessibility integral to the success of the open space.
- 7.25 Transit Plaza will be provided as a POPS of a minimum size of 4,300 square metres, and will be located on the east side of the proposed Park Lawn GO Station to facilitate easy movement for transit users and serve as a focal and entry point to the proposed Park Lawn GO Station.
- 7.26 The design of the Transit Plaza will provide seating areas, weather protection, bike parking facilities and amenities that support commuters traveling to and from the area.
- 7.27 Park Lawn Plaza will be provided as a POPS of a minimum size of 2,300 square metres on Block 1 to provide a connection from Park Lawn Road into the Transit Plaza, to facilitate ease of movement, transit connections and cycling into the area.
- 7.28 The provision of POPS cannot be provided in lieu of the required public parkland dedication.

Public Art

- 7.29 A Public Art Plan will be developed for the Plan Area.
- 7.30 Public Art will contribute to the character of the Plan Area by:
 - 7.30.1 enhancing the quality of the public space and other spaces that are publicly accessible and visible; and
 - 7.30.2 facilitating expression of the area's cultural and natural heritage, including the indigenous history, the history of Toronto's Waterfront, the former industrial use of the site, and Indigenous cultural representation.

8 COMMUNITY SERVICES AND FACILITIES

- 8.1 New community facilities will be required to support and meet the needs of residents and employees in the area and are to be provided in a timely manner commensurate with growth. The potential locations for community services facilities are shown on Map 46-9: Community Services and Facilities.
- 8.2 The following community service facilities are priorities within the Plan Area:
 - 8.2.1 a minimum of two non-profit childcare facilities;
 - 8.2.2 a community recreation centre;
 - 8.2.3 a public library;
 - 8.2.4 public elementary school(s); and
 - 8.2.5 community agency space.
- 8.3 To address their respective requirements and to promote cost-effectiveness and coordination, community services and facilities providers will be encouraged to:
 - 8.3.1 support the creation of community hubs and co-located facilities;
 - 8.3.2 explore satellite and alternative delivery models; and
 - 8.3.3 integrate and coordinate programs.
- 8.4 Partnerships between private landowners and public agencies, boards and commissions and non-profit community service providers to support the improvement, provision and expansion of community service facilities is encouraged.
- 8.5 Development is encouraged to provide space for non-profit community-based organizations that are eligible for the City's Community Space Tenancy Policy.

Schools

- 8.6 Within the *Mixed Use Areas* designation lands within Block 3 of the Structure Plan, a minimum of 9,400 square metres of space will be made available on the first two floors of development for elementary school space purposes, such space to be available up until the lifting of the 'h' for Phase 4. If by Phase 3, the school board(s) have not entered into the necessary agreements to secure the space for elementary school purposes, the 9,400 square metres or space, or parts thereof, will be converted for another use in accordance with the objectives of this Plan and the applicable Zoning.
- 8.7 Schools situated adjacent to public parks will provide their own outdoor play space. Outdoor school play space will not be counted towards satisfying public parkland dedication requirements.
- 8.8 Any public use of school open space outside of school hours and school use of public park space during school hours may be considered and accommodated through an appropriate shared use agreement with the City. Any access to public parks provided for school use will be contingent on the park(s) being maintained as a public park as its primary use.

8.9 Schools will be sited and designed based on the following principles:

- 8.9.1 will have prominent pedestrian entrances directly from a public street or driveway;
- 8.9.2 will have floor area distributed vertically to minimize floorplates and make efficient use of land;
- 8.9.3 school bus loading services will be consolidated and located below-grade where possible;
- 8.9.4 schools will provide their own outdoor space and will maximize the use of rooftop space and terraces for outdoor play space, where possible, to provide learning and play spaces;
- 8.9.5 if a school board enters into an agreement with the City to use public park space, the school must be located directly adjacent to the public park and have limited physical barriers between the school and the public park, to ensure a seamless design and enable community activity and neighbourhood gathering during and outside of school hours; and
- 8.9.6 schools and their open space components will be designed to enable local community use outside of school hours and subject to Policy 8.8.

9 SERVICING

- 9.1 Development will not exceed the capacity of existing municipal servicing infrastructure within the Plan Area. Where improvements and/or upgrades to existing municipal infrastructure, or new municipal servicing infrastructure are planned, the timing and/or phasing of development will be coordinated with planned new, improved and/or upgraded infrastructure to coordinate land use planning, infrastructure planning and infrastructure investment.
- 9.2 Where infrastructure capacity is inadequate to support proposed and planned growth, development will be required to provide upgrades and/or improvements to existing municipal servicing infrastructure, and new municipal servicing infrastructure, where appropriate, in order to ensure adequate capacity. Prior to zoning by-law amendment approvals and development proceeding, infrastructure capacity upgrades/improvements will be secured.

10 BUILT FORM

Shaping Built Form

10.1 Development will:

- 10.1.1 contribute to livability by limiting uncomfortable wind conditions and providing access to sunlight, natural light, openness and sky-view; expanding and improving the public realm; maintaining adequate privacy; providing high quality amenity spaces;
- 10.1.2 demonstrate design excellence of the building and surrounding public realm;
- 10.1.3 include high quality, durable materials and sustainable and resilient building practices;
- 10.1.4 ensure compatibility of adjacent buildings through setbacks, stepbacks and separation distances;
- 10.1.5 ensure the orientation and layout of buildings maximizes opportunities for energy efficiency and reduction of greenhouse gas emissions;
- 10.1.6 define, frame, support, and contribute to public realm elements such as streets, parks and open spaces, POPS, midblock pedestrian connections, public art, views and vistas; and
- 10.1.7 provide a variety of building types, heights and site configurations, especially on blocks that can accommodate multiple buildings.

- 10.2 Any required rail safety, air quality and noise/vibration mitigation structures or other measures such as berms and noise walls, and crash mitigation structures must be of a high design quality. Berms should be landscaped and well maintained, and opportunities for enhanced design, public art, murals and community artwork should be pursued on the face of noise walls, crash structures and other structures that are visible from the public realm.

Creating a Comfortable Micro-Climate

- 10.3 Development will be located and designed to minimize shadows in order to preserve the utility of sidewalks, parks, open spaces, childcare centres, playgrounds, institutional open spaces, private open spaces, outdoor amenity spaces and POPS and extend pedestrian comfort in all seasons throughout the year.
- 10.4 Pedestrian level wind conditions in parks, the public realm and outdoor amenity areas should be suitable for all activities envisioned in these spaces, including pedestrian level comfort in passive areas intended for sitting and in active areas intended for playing and engaging in physical activity. Pedestrian level wind comfort will be maximized.

Tower Separation and Tower Floorplates

- 10.5 For the purposes of this Plan, a tower is considered a building over 12 storeys.

- 10.6 Appropriate tower separation ensures that the cumulative effect of multiple tall buildings on a block will contribute to building a strong healthy community and will fit in with the existing and/or planned context.
- 10.7 Appropriate space between towers will:
- 10.7.1 provide for a high-quality, comfortable public realm;
 - 10.7.2 limit shadow impacts on the public realm and surrounding properties;
 - 10.7.3 provide appropriate access to natural light and protect privacy for occupants of tall buildings;
 - 10.7.4 provide appropriate pedestrian-level views of the sky between towers as experienced from adjacent streets, parks, POPS and open spaces; and
 - 10.7.5 limit and mitigate the impacts of uncomfortable wind conditions on streets, parks, POPS, open spaces and surrounding properties.
- 10.8 Tower floorplates should be designed to adequately limit shadow impacts of the tower on the public realm and neighbouring properties, maintain adequate sky view from the public realm and ensure appropriate and generous space between towers
- 10.9 Variations in tower floorplates may be considered to reflect specific building design and building use. Any variation must meet the intent of Policies 10.8.
- 10.10 Calculation of tower floorplate sizes should include all the built area within the building, exterior wall to exterior wall, excluding balconies.

Base Buildings

- 10.11 Base buildings will generally be designed to achieve the following design objectives:
- 10.11.1 relate to the scale and proportion of adjacent streets, parks and open spaces;
 - 10.11.2 animate and promote the use of adjacent streets, parks and open spaces by such means as providing active uses at grade and a fine grain of building articulation with multiple entrances on long building faces;
 - 10.11.3 incorporate appropriate glazing;
 - 10.11.4 provide building setbacks and a building scale which supports tree planting and mature tree growth; and
 - 10.11.5 include high-quality materials and design elements that fit with neighbouring buildings and contribute to a high-quality pedestrian scale.
- 10.12 Larger retail units located in the bases of new buildings can achieve the objective of Policy 10.11 by:
- 10.12.1 locating larger retail units on multiple levels of the building, with appropriately scaled and visible grade-related lobby areas;

- 10.12.2 wrapping larger retail units with smaller retail units along the building frontages;
- 10.12.3 designing retail units to include multiple entrances; and/or
- 10.12.4 providing appropriate glazing on storefronts and direct access to entrances from the public sidewalk, keeping views into and out of the retail unit open and clear.

Building Setbacks

10.13 Development will be required to be set back from street-facing property lines to:

- 10.13.1 ensure a generous public realm at grade;
- 10.13.2 provide an appropriate building scale relative to the street;
- 10.13.3 support pedestrian, cycling and retail activity;
- 10.13.4 provide generous space for street tree planting and the associated required soil volumes;
and
- 10.13.5 respond to distance requirements from transportation and utility corridors, as applicable.

Streetwall Heights

- 10.14 Development will include minimum and maximum streetwall heights to ensure a comfortable and consistent built edge to new and existing streets.
- 10.15 Increases to the maximum streetwall heights may be considered if the building is generously setback from the property line facing the street.

Stepbacks

- 10.16 Development will include minimum stepbacks above the streetwall and ensure that taller portions of the buildings are set back from the street to create a pedestrian-scaled, comfortable and consistent public realm by setting taller portions of building back from the street.

Building Heights

- 10.17 Development will provide a mix of building types, heights, and block configurations to create a varied and interesting built form character. Building heights will reflect the intent to protect shadow sensitive areas and meet the intent of Policy 7.10.

Amenity Space

10.18 Amenity space will be:

- 10.18.1 located at or above grade;
- 10.18.2 located in visible and accessible locations for the building's inhabitants;

- 10.18.3 designed and built with high-quality and durable materials; and
- 10.18.4 designed to provide elements and programming that are viable in all seasons and respond to a variety of users of all ages and abilities.
- 10.19 Development will ensure that outdoor amenity spaces will be sited and designed to address the following:
 - 10.19.1 provide for appropriate sky-views and sunlight in the space;
 - 10.19.2 ensure wind conditions that are suitable for the intended use and for comfortably sitting and standing; and
 - 10.19.3 include trees and other landscaping.
- 10.20 A portion of indoor amenity spaces are to have access to daylight by being located in suitable locations within the building and by including glazing, where appropriate.
- 10.21 Development that includes residential units will be encouraged to include outdoor pet amenity areas that include facilities for the disposal of pet waste.

Active At-Grade Uses

- 10.22 Active at-grade commercial uses such as retail and personal service uses, restaurants, office uses, and prominent entrances to office buildings are encouraged in all buildings.
- 10.23 Active at-grade residential uses include entrances to grade-related units with ground floor living spaces, lobbies, porches, and stoops to give character and scale to residential buildings. Active at-grade residential uses should:
 - 10.23.1 be designed with entrances that are slightly above the grade of the adjacent sidewalk; below grade entrances and sunken patios in the front yard areas of a street are not permitted; and
 - 10.23.2 for individual grade-related units in low-rise buildings and base buildings of mid-rise and tall buildings, have entrances fronting directly onto streets, POPS, pedestrian mews, or at-grade outdoor amenity spaces, and be clearly visible and directly accessible from the street sidewalk.
- 10.24 Active at-grade community and institutional uses are to include main building entrances on the ground floor, and rooms that allow for views to into and from the public realm, such as activity rooms, fitness rooms, and offices with clear windows. Active at-grade community and institutional uses should have main entrances fronting directly onto streets with prominent entrance features such as canopies and entry plazas with enhanced landscaping.

Views

- 10.25 Development will maintain views from the public realm to the skyline of the *Downtown* as shown on Map 7a “Identified Views from the Public Realm” of the Official Plan.

11 HOUSING

- 11.1 A full range of housing options in terms of tenure, including purpose-built rental housing, affordability, building type, unit type and sizes will be provided within the Plan Area to accommodate a variety of households and achieve a balanced mix of housing.
- 11.2 A minimum amount of affordable housing must be achieved on the entire Plan Area through one or more of the following, or equivalent, delivery mechanisms:
 - 11.2.1 the conveyance of land to the City sufficient to accommodate 20% of the residential gross floor area;
 - 11.2.2 the provision of 10% of residential gross floor area as purpose-built rentals units with affordable rents secured for a period of no less than 20 years; and
 - 11.2.3 the conveyance to the City of 5% of the residential gross floor area as purpose-built rental units or affordable ownership units.
- 11.3 Where residential uses are permitted, the expectation is that delivery of affordable housing will be spread over at all phases of development and throughout the entire Plan Area.
- 11.4 To achieve a balanced mix of residential unit types and sizes, development containing residential units will include:
 - 11.4.1 a minimum of 10 per cent of the total number of units as 3-bedroom units; and
 - 11.4.2 an additional minimum of 40 per cent of the total number of units as units with at least 2-bedrooms.
- 11.5 The average size of the required 3-bedroom units will be 106 square metres and the average size of the required 2-bedroom units will be 90 square metres.
- 11.6 Indoor and outdoor amenity spaces provided in development containing residential uses are encouraged to be suitable for a range of households, including families with children, seniors and pet owners.
- 11.7 Residential units will include operable windows and should include storage space, and balconies or terraces to support larger households.

12 EMERGENCY SERVICES

- 12.1 To support the City's provision of emergency services in the City, fire, paramedic and police services will be considered as part of future development to serve the local area.
- 12.2 Map 46-9: Community Services and Facilities shows potential locations for community facilities and emergency services uses within the Plan Area. Block 7 is identified as a potential location for emergency services on City-owned land.

13 CLIMATE RESILIENCY AND MITIGATION

- 13.1 Development will pursue a focus on environmental sustainability through all Site Plan Control applications and is encouraged to meet or exceed the highest performance level of the Toronto Green Standard (TGS) and achieve near-zero emissions and retention of 100 per cent of rainfall and snowmelt.
- 13.2 Development, infrastructure and public realm improvements will integrate absorption and retention of stormwater through approaches such as green roofs, rain gardens, bio-swales, soak-a-ways, open planters which capture stormwater, underground retention, and permeable paving.
- 13.3 Development and streetscape improvements will support biodiversity and seasonal movements of migrating species by:
 - 13.3.1 creating habitats that provide shelter, refuge and food;
 - 13.3.2 planting a variety of non-invasive species at grade and on rooftops, including native plant species that are pollinator-friendly; and
 - 13.3.3 designing buildings and minimizing light pollution to be bird friendly.
- 13.4 Development and streetscape improvements will incorporate a minimum of 30 cubic metres of soil volume for each tree, as informed by design guidelines developed by the City.
- 13.5 Development and streetscape improvements will minimize urban heat island impacts and provide opportunities for shade through maximizing the use of soft landscaping (plantings) and use of reflective (high albedo) surface materials.
- 13.6 Development should retain and protect existing (healthy) mature trees, where possible and assist in the City's goal to increase the tree canopy coverage.
- 13.7 Development will be encouraged to:
 - 13.7.1 incorporate low-carbon/renewable thermal energy technologies such as geo-exchange, deep lake water cooling, and solar thermal systems, as well as heat recovery from sources such as sewers, data centres, and industry to reduce greenhouse gas (GHG) emissions;
 - 13.7.2 develop or incorporate connections to an existing or planned thermal energy network (district energy system);
 - 13.7.3 integrate on-site renewable energy and electricity production to reduce electricity demand; and
 - 13.7.4 provide backup power for resilience to area-wide power, as informed by guidelines developed by the City.

14 RAIL SAFETY

- 14.1 An alternative to the standard required 30 metre rail safety setback may be proposed through the development application review process subject to the following conditions:
- 14.1.1 The alternative setback or measure will provide at least the same level of rail safety as the required 30 metre setback and “best practices” for providing rail safety as identified by the Federation of Canadian Municipalities/Rail Association Canada Guidelines, the appropriate rail operator(s) and other relevant agencies;
 - 14.1.2 Submission and acceptance of a Rail Safety and Risk Mitigation Study prepared in accordance with the City’s Terms of Reference is required. The report must be stamped by a fully insured, qualified professional structural or civil engineer. In addition to the Study, reliance letter(s) must be provided extending reliance to the City, showing how any mitigation measure(s) provide the same level of rail safety. The Study and any necessary accompanying report(s) or drawing(s) on specific mitigation measures, along with reliance letter(s), must be peer reviewed and accepted by a rail safety expert retained by and reporting to the City, at the expense of the applicant(s);
 - 14.1.3 The report is required to be reviewed and accepted by the appropriate railway operator(s);
 - 14.1.4 Appropriate uses on the site will be determined through the development review process for the Zoning By-law Amendment application, and will implement the policies of the Official Plan land use designation; and
 - 14.1.5 If the Rail Safety and Risk Mitigation Study is accepted by the City and appropriate railway operators, and the proposal is approved:
 - 14.1.5.1 any identified and peer reviewed alternative rail safety mitigation measures will be implemented through the development application review process;
 - 14.1.5.2 construction and on-going maintenance of the alternative rail safety mitigation measure(s) will be secured through an agreement between the City, the landowner and the railway operator(s), and will be the responsibility of the landowner;
 - 14.1.5.3 the alternative rail safety mitigation measure(s) must comply with Policy 10.2 of this Secondary Plan;
 - 14.1.5.4 warning clauses in all relevant documents should be registered on title to provide notice/warning clauses for future purchasers; and
 - 14.1.5.5 the landowner will enter into an agreement with the City to be registered on title, whereby the landowner and the qualified professional engineer whose stamp appears on the drawings for the alternative rail safety mitigation measures assume responsibility for, and indemnify the City from, damages to the property resulting from a derailment or any other incident on the rail corridor.

15 IMPLEMENTATION

Development Guidelines

- 15.1 Development in the Plan Area will be consistent with the City's built form policies, standards and guidelines, as well as with the City Council-adopted *Christie's Design and Streetscape Guidelines*, as may be amended from time to time.
- 15.2 Where the standards of the City-wide guidelines differ from the *Christie's Design and Streetscape Guidelines*, the latter document will prevail.

Development Phasing and Infrastructure

- 15.3 Development will be sequenced to ensure delivery of appropriate transit and transportation infrastructure, municipal servicing, community services and facilities and land uses. Development phasing is shown on Map 46-10: Phasing Plan. Minor adjustments to the Map 46-10: Phasing Plan may be permitted provided that the necessary infrastructure is in place to support the development and the criteria in Policy 15.7 are met.

Easements

- 15.4 The City may, at its discretion, require an easement on private land to secure public access to the public realm enhancements identified in this Secondary Plan, including, but not limited to, components of the public realm network, and mid-block pedestrian connections, and POPS secured through the development application review process. The public realm enhancements will be constructed and maintained by the owner.

Holding Provisions

- 15.5 The use of Holding (H) Symbols in the implementing Zoning By-law will be applied to each phase to ensure development is carried out in accordance with the long-term vision and implementation of the Secondary Plan.
- 15.6 When enacting Zoning By-laws to permit redevelopment in accordance with the Christie's Secondary Plan, a holding ("H") provision may be placed on the lands where the ultimate desired use of the lands is specified but development cannot take place until conditions set out in the By-law are satisfied.
- 15.7 Conditions to be met prior to the removal of a holding ("H") provision include the following:
 - 15.7.1 The location, design and provision of planned transportation infrastructure including but not limited to the proposed Park Lawn GO Station, TTC track on Street B and transit networks, both on and off Blocks 1-6, secured to the satisfaction of the City, including any required easements and/or conveyances of public streets, to be provided to the City at nominal cost.
 - 15.7.2 Submission and acceptance of a CS&F Implementation Plan that identifies what facilities have been delivered and what remaining facilities are required.

- 15.7.3 The provision of infrastructure, including municipal sewer, water and stormwater networks and hydroelectricity.
- 15.7.4 Submission and acceptance of a Transportation Impact Study at each phase of development focusing on monitoring parking, transportation and traffic management measures, as described in Policy 15.11 and 15.12 below.
- 15.7.5 For lands within 30 metres of the rail corridor, the construction of, or the securing of through an agreement for the construction of, railway corridor risk mitigation measures and noise and air quality mitigation measures through an appropriate agreement.
- 15.7.6 An agreement outlining the provision of an appropriate financial security to implement the street network, including securing acceptable streetscape plans for all streets (public and private) within the Plan Area.
- 15.7.7 The provision of affordable housing secured through a Section 37 agreement or comparable securing mechanism.
- 15.7.8 Registering a plan of subdivision and/or entering into a subdivision agreement and/or other implementing agreements.
- 15.7.9 The approval of POPS designs for the Transit Plaza and Park Lawn Plaza.
- 15.7.10 The adequate provision of emergency services to service the area, including fire, paramedic and police services.
- 15.7.11 Submission and acceptance of a Housing Plan, to the satisfaction of the Chief Planner and Executive Director that identifies: the percentage of units that will be two and three bedrooms, unit sizes, and how the affordable housing requirement for the specific phase and the entire Plan Area is being met including through which delivery mechanism(s).
- 15.7.12 Submission and acceptance of a Land Use Analysis that outlines the use breakdown on Blocks 1-6 of non-residential and residential uses in accordance with Policy 5.5.
- 15.7.13 Submission and acceptance of an Air Quality Study given the Plan Area's proximity to the Gardiner Expressway and CNR, where applicable and deemed necessary at the City's discretion.
- 15.8 The City may remove the Holding (H) symbol from all or some of the lands it is subject to when the associated conditions have been satisfied and matters appropriately secured through an agreement or agreements pursuant to the *Planning Act* including Sections 37, 41, 45, and 52 of the *Planning Act* and Section 114 of the *City of Toronto Act*, 2006.

Section 37

- 15.9 Section 37 of the *Planning Act* may be used to secure the following public benefits or contributions prior to the enactment of an implementing Zoning By-law or the removal of a Holding (H) symbol:
 - 15.9.1 The community facilities including but not limited to a community recreation centre, two non-profit childcare facilities, a public library and community agency space;
 - 15.9.2 New affordable housing beyond the requirements outlined in Policy 11.2;
 - 15.9.3 Public art;

- 15.9.4 Commemoration, refurbishment and/or adaptive re-use of the former Christie, Brown & Co. Bakery water tower;
- 15.9.5 Public realm and streetscaping improvements along Park Lawn Road and Lake Shore Boulevard;
- 15.9.6 Design and construction of Above Base Park Improvements; and
- 15.9.7 Implementation of recommendations resulting from the Park Lawn Lake Shore Transportation Master Plan.

Monitoring

- 15.10 The City will monitor development activity in the Plan Area on an on-going basis, taking into consideration the relevant service and facility plans of City divisions, public agencies, and boards and commissions, to evaluate the evolving needs of the area's population and inform the provision of transit, municipal infrastructure, parking, community services and facilities, and parks.
- 15.11 A transportation monitoring program will be undertaken at each development phase by the applicant with consultation of area stakeholders to monitor development levels and travel patterns as the transportation network and associated improvements are implemented through redevelopment. The applicant will coordinate this monitoring program to inform Transportation Impact Studies submitted with development applications, and will include:
 - 15.11.1 the travel characteristics of employees, residents and visitors including modal split, vehicular occupancy, trip distribution and peak hours of travel;
 - 15.11.2 an evaluation of trip volumes from a multi-modal perspective on public streets and at key intersections, and the future capacity of all transportation modes against development levels and network improvements provided for by this Secondary Plan;
 - 15.11.3 an evaluation of transit ridership, transit frequency, and traffic volumes in the context of available capacity, new or approved transit availability, and the future total capacity of the transit network;
 - 15.11.4 an evaluation of existing, planned and proposed development as it relates to the Park Lawn Lake Shore Transportation Master Plan; and
 - 15.11.5 an evaluation of parking availability, usage and location in relation to land use, as well as the performance of shared mobility options.
- 15.12 The findings of the transportation monitoring program will inform future comprehensive transportation analysis supporting new transit infrastructure and/or improvements to transit service as well as any future reviews of this Plan. The findings will also be considered in the review of individual development applications to determine whether proposed land uses and densities are supported by the Park Lawn Lake Shore Transportation Master Plan; and in the implementation or refinement of required Transportation Demand Management (TDM) programs.

Interim Uses

- 15.13 While the ultimate development of the Plan Area is anticipated to realize the vision set out in Policy 2.1 of this Plan, it is acknowledged that, in some instances, future uses may be introduced on an interim basis prior to development of a particular phase or site. Permitted interim uses are outlined in the Zoning By-law.
- 15.14 Interim uses can be used to animate the site and/or provide local amenities or activities as the Plan Area develops.
- 15.15 If interim uses are proposed in the Plan Area, an Interim Development Strategy will be submitted that demonstrates to the City's satisfaction that such interim development:
- 15.15.1 is not intended to be long-term and is appropriate over the short-to medium-term;
 - 15.15.2 does not preclude the long-term development of the Site as envisioned by the Plan and the transit improvements;
 - 15.15.3 does not preclude the achievement of the street network set out in Map 46-5: Street Network & Access;
 - 15.15.4 Complies with, or does not conflict with the need to ensure appropriate rail safety measures, or recognition of potential hazard should a temporary use be introduced prior to final development on lands adjacent to the rail corridor; and complies with the Land Use, Built Form and Public Realm policies of the Official Plan.

16 SCHEDULES

Schedule A – Permitted Non-Residential Uses

Permitted Non-Residential Uses (refer to Policy 5.5 and 5.6)		
Column 1	Column 2	Column 3
Office	Retail	Community and sports recreation centre
High tech industrial	Service	Library
Light manufacturing	Hotel	Public School
Business incubators	Private fitness centre	All other schools except business and trade schools
Creative industries	Restaurant	Community services and facilities
Scientific research and development	Warehouse, wholesaling and distribution	Transit station and other essential infrastructure installations
Call centres	Daycare	
Research	Live theatre, cinema, entertainment venue	
Information Services	Showroom	
Data processing	Art gallery, artist studio	
Software development	Business and trade school	
Corporate headquarters	Financial institution	
Non-retail financial services		
Medical offices		

17 MAPS

Map 46 – 1 Secondary Plan Area Boundary

Map 46 – 2 Structure Plan

Map 46 – 3 Block Plan

Map 46 – 4 Land Use Plan

Map 46 – 5 Street Network & Access

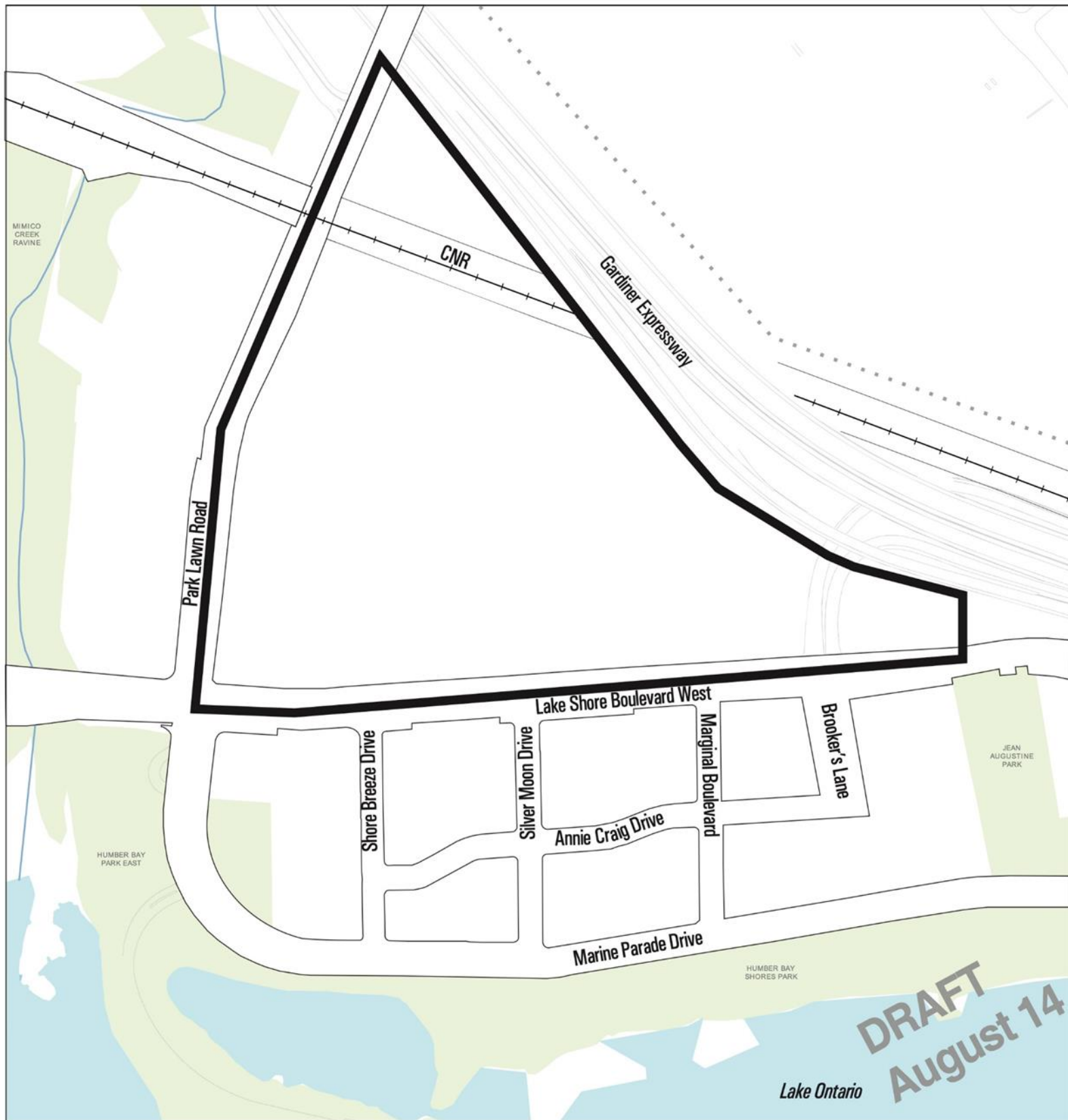
Map 46 – 6 Cycling Network

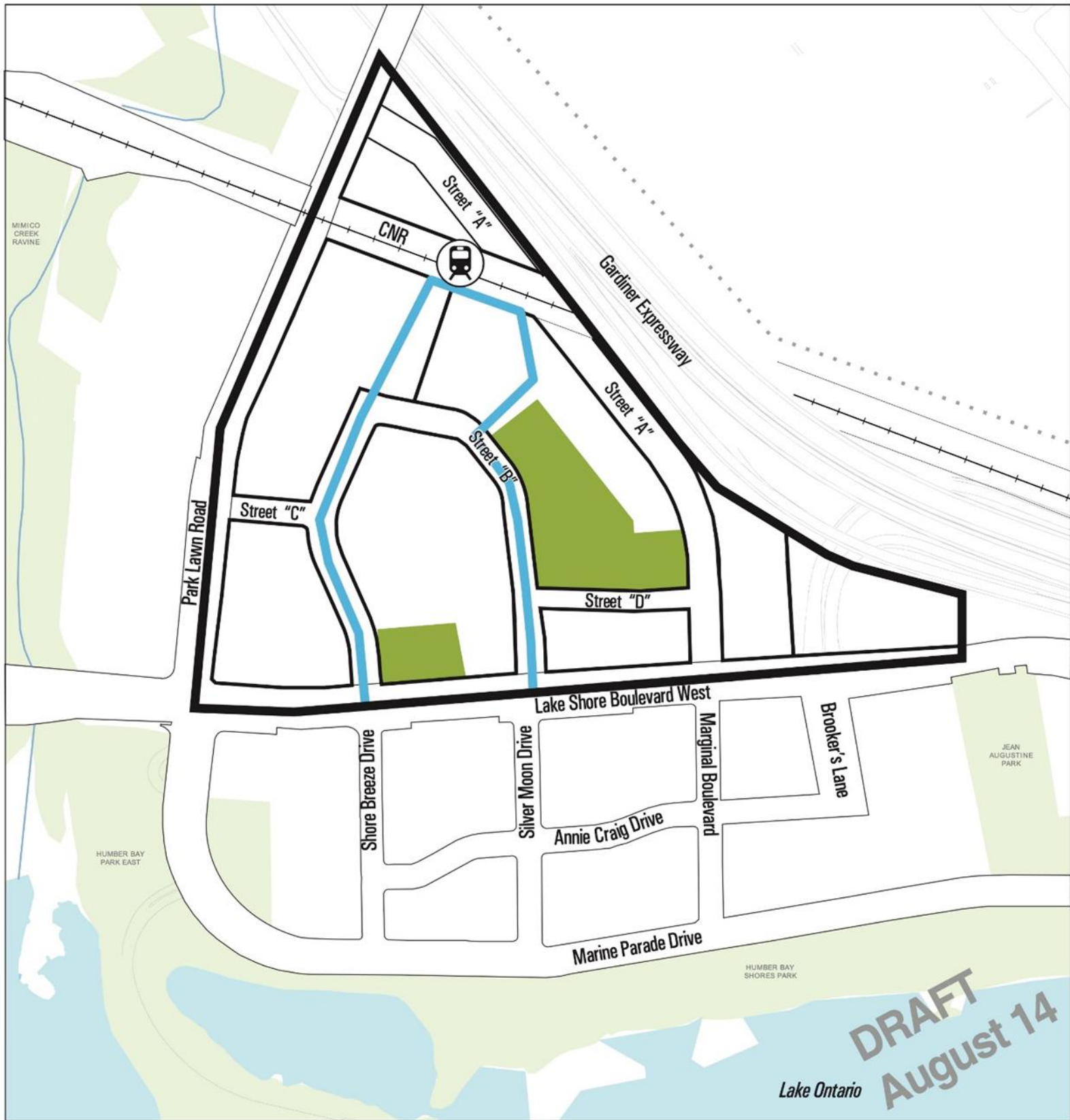
Map 46 – 7 Transit Hub & Connections

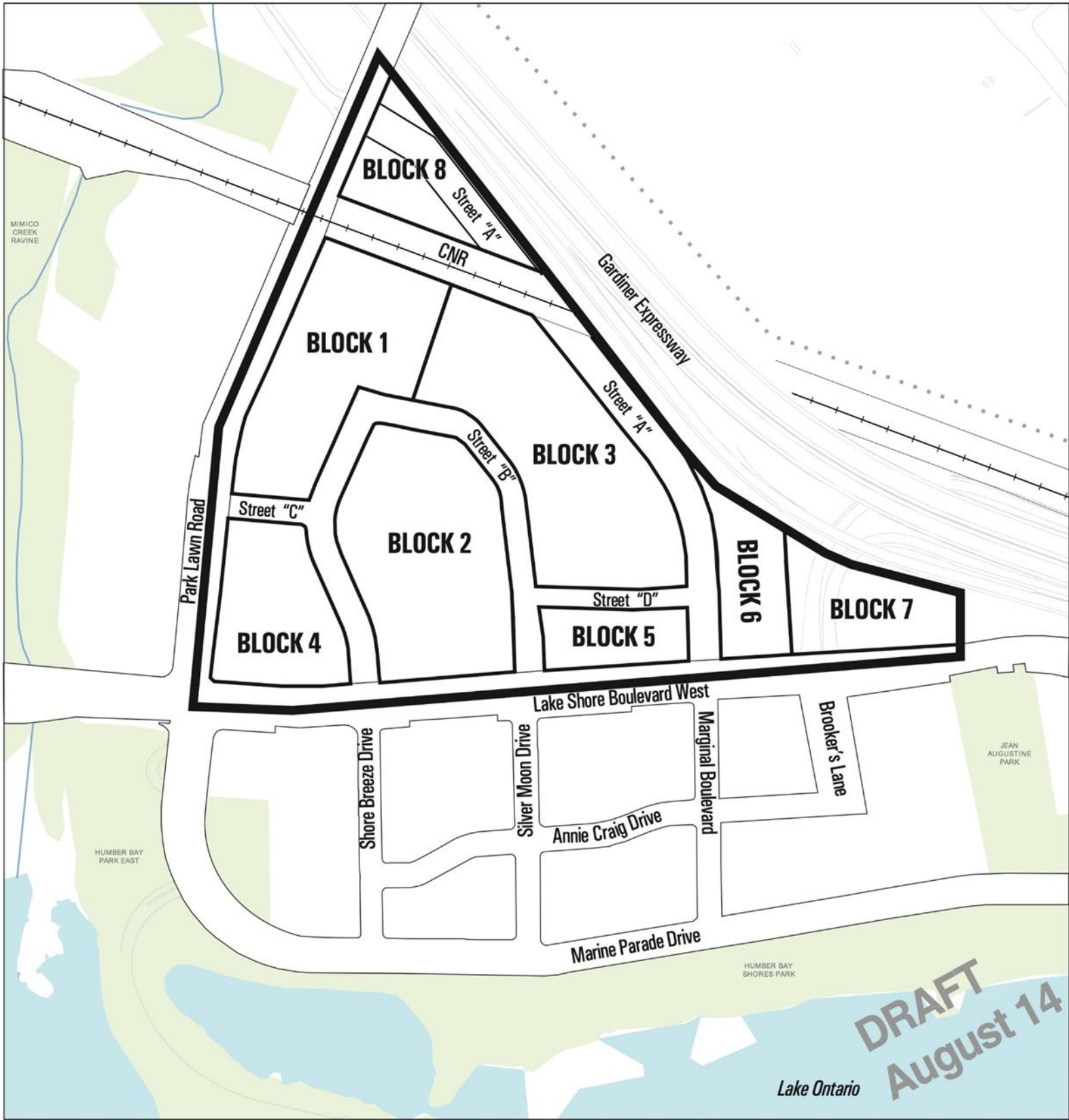
Map 46 – 8 Parks, Open Spaces and Public Realm

Map 46 – 9 Community Services and Facilities

Map 46 – 10 Phasing Plan







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August 14

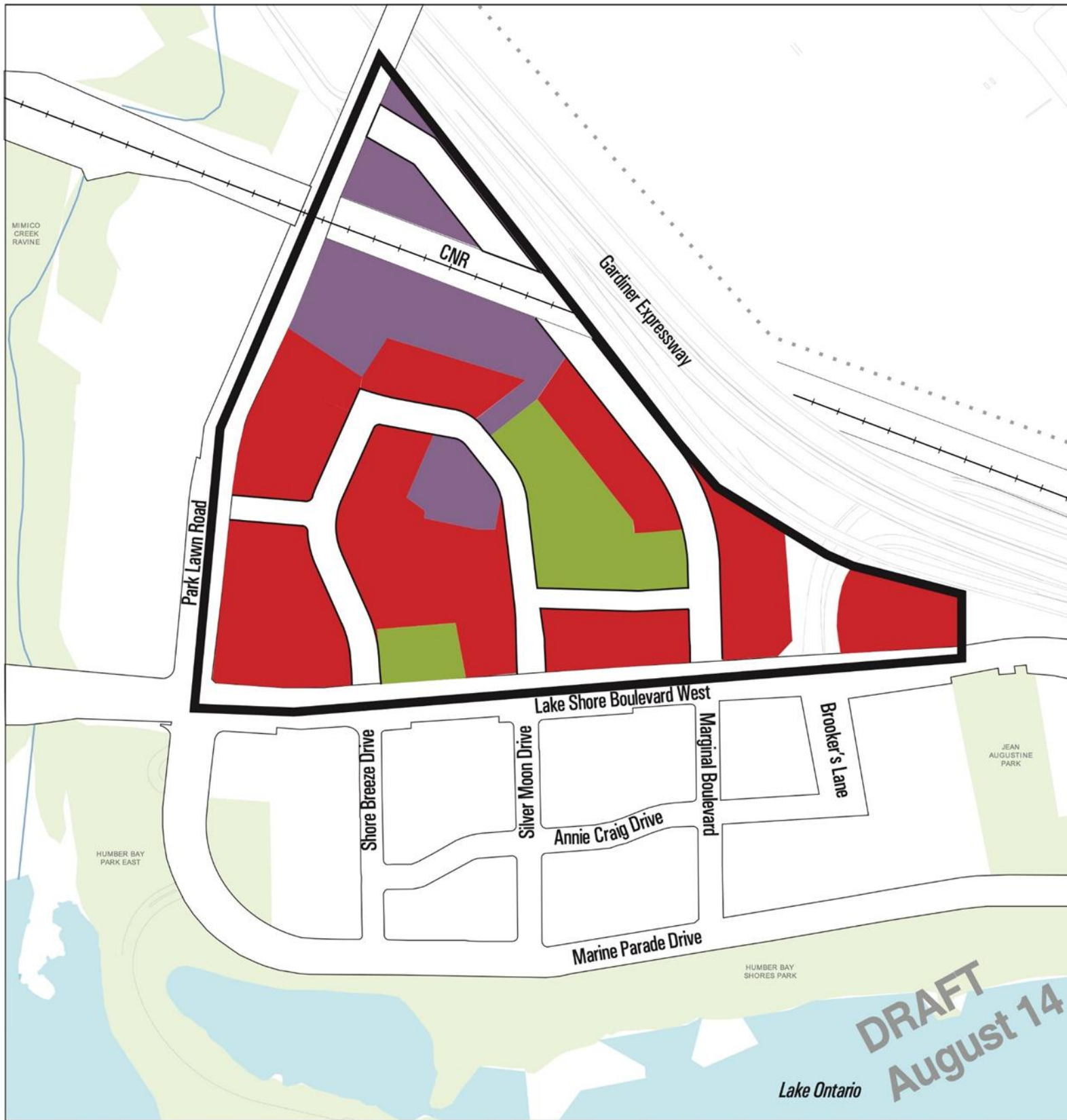


Christie's Secondary Plan

MAP 46 - 3 Block Plan

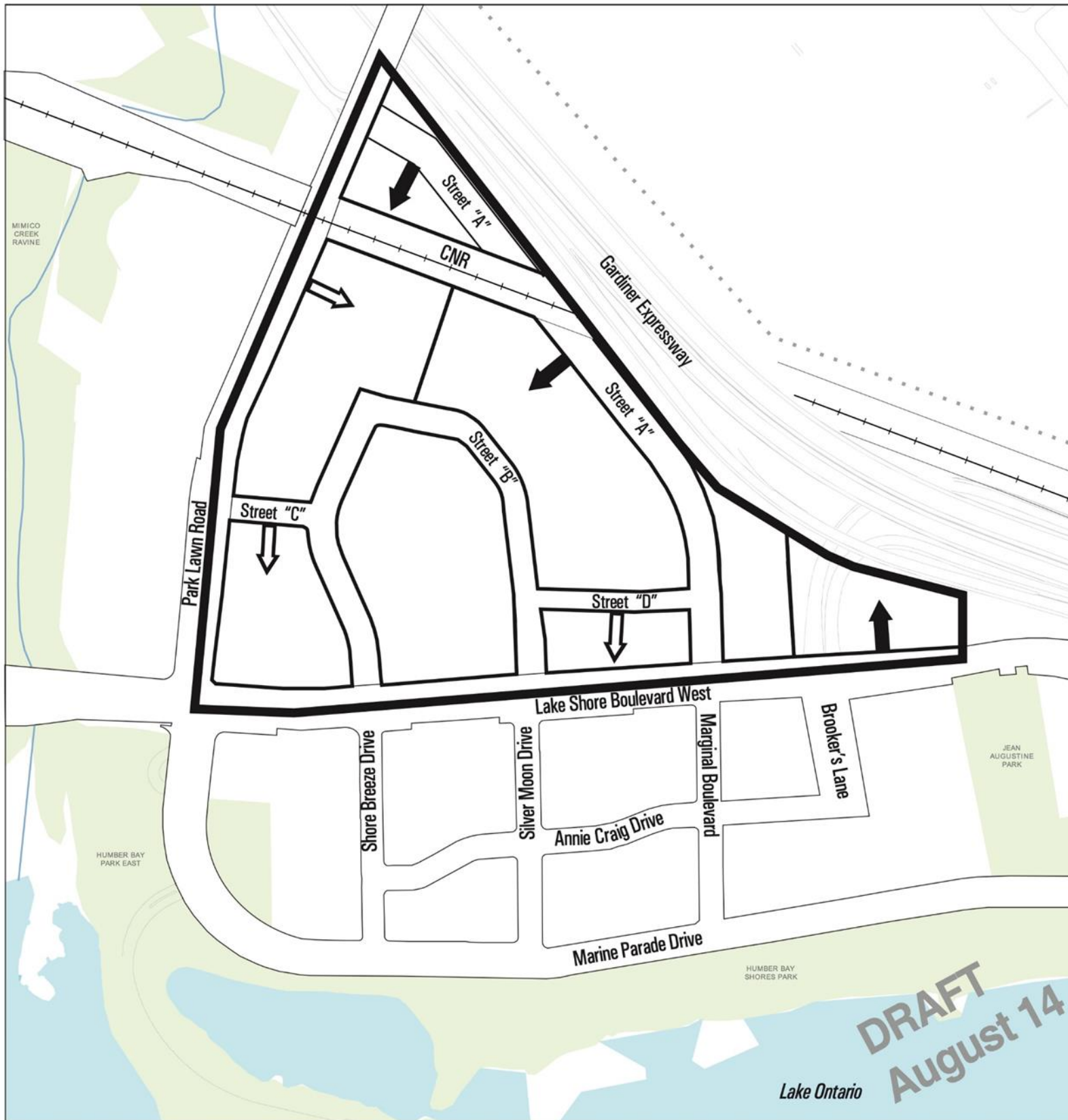
- Secondary Plan Boundary
- Parks & Open Spaces

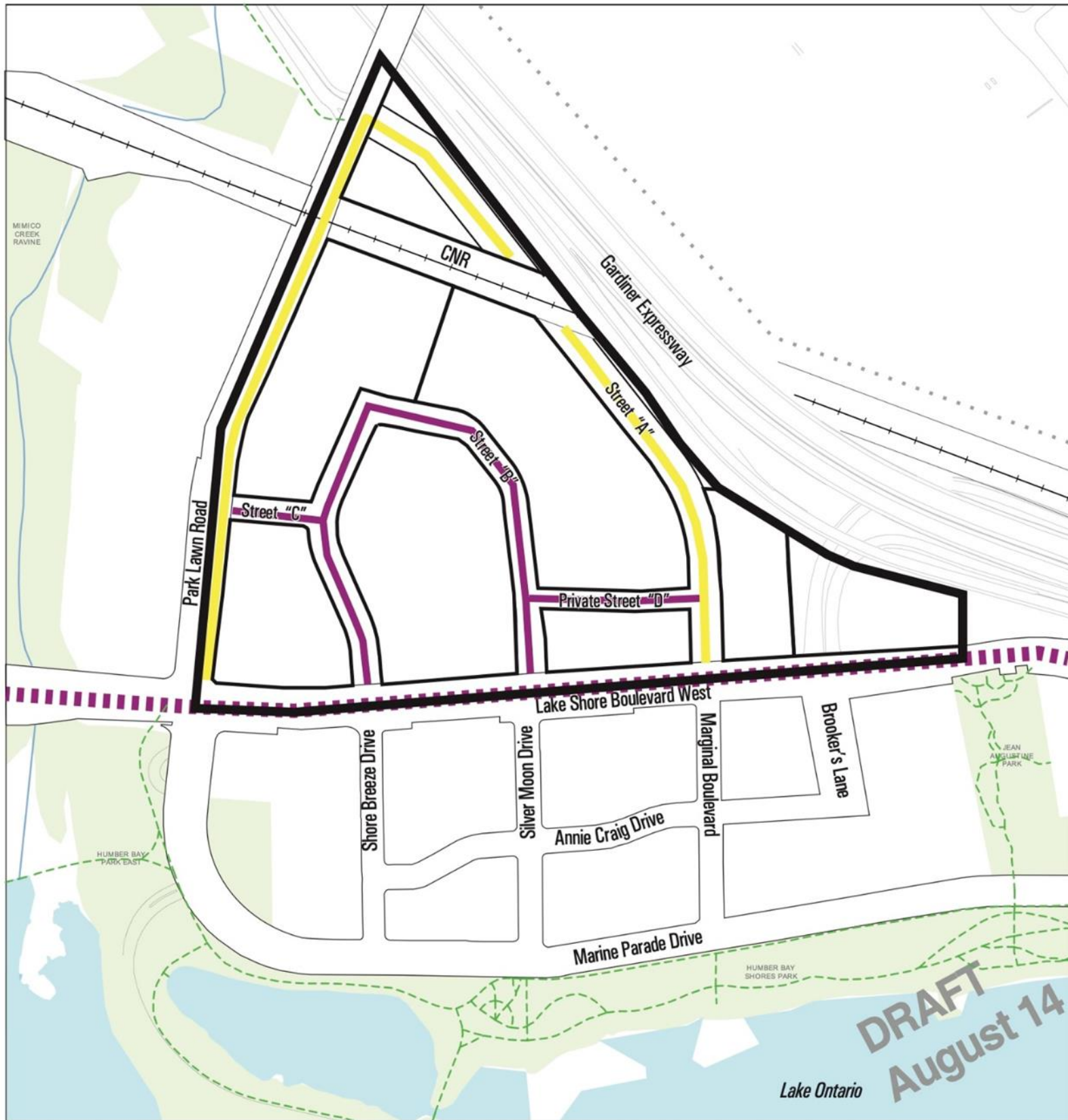
Not to Scale









- | | |
|--|--|
|  Secondary Plan Boundary |  General Employment Areas |
|  Parks & Open Spaces |  Mixed Use Areas |
| |  Parks |







-  Secondary Plan Boundary
-  Parks & Open Spaces
-  Existing On-Street Cycling Facility (To be upgraded)
-  Potential On-Street Cycling Facility
-  Existing Multi-Use Trails
-  Potential Off-Street Multi-Use Trails

