

# **46. CHRISTIE'S SECONDARY PLAN**

Toronto Official Plan – Chapter 6, Section 46

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## 46. CHRISTIE'S SECONDARY PLAN

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## **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 in its entirety.
- 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 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.
- 1.6. For the purposes of this Secondary Plan, and to ensure ease of description, the Christie’s Plan Area is on the north side of Lake Shore Boulevard West and Lake Ontario is to the south. Park Lawn Road is on the west side of the Christie’s Plan Area.

## **2. VISION**

- 2.1. Development within the Plan Area will be transit-supportive 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, community services, sustainability and climate mitigation and resilience.

## **3. GUIDING PRINCIPLES**

- 3.1. The Plan is informed by the following Guiding Principles:
  - 3.1.1. Establish a new neighbourhood centred around a transit hub, linking higher order transit with improved mobility choices and connections to the broader community;
  - 3.1.2. Support the on-going development of the Park Lawn and Lake Shore area as a complete community by providing new services and amenities that complement those in the surrounding neighbourhoods;
  - 3.1.3. Create a new street network and improve the existing street network to ensure safety and provide quality pedestrian and cycling infrastructure;
  - 3.1.4. Design a neighbourhood that includes a variety of building types, while ensuring the built form is compatible within the Plan Area and with the surrounding context;
  - 3.1.5. Create a vibrant mixed-use community with a balance of employment, residential, commercial, retail and community uses;
  - 3.1.6. Create attractive and comfortable parks and open spaces, and focus on delivering a high-quality public realm that incorporates design excellence;
  - 3.1.7. Provide community services and facilities to support a diverse and growing community;

- 3.1.8. Provide a range of housing options, including tenures, affordability and sizes to serve a variety of household types and those in all stages of life;
- 3.1.9. Create a community resilient to climate change and extreme weather that integrates sustainable design in new buildings, landscapes, the public realm and parks and open spaces;
- 3.1.10. Development will minimize energy demand, pursue zero emissions, absorb and retain stormwater, protect natural areas and create and enhance biodiversity; and
- 3.1.11. Ensure that the new Park Lawn GO Station is approved with secured funding as part of Phase One of any development on the former Christie's site given its importance to the further development of the area.

## **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 Secondary Plan's comprehensive planning framework:
  - a) Existing streets;
  - b) New streets;
  - c) New Park Lawn GO Station;
  - d) New dedicated TTC streetcar infrastructure;
  - e) New parks and open spaces; and
  - f) 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**

- 5.1.1. Land use designations are shown on Map 46-4: Land Use Plan.
- 5.1.2. Residential uses on Blocks 1-6 will only be permitted when:
  - a) the new Park Lawn GO Station is provincially approved through the Transit Project Assessment Process and endorsed by the Metrolinx Board; and
  - b) funding for the Park Lawn Go Station is secured through appropriate agreements and TTC improvements are secured, to the City's satisfaction.
- 5.1.3. Non-residential development will be provided in each of the six phases, prior to, or concurrent with residential development to ensure a balance of compatible land uses that create a dynamic place to live, work, learn and play.
- 5.1.4. A minimum of 98,000 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:

- a) uses listed in Column 1 will account for 51 per cent or more of the minimum required non-residential gross floor area;
  - b) uses listed in Column 2 will account for a maximum of 49 per cent of the minimum required non-residential gross floor area; and
  - c) uses listed in Column 3 will not be counted towards the minimum required non-residential gross floor area.
- 5.1.5. Uses listed in Column 1, as outlined in Policy 5.4.1 above, will be primarily located within the *General Employment Areas* identified on Map 46-4: Land Use Plan, but can extend to all *Mixed Use Areas*.
- 5.1.6. Large scale, stand-alone retail stores and “power centres” are not permitted.
- 5.1.7. Development will mitigate impacts to, and not interfere with, the existing or future operations of the adjacent Ontario Food Terminal and will employ appropriate mitigation and compatibility measures as identified and secured through the development application review process.

## 5.2. **General Employment Areas**

- 5.2.1. On Blocks 1-3, the *General Employment Areas* will be a minimum size of 1.4 hectares and located as shown on Map 46-4: Land Use Plan.
- 5.2.2. 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 new Park Lawn GO Station and by providing active retail/commercial/community uses on the ground floors to support the adjacent pedestrian environment
- 5.2.3. Within the *General Employment Areas*, an employment node will be created. *General Employment Areas* are sited to have high visibility, transit access and proximity to *Downtown* and Toronto’s two airports. The employment node will be well-integrated into the Plan Area, surrounded by local amenities to support workers and visitors.
- 5.2.4. Block 8 presents an opportunity to build on and strengthen the employment 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 5.4 or the minimum required size of the *General Employment Areas* designation outlined in Policy 5.7.
- 5.2.5. While office development is encouraged to occur primarily in the General Employment Areas, office uses and the expansion of the employment node into the *Mixed Use Areas* is encouraged

## 6. **MOBILITY**

### 6.1. **Network Mobility Initiatives**

- 6.1.1. The Park Lawn Lake Shore Transportation Master Plan (TMP) will identify the transportation infrastructure improvements required to support the growth anticipated

in the Plan Area and broader area. Additional or alternative improvements may also be identified over time by the City and/or landowners. The Park Lawn Lake Shore TMP should be read in conjunction with the policies of this Secondary Plan.

- 6.1.2. The required transportation network improvements contained in the Plan may be refined, protected, secured and implemented through the development review and approvals process, and identified capital expenditures.

## 6.2. **Street Network**

- 6.2.1. The planned street network shown on Map 46-5: Street Network & Access Locations, will provide a new network of streets, improve connectivity for all users while prioritizing pedestrians and cyclists, and enhance access and connections within the Plan Area and with the broader area.
- 6.2.2. All streets within the Plan Area will be public with the exception of Street D as shown on Map 46- 5: Street Network & Access Locations.
- 6.2.3. 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.
- 6.2.4. While the layout of new local public streets is illustrated on Map 46-5: Street Network & Access Locations, 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 this Plan.
- 6.2.5. A Complete Streets approach will be used in the design of improvements to existing streets and proposed new streets. Proposed street network improvements to both existing and new streets will include facilities for pedestrians, cyclists, transit users and shared mobility users within the right-of-way, where feasible.
- 6.2.6. The design of streets will be informed 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.

## 6.3. **Transit Hub**

- 6.3.1. A Transit Hub will be created that integrates the new Park Lawn GO Station, existing and planned TTC routes for buses and streetcars, and active modes of transportation, in accordance with Map 46-6: Transit Network Plan.
- 6.3.2. The design of the new Park Lawn GO Station will support integrating development with the station and not preclude future development of the Block 8 lands between the Canadian National Railway (CNR) and the Gardiner Expressway.
- 6.3.3. Development will facilitate direct access and view corridors to the Transit Hub to assist with wayfinding.
- 6.3.4. Development is encouraged to provide infrastructure and amenities to facilitate accessible transit rider boarding and alighting and last mile options, including the potential for bike share, car share, and other shared mobility infrastructure.
- 6.3.5. Entrances, barrier-free access points and pavilions for the new Park Lawn GO Station will serve both the new and existing communities. Barrier-free access points will be provided on the west side of Park Lawn Road and the north side of the new Station (Block 8) to serve pedestrians and transit riders connecting by bus.

- 6.3.6. Transit supportive, accessible infrastructure, such as pavement markings at key stops, seating, and street furniture, will be incorporated into the design of new development and infrastructure projects, where possible, to support existing and growing transit ridership.
- 6.3.7. Access to the Transit Hub will be supported by generous plazas and privately owned publicly accessible open spaces (POPS), in accordance with Map 46-7: Parks, Open Spaces and Public Realm.
- 6.3.8. No dedicated surface commuter parking will be provided to serve the new Park Lawn GO Station.
- 6.3.9. Any necessary station infrastructure including service areas for maintenance vehicles and pick-up and drop-off areas for the new Park Lawn GO Station will be primarily located below-grade.

#### 6.4. **Pedestrian and Cycling Network**

- 6.4.1. Streetscapes will create inviting spaces for pedestrians and encourage walking and cycling as desirable choices to move to and through the Plan Area.
- 6.4.2. The inclusion of new cycling facilities and improvements to existing cycling facilities will be considered on all streets.
- 6.4.3. 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.
- 6.4.4. The design of streets will secure amenities for pedestrians including, but not limited to, wide sidewalks, protected crossings, pavement markings, seating areas, curb extensions and bump- outs.
- 6.4.5. Development will support and create accessible pedestrian and cycling connections to and from the Transit Hub, surrounding transit stops and at community facilities in the Plan Area through the creation of generous publicly accessible open spaces, mid-block connections and supportive building design.
- 6.4.6. Bicycle infrastructure and facilities will be appropriately planned and provided for. Bike share facilities and bicycle parking infrastructure are encouraged to be integrated into the design of the public realm, at the intersection of cycling routes, at each of the community facilities in the Plan Area, in the Transit Hub and at transit stops.

#### 6.5. **Mid-Block Connections**

- 6.5.1. 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 access to the Transit Hub and other community amenities in the Plan Area. Existing and conceptual locations for mid-block connections include, but are not limited to, those shown on Map 46-7: Parks, Open Spaces and Public Realm.
- 6.5.2. Mid-block connections provide direct, legible, continuous and connected public access through blocks and will:



- a) follow existing and future pedestrian desire lines;
- b) be located at grade with high-quality design and materials;
- c) be publicly accessible in all seasons and secured with easements where necessary; and
- d) be universally accessible, signed and well-lit with pedestrian-scale lighting and clear sight lines for public safety.

6.5.3. New exterior mid-block connections will be:

- a) landscaped with pedestrian clearways that are generally a minimum of 4 metres wide to allow for comfortable two-way pedestrian passage; and
- b) encouraged to be unencumbered by building overhangs or projections to provide adequate sky view from the public realm.

## 6.6. **Parking and Loading**

6.6.1. 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.

6.6.2. Loading and servicing facilities for developments must be located below-grade, with the exception of Block 6, Block 7 and Block 8 where loading and servicing facilities must be enclosed and integrated within the development on the Block.

6.6.3. Loading and servicing accesses will be consolidated and located generally as shown on Map 46- 5: Street Network & Access Locations.

6.6.4. Street A will be the primary vehicular access location for loading, servicing and access for Blocks 1-6.

6.6.5. The secondary vehicular access points shown on Map 46-5: Street Network & Access Locations are not fixed and can be shifted as Blocks 1-8 develop, provided that the number of accesses points are limited and primarily located on local streets.

6.6.6. Parking provision rates will reflect the availability of transit and mobility network initiatives including bicycle share, pedestrian travel demand and future implementation of shared mobility services. Adjustments to the parking provision rates are possible subject to documentation and analysis submitted through the development application review process and approved by the City.

## 7. **PARKS, OPEN SPACES, AND PUBLIC REALM**

### 7.1. **Parkland**

7.1.1. A minimum of 1.25 hectares of unencumbered parkland will be conveyed on Blocks 1-6 to serve both the anticipated future population as well as the broader community.

7.1.2. The locations of new, planned public parks are identified on Map 46-4: Land Use Plan. The planned parks include:

- a) a community park along Street B; and

- b) a local park located along Lake Shore Boulevard West.
- 7.1.3. The community park will:
- a) be located east of Street B and north of Street D;
  - b) be a minimum size of 1.0 hectares; and
  - c) provide opportunities for group sport and play through larger outdoor public recreation facilities while serving a range of other functions, including passive recreation, civic and community activity, and ecosystem support through naturalized green spaces and gardens.
- 7.1.4. The local park will:
- a) be located along Lake Shore Boulevard West;
  - b) be a minimum size of 0.25 hectares; and
  - c) provide opportunities for passive and active recreation, civic and community activity, and ecosystem support through green spaces and gardens.
- 7.1.5. 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 community park for a minimum of 5 continuous hours during the spring and autumn equinoxes.
- 7.1.6. Parks will have prominence and visibility and will:
- a) provide generous public street frontage(s) to ensure safety and visibility for those accessing the park;
  - b) connect and extend to other open spaces, Privately Owned Publicly Accessible Spaces (POPS), landscapes, and parks in and surrounding the Plan Area through clear sightlines, trails, green streets and/or signage and wayfinding; and
  - c) be programmable and have a functional size, shape, configuration and topography as determined by the City.
- 7.1.7. New parks will have identity and character through designs and programming that:
- a) create spaces that provide visual interest and achieve design excellence;
  - b) encourage public life and community gathering through pedestrian amenities that foster social interaction, including a range of seating options, landscaping, and programming; and
  - c) provide site-specific place-making opportunities, including Indigenous place-keeping, and interpretation of local industrial and natural heritage features through public art, naming, wayfinding, interpretive features, landscaping, and cultural expression.
- 7.1.8. Parks will promote a positive user experience and will:
- a) support a range of passive and active recreational programming and activity;
  - b) support a community-based planning and design process for creating interesting and engaging parks that are safe, accessible, and comfortable;
  - c) accommodate people of all ages and abilities year-round; and

- d) provide public washrooms and drinking water stations, where feasible and appropriate.

7.1.9. Parks will support long term resiliency and will:

- a) include elements which enhance the ecological function of the public realm, support habitat development and promote biodiversity;
- b) incorporate 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;
- c) optimize space and soil volumes for vegetation and trees;
- d) be designed and built with high-quality and durable materials that can be effectively maintained and that support the intensity of use by residents, workers and visitors; and
- e) be designed for thermal comfort, including maximizing sunlight during the spring and fall, providing shade during the summer, and minimizing wind impacts year-round.

7.1.10. Development adjacent to parks will:

- a) achieve setbacks related to fire separation to allow the building and any of its exterior amenities to be provided and maintained on the development site;
- b) provide an appropriate interface between public and private lands;
- c) be oriented to maximize public access and views to the park;
- d) be designed to have an attractive façade with animated uses at grade;
- e) provide for casual overlook, increasing the passive surveillance and safety of the park;
- f) be located and designed to ensure wind conditions in parks are suitable for comfortable sitting and standing; and
- g) avoid locating loading and servicing areas, and mechanical equipment, including venting, adjacent to parks.

## 7.2. **Public Realm and Streetscaping**

7.2.1. The public realm is comprised of all public and private spaces to which the public has access. It is a network that includes, but is not limited to, streets and lanes, parks and open spaces and portions of private and public buildings that the public is allowed into. The Christie's Urban Design and Streetscape Guidelines provide direction on implementing public realm design and streetscaping within the Plan Area.

7.2.2. 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 broader community.

7.2.3. 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 and public spaces including 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.

- 7.2.4. Street B is the primary and connecting public 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.
- 7.2.5. 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.
- 7.2.6. The design of the public realm and built form will be informed by local area and broader community's Indigenous heritage and in collaboration with Indigenous communities.
- 7.2.7. The Plan Area's more recent industrial heritage will also inform design of the public realm including commemorating the Christie, Brown & Co. Bakery formerly situated on Blocks 1-6, through retention, refurbishment and/or adaptive reuse of the existing water tower associated with the bakery, to be visible from the public realm.

### 7.3. **Privately Owned Publicly Accessible Spaces (POPS)**

- 7.3.1. POPS will be strategically located as conceptually identified on Map 46-7: 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.
- 7.3.2. The transit plaza will be provided as a POPS and will be located on the south side of the new Park Lawn GO Station to facilitate easy movement for transit users and serve as a focal and entry point to the new Park Lawn GO Station.
- 7.3.3. 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.
- 7.3.4. The pedestrian plaza will be provided as a POPS on Block 1 to provide a connection from Park Lawn Road into the transit plaza and Street B, to facilitate ease of movement, transit connections and cycling into the area.
- 7.3.5. Where multiple POPS 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.
- 7.3.6. POPS will be planned and designed to support universal accessibility and complement natural pedestrian and cycling desire lines throughout the area.
- 7.3.7. 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 and provide seating and gathering spaces within the public realm.
- 7.3.8. POPS will be set back 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.

- 7.3.9. The provision of POPS cannot be provided in lieu of the required public parkland dedication.

#### 7.4. **Public Art**

- 7.4.1. Public Art Plan will be developed and will contribute to the character of the Plan Area by:
- a) enhancing the quality of the public space and other spaces that are publicly accessible and visible from the public realm; and
  - b) facilitating expression of the area's cultural and natural heritage, including Indigenous history, the history of Toronto's Waterfront, the former industrial use of Blocks 1-6, and Indigenous cultural representation.

### **8. COMMUNITY SERVICES AND FACILITIES**

#### 8.1. **Community Services and Facilities**

- 8.1.1. New community facilities will be required to support and meet the needs of residents and workers in the area, and are to be provided in a timely manner commensurate with growth. The conceptual locations for community services facilities are shown on Map 46-8: Conceptual Community Services and Facilities.
- 8.1.2. The following community service facilities are priorities within the Plan Area:
- a) a minimum of two, non-profit childcare facilities;
  - b) a community recreation centre;
  - c) a public library;
  - d) public elementary school(s); and
  - e) community agency space.
- 8.1.3. To address their respective requirements and to promote cost-effectiveness and coordination, community services and facilities providers will be encouraged to:
- a) support the creation of community hubs and co-located facilities;
  - b) explore satellite and alternative delivery models; and
  - c) integrate and coordinate programs.
- 8.1.4. Innovative 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 are encouraged.
- 8.1.5. Development is encouraged to provide space for non-profit community-based organizations that are eligible for the City's Community Space Tenancy Policy

## 8.2. Schools

- 8.2.1. Within the lands designated *Mixed Use Areas* on Block 3, approximately 8,800 square metres of space will be made available for elementary school space purposes. The space will:
  - a) be located on the first three floors of the building (at-grade on Street A, at-grade facing the community park, and on one additional level located above grade);
  - b) be accessed from both Street A and from the west side of the building; and
  - c) be available until the lifting of the 'h' for Phase 3.
- 8.2.2. If by the date the "h" designation for Phase 3 is lifted, either the owner or the school boards have not entered into an agreement entitling a school board to acquire space for elementary school purposes, then such space may be used for another non-residential use in accordance with the objectives of this Plan and the applicable zoning.
- 8.2.3. Schools will provide their own outdoor play space by maximizing the outdoor space that is available on their site, including on the building podium or at-grade. This outdoor play space may be supplemented by schools' shared use of a portion of public parkland at the City's sole discretion and provided shared use agreements with the City are in effect, as specified in Policy 8.9
- 8.2.4. 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 parklands provided for school use will be contingent on the park(s) being maintained as a public park as its primary use.
- 8.2.5. Schools will be sited and designed based on the following principles:
  - a) schools will have prominent pedestrian entrances on the main building façade fronting onto a public street which are clearly visible and directly accessible from a sidewalk on a public street;
  - b) schools will have floor area distributed vertically to minimize floorplates and make efficient use of land;
  - c) school bus loading services will be consolidated and located below-grade where possible on Street A;
  - d) if a school board enters into an agreement with the City to use public park space, the school must be located adjacent to the public park and there must be limited obstructions and physical buffers, such as fences, roads or driveways, between the school and the public park. Physical buffers that limit access to and movement through public parks, such as fences within or enclosing public parks, will also be generally avoided to allow for a holistic and flexible park design that enables community activity in the park during and outside of school hours; and
  - e) schools and their open space components will be designed to enable local community use outside of school hours and subject to Policy 8.9.

## **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, the proposed new development will be required to provide upgrades and/or improvements to existing municipal servicing infrastructure, and new municipal servicing infrastructure, where appropriate, to ensure adequate capacity. Prior to zoning by-law amendment approvals and development proceeding, infrastructure capacity upgrades/improvements will be secured.

## **10. BUILT FORM**

### **10.1. Shaping Built Form**

10.1.1. Development will contribute to livability by:

- a) limiting uncomfortable and unacceptable wind conditions and providing access to sunlight, natural light, openness and sky-view;
- b) expanding and improving the public realm;
- c) maintaining adequate privacy; and
- d) providing high quality amenity space.

10.1.2. Development will:

- a) demonstrate design excellence of the buildings and surrounding public realm;
- b) include high quality, durable materials and sustainable and resilient building practices;
- c) ensure compatibility of adjacent buildings through setbacks, stepbacks and separation distances;
- d) ensure the orientation, layout and façade design of buildings maximize opportunities for energy efficiency and reduction of greenhouse gas emissions;
- e) define, frame, support, and contribute to public realm elements such as streets, parks and open spaces, POPS, mid-block pedestrian connections, public art, views and vistas; and
- f) provide a variety of building types, heights and site configurations, especially on blocks that can accommodate multiple buildings.

### **10.2. Creating a Comfortable Micro-Climate**

10.2.1. Development will be located and designed to minimize shadows 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.

- 10.2.2. Pedestrian level wind comfort in parks, the public realm and outdoor amenity areas will be maximized and should be suitable for all activities envisioned in these spaces, including in passive areas intended for sitting and in active areas intended for playing and engaging in physical activity.

### 10.3. **Building Elements**

- 10.3.1. Building elements will be organized into four types as shown on Map 46-9: Built Form Typology:

- a) Podium Building Element;
- b) Midrise Building Element;
- c) Commercial Midrise Building Element; and
- d) Tall Building Element.

- 10.3.2. Podium Building Elements will contain a mix of uses and be no taller than 4 storeys in height.

- 10.3.3. Midrise Building Elements will contain a mix of uses, generally be between 5 and 11 storeys in height, and generally have floorplates of less than 1,000 square metres.

- 10.3.4. Commercial Midrise Building Elements will contain non-residential uses and will generally be up to 13 storeys in height. The tallest Commercial Midrise Building Elements will be located near the Park Lawn GO Station.

- 10.3.5. Tall Building Elements will contain a mix of uses, generally be between 12 and 67 storeys in height, and will generally have average floorplates no greater than 800 square metres.

### 10.4. **Tall Building Separation and Tall Building Floorplates**

- 10.4.1. For the purposes of this Plan, a tall building is a building containing residential uses that is taller than the adjacent right-of-way, plus any additional front yard setbacks.

- 10.4.2. Appropriate tall building separation will ensure that the cumulative effect of multiple tall buildings on a block contribute to building a strong healthy community and that tall buildings will fit in with the existing and/or planned context. Appropriate space between tall buildings will:

- a) provide for a high-quality, comfortable public realm;
- b) limit shadow impacts on the public realm, including streets, parks, POPS, open spaces, and surrounding properties;
- c) provide appropriate access to natural light and protect privacy for occupants of tall buildings;
- d) provide appropriate pedestrian-level views of the sky between towers as experienced from adjacent streets, parks, POPS and open spaces; and
- e) limit and mitigate the impacts of uncomfortable wind conditions on streets, parks, POPS, open spaces and surrounding properties.

- 10.4.3. Tall building floorplates and orientation will be designed to adequately limit the shadow



impacts of tall buildings on the public realm and neighbouring properties, maintain adequate sky view from the public realm, and ensure appropriate and generous space between tall buildings.

10.4.4. Variations in tower floorplates may be considered to reflect specific building design and building use. Any variation must meet the intent of Policies 10.11.

10.4.5. The calculation of tall building floorplate sizes will include all of the built area within the building, exterior walls to exterior walls, excluding balconies.

## 10.5. **Base Buildings**

10.5.1. Base buildings will generally be designed to achieve the following design objectives:

- a) relate to the scale and proportion of adjacent streets, parks and open spaces;
- b) animate and promote the use of adjacent streets, parks and open spaces by with multiple entrances on long building faces;
- c) incorporate appropriate glazing;
- d) provide building setbacks and a building scale which supports tree planting and mature tree growth, where appropriate; and
- e) include high-quality materials and design elements that fit with neighbouring buildings and contribute to a high-quality pedestrian scale.

10.5.2. Larger retail units located in the base of new buildings can achieve the objective of Policy 10.14 through site appropriate design including but not limited to:

- a) locating larger retail units on multiple levels of the building, with appropriately scaled and visible grade-related lobby areas;
- b) wrapping larger retail units with smaller retail units along the building frontages;
- c) designing retail units to include multiple entrances; and/or
- d) providing appropriate glazing on storefronts and direct access to entrances from the public sidewalk, and keeping views into and out of the retail unit open and clear.

## 10.6. **Building Setbacks**

10.6.1. Development will be required to be set back from street-facing property lines, where appropriate, to:

- a) ensure a generous public realm at grade;
- b) provide an appropriate building scale relative to the street;
- c) support pedestrian, cycling, community, and retail activity;
- d) provide generous space for street tree planting and the associated required soil volumes; and
- e) respond to distance requirements from transportation and utility corridors, as applicable.

10.7. **Streetwall Heights**

10.7.1. Development will include maximum streetwall heights to ensure a comfortable and consistent built edge along new and existing streets.

10.7.2. Increases to the maximum streetwall heights may be considered if the building is generously set back from the property line facing the street.

10.8. **Stepbacks**

10.8.1. 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.

10.9. **Building Heights**

10.9.1. 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 Policies 7.5, 10.2, 10.3.

10.10. **Amenity Space**

10.10.1. Development will ensure that indoor amenity space will be:

- a) located at or above grade;
- b) located in visible and accessible locations for the building's inhabitants;
- c) designed and built with high-quality and durable materials; and
- d) designed to provide spaces, elements and programming that respond to a variety of users of all ages and abilities.

10.10.2. 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.

10.10.3. Development will ensure that outdoor amenity spaces will be sited and designed to address the following:

- a) ensure that they are comfortable spaces in all seasons;
- b) ensure that they are located at or above grade;
- c) provide for appropriate sky-views and sunlight in the space;
- d) ensure wind conditions that are suitable for the intended use and for comfortably sitting and standing; and
- e) include trees and other landscaping.

10.10.4. Development that includes residential units will be encouraged to include indoor and outdoor pet amenity areas that include facilities for the disposal of pet waste.

## 10.11. Active At-Grade Uses

- 10.11.1. Active at-grade commercial uses such as retail, personal service uses, restaurants, and offices are encouraged in all buildings.
- 10.11.2. 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:
- a) 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 adjacent to a street are not permitted; and
  - b) individual grade-related units in low-rise buildings and base buildings of mid-rise and tall buildings will have entrances fronting directly onto streets, POPS, pedestrian mews, or at-grade outdoor amenity spaces, and be clearly visible and directly accessible from the public sidewalk.
- 10.11.3. Active at-grade community and institutional uses are to include main building entrances on the ground floor, and rooms that allow for views to 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 to distinguish these uses within the building.

## 10.12. Views

- 10.12.1. 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 to accommodate a variety of households and achieve a balanced mix of housing.
- 11.2. A Housing Plan, which identifies the unit mix, unit sizes, and how affordable housing requirements will be met, will be required in all Phases of development.
- 11.3. 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:
- a) the conveyance of land to the City sufficient to accommodate 20% of the residential gross floor area;
  - b) 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/or
  - c) the conveyance to the City of 5% of the residential gross floor area for the purposes of permanent affordable housing.
- 11.4. Where residential uses are permitted, the expectation is that delivery of affordable housing will be provided over each development phase.
- 11.5. To achieve a balanced mix of residential unit types and sizes, development containing

residential units will include:

- a) a minimum of 15 per cent of the total number of units as 2-bedroom units;
  - b) a minimum of 10 per cent of the total number of units as 3-bedroom units; and
  - c) an additional 15 per cent of the total number of units being a combination of 2-bedroom and 3-bedroom units.
- 11.6. Residential units will be designed to include operable windows and should include storage space, and balconies or terraces to support larger households wherever possible.

## **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 46-8: Conceptual Community Services and Facilities shows potential locations for community facilities and emergency services uses within the Plan Area. Block 7 and Block 8 are identified as potential locations for emergency services on City-owned land.

## **13. CLIMATE RESILIENCY AND MITIGATION**

- 13.1. Development will 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 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:
- a) creating habitats that provide shelter, refuge and food;
  - b) planting a variety of non-invasive species at grade and on rooftops, including native plant species that are pollinator-friendly; and
  - c) designing buildings and minimizing light pollution to be bird friendly.
- 13.4. Development and streetscape improvements will provide adequate soil volume for each tree, as informed by design standards developed by the City, including the Toronto Green Standard.
- 13.5. Development and streetscape improvements will minimize urban heat island impacts through providing opportunities for shade, maximizing the use of soft landscaping (plantings) and the 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:
- a) incorporate low-carbon/renewable thermal energy technologies such as geo-exchange,

- 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;
- b) develop or incorporate connections to an existing or planned thermal energy network (district energy system);
- c) integrate on-site renewable energy and electricity production to reduce electricity demand; and
- d) provide backup power for resilience to area-wide power outages, as informed by guidelines developed by the City.

## **14. RAIL SAFETY AND MITIGATION**

- 14.1. Development will be set back a minimum of 30 metres from the property line of the Canadian National Railway Corridor, or an appropriate distance as identified and deemed to sufficiently provide risk mitigation through a peer-reviewed Rail Safety and Risk Mitigation Report, with the exception of those uses identified in Policy 14.2.
- 14.2. Within the 30 metre setback adjacent to the rail corridor, or within an appropriate distance as identified in a peer-reviewed Rail Safety and Risk Mitigation Report, the following uses are permitted:
  - a) rail safety and vibration/noise mitigation structures;
  - b) transit infrastructure;
  - c) auxiliary non-residential uses such as parking, storage and loading; and
  - d) existing non-residential uses.
- 14.3. Any required rail safety, air quality and noise and vibration mitigation structures or other measures such as berms and noise walls must be of a high design quality and prepared, stamped and signed by qualified and licensed Professional Engineers or other appropriate professionals.
- 14.4. Berms should be landscaped and maintained and opportunities for public art, murals and community artwork should be pursued on the face of noise walls and other structures.

## **15. IMPLEMENTATION**

### **15.1. Development Guidelines**

- 15.1.1. Development will be guided by the City's built form policies, standards and guidelines, as well as with the City Council-adopted Christie's Urban Design and Streetscape Guidelines, as may be amended from time to time.
- 15.1.2. Where the standards of the City-wide guidelines differ from the Christie's Urban Design and Streetscape Guidelines, the guidance within the Christie's Urban Design and Streetscape Guidelines document will take precedence.
- 15.1.3. For the purposes of this Plan, the development of the Park Lawn GO Station will require a Natural Heritage Impact Study and be subject to all Official Plan policies regarding development.

## 15.2. **Development Phasing and Infrastructure**

15.2.1. 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 46-9: Phasing Plan. Adjustments to the Map 46-9: Phasing Plan may be permitted provided that the necessary infrastructure is in place to support the development and the criteria in Policy 15.8 are met.

## 15.3. **Easements**

15.3.1. The City may require an easement to secure public access to the public realm enhancements identified in this Plan and shown on Map 46-7: Parks, Open Spaces and Public Realm, including components of the public realm network (e.g., Street D), mid-block pedestrian connections, POPS, and the TTC loop that crosses the two plazas from Street B. The easements will be designed through the development application review process and secured in appropriate agreements. The public realm enhancements will be constructed and maintained by the owner.

## 15.4. **Holding Provisions**

15.4.1. The use of Holding (H) Symbols in the implementing Zoning By-law may be applied to each phase to ensure development is carried out in accordance with the long-term vision and implementation of the Plan.

15.4.2. When enacting Zoning By-laws to permit redevelopment in accordance with the Plan, a holding (“H”) provision may be placed on the lands where the ultimate desired use of the lands is specified in the Secondary Plan but development cannot take place until conditions set out in the By-law are satisfied.

15.4.3. Conditions to be met prior to the removal of a holding (“H”) provision may include the following:

- a) The location, design and provision of transportation infrastructure to support re-development, including any additional required easements, setbacks or roadway conveyances, to be provided to the City at nominal cost;
- b) Provincial approval of the Park Lawn GO Station through the Metrolinx Transit Program Assessment Process, endorsement of the GO Station by the Metrolinx Board;
- c) Funding for the Park Lawn Go Station is secured through appropriate agreements and TTC improvements are secured, to the City’s satisfaction;
- d) Acceptance of a Rail Safety and Risk Mitigation Report prepared in accordance with the City’s Rail Safety and Risk Mitigation Terms of Reference;
- e) For lands within 30 metres of the rail corridor, construction of, or the securing through an agreement for the construction of, railway corridor risk mitigation measures, in accordance with a derailment safety assessment prepared by a qualified consultant and noise and air quality mitigation measures;
- f) Acceptance of an Air Quality Study given the proximity to the Gardiner Expressway and Canadian National Railway, where applicable and deemed necessary;

- g) The submission and acceptance of a Community Services and Facilities (CS&F) Implementation Plan that identifies what facilities have been delivered and what remaining facilities are required;
- h) 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;
- i) The provision of affordable housing secured through a Section 37 agreement or comparable securing mechanism;
- j) The 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 in size for both the market and affordable housing units; how the affordable housing requirement for the specific phase and the entire Plan Area is being met including through which delivery mechanism(s); and the proposed number, unit types and location of the affordable housing units in the specific phase;
- k) Submission and acceptance of a Public Art Plan for the provision of Public Art on the site or adjacent City-owned lands;
- l) Provision of an Interpretation Plan, to the satisfaction of Heritage Planning; and
- m) The approval of POPS designs for the transit plaza and the pedestrian plaza.

15.4.4. 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 51 of the *Planning Act* and Section 114 of the City of Toronto Act, 2006.

## 15.5. **Section 37**

15.5.1. In addition to the Official Plan policies, the following policies apply. Prior to the enactment of an implementing Zoning By-law or the removal of a Holding (H) symbol, Section 37 of the *Planning Act* will be used to secure the following public benefits priorities:

- a) a minimum of two new non-profit child care centres;
- b) flexible, multi-purpose non-profit community agency space;
- c) a new public library;
- d) a new community recreation centre;
- e) a financial contribution to support improvements to the Mimico-Centennial Branch of the Toronto Public Library;
- f) public art;
- g) installation of a heritage interpretation plaque for the area; and
- h) streetscaping improvements along Park Lawn Road and Lake Shore Boulevard West.

## 15.6. **Monitoring**

- 15.6.1. 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.
- 15.6.2. Transportation Impact Studies will be submitted by private applicants at each phase of development, in accordance with the City's terms of reference. Transportation Impact Studies will consider and appropriately respond to any potential future updates to this Plan and/or the Park Lawn Lake Shore Master Plan by providing an important technical input into the implementation of the these Plans.

## 15.7. **Interim Uses**

- 15.7.1. 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.
- 15.7.2. Interim uses can be used to animate the site and/or provide local amenities or activities as the Plan Area develops.
- 15.7.3. If interim uses are proposed, an Interim Development Strategy will be submitted that demonstrates to the City's satisfaction that such interim development:
  - 15.7.4. is not intended to be long-term and is appropriate over the short-to medium-term;
  - 15.7.5. does not preclude the long-term development of the Site as envisioned by the Plan and the transit improvements;
  - 15.7.6. does not preclude the achievement of the street network set out in Map 46-5: Street Network & Access Locations; and
  - 15.7.7. 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

<b>COLUMN 1 – PERMITTED NON-RESIDENTIAL USES (REFER TO POLICY 5.4)</b>	<b>COLUMN 2 – PERMITTED NON-RESIDENTIAL USES (REFER TO POLICY 5.4)</b>	<b>COLUMN 3 – PERMITTED NON-RESIDENTIAL USES (REFER TO POLICY 5.4)</b>
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 installation
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**

The maps listed below are shown on the pages that follow.

Map 46: 1 Secondary Plan Area Boundary

Map 46: 2 Structure Plan

Map 46: 3 Block Plan

Map 46: 4 Land Use Plan

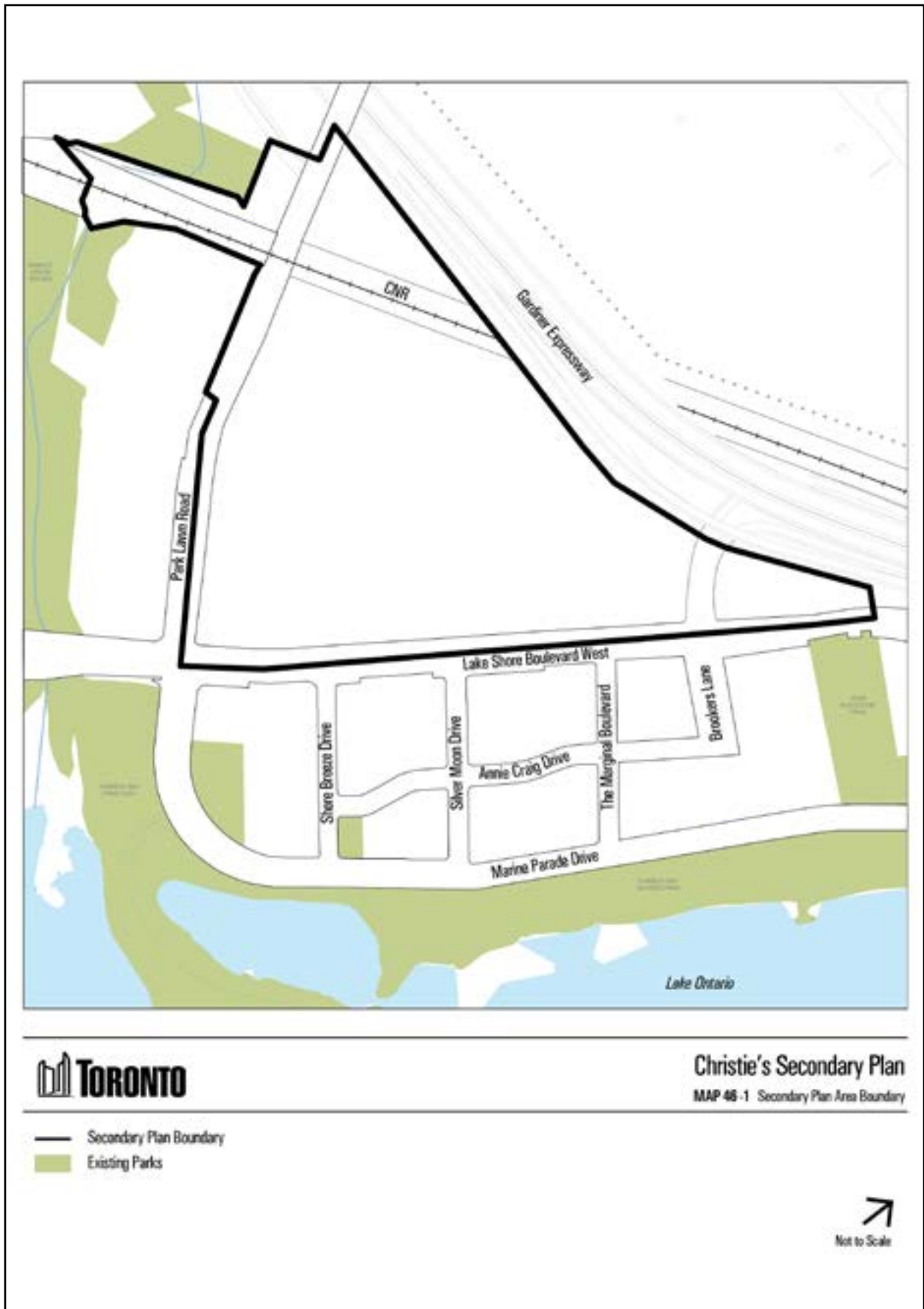
Map 46: 5 Street Network & Access Locations Map 46 – 6 Transit Network Plan

Map 46: 7 Parks, Open Spaces and Public Realm

Map 46: 8 Conceptual Community Services and Facilities Map 46 – 9 Built Form Typology

Map 46: 10 Phasing Plan

MAP 46-1: SECONDARY PLAN AREA BOUNDARY



MAP 46-2: STRUCTURE PLAN



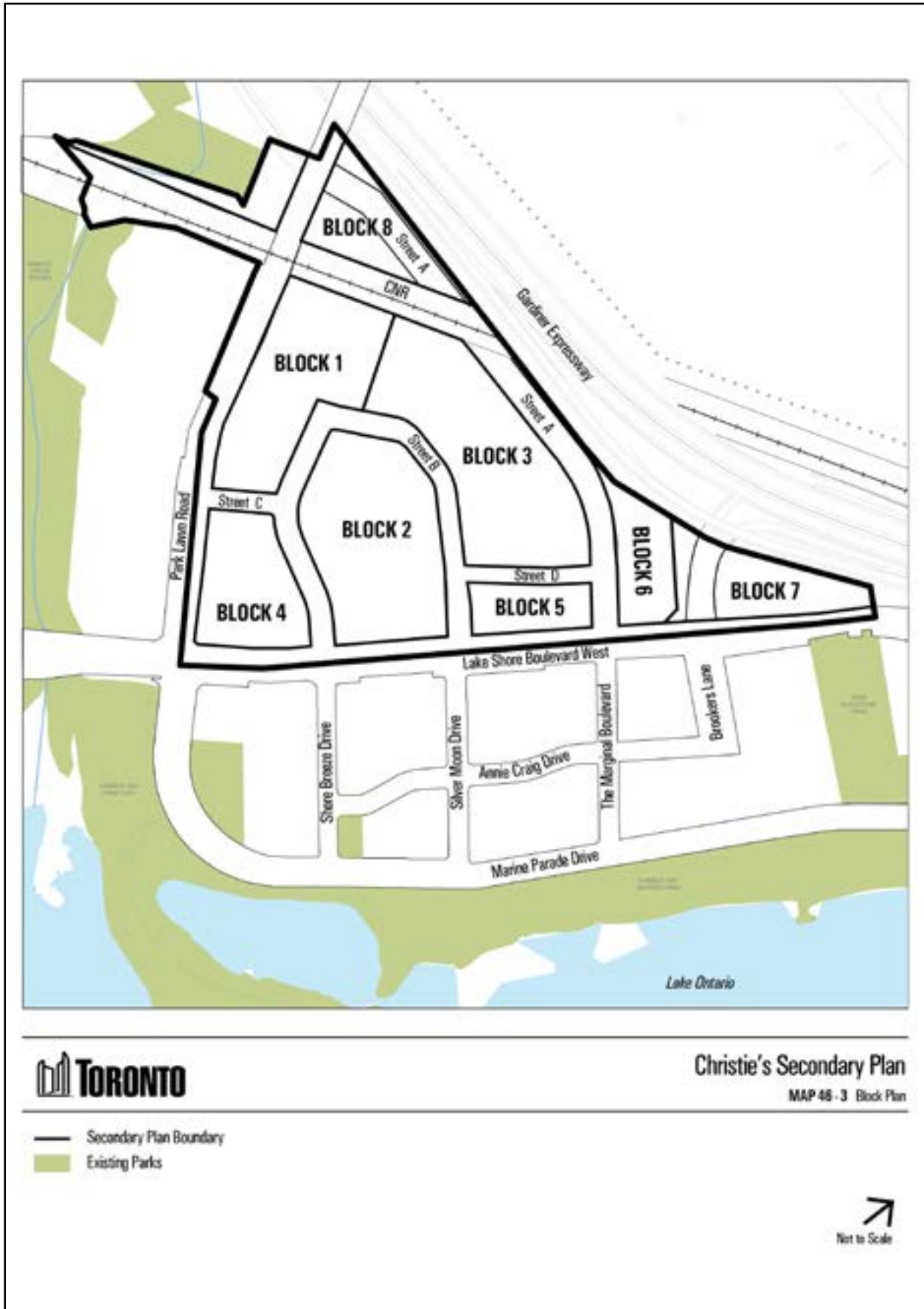
Christie's Secondary Plan

MAP 46 - 2 Structure Plan

- Secondary Plan Boundary
- Existing Parks
- Proposed Public Parks
- POPS (Conceptual)
- Transit Hub
- Future Dedicated TTC Streetcar
- G Proposed Park Lawn GO Station



MAP 46-3: BLOCK PLAN



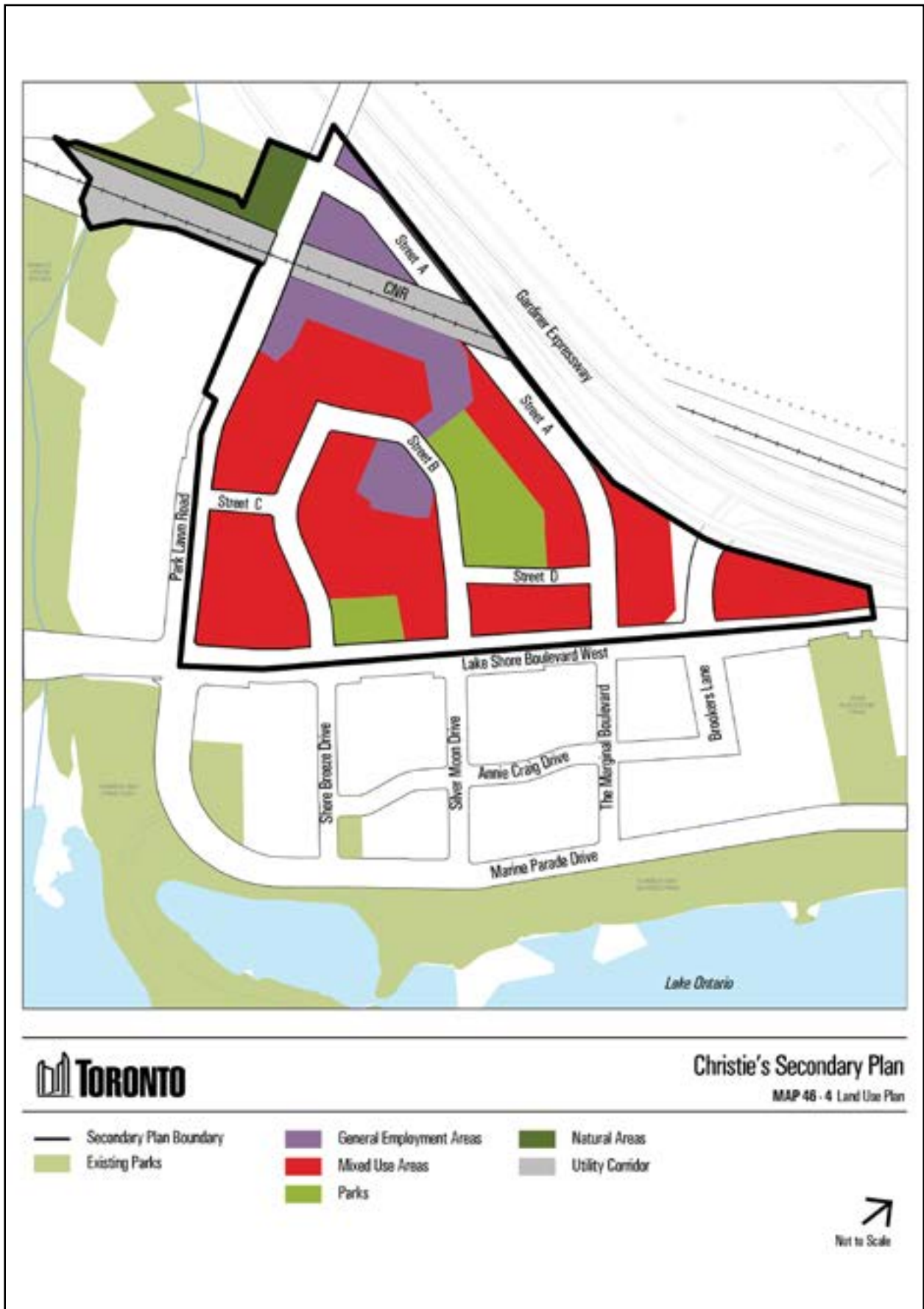
Christie's Secondary Plan

MAP 46-3 Block Plan

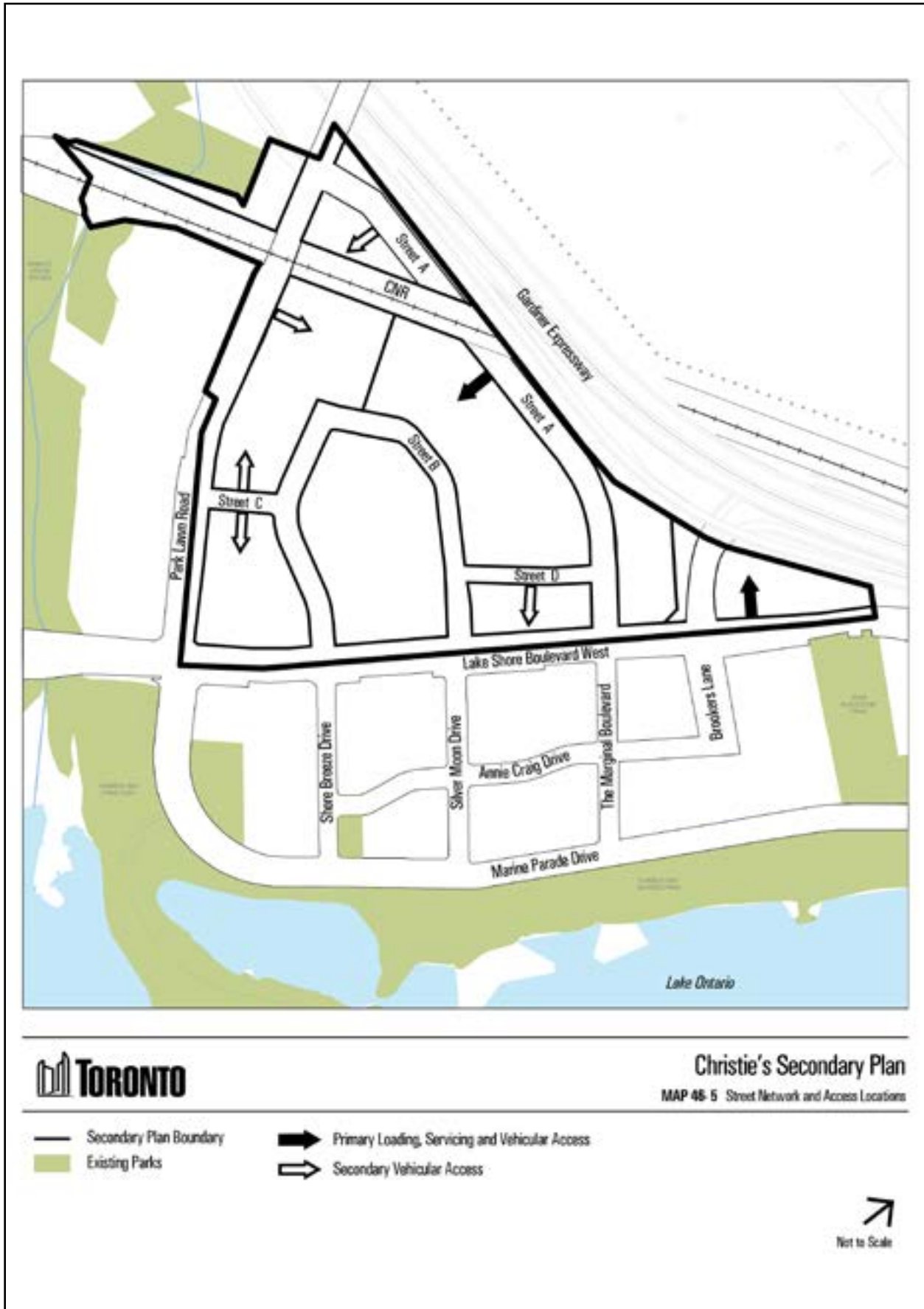
- Secondary Plan Boundary
- Existing Parks



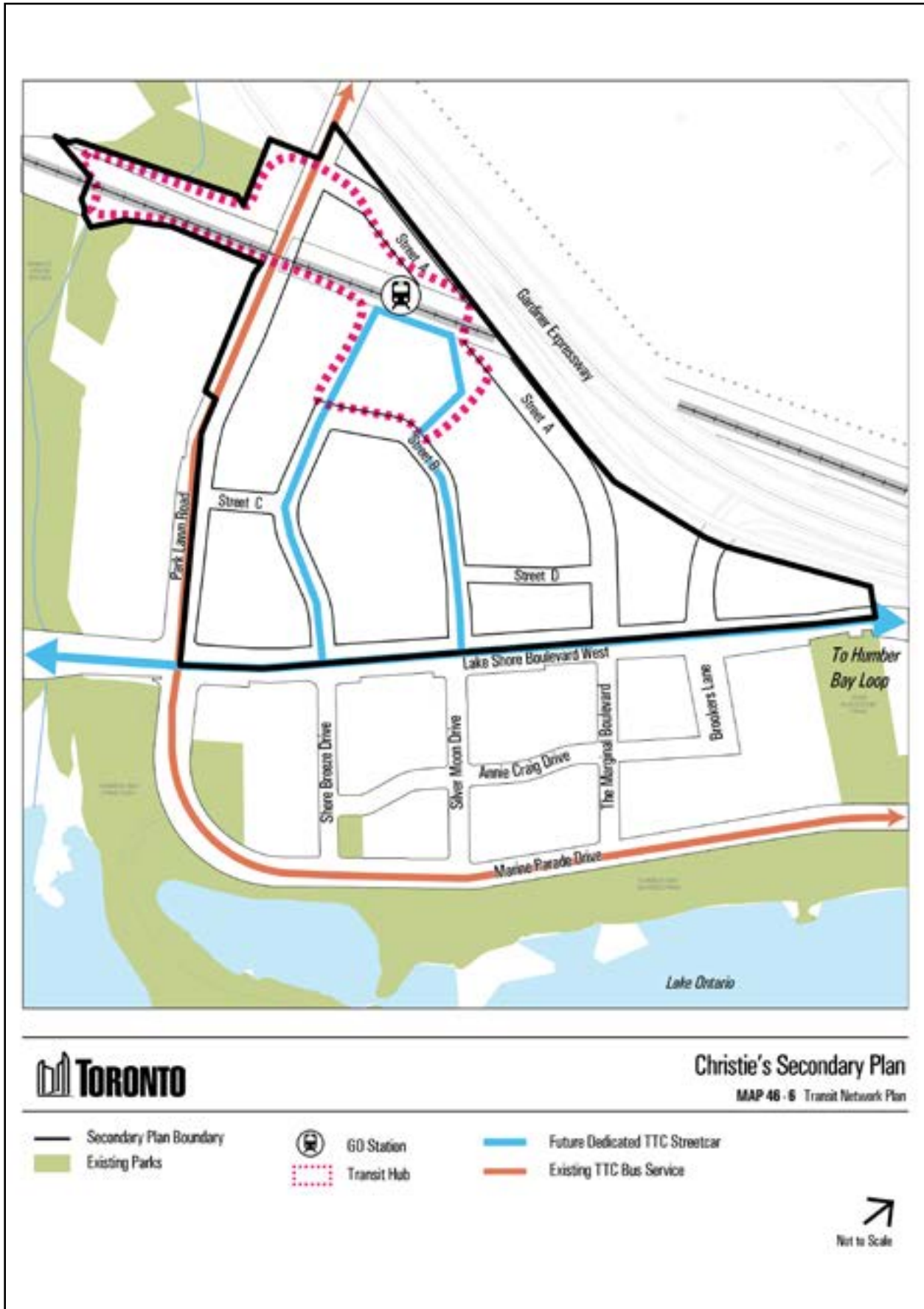
MAP 46-4: LAND USE PLAN



MAP 46-5: STREET NETWORK & ACCESS LOCATIONS

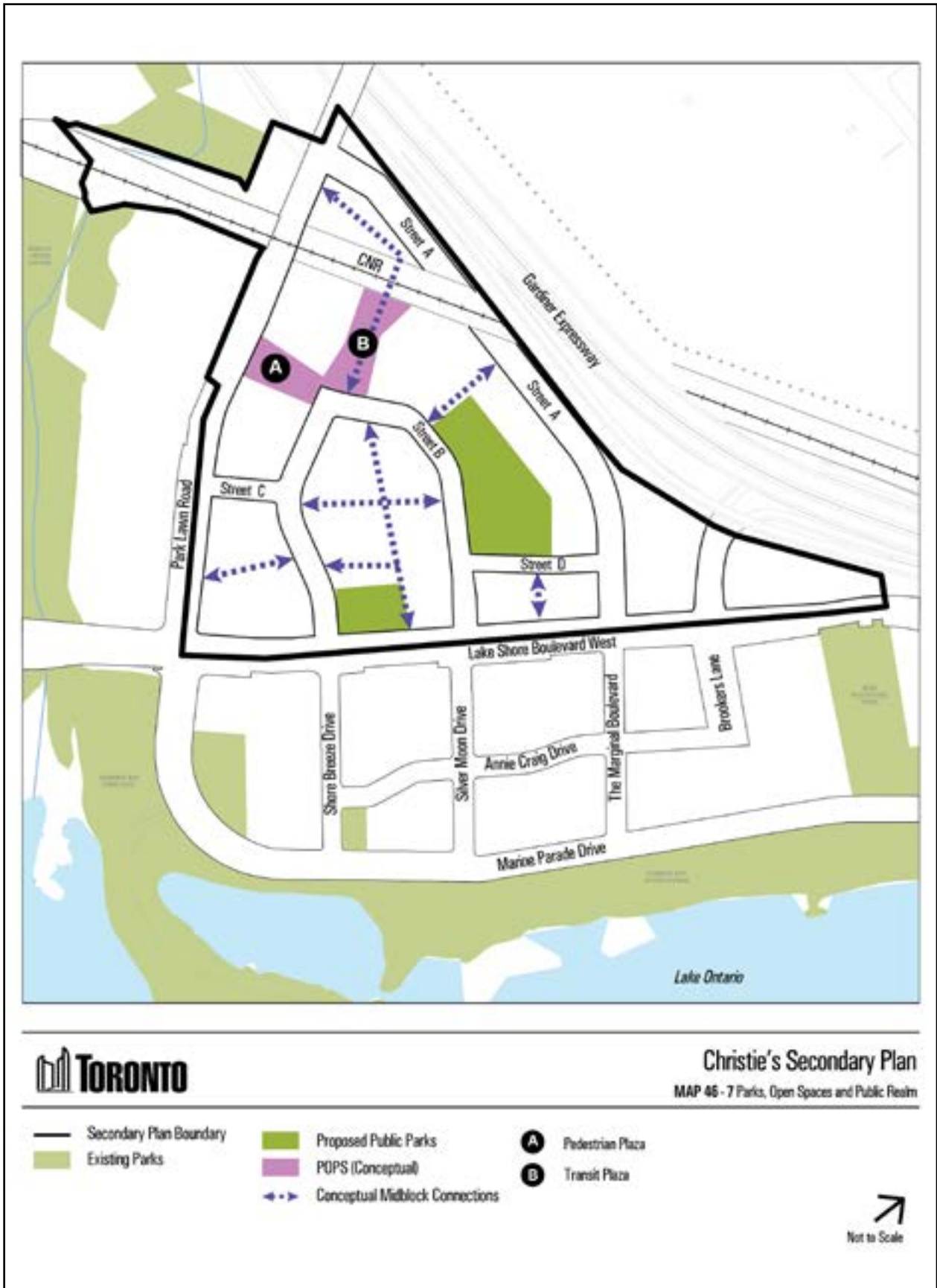


MAP 46-6: TRANSIT NETWORK PLAN

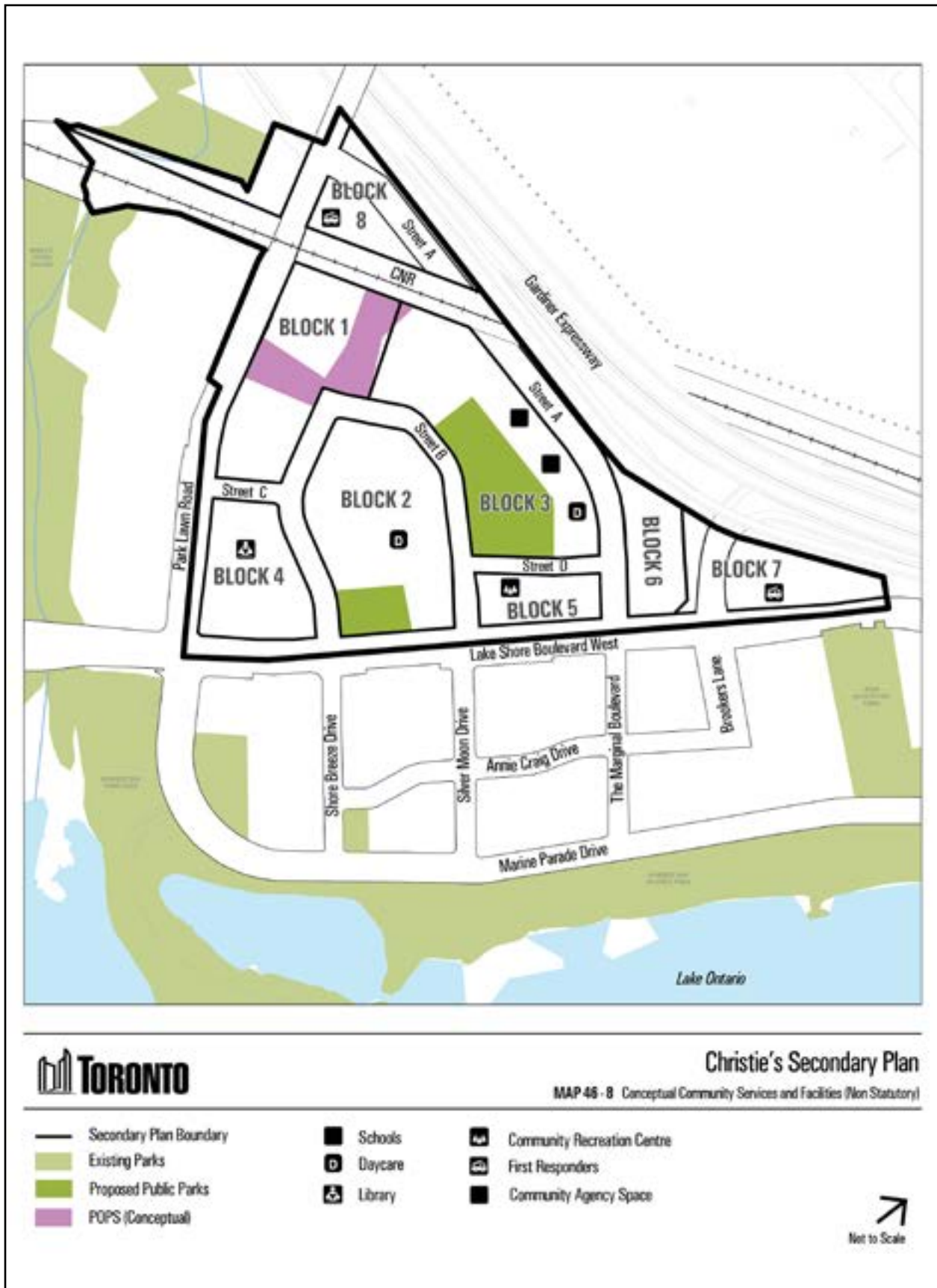




MAP 46-7: PARKS, OPEN SPACES AND PUBLIC REALM



MAP 46-8: CONCEPTUAL COMMUNITY SERVICES AND FACILITIES



MAP 46-9: BUILT FORM TYPOLOGY



MAP 46-10: PHASING PLAN

