

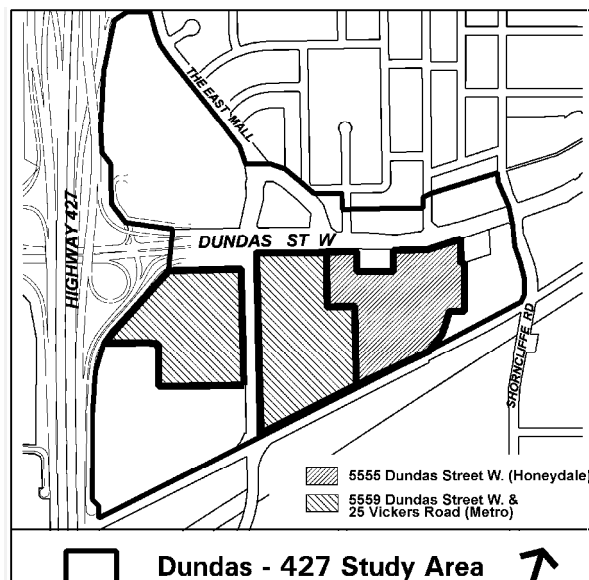
**Final Report
Dundas Street West/ Highway 427 Planning Framework
Study**

Date:	June 2, 2011
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward 5 – Etobicoke-Lakeshore
Reference Number:	08 102920 WET 05 OZ

SUMMARY

The purpose of this report is to present the conclusions of the Dundas Street West/ Highway 427 Planning Framework Study and recommend adoption of amendments to the Official Plan to implement the study vision. The vision for the study area is for mixed use and employment land uses, supported by an expanded public street network and a new public park. Built form is proposed to be primarily mid-rise, with taller buildings south of Dundas Street West in the mixed use areas. The Dundas Street West public realm is proposed to be improved as development occurs, to reinforce the role of the street as an important gateway to the City and the Etobicoke Centre.

The recommended Official Plan amendments include modifications to Map 2 – Urban Structure and Map 15 – Land Use to implement the Toronto Official Plan on the Honeydale Mall site (5555 Dundas Street West) and Metro sites (25 Vickers Road and 5559 Dundas Street West) which remain before the Ontario Municipal Board. As well, Site and Area Specific policies are recommended to clarify the vision for the lands north and south of Dundas Street West respectively.



RECOMMENDATIONS

The City Planning Division recommends that City Council:

1. Amend the Official Plan substantially in accordance with the draft Official Plan Amendments included as Attachments 5 and 6 to this report;
2. Authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment as may be required;
3. Authorize the City Solicitor, City Planning and any other appropriate staff to appear before the Ontario Municipal Board in opposition to any site specific application appeals in the event that any site specific application appeals respecting the Toronto Official Plan for 5555 Dundas Street West (Honeydale) and 5559 Dundas Street West and 25 Vickers Road (Metro) are not withdrawn; and,
4. Direct the Chief Planner and Executive Director, City Planning to bring forward to a public meeting implementing zoning for the lands in the Dundas Street West/ Highway 427 Planning Framework Study area based on the study recommendations.

Financial Impact

There are no financial implications resulting from the adoption of this report.

DECISION HISTORY

In March 2005, an Official Plan and Zoning By-law Amendment application was submitted for 5555 Dundas Street West (Honeydale Mall), and an Official Plan Amendment was submitted for 5559 Dundas Street West and 25 Vickers Road (Metro, formerly A&P). In December 2006 Zoning By-law Amendment applications were submitted for the Metro sites at 5559 Dundas Street West and 25 Vickers Road. In January 2011, a revised zoning application was submitted for 5555 Dundas Street West to add the adjacent 10 Shorncliffe Road site into their development proposal.

These applications propose redevelopment for primarily residential and commercial uses east of The East Mall and office uses west of The East Mall. Combined these sites total 24 hectares and their respective applications propose redevelopment for approximately 3,400 residential units and 78,000 m² of non-residential floor space, as well as new public streets and parkland.

The Preliminary Report for the Honeydale site was adopted by City Council on September 25, 26, 27, and 28, 2006 and included a recommendation that staff work with the applicant and adjacent landowners to develop a planning framework for the local area (<http://www.toronto.ca/legdocs/2006/agendas/committees/et/et060913/it048.pdf>). The Preliminary Report for the Metro site was adopted by City Council on January 16, 2007 and included a recommendation that a Community Consultation Meeting be scheduled together with the

Ward Councillor after a Planning Framework study is completed. (<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-468.pdf>).

The former Etobicoke Official Plan was still in effect at the time of submission of the Honeydale and Metro applications in 2005. At that time, the Toronto Official Plan had been adopted by Council and was before the Ontario Municipal Board on a number of appeals.

Prior to submission of the development application for the Honeydale site, the applicant held meetings with the City to advise of their intent to seek approvals to redevelop the lands for primarily residential uses. On this basis, the Ontario Municipal Board granted the landowner party status on the appeal of the City of Toronto Official Plan solely for the purpose of amending the Official Plan to ensure conformity with their site specific application. For the Metro sites, the landowner and the City agreed that should the review of their application determine that modifications to the Official Plan are appropriate, then the City and the landowner would jointly request that the OMB make the required modifications. Therefore, the Toronto Official Plan is not yet in force for these sites; the land use designations on Map 15 – Land Use and the status of these sites on Map 2 – Urban Structure are proposed.

ISSUE BACKGROUND

Dundas Street West/ Highway 427 Planning Framework Study

The potential of the Honeydale and Metro applications to initiate transformation of the area to a mixed-use community resulted in City Planning recommending, in agreement with the applicants, that a study of these sites and the surrounding area should be undertaken. The study would evaluate opportunities and impacts of mixed-use redevelopment and set out a framework to inform and direct future growth. The intent was for the planning framework study to provide guidance on the City's consideration of the Honeydale and Metro development applications and surrounding lands.

A staff report setting out a terms of reference for this study was adopted by Council on March 5, 6, 2007 (<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-1294.pdf>). The planning framework study was to provide recommendations on land use, transportation, community infrastructure and built form. The Study was administered by the City and funded by the applicants for the Honeydale and Metro sites. A Request for Proposals for the Study was issued on December 6, 2007. A consulting team lead by the firm of Brook McMillroy/Pace Architects Inc. (BMI) was retained in 2008. The consulting team has expertise in land use planning, urban design, transportation, servicing and retail analysis. The study was initiated in late 2008 and completed in May 2011.

The community meeting presentations, as well as the study reports are posted on the City's project web page (www.toronto.ca/planning/dundas_427.htm).

Study Area

The study area includes the lands between Highway 427 and Shorncliffe Road, south to the Canadian Pacific (CP) rail corridor and north to include the Cloverdale Mall site and the properties along the north side of Dundas Street West. The total study area is approximately 50 hectares (125 acres) in size. To the north of the study area is a stable residential neighbourhood and to the south, beyond the CP rail corridor and Ontario Hydro Corridor, is an established employment area characterized by a mix of employment uses. To the east is the Etobicoke Centre Secondary Plan area which is undergoing transition to a mixed use community centred around the Kipling and Islington subway stations.

Study Process and Community Consultation

The study was undertaken in two phases:

- Phase One was undertaken to June 2009 and included a background review and a series of community consultation initiatives (2 community meetings, 3 working group meetings, and a design charrette) to help identify community interests and provide input to the study. Approximately 40 to 50 people were in attendance at each of the community meetings and participated in the charrette. The community working group was comprised of 15 local residents and landowners in the study area, including representatives from Cloverdale Mall, Honeydale Mall, the Metro lands and the local Councillor's office. This group was intended to be a reference group to provide feedback during the study.

An initial Concept Plan setting out draft land use and structure concepts for the study area was prepared at the end of Phase One and presented at a community meeting on May 5, 2009. Overall, those in attendance at the May 5, 2009 community meeting expressed general support for the direction the study was taking regarding land uses and built form.

- Phase Two was completed in May 2011. This phase included completion of transportation, servicing and community infrastructure analysis, and adjustments and refinements to the land use designations, road network and parkland in the concept plan. Phase Two also included a fourth working group meeting (which 3 members attended) and a fourth community consultation meeting on April 27, 2011 at which the final Concept Plan was presented. Approximately 100 people attended the April 27th community meeting. The majority of comments raised at the meeting expressed concerns with the traffic that would be generated by the redevelopment of lands in the study area as well as concerns about the scale of development, particularly on the north side of Dundas Street West where it is near an existing low density residential neighbourhood.

Planning Policy Framework

Provincial Policy Statement and Growth Plan

Applications for the Honeydale site (Official Plan and Rezoning) and the Metro sites (Official Plan) were filed in March 2005 and are subject to the Provincial Policy Statement. The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The provincial Growth Plan for the Greater Golden Horseshoe was enacted on June 16, 2006. The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. The Honeydale applications and the Metro Official Plan amendment applications are not subject to the Growth Plan, however City Council's planning decisions are required by the Planning Act, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe. Therefore, the recommended modifications to the Toronto Official Plan relative to these sites must respect the direction set out in the Growth Plan.

Former City of Etobicoke Official Plan

The Metro and Honeydale sites are subject to the former City of Etobicoke Official Plan. The Honeydale site and the north portion of the east Metro site (east of The East Mall) are designated *District Retail* in the Etobicoke Plan. The remainder of the Metro lands, being the entire west site (west of The East Mall) and the south portion of the east site, are designated *Industrial*.

District Retail areas are intended to accommodate commercial uses which serve the needs of the residents of large segments of the City as a whole. Residential uses are permitted through a zoning amendment subject to criteria related to the adequacy of local social and educational services, accessibility and proximity to and capacity of roads and transit, suitability of a site for residential and additional density, the effect of the height and form of development relative to adverse shadow and amenity impacts, and transition to lower density residential uses.

Industrial areas are intended to accommodate employment generating uses in relatively low profile building forms, including manufacturing, warehousing or transportation oriented uses. Limited office and service commercial uses are permitted on peripheral sites which are on arterial roads. Amendments to delete industrial designations are to be evaluated relative to consideration of likely similar redesignation applications on adjacent industrial lands, the ability to provide a logical and coherent land use boundary and

transition to *Industrial* designations to avoid any destabilizing influence and land use conflicts, and to give priority to offices rather than residential development on sites with expressway exposure, particularly near interchanges.

Toronto Official Plan

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

The majority of the lands within the study area are designated on Map 15 – Land Use as *Mixed Use Areas*. The remaining lands, being those primarily located south of Dundas Street West and west of The East Mall, are designated as *Employment Areas*. (Attachment 2). Map 2 – Urban Structure identifies the lands along Dundas Street West as *Avenues*, and south of Dundas Street West as Employment Districts (Attachment 1).

Specific to the Metro and Honeydale sites, the Official Plan proposes that the Honeydale site be designated *Mixed Use Areas* and identified as *Avenues* along the Dundas Street West frontage and Employment Districts south to the rail line. The east Metro site, at 5559 Dundas Street West is proposed to be split-designated *Mixed Use Areas* on the north half and *Employment Areas* on the south half of the site, and identified as *Avenues* along the Dundas Street West frontage and Employment Districts south to the rail corridor. The west Metro site at 25 Vickers Road is also proposed to be split-designated *Mixed Use Areas* at the north end of the site and *Employment Areas* on the remainder, and identified as *Avenues* along Dundas Street West and Employment Districts on the remainder of the site. The Metro and Honeydale sites are highlighted on Attachments 1 and 2.

Mixed Use Areas encourage a broad range of commercial, residential, institutional and open space uses. *Mixed Use Areas* are intended to absorb most of the anticipated increase in retail, office and service employment in coming decades as well as much of the new housing. The Plan's policies provide for future redevelopment of these areas to accommodate appropriate increases in population and jobs along transit lines including ensuring adequate services and infrastructure will be provided and impacts will be addressed.

Employment Areas are places of business and economic activity with offices, manufacturing, warehousing, distribution, parks, restaurants, small scale stores and services.

Avenues are areas of the City where re-urbanization is intended to be achieved on an incremental basis. The Official Plan sets out a requirement for the completion of an Avenues Study prior to development in order to set out a framework for creating new

housing and job opportunities, while improving the pedestrian environment, the look of streets, shopping opportunities and transit service. As the Planning Framework Study has considered those matters that would be addressed by an Avenues Study, a future Avenues study will not be required for this section of Dundas Street West between Highway 427 and Shorncliffe Road.

Employment Districts are described in the Official Plan as large districts comprised exclusively of lands where the *Employment Areas* land use designation applies. Lands in these districts are intended to accommodate substantial growth in jobs and to meet the needs of key economic clusters. Most of the Employment Districts are characterized by manufacturing, warehousing and product assembly activities; some districts are exclusively commercial office parks. Lands within Employment Districts are to be protected and promoted exclusively for economic activity.

Zoning

The lands on the north side of Dundas Street West between The East Mall and Shaver Avenue are zoned Regional Commercial (CPR) and Limited Commercial (CL) in the former Etobicoke Zoning Code, with site specific amendments on certain blocks related to use. The lands on the south side of Dundas Street West are zoned industrial I.C1 and I.C2, with the exception of one site fronting on Dundas Street West which is zoned CL (Attachment 3).

COMMENTS

The study undertook a review and evaluation of planning opportunities for the area to recommend a framework for future development. The vision provides for the redevelopment of the area consistent with the Official Plan direction for growth on the Avenues and in Employment Districts, and in accordance with the *Mixed Use Areas* and *Employment Areas* land use designations.

The study recognizes the important role of Dundas Street West as a gateway to the City and the adjacent Etobicoke Centre. The study recommends commercial uses in the lower level(s) of buildings along Dundas Street West to reinforce its role as the main shopping street for the area, and provides direction to improve and enhance the public realm along the street. South of Dundas Street West redevelopment will require the introduction of new public streets and a public park, both of which will organize and define the character of development. Overall, the scale of development in the mixed use areas is intended to be less than and distinct from the adjacent Etobicoke Centre.

In the employment area south of Dundas Street West and west of The East Mall, the study envisions low and mid-rise employment development. The expectation is incremental redevelopment for more intensive employment uses that are compatible with the adjacent mixed use areas. In particular, office uses was identified as a desirable use for the area.

City Planning supports the vision for the area. The Implementation section of this report recommends Official Plan amendments to implement the vision, and that implementing zoning be brought forward based on the recommendations of the study report.

Key Study Conclusions and Recommendations

The study report includes a concept demonstration plan to illustrate the recommended structure and potential built form was prepared as part of the study. This plan is included as Attachment 4 to this report. Key study conclusions and recommendations are as follows:

Land Use

The land use vision is for mixed-use development on the majority of the lands consistent with the *Mixed Use Areas* designation of the Official Plan, and the objective for *Avenues* to support commercial and residential development. South of Dundas Street West, to the west of The East Mall, the vision is for employment uses, with a focus on light industrial and office uses, consistent with the *Employment Areas* land use designations.

The Toronto Official Plan proposes 'split designations' of *Mixed Use Areas* and *Employment Areas* on each of the two Metro sites at 25 Vickers Road, west of The East Mall, and 5559 Dundas Street West, east of The East Mall (Attachment 1). The study concluded that it was desirable to establish The East Mall as the boundary between land use designations as this was a more logical and coherent boundary between land uses. On this basis, the study recommends that the west Metro site at 25 Vickers Road be designated entirely as *Employment Areas* and the east Metro site at 5559 Dundas Street West be designated entirely as *Mixed Use Areas*. To implement this recommendation, an amendment to Map 15 – Land Use of the Official Plan is required to readjust the land use designations for the Metro sites. No other land use designation changes are required to implement the study vision.

The study also affirms the appropriateness of identifying Dundas Street West as an Avenue and recommends development densities and built form that reflect the local context as well as the Avenues and Mid-Rise Buildings Study performance standards. The study noted that identification of the lands south of Dundas Street West, between The East Mall and Shorncliffe Road as Employment Districts on Map 2 – Urban Structure would not permit their development as envisioned by the underlying *Mixed Use Areas* designation. The study recommends that these lands be removed from Map 2.

In finalizing the Official Plan modifications to implement the study, City Planning identified that the frontage of the west Metro site should be changed from Avenue to Employment District on Map 2 – Urban Structure so that the lands can develop as intended by the *Employment Areas* designation. This change to Map 2 is included as part of the recommended modifications to the Official Plan.

Street Network

A transportation report was completed as part of the planning framework study. The transportation analysis examined existing transportation conditions along the Dundas Street West corridor between Highway 427 and Shorncliffe Road/ Shaver Avenue and determined the impact that new development would have on the signalized intersections in this section of the street. The work completed is strategic in that it identifies opportunities and constraints for the area and provides direction for more detailed analysis as part of the submission of traffic impact studies in support of site specific development applications. City Planning consulted with Transportation Services on the analysis and findings of the transportation report. A copy of the transportation report has also been provided to the Ministry of Transportation for review and reference as the Ministry has jurisdiction related to development approvals adjacent to the Highway 427 corridor.

The transportation report identified the need for a connected public street network to support development and noted that moving to a mixed use development framework presented opportunities to improve traffic distribution over the course of a day given different trip characteristics associated with different uses. The street network is illustrated in the Concept Demonstration Plan (Attachment 4). The key components of the street network are:

- a) The extension of East Mall Crescent;
- b) A new east-west street south of Dundas Street West connecting to the extended East Mall Crescent and extending east to provide a connection to either Dundas Street West or Shorncliffe Road;
- c) A new east-west street in the south half of the lands south of Dundas Street West that connects with Vickers Road, at-grade at The East Mall, the extended East Mall Crescent and the street extending south from Paulart Drive; and,
- d) A new street extending south of Dundas Street West opposite Paulart Drive;

Rear public lanes are recommended to be achieved with development of the properties on the north side of Dundas Street West.

Traffic Impact Studies submitted in support of site specific development applications will be required to assess and report on the specific impacts of their proposal and the improvements to infrastructure or service upgrades required to address impacts.

The study report identifies that holding symbols may be appropriate for study area to ensure that the necessary infrastructure to support development is provided.

Public Parkland

A single, centrally located public park is recommended to be located in the mixed-use area south of Dundas Street West. Through discussions with Parks, Forestry and Recreation (PF&R), it was determined that the future population of the area will require a

large park to provide for recreational needs. As well, the park provides a central organizing element for development in this portion of the study area and will be a defining characteristic and attribute for the area. The public park is located primarily on the Honeydale site but also partially on the Metro site. Therefore, it is expected that the park will be achieved incrementally.

PF&R advise that the public park will be required to be located on primary public streets to ensure access and visibility to the area; in the study plan (Attachment 4) it is shown bounded by public streets on all sides and this is desirable to maximize access and visibility. As well, the lands to be conveyed to the City for a public park will be required to be unencumbered, meaning no underground parking garages will be permitted under the public park. Development applications in the study area will be subject to the alternative parkland dedication rate and be required to be conveyed through the development application process.

Development Density and Building Heights

The study report estimates that with full redevelopment the area could potentially accommodate a future population of approximately 7,000 residents and 5,000 workers (office, retail and various employment uses).

The Concept Demonstration Plan illustrates broad categories of building heights for the mixed use and employment areas to illustrate how building height and massing might be organized and distributed over development blocks. The study report identifies that, in the mixed use areas, development densities of between 2.0 and 2.4 times the area of the lots were appropriate; in the employment areas, the development densities range between 0.6 and 1.7 times the area of the lots. The study report provides more detail and direction regarding building heights for blocks within the study area and is summarized as follows:

- The study identified that although opportunities may exist to accommodate infill development on the Cloverdale Mall site, detailed analysis of parking and site operations was not undertaken and beyond the scope of the study. Any infill development would be subject to a more detailed review at the time it is proposed. Therefore, no modifications are proposed to the Cloverdale Mall site resulting from this study.
- On the north side of Dundas Street West, between The East Mall and Shaver Avenue, building heights are recommended to be 6-storeys with a development density of 2.0 FSI (floor space index) or two times the area of the lot. This height is based on a consideration of the local context, in particular the established low density residential neighbourhood to the immediate north. The study report also identifies that there may be opportunities for limited additional height subject to lot size and depth where built form can transition to the established residential neighbourhood to the immediate north.

- On the south side of Dundas Street West, between The East Mall and Shorncliffe Road, buildings are recommended to be 8-storeys with a density of 2.4 FSI. This height is supported on the basis that there is no impact on established neighbourhoods to the north and is in keeping with the 8-storeys height regime along Dundas Street West established by the zoning by-law in the adjacent Etobicoke Centre Secondary Plan area.
- South of Dundas Street West, in the mixed use area between The East Mall and Shorncliffe Road, recommended building heights range, generally increasing in height moving south from Dundas Street West to a maximum building height of 16 storeys along the CP rail corridor. Overall development density is 2.4 FSI.

Throughout the study the primary interest of the community was the height of buildings along Dundas Street West, particularly as it would impact the low density residential neighbourhood to the north. There were discussions regarding building heights for the area south of Dundas Street West and options comprised of 16-storey buildings along the CP rail corridor were developed in the Phase One community meetings and design charrette. The study report identifies that there are opportunities for additional building height south of Dundas Street West as the area slopes south away from the street, and there are opportunities to address building height and massing as part of a large redevelopment. City Planning is of the opinion that taller buildings south of Dundas Street West can be accommodated without undermining the study vision.

- In the employment area, located west of The East Mall and south of Dundas Street West, buildings are shown in the Concept Demonstration Plan as having heights ranging from 2-storeys at the south end of the area adjacent to the rail line up to 10-storeys at the north end of the site where there is exposure to Highway 427 and Dundas Street West. Corresponding development density ranges from 0.6 to 1.7 FSI. The study vision is to support reinvestment in the employment area with a focus on office and light industrial uses. The vision for light industrial and office uses is appropriate given that this is the edge of an employment district, is in close proximity to other non-industrial land uses, is expected to redevelop with portions of the area facing The East Mall which is a major street extending from The Queensway to Rathburn Road.

Public Realm

Dundas Street West is an important City street and this section of the street in particular functions as a gateway to the City and to the Etobicoke Centre. The study identified built form and public realm objectives to reinforce this role. To support pedestrian and commercial activity along Dundas Street West the study recommends the creation of an enlarged and enhanced pedestrian area on the south side of the street. This would be achieved, in part, by building setbacks of between 3.0 and 4.5 metres from the property line so that outdoor seating, outdoor merchandising areas and a double row of street trees

could be introduced. This would be supported by a similar public realm condition on the north side of Dundas Street West.

A Public Realm Plan is currently underway for the adjacent Etobicoke Secondary Plan Area and preliminary findings support this direction for this portion of Dundas Street West through the Secondary Plan area. It is recommended that the outcome of the Public Realm Plan inform the design of the public realm along Dundas Street West through the study area in order to achieve a continuous and consistent condition to support pedestrian activity, development and the reurbanization of the street.

South of Dundas Street West, development will be centred around the public park with appropriately sized development blocks established by the new public street network. The creation of development blocks and arrangement of buildings will achieve a transition from Dundas Street to a more residential character.

Community Services and Facilities

A community services and facilities assessment was completed in 2010 to inventory services and facilities in the broader area. The assessment area included lands between Highway 427, Bloor Street West, North Queen Street and Mimico Creek just east of Islington Avenue. The assessment identified the lack of community and recreation centre space in the community.

Parks, Forestry and Recreation are currently completing a City-wide Recreation Service Plan. A final report on the Plan is expected to go to City Council in late 2011. The Recreation Service Plan is intended to provide a framework for decision-making regarding recreation priorities and investments. It is not known at this time what the Plan will recommend for this area of the City.

Both the Toronto District School Board and the Toronto Catholic District School Board estimate that they will be able to accommodate future students generated in the area within schools in the surrounding area. Toronto Public Library identified that future development in the area would be accommodated by the Eatonville Branch at The East Mall and Burnhamthorpe Road and the Brentwood Library at Bloor Street West and Royal York Road which is currently undergoing expansion.

Official Plan policies identify the need for community service and facility strategies and implementation mechanisms for large sites and new neighbourhoods, and encourage the inclusion of community services facilities in private sector development. City Planning will work with PF&R, the area Councillor and applicants to evaluate options and opportunities to incorporate community services and facilities as part of new development.

Servicing

An overview of the sanitary sewer and water system was undertaken as part of the planning framework study. This report is currently being finalized in consultation with Technical Services. The report identifies the existing distribution network and likely proposed distribution network to be implemented with future development within municipal rights-of-way, specifically the public street network.

The report is a strategic document that identifies, at a broad level, estimated existing capacity in the sanitary sewer system and water distribution networks and likely future improvements and upgrades to these systems that will be required to support development. The report identifies that the study area is located within a large service catchment area where significant redevelopment is planned or underway. The extension of sewer and water infrastructure to support development will likely include upgrades and improvements to the existing sewer and water network that services the area. The servicing overview concludes that there may be significant upgrades and improvements required to the sanitary sewer system to support development. Technical Services advises that developers will be financially responsible for the construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support future development.

Applicants in the study area will be able to use this overview work to determine the further detailed investigation, analysis and verification that will be required as part of the servicing and stormwater management reports submitted in support of site specific development applications. The scope of work required for these site specific applications will include but not be limited to a determination of the overall impact on the trunk and local municipal service capacities (water treatment plants, water distribution systems and pressure zones, pumping stations, wastewater treatment plants, trunk sewers and stormwater management facilities) of the proposed development and the necessary improvements to municipal servicing infrastructure required to support the anticipated buildout development within the tributary service area.

As with the comments on transportation, holding zones were identified as a means to ensure that lands can be appropriately serviced to support development.

Implementation

This report recommends Official Plan Amendments to implement the study vision. Two amendments are proposed: one amendment will apply to the lands south of Dundas Street West between Highway 427 and Shorncliffe Road, which includes the Honedyale and Metro sites; and, the other amendment will apply to the lands on the north side of Dundas Street West between The East Mall and Shaver Avenue. The amendments recommend the following:

South Side of Dundas Street West (included as Attachment 5):

- a) Recommends modifications to Map 15 – Land Use to revise the *Employment Areas* and *Mixed Use Areas* designations on the Metro sites so that the site west of The East Mall is designated *Employment Areas* in its entirety and the site east of The East Mall is designated *Mixed Use Areas* in its entirety;
- b) Recommends modifications to Map 2 – Urban Structure to remove lands in the *Mixed Use Areas* from Employment Districts and to replace Avenues with Employment Districts on the south side of Dundas Street West, west of The East Mall.
- c) Recommends modifications to Schedule 2 – the Designation of Planned but Unbuilt Roads to identify the street links that are required to support development and achieve connectivity to the surrounding road network; and,
- d) Recommends a Site and Area Specific Policy (SASP) to provide additional policy clarification regarding built form and public realm objectives, public parkland, transportation, community services and facilities, municipal infrastructure and holding zones.

North Side of Dundas Street West (included as Attachment 6):

- a) Recommends a Site and Area Specific Policy (SASP) to provide additional policy clarification regarding built form and public realm objectives, community services and facilities, municipal infrastructure and holding zones.

The recommended Official Plan Amendments reflect City objectives for growth and development on Avenues, in Employment Districts and in *Mixed Use Areas* and *Employment Areas*. The modifications would also be consistent with the PPS and not conflict with the Growth Plan.

Metro and Honeydale Official Plan and Zoning By-law Amendment Applications

The recommended Official Plan Amendment for the lands south of Dundas Street West (Attachment 5) will implement the Toronto Official Plan on the Metro sites (25 Vickers Road and 5559 Dundas Street West) and the Honeydale site (5555 Dundas Street West). These sites are the subject of site specific Official Plan amendment applications which remain before the Ontario Municipal Board (OMB) as part of the appeals to the Toronto Official Plan. The Official Plan Amendment was prepared in consultation with these applicants. This report recommends that the City Solicitor and staff be authorized to appear before the OMB in opposition to any site specific application appeals in the event that any respective site specific application appeals for the Honeydale and Metro sites are not withdrawn.

Zoning By-law Amendment applications are under review for the Metro and Honeydale sites. With the conclusion of the planning framework study and the recommended

Official Plan Amendment, City Planning is now in discussions with these applicants regarding their respective site specific zoning applications. The current focus is on approaches for phasing and providing public street and servicing infrastructure to support development. A final report on these rezoning applications is targeted for fall 2011.

In consideration of the timing for completing and reporting out on the planning framework study, the OMB has scheduled pre-hearing dates for July 19th and October 28th. The intent was for the parties and the City to advise on the progress of the respective Official Plan and Zoning By-law Amendment applications. In the event this matter goes to a hearing, the OMB has scheduled a hearing date starting January 23, 2012.

Zoning

Subsequent to the submission of final reports for the Honeydale and Metro zoning applications, it is recommended that implementing zoning be brought forward for the remaining lands within the SASP areas. Through the study, the Commercial Residential (CR) zone category of the harmonized Zoning By-law was identified as providing a range of uses and incorporating development standards based on the Avenue and Mid-Rise Building Study performance standards which may be suitable and appropriate for the mixed use areas. The Employment Office (EO) zone category also provided a range of uses that may be suitable and appropriate for the employment areas.

Plan of Subdivision and Phasing

The determination of street segments and servicing infrastructure requirements to support development will be finalized through development applications, likely through Plan of Subdivision. It is expected that the street and servicing infrastructure will be achieved incrementally with development applications. However, there may be instances where street segments or infrastructure are required in advance of development in order to achieve necessary connections. The City will work with applicants to address these issues and is encouraging landowners to work collaboratively to ensure that future development can be provided for.

Environmental Impacts

The south study boundary is the CP rail corridor, beyond which is an established employment area. Development applications will be required to submit studies responding to these conditions, including noise and vibration studies to be reviewed and evaluated as part of the planning application review process.

Rapid Transit

An environmental assessment to extend the Bloor-Danforth Subway line west with a new station at The East Mall was approved in 1993. No further work has been done since

then. As well, Metrolinx has identified Light Rapid Transit or Bus Rapid Transit as a possibility for this section of Dundas Street.

Given the uncertainty of potential future rapid transit improvements, the recommended SASP for the lands south of Dundas Street West states that density permissions for lands around the subway may be re-evaluated once the station is operational. It is not expected that the introduction of Bus or Light Rapid Transit would substantially increase development opportunities to the extent that a comprehensive re-evaluation of development density permissions would be required.

CONCLUSIONS

The Dundas Street West/Highway 427 Planning Framework Study envisions the incremental redevelopment of the area for mixed uses and employment uses. The recommended planning framework is intended to result in a new community that has a scale of development and character that is unique from the adjacent Etobicoke Centre and makes a positive contribution to the larger community. The provision of new public streets, a public park and an enhanced public realm along Dundas Street West are necessary elements to realize the vision.

This report recommends modifications to the Official Plan that would implement the study recommendations. The amendments would also implement the Official Plan on the Honeydale and Metro sites for which Official Plan Amendment applications remain before the OMB. This report recommends that the City Solicitor and appropriate staff be authorized to appear before the OMB in opposition to any site specific application appeals to the Toronto Official Plan for these sites in the event the appeals are not withdrawn.

CONTACT

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SIGNATURE

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

ATTACHMENTS

Attachment 1: Official Plan, Map 2-Urban Structure

Attachment 2: Official Plan, Map 15-Land Use

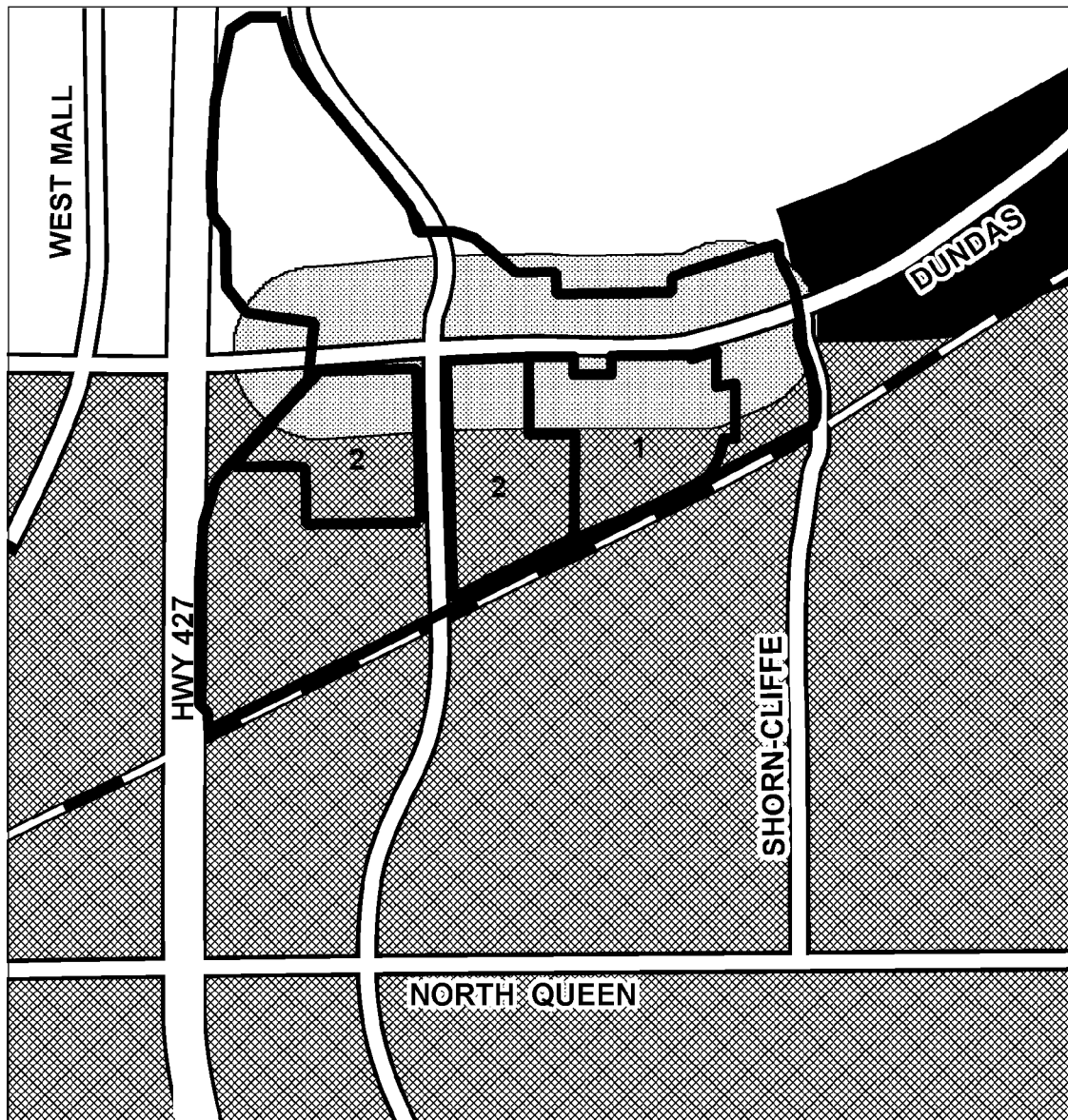
Attachment 3: Etobicoke Zoning Code

Attachment 4: Concept Demonstration Plan (Planning Framework Study Report)

Attachment 5: Draft Official Plan Amendment – South of Dundas Street West

Attachment 6: Draft Official Plan Amendment – North of Dundas Street West

Attachment 1: Toronto Official Plan, Map 2 – Urban Structure



- | | | | |
|----------|-----------|--|----------------------|
| 1 | Honeydale | | Avenues |
| 2 | Metro | | Centres |
| | | | Employment Districts |



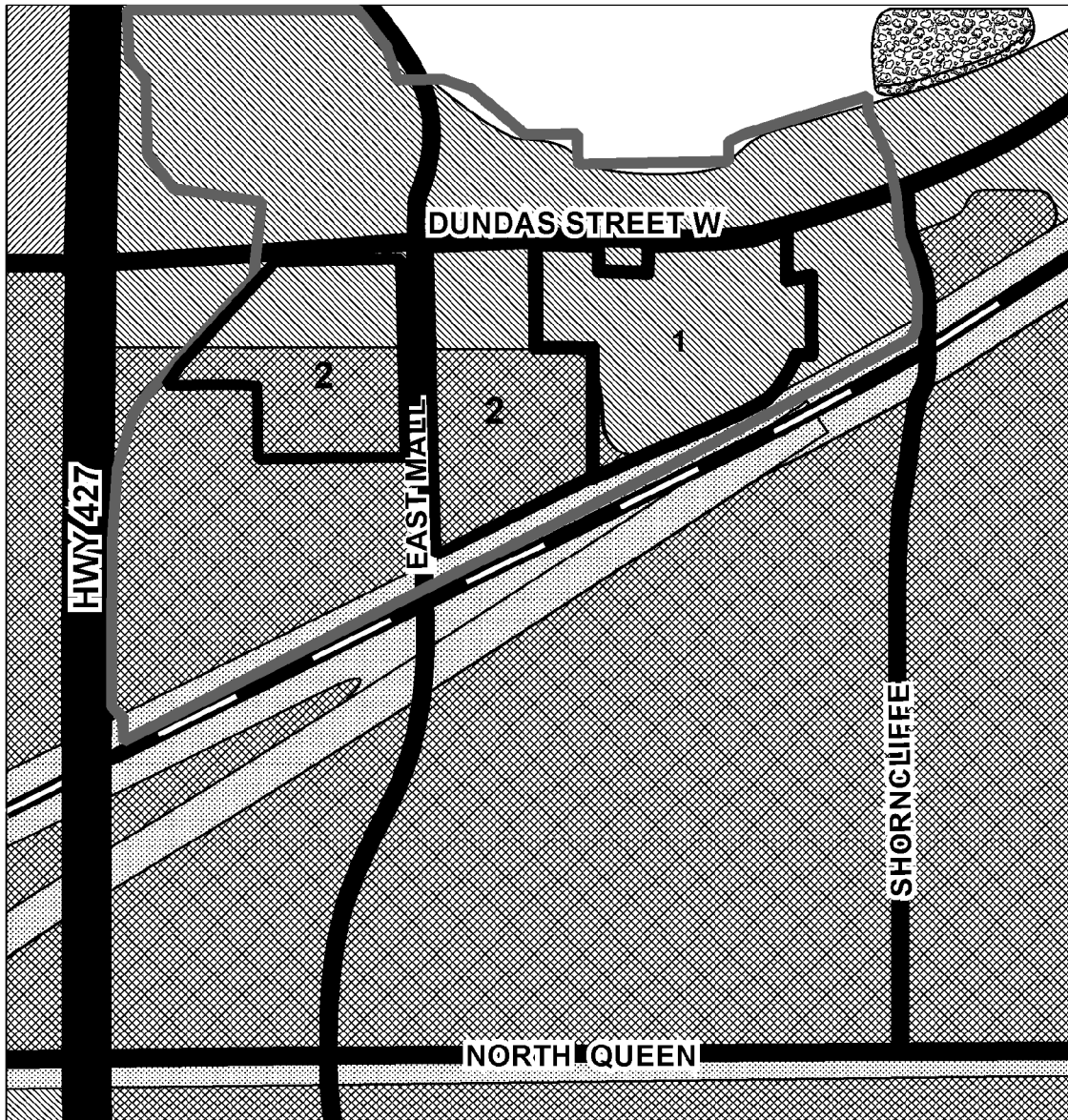
Official Plan - Toronto Urban Structure Map 2

Not to Scale

5555 Dundas West

File # 05_114554

Attachment 2: Toronto Official Plan, Map 15 – Land Use



1 Honeydale	Neighbourhoods	Parks
2 Metro	Apartment Neighbourhoods	Employment Areas
	Mixed Use Areas	Utility Corridors

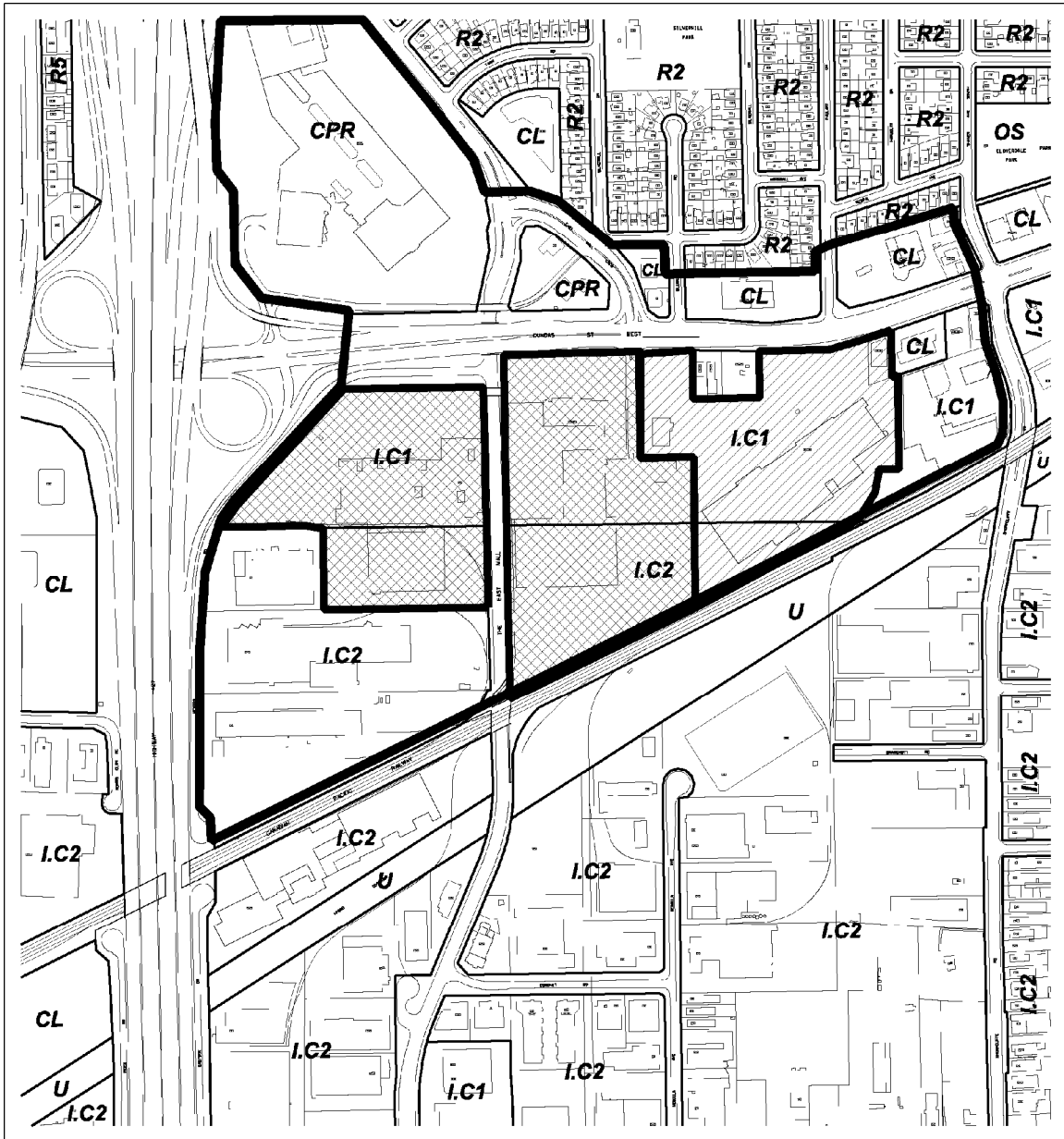
Toronto City Planning
Official Plan - Toronto

Not to Scale
 06/05/06

5555 Dundas West

File # 05_114554

Attachment 3: Etobicoke Zoning Code



5555, 5559 Dundas Street West and 25 Vickers Road

File # 05_114554 & 05_117975

Former Etobicoke
 R2 Residential Second Density
 R5 Residential Fifth Density
 I.C1 Industrial Class 1
 I.C2 Industrial Class 2

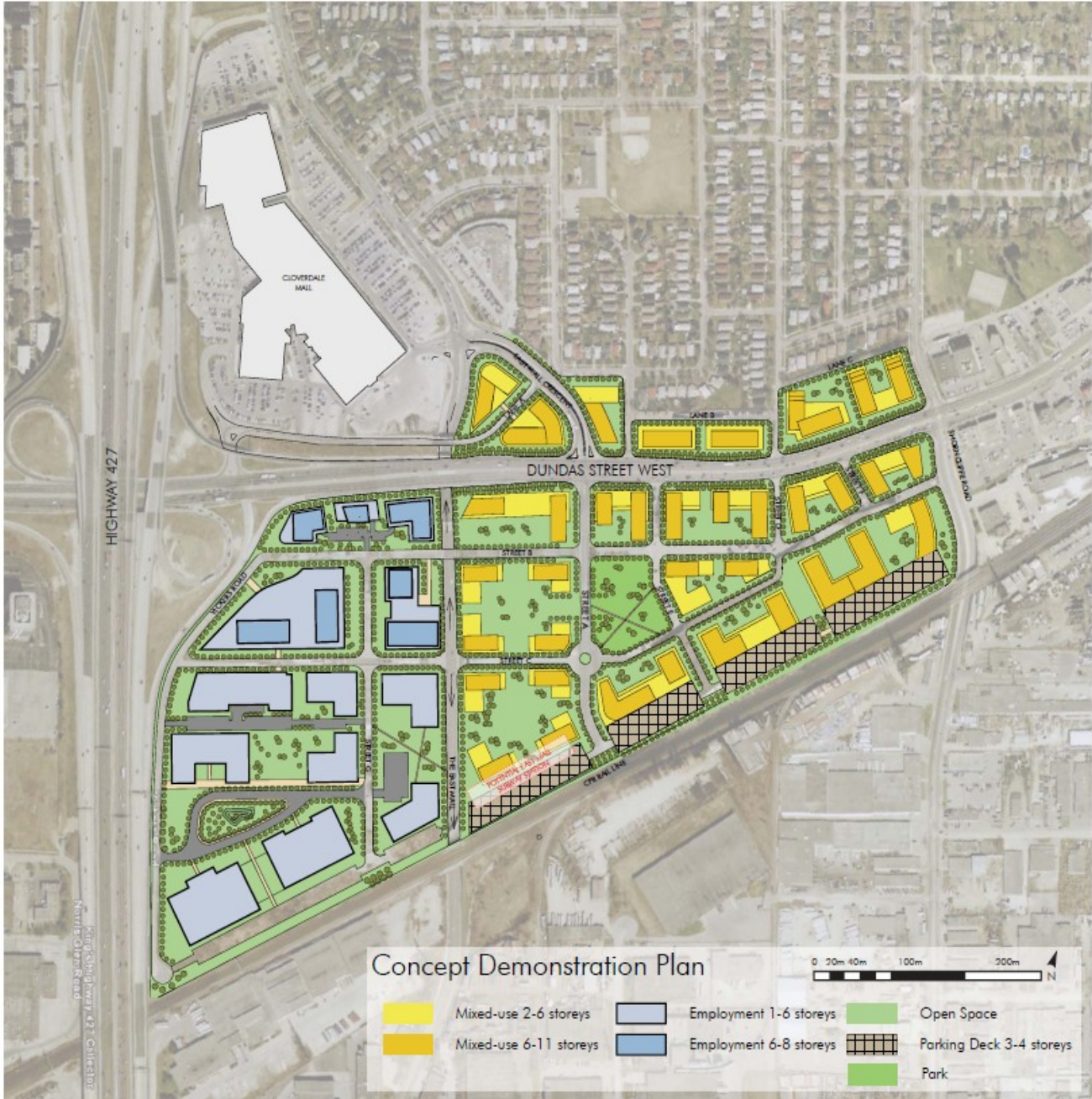
CPR Commercial Planned Regional
 OS Public Open Space
 CL Commercial Limited
 U Utilities

Study Area Boundary
 "Honeydale"
 "Metro"



Not to Scale
 Zoning By-law 11,737 as amended
 Extracted 05/31/08 - MH

**Attachment 4:
Concept Demonstration Plan from Planning Framework Study Report**



**Attachment 5: Draft Official Plan Amendment
For lands on south side of Dundas Street West to the CP Rail Corridor**

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

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

To adopt Amendment No. 156 to the Official Plan of the City of Toronto
respecting the Dundas Street West/ Highway 427 Planning Framework Study

WHEREAS authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

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

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*.

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

1. The text and maps attached hereto are adopted as an amendment to the Official Plan for the City of Toronto.
2. This is Official Plan Amendment No. 156.

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

ROB FORD,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

OFFICIAL PLAN AMENDMENT NO. 156
TO THE OFFICIAL PLAN OF THE CITY OF TORONTO

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

1. Map 2, Urban Structure Plan is amended by removing those lands south of Dundas Street West and north of the Canadian Pacific rail corridor, between The East Mall and Shorncliffe Road, and identifying those lands south of Dundas Street West and west of The East Mall as Employment Districts as shown on Schedule I.
2. Map 15, Land Use Plan is amended by re-designating the lands on the south side of Dundas Street West and west of The East Mall from *Mixed Use Areas* to *Employment Areas*, and the lands south of Dundas Street West and east of The East Mall from *Employment Areas* to *Mixed Use Areas* as shown on Schedule II.
3. Schedule 2, The Designation of Planned but Unbuilt Roads is amended by adding the following new Planned but Unbuilt Roads:

Street Name	From	To
New Link A	Southerly extension of East Mall Crescent from Dundas Street West	New Link C
New Link B	East Mall Crescent extension	New Links C and D
New Link C	Vickers Road	New Link B and D
New Link D	Southerly extension of Paulart Drive from Dundas Street West	New Link C
New Link E	New Links C and D	Shorncliffe Road

4. Chapter 7, Site and Area Specific Policies is amended by adding Site and Area Specific Policy 367 for those lands along and south of Dundas Street West to the Canadian Pacific rail corridor between Highway 427 and Shorncliffe Road as shown on Map 1.

367. Dundas Street West to the Canadian Pacific rail corridor, between Highway 427 and Shorncliffe Road

a) Introduction

The Dundas Street West/ Highway 427 Planning Framework Study was completed in 2011 and included lands centred on Dundas Street West between Highway 427 and Shorncliffe Road/ Shaver Avenue. The study identified opportunities for redevelopment and growth, primarily along and south of Dundas Street West. The lands on the south side of Dundas Street West to the Canadian Pacific rail corridor between Highway 427 and Shorncliffe Road are the lands subject to this amendment as shown in Map 1.

The area includes *Mixed Use Areas* and *Employment Areas*. In the *Mixed Use Areas* the vision is for Dundas Street West to be redeveloped with mid-rise buildings and the lands south of Dundas Street West to be redeveloped with taller buildings and primarily residential uses supported by a public street network, organized around a centrally located public park. In the *Employment Areas* the vision is for office uses and industrial uses that are compatible with existing and proposed uses in the surrounding area.

b) Key Objectives

- i. The lands are intended to be developed consistent with the policies of the Official Plan including the policies of the *Mixed Use Areas* and *Employment Areas* land use designations which apply to the study area.
- ii. New public streets, water and sanitary sewer infrastructure, public parkland and community facilities are required to support development in the area shown on Map 1.
- iii. Given the substantial amount of residential development envisioned, a range of housing opportunities in terms of size, affordability and tenure is required.
- iv. Development along Dundas Street West will contribute to the achievement of a vibrant and attractive public realm that encourages and supports pedestrian activity and reinforces the role of Dundas Street West for commercial activity.

c) Public Realm and Built Form

The transformation of the area is based on providing for an increased scale of development south of Dundas Street West and the introduction of new physical and social infrastructure to support development. The following public realm and built form policies will inform the preparation of implementing zoning and the review of development applications:

- i. Redevelopment shall establish a network of development blocks and public streets generally consistent with that shown on Map 1, to establish appropriately sized development blocks, a coordinated and connected public street network, and a centrally located public park.
- ii. The centrally located public park shall have direct frontage on a minimum of two public streets and preferably on four public streets, shall not abut the rail corridor and shall be of a size and configuration suitable to accommodate active and passive recreation opportunities.
- iii. A high quality public realm will be established throughout the area and will be organized to physically connect and relate to surrounding streets and properties, in particular along Dundas Street West.
- iv. Streets will be designed to provide safe, comfortable and amenable environments for pedestrians, cyclists and vehicles by minimizing curb cuts, encouraging shared driveways and the use of lanes, and including enhanced street tree planting, street furniture and street lighting.
- v. Development should achieve a connected and continuous coordinated built form that defines and supports the public realm. Buildings will generally be located parallel to public streets with main building entrances on the street facing facades.
- vi. The predominant scale of built form along Dundas Street West will be mid-rise buildings fronting onto public streets. Taller buildings will be permitted in the

central and southern portions of the *Mixed Use Areas* as well as in the *Employment Areas* near the Dundas Street West and Highway 427 interchange.

- vii. Maximum building heights will be established based on a consideration of the adjacent right-of-way, appropriate transition, adequately limiting shadow impacts and providing for comfortable pedestrian wind conditions on streets and within parks, and the achievement of a consistent built form condition along Dundas Street West.
- viii. No stand alone townhouse units will be permitted within the *Mixed Use Areas* except for townhouse units that form and are an integral part of the podium element of a building.
- ix. On Dundas Street West, development will be setback from the property line to achieve a generous pedestrian area, with ground floor uses supporting the commercial role and activity of the street.

d) Transportation and Development Phasing

- i. The public street network will be achieved incrementally with redevelopment. Primary and Secondary Streets are shown on Map 1. Any development in the *Mixed Use Areas* on the south side of or south of Dundas Street West must provide key street segments of Primary Streets in order to achieve network connections necessary to support development.
- ii. A 27 metre right-of-way width is required for the East Mall Crescent extension (Street A) to Street C, for Street C between The East Mall and Street D, and for Street D which is located between Street Dundas Street West and Street C. A 23 metre right-of-way width will be required for Street E.
- iii. Street E will become an extension of either Street B or Street C connecting to Shorncliffe Road, to be determined through the development application process.
- iv. Full movements along Dundas Street West will only be permitted at existing signalized intersections.
- v. The potential grade separated crossing shown on Map 1 illustrates a potential future local road connection across The East Mall. The need for and merits of a grade-separated local road connection will be evaluated as development occurs in the area. If a grade separated crossing is constructed it will be designed to safely and comfortably accommodate pedestrians, bicycles and vehicles, as well as streetscape elements.
- vi. The final alignment of streets and timing for conveyance of streets will be determined through the development application process. The development of some new streets may require securing the appropriate infrastructure through the requirements of the

Environmental Assessment Act. Streets will generally be secured through Plan of Subdivision, Development Agreements or a combination thereof.

- vii. Secondary and Potential Future Public Streets shown on Map 1 are conceptual. The exact number, right-of-way width and location of these streets will be determined through the development application process and will not require an amendment to Map 1.
- viii. The Bloor-Danforth Subway Westerly Extension Environmental Assessment report identifies that a subway extension through the area would be sub-surface and located adjacent to the north side of the Canadian Pacific rail corridor east of The East Mall. If the subway is extended and a subway station is constructed in this location, opportunities to integrate the station with development on adjacent lands is encouraged. Appropriate lands will be protected through the development review process to accommodate a potential future subway station and a connecting public street (East Mall Crescent extension).
- ix. In the event that the Bloor-Danforth Subway is extended westerly and includes a new station within the area shown on Map 1, density permissions for lands adjacent to the new station may be re-evaluated once the station is in operation.

e) Community Services and Facilities

- i. Community Services and Facilities will be required to support future development in the area shown on Map 1 and will be provided within this area or in the immediately surrounding community.
- ii. Community Services and Facilities will be delivered in a timely manner so as not to place additional burdens on existing community services and facilities in the area where capacity may not exist. Some community facilities may be permitted to be integrated with private developments.
- iii. Community service and facility priorities for the area include but are not limited to child-care centres and multi-purpose community space.

f) Municipal Infrastructure

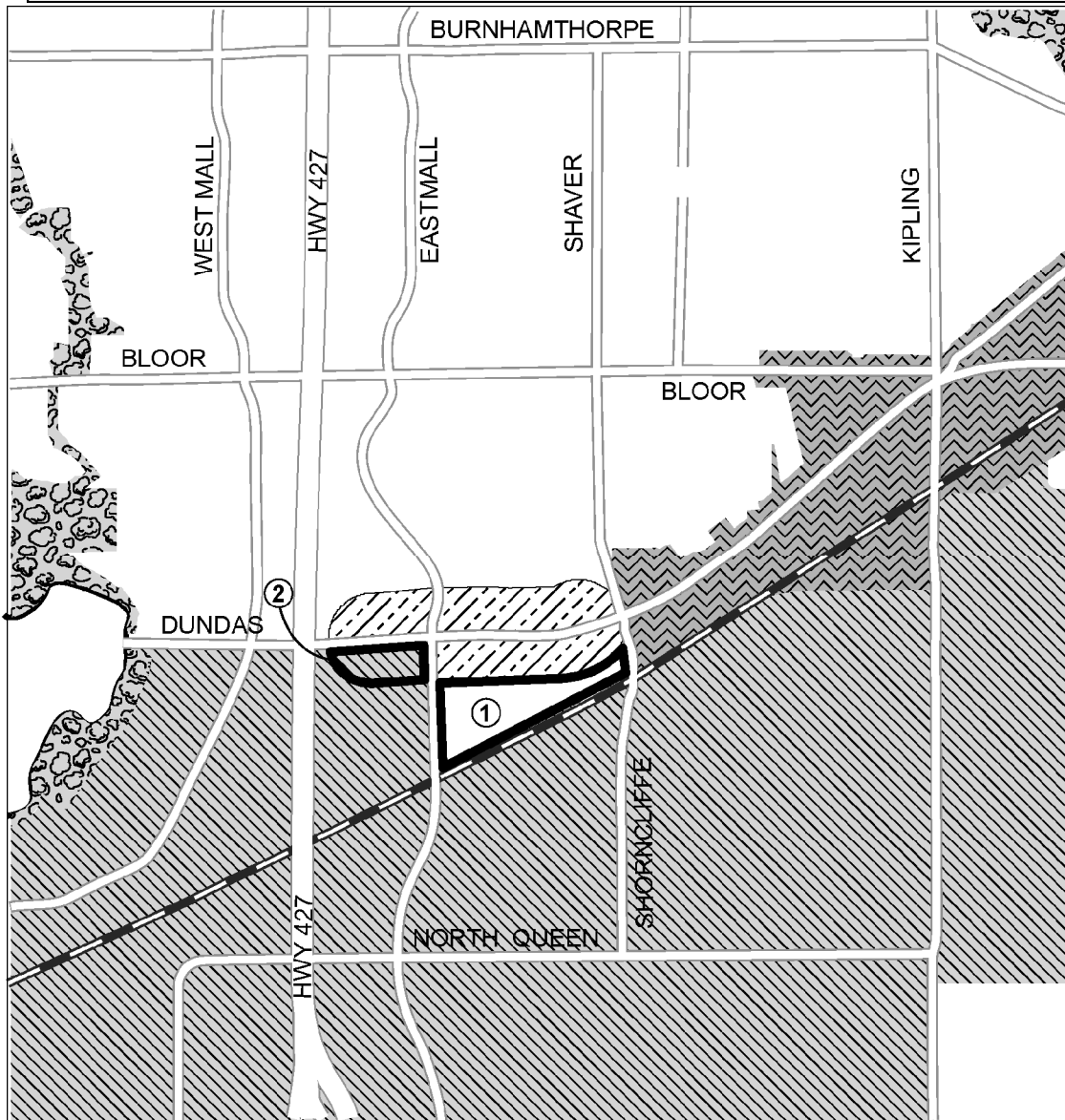
- i. Municipal Infrastructure required to service new development will be provided on municipal lands, typically within the public street right-of-way and will be constructed to City standards and be provided at approved locations and conveyed to the City at nominal cost and free of encumbrances, prior to occupancy of development requiring that infrastructure.
- ii. Municipal servicing will be coordinated with the detailed design of the public street network. Where public streets are being constructed municipal infrastructure may be required to be provided concurrently within the right-of-way in advance of development requiring that infrastructure.
- iii. Functional servicing and stormwater management reports will be required to identify whether capacity exists in the trunk and local system to accommodate proposed

development within the tributary area, identify any required improvements to support proposed development and determine mitigation measures to minimize any impacts to the servicing network.

g) Holding Zones

- i. Zoning for any of the lands may be subject to 'Holding' provisions in accordance with the *Planning Act*. Lands subject to these provisions will be identified by the 'Holding' symbol 'H' preceding the zone symbol on the zoning map. The uses of land, buildings or structures that are permitted when the 'Holding' symbol is removed shall be specific in the 'Holding' Zone By-law. Such plans and studies required to remove the H holding symbol would be established in implementing zoning and include the provision of public streets, municipal infrastructure, and public parkland. The holding symbol may be removed in phases upon application by the owner to the City as required plans and studies have been provided and appropriate conditions secured through an agreement or agreements pursuant to Sections 37, 41, 51 or 53 of the *Planning Act*.

Schedule I



Official Plan Amendment # 159

Revisions to Structure Map 2

**5555 & 5559 Dundas Street West
& 10 Shorncliffe Road**

File # 08_102920

- 1 Remove Employment Districts

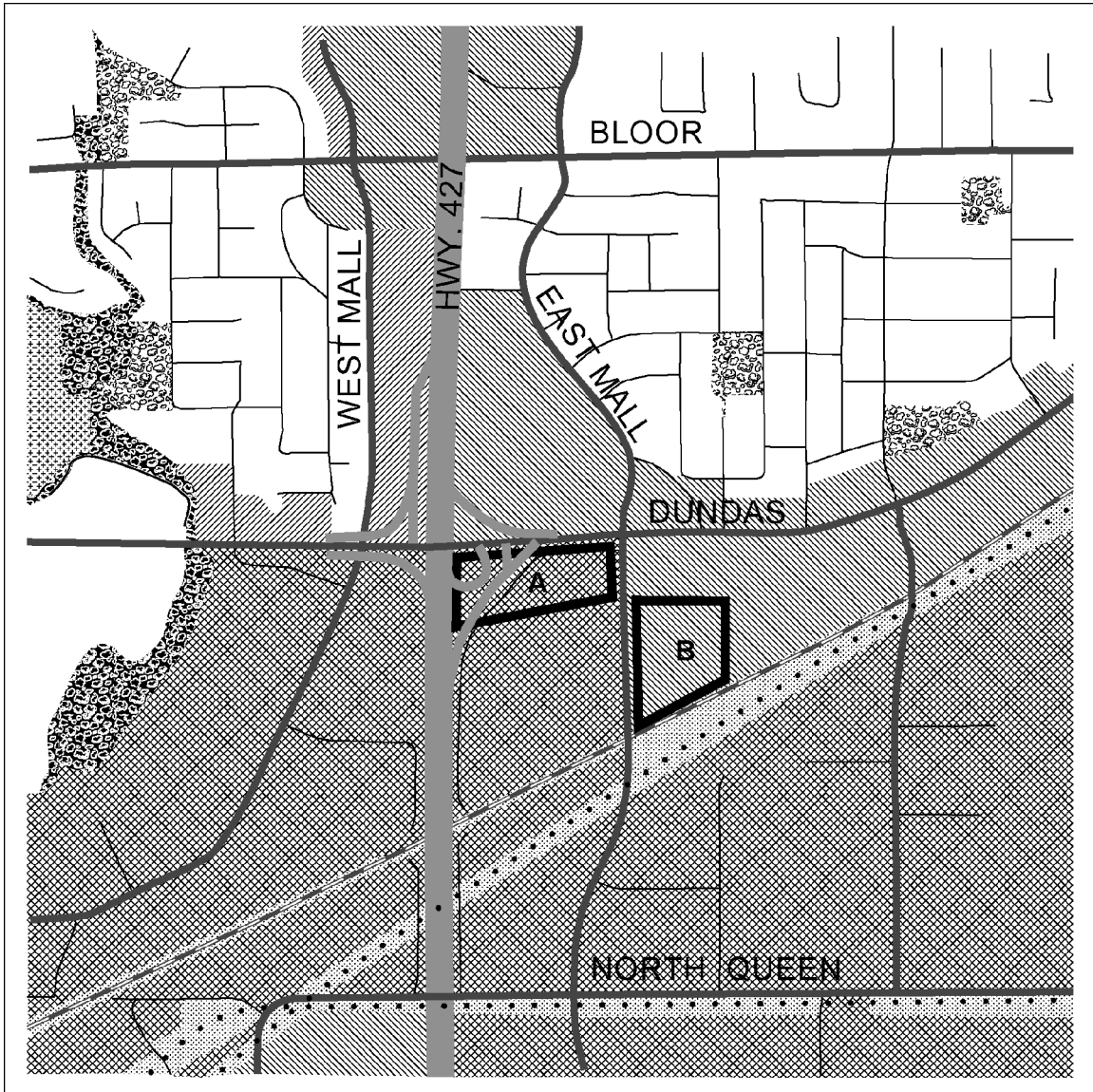
2 Remove Avenues and replace with Employment Districts
- Employment Districts

 Avenues
- Centres

 Green Space System

↑
Not to Scale
02/15/11

Schedule II



5555 Dundas Street West and 25 Vickers Road

Official Plan Amendment #

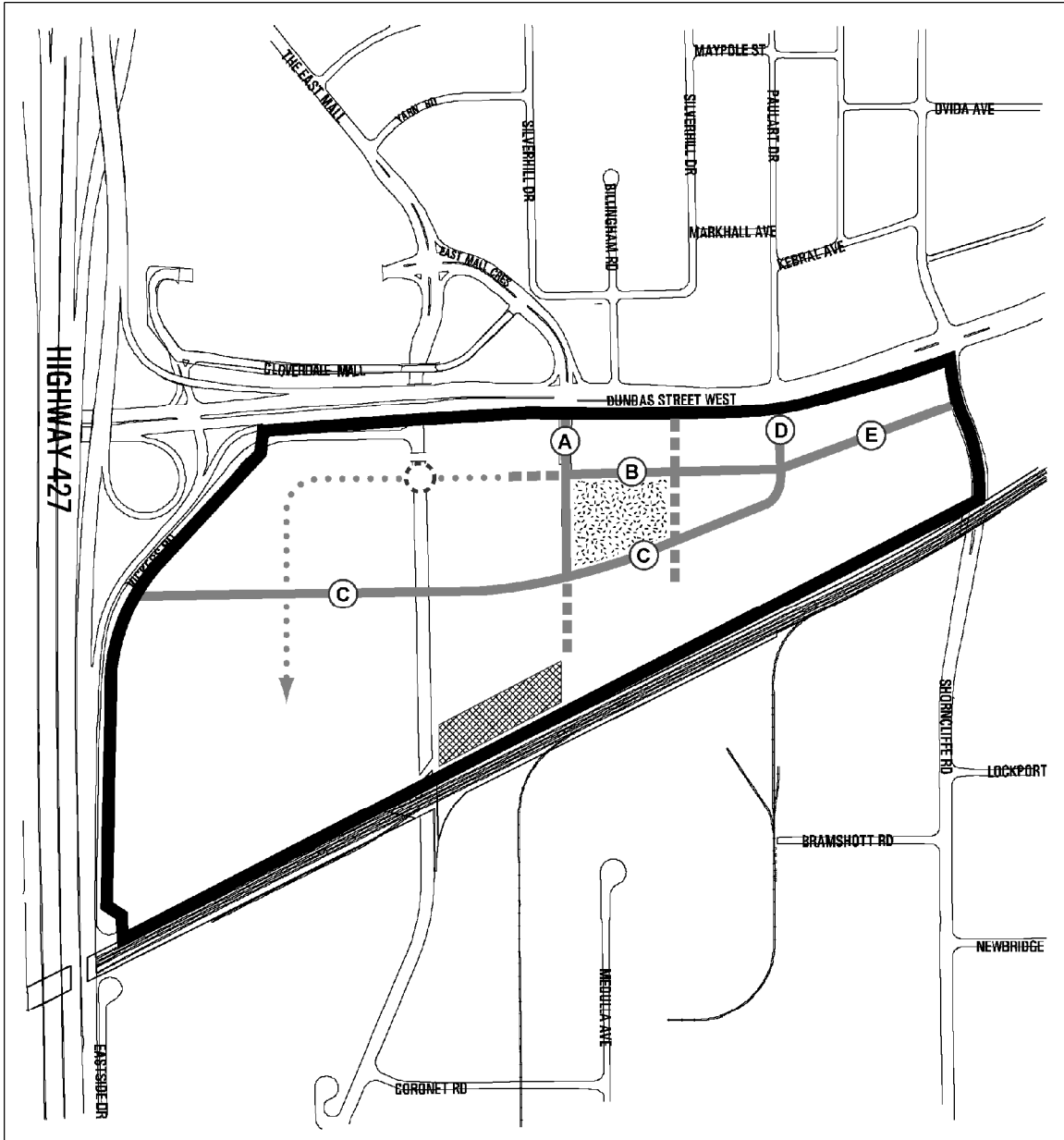
A - Revisions to Land Use Map 15 to Redesignate lands from Mixed Use Areas to Employment Areas
 B - Revisions to Land Use Map 15 to Redesignate lands from Employment Areas to Mixed Use Areas








File # 08_102920

- | | | | |
|--------------------------|------------------------|---------------------|-------------------|
| Site Location | Natural Areas | Institutional Areas | Utility Corridors |
| Neighbourhoods | Parks | Regeneration Areas | |
| Apartment Neighbourhoods | Other Open Space Areas | Employment Areas | |
| Mixed Use Areas | | | |



Not to Scale
02/14/11



-  Site and Area Specific Policy 367 Boundary
-  Primary Public Streets (A)
-  Secondary Public Streets
-  Potential Grade Separation
-  Potential Future Public Streets
-  Potential Future Subway Station
-  Potential Public Park Location



Not to Scale

Extracted 02/15/11 - MH

**Attachment 6: Draft Official Plan Amendment
For lands on north side of Dundas Street West**

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

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

To adopt Amendment No. 159 to the Official Plan of the City of Toronto
respecting the Dundas Street West/ Highway 427 Planning Framework Study

WHEREAS authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

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

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*.

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

1. The text and maps attached hereto are adopted as an amendment to the Official Plan for the City of Toronto.
2. This is Official Plan Amendment No. 159.

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

ROB FORD,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)

OFFICIAL PLAN AMENDMENT NO. 159
TO THE OFFICIAL PLAN OF THE CITY OF TORONTO

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

1. Chapter 7, Site and Area Specific Policies is amended by adding Site and Area Specific Policy 368 for those lands on the north side of Dundas Street West as shown on Map 1 as follows:

368. North Side of Dundas Street West between The East Mall and Shaver Avenue

a) Introduction

The Dundas Street West/ Highway 427 Planning Framework Study was completed in 2011 and included lands centered on Dundas Street West between Highway 427 and Shorncliffe Road/ Shaver Avenue. The study identified opportunities for redevelopment and growth primarily along and south of Dundas Street West. The lands on the north side of Dundas Street are the lands subject to this amendment as shown on Map 1.

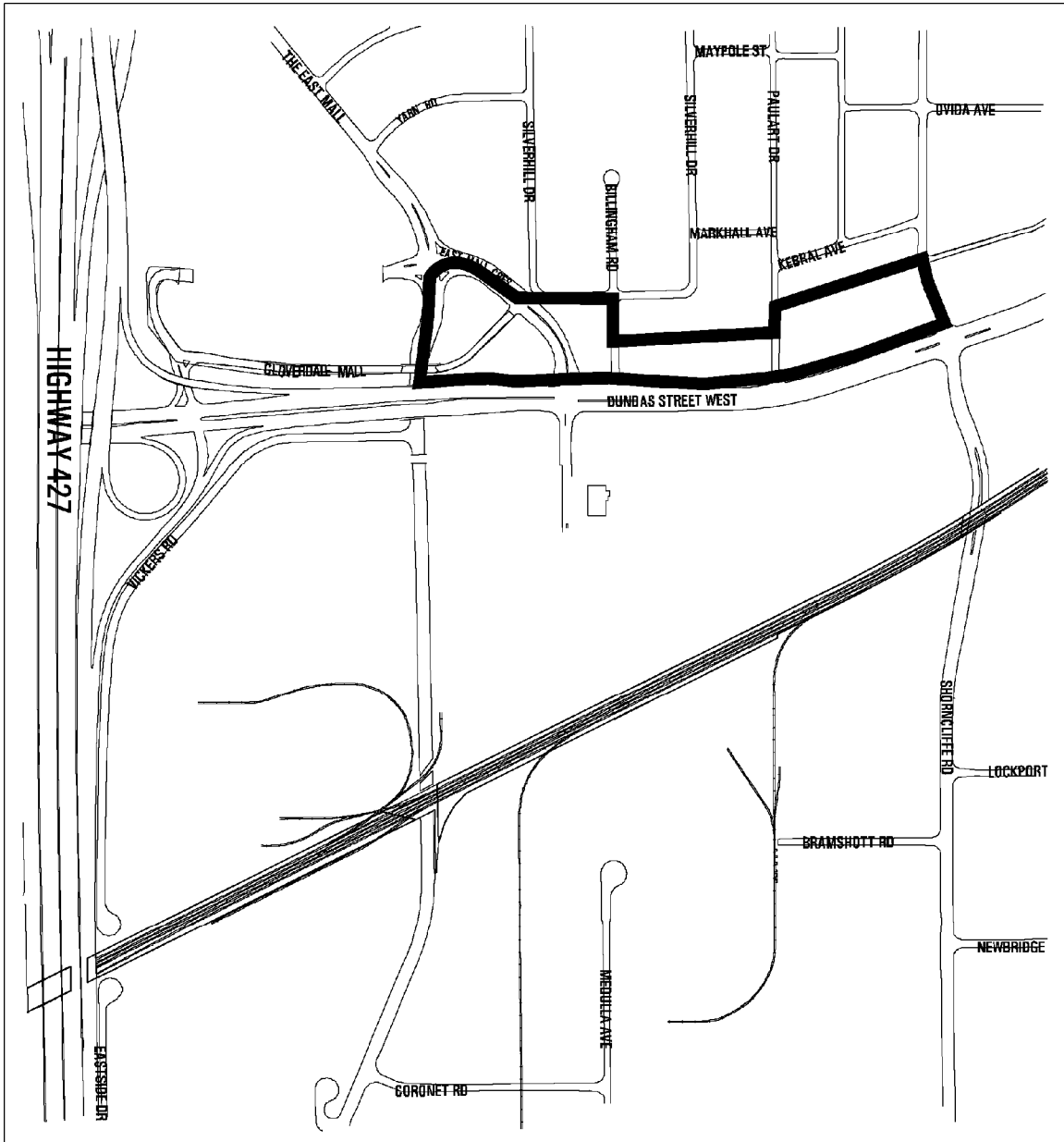
b) Key Objectives

- i. The lands are intended to be developed consistent with the policies of the Official Plan including the policies of the *Mixed Use Areas* land use designation which applies to the area.
- ii. Improvements to water and sanitary sewer infrastructure, and community facilities are required to support development.
- iii. A range of housing opportunities in terms of size, affordability and tenure is required.
- iv. Development along Dundas Street West will contribute to the achievement of a vibrant and attractive public realm that encourages and supports pedestrian activity and reinforces the role of Dundas Street West for commercial activity.

c) Public Realm and Built Form

- i. A high quality public realm will be established and will be organized to physically connect and relate to Dundas Street West and surrounding streets and properties.
- ii. Development will minimize curb cuts, encourage shared driveways and the use of lanes, and include enhanced street tree planting, street furniture and street lighting.
- iii. Development should achieve a connected and continuous coordinated built form that defines and supports the public realm. Buildings will be located parallel to public streets with main building entrances on the street facing facades.
- iv. The scale of built form will be mid-rise buildings. Maximum building heights will be established based on a consideration of the adjacent right-of-way, appropriate transition to the low scale residential neighbourhood to the north, adequately limiting shadow impacts and providing for comfortable pedestrian conditions.

- v. No stand alone townhouse units will be permitted within the *Mixed Use Areas* except for townhouse units that form and are an integral part of the podium element of a building
 - vi. Development will be setback from the Dundas Street West property line to achieve a generous pedestrian area, and setback from the north property line to achieve a rear lane.
- d) Community Services and Facilities
- i. Community Services and Facilities will be delivered in a timely manner so as not to place additional burdens on existing community services and facilities in the area where capacity may not exist. Some community facilities may be permitted to be integrated with private development.
 - ii. Community service and facility priorities for the area include child care centres, and multi-purpose community space.
- e) Municipal Infrastructure
- iv. Municipal Infrastructure required to service new development will be provided on municipal lands, typically within the public street right-of-way, and will be constructed to City standards and be provided at approved locations and conveyed to the City at nominal cost and free of encumbrances, prior to occupancy of development requiring that infrastructure.
 - v. Functional servicing and stormwater management reports will be required to identify whether capacity exists in the trunk and local system to accommodate proposed development within the tributary area, identify any required improvements to support proposed development, and determine mitigation measures to minimize any impacts to the servicing network.
- f) Holding Zones
- i. Zoning for any of the lands may be subject to 'Holding' provisions in accordance with the *Planning Act*. Lands subject to these provisions will be identified by the 'Holding' symbol 'H' preceding the zone symbol on the zoning map. The uses of land, buildings or structures that are permitted when the 'Holding' symbol is removed shall be specific in the 'Holding' Zone By-law. Such plans and studies required to remove the H holding symbol would be established in implementing zoning and include but not be limited to the provision of municipal infrastructure. The holding symbol may be removed in phases upon application by the owner to the City as required plans and studies have been provided and appropriate conditions secured through an agreement or agreements pursuant to Sections 37, 41, 51 or 53 of the *Planning Act*.



HIGHWAY 427 / DUNDAS STREET WEST STUDY

Map 1

File # 08_102920

— Site and Area Specific Policy 368 Boundary



Not to Scale

Extracted 02/15/11 • MH