ATTACHMENT 6:
ADDITIONS TO THE SITE-SPECIFIC RESTRICTIONS

Administrative Design - Amend 694 by adding the following to §694-24. Site-specific area restrictions.

A. A third party sign shall not be erected or displayed or cause to be erected or displayed in whole or in part within:

(32) 100 metres of the outermost limits of the intersection of Rogers Road and a portion of the CN Rail Corridor known as the Weston Subdivision, east of Blackthorne Avenue;

(33) 100 metres of the outermost limits of the intersection of Kipling Avenue and a portion of the CN Rail Corridor known as the Weston Subdivision, approximately 150 metres north of Belfield Road;

(34) 100 metres of the outermost limits of the intersection of Eglinton Avenue East and a portion of the CN Rail Corridor known as the Kingston Subdivision, approximately 150 metres east of Bellamy Road North;

(35) 100 metres of the outermost limits of the intersection of Woodbine Avenue and a portion of the CN Rail Corridor known as the Kingston Subdivision, approximately 155 metres north of Gerrard Street East;

(36) 100 metres of the outermost limits of the intersection of Steeles Avenue West and a portion of the CN Rail Corridor known as the Newmarket Subdivision, approximately 200 metres east of Alness Street;

(37) 100 metres of the outermost limits of the intersection of Finch Avenue West and a portion of the CN Rail Corridor known as the Kingston Subdivision, approximately 300 metres west of Chesswood Drive;

(38) 100 metres of the outermost limits of the intersection of Kipling Avenue and a portion of the CN Rail Corridor known as the Oakville Subdivision, north of New Toronto Street;

(39) 100 metres of the outermost limits of the intersection of York Mills Road and a portion of the CN Rail Corridor known as the Bala Subdivision, approximately 350 metres east of Leslie Street;

(40) 100 metres of the outermost limits of the intersection of Danforth Avenue and a portion of the CN Rail Corridor known as the Kingston Subdivision, east of Medford Avenue;
(41) 100 metres of the outermost limits of the specific location north of the boundary of the F.G. Gardiner Expressway and approximately 200 metres east of the boundary of Atlantic Avenue, on a portion of the CN Rail Corridor known as the Oakville Subdivision, on the premises legally described as PT BLK 8-9, 11 PL ORDNANCE RESERVE TORONTO; PT BLK E, F, G PL 1096 CITY WEST; PT BLK A, B, C, D PL 684 CITY WEST BTN 63R569, 63R4792, 64R13389 & 64R15380; PT 13 64R15422, PT 5 64R 15380, PT 8, 9, 10 & 11 64R13389 (W OF STRACHAN AV); S/T EASE OVER PTS 1, 2, 3 & 7 PL 66R-20267 IN FAVOUR OF OWNERS OF PTS 1 TO 11 INCL PL 64R-16798 AS IN AT202247, CITY F TORONTO. S/T EASEMENT OVER PTS 1 & 2, 66R20388 IN FAVOUR OF TORONTO HYDROELECTRIC SYSTEM LIMITED AS IN AT1176039; S/T EASEMENT OVER PARTS 1, 2, 3 & 4 ON PLAN 66R24801 & PARTS 1, 2 & 3 ON PLAN 66R24861 AS IN AT2553853; TOGETHER WITH AN EASEMENT OVER PART BLOCK C AND D ON PLAN 684 CITY WEST AND PART OF BLOCK G, PLAN 1096 CITY WEST, BEING PARTS 1, 2, 3 AND 4 ON PLAN 66R24772 AS IN AT2638026, CITY OF TORONTO, upon which, as of June 1, 2012, the third party ground sign was erected or displayed;

(42) 100 metres of the outermost limits of the specific location north of the boundary of the F.G. Gardiner Expressway and approximately 200 metres west of the boundary of Strachan Avenue, on a portion of the CN Rail Corridor known as the Oakville Subdivision, on the premises legally described as PT BLK 8-9, 11 PL ORDNANCE RESERVE TORONTO; PT BLK E, F, G PL 1096 CITY WEST; PT BLK A, B, C, D PL 684 CITY WEST BTN 63R569, 63R4792, 64R13389 & 64R15380; PT 13 64R15422, PT 5 64R 15380, PT 8, 9, 10 & 11 64R13389 (W OF STRACHAN AV); S/T EASE OVER PTS 1, 2, 3 & 7 PL 66R-20267 IN FAVOUR OF OWNERS OF PTS 1 TO 11 INCL PL 64R-16798 AS IN AT202247, CITY F TORONTO. S/T EASEMENT OVER PTS 1 & 2, 66R20388 IN FAVOUR OF TORONTO HYDROELECTRIC SYSTEM LIMITED AS IN AT1176039; S/T EASEMENT OVER PARTS 1, 2, 3 & 4 ON PLAN 66R24801 & PARTS 1, 2 & 3 ON PLAN 66R24861 AS IN AT2553853; TOGETHER WITH AN EASEMENT OVER PART BLOCK C AND D ON PLAN 684 CITY WEST AND PART OF BLOCK G, PLAN 1096 CITY WEST, BEING PARTS 1, 2, 3 AND 4 ON PLAN 66R24772 AS IN AT2638026, CITY OF TORONTO, upon which, as of June 1, 2012, the third party ground sign was erected or displayed;

(43) 100 metres of the outermost limits of the specific location south of the boundary of The Queensway and east of the boundary of Parkside Drive, on a portion of the CN Rail Corridor known as the Oakville Subdivision, on the premises legally described as PART OF LOTS 35 & 36 BROKEN FRONT CONCESSION AND PART OF THE ROAD ALLOWANCE B/T BROKEN FRONT CONCESSION AND CONCESSION 1 FROM THE BAY AND PART OF THE ROAD ALLOWANCE B/T LOTS 35 & 36 BROKEN
FRONT CONCESSION AND PART OF LOT 34, CONCESSION 1 FROM THE BAY, GEOGRAPHIC TOWNSHIP OF YORK, CITY OF TORONTO, upon which, as of June 1, 2012, the third party ground sign was erected or displayed;

(44) 100 metres of the outermost limits of the intersection of Dufferin Street Avenue and a portion of the CN Rail Corridor known as the Newmarket Subdivision, and commonly known as "The Beltline Trail", north of Hopewell Avenue;