

1233 to 1255 The Queensway – Official Plan Amendment – Decision Report – Approval

Date: June 12, 2026

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 3 - Etobicoke-Lakeshore

Planning Application Number: 25 183005 WET 03 OZ

SUMMARY

This report recommends approval of the application to amend the Official Plan to redesignate the subject lands from *Mixed Use Areas* to *Mixed Use Areas* and *Parks* to accommodate two new parks. It also proposes the addition of two new streets (A and B), and a new Site and Area Specific Policy to provide a policy framework that supports a mixed-use development at 1233 to 1255 The Queensway. This would include amendments to Map 15 (Land Use Plan), Schedule 2 (The Designation of Planned but Unbuilt Roads) and Chapter 7 (Site and Area Specific Policies). Key elements of the proposal are summarized below.

- A total of six development blocks containing a variety of land uses including residential and non-residential.
- A childcare facility to be secured as an in-kind benefit during the Zoning By-law amendment process.
- Two new public parks with minimum areas of 7,566.2 square metres for Park A and 1,013.6 square metres for Park B, to be secured during the Draft Plan of Subdivision process. The parks would be complemented by additional public realm elements including pedestrian mid-block connections.
- Two new complete streets that include cycling infrastructure and 2.1 metre wide pedestrian clearways, with Street A connecting the site to The Queensway and Zorra Street, and Street B connecting the site with The Queensway and Street A.
- The proposal is to be developed in five phases and would allow for the continuous operation of portions of the existing mall for as long as possible during construction.
- A Housing Issues Report is to be submitted with a Zoning By-law Amendment application to address affordable housing.

Approval of this Official Plan Amendment application does not constitute or imply approval of the heights, density, and other project statistics contained in the architectural plans submitted to the City. A Zoning By-law Amendment application and a Draft Plan of Subdivision application are required to be submitted and approved by the City prior to any development proceeding on any part of the site. Proposed heights, density and other project statistics will be reviewed through the Zoning By-law Amendment application. A Community Consultation Meeting will also be held.

The proposed Official Plan Amendment is consistent with the Provincial Planning Statement (2024) and conforms to the City's Official Plan. It advances the Official Plan's objective of creating complete communities by proposing a policy framework that supports complete communities and represents good planning.

RECOMMENDATIONS

The Director, Community Planning, Etobicoke York District recommends that:

1. City Council amend the Official Plan for the lands at 1233 to 1255 The Queensway substantially in accordance with the draft Official Plan Amendment attached as Attachment 4 to this report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment as may be required.

FINANCIAL IMPACT

There are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

The application for Official Plan Amendment was submitted on June 24, 2025 and deemed complete on July 17, 2025. The revised Official Plan Amendment application was resubmitted to the City on March 17, 2026.

THE SITE AND SURROUNDING LANDS

Description

The site is located on the south side of The Queensway, at the southeast corner of Kipling Avenue and The Queensway, with an approximate area of 74,017.9 square metres, and a frontage of approximately 336 metres on The Queensway. The southwest corner of the property abuts an existing northbound exit ramp from The Gardiner Expressway to Kipling Avenue.

Following a Class Environmental Assessment dated September 19, 2011, for the Gardiner Expressway Improvements (Kipling Avenue to Park Lawn Road), approximately 6,382.3 square metres of the lands has been protected to accommodate reconstruction and expansion of the existing ramp. Approximately 549.8 square metres of the lands are required for road widening along The Queensway.

Transit services for this site include TTC bus route 80 along The Queensway, and bus routes 44 and 944 along Kipling Avenue. The site is approximately 10 minutes from Kipling Station by bus route 44 or cycling, and 35 minutes by walking. The site is not located within a Protected/ Major Transit Station Area (P/MTSA).

Existing Uses

There are three single-storey retail buildings on the site containing approximately 23,571 square metres of commercial uses and approximately 50,445 square metres of associated paved surface parking. The first building fronting The Queensway previously contained a financial institution on the west side. Spoon and Fork restaurant is located on the east side of the building. The second building at the eastern portion of the site contains the Mandarin restaurant. The third building at the southern portion is a mall that contained the Sobeys grocery store. It currently contains multiple retail and commercial uses.

Surrounding Land Uses

North: The Queensway is immediately north of the site. On the opposite side of The Queensway are one and two-storey retail and commercial buildings. Further north are low density residential neighbourhoods.

East: An existing 10-storey building fronting The Queensway and an approved 29-storey building south of the 10-storey building are immediately east of the site. Zorra Street, the Zorra Park, and the Senator Marian Maloney Park are also east of the site. Southeast of the site is a 35-storey building at 30 to 44 Zorra Street.

West: A car dealership at the southeast corner of Kipling Avenue and The Queensway is immediately west of the site. Kipling Avenue is immediately west of most of the site. Further west is a bank and multiple car dealerships.

South: The Gardiner Expressway including the interchange to Kipling Avenue and the west bound ramp from Kipling Avenue to the Gardiner Expressway are south of the site.

THE APPLICATION

Description

The application proposes to amend the Official Plan to support a mixed use development by redesignating the lands to *Mixed Use Areas* and *Parks* to accommodate two new parks (Map 15 Land Use Plan will be amended), adding two new streets to the Official Plan schedule for planned but unbuilt roads (Schedule 2 The Designation of Planned but Unbuilt Roads will be amended), and adding a new Site and Area Specific Policy to provide a policy framework to support the development (Chapter 7 Site and Area Specific Policy will be amended)

The site is proposed to be subdivided into six development blocks (Blocks A, B, C, D, E, F), two park blocks (Park A and Park B), and two new streets (Streets A, B).

Blocks A, B, C, D, E, F

Block A would be located at the northwest corner of the site, with frontage on The Queensway. Vehicular access would be from the new public Street B, and there would be direct pedestrian access from The Queensway, as well as from Street B. This block would accommodate mixed uses, including retail and commercial fronting The Queensway, and built form that would reinforce the pattern of mid-rise buildings along The Queensway (an *Avenue*). Such built form would also provide an appropriate transition in height and scale toward the *Avenue* frontage.

Block B would be located at the northeast corner of the site with frontage on The Queensway. Vehicular access would be from a proposed new Street A as well as from a private shared driveway on the south of the block. Pedestrian access would be from The Queensway, Street A, and the private shared driveway on the south. Built form on Block B would similarly reinforce the pattern of mid-rise buildings along The Queensway and provide an appropriate transition in height and scale toward the *Avenue* frontage.

Block C would be located at the west of the site with frontage on Kipling Avenue, and vehicular access from Street B. Pedestrian access would be from Kipling Avenue and Street B. This block would accommodate predominantly residential uses and building forms that would respond appropriately to the adjacent Park A on the east to limit shadowing.

Block D would be located at the middle eastern portion of the site with frontages on the north-south and east-west portions of Street A. Vehicular access would be from a private shared driveway off Street A. Pedestrian access would be from Street A as well as from the private shared driveway off Street A. This block would accommodate a range of mixed uses including a potential new elementary school and an associated school yard. A child care facility with an associated outdoor play area is also proposed here, however, its final location and size will be determined during the Zoning By-law Amendment process. This block would contain appropriate built form that would

respond to the adjacent school yard on the south and the adjacent existing parklands and Park B on the east, to limit shadowing.

Block E would be located at the southwestern portion of the site, with frontages on Street A and Park A, and vehicular and pedestrian access from a private driveway off Street A. This block would accommodate residential uses and built form that would limit shadowing to the adjacent Park A on the north.

Block F would be located on the south of the site, with frontage on Street A. Vehicular access would from a private driveway off Street A, and pedestrian access would be from both Street A and the private driveway off Street A. Built form would limit shadowing to the proposed school yard on the north, and the proposed Park B, the existing Zorra Park and Senator Marian Maloney Park on the northeast.

Streets A and B

Street A would be a north-south street off The Queensway and would run through the middle of the site. It would change into an east-west street to connect the site with Zorra Street on the east. Street A would be a complete street designed to include side walks and cycling infrastructure.

Street B would be a north-south street off The Queensway, at the western edge of the site. It would change into an east-west street and connect with Street A. A private shared driveway would connect Street B to the eastern edge of the site. Street B would also be a complete street designed to include sidewalks and cycling infrastructure.

Phasing - Phases 1, 2, 3, 4, 5

Five phases of development are proposed, with required infrastructure, including the provision of all new public streets, municipal services, transportation infrastructure, and other improvements to existing streets to be secured during the Draft Plan of Subdivision.

Phase 1 consists of the construction of Block B fronting The Queensway, and a portion of Street A to provide access to the Block. Phase 2 consists of the construction of Block D. It also includes the construction of Street A and associated municipal services, and conveyance of Street A, and the conveyance of Park Blocks A and B. Phase 3 consists of the construction of Blocks E and F. Phase 4 consists of the construction of Block A, the construction of Street B and associated municipal services, and the conveyance of Street B. Phase 5 consists of the construction Block C.

Community Benefits

A standard child care facility is proposed to be built, furnished and conveyed to the City. It would be secured as in-kind community benefits during the Zoning By-law Amendment process.

Parks A and B

Two public parks are proposed, with Park A having an area of 7,566 square metres, and Park B having an area of 1013 square metres. Park A is located at the western portion of the site, while Park B is located at the eastern portion. Both parks are proposed to be conveyed in Phase 2.

Reasons for Application

The Official Plan Amendment is intended to provide a policy framework to direct the development of the site with the following details:

- Amend Chapter 7, Site and Area Specific Policies (SASP) to add a new Site and Area Specific Policy No. 933 that includes policies for Land Use, Public Realm, Transportation, Public Parks, Built Form, Housing, Community Services and Facilities, and Implementation, to support a multi-phased, mixed-use development.
- Amend Map 15 Land Use Plan to accommodate the redesignation of the lands from *Mixed Use Areas* to *Mixed Use Areas* and *Parks*. This would accommodate the proposed two new Parks and a wide range of residential and non-residential uses.
- Amend Schedule 2 The Designation of Planned but Unbuilt Roads to add two proposed new streets - Streets A and B.

POLICY CONSIDERATIONS

Provincial Land Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning statement (2024) and shall conform to provincial plans.

Official Plan

The Official Plan designates the site *Mixed Use Areas* in Map 15 (Land Use Plan). The Queensway and Kipling Avenue are identified as Major Streets with 36 metres right-of-way widths in Map 3 (Right-of-Way-Widths Associated with Major Streets). In addition, The Queensway is identified as an *Avenue* in Map 2 (Urban Structure Map).

Protected Major Transit Station Area

The site is not within a delineated Protected Major Transit Station Area or Major Transit Station area.

Zoning

The subject site is split zoned, with the northern portion adjacent to The Queensway zoned Limited Commercial - Avenue (AV) under the former City of Etobicoke By-law, and the southern portion zoned Commercial Residential (CR) under City-wide By-law 569, 2013, with permissions for a broad range of non-residential uses including commercial, retail, service and institutional, and no residential permissions.

A Zoning By-law Amendment application has not been submitted. This application is required in order to add residential permissions and a set of performance standards, including appropriate heights and density, to support a mixed-use development that conforms with the Official Plan.

Draft Plan of Subdivision

A Draft Plan of Subdivision application has not been submitted. This application is required to create the necessary parcels to support the proposed development and should be submitted with the Zoning By-law Amendment application.

PUBLIC ENGAGEMENT

The application for Official Plan Amendment was submitted on June 24, 2025 and deemed complete on July 17, 2025. A Community Consultation Meeting was held on September 4, 2025 with approximately 72 attendees including staff and the Ward 3 Councillor's office.

Community Planning staff presented information related to the applicable planning policies and the development review process, while the applicant presented details of the proposal. Staff explained that without an accompanying Zoning By-law Amendment application, the proposed heights and density could not be reviewed. A Community Consultation meeting would be held when a Zoning By-law Amendment application is received. Staff further explained that the Official Plan Amendment application would be focused on creating a broad policy framework to guide the development of the site. A moderated question and answer discussion took place after the presentations. Some of the issues raised are summarized below.

- The impact of the proposed development to the surrounding transportation network, in particular The Queensway;
- Concerns with the proposed new streets, and if they would be complete streets; Also, if a bike share station could be accommodated within this proposal;
- Concerns with parking, including if there would be additional parking at the GO station for commuters;
- The need to coordinate closely with the TTC to increase service delivery in the area;
- The proposed elementary school, which is well needed, and if it would be funded;

- Community benefits should be accommodated within the proposed development such as a childcare facility, library, community centre or space, pool, or rink.
- Concern with how retail and commercial uses would be accommodated, given that existing retail and commercial uses would be replaced by this development;
- Request that the community be consulted early should a Zoning By-law Amendment application be submitted.

Following the Community Consultation Meeting, the applicant provided a resubmission of the proposed Site and Area Specific Policies to better address issues identified above including the transportation network, the proposed elementary school, and community benefits and retail. Please refer to Attachment 4 (Draft Official Plan Amendment) for details.

COMMENTS

Provincial Planning Statement and Plans

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act.

The PPS (2024) requires that Planning authorities support the achievement of complete communities by accommodating an appropriate range and mix of land uses, housing options, and transportation options with multimodal access, as well as public service facilities and other institutional uses, including schools and associated child care facilities, recreation, parks and open space, and other uses, to meet long term needs.

The proposed Official Plan Amendment supports the achievement of complete communities by accommodating an appropriate range and mix of land uses including residential and non-residential, two parks, two new complete streets, and institutional uses such as a child care facility and a potential new elementary school.

The PPS (2024) provides that Planning authorities establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

The proposed Official Plan Amendment supports growth in *Mixed Use Areas*, which are lands designated for growth. The proposal includes phasing policies to ensure the orderly development of the lands in five phases, including the construction of streets and associated municipal services, and the conveyance of the parks.

The PPS (2024) provides that Planning authorities should support redevelopment of commercially designated retail lands (e.g. underutilized shopping malls and plazas), to support mixed-use development.

The proposed development is located on an underutilized shopping mall/plaza site with lots of surface parking spaces. The proposal supports the redevelopment of the lands with a new multi-phased, mixed-use development.

The PPS (2024) provides that Planning authorities shall reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

The proposed Official Plan Amendment supports approaches that help reduce greenhouse gas emissions through strategies that lower energy consumption. Such strategies include the inclusion of sidewalks and cycling infrastructure within the complete streets to support alternative modes of transportation and healthy life styles such as walking and biking, thereby reducing automobile related trips and contributing to a reduction in greenhouse gas emissions. The policies also support planting of vegetation within the site by including tree-lined streets, whereas there are no trees within the site, except for a few at the periphery.

The PPS (2024) provides that major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential effects from odour, noise and other contaminants, minimize risk to public health and safety, and ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.

The proposed Official Plan Amendment includes a mix of land uses including sensitive land uses such as residential and parks. A Land Use Compatibility and Mitigation Study has been submitted by the applicant to address any potential impacts to sensitive land uses from adjacent major facilities such as The Gardiner Expressway on the south of the site and the Employment Area on the west of the site, immediately across Kipling Avenue. The study is being peer reviewed by a third party. Recommendations contained in the Peer Reviewer's report will be implemented during the Zoning By-law Amendment process.

The PPS (2024) provides that healthy, active and inclusive communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity.

The proposed Official Plan Amendment includes policies to support a healthy, active and inclusive community at this location. The policies support two new complete streets to accommodate the needs of persons of all ages and abilities. The policies also support two public parks, both of which will foster social interaction.

Given the above, staff are satisfied that the recommended Official Plan Amendment is consistent with the PPS 2024.

Official Plan Policies

The application has been reviewed against the Official Plan policies described in the Policy and Regulatory Considerations section of this report. Staff are of the opinion that the recommended Official Plan amendment is in conformity with the Official Plan as further discussed below.

Land Use: Redesignation to Mixed Use Areas and Parks

The application proposes a redesignation of the lands from *Mixed Use Areas* to *Mixed Use Areas* and *Parks*. The boundaries of the existing *Mixed Use Areas* in Map 15 (Land Use Plan) would be revised to accommodate two new *Parks* designations.

Mixed Use Areas

The Official Plan provides that *Mixed Use Areas* will achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. *Mixed Use Areas* are meant to absorb most of the anticipated increase in retail, office and service employment in the coming decades, as well as much of the new housing.

The application proposes a broad range of mixed uses including residential and non-residential in the retained portion of the *Mixed Use Areas* in Blocks A, B, C, D, E and F as described above in "The Application" section. The buildings fronting The Queensway in Blocks A and B would contain mixed-uses. Block D would also contain mixed uses and Blocks C, E and F would contain residential uses.

While staff are satisfied that the application proposes an appropriate mix of land uses within the *Mixed Use Areas* that conform to the Official Plan, the exact gross floor areas associated with each land use would be determined during the Zoning By-law Amendment process. The two parks proposed have minimum areas of 7,566 square metres for Park A and 1,013 square metres for Park B, both acceptable to staff. The parks will be secured during the Zoning By-law Amendment process.

Parks

While parks are permitted in *Mixed Use Areas*, a dedicated *Parks* designation offers stronger, long-term protection and permanence for the parks, compared with allowing parks to remain within the *Mixed Use Areas*, which is one of four designations in the Official Plan primarily for growth.

The *Parks* designation ensures that the land is primarily used for recreational, ecological, and hydrological functions rather than future development. It preserves the parks for public enjoyment and provides regulatory certainty that the land will remain open.

Staff are satisfied that a redesignation of the lands from *Mixed Use Areas* to *Parks* is appropriate and conforms to the Official Plan.

The Designation of Planned but Unbuilt Roads (Schedule 2)

One of the broad objectives of the Official Plan is to provide a wide range of sustainable transportation options for people of all ages, abilities and means that are safe, seamlessly connected, convenient and sustainable. The Official Plan supports the complete streets approach to prioritize sustainable and space-efficient transportation modes.

Planned but unbuilt roads in Toronto are primarily designated in Schedule 2 of the Official Plan, which lists future street segments. These designated, yet undeveloped road allowances are officially recognized for future transportation needs.

The application proposes to add Streets A and B to Schedule 2 of the Official Plan (The designation of Planned but Unbuilt Roads).

Staff are satisfied that the addition of Streets A and B to Schedule 2 is appropriate and conforms with the Official Plan.

New Site and Area Specific Policies

The application proposes to add a new Site and Area Specific Policy to Chapter 7 of the Official Plan to support the proposed mixed-use development.

Site and Area Specific Policies are tailored land use regulations within an Official Plan that supersede general city-wide policies. The new SASP is intended to be read with the policies of the Official Plan, however, in the case of conflict between the Official Plan and the new SASP, the new SASP would prevail.

The Land Use Mix section provides for an appropriate mix of land uses, including residential and non-residential, a potential new elementary school, and a childcare facility. It supports The Queensway as a predominantly retail main street that incorporates an animated and vibrant public realm with active non-residential uses at grade. Two public parks are also proposed. Map 15 (Land Use Plan) will be updated to reflect the redesignation of the lands from *Mixed Use Areas* to *Mixed Use Areas* and *Parks* to accommodate the two new parks.

The Transportation Network section provides for the creation of a new fine-grained network of complete streets that would connect to the existing street network. Other private shared driveways and active connections are supported to create a safe and well-connected environment for pedestrians and cyclists. Both Streets A and B would be designed as pedestrian-oriented streets with integrated cycling facilities.

The Public Realm section provides for a robust public realm composed of a hierarchy of open spaces anchored by Parks. It includes other public realm elements such as landscaped open spaces, public sidewalks, mid-block connections and a trail. It provides for enhanced streetscapes to support commercial activities, community gathering spaces, and other uses.

The Parks section supports the creation of two new public parks with approximate areas of 7,566 square metres for Park A, and 1,013 square metres for Park B, to support the needs of residents and employees of the site. Parks A and B will expand the continuity of the public realm south of The Queensway, adding to a network of centrally located parks that include Zorra Park and Senator Marian Maloney parks.

The Built Form section reinforces the established pattern of mid-rise buildings within an *Avenue* (The Queensway). It provides for a mix of building forms and heights, including a built form transition to lower scaled neighbourhoods on the north and the protection of sunlight access to existing and new parks and the school yard.

The Community Services and Facilities section supports the provision of new community services and facilities in the form of a standard child care facility with an associated outdoor space.

The Housing section supports a diverse range and mix of housing on the site to accommodate a range of household sizes and income, and people at various stages of life. Affordable Housing will be addressed during the Zoning By-law Amendment process.

The Implementation section addresses phasing and the orderly development of the lands. Prior to the development of any part of the site, including any Site Plan Control Approval, Zoning By-law Amendment and Draft Plan of Subdivision applications are required to be submitted and approved for the lands.

Staff are satisfied that the new Site and Area Specific Policy conforms with the Official Plan.

Heights and Density

The application proposes heights, density, residential units, gross floor area, floor space index, vehicular and bicycle parking, Types 'G' and 'B' loading spaces, and other project statistics. In the absence of a Zoning By-law Amendment application that provides further details, staff are unable to review and provide recommendations on the proposed project statistics. Approval of this Official Plan Amendment application does not constitute approval of the proposed heights, density, and other project statistics contained in the architectural plans submitted to the City.

Compatibility & Mitigation Studies

The applicant submitted a revised Compatibility and Mitigation Study (Air Quality, Odour, Noise) by Gradient Wind Engineers and Scientists, dated March 12, 2026, in support of the application. Recommendations include the design, installation, operation and maintenance of air filtration systems at the fresh air intake areas of the mechanical systems serving all habitable areas, including the addition of air conditioning. The Study is being peer reviewed by the City at the owner's cost, and recommendations from the Peer Reviewer will be implemented during the Zoning By-law Amendment and/or Site Plan Control process.

Noise Impact

A Transportation Noise Feasibility Study Gradient Wind Engineers and Scientists, dated March 12, 2026, was included in the Compatibility Study. The recommendations include requirements for upgraded building components where noise levels exceed a certain threshold.

Community Services and Facilities

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, livable, and accessible communities. It ensures that rapid growth is matched with community services and facilities including libraries, childcare, schools, and recreation - to create livable, equitable neighbourhoods. It mandates incorporating these services into development projects. The application proposes a childcare facility and affordable housing as community benefits. A Housing Issues Report will be submitted during the Zoning By-law Amendment process to address affordable housing. While the draft Official Plan Amendment provides policies to support community benefits, such benefits will be secured through the Zoning By-law Amendment process.

CONTACT

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SIGNATURE

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ATTACHMENTS

City of Toronto Drawings

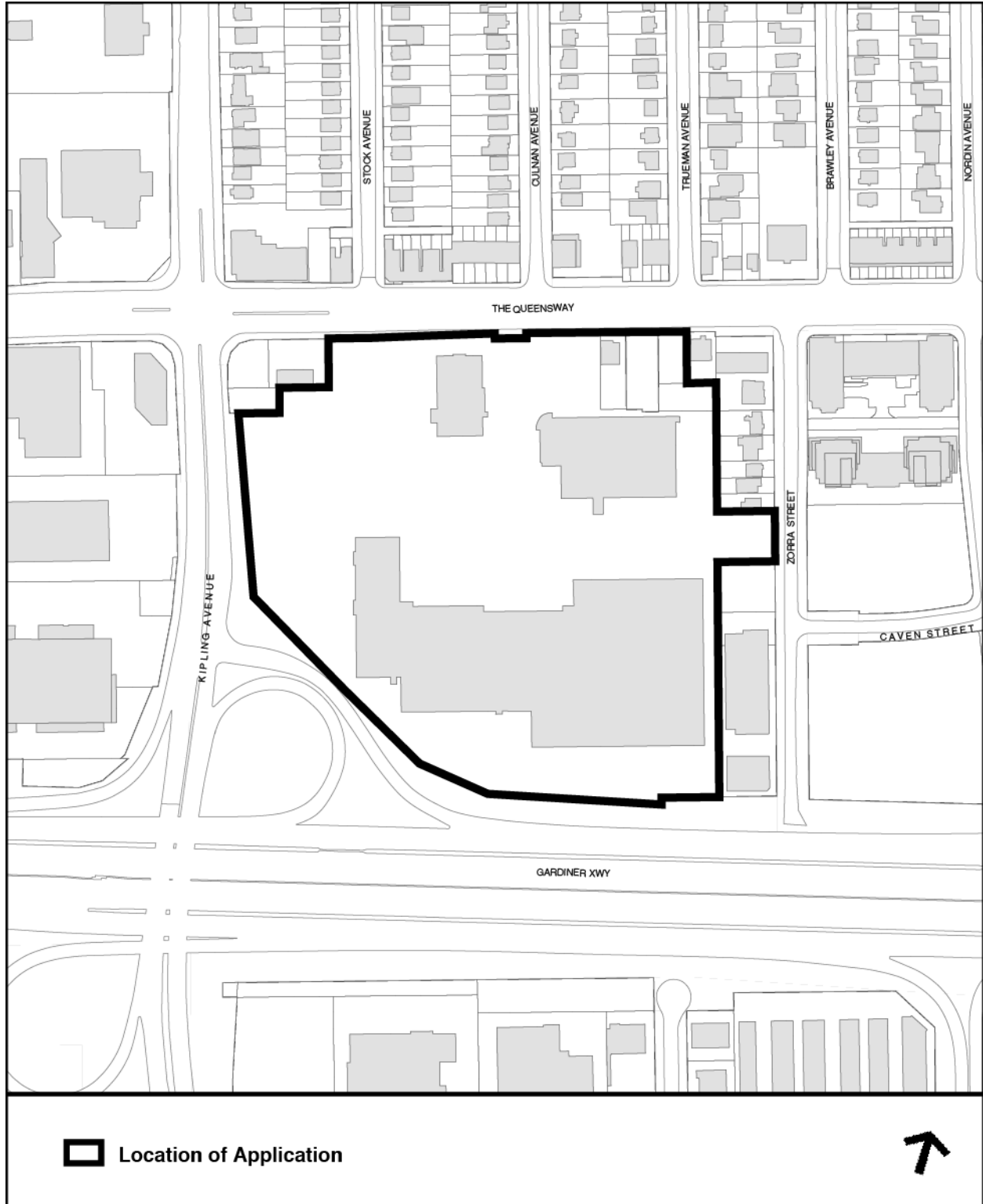
Attachment 1: Location Map

Attachment 2: Official Plan Land Use Map

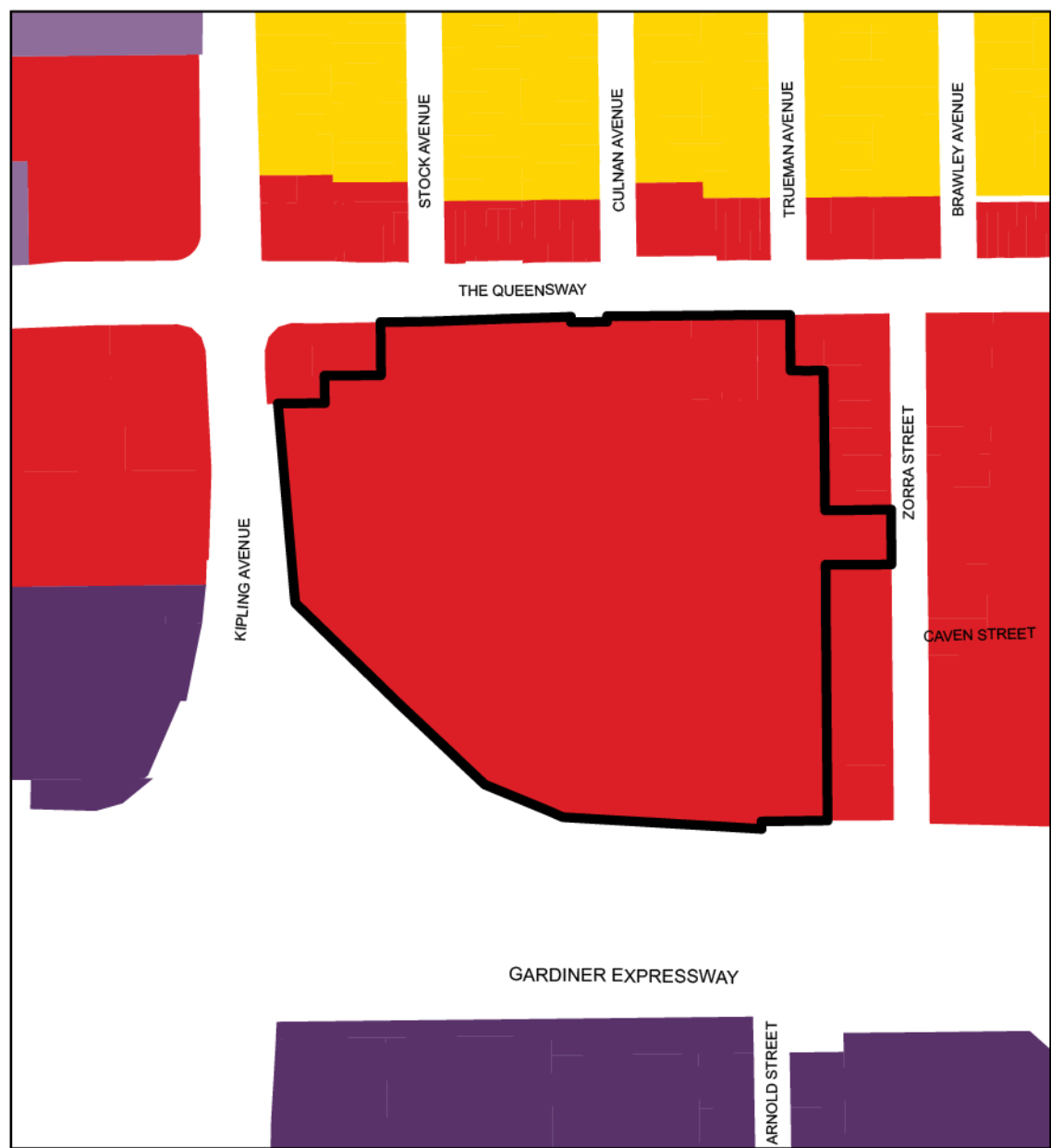
Attachment 3: Existing Zoning By-law Map

Attachment 4: Draft Official Plan Amendment

Attachment 1: Location Map



Attachment 2: Official Plan Land Use Map



Toronto

1233-155 the Queensway

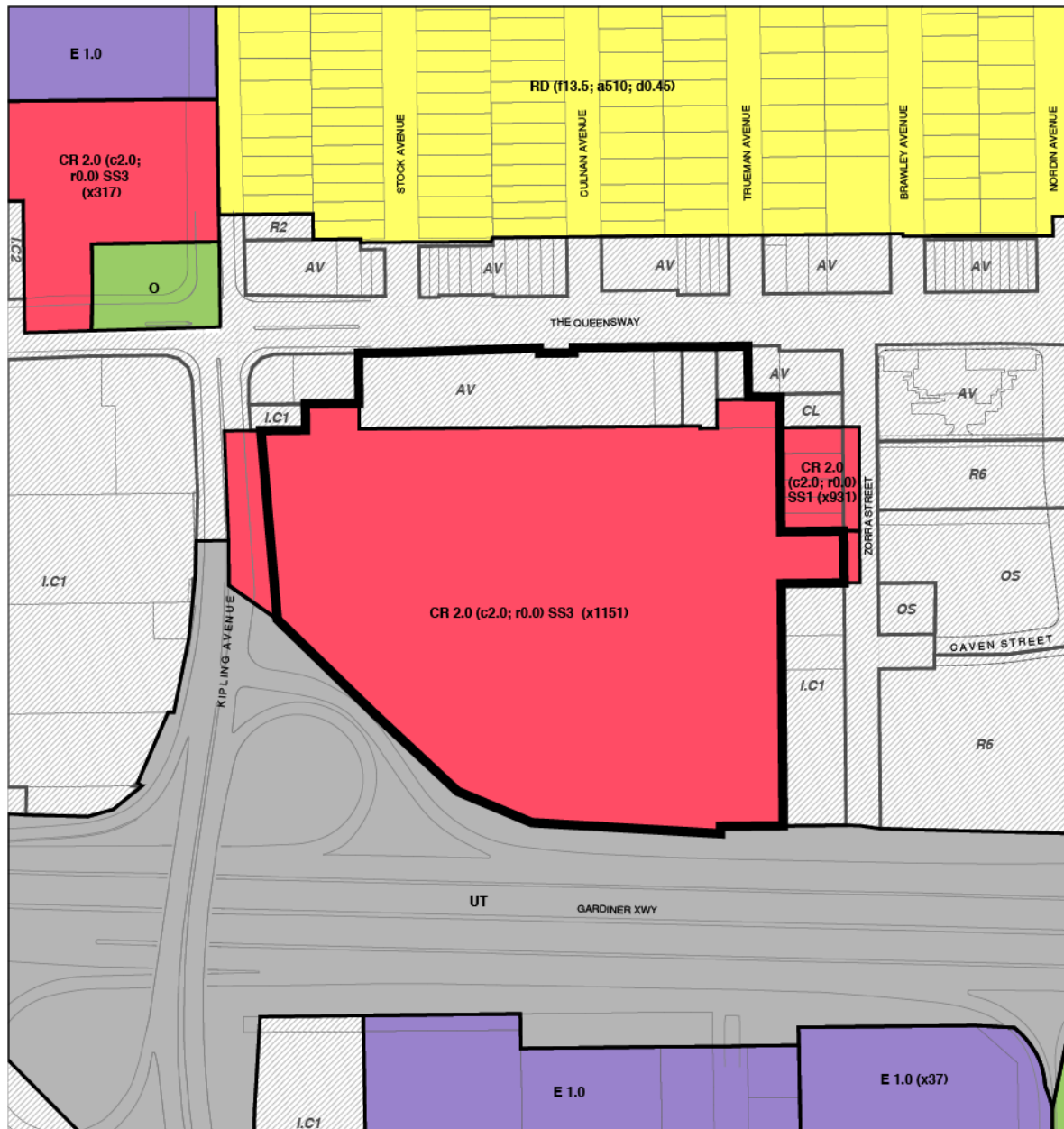
Official Plan Land Use Map #15

File # 25 183005 WET 03 02



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Not to Scale
Extracted: 03/30/2026

Attachment 3: Existing Zoning By-law Map



Zoning By-law 569-2013

1233-1255 The Queensway

File # 25 183005 WET 03 0Z

- Location of Application
- RD Residential Detached
- CR Commercial Residential
- E Employment Industrial
- O Open Space

UT Utility and Transportation

- See Former City of Etobicoke By-Law No. 11,737
- R2 Second Density Residential Zone
- R6 Sixth Density Residential Zone
- OS Public Open Space Zone
- LC1 Class 1 Industrial Zone
- LC2 Class 2 Industrial Zone
- AV Limited Commercial-Avenues Zone

Not to Scale
Extracted: 07/18/2025

Attachment 4: Draft Official Plan Amendment (Provided Separately)