

This document outlines the content of proposed policy framework for the Leslie and Wynford Gervais Sites, resulting from the Don Mills Regeneration Areas Study.

The final form will be confirmed following this public engagement period and is planned to be released with the North York Community Council April 29<sup>th</sup> meeting agenda.

### **Amendments to Parent Official Plan for Leslie Site**

In addition to the proposed policies below, the following amendments to the Official Plan are proposed:

- Adding to Schedule 2 - The Designation of Planned but Unbuilt Roads of the Official Plan the following new planned but unbuilt roads, as illustrated in Map 1 - Structure Plan:
  - A 'new link A' from Leslie Street to 'new link C' (on site to south); and
  - A 'new link B' from 'new link A' to 'new link A'.
- Amending Map 20 - Land Use Plan of the Official Plan by redesignating the lands indicated on the attached map from *Regeneration Areas* to *Mixed Use Areas* and *Natural Areas*.

### **Proposed Policies for Leslie Site**

1. Redevelopment of the lands, located within the Sunnybrook Park Major Transit Station Area, will establish a transit-supportive, mixed-use, complete community through a connected network of new local streets and mid-block connections, a consolidated, centrally located park, a balanced mix of residential and non-residential uses, diverse housing opportunities and a high quality public realm.

#### **Land Use**

2. Light industrial uses are permitted in *Mixed Use Areas* where applicants demonstrate, to the satisfaction of the City, that the proposed facility and operations will be compatible with residential and other sensitive uses.
3. Non-residential uses will be provided prior to, or concurrent with, residential uses, to support a complete community with a balance of compatible land uses that create a dynamic place to live, work, learn, visit and play.
4. New large scale, stand-alone retail stores and stand-alone restaurants are not permitted.
5. A minimum of 15 per cent of the total gross floor area on the lands, or 1.0 times the site area, excluding lands conveyed to the City or other public body for new parks, open spaces, natural areas, streets and/or lanes, whichever is less, will be non-residential gross floor area.
6. The minimum required non-residential gross floor area is encouraged to include employment-focused uses that are compatible with residential uses such as office, medical office, lab, research and development facilities, green labs, light industrial, media, information and technology facilities, cultural industry spaces, incubator and/or co-working space.

## Public Realm

7. New parkland will be planned and secured through the coordinated consolidation of parkland dedications from multiple developments and/or landowners, as applicable, to establish a centrally located park.
8. Privately owned, publicly-accessible spaces (POPS) are encouraged in the general locations identified on Map 1 – Structure Plan to achieve multiple public realm objectives, including:
  - a) Preservation of existing mature trees;
  - b) Reintegration of the heritage landscape and setting of the adjacent cultural heritage resource; and
  - c) Connections to the Don Mills Trail and the future pedestrian bridge over the rail line.
9. Trees will be planted to enhance the public realm and support climate resilience, including on both sides of new streets wherever feasible.
10. Mid-block connections will enhance active transportation and permeability across the Site by supplementing public sidewalks and the multi-use trail network and providing direct connections for residents and visitors to surrounding streets, open spaces, and/or transit. Mid-block connections are encouraged in the general locations identified on Map 1 – Structure Plan to support additional connectivity between the new street network and:
  - a) Leslie Street;
  - b) The Don Mills Trail; and
  - c) Other appropriate locations.
11. Mid-block connections will be located and designed to:
  - a) Be publicly accessible;
  - b) Be well lit and have clear and direct sight lines for the entire route;
  - c) Incorporate cycling facilities and/or landscaping, including trees, where appropriate;
  - d) Accommodate generous pedestrian clearways and where internal to a building, have generous width and height to ensure comfort and visibility.
12. Any required rail safety, air quality and noise/vibration mitigation structures or other measures such as berms and noise walls must be of a high design quality. Berms should be landscaped and maintained and opportunities for murals and community artwork should be pursued on the face of noise walls and other structures which are visible from the public realm.
13. Public art, wayfinding and other interpretive features will be encouraged in private development and public realm improvements as opportunities emerge to engage and educate the public on the significance and sensitivity of adjacent natural features and ecological functions associated with the broader Don River Valley system.

## **Community Services and Facilities**

14. New and/or expanded community services and facilities will be provided in a timely manner to support and be concurrent with growth.
15. Any on-site community service facilities are encouraged to be provided in the earlier phases of development.
16. The following community services and facilities will be prioritized to support growth in the SASP area:
  - a) Community agency and cultural space;
  - b) 1 child care centre, depending on size in accordance with City guidelines; and
  - c) 1 elementary school.
17. New community services and facilities, and expansion and/or retrofits of existing facilities, will be designed to meet the requirements of the City and its agencies and will:
  - a) Be located in highly visible and accessible locations with prominent pedestrian entrances fronting onto a public street;
  - b) Consider co-location within mixed-use buildings; and
  - c) Be designed to provide flexible, accessible, multi-purpose spaces that can be used throughout the year to deliver diverse programming, and can be adapted over time to meet the varied needs of different user groups.

## **Environment and Climate Change**

18. Development will incorporate strategies and on-site improvements to reduce greenhouse gas emissions in support of Toronto's goal of net zero greenhouse gas emissions by 2040 and to adapt, and be resilient, to the impacts of climate change. Best practices in building and urban systems design will be identified and implemented through development applications to advance opportunities for a near-zero-carbon community.
19. Development will aim to implement the highest level of the Toronto Green Standard in effect at the time of application.
20. Development is encouraged to use designs, practices and materials that minimize waste and embodied carbon and promote a circular economy.

## **Mobility**

21. Connections for people walking and people using personal mobility devices will be prioritized as part of the mobility network. These connections will be integrated into the larger transportation network, so that people walking and people using personal mobility devices can comfortably and directly access transit and daily needs.

22. Bikeways identified conceptually on Map 1 – Structure Plan are to be incorporated into the design of streets. Where physically separated facilities and other bikeways intersect, protected intersection designs such as corner islands, may be required to mitigate conflicts between people and vehicles.
23. New streets are conceptually identified on Map 1 – Structure Plan. The exact location, alignment and design of streets will be refined through the development application review process. Resulting refinements to the street network will not require an amendment to this SASP, provided that the refinements meet the intent of this SASP.
24. Signalized intersections are to be located where the new street intersects with Leslie Street and with the Don Mills Trail. Additional signalized intersections may be required to facilitate all modes of transportation and ensure safe pedestrian and cycling connections. All intersections will be designed to ensure safety, continuity and priority for pedestrians and cyclists.
25. A “multi-modal shared mobility hub” provides a variety of movement choices in one location. Such a hub consists of a combination of elements which may include bike share stations, publicly accessible carshare spaces, public electric vehicle charging and alternative fuel stations, micromobility stations (e.g. electric bike charging points), taxi stands, and pick-up-and-drop-off locations. Locations for multi-modal shared mobility hubs are conceptually shown on Map 1 – Structure Plan. Additional locations may be identified through the development review process.

### **Built Form**

26. Development will provide a diversity of built form massing and height, including tall and/or mid-rise buildings, designed to achieve an appropriate pedestrian scale and character. Buildings will generally transition down in height and scale with increasing distance from higher-order transit, stepping down from the southerly boundary of the SASP area toward the *Natural Areas* to the north.
27. The maximum permitted density is 5.0 times the net site area, calculated after lands to be conveyed to the City - including parkland dedications, Natural Heritage System lands, right-of-way widenings and new public streets – have been excluded from the gross site area.
28. Streetwalls will be designed to be compatible with the existing and planned context, including:
  - a) A streetwall height generally between 3 storeys and 80% of the adjacent street right-of-way width along all streets to support a consistent pedestrian scale; and
  - b) A streetwall height of up to 4 storeys where fronting parkland, POPS, and/or mid-block connections to provide a pedestrian scale and built form transition.
29. New development on properties with cultural heritage value or interest will require a site-specific approach with additional consideration and design solutions that may entail setbacks, stepbacks and streetwall height over and above the minimum site and urban design standards to address the unique characteristics of on-site heritage buildings.

30. New buildings along the Leslie Street frontage will generally be in alignment with or set back from the front wall of the heritage building to maintain the existing landscape character and protect sightlines. In recognition of existing grading conditions along Leslie Street, building setbacks will be designed to respond to and integrate with the existing topography. Retaining structures will be minimized through the use of terraced landscape treatments, increased setbacks and enhanced landscape features.
31. Where residential units are proposed at grade, development will generally be set back a minimum of 3 metres to provide transition between the public and private realms. Where residential units are not proposed at grade, development along all new streets will be set back to support adequate space for streetscaping improvements and/or street trees.
32. Development will be set back a minimum of 5 metres along any frontage adjacent to a park to allow the building and any of its exterior amenities to be provided and maintained on the development site.
33. Buildings will be designed with the flexibility to accommodate a range of permitted non-residential uses and unit sizes within ground floor and podium levels, through measures such as, but not limited to:
  - a) Designing ground floors with generous floor-to-ceiling heights and with appropriate unit depths to accommodate retail, service, commercial, community and other non-residential uses;
  - b) Providing for frequent, prominent entrances accessible from sidewalks and generally flush with grade;
  - c) Limiting the width of residential lobbies along the building frontage;
  - d) Designing spaces with the adaptability to be subdivided or consolidated to accommodate a range of unit sizes; and
  - e) Convenient access to loading and storage.

## **Housing**

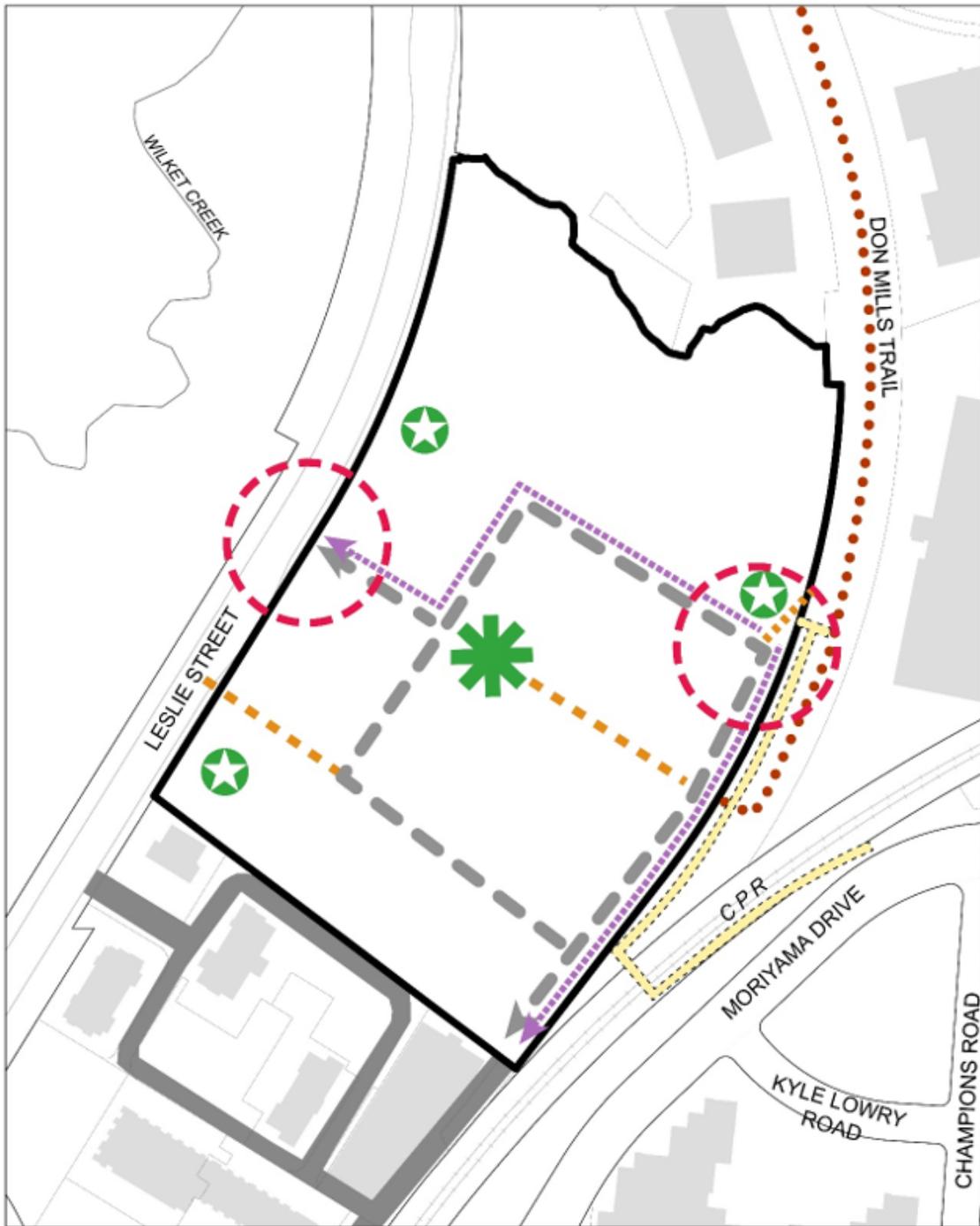
34. A mix of housing by tenure, size and affordability will be achieved to offer housing options for a wide variety of households. Residential development will support complete and inclusive communities through a range of housing opportunities across the housing spectrum.
35. To achieve a mix of residential unit types and sizes, a minimum of 40 percent of new units in developments with more than 80 new residential units will have two or more bedrooms, including:
  - a) A minimum of 15 percent of the total number of units as two-bedroom units; and
  - b) A minimum of 10 percent of the total number of units as three or more bedroom units.
36. New development containing residential units on the lands is encouraged to include a minimum amount of affordable housing to be maintained and secured with long-term affordability.

37. If an Inclusionary Zoning By-law takes effect and becomes applicable to any development on the lands, then the Official Plan Inclusionary Zoning policies and by-law, as may be amended, will prevail and the affordable housing requirements above will no longer apply, but only provided the applicable Inclusionary Zoning policy and by-law requirements meet or exceed the above requirements.

### **Implementation & Phasing**

38. The provision of affordable housing required by this Site and Area Specific Policy framework shall be secured through one or more agreements with the City.
39. The City may require easements and/or other appropriate agreements to secure public access to privately-owned or controlled components of the public realm, including, but not limited to, mid-block connections and POPS. The final design of the public realm components will be secured through the development application review process, including securing necessary easements. When in private ownership, the public realm components will be constructed and maintained by the landowner.
40. Development shall be sequenced to ensure appropriate transportation and municipal water, wastewater and stormwater servicing infrastructure, along with community services and facilities, are available to service development.
41. Development will not exceed the capacity of existing municipal water, wastewater and stormwater servicing infrastructure. Where existing municipal infrastructure is inadequate to support proposed and planned growth, development will be required to provide the necessary upgrades or improvements to existing municipal servicing infrastructure, or new infrastructure, where needed, to ensure there is adequate capacity in the system, prior to development proceeding and any zoning by-law amendment approval. Construction of and/or improvements to municipal servicing will be secured through conditions of approval for development applications to ensure that servicing will be available to support development.
42. In addition to Policy 5.1.2 of the Official Plan, to provide for the orderly sequencing of development and the required provision of supporting infrastructure and services, conditions to be met prior to the removal of a holding (“H”) provision may include the following:
  - a) Entering into an agreement as may be satisfactory to the City Solicitor to secure the provision of affordable housing;
  - b) The submission and acceptance of a Housing Issues Report, to the satisfaction of the Chief Planner and Executive Director, that identifies the unit mix, unit sizes, and how affordable housing requirements will be met;
  - c) Entering into a Heritage Easement Agreement; and
  - d) Where development is dependent on upgrades and/or improvements to municipal servicing infrastructure that are to be implemented by the City, and where development does not provide for or otherwise secure such upgrades and/or improvements, the installation and operation of such municipal servicing infrastructure upgrades and/or improvements, to the satisfaction of the City, shall be required prior to the removal of the Holding (“H”) provision.

43. The landowners within the SASP area may be required to enter into one or more developers' group agreements to address the sharing of the costs of municipal water, wastewater and stormwater servicing infrastructure, parkland and streets, and relevant access and construction arrangements. Landowners may be required to submit the developers' group agreement to the City as a condition of draft plan approval of plans of subdivision and plans of condominium and as a condition of approval for severance applications and site plan control.



### Leslie Structure Plan

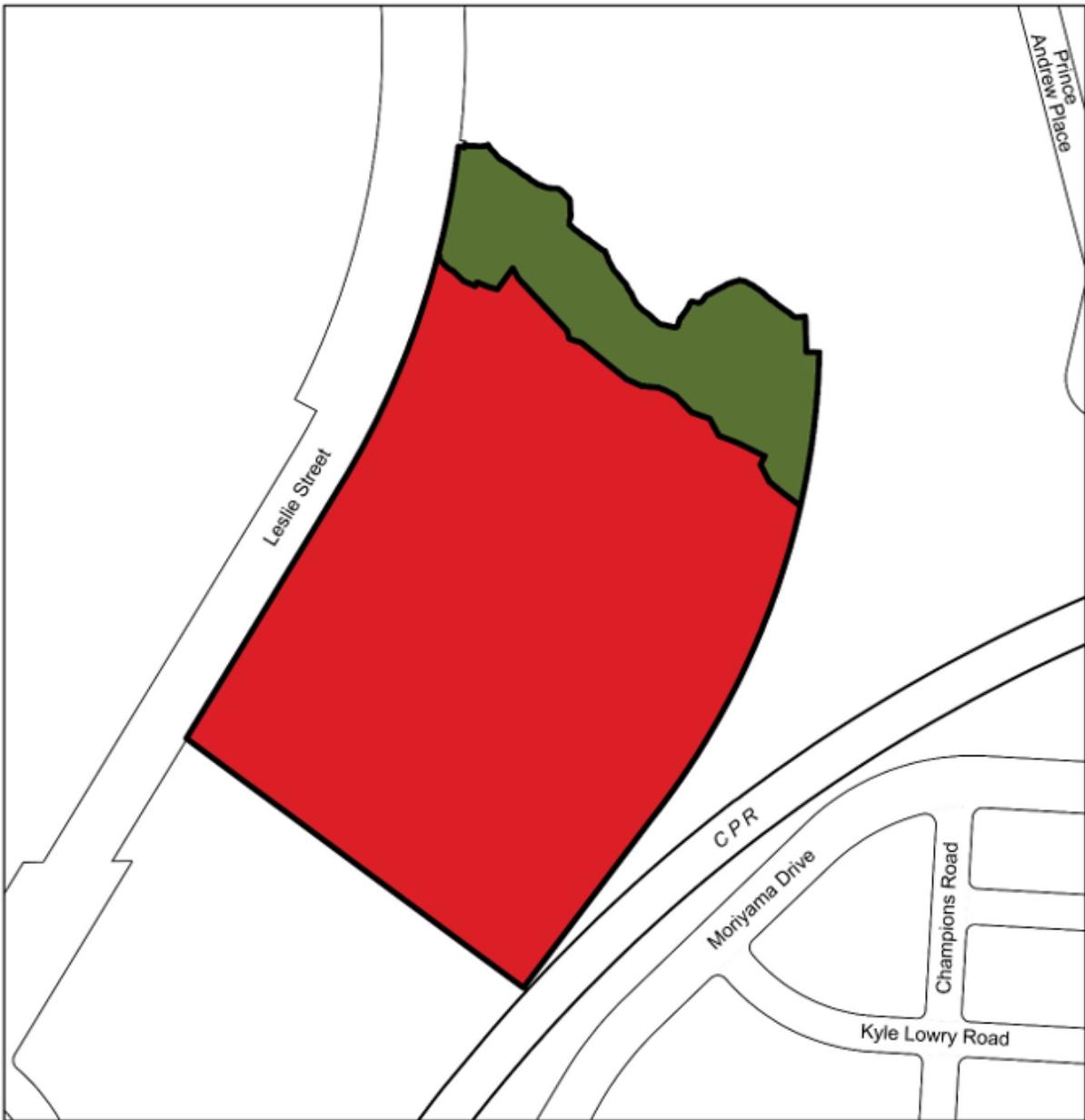
1121 Leslie Street and 1123 Leslie Street

- |                                    |                                 |
|------------------------------------|---------------------------------|
| Site                               | Don Mills Crossing Bridge       |
| Future Street                      | Don Mills Trail                 |
| Existing and Planned Public Street | Potential Mid-Block Connections |
| Conceptual Park Area               | Bikeways                        |
| Potential POPS Locations           | Multi-Modal Shared Mobility Hub |



Not to Scale





**Official Plan Amendment #XXX**

Proposed changes to redesignate lands from Regeneration Areas to Mixed Use Areas & Natural Areas

- Mixed Use Areas
- Natural Areas



Not to Scale  
02/24/2026

## **Amendments to Parent Official Plan for Wynford Gervais Site**

In addition to the proposed policies below, the following amendments to the Official Plan are proposed:

- Adding to Schedule 2 - The Designation of Planned but Unbuilt Roads of the Official Plan the following new planned but unbuilt road, as illustrated in Map 1 - Structure Plan:
  - A 'new link A' from Wynford Drive to Gervais Drive.
- Amending Map 20 - Land Use Plan of the Official Plan by redesignating the lands indicated on the attached map from *Regeneration Areas* to *Mixed Use Areas*.
- Amending Map 31 - Site and Area Specific Policies of the Official Plan by revising the boundaries of SASP 828 to include the lands municipally known as 1200 Eglinton Avenue East

## **Proposed Policies for Wynford Gervais Site**

1. Redevelopment of the lands, located within the Aga Khan Park & Museum Major Transit Station Area, will establish a transit-supportive, mixed-use, complete community through a connected network of new local streets and mid-block connections, a consolidated, centrally located park, a balanced mix of residential and non-residential uses, diverse housing opportunities and a high quality public realm.

### **Land Use**

2. Light industrial uses are permitted in *Mixed Use Areas* where applicants demonstrate, to the satisfaction of the City, that the proposed facility and operations will be compatible with residential and other sensitive uses.
3. Non-residential uses will be provided prior to, or concurrent with, residential uses, to support a complete community with a balance of compatible land uses that create a dynamic place to live, work, learn, visit and play.
4. New large scale, stand-alone retail stores and stand-alone restaurants are not permitted.
5. A minimum of 15 per cent of the total gross floor area on the lands, or 1.0 times the site area, excluding lands conveyed to the City or other public body for new parks, open spaces, natural areas, streets and/or lanes, whichever is less, will be non-residential gross floor area.
6. The minimum required non-residential gross floor area is encouraged to include employment-focused uses that are compatible with residential uses such as office, medical office, lab, research and development facilities, green labs, light industrial, media, information and technology facilities, cultural industry spaces, incubator and/or co-working space.

### **Public Realm**

7. New parkland will be planned and secured through the coordinated consolidation of parkland dedications from multiple developments and/or landowners, as applicable, to establish a centrally located park.

8. Privately owned, publicly-accessible spaces (POPS) are encouraged in the general locations identified on Map 1 – Structure Plan to achieve multiple public realm objectives, including:
  - a) Preservation of existing mature trees;
  - b) Visibility to the adjacent cultural heritage resource and the Aga Khan Park and Museum and Ismaili Centre; and
  - c) Opportunity for connectivity to the Aga Khan Park and trail.
9. Trees will be planted to enhance the public realm and support climate resilience, including on both sides of new streets wherever feasible.
10. Mid-block connections will enhance active transportation and permeability across the Site by supplementing public sidewalks and the multi-use trail network and providing direct connections for residents and visitors to surrounding streets, open spaces, and/or transit. Mid-block connections are encouraged in the general locations identified on Map 1 – Structure Plan to support additional connectivity between the new street network and:
  - a) Wynford Drive in the west portion of the Site;
  - b) Eglinton Avenue East along the eastern edge of the Site; and
  - c) Other appropriate locations.
11. Mid-block connections will be located and designed to:
  - d) Be publicly-accessible;
  - e) Be well lit and have clear and direct sight lines for the entire route;
  - f) Incorporate cycling facilities and/or landscaping, including trees, where appropriate;
  - g) Accommodate generous pedestrian clearways and where internal to a building, have generous width and height to ensure comfort and visibility.

### **Community Services and Facilities**

12. New and/or expanded community services and facilities will be provided in a timely manner to support and be concurrent with growth.
13. Any on-site community service facilities are encouraged to be provided in the earlier phases of development.
14. The following community services and facilities will be prioritized to support growth in the SASP area:
  - a) Community agency and cultural space;
  - b) 1 child care centre, depending on size in accordance with City guidelines; and
  - c) 1 elementary school.

15. New community services and facilities, and expansion and/or retrofits of existing facilities, will be designed to meet the requirements of the City and its agencies and will:
  - d) Be located in highly visible and accessible locations with prominent pedestrian entrances fronting onto a public street;
  - e) Consider co-location within mixed-use buildings; and
  - f) Be designed to provide flexible, accessible, multi-purpose spaces that can be used throughout the year to deliver diverse programming and adapted over time to meet the varied needs of different user groups.

### **Environment and Climate Change**

16. Development will incorporate strategies and on-site improvements to reduce greenhouse gas emissions in support of Toronto's goal of net zero greenhouse gas emissions by 2040 and to adapt, and be resilient, to the impacts of climate change. Best practices in building and urban systems design will be identified and implemented through development applications to advance opportunities for a near-zero-carbon community.
17. Development will aim to implement the highest level of the Toronto Green Standard in effect at the time of application.
18. Development is encouraged to use designs, practices and materials that minimize waste and embodied carbon and promote a circular economy.

### **Mobility**

19. New streets are conceptually identified on Map 1 – Structure Plan. The exact location, alignment and design of streets will be refined through the development application review process. Resulting refinements to the street network will not require an amendment to this SASP, provided that the refinements meet the intent of this SASP.

### **Built Form**

20. Development will provide a diversity of built form massing and height, including tall and/or mid-rise buildings, designed to achieve an appropriate pedestrian scale and character. Buildings will generally transition down in height and scale from the southwest corner, reflecting increasing distance from higher-order transit and providing an appropriate transition to the adjacent open space at the Aga Khan Park and Museum and Ismaili Centre.
21. Streetwalls will be designed to be compatible with the existing and planned context, including:
  - a) A streetwall height up to 6 storeys along all streets; and
  - b) A streetwall height of up to 4 storeys where fronting parkland, POPS, and/or mid-block connections to provide a pedestrian scale and built form transition.

22. New development on properties with cultural heritage value or interest will require a site-specific approach with additional consideration and design solutions that may entail setbacks, stepbacks and streetwall height over and above the minimum site and urban design standards to address the unique characteristics of on-site heritage buildings.
23. New buildings along the Wynford Drive frontage will generally be in alignment with or set back from the front wall of the heritage building to maintain the existing landscape character and protect sightlines.
24. Where residential units are proposed at grade, development will generally be setback a minimum of 3 metres to provide transition between the public and private realms. Where residential units are not proposed at grade, development along all new streets will be set back to support adequate space for streetscaping improvements and/or street trees.
25. Notwithstanding the above, new buildings along Eglinton Avenue East should generally be set back a minimum of 3 metres providing space for pedestrians, landscape and amenity including high quality pedestrian walkways, weather protection, trees with understory planting, patios and seating to support non-residential uses on the ground floor.
26. In recognition of existing grading conditions along Gervais Drive, building setbacks will be designed to respond to and integrate with the existing topography. Retaining structures will be minimized through the use of terraced landscape treatments, increased setbacks and enhanced landscape features.
27. Development will be set back a minimum of 5 metres along any frontage adjacent to a park, to allow the building and any of its exterior amenities to be provided and maintained on the development site.
28. Buildings will be designed with the flexibility to accommodate a range of permitted non-residential uses and unit sizes within ground floor and podium levels, through measures such as, but not limited to:
  - a) Designing ground floors with generous floor-to-ceiling heights and with appropriate unit depths to accommodate retail, service, commercial, community and other non-residential uses;
  - b) Providing for frequent, prominent entrances accessible from sidewalks and generally flush with grade;
  - c) Limiting the width of residential lobbies along the building frontage;
  - d) Designing spaces with the adaptability to be subdivided or consolidated to accommodate a range of unit sizes; and
  - e) Convenient access to loading and storage.

## Housing

29. A mix of housing by tenure, size and affordability will be achieved to offer housing options for a wide variety of households. Residential development will support complete and inclusive communities through a range of housing opportunities across the housing spectrum.

30. To achieve a mix of residential unit types and sizes, a minimum of 40 percent of new units in developments with more than 80 new residential units will have two or more bedrooms, including:
  - a) A minimum of 15 percent of the total number of units as two-bedroom units; and
  - b) A minimum of 10 percent of the total number of units as three or more bedroom units.
31. New development containing residential units on the lands is encouraged to include a minimum amount of affordable housing to be maintained and secured with long-term affordability.
32. If an Inclusionary Zoning By-law takes effect and becomes applicable to any development on the lands, then the Official Plan Inclusionary Zoning policies and by-law, as may be amended, will prevail and the affordable housing policies above will no longer apply, but only provided the applicable Inclusionary Zoning policy and by-law requirements meet or exceed the above requirements.

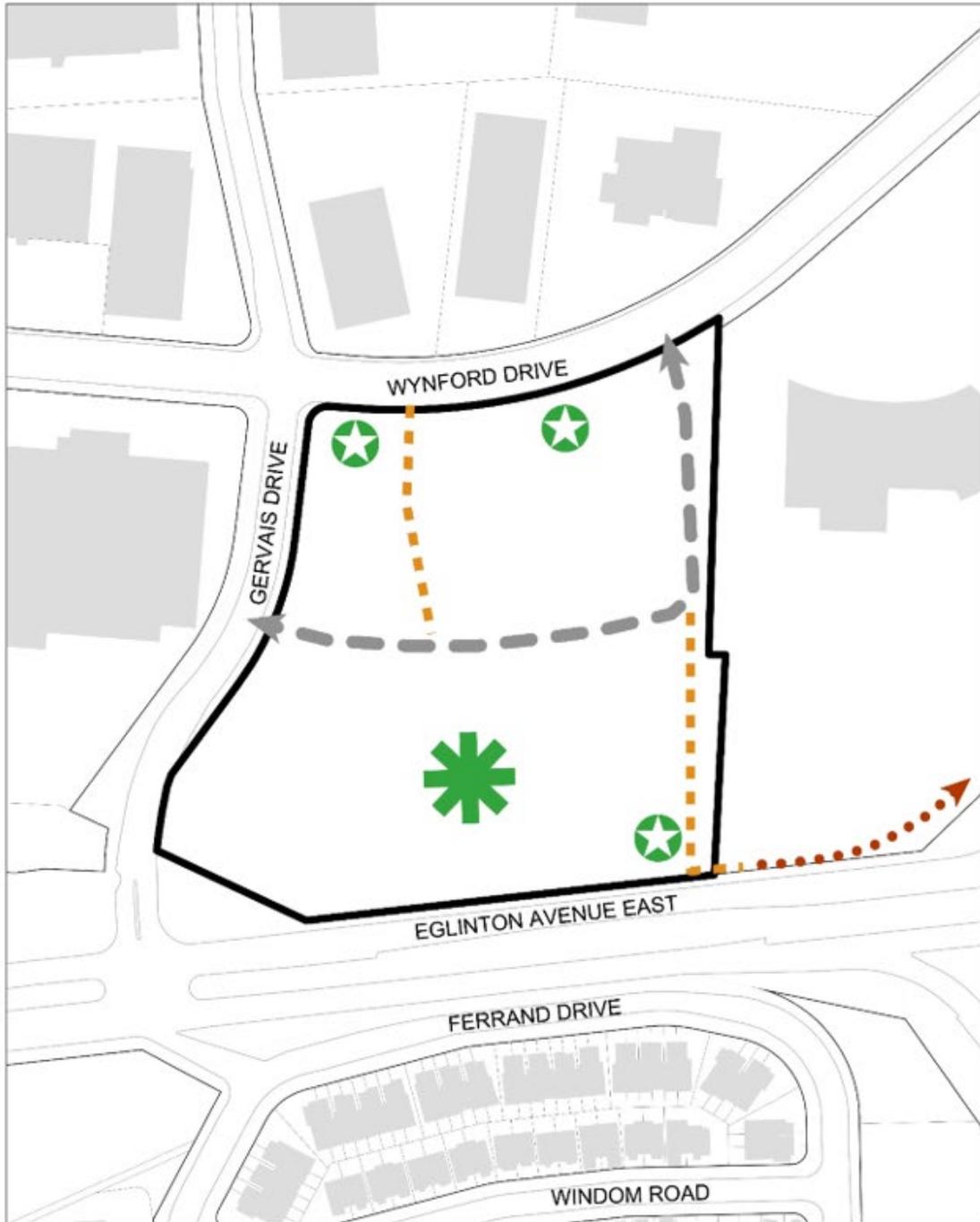
For the lands municipally known as 1200 Eglinton Avenue East:

33. Any new development containing residential units on the lands will secure a minimum amount of affordable housing as follows:
  - a) If a condominium development is proposed, a minimum of 7 percent of the total new residential gross floor area shall be secured as affordable ownership housing or a minimum of 5 percent of the total new residential gross floor area shall be secured as affordable rental housing; and
  - b) The affordable housing shall be secured at affordable rents or affordable ownership prices for a period of at least 99 years from the date of first residential occupancy of the unit;
  - c) The unit mix of the affordable housing shall reflect the market component of the development, as appropriate, to achieve a balanced mix of unit types and sizes and support the creation of affordable housing suitable for families; and
  - d) If a purpose-built rental development is proposed there is no requirement for affordable rental housing.

### **Implementation & Phasing**

34. The provision of affordable housing required by this Site and Area Specific Policy framework shall be secured through one or more agreements with the City.

35. The City may require easements and/or other appropriate agreements to secure public access to privately-owned or controlled components of the public realm, including, but not limited to, mid-block connections and POPS. The final design of the public realm components will be secured through the development application review process, including securing necessary easements. When in private ownership, the public realm components will be constructed and maintained by the landowner.
36. Development shall be sequenced to ensure appropriate transportation and municipal water, wastewater and stormwater servicing infrastructure, along with community services and facilities, are available to service development.
37. Development will not exceed the capacity of existing municipal water, wastewater and stormwater servicing infrastructure. Where existing municipal infrastructure is inadequate to support proposed and planned growth, development will be required to provide the necessary upgrades or improvements to existing municipal servicing infrastructure, or new infrastructure, where needed, to ensure there is adequate capacity in the system, prior to development proceeding and any zoning by-law amendment approval. Construction of and/or improvements to municipal servicing will be secured through conditions of approval for development applications to ensure that servicing will be available to support development.
38. In addition to Policy 5.1.2 of the Official Plan, to provide for the orderly sequencing of development and the required provision of supporting infrastructure and services, conditions to be met prior to the removal of a holding (“H”) provision may include the following:
  - a) Entering into an agreement as may be satisfactory to the City Solicitor to secure the provision of affordable housing;
  - b) The submission and acceptance of a Housing Issues Report, to the satisfaction of the Chief Planner and Executive Director, that identifies the unit mix, unit sizes, and how affordable housing requirements will be met;
  - c) Entering into a Heritage Easement Agreement; and
  - d) Where development is dependent on upgrades and/or improvements to municipal servicing infrastructure that are to be implemented by the City, and where development does not provide for or otherwise secure such upgrades and/or improvements, the installation and operation of such municipal servicing infrastructure upgrades and/or improvements, to the satisfaction of the City, shall be required prior to the removal of the Holding (“H”) provision.
39. The landowners within the SASP area may be required to enter into one or more developers’ group agreements to address the sharing of the costs of municipal water, wastewater and stormwater servicing infrastructure, parkland and streets, and relevant access and construction arrangements. Landowners may be required to submit the developers’ group agreement to the City as a condition of draft plan approval of plans of subdivision and plans of condominium and as a condition of approval for severance applications and site plan control.

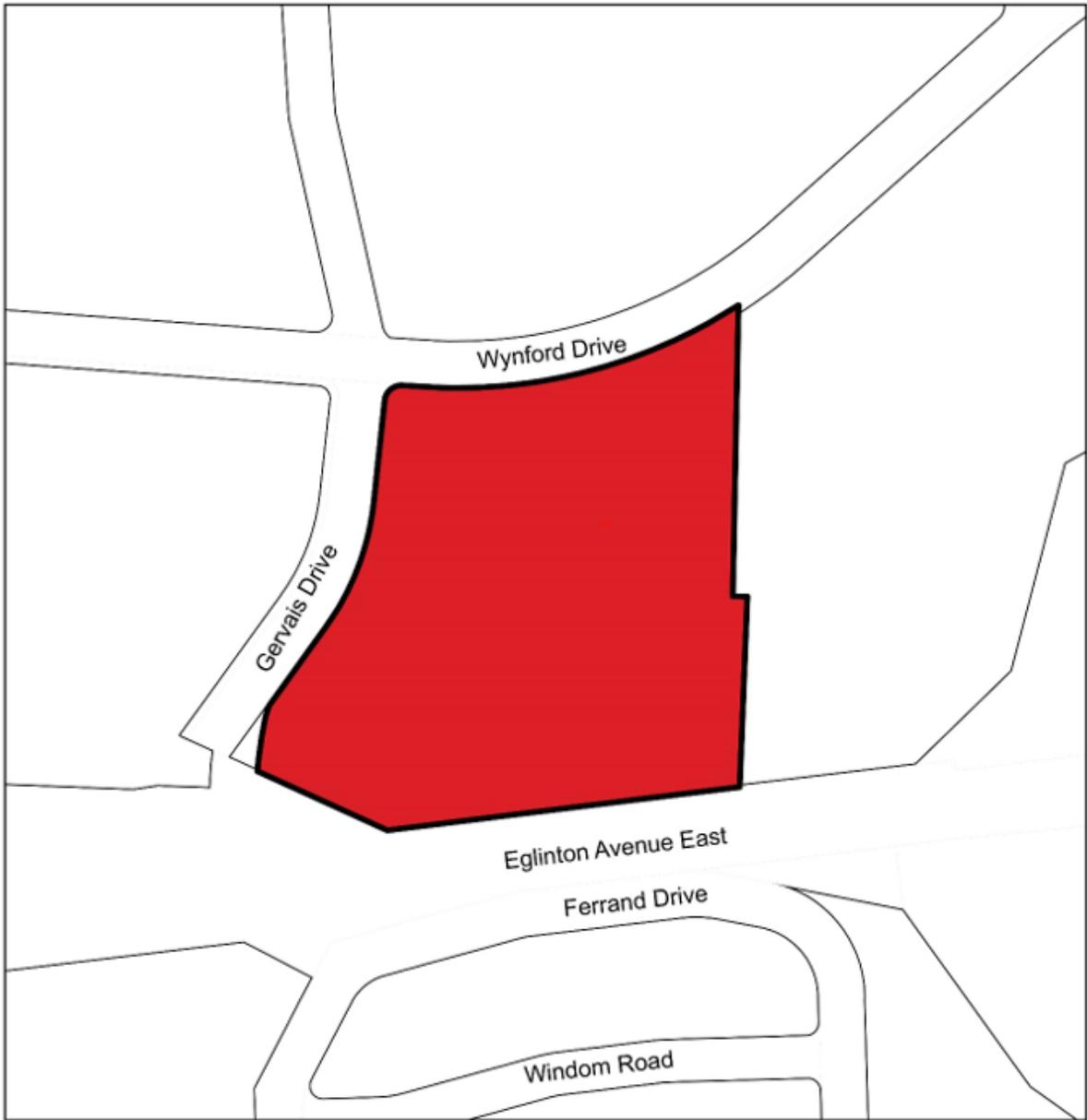


### Wynford Gervais Structure Plan

15 Gervais Drive, 39 Wynford Drive and 1200 Eglinton Avenue East

-  Site
-  Potential POPS Locations
-  Future Street
-  Existing Multi-Use Trail (Private)
-  Potential Mid-Block Connections
-  Conceptual Park Area

  
Not to Scale



### Official Plan Amendment #XXX

Proposed changes to redesignate lands from Regeneration Areas to Mixed Use Areas

 Mixed Use Areas



Not to Scale  
02/06/2026