

Authority: Local Planning Appeal Tribunal Decision
issued on February 21, 2020 and Ontario Land Tribunal
Order issued on August 16, 2022 in Tribunal File
PL180322

CITY OF TORONTO

BY-LAW 1336-2023(OLT)

To amend former City of Toronto Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2021 as 2 Tecumseth Street and 125-133 Niagara Street in the City of Toronto.

Whereas the Ontario Land Tribunal, pursuant to its Order issued on August 16, 2022 in respect of in Tribunal Case PL180322 approved amendments to the City of Toronto Zoning By-law 569-2013, as amended, with respect to the lands municipally known as 2 Tecumseth and 125-133 Niagara Street; and

Whereas authority is given to the Ontario Land Tribunal under Section 34(11) of the Planning Act R.S.O. 1990, c. P.13, as amended; and

Whereas authority is given to Council by Section 34 and Section 36 of the Planning Act, R.S.O. 1990, c. P.13, as amended, to impose the holding symbol (H) and to remove the holding symbol (H) when Council is satisfied that the conditions relating to the holding symbol have been satisfied; and

Whereas the Official Plan for the City of Toronto contains provisions relating to the use of Holding (H) symbol with conditions in the zoning by-law; and

Whereas the Official Plan for the City of Toronto contains such provisions relating to the authorization of increases in height and density of development; and

Whereas pursuant to Section 37 of the Planning Act, a by-law under section 34 of the Planning Act may authorize increases in the height or density of development beyond those otherwise permitted by the by-law and that will be permitted in return for the provision of such facilities, services or matters as are set out in the by-law; and

Whereas subsection 37(3) of the Planning Act provides that where an owner of lands elects to provide facilities, services or matters, in return for an increase in height or density of development, the municipality may require the owner to enter into one or more agreements with the municipality in respect of the facilities, services and matters; and

Whereas the owner of the aforesaid lands has elected to provide the facilities, services and matters hereinafter set out; and

Whereas the increase in height and density permitted beyond that otherwise permitted on the aforesaid lands by By-law 569-2013, as amended, is permitted in return for the provision of the facilities, services and matters set out in this By-law which is secured by one or more agreements between the owner of the land and the City of Toronto;

Therefore, pursuant to the Order of the Ontario Land Tribunal, Zoning By-law 569-2013 is hereby amended as follows:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law 569-2013, Chapter 800 Definitions.
3. Zoning By-law 569-2013, as amended, is further amended by amending the zone label on 2 Tecumseth Street, and adding the lands at 125 and 133 Niagara Street to the Zoning By-law Map in Section 990.10 and applying the following zone label to these lands: (H)CRE (x813), CRE(x813) and OR, as shown on Diagram 2 attached to this By-law.
4. Zoning By-law 569-2013, as amended, is further amended by adding the lands at 125 and 133 Niagara, subject to this By-law to the Policy Areas Overlay Map in Section 995.10.1, with no value, as shown on Diagram 3 attached to this By-law.
5. Zoning By-law 569 -2013, as amended, is further amended by adding the lands at 125 and 133 Niagara Street, subject to this By-law to the Height Overlay Map in Section 995.20.1, and applying the following height label to these lands: HT 18.0, as shown on Diagram 4 attached to this By-law.
6. Zoning By-law 569 -2013, as amended, is further amended by adding the lands at 125 and 133 Niagara Street, subject to this By-law to the Lot Coverage Overlay Map in Section 995.30.1, with no value, as shown on Diagram 5 attached to this By-law.
7. Zoning By-law 569 -2013, as amended, is further amended by adding the lands at 125 and 133 Niagara Street and 2 Tecumseth Street, subject to this By-law to the Rooming House Overlay Map in Section 995.40.1, and applying the following Rooming House label to these lands: B2, as shown on Diagram 6 attached to this By-law.
8. Zoning By-law 569-2013, as amended, is further amended by adding Article 900.12.10 exception Number 813, so it reads:

(813) Exception CRE (x813)

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections:

Site Specific Provisions:

- (A) On 2 Tecumseth Street and 125-133 Niagara Street, if the requirements of By-law 1336-2023(OLT) are complied with, **buildings** or **structures** may be constructed, used or enlarged in compliance with (B) to (X) below.
- (B) Despite Regulations 50.5.40.10 (1) and (2), the height of a **building** or **structure** is the distance between the highest point of the **building** or **structure** and:

- (i) 83.50 metres Canadian Geodetic Datum for Area (A) as shown on Diagram 7 of By-law 1336-2023(OLT);
 - (ii) 84.0 metres Canadian Geodetic Datum for Area (B) as shown on Diagram 7 of By-law 1336-2023(OLT); and
 - (iii) 84.65 metres Canadian Geodetic Datum for Area (C) as shown on Diagram 7 of By-law 1336-2023(OLT).
- (C) In addition to the non-residential uses listed in Regulation 50.10.20.10(1) (A), a **market garden** is permitted and may be inside a **building**, and despite Regulation 50.10.20.10 (1), **public parking** is a permitted use.
- (D) Regulations 50.10.40.30 (1), 50.10.40.1 (2), 50.10.20.100 (6) do not apply.
- (E) Despite Regulations 50.10.40.10 (1) and (4), the permitted maximum height of a **building** or **structure** is the numerical value, in metres following the symbol "HT" as shown on Diagrams 8A and 8B of By-law 1336-2023(OLT).
- (F) Despite Regulations 50.5.40.10 (3), (4), (5), (6), and (7), and (F) above, the following equipment and **structures** may project beyond the permitted maximum **height** as shown on Diagram 8A and 8B of By-law 1336-2023(OLT) as follows:
- i. architectural features, lighting, balcony or terrace dividers, screens, lighting rods, parapets, garden storage sheds, landscape and **green roof** elements, planters, chimney stacks, rooftop **landscaping** elements, rooftop furniture elements, rooftop access hatches and associated ladders, to a maximum of 3.0 metres;
 - ii. window washing equipment, swimming pools and associated equipment, **building** maintenance equipment, greenhouses, enclosed stairwells, and vents, to a maximum of 5.0 metres;
 - iii. **structures** or elements providing safety, noise or wind protection, to a maximum of 5.0 metres;
 - iv. elevator overruns and related enclosures, mechanical equipment, and equipment used for the functional operation of the **building** to a maximum vertical projection of 6.0 metres, provided the level of the **building** where the projection is located has a **height** less than 45.5 metres as shown on Diagram 8B; and
 - v. despite (ii) above, the total area of a greenhouse may cover no more than 85 percent of the area of the roof, measured horizontally.

- (G) Regulation 50.5.40.10 (5) with respect to the horizontal limits on elements for the functional operation of a building does not apply.
- (H) Within the area identified as "Tower Zone B1" shown on Diagrams 8A and 8B of By-law 1336-2023(OLT), the permitted maximum floorplate of each **storey** located above a height of 37.5 metres as shown on Diagrams 8A and 8B is 830 square metres, and:
- i. For the purposes of this exception, floorplate means the total area of a floor or **storey** of a **building** measured from the exterior of the **main wall** of the floor level, excluding the areas occupied by structural elements.
- (I) Despite Clause 50.5.40.40, the permitted maximum **gross floor area** of all **buildings** and **structures** on the **lot** must not exceed 92,600 square meters, of which:
- (a) the permitted maximum **gross floor area** on Area A as shown on Diagram 7 of By-law 1336-2023(OLT), is 10,950 square metres for non-residential uses and no residential uses are permitted;
 - (b) the permitted maximum **gross floor area** on Area B as shown on Diagram 7 of By-law 1336-2023(OLT), is 82,800 square metres combined for residential and non-residential uses; and
 - (c) the permitted maximum **gross floor area** on Area C as shown on Diagram 7 of By-law 1336-2023(OLT), is 1,000 square metres for non-residential uses and no residential uses are permitted.
- (J) Despite Regulation 50.10.40.50 (1)(C) there is no limitation on the amount of outdoor **amenity space** that may be provided as a **green roof**.
- (K) Despite Regulations 50.5.40.70 (1), 600.10.10(1), and Clauses 50.10.40.70, and 50.10.40.80, the required minimum **building setbacks** and the required minimum separation distances between **main walls** of **buildings** or **structures** are as shown on Diagram 8A and 8B of By-law 1336-2023(OLT).
- (L) Despite Clauses 50.5.40.60, 50.10.40.60 and (K) above, the following elements may encroach into the required minimum **building setback** and **main wall** separation distances as follows:
- i. decks, porches, balconies or similar **structures** to a maximum of 2.5 metres;
 - ii. canopies, awnings or similar **structures** or elements, with or without structural support to a maximum of 5.0 metres;
 - iii. exterior stairs, access ramps, and elevating devices may encroach with no limitation;

- iv. the exterior surface of a **main wall** to a maximum of 0.5 metres; and
 - v. notwithstanding (i) through (iv) above, platforms and terraces may project into a required **building setback** up to the extent of the roof it is covering.
- (M) Regulation 50.10.80.1 (2) with respect to above grade parking and 50.10.80.10 (1) with respect to parking in the front yard, do not apply.
- (N) Despite Regulation 50.10.90.40 (1) access to a **loading space** is not required to be from a **lane**.
- (O) Despite Regulation 200.5.10.1(1) and Table 200.5.10.1 **parking spaces** must be provided on the **lot** as follows:
- i. **no parking spaces** are required for permitted uses located within a **building** or **structure** in Area (A) as shown on Diagram 3 of By-law 1336-2023(OLT);
 - ii. a minimum of 227 **parking spaces** for residential **dwelling units** and no visitor **parking spaces**; and
 - iii. a minimum of 130 **parking spaces** for **non-residential** uses must be provided within a **building** or **structure** on Area B, as shown on Diagram 2 of By-law 1336-2023(OLT).
- (P) Despite Regulation 200.5.1 (A), the minimum width of a one way drive aisle is 4.90 metres.
- (Q) Despite Regulations 50.5.80.1 (1), 200.5.10.1(1) and Table 200.5.10.1 required **parking spaces** for non-residential uses may be provided on a non-exclusive basis and may be provided as **public parking**.
- (R) Despite regulation 200.15.1(1) and (4) and By-law 579-2017, accessible parking spaces must comply with the following:
- (i) accessible parking spaces must be located on the same level as a barrier free passenger elevator that provides access to the first storey of the building;
 - (ii) an accessible parking space must have the following minimum dimensions:
 - a) length of 5.6 metres;
 - b) width of 3.4 metres; and
 - c) vertical clearance of 2.1 metres.

- (iii) the entire length of an accessible parking space must be adjacent to a 1.5 metre wide accessible barrier free aisle or path.
- (S) Despite Regulation 200.5.1.10 (2), a maximum of 15 percent of the required **parking spaces** may have minimum dimensions of:
 - i. Length of 5.3 metres;
 - ii. Width of 2.4 metres; and
 - iii. Vertical clearance of 1.7 metres.
- (T) Despite Regulation 230.5.1.10 (4), the minimum width of a stacked **bicycle parking space** is 0.40 metres.
- (U) Despite Regulation 230.50.1.20 (1), a short term **bicycle parking space** may be located more than 30 metres from a pedestrian entrance to the building.
- (V) Despite Regulation 230.5.1.10 (9)(A)(iii) and 230.5.1.10 (9)(B)(iii) required long-term **bicycle parking spaces** may be located on any level of the **building** below-ground.
- (W) Despite Clause 220.5.10.1, **loading spaces** must be provided on the **lot** as follows:
 - (i) Within Area (A) as shown on Diagram 2 of By-law 1336-2023(OLT):
 - (a) 1 "Type B" **loading space**
 - (ii) Within Area (B) as shown on Diagram 2, of By-law 1336-2023(OLT):
 - (a) 2 "Type B" **loading spaces**
 - (b) 2 "Type C" **loading spaces**; and
 - (c) 1 "Type G" **loading space**.
- (X) Despite Regulation 220.5.20.1 (2) (A), the maximum slope of a **driveway** leading to a Type "G" **loading space** is 8.75 percent.

Prevailing By-laws and Prevailing Sections: (None Apply)

9. Section 37 Provisions:

- a) Pursuant to Section 37 of the Planning Act, and subject to compliance with this By law, the increase in height and density of the development is permitted beyond that otherwise permitted on the lands shown on Diagram 1 of this By law, in return for the provision by the owner, at the owner's expense of the facilities, services and matters set out in Schedule A hereof and which are secured by one or more agreements pursuant to Section 37(3) of the Planning Act that are in a form and registered on title to the lands to the satisfaction of the City Solicitor.
- b) Where Schedule A of this By-law requires the owner to provide certain facilities, services or matters prior to the issuance of a building permit, the issuance of such permit shall be dependent on satisfaction of the same.
- c) The owner must not use, or permit the use of, a building or structure erected with an increase in height and density pursuant to exception CRE(x813) of By-law 569-2013, as amended, unless the provisions of Schedule A of such By-law are satisfied.

10. Holding Symbol:

Prior to lifting of the (H) holding in whole or in part, the following applies:

- a) Holding provision: The lands delineated as Area A, as shown on Diagram 7, and zoned with the (H) symbol shall not be used for the uses permitted by this zoning by-law amendment until the (H) symbol has been removed. An amending by-law to remove the (H) symbol shall be enacted by City Council when the following conditions have been fulfilled to the satisfaction of City Council:
 - (1) The owner has submitted a transportation study that evaluates and demonstrates the appropriate permanent access to Area A to the satisfaction of the Chief Planner, the Executive Director, Corporate Real Estate Management, the Chief Executive Officer, CreateTO, the Chief Engineer, and the General Manager, Transportation Services;
 - (2) The owner has submitted a Works Yard feasibility study, if required by the City, that evaluates and demonstrates the appropriate layout of the Works Yard site abutting Area A to the satisfaction of the Chief Planner, the Executive Director, Corporate Real Estate Management, the Chief Executive Officer, CreateTO, the Chief Engineer, and the General Manager, Transportation Services; and
 - (3) The owner has made such arrangements with the City as may be required by the City in its sole discretion to implement the provision of the permanent access to Area A, as recommended in the accepted transportation study and the accepted Works Yard feasibility study, including, but not limited to, entering into one or more agreements with the City securing, among other things, all costs associated with the

provision and maintenance of the permanent access, unless the access is provided as a public road, and all costs associated with the relocation of buildings and structures within the Works Yard site in order to accommodate the permanent access, all to the satisfaction of the Chief Planner, the Executive Director, Corporate Real Estate Management, the Chief Executive Officer, CreateTO, the Chief Engineer, the General Manager and the City Solicitor.

- 11.** Despite any severance, partition or division of the lands, the provisions of this By-law shall apply as if no severance, partition or division occurred.

Pursuant to the Local Planning Appeal Tribunal Decision issued on February 21, 2020 and the Ontario Land Tribunal Order issued on August 16, 2022 in Tribunal File PL180322.

SCHEDULE A**Section 37 Provisions**

Prior to the issuance of any Building Permit, the owner shall enter into an agreement to the satisfaction of the City Solicitor pursuant to Section 37 of the Planning Act, as it read on the day before section 1 of Schedule 17 to the COVID-19 Economic Recovery Act, 2020 came into force, to secure the community benefits below.

The facilities, services and matters set out below are required to be provided to the City at the owner's expense in return for the increase in height and density of the proposed development on the lands as shown in Diagram 1 in this By-law and secured in an agreement or agreements under Section 37(3) of the Planning Act whereby the owner agrees as follows:

1. Prior to the issuance of the first above-grade building permit for the development, other than for a building on the lands delineated as Area A or Area C, as shown on Diagram 7 of this By-law, the Owner shall either:
 - A. Provide affordable rental housing units on the lands as part of the development equal to a value of six million dollars (\$6,000,000.00), subject to an agreement between the owner and the City containing the terms for the provision of any Affordable Rental Housing Units, to the satisfaction of the Chief Planner and Executive Director, City Planning Division; or
 - B. Provide a financial contribution of six million dollars (\$6,000,000.00) to the City's Affordable Housing Capital Revolving Fund in lieu of the on-site provision of Affordable Rental Housing Units referenced in Paragraph 1.A. above.
2. The cash contribution referenced in Paragraph 1 above shall be indexed upwardly in accordance with the Statistics Canada Residential Construction Price Index for the Toronto Census Metropolitan Area, reported quarterly by Statistics Canada in Building Construction Price Indexes Table: 18-10-0135-01, or its successor, calculated from the date of execution of the Section 37 Agreement to the date of payment of the cash contribution by the owner to the City.
3. In the event the cash contribution in Paragraph 1 above has not been used for the intended purpose within three (3) years of this By-law coming into full force and effect, the cash contribution may be redirected for another purpose(s), at the discretion of the Chief Planner and Executive Director, City Planning Division, in consultation with the Ward Councillor, provided that the purpose is identified in the Official Plan and will benefit the community in the vicinity of the lands.
4. The owner shall provide the following to support the development of the lands:
 - A. Prior to the earlier of:
 - (i) five (5) years after the Site Plan Approval for a building on the lands delineated as Area B on Diagram 7 of this By-law; or

- (ii) three (3) years after the Site Plan Approval for a building on the lands delineated as Area A on Diagram 7 of this By-law;

the owner shall convey a minimum 1,493 square metres, primarily located on the western portion of the lands, for public parkland purposes, free and clear above-grade and below-grade of all physical obstructions and easements, encumbrances and encroachments, including surface and subsurface easements, complete all required environmental obligations, and satisfy the remaining parkland dedication requirements through a payment of cash-in-lieu of parkland dedication pursuant to Section 42 of the Planning Act, all to the satisfaction of General Manager, Parks, Forestry and Recreation, as more specifically set out in the Section 37 Agreement.

- B. The owner shall, at its own cost and expense, design and construct above-base park improvements to the proposed parkland, to be funded by a combination of development charge credits and any cash payments required in lieu of the parkland dedication shortfall, in accordance with Section 42 of the Planning Act, as of August 16, 2019, to the satisfaction of General Manager, Parks, Forestry and Recreation, as more specifically set out in the Section 37 Agreement.
- C. The owner shall at its own cost and expense, design and construct a multi-use path for public pedestrian, bicycle, and other non-motorized vehicle access with a minimum width of four (4) metres located along the rail corridor on the southern portion of the lands, excluding the parkland, to the satisfaction of General Manager, Parks, Forestry and Recreation, as more specifically set out in the Section 37 Agreement.
- D. Upon completion of the construction of all phases of the multi-use path referenced in Paragraph 4.C. above, the owner shall forthwith convey to the City, for nominal consideration, a non-exclusive surface easement over the lands on which the multi-use path is located, in perpetuity for public pedestrian, bicycle, and other non-motorized vehicle access over such lands, as more specifically set out in the Section 37 Agreement.
- E. Prior to the issuance of the first above-grade building permit for part or all of the development on the lands, the owner shall submit a proposed design, a phasing plan and a cost estimate for construction of the multi-use path referenced in Paragraph 4.C. above, to the General Manager, Parks, Forestry and Recreation for approval, including working drawings, specification and landscape plans.
- F. The owner shall maintain, at its own cost and expense, the multi-use path referenced in Paragraph 4.C. above, free and clear of any debris, snow and ice and also to be responsible for all capital maintenance costs, as more specifically set out in the Section 37 Agreement.
- G. Prior to the earlier of condominium registration for a building on the lands delineated as Area B, as shown on Diagram 7 of this By-law, and the first residential use for a building on the lands delineated as Area B as shown on Diagram 7 of this By-law, the owner shall design and construct, at its own cost

and expense, public realm improvements above the base condition at the southern terminus of the Tecumseth Street right-of-way, to be offset by applicable development charge credits, to the satisfaction of the General Manager, Transportation Services, as more specifically set out in the Section 37 Agreement.

- H. Prior to the issuance of the first above-grade building permit for a building on the lands delineated as Area B as shown on Diagram 7 of the Zoning By-laws, the owner shall submit a proposed design for the Tecumseth Street improvements referenced in Paragraph 4.G. above and a cost estimate to the General Manager, Transportation for approval, including working drawings, specification and landscape plans.
- I. Prior to Site Plan Approval for any part or all of the lands, the Owner shall deliver financial security to the City in the amount of 120 percent of the cost estimate referenced to in Paragraph 4.H. to financially secure the total costs and expenses for the installation of the Tecumseth Street improvements referenced in Paragraph 4.G., to the satisfaction of the General Manager, Transportation Services.
- J. The Owner shall provide and maintain the following unit mix in the development on the Lands:
 - (i) 20 percent of the dwelling units on the lands shall be provided and maintained as two-bedroom units; and
 - (ii) in addition to the units required in Paragraph 4J(i), above, 10 percent of the dwelling units on the lands shall be provided and maintained as three-bedroom units.
- K. Prior to the issuance of the first building permit (excluding a demolition permit or a building permit in respect of a building or structure erected in Area C of Diagram 7 of this By-law) for each phase of the development or a portion thereof, including a conditional building permit, the owner shall provide, at its cost and expense, a construction management plan for the development of the lands or a portion thereof, including excavation and shoring, to the satisfaction of the Chief Planner and Executive Director, City Planning Division and the Chief Engineer and Executive Director of Engineering and Construction Services, in consultation with the Ward Councillor.
- L. The owner shall use reasonable efforts to secure affordable rent for additional units within the proposed development on the lands, beyond those referred to in Paragraph 1.A. above, through federal, provincial and/or municipal funding programs which may become available.
- M. The owner shall provide a minimum of one times the area of the lot (approximately 19,480 square metres) as residentially compatible employment space.

- N. The owner shall, at its own cost and expense, design and construct a district heating and cooling plant on the lands, with the precise location and other details to be secured through the Site Plan Approval process to the satisfaction of the Chief Planner and Executive Director, City Planning Division.
- O. The owner shall implement any mitigation measures as identified through the Site Plan Approval process to mitigate impacts from the adjacent City Works Yard.
- P. Prior to the issuance of Notice of Approval Conditions for the Site Plan application, the owner shall incorporate all mitigation measures from the rail safety study accepted by the City's peer reviewer into the drawings submitted for Site Plan Approval, to the satisfaction of the Chief Planner and Executive Director, City Planning Division, and prior to Site Plan Approval, agree that all mitigation measures be constructed and maintained by the owner at its sole cost and expense.
- Q. Prior to the issuance of Notice of Approval Conditions for the Site Plan application, the owner shall submit a Noise and Vibration Feasibility Study to the satisfaction of the Chief Planner and Executive Director, City Planning Division, and provide certification from the noise and vibration consultant that all recommended mitigation measures have been incorporated into the drawings submitted for Site Plan Approval.
- R. Prior to the issuance of final Site Plan Approval the owner shall submit a wind tunnel analysis and agree to design, construct, and implement any mitigation measures identified in the analysis.
- S. As part of the materials submitted with the Site Plan application for the lands, the applicant shall submit a revised Transportation Impact Study containing a review and analysis of the following:
- (i) existing and projected pedestrian and cycling demand and an assessment of the adequacy of the existing pedestrian and cycling infrastructure to safely and comfortably accommodate such demand;
 - (ii) recommendations on possible road safety measures including, but not limited to, signage, speed-bumps, bump-outs and pavement treatments and markings to be implemented for the area in and around Wellington Street West between Bathurst Street and Strachan Avenue in order to improve existing and future pedestrian and cycling safety;
 - (iii) evaluation of additional possible improvements to pedestrian and cycling crossings of the intersections at Wellington Street West and Tecumseth Street and Wellington Street West and Strachan Avenue; and
 - (iv) general description of the anticipated pedestrian and cycling desire lines to/from and through the site and the new public park to the west; and the applicant, together with the Local Councillor, City Planning staff and any

other City Divisions deemed relevant, will conduct a community engagement process in the development of the Transportation Impact Study.

- T. The owner shall make provisions for a variety of uses and programming including non-retail uses in the non-residential areas of the development.

Diagram 1

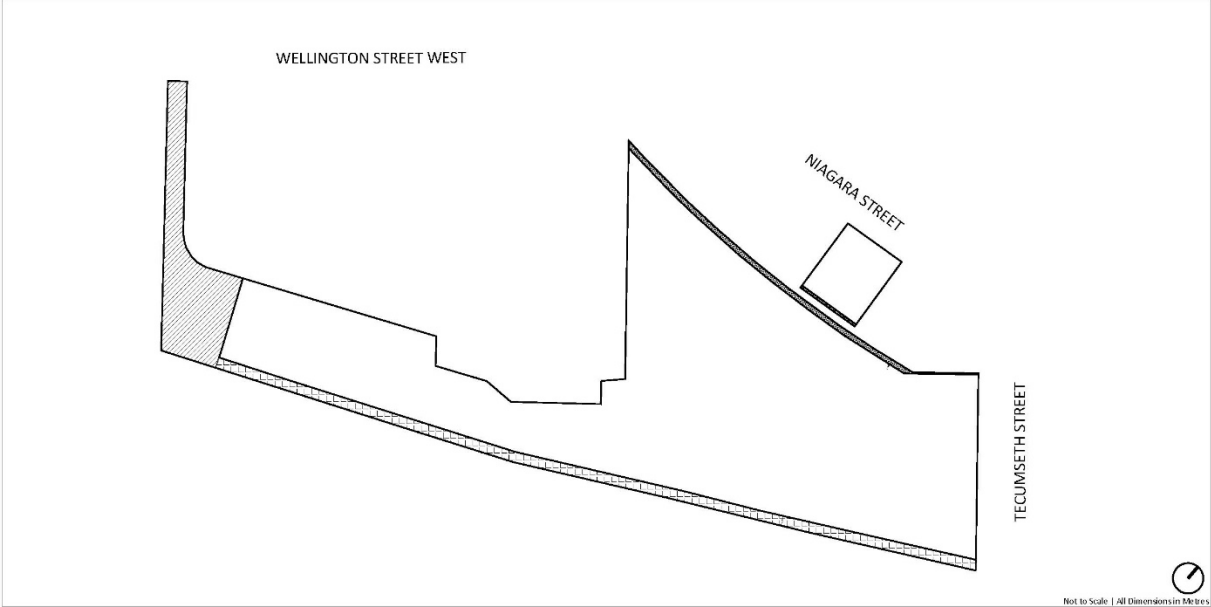


Diagram 1
Zoning By-law Amendment
2 Tecumseth Street & 125-133 Niagara Street
City of Toronto

- Area affected by this by-law
- Area of Proposed Lane Widening
- Area of Proposed Parkland Dedication
- Area of Proposed FOPS

Diagram 2

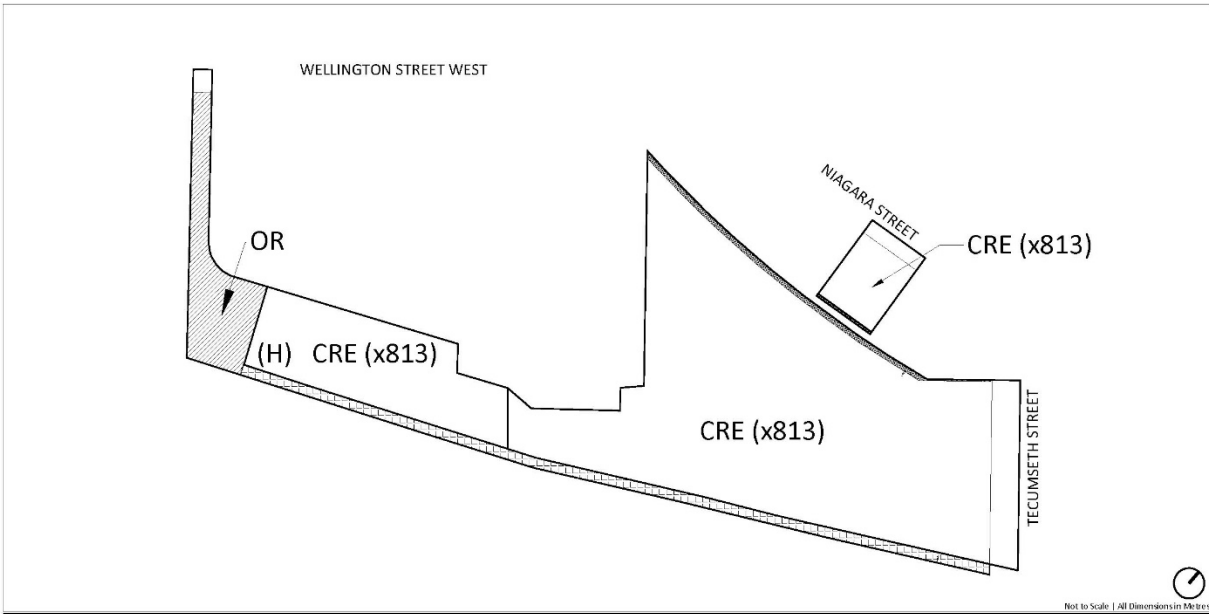


Diagram 2
Zoning By-law Amendment
2 Tecumseth Street & 125-133 Niagara Street
City of Toronto

Area affected by this by-law
Area of Proposed Lane Widening
Area of Proposed Parkland Dedication
Area of Proposed POPS

Diagram 3

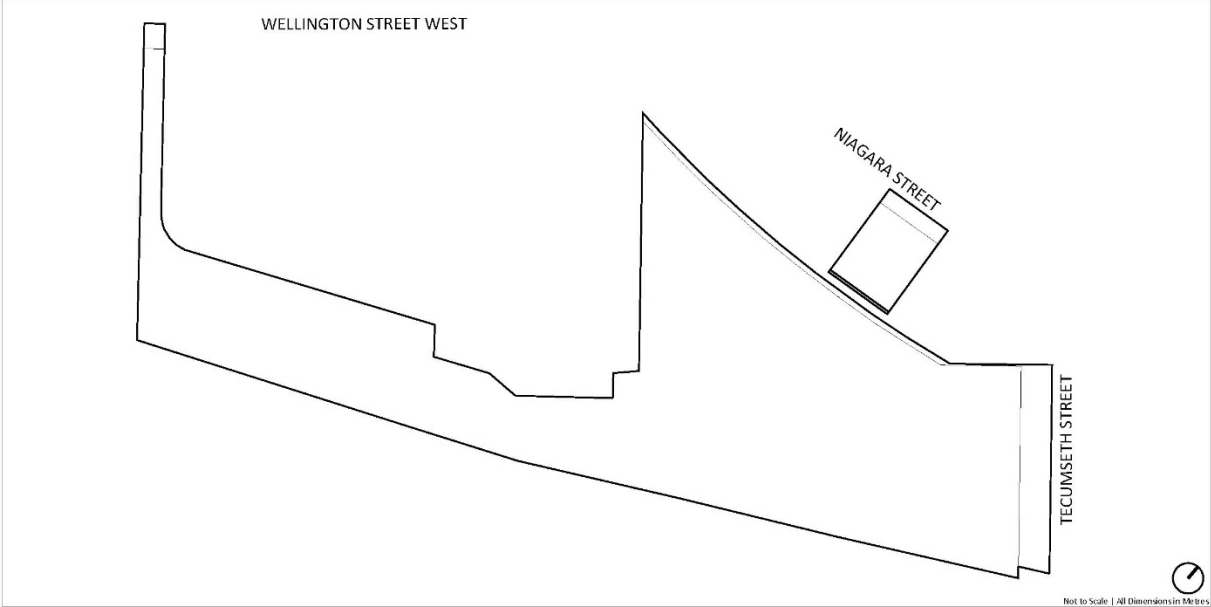


Diagram 3
Zoning By-law Amendment
2 Tecumseth Street & 125-133 Niagara Street
City of Toronto


Not to Scale | All Dimensions in Metres
Area affected by this by-law 

Diagram 4

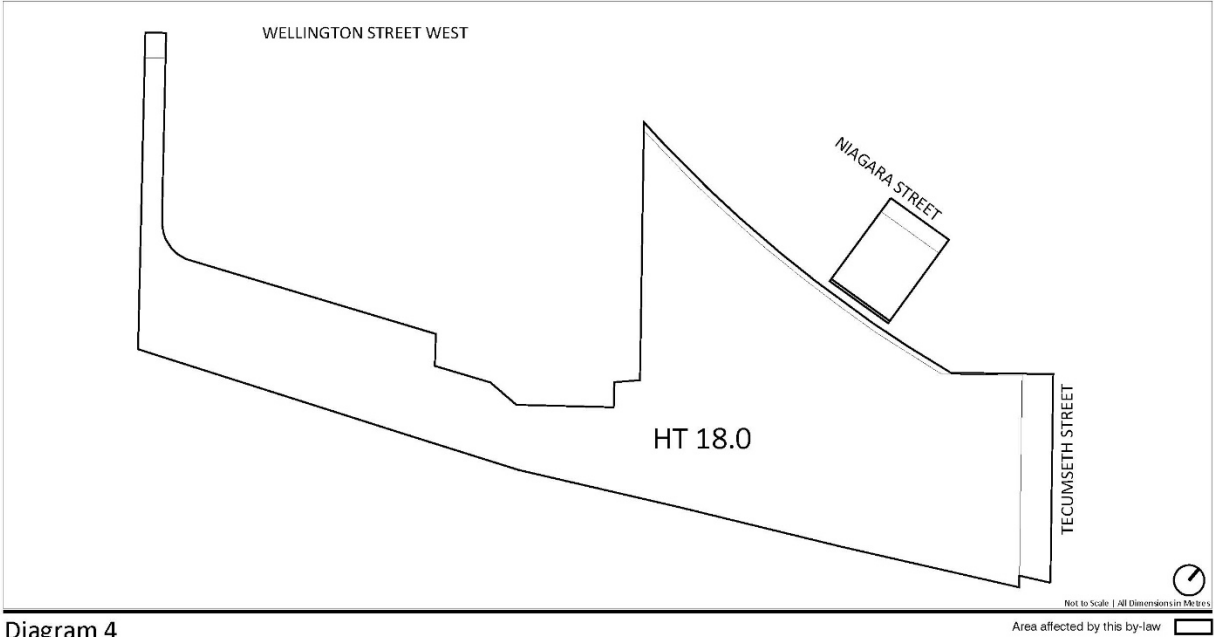


Diagram 4
Zoning By-law Amendment
2 Tecumseth Street & 125-133 Niagara Street
City of Toronto

Diagram 5

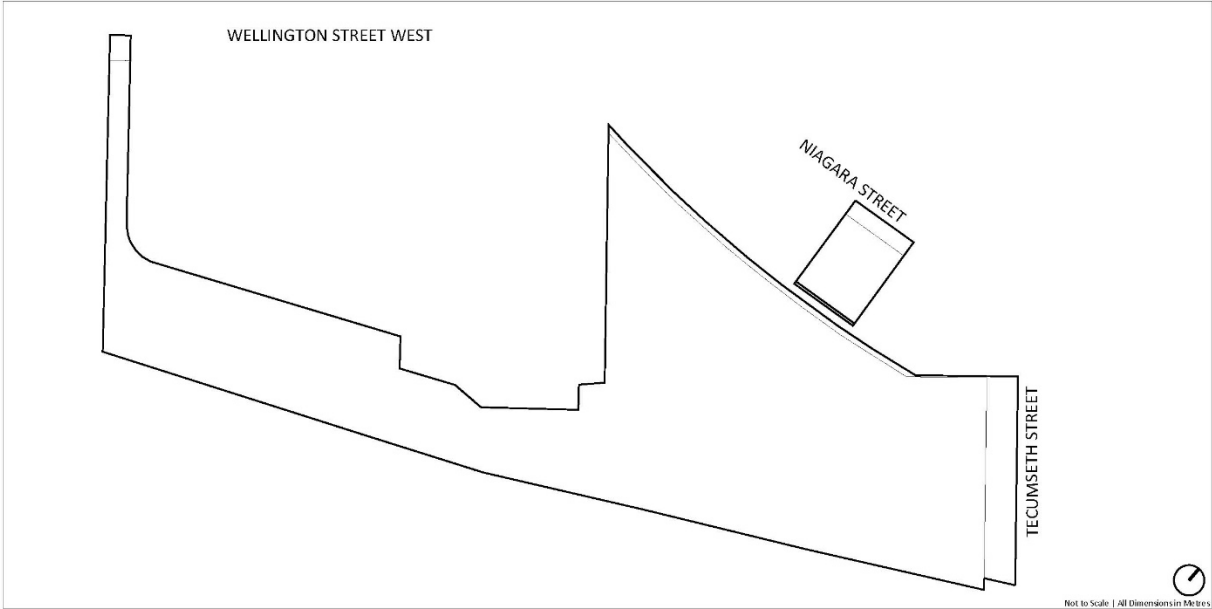


Diagram 5
Zoning By-law Amendment
2 Tecumseth Street & 125-133 Niagara Street
City of Toronto

Not to Scale | All Dimensions in Metres
Area affected by this by-law

Diagram 6

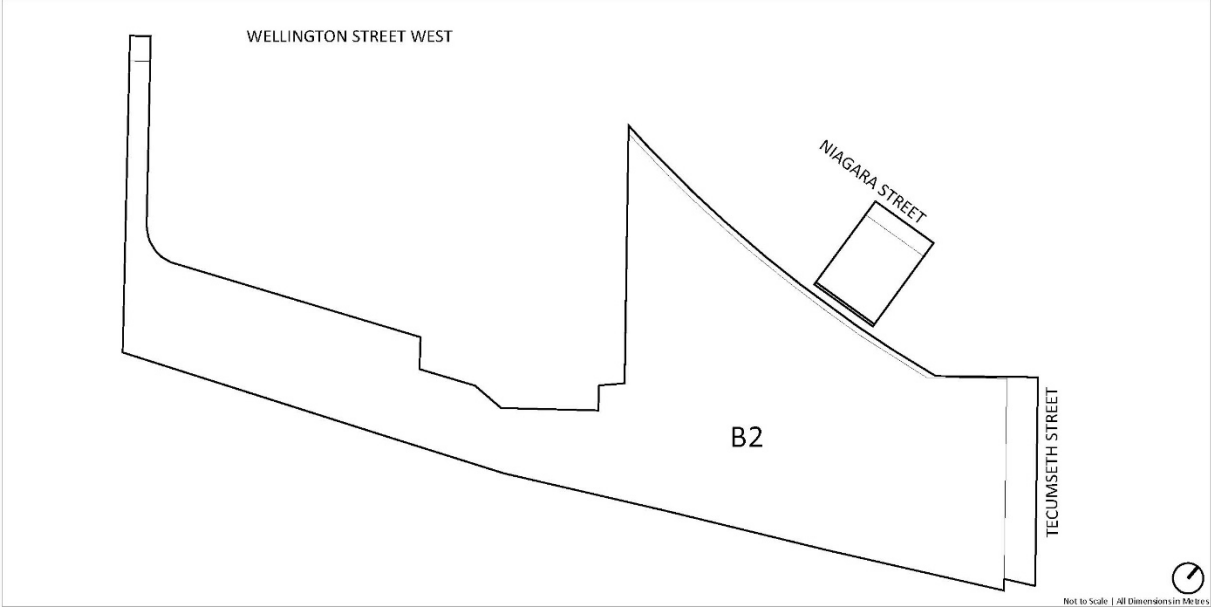


Diagram 6
Zoning By-law Amendment
2 Tecumseth Street & 125-133 Niagara Street
City of Toronto


Not to Scale | All Dimensions in Metres
Area affected by this by-law 

Diagram 7

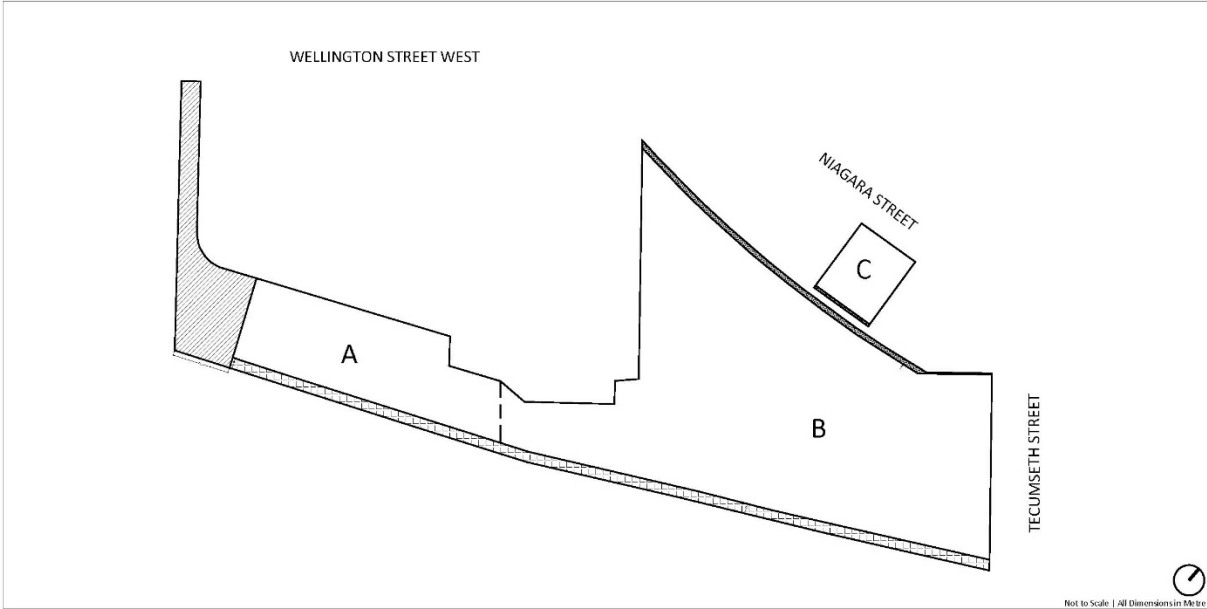


Diagram 7
Zoning By-law Amendment
2 Tecumseth Street & 125-133 Niagara Street
City of Toronto

- Area affected by this by-law
- Area of Proposed Lane Widening
- Area of Proposed Parkland Dedication
- Area of Proposed POPS

Diagram 8A

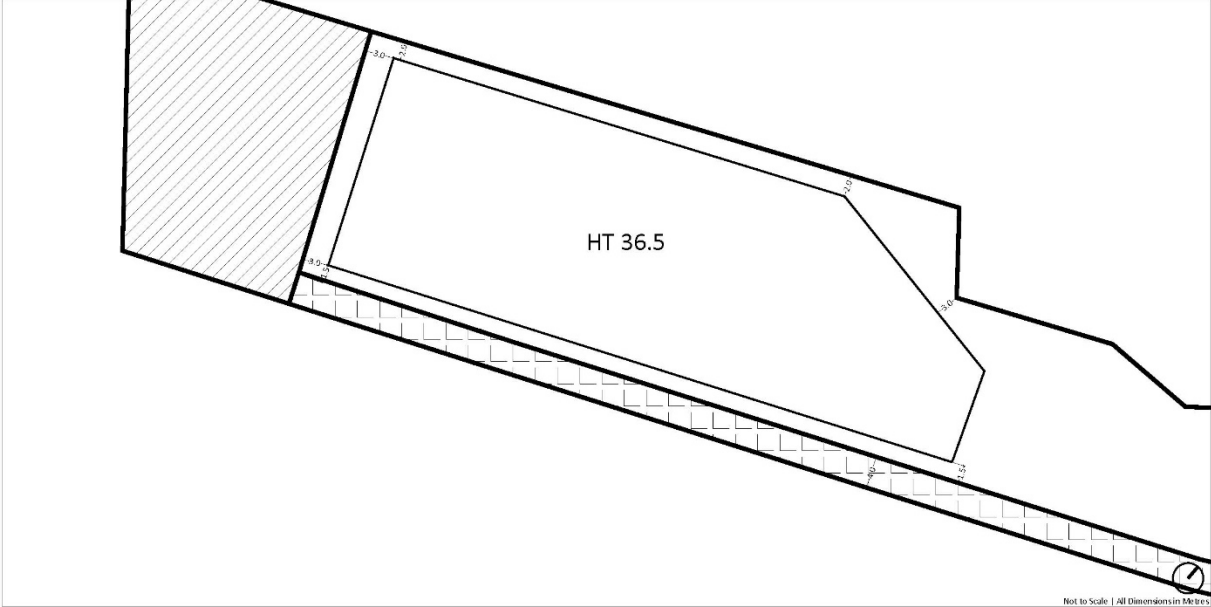


Diagram 8A
Zoning By-law Amendment
2 Tecumseth Street & 125-130 Niagara Street
City of Toronto

Not to Scale | All Dimensions in Metres

- Area affected by this by-law
- Area of Proposed Lane Widening
- Area of Proposed Parkland Dedication
- Area of Proposed POFS

Diagram 8B

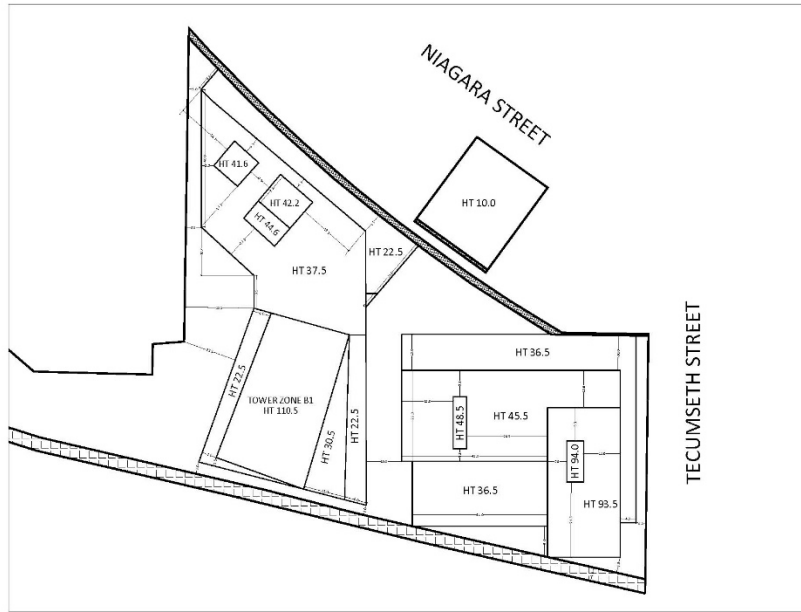


Diagram 8B
Zoning By-law Amendment
2 Tecumseth Street & 125-130 Niagara Street
City of Toronto

Not to Scale | All Dimensions in Metres

Area affected by this by-law
Area of Proposed Lane Widening
Area of Proposed Parkland Dedication
Area of Proposed POFS