

19. RAILWAY LANDS WEST SECONDARY PLAN

1. INTERPRETATION

- 1.1 The lands affected by the Railway Lands West Secondary Plan are shown on Map 19-1.
- 1.2 The boundaries of the Railway Lands West and the areas designated *Mixed Use Areas, Parks and Open Space Areas* and *Utility Corridors* are as shown on Map 19-3 and are approximate. Where the general intent of this Secondary Plan is maintained, minor adjustments to such boundaries will not require amendment to this Secondary Plan.

2. MAJOR OBJECTIVES FOR THE RAILWAY LANDS WEST

The development of the Railway Lands West will proceed in accordance with the following major objectives for the Railway Lands West.

- 2.1 The Railway Lands West will be developed as an integral part of the Downtown so that the barrier effects of the road and rail corridors will be minimized and the central City reunited with the Central Waterfront. New development in the Railway Lands West should have a mix of uses, and a form, character and environmental quality which will ensure that the area is used by people for a wide variety of purposes throughout each day.
- 2.2 The redevelopment of the Railway Lands West will take full advantage of the opportunities presented by their size and central location to satisfy a broad range of commercial, residential, institutional, cultural, recreational, parks and open space needs, while:
 - (a) ensuring compatibility of new development with present and future utilization of the Rail Corridor for rail use within the Railway Lands West;
 - (b) ensuring compatibility of new development with the existing rail operations in the North Bathurst Yard;
 - (c) encouraging effective and efficient transportation services, including inter-city rail and commuter rail services, and other transit services; and
 - (d) ensuring environmentally sound conditions.
- 2.3 New development in the Railway Lands West will be structured by a grid-like public street system which divides the Railway Lands West into blocks comparable in area and dimension to blocks elsewhere in the City; which allows for street-oriented development throughout the Railway Lands West; which establishes new and existing north-south streets as major connections between the Downtown and the Central Waterfront; and which establishes a new street, Fort York Boulevard, as a major and continuous east-west link for pedestrians, bicycles, private vehicles and public transit. The design of all streets in the Railway Lands West will respond to the use and character of the lands adjacent to the streets and innovative transportation management approaches will be adopted as appropriate.
- 2.4 Development in the Railway Lands West will contribute to the achievement of an attractive, inviting, comfortable and safe public realm, including generously proportioned public streets, parks and publicly accessible open spaces which meet high standards of urban design and provide good access to sunlight and protection from winds.

- 2.5 Co-operative arrangements among the parties involved in the development of the Railway Lands West will be promoted in order to ensure that the development proceeds incrementally in phases which function satisfactorily within the municipal services and transportation systems, which are environmentally sound and which provide satisfactory living and working conditions.

3. STRUCTURE, FORM AND PHYSICAL AMENITY

The following are the principles regarding the structure, form and physical amenity of new Railway Lands West development.

3.1 Development in the Railway Lands West will be structured by:

- (a) a grid like pattern of public streets, as shown on Map 19-2, which include:
 - (i) north-south streets extended from the grid of the City, providing views and access between the central City and the Central Waterfront;
 - (ii) a new major east-west street, Fort York Boulevard, which intersects with north-south streets, links public open spaces and is the address for public institutions in the area; provides frontage for new development; and accommodates pedestrians, cyclists, public transit and private vehicles; and
 - (iii) Spadina Avenue as the major north-south street connecting the Railway Lands to the central City and the Central Waterfront;
- (b) a system of high quality, useable, linked parks and open spaces which provides spatial relief to, and appropriate settings for, adjacent development. These public open spaces will also contribute to the creation of visual and physical connections, wherever possible, between the central City and the Central Waterfront;
- (c) secondary streets and midblock open spaces which, wherever possible, provide visual and physical connections between the central City and the Central Waterfront; and
- (d) significant public buildings.

3.2 In accordance with the policy of achieving an attractive, inviting, comfortable and safe public realm in the Railway Lands West, buildings will:

- (a) clearly define and give form to the edges of streets, parks and open spaces;
- (b) take into account the potential for creating and enhancing pedestrian views and sight lines consistent with the pattern of streets and blocks shown on Map 19-2 and the open space system shown on Map 19-4;
- (c) reinforce the visual continuity and spatial definition of streets and other publicly accessible open spaces;
- (d) contribute to the creation of public streets, parks and open spaces with pleasing proportions and appropriate scale, adequate sunlight and sky views, and comfortable wind conditions;

- (e) ensure that primary building entrances are located on public streets, and that the organization of building functions and the architectural expression of building entrances and facades, promote the public nature of the street;
- (f) achieve a harmonious relationship with adjacent buildings with respect to building massing and setbacks, scale, texture, architectural detail and rhythm of horizontal and vertical elements; and
- (g) be designed such that their massing and roof profile contribute harmoniously to the city skyline, including stepping down from the central City to the lake.

3.3 In accordance with the policy of achieving an attractive, inviting, comfortable and safe public realm in the Railway Lands West, the City will ensure that:

- (a) the continuity, dimension and quality of public sidewalks reflect their importance in the overall pattern of public open spaces;
- (b) where the street pattern is interrupted by the Rail Corridor, the sidewalks are directly linked to pedestrian bridges and tunnels across or under the Rail Corridor, as shown on Map 19-4 and that these pedestrian bridges and tunnels are designed as extensions of the public sidewalks;
- (c) special attention is paid to the relationship between the lower level of buildings and the pedestrian realm by encouraging:
 - (i) residential and public uses which are directly accessible from grade level and the provision of street related retail and service uses which open out onto the sidewalk to attract pedestrians, and make the sidewalk and street a more interesting and safer place;
 - (ii) the use of materials, fenestration and architectural features which are of a human scale and promote visual interest and diversity; and
 - (iii) the location of vehicular service entrances to buildings to minimize pedestrian/vehicular conflicts and ensure safety;
- (d) sidewalks and other public open spaces incorporate high quality co-ordinated improvements including paving, tree planting, pedestrian scale lighting and street furnishings in a manner which will enhance their special character;
- (e) a continuous, co-ordinated system of weather protection for pedestrians is provided along building edges of major streets and open spaces;
- (f) works of art are provided in a co-ordinated manner to enhance and humanize the public realm, taking into consideration the public use, scale, coherence, visibility, safety of particular sites and the urban design objectives of this Secondary Plan;
- (g) buildings, parks and publicly accessible open spaces are designed to permit convenient access for people with physical disabilities;

- (h) buildings, streets, sidewalks, street lighting, parks and other publicly accessible open spaces in the Railway Lands West are designed and developed to promote public safety, including the creation of clear visual and physical access to public open spaces from the street and from other public areas; and
 - (i) Spadina Avenue and Fort York Boulevard have the characteristics of great urban boulevards such as well-defined edges, lively uses and attractive sidewalks and act as unifying elements in the Railway Lands West.
- 3.4 The siting of, and settings for, significant public buildings will enhance their public significance and identity and promote a sense of place within the City.
- 3.5 Noise and noise control features will be taken into account in the location and form of buildings, architectural and landscape elements and the design of open spaces.
- 3.6 Any parking provided in association with development will be encouraged to be located below grade or be located in a manner which minimizes its impact on streets, parks, open spaces, pedestrian walkways and other land uses. Surface commercial parking lots will not be permitted and other surface parking will be minimized.
- 3.7 Map 19-2 identifies, for the Precincts '1' and '2' lands shown on Map 19-5:
- (a) where buildings, architectural elements and landscape will define the edge of significant streets and intersections; and
 - (b) significant City and Waterfront views and vistas.

4. HOUSING GOALS

- 4.1 Housing will be developed in the Railway Lands West both to assist in meeting the City's housing goals and to ensure that new development has a mixed-use character. Housing in the Railway Lands will be available to a wide range of households, ages and incomes in a variety of residential unit sizes.
- 4.2 Housing development will be encouraged by a variety of producer groups and agencies. The City will promote the planning and development of rental housing suitable for low-to-moderate income households.
- 4.3 At least 25 per cent of the total number of dwelling units in the Bathurst Spadina Neighbourhood will be provided as housing suitable for families with children.
- 4.4 In order to assist in the realization of the City's housing objectives, the City has acquired Blocks 'D', 'G' and 'I' as shown on Map 19-3 for the purposes of affordable housing in the Railway Lands West. By so doing, this conveyance and the other land use policies of this Secondary Plan satisfies all affordable housing obligations for the Railway Lands West.
- 4.5 At least 50 per cent of the dwelling units suitable for families with children referred to in Section 4.3 will be provided on lands referred to in Section 4.4.

5. SCHOOLS AND COMMUNITY SERVICES AND FACILITIES

- 5.1 A full range of appropriate community services and facilities necessary to serve the resident and working population generated from within the Railway Lands will be provided in a timely manner.

The City will secure:

- (a) the required community services and facilities, including size and programming potential;
- (b) locations for the community services and facilities including as required any school or schools and any community centre; and
- (c) the resources that will be used to facilitate the provision of the required community services and facilities and, in respect of schools, in cooperation with the Toronto District School Board and the Toronto Catholic District School Board, the implementation arrangements which will outline the anticipated timing and phasing of the new facilities, in relation to the overall development of the Precinct and surrounding area, in order to ensure that the necessary community services and facilities will be provided in a timely manner.

5.2 In particular, the provision of the following minimum community services and facilities will be secured through appropriate legal agreements:

- (a) integrated public/separate elementary school(s);
- (b) a community centre facility;
- (c) one library; and
- (d) daycare facilities.

5.3 The City will seek, as appropriate, the financial and other assistance of the relevant agencies and levels of government in the planning, implementation, construction and operation of such community services and facilities and will seek from landowners or development proponents related contributions through such means as the provision of space, financial contributions or other similar or consistent mechanisms.

5.4 The provision of the community services and facilities identified in Sections 5.1 and 5.2 of this Secondary Plan will be secured, as outlined in Section 5.3 above, through legal agreements with landowners or development proponents as provided for in Sections 11.8 or 11.9 of this Secondary Plan, and will include provisions which secure:

- (a) the funding of the community centre, schools and a library by the payment of a fixed amount on a per residential unit and non-residential square metre basis; and
- (b) the daycare provisions required by Section 10.4 of this Secondary Plan.

5.5 The Provincial Ministry of Education, the Toronto District School Board and the Toronto Catholic District School Board will be consulted in order to ensure that schools for elementary and secondary school students within the Railway Lands West will be provided as necessary.

In carrying out this consultation, it is recognized that there are linkages between certain special schools and courses and certain commercial and institutional land uses which may make it appropriate for such special schools and courses to be located in areas where commercial and institutional uses are permitted.

- 5.6 Community services and facilities in the Railway Lands West which serve primarily the residential population of the Railway Lands should be within ready walking distance of areas containing housing suitable for families with children.
- 5.7 Community facilities, including parkland where appropriate, should be developed in conjunction with any school or schools that may be located in the Railway Lands West.
- 5.8 Subject to Section 5.7, schools and community facilities required in the Railway Lands West should be developed either independently or jointly and may be located within the area identified on Map 19-4 as "General Location for Community Centre and Schools", as required, provided that:
- (a) the location of these uses in this area is consistent with the safeguards and measures set out in the relevant Environmental Report or Environmental Reports;
 - (b) these uses are developed and operated in a manner which ensures that at least 2.03 hectares of the *Parks and Open Space Areas* will be laid out as a park to be used by the public and the school or schools and community facilities; and
 - (c) the location and form of schools and community centres:
 - (i) consider the shared use of the exterior and interior space;
 - (ii) consider the size of buildings to maximize open space;
 - (iii) ensure that the open space remains useable, well configured, contiguous and physically and visually accessible from public streets;
 - (iv) consider sun, wind, air quality and noise conditions; and
 - (v) consider views.
- 5.9 Safe and convenient pedestrian connections, suitable for use by school age children, will be established between the Railway Lands Central and adjacent areas in the Railway Lands West, the Railway Lands East, Downtown and the Central Waterfront. The preferred location for safe and convenient pedestrian connections is at grade, generally along public sidewalks. Certain significant locations for pedestrian improvements are shown on Map 19-4.
- 5.10 Any land use proposed by a zoning by-law amendment should be compatible with any proposed or existing school or schools.
- 5.11 The provision of appropriate opportunities for the establishment of places of religious worship within the Railway Lands West is encouraged.

6. PARKS, OPEN SPACE AND PEDESTRIAN SYSTEMS

- 6.1 A linked system of parks and publicly accessible open space will be provided within the Railway Lands and approximately 4.61 hectares of land as City parks will be acquired within the Railway Lands West, exclusive of areas within the rights-of-way of public streets, as shown on Map 19-4.

These parks, and other publicly accessible open spaces will be located and formed in a manner which will help to integrate the Railway Lands West with the Railway Lands Central, Railway Lands East, the larger Downtown and the Central Waterfront, and provide a variety of outdoor active and passive recreational opportunities for workers, residents and visitors.

- 6.2 The delineation of *Parks and Open Space Areas* on Map 19-3 and of the parks and publicly accessible open spaces on Map 19-4 are approximate. Where the general intent of this Secondary Plan, including the provision of approximately 4.61 hectares of parks in accordance with Section 6.1 is maintained, minor adjustments to such boundaries will not require amendment to this Secondary Plan.
- 6.3 The location, form and design of parks and publicly accessible open space will help to ensure:
- (a) visual and physical connections between the Downtown and Central Waterfront;
 - (b) the safety of users;
 - (c) the perception of these open spaces as public places, easily viewed and entered from the public street and accessible to all members of the public; and
 - (d) the comfortable and flexible use of these spaces in all seasons of the year.
- 6.4 The design of parks and open spaces will be of a high quality and will be appropriate to their proposed uses, by use of measures such as:
- (a) encouraging the participation of anticipated users in the design process; and
 - (b) implementing standards for the design of open spaces, which include among other things size, location, edge characteristics, landscape character, sun and wind comfort, and facility programming.
- 6.5 A major community park will be secured in the Bathurst Spadina Neighbourhood of a minimum of 3.1 hectares and located east of the extension of Dan Leckie Way and south of Fort York Boulevard and designated *Parks and Open Space Areas* on Map 19-3. This park will be designed to include recreational uses which are compatible with school and community facility uses in accordance with Section 5.8 of this Secondary Plan.
- 6.6 The setting and accessibility of the parkland surrounding Fort York will be improved and Fort York will be linked to the public open space system within the Railway Lands.
- 6.7 In addition to the areas designated as lands to be conveyed or leased to the City for parks purposes on Map 19-4, the City will secure the provision of other publicly accessible open spaces in conjunction with the development of buildings within the Railway Lands West.
- 6.8 The City will secure:
- (a) consistent landscaped setbacks on streets which widen the public sidewalk and its landscaping; and
 - (b) courtyard open spaces in the interior of residential blocks which are designed for the shared use of residents of adjacent development, and to minimize the impact of servicing on the recreational use of these spaces.

- 6.9 The provision of landscaped terraces on roofs of buildings for the use of residents and workers of those buildings is encouraged.
- 6.10 The development of random and irregular plazas, forecourts and gardens between the public sidewalk and the building frontage is discouraged.

7. HERITAGE AND PUBLIC ART

- 7.1 Aspects of the history of the railways will be incorporated into parks and publicly owned open space in the Railway Lands West by restoring and integrating, where feasible, significant railway heritage structures and artifacts.
- 7.2 Archaeological resources will be investigated, documented and if feasible conserved in accordance with the strategy document developed by the City and Heritage Toronto utilizing archival research on historical activities, in order to provide a systematic framework for assessment of the archaeological remains in the Railway Lands West.
- 7.3 Public art in the Railway Lands West will be supported and encouraged. The City will prepare, adopt and administer a District Public Art Plan for the Railway Lands West to ensure that public art is provided in a co-ordinated manner to enhance and humanize the public realm, taking into consideration issues of public use, scale, coherence, visibility, safety and the urban design objectives of this Secondary Plan.
- 7.4 The commitment to public art will be supported and encouraged through the utilization of the bonusing provisions of Section 37 of the *Planning Act*. By-laws may be passed to permit buildings with a gross floor area in excess of the residential and non-residential density that would otherwise be permitted on a lot in exchange for the provision of public art, provided that:
- (a) such additional gross floor area does not exceed 10 per cent of the total gross floor area otherwise permitted on the lot;
 - (b) the provisions of the detailed zoning by-law implementing the matters referenced in Section 11.11.1(a)-(f) inclusive of this Secondary Plan are complied with;
 - (c) the provisions of the Urban Design Guidelines referenced in Section 11.11.2 of this Secondary Plan are considered;
 - (d) when any increase in density is approved to promote the provision of public art, the value of the density increase will be appropriate and should not generally exceed 2 times the estimated cost of providing the public art; and
 - (e) the provision of the public art is secured by an agreement pursuant to Section 37 of the *Planning Act*.
- 7.5 The provisions set out in Section 7.4 do not apply to Precincts '1' and '2' lands shown on Map 19-5.

8. TRANSPORTATION AND CIRCULATION

8.1 Context

The streets and transit services providing access to and circulation within the Railway Lands West will be developed as an integral extension of the Downtown street network and transit system.

8.2 Streets

8.2.1 The rights-of-way of streets in the Railway Lands West will satisfactorily accommodate traffic, transit, cyclists and pedestrians.

8.2.2 The primary street system within the Railway Lands West will be generally in accordance with Map 19-2. The specific location of secondary streets, for which possible locations are shown on Map 19-2, will be established as development proceeds and in a manner which reinforces a grid-like pattern of streets and blocks. Where the general intent of this Secondary Plan is maintained, minor adjustments to the alignment and definition of the primary streets and/or the addition or deletion of secondary streets shown on Map 19-2 will not require amendment to this Secondary Plan.

8.2.3 Fort York Boulevard

8.2.3.1 Fort York Boulevard will be extended to Bathurst Street through the Railway Lands in order to accomplish the following, without detracting from public enjoyment or use of adjacent parkland:

- (a) provide a continuous east-west link for pedestrians, cyclists, public transit and vehicles;
- (b) provide street frontage, building address and vehicular and pedestrian access for development; and
- (c) help define building parcels.

8.2.3.2 The traffic management strategy for Fort York Boulevard should respond to the use and character of the lands adjacent to it.

8.2.3.3 Fort York Boulevard will not be regarded as a major component of the regional road system but should rather function as part of the area road system in the Railway Lands West, providing a continuous east-west link for pedestrians, cyclists, public transit and vehicles.

8.2.4 New and existing streets in the Railway Lands West will:

- (a) create a grid-like pattern of streets and blocks which establishes a strong continuity with the street and block pattern of the rest of the Downtown, as shown on Map 19-2;
- (b) be landscaped in a manner which enhances their unique character and amenity;
- (c) facilitate pedestrian and cyclist movement; and
- (d) be successfully integrated into the local and regional road systems.

8.2.5 Dan Leckie Way will be extended for vehicular and pedestrian use through the Railway Lands West, as shown on Map 19-2, and this extension will intersect fully with Front Street West and Lake Shore Boulevard West.

8.2.6 The most southerly 15 metres of the park immediately south of the Rail Corridor, shown on Map 19-4, may be used to create a public or private road to service the Bathurst Spadina Neighbourhood Blocks 'C', 'E', 'F', 'G' and 'I'.

8.3 Pedestrian and Bicycle Circulation

8.3.1 The City will secure appropriate through-block connections and pedestrian links over the Rail Corridor, generally as shown on Map 19-4. Opportunities for other pedestrian connections will be explored as the development of the Railway Lands proceeds.

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

8.3.2 The use of bicycles in and through the Railway Lands West will be encouraged by:

- (a) the provision of either separate bicycle lanes or wider curb lanes over north-south streets and on Fort York Boulevard;
- (b) the provision of bicycle parking as an integral part of developments;
- (c) the provision of bicycle parking in parks and on public sidewalks; and
- (d) the provision of a central bicycle facility which would include bicycle parking and change facilities, where appropriate.

8.4 Public Transit

8.4.1 Public transit is of critical importance in providing adequate access to new Railway Lands West development. The City will ensure that new development in the Railway Lands West is serviced by existing and new transit facilities in a manner which makes public transit an attractive and efficient alternative to the private automobile. Specifically:

- (a) regional GO Transit commuter services will continue to be incorporated in the Rail Corridor;
- (b) surface transit routes to serve the Railway Lands West will be provided at frequencies and routings which ensure a high transit use by residents and workers;
- (c) transit facilities serving the Railway Lands West will be successfully integrated into the local and regional transit systems;
- (d) future options for transit on Fort York Boulevard will be protected; and
- (e) the parking serving the urban stadium and multi-purpose facility and the pedestrian linkages between the facility and the local and regional transit systems will be provided in a manner which is consistent with the City's objective that, to the extent possible, access to the stadium continue to be provided by public transit rather than by the private automobile.

8.5 Railway Uses in the *Utility Corridors*

- 8.5.1 The Rail Corridor should remain in its present location. Union Station should continue to function as a major regional transportation terminal. Rail facilities, including the High Line freight bypass, and excepting those rail facilities in the North Bathurst Yard, generally located north of the Rail Corridor between Bathurst Street and Spadina Avenue and shown on Map 19-1, will continue to be contained within the width of the Rail Corridor. The North Bathurst Yard is expected to continue as a rail storage yard.
- 8.5.2 Satisfactory, efficient and safe inter-city passenger and freight services, as described in Section 8.5.1, will be ensured.
- 8.5.3 Development adjacent to the Rail Corridor will respect the physical configuration of the Rail Corridor and its current and future operation, including approaches, access, easements and emergency access during and after development construction.

9. ENVIRONMENT

- 9.1 The City will seek the co-operation of other levels of government, landowners and developers involved in the development of the Railway Lands West to ensure that environmental conditions satisfactory to the City and the Ministry of Environment are established for people working and living within and adjacent to the Railway Lands West. In considering development in the Railway Lands West, an Environmental Report for each Precinct will be required for submission pursuant to Section 11.6 or 11.9 of this Plan. An Environmental Report will contain an assessment of the appropriate means for the proponent or landowner to:
- (a) reduce the noise and vibrational impact of the railway uses, the Gardiner Expressway, Lake Shore Boulevard West, other arterial roads and public transit facilities within and adjacent to the Railway Lands West, by, among other things, the provision of buffers, including acoustical walls and buildings and structures, and landscaping features adjacent to noise and vibration sources as appropriate for residential, non-residential and open space uses;
 - (b) ensure satisfactory air quality and climatic conditions, including satisfactory wind conditions, at-grade and other outdoor amenity areas including daycare outdoor play space and including a consideration of the potential impact of snow and ice on rail service;
 - (c) ensure satisfactory soil and groundwater conditions, including soil remediation or disposal plans for contaminated soil excavate and remediation measures for methane gas;
 - (d) provide for effective comprehensive storm water management so that new development in the Railway Lands West does not detrimentally affect ground water and water quality in Toronto Bay;
 - (e) minimize, to the extent possible, risks of injury or damage from accidents on the rail and road corridors;
 - (f) ensure that the practices and procedures followed during construction of development and the operation and maintenance of developments in the Railway Lands West are environmentally sound;
 - (g) achieve energy efficiency and conservation as development proceeds in the Railway Lands West;
 - (h) achieve waste reduction and recycling as development proceeds in the Railway Lands West;

- (i) achieve buildings which are environmentally sound in their use of water as development proceeds in the Railway Lands West; and
- (j) achieve auto minimization principles as part of a transportation demand management plan as development proceeds in the Railway Lands West.

9.2 The Environmental Report referred to in Section 9.1 will be prepared by the proponents in consultation with the City, the Local Board of Health, and the Ministry of the Environment. The safeguards and measures set out in the Environmental Report will address the Precinct Plan or Subdivision Plan for the Precinct and will be secured in an Environmental Agreement submitted pursuant to Section 11.6 or 11.9 of this Secondary Plan.

For the purposes of this Plan, an Environmental Agreement means an agreement containing provisions sufficient to ensure that the safeguards and measures set out in the Environmental Report are adequately secured and, in addition, will specify that the landowner will provide appropriate warning clauses to prospective purchasers and lessees of each dwelling unit within 300 metres of the Rail Corridor regarding possible noise, vibration and/or air quality impacts associated with existing and future freight and passenger rail and regional rail and public transit uses in the Rail Corridor and Future Development Area.

9.3 The City and the Ministry of the Environment will identify the various guidelines, standards, and requirements which at the time generally affect the development of lands south of Queen Street in the City in relation to the environmental matters set out in Section 9.1 of this Secondary Plan.

9.4 The Ministry of the Environment and the Local Board of Health will be consulted respecting relevant environmental matters referred to in Sections 9.1 and 9.2, and to ensure that all Environmental Reports and Environmental Agreements are satisfactory to the City and the Ministry of the Environment.

9.5 To assist in achieving the City's environmental objectives, the development of district heating and cooling systems within the Railway Lands West is encouraged. To this end, all new infrastructure in the Railway Lands West is encouraged to include a distribution system for district heating and cooling systems. The City will work with Enwave and other appropriate agencies to encourage the development of district heating and cooling systems within the Railway Lands West.

9.6 The City will establish and consult an Advisory Task Force, to obtain advice generally on environmentally advanced building techniques, technologies and types, including their financial implications, to assist in promoting these environmental objectives.

10. LAND USE DISTRICTS AND DENSITY

10.1 General Development Pattern of Railway Lands West

The Railway Lands West will be developed with a wide range of uses including commercial, residential, institutional, cultural, recreational, parks, open space and retail. The area fronting on Spadina Avenue is a predominantly commercial/residential area to be developed at relatively high densities. The area west of the Spadina Avenue blocks, and south of the Rail Corridor to Bathurst Street is a medium density residential area with parkland.

The intersection of Spadina Avenue and Fort York Boulevard will become a focus for the Railway Lands West, and its development will provide for the integration of proposed transit lines with high standards of urban design and pedestrian amenity.

10.2 *Mixed Use Areas*

Mixed Use Areas are designated on Map 19-3

10.2.1 *Mixed Use Areas 'A' and 'B'*

Mixed Use Areas 'A' and 'B', as shown on Map 19-3 will be regarded as appropriate locations for non-residential and residential development with a strong street-related and service use component.

10.2.1.1 Notwithstanding the provisions of Section 10.2.1 above, no Holding (H) symbol will be removed for any non-residential gross floor area in *Mixed Use Areas 'A' and 'B'* until any one of the following has been satisfied:

- (a) Fort York Boulevard is constructed from Spadina Avenue to Bathurst Street, and improvements to the Lake Shore Boulevard and Spadina Avenue, and the Spadina Avenue and Front Street intersections are completed; or
- (b) agreements satisfactory to the City have been finalized to secure the construction of Fort York Boulevard between Spadina Avenue and Bathurst Street and improvements to the Lake Shore Boulevard West and Spadina Avenue, and the Spadina Avenue and Front Street West intersections, once building permits totaling 2,520,000 square feet of non-residential gross floor area for the Railway Lands Central and *Mixed Use Areas 'A' and 'B'* have been issued; or
- (c) a review, satisfactory to the City, concludes that development can proceed without these improvements.

10.2.2 *Mixed Use Areas 'C', 'D', 'E', 'F', 'G', 'H', 'I' and 'J' - the Bathurst Spadina Neighbourhood*

10.2.2.1 The Bathurst Spadina Neighbourhood, consisting of *Mixed Use Areas 'C', 'D', 'E', 'F', 'G', 'H', 'I' and 'J'*, as shown on Map 19-3 will be regarded as a predominantly residential area containing dwelling units in a variety of housing types and forms and available to a wide range of households, ages and incomes. *Mixed Use Areas 'D', 'G', and 'I'* will contain dwelling units at medium densities and *Mixed Use Areas 'C', 'E', 'F', 'H' and 'J'* will contain dwelling units at high densities.

10.2.2.2 In addition to residential development, the Bathurst Spadina Neighbourhood will contain local street-related retail and service uses and community services and facilities in accordance with the provisions of Section 5 of this Secondary Plan, and parks and open spaces in accordance with the provisions of Section 6 of this Secondary Plan.

10.2.2.3 In addition to the parkland and publicly accessible open spaces shown on Map 19-4, smaller building-related open spaces and, where appropriate, children's play areas will be provided within blocks in the Bathurst Spadina Neighbourhood.

10.2.2.4 By-laws may be passed to establish a distribution of land uses and a range of densities in accordance with Sections 10.2.2.1 and 10.2.2.2 of this Secondary Plan and must meet the following objectives:

- (a) create a satisfactory residential environment in the context of the locational characteristics of the area, including the adjacent road and rail corridors;
- (b) at least 25 per cent of the dwelling units in the Bathurst Spadina Neighbourhood be housing suitable for families with children; and

- (c) establish an appropriate relationship between development within the Bathurst Spadina Neighbourhood and development adjacent to the east.

10.3 *Utility Corridors*

The area designated *Utility Corridors* on Map 19-3 may be used as a Rail Corridor and is considered a Future Development Area subject to the following policies.

10.3.1 Rail Corridor

In accordance with Section 2.2, 8.4 and 8.5 of this Secondary Plan, the Rail Corridor and Union Station continue to be an appropriate and important location for inter-city passenger rail services, regional commuter rail services and freight rail services. These services are compatible with development so long as development proceeds in accordance with the policies and provisions of this Plan. By-laws permitting only transportation and related ancillary uses in Future Development Area portion of the Rail Corridor are permitted.

10.3.1.1 By-laws to permit development, as determined in Section 10.3.2, involving decking over the Rail Corridor are permitted, provided that appropriate technical studies have been undertaken detailing the results of the following and confirming that the objectives of Section 2.2, 8.4 and 8.5 of this Secondary Plan are ensured:

- (a) existing and future capacity and safety of train operations in the Rail Corridor will not be impaired;
- (b) flexibility for future expansion to rail operations and modifications and improvements to the track and signal system will not be reduced;
- (c) all environmental, safety and mitigation concerns associated with such development, including, among other things, noise, vibration, air quality, parking, snow and ice accumulation, servicing, pedestrian access and vehicle access, and the capacity of the transportation system serving such development have been satisfactorily addressed by the applicant and any related requirements have been secured, where appropriate, in legal agreements; and
- (d) that the primary objective for the Rail Corridor and Union Station, which is the effective, safe and efficient provision of rail transportation services, will not, in any way, be compromised.

10.3.1.2 Any residential development or daycare facility south of the Rail Corridor and north of Fort York Boulevard, within the Railway Lands West, which may be developed prior to any by-laws being passed pursuant to Section 10.3.1.1 will provide an adequate setback and mitigation measures to address the effect of rail operations upon adjacent residential development and any daycare facilities. The implementing zoning by-law for residential and/or daycare facility development in these areas will require a minimum 30 metre buffer setback area to be measured from the south limit of the Rail Corridor to include the vertical difference between the top of the southernmost rail in the Rail Corridor and the final elevation of any adjacent embankment, parking structure wall or retaining wall, but excluding the height of any free-standing wall. Permitted uses within the 30 metre buffer setback prior to any amendment pursuant to Section 10.3.2 of this Secondary Plan are intended to be limited to linear park use, roadways, pedestrian and bicycle ways on below grade parking structures.

Proposals to reduce the setback when development occurs may be considered after the submission of appropriate studies by the applicant to CN Rail, Toronto Terminal Railways, GO Transit, VIA Rail and the City, which studies must demonstrate that the proposed reduction may be made without lessening the effectiveness of proposed mitigation.

10.3.1.3 To assist in reviewing and determining the matters identified in Section 9.1 of this Secondary Plan related to any residential development or any daycare facility south of the Rail Corridor and north of Fort York Boulevard, within the Railway Lands West, which may be developed prior to any by-laws being passed pursuant to Section 10.3.1.1, the City and applicant will undertake consultation with and will give consideration to the comments of the Rail Corridor landowners (Toronto Terminals Railway Company and CN Rail or their successors) and Rail Corridor transportation operators, including GO Transit and VIA Rail as part of any zoning amendment application or any site plan application review.

10.3.2 Future Development Area

The area south of Front Street West, north of the southern limit of the Rail Corridor between Spadina Avenue and Bathurst Street, within the Railway Lands West as shown on Map 19-5, is a Future Development Area. To assist in achieving the objectives with respect to the comprehensive overbuilding of the Future Development Area, a comprehensive study or studies to evaluate various land use and decking considerations is required with applications to amend this Secondary Plan.

10.3.2.1 Areas East and West of Globe Street

- (a) The area east of Globe Street (the first north-south street west of Spadina Avenue) is identified as Future Development Area for future development for primarily non-residential purposes.
- (b) The area west of Globe Street is identified as an extension of the Bathurst Spadina Neighbourhood for primarily residential purposes including street related retail and service uses and parks.

10.3.2.2 Comprehensive development in the Future Development Area between Spadina Avenue and Bathurst Street in the Railway Lands West is encouraged. It is recognized that development in the Future Development Area may be phased and applications to deck over a portion of the Rail Corridor must not compromise comprehensive development of the Future Development Area from Bathurst Street to Spadina Avenue.

10.3.2.3 Any application to amend this Secondary Plan to permit development in the Future Development Area will, in addition to the matters set out in Section 10.3.1.1:

- (a) consider a range of uses, including commercial, residential, institutional, cultural, recreational, compatible industrial uses, parks and open spaces subject to Section 10.3.2.1;
- (b) ensure that the scale and form of development is compatible with adjacent developments;
- (c) provide pedestrian, vehicular and visual connections between Front Street West and the Bathurst Spadina Neighbourhood;
- (d) provide for an environmental quality which meets the objectives of this Plan by addressing the environmental provisions of Section 9 of this Secondary Plan;
- (e) have regard for maintaining the existing and future capacity and safety of rail operations;
- (f) provide for a minimum replacement of 1.28 hectares of public park in the Future Development Area, if the Northern Linear Park is required to permit overbuilding;

- (g) provide for local street-related retail uses;
- (h) ensure that community services and facilities are provided as development occurs in accordance with Section 5 of this Plan;
- (i) be implemented according to the development strategy set out in Section 11; and
- (j) reassess the 30 metre setback, identified in Section 10.3.1.2 of this Secondary Plan, in order to determine its continued appropriateness or incorporation into any Future Development Area development.

10.3.2.4 Prior to the completion of the comprehensive study referred to in Section 10.3.2 of this Secondary Plan, by-laws may be passed to permit only transportation and related ancillary uses in the Future Development Area.

10.4 General

By-laws may be passed in *Mixed Use Areas* to permit buildings containing a greater gross-floor area than would otherwise be permitted on the lot, in exchange for the provision, on the lot, of a daycare facility, provided that:

- (a) the space to be occupied by the non-profit daycare centre:
 - (i) can accommodate at least 52 children in accordance with Ministry of Community, Family and Children’s Services standards;
 - (ii) meets all Ministry of Community, Family and Children’ Services, licensing, or other applicable standards, and is acceptable to the City;
 - (iii) provides adequate, safe outdoor play space with satisfactory microclimatic and environmental conditions;
 - (iv) is fully finished, furnished and equipped; and
 - (v) is offered for rent to a non-profit provider approved by the City at a nominal rent, and free of all occupancy costs; and
- (b) the matters set out in Section 10.4(a) are secured by appropriate legal agreements.

11. DEVELOPMENT REQUIREMENTS AND STRATEGY

11.1 Strategy

- a) The scale and extent of the Railway Lands West are such that development in accordance with the provisions of this plan will take place over a considerable period of time. At the time of approval of this Plan, the Railway Lands West are inadequately provided with municipal and local services for complete development in accordance with the provisions of this Plan and are not divided into developable blocks. These issues must be addressed before development can occur.

Development Requirements

- (b) Development of the Railway Lands West and the provision of the necessary services must be coordinated in an orderly sequence.
- (c) Development of the Railway Lands West must proceed in accordance with agreements among the landowners and public agencies respecting the requirements of this Plan and certain practical matters which cannot be satisfactorily dealt with in a Secondary Plan, including but not limited to the provision of and cost sharing for public infrastructure and services, land exchanges and land conveyances, and the phasing of development.

11.2 Development Strategy

11.2.1 Zoning By-laws, Subdivision Agreements and Holding (H) By-law(s)

The City may enact Zoning By-law(s), and/or Subdivision Agreements to permit the development of the Railway Lands West, provided the conditions and requirements specified in this Secondary Plan have been met.

In order to ensure that the requirements of Section 11 of this Secondary Plan are addressed, any zoning by-law enacted will define and incorporate a Holding (H) symbol which will be the letter 'H', which will precede the use and density designations contained in any such by-law. This zoning by-law will specify what the use of lands and buildings may be when the Holding (H) symbol is removed by amendments to the by-law.

11.3 The boundaries of the Precincts shown on Map 19-5 are approximate. Where the general intent of this Secondary Plan is maintained, minor adjustments to such boundaries will not require amendment to this Secondary Plan. In particular, the boundaries of a Precinct may be varied without amendment to this Secondary Plan in order to include, where appropriate, the continuation outside of the Precinct of a public highway or public or private street and the related services and/or pedestrian routes.

11.4 Applications will be considered for removal of the Holding (H) symbol pursuant to either Section 11.5, 11.6 or 11.9 of this Secondary Plan.

11.5 For the purposes of this Plan, a Precinct Plan and a Precinct Agreement will mean, respectively, a document containing, in graphic and written form, the information described in Section 11.7 of this Secondary Plan, and an agreement sufficient to ensure that the matters set out in the Precinct Plan are adequately secured. A Precinct Plan and Precinct Agreement must be submitted as part of any zoning application for the Railway Lands West to remove the Holding (H) symbol with respect to a Precinct.

11.6 An application to amend the Zoning By-law for the Railway Lands West to remove the Holding (H) symbol, pursuant to section 11.4, will comprise:

- (a) a Precinct Plan, as defined in Section 11.5;
- (b) a Precinct Agreement, as defined in Section 11.5;
- (c) an Environmental Report, as defined in Section 9.1; and
- (d) an Environmental Agreement, as defined in Section 9.2,

each of which will cover at least the Precinct to which the application applies.

11.7 A Precinct Plan submitted with an application to remove the Holding (H) symbol from a Precinct will show and contain:

- (a) the location, elevation, dimensions and intersection details of all existing and proposed public highways, public streets, and private roadways within the Precinct as are sufficient to serve the existing and incremental vehicular and bicycle traffic created by the development permitted by this Secondary Plan;
- (b) the details of the connections with any existing public highways of any proposed public highways, public streets and private roadways, and of any existing public highways, public streets and private roadways whose alignment and/or dimensions are proposed to be altered within the Precinct;
- (c) the location, elevation, dimensions and intersection details of all existing and such proposed sidewalks adjoining the existing and proposed streets in the Precinct as are sufficient to meet the needs of pedestrians travelling in and through the Precinct as the result of development permitted by this Secondary Plan;
- (d) the location of such existing and proposed municipal services within the Precinct as are sufficient to serve the development permitted by this Secondary Plan and are consistent with the overall municipal services system for the City;
- (e) the location of such existing and proposed utility services within the Precinct as are sufficient to serve the development permitted by this Secondary Plan;
- (f) the provision of community services and facilities in accordance with Section 5 of this Secondary Plan;
- (g) a description of the locations of all existing transit facilities and of the proposed rights-of-way of any proposed transit facilities, and of the points of ingress to and egress from these existing and proposed facilities which are together sufficient to meet the needs of public transit users travelling to, from and within the Precinct;
- (h) the location, dimensions and areas of any lands to be leased or conveyed to the City for public purposes in conjunction with the development of the Precinct and pursuant to Section 4.4 and Section 6 of this Secondary Plan;
- (i) the general treatment of all public sidewalks and public streets, referred to in (a) and (c) above, including:
 - (i) paving materials;
 - (ii) street trees;
 - (iii) street lighting including pedestrian scale lighting; and
 - (iv) the general locations of street furniture;
- (j) the location and minimum dimensions of pedestrian and/or bicycle routes within or directly servicing development within the Precinct which meet the requirements of this Secondary Plan;
- (k) the manner in which the Precinct is to be linked to any adjacent Precinct or Precincts, with specific reference to the matters set out in (a) to (k) above;

- (l) a description of the extent of archaeological resources or potential resources within the Precinct, and the phasing of investigations in accordance with the archaeological strategy document developed by the City and Heritage Toronto; and
- (m) a description of the manner in which the matters provided for in the Precinct A Precinct Agreement, relevant to the Precinct, if any, are to be addressed.

11.8 Subject to Section 11.13 of this Secondary Plan, a by-law will be enacted removing the Holding (H) symbol from a precinct provided it has received an application which comprises:

- (a) a Precinct Plan which is reasonable and in accordance with the policies and provisions of this Secondary Plan;
- (b) a Precinct Agreement which is sufficient to secure the provision to or for the City of the matters set out in a Precinct Plan;
- (c) an Environmental Report which satisfies the requirements of Section 9 of this Secondary Plan respecting the area which is the subject of the application; and
- (d) an Environmental Agreement which is sufficient to secure the implementation of the safeguards and measures recommended in the Environmental Report and which satisfies the requirements of Section 9 of this Secondary Plan;

provided that the agreements referred to in paragraphs (b) and (d) of this Section have been executed by the applicant.

11.9 Plan of Subdivision Process

Pursuant to Section 11.4 and subject to Section 11.13 of this Secondary Plan, a by-law may be passed removing the Holding (H) symbol from a Precinct provided it has received an application therefore which comprises:

- (a) a Plan of Subdivision which is in accordance with the policies and provisions of this Secondary Plan;
- (b) an Environmental Report which satisfies the requirements of Section 9 of this Secondary Plan respecting the area which is the subject of the application;
- (c) an Environmental Agreement which is sufficient to secure the implementation of the safeguards and measures recommended in the Environmental Report and which satisfies the requirements of Section 9 of this Secondary Plan;
- (d) a Heritage Agreement which is sufficient to secure the provision of heritage in a manner consistent with the requirements of Section 7.1 and 7.2 of this Secondary Plan;
- (e) a Schools and Community Services and Facilities Agreement which is sufficient to secure the provision of community services and facilities consistent with the requirements of Section 5 of this Secondary Plan; and
- (f) a description of the manner in which the matters provided for in the Precinct A Precinct Agreement, relevant to the Precinct, if any, are addressed;

each of which will cover at least the Precinct to which the application applies, and provided that the agreements referred to in paragraphs (c), (d), and (e) of this Section, and a Subdivision Agreement have been executed by the applicant.

- 11.10 An application to remove the Holding (H) Symbol will, upon its receipt, be circulated for review and comment to the City, Provincial and Federal officials, and the officials of any commissions, authorities, corporations, or other bodies, involved in the development or servicing of the area affected by the application. Any comments received from the circulation of the application when considering a by-law to remove the Holding (H) symbol will be given due consideration.

11.11.1 Detailed Zoning By-law

Detailed zoning by-law provisions will include:

- (a) setback and/or build-to lines including minimum requirements for building walls which are sufficient to establish the continuity and scale of building frontages;
- (b) the definition of the areas within each block where buildings are to be permitted;
- (c) built form envelopes, sufficient to accommodate the development potential permitted on each block and its general distribution on the block in a manner which achieves the objectives set out in Section 3 of this Secondary Plan;
- (d) height limits and/or angular planes;
- (e) the location and dimension of any arcades, canopies and other weather-protected routes and their relationship to the public pedestrian system; and
- (f) the location of public street-related uses.

11.11.2 Urban Design Guidelines will be adopted for the Railway Lands West:

- (a) to illustrate and describe urban design concepts and to provide a context for coordinated incremental development; and
- (b) to assist in evaluating Site Plan applications.

11.11.3 The Urban Design Guidelines will include such matters as:

- (a) a description of the build-to lines, setbacks, weather protection and massing provisions of the detailed zoning by-law;
- (b) the location, role and character of exterior publicly accessible private open spaces;
- (c) the general location of access to parking facilities and service access areas;
- (d) the general locations of principal pedestrian entrances to buildings;

- (e) the general location of pedestrian routes; and
 - (f) the manner in which streetscapes are to be generally treated.
- 11.12 Prior to the removal of the Holding (H) Symbol, land within the Railway Lands West may be used for:
- (a) railway and related purposes; and
 - (b) the provision of any public work which is consistent with the use of the land in accordance with the provisions of this Secondary Plan.
- 11.13 Notwithstanding the provisions of Sections 11.6 (a), (b), (d), 11.8 and 11.9, but subject to the remaining sections herein, the requirements for the removal of the Holding (H) Symbol may be reduced and a by-law may be passed removing the Holding (H) Symbol to permit the development of an individual site in the Railway Lands West, provided that:
- (a) the site has been or will be provided with access and municipal services adequate to service the proposed development of the site;
 - (b) the development is consistent with the other provisions of this Secondary Plan;
 - (c) subject to the removal of the Holding (H) symbol, the proposed development of the site is permitted by the Zoning By-law for the Railway Lands West;
 - (d) the site has been included in an Environmental Report and the safeguards and measures identified in the Environmental Report are satisfactory to the City and the Ministry of the Environment and Energy and have been adequately secured;
 - (e) a Schools and Community Services and Facilities Agreement, which is sufficient to secure the provision of the community services and facilities consistent with the requirements of Section 5 of this Secondary Plan, has been secured; and
 - (f) the development proposed for the site is of major public significance.
- 11.14 With the provision of those matters identified in Sections 11.7(f) and (h), or 11.9(a) and (e), the lands or other arrangements identified and secured by the City thereunder and through the provisions of the Precinct A Precinct Agreement, as amended, constitute all required conveyances and/or contributions for the community services and facilities, housing and parks required in fulfillment of Sections 4.4, 5.2, 5.4 and 6.1 of this Secondary Plan.
- 11.15 With respect to Precincts '1', '2' and '4' shown on Map 19-5, a by-law will be passed to implement the provisions of this Secondary Plan, provided that the agreements referred to in either Sections 11.6 or 11.9 have been executed.
- 11.16 Notwithstanding Sections 11.11.1 and 11.11.2, the development of the lands identified as Precincts '1' and '2' shown on Map 19-5 will be implemented by the separate or combined actions of both public and private interests and through various actions including:
- (a) a detailed zoning by-law amendment enacted pursuant to Section 11.15 that includes such matters as:

- (i) setback and/or build-to lines including minimum requirements for building walls which are sufficient to establish the continuity and scale of building frontages;
 - (ii) the definition of the areas within each block where buildings are to be permitted;
 - (iii) height limits; and
 - (iv) the location of any colonnades, canopies and other weather protected routes and their relationship to the public pedestrian system;
- (b) a set of Urban Design Guidelines covering the lands identified as Precincts '1' and '2' on Map 19-5, which will be adopted by Council but which will not form part of this Secondary Plan. The purpose of the Guidelines will be to illustrate and describe urban design concepts and to provide a context for coordinated incremental development in keeping with the objectives and policies of this Plan and to help evaluate site plan applications. The Urban Design Guidelines will address such matters as:
- (i) street sections and streetscape plans for all streets;
 - (ii) location, scale and general character of public parks, publicly accessible open space and private courtyards;
 - (iii) built form for typical building conditions, important street edges and corners, and tower placement;
 - (iv) location and general character of public street-related uses and weather protection;
 - (v) the general location of pedestrian routes and principal pedestrian entrances to buildings; and
 - (vi) location, access to and the screening of parking and loading facilities;
- (c) a Development Context Plan for the entire block on which the development is located including its relationship to adjacent streets, open space and development sites, as part of, or prior to, the first site plan application for the block.

The purpose of the Development Context Plan will be:

- (i) to provide a context for co-ordinated incremental development by showing the proposed development in relation to relevant adjacent conditions in the area surrounding the site;
- (ii) to help evaluate the conformity of the proposed development with the relevant provisions of this Plan and the Urban Design Guidelines;
- (iii) to help evaluate site plan applications for review under Section 41 of the *Planning Act*;

The Development Context Plan will contain the following:

- (iv) the proposed massing of buildings on each block, including heights, setbacks above the street wall or podium level, and distribution of density on the block, illustrating how the proposed

development addresses the goals and framework set out in Sections 2 and 3 of this Secondary Plan;

- (v) the location, dimensions and character of any interior and exterior publicly accessible private open spaces showing their continuity and complementary relationship to adjacent public spaces and streets and their pedestrian amenity including weather protection;
 - (vi) the location of any colonnades, canopies and other weather-protected routes and their relationship to the public pedestrian system;
 - (vii) the general location of parking facilities and vehicular access points which are of sufficient detail to assess the effect of these facilities on the public sidewalks and on adjacent signalized intersections;
 - (viii) the general locations of principal pedestrian entrances and their relationship to street frontages to ensure that such entrances reinforce the role of the street;
 - (ix) the general location of public pedestrian routes including the primary system of public streets and alternative secondary routes and their relationship; and
 - (x) the location of public street-related uses;
- (d) Each landowner will be required to prepare and submit for approval a Public Art Plan, prior to or in conjunction with its first site plan application, for its land holdings. The Public Art Plan will provide the following:
- (i) a general description of the guidelines for the Public Art Plan;
 - (ii) identification of public art priorities and potential site opportunities;
 - (iii) a description of proposed competition methods for the selection of artists and art projects;
 - (iv) a preliminary estimate of the projected overall budget, based on currently estimated construction costs, including how and when the funding will be dispersed; and
 - (v) a description of the administration process required to implement the Public Art Plan.

12.0 IMPLEMENTATION

12.1 Nothing in this Secondary Plan can be interpreted to conflict with or limit the application of The *Environmental Assessment Act*.

12.2 Nothing in this Secondary Plan can be interpreted to conflict with or limit the provisions of The *Education Act*.

13.0 DEFINITIONS

13.1 Unless otherwise defined in this Secondary Plan, the following words in this Secondary Plan will have the same meanings as are provided by the Railway Lands Central Secondary Plan.

- 13.2 Environmental Report in Section 9.1.
- 13.3 Environmental Agreement in Section 9.2.
- 13.4 Municipal Services means sanitary and storm sewers and watermains.
- 13.5 Precincts are those areas defined on Map 19-5, subject to Section 11.3.
- 13.6 Precinct Agreement in Section 11.5.
- 13.7 Precinct Plan in Section 11.5.
- 13.8 Public art means artworks which enhance publicly accessible spaces (either private or City-owned) through artistic interpretations that range from independent sculpture to integrated architectural treatment and landscape design pursuant to Sections 3.3(f) and 7.3 of this Secondary Plan.
- 13.9 Utility Services means cable television, telephone, gas and/or electricity facilities, or other services.
- 13.10 For the lands identified as Precincts '1' and '2' on Map 19-5, residential gross floor area and non-residential gross floor area have the same meaning as such terms are defined in the Railway Lands West Zoning By-law, as amended.

List of Maps

For the electronic version, please note some of these files may take some time to download.

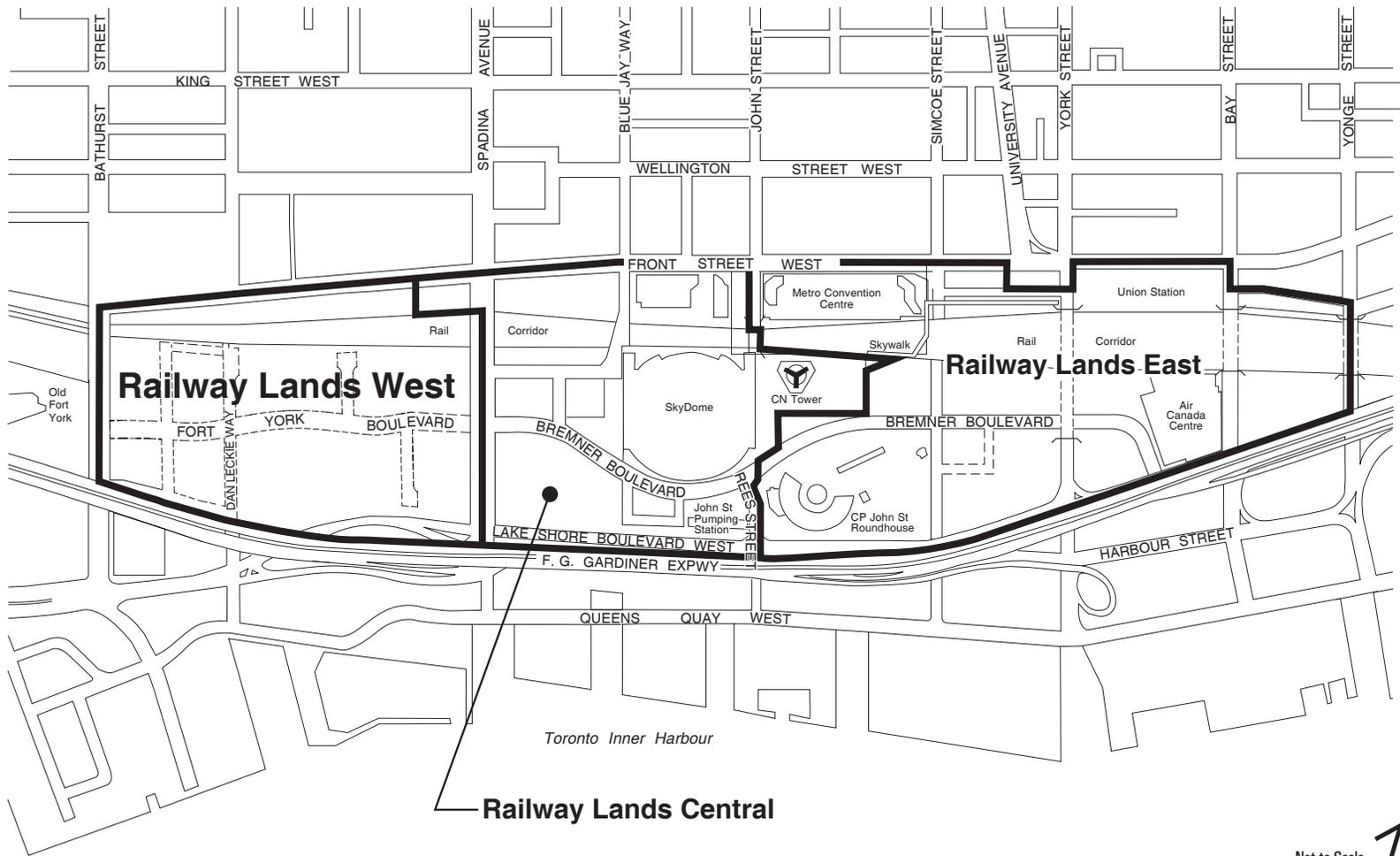
Map 19-1 Context Map

Map 19-2 Urban Structure Plan

Map 19-3 Land Use Plan

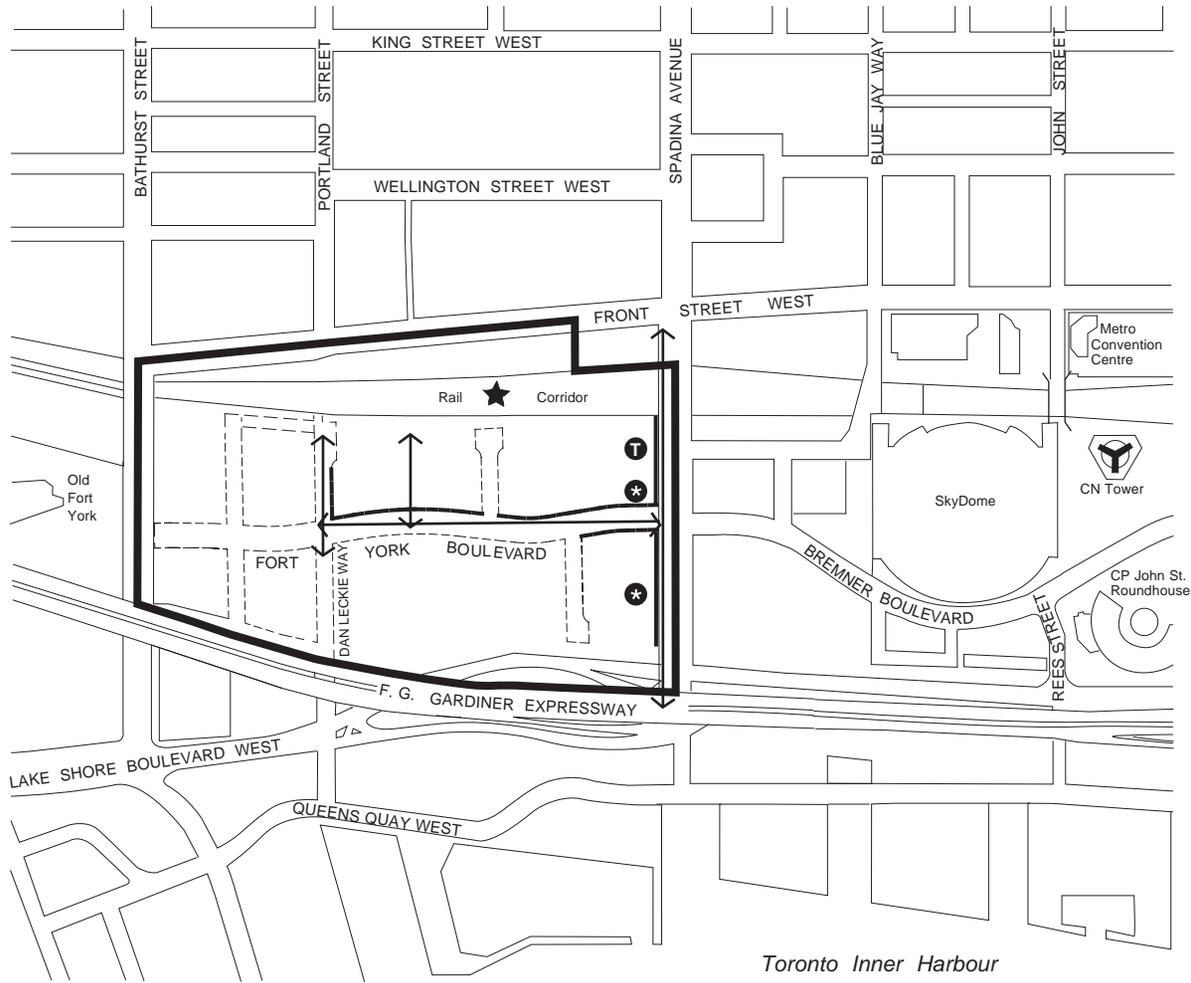
Map 19-4 Parks and Open Space Plan

Map 19-5 Precincts Plan



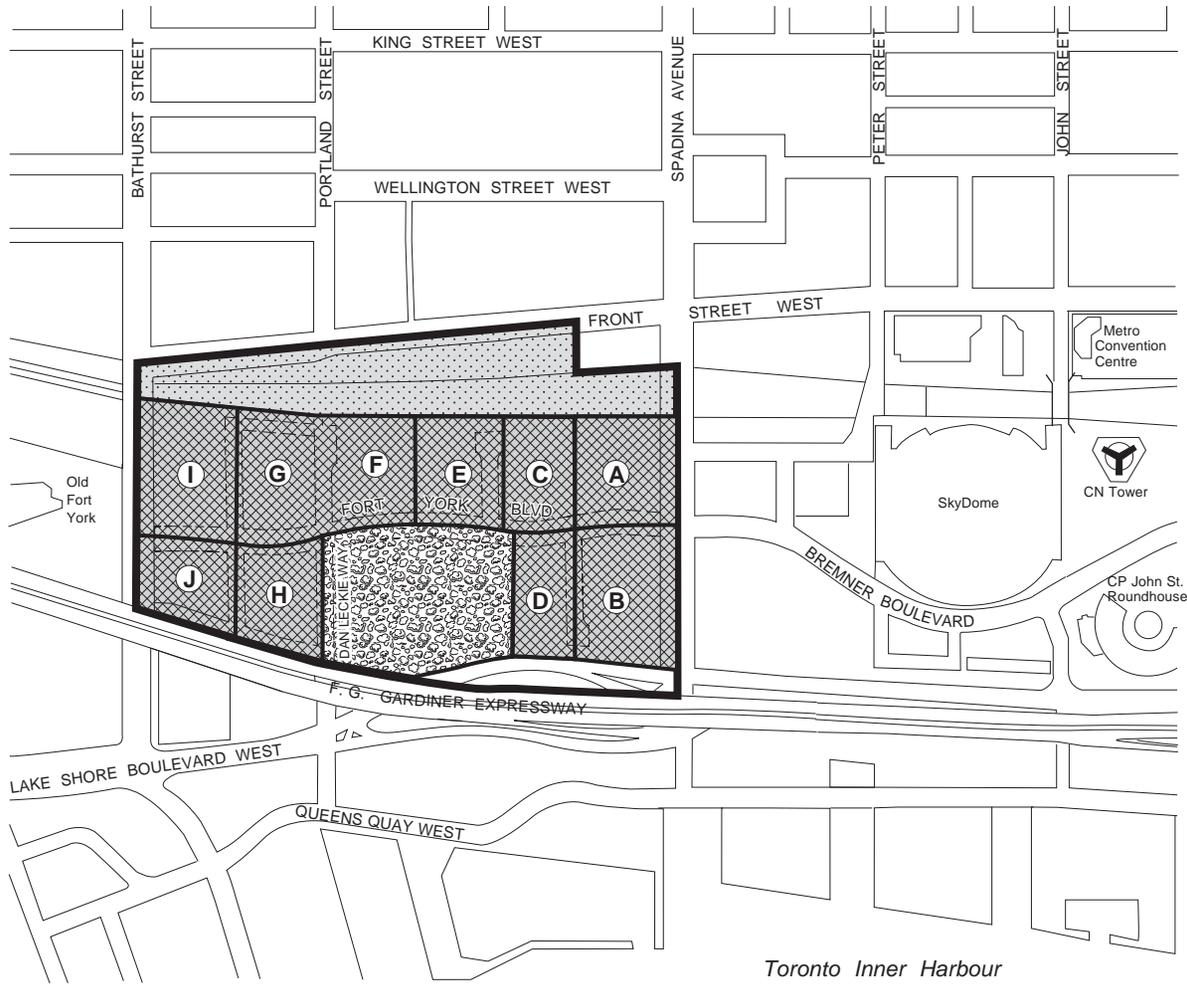
Not to Scale 

 Boundaries of Railway Lands West, Central and East



Not to Scale 

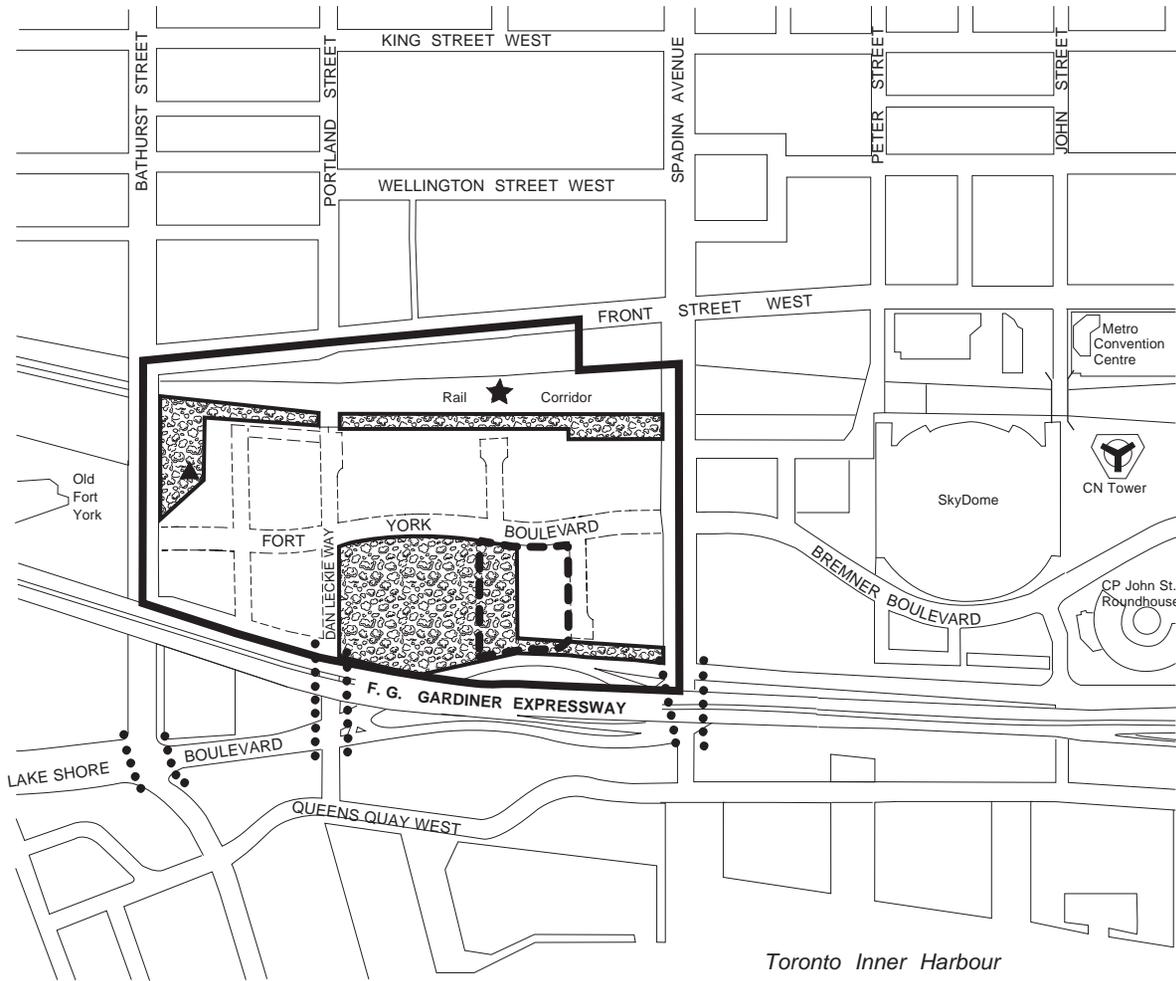
-  Secondary Plan Boundary
-  Proposed Primary Streets
-  Pedestrian Rail Corridor Bridge to be provided between Spadina and Dan Leckie Way
-  Significant Intersection
-  Potential View Terminus
-  Significant Street Edge
-  Significant City and Waterfront Views and Vistas



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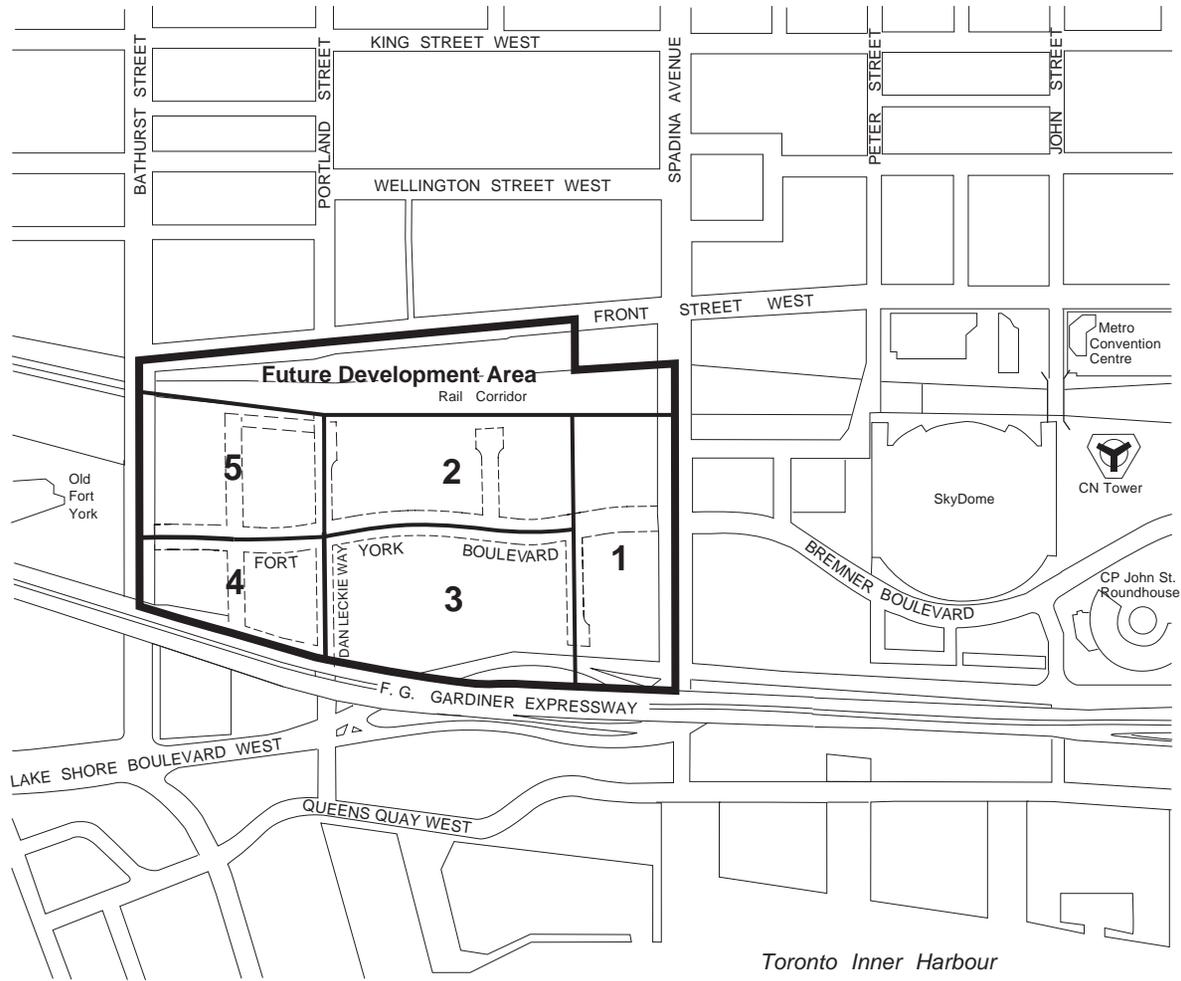
-  Secondary Plan Boundary
-  Mixed Use Areas
-  Utility Corridors
-  Parks and Open Space Areas

 Proposed Streets



Not to Scale 

-  Secondary Plan Boundary
-  Lands to be Leased or Conveyed to the City for Parks Purposes
-  General Location for Community Centre and Schools
-  Pedestrian Rail Corridor Bridge to be provided between Spadina and Dan Leckie way
-  Improved At-Grade Pedestrian Routes
-  Proposed Garrison Creek Interpretive Area



Not to Scale 