

CHAPTER SEVEN:

SITE AND AREA SPECIFIC POLICIES

Toronto Official Plan – Chapter 7

Throughout the city are sites and areas that require policies that vary from one or more of the provisions of the Toronto Official Plan's citywide policies in Chapters 1-5. These site and area specific policies generally reflect unique historic conditions for approval that must be recognized for specific development sites, or provide a further layer of local policy direction for an area. In most cases, the site and area specific policies provide direction on land use. Citywide Official Plan policies apply to these lands, except where the site and area specific policies vary from them.

DECEMBER 2024 OFFICE CONSOLIDATION

This office consolidation of the Toronto Official Plan, Chapter 7, includes Site and Area Specific Policies 1 in effect up to and including 99, December 2024.

For accurate reference, please consult the original Official Plan, the Minister's certificate page, and the Ontario Municipal Board (OMB)/Local Planning Appeal Tribunal (LPAT)/Ontario Land Tribunal (OLT) Orders, as logged in the office of the City Clerk of the City of Toronto.

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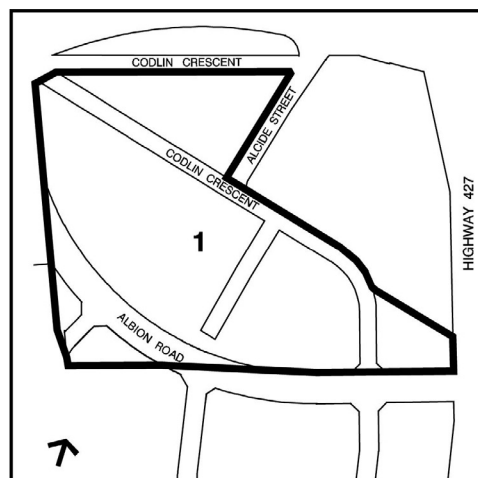
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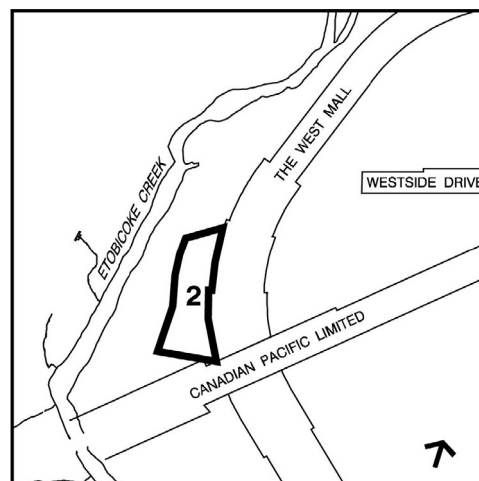
1. South of Steeles Avenue, West of Alcide Street

- a) A limited range of industrial uses compatible with existing residential uses are permitted.
- b) Vehicle body shops, recycling facilities, truck terminals and driving schools, and other incompatible land uses will not be permitted until the majority of existing residential land uses cease to exist. However, truck driving school classrooms may be permitted, provided that the storage, parking and maintenance of trucks, trailers and/or training vehicles are located off-site.
- c) Outdoor storage uses will not be permitted except for outdoor storage uses established prior to December 16, 1999.
- d) A limited range of live/work uses may be permitted in conjunction with existing residential uses.
- e) No expansion of the existing houses is permitted.



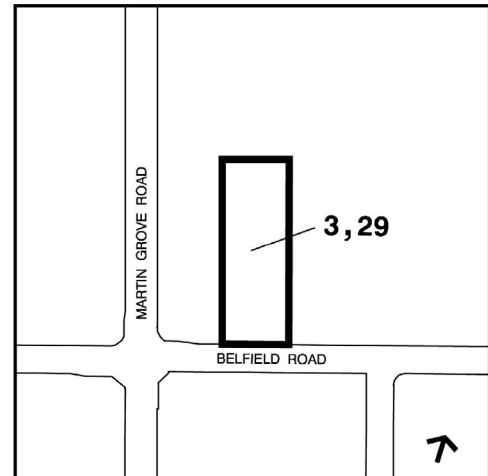
2. West Side of The West Mall, East of Etobicoke Creek

- a) A truck and truck trailer parking and storage lot is permitted on the table land portion of the lands.
- b) Maintenance or fuelling operations, storage of tanker trailers, lighting or accessory buildings will not be permitted.



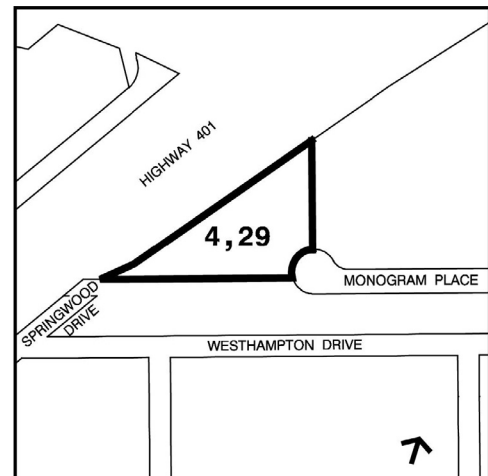
3. 124 Belfield Road

Retail uses including food and/or pharmaceutical sales with a combined total retail floor area of up to 1,858 square metres are permitted.



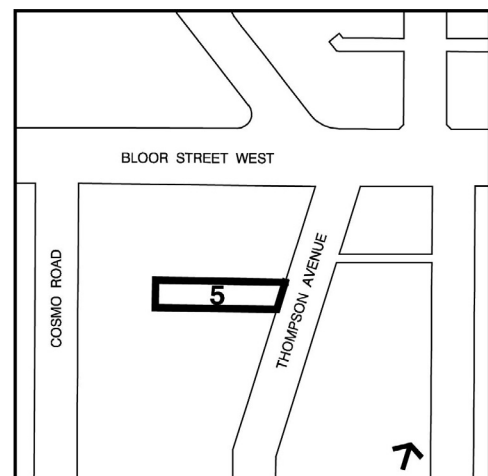
4. Monogram Place

Monogram Place will not be extended west to connect with Springwood Drive.



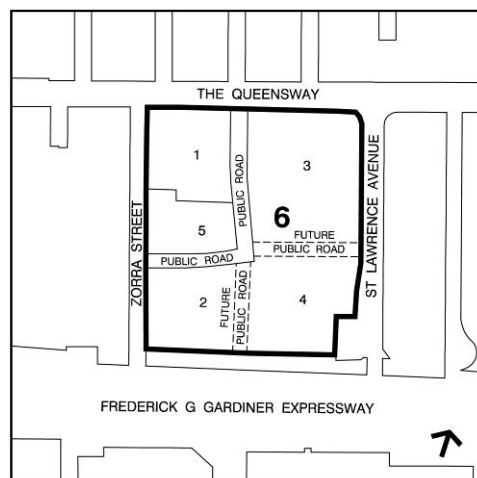
5. 20 Thompson Avenue

An underground parking structure and incidental structures for an apartment building located on the abutting lands at 3085 Bloor Street West are permitted.



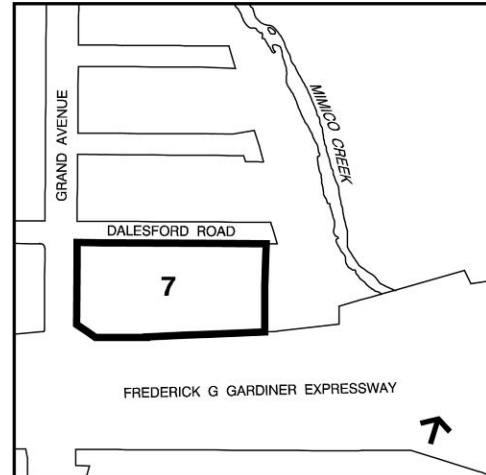
6. South Side of The Queensway, Between Zorra Street and St. Lawrence Avenue, North of the Gardiner Expressway

- a) A mixed development with up to 1,742 units, 83,722 square metres of commercial space, and 0.89 hectare of parks is permitted within the areas of Parcels 1, 2, 3 and 5. The development concept provides for residential uses on the west portion of the lands, near Zorra Street (Parcels 1 and 2) and commercial uses to the east adjacent to St. Lawrence Avenue (Parcel 3). Parcel 5 is proposed for public parkland;
- b) The “ultimate” gross density for Parcels 1, 2 and 3 is a maximum 3.0 times the lot area, based on a residential density of up to 1.8 times the lot area and a commercial density of up to 1.2 times the lot area. The site area used to calculate gross density may include the lands dedicated as public roads and parks. The residential and commercial density caps may be exceeded on individual development parcels provided that the overall density cap is not exceeded at full build-out;
- c) Rezoning applications for individual properties within the area of Parcels 1, 2 and 3 may be based on the “ultimate” density. Where the full density allowed by this policy cannot be used within a property being rezoned, the residential density may be transferred to other properties within the area. Such surplus density would be added to the receiving property when it is rezoned;
- d) A residential development with up to 558 units and a gross density of up to 3.8 times the parcel area is permitted within the area of Parcel 4. The residential gross density caps may be exceeded on individual development sites provided that the overall gross density for Parcel 4 is not exceeded at full build-out. The site area used to calculate gross density may include the lands dedicated for public purposes;
- e) Within Parcel 4, the portion of an apartment building’s ground floor that faces a public street(s) will be used for non-residential purposes;
- f) The alternative parkland dedication rate for residential development of Parcels 1 and 3 will be a minimum of 0.5 hectares per 300 units. The parkland dedication may be a combination of land and cash-in-lieu payments.



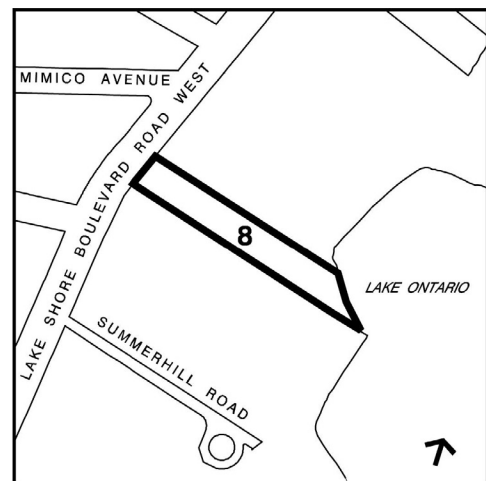
7. North of the Gardiner Expressway, East of Grand Avenue

- a) A maximum density of 188 units per hectare and a maximum height of 8 storeys is permitted.
- b) The alternative parkland dedication rate will be 0.5 hectares per 300 units.



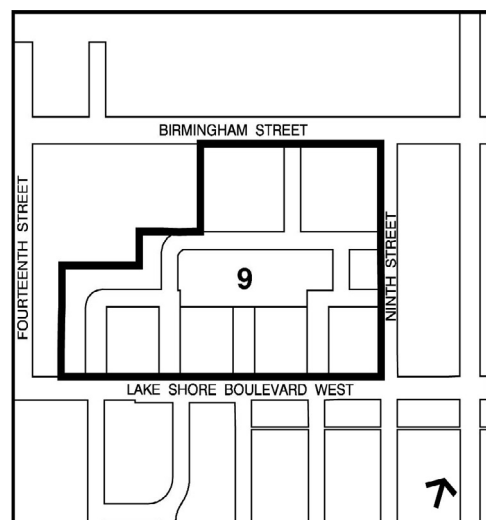
8. 2487 Lake Shore Boulevard West

- a) The lands designated as *Mixed Use Areas* may be redeveloped in conjunction with abutting properties.
- b) The redevelopment of the lands should enhance Amos Waites Park and the Lake Shore Community Centre by adding parkland and improving park facilities.
- c) Density of up to 1.5 times the lot area may be transferred from the south portion of the lands previously zoned Residential to the north portion of the lands zoned Commercial.



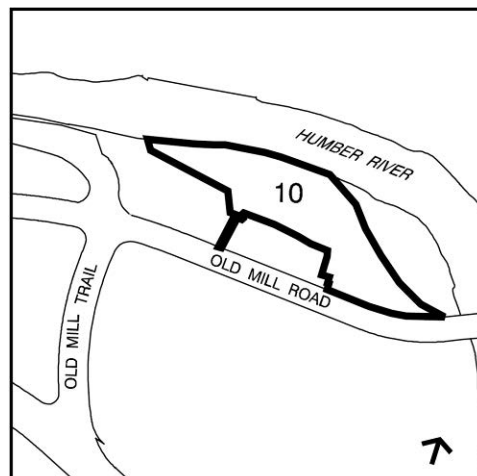
9. Lake Shore Boulevard West, South of Birmingham Street, East of Fourteenth Street, and West of Ninth Street

- a) A mix of residential, commercial, light industrial and park uses are permitted. A variety of housing forms will be provided, with retail space and office uses integrated into residential development along Lake Shore Boulevard West.
- b) Alternative parkland dedication for residential development will be a minimum of 0.5 hectares per 300 units. Parkland dedication may consist of both land dedication and cash payment as well as other considerations.



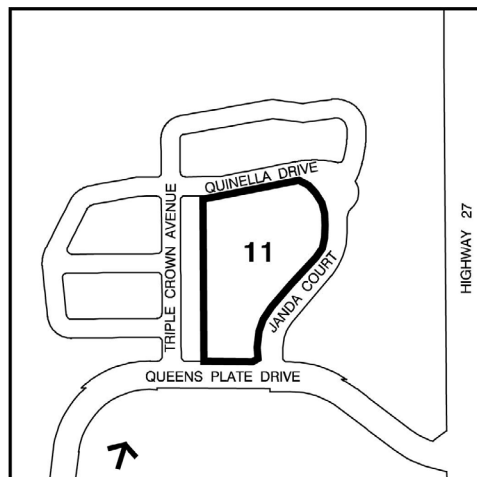
10. North of Old Mill Road, West and South of Humber River

A surface parking lot is permitted in conjunction with the restaurant use at 21 Old Mill Road.



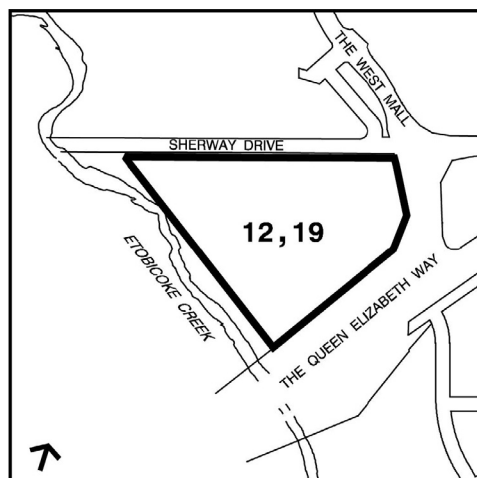
11. 77 Janda Court

- a) A maximum of 148 housing units and up to 1,850 square metres of local retail use are permitted.
- b) The maximum net density of the residential portion of the lands is 179 units per hectare and 2.44 times the lot area.
- c) The maximum height for apartment buildings is 9 storeys and for ground-related housing is 4 storeys.
- d) Site plan proposals for the lands will account for the potential future use of the lands directly across Queen's Plate Drive at Woodbine Centre for an above-grade parking deck.



12. South of Trillium Health Centre, West of The West Mall

- a) A maximum gross density of 2.0 times the lot area and 150 units per hectare is permitted.
- b) The area used to calculate gross density may include the open space and local streets on the tableland.
- c) Local streets will be required prior to development of the lands including the realignment of Sherway Drive to intersect The West Mall opposite Evans Avenue.



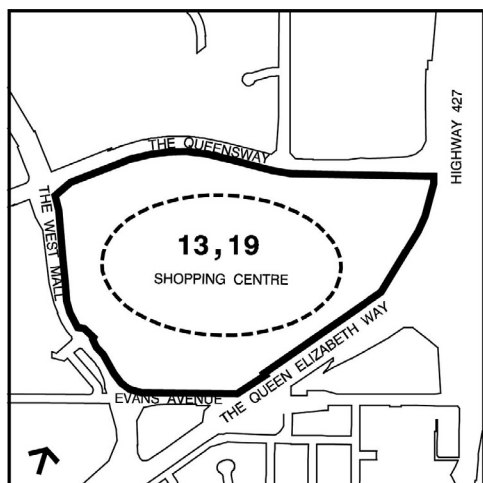
13. Lands Bounded by The Queensway, The West Mall, Evans Avenue and the Queen Elizabeth Way

- a) Prior to the approval of any major rezoning or site plan approval for the lands, submission of a context plan will be required satisfactory to the City and all owners and ownership interests within the site and area specific policy area. The context plan will show the streets and blocks to be created and the allocation of uses and density, and will be processed as a plan of subdivision or by an alternative procedure acceptable to the City.
- b) Development will require a new public network of local streets which divide the lands into a more urban pattern of streets and blocks, providing a framework for reorganizing and intensifying the existing uses and accommodating new uses and forms of development.
- c) The following retail, office and residential caps will apply to the lands during the periods shown:

Land Use	Pre-Subway	Post-Subway
Retail	171,865 square metres GLA	200,000 square metres GLA
Office	75,000 square metres GFA	165,000 square metres GFA
Residential	1,350 units	1,350 units

Within these development caps, the retail floor area for the area shown as “Shopping Centre” will be a maximum of 157,930 square metres retail gross leasable area prior to January 1, 2011.

- d) The maximum gross density for the area shown as “Shopping Centre” will be 1.0 times the lot area, provided that the floor areas of the following will be excluded from the calculation: parking structures, school facilities, public recreation uses, community facilities, pedestrian concourses accessible to the public, transit facilities, institutions and cultural facilities.

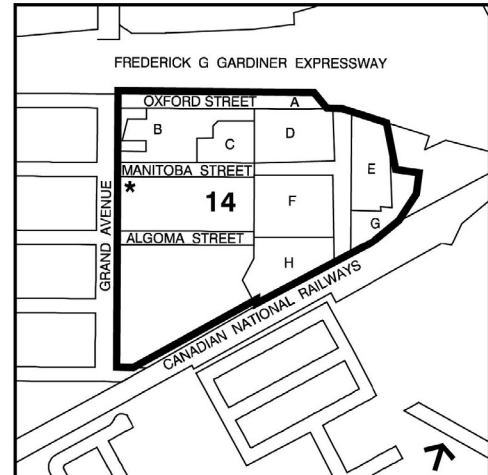


14. South of the Gardiner Expressway, East of Grand Avenue

- a) Up to 1,800 housing units may be developed with a maximum gross density of 2.5 times the lot area and 243 units per hectare.
- b) New development will be required to dedicate lands for public roads and public walkways, local parks and open space links and potential schools. Density may be transferred to adjacent development parcels from private lands dedicated for such purposes. The resulting net density for each development parcel will be assigned in the Zoning By-law.
- c) A regular grid of streets will be developed by the eastward extension of Manitoba and Algoma Streets, a potential north-south mid-block connection between Legion Road and Grand Avenue, and the extension of Legion Road. When this street grid is introduced, traffic control measures may be required to limit the traffic on local residential streets between Grand Avenue and Royal York Road. These transportation improvements will be phased, based on the traffic generated by individual developments.
- d) Approximately 3.0 hectares of new parkland will be required on these lands if the maximum 1,800 units is achieved. Alternative parkland dedication will be at the rate of 0.5 hectares per 300 housing units.
- e) A transition in building heights will be provided from 4 storeys near Grand Avenue to 12 storeys elsewhere, except that Parcel 'F' may have a maximum height of 18 storeys and Parcel 'E' may have a maximum height of 28 storeys. Angular planes will be established during site plan approval to ensure adequate setbacks from adjacent low-profile neighbourhoods. View corridors will be provided through the lands to the *Downtown* skyline along the Manitoba Street axis, and along the park link to the Mimico valley.
- f) The 'McGuinness' lands will be developed for a variety of housing forms, with accessory ground-related retail and service commercial uses, as well as community facilities and public parkland. A maximum of 793 housing units will be permitted on Parcels 'E' and 'F' and temporary park uses will also be permitted on Parcel 'F'. Parcel 'A' will be excluded in the calculation of gross density. Residential development on the 'McGuinness' lands may achieve a maximum gross density of 2.7 times the lot area. A potential school site is shown with an asterisk on the attached map.
- g) For the 'McGuinness' lands, the alternative parkland dedication rate will be based on a maximum of 1,368 residential units. A portion of Parcel 'G' & all of Parcel 'H' of the 'McGuinness' lands will be dedicated as public parkland to help extend public parkland from Grand Avenue Park east to the Mimico Creek Valley.
- h) The development of the 'McGuinness' lands will provide for the following street improvements:
 - i) the new section of Legion Road to create a north/south road through the lands; and
 - ii) the construction of a road connection from the Park Lawn Road off-ramp to Legion Road north of Manitoba Street, to be built prior to Phase 2 of the development. Funding for the connection will be borne exclusively by the developer and/or through an appropriate cost-sharing formula to the satisfaction of the City.
- i) 251 Manitoba Street (formerly 2 Algoma Street) – "Parcel F"

Notwithstanding the residential density and height provisions of SASP 14 (a), (e) and (f), Parcel F may be developed with two buildings, including a mid-rise building with a maximum height of 35 metres and a tall building with a maximum floor plate size of 750 square metres and a maximum height of 87 metres (excluding mechanical penthouses), integrated with a low-rise base building with a maximum height of 13.5metres framing the public streets and future public park permitting a maximum of 499 residential units and a maximum gross floor area of 34,750 square metres provided that:

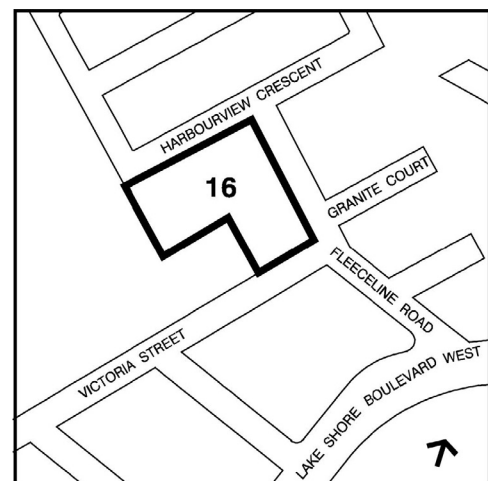
- A) a minimum of 10 percent of the total residential units be built as two-bedroom (plus den) units or larger.



15. [Intentionally blank as of this consolidation]

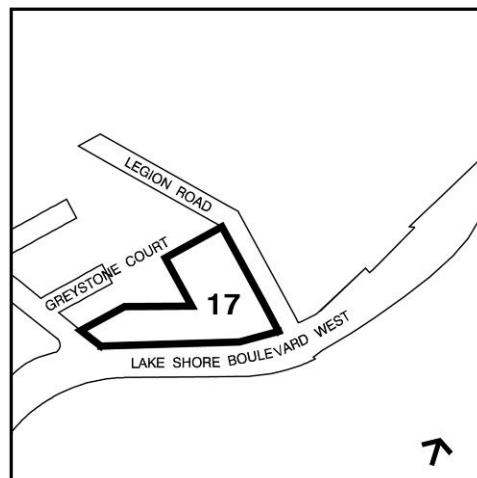
16. West Side of Fleeceline Road, Between Victoria Street and Harbourview Crescent

- a) A maximum gross residential density of 1.0 times the lot area and 75 units per hectare is permitted.
- b) Density may be transferred from private lands dedicated for public purposes to the remainder of the site.
- c) A maximum building height of 12 metres is permitted.



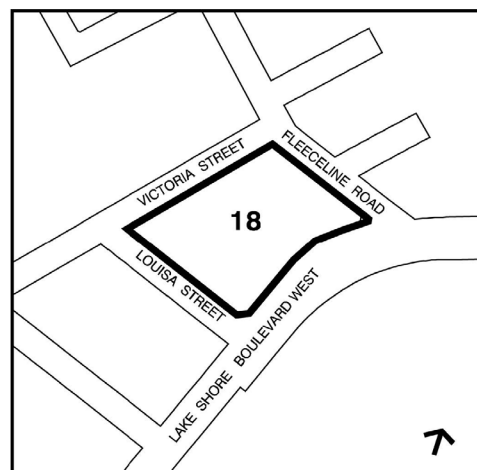
**17. North Side of Lake Shore Boulevard West
Between Fleeceline Road and Mimico
Creek**

- a) A maximum building height of 30 metres is permitted.
- b) Existing light industrial uses are permitted on an interim basis until redevelopment occurs.



**18. Lands Bounded By Lake Shore Boulevard
West, Fleeceline Road, Louisa Street and
Victoria Street**

- a) A maximum gross residential density of 2.5 times the lot area and 220 units per hectare in primarily mid-rise apartment buildings is permitted.
- b) New development will have regard for the existing residential neighbourhood and school site to the west, providing a transition to higher buildings to be located along Lake Shore Boulevard where the maximum building height will be 30 metres.



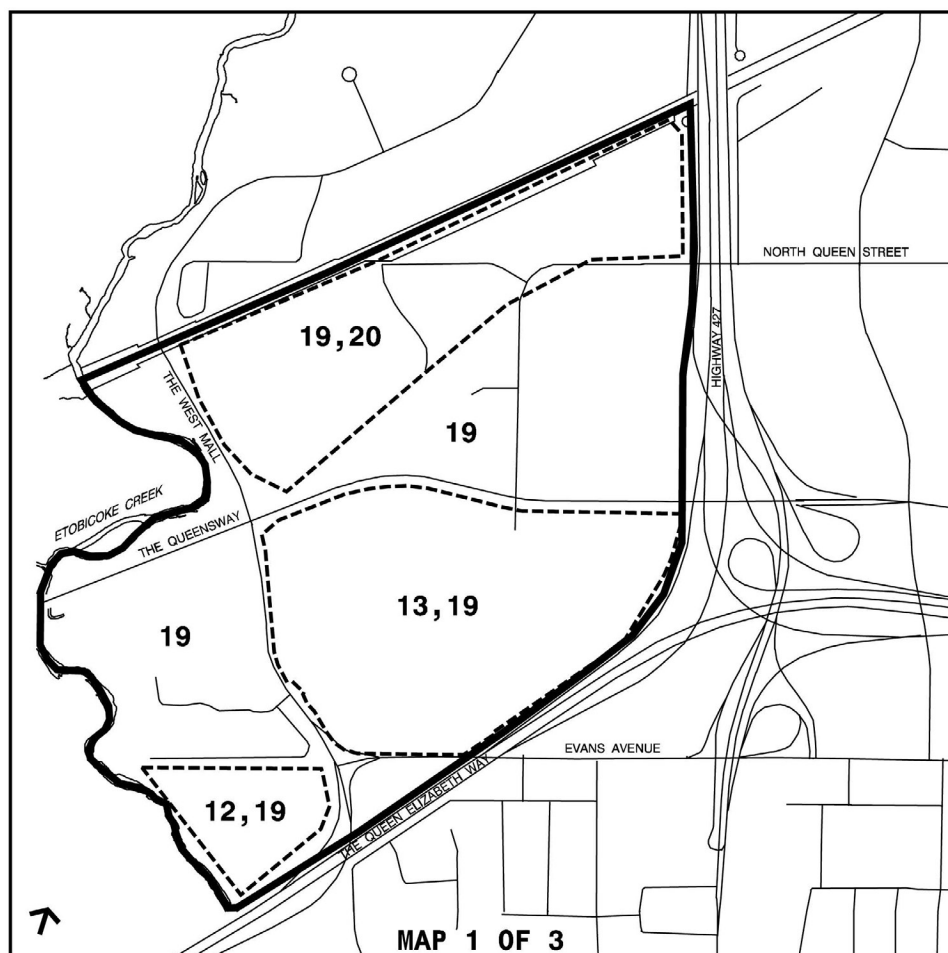
19. Lands Bounded By the CP Rail Line, Highway 427, the Queen Elizabeth Way and Etobicoke Creek

a) Development Concept

The highest density and most urban form of development will occur within 500 metres of the potential Sherway subway station. This subway-focused area should contain a mix of non-industrial uses.

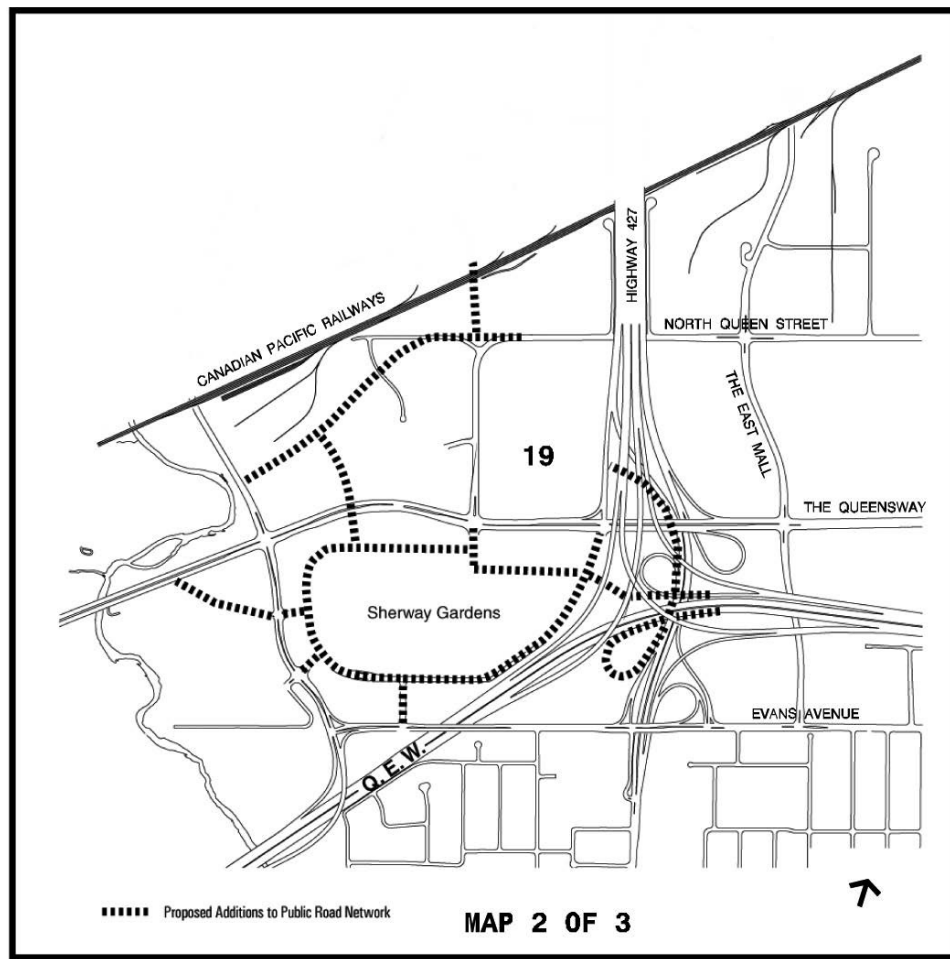
b) Development Caps

The cumulative level of retail development in the area, prior to January 1, 2011, will be limited to 221,865 square metres gross leasable area of which 50,000 square metres of retail gross leasable area will be reserved for lands located outside of the area subject to site and area specific policy 13. Notwithstanding the 221,865 square metres gross leasable area development cap, an additional 16,122 square metres gross floor area is permitted for the properties municipally known as 98 Index Road and 150 North Queen Street. The cumulative levels of pre-subway retail and office development in the site and area specific policy area will be limited to 250,000 square metres gross leasable area and 125,000 square metres gross floor area, respectively, unless a comprehensive transportation review demonstrates, to the satisfaction of the City, that sufficient transportation capacity would be available. Notwithstanding the 250,000 square metres gross leasable area development cap for retail uses, an additional 8,100 square metres gross floor area is permitted for the property municipally known as 170 North Queen Street."



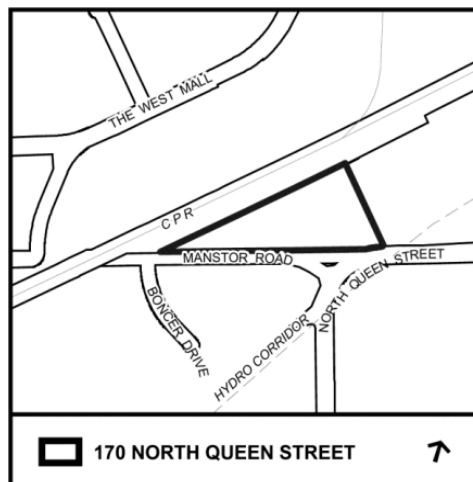
c) Density

The maximum gross office density is 1.5 times the lot area. The maximum gross residential density is 150 units per hectare and 1.50 times lot area. However, the maximum net density of individual sites designated *Mixed Use Areas*, except for lands subject to Site and Area Specific Policy 13, is 4.0 times the lot area. Notwithstanding the above, for the lands municipally known as 700 Evans Avenue in the year 2005, the maximum gross residential density is 455 units per hectare and 3.75 times the lot area. The site area used to calculate gross density will exclude areas of valley land or valley slopes designated *Parks and Open Space Areas* and used as open space, or which contribute no amenity, facility or service of benefit to the uses located on the site, but will include areas devoted to table land open space, school facilities, local streets, community facilities and institutions, to a maximum of 40 per cent of the gross site area. Lands dedicated or conveyed for parkland may be included in the land area used to calculate gross density. When calculating density using gross floor area, or, in the case of retail uses, gross leasable areas, floor areas devoted to school facilities, public recreation uses, community facilities, pedestrian concourses accessible to the public, transit facilities, institutions, and cultural facilities are excluded. When calculating the density in units per hectare, two senior citizen suites or other similar small suites provided for special housing occupancy will be considered equivalent to one housing unit, provided the density limit is not exceeded.



d) Transportation Infrastructure

A new public network of local streets will be required to divide the area into a more urban pattern of streets and blocks, providing a framework for reorganizing and intensifying existing uses and accommodating new uses and forms of development. The major changes proposed to transportation infrastructure in the area to accommodate development/redevelopment are shown conceptually on Map 2. Notwithstanding the proposed additions to the public road network shown on Map 2 for the property municipally known as 170 North Queen Street, a zoning by-law may be passed to permit new uses within existing buildings on the portion of the site upon which the proposed addition to the public road network is shown. This restriction shall take the form of a holding (H) provision that shall remain in place until the earlier of (a) Council adopting a recommendation arising from the completion of the Sherway Area Study, or (b) January 1, 2016.



e) Community Infrastructure

In order to support residential uses, a number of community services and facilities will be required, including:

- i) retail facilities and services of the types serving the day-to-day needs of residents;
- ii) elementary schools, potentially for both the Toronto District School Board and the Toronto Catholic District School Board, preferably in the form of a joint school campus;
- iii) active and passive public open spaces;
- iv) community facilities including social and recreational facilities for seniors, other future residents and the working population of the area, and library services; and
- v) emergency services such as fire, ambulance and police.

f) Valleys and Open Space

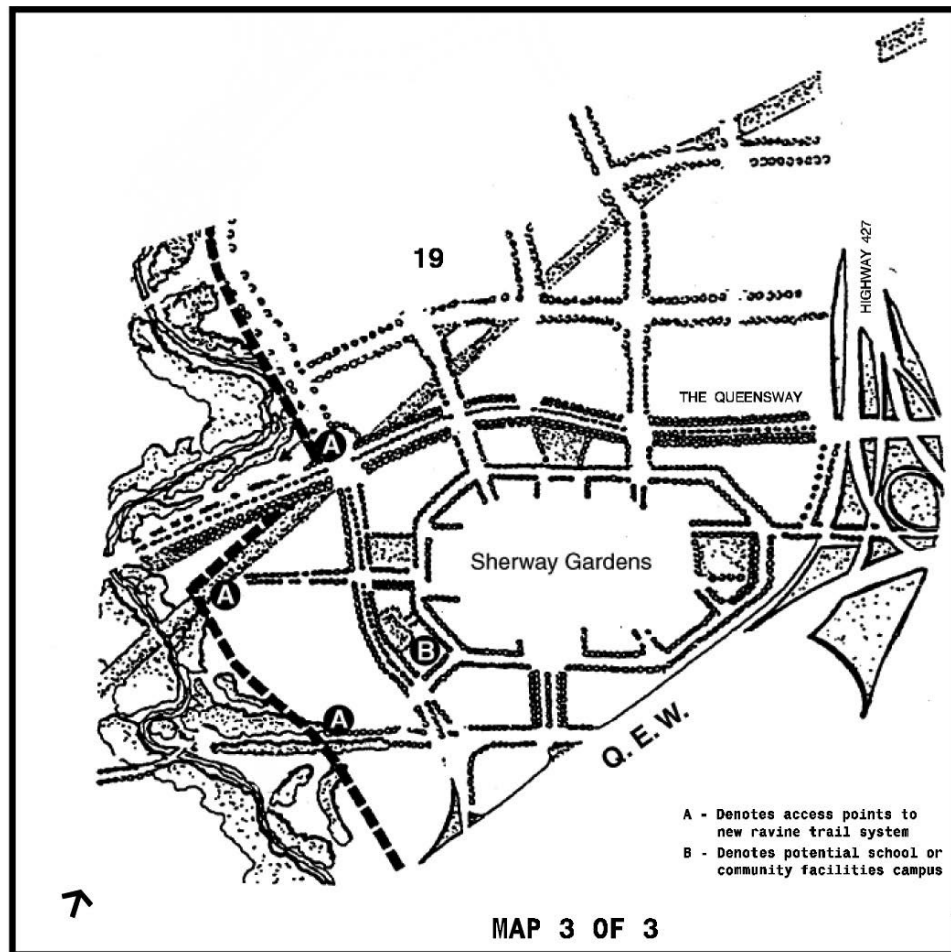
A system of linked open space will be provided throughout the area as shown conceptually by Map 3. A variety of new open spaces will be created, and connected into a network of public parks, private open spaces, valleylands, landscaped streets, and paths for pedestrian, cycling and recreational use.

A maximum alternative parkland dedication rate of 1.0 hectare per 300 housing units will apply. A reduced rate may be considered where a development provides or contributes to the provision of a needed

public facility which is deemed to be of public benefit, but such reduced rate will not be less than 0.5 hectares per 300 housing units.

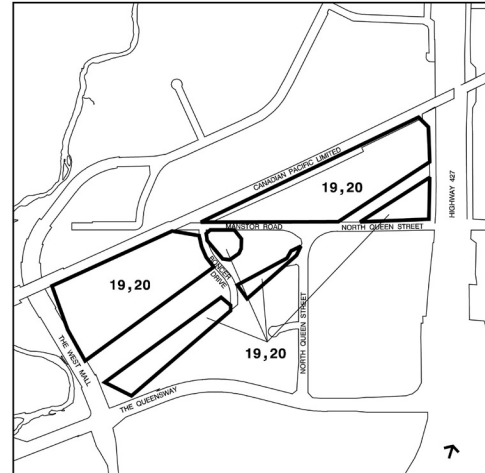
g) Housing

The introduction of housing in the area will have regard for the area's qualities and constraints for housing, the relatively limited variety of housing types that can be provided, the emphasis on high density adult-oriented buildings, and the deficiency in supporting services for some population groups and types of households. The types of affordable housing appropriate for the area will primarily be limited to apartments oriented to seniors, similar small units for single persons or small households, and special needs housing especially if related to the Trillium Health Centre.



20. South of the CP Rail Line Between The West Mall and Highway 427

- a) Large scale, stand-alone retail stores and entertainment, recreation, social and cultural facilities are permitted.
- b) Industrial uses will be restricted within enclosed buildings or to uses that involve only limited outdoor storage and will not be obnoxious due to odour, dust, smoke, noise or vibration.

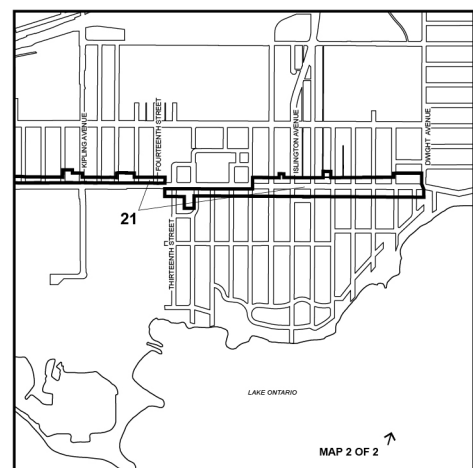
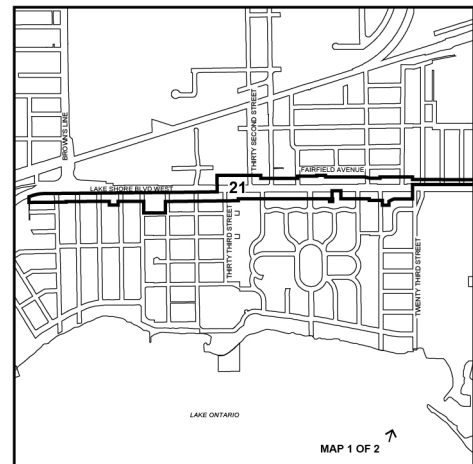


21. Lake Shore Boulevard Between Etobicoke Creek and Dwight Avenue

- a) Buildings should be built to the Lake Shore Boulevard West street line with a discretionary setback zone of 1.5 metres. Development blocks should provide a continuous building face for at least 70 per cent of the frontage on Lake Shore Boulevard West. Building heights should not exceed four storeys, except:
 - i) between Twenty Second Street and Twenty Third Street, where a six storey building is permitted if the extra height is stepped back from the street; and
 - ii) for the area between Twenty Third Street and 3829 Lake Shore Boulevard West (one block west of Fortieth Street), where a six storey building is permitted; however, in areas where lot depths exceed 35 metres, higher building height may be considered.

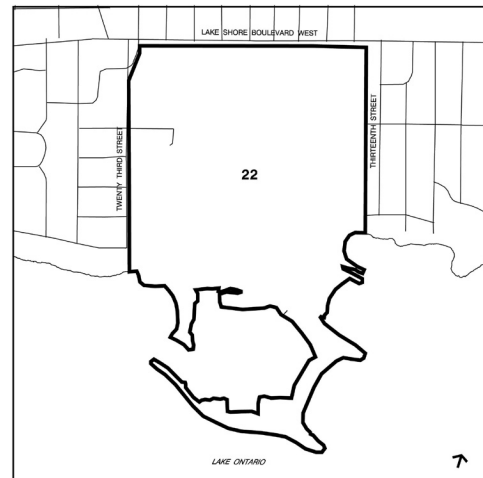
Building height should not exceed a 45-degree angular plane from the property line of the adjacent low scale residential properties.

- b) Maximum net density of mixed commercial-residential buildings with commercial uses on the ground floor is 3.0 times the lot area for the lands designated *Mixed Use Areas*.



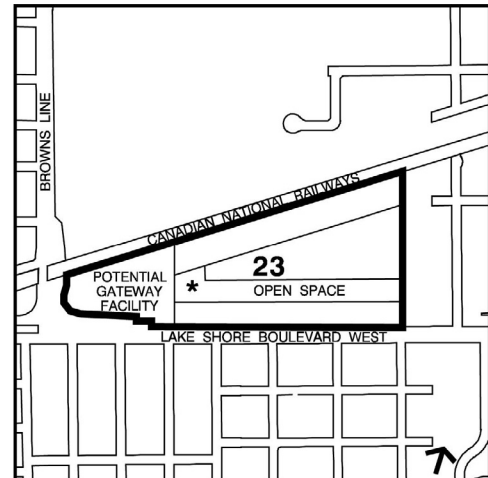
22. South Side of Lake Shore Boulevard West Between Twenty Third Street and West of Thirteenth Street

- a) The lands will be retained as major public open space where community services may be located. Only parkland and community facilities such as community colleges, community and health services, homes for the aged, arts/ cultural facilities, recreational and community centre facilities, day care facilities, libraries, elementary and secondary schools and fire and other emergency services will be permitted on the lands designated *Institutional Areas*. Only parkland is permitted on the lands designated as *Parks and Open Space Areas*, except for small-scale community facilities at heritage building sites, a water treatment plant west of Kipling Avenue and their associated facilities.
- b) Existing heritage buildings and structures on the site will be retained. In particular, the heritage character of the quadrangle of former Psychiatric Hospital buildings and the adjacent Hospital grounds east of Kipling Avenue will be protected. To the extent possible the existing landscape will be retained, particularly the former Hospital grounds east of Kipling Avenue to the north, east and south of the quadrangle.
- c) New buildings will locate primarily west of Kipling Avenue and will generally maintain the overall open space and heritage character of the site. Any renovation and new construction within the former Hospital quadrangle will be contained within the outer perimeter of its buildings and will be consistent with their scale, design and architecture.
- d) A master design and implementation plan for the lands will act as an advisory guide to public agencies on matters including:
 - i) urban design elements;
 - ii) design criteria for built form, streetscapes and landscapes;
 - iii) incorporation of public art;
 - iv) protection of heritage features;
 - v) access, parking and servicing; and
 - vi) ongoing co-ordination of public agencies.



23. North Side of Lake Shore Boulevard West from Browns Line to East of Thirty-Third Street

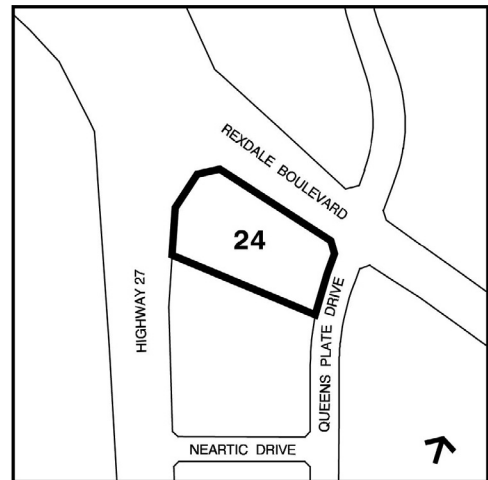
- a) Up to 2,200 housing units are permitted.
- b) Employment uses are permitted for the lands designated *Mixed Use Areas* in the lower podium levels of apartment buildings located along the CN rail line. Such employment uses may include light industries, warehousing, offices, small scale assembly operations, high technology manufacturing, data centres, research and training facilities, business services, personal services, restaurants, commercial services and artist coops. The maximum gross density for these lands is 3.0 times the lot area, or 2.5 times the lot area if the project contains a residential component. An intermodal transit terminal for GO Transit and TTC Streetcar services is also permitted on *Mixed Use Areas* identified as "Potential Gateway Facility".
- c) The maximum net density of *Mixed Use Areas* located on the north side of Lake Shore Boulevard is 3.0 times the lot area. Buildings should be built close to the Lake Shore Boulevard street line with a discretionary setback zone of 1.5 metres. Development blocks between intersecting streets should provide continuous building frontage for at least 70 per cent of the frontage. Building heights should not exceed four storeys at the build-to line, and where developed to the maximum of six storeys, the extra height should be stepped back from the street. The development blocks along Lake Shore Boulevard will be of sufficient depth to provide a generous sidewalk along the frontage, adequate surface parking and driveway access, and appropriately sized and sited mixed use buildings.
- d) Low-rise apartments to a maximum of six storeys in height are permitted on lands designated *Neighbourhoods*.
- e) Development density may be transferred from lands designated *Parks and Open Space Areas* to abutting lands based on their development density, provided the total units in the Site and Area Specific Policy does not exceed 2,200. A potential school site is indicated by an asterisk on the attached map.



- f) There will be a gradual increase in building heights northerly from Lake Shore Boulevard and westerly from 32nd Street.
- g) Existing non-residential uses are permitted to continue. New non-industrial development will be required to address potential impacts on existing industrial uses.
- h) The development of a public road system will be required. Prior to redevelopment of any property in the area, public roads through the property will be provided.
- i) A minimum of three north-south public roads from Lake Shore Boulevard will be required to access the interior of the lands. Two other public road or access locations on Lake Shore Boulevard may be required. Such roads and access points on Lake Shore Boulevard will be located opposite the existing road intersections on the south side of Lake Shore Boulevard. At least one east-west public road across the lands will be required.
- j) An 8-storey, mixed-use apartment building is permitted within the Mixed Uses Areas on the southern portion of 3580 and 3600 Lake Shore Boulevard West, providing building heights do not exceed 6 storeys at the build-to line and the additional height is stepped back from the street.

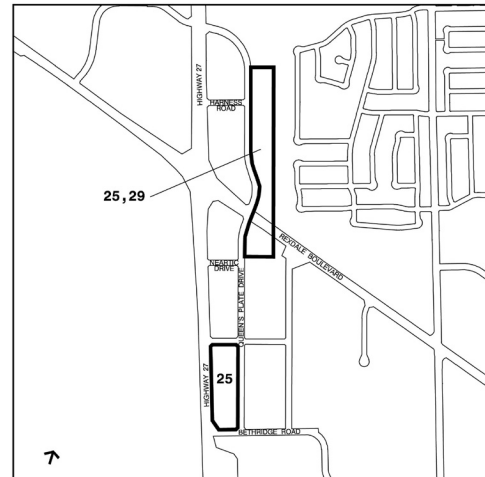
24. South Side of Rexdale Boulevard Between Highway 27 to Queen's Plate Drive

Industrial uses and storage are not permitted.



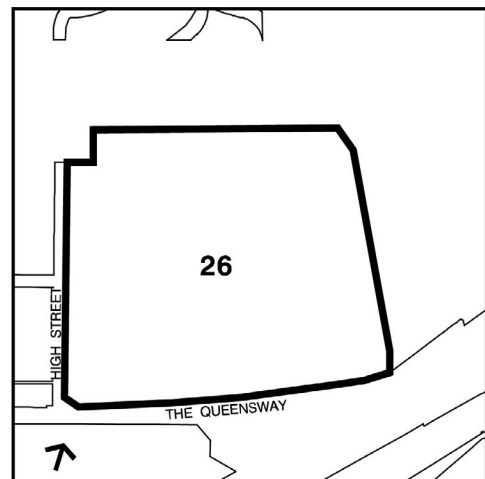
25. East Side of Queen's Plate Drive North of Nearctic Drive and on the East Side of Highway 27 North of Bethridge Road

Industrial uses are limited to prestige industries with no outside storage.



26. 130 The Queensway

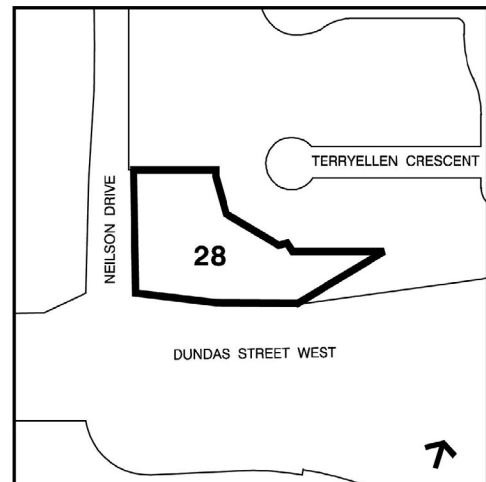
Only a sewage treatment plant & associated facilities are permitted.



27. [Deleted]

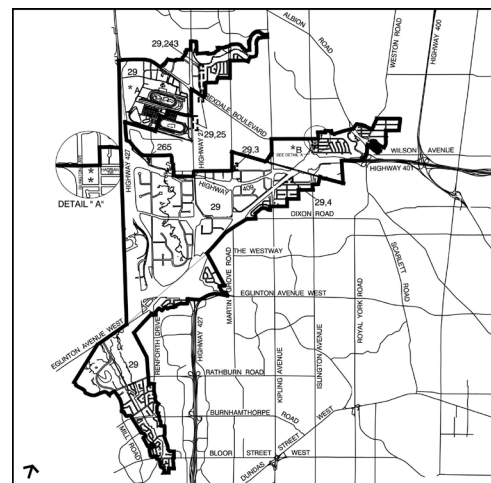
28. 11 Neilson Drive

Conversion of an existing 55 unit equity co-operative to condominium is permitted.



29. Lester B. Pearson International Airport Operating Area

- a) Within the Lester B. Pearson International Airport (L.B.P.I.A.) Operating Area, new development for residential and other sensitive land uses is prohibited, unless permitted by existing zoning.
- b) Notwithstanding Section a):
 - i) redevelopment for residential uses or infilling for residential uses may only be permitted within the L.B.P.I.A. Operating Area if the proposed residential development would result in the same or fewer total number of housing units than the existing zoning would permit; or
 - ii) redevelopment for residential uses or infill for residential uses may only be considered within the L.B.P.I.A. Operating Area, provided that there will be no negative impacts on the long-term function of the airport. In this regard, among other matters, the City will require proponents of redevelopment or infilling to provide noise studies and undertakings to provide satisfactory noise attenuation measures when making applications for development approval.
- c) Notwithstanding Section a), redevelopment for



sensitive land uses, other than residential, or infilling for sensitive land uses, other than residential, may only be permitted by site specific zoning within the L.B.P.I.A. Operating Area if the proposed sensitive land use development is generally consistent with Transport Canada's latest guidelines. In applying these guidelines, the 30 NEF/NEP noise contour will be considered to be the L.B.P.I.A. Operating Area.

- d) Notwithstanding Section a), the City may pass comprehensive zoning by-laws that permit residential uses within the L.B.P.I.A. Operating Area, provided that the new Zoning By-law does not increase the number of housing units permitted. The City may pass comprehensive zoning by-laws to continue to permit nonresidential noise sensitive land uses within the L.B.P.I.A. Operating Area that are permitted in existing Zoning By-laws.
- e) Notwithstanding Section a):
 - i) new residential and other sensitive land uses may be permitted on the Woodbine Racetrack lands (shown as Area 'A') provided at the time of draft plan of subdivision and final approval and/or site rezoning no new residential and other sensitive land uses are located within the Transport Canada approved 30 NEF/NEP Composite Noise Contour and that the demarcation between the area where these uses are and are not permitted is shown on the plan of subdivision and/or the zoning by-law by clear features such as streets, natural features, and/or zoning land use boundaries;
 - ii) the redevelopment for residential uses and other sensitive land uses, or infilling for residential uses and other sensitive land uses, may be considered within the L.B.P.I.A. Operating Area, if it has been demonstrated that there will be no negative impacts on the long-term function of the airport. In this regard, among other matters, the City will require proponents of redevelopments or infilling to provide noise studies and undertakings to provide satisfactory noise attenuation measures when making applications for development approval; and
 - iii) nothing in the Plan will prevent the use of the Woodbine Racetrack lands for a horse racetrack including housing, dormitories and other noise sensitive land uses and the keeping of horses, required only for the operation of horse racing, and for any related, associated or accessory uses, facilities and services.
- f) Notwithstanding Section a), new residential development and other sensitive land use development may be permitted on the Rexdale Mall lands within the L.B.P.I.A. Operating Area (shown as Area "B") provided that at the time of Official Plan Amendment and/or rezoning no new residential and other sensitive land uses are located within the Transport Canada approved 30 NEF/NEP Composite Noise Contour and that the demarcation between the L.B.P.I.A. Operating Area and the Noise Contour is shown on the map of the Official Plan Amendment and/or zoning by-law by clear features such as streets, natural features, and/or land use/zoning boundaries.
- g) The L.B.P.I.A. Operating Area and the aforementioned policies will be reviewed whenever a new Transport Canada approved 30 NEF/NEP noise contour is prepared for the airport and/or in conjunction with the periodic review of the Plan.
- h) The following definitions will apply only to this site and area specific policy:

Infill: an application for approval under the *Planning Act* for:

 - i) the creation of one or more new lots;
 - ii) the creation of one or more new residential units;
 - iii) a change in land use; or

- iv) the construction of buildings and structures.

And where the subject lands comprise less than 2 hectares and the lands have no buildings erected thereon and are located in an area having existing uses of the same or similar character as the use proposed.

Redevelopment: an application for approval under the *Planning Act* for the following where the subject lands have or previously had one or more buildings erected thereon:

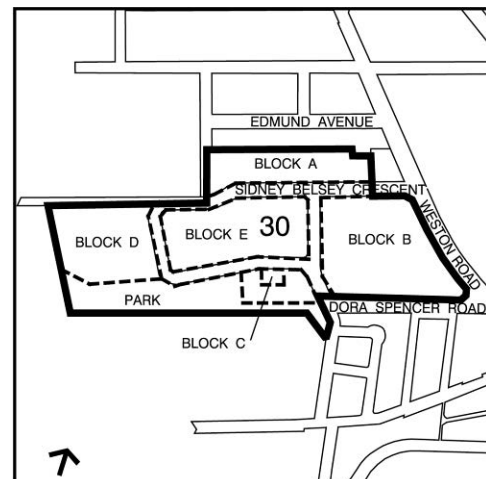
- i) the creation of one or more new lots;
- ii) the creation of one or more new residential units;
- iii) a change in land use; or
- iv) the construction of buildings and structures.

And where the subject lands have or previously had one or more buildings erected thereon.

Sensitive land uses: buildings, amenity areas, or outdoor spaces where routine or normal activities would experience noise impacts from aircraft using the Lester B. Pearson International Airport. Examples of these uses include: residences, day care centres, and education and health facilities.

30. 1400 Weston Road

- a) A maximum of 1,640 housing units are permitted on Blocks 'A', 'C', 'D', 'E', and the west portion of Block 'B'. The east portion of Block 'B' near Weston Road may be used for retail, office and service commercial uses with a maximum combined gross floor area of 18,600 square metres. Residential building heights (exclusive of parking levels and mechanical floors) will be varied and will not exceed 24 storeys (exclusive of mechanical penthouses, rooftop appurtenances, and rooftop recreational facilities). Community services and facilities will be provided such as public parks, schools, day nurseries and indoor public amenity space.
- b) Section 37 may be used to permit up to 410 extra housing units beyond the residential cap. Up to 275 extra housing units may be permitted based on one extra unit per "affordable housing" unit provided. Up to 135 extra units may be allowed in return for extra public amenities, such as lands conveyed at no cost to the City for parks or public recreation purposes in excess of the dedication required in the Plan; the upgrading of parkland to be conveyed to the City (including grading, seeding, the provision



Step 1:	x = 50 per cent of Appraised Land Value per Unit
Step 2:	=Total Value of Extra Public Amenities
(Unit Bonus not to exceed 135)	<hr/> x

Block	Maximum Density (uph)
A	144.1
B	64.6
C	66.6
D	643.0
E	193.7

- c) New development on the lands will be compatible with existing development to the north and south. The basic structure of the development will be as shown on the map of this site and area specific policy. The form and character of development and its relationship to adjacent areas will be generally as follows:
 - i) the area adjacent to Weston Road will contain a significant commercial focus;
 - ii) residential development will vary in height, with lower buildings located closer to the existing residential areas to the north and south of the lands, and higher buildings located in the west portion of the lands and close to Weston Road;
 - iii) the south portion of the lands will include a public park, accessed by streets and other pedestrian links. The park will connect to the Humber River valley and have a linear connection that includes a walkway to Weston Road; and
 - iv) residential areas will be linked with each other and with existing residential communities to the north and south by pedestrian walkways and open space systems as identified on the schematic plan.
- d) Development on any portion of a Block will proceed only in accordance with a Concept Plan for the entire Block showing: setback and build-to lines; built form envelopes demonstrating

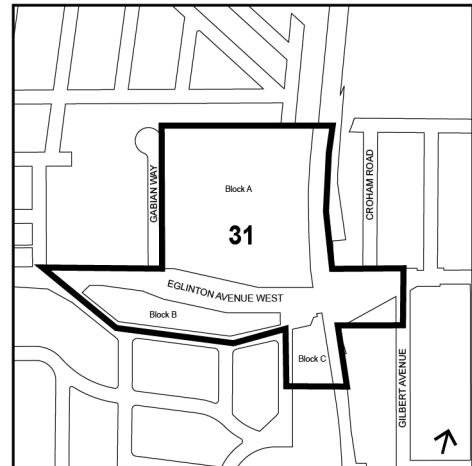
how the development on each Block is to be generally distributed; the location, character and general landscaping of private open spaces and, where possible, their linkage to public open space; the location of arcades, canopies and other weather protected pedestrian routes; the general location of parking facilities and vehicular access points; the general location of the principal pedestrian entrances and routes; the general location of public street-related uses; the light access implications of the proposed massing arrangement; treatment of sidewalks within public street allowances including paving, street furniture, lighting, plantings, and conceptual treatments of public parks; and, grading and drainage patterns.

- e) The treed slopes in the north and south portions of the lands will be conserved in a natural state where possible.
- f) The approximately 1.95 hectare area identified as 'Park' will be conveyed to the City, in part to satisfy the parkland dedication requirement of the *Planning Act*. This parkland will be developed, at no cost to the City, on the basis of a park master plan which will address active and passive recreational opportunities and measures to conserve existing slopes.
- g) The proposed road network for the lands is shown on the attached map. Four points of vehicular access will be provided from Weston Road: two from public roads accessing the site and two from private driveways accessing the commercial centre in Block 'B'. One vehicular access will be provided from a road connecting the site with Emmett Avenue to the south. Buttonwood Avenue at Weston Road will be deadended with a cul-de-sac when a public road connects the lands to Emmett Avenue and Weston Road. Additional local public roads may be provided on the lands.
- h) A Holding (H) provision on the lands may be removed when the applicant has secured the following off-site road works:
 - i) conveyance to the City of sufficient lands to widen Weston Road along the full frontage of the lands in accordance with the Plan;
 - ii) the widening of Weston Road to five lanes between the north limit of the lands and Jane Street to accommodate an exclusive southbound right-turn lane at Jane Street and a centre left-turn lane along the development's frontage on Weston Road;
 - iii) the signalization of the intersection of the north access road at Weston Road; and
 - iv) the construction of a public road from the lands south to Emmett Avenue, subject to the City acquiring the lands for the road allowance.
- i) Only uses existing at the time of the adoption of the Plan, including open space and the outdoor and indoor storage of machinery parts, are permitted, until the Holding (H) provision is removed.
- j) A building permit for the construction of any housing units, other than a permit for demolition, excavation/servicing, shoring, or foundation, will not be issued in respect of the lands except for the west portion of Block 'E' having an area of approximately 0.7 hectares, unless:
 - i) the City receives a "Record of Site Condition" pursuant to the Ministry of Environment "Guideline for Use at Contaminated Sites in Ontario, February 1997", as amended or updated, having been received by the Ministry of Environment along with a letter from the Ministry of Environment advising that the Record of Site Condition is not subject to an audit review; or, alternatively, a letter from the Ministry of Environment advising that the Record of Site Condition has passed a Ministry audit for compliance with the Guideline; and

- ii) the suitable use or uses for the lands set out in Part 3 of the “Record of Site Conditions” is consistent with the use or uses for which the Building Permit application has been made.

31. **Certain Lands in the vicinity of Eglinton Avenue West and Gabian Way**

- a) Development on the lands will be supported by the following transportation infrastructure:
 - i) a new network of public streets on Block A;
 - ii) new pedestrian and cycling connections between the existing high-rise neighbourhood to the west of Block A and the future Crosstown LRT station entrance;
 - iii) new direct pedestrian connections between existing neighbourhoods, future development and the future Crosstown LRT and GO stations;
 - iv) a new cycling connection between future development, the Beltline Trail and future Crosstown LRT and GO stations via an extension of the Beltline Trail alongside the railway tracks or a new bi-directional bicycle on Croham Road;
 - v) closure and consolidation of the stub portion of Venn Crescent, east of Blackthorn Avenue when redevelopment of Block C occurs; and
 - vi) a mid-block pedestrian connection from Eglinton Avenue West south to Venn Crescent when redevelopment of Block B occurs.
- b) Development on the lands will be encouraged to provide structured parking.
- c) Development on the lands will be encouraged to provide structured parking. Development on the lands will be supported by the creation of publicly owned and publicly accessible green open space.
- d) Development on the lands identified as Block A will include a new large publicly owned open

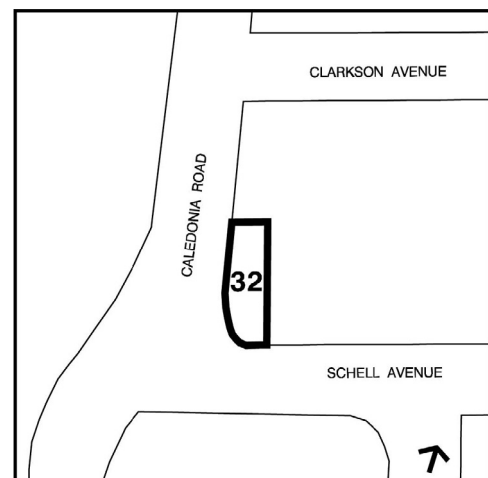


space along the Eglinton frontage that will be integrated with the Crosstown LRT Station plaza.

- e) If development on the lands identified as Block A occurs in a phased manner, the publicly owned and publicly accessible open space shall be secured, at nominal cost to the City, during the initial phase of development.
- f) To support a balanced mix of uses, development on the lands identified on Block A and B will:
 - i) maintain the amount of existing non-residential gross floor area on the lands;
 - ii) include a range of retail establishment sizes; and
 - iii) maintain a grocery store use on Block A as redevelopment occurs.
- g) Development on the lands identified as Block A will:
 - i) include a range of building scales and types including low-rise, mid-rise and tall buildings in each phase of development;
 - ii) include a range of residential building types, unit sizes and tenures; and
 - iii) locate lower scale buildings at the north end to provide transition in scale to existing low-rise residential dwellings to the north.
- h) Development on the lands identified as Block B and C will:
 - i) locate mid-rise buildings along the Eglinton Avenue West frontage; and
 - ii) locate lower scale buildings on Block B along Venn Crescent and Blackthorn Avenue to provide transition in scale to existing *Neighbourhoods* to the south.
- i) Development on the lands will provide enhanced community services and facilities such as new, non-profit licensed child care facilities, new parks and open space, a new or consolidated public library facility and community agency space. Such services and facilities will be secured through appropriate agreements or permits, including Sections 37 and 45 of the *Planning Act*, a Development Permit System, approval of Plans of Condominium and Subdivision and parkland dedication polices.

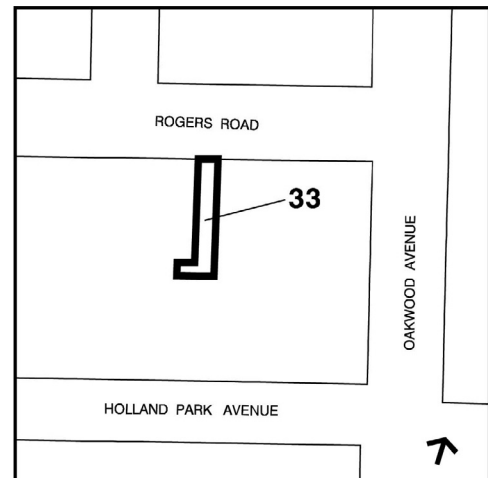
32. 216 Schell Avenue

An office and the parking and storage of motor vehicles are permitted.



33. 11 Rogers Road

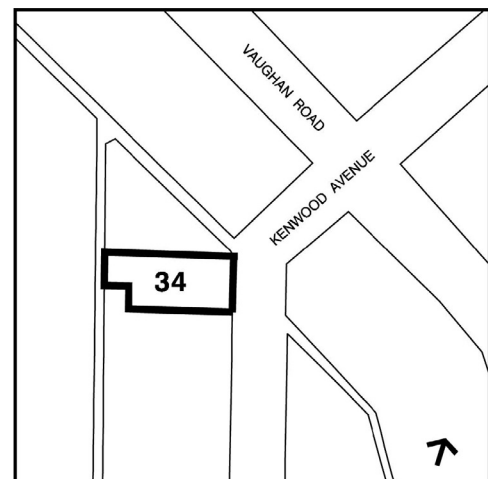
A commercial driving school is permitted.



34. 142 and 148 Kenwood Avenue

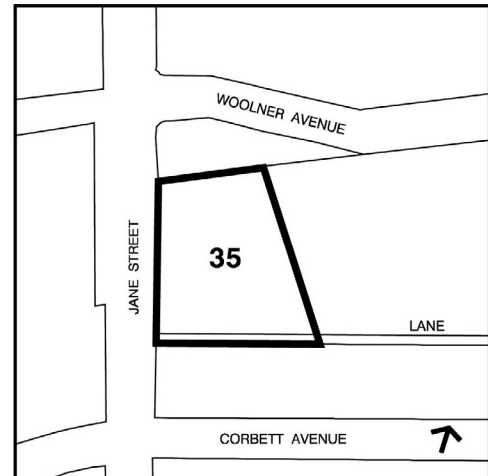
Commercial and/or residential uses with associated off-street parking are permitted provided that:

- a) there will be no extension or enlargement of the building existing on the lands as of October 29, 1990;
- b) the commercial uses will be restricted in the Zoning Bylaw to a limited range of professional office, design service and artistic uses that are compatible with the adjoining residential area;
- c) a maximum of two housing units are permitted; and
- d) the westerly 7.3 metres of the lands forming Lot 77, Registered Plan 1322 will be used only for the six off-street parking spaces for the occupants of the adjoining premises at 148 Kenwood Avenue and forming part of Lot 76, Registered Plan 1322.



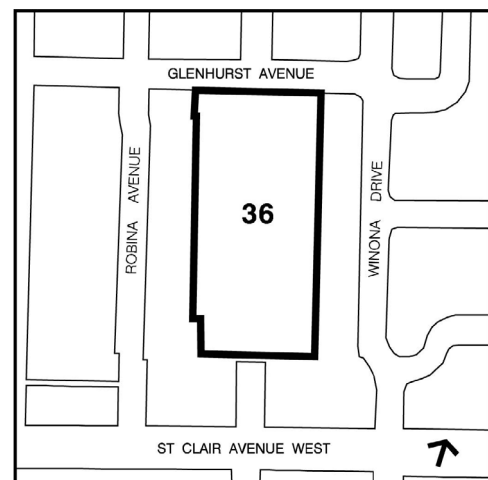
35. East Side of Jane Street, South of Woolner Avenue

Retail, office, service commercial, and community service uses are permitted provided that the gross floor area of all buildings is a maximum of 1,200 square metres.



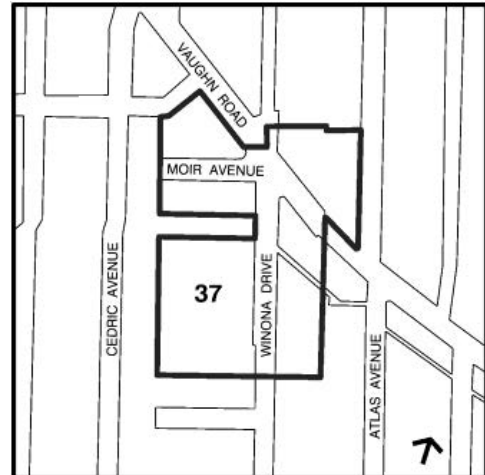
36. South Side of Glenhurst Avenue, Between Robina Avenue and Winona Drive

- a) Limited commercial uses are permitted on the ground level of buildings and near the south limit of the lands.
- b) The maximum gross density for residential use is 2.0 times the lot area and for commercial use is 0.5 times the lot area.
- c) Lands dedicated for road widenings, public streets, public lanes, public walkways and parks will be included in the calculation of gross density. Community, public recreation and institutional uses will be excluded from the calculation of maximum density.
- d) A comprehensive design scheme is required prior to development of the lands, and will include an open space plan that provides a minimum of 0.25 hectares of parkland and a public recreation facility.



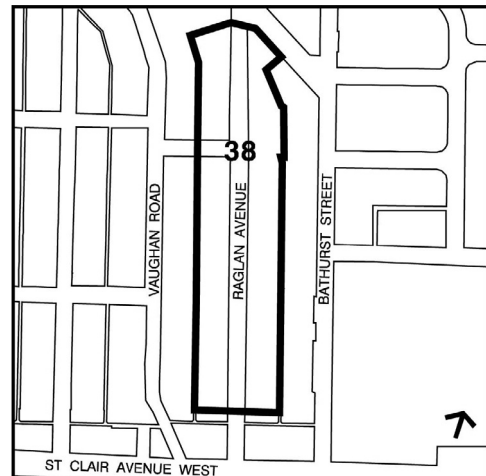
37. Lands in the Vicinity of Vaughan Road and Winona Drive

Residential buildings up to 6 storeys or 18 metres in height are permitted.



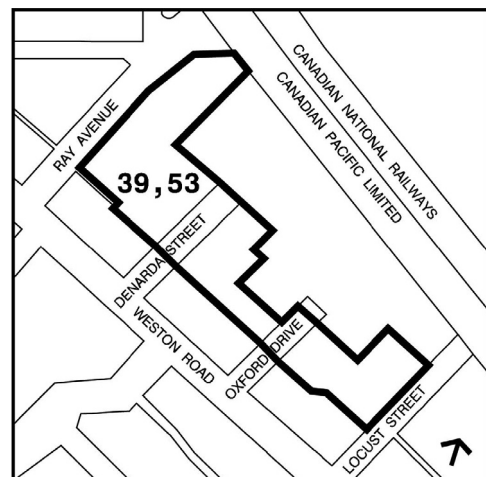
38. Raglan Avenue South of Claxton Boulevard

Land assembly will be required to allow for the development of more intensive buildings.



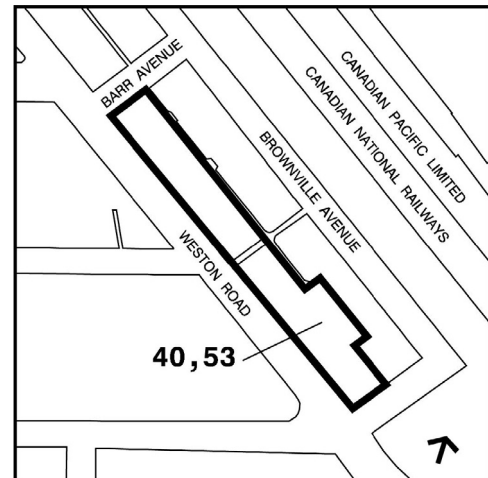
39. Lands Between Ray Avenue and Denarda Street, Denarda Street and Oxford Drive, and Oxford Drive and Locust Street

Low to medium-rise residential buildings are permitted subject to suitable land assembly.



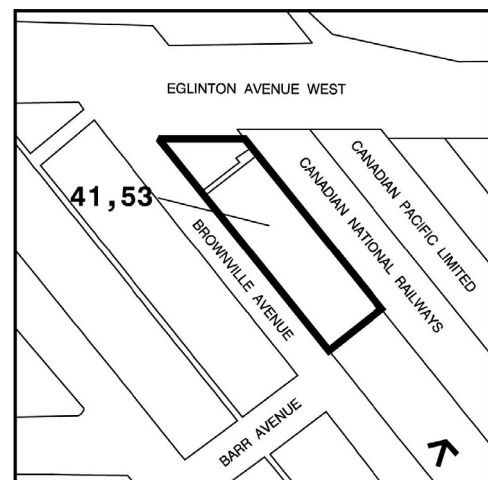
40. Weston Road Between Barr Avenue and Lambton Avenue

Buildings up to approximately 5 storeys will be permitted provided larger redevelopment parcels are created through land assembly. Zoning By-laws may permit a density of up to 1.5 times the lot area to enable existing non-residential buildings to be converted to residential use and intensified through the construction of additions or extra storeys.



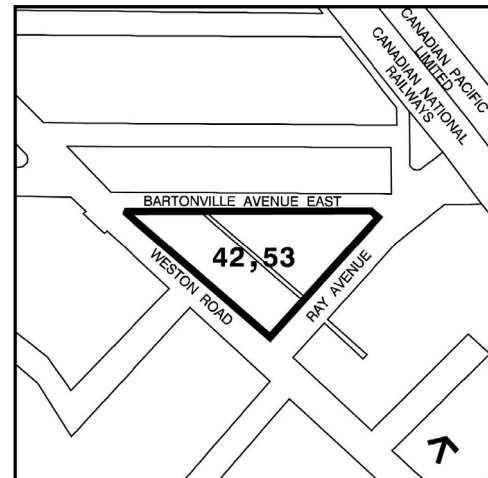
41. East of Brownville Avenue Between Eglinton Avenue and Barr Avenue

- a) The lands may be redeveloped independent of the larger neighbouring block to the west, but a comprehensive assembly and development scheme for part or all of these blocks is the objective.
- b) The adjoining section of Brownville Avenue may be closed and included within the comprehensive redevelopment scheme, provided that a substantial portion of both blocks is involved. If substantial lands to the west are assembled comprehensively and Brownville Avenue is closed, the maximum density will be 3.5 times the lot area.



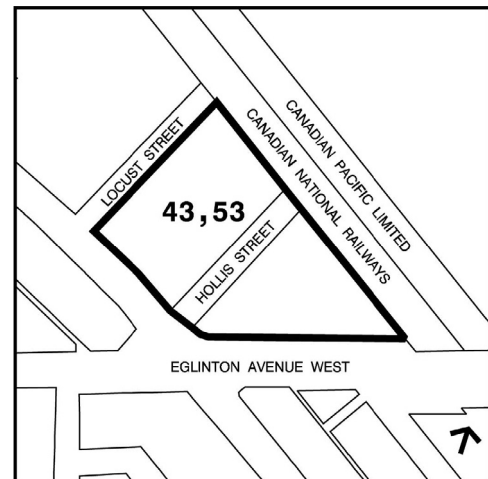
42. East Side of Weston Road North of Ray Avenue

In order to create a comprehensive assembly and redevelopment of the entire block, the adjacent Bartonville Avenue right-of-way may be closed provided that an alternative access such as a public lane or a joint private right-of-way is provided to the rear of properties fronting on Victoria Boulevard.



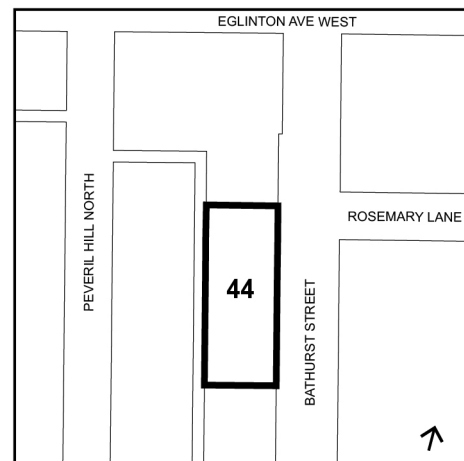
43. East Side of Weston Road Between Locust Street and Eglinton Avenue

Connecting Locust Street and Hollis Avenue by a public street will be considered in the redevelopment scheme for the lands. If the property assembly is sufficient to provide the street connection, density calculations for the affected blocks may include the area dedicated as public right-of-way. Alternatively, the closing of the Hollis Street right-of-way and its incorporation into a comprehensive redevelopment on the abutting lands may be considered.



44. 2000 - 2008 Bathurst Street

Commercial uses will be restricted to offices in house form buildings.



45. Lands Located Within Weston Village

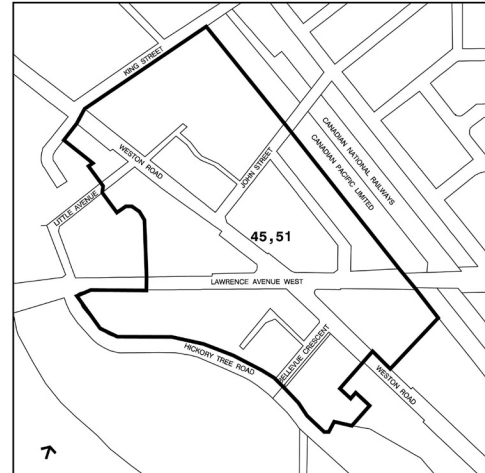
- a) New buildings within Weston Village will have a maximum height of 8 storeys and 24 metres. They should be sited at the front lot line and oriented to the adjacent street, similar to existing low-rise buildings along Weston Road. On Weston Road or John Street, building height will be limited to 3 storeys or 9 metres at the street frontage, to correspond to historic heights in Weston Village, but may step back to the 8 storey (24 metre) maximum.

- i) On the lands known as 1956-1986 Weston Road and 1, 3, 3A and 5 Little Avenue:

New buildings will be limited to a height of 15-metres at the street frontage along Weston Road and Little Avenue. A maximum of two tall building elements are permitted stepped back from Weston Road and Little Avenue frontages with one tall building of 29-storeys (99 metres not including mechanical penthouse) and another tall building of 35 storeys (117 metres not including mechanical penthouse) with an eight storey (29 metre) connecting element.

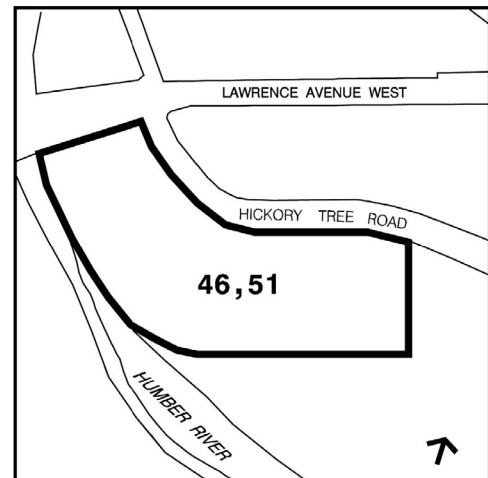
- b) Weston Village will be reinforced as the focus of the Weston community through implementation strategies such as:

- i) a streetscape design plan to improve pedestrian spaces;
- ii) a façade and signage improvement program using the theme of the history of Weston Village;
- iii) providing adequate public parking;
- iv) relocating the Farmer's market to a site with a better connection to the surrounding communities;
- v) linking Weston Village to other parts of the Weston community and the Humber Valley through improved pedestrian connections and streetscape improvements; and
- vi) improvement and expansion of the GO Station.



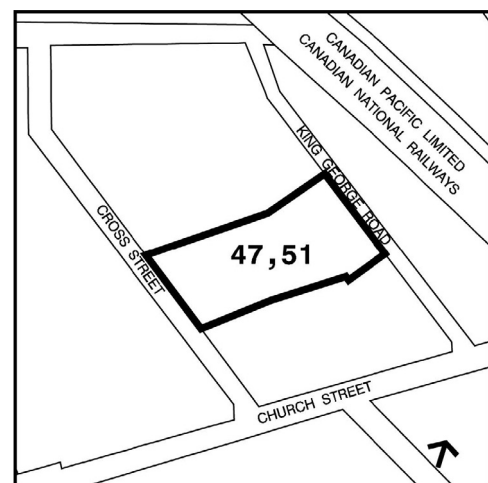
46. Lawrence Avenue West and Hickory Tree Road

A meeting, restaurant or retail facility, are permitted.



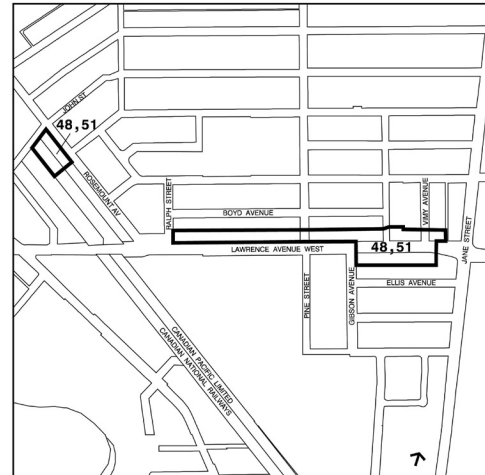
47. Lands in the Vicinity of Weston Presbyterian Church

- a) The Church building should be kept as a stand alone building with green space surrounding it to separate it from residential development.
- b) Any infill development of this area should maintain the existing buildings, or, ensure that any replacement buildings are in keeping with the built form in areas in the vicinity of Cross, Church, King George and Coulter Streets.
- c) Any redevelopment or infill development in the area will be a maximum density of 0.8 times the lot area and a maximum of 3 storeys (9 metres) in height.
- d) Special regard will be given to the provision of adequate parking, appropriate access and compatibility of built form to adjacent residential properties so as to minimize impact on the existing neighbourhood. Parking for the Church will be upgraded to the standards set out in the Zoning By-law.



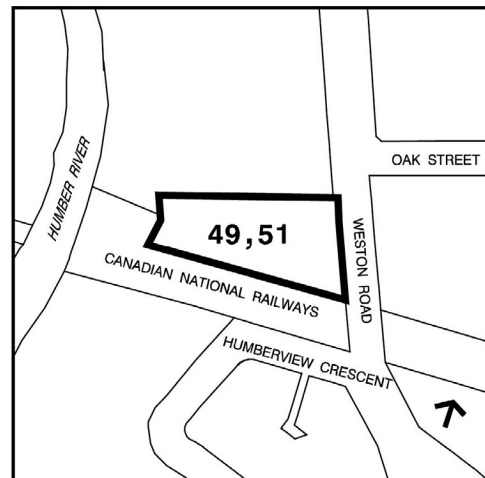
48. West of Rosemount Avenue, South of Jane Street, and Along Lawrence Avenue West Near Jane Street

Development will be 2 to 4 storeys in height (6 to 12 metres) and will be limited to a maximum density of 1.5 times the lot area.



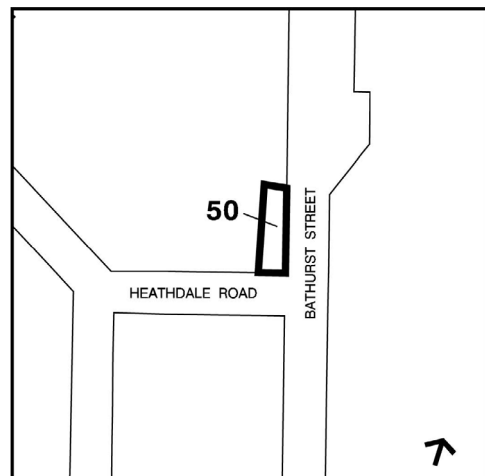
49. 2426-2438 Weston Road

The lands may be redeveloped to a maximum density of 3 times the lot area and a maximum height of 14 storeys, provided the visual impact of the additional building height beyond the eighth storey is minimized by stepping the building back from Weston Road above the eighth storey.



50. 2 Heathdale Road and 1608 Bathurst Street

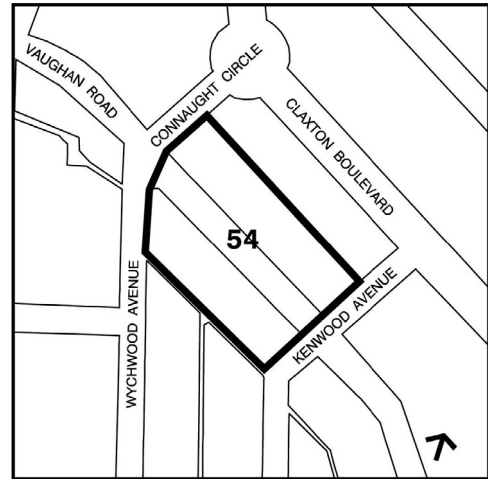
A residential building up to 11 metres in height is permitted provided the buildable area approximates that of the existing building. The setback from the west lot line will be the greater of the setback of the existing building and garage or the provisions of the by-law for similar multiple residential buildings. All other building setbacks will approximate the existing setbacks measured to the rearmost limit of the existing garage wall.



development concept plan may include preliminary built-form envelopes, to show the distribution of proposed land uses and densities; on-site vehicular circulation, parking arrangements and external access; preliminary location and treatment of on-site amenity areas; pedestrian entrances and circulation, and linkages to public sidewalks; and, a preliminary architectural concept.

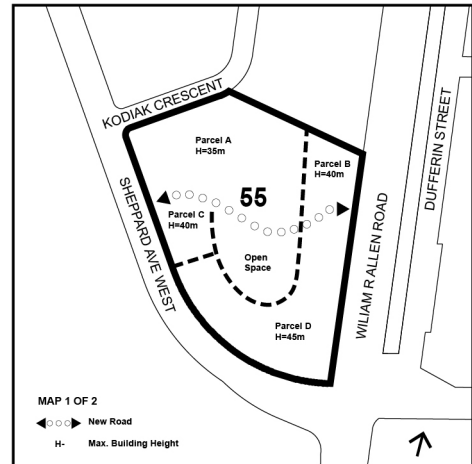
54. Vaughan Road between Connaught Circle and Kenwood Avenue

The maximum height of buildings will be 6 storeys or 18 metres.



55. 1100 Sheppard Avenue West

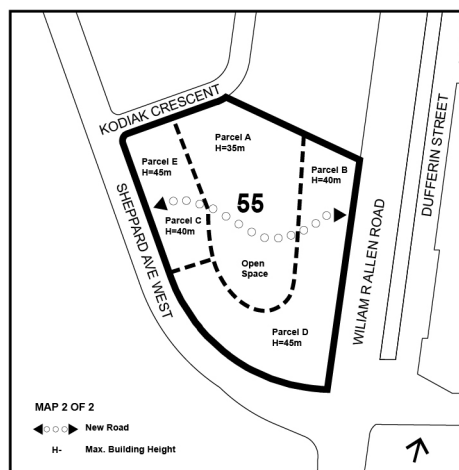
- a) The site will be developed primarily with residential uses, providing a mix and range of unit types. New development will be focused primarily along the William R. Allen Road and Sheppard Avenue West frontages. Non-residential uses such as retail and small offices are encouraged at grade.
- b) A centrally located public park will be provided.
- c) Subject to the provisions in d) below, a maximum density of 3.0 times the lot area is permitted based on implementation of both the Plan policies and the following additional development policies.
- d) Height and building intensity are to be located to the south of the new east-west road, concentrated at the intersection of Sheppard Avenue West and William R. Allen Road. Buildings are to step down in height away from the corner:



- i) maximum building heights are shown on Map 1 of 2;
- ii) parking, servicing, mechanical equipment and automobile drop-off are to be located in a manner that has a minimal physical impact on public sidewalks and accessible open spaces. Shared driveways, and service courts at the side and rear of the buildings are to be provided for these functions;
- iii) resident parking is to be provided below grade;
- iv) large surface parking areas are generally discouraged and, in the long term parking is encouraged to be located below grade;
- v) developments which exceed 5,000 square metres in gross floor area will be required to provide a Transportation Impact Study;
- vi) Transportation Impact Studies submitted in support of development applications will identify and assess the feasibility and impact of travel demand management measures. The recommendations of these studies will include the implementation of a travel demand management program for the proposed development;
- vii) walking and the use of bicycles is to be encouraged through the provision of:
 - a) pedestrian and cycling paths with direct and convenient connections to rapid transit stations and bus stops; and
 - b) an adequate supply of secure bicycle parking on public sidewalks, near transit stations and high activity areas, and in park areas;
- viii) the achievement of public art in publicly accessible locations is supported and encouraged as a means to create an interesting and attractive urban environment. Public art could incorporate a commemoration to the military and aviation history associated with the lands or other significant associations of the site/surrounding area;
- ix) The City will:
 - a) provide opportunities for public art on City-owned lands;
 - b) secure significant public art in all developments exceeding 20,000 square metres of total gross floor area; and
 - c) seek public art contributions of one per cent of the gross construction cost of the development;
- x) new infrastructure or improvements to existing infrastructure, including roads, sanitary and storm sewers, municipal water and electricity supplies, required to serve the proposed development will be provided and paid for by the developer;
- xi) conduits and associated infrastructure to support the installation of future telecommunications networks within the road allowance will be provided;
- xii) all public roads will be constructed to include a minimum of three 4 inch ducts for fibre optic cabling, such ducts will be in accordance with the specifications of the Executive Lead Telecommunication Sub-Committee and the Commissioners of Urban Development Services and Works and Emergency Services, and will accrue to the ownership of the City;
- xiii) each building will be serviced by ductwork from the municipal duct system to the

specifications of the Executive Lead Telecommunication Sub-Committee and the Commissioners of Urban Development Services and Works and Emergency Services, and will accrue to the ownership of the City;

- xiv) opportunities will be explored by the City to enhance the levels of service provided in adjacent areas during the review of studies and designs for development-related engineering works and modifications and may, where appropriate and feasible, seek to improve services in the context of the proposed development-related engineering works; and
 - xv) prior to the enactment of any zoning by-law for development on these lands, a plan of subdivision should be completed in order to secure the related infrastructure improvements required.
- e) Subject to the following and pursuant to Section 37 of the *Planning Act*, zoning provisions may be enacted to permit increased density to a maximum of 13.5 per cent of the total gross floor area, resulting in a sum total permitted density of 3.40 times the lot area:
- i) a density increase will be permitted upon the conveyance to the City of parkland, satisfactory to the City, as part of an approved plan of subdivision, in excess of the requirements of Section 42 and Section 51 of the *Planning Act*, the sub-surface of which is to be maintained by the substrata owner for the development of underground parking to service the site;
 - ii) a density increase will be permitted upon the provision of an underground pedestrian link from the site to the Downsview Subway Station, or upon the owner providing a financial contribution to the City beyond what is normally secured through the rezoning and site plan process, for improvements to the pedestrian realm between the development and the Downsview Subway Station; and
 - iii) a density increase will be permitted upon a financial contribution for improvements to the local park and the pedestrian realm between the subject site and the Sheppard West subway station.
 - iv) in the event of a density increase under this Clause e), maximum building heights are as shown on Map 2 of 2'.



- f) Development of this site is to be implemented using some or all of the following:
 - i) a zoning by-law amendment, the enactment of which will be dependent on the execution of a subdivision agreement between the owner and the City for the provisions of all roads and services. The determination of any triggers required for the imposition and removal of any Holding (H) zones will be dependent on the servicing requirements identified through the plan of subdivision process; and
 - ii) subdivision agreements, site plan agreements and Section 37 agreements to secure the provision of facilities, services or matters required for the desirable development of the lands or to meet the objectives set out in this Plan, such as, but not limited to, the provision of public infrastructure, pedestrian underpasses, public art, off-site improvements, sanitary and storm sewers, municipal water supply and easements for such facilities and services;
- g) Necessary transportation infrastructure will be established and secured through rezoning and plan of subdivision applications, including but not limited to a 20 metre right of way through the land as a public road from Sheppard Avenue West to William R. Allen Road and other measures such as traffic control signals and signage.
- h) The City will encourage proponents of major office and employment developments to develop and implement appropriate travel demand management strategies to reduce peak period automobile trips and facilitate non-auto modes of travel such as transit, walking and cycling. In addition, measures to support transit use, such as maximum parking standards, shared parking arrangements, public parking structures, and payment in lieu of parking may be required on sites within walking distance of rapid transit stations.
- i) The City will monitor:
 - i) development levels;
 - ii) transit ridership, traffic volumes, travel patterns, parking and traffic infiltration in residential areas; and
 - iii) sanitary sewers, municipal water supplies and storm sewers.

To ensure the capacity of these monitored facilities keeps pace with the development and that levels of service in adjacent areas are not reduced, zoning by-laws permitting development to proceed will only be enacted when adequate capacity to serve the proposed development is available or will be provided prior to the occupancy of any development which relies on it.

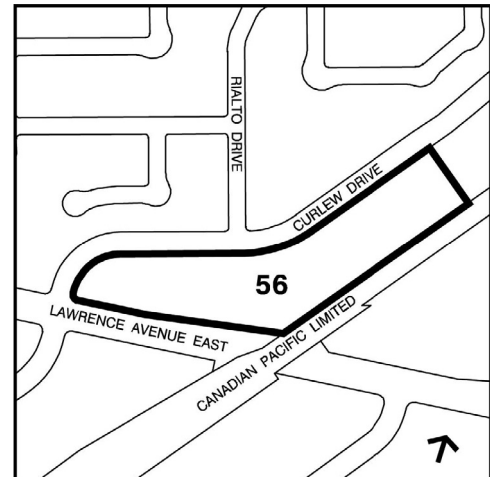
- j) The submission of a Development Plan indicating the relationship of proposed buildings, structures, and open spaces to adjacent developments and development sites, public spaces, roadways and pedestrian routes is required and should demonstrate how the above development policies will be achieved. More specifically, Development Plans will show:
 - i) the proposed massing of buildings, including heights, setbacks, and distribution of density;
 - ii) the location, dimensions and character of publicly accessible private open spaces and pedestrian routes, showing their continuity and complementary relationship to adjacent public spaces, pedestrian routes and streets;
 - iii) protection and enhancement of significant views and landscape focal points;
 - iv) the general location, size, and treatment of surface parking facilities and vehicular access points in sufficient detail to identify locations where parking amongst different

building sites or uses may be shared, and to assess the effect of these facilities on public sidewalks and pedestrian routes; and

- v) the location of street-related uses and principal pedestrian entrances to buildings and the relationship of such uses and entrances to street frontages to ensure that the role of the public street and pedestrian movement along the street is supported and reinforced.
- k) Applications for development at higher densities in the future will be evaluated in the context of transportation improvements, such as an extension of the University/Spadina subway line.

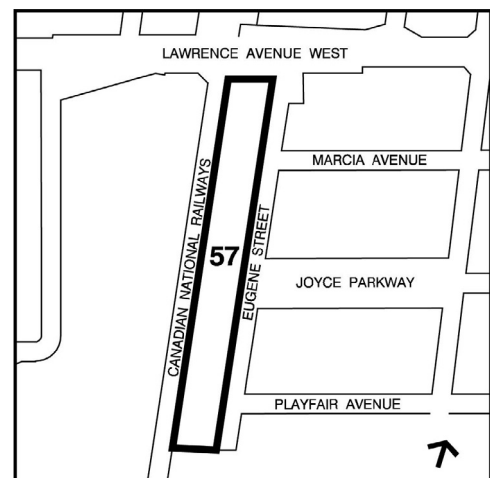
56. 61-89 Curlew Drive (excluding # 74) and 1244, 1250 and 1260 Lawrence Avenue East

- a) A maximum density of 1.0 times the lot area is permitted for office uses.
- b) Retail and service commercial uses, other than accessory uses, are not permitted.
- c) Residential uses are permitted.



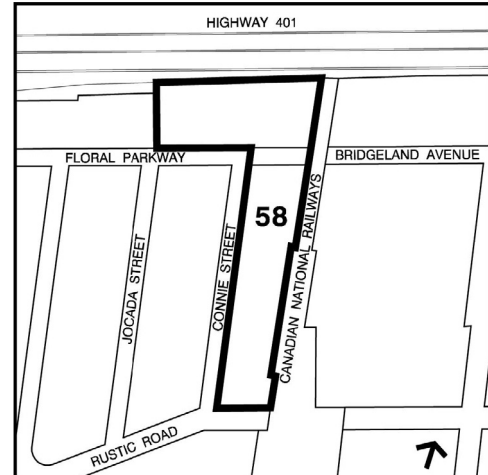
57. West Side of Eugene Street

- a) A maximum density of 1.0 times the lot area is permitted for office uses.
- b) Retail and service commercial uses, other than accessory uses, are not permitted.
- c) Housing and live/work uses are permitted in buildings which have a similar height, scale and built form to that which exists on the east side of Eugene Street.



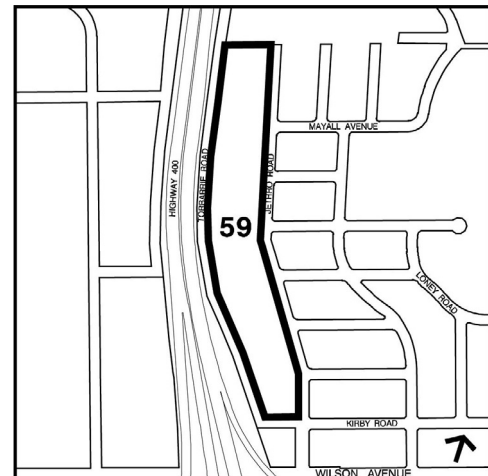
58. 1-33 Connie Street (odd numbers) and 80, 90, 99, 100 Floral Parkway

Housing and live/work uses are permitted in buildings which have a similar height, scale and built form to that which exists on the west side of Connie Street and the south side of Floral Parkway.



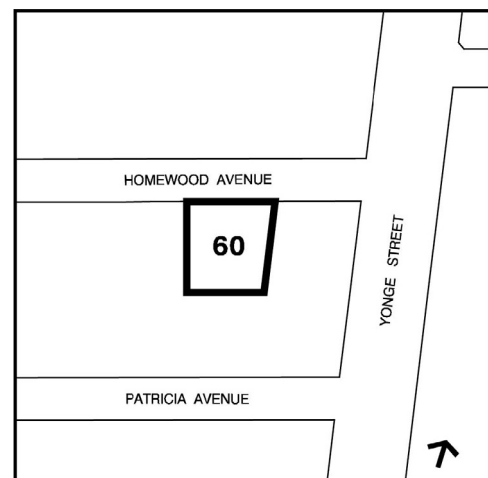
59. Jethro Road

As redevelopment occurs, vehicle access onto Jethro Road will not be permitted.



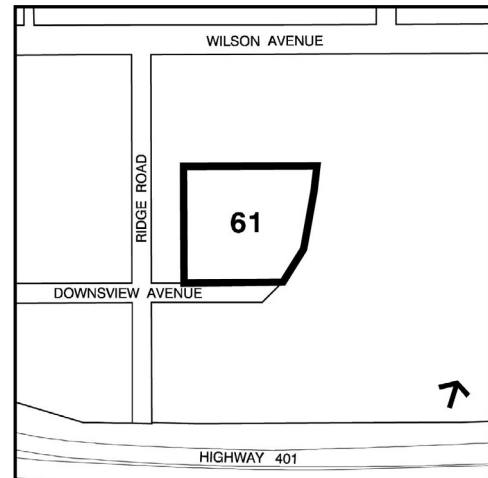
60. 9 Homewood Avenue

Parking serving the auto dealership at 6080 Yonge Street is permitted.



61. Northeast of Downsview Avenue and Ridge Road

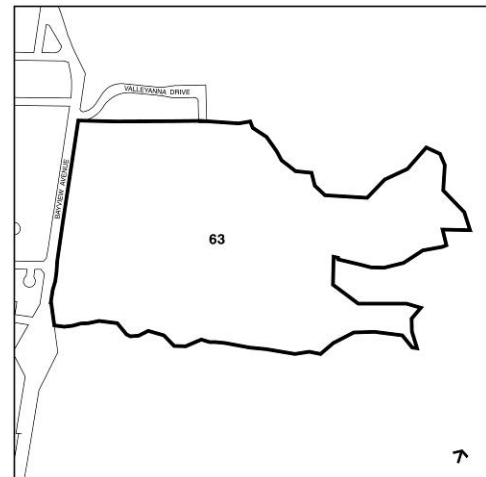
A union meeting hall, including a training and rehabilitation centre, administration offices and accessory uses are permitted.



62. [Deleted]

63. Southeast Corner of Valleyanna Drive and Bayview Avenue

- a) The maximum permitted density is 0.75 times the lot area.
- b) The Zoning By-law may be subject to Holding (H) provisions. The Holding (H) provision may be removed in whole or in part by an amendment to the Zoning By-law when satisfactory arrangements are in place with respect to servicing and transportation requirements.
- c) Proposed development will satisfy the following objectives:
 - i) *Neighbourhoods* lands north of the site will be buffered from development on the hospital site green space. Buffering will also be achieved by limiting the range of permitted uses and landscaping techniques on lands adjacent to this green space;
 - ii) consideration will be given to limiting building height and landscaping on lands

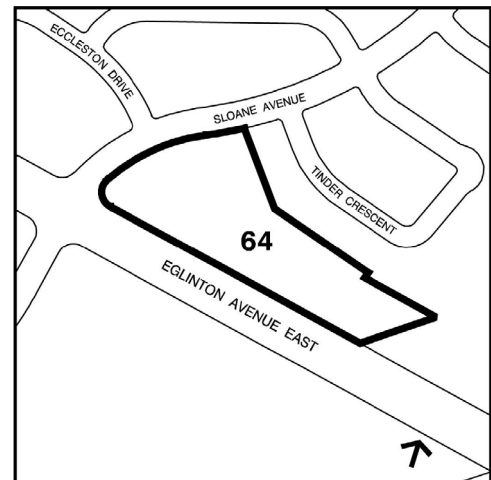


adjacent to the valley slope;

- iii) development along the Bayview Avenue frontage will provide a combination of open space and building;
- iv) Maclean House and Vaughan Estate will be retained and used in a manner which is sympathetic to their character as buildings of architectural and historical interest; and
- v) development will be encouraged to occur in the east and central portions of the lands.

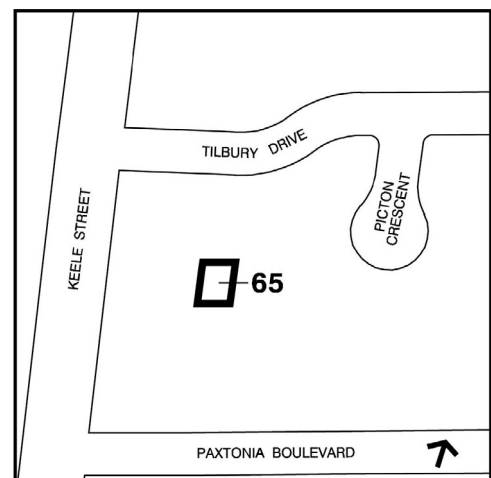
64. Northeast of Eglinton Avenue East and Sloane Avenue

A motor vehicle dealership is permitted.



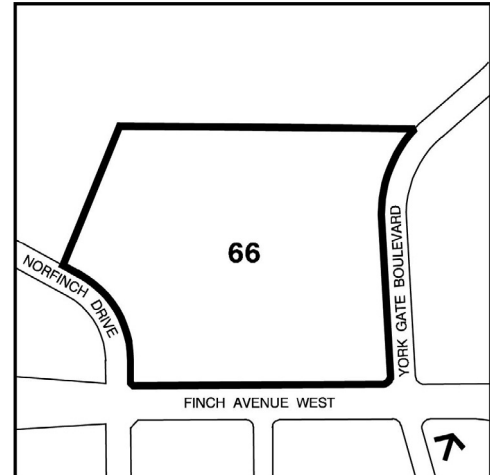
65. 11 Tilbury Drive and 2817 Keele Street

The rear 16 metres of 11 Tilbury Drive are permitted to be used for parking in conjunction with 2817 Keele Street.



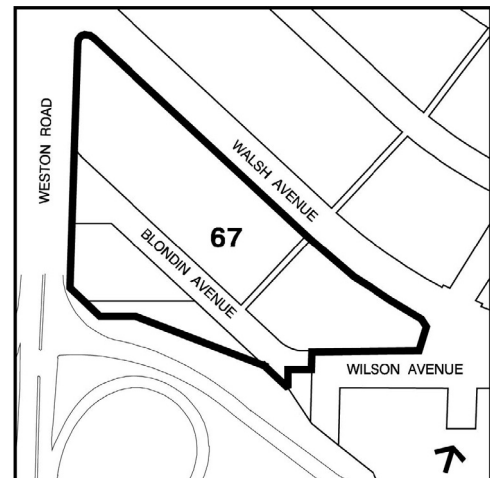
66. Northwest of Finch Avenue West and York Gate Boulevard

A maximum of 999 dwelling units are permitted.



67. Southeast of Walsh Avenue and Weston Road

- a) Public art will be located on the Weston Road frontage.
- b) A convenience retail component will be required along the Weston Road frontage.



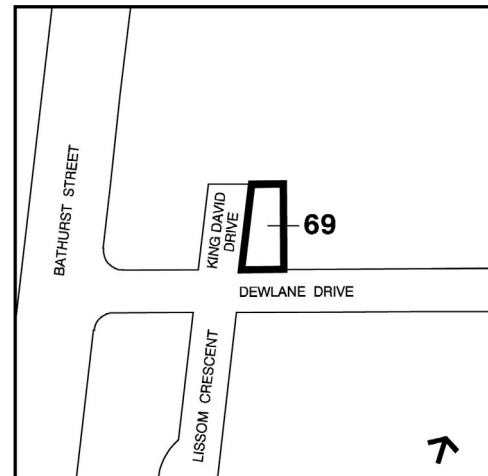
68. Southwest Corner of Regent Road and Dufferin Street

A parking structure is permitted.



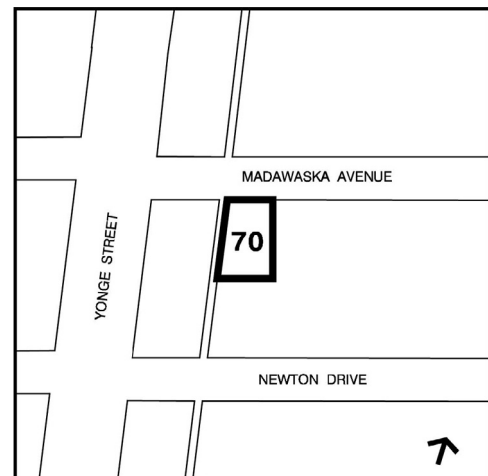
69. Northeast of Dewlane Drive and King David Drive

Uses accessory to the adjacent cemetery are permitted; and burials, mausolea, crematoria and columbaria are not permitted.



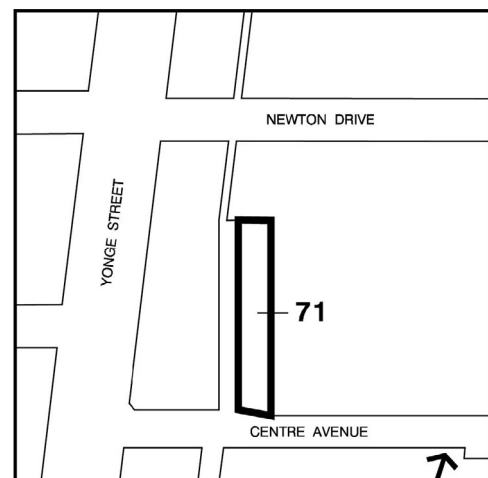
70. 9 Madawaska Avenue

Medical offices are permitted.



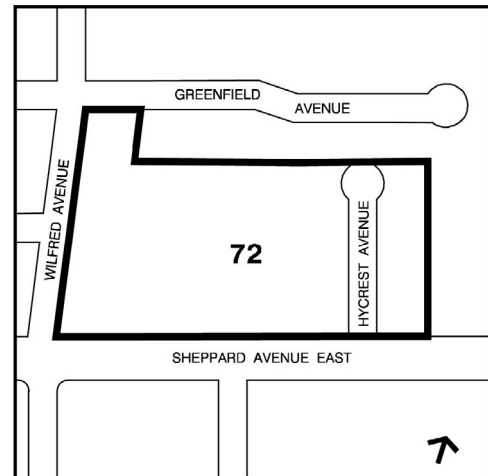
71. 10 Centre Avenue

Business and professional offices are permitted.



72. Northeast of Sheppard Avenue East and Wilfred Avenue

- a) The following density provisions apply:
- i) an overall maximum density of 1.88 times the lot area;
 - ii) 233 residential units per hectare, including 200 senior citizen units and 166 non-profit co-operative units; and
 - iii) a maximum of 929 square metres of commercial uses.
- b) When calculating overall density, the site area will include the lands associated with the proposed extension of Maplehurst Avenue and any other roadway within this site which is subsequently closed, provided that at no time will the overall development exceed 58,500 square metres and 700 units.
- c) Development of this site will fulfill the following general principles:
- i) the traffic impact of any proposal on the surrounding residential area will be no greater than the impact of the existing use or zoning;
 - ii) redevelopment of the site should exclude properties fronting on the south side of Greenfield Avenue in order to preserve the existing stable residential area;
 - iii) buffering for the Greenfield Avenue frontage residential area should be provided on site. In addition to buffering, a lower density residential use on the back portion of this land assembly would clearly define the limits of redevelopment and stabilize the abutting residential area. A distance separation can be provided by the extension of Maplehurst Avenue or by reducing building height, increasing building setbacks and landscaping on the Sheppard Avenue properties;
 - iv) development of individual parcels within the block should incorporate a landscaping and outdoor amenity space component; and
 - v) the extension of Maplehurst Road through the site to Hycrest Avenue is required in

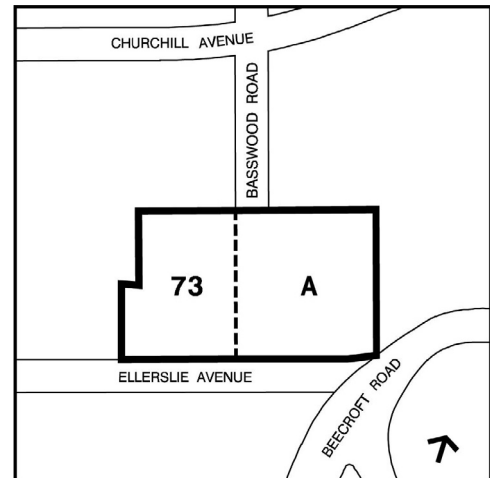


order to provide internal circulation and clearly define the permissible depth of intensive development. The extension of this road will be by Plan of Subdivision.

73. 102 Ellerslie Avenue

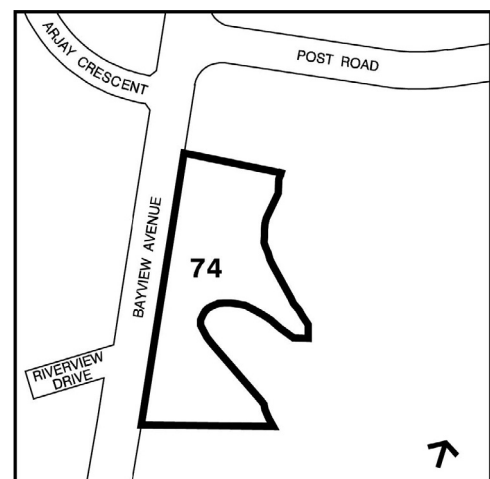
- a) Townhouses at a maximum density of 1.45 times the lot area are permitted.
- b) The maximum height of any permitted residential or accessory building will be the lesser of 11 metres or three storeys.
- c) The townhouses will be developed in conjunction with part or all of the lands to the east, shown as Parcel 'A' on the map.

Vehicular access will be taken on an interim basis from the North York Centre South Service Road. Upon its completion, the North York Centre North Service Road will provide permanent access to the lands using 78 Ellerslie Avenue. In no case will access be taken from that portion of Ellerslie Avenue leading to Tamworth Road.



74. Portion of 2395 Bayview Avenue

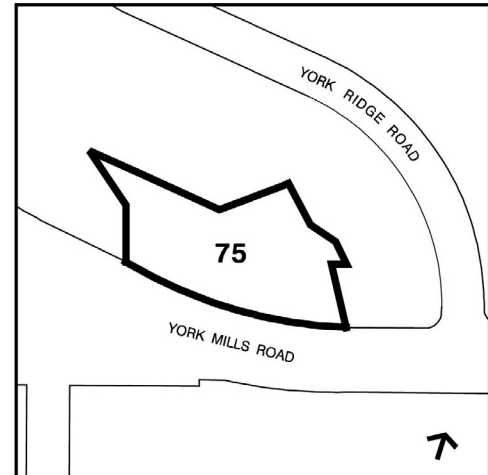
An educational and rehabilitation centre, including living quarters, administration offices and recreational uses is permitted.



75. 44-50 York Mills Road

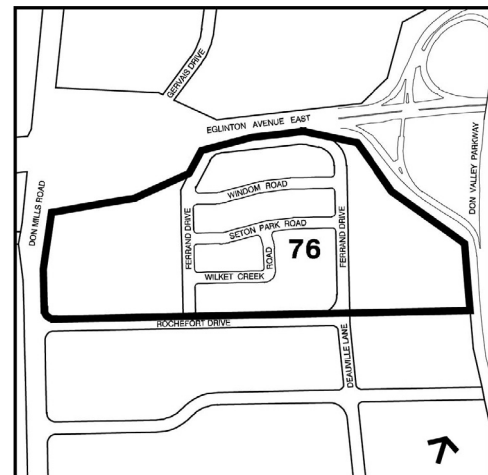
Residential uses at a maximum density of 30 units per hectare are permitted overall, and within defined building envelopes up to 44 units per hectare are permitted. The following objectives will be achieved:

- a) on 44 to 48 York Mills Road, the maximum building height will be 147 metres above sea level;
- b) at 50 York Mills Road, the maximum building height will be 148 metres above sea level;
- c) any portion of these sites to be retained as open space will be zoned to prohibit any above or below grade structures;
- d) buildings will be located toward the York Mills Road frontage, with a rear yard to approximate the existing rear yard of adjoining properties having similar depth;
- e) services, loading and parking will be provided generally within the buildings; and
- f) consolidation of the site into one development parcel is encouraged.



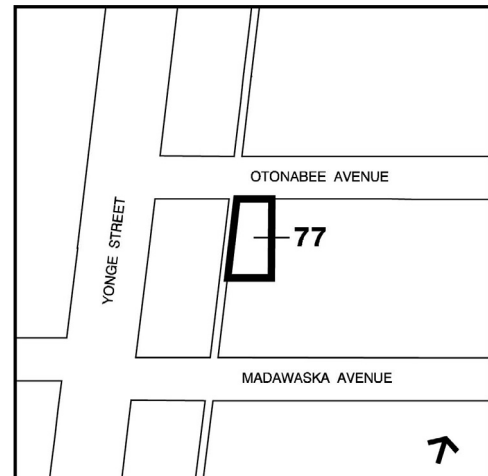
76. Southeast of Eglinton Avenue East and Don Mills Road

A maximum overall density of 1.8 times the lot area is permitted, with higher densities and massing to be generally concentrated adjacent to Eglinton Avenue East and the Don Valley Parkway.



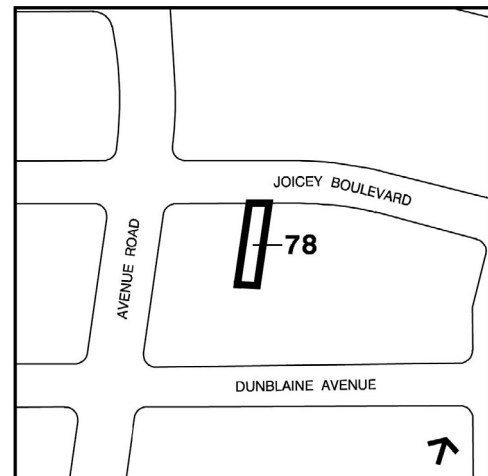
77. Southeast of Otonabee Avenue and Yonge Street

Parking in conjunction with the funeral home at 6191 Yonge Street is permitted.



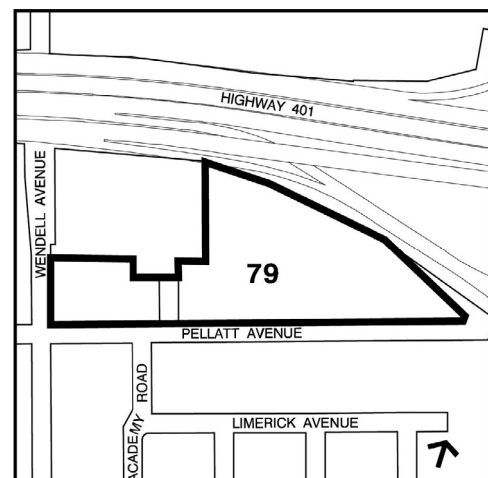
78. Southeast of Joicey Boulevard and Avenue Road

Parking in conjunction with the commercial property at 2055-2059 Avenue Road is permitted.



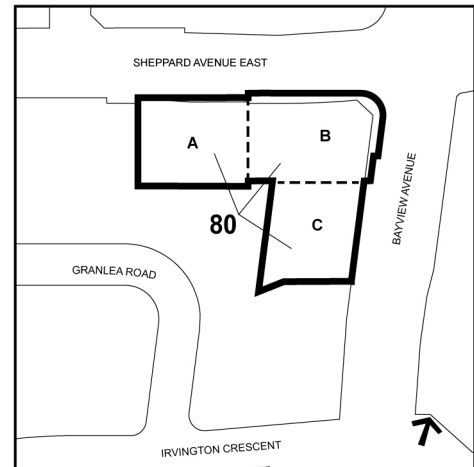
79. Pellatt Avenue

Residential uses and live/work uses are permitted in buildings having a similar height, scale and built form to those existing on the south side of Pellatt Avenue.



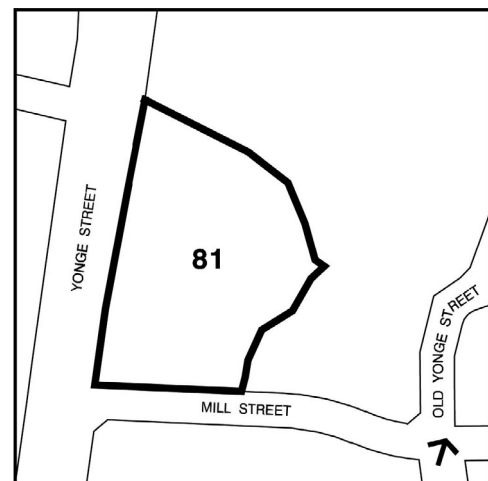
80. Southwest of Sheppard Avenue East and Bayview Avenue

- a) A maximum density of 1.0 times the lot area and height of three to four storeys is permitted on each of (I) 339-345 Sheppard Avenue East (Parcel 'A') and (II) 2818 Bayview Avenue (Parcel 'C').
- b) Notwithstanding (a) above, a maximum density of 1.5 times the lot area and height of four storeys will be permitted on either of these parcels of land ('A' and 'C') provided the lands are consolidated with the lands at the immediate corner of Bayview Avenue and Sheppard Avenue East, and coordinated vehicular access is provided.
- c) A maximum density of 2.0 times the lot area and height of six storeys is permitted on 461 Sheppard Avenue East (Parcel 'B').



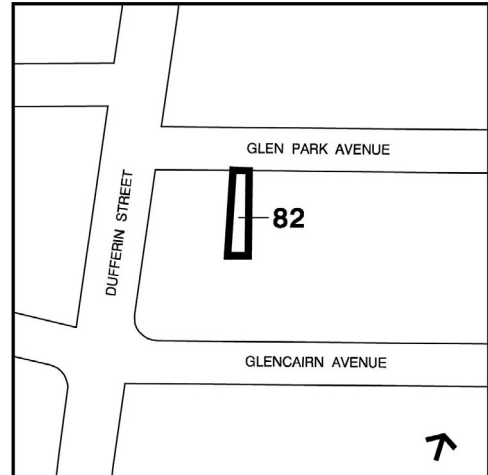
81. Northeast of Mill Street and Yonge Street

- a) The heritage nature of the Jolly Miller property is to be preserved and enhanced and in the long term is to be integrated in a compatible manner into the surrounding open space system.
- b) The heritage aspects of the Jolly Miller building should be maintained and future expansions should be limited in size and located only on the north and east sides of the building.
- c) Temporary surface parking is permitted on the *Parks and Open Space Areas*.



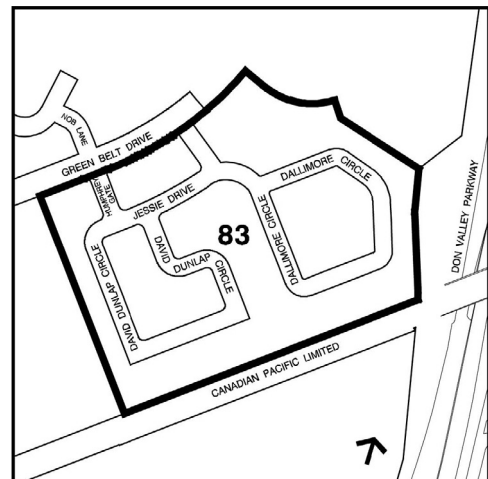
82. Southeast of Glen Park Avenue and Dufferin Street

Parking is permitted in conjunction with 2883 - 2885 Dufferin Street.



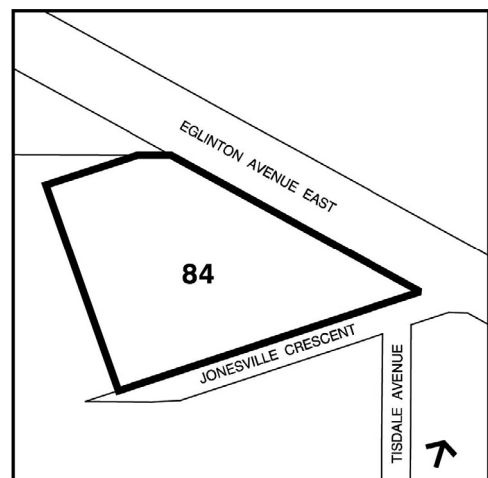
83. 39 and 45 Green Belt Drive

The Zoning By-law may be subject to Holding (H) provisions. The Holding (H) provision may be removed in whole or in part by an amendment to the Zoning By-law when the City is satisfied, in conjunction with CPR that the lands containing the "H" in whole or in part are no longer necessary for setback reasons.



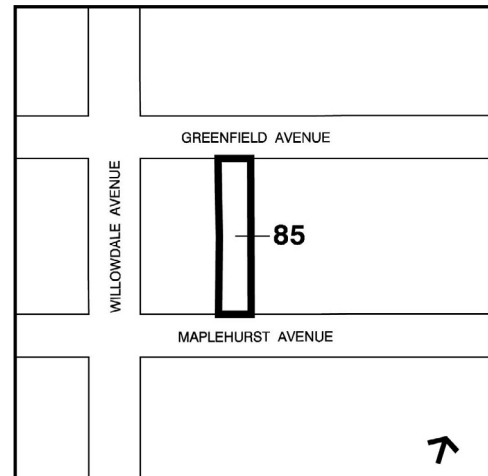
84. Southwest of Eglinton Avenue East and Jonesville Crescent

A motor vehicle dealership and restaurant are permitted.



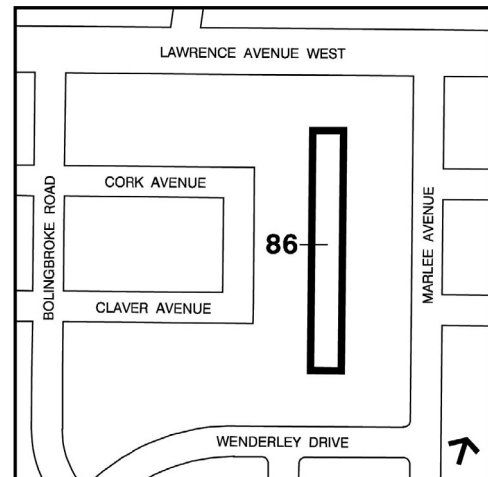
85. 260 Maplehurst Avenue and 261 Greenfield Avenue

Parking in conjunction with the commercial property at 127-129 Willowdale Avenue is permitted.



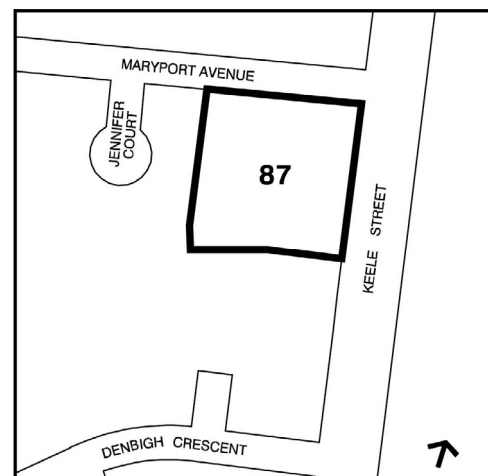
86. Southwest of Lawrence Avenue West and Marlee Avenue

Parking is permitted in conjunction with 788 Marlee Avenue.



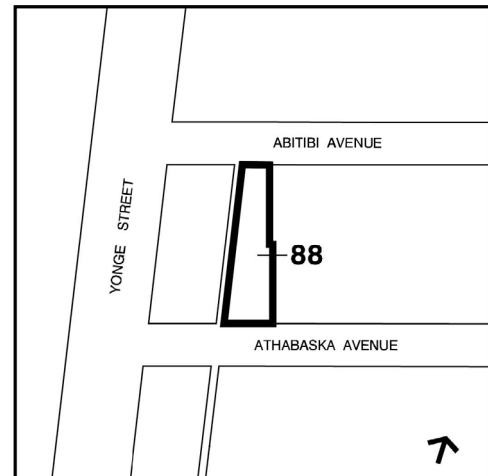
87. Portion of 3100 Keele Street

A banquet hall is permitted.



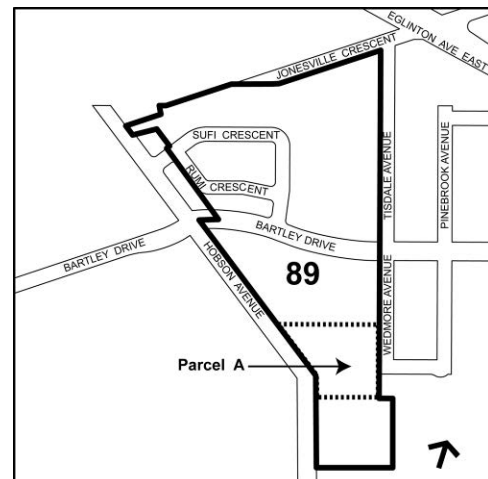
88. East of Yonge Street, Between Athabaska and Abitibi Avenues

Parking in conjunction with 6301 to 6353 Yonge Street (odd numbers) is permitted.



89. Northeast of Sunrise Avenue and Hobson Avenue

- a) Development will maintain a low scale character where the predominant building height is four storeys or less.
- b) A mix of compatible and complementary uses in the *Employment Areas* designation are also permitted.
- c) On the lands adjacent to Hobson Avenue:
 - i) residential uses are limited to the upper floors of buildings;
 - ii) retail and service commercial uses are limited to the ground floor of buildings; and
 - iii) notwithstanding subsections i) and ii) above, residential uses are permitted on all floors of buildings on Parcel A.
- d) Live/work uses are permitted provided:
 - i) residential remains the predominant use within the unit;
 - ii) the live/work uses are limited to office, studio and personal service shop uses;
 - iii) the live/work uses, including any accessory live/work uses, are located only on the ground floor of the unit;

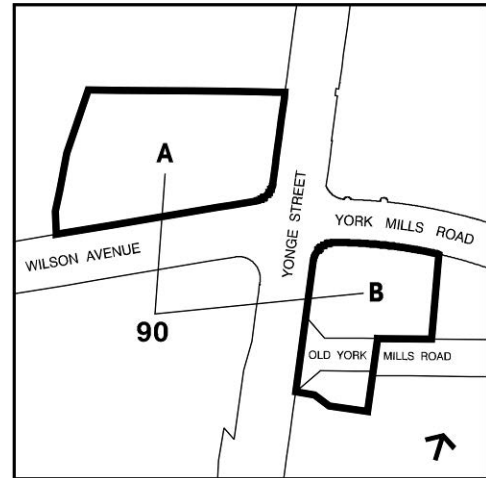


- iv) the ground floor of the unit fronts onto and has direct access to the street; and
- v) the lands are not located adjacent to Hobson Avenue.

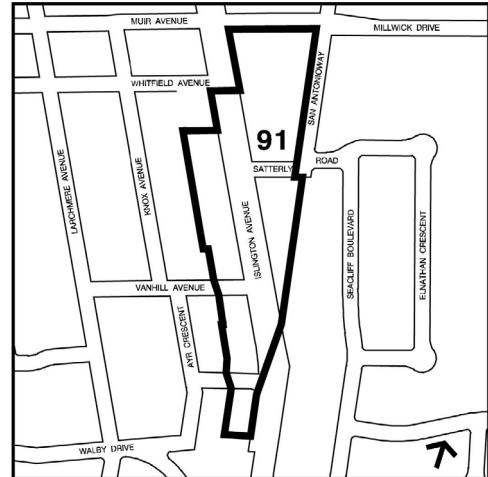
90. Northwest of Wilson Avenue and Yonge Street, and Southeast of York Mills Road and Yonge Street

Northwest of Wilson Avenue and Yonge Street, and Southeast of York Mills Road and Yonge Street:

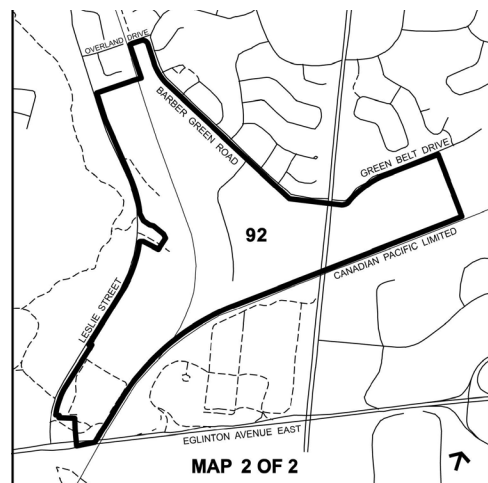
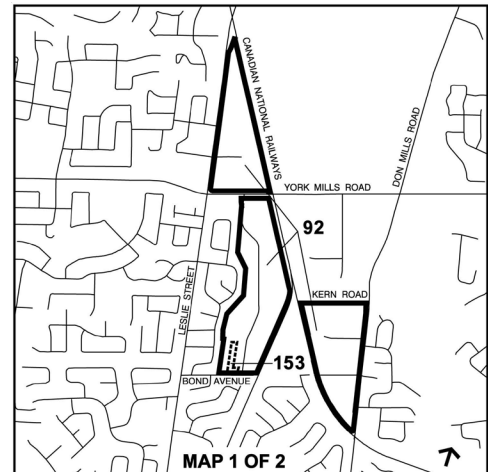
- a) For the lands located at the north-west corner of Wilson Avenue and Yonge Street, shown as Parcel 'A', a maximum density of 8.29 times the lot area is permitted and a maximum building height of 232.85 metres (not including mechanical penthouse) above sea level is permitted.
- b) For Parcel 'A', the lands below the Long Term Stable Top of Slope (LTSTS) and/or the 10 metre buffer lands inland of the Long Term Stable Top of Slope may be used for a Below-grade Hydro Switch Room and/or a Dewatering Outlet Discharge Spillway.
- c) For Parcel 'B', a maximum building height, inclusive of superstructures, pipes and chimneys, of 163 metres above sea level is permitted, provided the building height does not obstruct sight lines across the valley, from top-of-bank to top-of-bank.



Automotive uses are not permitted.

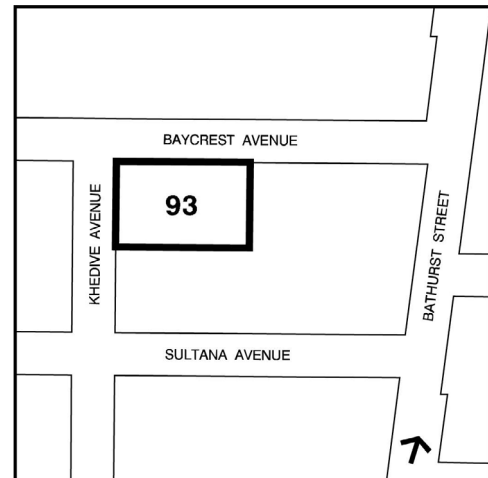


Prior to the lifting of Holding (H) provisions related to office development, a transportation impact study is required to ensure that sufficient transportation capacity is available to accommodate commercial development in the following areas of the Central Don Mills Secondary Plan: all *Mixed Use Areas*, Neighbourhood 'A', Apartment Neighbourhood 'A' and Apartment Neighbourhood 'B'. The study will assume development of the above lands to a density of 1.0 times the lot area prior to allocating surplus traffic handling capacity to office development proposed on a specific site(s).



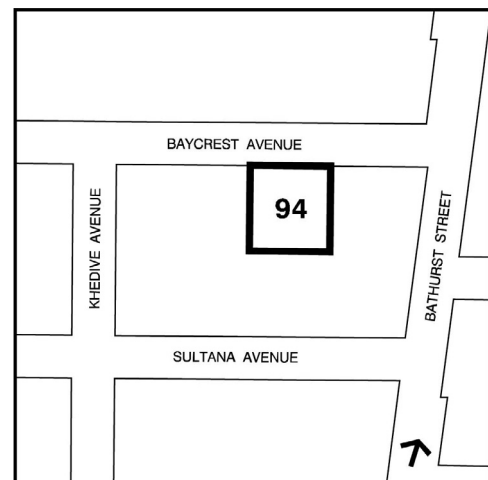
93. 17 to 23 Baycrest Avenue

- a) Commercial uses are restricted to professional offices and professional medical offices, and may be located on the ground floor and basement levels.
- b) Main building entrances will front onto Baycrest Avenue.
- c) A maximum building height of three storeys.
- d) The height of any building or portion thereof will not exceed the horizontal distance separating the building or portion thereof from lands designated *Neighbourhoods*.
- e) Vehicular access will only be from Baycrest Avenue.



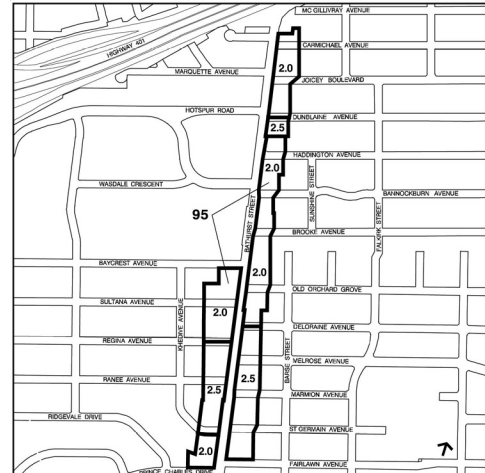
94. 9 to 15 Baycrest Avenue

- a) Maximum density is 2.0 times the lot area.
- b) When calculating density, the areas dedicated for road widenings may be included in the lot area.
- c) Should the lands be developed in combination with properties fronting Bathurst Street, the following will also apply:
 - i) maximum building height of six storeys;
 - ii) height of any building or portion thereof will not exceed the horizontal distance separating the building or portion thereof from lands designated *Neighbourhoods*; and
 - iii) main entrances of buildings will front onto Bathurst Street.
- d) If the lands are not redeveloped in combination with properties fronting Bathurst Street, the following will also apply:
 - i) maximum building height of three storeys, and
 - ii) height of any building or portion thereof will not exceed the horizontal distance separating the building or portion thereof from lands designated *Neighbourhoods*.



95. Bathurst Street, South of Highway 401

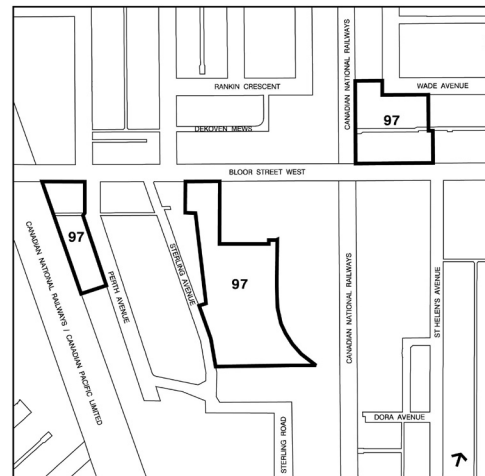
- Maximum densities are 2.0 and 2.5 times the lot area as shown on the map.
- When calculating density, the areas dedicated for road widenings may be included in the lot area.
- Maximum building height of six storeys.
- The height of any building or portion thereof will not exceed the horizontal distance separating the building or portion thereof from lands designated *Neighbourhoods*.
- Main building entrances will front onto Bathurst Street.



96. [Deleted]

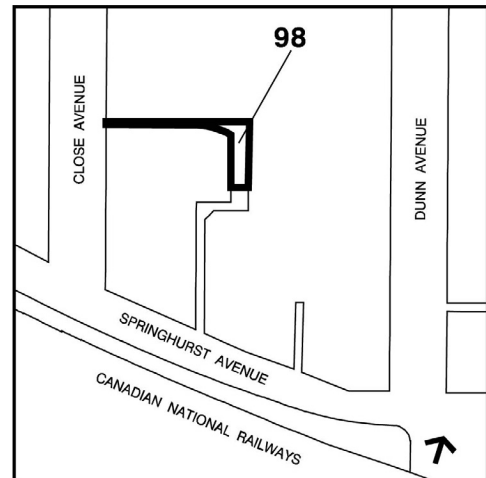
97. 1360, 1364, 1405, 1411 and 1439 Bloor Street West, 55 Wade Avenue, 72 Perth Avenue, 221, 229 and 231 Sterling Avenue

The properties may be used for any purpose existing on November 26, 2002. Any redevelopment of the lands at 55 Wade Avenue will protect for a pedestrian connection between Wade Avenue and a future GO Rail station on the CN Newmarket Rail corridor to the west.



98. Part of 9, 11, 13, 15 and 17 Close Avenue

The lands may be used to permit parking, loading and access to serve the uses located at 130, 160 and 162 Dunn Avenue.



99. 451 Rosewell Avenue

The demolition of the existing apartment buildings and construction of new apartment buildings with a common underground parking garage is permitted.

