

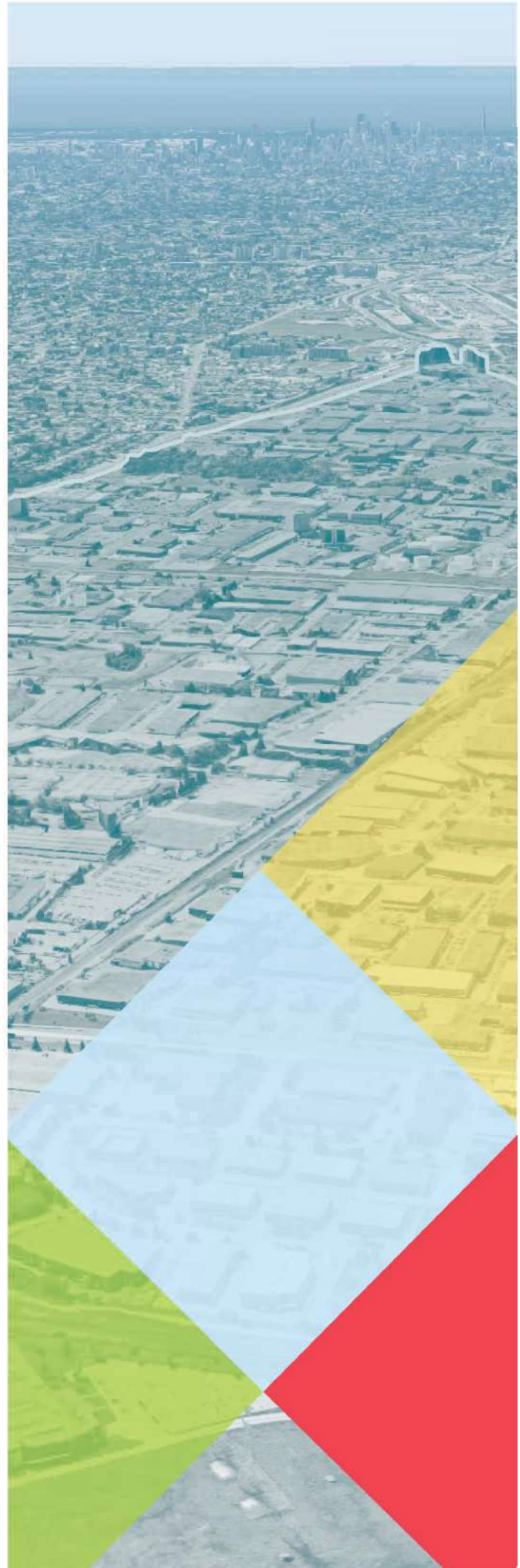
# FINAL REPORT

## PROPOSED NEW ZONING BY-LAW FOR DUKE HEIGHTS BIA AREA

Submitted to:  
**DUKE Heights Business Improvement Area,**  
for City of Toronto, Community Planning North  
York District

**JULY 2019**

gladki  
planning  
associates



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# 1 INTRODUCTION

The DUKE Heights BIA has retained Gladki Planning Associates to assist in the development of a Draft Zoning By-law and to identify and address key challenges to development and business operations within the DUKE Heights Area. The Draft Zoning By-law will update zoning regulations applicable within the DUKE Heights area and simplify the land use regime within the BIA area.

The current By-law regime is considered onerous and an impediment to development within the DHBIA area.

Two By-laws currently apply to the area: the old former City of North York By-law (7625) which applies to the arterial roads (Steeles, Dufferin, Finch, Keele and Sheppard) and the new Toronto City-wide zoning By-law which applies everywhere else.

Gaps in the City-wide Zoning By-law, on-going appeals to Chapter 200 (related to parking uses) and holding symbols provide an inconsistent regulatory framework and contribute to unpredictable development outcomes.

DUKE Heights BIA members have identified issues related to the current regulatory regime applicable across the DUKE Heights area:

- Overlap of 2 By-laws;
- Holding symbol for lands covered by the Former North York By-law;
- Parking requirements are onerous and confusing, with areas subject to both By-laws; and,
- Use permissions are too restrictive.

DUKE Heights BIA has initiated the review of the Zoning By-law regime across the DUKE Heights Area. The Zoning By-law review aims to:

- Eliminate the overlap of two zoning By-laws — the City-wide By-law and the old North York By-law;
- Address the onerous and confusing parking requirements;
- Support a range of uses that facilitate business growth in the area; and,
- Eliminate the holding By-law that applies to certain properties.

A draft zoning By-law is provided with this review to the City of Toronto to implement the changes. This report is submitted for consideration together with a draft zoning By-law for the Duke Heights Area.

Public input from the Open House held on June 4, 2019 has been positive and supportive of the proposed changes.

# 2 SUMMARY OF RECOMMENDATIONS

## 2.1 Harmonization of Zoning By-Law

To resolve ongoing confusion caused by the two Zoning By-laws applicable to the DUKE Heights Area, we recommend the harmonization of the City-wide Zoning By-law and the former North York Zoning By-law.

The revised zoning By-law proposes the following:

- Retain existing zoning permissions during harmonization;
- Remove holding symbols within the area clarifying applicable zoning permissions;
- Harmonize and modernize parking standards between By-laws applying the City-wide required parking rates;
  - Lower the parking requirement for manufacturing uses to 0.5 spaces per 100 m<sup>2</sup>;
  - Introduce new Policy Areas 3 and 4, as provided for in the City wide By-law, corresponding to subway and surface transit routes;
- Expand set of permitted uses in key areas to include primary, secondary schools and post-secondary institutions;
- Permit a full range of retail uses adjacent to arterial streets; and,
- Permit standalone office uses.

## 2.2 PARKING

Parking requirements consistent with City-wide Zoning By-law 569-2013 are proposed across the DUKE Heights BIA area. These parking standards are significantly lower than currently exist in the North York Zoning By-law. A list of parking standards is included, see Appendix 1.

Parking standards for manufacturing uses are proposed at 0.5 spaces per 100 square metres, lower than City-wide parking standards.

Applicable parking standards in areas in proximity to rapid transit and high-frequency bus service are further reduced consistent with Policy Areas 3 and 4. The application of these policy areas generally extends to a depth of 1 lot from the arterials and major collectors along which transit services extend.

In order to provide rapid relief to parking standards, and to deal with the ongoing appeal to the parking provision in By-law 569-2013, former Zoning By-law 7625 will be amended consistent with the parking rates of Zoning By-law 569-2013.

## 2.3 BICYCLE PARKING

Harmonization of the Zoning By-laws will result in new requirements for Bicycle Parking Spaces and bicycle infrastructure for new applications across the DUKE Heights BIA. Bicycle parking is generally required for uses and development exceeding 2,000 square metres in area on a lot.

Change or shower facilities are required by the By-law for each gender subject to 230.5.1.10(7) of Zoning By-law 569-2013.

If a building has uses, other than dwelling units, for which a "long-term" bicycle parking space is required, shower and change facilities must be provided for each gender at the following rate:

- (A) none if less than 5 required "long-term" bicycle parking spaces;
- (B) 1 for 5 to 60 required "long-term" bicycle parking spaces;
- (C) 2 for 61 to 120 required "long-term" bicycle parking spaces;
- (D) for 121 to 180 required "long-term" bicycle parking spaces; and
- (E) for more than 180 required "long-term" bicycle parking spaces.

Given the high accessibility of transit throughout the DHBIA, support of bicycle infrastructure and bicycle parking as a transportation demand management measure assists in developing a rationale for significant reduction in vehicular parking space regulations and other restrictions on density.

The proposed draft zoning By-law will be consistent with City-wide standards regarding the provision of bicycle parking for major institutional and commercial uses.

A list of bicycle parking space rates is included in Appendix 2.

## 2.4 LAND USES

The draft By-law supports a flexible land use framework to both adapt to and support changing business and industrial needs across the DHBIA.

The conversion of the zoning categories listed in the table below are proposed, bringing zones from the former Zoning By-law 7625 into the City-wide By-law 569-2013. Numerous site and area specific provisions are proposed to maintain existing permissions.

Previous Zone (Former By-law 7625)	Proposed Zone Under 569-2013
MC	E (plus site specific exceptions)
M3	EH
G	ON

New uses and revised limitations on existing permissions are also proposed within areas fronting arterials streets. These include permissions for Primary Schools, Post-Secondary Institutions, Offices and Retail. Those Mixed-industrial Commercial Zones (MC) under the former By-law fronting arterial streets are proposed to be included in the new Zoning By-law 569-2013 by applying new site and area specific exceptions to the Employment Industrial Zone (E) to maintain existing permissions of the former MC Zone. This will also remove the holding symbols applicable in the North York zoning By-law.

Office uses are permitted as a standalone use in this zone.

Retail uses are permitted to the lesser of any site specific FSI that may apply or a gross floor area of 6,000 m<sup>2</sup>.

Post-secondary institutions and primary schools are also included within this zone. As secondary schools, commercial schools and day nurseries are currently permitted within the MC Zone subject to former North York By-law 7625, these new uses proposed do not represent a departure from current practice.

Site and area specific exceptions apply to maintain existing site and area specific exceptions granted through the former Zoning By-law 7625.

Height limitations within Zoning By-law 7625 (Schedule 'D' Airport Hazard Map) remain as a prevailing section within the new By-law.

## 3 Study Area

DUKE Heights BIA began as the Dufferin Finch BIA in 2014. It was established by the City of Toronto and a group of local business owners. The DUKE Heights BIA's primary objective is to promote the potential of the area, provide support to businesses in the area and inject new resources to tap into the potential of the community.

The BIA intends to support business growth by developing a planning framework, identifying and addressing key obstacles to the continued growth of businesses in the area and obstacles preventing the intensification of the area as a major transit hub with high-density employment uses and a mixed-use centre at Keele and Finch.

This By-law study is our first step in reimagining the potential for the area. A long-term land use planning initiative will eventually establish a vision shaping what the area can be to 2050.

### 3.1 Area and Surroundings

DUKE Heights is located in the former City of North York. It is located in a transitional area, adjacent to institutional uses, neighbourhoods, and other employment districts.

**North:** DUKE Heights borders the City of Vaughan, located to the north. Employment uses are located north of Steeles Avenue. A large employment district extends further north into the community of Concord. This employment district forms part of the Tor-York West Megazone, a significant suburban regional employment zone. Some residential uses are also located north of the study area.

**South:** Downsview Airport, a 370 acre (150 hectare) airport and manufacturing hub surrounded by other employment uses is located to the south. The airport was operated together with an aircraft manufacturing facility by Bombardier Inc. In 2018, Bombardier announced the sale of the facility with potential plans to wind down aircraft operations on the site. The Downsview Airport area is a part of Tor-York West Megazone.

**West:** The York University campus is located west of DUKE Heights. The York University campus is one of Canada's largest universities, accommodating a student population of 53,000 students. The campus area is home to academic and administrative uses and also includes housing for student accommodation. Black Creek and Jane and Finch residential neighbourhoods are also located to the west.

**East:** Open Space Areas, residential neighbourhoods and limited institutional/employment uses are located to the east. G Ross Lord Park, a large park and open space area is located to the east of the subject property. The University of Toronto operates the Institute for Aerospace Studies, a satellite campus of the Faculty of Engineering, east of Dufferin Avenue. Bathurst Manor, a detached residential neighbourhood is also located to the east.

The study area consists of the entire BIA area covering approximately 1,800 acres. The area is bounded by the following streets:

- Steeles Avenue West to the north
- Keele Street to the west
- A boundary approximately along Sheppard Avenue to the south (see Figure 1)
- Dufferin Street to the east

The DUKE Heights BIA has over 2,500 businesses and 32,000 employees. It is the second biggest BIA in North America geographically and has over 34,000 visitors every workday of the week.



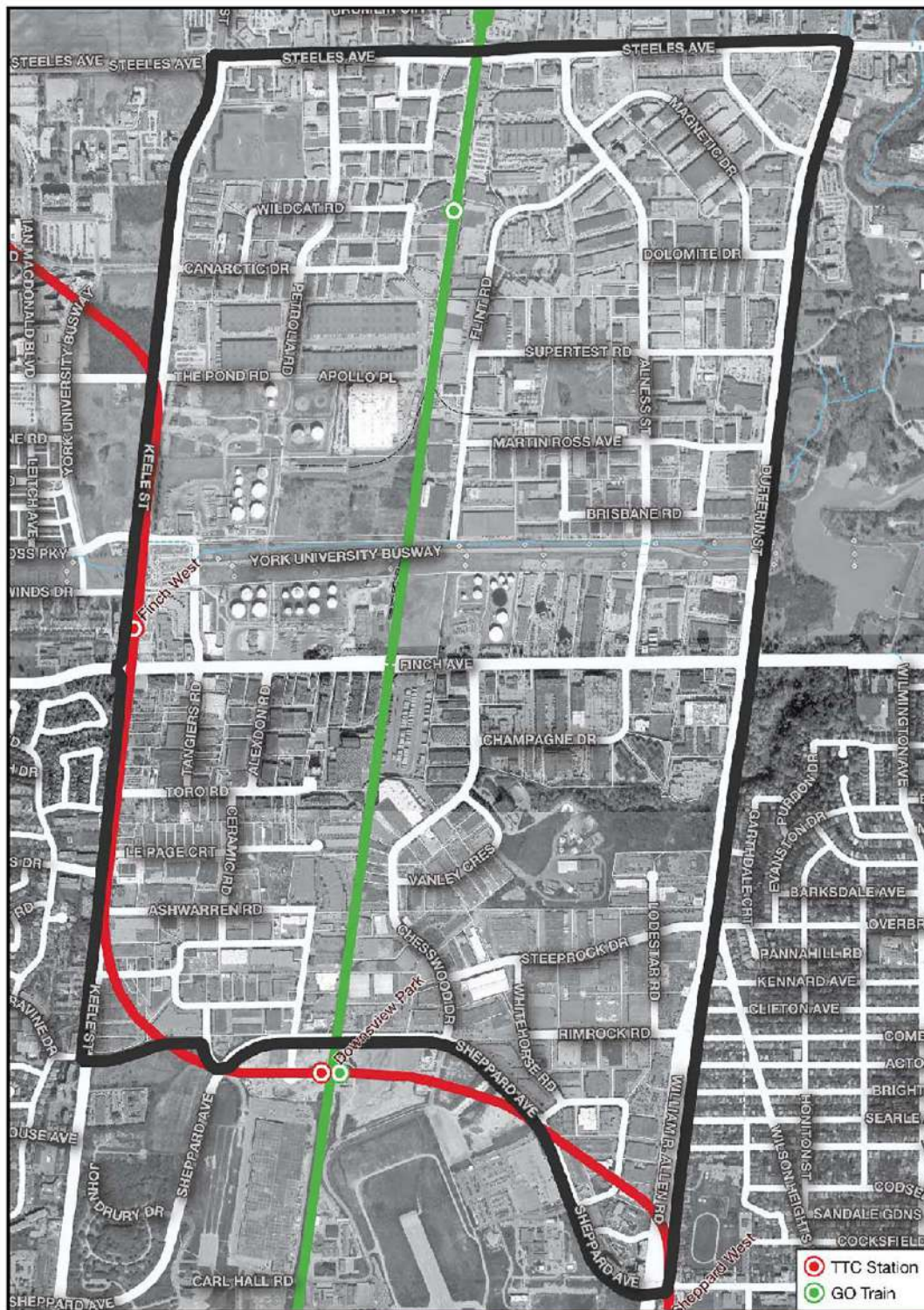


Figure 1 - Study Area Map



### 3.2 Transit Services

The DHBIA area is well served by existing transit, including three subway stations accessed by TTC line 1 (Sheppard Avenue West, Downsview Park and Finch West). These stations connect to a number of local and express bus routes with good connections throughout the DHBIA. Frequent bus service generally extends across the arterial streets in the area.

In addition to subway service, GO Train Service is available via the York University GO Station on the Barrie Line. The stop is serviced by eight southbound trains during mornings and eight northbound trains during evenings. York University runs a shuttle to this stop.

The south-west quadrant of the Employment Area is served by three subway stations (Sheppard Avenue West; Downsview Park, and Finch West) which each connect to a number of bus routes that serve the wider area. In addition, the proposed Finch West LRT line will terminate (from the west) at the Keele/Finch intersection adding further service to this transit focal point. The York University GO train station on the Barrie line provides limited commuter rail service to the area.

Frequent bus services are provided along all the arterials which traverse the Employment Area, including express bus routes and all-night routes. These services are briefly described as follows:

**41 Keele** - this bus route operates on Keele Street south of Murray Ross Parkway with buses arriving approximately every 11.5 minutes during the rush hours. In total, the entire route carries around 25,000 passengers a day during the week. The 341 Night Route provides all-night service.

**941 Keele Express** - this express bus route operates on Keele Street south of the Finch West Subway Station. It is a rush hours only service with buses arriving around every 13 minutes.

**107 St Regis** - this bus route traverses the Employment Area between the Sheppard West Subway Station and Steeles Avenue, via Keele Street and Petrolia Road. Buses arrive every 25 minutes during rush hours and all-day ridership on the route is approximately 4,100.

**108A Driftwood** - this bus route traverses the Employment Area between the Sheppard West Subway Station and Keele Street (at St Regis Crescent), branching off of Sheppard Avenue at Tuscan Gate. Buses arrive every 12 to 15 minutes during rush hours and the entire route carries around 3,400 weekday passengers.

**105 Dufferin North** - this bus route operates between the Sheppard West Subway Station and the Steeles Avenue loop. Buses arrive approximately every 11 minutes during rush hours and the route carries around 4,750 weekday passengers. The 329 Night Route provides all-night service.

**117 Alness - Chesswood** - this bus route operates between the Sheppard West Subway Station and the Steeles Avenue loop, via Alness Street and Chesswood Drive. It is a daytime, weekday service only with buses arriving every 11 minutes during rush hours. Approximately 2,400 passengers a day use the route.

**60 Steeles West** - this bus route traverses the Employment Area between Keele Street and Dufferin Street and buses arrive around every 3 minutes during rush hours. The entire route carries about 30,000 weekday passengers. The 353 Night Route provides all-night service.

**960 Steeles West Express** - this express bus route traverses the Employment Area between Keele Street and Dufferin Street with buses arriving approximately every 10 minutes during the rush hours. Only weekday rush hours service is provided.

**36A Finch West** - this bus route operates from the Finch West Subway Station eastwards along Finch Avenue with buses arriving every 5 minutes during rush hours. The entire route carries around 44,000 weekday passengers. The 336 Night Route provides all-night service.

**939B Finch Express** - this express bus route operates from the Finch West Subway Station eastwards, and provides weekday service during the daytime and early evening (and daytime only at weekends). The section of route in the Employment Area utilizes the York University Busway corridor just to the north of Finch Avenue. Buses arrive approximately every 10 minutes and the entire route has a weekday ridership of around 20,000 passengers.

**84 Sheppard West** - this bus route traverses the Employment Area between Keele Street and the Sheppard West Subway Station. Buses arrive every 4 minutes during rush hours and the entire route has a weekday ridership of around 19,200 passengers. The 384 Night Route provides all-night service.

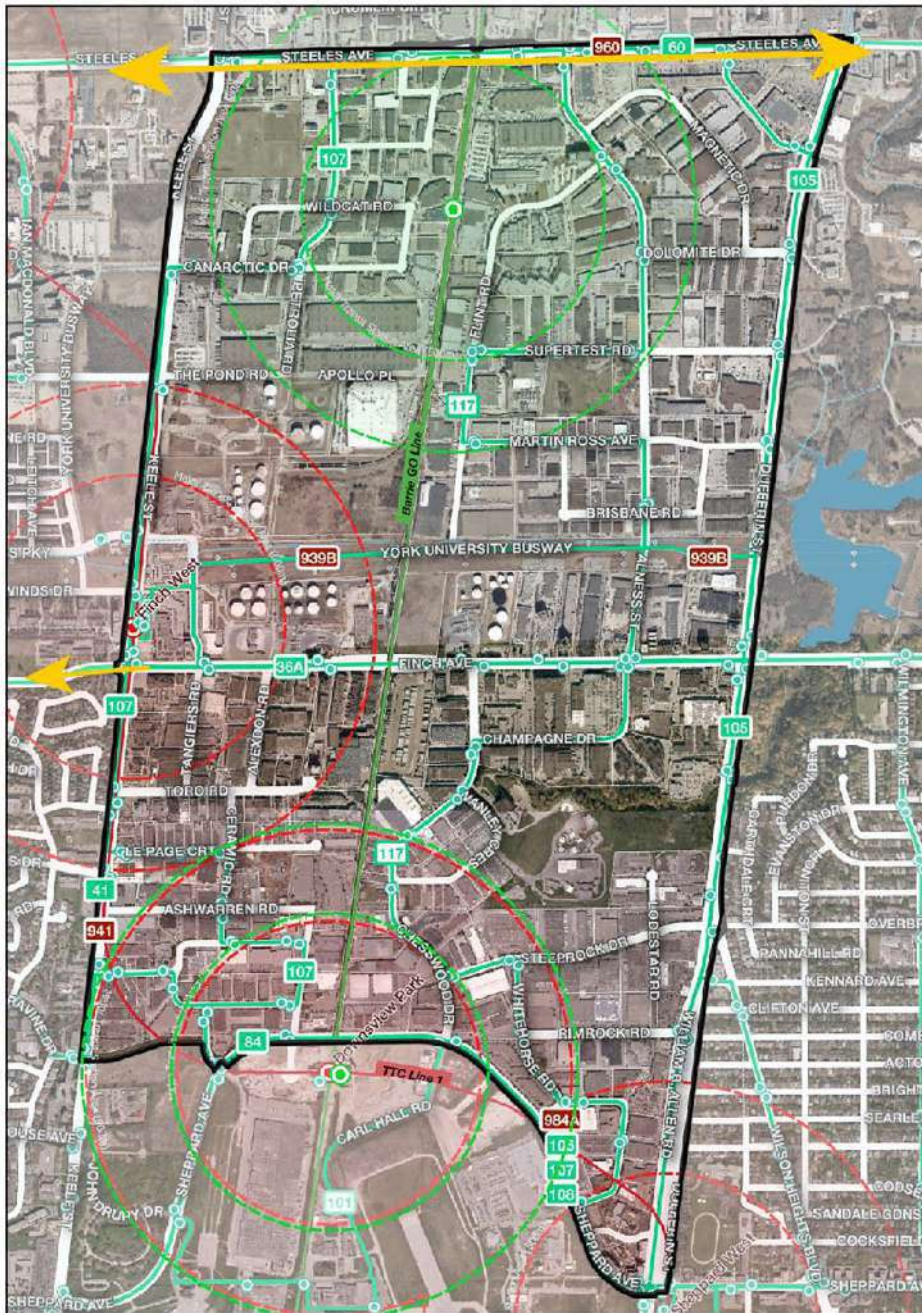
**984A Sheppard West Express** - this express bus route traverses the Employment Area between Keele Street and the Sheppard West Subway Station. The service only operates in the rush hour with buses arriving every 7 minutes 30 seconds in the morning and every 9 minutes and 30 seconds in the afternoon.

**106 Sentinel** - this bus route traverses the Employment Area along Sheppard Avenue between the Sheppard West Subway Station and Keele Street with buses arriving every 10 minutes during the rush hours. The entire route has a weekday ridership of around 7,700 passengers.

Several bus routes travel along all or part of that section of Sheppard Avenue between Keele Street and the Sheppard West Subway Station. These routes comprise the 84, 106, 107, 108, 117, 984A and the 384 Night Route.

**GO Train Service** - the Employment Area is served by two GO Transit Stations on the Barrie Line. GO Transit operates a platform at the Downsview Park Station, creating an interchange between the TTC and GO Transit systems. The isolated York University GO Station serves the northern portions of the employment area, located east of Canarctic Drive. Eight southbound trains stop at each the station in the morning between the hours of 6:39 to 9:09 am and eight northbound trains stop there between 4:02 and 7:27 pm. York University runs a shuttle bus service from the York University GO Station to campus.

Significant future transportation improvements are also anticipated. The Finch West LRT will run west along Finch Avenue, beginning below grade from Finch West Station. The alignment was originally to include a connection to Finch Station at Yonge Street on TTC Line 1 as part of the initial Transit City proposal. The alignment was cancelled and is now contemplated as an unfunded future expansion by the TTC. A rapid transit service along Steeles Avenue West is also contemplated and under study. This service would run along a Steeles Avenue alignment between Jane Street and McCowan Road. The route technology will operate as either a Bus Rapid Transit or Light Rail Transit vehicle.



# TRANSIT NETWORK

Local, Express Bus Routes and Rapid Transit Coverage

- Subway Station
- GO Transit Station
- Bus Stop
- 10-Minute Network
- Express Network
- Regular Service
- Limited Service
- Future Rapid Transit Service
- 500 - 800 metre Major Transit Station Area

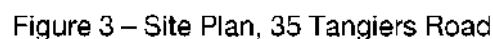
Figure 2 – Transit Network within DHBIA



Of 115 development applications across the DHBIA since 2008 (see Figure 2), there have been:

- A review of public records has identified two applications to lift the Holding Symbol over the past 10 years within the DHBIA. A 2013 application for 3711-3715 Keele Street proposed the conversion of an existing industrial building to permit a total new gross floor area of 7,836 m2 for retail uses. The zoning By-law amendment was approved in 2015.

## Zoning By-law Amendment – 35 Tangiers Road



12

The proposal includes 260 parking spaces, 2 loading spaces and 36 bicycle spaces. The total proposed density is 2.52 FSI.

The proposal is generally consistent with the City's Official Plan and Official Plan Amendment 231 regarding employment areas as it promotes employment uses within employment districts, providing appropriately scaled retail along an arterial routes and density within access to transit facilities.

The proposed development required an application for zoning By-law amendment to lift the Holding Symbol to allow for greater GFA of proposed office uses.



Figure 4 – Rendering of 35 Tangiers Road

The zoning application was approved in 2014 with Notice of Approval Conditions for Site Plan granted in 2015. The building is now completed.

#### Keele Finch Plus Study

The City of Toronto initiated the Keele Finch Plus Planning Study in December 2015, working with Metrolinx and the TTC to coordinate land use and transit planning for the new extension of TTC Line 1 to the Vaughan Metropolitan Centre and the Finch Avenue West LRT. These two lines meet at Finch Avenue West station. The study area includes the station area and surrounding lands within 800 metres of Finch Avenue West Station.

The study evaluates options to utilize the new transit infrastructure in the area. A preferred concept was presented to North York Community Council in July 2018 where it gained the endorsement of Community Council and staff were given direction to prepare a secondary plan for the area. A draft secondary plan is anticipated in 2019. The Keele Finch Plus study is discussed in further detail within this report.



# DEVELOPMENT APPLICATIONS

Active and Inactive Committee of Adjustment and Community Planning Applications, January 2008 - Present

- Condominium
- Consent/Severance
- Minor Variance
- Zoning By-law Amendment
- Site Plan Application
- Toronto Local Appeal Body

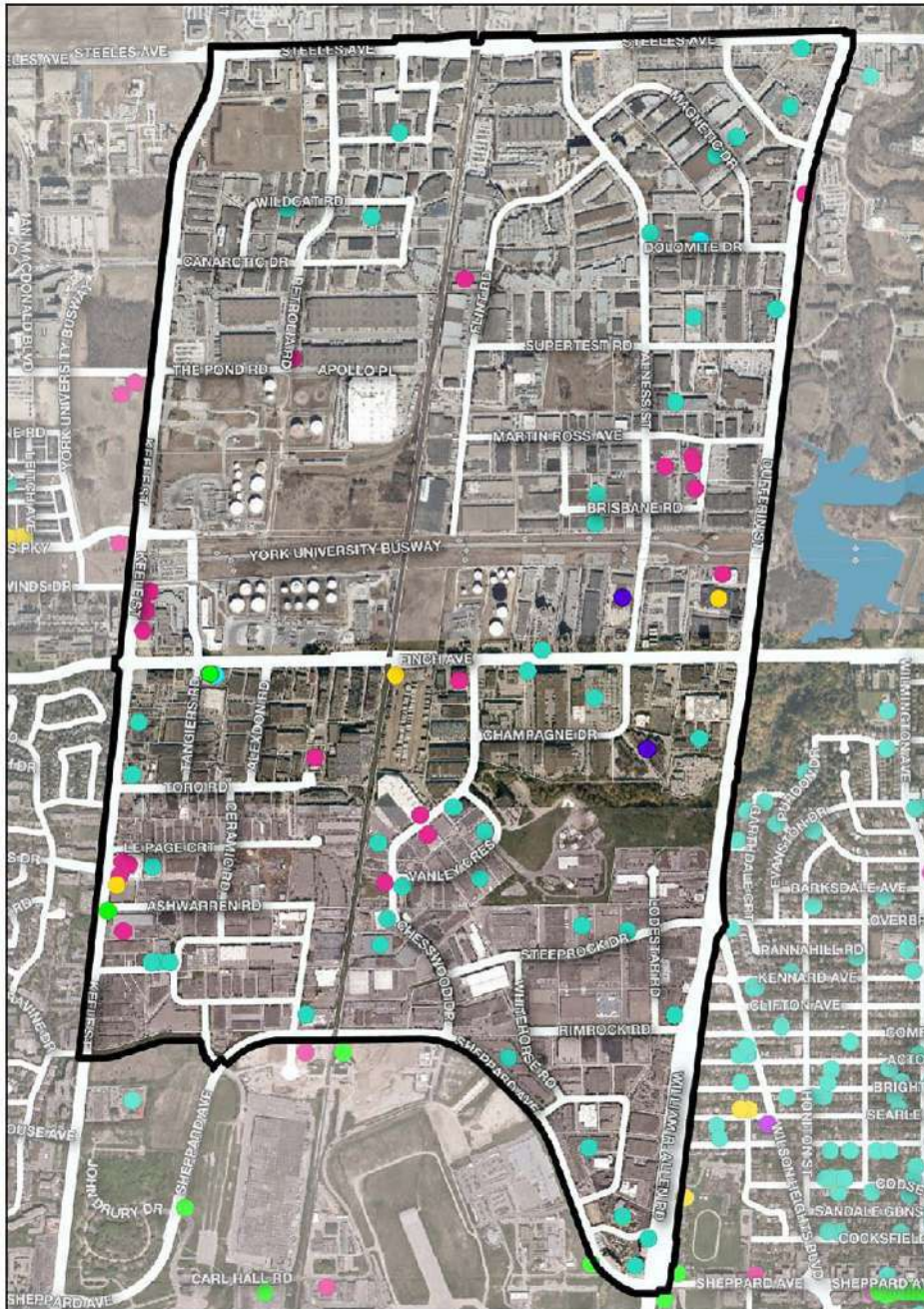


Figure 5 - Map of DHBIA properties not subject to City-wide Zoning By-law

## 4 Planning Policy Framework

### 4.1 Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) provides an overarching direction for land use planning across the Province of Ontario. The current PPS came into effect on April 30, 2014.

Broadly, the PPS supports a range and mix of land uses including employment and institutional uses throughout an urban area. It encourages transit supportive densities within areas in proximity to rapid transit service. The PPS also includes specific policies regarding employment areas.

#### Land Use Mix

Policy 1.1.3.2 of the PPS sets forth requirements for land use patterns within settlement areas promoting densities and a mix of land uses within settlement areas which efficiently utilize available urban land and infrastructure. Achieving density, mixed land uses is also seen to minimize negative impacts to air quality and climate change, support active transportation and promote efficient transit and freight movements.

The Province sets minimum targets for intensification and redevelopment within built-up areas.

#### Land Use Compatibility

The PPS encourages planning authorities to appropriately plan major facilities and sensitive land uses to mitigate that nuisance including odour, noise and contaminants do not pose a significant risk to the public health and safety of sensitive land uses. In particular, policy 1.2.6.1 of the PPS sets out this requirement.

Policy 1.1.3.4 *Major facilities and sensitive land uses should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities.*

#### Employment Areas

Policies 1.3.2.1, 1.3.2.2 and 1.3.2.3 of the PPS provide for the protection of employment land from conversion to non-employment uses. Conversions may be permitted through a comprehensive review where it is demonstrated that the land is not required for employment purposes over the long term.

Within Employment Areas, planning authorities are required by the PPS to promote economic development and competitiveness in accordance with Policy 1.3.1 of the PPS.

- Policy 1.2.1 Planning authorities shall promote economic development and competitiveness by:
- a) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
  - b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

- c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and
- d) ensuring the necessary infrastructure is provided to support current and projected needs.

### Transit and Transportation

The efficient use of transportation infrastructure is encouraged across urban areas.

**Policy 1.6.7.4** A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

### Summary

The PPS generally encourages the continued use and vitality of DHBIA as an employment area and offers support for increased employment densities for areas served by rapid transit. Broadly, land uses within the DHBIA should be compatible being in proximity to core employment uses and existing classified uses under the provincial D-6 Guideline.

## **4.2 Growth Plan for the Greater Golden Horseshoe, 2017**

The Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan, 2019) provides a framework for implementing a system of growth management throughout the Greater Golden Horseshoe (GGH). The Growth Plan directs new growth within the GGH within designated settlement area, limiting sprawl.

An amendment to the Growth Plan was introduced by the province taking effect in May 2019. The amendment introduces protection for newly identified Provincially Significant Employment Zones and it identifies new a process for the conversion of some employment lands to non-employment uses.

### Employment Areas

The Growth Plan provides protection for employment uses within identified employment areas. Generally this encourages the separation of sensitive uses from employment areas and requires any sensitive uses that may be located over major retail or office uses to avoid, minimize or mitigate its impact on industrial, manufacturing or other uses that are vulnerable to encroachment.

The conversion of employment lands to non-employment uses is restricted. Generally policy 2.2.5.9 is used to evaluate a request for employment land conversion to non-employment use.

- Policy 2.2.5.9** The conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:
- a) there is a need for the conversion;
  - b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;
  - c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;

- d) the proposed uses would not adversely affect the overall viability of the *employment area* or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this plan; and there are existing or planned infrastructure and public service facilities to accommodate the proposed uses. and sets forth parameters for the conversion of employment lands in policies 2.2.5.11 and 2.2.5.12

The 2019 amendment to the Growth Plan allows the minister to identify Provincially Significant Employment Zones in consultation with local municipalities pursuant to Policy 2.2.5.12. DUKE Heights is identified as a Provincially Significant Employment Zone in current mapping.



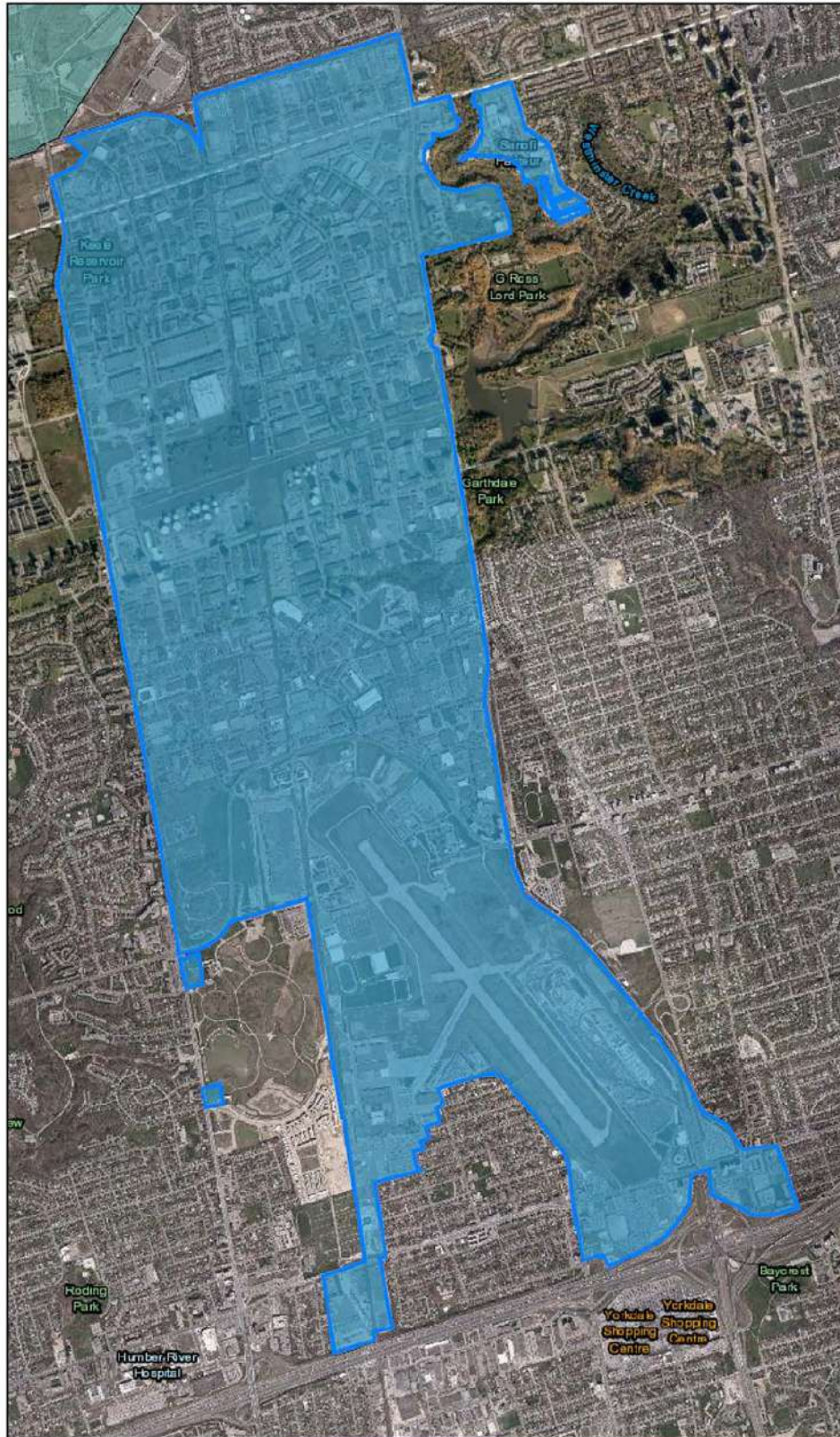


Figure 6 – Provincially Significant Employment Zone 9 (Toronto, York)



Employment lands may be converted to non-employment uses outside of a municipal comprehensive review subject to policy 2.2.5.10, this policy however does not apply to lands within Provincially Significant Employment Zones and is therefore not applicable to lands within the DUKE Heights BIA.

Policy 2.2.5.13 allows minimum density targets to be set for all employment areas within municipalities.

- Policy 2.2.5.13      Upper- and single-tier municipalities, in consultation with lower-tier municipalities, will establish minimum density targets for all employment areas within settlement areas that:
- a) are measured in jobs per hectare;
  - b) reflect the current and anticipated type and scale of employment that characterizes the employment area to which the target applies;
  - c) reflects opportunities for the intensification of employment areas on sites that support active transportation and are served by existing or planned transit; and
  - d) will be implemented through official plan policies and designations and zoning by-laws.

### Transit and Transportation

The Growth Plan supports the redevelopment and intensification of land within urban areas, setting **density targets** across municipalities and within major transit station areas. The plan also supports the development of complete communities, designed to support healthy active living.

The Growth Plan encourages transit supportive densities within portions of employment areas in proximity to transit services. The plan coordinates land use planning, infrastructure and transit investment with a view to achieving efficient land use.

### Summary

The DUKE Heights BIA area is identified as a Provincially Significant Employment Zone. The area is intended to accommodate significant employment uses and land use within the area should facilitate a mix of employment related land uses at transit supportive densities.

Designated employment lands are protected from conversion to non-employment uses and any conversion may only be considered at the time of a municipal comprehensive review. The policy seeks to ensure sufficient land is available in appropriate locations for a variety of employment uses to accommodate employment growth. Opportunities for the continued operation of employment uses or development of new employment within the DUKE Heights area should be encouraged.

The plan encourages the more efficient use of existing employment areas as well as vacant and underutilized employment lands and it calls for the increase of employment densities.

## 4.3 City of Toronto Official Plan, 2002

The City of Toronto Official Plan was adopted by City Council in November 2002. Subject to appeals, the plan was approved in part by the Ontario Municipal Board in 2006. A February 2019 consolidation of the TOP incorporates the 2013 Official Plan Amendment 231 which provides further policy guidance with respect to employment lands within the City of Toronto. Portions of

OPA 231 currently remain under appeal. A January 2019 decision by the Local Planning Appeal Tribunal brought large sections of the policy into force.

The TOP identifies *Employment Districts* through its urban structure. These employment districts are intended to support the City's economic objectives, protecting land area for productive industries and supporting the development of vibrant, dense and mixed employment districts. Employment Districts are intended to be globally competitive locations offering a wide choice of sites for new national and international businesses.

The TOP structures the use of employment land, designating *Core* and *General Employment Areas*.

The City, through the TOP, is committed to supporting a high level of transit throughout employment areas and supporting transit related land uses within walking distance of existing and approved rapid transit station areas and employment areas.

Traditional and heavy employment uses – including manufacturing, processing, warehousing, distribution, storage and vehicle repair are permitted within *Core Employment Areas*. These designations are generally located within the interior of employment districts. *General Employment Areas*, identified by the policy, are located at the exterior of employment districts, along arterial roads. They provide a transition between *Core Employment Areas* and surrounding, potentially sensitive uses including residential areas. *General Employment Areas* permit restaurants, all types of retail (subject to size restrictions) and service uses in addition to those uses permitted in *Core Employment Areas*.

The TOP provides consideration for the establishment of land use regulation supportive of transit ridership in areas along major transit routes including density and parking considerations.

#### 4.4 City-wide Zoning By-law 569-2013

City-wide Zoning By-law 569-2013 (By-law 569-2013) was approved by Toronto City Council in 2013. The By-law was appealed following its approval and some portions of the by-law remain under appeal and have not yet come into force.

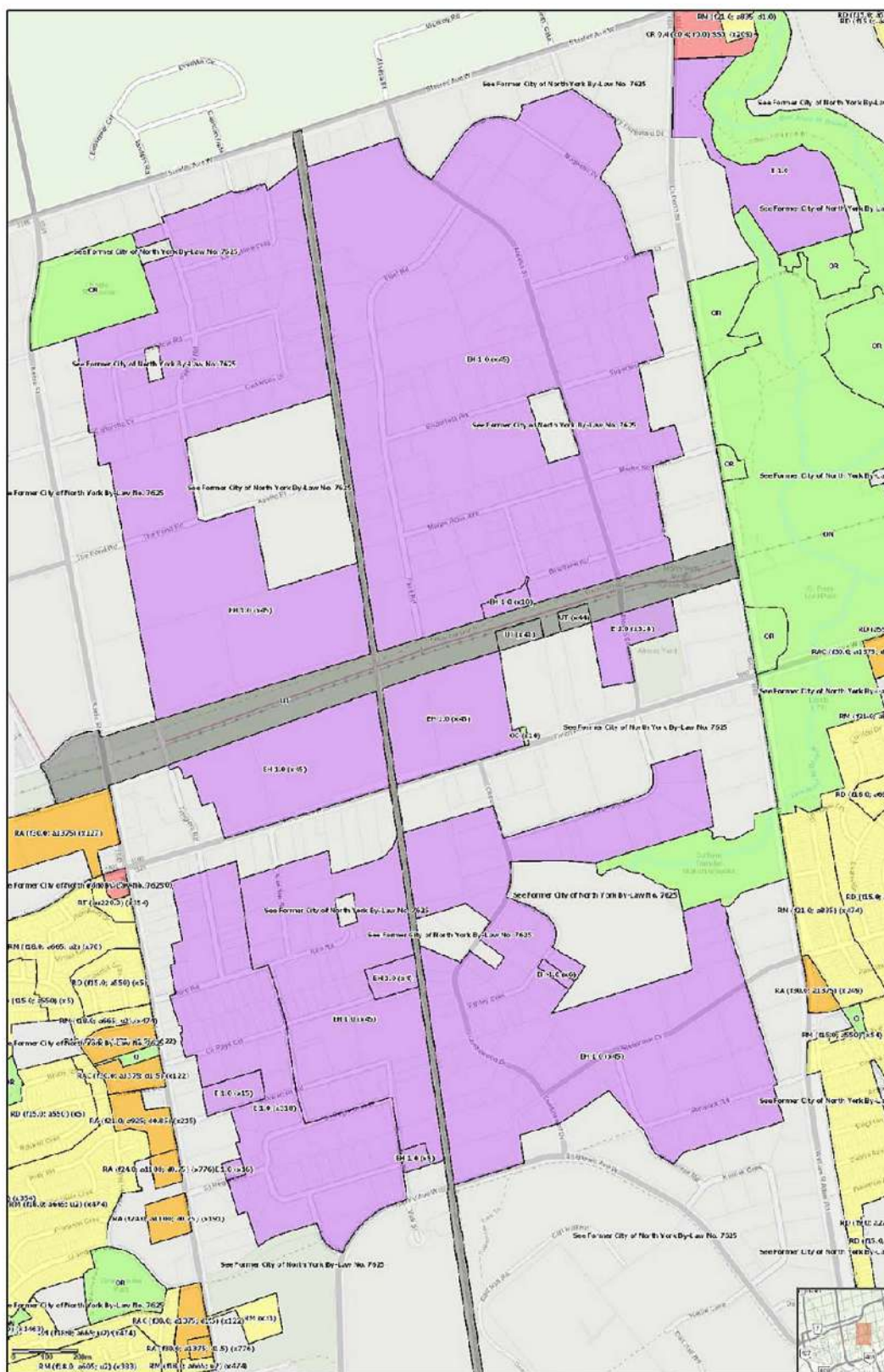
While under appeal, the City continued to subject development applications to review under the By-law 569-2013 and required amendments to be made to both former City By-laws which remained in force and the appealed By-law 569-2013. This presented an obstacle to development since in some cases as the City would consider the more restrictive of the two By-laws in shaping development applications.

Recently, several appeals to By-law 569-2013 have been resolved, bringing large portions of the By-law into force and effect and no longer requiring dual review in some cases. Where sections of By-law 569-2013 remain under appeal, the Former City of North York By-law applies (ie. Chapter 200, parking regulations).

##### Existing Zoning

By-law 569-2013 zones properties within DHBIA as Employment Industrial Zone (E), Employment Heavy Industrial (EH), Open Space Recreation (OR), Open Space Natural (ON), Open Space Cemetery Zone (OC) and Utility (UT). These zoning categories generally correspond with the previous permissions provided under the former By-law 7625 while also aligning with the objectives of the City of Toronto official Plan. Permissions granted under each of these zones are provided in Appendix B.

By-law 569-2013 provides less onerous parking restrictions on most uses than the Former North York Zoning By-law and it also requires bicycle parking be provided for large institutional and commercial uses.



Where applicable, By-law 569-2013 retains area and site-specific regulations including:

- Schedule 'D' of the Former North York Zoning By-law; and,
- Site specific regulations regarding height, landscaping, parking and the storage of oil and gas tankers, automobiles and construction materials (see Appendix B for more detail).

#### Zoning Coverage

The City-wide Zoning By-law 569-2013 does not apply to large portion of the DUKE Heights area. These areas are only subject to the Former City of North York By-law (see Figure 8). A total of 174 lots are not zoned by City-wide By-law 569-2013 and are only subject to the former City of North York Zoning By-law.



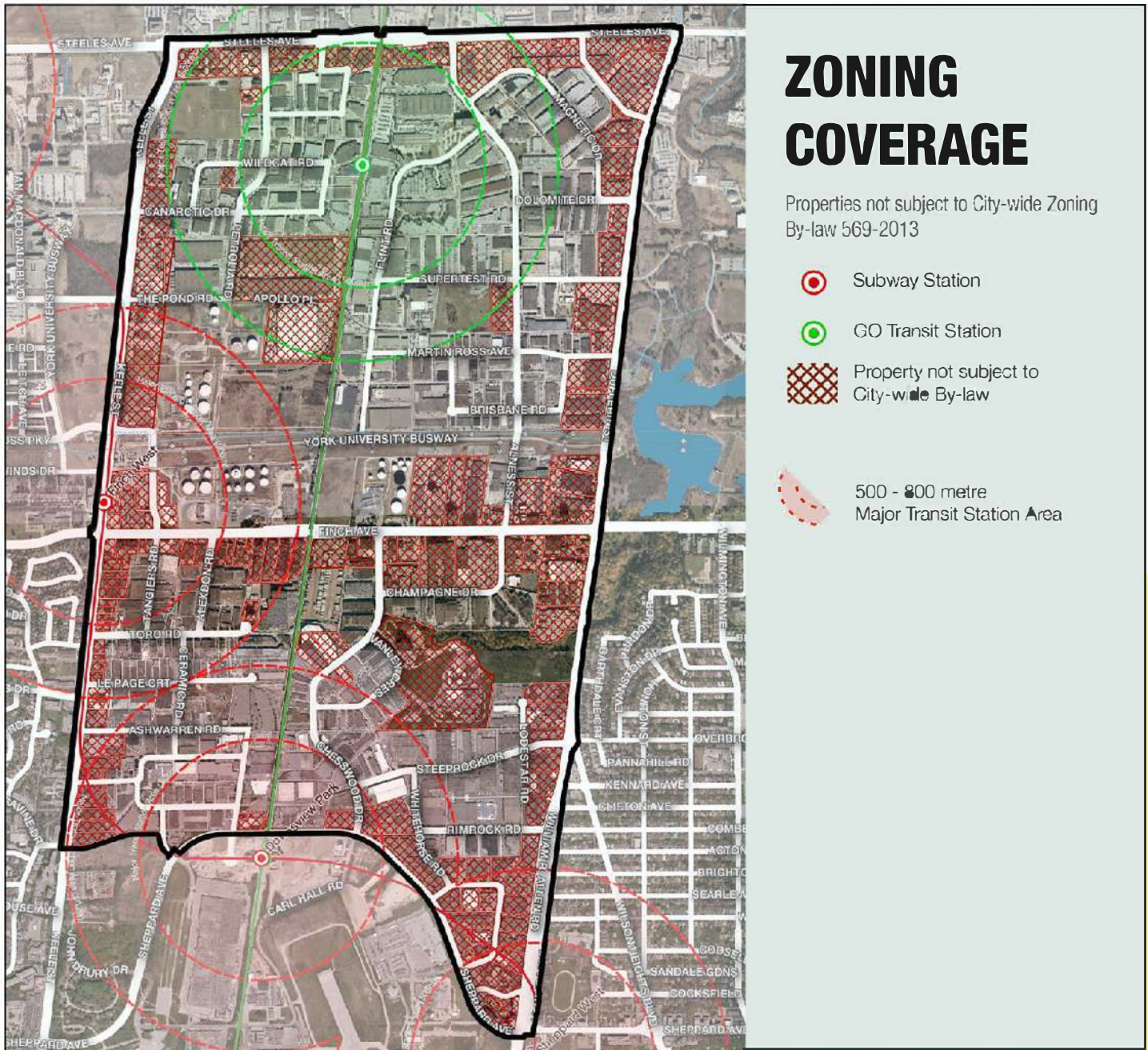


Figure 8 - Map of DHBIA properties not subject to City-wide Zoning By-law

## Parking

The City-wide zoning By-law sets new parking rates based on updated parking demand studies completed in support of the new By-law. Generally parking requirements are reduced when compared against the requirements of the Zoning By-laws of the previous Toronto Municipalities.

While, the North York By-law parking standards and those of By-law 569-2013 are defined over somewhat different land use categories making direct comparisons in some cases difficult, generally the rates applicable in By-law 569-2013 represent a significant reduction in parking requirements as shown in the table below.

Although the North York By-law identifies a greater number of industrial uses, most of them have the same parking standard. By contrast, By-law 569-2013 has fewer use categories but each with a different parking standard. In order, the largest employee groups in the “Duke Heights” Employment Area are (i) manufacturing; (ii) wholesale and retail trade, and (iii) construction (see City of Toronto 2017 Employment Survey). The generic term Manufacturing Uses used in the definition of parking standards in By-law 569-2013 covers a range of industrial activities typically found in Employment Areas.

**Table 1 - Comparison of Minimum Parking Standards**

<b>Land Use</b>	<b>North York (required spaces/100 m2)</b>	<b>By-law 569-2013 (required spaces/100 m2)</b>
Assembly Plant	2.38 (< 2750 m2) 0.52 (> 2750 m2)	1.0 (manufacturing use)
Contractors Establishment	2.38 (< 2750 m2) 0.52 (> 2750 m2)	0.5
Dry Cleaning Plant	2.38 (< 2750 m2) 0.52 (> 2750 m2)	1.0 (manufacturing use)
Industrial Use	2.38 (< 2750 m2) 0.52 (> 2750 m2)	1.0 (manufacturing use)
Manufacturing Plant/Use	2.38 (< 2750 m2) 0.52 (> 2750 m2)	1.0
Recycling Facility	2.38 (< 2750 m2) 0.52 (> 2750 m2)	1.0 (manufacturing use)
Research Lab/Use	2.38 (< 2750 m2) 0.52 (> 2750 m2)	1.5
Transfer Station	2.38 (< 2750 m2) 0.52 (> 2750 m2)	1.0 (manufacturing use)

<b>Land Use</b>	<b>North York (required spaces/100 m2)</b>	<b>By-law 569-2013 (required spaces/100 m2)</b>
Transport Terminal	2.38 (< 2750 m2) 0.52 (> 2750 m2)	1.0 (manufacturing use)
Warehouse	2.38 (< 2750 m2) 0.52 (> 2750 m2)	1.0 (< 2750 m2) 0.5 (> 2750 m2)
Works Yard	2.38 (< 2750 m2) 0.52 (> 2750 m2)	1.0 (manufacturing use)
Business Office	2.08	1.5
Retail Retail Warehouse Industrial Sales & Services Wholesaling Use	3.57 (< 3,000 m2) 6.70 (> >3,000 m2)	0.0 (< 200 m2) 1.5 (200 to 10,000 m2) 3.0 (10,000 to 20,000 m2) 6.0 (> 20,000 m2)

By-law 569-2013 establishes Policy Areas which allow for lower parking standards in defined areas typically associated with the provision of transit. Transit capacity across the DUKE Heights area has recently expanded with the opening of the TTC line 1 extension to Vaughan, and will continue to improve with the construction of the Finch West LRT. There are currently no Policy Areas identified within the DHBIA area. Policy Areas are discussed in detail in Section 5.2 of this report.

#### 4.5 Former North York Zoning By-law 7625

The Former North York Zoning By-law 7625 (By-law 7625) applies to areas within the DHBIA.

The By-law generally allows for a wide-variety of employment related uses across the BIA within a variety of industrial zones.

The properties not Zoned under By-law 569-2013 are zoned as Industrial Commercial (MC) and Industrial Zone Three (M3).

The Industrial Commercial Zone (MC) permits a range of industrial and commercial uses including retail, personal service shop, hotel, office as well as manufacturing and light industrial uses.

The By-law applies a Holding Symbol (H) to Industrial Commercial (MC) zoned lands along arterial roads.



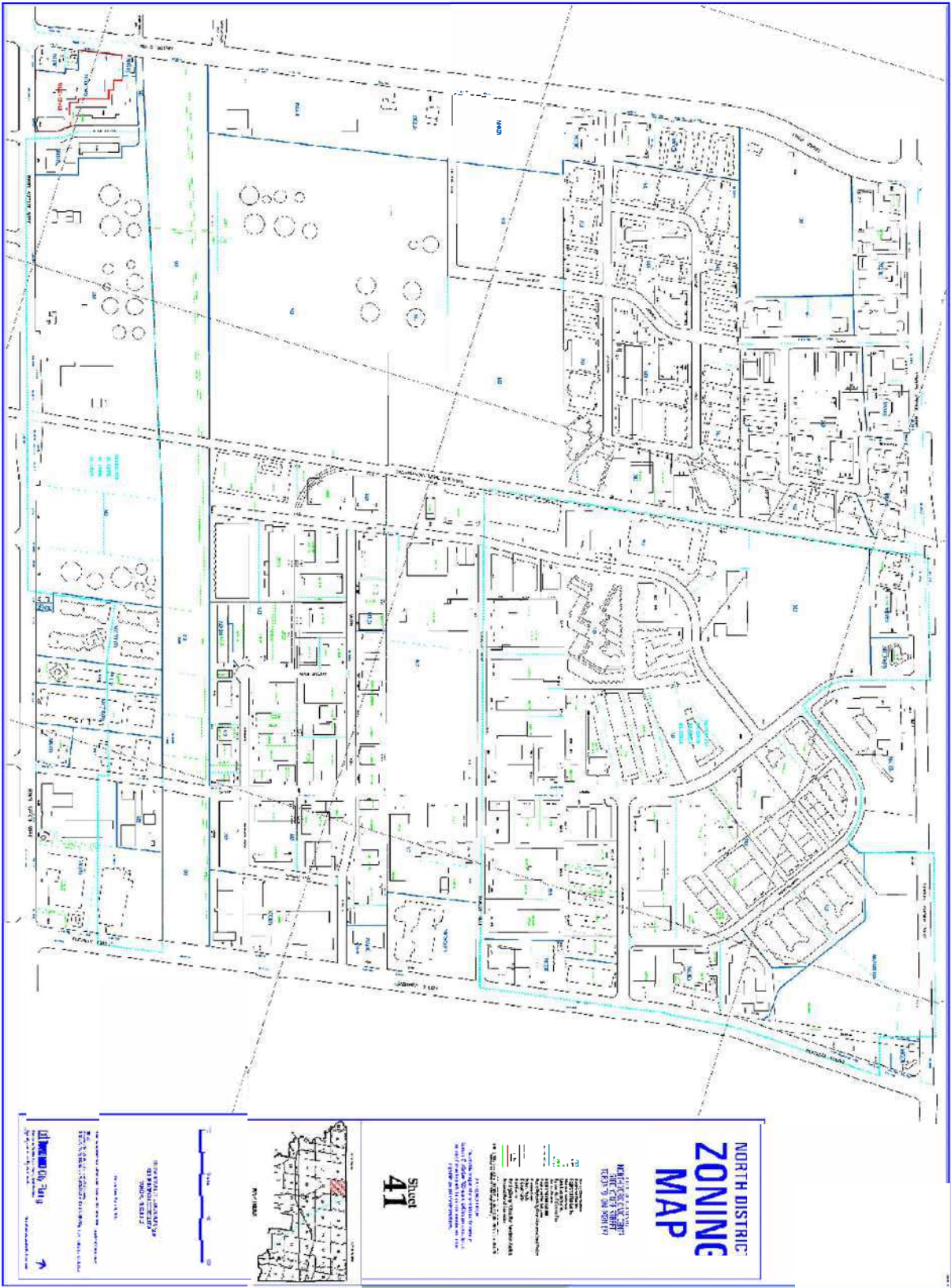


Figure 9 - Zoning By-law 7625 Map 1 of 2





The Holding Symbol restricts the available floor area of retail and office uses. Both retail and office uses are restricted to the lesser of a floor space index of 0.5 or 5,000 square metres and an overall floor space index of 1.0. The application to lift the holding symbol requires the submission of a transportation impact study.

The holding symbol is the result of a policy of the former City of North York Official Plan which requires properties zoned with an (H) to submit a transportation impact study to lift the symbol to receive greater density permissions for Office and Retail commercial uses.

Industrial Zone Three (M3) permits a range of employment and heavy industrial uses including offices, hotels, manufacturing, motor vehicle body repair shop and university uses. The maximum density for uses within this zone is 1.0 and office uses are generally limited to the lesser of a floor space index (FSI) of 0.5 or 5,000 square metres. Retail uses are limited to the lesser of 0.25 FSI or 2,500 square metres.

See Appendix B for further information.

## 5 Analysis of Proposed Solutions

Through this Zoning By-law review we seek to simplify the zoning regime and to remove obstacles to development that achieve the objectives of the Official Plan throughout the DUKE Heights BIA area.

The existing planning policy framework is supportive of enhanced zoning permissions throughout the DHBIA. Based on our review of the policy framework, the existing zoning by-law regime may be simplified by addressing the following:

- Provide zoning regulation through a single harmonized zoning By-law that implements the objectives of the Official Plan;
- Remove the holding symbol on all lands through the harmonization of zoning By-laws
- Update parking requirements to be consistent with standards applied throughout the City of Toronto; and,
- Potential for additional land use permissions that advance the TOP.

The DUKE Heights BIA area represents an evolving context with the active construction of new transit linkages and the development of new land use plans across key areas of the BIA; the City has recognized the area surrounding Finch West Station as a redevelopment node and is currently completing a land use study of the area.

Four rapid transit nodes service the BIA including Finch West, Sheppard West and the shared Downsview Park TTC/GO Station on TTC Line 1 and the York University stop on the GO Barrie Line. The area is in a period of transition as these transit stations present new opportunities under the existing policy framework.

The sale of Downsview Airport, located south of the BIA also raises new implications for the built form of the DUKE Heights area. Monitoring and further study of the emerging land use framework is advised.

### 5.1 Harmonization of Zoning By-law, Holding Symbol/Land Use

There has been significant recent expansion of transit capacity within the area. The construction of the Vaughan Extension to TTC Line 1 and the planned Finch West LRT require transit supportive uses and densities within major transit station areas. The policies of the Growth Plan and TOP also

support the intensification of a diversity of employment supportive uses particularly within proximity of these station areas.

Further transit enhancements are planned in the area including the potential eastward expansion of the Finch Avenue LRT from Finch Station on TTC Line 1 and a new rapid transit route along Steeles Avenue.

The DUKE Heights BIA area has changed significantly since the former North York By-law 7625 was originally approved by North York Council. While the By-law originally sought to limit office and retail developments along major arterial routes, Finch and Sheppard Avenues are emerging as potential corridors, supported by significant transit capacity.

The changes to the policy framework, largely through Official Plan Amendment 231 and Amendment 1 to the Growth Plan, support an expanded set of uses and enhanced densities across the DHBIA. OPA 231 is generally supportive of new retail and office uses for the areas of employment lands serviced by arterial roads, identifying them as *General Employment Areas*. The interior of employment areas, identified as *Core Employment Areas*, generally protect traditional forms of employment but are also supportive of office, research and development, industrial trade schools and information technology facilities. Changes to the By-law are recommended to reflect these policy objectives while limiting the size of retail uses with *General Employment Areas* and precluding standalone retail uses from within *Core Employment Areas* as a primary use.

#### 5.1.1 Land Use

The harmonization of the Zoning By-law seeks to reduce the complexity of the zoning regime for employers and landowners within the DHBIA area. The harmonization proposes includes the 174 lots not currently zoned under By-law 569-2013 within the City-wide zoning By-law, generally translating zones in accordance with the table below:

Previous Zone (Former By-law 7625)	Proposed Zone Under 569-2013
MC	E (plus site specific exceptions)
M3	EH
G	ON

The newly converted MC zones are zoned as Employment Industrial (E) under By-law 569-2013 and include site specific exceptions which apply to retain additional uses granted under the former MC zone as well as new uses including standalone office uses.

#### All Zoned within BIA Area

All zones within the BIA area will be amended to lower the parking requirement for manufacturing uses from 1.0 parking space per 100 square metres of gross floor area to 0.5 parking spaces for each 100 square metres.

In addition, the use specific regulations included in article 150.110.30.1(1) of Zoning By-law 569-2013, regulating separation distances for Adult Entertainment uses, continue to apply and are added to in all zones within the BIA area to prohibit adult entertainment uses on lots within 150 metres from arterial roads and provincial highways.

#### Employment Industrial Zones (E)

Those new Employment Industrial Zones fronting Dufferin Street, Sheppard Avenue West, Keele Avenue, Finch Avenue West and Steeles Avenue West are zoned as Employment industrial (E). Office uses are permitted over these lands and retail uses are permitted on each lot to the lesser of a site specific FSI or a total gross floor area of 6,000 m<sup>2</sup>.

The following uses are to be included without conditions:

- Community centre;
- Eating establishment;
- Hotel;
- Medical office;
- Private school;
- Public school;
- Recreation use;
- Education use;
- Post-secondary school; and,
- Day nursery.

The height limits provided within Zoning By-law 7625 (Schedule 'D' Airport Hazard Map) remain within the amended By-law.

#### 5.1.2 Holding Symbols

The zoning By-law amendment proposed to remove the holding symbol on all lands within the DUKE Heights area. The submission of a Traffic Impact Study was previously required for the lifting of the holding symbol subject to the requirements of the former North York Official Plan.

The holding symbol applies exclusively to properties bordering major arterials (Dufferin Street, Sheppard Avenue West, Keele Street, Finch Avenue West and Steeles Avenue). These areas are adjacent to high frequency and rapid transit routes and area developments have not raised concerns regarding transportation capacity.

These areas are also subject to Site Plan Control and it remains a policy of the City of Toronto (TOP 2.4.2) that proponents for new developments conduct a Traffic Impact Study as part of Site Plan review, as determined by staff and create a transportation demand management strategy.

The proposed zoning draft By-law proposes to lift holding zones also lifting specific limitations on the floor area of office uses. The size of retail uses are limited in line with policy direction established through OPA 231.

### 5.2 Proposed Parking Standards for the DUKE Heights Area

It is proposed that the parking standards be based on those found in the City of Toronto's new Zoning By-law (569-2013). The new parking standards are substantially lower than those found in the Zoning By-law of the former municipality of North York (see Table 1 for comparisons and Appendix D for a list of City-wide parking standards). The proposed parking standards for the "Duke Heights" Employment Area are also structured in a way that is compatible with the format of Zoning By-law (569-2013).

The parking standards contained in Zoning By-law (569-2013) vary across five geographic areas described as:

1. Policy Area 1 - Downtown & Central Waterfront

2. Policy Area 2 - Centres
3. Policy Area 3 - Avenues on a Subway
4. Policy Area 4 - Avenues with Surface Transit
5. All other areas of the City

It is proposed that the parking standards for the Rest of The City be accepted for the “Duke Heights” Employment Area with two exceptions:

- the standard for Manufacturing Uses be reduced from 1 parking space to 0.5 of a parking space per 100 m<sup>2</sup> of gross floor area, and
- the lower parking standards of Policy Areas 3 & 4 be applied to properties fronting the area’s major arterial streets (Keele; Steeles; Dufferin; Sheppard, and Finch) that have high levels of subway and/or surface transit service.

### 5.2.1 Justification

**Lower standard for Manufacturing Uses:** There are three other typical Employment Area uses for which separate or distinct parking standards are specified in By-law 569-2013. These uses comprise: Contractor’s Establishment, Warehouse and Warehouse self storage and the minimum parking requirement for each of these uses is the same across all four parking Policy Areas (PA’s) and the Rest of the City. Only for Manufacturing Uses does the parking standard in the Rest of the City increase, by doubling the parking rate that applies elsewhere. To be consistent across the DUKE Heights area which has excellent transit service, as described in Section 3.2 of this report, the minimum parking standard for Manufacturing Uses should be set at 0.5 spaces/100 m<sup>2</sup> to create a single rate across the area.

It is recognized that there are other types of uses that may be found in Employment Areas for which the minimum parking requirements in By-law 569-2013 are found to be higher in the Rest of the City. In these cases, such as Industrial Sales and Service Uses and Wholesaling Uses, the higher standards reflect a higher visitor demand for parking than would normally be the case for a purely Manufacturing Use. The principal source of parking demand for Manufacturing Uses is that of employees, many of whom can access the area using transit services.

**Application of PA3 & PA4 minimum standards:** although the major arterial streets in the “Duke Heights” Employment Area are not designated as “Avenues” in the City’s Official Plan, they do share the key Avenue characteristic of high levels of transit access. There is frequent bus service on all these streets and sections of Keele Street, Finch Avenue and Sheppard Avenue are within convenient walking distance of a subway station (see transit map and bus route descriptions). In addition, Keele Street will be the eastern terminus of the proposed Finch Avenue West LRT line. The south-east quadrant of the Keele/Finch intersection is zoned Mixed Use and the area has the potential to develop into a local commercial centre.

It is also along these major arterial streets that the majority of the lands designated as General Employment Areas are located. General Employment Areas permit a wider range of uses, including retail, service shops and restaurants, as well as secondary uses such as hotels, banks and copy shops. The arterial streets on which General Employment Area uses can be located are not expected to replicate the more intense and varied mixed-use (commercial/residential) character of the Avenues but they would benefit from having the same lower minimum parking requirements to encourage transit use and stimulate growth.



### 5.2.2 General Arguments

Policy #8 of OPA 231 is directed at encouraging transit use and improving transit service in Employment Areas, a policy direction that is consistent and supportive of the City's overall aim of reducing auto-dependency and promoting a pattern of sustainable development and growth. In particular, Policy 8(b) encourages "new employment development to take place in a form and density that supports transit and discourages large areas of surface parking" and policy 8(c) supports the application of travel demand management (TDM) measures. Applying the lower PA3 & PA4 parking standards along selected arterials in the "Duke Heights" Employment Area, as well as reducing the parking standard for Manufacturing Uses, are measures consistent with and supportive of the policy objectives of OPA 231 and the City's Official Plan in general.

It should also be borne in mind that the parking requirements in By-law 569-2013 were developed around the concept of defining the "minimum responsible" standard. There are no maximum limits imposed on the amount of parking to be provided on lots in the Rest of the City. It is not uncommon for developers to provide more parking than required by the minimum standards of the zoning by-law when it is considered to be in their interests to do so for operational or marketing reasons. It is particularly the case for Employment Areas that adequate employee parking be provided and, to the extent this holds true, there is a strong element of self-regulation that can be relied on to ensure that parking needs are met.

### 5.2.3 Proposed Form of the Amendment

To facilitate the introduction of the proposed amendments to the minimum parking requirements into the structure of By-law 569-2013 it is recommended that a new parking "Policy Area 5" be created for the "Duke Heights" Employment Area. This would require the provision of an overlay map for the "Duke Heights" area that enables the identification of those properties along major arterial streets where the PA3 and PA4 minimum parking standards apply and which distinguishes the entire area as one in which the 0.5/100 m<sup>2</sup> minimum parking standard for Manufacturing Uses is applicable.

The PA5 overlay map should show the PA3 parking standards applying to properties that lay within approximately 500 metres of the subway stations located on Sheppard Avenue and at Keele/Finch.

The PA4 parking standards should be shown to apply to properties fronting onto the south side of Steeles Avenue and the west side of Dufferin Street. As well, the PA4 standards should be shown to apply to the remaining properties fronting onto the north side of Sheppard Avenue, the west side of Keele Street and both sides of Finch Avenue that fall beyond the 500 metres range of a subway station.

In effect, the PA5 parking policy area is being created to facilitate the introduction of amended parking standards for a selected part of the Rest of the City. It is not unreasonable to expect a future need for the fine-tuning of parking standards in the Rest of the City as new transit lines and services are developed and as the City's broader transportation policies and programs take effect.

## 5.3 Bicycle Parking

Large institutional and commercial facilities subject to the new City-wide Zoning By-law 569-2013 are required to provide bicycle parking spaces subject to Chapter 230. Uses identified in Table 230.5.10.1(1) with a combined total interior floor area of 2,000 m<sup>2</sup> or greater are required to provide short-term and long-term bicycle parking spaces and shower facilities in accordance with the Zoning By-law.

The provision of bicycle parking is an important transportation demand management measure and exploit the significant rapid and frequent transit service provided throughout the DUKE Heights BIA area.

## Appendix A - LAND USE GUIDELINE AND POLICY REVIEW

### Land Use Mix

POLICY	POLICY NO.
<b>Provincial Policy Statement, 2014</b>	
Land use patterns within settlement areas shall be based on: <ul style="list-style-type: none"> <li>a) a) densities and a mix of land uses which:               <ol style="list-style-type: none"> <li>1. efficiently use land and resources;</li> <li>2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;</li> <li>3. minimize negative impacts to air quality and climate change, and promote energy efficiency;</li> <li>4. support active transportation;</li> <li>5. are transit-supportive, where transit is planned, exists or may be developed; and</li> <li>6. are freight-supportive; and</li> </ol> </li> <li>b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.</li> </ul>	1.1.3.2
Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.	1.1.3.4

### Land Use Compatibility

POLICY	POLICY NO.
<b>Provincial Policy Statement, 2014</b>	
<i>Major facilities and sensitive land uses</i> should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities.	1.2.6.1
<b>TP 1246 E Aviation – Land Use in the Vicinity of Aerodromes</b>	
<b>Primary Hazard Zones</b> generally enclose airspace in which aircraft are at or below altitudes of 1500 feet AGL (above ground level). These are the altitudes most populated by hazardous birds, and at which collisions with birds have the potential to result in the greatest damage.	3.2
<b>Secondary Hazard Zones</b> (4km beyond the Primary Hazard Zone) are buffers that account for: <ul style="list-style-type: none"> <li>• variables in pilot behaviour and technique;</li> <li>• variations in departure and arrival paths that are influenced by environmental conditions, ATC (air traffic control) requirements, IFR versus VFR flight, etc.; and</li> <li>• unpredictability of bird behaviour, and variations in bird movements around specific land uses.</li> </ul>	

**Special Hazard Zones**, though often distant from aerodromes, may regularly attract potentially hazardous species across primary or secondary zones.

**Table 1. Hazardous land-use acceptability by hazard zone**

LEVEL OF RISK	LAND USE	LAND-USE ACCEPTABILITY BY ZONE		
		Primary	Secondary	Special
<b>Potentially High</b>	Putrescible waste landfills	No	No	No
	Food waste hog farms	No	No	No
	Fish processing/packing plants	No	No	No
	Horse racetracks	No	No	No
	Wildlife refuges	No	No	No
	Waterfowl feeding stations	No	No	No
<b>Potentially Moderate</b>	Open or partially enclosed waste transfer stations	No	No	Yes
	Cattle paddocks	No	No	Yes
	Poultry factory farms	No	No	Yes
	Sewage lagoons	No	No	Yes
	Marinas/fishing boats/fish cleaning facilities	No	No	Yes
	Golf courses	No	No	Yes
	Municipal parks	No	No	Yes
	Picnic areas	No	No	Yes
<b>Potentially Low</b>	Dry waste landfills	No	Yes	Yes
	Enclosed waste transfer facility	No	Yes	Yes
	Wet/dry recycling facility	No	Yes	Yes
	Marshes, swamps & mudflats	No	Yes	Yes
	Stormwater management ponds	No	Yes	Yes
	Plowing/cultivating/haying	No	Yes	Yes
	Commercial shopping mall/plazas	No	Yes	Yes
	Fast food restaurants	No	Yes	Yes



Potentially Limited	Outdoor restaurants	No	Yes	Yes
	School yards	No	Yes	Yes
	Community & recreation centers	No	Yes	Yes
	Vegetative compost facilities	Yes	Yes	Yes
	Natural habitats	Yes	Yes	Yes
	Inactive agricultural fields	Yes	Yes	Yes
	Inactive hay fields	Yes	Yes	Yes
	Rural ornamental & farm ponds	Yes	Yes	Yes
	Residential areas	Yes	Yes	Yes

Table 2A - Residential					Part 4, Table 2
Noise Exposure Forecast Values	>40	40-35	35-30	< 30	
Response Areas	1	2	3	4	
Detached, Semi-Detached	NO	NO	NO	A	
Town Houses, Garden Homes	NO	NO	NO	A	
Apartments	NO	NO	NO	A	

Table 2B- Recreational - Outdoor				
Noise Exposure Forecast Values	>40	40-35	35-30	< 30
Response Areas	1	2	3	4
Athletic Fields	NO	J	K	YES
Stadiums	NO	NO	K	YES
Theatres - Outdoor	NO	NO	NO	H
Racetracks - Horses	NO	K	K	YES
Racetracks - Autos	YES	YES	YES	YES
Fairgrounds	K	K	YES	YES
Golf Courses	YES	YES	YES	YES
Beaches and Pools	YES	YES	YES	YES
Tennis Courts	NO	K	YES	YES
Playgrounds	K	K	YES	YES
Marinas	YES	YES	YES	YES

Part 4,  
Table 2

Camping Grounds	NO	NO	NO	NO
Park and Picnic Areas	NO	K	YES	YES

**Table 2C - Commercial**

Noise Exposure Forecast Values	>40	40-35	35-30	< 30
Response Areas	1	2	3	4
Offices	F	E	D	YES
Retail Sales	F	D	YES	YES
Restaurants	F	D	D	YES
Indoor Theatres	NO	G	D	YES
Hotels and Motels	NO	F	G	YES
Parking Lots	YES	YES	YES	YES
Gasoline Stations	YES	YES	YES	YES
Warehouses	YES	YES	YES	YES
Outdoor Sales	E	K	YES	YES

**Table 2D - Public**

Noise Exposure Forecast Values	>40	40-35	35-30	< 30
Response Areas	1	2	3	4
Schools	NO	NO	D	C
Churches	NO	NO	D	C
Hospitals	NO	NO	D	C
Nursing Homes	NO	NO	D	C
Auditoriums	NO	NO	D	C
Libraries	NO	NO	D	C
Community Centres	NO	NO	D	C
Cemeteries	N	N	N	N

**Table 2E - Municipal Utilities**

Noise Exposure Forecast Values	>40	40-35	35-30	< 30
Response Areas	1	2	3	4
Electric Generating Plants	YES	YES	YES	YES
Gas & Oil Storage	YES	YES	YES	YES
Garbage Disposal	YES	YES	YES	YES
Sewage Treatment	YES	YES	YES	YES
Water Treatment	YES	YES	YES	YES
Water Storage	YES	YES	YES	YES

**Table 2F - Industrial**

Noise Exposure Forecast Values	>40	40-35	35-30	< 30
Response Areas	1	2	3	4
Factories	I	I	YES	YES
Machine Shops	I	I	YES	YES
Rail Yards	YES	YES	YES	YES
Ship Yards	YES	YES	YES	YES
Cement Plants	I	I	YES	YES
Quarries	YES	YES	YES	YES
Refineries	I	I	YES	YES
Laboratories	NO	D	YES	YES
Lumber Yards	YES	YES	YES	YES
Saw Mills	I	I	YES	YES

**Table 2G - Transportation**

Noise Exposure Forecast Values	>40	40-35	35-30	< 30
Response Areas	1	2	3	4
Highways	YES	YES	YES	YES
Railroads	YES	YES	YES	YES
Shipping Terminals	YES	YES	YES	YES
Passenger Terminals	D	YES	YES	YES

**Table 2H - Agriculture**

Noise Exposure Forecast Values	>40	40-35	35-30	< 30
Response Areas	1	2	3	4
Crop Farms	YES	YES	YES	YES
Market Gardens	YES	YES	YES	YES
Plant Nurseries	YES	YES	YES	YES
Tree Farms	D	YES	YES	YES
Livestock Pastures	M	YES	YES	YES
Poultry Farms	L	L	YES	YES
Stockyards	M	YES	YES	YES
Dairy Farms	M	YES	YES	YES
Feed Lots	M	YES	YES	YES
Fur Farms	K	K	K	K

**Explanatory Notes for Table 2**

The location of the lines between noise zones cannot be fixed exactly. It will therefore be necessary for the responsible public authority to make an appropriate interpretation of what regulations are to apply at a specific location.

In cases where reference is made to a detailed on-site noise analysis, or to peak noise levels, it will be appreciated that the notes are intended to apply specifically at existing aerodromes, where a field assessment is possible. For planning with respect to new aerodromes, such zones should be considered cautionary. Before reaching a final decision with respect to permitting the particular land-use in question, the authority may wish to consider local topographic effects and ambient noise levels, in conjunction with generalized peak noise level "footprints" for the predominant aircraft types to be using the new aerodrome.

**A**

Annoyance caused by aircraft noise may begin as low as NEF 25. It is recommended that developers be made aware of this fact and that they undertake to so inform all prospective tenants or purchasers of residential units. In addition, it is suggested that development should not proceed until the responsible authority is satisfied that acoustic insulation features, if required, have been considered in the building design.

**B**

(b) This Note applies to NEF 30 to 35 only. New residential construction or development should not be undertaken. If the responsible authority chooses to proceed contrary to Transport Canada's recommendation, residential construction or development between NEF 30 and 35 should not be permitted to proceed until the responsible authority is satisfied that: (1) appropriate acoustic insulation features have been considered in the building and (2) a noise impact assessment



study has been completed and shows that this construction or development is not incompatible with aircraft noise. Notwithstanding point 2, the developer should still be required to inform all prospective tenants or purchasers of residential units that speech interference and annoyance caused by aircraft noise are, on average, established and growing at NEF 30 and are very significant by NEF 35.

**C**

These facilities should not be located close to the 30-NEF contour unless the restrictions outlined in Note D below are applied.

**D**

These uses should not be approved unless a detailed noise analysis is conducted and the required noise insulation features are considered by the architectural consultant responsible for the building design.

**E**

When associated with a permitted land use, an office may be located in this zone provided that all relevant actors are considered and a detailed noise analysis is conducted to establish the noise reduction features required to provide an indoor environment suited to the specific office function.

**F**

It is recommended that this specific land use should be permitted only if related directly to aviation-oriented activities or services. Conventional construction will generally be inadequate and special noise insulation features should be included in the building design.

**G**

Generally, these facilities should not be permitted in this zone. However, where it can be demonstrated that such a land use is highly desirable in a specific instance, construction may be permitted to proceed provided that a detailed noise analysis is conducted and the required noise insulation features are included in the building design.

**H**

Facilities of this nature should not be located close to the NEF 30 contour unless a detailed noise analysis has been conducted.

**I**

Many of these uses would be acceptable in all NEF zones. However, consideration should be given to internally generated noise levels, and acceptable noise levels in the working area.

**J**

Undesirable if there is spectator involvement.

**K**

It is recommended that serious consideration be given to an analysis of peak noise levels and the effects of these levels on the specific land use under consideration.

**L**

<p>The construction of covered enclosures should be undertaken if this use is to be newly introduced to the noise environment. (See Note M below).</p> <p><b>M</b> Research has shown that animals condition themselves to high noise levels. However, it is recommended that peak noise levels be assessed before this use is allowed.</p> <p><b>N</b> This appears to be a compatible land use in all NEF zones.</p>	
<b>Ministry of the Environment Guideline D-6</b>	
<p>When there are existing and committed industrial uses, the Ministry recommends that the category designation of "Class I", "Class II" or "Class III", according to Appendix A of this policy, be indicated in the land use plans by the approval authority.</p> <p>Plan approval agencies are encouraged to delineate all potential influence areas or, where known, the actual influence areas, around existing and committed industrial land uses within their jurisdiction, to be used as a 'flag' when a change in land use is proposed within them.</p> <p>This should be done on a scaled land use plan or map, and included in an easily accessible document, such as an official plan schedule.</p> <p>Note: It would be advisable to include locations of former industrial facilities as well, since decommissioning and soil clean up may be required for site re-use. See Section 4.10.8, "Site Clean Up and Decommissioning" also.</p>	4.2.3
<p>When the separation distance extends beyond the facility/sensitive site boundary or the industrial/sensitive zoned or designated lands, the intervening lands may be of a use or activity compatible with both the facility and the sensitive land use.</p> <p>For example, depending upon the amount of intervening space, uses could include: warehousing, various commercial uses that relate to types of industries or the neighbouring lands, open/green space, road allowance or, for Class III and Class II industrial uses, Class I industrial uses. If a lower Class of industrial use is used, there must still be adequate separation and/or buffering as established in this guideline to avoid or eliminate adverse effects on any sensitive land uses in the vicinity.</p>	4.2.5
<p>No incompatible development other than that identified in Section 4.10, "Redevelopment, Infilling and Mixed Use Areas" should occur in the areas identified below and illustrated in Appendix C, even if additional mitigation for adverse effects, as discussed in Section 4.2 of Procedure D-1-1, "Types of Buffers", is provided:</p> <p>Class I - 20 metres minimum separation distance Class II - 70 metres minimum separation distance Class III - 300 metres minimum separation distance (See Section 4.4, "Measuring Separation Distance" also).</p>	4.3

These minimums are based on Ministry studies and historical complaint data. They also make allowance for the fact that conventional zoning classifications usually permit a broad range of uses with varying potential to create land use conflicts.	
<p>Where site-specific zoning or site plan control precludes the use of the setback for any activity associated with the industrial use that could create an adverse effect such as shipping and receiving or outside storage/stockpiling of materials (e.g. front yard must be landscaped, and functions as a buffer), then the setback can be included as part of the measurement, rather than measuring from the industrial property line.</p> <p>Note: This approach could restrict future expansion of existing land uses.</p> <p>On-site buffers could be required by a municipality through zoning by-law setback requirements in industrial subdivisions, but this may not be practical, as the provision of very deep lots would be necessary. See Section 4.2.4, "On-Site Separation Distance" also. The use of other forms of mitigation may have to wait until a specific industry and/or sensitive land use has been identified/established.</p>	4.4.3
Where there is no existing industrial facility within the area designated/zoned for industrial land use, determination of the potential influence area shall be based upon a hypothetical "worst case scenario" for which the zoned area is committed. Therefore, Ministry staff or the delegated authority shall use the outside range of the potential influence area to determine an appropriate separation distance. See Section 4.2.2, "Determining Permitted Uses Within Industrial Land Use Designations" also.	4.4.5
<p>Where an influence area has been established based upon existing industrial land uses, it will be the responsibility of the local municipality to restrict, through zoning or any other available means, the types of future industrial uses that can occur, so that they are compatible with the influence area used.</p> <p>Note: Zoning by-laws cannot control the level of emissions produced (related to specific products) or technology used, hours of operation or traffic movements. It is difficult to correlate zoning by-laws with the industrial classifications set out in Appendix A, and therefore site-specific/spot zoning or a requirement for re-zoning by the municipality may be necessary to ensure that the establishment of new industrial uses comply with this guideline. See Section 4.2.2, "Determining Permitted Uses Within Industrial Land Use Designations" also.</p>	4.4.6
<p>When impacts from industrial activities cannot be mitigated or prevented to the level of a trivial impact (i.e. no adverse effects), new development, whether it be an industrial facility or a sensitive land use, shall not be permitted.</p> <p>There may be situations where development or redevelopment can be phased until such time that an adverse effect would no longer exist (e.g. the facility ceases to operate or the problem is rectified by new technology).</p>	4.5.3
Additional mitigation measures (see Procedure D-1-1, "Land Use Compatibility: Implementation", Section 4.2, "Types of Buffers") may need to be incorporated on either the development lands or the surrounding properties, at the expense of the developer, where the industrial facility is operating in compliance with legislated Ministry requirements.	4.7
It may not be possible to achieve the recommended minimum separation distances set out in Section 4.3 of this guideline in areas where infilling, urban redevelopment and/or a transition to mixed use is taking place.	4.10

The following requirements shall apply if this Ministry or a delegated authority is to consider proposals for urban redevelopment, infilling and/or a transition to mixed use within less than the Ministry's recommended separation distances set out in Section 4.3 of this guideline:	
The Ministry or delegated authority shall only consider redevelopment, infill and mixed use proposals which put industrial and sensitive land uses together within less than the recommended minimum separation distances (see Section 4.3), if the zoning is use specific (i.e. only the existing or proposed industrial or sensitive use is permitted by the municipality or other approving authority), or if planning considerations are based on the "worst case scenario" based on permitted uses in the industrial zoning by-law.	4.10.2
<b>Separation Distances</b>	D-6-3

## Employment & Employment Areas

<b>POLICY</b>	<b>POLICY NO.</b>
<b>Provincial Policy Statement, 2014</b>	
Planning authorities shall promote economic development and competitiveness by: <ul style="list-style-type: none"> <li>e) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;</li> <li>f) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;</li> <li>g) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and</li> <li>h) ensuring the necessary infrastructure is provided to support current and projected needs.</li> </ul>	1.3.1
Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.	1.3.2.1
Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.	1.3.2.2
Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.	1.3.2.3
Planning authorities may plan beyond 20 years for the long-term protection of employment areas provided lands are not designated beyond the planning horizon identified in policy 1.1.2.	1.3.2.4
<b>Growth Plan for the Greater Golden Horseshoe, 2017</b>	
Economic development and competitiveness in the GGH will be promoted by: <ul style="list-style-type: none"> <li>a) making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;</li> <li>b) ensuring the availability of sufficient land, in appropriate locations, for a variety of employment to accommodate forecasted employment growth to the horizon of this Plan;</li> </ul>	2.2.5.1

<ul style="list-style-type: none"> <li>c) planning to better connect areas with high employment densities to transit; and</li> <li>d) integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.</li> </ul>	
Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.	2.2.5.2
Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.	2.2.5.3
In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.	2.2.5.4
<p>Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will each develop an employment strategy that:</p> <ul style="list-style-type: none"> <li>a) establishes a minimum density target for all employment areas, measured in jobs per hectare, that reflects the current and anticipated type and scale of employment that characterizes the employment areas and aligns with policy 2.2.5.1;</li> <li>b) identifies opportunities for the intensification of employment areas on sites that support active transportation and are served by existing or planned transit; and</li> <li>c) will be implemented through a municipal comprehensive review, including official plan policies and designations and zoning by-laws</li> </ul>	2.2.5.5
Upper- and single-tier municipalities, in consultation with lower-tier municipalities, will designate all employment areas, including any prime employment areas, in official plans and protect them for appropriate employment uses over the long-term.	2.2.5.6
<p>Municipalities will plan for all employment areas within settlement areas, with the exception of any prime employment areas, by:</p> <ul style="list-style-type: none"> <li>a) prohibiting residential uses and limiting other sensitive land uses that are not ancillary to the primary employment use;</li> <li>b) prohibiting major retail uses or establishing a size or scale threshold for any major retail uses that are permitted and prohibit any major retail uses that would exceed that threshold; and</li> <li>c) integrating employment areas with adjacent non-employment areas and developing vibrant, mixed-use areas and innovation hubs, where appropriate.</li> </ul>	2.2.5.7
<p>Municipalities may identify employment areas located adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as prime employment areas and plan for their protection for appropriate employment uses over the long-term by:</p> <ul style="list-style-type: none"> <li>a) prohibiting residential, institutional, and other sensitive land uses;</li> <li>b) prohibiting retail and office uses that are not associated with or ancillary to the primary employment use; and</li> <li>c) planning for freight-supportive land use patterns.</li> </ul>	2.2.5.8
<p>The conversion of lands within employment areas or prime employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:</p> <ul style="list-style-type: none"> <li>a) there is a need for the conversion;</li> <li>b) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;</li> </ul>	2.2.5.9



<ul style="list-style-type: none"> <li>c) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;</li> <li>d) the proposed uses would not adversely affect the overall viability of the employment area or prime employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan; and</li> <li>e) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.</li> </ul>	
For greater certainty, the redesignation of an employment area to a designation that permits non-employment uses is considered a conversion and may occur only through a municipal comprehensive review undertaken in accordance with policy 2.2.5.9.	2.2.5.10
Any change to an official plan to permit new or expanded opportunities for major retail in an employment area may occur only through a municipal comprehensive review undertaken in accordance with policy 2.2.5.9.	2.2.5.11
<p>Existing office parks will be supported by:</p> <ul style="list-style-type: none"> <li>a) improving connectivity with transit and active transportation networks;</li> <li>b) providing for an appropriate mix of amenities and open space to serve the workforce;</li> <li>c) planning for intensification of employment uses; and</li> <li>d) approaches to transportation demand management that reduce reliance on single-occupancy vehicle use.</li> </ul>	2.2.5.13
Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, are encouraged to undertake a co-ordinated approach to planning for large areas with high concentrations of employment that cross municipal boundaries and are major trip generators, on matters such as transportation demand management and economic development. If necessary, the Minister may identify certain areas that meet these criteria and provide direction for a co-ordinated approach to planning.	2.2.5.14
<b>Amendment 1 to the Growth Plan, 2019</b>	
The development of sensitive land uses over major retail uses or major office uses will avoid, or where avoidance is not possible, minimize and mitigate adverse impacts on industrial, manufacturing or other uses that are particularly vulnerable to encroachment.	2.2.5.8
<p>The conversion of lands within employment areas to non-employment uses may be permitted only through a municipal comprehensive review where it is demonstrated that:</p> <ul style="list-style-type: none"> <li>e) there is a need for the conversion;</li> <li>f) the lands are not required over the horizon of this Plan for the employment purposes for which they are designated;</li> <li>g) the municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of this Plan;</li> <li>h) the proposed uses would not adversely affect the overall viability of the employment area or the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this plan; and</li> <li>i) there are existing or planned infrastructure and public service facilities to accommodate the proposed uses.</li> </ul>	2.2.5.9
<p>Notwithstanding policy 2.2.5.9, until the next municipal comprehensive review, lands within existing employment areas may be converted to a designation that permits non-employment uses, provided the conversion would:</p> <ul style="list-style-type: none"> <li>a. satisfy the requirements of policy 2.2.5.9 a), d) and e); and</li> <li>b. maintain a significant number of jobs on those lands.</li> </ul>	2.2.5.10

Any change to an official plan to permit new or expanded opportunities for <i>major retail</i> in an <i>employment area</i> may only occur in accordance with policy 2.2.5.9 or 2.2.5.10.	2.5.5.11
The Minister may identify provincially significant employment zones to support co-ordination of planning for jobs and economic development at a regional scale and will require their protection through appropriate official plan policies and designations. Policy 2.2.5.10 will not apply to any part of an employment area within a provincially significant employment zone.	2.2.5.11
The Minister may identify provincially significant employment zones to support co-ordination of planning for jobs and economic development at a regional scale and will require their protection through appropriate official plan policies and designations. Policy 2.2.5.10 will not apply to any part of an employment area within a provincially significant employment zone.	2.2.5.12
Upper- and single-tier municipalities, in consultation with lower-tier municipalities, will establish minimum density targets for all <i>employment areas</i> within settlement areas that: <ul style="list-style-type: none"> <li>e) are measured in jobs per hectare;</li> <li>f) reflect the current and anticipated type and scale of employment that characterizes the employment area to which the target applies;</li> <li>g) reflects opportunities for the intensification of employment areas on sites that support active transportation and are served by existing or planned transit; and</li> <li>h) will be implemented through official plan policies and designations and zoning by-laws.</li> </ul>	2.2.5.13
Outside of <i>employment areas</i> , the redevelopment of any employment lands should retain space for a similar number of jobs to remain accommodated on site.	2.2.5.14
Existing office parks will be supported by: <ul style="list-style-type: none"> <li>a) improving connectivity with transit and active transportation networks;</li> <li>b) providing for an appropriate mix of amenities and open space to serve the workforce;</li> <li>c) planning for intensification of employment uses;</li> <li>d) ensuring that the introduction of any non-employment uses, if appropriate, would be limited and would not negatively impact the primary function of the area; and</li> <li>e) approaches to transportation demand management that reduce reliance on single-occupancy vehicle use.</li> </ul>	2.2.5.16
To implement this Plan, the Minister will, in collaboration with other Ministers of the Crown where appropriate, identify, establish, or update the following: <p>....</p> d) provincially significant employment zones.	5.2.2.1.d)
<b>Toronto Official Plan</b>	
Employment Districts shown on Map 2 will be protected and promoted exclusively for economic activity in order to: <ul style="list-style-type: none"> <li>a) maintain and grow the City's tax base;</li> <li>b) attract new and expand existing employment clusters that are key to Toronto's competitive advantage;</li> <li>c) develop quality Employment Districts that are globally competitive locations for national and international business and offer a wide choice of sites for new business;</li> <li>d) nurture Toronto's diverse economic base;</li> <li>e) provide a good overall balance between population and employment growth by creating job opportunities for Toronto residents;</li> </ul>	

<ul style="list-style-type: none"> <li>f) provide a range of employment opportunities for Toronto residents that can be reached by means other than the private automobile; and</li> <li>g) create and sustain well-paid, stable, safe and fulfilling employment opportunities for all Torontonians.</li> </ul>	
<p>Employment Districts will be enhanced to ensure they are attractive and function well, through actions such as:</p> <ul style="list-style-type: none"> <li>a) permitting a broad array of economic activity that encourages existing businesses to branch out into new areas of activity and facilitates firms with functional linkages to locate in close proximity to one another;</li> <li>b) investing in key infrastructure, or facilitating investment through special tools, programs or partnerships, in order to: <ul style="list-style-type: none"> <li>i. revitalize Employment Districts which may be experiencing decline because of vacancies and closures, absence of key physical infrastructure, poor accessibility, or poor environmental conditions;</li> <li>ii. promote the distinctive character or specialized function of a District to attract firms within a particular targeted cluster of economic activity;</li> <li>iii. facilitate the development of vacant lands; and</li> <li>iv. create comfortable streets, parks and open spaces for workers and landscaped streetscapes to attract new business ventures; and</li> </ul> </li> <li>c) encouraging and supporting business associations that promote and provide a business voice for the District</li> </ul>	
<p>Employment Areas are places of business and economic activity. Uses that support this function consist of: offices, manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, parks, hotels, retail outlets ancillary to the preceding uses, and restaurants and small scale stores and services that serve area businesses and workers.</p>	4.6.1
<p>Within Employment Areas, places of worship, recreation and entertainment facilities, business and trade schools and branches of community colleges or universities may locate only on major streets as shown on Map 3. All existing places of worship, recreation and entertainment facilities, business and trade schools and branches of community colleges and universities legally established before the approval date of this Official Plan within Employment Areas are permitted.</p>	4.6.2
<p>Development will contribute to the creation of competitive, attractive, highly functional Employment Areas by:</p> <ul style="list-style-type: none"> <li>a) supporting the economic function of the Employment Areas and the amenity of adjacent areas;</li> <li>b) encouraging the establishment of key clusters of economic activity with significant value-added employment and assessment;</li> <li>c) avoiding excessive car and truck traffic on the road system within Employment Areas and adjacent areas;</li> <li>d) providing adequate parking and loading on-site;</li> <li>d) sharing driveways and parking areas wherever possible;</li> <li>e) mitigating the effects of noise, vibration, dust, odours or particulate matter that will be detrimental to other businesses or the amenity of neighbouring areas;</li> <li>f) providing landscaping on the front and any flanking yard and adjacent to any public parks and open space to create an attractive streetscape and screening parking, loading and service areas;</li> </ul>	4.6.6

<p>g) treating the boundary between Employment Areas and residential lands with landscaping, fencing, or other measures to minimize nuisance impacts; and</p> <p>h) ensuring that outside storage and outside processing is:</p> <ul style="list-style-type: none"> <li>i. limited in extent;</li> <li>ii. generally located at the rear of the property;</li> <li>iii. well screened by fencing and landscaping where viewed from adjacent streets, highways, parks and neighbouring land uses; and</li> <li>iv. not detrimental to neighbouring land uses in terms of dust, noise and odours.</li> </ul>	
<p>A multi-faceted approach to economic development in Toronto will be pursued that:</p> <p>d) Encourages the expansion of health and educational institutions, and improving transit access to them; and</p>	3.5.1.2.d)
<b>Official Plan Amendment 231</b>	
Retention of Employment Areas exclusively as stable places of business and economic activities;	3.5.1.1.b) (under appeal)
Protects <i>Employment Areas</i> as stable places of business and protects major facilities across the City consistent with the policies of this Plan, in particular, all Compatibility / Mitigation policies in Sections 2.2.4, 3.4.21 and 4.6.5;	3.5.1.1.b)
Encourages the expansion of health and educational institutions, and improving transit access to them; and	3.5.1.1.d)
New office development will be promoted in <i>Mixed Use Areas and Regeneration Areas</i> in the <i>Downtown and Central Waterfront</i> and <i>Centres</i> , and all other <i>Mixed Use Areas, Regeneration Areas and Employment Areas</i> within 500 metres of any existing or approved and funded subway, light rapid transit or GO station. Secondary Plans and Site and Area Specific Policies may establish policies providing for minimum standards for commercial development within 500 metres of an existing or approved and funded subway, light transit or Go station.	3.5.1.6 (under appeal)
Major freestanding office buildings with 10,000 square metres or more of gross floor area, or the capacity for 500 jobs or more, should be located in <i>Mixed Use Areas, Regeneration Areas and Employment Areas</i> within the <i>Downtown and Central Waterfront</i> and the <i>Centres</i> , and/or within 500 metres of an existing or an approved and funded subway, light rapid transit or GO station.	3.5.1.7 (under appeal)
Retail uses of any scale or form that implements the built form policies of this Plan is provided for in a <i>General Employment Area</i> . However, because major retail developments have the potential for greater impacts, they may be permitted only through the enactment of a site specific zoning by-law, and after consideration of number of criteria, including:	4.6.a) (under appeal)
<ul style="list-style-type: none"> <li>a. transportation impacts on the <i>Employment Area</i> and nearby residential neighbourhoods;</li> <li>b. a form that represents intensified use of finite employment lands;</li> <li>c. effect upon the economic health of nearby retail shopping areas;</li> <li>d. provision of new streets or driveways and pedestrian amenities; and</li> <li>e. placement of buildings next to the street frontage.</li> </ul>	
<i>Core Employment Areas</i> are places for business and economic activities. Uses permitted in <i>Core Employment Areas</i> are all types of manufacturing, processing, warehousing, wholesaling, distribution, storage, transportation facilities, vehicle repair and services, offices, research and development facilities, utilities, waste	4.6.1

management systems, industrial trade schools, media, information and technology facilities, and vertical agriculture.	
The following additional uses are permitted provided they are ancillary to and intended to serve the <i>Core Employment Area</i> in which they are located: parks, small-scale restaurants, catering facilities, and small-scale service uses such as courier services, banks and copy shops. Small scale retail uses that are ancillary to and on the same lot as the principal use are also permitted. The Zoning By-law will establish development standards for all of these uses.	4.6.2
General Employment Areas are places for business and economic activities generally located on the peripheries of <i>Employment Areas</i> . In addition to all uses permitted in Policies 4.6.1 and 4.6.2, permitted uses in a <i>general Employment Area</i> also include restaurant and all types of retail* and service uses.  (*note: "all types of retail" currently under appeal)	4.6.3
Fitness centres are permitted in <i>General Employment Areas</i> . Ice arenas legally established before March 26, 2018 in <i>General Employment Areas</i> are permitted.	4.6.4
Major retail developments with 6,000 square metres or more of retail gross floor area may be considered in General Employment Areas outside of the Downtown and Central Waterfront on lots that front onto and have access to major streets as shown on Map 3, through the enactment of a zoning by-law where the following matters are addressed to the City's satisfaction: <ul style="list-style-type: none"> <li>a) The transportation demands and impacts generated by the development, particularly upon nearby residential neighbourhoods and the Employment Area, are reviewed and necessary improvements and mitigation measures can be completed;</li> <li>b) It is demonstrated that the existing and planned function of the Employment Area and within any nearby Employment Area, including the movement of goods and employees, is not adversely affected;</li> <li>c) It is demonstrated that the economic health and planned function of nearby retail shopping districts are not adversely affected;</li> <li>d) New public streets and/or private driveways designed to City standards for new streets, as appropriate, are provided adding to the area street network and providing improved pedestrian access and amenity;</li> <li>e) Retail buildings are located with street frontage and direct entrances from the sidewalks of the public streets or private driveways designed to City standards for new streets;</li> <li>f) Parking located between the retail uses and the public sidewalk is minimized, and parking is located at the flank or rear of the building;</li> <li>g) Buildings are a minimum of two storeys; and</li> <li>h) The majority of vehicle parking is located below grade and/or in a parking structure with limited visibility from the street;</li> </ul>	4.6.5

## Public Realm

POLICY	POLICY NO.
<b>Provincial Policy Statement, 2014</b>	
planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity	1.5.1.a)
<b>Official Plan Amendment 231</b>	



providing a high quality public realm with a connected, easily understood, comfortable and safe network of streets, parks and accessible open spaces;	4.6.6.c)
integrating the development into the public street network and systems of roads, sidewalks, walkways, bikeways and transit facilities, and establishing new segments where appropriate;	4.6.6.d)
limiting or mitigating the effects of traffic generated by the development within the <i>Employment Area</i> and adjacent areas;	4.6.6.e)
mitigating the effects of noise, vibration, dust odours or particulate matter that will be detrimental to other businesses or the amenity of neighbouring areas;	4.6.6.i)
providing landscaping on the front and any flanking yard adjacent to any public street, park and open space to create an attractive streetscape, and screening parking, loading and service areas;	4.6.6.j)
ensuring that where the zoning by-law(s) permit open storage and/or outdoor processing of goods and materials, the open storage and/or processing is: <ul style="list-style-type: none"> <li>i) limited in extent;</li> <li>ii) generally located at the rear of the property;</li> <li>iii) well screened by fencing and landscaping where viewed from adjacent streets, highways, parks and neighbouring land uses; and</li> <li>iv) not adversely affecting existing and planned neighbouring land uses in terms of dust, noise and odours.</li> </ul>	4.6.6.l)

## Transit and Transportation

POLICY	POLICY NO.
<b>Provincial Policy Statement, 2014</b>	
Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible	1.6.7.2
A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.	1.6.7.4
Transportation and land use considerations shall be integrated at all stages of the planning process.	1.6.7.5
<b>Growth Plan for the Greater Golden Horseshoe, 2017</b>	
The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.	2.2.4.1
For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.	2.2.4.2
Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of: <ul style="list-style-type: none"> <li>a) 200 residents and jobs combined per hectare for those that are served by subways;</li> <li>b) 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or</li> <li>c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.</li> </ul>	2.2.4.3

Within major transit station areas on priority transit corridors or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited.	2.2.4.6
Within all major transit station areas, development will be supported, where appropriate, by: <ul style="list-style-type: none"> <li>a) planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels;</li> <li>b) fostering collaboration between public and private sectors, such as joint development projects;</li> <li>c) providing alternative development standards, such as reduced parking standards; and</li> <li>d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities</li> </ul>	2.2.4.9
Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.	2.2.4.11
Municipalities will develop and implement transportation demand management policies in official plans or other planning documents or programs to: <ul style="list-style-type: none"> <li>a) reduce trip distance and time;</li> <li>b) increase the modal share of alternatives to the automobile, which may include setting modal share targets;</li> <li>c) prioritize active transportation, transit, and goods movement over single-occupant automobiles;</li> <li>d) expand infrastructure to support active transportation; and</li> <li>e) consider the needs of major trip generators</li> </ul>	3.2.2.4
<b>Amendment 1 to the Growth Plan, 2019</b>	
The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.	Major Transit Station Area, definitions
<b>City of Toronto Official Plan</b>	
Transit use will be encouraged in Employment Districts through investing in improved levels of service, by encouraging new economic development to take place in a form and density that supports transit and by encouraging travel demand management measures.	2.2.4.3
A multi-faceted approach to economic development in Toronto will be pursued that: <ul style="list-style-type: none"> <li>a) Stimulates transit-oriented office growth in the Downtown and the Central Waterfront, the Centres and within walking distance of existing and approved and funded subway, light rapid transit and GO stations in other Mixed Use Areas, Regeneration Areas and Employment Areas ;</li> </ul>	3.5.1.2.a)
A multi-faceted approach to economic development in Toronto will be pursued that: <ul style="list-style-type: none"> <li>e) Encourages the expansion of health and educational institutions, and improving transit access to them; and</li> </ul>	3.5.1.2.d)
Transit use will be encouraged in Employment Districts through investing in improved levels of service, by encouraging new economic development to take place in a form and density that supports transit and by encouraging travel demand management measures.	2.2.4.3
Measures will be introduced and standards applied on roads within Employment Districts that give priority to the movement of transit vehicles and trucks.	2.2.4.4

Walking and cycling will be encouraged by creating safer and more attractive conditions in Employment Districts .	2.2.4.5
<p>Transit service and use to and from Employment Areas will be enhanced by:</p> <ul style="list-style-type: none"> <li>a) Investing in improved levels of service to Employment Areas, particularly from nearby residential areas and mixed commercial-residential areas;</li> <li>b) Encouraging new employment development to take place in a form and density that supports transit and discourages large areas of surface parking;</li> <li>c) Creating safe and comfortable pedestrian conditions between places of work and transit stops; and</li> <li>a) d) Encouraging travel demand management measures.</li> </ul>	2.2.4.7
<p>New developments may be required to conduct a Transportation Impact Study (TIS) in accordance with the City's TIS Guidelines. The TIS will identify the demands and impacts of new development, and identify transportation improvements, a Travel Demand Management (TDM) strategy and/or other mitigating measures to accommodate travel generated by the development, and where relevant:</p> <ul style="list-style-type: none"> <li>a) weigh traffic needs against the broader objectives of this Plan;</li> <li>b) make provision for future transportation improvements identified in this Plan; and</li> <li>b) c) integrate development into the surrounding public access system of roads, walkways, bikeways and transit facilities.</li> </ul>	2.4.7
<p>For sites in areas well serviced by transit, such as locations around rapid transit stations and along major transit routes, consideration will be given to the establishment of:</p> <ul style="list-style-type: none"> <li>a) minimum density requirements as well as maximum density limits;</li> <li>b) minimum and maximum parking requirements;</li> <li>c) redevelopment of surface commuter parking lots on City owned land;</li> <li>d) limiting surface parking as a non-ancillary use; and</li> <li>e) rates for parking on-street and in City-owned parking facilities (excluding those associated with park-and-ride facilities at rapid transit stations) structured to discourage long-term commuter parking and to achieve a higher turnover by short-term users.</li> </ul>	2.4.7
<b>Official Plan Amendment 231</b>	
Promotion of transit-oriented office growth in the Downtown and Central Waterfront, the Centres, and within walking distance of rapid transit stations;	3.5.1.a)
Stimulates transit-oriented office growth in the <i>Downtown and the Central Waterfront, the Centres</i> and within walking distance of existing and approved and funded subway, light rapid transit and GO stations in other <i>Mixed Use Areas, Regeneration Areas and Employment Areas</i> ;	3.5.1.1.a)
<p>A balanced growth of jobs and housing across the City will be pursued to:</p> <ul style="list-style-type: none"> <li>a) Maintain a complete community;</li> <li>b) Reduce the need for long distance commuting and lessen regional road and congestion; and</li> <li>c) Increase the proportion of travel by transit, walking and cycling.</li> </ul>	3.5.1.3

## Infrastructure Corridors

POLICY	POLICY NO.
Growth Plan for the Greater Golden Horseshoe, 2017	

<p>In planning for the development, optimization, or expansion of existing and planned corridors and supporting facilities, the Province, other public agencies and upper- and single-tier municipalities will:</p> <ul style="list-style-type: none"> <li>a) encourage the co-location of linear infrastructure where appropriate;</li> <li>b) ensure that existing and planned corridors are protected to meet current and projected needs in accordance with the transportation and infrastructure corridor protection policies in the PPS;</li> <li>c) where applicable, demonstrate through an agricultural impact assessment or equivalent analysis as part of an environmental assessment, that any impacts on the Agricultural System have been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated;</li> <li>d) where applicable, demonstrate through an environmental assessment, that any impacts on key natural heritage features in the Natural Heritage System, key hydrologic features and key hydrologic areas have been avoided or, if avoidance is not possible, minimized and to the extent feasible mitigated; and</li> <li>e) for existing or planned corridors for transportation: <ul style="list-style-type: none"> <li>i. consider increased opportunities for moving people and goods by rail;</li> <li>ii. consider separation of modes within corridors; and</li> <li>iii. provide opportunities for inter-modal linkages.</li> </ul> </li> </ul>	3.2.5.1
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## Economic Development

POLICY	POLICY NO.
<b>Provincial Policy Statement, 2014</b>	
<p>Long-term economic prosperity should be supported by:</p> <ul style="list-style-type: none"> <li>a) promoting opportunities for economic development and community investment-readiness;</li> <li>b) optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;</li> <li>c) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;</li> <li>d) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;</li> <li>e) promoting the redevelopment of brownfield sites;</li> <li>f) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;</li> <li>g) providing opportunities for sustainable tourism development;</li> <li>h) providing opportunities to support local food, and promoting the sustainability of agri-food and agri-product businesses by protecting agricultural resources, and minimizing land use conflicts;</li> <li>i) promoting energy conservation and providing opportunities for development of renewable energy systems and alternative energy systems, including district energy;</li> <li>j) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and</li> </ul>	1.7.1

k) encouraging efficient and coordinated communications and telecommunications infrastructure.	
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## Implementation

POLICY	POLICY NO.
<b>Provincial Policy Statement, 2014</b>	
The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.  Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.  Official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions. Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.  In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.	4.7
Zoning and development permit by-laws are important for implementation of this Provincial Policy Statement. Planning authorities shall keep their zoning and development permit by-laws up-to-date with their official plans and this Provincial Policy Statement.	4.8
Provincial plans shall be read in conjunction with this Provincial Policy Statement and take precedence over policies in this Provincial Policy Statement to the extent of any conflict, except where legislation establishing provincial plans provides otherwise. Examples of these are plans created under the Niagara Escarpment Planning and Development Act, the Ontario Planning and Development Act, 1994, the Oak Ridges Moraine Conservation Act, 2001, the Greenbelt Act, 2005 and the Places to Grow Act, 2005.	4.12
<b>Official Plan Amendment 231</b>	
Implementing Zoning By-law(s) will create a gradation of zones that distinguish between employment uses on the basis of their potential operations and impacts to ensure a compatibility of uses within <i>Employment Areas</i> .	4.6.7

## Appendix B – Existing Zoning Standards

### By-law 569-2013

Zone	Uses / Exceptions
<b>Chapter 60 - Employment Industrial Zones</b>	
Employment Industrial Zone (E)	(1) <u>Lawfully Existing Place of Worship</u>



Zone	Uses / Exceptions
	<p>In the E zone, a <b>lawfully existing place of worship</b> is permitted if it is on a <b>lot</b> with a <b>front lot line</b> or <b>side lot line</b> abutting a major <b>street</b> on the Policy Area Overlay Map; and</p> <p>(A) any expansion or addition to the <b>place of worship building</b> must comply with Section 150.50 and the requirements for the E zone; and</p> <p>(B) it may be replaced with a new <b>place of worship building</b> if it complies with Section 150.50 and the requirements for the E zone.</p> <p>(2) <u>Sorting Activities in an Enclosed Building</u>  In the E zone, the separating or sorting of <b>recyclable materials</b> must take place within a wholly enclosed <b>building</b>.</p> <p>(1) <u>Use - E Zone</u>  In the E zone, the following uses are permitted:</p> <p>Ambulance Depot  <b>Animal Shelter</b>  <b>Artist Studio</b>  <b>Automated Banking Machine</b>  Bindery  Building Supply Yards  Carpenter's Shop  Cold Storage  <b>Contractor's Establishment</b>  <b>Custom Workshop</b>  Dry Cleaning or Laundry Plant  <b>Financial Institution</b>  Fire Hall  <b>Industrial Sales and Service Use</b>  <b>Kennel</b>  <b>Laboratory</b>  All <b>Manufacturing Uses</b> except:  1) Abattoir, Slaughterhouse or Rendering of Animals Factory;  2) Ammunition, Firearms or Fireworks Factory;  3) Asphalt Plant;  4) Cement Plant, or Concrete Batching Plant;  5) Crude Petroleum Oil or Coal Refinery;  6) Explosives Factory;  7) <b>Industrial Gas Manufacturing</b>;  8) Large Scale Smelting or Foundry Operations for the Primary Processing of Metals;  9) <b>Pesticide or Fertilizer Manufacturing</b>;  10) <b>Petrochemical Manufacturing</b>;  11) Primary Processing of Gypsum;  12) Primary Processing of Limestone;  13) Primary Processing of Oil-based Paints, Oil-based Coatings or Adhesives;  14) Pulp Mill, using pulpwood or other vegetable fibres;  15) <b>Resin, Natural or Synthetic Rubber Manufacturing</b>;  16) Tannery  Office  <b>Park</b>  <b>Performing Arts Studio</b>  <b>Pet Services</b>  Police Station  Printing Establishment</p>

Zone	Uses / Exceptions
	<p> <b>Production Studio</b>  <b>Public Works Yard</b>  <b>Service Shop</b>  <b>Software Development and Processing</b>  <b>Warehouse</b>  <b>Wholesaling Use</b> [ By-law: OMB PL130592 ] </p> <p>(1) <u>Use with Conditions - E Zone</u></p> <p>In the E zone, the following uses are permitted if they comply with the specific conditions associated with the reference number(s) for each use in Clause 60.20.20.100:</p> <p> <b>Body Rub Service</b> (32)  <b>Cogeneration Energy</b> (26)  <b>Crematorium</b> (33)  <b>Drive Through Facility</b> (5,21)  <b>Eating Establishment</b> (3,19,30)  <b>Marihuana production facility</b> (2)  Metal Factory involving Forging and Stamping (25)  <b>Open Storage</b> (10)  <b>Public Utility</b> (27,29)  <b>Recovery Facility</b> (8)  <b>Recreation Use</b> (7)  <b>Renewable Energy</b> (26)  <b>Retail Service</b> (3)  <b>Retail Store</b> (4,30)  <b>Shipping Terminal</b> (11)  <b>Take-out Eating Establishment</b> (3,30)  <b>Transportation Use</b> (28)  <b>Vehicle Depot</b> (6)  <b>Vehicle Fuel Station</b> (16,30)  <b>Vehicle Repair Shop</b> (23)  <b>Vehicle Service Shop</b> (17,31)  <b>Vehicle Washing Establishment</b> (18)  [ By-law: 0403-2014 ]    [ By-law: 1124-2018 ] </p>
E Use Conditions	<p>(1) <u>(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)</u></p> <p>(2) <u>Marihuana Production Facility</u></p> <p>In the E zone, a <b>marihuana production facility</b> must comply with the specific use regulations in Section 150.60.  [ By-law: 0403-2014 ] [ By-law: 1124-2018 ]</p> <p>(3) <u>Eating Establishment, or Take-out Eating Establishment and Retail Service</u></p> <p>In the E zone, the total <b>interior floor area</b> of <b>eating establishments, take-out eating establishments</b> and <b>retail services</b> may not exceed the greater of:</p> <p>(A) 300 square metres; or</p> <p>(B) 10% of the <b>gross floor area</b> of the <b>buildings</b> on the <b>lot</b> to a maximum of 500 square metres.</p> <p>(4) <u>Retail Store - together with Manufacturing Use</u></p> <p>In the E zone, a <b>retail store</b> is subject to the following:</p> <p>(A) it must be associated with a permitted <b>manufacturing use</b>;</p>

Zone	Uses / Exceptions
	<p>(B) it must be separated from the permitted <b>manufacturing use</b> by a floor to ceiling wall that prevents public access; and</p> <p>(C) the <b>interior floor area</b> may not exceed 20% of the <b>interior floor area</b> of the <b>manufacturing use</b> on the <b>lot</b>.</p> <p>(5) <u>Drive Through Facility</u> In the E zone, a <b>drive through facility</b> must be on a <b>lot</b> that fronts on a major <b>street</b> on the Policy Areas Overlay Map.</p> <p>(6) <u>Vehicle Depot</u> In the E zone, a <b>vehicle depot</b> must be on a <b>lot</b> that is at least 70 metres from a <b>lot</b> in the Residential Zone category or the Residential Apartment Zone category.</p> <p>(7) <u>Recreation Use</u> In the E zone, a <b>recreation use</b> must be on a <b>lot</b> that fronts a major <b>street</b> on the Policy Areas Overlay Map.</p> <p>(8) <u>Recovery Facility</u> In the E zone, a <b>recovery facility</b>:</p> <p>(A) may not be:</p> <ul style="list-style-type: none"> <li>(i) an asphalt <b>recovery facility</b>;</li> <li>(ii) a concrete <b>recovery facility</b>;</li> <li>(iii) a heavy metal <b>recovery facility</b> (arsenic, lead, mercury and cadmium);</li> <li>(iv) a hazardous chemical <b>recovery facility</b>;</li> <li>(v) a petrochemical <b>recovery facility</b>;</li> <li>(vi) an industrial gas <b>recovery facility</b>;</li> <li>(vii) a rubber <b>recovery facility</b>; and</li> <li>(viii) an asbestos <b>recovery facility</b>;</li> </ul> <p>(B) must be located at least 70.0 metres from a <b>lot</b> in the Residential Zone category or the Residential Apartment Zone category; and</p> <p>(C) the separating or sorting of materials must be within a wholly enclosed <b>building</b>.</p> <p>(9) <u>(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)</u></p> <p>(10) <u>Open Storage</u> In the E zone:</p> <p>(A) <b>open storage</b>:</p> <ul style="list-style-type: none"> <li>(i) must be associated with a permitted use other than a <b>recovery facility</b>;</li> <li>(ii) may not be located in a yard that abuts a <b>lot</b> in the Residential Zone category or the Residential Apartment Zone category;</li> <li>(iii) may not be in the <b>front yard</b>;</li> <li>(iv) must be a minimum of 7.5 metres from any <b>lot line</b>;</li> <li>(v) must be less than 30% of the <b>lot area</b>;</li> <li>(vi) may be no higher than the permitted maximum height of a <b>building</b> on the <b>lot</b>; and</li> </ul>

Zone	Uses / Exceptions
	<p>(vii) must be enclosed by a fence; and</p> <p>(B) <b>open storage</b> may be for <b>recyclable material</b> and waste.</p> <p>(11) <u>Shipping Terminal</u> In the E zone, a <b>shipping terminal</b> must be on a <b>lot</b> that is at least 70.0 metres from a <b>lot</b> in the Residential Zone category or Residential Apartment Zone category.</p> <p>(12) <u>(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)</u></p> <p>(13) <u>(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)</u></p> <p>(14) <u>(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)</u></p> <p>(15) <u>(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)</u></p> <p>(16) <u>Vehicle Fuel Station</u> In the E zone, a <b>vehicle fuel station</b> must comply with the specific use regulations in Section 150.92.</p> <p>(17) <u>Vehicle Service Shop</u> In the E zone, a <b>vehicle service shop</b> must comply with the specific use regulations in Section 150.94.</p> <p>(18) <u>Vehicle Washing Establishment</u> In the E zone, a <b>vehicle washing establishment</b> must comply with the specific use regulations in Section 150.96.</p> <p>(19) <u>Eating Establishment</u> In the E zone, an <b>eating establishment</b> must comply with the specific use regulations in Section 150.100.</p> <p>(20) <u>(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)</u></p> <p>(21) <u>Drive Through Facility</u> In the E zone, a <b>drive through facility</b> must comply with the specific use regulations in Section 150.80.</p> <p>(22) <u>(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)</u></p> <p>(23) <u>Vehicle Repair Shop</u> In the E zone, a <b>vehicle repair shop</b> must be on a <b>lot</b> that is at least 100.0 metres from a <b>lot</b> in the Residential Zone category or Residential Apartment Zone category.</p> <p>(24) <u>(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)</u></p> <p>(25) <u>Metal Factory involving Forging and Stamping</u> In the E zone, a metal factory that involves forging or stamping of metal must be on a <b>lot</b> that is at least 70.0 metres from a <b>lot</b> in the Residential Zone category or Residential Apartment Zone category.</p> <p>(26) <u>Renewable Energy Production or Cogeneration Energy Production</u> In the E zone, <b>renewable energy</b> production or <b>cogeneration energy</b> production must be in combination with another permitted use on the <b>lot</b>, and comply with all Municipal, Provincial and Federal by-laws, statutes and regulations.</p> <p>(27) <u>Public Utility</u> In the E zone, a <b>public utility</b> may not be a sewage treatment plant.</p>

Zone	Uses / Exceptions
	<p>(28) <u>Transportation Use</u>  A <b>building</b> or <b>structure</b> on a <b>lot</b> in the E zone and used as a <b>transportation use</b> must comply with all regulations for a <b>building</b> on that <b>lot</b>.</p> <p>(29) <u>Public Utility</u>  In the E zone, a <b>public utility</b> must be enclosed by walls and comply with the permitted maximum <b>lot coverage</b>, required minimum <b>building setbacks</b> and permitted maximum height for a <b>building</b>, if it is:</p> <p>(A) a hydro electrical transformer station; or [ By-law: OMB PL130592 February 7, 2017 ]</p> <p>(B) a natural gas regulator station.</p> <p>(30) <u>Retail Store and Eating Establishment together with Vehicle Fuel Station</u>  In the E zone:</p> <p>(A) a <b>retail store</b> on a lot with a <b>vehicle fuel station</b> is subject to the following:</p> <ul style="list-style-type: none"> <li>(i) the <b>retail store</b> must be a convenience store;</li> <li>(ii) the <b>interior floor area</b> of the <b>vehicle fuel station, retail store, eating establishment</b> or <b>take-out eating establishment</b> may not exceed 300 square metres; and</li> <li>(iii) the convenience <b>retail store</b> may remain on the <b>lot</b> as long as the <b>vehicle fuel station</b> use exists; and</li> </ul> <p>(B) For the purposes of regulation (A) above, a convenience store is <b>premises</b> where products such as engine oil, washer fluid, road salt, packaged or canned food products, newspapers and magazines are sold.</p> <p>(31) <u>Vehicle Service Shop - Open Storage</u>  In the E zone, a <b>vehicle service shop</b> may have <b>open storage</b> if it is:</p> <p>(A) less than 20% of the area of the <b>lot</b> that is not covered by wholly enclosed <b>buildings</b>; and</p> <p>(B) enclosed by a fence.</p> <p>(32) <u>Body Rub Service - Separation Distance</u>  In the E zone, a <b>lot</b> that has a <b>body rub service</b> must be:</p> <ul style="list-style-type: none"> <li>(A) at least 100.0 metres from a <b>lot</b> in the Residential Zone category or Residential Apartment Zone category; and</li> <li>(B) at least 500 metres from a <b>lot</b> with a <b>public school, private school, or place of worship</b>, or a <b>lot</b> in a IS zone or IPW zone; and</li> <li>(C) at least 500 metres from a <b>lot</b> that has an <b>adult entertainment</b> use or 100 metres from a <b>lot</b> that has a <b>body rub service</b>.</li> </ul> <p>(33) <u>Crematorium</u>  In the E zone, a <b>crematorium</b> must be a minimum of 300 metres from a <b>lot</b> that is not in the EL, E, EH or UT zone.</p>
E Zoning Exceptions	<u>Exception E 15</u>



Zone	Uses / Exceptions
	<p>The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections:</p> <p>Site Specific Provisions:</p> <p>(A) Outside storage of custom made pre-cast products manufactured on the same <b>lot</b> is permitted anywhere on the <b>lot</b>.</p> <p>Prevailing By-laws and Prevailing Sections:</p> <p>(A) Schedule 'D' Airport Hazard Map from City of North York zoning by-law 7625.</p> <p><u>Exception E 16</u></p> <p>The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections:</p> <p>Site Specific Provisions:</p> <p>(A) The minimum <b>building setback</b> from the westerly <b>lot line</b> is 0.0 metres; and</p> <p>(B) The minimum <b>building setback</b> from the easterly <b>lot line</b> is 4.5 metres.</p> <p>Prevailing By-laws and Prevailing Sections:</p> <p>(A) Schedule 'D' Airport Hazard Map from City of North York zoning by-law 7625.</p> <p><u>Exception E 318</u></p> <p>The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.</p> <p>Site Specific Provisions: (None Apply)</p> <p>Prevailing By-laws and Prevailing Sections:</p> <p>(A) Schedule 'D' Airport Hazard Map from City of North York zoning by-law 7625.</p>
Employment Heavy Industrial (EH)	<p><u>Use - EH Zone</u></p> <p>In the EH zone, the following uses are permitted:</p> <p>Ambulance Depot</p> <p><b>Animal Shelter</b></p> <p>Bindery</p> <p>Building Supply Yards</p> <p>Carpenter's Shop</p> <p>Chemical Materials Storage</p> <p>Cold Storage</p> <p><b>Contractors Establishment</b></p> <p><b>Custom Workshop</b></p> <p>Dry Cleaning or Laundry Plant</p> <p>Fire Hall</p> <p>Fuel Storage</p> <p><b>Industrial Sales and Service Use</b></p>

Zone	Uses / Exceptions
	<p><b>Laboratory</b>  All <b>Manufacturing Uses</b> except:  1) Ammunition, Firearms or Fireworks Factory;  2) Crude Petroleum Oil or Coal Refinery;  3) Explosives Factory;  4) Tannery  Police Station  <b>Public Utility</b>  <b>Public Works Yard</b>  <b>Recovery Facility</b>  <b>Service Shop</b>  <b>Shipping Terminal</b>  <b>Vehicle Depot</b>  <b>Vehicle Repair Shop</b>  <b>Warehouse</b>  <b>Waste Transfer Station</b> [ By-law: OMB PL130592 ]</p> <p><u>Use with Conditions - EH Zone</u>  In the EH zone, the following uses are permitted if they comply with the specific conditions associated with the reference number(s) for each use in Clause 60.30.20.100:</p> <p><b>Cogeneration Energy</b> (10)  <b>Crematorium</b> (14)  <b>Marihuana production facility</b> (3)  <b>Open Storage</b> (1)  Outside Operations (2)  Propane Transfer, Handling and Storage Facility (9)  <b>Renewable Energy</b> (10)  <b>Transportation Use</b> (12)  <b>Vehicle Service Shop</b> (5,13)  [ By-law: 0403-2014 ] [ By-law: 1124-2018 ]</p>
EH Use Conditions	<p>(1) <u>Open Storage</u>  In the EH zone:  (A) <b>open storage</b> must:  (i) not encroach into a required minimum <b>building setback</b>; and  (ii) be enclosed by a fence; and  (B) <b>open storage</b> may be for <b>recyclable material</b> or waste.</p> <p>(2) <u>Outside Operations</u>  In the EH zone, outside operations:  (A) must be combined with a permitted <b>manufacturing use</b>;  (B) may not encroach into a required minimum <b>building setback</b>; and  (C) must be enclosed by a fence.</p> <p>(3) <u>Medical Marihuana Production Facility</u>  In the EH zone, a <b>medical marihuana production facility</b> must comply with the specific use regulations in Section 150.60. [ By-law: 607-2015 ]</p> <p>(3) <u>REPLACE THIS HEADING</u>  REPLACE THIS CONTENT [ By-law: 1124-2018 ]</p> <p>(3) <u>Marihuana Production Facility</u></p>

Zone	Uses / Exceptions
	<p>In the EH zone, a <b>marihuana production facility</b> must comply with the specific use regulations in Section 150.60. [ By-law: 607-2015 Under Appeal ] [ By-law: 1124-2018 ]</p> <p>(4) <u>(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)</u></p> <p>(5) <u>Vehicle Service Shop</u> In the EH zone, a <b>vehicle service shop</b> must comply with the specific use regulations in Section 150.94.</p> <p>(6) <u>(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)</u></p> <p>(7) <u>(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)</u></p> <p>(8) <u>(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)</u></p> <p>(9) <u>Propane Transfer, Handling and Storage Facility</u> In the EH zone, a propane transfer, handling and storage facility pertains to facilities which transfer, handle, or store propane in quantities equal to or greater than 5,000 U.S. Water Gallons (USWG) on the <b>lot</b>, and:</p> <p>(A) may be on a <b>lot</b> that is at least 500 metres from a <b>lot</b> in the Residential Zone category, Residential Apartment Zone category, Commercial Zone category, Commercial Residential Zone category, Commercial Residential Employment Zone category, Institutional Zone category, or Open Space Zone category; and</p> <p>(B) is not a permitted <b>manufacturing use</b> that involves propane in the manufacturing process, or in the operation of equipment or <b>vehicles</b> that is not subject to regulation (A) above.</p> <p>(10) <u>Renewable Energy Production or Cogeneration Energy Production</u> In a EH zone, <b>renewable energy</b> production or <b>cogeneration energy</b> production must be in combination with another permitted use on the <b>lot</b>, and comply with all Municipal, Provincial and Federal by-laws, statutes and regulations.</p> <p>(11) <u>(THIS DOES NOT CURRENTLY CONTAIN A REGULATION)</u></p> <p>(12) <u>Transportation Use</u> A <b>building</b> or <b>structure</b> on a <b>lot</b> in the EH zone and used as a <b>transportation use</b> must comply with all requirements for a <b>building</b> on that <b>lot</b>.</p> <p>(13) <u>Vehicle Service Shop - Open Storage</u> In the EH zone, a <b>vehicle service shop</b> may have <b>open storage</b> if it is:</p> <p>(A) less than 20% of the area of the <b>lot</b> that is not covered by wholly enclosed <b>buildings</b>; and</p> <p>(B) enclosed by a fence.</p> <p>(14) <u>Crematorium</u> In the EH zone, a <b>crematorium</b> must be a minimum of 300 metres from a <b>lot</b> that is not in the EL, E, EH or UT zone.</p>
EH Zoning Exceptions	<p><u>Exception EH 4</u></p> <p>The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections:</p>

Zone	Uses / Exceptions
	<p>Site Specific Provisions:</p> <ul style="list-style-type: none"> <li>(A) A minimum 3.35 metre wide <b>landscaping</b> strip running along the <b>lot line</b> abutting LePage Ct. is required; and</li> <li>(B) The maximum height of a radio transmission tower is 216.4 metres above sea level.</li> </ul> <p>Prevailing By-laws and Prevailing Sections:</p> <ul style="list-style-type: none"> <li>(A) Schedule 'D' Airport Hazard Map from City of North York zoning by-law 7625.</li> </ul> <p><u>Exception EH 5</u></p> <p>The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections:</p> <p>Site Specific Provisions: (None Apply)</p> <p>Prevailing By-laws and Prevailing Sections:</p> <ul style="list-style-type: none"> <li>(A) Section 64.32(8), North York zoning by-law 7625; and</li> <li>(B) Schedule 'D' Airport Hazard Map from City of North York zoning by-law 7625.</li> </ul> <p><u>Exception EH 6</u></p> <p>The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections:</p> <p>Site Specific Provisions:</p> <ul style="list-style-type: none"> <li>(A) Storage and parking of motor <b>vehicles</b> awaiting repair is not permitted in the <b>front yard</b>.</li> </ul> <p>Prevailing By-laws and Prevailing Sections:</p> <ul style="list-style-type: none"> <li>(A) Schedule 'D' Airport Hazard Map from City of North York zoning by-law 7625.</li> </ul> <p><u>Exception EH 10</u></p> <p>The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections:</p> <p>Site Specific Provisions:</p> <ul style="list-style-type: none"> <li>(A) Despite Article 60.30.20, <b>open storage</b> of scrap metal is only permitted in metal bins located along the rear wall of the <b>building</b>.</li> </ul> <p>Prevailing By-laws and Prevailing Sections:</p> <ul style="list-style-type: none"> <li>(A) Schedule 'D' Airport Hazard Map from City of North York zoning by-law 7625.</li> </ul> <p><u>Exception EH 45</u></p>

Zone	Uses / Exceptions
	<p>The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.</p> <p>Site Specific Provisions: (None Apply)</p> <p>Prevailing By-laws and Prevailing Sections:</p> <p>(A) Schedule 'D' Airport Hazard Map from City of North York zoning by-law 7625.</p>
Infrastructure Zones	
<b>Utility and Transportation Zone (UT)</b>	<p><u>Use - UT Zone</u></p> <p>The following uses are permitted in the UT zone:</p> <p>Ambulance Depot</p> <p><b>Market Garden</b></p> <p>Fire Hall</p> <p><b>Park</b></p> <p>Police Station</p> <p><b>Public Utility</b></p> <p><b>Transportation Use</b></p> <p><u>Use with Conditions - UT Zone</u></p> <p>The following uses are permitted in the UT zone, if they comply with the specific conditions associated with the reference number(s) for each use in Clause 100.10.20.100:</p> <p><b>Cogeneration Energy</b> (1)</p> <p><b>Open Storage</b> (2)</p> <p><b>Public Parking</b> (3)</p> <p><b>Public Works Yard</b> (4)</p> <p><b>Recreation Use</b> (5)</p> <p><b>Renewable Energy</b> (1)</p> <p><b>Vehicle Depot</b> (6)</p>
<b>UT Use Conditions</b>	<p>(1) <u>Cogeneration Energy Production or Renewable Energy Production</u></p> <p>In the UT zone, <b>cogeneration energy</b> production or <b>renewable energy</b> production must be in combination with another permitted use on the <b>lot</b>, and comply with all Municipal, Provincial and Federal by-laws, statutes and regulations.</p> <p>(2) <u>Open Storage</u></p> <p>In the UT zone, <b>open storage</b> for a <b>public utility</b> or <b>transportation use</b> must be at least 100 metres from a <b>lot</b> in the Residential Zone category, the Residential Apartment Zone category or the Commercial Residential Employment Zone category, or a <b>lot</b> in a CR zone where the "r" value in the zone label is greater than 0.0.</p> <p>(3) <u>Public Parking</u></p> <p><b>Public parking</b> in the UT zone must be in association with:</p> <p>(A) a <b>transportation use</b> that is provided by, or on behalf of the City of Toronto, Province of Ontario or Government of Canada; or</p> <p>(B) a <b>park</b>.</p> <p>(4) <u>Public Works Yard</u></p> <p>In the UT zone, a <b>public works yard</b> must be at least 100 metres from a <b>lot</b> in the Residential Zone category, the Residential Apartment Zone category or the Commercial</p>

Zone	Uses / Exceptions
	<p>Residential Employment Zone category, or a <b>lot</b> in a CR zone where the "r" value in the zone label is greater than 0.0.</p> <p>(5) <u>Recreation Use</u> In the UT zone, a <b>recreation use</b> must not be in a <b>building</b>.</p> <p>(6) <u>Vehicle Depot</u> In the UT zone, a <b>vehicle depot</b> must be:</p> <p>(A) in association with a <b>public utility</b> or a <b>transportation use</b>; and</p> <p>(B) at least 100 metres from a <b>lot</b> in the Residential Zone category, the Residential Apartment Zone category or the Commercial Residential Employment Zone category, or a <b>lot</b> in a CR zone where the "r" value in the zone label is greater than 0.0.</p>
UT Zoning Exceptions	<p><u>Exception UT 41</u></p> <p>The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections:</p> <p>Site Specific Provisions: (None Apply) Prevailing By-laws and Prevailing Sections:</p> <p>(A) On these lands former City of North York by-law 30367, and</p> <p>(B) Schedule 'D' Airport Hazard Map from City of North York zoning by-law 7625.</p> <p><u>Exception UT 44</u></p> <p>The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.</p> <p>Site Specific Provisions: (None Apply) Prevailing By-laws and Prevailing Sections:</p> <p>(A) On these lands, by-laws 30318 and 28862, of the former City of North York; and</p> <p>(B) Schedule 'D' Airport Hazard Map from City of North York zoning by-law 7625.</p>
<b>Open Space Zones</b>	
Open Space Recreation Zone (OR)	<p><u>Use - OR Zone</u></p> <p>The following uses are permitted in the OR zone:</p> <p>Ambulance Depot  <b>Art Gallery</b>  <b>Community Centre</b>  <b>Day Nursery</b>  <b>Entertainment Place of Assembly</b>  Fire Hall  Library  <b>Museum</b>  <b>Park</b>  <b>Place of Assembly</b>  Police Station  <b>Public Utility</b>  <b>Recreation Use</b></p>



Zone	Uses / Exceptions
	<p><b>Sports Place of Assembly</b> <b>Transportation Use</b></p> <p><u>Use with Conditions - OR Zone</u></p> <p>The following uses are permitted in the OR zone, if they comply with the specific conditions associated with the reference number(s) for each use in Clause 90.30.20.100:</p> <p><b>Amusement Arcade (1)</b>  <b>Club (1)</b>  <b>Cogeneration Energy (2)</b>  <b>Eating Establishment (3)</b>  <b>Education Use (1)</b>  <b>Municipal Shelter (4)</b>  <b>Outdoor Patio (5)</b>  <b>Personal Service Shop (3)</b>  <b>Public Works Yard (6)</b>  <b>Renewable Energy (2)</b>  <b>Retail Store (3)</b>  <b>Service Shop (3)</b>  <b>Stable (1)</b>  <b>Take-out Eating Establishment (3)</b></p>
OR Use Conditions	<p>(1) <u>Amusement Arcade, Club, Education Use, or Stable</u>  In the OR zone, an <b>amusement arcade</b>, a <b>club</b>, an <b>education use</b>, or a <b>stable</b> must be combined with a use permitted in regulation 90.30.20.10(1).</p> <p>(2) <u>Cogeneration Energy Production or Renewable Energy Production</u>  In the OR zone, <b>cogeneration energy</b> production or <b>renewable energy</b> production must be in combination with another permitted use on the <b>lot</b>, and comply with all Municipal, Provincial and Federal by-laws, statutes and regulations.</p> <p>(3) <u>Eating Establishment, Personal Service Shop, Retail Store, Service Shop, or Take-out Eating Establishment</u>  In the OR zone, an <b>eating establishment</b>, a <b>personal service shop</b>, a <b>retail store</b>, a <b>service shop</b>, or a <b>take-out eating establishment</b>:</p> <p>(A) must be combined with a use permitted in regulation 90.30.20.10(1); and</p> <p>(B) the <b>interior floor area</b> may be no greater than 500 square metres.</p> <p>(4) <u>Municipal Shelter</u>  In the OR zone, a <b>municipal shelter</b> must comply with the specific use regulations in Section 150.22.</p> <p>(5) <u>Outdoor Patio</u>  In the OR zone, an <b>outdoor patio</b> with an <b>eating establishment</b>:</p> <p>(A) may be no closer than 10.0 metres from a <b>lot</b> in the Residential Zone category or the Residential Apartment Zone category;</p> <p>(B) despite (A) above, if the <b>outdoor patio</b> is above the first <b>storey</b> of the <b>building</b>, it may be no closer than 40.0 metres, measured horizontally, from a <b>lot</b> in the Residential Zone category or the Residential Apartment Zone category; and</p>

Zone	Uses / Exceptions
	<p>(C) if a <b>lawfully existing outdoor patio</b> is closer to a <b>lot</b> than required in (A) or (B) above, that <b>lawful</b> distance from a <b>lot</b> in the Residential Zone category or Residential Apartment Zone category is the minimum distance for that <b>lawfully existing outdoor patio</b> from that <b>lot</b>.</p>
Open Space Cemetery Zone (OC)	<p>(1) <u>Use - OC Zone</u>  The following uses are permitted in the OC zone:  Ambulance Depot  <b>Cemetery</b>  Fire Hall  Police Station  <b>Public Utility</b>  <b>Transportation Use</b></p> <p>(1) <u>Use with Conditions - OC Zone</u>  The following uses are permitted in the OC zone, if they comply with the specific conditions associated with the reference number(s) for each use in Clause 90.70.20.100:  <b>Cogeneration Energy</b> (1)  <b>Funeral Visitation Centre</b> (2)  Office (3)  <b>Renewable Energy</b> (1)  <b>Retail Store</b> (3)</p>
OC Use Conditions	<p>(1) <u>Cogeneration Energy Production or Renewable Energy Production</u>  In the OC zone, <b>cogeneration energy</b> production or <b>renewable energy</b> production must be in combination with another permitted use on the <b>lot</b>, and comply with all Municipal, Provincial and Federal by-laws, statutes and regulations.</p> <p>(2) <u>Funeral Visitation Centre</u>  In the OC zone, a <b>funeral visitation centre</b> must be combined with a <b>cemetery</b>.</p> <p>(3) <u>Office or Retail Store</u>  In the OC zone, an office or a <b>retail store</b> must be in association with a <b>cemetery</b> or a <b>funeral visitation centre</b>.</p>
OC Exceptions	<p><u>Exception OC 10</u>  The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.</p> <p>Site Specific Provisions:</p> <p>(A) The only permitted uses are <b>cemetery</b>, <b>public utility</b> and <b>transportation uses</b>; and</p> <p>(B) The maximum <b>gross floor area</b> permitted is 10.0 square metres.</p> <p>Prevailing By-laws and Prevailing Sections: (None Apply)</p>

### Former North York By-law 7625

Zone	Uses/ Permissions
Mixed Industrial - Commercial	

Zone	Uses/ Permissions
Industrial-Commercial Zone (MC)	<p><b>Permitted Uses</b></p> <p>adult education school;  artist studio;  banquet hall;  car rental agency;  car washing establishment;  cinema;  club;  college;  commercial gallery;  commercial recreation;  commercial school;  communications and broadcasting;  community centre;  contractor's establishment;  custom workshop;  day nursery;  financial institution;  fitness centre;  funeral establishment;  gasoline station;  golf course;  health science research laboratory;  hotel;  industrial sales and service;  information processing;  laundry;  manufacturing;  motor vehicle dealership;  museum;  office uses;  park;  parking lot;  personal service shop;  pinball and video games arcade;  place of worship;  public library;  public self storage warehouse;  research laboratory;  restaurant, with or without an outdoor patio;  retail store;  secondary school;  service shop;  service station;  showroom;  theatre;  transportation terminal;  warehouse; and  veterinary clinic.</p>
MC Use Conditions	<p>(i) Limits on Accessory uses</p> <p>(A) An accessory caretaker's residence is permitted for a caretaker, watchman or similar person employed on the premises. An accessory residence for the head of the congregation is permitted with a place of worship.</p> <p>(B) No more than 2 accessory pinball and video games are permitted with a listed permitted use.</p> <p>(C) The required parking for the first 100 square metres of gross floor area for an accessory retail use shall be calculated at the rate cited in Section <b>6(A)</b> for the use to which it is accessory, then at</p>

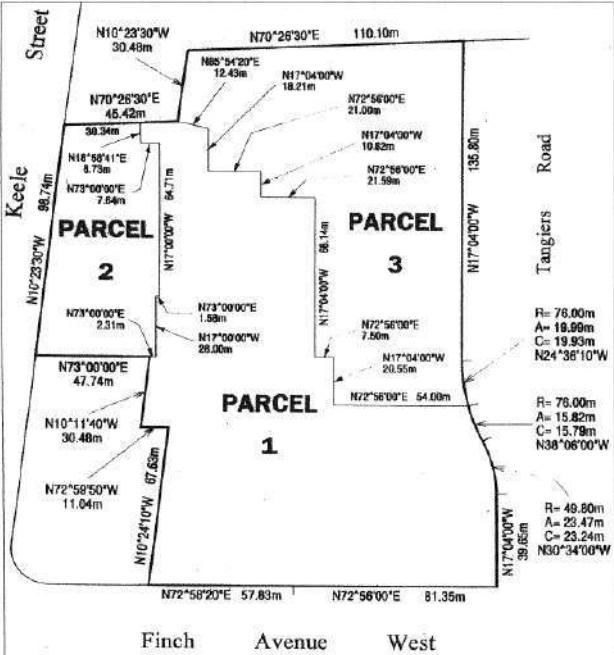
Zone	Uses/ Permissions
	<p>the rate of 1 space per 28 square metres for the gross floor area exceeding 100 square metres.</p> <p>(ii) Car Wash</p> <p>(A) On a lot that abuts an R or RM2 zone, or is across a non-arterial street from an R or RM2 zone, a car wash is prohibited.</p> <p>(B) On a lot abutting an RM zone other than RM2, a car wash is permitted if an opaque acoustic fence is erected along the lot line or lines that abut the RM zones.</p> <p>(iii) Motor Vehicle Body Repair Shop</p> <p>On a lot that abuts an R or RM zone, or is across any street from an R or RM zone, a motor vehicle body repair shop is prohibited.</p> <p>(iv) Institutional Uses</p> <p>(A) Section <b>6(26)</b> does not apply to the following institutional uses:</p> <p>(I) day nursery;</p> <p>(II) museum;</p> <p>(III) public library; and</p> <p>(IV) secondary school.</p> <p>(B) A place of worship must also comply with Section <b>6(26)(f)</b> and <b>(h)</b>.</p> <p>(v) Manufacturing</p> <p>(A) Where a lot abuts an R or RM zone, or is across a non-arterial street from an R or RM zone, manufacturing uses shall be entirely within abuilding, and are limited to <b>only</b> the following types:</p> <p>(I) Apparel and textile manufacturing;</p> <p>(II) Light food manufacturing;</p> <p>(III) Light plastic manufacturing;</p> <p>(IV) Printing; and</p> <p>(V) Upholstering;</p> <p>And shall occupy a combined total gross floor area on a lot of no greater than 5,000 square metres.</p> <p>(B) For all other MC zoned lands, manufacturing uses shall be entirely within a building, except the following uses which are prohibited:</p> <p>(I) Abattoir;</p> <p>(II) Asphalt plant;</p> <p>(III) Auto wrecking yard;</p> <p>(IV) Dead animal rendering;</p> <p>(V) Explosives manufacturing;</p> <p>(VI) Fertilizer manufacturing;</p> <p>(VII) High impact energy production;</p> <p>(VIII) Junk yard;</p> <p>(IX) Medium and high impact chemical manufacturing;</p> <p>(X) Metal or mineral smelting or foundry;</p> <p>(XI) Paint or varnish manufacturing;</p> <p>(XII) Petrochemical refinery;</p>

Zone	Uses/ Permissions
	<p>(XIII) Quarry; (XIV) Tannery; and (XV) Waste incinerator.</p> <p>(vi) Pinball and Video Games Arcade</p> <p>The maximum number of pinball and video games machines in the arcade is limited to one machine for every 5.55 square metres of pinball and video games arcade patrol area, as defined in Section <b>6(2)(j)(ii)(C)</b>.</p>
MC Zone Exceptions	<p><b>MC(11)(H)</b> <b>PERMITTED USES</b></p> <p>(a) In addition to the uses permitted in an MC zone, a retail warehouse is also permitted.</p> <p>(b) An adult entertainment parlour is prohibited.</p> <p>(c) For purposes of this exception, retail warehouse means a retail store which has as a principal use the display of goods and their sale, rental or lease to the general public in a warehouse format, where all areas are accessible to the public except for areas with accessory uses.</p> <p><b>EXCEPTION REGULATION</b></p> <p>(d) Gross Floor Area</p> <p>(i) The maximum gross floor area for retail warehouses shall be 2,745 m<sup>2</sup>.</p> <p>(ii) The maximum gross floor area for retail stores, personal services shops and service shops shall be 3,758 m<sup>2</sup>.</p> <p>(iii) The maximum gross floor area for office uses shall be 11,160 m<sup>2</sup>;</p> <p>(iv) The maximum gross floor area for all uses shall be 18,600 m<sup>2</sup>.</p> <p>(e) Building Height</p> <p>(i) The maximum building height of any building located south of the "Dividing Line" shown on attached Schedule MC(11) shall be 1 storey.</p> <p>(ii) The maximum building height of any building located north of the "Dividing Line" shown on attached Schedule MC(11) shall be 9 storeys and 239 metres above sea level, and Schedule "D" shall not apply.</p> <p>(f) Yard Setbacks</p> <p>The only yard setbacks that apply shall be as follows:</p> <p>(i) A minimum north side yard setback of 7.9 m shall be provided.</p> <p>(ii) Any building located south of the "Dividing Line" shown on MC(11) shall have a minimum yard setback from the west property line of 3 m for that portion of the building which would constitute the southerly one-third of such building. The remaining two-thirds of such building shall have a minimum setback from the west property line of 7.5 m.</p> <p>(iii) A minimum easterly side yard setback of 3 m shall be provided.</p>

Zone	Uses/ Permissions
	<p>(g) Parking</p> <p>For this exception, parking for retail warehouse uses shall be provided at a rate of 1 parking space for each 42 m<sup>2</sup> of gross floor area of such building or part thereof devoted to such use.</p> <p>(h) Landscaping</p> <p>For the purposes of landscaping, the yard extending across the widths of Rockrock Road shall be considered the front yard of the subject property</p> <p>(i) Severance</p> <p>Notwithstanding any future severance, partition or division of the property shown on Schedule MC(11), the provisions of this by-law shall continue to apply to the whole of the lands as shown on Schedule MC(11), as if no severance, partition or division occurred.  <i>(By-law 32498, 32737, 33092; Allen Rd. - Rimrock Rd., Map 36)</i></p> <p><b>MC(15)(H)</b>  <b>PERMITTED USES</b></p> <p>(j) In addition to the uses permitted in an MC(H) zone, a funeral establishment shall also be permitted.</p> <p><b>EXCEPTION REGULATION</b></p> <p>Section 6(31) does not apply.</p> <p><b>MC(48)(H)</b>  <b>EXCEPTION REGULATION</b></p> <p>(a) The maximum structure height of any building or structure shall be 233.4 m above sea level.</p> <p><i>(By-law 33093; 1183 Finch Ave. W., Map 36) {original Site Specific By-law 23085}</i></p> <p><b>MC(51)(H)</b>  <b>EXCEPTION REGULATION</b></p> <p>(a) Outside storage shall only be located in one or both of the following areas:</p> <ul style="list-style-type: none"> <li>(i) Within 15 metres of the rear lot line; and</li> <li>(ii) Between the south side of the building existing at 3655 Keele Street as of December 15, 1980 and easement running east-west as of December 15, 1980 along the north side of the building at 3645 Keele Street.  <i>(By-law 33093; 3645, 3655 Keele St., Map 36) {original Site Specific By-law 27962}</i></li> </ul> <p><b>MC(52)(H)</b>  <b>EXCEPTION REGULATIONS</b></p>



Zone	Uses/ Permissions
	<p>(a) The maximum gross floor area for retail and personal service shops shall be 5,335 m<sup>2</sup>.</p> <p>(b) Subsections 6A(1)(a) and 6A(10)(e) do not apply.</p> <p>(c) Subsection 33(6)(b) does not apply.  <i>(OMB Order No. 3102 dated Dec. 18/98, By-law 33093; Keele St., Map 36) {ordinal Site Specific By-law 29717}</i></p> <p><b>MC(55)(H)</b>  <b>EXCEPTION REGULATIONS</b></p> <p>(a) The maximum gross floor area shall be 10,038 m<sup>2</sup>.</p> <p>(b) Except for driveways entering and existing from the lot directly onto the street, a landscaped area having a minimum width of 3.0 m shall be provided abutting the entire east lot line of the property.  <i>(By-law 33093; 3700, 3728 Chesswood Dr., Map 36)</i>  <i>{original Site Specific By-laws 26113, 30604}</i></p> <p><b>MC(58)(H)</b>  <b>EXCEPTION REGULATIONS</b></p> <p>(a) The maximum front yard setback shall be 19.0 m.</p> <p>(b) For all buildings and structures existing on part 2 of Reference Plan 64R-4818 on or before November 27, 1996, the minimum two-way driveway width shall be 5 m.  <i>By-law 33093; 3725, 3747, 3757 Keele St. Map 36)</i>  <i>{original Site Specific By-law 32884}</i></p> <p><b>MC(67)(H)</b>  <b>EXCEPTION REGULATION</b></p> <p>(b) For the areas shown as parcels 1, 2, and 3 on Schedule MC(67) the combined maximum gross floor area of all buildings is:</p> <ul style="list-style-type: none"> <li>(i) 16,316 m<sup>2</sup> for parcel 1;</li> <li>(ii) 11,302 m<sup>2</sup> for parcel 2; and</li> <li>(iii) 5,370 m<sup>2</sup> for parcel 3.</li> </ul> <p><i>(By-law 33093; 1290, 1300 Finch Ave. W., Map 41)</i>  <i>{original Site Specific By-law 30970}</i></p>

Zone	Uses/ Permissions
	<p data-bbox="695 226 868 247">SCHEDULE MC(67)</p>  <p data-bbox="695 951 792 972"><b>MC(68)H</b></p> <p data-bbox="695 976 1011 997"><b>EXCEPTION REGULATIONS</b></p> <ul style="list-style-type: none"> <li data-bbox="740 1003 1352 1087">(a) Outside sales and outside display of items for sale is permitted, provided that the outside sales and display occupied a total area no greater than 2,826 m<sup>2</sup>.</li> <li data-bbox="740 1115 1377 1199">(b) Subject to clauses (c) and (d), the maximum gross floor area of retail stores and personal service shops shall be 22,720 m<sup>2</sup>.</li> <li data-bbox="740 1226 1414 1360">(c) The maximum gross floor area of office uses shall be 6,000 m<sup>2</sup>, provided that the maximum gross floor area of retail stores and personal service shops cited in clause (b) is reduced by an amount equal to the gross floor area of office uses.</li> <li data-bbox="740 1388 1398 1528">(d) The maximum gross floor area of restaurant uses shall be 1,643m<sup>2</sup>.  <i>(OMB Order No. 3102 dated Dec.19/98, Bylaw 33093; 1255, 1277 Alness St., 2375 Steeles Ave. W., Map 41)</i>  <i>{original Site Specific By-law 30043}</i>   <i>(By-law 516-2004, lands at the southeast corner of Steeles Avenue West and Alness Street, Map 41)</i> </li> <li data-bbox="740 1640 1414 1879">(e) Yard Setbacks <ul style="list-style-type: none"> <li data-bbox="837 1692 1352 1738">a. The minimum front yard setback shall be 2.0 metres.</li> <li data-bbox="837 1745 1414 1791">b. The minimum south side yard setback shall be 3.0 metres.</li> <li data-bbox="837 1797 1414 1843">c. The minimum north side yard setback shall be 3.0 metres.</li> <li data-bbox="837 1850 1414 1879">d. The minimum rear yard setback shall be 0 metres.</li> </ul> </li> </ul>

Zone	Uses/ Permissions
	<p>(f) Front Yard Hard Surfaces</p> <p>No more than 91% of the minimum front yard shall be covered by hard surfaces.</p> <p>(g) Loading</p> <p>Section 6A(16)(c)(i) shall not apply.</p> <p>(h) Parking</p> <p>A minimum of 1 parking space per 23 m<sup>2</sup> of gross floor area shall be provided up to a maximum gross floor area of 16,436 m<sup>2</sup>.</p> <p>a. The provisions of this exception shall apply collectively to the lands, known as Blocks J, K and Park of Block L, Registered Plan 8217 , notwithstanding their future severance, partition or division for any purpose.</p> <p><i>(By-law 516-2004, 2375 Steeles Avenue West, Map 41)</i></p> <p><b>MC(69)(H)</b>  <b>EXCEPTION REGULATIONS</b></p> <p>(a) The maximum gross floor area shall be 12,262.8 m<sup>2</sup>.</p> <p>(b) The maximum gross floor area of retail stores and personal service shops shall be 5,678 m<sup>2</sup>.</p> <p>(c) Section 33(6) shall be applied so that both the lot line abutting Dufferin Street and the lot line abutting Supertest Road are treated as front lot lines, and the minimum front yard setback and landscaping requirement shall be applied to both frontages.  <i>(By-law 33093; 4750 Dufferin St., Map 41) {original Site Specific By-law 29599}</i></p> <p><b>MC(85)(H)</b>  <b>EXCEPTION REGULATIONS</b></p> <p>(a) The minimum width of ingress and egress ramps fronting onto Dufferin Street shall be 6.0 metres.</p> <p>(b) The minimum side yard setback for the west side of the property shall be 1.5 metres.</p> <p>(c) The minimum side yard setback for the east side of the property shall be 3.0 metres.</p> <p>(d) No less than 7 parking space shall be provided for the first 230 m<sup>2</sup> of gross floor area for a convenience store  <i>(By-law 32001, 32737, 33092; 4550 Dufferin St. Map 36)</i></p> <p><b>MC(100)(H)</b>  <b>EXCEPTION REGULATION</b></p> <p>(a) The Maximum gross floor area of retail stores and personal service shops shall be a floor space index of 1.0</p> <p><b>MC(102)(H)</b>  <b>EXCEPTION REGULATION</b></p> <p>(a) The maximum gross floor area of retail stores and personal service shops shall be 25,562 m<sup>2</sup>.  <i>(By-law 1019-2003, lands located on the south-west corner of Dufferin Street and Steeles Avenue West, Map 41)</i></p> <p><b>MC(109)</b></p>

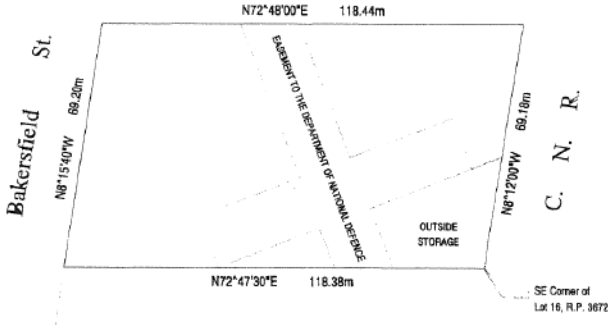
Zone	Uses/ Permissions
	No information available
<b>Industrial-Commercial Zones</b>	
Industrial Zone Two (M2)	<p><b>Permitted Uses</b></p> <p>adult education school;  artist studio;  banquet hall;  car rental agency;  car washing establishment;  club;  college;  commercial gallery;  commercial recreation;  commercial school;  communications and broadcasting;  community centre;  contractor's establishment;  custom workshop;  financial institution;  fitness centre;  gasoline station;  golf course;  health science research laboratory;  hotel;  industrial sales and service;  information processing;  laundry;  manufacturing;  motor vehicle body repair shop;  motor vehicle dealership;  museum;  office uses;  park;  parking lot;  personal service shop;  pinball and video games arcade;  place of worship;  public library;  public self storage warehouse;  research laboratory;  restaurant, with or without an outdoor patio;  retail store service shop;  service station;  showroom;  transportation terminal;  university uses;  veterinary clinic;  warehouse; and  works yard.</p>
M2 Use Conditions	<p>(vii) Limits on Accessory uses</p> <p>(A) An accessory caretaker's residence is permitted for a caretaker, watchman or similar person employed on the premises.</p> <p>(B) An accessory residence for the head of the congregation is permitted with a place of worship.</p> <p>(C) No more than 2 accessory pinball and video games are permitted with a listed permitted use.</p> <p>(D) The required parking for the first 100 square metres of gross floor area for an accessory retail</p>

Zone	Uses/ Permissions
	<p>use shall be calculated at the rate cited in Section <b>6(A)</b> for the use to which it is accessory, then at the rate of 1 space per 28 square metres for the gross floor area exceeding 100 square metres.</p> <p>(viii) Car Wash</p> <p>(A) On a lot that abuts an R or RM2 zone, or is across a non-arterial street from an R or RM2 zone, a car wash is prohibited.</p> <p>(B) On a lot abutting an RM zone other than RM2, a car wash is permitted if an opaque acoustic fence is erected along the lot line or lines that abut the RM zones.</p> <p>(ix) Institutional Uses</p> <p>(A) Section <b>6(26)</b> does not apply to the following institutional uses:</p> <p>(I) museum; and</p> <p>(II) public library.</p> <p>(B) A place of worship must also comply with Section <b>6(26)(f)</b> and <b>(h)</b>.</p> <p>(x) Manufacturing uses shall be entirely within a building and all are permitted <b>except</b> the following types:</p> <p>(A) abattoir;</p> <p>(B) asphalt plant;</p> <p>(C) auto wrecking yard;</p> <p>(D) dead animal rendering;</p> <p>(E) explosives manufacturing;</p> <p>(F) fertilizer manufacturing;</p> <p>(G) high impact energy production;</p> <p>(H) junk yard;</p> <p>(I) medium and high impact chemical manufacturing;</p> <p>(J) metal or mineral smelting or foundry;</p> <p>(K) paint or varnish manufacturing;</p> <p>(L) petrochemical refinery;</p> <p>(M) quarry;</p> <p>(N) tannery; and</p> <p>(O) waste incinerator.</p> <p>(xi) Pinball and Video Game Arcade</p> <p>The maximum number of pinball and video games machines in the arcade is limited to one machine for every 5.55 square metres of pinball and video games arcade patron area, as defined in Section <b>6(2)(j)(ii)(C)</b>.</p>
M2 Zone Exceptions	<p><b>M2(62)</b> <b>EXCEPTION REGULATION</b></p> <p>(a) Outside storage of custom made precast products manufactured on the same lot is permitted anywhere on the lot. <i>(By-law 33093; 140 Ashwarren Rd., Map 36) {original Site Specific By-law 26209}</i></p> <p><b>M2(63)</b> <b>EXCEPTION REGULATIONS</b></p> <p>(a) The minimum westerly side yard setback required shall be 0 m.</p> <p>(b) The other side yard setback shall be a minimum of 4.5 m. <i>(By-law 33093; 47 St. Regis Cres., Map 36) {original Site Specific By-law 29020}</i></p>
Industrial Zone Three (M3)	<p><b>Permitted Uses</b></p> <p>adult education school;</p> <p>artist studio;</p> <p>banquet hall;</p>

Zone	Uses/ Permissions
	boarding kennel; car rental agency; car washing establishment; club; college; commercial gallery; commercial recreation; commercial school; communications and broadcasting; community centre; contractor's establishment; custom workshop; financial institution; fitness centre; gasoline station; golf course; health science research laboratory; hotel; industrial sales and service; information processing; laundry; manufacturing; motor vehicle body repair shop; motor vehicle dealership; museum; office uses; park; parking lot; personal service shop; pinball and video games arcade; place of worship; public library; public self storage warehouse; recycling facility; research laboratory; restaurant, with or without an outdoor patio; retail store; service shop; service station; showroom; transfer station; transportation terminal; university uses; veterinary clinic; warehouse; and works yard.
M3 Use Conditions	(i) Limits on Accessory Uses (A) An accessory caretaker's residence is permitted for a caretaker, watchman or similar person employed on the premises. (B) An accessory residence for the head of the congregation is permitted with a place of worship. (C) No more than 2 accessory pinball and video games are permitted with a listed permitted use. (D) The required parking for the first 100 square metres of gross floor area for an accessory retail use shall be calculated at the rate cited in Section 6(A) for the use to which it is accessory, then at the rate of 1 space per 28 square metres for gross floor area exceeding 100 square metres. (ii) Institutional Uses



Zone	Uses/ Permissions
	<p>(A) Section <b>6(26)</b> does not apply to the following institutional uses:</p> <ul style="list-style-type: none"> <li>i. museum; and</li> <li>ii. public library.</li> </ul> <p>(B) A place of worship must also comply with Section <b>6(26)(f)</b> and <b>(h)</b>.</p> <p>(iii) Manufacturing uses shall be entirely within a building and all are permitted <b>except</b> the following types:</p> <ul style="list-style-type: none"> <li>(A) auto wrecking yard;</li> <li>(B) dead animal rendering;</li> <li>(C) explosives manufacturing;</li> <li>(D) high impact chemical manufacturing;</li> <li>(E) high impact energy production;</li> <li>(F) junk yard;</li> <li>(G) petrochemical refinery;</li> <li>(H) quarry;</li> <li>(I) tannery; and</li> <li>(J) waste incinerator.</li> </ul> <p>(iv) Pinball and Video Game Arcade The maximum number pinball and video games machines in the arcade is limited to one machine for every 5.55 square metres of pinball and video games arcade patron area, as defined in Section <b>6(2)(j)(ii)(C)</b>.</p> <p>(v) A recycling facility shall be within a building, and no source separated material may be stored or kept outside.</p>
M3 Zone Exceptions	<p><b>M3(2)</b> <b>PERMITTED USES</b></p> <p>(a) In addition to the uses permitted by the M3 zone, the storage of Polychlorinated Biphenyl (PCB) waste which is generated from lands other than the lands which form the storage site, shall be permitted.</p> <p><b>EXCEPTION REGULATIONS</b></p> <p>(b) The maximum size of the storage facility for PCB waste which is generated from lands other than the lands which form the storage site shall be as follows:</p> <ul style="list-style-type: none"> <li>(A) maximum width 2.44 m;</li> <li>(B) maximum length 6.1 m;</li> <li>(C) maximum height 2.44 m.</li> </ul> <p><i>(By-law 32533; 33092; 120 Martin Ross Ave., Map 41)</i></p> <p><b>M3(7)</b> <b>EXCEPTION REGULATIONS</b></p> <p>(a) Along the lot line abutting 126 LePage Street a minimum landscaped strip of 3.35 m shall be provided.</p> <p>(b) The maximum height of a radio transmission tower shall be 216.4 m above sea level.</p> <p><i>(By-law 33093; 130 LePage St., Map 36) {original Site Specific By-law 25434}</i></p> <p><b>M3(9)</b> <b>EXCEPTION REGULATION</b></p> <p>(a) The outside storage of construction material shall be permitted only in the location shown on Schedule M3(8)</p>

Zone	Uses/ Permissions
	<p data-bbox="792 226 1385 279">(By-law 33093; 37 Bakersfield St., Map 36) {original Site Specific By-law 21751, 27235}</p> <p data-bbox="695 338 889 363">SCHEDULE M3(8)</p>  <p data-bbox="695 831 995 884"><b>M3(9)</b> <b>EXCEPTION REGULATION</b></p> <p data-bbox="743 915 1382 968">(b) The storage or parking of motor vehicles awaiting repair shall not be permitted in the front yard.</p> <p data-bbox="792 1003 1341 1056">(By-law 33093; 19 Vanley Ct., Map 36) {original Site Specific By-law 21980}</p> <p data-bbox="695 1115 995 1167"><b>M3(14)</b> <b>EXCEPTION REGULATION</b></p> <p data-bbox="743 1199 1390 1283">(a) No outside storage of scrap metal is permitted except for storage in metal bins located at the rear wall of the building.</p> <p data-bbox="695 1308 1344 1360">(BY-LAW 33093; 99, 105 Brisbane Rd., Map 41) {original Site Specific By-law 27270}</p>
Conservation and Open Space	
G	<p data-bbox="695 1396 898 1423"><b>Uses Permitted</b></p> <p data-bbox="695 1434 1016 1461"><b>21.1.1 Agricultural uses</b></p> <p data-bbox="695 1472 938 1499"><b>21.1.2 Residential</b></p> <p data-bbox="792 1509 1166 1537">One-family detached dwelling.</p> <p data-bbox="695 1547 911 1575"><b>21.1.3 Business</b></p> <p data-bbox="792 1585 833 1612">Nil.</p> <p data-bbox="695 1623 959 1650"><b>21.1.4 Recreational</b></p> <p data-bbox="792 1661 1417 1883">Parks, playgrounds operated by the municipality or conservation authority, and buildings and structures accessory thereto, tennis courts, bowling greens, stadia, swimming pools, golf courses but not driving tees or ranges, miniature courses and similar uses operated for commercial purposes. Private recreational use is permitted if not for hire or gain nor an admittance fee charged.</p>

Zone	Uses/ Permissions
	<p><b>21.1.6 Public</b> Monuments, bandstands.</p> <p><b>21.1.7 Accessory Uses</b> Private garages, parking areas incidental to any of the foregoing uses, greenhouses. <i>(By-law 32696)</i></p>
Semi-Public Open Space Zones (O3)	<p><b>Uses Permitted</b></p> <p>(a) <i>Repealed by By-law 32474.</i></p> <p>(b) Public Any station, yard building, park or parkway, operated or used by the City of North York, the Municipality of Metropolitan Toronto, the Province of Ontario, the Dominion of Canada, the Hydro-Electric Commission of the City of North York, the Electric Power Commission of Ontario, The Board of Education for the City of North York, the City of North York Library Board, the Metropolitan Separate School Board, Seneca College, Sunnybrook Hospital, the University of Toronto, York University, the Toronto Transit Commission, the Bell Telephone Company of Canada, the Metropolitan Toronto and Region Conservation Authority, or any public railway company.</p> <p><i>(By-law 30964)</i></p>

## Appendix C – Consolidated List of Existing Use Permissions

### City-wide Zoning By-law 569-2013

USES	E	EH	OR	ON	OC	UT
<b>Agricultural use</b>				p		
<b>Ambulance Depot</b>	p	p				
<b>Amusement Arcade</b>			p*			
<b>Animal Shelter</b>	p	p				
<b>Art Gallery</b>			p			
<b>Artist Studio</b>	p					
<b>Automated Banking Machine</b>	p					
Bindery	p	p				
Body Rub Service	p*					
Building Supply Yards	p	p				
Carpenter's Shop	p	p				
Cemetery					p	
Chemical Materials Storage		p				
Club			p*	p*		
Cogeneration Energy	p*	p*	p*	p*	p*	p*
Cold Storage	p	p				
Community Centre			p			
Contractor's Establishment	p	p				
Crematorium	p*	p*				
Custom Workshop	p	p				
Day Nursery			p			
Drive Through Facility	p*					
Dry Cleaning or Laundry Plant	p	p				
Eating Establishment	p*		p*			
Education Use			p*	p*		
Entertainment Place of Assembly			p	p*		
Financial Institution	p					
Fire Hall	p	p	p	p	p	p
Funeral Visitation Centre					p*	
Industrial Sales and Service Use	p	p				
Kennel	p					
Laboratory	p	p				
Library			p			
Manufacturing Uses <sup>1</sup>	p					
Manufacturing Uses <sup>2</sup>		p				
Marihuana production facility	p*	p*				
Market Garden						p

USES	E	EH	OR	ON	OC	UT
Metal Factory involving Forging and Stamping (25)	p*					
Municipal Shelter			p*			
Museum			p			
Office	p				p*	
Open Storage	p*	p*				p*
Outdoor Patio			p*			
Outside Operations		p*				
Park	p		p	p		p
Performing Arts Studio	p					
Personal Service Shop			p*			
Pet Services	p					
Place of Assembly			p	p*		
Police Station	p	p	p	p	p	p
Printing Establishment	p					
Production Studio	p					
Propane Transfer, Handling and Storage Facility		p*				
Public Parking						p*
Public Utility	p*	p	p	p	p	p
Public Works Yard	p	p	p*			p*
Recovery Facility	p*	p				
Recreation Use	p*		p	p*		p*
Renewable Energy	p*	p*	p*	p*	p*	p*
Retail Service	p*		p*			
Retail Store	p*			p*	p*	
Service Shop	p	p	p*			
Stable			p*	p*		
Shipping Terminal	p*					
Software Development and Processing	p					
Sports Place of Assembly			p			
Take-out Eating Establishment	p*		p*			
Transportation Use	p*	p*	p	p	p	p
Vehicle Depot	p*	p				p*
Vehicle Fuel Station	p*					
Vehicle Repair Shop	p*	p				
Vehicle Service Shop	p*	p*				
Vehicle Washing Establishment	p*					
Warehouse	p	p				
Waste Transfer Station		p				
Wholesaling Use	p					

USES	E	EH	OR	ON	OC	UT
<sup>1</sup>   Excluding the following Manufacturing Uses: 1) Abattoir, Slaughterhouse or Rendering of Animals Factory; 2) Ammunition, Firearms or Fireworks Factory; 3) Asphalt Plant; 4) Cement Plant, or Concrete Batching Plant; 5) Crude Petroleum Oil or Coal Refinery; 6) Explosives Factory; 7) Industrial Gas Manufacturing; 8) Large Scale Smelting or Foundry Operations for the Primary Processing of Metals; 9) Pesticide or Fertilizer Manufacturing; 10) Petrochemical Manufacturing; 11) Primary Processing of Gypsum; 12) Primary Processing of Limestone; 13) Primary Processing of Oil-based Paints, Oil-based Coatings or Adhesives; 14) Pulp Mill, using pulpwood or other vegetable fibres; 15) Resin, Natural or Synthetic Rubber Manufacturing; 16) Tannery  <sup>2</sup>   Excluding the following Manufacturing Uses: 1) Ammunition, Firearms or Fireworks Factory; 2) Crude Petroleum Oil or Coal Refinery; 3) Explosives Factory; 4) Tannery						

## Former North York Zoning By-law 7625

Uses	MC	M2	M3	O2	G
accessory uses					p*
adult education school	p	p	p		
Agricultural uses					p
artist studio	p	p	p		
banquet hall	p	p	p		
boarding kennel			p		
car rental agency	p	p	p		
car washing establishment	p*	p*	p		
cinema	p				
club	p	p	p		
college	p	p	p		
commercial gallery	p	p	p		
commercial recreation	p	p	p		
commercial school	p	p	p		
communications and broadcasting	p	p	p		
community centre	p	p	p		
contractor's establishment	p	p	p		
custom workshop	p	p	p		
day nursery	p				
financial institution	p	p	p		
fitness centre	p	p	p		
funeral establishment	p				
gasoline station	p	p	p		
golf course	p	p	p		
health science research laboratory	p	p	p		
hotel	p	p	p		
industrial sales and service	p	p	p		
information processing	p	p	p		
laundry	p	p	p		
manufacturing	p*	p*	p*		



Uses	MC	M2	M3	O2	G
motor vehicle body repair shop		p	p		
motor vehicle dealership	p*	p	p		
museum	p	p	p		
office uses	p	p	p		
park	p	p	p		
parking lot	p	p	p		
personal service shop	p	p	p		
pinball and video games arcade	p*	p*	p*		
place of worship	p*	p*	p*		
Public				p*	p*
public library	p	p	p		
public self-storage warehouse	p	p	p		
Recreational					p*
recycling facility			p*		
research laboratory	p	p	p		
Residential (One-family detached dwelling.)					p*
restaurant, with or without an outdoor patio	p	p	p		
retail store	p		p		
retail store service shop		p			
secondary school	p				
service shop	p		p		
service station	p	p	p		
showroom	p	p	p		
theatre	p				
transfer station			p		
transportation terminal	p	p	p		
university uses		p	p		
veterinary clinic	p	p	p		
warehouse	p	p	p		
works yard		p	p		

## Appendix D – City-wide Parking Standards

### PARKING SPACE RATES AND PARKING SPACE OCCUPANCY

#### Notes:

AM = 6 a.m. to Noon. PM = Noon to 6 p.m. Eve = 6 p.m. to 6 a.m.

Land Use	Parking Rate	Parking Occupancy Rate		
		AM	PM	Eve
Adult Education School	<b>Parking spaces must be provided:</b>  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2) and Policy Area 3 (PA3) at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; (B) in Policy Area 4 (PA4) at a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> ; and (C) in all other areas of the City, at a minimum rate of 2.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	25%
Adult Entertainment	<b>Parking spaces must be provided:</b>  (A) in Policy Area 1 (PA1) at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> ; (B) in Policy Area 2 (PA2) at a minimum rate of 4.5 for each 100 square metres of <b>gross floor area</b> ; (C) in Policy Area 3 (PA3) at a minimum rate of 5.5 for each 100 square metres of <b>gross floor area</b> ; (D) in Policy Area 4 (PA4) at a minimum rate of 5.5 for each 100 square metres of <b>gross floor area</b> ; and (E) in all other areas of the City, at a minimum rate of 7.0 for each 100 square metres of <b>gross floor area</b> .	25%	100%	100%
Alternative Housing	<b>Parking spaces must be provided at a minimum rate of 0.1 for each dwelling unit.</b>	100%	100%	100%
Ambulance Depot	<b>Parking spaces must be provided at a minimum rate of 0.2 for each 100 square metres of gross floor area.</b>	100%	100%	100%
Amusement Arcade	<b>Parking spaces must be provided at the same rate as a retail store.</b>	25%	100%	100%
Animal Shelter	<b>Parking spaces must be provided:</b>  (A) in Policy Area 1 (PA1) at a minimum rate of 0.4 for each 100 square metres of <b>gross floor area</b> and at a maximum rate of 0.8 for each 100 square metres of <b>gross floor area</b> ; and (B) in the rest of the City at a minimum rate of 1 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
Artist Studio	<b>Parking spaces must be provided at the same rate as a retail store.</b>	25%	100%	100%
Art Gallery	<b>Parking spaces must be provided:</b>  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3), Policy Area 4 (PA4) at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City at a minimum rate of 1.3 for each 100 square metres of <b>gross floor area</b> .	25%	100%	100%
Assisted Housing	<b>Parking spaces must be provided:</b>  (A) in Policy Area 1 (PA1) for each <b>dwelling unit</b> at a minimum rate of: (i) 0.12 for a bachelor <b>dwelling unit</b> up to 45 square metres and 0.5 for each bachelor <b>dwelling unit</b> greater than 45 square metres; (ii) 0.18 for a one bedroom <b>dwelling unit</b> ; (iii) 0.3 for a two bedroom <b>dwelling unit</b> ; and (iv) 0.5 for a three or more bedroom <b>dwelling unit</b> ; and (B) in Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4), for each <b>dwelling unit</b> at a minimum rate of: (i) 0.14 for a bachelor <b>dwelling unit</b> up to 45 square metres and 0.5 for each bachelor <b>dwelling unit</b> greater than 45 square metres; (ii) 0.24 for a one bedroom <b>dwelling unit</b> ; (iii) 0.4 for a two bedroom <b>dwelling unit</b> ; and (iv) 0.75 for a three or more bedroom; <b>dwelling unit</b> and (C) in all other areas of the City for each <b>dwelling unit</b> at a minimum rate of:	100%	100%	100%

	(i) 0.16 for a bachelor <b>dwelling unit</b> up to 45 square metres and 0.5 for each bachelor <b>dwelling unit</b> greater than 45 square metres; (ii) 0.3 for a one bedroom <b>dwelling unit</b> ; (iii) 0.5 for a two bedroom <b>dwelling unit</b> ; and (iv) 0.9 for a three or more bedroom <b>dwelling unit</b> .			
Billiard Hall, Pool Hall	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1) at a minimum rate of 2.5 for each 100 square metres of <b>gross floor area</b> ; (B) in Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4) at a minimum rate of 3.5 for each 100 square metres of <b>gross floor area</b> ; and (C) in all other areas of the City at a minimum rate of 4.0 for each 100 square metres of <b>gross floor area</b> .	25%	50%	100%
Bowling Alley	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1) at a minimum rate of 2.5 for each 100 square metres of <b>gross floor area</b> ; (B) in Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4) at a minimum rate of 3.5 for each 100 square metres of <b>gross floor area</b> ; and (C) in all other areas of the City at a minimum rate of 4.0 for each 100 square metres of <b>gross floor area</b> .	25%	50%	100%
Bus Station	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2) and Policy Area 3 (PA3) at a minimum rate of 0.1 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City at a minimum rate of 0.2 for each 100 square metres of <b>gross floor area</b> .	100%	100%	50%
Cabaret	<b>Parking spaces</b> must be provided at the same rate as an <b>eating establishment</b> .	10%	100%	100%
Cemetery	<b>Parking spaces</b> must be provided at a minimum rate of 2.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
Clinic (medical)	<b>Parking spaces</b> must be provided : (A) in Policy Area 1 (PA1), Policy Area 2 (PA2) and Policy Area 3 (PA3): (i) at a minimum rate of 0.4 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 0.8 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 4 (PA4): (i) at a minimum rate of 0.6 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (C) in all other areas of the City, at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
Club	<b>Parking spaces</b> must be provided: (A) in Policy Area 1 (PA1), at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> ; (B) in Policy Area 2 (PA2), at a minimum rate of 4.5 for each 100 square metres of <b>gross floor area</b> ; (C) in Policy Area 3 (PA3) and Policy Area 4 (PA4), at a minimum rate of 5.5 for each 100 square metres of <b>gross floor area</b> ; and (D) in all other areas of the City at a minimum rate of 7.0 for each 100 square metres of <b>gross floor area</b> .	25%	75%	100%
Community Centre	<b>Parking spaces</b> must be provided: (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4): (i) at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 1.3 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> .	25%	100%	100%
Contractor's Establishment	<b>Parking spaces</b> must be provided at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
Court of Law	<b>Parking spaces</b> must be provided: (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4) at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	0%
Crisis Care Shelter	<b>Parking spaces</b> must be provided: (A) at a minimum rate of 0.22 for each 100 square metres of <b>gross floor area</b> ; and (B) at a maximum rate of 1.5 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
Day Nursery	<b>Parking spaces</b> must be provided:	100%	100%	50%

	(A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4): (i) at a minimum rate of 0.4 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 0.8 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> .			
<b>Dwelling Unit</b> in a <b>Detached House, Semi-detached House, Townhouse, Duplex, Triplex or Fourplex</b>	<b>Parking spaces</b> must be provided at a minimum rate of 1.0 for each <b>dwelling unit</b> .	100%	100%	100%
<b>Dwelling unit</b> in a Multiple Dwelling Unit Buildings – Resident <b>Parking Space</b>	<b>Parking spaces</b> must be provided at a minimum rate of 1.0 for each <b>dwelling unit</b> .	100%	100%	100%
<b>Dwelling unit</b> in a Multiple Dwelling Unit Buildings – Visitor <b>Parking Space</b>	<b>Parking spaces</b> must be provided at a minimum rate of 0.2 for each <b>dwelling unit</b> . [1676-2013]	100%	100%	100%
<b>Dwelling unit</b> in an <b>Apartment Building</b> (Tenant requirement)	For a <b>dwelling unit</b> in an <b>apartment building</b> , <b>parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1): (i) at a minimum rate of : (a) 0.3 for each bachelor <b>dwelling unit</b> up to 45 square metres and 1.0 for each bachelor <b>dwelling unit</b> greater than 45 square metres; (b) 0.5 for each one bedroom <b>dwelling unit</b> ; (c) 0.8 for each two bedroom <b>dwelling unit</b> ; and (d) 1.0 for each three or more bedroom <b>dwelling unit</b> ; and (ii) at a maximum rate of: (a) 0.4 for each bachelor <b>dwelling unit</b> up to 45 square metres and 1.2 for each bachelor <b>dwelling unit</b> greater than 45 square metres; (b) 0.7 for each one bedroom <b>dwelling unit</b> ; (c) 1.2 for each two bedroom <b>dwelling unit</b> ; and (d) 1.5 for each three or more bedroom <b>dwelling unit</b> ; and  (B) in Policy Area 2 (PA2) and Policy Area 3 (PA3): (i) at a minimum rate of : (a) 0.6 for each bachelor <b>dwelling unit</b> up to 45 square metres and 1.0 for each bachelor <b>dwelling unit</b> greater than 45 square metres; (b) 0.7 for each one bedroom <b>dwelling unit</b> ; (c) 0.9 for each two bedroom <b>dwelling unit</b> ; and (d) 1.0 for each three or more bedroom <b>dwelling unit</b> ; and (ii) at a maximum rate of: (a) 0.9 for each bachelor <b>dwelling unit</b> up to 45 square metres and 1.3 for each bachelor <b>dwelling unit</b> greater than 45 square metres; (b) 1.0 for each one bedroom <b>dwelling unit</b> ; (c) 1.3 for each two bedroom <b>dwelling unit</b> ; and (d) 1.5 for each three or more bedroom <b>dwelling unit</b> ; and  (C) in Policy Area 4 (PA4): (i) at a minimum rate of : (a) 0.7 for each bachelor <b>dwelling unit</b> up to 45 square metres and 1.0 for each bachelor <b>dwelling unit</b> greater than 45 square metres; (b) 0.8 for each one bedroom <b>dwelling unit</b> ; (c) 0.9 for each two bedroom <b>dwelling unit</b> ; and (d) 1.1 for each three or more bedroom <b>dwelling unit</b> ; and (ii) at a maximum rate of: (a) 1.0 for each bachelor <b>dwelling unit</b> up to 45 square metres and 1.3 for each bachelor <b>dwelling unit</b> greater than 45 square metres; (b) 1.2 for each one bedroom <b>dwelling unit</b> ; (c) 1.3 for each two bedroom <b>dwelling unit</b> ; and (d) 1.6 for each three or more bedroom <b>dwelling unit</b> ; and  (D) in all other areas of the City: (i) at a minimum rate of : (a) 0.8 for each bachelor <b>dwelling unit</b> up to 45 square metres and 1.0 for each bachelor <b>dwelling unit</b> greater than 45 square metres; (b) 0.9 for each one bedroom <b>dwelling unit</b> ; (c) 1.0 for each two bedroom <b>dwelling unit</b> ; and (d) 1.2 for each three or more bedroom <b>dwelling unit</b> .	100%	100%	100%

<b>Dwelling unit in an Apartment Building</b> – (Visitor requirement)	For a <b>dwelling unit</b> in an <b>Apartment Building</b> , <b>parking spaces</b> for visitors must be provided:  (A) in Policy Area 1 (PA1) at a minimum rate of 0.1 for each <b>dwelling unit</b> ; (B) in Policy Area 2 (PA2) at a minimum rate of 0.1 for each <b>dwelling unit</b> ; (C) in Policy Area 3 (PA3) at a minimum rate of 0.1 for each <b>dwelling unit</b> ; (D) in Policy Area 4 (PA4) at a minimum rate of 0.15 for each <b>dwelling unit</b> ; and (E) in all other areas of the City at a minimum rate of 0.2 for each <b>dwelling unit</b> .	10%	35%	100%
<b>Dwelling unit in a Mixed Use Building</b>	<b>Parking spaces</b> are to be provided at the same rate as a <b>Dwelling unit</b> in an <b>Apartment Building</b> . <b>(Tenant Requirement)</b> [1675-2013]	100%	100%	100%
<b>Dwelling unit in a Mixed Use Building Visitor Parking</b>	For a <b>dwelling unit</b> in an <b>Mixed Use Building</b> , <b>parking spaces</b> for visitors must be provided: (A) in Policy Area 1 (PA1) at a minimum rate of 0.1 for each <b>dwelling unit</b> ; (B) in Policy Area 2 (PA2) at a minimum rate of 0.1 for each <b>dwelling unit</b> ; (C) in Policy Area 3 (PA3) at a minimum rate of 0.1 for each <b>dwelling unit</b> ; (D) in Policy Area 4 (PA4) at a minimum rate of 0.15 for each <b>dwelling unit</b> ; and (E) in all other areas of the City at a minimum rate of 0.2 for each <b>dwelling unit</b> . [1676-2013]	10%	35%	100%
<b>Eating Establishment</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1): (i) at a minimum of 0; and (ii) at a maximum rate of 3.5 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 2 (PA2): (i) at a minimum of 0; and (ii) at a maximum rate of 4.0 for each 100 square metres of <b>gross floor area</b> ; and (C) in Policy Areas 3 (PA3) and 4 (PA4) : (i) at a minimum of 0; and (ii) at a maximum rate of 5.0 for each 100 square metres of <b>gross floor area</b> ; and (D) in all other areas of the City: (i) where the <b>gross floor area</b> used for <b>eating establishments</b> in a building is less than 200 square metres no <b>parking space</b> is required; (ii) where the <b>gross floor area</b> used for <b>eating establishments</b> in a building is 200 square metres or more but less than 500 square metres, <b>parking spaces</b> must be provided at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> ; and (iii) where the <b>gross floor area</b> used for <b>eating establishments</b> in a building is 500 square metres or more, <b>parking spaces</b> must be provided at a minimum rate of 5.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Education Use</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1) and Policy Area 2 (PA2), at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; (B) in Policy Area 3 (PA3) at a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> ; (C) in Policy Area 4 (PA4) at a minimum rate of 2.0 for each 100 square metres of <b>gross floor area</b> ; and (D) in all other areas of the City at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	50%
<b>Entertainment Place of Assembly</b>	<b>Parking spaces</b> must be provided at the a minimum rate of:  (A) 5.0 for each 100 square metres of <b>gross floor area</b> in Policy Area 1 (PA1) ; (B) 8.0 for each 100 square metres of <b>gross floor area</b> in Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4); and (C) 10.0 for each 100 square metres of <b>gross floor area</b> in all other areas.	25%	50%	100%
<b>Financial Institution</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1) at: (i) a minimum rate of 2.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 3.5 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4) at: (i) a minimum rate of 2.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 4.5 for each 100 square metres of <b>gross floor area</b> ; and (C) in all other areas of the City, at a minimum rate of 4.0 for each 100 square metres of <b>gross floor area</b> .	20%	100%	50%
<b>Fire Hall</b>	<b>Parking spaces</b> must be provided at a minimum rate of 0.2 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Funeral Home</b>	<b>Parking spaces</b> must be provided:	20%	100%	100%

	<p>(A) in Policy Area 1 (PA1) and Policy Area 2 (PA2):  (i) at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b>; and  (ii) at a maximum rate of 4.0 for each 100 square metres of <b>gross floor area</b>; and  (B) in Policy Area 3 (PA3):  (i) at a minimum rate of 2.0 for each 100 square metres of <b>gross floor area</b>; and  (ii) at a maximum rate of 5.0 for each 100 square metres of <b>gross floor area</b>; and  (C) in Policy Area 4 (PA4):  (i) at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b>; and  (ii) at a maximum rate of 6.0 for each 100 square metres of <b>gross floor area</b>; and  (D) in all other areas of the City at a minimum rate of 6.0 for each 100 square metres of <b>gross floor area</b>.</p>			
<b>Gaming Establishment</b>	<b>Parking spaces</b> must be provided at a minimum rate of 25.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
Golf Course	The minimum number of <b>parking space</b> to be provided is the greater of:  (A) 24; and (B) 3.5 for each 100 square metres of <b>gross floor area</b> of all buildings.	100%	100%	100%
Grocery Store	<p><b>Parking spaces</b> must be provided if the <b>gross floor area</b> used for grocery stores is greater than 200 square metres:</p> <p>(A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4):  (i) at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b>; and  (ii) at a maximum rate of 4.5 for each 100 square metres of <b>gross floor area</b>; and  (B) in all other areas of the City, at a minimum rate of 2.5 for each 100 square metres of <b>gross floor area</b>; and  (C) if the <b>gross floor area</b> is 200 square metres or less, no <b>parking space</b> is required.</p>	20%	100%	100%
<b>Group Home</b>	<b>Parking spaces</b> must be provided at a minimum rate of 2 for a <b>group home</b> .	100%	100%	100%
<b>Hospice Care Home</b>	<b>Parking spaces</b> must be provided at a rate of 0.3 for each <b>dwelling unit</b> and bed-sitting room.	100%	100%	100%
<b>Hospital</b>	<p><b>Parking spaces</b> must be provided :</p> <p>(A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4) at:  (i) a minimum rate of 0.4 for each 100 square metres of <b>gross floor area</b>; and  (ii) a maximum rate of 0.8 for each 100 square metres of <b>gross floor area</b>; and  (B) in all other areas of the City, at a minimum rate of 3.5 for each 100 square metres of <b>gross floor area</b>.</p>	20%	100%	100%
<b>Hotel</b>	<p><b>Parking spaces</b> must be provided:</p> <p>(A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4):  (i) a minimum rate of 0.2 per 100 square metres of <b>gross floor area</b>;  (ii) a maximum rate of 1.0 per 100 square metres of <b>gross floor area</b>; and  (B) in all other areas of the City, at a minimum rate of 1.0 for each guest room.</p>	80%	75%	100%
<b>Industrial Sales and Service</b>	<b>Parking spaces</b> must be provided at the same rate as a <b>retail store</b> .	100%	100%	0%
Industrial Skills Training	<p><b>Parking spaces</b> must be provided:</p> <p>(A) in Policy Area 1 (PA1), Policy Area 2 (PA2) at a minimum rate of 2.0 for each 100 square metres of <b>gross floor area</b>;  (B) in Policy Area 3 (PA3) at a minimum rate of 2.5 for each 100 square metres of <b>gross floor area</b>;  (C) in Policy Area 4 (PA4) at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b>; and  (D) in all other areas of the City, at a minimum rate of 5.0 for each 100 square metres of <b>gross floor area</b>.</p>	100%	100%	0%
<b>Kennel</b>	<b>Parking spaces</b> must be provided at a minimum of 1 for each 100 square metres of pen area for animals.	100%	100%	0%
<b>Laboratory</b>	<b>Parking spaces</b> must be provided at the same rate as office.	100%	60%	0%
Library	<p><b>Parking spaces</b> must be provided:</p> <p>(A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3), Policy Area 4 (PA4) at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b>; and</p>	25%	100%	100%

	(B) in all other areas of the City at a minimum rate of 1.3 for each 100 square metres of <b>gross floor area</b> .			
<b>Manufacturing Uses</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4), at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City, at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
Medical Office	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1) at: (i) a minimum rate of 0.3 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 3.0 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 2 (PA2) at: (i) a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 3.5 for each 100 square metres of <b>gross floor area</b> ; and (C) in Policy Area 3 (PA3) and Policy Area 4 (PA4) at: (i) a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 6.0 for each 100 square metres of <b>gross floor area</b> ; and (D) in all other areas of the City, at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	50%
Motel	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4): (i) a minimum rate of 0.2 per 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 1.0 per 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City, at a minimum rate of 1.0 for each guest room.	80%	75%	100%
<b>Municipal Shelter,</b>	<b>Parking spaces</b> must be provided:  (A) at a minimum rate of 0.22 for each 100 square metres of <b>gross floor area</b> ; and (B) at a maximum rate of 1.5 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Museum</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3), Policy Area 4 (PA4) at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City at a minimum rate of 1.3 for each 100 square metres of <b>gross floor area</b> .	25%	100%	100%
<b>Nightclub</b>	<b>Parking spaces</b> must be provided at the minimum rate of:  (A) 3.0 for each 100 square metres for <b>gross floor area</b> in Policy Area 1 (PA1) ; (B) 4.5 for each 100 square metres for <b>gross floor area</b> in Policy Area 2 (PA2); (C) 5.5 for each 100 square metres for <b>gross floor area</b> in Policy Area 3 (PA3) and Policy Area 4 (PA4); and (D) 7.0 for each 100 square metres for <b>gross floor area</b> in all other areas of the City.	20%	50%	100%
<b>Nursing Home</b>	<b>Parking spaces</b> must be provided at a rate of 0.3 for each <b>dwelling unit</b> and <b>bed-sitting room</b> .	100%	100%	100%
Office (excluding Medical office)	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1) at: (i) a minimum rate of 0.35 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 0.8 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 2 (PA2) at: (i) a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate 1.4 for each 100 square metres of <b>gross floor area</b> ; and (C) in Policy Area 3 (PA3) and Policy Area 4 (PA4) at: (i) a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 2.0 for each 100 square metres of <b>gross floor area</b> ; and (D) in all other areas of the City, at a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> .	100%	60%	0%
<b>Park</b>	<b>Parking spaces</b> must be provided:  (A) for a <b>building</b> with a <b>recreation use</b> and located in the OR zone:	100%	100%	100%



	(i) at a minimum 0.25 for each 100 square metres of <b>gross floor area</b> if it is located in Policy Areas 1 through 4; and (ii) at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> if not located in Policy Areas 1 through 4; and (B) for an arena located in the OR zone at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> .			
<b>Performing Arts Studio</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), and Policy Area 3 (PA3) and Policy Area 4 (PA4); (i) at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 1.3 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City, at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> .	10%	100%	100%
<b>Personal Service Shop</b>	<b>Parking spaces</b> must be provided if the <b>gross floor area</b> used for <b>personal service shops</b> is greater than 200 square metres:  (A) in Policy Area 1 (PA1) at a: (i) minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) maximum rate of 3.5 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4) at a: (i) minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) maximum rate of 4.0 for each 100 square metres of <b>gross floor area</b> ; and (C) in all other areas of the City at a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> ; and (D) if the <b>gross floor area</b> is 200 square metres or less, no <b>parking space</b> is required.	20%	100%	100%
<b>Pet Services</b>	<b>Parking spaces</b> must be provided at the same rate as a <b>retail store</b> .	20%	100%	100%
<b>Place of Assembly</b>	<b>Parking spaces</b> must be provided at the minimum rate of:  (A) 3.0 for each 100 square metres for <b>gross floor area</b> in Policy Area 1 (PA1) ; (B) 4.5 for each 100 square metres for <b>gross floor area</b> in Policy Area 2 (PA2); (C) 5.5 for each 100 square metres for <b>gross floor area</b> in Policy Area 3 (PA3) and Policy Area 4 (PA4); and (D) 7.0 for each 100 square metres for <b>gross floor area</b> in all other areas of the City.	25%	50%	100%
<b>Place of Worship</b>	<b>Parking spaces</b> must be provided at the greater of :  (A) if there is permanent or fixed seating in a <b>Place of Worship</b> and: (i) if it is in Policy Area 1 (PA1) at: (a) a minimum rate of 9.0 for each 100 square metres of worship area; and (b) a maximum rate of 18.0 for each 100 square metres of worship area; and (ii) if it is in Policy Area 2 (PA2) at: (a) a minimum rate of 15.0 for each 100 square metres of worship area; and (b) a maximum rate of 23.0 for each 100 square metres of worship area; and (iii) if it is in Policy Area 3 (PA3) or Policy Area 4 (PA4) at: (a) a minimum rate of 18.0 for each 100 square metres of worship area; and (b) a maximum rate of 29.0 for each 100 square metres of worship area; and (iv) at a minimum rate of 23.0 for each 100 square metres of worship area if it is located in any other area of the City; and  (B) if there is no seating or variable seating in a <b>Place of Worship</b> and: (i) if it is in Policy Area 1 (PA1) at: (a) a minimum rate of 11.0 for each 100 square metres of worship area; and (b) a maximum rate of 22.0 for each 100 square metres of worship area; and (ii) if it is in Policy Area 2 (PA2) at: (a) a minimum rate of 18.0 for each 100 square metres of worship area; and (b) a maximum rate of 27.0 for each 100 square metres of worship area; and (iii) if it is in Policy Area 3 and Policy Area 4 (PA4)at : (a) a minimum rate of 22.0 for each 100 square metres of worship area; and (b) a maximum rate of 33.0 for each 100 square metres of worship area; and (iv) at a minimum rate of 27.0 for each 100 square metres of worship area if it is located in any other area of the City; or  (C) the required minimum parking rate for all other permitted uses on the lot.	100%	100%	100%
<b>Police Station</b>	<b>Parking spaces</b> must be provided at a minimum rate of 0.2 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Post Secondary School</b>	<b>Parking spaces</b> must be provided at a minimum rate of:	50%	100%	50%

	(A) in Policy Area 1 (PA1), Policy Area 2 (PA2) and Policy Area 3 (PA3), 0.1 for each 100 square metres of <b>gross floor area</b> ; (B) in Policy Area 4 (PA4), 1.0 for each 100 square metres of <b>gross floor area</b> ; and (C) in all other areas of the City, 2.0 for each 100 square metres of <b>gross floor area</b> .			
<b>Private School</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1) at: (i) a minimum rate of 0.15 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 0.3 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 2 (PA2) and Policy Area 3 (PA3) at: (i) a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (C) in Policy Area 4 (PA4) at: (i) a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 2.0 for each 100 square metres of <b>gross floor area</b> ; and (D) in all other areas of the City, at a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> .	100%	100%	20%
<b>Production Studio</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1) at: (i) a minimum rate of 0.35 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 0.8 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 2 (PA2) at: (i) a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate 1.4 for each 100 square metres of <b>gross floor area</b> ; and (C) in Policy Area 3 (PA3) and Policy Area 4 (PA4) at: (i) a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 2.0 for each 100 square metres of <b>gross floor area</b> ; and (D) in all other areas of the City, at a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> .	100%	60%	0%
<b>Public School</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1) at: (i) a minimum rate of 0.15 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 0.3 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 2 (PA2) and Policy Area 3 (PA3) at: (i) a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (C) in Policy Area 4 (PA4) at: (i) a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 2.0 for each 100 square metres of <b>gross floor area</b> ; and (D) in all other areas of the City, at a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> .	100%	100%	20%
Railway Service and Repair Yard; Railway Station	<b>Parking spaces</b> must be provided at a minimum rate of 0.1 per 100 square metres of <b>gross floor area</b> .	100%	100%	50%
<b>Recreation Use</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), and Policy Area 3 (PA3) and Policy Area 4 (PA4): (i) at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 1.3 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City, at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> .	25%	100%	100%
<b>Religious Education Use</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1): (i) at a minimum rate of 0.15 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 0.3 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 2 (PA2) and Policy Area 3 (PA3): (i) at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (C) in Policy Area 4 (PA4): (i) at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 2.0 for each 100 square metres of <b>gross floor area</b> ; and (D) in all other areas of the City, at a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> .	100%	100%	20%

<b>Religious Residence</b>	<b>Parking spaces</b> must be provided at a minimum rate of 1.0 for each 10 <b>bed-sitting rooms</b> or <b>dwelling units</b> .	100%	100%	100%
<b>Residential Care Home</b>	<b>Parking spaces</b> must be provided:  (A) at a minimum rate of 0.22 for each 100 square metres of <b>gross floor area</b> ; and (B) at a maximum rate of 1.5 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Respite Care Facility</b>	<b>Parking spaces</b> must be provided at a rate of 0.3 for each <b>dwelling unit</b> and <b>bed-sitting room</b> .	100%	100%	100%
<b>Retail Store</b>	<b>Parking spaces</b> must be provided if the <b>gross floor area</b> on a lot is more than 200 square metres:  (A) in Policy Area 1 (PA1) at a: (i) minimum of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) maximum of 3.5 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4) at: (i) minimum of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) maximum of 4.0 for each 100 square metres of <b>gross floor area</b> ; and (C) in all other areas of the City: (i) if the <b>gross floor area</b> is more than 200 square metres and less than 10,000 square metres, at a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> ; and (ii) if the <b>gross floor area</b> is 10,000 square metres or more but less than 20,000 square metres, at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> ; and (iii) if the <b>gross floor area</b> is 20,000 square metres or more, at a minimum rate of 6.0 for each 100 square metres of <b>gross floor area</b> ; and (D) if the <b>gross floor area on a lot</b> is 200 square metres or less, no <b>parking space</b> is required.	20%	100%	100%
<b>Retail Service</b>	<b>Parking spaces</b> must be provided at the same rate as a <b>retail store</b> .	100%	100%	20%
<b>Retirement Home</b>	<b>Parking spaces</b> must be provided at a rate of 0.3 for each <b>dwelling unit</b> and <b>bed-sitting room</b> .	100%	100%	100%
<b>Secondary Suite</b>	<b>Parking spaces</b> must be provided at a minimum rate of 1.0 per <b>secondary suite</b> .	100%	100%	100%
<b>Self Storage Warehouse</b>	(See <b>Warehouse</b> , self storage)			
<b>Seniors Community House</b>	<b>Parking spaces</b> must be provided at a minimum rate of 1.0 per <b>building</b> .			
<b>Service Shop</b>	<b>Parking spaces</b> must be provided if the <b>gross floor area</b> is more than 200 square metres: (A) in Policy Area 1 (PA1) at a: (i) minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) maximum rate of 3.5 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4) at: (i) minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) maximum rate of 4.0 for each 100 square metres of <b>gross floor area</b> ; and (C) in all other areas of the City a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> ; and (D) if the <b>gross floor area</b> is 200 square metres or less, no parking space is required.	100%	100%	100%
<b>Software Development and Processing</b>	<b>Parking spaces</b> must be provided at the same rate as an office.	100%	100%	10%
<b>Vehicle Dealership</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4): (i) at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 1.5 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Vehicle Depot</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2) and Policy Area 3 (PA3) at a minimum rate of 0.1 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City at a minimum rate of 0.2 for each 100 square metres of <b>gross floor area</b> .	100%	100%	50%
<b>Vehicle Fuel Station</b>	<b>Parking spaces</b> must be provided: (A) in Policy Area 1 (PA1), Policy Area 2 (PA2) and Policy Area 3 (PA3) at a minimum rate of 2.5 for each 100 square metres of <b>gross floor area</b> ;	100%	100%	100%

	(B) in Policy Area 4 (PA4) at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> ; and (C) in all other areas of the City at a minimum rate of 3.5 for each 100 square metres of <b>gross floor area</b> .			
<b>Vehicle Service Shop</b>	<b>Parking spaces</b> must be provided at a minimum rate of 3.5 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Vehicle Repair Shop</b>	<b>Parking spaces</b> must be provided at a minimum rate of 3.5 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Veterinary Hospital</b>	<b>Parking spaces</b> must be provided: (A) in Policy Area 1 (PA1) at a minimum rate of 0.4 for each 100 square metres of <b>gross floor area</b> and at a maximum rate of 0.8 for each 100 square metres of <b>gross floor area</b> ; and (B) in the rest of the City at a minimum rate of 1 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Visitation Centre</b>	<b>Parking spaces</b> must be provided at a minimum rate of 2.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Warehouse</b>	<b>Parking spaces</b> must be provided at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> up to 2750 square metres; plus 0.5 for each 100 square metres of <b>gross floor area</b> in excess of 2750 square metres.	100%	100%	50%
<b>Warehouse, Self Storage</b>	<b>Parking spaces</b> must be provided at a minimum rate of 0.6 for each 100 square metres of <b>gross floor area</b> .	100%	100%	50%
<b>Wholesaling Use</b>	<b>Parking spaces</b> must be provided at the same rate as a <b>retail store</b> .	100%	100%	50%

## **Appendix E – Zoning By-laws**

Authority:

Enacted by Council: ~, 20~

**CITY OF TORONTO**

**Bill No. ~**

**BY-LAW NO. ~-20~**

**To amend Zoning By-law 569-2013, as amended, with respect to the DUKE Heights Area which is an area generally bound by Steeles Avenue West, Keele Street, Sheppard Avenue West and Dufferin Street.**

Whereas authority is given to Council of the City of Toronto by Section 34 of the Planning Act, R.S.O. 1990, c.P.13, as amended to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law 569-2013, Chapter 800 Definitions.
3. Zoning By-law 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Zoning By-law Map in Section 990.10, and applying the following zone labels to these lands so as to change the classifications of the lands zoned under the former North York By-law 7625 from MC (H), G and M3 to E, ON and EH, as shown on Diagram 2.1, 2.2, 2.3, 2.4, 2.5 and 2.6 attached to this By-law; and
4. Zoning By-law No. 569-2013, as amended is further amended by adding the lands subject to this By-law to the Policy Area Overlay Map in Section 995.10.1, and applying the Policy Area labels of 3 and 4 to these lands, as shown on Diagram 3 attached to this By-law, and
5. Zoning By-law 569-2013, as amended, is further amended by adding to Article 900.20.10, Exception Number ~ so that it reads:

Exception E A

The lands, or a portion thereof as shown on Diagrams 2.1, 2.2, 2.3, 2.4, 2.5 and 2.6, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

(A) Despite clauses 60.20.20.10 and 60.20.20.20

- (i) the following uses are also permitted:

**Community Centre  
Eating Establishments  
Medical Office**

**Recreation Use**  
**Retail Stores**  
**Retail Service**

- (B) **Hotels, Public Schools, Private Schools, Education uses and Post-Secondary Schools** are a permitted use for properties with frontage on the following arterial streets, Sheppard Avenue, Allen Road, Dufferin Street, Finch Avenue West, Keele Street and Steeles Avenue West.
- (C) The combined gross floor area of all Retail Store and/or Retail Service uses on a lot shall not exceed a total gross floor area of 6,000 m<sup>2</sup>
- (D) Despite subsection 200.5.10.1, a minimum of 0.5 parking spaces for each 100 square metres of **gross floor area** for **manufacturing use** is required
- (E) On lands municipally known as 3685 Keele Street in 2019, subsection 60.20.50.10 does not apply
- (F) Article 150.110.30.1(1) is amended by adding the following:  
and, may not be located within 150 metres from provincial highways and arterial roads.

**Prevailing By-laws and Prevailing Sections:**

- (A) On lands municipally known as 1115-1123 Lodestar Avenue and 150-180 Rimrock Road in 2019, Section 64.33(11)(e) of North York zoning by-law 7625
- (B) On lands municipally known as 1115-1123 Lodestar Avenue and 150-180 Rimrock Road in 2019, Section 64.33(11)(f) of North York zoning by-law 7625
- (C) On lands municipally known as 1115-1123 Lodestar Avenue and 150-180 Rimrock Road in 2019, Section 64.33(11)(h) of North York zoning by-law 7625
- (D) On lands municipally known as 1115-1123 Lodestar Avenue and 150-180 Rimrock Road in 2019, Section 64.33(11)(i) of North York zoning by-law 7625
- (E) On lands municipally known as 2401 Steeles Avenue West, Section 64.33(15) of North York zoning by-law 7625
- (F) On lands municipally known as 1183 Finch Avenue West, Section 64.33(48) of North York zoning by-law 7625
- (G) On lands municipally known as 3645 and 3655 Keele Street, Section 64.33(51) of North York zoning by-law 7625
- (H) On lands municipally known as 3710 Chesswood Drive, Section 64.33(55) of North York zoning by-law 7625
- (I) On lands municipally known as 3725 Keele Street and 3757 Keele Street, Section 64.33(58) of North York zoning by-law 7625
- (J) On lands municipally known as 1290, 1300 Finch Avenue West, Section 64.33(67) of North York zoning by-law 7625



- (K) On lands municipally known as 1255, 1277 Alness Street and 2375 Steeles Avenue West, Section 64.33(68) of North York zoning by-law 7625
- (L) On lands municipally known as 1118, 1126 Finch Avenue West, Section 64.33(70) of North York zoning by-law 7625
- (M) On lands municipally known as 1100 Finch Avenue West, Section 64.33(71) of North York zoning by-law 7625
- (N) On lands municipally known as 4550 Dufferin Street, Section 64.33(85) of North York zoning by-law 7625
- (O) On lands municipally known as 35 Tangiers Road, Section 64.33(109) of North York zoning by-law 7625
- (P) Schedule 'D' Airport Hazard Map from City of North York zoning By-law 7625.
6. Zoning By-law 569-2013, as amended, is further amended by adding to Article 900.20.10, Exception Number ~ so that it reads:

Exception E B

The lands, or a portion thereof as shown on Diagrams 2.1, 2.2, 2.3, 2.4, 2.5 and 2.6, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

- (A) Despite clauses 60.20.20.10 and 60.20.20.20

- (i) the following uses are also permitted:

**Community Centre**  
**Eating Establishments**  
**Hotel**  
**Medical Office**  
**Private School**  
**Public School**  
**Recreation Use**  
**Education use**  
**Post-Secondary School**  
**Retail Stores**  
**Retail Service**

- (B) **Hotels, Public Schools, Private Schools, Education uses and Post-Secondary Schools** are a permitted use for properties with frontage on Dufferin Street and Steeles Avenue West.
- (C) The combined gross floor area of all Retail Store and/or Retail Service uses shall not exceed a total gross floor area of 25,562 m<sup>2</sup>
- (D) Despite subsection 200.5.10.1, a minimum of 0.5 parking spaces for each 100 square metres of **gross floor area** for **manufacturing use** is required
- (E) Article 150.110.30.1(1) is amended by adding the following:

and, may not be located within 150 metres from provincial highways and arterial roads.

Prevailing By-laws and Prevailing Sections:

(A) Schedule 'D' Airport Hazard Map from City of North York zoning By-law 7625.

7. Zoning By-law 569-2013, as amended, is further amended by amending Article 900.20.10(318), Exception Number 318 so that it reads:

Exception E 318

The lands, or a portion thereof as shown on Diagrams 2.1, 2.2, 2.3, 2.4, 2.5 and 2.6, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

(A) Despite subsection 200.5.10.1, a minimum of 0.5 parking spaces for each 100 square metres of **gross floor area** for **manufacturing use** is required

(B) Article 150.110.30.1(1) is amended by adding the following:

and, may not be located within 150 metres from provincial highways and arterial roads.

Prevailing By-laws and Prevailing Sections:

(A) Schedule 'D' Airport Hazard Map from City of North York zoning By-law 7625.

8. Zoning By-law 569-2013, as amended, is further amended by amending Article 900.20.10(15), Exception Number 15 so that it reads:

Exception E 15

The lands, or a portion thereof as shown on Diagrams 2.1, 2.2, 2.3, 2.4, 2.5 and 2.6, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

(A) Outside storage of custom made pre-cast products manufactured on the same **lot** is permitted anywhere on the **lot**.

(B) Despite subsection 200.5.10.1, a minimum of 0.5 parking spaces for each 100 square metres of **gross floor area** for **manufacturing use** is required

(C) Article 150.110.30.1(1) is amended by adding the following:

and, may not be located within 150 metres from provincial highways and arterial roads.

Prevailing By-laws and Prevailing Sections:

(A) Schedule 'D' Airport Hazard Map from City of North York zoning By-law 7625.

9. Zoning By-law 569-2013, as amended, is further amended by amending Article 900.20.10(16), Exception Number 16 so that it reads:

Exception E 16

The lands, or a portion thereof as shown on Diagrams 2.1, 2.2, 2.3, 2.4, 2.5 and 2.6, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

- (A) The minimum **building setback** from the westerly **lot line** is 0.0 metres; and
- (B) The minimum **building setback** from the easterly **lot line** is 4.5 metres.
- (C) Despite subsection 200.5.10.1, a minimum of 0.5 parking spaces for each 100 square metres of **gross floor area** for **manufacturing use** is required
- (D) Article 150.110.30.1(1) is amended by adding the following:  
and, may not be located within 150 metres from provincial highways and arterial roads.

Prevailing By-laws and Prevailing Sections:

- (A) Schedule 'D' Airport Hazard Map from City of North York zoning By-law 7625.

10. Zoning By-law 569-2013, as amended, is further amended by amending Article 900.22.10(45), Exception Number 45 so that it reads:

Exception EH (45)

The lands, or a portion thereof as shown on Diagrams 2.1, 2.2, 2.3, 2.4, 2.5 and 2.6, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

- (A) Despite subsection 200.5.10.1, a minimum of 0.5 parking spaces for each 100 square metres of **gross floor area** for **manufacturing use** is required
- (B) Article 150.110.30.1(1) is amended by adding the following:  
and, may not be located within 150 metres from provincial highways and arterial roads.

Prevailing By-laws and Prevailing Sections:

- (A) Schedule 'D' Airport Hazard Map from City of North York zoning By-law 7625.

11. Zoning By-law 569-2013, as amended, is further amended by amending to Article 900.22.10(4), Exception Number 4 so that it reads:

Exception EH 4

The lands, or a portion thereof as shown on Diagrams 2.1, 2.2, 2.3, 2.4, 2.5 and 2.6, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

- (A) A minimum 3.35 metre wide **landscaping** strip running along the lot line abutting LePage Ct. is required; and
- (B) The maximum height of a radio transmission tower is 216.4 metres above sea level.

(C) Despite subsection 200.5.10.1, a minimum of 0.5 parking spaces for each 100 square metres of **gross floor area** for **manufacturing use** is required

(D) Article 150.110.30.1(1) is amended by adding the following:

and, may not be located within 150 metres from provincial highways and arterial roads.

Prevailing By-laws and Prevailing Sections:

(A) Schedule 'D' Airport Hazard Map from City of North York zoning By-law 7625.

12. Zoning By-law 569-2013, as amended, is further amended by amending to Article 900.22.10(5), Exception Number 5 so that it reads:

Exception EH 5

The lands, or a portion thereof as shown on Diagrams 2.1, 2.2, 2.3, 2.4, 2.5 and 2.6, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

(A) Despite subsection 200.5.10.1, a minimum of 0.5 parking spaces for each 100 square metres of **gross floor area** for **manufacturing use** is required

(B) Article 150.110.30.1(1) is amended by adding the following:

and, may not be located within 150 metres from provincial highways and arterial roads.

Prevailing By-laws and Prevailing Sections:

(A) Section 64.32(8), North York zoning by-law 7625; and

(B) Schedule 'D' Airport Hazard Map from City of North York zoning By-law 7625.

13. Zoning By-law 569-2013, as amended, is further amended by amending to Article 900.22.10(6), Exception Number 6 so that it reads:

Exception EH 6

The lands, or a portion thereof as shown on Diagrams 2.1, 2.2, 2.3, 2.4, 2.5 and 2.6, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

(A) Storage and parking of motor vehicles awaiting repair is not permitted in the **front yard**.

(B) Despite subsection 200.5.10.1, a minimum of 0.5 parking spaces for each 100 square metres of **gross floor area** for **manufacturing use** is required

(C) Article 150.110.30.1(1) is amended by adding the following:

and, may not be located within 150 metres from provincial highways and arterial roads.

Prevailing By-laws and Prevailing Sections:

(A) Schedule 'D' Airport Hazard Map from City of North York zoning By-law 7625.

14. Zoning By-law 569-2013, as amended, is further amended by amending to Article 900.22.10(10), Exception Number 10 so that it reads:

Exception EH 10

The lands, or a portion thereof as shown on Diagrams 2.1, 2.2, 2.3, 2.4, 2.5 and 2.6, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

(A) Despite Article 60.30.20, **open storage** of scrap metal is only permitted in metal bins located along the rear wall of the **building**.

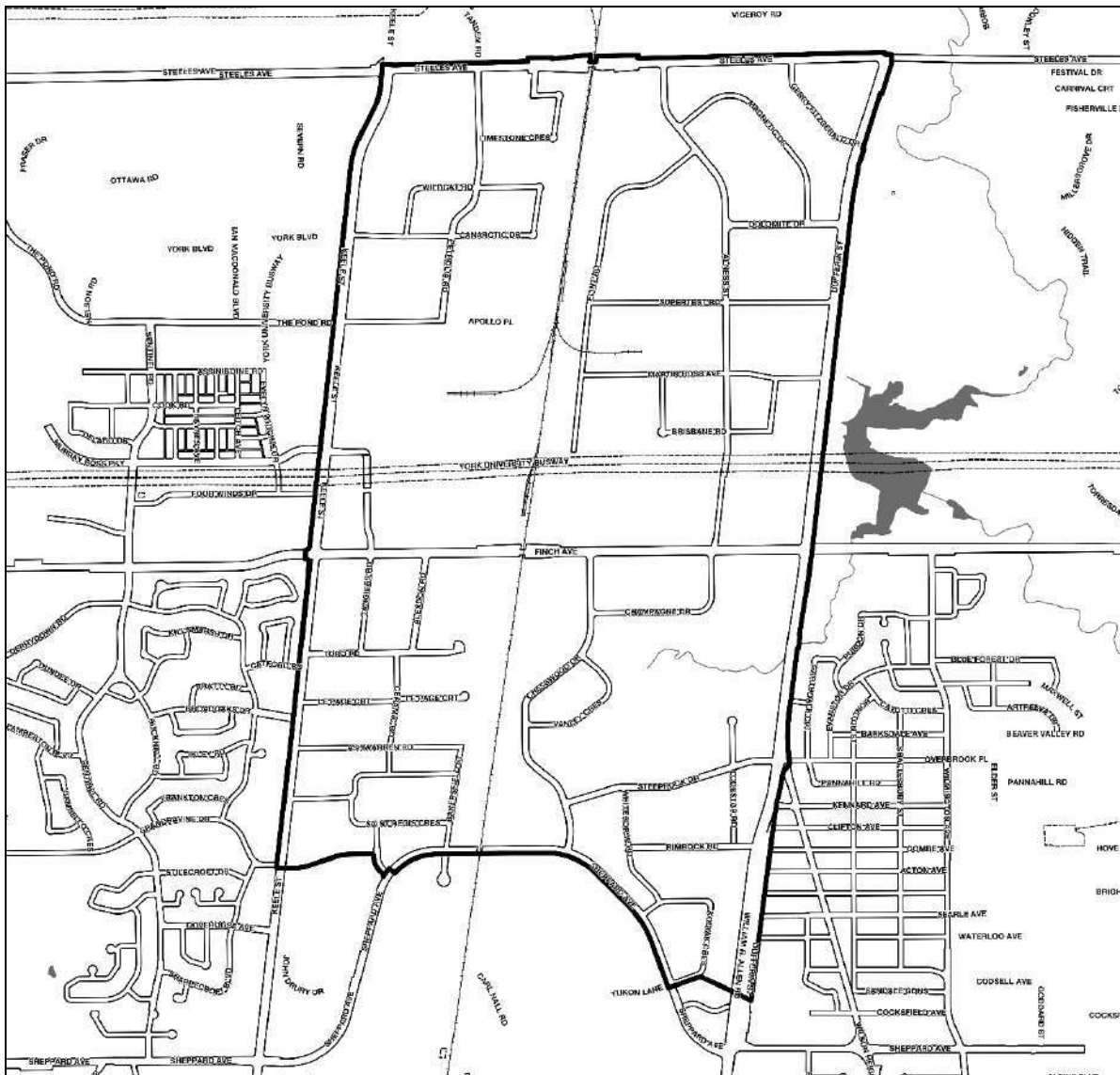
(B) Despite subsection 200.5.10.1, a minimum of 0.5 parking spaces for each 100 square metres of **gross floor area** for **manufacturing use** is required

(C) Article 150.110.30.1(1) is amended by adding the following:

and, may not be located within 150 metres from provincial highways and arterial roads.

Prevailing By-laws and Prevailing Sections:

(A) Schedule 'D' Airport Hazard Map from City of North York zoning By-law 7625.



 **Toronto**  
Diagram 1

DUKE Heights BIA Area  
File #



City of Toronto By-law 569-2013  
Not to Scale  
0/0/2020

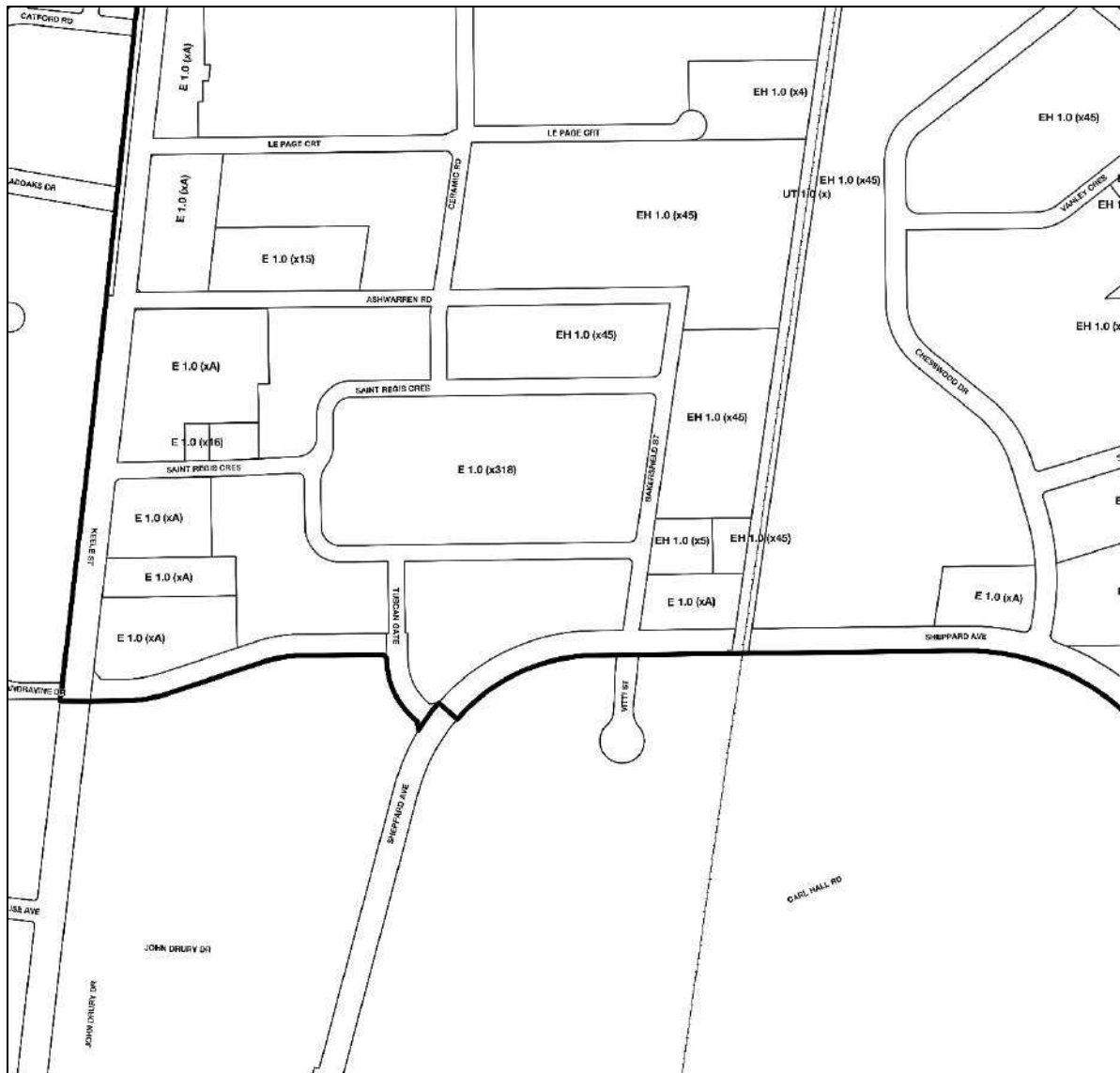












 **Toronto**  
Diagram 2.5

DUKE Heights BIA Area  
File #



City of Toronto By-law 569-2013  
Not to Scale  
0/0/2020

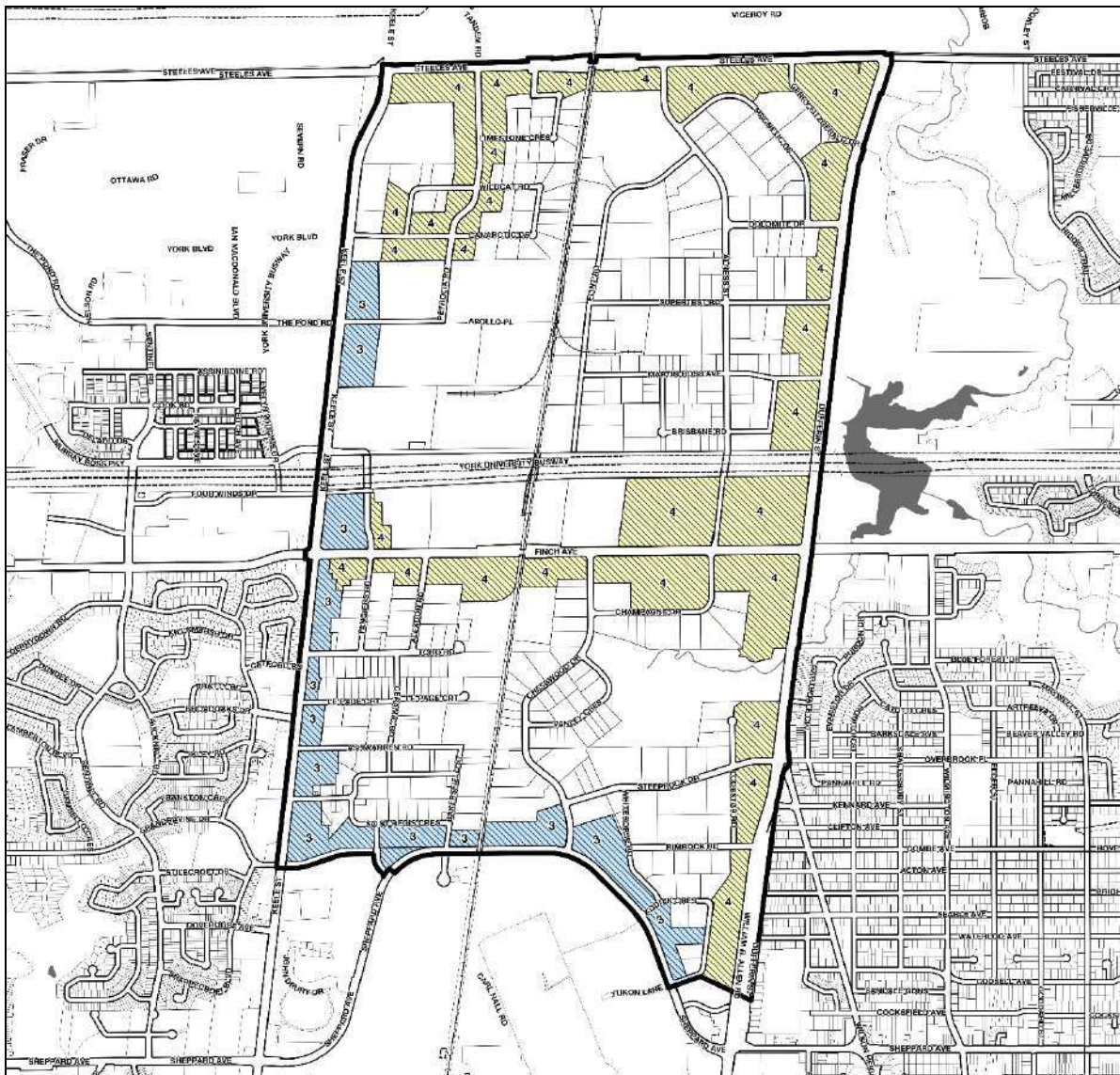


 **Toronto**  
Diagram 2.6

DUKE Heights BIA Area  
File #



City of Toronto By-law 569-2013  
Not to Scale  
0/0/2020



 **Toronto**  
Diagram 3

DUKE Heights BIA Area  
File #



City of Toronto By-law 569-2013  
Not to Scale  
0/0/2020

Authority:

Enacted by Council: ~, 20~

## CITY OF TORONTO

Bill No. ~

### BY-LAW NO. ~-20~

**To amend Zoning By-Law No. 7625 for the former City of North York, as amended, with respect to the DUKE Heights Area which is an area generally bound by Steeles Avenue West, Keele Street, Sheppard Avenue West and Dufferin Street.**

Whereas authority is given to Council of the City of Toronto by Section 34 of the Planning Act, R.S.O. 1990, c.P.13, as amended to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Schedule A attached to this By-law.
2. Section 6A is amended by adding the following subsection:  
“6A(21) DUKE Heights Parking Regulations

(1) Application of This Section

- (a) Notwithstanding the regulations of Chapter 6A, the provisions of subsection 6A(21) shall apply to the lands outlined by heavy black lines on Schedule A of By-law ~-2020.
- (b) The regulations in subsection 6A(21) apply to all **parking spaces** and **drive aisles**.

(2) Requirement to Provide Parking Spaces

**Parking spaces** must be provided collectively for each use on a **lot** in an amount that complies with the regulations in subsection 6A(21).

(3) Drive Aisle Width

The following are the minimum **drive aisle** widths:

- (A) If the centreline of a **parking space** is at an interior angle of 70 to 90 degrees to the centreline of the **drive aisle** providing **vehicle** access, the minimum width for that one or two **lane drive aisle** is 6.0 metres;
- (B) If the centreline of a **parking space** is at an interior angle from 50 to less than 70 degrees to the centreline of the **drive aisle** providing **vehicle** access, the minimum width for that **drive aisle** is 5.5 metres for each aisle;

- (C) If the centreline of a **parking space** is at an interior angle of less than 50 degrees from the centreline of the **drive aisle** providing **vehicle** access, the minimum width for that **drive aisle** is 4.0 metres for each aisle.

(4) Application of Parking Space Rates in Policy Areas 3 and 4

A **lot** located entirely or partly within Policy Area 3 or Policy Area 4 on the Policy Area Overlay Map is subject to the following:

- (A) if the **buildings** on the **lot** cover at least 50% of the area located within 40 metres of the **lot line** that abuts the **street** in the Policy Area, the **parking space** rates for uses in that policy area apply to the entire **lot**; and
- (B) in cases other than (A) above, the applicable **parking space** rate for a use is the **parking space** requirements for uses not located in Policy Area 1, Policy Area 2, Policy Area 3 or Policy Area 4.

(5) Parking Space Dimensions - Minimum

A **parking space** is subject to the following:

- (A) A **parking space** must have the following minimum dimensions:
- (i) length of 5.6 metres;
  - (ii) width of 2.6 metres;
  - (iii) vertical clearance of 2.0 metres; and
  - (iv) the minimum width in (ii) must be increased by 0.3 metres for each side of the **parking space** that is obstructed according to (D) below;
- (B) For a **parking space** accessed by a **drive aisle** with a width of less than 6.0 metres, whether it is a one-way or two-way **drive aisle**, the minimum dimensions of a **parking space** are:
- (i) length - 5.6 metres;
  - (ii) width - 2.9 metres;
  - (iii) vertical clearance - 2.0 metres; and



- (iv) the minimum width in (ii) must be increased by 0.3 metres if one or both sides of the **parking space** is obstructed according to (D) below;

(C) The minimum dimensions of a **parking space** that is adjacent and parallel to a **drive aisle** from which **vehicle** access is provided are:

- (i) length - 6.7 metres;
- (ii) width - 2.6 metres;
- (iii) vertical clearance - 2.0 metres; and
- (iv) the minimum width in (ii) must be increased by 0.3 metres for each side of the **parking space** that is obstructed according to (D) below; and

(D) The side of a **parking space** is obstructed if any part of a fixed object such as a wall, column, bollard, fence or pipe is situated:

- (i) within 0.3 metres of the side of the **parking space**, measured at right angles, and
- (ii) more than 1.0 metre from the front or rear of the **parking space**.

(6) Parking Space Dimensions - Maximum

The maximum dimensions for a **parking space** are:

- (A) length of 6.0 metres
- (B) width of 3.2 metres

(7) Vertical Clearance of a Parking Space

The minimum vertical clearance for a **parking space** extends over the entire length and width of the **parking space**, excluding a wheel stop with a height of less than 18.0 centimetres.

(7) Tandem Parking Spaces

A required **parking space** may not be a **tandem parking space**, except when it is required for a **secondary suite**, **group home** or **duplex building**.

(8) Tandem Parking Space Minimum Dimensions

A **tandem parking space** must have the following minimum dimensions:

- (A) length of 5.6 metres;
- (B) width of 2.6 metres;
- (C) vertical clearance of 2.0 metres.

(9) Calculation of Required Parking Space - Vacant Building Space

The **parking space** requirement for an area of a **building** that is vacant is calculated as follows:

- (A) the previous use of that **building** or part of the **building**;
- (B) the land use identified on the issued building permit; or
- (C) if a **building** or part of a **building** has never been used, and its intended use has never been identified in a building permit, the **parking space** requirement is based on the permitted use in the zone that has the lowest minimum **parking space** requirement.

(10) Calculation of Parking Space Requirement

If a **parking space** rate is expressed as a ratio of **parking spaces** to the **gross floor area**, the **parking space** requirement for a use is calculated by multiplying the **gross floor area** of the use by the applicable rate found in Table 6A(21) Parking Space Rates and Parking Space Occupancy.

(11) Calculation of Parking Space Requirements - Rounding

If the calculation of the number of required **parking spaces** results in a number with a fraction, the number is rounded down to the nearest whole number, but there may not be less than one **parking space**.

(12) Parking Space to be Clearly Marked

All **parking spaces** required for a non-residential use must be clearly identified and marked.

(13) Parking Space Calculation -Gross Floor Area Exclusion

The **interior floor area** of that portion of a **building** used exclusively for heating, cooling, ventilation, electrical, fire emergency stairwells, elevator shafts, atriums, utility areas, storage areas in the **basement**, **parking space**, **loading space**, or a **drive aisle** used to access a **parking space** or **loading space**, is not included in the **gross floor area** for the purpose of calculating **parking space** requirements.

(14) Vehicle Access to Building - Non-residential and Apartment Parking Area

If an **apartment building**, **mixed use building** or a **building** with non-residential uses, has an area for parking two or more **vehicles**:

- (A) the **vehicle** entrance and exit for a two-way **driveway** into and out of the **building** must have a minimum width of 5.5 metres;
- (B) the **vehicle** entrance or exit for a one-way **driveway** into or out of the **building** must have a minimum width of 3.5 metres; and
- (C) in (A) and (B) above, the **vehicle** entrance or exit to the **building** must be at least 6.0 metres from the **lot line** abutting the **street**.

(15) Parking Space Access

Other than **stacked parking spaces** and **tandem parking spaces**, all areas used for required **parking spaces** must have **driveway** access to a **street** or **lane** that is direct and unobstructed, excluding a gate, moveable barrier or similar security feature.

6A(22) Parking Space Rates

(1) Parking Space Rates

Off **street parking spaces** must be provided for every **building** or **structure** erected or enlarged, in compliance with Table 6A(22)(1) - Parking Space Rates And Parking Space Occupancy below:

**Table 6A(22)(1)**

**PARKING SPACE RATES AND PARKING SPACE OCCUPANCY**

**Notes:**

AM = 6 a.m. to Noon. PM = Noon to 6 p.m. Eve = 6 p.m. to 6 a.m.

Land Use	Parking Rate	Parking Occupancy Rate		
		AM	PM	Eve
Adult Education School	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2) and Policy Area 3 (PA3) at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; (B) in Policy Area 4 (PA4) at a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> ; and (C) in all other areas of the City, at a minimum rate of 2.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	25%
Adult Entertainment	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1) at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> ; (B) in Policy Area 2 (PA2) at a minimum rate of 4.5 for each 100 square metres of <b>gross floor area</b> ; (C) in Policy Area 3 (PA3) at a minimum rate of 5.5 for each 100 square metres of <b>gross floor area</b> ; (D) in Policy Area 4 (PA4) at a minimum rate of 5.5 for each 100 square metres of <b>gross floor area</b> ; and (E) in all other areas of the City, at a minimum rate of 7.0 for each 100 square metres of <b>gross floor area</b> .	25%	100%	100%

Alternative Housing	<b>Parking spaces</b> must be provided at a minimum rate of 0.1 for each <b>dwelling unit</b> .	100%	100%	100%
Ambulance Depot	<b>Parking spaces</b> must be provided at a minimum rate of 0.2 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
Amusement Arcade	<b>Parking spaces</b> must be provided at the same rate as a <b>retail store</b> .	25%	100%	100%
Animal Shelter	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1) at a minimum rate of 0.4 for each 100 square metres of <b>gross floor area</b> and at a maximum rate of 0.8 for each 100 square metres of <b>gross floor area</b> ; and (B) in the rest of the City at a minimum rate of 1 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
Artist Studio	<b>Parking spaces</b> must be provided at the same rate as a <b>retail store</b> .	25%	100%	100%
Art Gallery	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3), Policy Area 4 (PA4) at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City at a minimum rate of 1.3 for each 100 square metres of <b>gross floor area</b> .	25%	100%	100%
Assisted Housing	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1) for each <b>dwelling unit</b> at a minimum rate of: (i) 0.12 for a bachelor <b>dwelling unit</b> up to 45 square metres and 0.5 for each bachelor <b>dwelling unit</b> greater than 45 square metres; (ii) 0.18 for a one bedroom <b>dwelling unit</b> ; (iii) 0.3 for a two bedroom <b>dwelling unit</b> ; and (iv) 0.5 for a three or more bedroom <b>dwelling unit</b> ; and (B) in Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4), for each <b>dwelling unit</b> at a minimum rate of: (i) 0.14 for a bachelor <b>dwelling unit</b> up to 45 square metres and 0.5 for each bachelor <b>dwelling unit</b> greater than 45 square metres; (ii) 0.24 for a one bedroom <b>dwelling unit</b> ; (iii) 0.4 for a two bedroom <b>dwelling unit</b> ; and (iv) 0.75 for a three or more bedroom <b>dwelling unit</b> ; and (C) in all other areas of the City for each <b>dwelling unit</b> at a minimum rate of: (i) 0.16 for a bachelor <b>dwelling unit</b> up to 45 square metres and 0.5 for each bachelor <b>dwelling unit</b> greater than 45 square metres; (ii) 0.3 for a one bedroom <b>dwelling unit</b> ; (iii) 0.5 for a two bedroom <b>dwelling unit</b> ; and (iv) 0.9 for a three or more bedroom <b>dwelling unit</b> .	100%	100%	100%
Billiard Hall, Pool Hall	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1) at a minimum rate of 2.5 for each 100 square metres of <b>gross floor area</b> ; (B) in Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4) at a minimum rate of 3.5 for each 100 square metres of <b>gross floor area</b> ; and (C) in all other areas of the City at a minimum rate of 4.0 for each 100 square metres of <b>gross floor area</b> .	25%	50%	100%
Bowling Alley	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1) at a minimum rate of 2.5 for each 100 square metres of <b>gross floor area</b> ; (B) in Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4) at a minimum rate of 3.5 for each 100 square metres of <b>gross floor area</b> ; and (C) in all other areas of the City at a minimum rate of 4.0 for each 100 square metres of <b>gross floor area</b> .	25%	50%	100%
Bus Station	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2) and Policy Area 3 (PA3) at a minimum rate of 0.1 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City at a minimum rate of 0.2 for each 100 square metres of <b>gross floor area</b> .	100%	100%	50%
Cabaret	<b>Parking spaces</b> must be provided at the same rate as an <b>eating establishment</b> .	10%	100%	100%
Cemetery	<b>Parking spaces</b> must be provided at a minimum rate of 2.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
Clinic (medical)	<b>Parking spaces</b> must be provided :	100%	100%	100%

	(A) in Policy Area 1 (PA1), Policy Area 2 (PA2) and Policy Area 3 (PA3): (i) at a minimum rate of 0.4 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 0.8 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 4 (PA4): (i) at a minimum rate of 0.6 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (C) in all other areas of the City, at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> .			
<b>Club</b>	<b>Parking spaces</b> must be provided: (A) in Policy Area 1 (PA1), at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> ; (B) in Policy Area 2 (PA2), at a minimum rate of 4.5 for each 100 square metres of <b>gross floor area</b> ; (C) in Policy Area 3 (PA3) and Policy Area 4 (PA4), at a minimum rate of 5.5 for each 100 square metres of <b>gross floor area</b> ; and (D) in all other areas of the City at a minimum rate of 7.0 for each 100 square metres of <b>gross floor area</b> .	25%	75%	100%
<b>Community Centre</b>	<b>Parking spaces</b> must be provided: (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4): (i) at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 1.3 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> .	25%	100%	100%
<b>Contractor's Establishment</b>	<b>Parking spaces</b> must be provided at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Court of Law</b>	<b>Parking spaces</b> must be provided: (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4) at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	0%
<b>Crisis Care Shelter</b>	<b>Parking spaces</b> must be provided: (A) at a minimum rate of 0.22 for each 100 square metres of <b>gross floor area</b> ; and (B) at a maximum rate of 1.5 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Day Nursery</b>	<b>Parking spaces</b> must be provided: (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4): (i) at a minimum rate of 0.4 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 0.8 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	50%
<b>Dwelling Unit in a Detached House, Semi-detached House, Townhouse, Duplex, Triple x or Fourplex</b>	<b>Parking spaces</b> must be provided at a minimum rate of 1.0 for each <b>dwelling unit</b> .	100%	100%	100%
<b>Dwelling unit in a Multiple Dwelling Unit Buildings - Resident Parking Space</b>	<b>Parking spaces</b> must be provided at a minimum rate of 1.0 for each <b>dwelling unit</b> .	100%	100%	100%
<b>Dwelling unit in a Multiple Dwelling Unit Buildings – Visitor Parking Space</b>	<b>Parking spaces</b> must be provided at a minimum rate of 0.2 for each <b>dwelling unit</b> . [1676-2013]	100%	100%	100%
<b>Dwelling unit in an Apartment Building (Tenant requirement)</b>	For a <b>dwelling unit</b> in an <b>apartment building</b> , <b>parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1): (i) at a minimum rate of : (a) 0.3 for each bachelor <b>dwelling unit</b> up to 45 square metres and 1.0 for each bachelor <b>dwelling unit</b> greater than 45 square metres; (b) 0.5 for each one bedroom <b>dwelling unit</b> ; (c) 0.8 for each two bedroom <b>dwelling unit</b> ; and (d) 1.0 for each three or more bedroom <b>dwelling unit</b> ; and	100%	100%	100%

	<p>(ii) at a maximum rate of:</p> <p>(a) 0.4 for each bachelor <b>dwelling unit</b> up to 45 square metres and 1.2 for each bachelor <b>dwelling unit</b> greater than 45 square metres;</p> <p>(b) 0.7 for each one bedroom <b>dwelling unit</b>;</p> <p>(c) 1.2 for each two bedroom <b>dwelling unit</b>; and</p> <p>(d) 1.5 for each three or more bedroom <b>dwelling unit</b>; and</p> <p>(B) in Policy Area 2 (PA2) and Policy Area 3 (PA3):</p> <p>(i) at a minimum rate of :</p> <p>(a) 0.6 for each bachelor <b>dwelling unit</b> up to 45 square metres and 1.0 for each bachelor <b>dwelling unit</b> greater than 45 square metres;</p> <p>(b) 0.7 for each one bedroom <b>dwelling unit</b>;</p> <p>(c) 0.9 for each two bedroom <b>dwelling unit</b>; and</p> <p>(d) 1.0 for each three or more bedroom <b>dwelling unit</b>; and</p> <p>(ii) at a maximum rate of:</p> <p>(a) 0.9 for each bachelor <b>dwelling unit</b> up to 45 square metres and 1.3 for each bachelor <b>dwelling unit</b> greater than 45 square metres;</p> <p>(b) 1.0 for each one bedroom <b>dwelling unit</b>;</p> <p>(c) 1.3 for each two bedroom <b>dwelling unit</b>; and</p> <p>(d) 1.5 for each three or more bedroom <b>dwelling unit</b>; and</p> <p>(C) in Policy Area 4 (PA4):</p> <p>(i) at a minimum rate of :</p> <p>(a) 0.7 for each bachelor <b>dwelling unit</b> up to 45 square metres and 1.0 for each bachelor <b>dwelling unit</b> greater than 45 square metres;</p> <p>(b) 0.8 for each one bedroom <b>dwelling unit</b>;</p> <p>(c) 0.9 for each two bedroom <b>dwelling unit</b>; and</p> <p>(d) 1.1 for each three or more bedroom <b>dwelling unit</b>; and</p> <p>(ii) at a maximum rate of:</p> <p>(a) 1.0 for each bachelor <b>dwelling unit</b> up to 45 square metres and 1.3 for each bachelor <b>dwelling unit</b> greater than 45 square metres;</p> <p>(b) 1.2 for each one bedroom <b>dwelling unit</b>;</p> <p>(c) 1.3 for each two bedroom <b>dwelling unit</b>; and</p> <p>(d) 1.6 for each three or more bedroom <b>dwelling unit</b>; and</p> <p>(D) in all other areas of the City:</p> <p>(i) at a minimum rate of :</p> <p>(a) 0.8 for each bachelor <b>dwelling unit</b> up to 45 square metres and 1.0 for each bachelor <b>dwelling unit</b> greater than 45 square metres;</p> <p>(b) 0.9 for each one bedroom <b>dwelling unit</b>;</p> <p>(c) 1.0 for each two bedroom <b>dwelling unit</b>; and</p> <p>(d) 1.2 for each three or more bedroom <b>dwelling unit</b>.</p>			
<b>Dwelling unit in an Apartment Building – (Visitor requirement)</b>	<p>For a <b>dwelling unit</b> in an <b>Apartment Building</b>, <b>parking spaces</b> for visitors must be provided:</p> <p>(A) in Policy Area 1 (PA1) at a minimum rate of 0.1 for each <b>dwelling unit</b>;</p> <p>(B) in Policy Area 2 (PA2) at a minimum rate of 0.1 for each <b>dwelling unit</b>;</p> <p>(C) in Policy Area 3 (PA3) at a minimum rate of 0.1 for each <b>dwelling unit</b>;</p> <p>(D) in Policy Area 4 (PA4) at a minimum rate of 0.15 for each <b>dwelling unit</b>; and</p> <p>(E) in all other areas of the City at a minimum rate of 0.2 for each <b>dwelling unit</b>.</p>	10%	35%	100%
<b>Dwelling unit in a Mixed Use Building</b>	<b>Parking spaces</b> are to be provided at the same rate as a <b>Dwelling unit</b> in an <b>Apartment Building</b> .	100%	100%	100%
<b>Dwelling unit in a Mixed Use Building Visitor Parking</b>	<p>For a <b>dwelling unit</b> in an <b>Mixed Use Building</b>, <b>parking spaces</b> for visitors must be provided:</p> <p>(A) in Policy Area 1 (PA1) at a minimum rate of 0.1 for each <b>dwelling unit</b>;</p> <p>(B) in Policy Area 2 (PA2) at a minimum rate of 0.1 for each <b>dwelling unit</b>;</p> <p>(C) in Policy Area 3 (PA3) at a minimum rate of 0.1 for each <b>dwelling unit</b>;</p> <p>(D) in Policy Area 4 (PA4) at a minimum rate of 0.15 for each <b>dwelling unit</b>; and</p> <p>(E) in all other areas of the City at a minimum rate of 0.2 for each <b>dwelling unit</b>. [1676-2013]</p>	10%	35%	100%
<b>Eating Establishment</b>	<p><b>Parking spaces</b> must be provided:</p> <p>(A) in Policy Area 1 (PA1):</p> <p>(i) at a minimum of 0; and</p> <p>(ii) at a maximum rate of 3.5 for each 100 square metres of <b>gross floor area</b>; and</p> <p>(B) in Policy Area 2 (PA2):</p> <p>(i) at a minimum of 0; and</p> <p>(ii) at a maximum rate of 4.0 for each 100 square metres of <b>gross floor area</b>; and</p> <p>(C) in Policy Areas and 3 (PA3) and 4 (PA4) :</p>	100%	100%	100%

	<p>(i) at a minimum of 0; and</p> <p>(ii) at a maximum rate of 5.0 for each 100 square metres of <b>gross floor area</b>; and</p> <p>(D) in all other areas of the City:</p> <p>(i) where the <b>gross floor area</b> used for <b>eating establishments</b> in a building is less than 200 square metres no <b>parking space</b> is required;</p> <p>(ii) where the <b>gross floor area</b> used for <b>eating establishments</b> in a building is 200 square metres or more but less than 500 square metres, <b>parking spaces</b> must be provided at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b>; and</p> <p>(iii) where the <b>gross floor area</b> used for <b>eating establishments</b> in a building is 500 square metres or more, <b>parking spaces</b> must be provided at a minimum rate of 5.0 for each 100 square metres of <b>gross floor area</b>.</p>			
Education Use	<p><b>Parking spaces</b> must be provided:</p> <p>(A) in Policy Area 1 (PA1) and Policy Area 2 (PA2), at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b>;</p> <p>(B) in Policy Area 3 (PA3) at a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b>;</p> <p>(C) in Policy Area 4 (PA4) at a minimum rate of 2.0 for each 100 square metres of <b>gross floor area</b>; and</p> <p>(D) in all other areas of the City at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b>.</p>	100%	100%	50%
Entertainment Place of Assembly	<p><b>Parking spaces</b> must be provided at the a minimum rate of:</p> <p>(A) 5.0 for each 100 square metres of <b>gross floor area</b> in Policy Area 1 (PA1) ;</p> <p>(B) 8.0 for each 100 square metres of <b>gross floor area</b> in Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4); and</p> <p>(C) 10.0 for each 100 square metres of <b>gross floor area</b> in all other areas.</p>	25%	50%	100%
Financial Institution	<p><b>Parking spaces</b> must be provided:</p> <p>(A) in Policy Area 1 (PA1) at:</p> <p>(i) a minimum rate of 2.0 for each 100 square metres of <b>gross floor area</b>; and</p> <p>(ii) a maximum rate of 3.5 for each 100 square metres of <b>gross floor area</b>; and</p> <p>(B) in Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4) at:</p> <p>(i) a minimum rate of 2.0 for each 100 square metres of <b>gross floor area</b>; and</p> <p>(ii) a maximum rate of 4.5 for each 100 square metres of <b>gross floor area</b>; and</p> <p>(C) in all other areas of the City, at a minimum rate of 4.0 for each 100 square metres of <b>gross floor area</b>.</p>	20%	100%	50%
Fire Hall	<b>Parking spaces</b> must be provided at a minimum rate of 0.2 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
Funeral Home	<p><b>Parking spaces</b> must be provided:</p> <p>(A) in Policy Area 1 (PA1) and Policy Area 2 (PA2):</p> <p>(i) at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b>; and</p> <p>(ii) at a maximum rate of 4.0 for each 100 square metres of <b>gross floor area</b>; and</p> <p>(B) in Policy Area 3 (PA3):</p> <p>(i) at a minimum rate of 2.0 for each 100 square metres of <b>gross floor area</b>; and</p> <p>(ii) at a maximum rate of 5.0 for each 100 square metres of <b>gross floor area</b>; and</p> <p>(C) in Policy Area 4 (PA4):</p> <p>(i) at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b>; and</p> <p>(ii) at a maximum rate of 6.0 for each 100 square metres of <b>gross floor area</b>; and</p> <p>(D) in all other areas of the City at a minimum rate of 6.0 for each 100 square metres of <b>gross floor area</b>.</p>	20%	100%	100%
Gaming Establishment	<b>Parking spaces</b> must be provided at a minimum rate of 25.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
Golf Course	<p>The minimum number of <b>parking space</b> to be provided is the greater of:</p> <p>(A) 24; and</p> <p>(B) 3.5 for each 100 square metres of <b>gross floor area</b> of all buildings.</p>	100%	100%	100%
Grocery Store	<p><b>Parking spaces</b> must be provided if the <b>gross floor area</b> used for grocery stores is greater than 200 square metres:</p> <p>(A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4):</p> <p>(i) at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b>; and</p>	20%	100%	100%

	(ii) at a maximum rate of 4.5 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City, at a minimum rate of 2.5 for each 100 square metres of <b>gross floor area</b> ; and (C) if the <b>gross floor area</b> is 200 square metres or less, no <b>parking space</b> is required.			
<b>Group Home</b>	<b>Parking spaces</b> must be provided at a minimum rate of 2 for a <b>group home</b> .	100%	100%	100%
<b>Hospice Care Home</b>	<b>Parking spaces</b> must be provided at a rate of 0.3 for each <b>dwelling unit</b> and bed-sitting room.	100%	100%	100%
<b>Hospital</b>	<b>Parking spaces</b> must be provided :  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4) at: (i) a minimum rate of 0.4 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 0.8 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City, at a minimum rate of 3.5 for each 100 square metres of <b>gross floor area</b> .	20%	100%	100%
<b>Hotel</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4); (i) a minimum rate of 0.2 per 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 1.0 per 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City, at a minimum rate of 1.0 for each guest room.	80%	75%	100%
<b>Industrial Sales and Service</b>	<b>Parking spaces</b> must be provided at the same rate as a <b>retail store</b> .	100%	100%	0%
Industrial Skills Training	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2) at a minimum rate of 2.0 for each 100 square metres of <b>gross floor area</b> ; (B) in Policy Area 3 (PA3) at a minimum rate of 2.5 for each 100 square metres of <b>gross floor area</b> ; (C) in Policy Area 4 (PA4) at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> ; and (D) in all other areas of the City, at a minimum rate of 5.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	0%
<b>Kennel</b>	<b>Parking spaces</b> must be provided at a minimum of 1 for each 100 square metres of pen area for animals.	100%	100%	0%
<b>Laboratory</b>	<b>Parking spaces</b> must be provided at the same rate as office.	100%	60%	0%
Library	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3), Policy Area 4 (PA4) at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City at a minimum rate of 1.3 for each 100 square metres of <b>gross floor area</b> .	25%	100%	100%
<b>Manufacturing Uses</b>	<b>Parking spaces</b> must be provided:  (A) at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
Medical Office	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1) at: (i) a minimum rate of 0.3 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 3.0 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 2 (PA2) at: (i) a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 3.5 for each 100 square metres of <b>gross floor area</b> ; and (C) in Policy Area 3 (PA3) and Policy Area 4 (PA4) at: (i) a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 6.0 for each 100 square metres of <b>gross floor area</b> ; and (D) in all other areas of the City, at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	50%
Motel	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4);	80%	75%	100%



	(i) a minimum rate of 0.2 per 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 1.0 per 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City, at a minimum rate of 1.0 for each guest room.			
<b>Municipal Shelter,</b>	<b>Parking spaces</b> must be provided:  (A) at a minimum rate of 0.22 for each 100 square metres of <b>gross floor area</b> ; and (B) at a maximum rate of 1.5 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Museum</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3), Policy Area 4 (PA4) at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City at a minimum rate of 1.3 for each 100 square metres of <b>gross floor area</b> .	25%	100%	100%
<b>Nightclub</b>	<b>Parking spaces</b> must be provided at the minimum rate of:  (A) 3.0 for each 100 square metres for <b>gross floor area</b> in Policy Area 1 (PA1) ; (B) 4.5 for each 100 square metres for <b>gross floor area</b> in Policy Area 2 (PA2); (C) 5.5 for each 100 square metres for <b>gross floor area</b> in Policy Area 3 (PA3) and Policy Area 4 (PA4); and (D) 7.0 for each 100 square metres for <b>gross floor area</b> in all other areas of the City.	20%	50%	100%
<b>Nursing Home</b>	<b>Parking spaces</b> must be provided at a rate of 0.3 for each <b>dwelling unit and bed-sitting room</b> .	100%	100%	100%
Office (excluding Medical office)	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1) at: (i) a minimum rate of 0.35 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 0.8 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 2 (PA2) at: (i) a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate 1.4 for each 100 square metres of <b>gross floor area</b> ; and (C) in Policy Area 3 (PA3) and Policy Area 4 (PA4) at: (i) a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 2.0 for each 100 square metres of <b>gross floor area</b> ; and (D) in all other areas of the City, at a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> .	100%	60%	0%
<b>Park</b>	<b>Parking spaces</b> must be provided:  (A) for a <b>building</b> with a <b>recreation use</b> and located in the OR zone: (i) at a minimum 0.25 for each 100 square metres of <b>gross floor area</b> if it is located in Policy Areas 1 through 4; and (ii) at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> if not located in Policy Areas 1 through 4; and (B) for an arena located in the OR zone at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Performing Arts Studio</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), and Policy Area 3 (PA3) and Policy Area 4 (PA4); (i) at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 1.3 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City, at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> .	10%	100%	100%
<b>Personal Service Shop</b>	<b>Parking spaces</b> must be provided if the <b>gross floor area</b> used for <b>personal service shops</b> is greater than 200 square metres:  (A) in Policy Area 1 (PA1) at a: (i) minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) maximum rate of 3.5 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4) at a: (i) minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) maximum rate of 4.0 for each 100 square metres of <b>gross floor area</b> ; and (C) in all other areas of the City at a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> ; and (D) if the <b>gross floor area</b> is 200 square metres or less, no <b>parking space</b> is required.	20%	100%	100%

<b>Pet Services</b>	<b>Parking spaces</b> must be provided at the same rate as a <b>retail store</b> .	20%	100%	100%
<b>Place of Assembly</b>	<b>Parking spaces</b> must be provided at the minimum rate of:  (A) 3.0 for each 100 square metres for <b>gross floor area</b> in Policy Area 1 (PA1) ; (B) 4.5 for each 100 square metres for <b>gross floor area</b> in Policy Area 2 (PA2); (C) 5.5 for each 100 square metres for <b>gross floor area</b> in Policy Area 3 (PA3) and Policy Area 4 (PA4); and (D) 7.0 for each 100 square metres for <b>gross floor area</b> in all other areas of the City.	25%	50%	100%
<b>Place of Worship</b>	<b>Parking spaces</b> must be provided at the greater of :  (A) if there is permanent or fixed seating in a <b>Place of Worship</b> and: (i) if it is in Policy Area 1 (PA1) at: (a) a minimum rate of 9.0 for each 100 square metres of worship area; and (b) a maximum rate of 18.0 for each 100 square metres of worship area; and (ii) if it is in Policy Area 2 (PA2) at: (a) a minimum rate of 15.0 for each 100 square metres of worship area; and (b) a maximum rate of 23.0 for each 100 square metres of worship area; and (iii) if it is in Policy Area 3 (PA3) or Policy Area 4 (PA4) at: (a) a minimum rate of 18.0 for each 100 square metres of worship area; and (b) a maximum rate of 29.0 for each 100 square metres of worship area; and (iv) at a minimum rate of 23.0 for each 100 square metres of worship area if it is located in any other area of the City; and  (B) if there is no seating or variable seating in a <b>Place of Worship</b> and: (i) if it is in Policy Area 1 (PA1) at: (a) a minimum rate of 11.0 for each 100 square metres of worship area; and (b) a maximum rate of 22.0 for each 100 square metres of worship area; and (ii) if it is in Policy Area 2 (PA2) at: (a) a minimum rate of 18.0 for each 100 square metres of worship area; and (b) a maximum rate of 27.0 for each 100 square metres of worship area; and (iii) if it is in Policy Area 3 and Policy Area 4 (PA4) at: (a) a minimum rate of 22.0 for each 100 square metres of worship area; and (b) a maximum rate of 33.0 for each 100 square metres of worship area; and (iv) at a minimum rate of 27.0 for each 100 square metres of worship area if it is located in any other area of the City; or  (C) the required minimum parking rate for all other permitted uses on the lot.	100%	100%	100%
<b>Police Station</b>	<b>Parking spaces</b> must be provided at a minimum rate of 0.2 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Post Secondary School</b>	<b>Parking spaces</b> must be provided at a minimum rate of:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2) and Policy Area 3 (PA3), 0.1 for each 100 square metres of <b>gross floor area</b> ; (B) in Policy Area 4 (PA4), 1.0 for each 100 square metres of <b>gross floor area</b> ; and (C) in all other areas of the City, 2.0 for each 100 square metres of <b>gross floor area</b> .	50%	100%	50%
<b>Private School</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1) at: (i) a minimum rate of 0.15 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 0.3 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 2 (PA2) and Policy Area 3 (PA3) at: (i) a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (C) in Policy Area 4 (PA4) at: (i) a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 2.0 for each 100 square metres of <b>gross floor area</b> ; and (D) in all other areas of the City, at a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> .	100%	100%	20%
<b>Production Studio</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1) at: (i) a minimum rate of 0.35 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 0.8 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 2 (PA2) at: (i) a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and	100%	60%	0%

	(ii) a maximum rate 1.4 for each 100 square metres of <b>gross floor area</b> ; and (C) in Policy Area 3 (PA3) and Policy Area 4 (PA4) at: (i) a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 2.0 for each 100 square metres of <b>gross floor area</b> ; and (D) in all other areas of the City, at a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> .			
<b>Public School</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1) at: (i) a minimum rate of 0.15 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 0.3 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 2 (PA2) and Policy Area 3 (PA3) at: (i) a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (C) in Policy Area 4 (PA4) at: (i) a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) a maximum rate of 2.0 for each 100 square metres of <b>gross floor area</b> ; and (D) in all other areas of the City, at a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> .	100%	100%	20%
Railway Service and Repair Yard; Railway Station	<b>Parking spaces</b> must be provided at a minimum rate of 0.1 per 100 square metres of <b>gross floor area</b> .	100%	100%	50%
<b>Recreation Use</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), and Policy Area 3 (PA3) and Policy Area 4 (PA4): (i) at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 1.3 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City, at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> .	25%	100%	100%
<b>Religious Education Use</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1): (i) at a minimum rate of 0.15 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 0.3 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 2 (PA2) and Policy Area 3 (PA3): (i) at a minimum rate of 0.5 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (C) in Policy Area 4 (PA4): (i) at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 2.0 for each 100 square metres of <b>gross floor area</b> ; and (D) in all other areas of the City, at a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> .	100%	100%	20%
<b>Religious Residence</b>	<b>Parking spaces</b> must be provided at a minimum rate of 1.0 for each 10 <b>bed-sitting rooms</b> or <b>dwelling units</b> .	100%	100%	100%
<b>Residential Care Home</b>	<b>Parking spaces</b> must be provided:  (A) at a minimum rate of 0.22 for each 100 square metres of <b>gross floor area</b> ; and (B) at a maximum rate of 1.5 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Respite Care Facility</b>	<b>Parking spaces</b> must be provided at a rate of 0.3 for each <b>dwelling unit</b> and <b>bed-sitting room</b> .	100%	100%	100%
<b>Retail Store</b>	<b>Parking spaces</b> must be provided if the <b>gross floor area</b> on a lot is more than 200 square metres:  (A) in Policy Area 1 (PA1) at a: (i) minimum of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) maximum of 3.5 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4) at: (i) minimum of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) maximum of 4.0 for each 100 square metres of <b>gross floor area</b> ; and (C) in all other areas of the City: (i) if the <b>gross floor area</b> is more than 200 square metres and less than 10,000 square metres, at a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> ; and	20%	100%	100%

	(ii) if the <b>gross floor area</b> is 10,000 square metres or more but less than 20,000 square metres, at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> ; and (iii) if the <b>gross floor area</b> is 20,000 square metres or more, at a minimum rate of 6.0 for each 100 square metres of <b>gross floor area</b> ; and (D) if the <b>gross floor area on a lot</b> is 200 square metres or less, no <b>parking space</b> is required.			
<b>Retail Service</b>	<b>Parking spaces</b> must be provided at the same rate as a <b>retail store</b> .	100%	100%	20%
<b>Retirement Home</b>	<b>Parking spaces</b> must be provided at a rate of 0.3 for each <b>dwelling unit</b> and <b>bed-sitting room</b> .	100%	100%	100%
<b>Secondary Suite</b>	<b>Parking spaces</b> must be provided at a minimum rate of 1.0 per <b>secondary suite</b> .	100%	100%	100%
<b>Self Storage Warehouse</b>	(See <b>Warehouse</b> , self storage)			
<b>Seniors Community House</b>	<b>Parking spaces</b> must be provided at a minimum rate of 1.0 per <b>building</b> .			
<b>Service Shop</b>	<b>Parking spaces</b> must be provided if the <b>gross floor area</b> is more than 200 square metres: (A) in Policy Area 1 (PA1) at a: (i) minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) maximum rate of 3.5 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4) at: (i) minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) maximum rate of 4.0 for each 100 square metres of <b>gross floor area</b> ; and (C) in all other areas of the City a minimum rate of 1.5 for each 100 square metres of <b>gross floor area</b> ; and (D) if the <b>gross floor area</b> is 200 square metres or less, no parking space is required.	100%	100%	100%
<b>Software Development and Processing</b>	<b>Parking spaces</b> must be provided at the same rate as an office.	100%	100%	10%
<b>Vehicle Dealership</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3) and Policy Area 4 (PA4): (i) at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> ; and (ii) at a maximum rate of 1.5 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Vehicle Depot</b>	<b>Parking spaces</b> must be provided:  (A) in Policy Area 1 (PA1), Policy Area 2 (PA2) and Policy Area 3 (PA3) at a minimum rate of 0.1 for each 100 square metres of <b>gross floor area</b> ; and (B) in all other areas of the City at a minimum rate of 0.2 for each 100 square metres of <b>gross floor area</b> .	100%	100%	50%
<b>Vehicle Fuel Station</b>	<b>Parking spaces</b> must be provided: (A) in Policy Area 1 (PA1), Policy Area 2 (PA2) and Policy Area 3 (PA3) at a minimum rate of 2.5 for each 100 square metres of <b>gross floor area</b> ; and (B) in Policy Area 4 (PA4) at a minimum rate of 3.0 for each 100 square metres of <b>gross floor area</b> ; and (C) in all other areas of the City at a minimum rate of 3.5 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Vehicle Service Shop</b>	<b>Parking spaces</b> must be provided at a minimum rate of 3.5 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Vehicle Repair Shop</b>	<b>Parking spaces</b> must be provided at a minimum rate of 3.5 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Veterinary Hospital</b>	<b>Parking spaces</b> must be provided: (A) in Policy Area 1 (PA1) at a minimum rate of 0.4 for each 100 square metres of <b>gross floor area</b> and at a maximum rate of 0.8 for each 100 square metres of <b>gross floor area</b> ; and (B) in the rest of the City at a minimum rate of 1 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Visitation Centre</b>	<b>Parking spaces</b> must be provided at a minimum rate of 2.0 for each 100 square metres of <b>gross floor area</b> .	100%	100%	100%
<b>Warehouse</b>	<b>Parking spaces</b> must be provided at a minimum rate of 1.0 for each 100 square metres of <b>gross floor area</b> up to 2750 square metres; plus 0.5 for each 100 square metres of <b>gross floor area</b> in excess of 2750 square metres.	100%	100%	50%
<b>Warehouse, Self Storage</b>	<b>Parking spaces</b> must be provided at a minimum rate of 0.6 for each 100 square metres of <b>gross floor area</b> .	100%	100%	50%

Wholesaling Use	Parking spaces must be provided at the same rate as a retail store.	100%	100%	50%
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(2) Provision of Parking Spaces

**Parking spaces** provided for each use may not be:

- (A) less than the required minimum; or
- (B) greater than the permitted maximum.

(3) Parking Space Rate Ancillary Uses

A use that is **ancillary** has the same **parking space** rate as the use to which it is **ancillary**.

(4) Parking Space Permission for Uses with No Parking Requirement

If a use is not required to provide **parking spaces** by Table 200.5.10.1 of this By-law, **parking spaces** may be provided for that use if:

- (A) the use is not listed on Table 200.5.10.1; [ By-law: 1429-2017 ]
- (B) the **parking spaces** are used by the owner, occupant or visitors to the **premises**; and
- (C) the number of **parking spaces** is not:
  - (i) less than the required minimum for all uses on the **lot** by Table 200.5.10.1; and
  - (ii) greater than the permitted maximum or all uses on the **lot** by Table 200.5.10.1.

(5) Parking Space Rates - Multiple Uses on a Lot

If there are multiple uses on a **lot**, the respective **parking space** rate for each use on the **lot** applies and the total number of required **parking spaces** is the cumulative total for all uses.

(6) Shared Parking Space Calculation (Minimum)

In Policy Area 1 (PA1), Policy Area 2 (PA2), Policy Area 3 (PA3), Policy Area 4 (PA4), the minimum number of **parking spaces** required for a **lot** is determined as follows:

- (A) for each of the morning, afternoon and evening parking periods Table 200.5.10.1, the minimum number of **parking spaces** required for each use, is calculated using the respective **parking space** rate and occupancy rate;
- (B) the minimum number of **parking spaces** required for each parking period is the total of the **parking spaces** required for all uses during that parking period; and
- (C) the minimum number of **parking spaces** required for the **lot** is equal to the largest number of **parking spaces** required for any parking period.

(7) Interpretation of Minimum and Maximum Parking Space Requirement

If Table 200.5.10.1 has a minimum and maximum number of **parking spaces** for a use, the number of **parking spaces** for that use listed on the Table may not:

- (A) be less than the required minimum; and
- (B) exceed the permitted maximum.

(8) Multiple Dwelling Unit Buildings Parking Rates

For calculating **parking space** requirements, a "multiple **dwelling unit building**" means two or more **residential buildings**, other than an **apartment building**, on lands where the **driveway** access to the **buildings** or to a parking area, is a common element over a "Parcel of

Tied Land". For the purpose of this regulation, a "Parcel of Tied Land" has the meaning given to it in section 24 of Ontario Regulation 49/01 made under the Condominium Act, 1998, S.O. 1998,c.19, as amended.

(9) Assisted Housing Parking Rates

For the purposes of calculating **parking space** requirements, "assisted housing" means a **dwelling unit** operated by a **non-profit organization** or private sector organization in cooperation with the City of Toronto.

(10) Alternative Housing Parking Rates

For the purpose of calculating **parking space** requirements, "alternative housing" means a **dwelling unit** or **bedsitting room** owned and operated by or on behalf of the City of Toronto, or by a non-profit agency in cooperation with the City of Toronto or a private sector organization in cooperation with the City of Toronto.

(11) Place of Worship Parking Rates

For the purpose of calculating **parking space** requirements for a **place of worship**, the "worship area" means 90% of the area in a **place of worship** used for the expression of worship through religious services, rites or ceremonies.

(12) Policy Area 1 (PA1) Parking Space Reduction for Bicycle Parking Spaces

In Policy Area 1 (PA1) the total minimum number of **vehicle parking spaces** required on a **lot** may be reduced at a rate of 1 **vehicle parking space** for each 5 **bicycle parking spaces** provided in excess of the minimum number of **bicycle parking spaces** required by Chapter 230 if the reduction of **vehicle parking space** is not greater than 20% of the total minimum **vehicle parking spaces** required.

## **Parking Rate Exemptions**

(13) Parking Space Requirements for a Lawfully Existing Building

If the **lawful** number of **parking spaces** for a **lawfully existing building** is less than the required number of **parking spaces**, the **lawful** number of **parking spaces** is the minimum number of **parking spaces** for that **lawfully existing building**.

(14) Parking Space Requirement - Addition or Extension of a Lawfully Existing Building

Any addition or extension to a **lawfully existing building** referred to in regulation 200.5.10.11(1) must provide any additional **parking space** required by Clause 200.5.10.1 or be authorized by a Section 45 Planning Act minor variance.

(15) Parking Space Requirement - Change of Use in a Lawfully Existing Building

If a **lawfully existing building** referred to in regulation 200.5.10.11(1) changes use:

- (A) the **lawfully existing** number of **parking spaces** may not be reduced; and
- (B) any additional required **parking spaces** required by Clause 200.5.10.1 must be provided or be authorized by a Section 45 Planning Act minor variance.

(16) Lawfully Existing Parking Space Located Off-Site

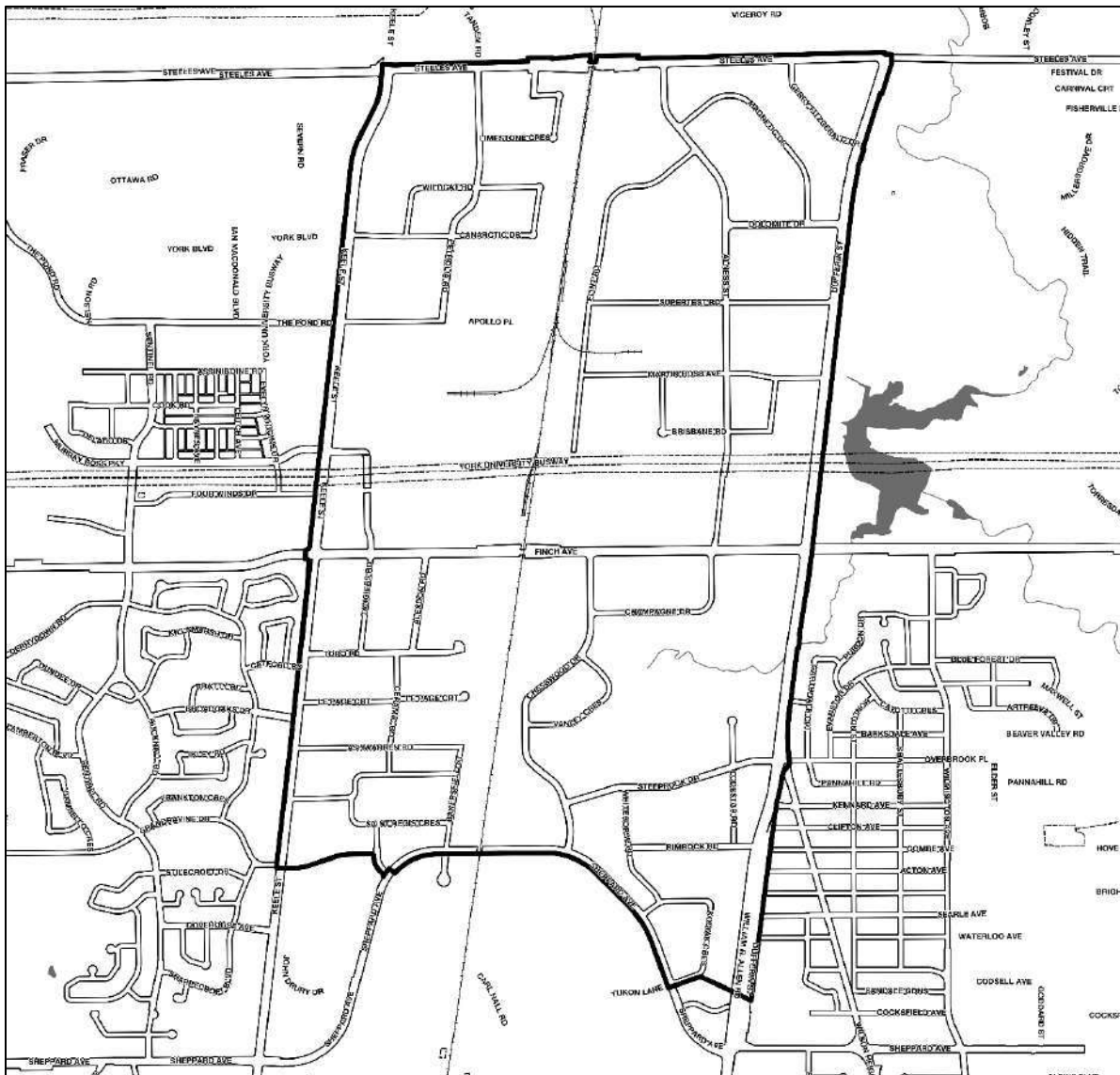
If the required **parking spaces** for **lawful** uses in a **lawfully existing building** are **lawfully** located on a **lot** that is not the same **lot** as the use for which the **parking spaces** are required:

- (A) those **lawful parking spaces** may be provided on another **lot** for that **lawfully existing building**, if those **lawful parking spaces** are not reduced; and
- (B) any addition or expansion to that **building** must comply with the parking requirements or be authorized by a Section 45 Planning Act minor variance.

6A(23) Policy Area Overlay Map

- (1) The Policy Area Overlay Maps of this By-law are located in Schedule B of By-law ~-2020.”

DRAFT



 **Toronto**  
Schedule A

DUKE Heights BIA Area  
File #



North York By-law 7625  
Not to Scale  
0/0/2020



