

30. WARDEN WOODS COMMUNITY SECONDARY PLAN

1. VISION FOR A NEW COMMUNITY

1.1 The Basis for Change

Warden Woods is an area of approximately 68 hectares stretching 1.8 kilometres along Warden Avenue, north and south of St. Clair Avenue East, as shown on Map 30-1. The community is comprised of a mixture of public and private lands, including lands owned by the City and Ontario Hydro, a section of the Massey Creek ravine, heritage resources including the Bell Estate and the Lily Cups building, and a variety of active and former employment uses.

Warden Woods is located in the midst of existing residential communities and employment areas, and is served by the TTC Warden subway station. The area has undergone a number of changes in recent years leading the City to undertake a comprehensive review. This Secondary Plan establishes the planning framework to guide the development of this new residential community.

The review has determined that the optimal use of the lands currently used for the TTC Warden North and Warden South commuter parking lots is not commuter parking. The TTC is considering options for the relocation of some or all of the existing commuter parking spaces to the Hydro Corridor south of St. Clair Avenue. The relocation of the commuter parking lots would free up City-owned lands close to the Warden subway station for transit-supportive redevelopment, including appropriate community infrastructure.

It is important to recognize that there are still a number of viable industrial uses in the area south of St. Clair Avenue, which will continue to be accommodated. Attention will need to be paid to the interface between industry and new residential uses.

The Warden Woods Community will be built on a strong foundation. Assets including a subway station, ravine system, and adjacent residential and employment areas are all in place. Although the surrounding residential neighbourhoods include schools, a library, and other community facilities, additional community infrastructure is required to support new residential population.

A strong liveable community can be created with the amenities and community infrastructure needed to support new residents, and integrated with the surrounding neighbourhoods and employment areas. Sizeable land parcels capable of supporting comprehensive redevelopment and City ownership of the key parcels of land near the subway station add to the ability of the area to meet the objectives of this Secondary Plan.

1.2 Principles for Success

The Warden Woods Community Secondary Plan establishes a framework to guide the coordinated development of new mixed use and residential neighbourhoods with all the ingredients for success including adequate community facilities, excellence in urban design, and a balanced transportation system. The intent of the Secondary Plan is to support private and public investment in the creation of a new community, integrated with the surrounding residential communities and ravine system, and to establish compatible interfaces with residual and abutting employment areas.

The vision for a vibrant, healthy and liveable Warden Woods Community is based on a number of principles:

Strategic Use of City-Owned Lands and Assets

The Warden subway station and the network of feeder bus routes represent a significant asset for the area. The TTC, the development industry and other agencies will be encouraged to enhance the built form, appearance, and functionality of the station and to increase linkages and connections to it. Development will be encouraged to be transit-supportive in terms of design, connections, intensity and reduced parking standards.

The Secondary Plan supports transit-oriented redevelopment of the City-owned lands close to the subway station, which will accommodate the greatest heights and densities in the Secondary Plan area. This is consistent with City policies respecting intensification. The City land will also help to meet other City objectives such as the provision of affordable housing, parks, and other community facilities and amenities.

A Healthy Community

The Secondary Plan encourages a mix of uses that supports a healthy community including community facilities, health services, parks and a range of employment uses compatible with residential uses such as retail, live-work and offices on the lands designated as *Mixed Use Areas*. Existing viable industrial uses in Warden Woods will be accommodated, with appropriate buffer areas and attenuation measures between these uses and residential development. Compatible relationships will be established between new development in Warden Woods and the designated *Employment Areas* to the north and south.

Connecting

The creation of a coherent and inter-connected public realm will be planned for and promoted, comprised of existing and new public streets, sidewalks, public open spaces and publicly accessible areas within private developments. A system of public streets and pedestrian walkways integrated with adjoining neighbourhoods will provide internal connections and link Warden Woods to the arterial road system and public transit. Key linkages will physically integrate Warden Woods with adjoining neighbourhoods.

Housing Diversity

The community will provide a full range of housing to accommodate a broad range of household incomes and sizes, under varied forms of tenure and with a range of building forms. Higher density residential uses are promoted adjacent to the subway station to enhance opportunities for transit use to place of work.

Improvement of the Natural Environment

The natural environment will be improved by such measures as creating better public access to natural areas where appropriate, protecting sensitive natural areas including Massey Creek, and removing alien and invasive species. The Secondary Plan encourages green technologies such as green roof development and environmentally advanced stormwater management practices. Opportunities for significant tree planting on public lands will also be pursued.

Preservation of Heritage Resources

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

2. A ROAD MAP TO SUCCESS – CREATING A LIVEABLE COMMUNITY

A highly functioning and liveable community must be well designed, and provide a wide array of services and facilities to meet the needs of residents and businesses. Integrated planning for community services and facilities, parks, housing and transportation is essential to the creation of a liveable community.

The following policies will guide both public and private investment in Warden Woods.

2.1 Land Use

Warden Woods will be a community with both residential and mixed use areas. Similar to other healthy communities across Toronto, Warden Woods will include diverse land uses to accommodate a variety of services and economic opportunities for its residents and contribute to the vibrancy of the community.

Existing industrial uses within Warden Woods will be accommodated. Appropriate buffering, screening, and other attenuation measures will be provided by developers of new residential uses between residential uses and employment uses within and outside the community.

Lands within the Secondary Plan area will be designated as *Neighbourhoods*, *Apartment Neighbourhoods*, *Mixed Use Areas*, *Parks and Open Space Areas - Natural Areas*, *Parks and Open Space Areas - Parks*, or *Utility Corridors*, as shown on Maps 20 and 21, Land Use Plan.

Policies

- 2.1.1 The lowest densities will be permitted in low-rise residential areas, further away from the arterial roads and the Warden subway station, especially in areas near the existing low density residential neighbourhoods. Mixed use development with mid-range densities and heights will be permitted and encouraged along the arterial road frontage of Warden Avenue and Danforth Road. The highest densities and heights will be permitted in the *Mixed Use Areas* and *Apartment Neighbourhoods* designations closest to the subway station. The tallest buildings will be permitted at the southeast corner of the Warden/St. Clair intersection.

Neighbourhoods

- 2.1.2 Neighbourhoods will consist of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes, townhouses and interspersed walk-up apartments. Parks, local institutions, home occupations, and cultural and recreational facilities are also permitted.

- 2.1.3 Existing industrial uses are permitted within the *Neighbourhoods* designation.

Apartment Neighbourhoods

- 2.1.4 Non-residential uses in *Apartment Neighbourhoods* will be compatible with adjacent residential uses and support the objective of providing a mix of uses to support a healthy community.

Mixed Use Areas

- 2.1.5 Existing industrial uses are permitted within the *Mixed Use Areas* designation.

2.1.6 Large-scale, stand-alone retail stores and/or “power centres” are not permitted in *Mixed Use Areas* with the exception of a retail food store (supermarket) in a location south of the *Utility Corridor*, designed to serve the local population.

Parks and Open Space Areas

2.1.7 Development within *Parks and Open Space Areas* will be limited to the following municipal purposes: recreational, cultural, and community service facilities, conservation projects, and essential public works and utilities where supported by appropriate assessment.

2.1.8 *Parks and Open Space Areas - Natural Areas*, which are part of the larger ravine system, will be maintained primarily in a natural state while allowing for conservation projects and public works that are designed to have only minimal adverse impacts on natural features and functions. *Natural Areas* will be enhanced or restored wherever possible.

Utility Corridors

2.1.9 *Utility Corridors* may be used for hydro transmission and public transit facilities, as well as for secondary purposes such as parks and open space, pedestrian and bicycle trails, parking lots, essential public services, and stormwater management ponds. Secondary uses in *Utility Corridors* will:

- (a) be compatible with the primary use of the corridor and the existing and proposed use of adjacent lands in terms of environmental hazard, visual impacts, grading and site drainage; and
- (b) protect for an open space corridor link to develop or extend pedestrian or bicycle trails.

Industrial Uses

Existing industrial uses both within and outside the Warden Woods Community are important assets to the community providing jobs within walking distance of area residents, and tax assessment for the City. New land uses should be planned to provide a comfortable interface with existing employment uses.

Policies

2.1.10 Compatible industrial uses are permitted within specified land use designations in the Warden Woods Community.

2.1.11 Where industrial uses in the neighbouring employment areas, or in the Warden Woods Community, will be in close proximity to new sensitive uses such as residential, mixed use or community facilities, buffers, screening, berming and/or other attenuation measures will be implemented based on studies and analysis to be conducted by the developers of the sensitive uses, to the satisfaction of the City.

2.1.12 For sensitive uses developed in proximity to industry, warning clauses may be required to be included in any agreements imposed as a condition of approval, such as subdivision or site plan agreements, and in agreements of purchase and sale.

2.1.13 Land uses, streets and blocks at the northern boundary of the Warden Woods Community will be arranged to preclude future expansion of the residential area in order to protect the stable employment area to the north. Publicly owned reserves will be established to preclude vehicular access between the new community and the employment area to the north.

2.2 Urban Design

This Secondary Plan establishes urban design policies to guide the development of this community. Urban design guidelines will be adopted by Council to provide further guidance to both public and private investment.

The potential linkages and connections shown on Map 30-2 include connections to arterial roads, key linkages between neighbourhoods within the Warden Woods Community, linkages to natural and open space areas, and pedestrian and bicycle routes, etc. The detailed planning of the road and pedestrian networks will ensure that these linkages and connections are achieved, and may entail one or more routes to achieve each element.

Policies

The Public Realm

- 2.2.1 The public realm in the Warden Woods Community Secondary Plan area will be designed to support integrated and connected communities, to create a pedestrian friendly and transit supportive environment, and to promote a sense of safety and community identity.
- 2.2.2 Upgraded streetscape treatments such as pedestrian scale lighting, decorative paving, street furniture, gateway features, and enhanced landscaping will be provided along key streets including:
- (a) Warden Avenue, St. Clair Avenue, and Danforth Road;
 - (b) Streets adjacent to parks and streets leading to the parks; and
 - (c) Streets leading to major destinations such as the community centre.
- 2.2.3 The built form and streetscape on Warden Avenue, St. Clair Avenue, and Danforth Road will be designed to support mixed use developments and promote a vibrant street frontage.
- 2.2.4 Developments will be physically integrated within the new community and with the surrounding urban fabric and the rest of the City.
- 2.2.5 Pedestrian connections and linkages will be created throughout the Secondary Plan Area, to existing communities, schools, bus and subway stations, stops, and terminals, existing natural areas and open spaces, and proposed new parks and open spaces. The potential linkages and connections include:
- (a) A continuous north-south green pedestrian corridor extending from Danforth Road to the north end of the Secondary Plan Area. The green pedestrian corridor will consist of open spaces with walkways and/or trails, sidewalks along public streets, and other necessary elements. Appropriate landscaping and public amenities such as lighting and seating will be provided, and public safety will be a key consideration. The green pedestrian corridor will be designed to be as direct as possible to encourage pedestrian movement in the area.
 - (b) The former Canadian National GECO Spur rail bridge over St Clair Avenue East will be considered for re-use to link the lands north of St. Clair Avenue with the Warden subway station, associated mixed use development on the southeast corner of Warden and St. Clair Avenues, and the community to the south of the station.

- (c) The following connections to existing streets and places:
- (i) Street connection to Fairfax Crescent;
 - (ii) Street connection to Warden Avenue opposite the driveway of 684 Warden Avenue;
 - (iii) The cycling trail between Birchmount Road and Warden Avenue shown in the Toronto Bike Plan;
 - (iv) Street connection(s) from Warden Avenue to the TTC Warden Station site;
 - (v) Street connection to Warden Avenue south of the Hydro Corridor;
 - (vi) Street connection to Warden Avenue opposite Firvalley Woods Park; leading to the Bell Estate building;
 - (vii) Street connection to Warden Avenue in the *Mixed Use Area* north of the Bell Estate;
 - (viii) Street connection to Warden Avenue opposite Firvalley Court;
 - (ix) Pedestrian walkway connection to Warden Avenue opposite Cataraqui Crescent;
 - (x) Street connection to Warden Avenue opposite Warden Avenue Public School;
 - (xi) Pedestrian walkway connection between 350 Danforth Road and Santamonica Boulevard;
 - (xii) Street connections to Danforth Road; and
 - (xiii) Pedestrian connections to schools.
- (d) The following connections to TTC bus and subway stations, stops, and terminals:
- (i) Linkages between the developments north and south of St. Clair Avenue and the TTC Warden Station, and the green pedestrian corridor;
 - (ii) A well-integrated pedestrian link through the development at the southeast corner of Warden Avenue and St. Clair Avenue, and the TTC Warden Subway Station;
 - (iii) One or more pedestrian walkway connections between Santamonica Boulevard and the TTC Warden Subway Station; and
 - (iv) Mid-block breaks and walkways near TTC bus stops along Warden Avenue and Danforth Road.
- (e) The following connections to the existing open spaces and new parks and open spaces:
- (i) Visual and physical linkage between the new north park and Massey Creek/St. Clair Avenue;
 - (ii) An enhanced pedestrian linkage between the Massey Creek trails west of Warden Avenue and the green pedestrian corridor east of the TTC tracks;

- (iii) Connections from the proposed green pedestrian corridor to: Warden Woods Trail at the southwest corner of St. Clair and Warden Avenue, the Massey Creek ravine north of St. Clair, the new parks, and the street networks serving the new residential and mixed use areas; and
 - (iv) A pedestrian walkway along the northern edge of the Massey Creek ravine north of St. Clair Avenue, connecting the developments on the TTC north parking lot to Warden Avenue.
- (f) The following linkages between neighbourhoods:
- (i) Public street linkages between the neighbourhoods north and south of the park north of St. Clair Avenue;
 - (ii) Public street linkages between the mixed use area north of the Bell Estate and the neighbourhoods abutting Danforth Road;
 - (iii) Public street linkages between the neighbourhoods abutting Warden Avenue and those abutting Danforth Road; and
 - (iv) Public street linkages between the neighbourhoods along Warden Avenue south of the Bell Estate.

Public Safety

- 2.2.6 Physical development of buildings, streetscapes, parks and other spaces will be encouraged to promote a sense of safety and reduce the incidence and fear of crime through careful and effective design.

Public Art

- 2.2.7 In the planning and design of public and private buildings and spaces, a range of public art opportunities, some reflecting the area's history and identity, will be pursued. Potential public art locations are identified in the Urban Design Guidelines.

Cultural Heritage

- 2.2.8 Where appropriate, development in the Secondary Plan Area will incorporate elements representing the heritage and history of the area, through:
- (a) Incorporating heritage elements, themes or commemoration into building design, and into the design of view corridors and open spaces;
 - (b) Installing public art;
 - (c) Creating historic markers and plaques; and
 - (d) Introducing historically relevant names for new streets, the community centre, and other public places in the Warden Woods Community.

2.3 Community Services and Facilities

A Warden Woods Community Service Strategy has been developed to implement the social infrastructure objectives of the Official Plan.

Policies

- 2.3.1 New and expanded community services and facilities required for the Warden Woods Community will be:
- (a) delivered in a timely manner to support residential growth;
 - (b) located in close proximity to the Warden Woods residents;
 - (c) located in highly visible and accessible locations with strong pedestrian and transit connections;
 - (d) incorporated as part of development sites or as stand alone facilities, and where possible, allow for the sharing of facilities, including joint programming; and
 - (e) designed in a manner that promotes the development of flexible multi-purpose facilities which can be adjusted to meet the varied needs of all Warden Woods residents.
- 2.3.2 In order to ensure a liveable residential community, the provision of community services and facilities will be encouraged in all developments within the Warden Woods Community Secondary Plan area. Where the provision of community services and facilities cannot be achieved on site, consideration will be given to accepting appropriate contributions pursuant to Section 37 of the *Planning Act* to achieve this objective at locations in or convenient to the Warden Woods Community.
- 2.3.3 Planning approvals and the development of public lands will have regard for the need for an equitable distribution of community services and facilities including access to a range of services and facilities both north and south of St. Clair Avenue, in accordance with the priorities of this Plan. When publicly-owned lands are made available for development, appropriate contributions toward the community infrastructure priorities of this Plan will be secured.
- 2.3.4 Partnerships between developers, community-based organizations and/or the City will be encouraged as a means to cost-effectively achieve the timely provision of community facilities and delivery of community services.
- 2.3.5 Community services and facility priorities identified for the Warden Woods Community include but are not limited to: a community centre, a community health centre, multi-purpose community service space, child care facilities, and a parent and child resource centre.
- 2.3.6 It is recognized that there is an existing shortfall of community recreation facilities in the surrounding area, and early provision of a community centre in the Warden Woods Community is of primary importance. Accordingly, in considering development approvals early in the establishment of the new community Council may determine that this priority takes precedence over other community services and facilities and housing objectives of this Plan.
- 2.3.7 Community based agencies will be encouraged to develop:
- (a) community capacity building initiatives (e.g. service network groups) through inclusive processes involving consultations with Warden Woods residents and key stakeholders in the design and delivery of community services and facilities; and

- (b) service coordination initiatives by identifying partnership opportunities to maximize existing resources such as community space, funding, staffing and volunteers.

2.3.8 Priorities for changes in community service provision will be monitored periodically and further assessed based on an examination of:

- (a) the changing demographic profile of Warden Woods residents;
- (b) inventories of existing facilities and services; and
- (c) identification of gaps in service provision.

2.4 Parks, Open Spaces, and Natural Heritage

The liveability and desirability of Warden Woods will be enhanced by the creation of new parks. Privately managed but publicly accessible open spaces can augment formal parks and open space areas. Stormwater management ponds required to service development should be designed as an asset contributing positively to the overall open space system, but will not be considered as a statutory parkland dedication.

Maintenance and enhancement of the natural heritage area at the Warden/St. Clair intersection will provide a connection to the natural environment and relief from the urban context of the area.

Policies

Parks and Other Open Spaces

- 2.4.1 The development of two local parks, one north and one south of St. Clair Avenue, each approximately 2.0 to 2.5 hectares in size, is of primary importance in the establishment of a healthy Warden Woods community. Parks locations are as generally shown on Maps 20 and 21, Land Use Plan.
- 2.4.2 A community centre, which is of primary importance in the establishment of a healthy Warden Woods community, will be provided, with its location contemplated in the park north of St. Clair Avenue.
- 2.4.3 Adverse impacts of development on adjacent properties and on parks and open spaces, including shadows, noise, traffic and wind, will be minimized.
- 2.4.4 Lands for park and recreational purposes will be provided at an alternative parkland conveyance rate pursuant to Section 42(3) of the *Planning Act*, R.S.O. 1990, which may be taken as a cash payment in lieu of a land dedication. To achieve Council's priority for parkland in the Warden Woods Community, a parkland dedication rate of 0.4 hectares per 300 dwelling units, or 5% of the land area, whichever is greater, will be applied.
- 2.4.5 The specific combination of land and/or cash-in-lieu of land will be determined as part of the consideration of each specific proposal.

Natural Heritage

- 2.4.6 Improvements to the environmental conditions affecting Massey Creek in and near Warden Woods, including tree planting and the introduction of appropriate vegetation and landscaping in the vicinity of the Warden/St. Clair intersection, will be pursued in consultation with area residents and other stakeholders.

City-Owned Lands

- 2.4.7 Parkland contributions associated with the development of the City-owned lands north and south of St. Clair (Warden North Parking lot and the southeast corner of Warden and St. Clair Avenues) will be provided on the lands north of St. Clair Avenue. The over-contribution of parkland from the Warden North parking lot will be credited with respect to future development approvals for the land at the southeast corner of Warden and St. Clair Avenues.

2.5 Housing

A diversity of housing will provide opportunities for a wide range of people to call Warden Woods their home. A broad range of housing opportunities will provide residents with the ability to remain in their neighbourhoods and retain their connections and social networks as their housing needs change.

2.6 Transportation

A balanced transportation network will support reurbanization and promote the development of a connected community.

Policies

- 2.6.1 The Secondary Plan area will be planned and designed to encourage walking, cycling, and transit use as a means to reduce the use of private automobiles.
- 2.6.2 New street connections to the surrounding arterial road network will align with existing streets where possible and will provide a number of choices for safe access to the various parts of the community. Location and spacing of street connections will be designed to ensure safe and effective functioning of existing and future traffic controls.
- 2.6.3 Right-of-way widths for new streets will reflect the function of the street in serving the community, with adequate space for all the necessary components such as pavement, sidewalks, utilities and street trees, and must accommodate emergency and other municipal services.
- 2.6.4 Utilizing the planned right of way of Warden Avenue for enhanced streetscaping and wider sidewalks, to improve the pedestrian realm, has a higher priority than providing for increased traffic-carrying capacity.
- 2.6.5 Commuter parking and/or passenger pick-up and drop-off facilities in the Utility Corridor will be designed to facilitate walking and cycling to it, within it and through it as part of the trail system.
- 2.6.6 On-street parking will be permitted where appropriate to enhance street activity, provide a buffer between vehicular traffic and sidewalks, create a desirable pedestrian environment and contribute to the community's parking supply.
- 2.6.7 Reduced parking requirements for sites in proximity to the subway station may be considered and implemented through the Zoning By-law.
- 2.6.8 The provision of bicycle parking will be encouraged in all public and private development projects.
- 2.6.9 Public Transportation systems provide an essential service, fundamental to the healthy and successful development and operation of the Warden Woods Community. Facilities necessary to the operation of the transit system are permitted within all land use designations. New developments will be planned and designed so as not to negatively

impact on the operation and maintenance of the public transit system and to mitigate impacts such as noise, vibration, electromagnetic interference, and traffic congestion.

3. IMPLEMENTATION

3.1 Regulatory Tools

The *Planning Act* offers a number of tools to assist the municipality in achieving community objectives in conjunction with its review and approval of development applications. The strategic use of these tools is essential if the vision outlined in this Secondary Plan is to be achieved. These regulatory tools provide a legal framework to help ensure that future planning approvals contribute positively to the evolution of a healthy community.

Parkland dedication has not been included in this section, as detailed policies have been included in Section 2.4, Parks, Open Spaces, and Natural Heritage.

Policies

Zoning

- 3.1.1 Existing employment uses will retain their industrial zoning until such time as Council approves the redevelopment of those sites. Zoning permissions for special industrial uses and open storage, activities less likely to be compatible with the new residential uses, will be removed.
- 3.1.2 Certain public lands will be rezoned for public utility and transportation purposes.
- 3.1.3 Lands may be zoned to permit the continuation and expansion of a legally existing land use which does not conform to this Secondary Plan, provided that the long term ability to meet the policies of this Secondary Plan are not compromised.
- 3.1.4 Prior to the enactment of implementing zoning by-laws for development, satisfactory arrangements will be made to secure the provision of community facilities in accordance with the priorities of this Secondary Plan, the Community Services and Facilities Strategy, and/or other fundamental infrastructure, or mitigation measures, in accordance with the policies of this Secondary Plan.

Holding Zones

- 3.1.5 In addition to the matters in Section 5.1.2, Holding By-laws, of the Official Plan, the following matters will be addressed prior to the removal of the holding provision from the City-owned lands (TTC), north and south of St. Clair Avenue, for which the height and density have been established through this Secondary Plan and associated zoning by-law:
 - (a) Parkland in accordance with the policies and objectives of this Plan;
 - (b) Appropriate contributions equivalent to the contributions pursuant to Section 37 of the *Planning Act*, which would have been required if the appropriate height and density had not been established in advance; and
 - (c) Satisfactory arrangements to ensure that the City's intensification objectives for transit-supportive

development will be addressed.

Section 37

3.1.6 Section 37 of the *Planning Act* will apply to increases in height and density as set out in the Zoning By-law. Agreements pursuant to Section 37 of the *Planning Act* may be used to secure facilities and matters including community benefits such as:

- (a) the conservation of heritage resources designated and/or listed on the City's Inventory of Heritage Properties;
- (b) fully furnished and equipped non-profit child care facilities;
- (c) public art;
- (d) other non-profit arts, cultural, community or institutional facilities;
- (e) parkland and/or park improvements and enhanced pedestrian connections to parkland;
- (f) public access to ravines and valleys;
- (g) streetscape improvements on the public boulevard not abutting the site;
- (h) purpose built rental housing with mid-range or affordable rents, land for affordable housing, or, at the discretion of the owner, cash-in-lieu of affordable rental units or land; and
- (i) improvements to transit facilities including pedestrian connections such as direct connections to the Warden Subway Station.

3.1.7 Section 37 community benefits will be selected on the basis of local community needs, the nature of the development application, any implementation guidelines or plans adopted by Council and the strategic objectives and policies of this Secondary Plan. Priority will be given to on-site or local community benefits.

3.1.8 It is the policy of Council to ensure, that when the City-owned lands on the east side of Warden Avenue north and south of St. Clair Avenue are made available for development, appropriate contributions are made to the community amenities and other objectives of this Secondary Plan.

3.2 Interpretation

Policies

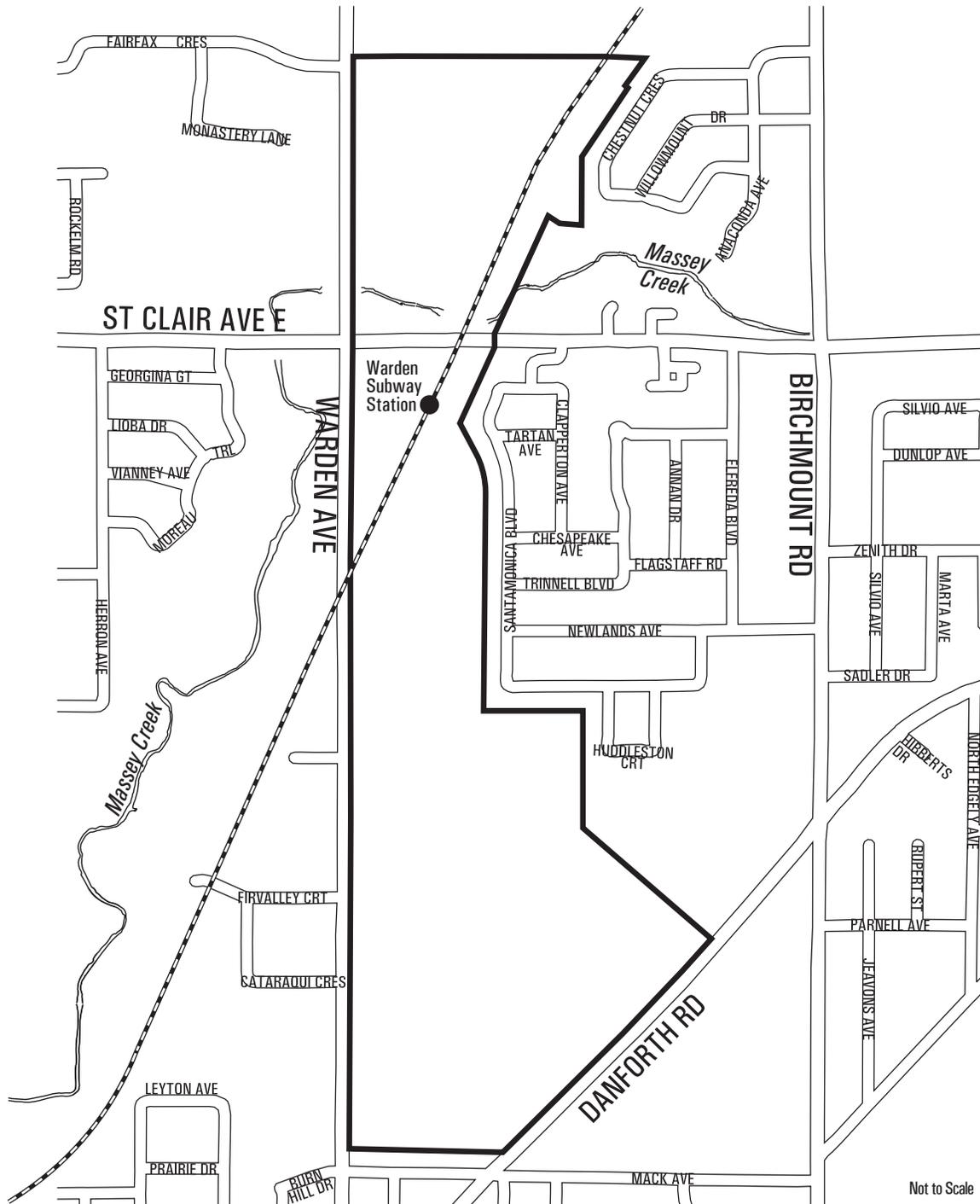
3.2.1 The numbered policies (shaded text), site and area specific policies and maps of this Secondary Plan are the Plan's policies. Other non-policy text (unshaded text) under each section heading is provided to give context and background and assist in understanding the intent of the Policies.

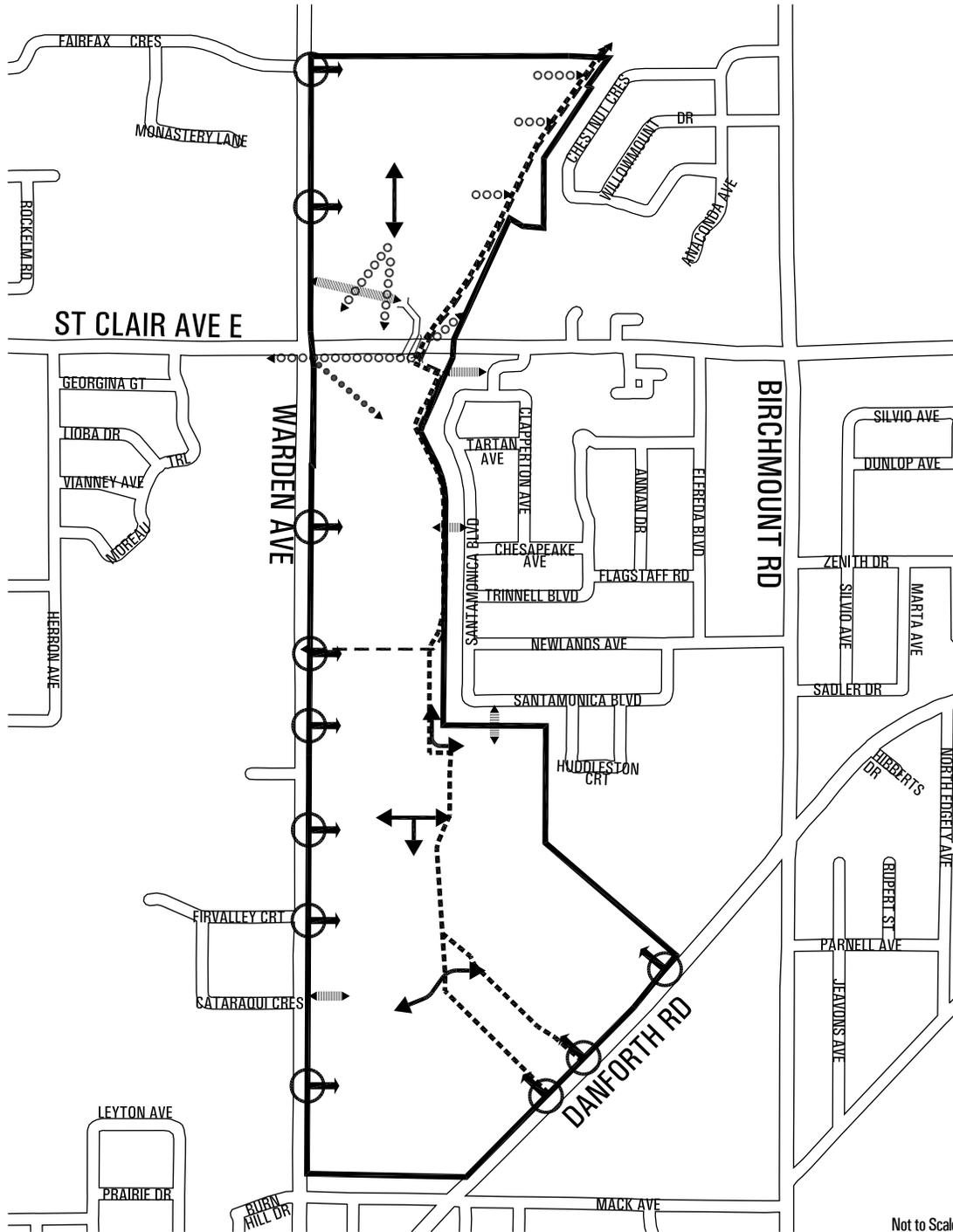
List of maps

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

Map 30-1 Urban Structure Plan

Map 30-2 Potential Linkages and Connections





Not to Scale

- Secondary Plan Boundary
- Connections to Arterial Roads
- Key Linkages
- Linkage to Natural Area & Open Space
- Pedestrian Link
- Pedestrian Corridor
- Bicycle Trail
- Pedestrian Walkway Connection
- Pedestrian Bridge