

**243-255 Consumers Road – Zoning By-law Amendment Application – Final Report**

<b>Date:</b>	March 13, 2013
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Community Planning, North York District
<b>Wards:</b>	Ward 33 – Don Valley East
<b>Reference Number:</b>	11 323979 NNY 33 OZ

**SUMMARY**

This application proposes to amend the Zoning By-law to permit a 6-storey Audi motor vehicle dealership on a site located on the westerly portion of 243-255 Consumers Road adjacent to the Highway 401 and Highway 404 interchange. Parking will be provided on site in a combination surface parking outdoors and within the building. Some parking spaces will be provided as tandem parking spaces or by parking stackers.

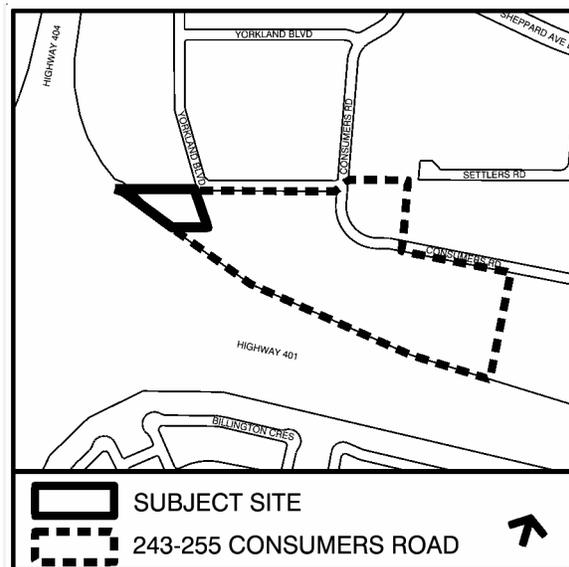
The proposed development conforms to the City's Official Plan, is in conformity with the Growth Plan for the Greater Golden Horseshoe and is consistent with the Provincial Policy Statement.

This report reviews and recommends approval of the application to amend the Zoning By-law.

**RECOMMENDATIONS**

**The City Planning Division recommends that:**

1. City Council amend the former City of North York Zoning By-law 7625, for the lands at 243-255 Consumers Road



substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 6.

2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. Before introducing the necessary Bills to City Council for enactment, require the applicant to obtain a Notice of Approval Conditions to the satisfaction of the Director, Community Planning, North York District and the City Solicitor.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **DECISION HISTORY**

A preliminary report on this application was adopted by North York Community Council March 20, 2012. A copy of the preliminary report can be found at:  
<http://www.toronto.ca/legdocs/mmis/2012/ny/bgrd/backgroundfile-45564.pdf>

### **ISSUE BACKGROUND**

#### **Proposal**

The proposed development is located in the north-west corner of the existing site. The development site is identified as Block 8 on Attachment 2 – Context Plan. The proposal is for a 6-storey motor vehicle dealership for Audi Canada (see Attachment 1 – Site Plan) to be constructed on Block 8. The proposed dealership would have a gross floor area of approximately 8,000 m<sup>2</sup> and would consist of a showroom/sales area, ancillary office space, parking and vehicle service and repair area. The proposed gross floor area would result in a density of 0.68 FSI. If approval is granted the lands will be conveyed to Audi Canada to be held in separate ownership from the larger parcel identified in Attachment 2.

The proposed ground floor of the building would contain showroom and sales space, locker rooms, a washbay and service reception. The second floor would contain showroom and sales space with a third floor mezzanine level that would include meeting rooms and lunch room. The fourth floor would comprise a service and repair shop facility. The fifth and sixth floors would provide parking as well as spaces for the display of automobiles in the windows. This space would not be used as a showroom that would be accessible to the public.

Vehicular access to the site would be provided by two driveway entrances. A direct driveway connection to Yorkland Boulevard is proposed at the north end of the site. The southerly driveway entrance would take access from a private drive that serves the Parkway Place office complex. The drive was formerly Yorkland Boulevard and acquired by the owners of Parkway Place (see Attachment 2 – Context Map and Attachment 4 – Zoning). Once Block 8

is sold the remainder of the site, shown on Attachment 2, will comply with the parking requirements of the zoning by-law.

Parking for 313 vehicles, of which 254 spaces are considered legal spaces under the proposed zoning by-law would be provided. The parking is proposed as follows:

- Surface: 90 spaces of which 28 are tandem spaces and an additional 59 spaces located within the area regulated by the Ministry of Transportation (MTO).
- Inside the building: 164 spaces.

The applicant has indicated that the building exterior would be finished with perforated corrugated metal. Large windows will be provided in the showroom/sales areas (ground floor and second floor) and also the display area of cars which are not for direct sales (fifth and sixth floors) (see Attachment 3 – Elevations).

The applicant has expressed an interest in future developments on the larger site identified in Attachment 2. The applicant is exploring opportunities for additional employment uses.

## **Site and Surrounding Area**

The site is situated within the Consumers Road employment area which is bounded by Sheppard Avenue East to the north, Victoria Park Avenue to the east, Highway 401 to the south and Highway 404 to the west. The business park is comprised primarily of office buildings, ranging in height from 1 to 18 storeys, surrounded by large surface parking lots.

The site is part of a larger landholding to the immediate east collectively referred to as “Parkway Place” at 243-245 Consumers Road identified as Blocks 4, 5A, 5B, 5C, 6, 7 and 8 on Attachment 2 – Context Plan. The site is identified as Block 8. The westerly portion of the Parkway Place complex, adjacent to the subject site, is developed with surface parking and two 13-storey office buildings. The office complex has a number of tenants including the corporate head office of Shoppers Drug Mart.

The development site is located just northeast of the Highway 401 and Highway 404 interchange. It is an irregular shaped parcel of land with an area of approximately 1 hectare (2.4 acres) and a frontage of only 22.5 metres at the bend of Yorkland Boulevard. The site currently contains a 270 space surface parking lot that fronts a private shared easement driveway for Parkway Place. This shared easement driveway, formerly a municipal right-of-way, connects the west end of Yorkland Boulevard to a signalized intersection at Consumers Road.

Surrounding land uses include:

North: 11-storey hotel and conference centre at 185 Yorkland Boulevard which is the subject of a conversion application for residential uses;  
South and West: Highway 401 and Highway 404 interchange; and  
East: Surface parking that serves the Parkway Place office complex.

## **Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. City Council's planning decisions are required to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation.

City Council's planning decisions are required by the *Planning Act*, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

## **Official Plan**

The Official Plan designates these lands as *Employment Areas* as shown on Land Use Map 19. The Urban Structure Map of the Official Plan also identifies these lands as *Employment District*. These designations are intended to protect and enhance employment uses.

The *Employment Areas* designation permits a broad range of business and economic activity including offices, manufacturing, warehousing and distribution, research and development facilities, hotels, restaurants, and small-scale stores and services serving area businesses and workers. In addition, places of worship, recreation and entertainment facilities, business and trade schools and branches of colleges and universities are permitted on major streets such as Sheppard Avenue and Yorkland Boulevard, while large scale, stand alone retail stores and power centres are permitted by rezoning where they front onto major streets that form the boundary of an *Employment Area*.

The Official Plan also establishes development criteria in *Employment Areas* for these areas to function well and be attractive. These criteria include: avoiding excessive car and truck traffic on the road network, creating an attractive streetscape and screening of parking, loading and service areas.

## **Zoning**

The property is zoned Industrial-Office Business Park (MO) with an exception (8) in the former City of North York Zoning By-law No. 7625 (see Attachment 4 – Zoning). The MO

zone permits a wide range of uses including offices, manufacturing, service commercial uses, institutional uses, hotels, retail stores, restaurants, financial institutions, personal service shops, fitness centres, car rental agencies, commercial schools, community centres and day nurseries. A motor vehicle use is not permitted. The maximum gross floor area permitted in the MO zone is 150% of the lot area (or Floor Space Index of 1.5). There is no maximum building height in the MO zone.

The site specific exception (8) limits the aggregate floor area of personal service shops, retail stores and service shops on the site to a maximum of 0.5% of the total gross floor of the office buildings on the lot.

### **Site Plan Control**

A Site Plan Control application is required for the development of the proposed Audi dealership building on the north-westerly portion of the site. The applicant has been advised of this requirement and an application is expected in the near future. The bills to enact the proposed zoning by-law should be held until such time as the applicant obtains a Site Plan Notice of Approval Conditions.

### **Reasons for Application**

An application to amend Zoning By-law No. 7625 for the former City of North York is required because the current MO(8) zoning of the site does not permit the proposed motor vehicle dealership use. Once the portion of the site on which the automotive dealership will be located (Block 8) is held in separate ownership, that portion of the site will not comply with the parking requirements.

### **Community Consultation**

A community consultation meeting was held on September 18, 2012. Three members of the public attended and general area traffic concerns were raised. People are concerned about the travel times in the area and how future developments will impact them. No other concerns specific to the rezoning were raised.

### **Agency Circulation**

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate by-law standards.

## **COMMENTS**

### **Provincial Policy Statement and Provincial Plans**

The Provincial Policy Statement (2005) (PPS) includes policies to manage and direct land use to achieve efficient development and land use patterns. Municipal planning decisions are

required to be “consistent with” the PPS. The PPS requires that a range of land uses be provided and that intensification and redevelopment opportunities are identified and promoted.

The PPS promotes intensification and redevelopment opportunities through a more compact building form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The proposal also conforms with and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

## **Land Use**

The Official Plan designates the site as *Employment Area* which seeks to attract employment uses to the area. An automotive dealership is considered an employment use and as such is an appropriate use of the site. This proposal is bringing in a new employment use and building into the business park where currently there is only a parking lot. This reinvestment with an employment use replacing a surface parking lot will benefit the business park.

## **Future Public Street**

The overall land parcel (Attachment 2) which is subject to this application used to be bisected by a public street which was closed creating one large parcel. The applicant has indicated there are plans to introduce additional development onto the parcel in the near future. The applicant’s consultant BA Group indicated in the submitted Transportation Considerations Report that the extension of Yorkland Boulevard should be considered. This recommendation was supported by Transportation Services. The Official Plan encourages the development of an efficient transportation network and to divide larger sites into smaller development blocks. As development of the site occurs, it will be appropriate to reintroduce a public street through the lands in a similar location to the previously closed road. The new proposed road, shown in the schedule to the draft by-law (Attachment 6 – Draft By-law) is “U” shaped to provide public frontage to the interior of the site.

A hold has been placed on the site as part of the draft by-law to protect for the future public road. This will allow the motor vehicle dealership to proceed prior to the road being constructed but will require the road to be constructed as part of any development on Parcels 4 or 6 (see Attachment 6 – Draft Zoning By-law Amendment). The holding provision will require the conveyance of a public street prior to development occurring on one of these two parcels as identified in the draft by-law. Both of these parcels would have frontage on the proposed public street which is why these parcels were chosen as the triggers for the conveyance. The new road would also give the proposed automotive dealership a greater presence on a public street as it currently only has a small public frontage on Yorkland Boulevard. The hold will affect Blocks 4 and 7 on Attachment 2 which are identified as parcels 4 and 6 in the draft zoning by-law amendment (Attachment 6).

## **Built Form and Public Realm**

The Official Plan contains public realm and built form policies that provide direction on site design matters pertaining to the location and organization of buildings, vehicle parking, and the provision for pedestrian amenity, including landscaping on site. These policies aim to promote street related development with main building entrances that have a direct connection to the public sidewalk. While the site only has minimal public frontage, it is expected to have full public frontage in the future once the existing driveway is converted to a public road. Surface parking is discouraged between the front face of the building and the sidewalk, and policies encourage the provision of landscaping and pedestrian amenity on site, including providing appropriate landscaped setbacks, the landscaping of edges of surface parking lots, as well as providing safe and attractive pedestrian routes and tree plantings throughout the site.

The proposed building will be approximately 8,000 square metres in area and 6 storeys in height. The building will front primarily onto the private driveway but also be highly visible from the highway interchange. Windows in the upper storeys of the building are designed to display vehicles to the public, especially those driving along Highways 401 and 404. These windows will assist in breaking up the mass of the building.

Neighbouring properties located to the north of this site on Yorkland Boulevard are characterized by large front yard setbacks that are heavily landscaped. These large landscaped setbacks screen surface parking located along this street and create an attractive landscape setting for buildings within this business park. The proposed 7 metre front yard landscaped setback from Yorkland Boulevard and the private driveway is in keeping with the landscape setback of neighbouring properties and it respects the landscaped character of the employment district. A maximum of three display vehicles will be permitted within the 7 metre setback area to allow the motor vehicle dealership to display their product outside.

The provision of a continuous landscaped area between the 7 metre minimum front yard setback and 25% of the front wall of the building is proposed to give the building entrance a direct relationship to the future public road and to the sidewalk of Yorkland Boulevard without crossing parking areas and driveways. This landscape area will provide for a direct pedestrian connection between the main building entrance and the sidewalk, and allow for the provision of landscaping and pedestrian amenity at the front entrance. Currently, the proposed plan submitted with the application does not conform to this draft by-law requirement as the applicant is currently showing a driveway along the entire building face to allow for truck turning movements. This driveway needs to be revised within the 25% landscaped area to ensure that the direct pedestrian access is not affected and to provide for the continuous planting. Also, the applicant is showing 2 display vehicles within this landscaped area which should be reduced to 1 in order to allow for more soft landscaping.

The minimum 1.5 metre side yard landscaped strips will provide for an appropriate landscaped relationship between neighbouring properties and the surface parking proposed on site. This side yard condition will allow for edge landscaping and fencing to visually screen the surface parking and provide for perimeter tree planting.

Further review of built form, public realm and landscaping details will be conducted as part of the site plan application review. This review will include an assessment of the pattern of exterior design elements and materiality, as well as streetscape and pedestrian amenities in accordance with policies of the Official Plan.

### **Traffic Impact and Parking**

The zoning by-law requires parking for a motor vehicle dealership be provided at a ratio of 1 parking space for each 28 m<sup>2</sup> of gross floor area. The applicant is proposing surface and interior parking spaces and is proposing that some of the spaces be provided in tandem or by parking stackers. Transportation Services have reviewed the proposal and are satisfied with the use of parking stackers and that a maximum of 50% of the provided parking may be provided by tandem spaces.

As the site abuts the northbound ramp from Highway 401 to Highway 404 the Ministry of Transportation requires that parking located less than 14 metres from the lot line should not be counted as required parking due to the possibility of the land being expropriated for future expansion of the highway system. Therefore, the 59 parking spaces located along the south lot line are not considered as required spaces.

### **Open Space/Parkland**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. The lands which are the subject of this application are in an area with less than 300 people, as per Map 8B/C of the Official Plan. The site is not subject to the alternative parkland dedication rate through the City Wide Parkland Dedication By-law 1020-2010.

The applicant proposes to construct a 8000 m<sup>2</sup> motor vehicle dealership within a site area of 10,233.88 m<sup>2</sup>. The development will be subject to a 2% parkland dedication requirement of 0.0205 (205 m<sup>2</sup>).

The applicant is required to satisfy the parkland dedication through a cash-in-lieu payment. The parkland dedication for the subject site is too small to be functional. The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit. This parkland payment is required under Section 42 of the *Planning Act*, and is required as a condition of the building permit application process.

### **Toronto Green Standard**

On October 27, 2009 City Council adopted the two-tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment.

The applicant is required to meet Tier 1 of the TGS. Applicable TGS performance measures will be secured through the Site Plan Approval process.

## **CONTACT**

Guy Matthew, Planner  
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Fax No. (416) 395-7155  
E-mail: gmatthe2@toronto.ca

## **SIGNATURE**

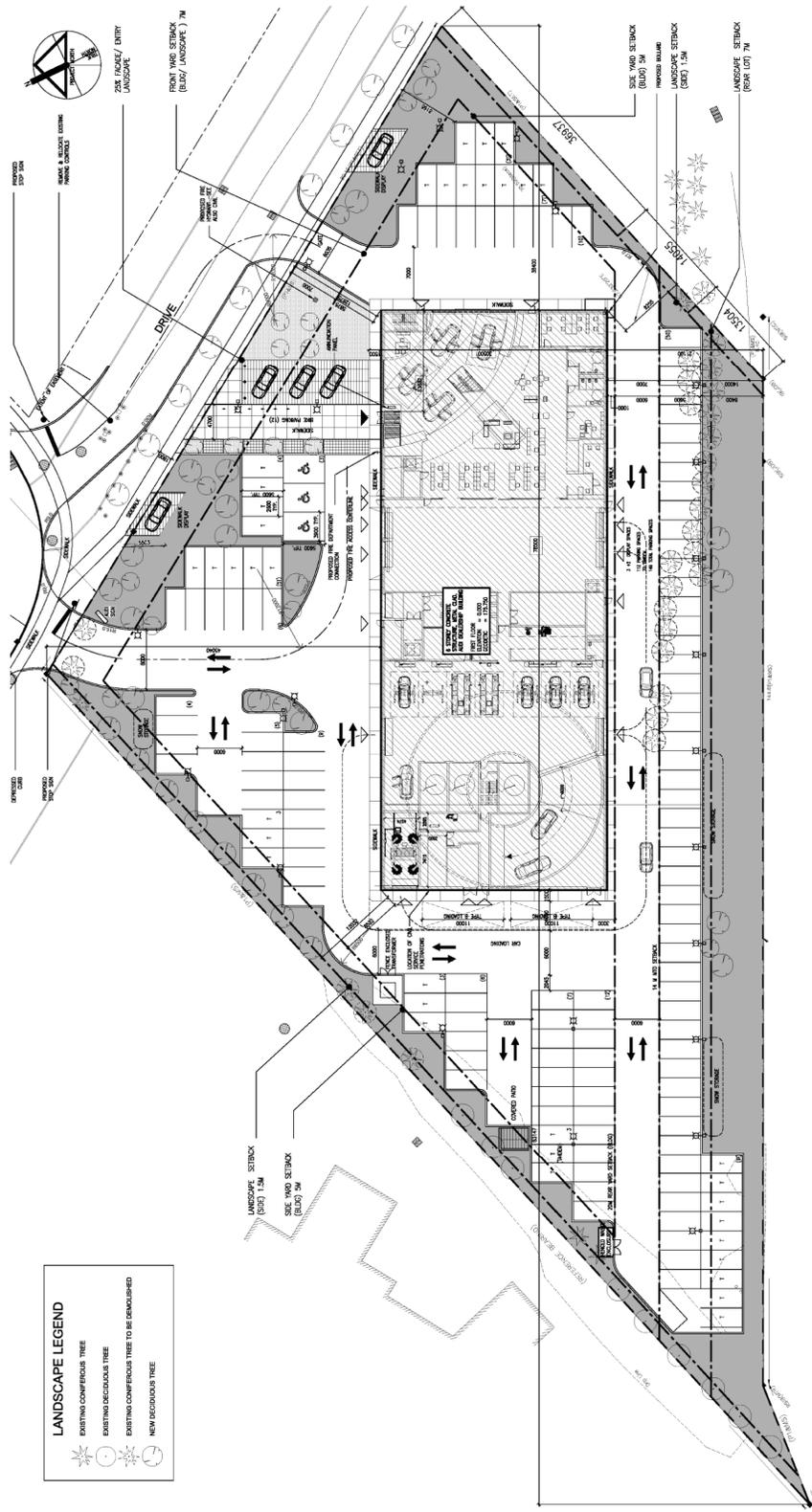
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Allen Appleby, Director  
Community Planning, North York District

## **ATTACHMENTS**

Attachment 1: Current Proposal  
Attachment 2: Context Plan  
Attachment 3: Elevations  
Attachment 4: Zoning  
Attachment 5: Application Data Sheet  
Attachment 6: Draft Zoning By-law Amendment

# Attachment 1: Current Proposal



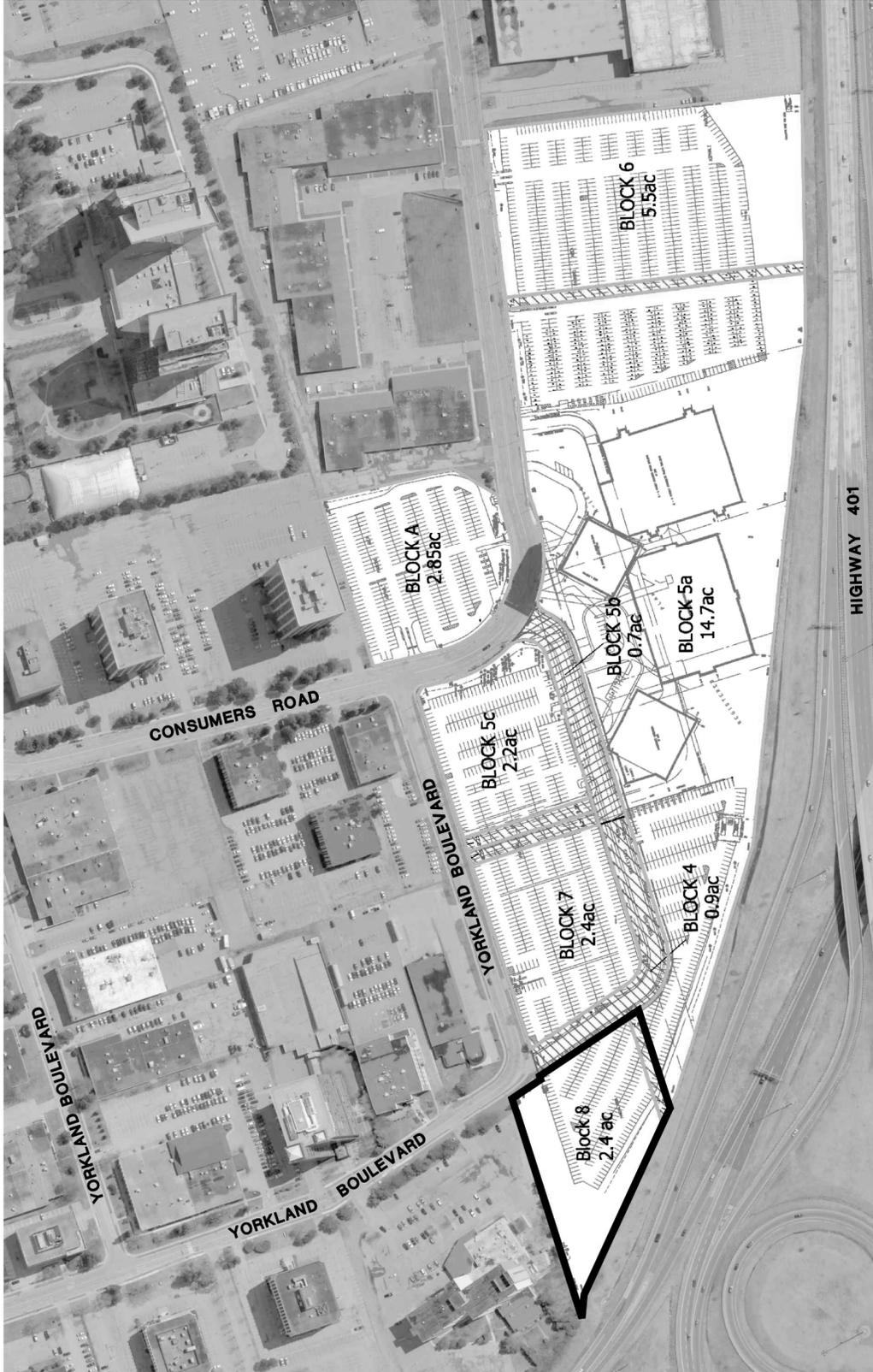
243-255 Consumers Road

Site Plan  
 Applicant's Submitted Drawing

Not to Scale  
 03/01/2013

File # 11 323979 NMY 33 0Z

Attachment 2: Context Plan



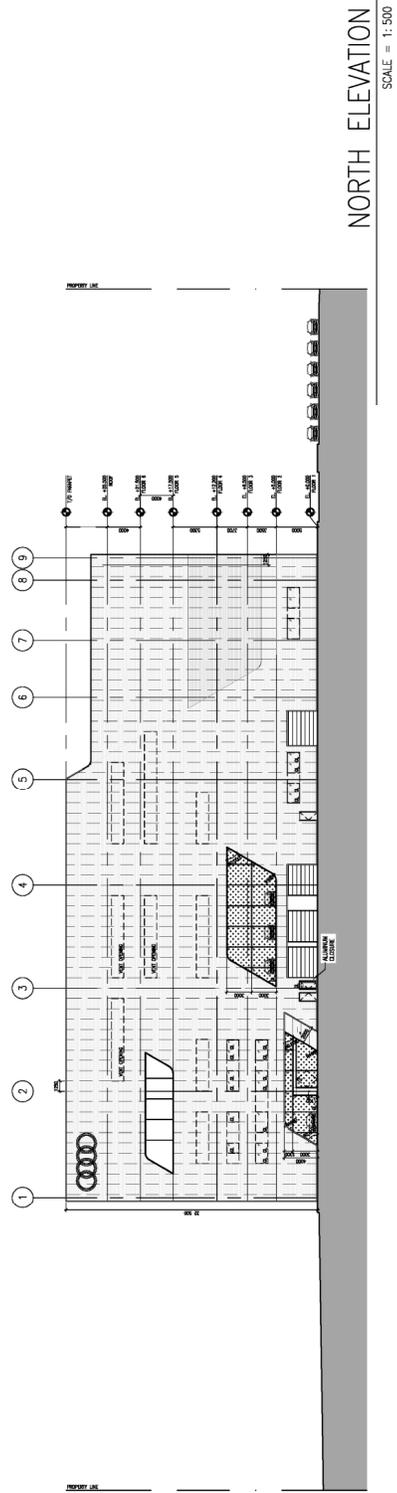
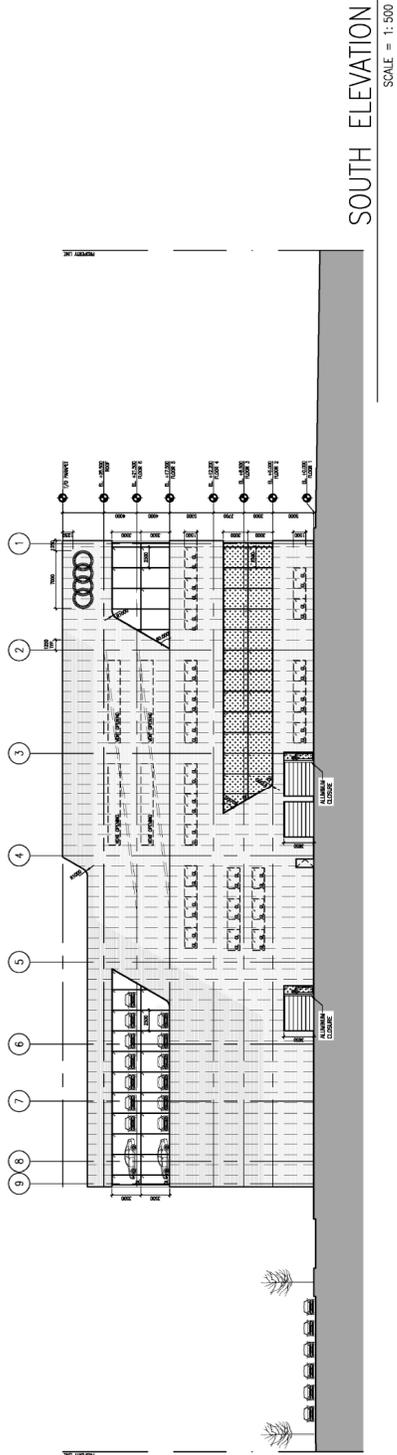
243-255 Consumers Road

Context Plan  
Applicant's Submitted Drawing  
Not to Scale  
02/15/2012



File # 11 323979 NMY 33 0Z

Attachment 3: Elevations

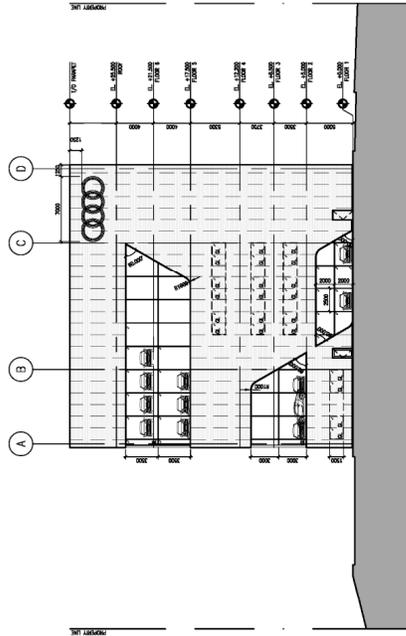


243-255 Consumers Road

Elevations - 1  
Applicant's Submitted Drawing

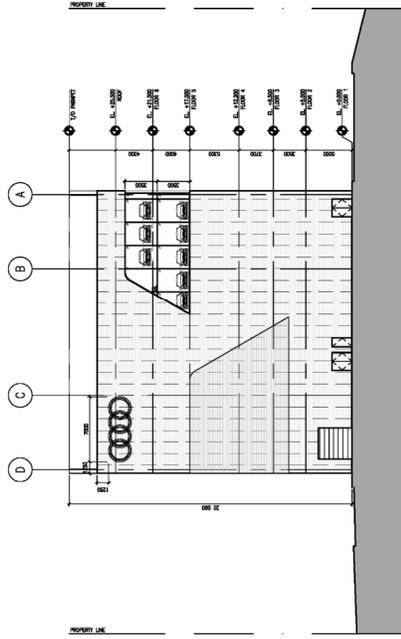
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File # 11 323979 NMY 33 0Z



EAST ELEVATION

SCALE = 1:500



WEST ELEVATION

SCALE = 1:500

## 243-255 Consumers Road

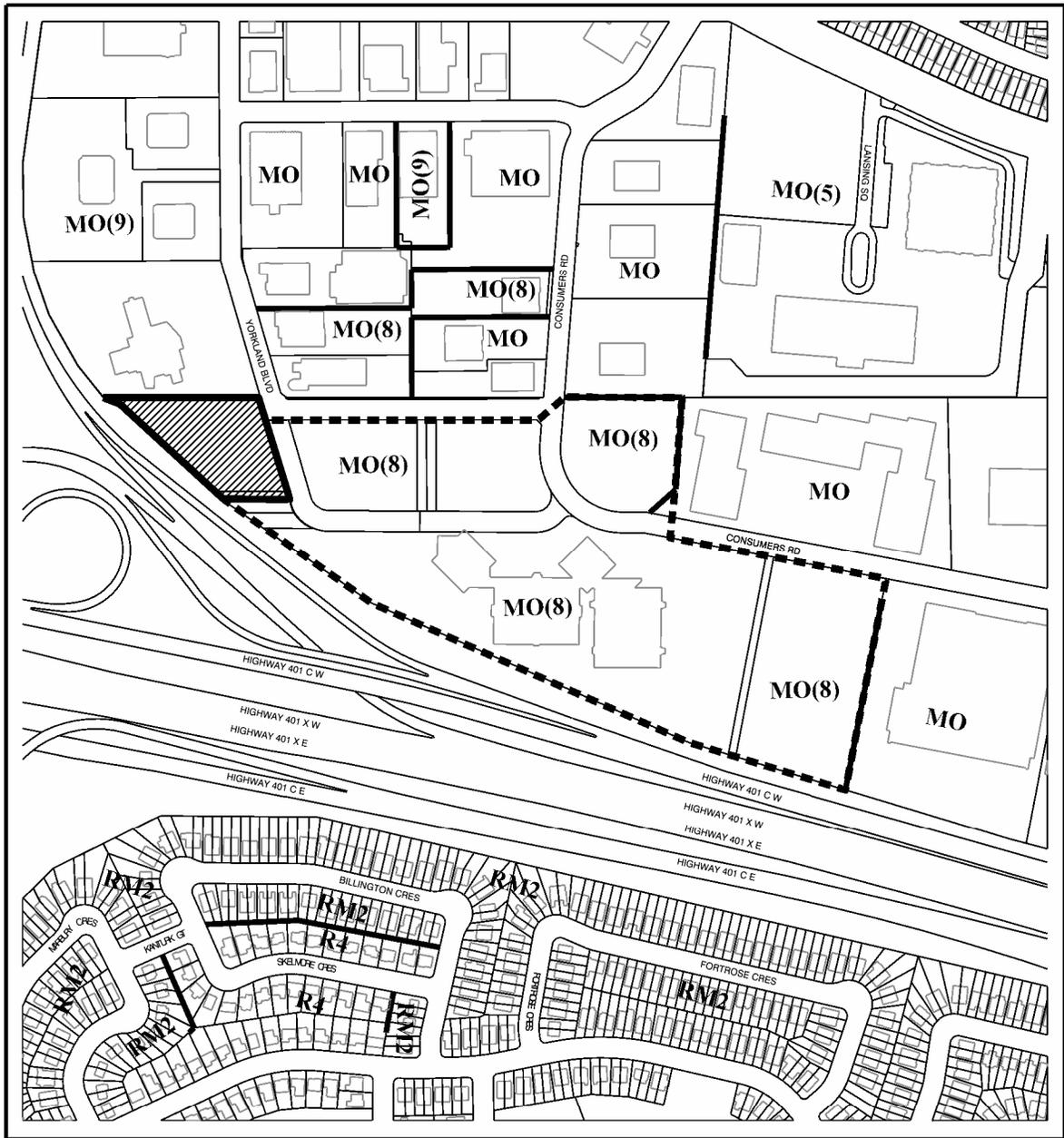
## Elevations - 2

Applicant's Submitted Drawing

Not to Scale  
03/01/2013

File # 11 323979 NNY 33 0Z

### Attachment 4: Zoning



**TORONTO** City Planning  
**Zoning**

**243-255 Consumers Road**

File # 11 323979 NNY 33 0Z

- R4 One-Family Detached Dwelling Fourth Density Zone
- RM1 Multiple-Family Dwellings First Density Zone
- RM2 Multiple-Family Dwellings Second Density Zone
- MO Industrial-Office Business Park Zone
- NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category



Not to Scale  
 Zoning By-law 7625  
 Extracted 02/15/2012



**Attachment 6: Draft Zoning By-law Amendment**

**CITY OF TORONTO**

**BY-LAW No. ~-2013**

**To amend the former City of North York Zoning By-law No. 7625, as amended,  
with respect to the lands municipally known as 243-255 Consumers Road**

WHEREAS the Council of the City of Toronto has been requested to amend Zoning By-law No. 7625 of the former City of North York, as amended, pursuant to Sections 34 and 36 of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, with respect to lands known municipally in the year 2012 as 243-255 Consumers Road;

AND WHEREAS the Council of the City of Toronto conducted a public meeting under Section 34 of the *Planning Act* regarding the proposed Zoning By-law amendment;

AND WHEREAS the 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*;

AND WHEREAS the Council of the City of Toronto, at its meeting on May 7 and 8 2013, adopted a resolution to amend Zoning By-law No. 7625 of the former City of North York, as amended;

NOW THEREFORE the Council of the City of Toronto HEREBY ENACTS as follows:

1. Schedules "B" and "C" of By-law No. 7625 of the former City of North York, as amended, are amended in accordance with Schedule "1" attached to this By-law.
2. The provisions of subsection 64.34(8) of By-law 7625 shall not apply to the lands shown as Parcels 1 and 2 on Schedule MO(8).
3. Section 64.34 of By-law No. 7625 is amended by adding the following subsection 64.34(47)(H) and Schedule MO(47)(H):

“64.34(47)(H) MO(47)(H)

**DEFINITIONS**

- (a) For the purpose of this exception “parking stacker” shall mean a parking space that is positioned above or below another parking space and is accessed only by means of an elevating device.

- (b) For the purpose of this exception, on Parcel 5 “Front Lot Line” means the east property line which runs between the north-east corner of Part 1 on Plan 66R-24193 and the south-east corner of Part 2 on Plan 66R-24193.

## **PERMITTED USES**

- (c) In addition to the uses permitted in an MO zone, a motor vehicle dealership is permitted on Parcel 5 as shown on Schedule MO(47)(H).

## **EXCEPTION REGULATIONS**

### **(d) Gross Floor Area**

- (i) On Parcels 1, 2, 3, 4, 5, and 6 as shown on Schedule MO(47)(H), notwithstanding Section 34(2)(b)(iii), the aggregate floor area of the personal service shops, retail stores and service shops is not to exceed 0.5% of the total gross floor area of the office buildings.
- (ii) On Parcel 5 the maximum gross floor area of a motor vehicle dealership is 8,000 m<sup>2</sup>.

### **(e) Yard Setbacks**

For a motor vehicle dealership on Parcel 5,

- (i) The minimum front yard setback is 7 metres
- (ii) The minimum side yard setback is 5 metres
- (iii) The minimum rear yard setback is 20 metres

### **(f) Parking**

- (i) For a motor vehicle dealership on Parcel 5, no parking spaces shall be provided within the minimum front yard setback.
- (ii) Notwithstanding Sections 6A(2)(a) and 6A(4)(a), parking spaces required for uses on Parcels 1, 2, 3, 4, 5 and 6 as shown on Schedule MO(47)(H) may be provided on the lot or off-site on any of Parcels 1, 2, 3, 4, 5 and 6, except that required parking for a motor vehicle dealership on Parcel 5 must be provided on Parcel 5.

- (iii) Notwithstanding Section 6A(5)(vii) 50% of the required parking spaces for a motor vehicle dealership on Parcel 5 may be provided as tandem parking spaces.
- (iv) Notwithstanding Section 6A(5)(vii) parking spaces for a motor vehicle dealership on Parcel 5 may be provided by a parking stacker.
- (v) Section 6A(10)(a) and Section 6A(10)(f) do not apply to a motor vehicle dealership on Parcel 5.

**(g) Landscaping**

For a motor vehicle dealership on Parcel 5,

- (i) For the purposes of this by-law landscaping means trees, shrubs, grass, flowers, vegetables, and other vegetation, decorative stonework, walkways, patios, screening, or other horticultural or landscape-architectural element, or any combination of these. Landscaping does not include driveways or parking areas, and directly associated elements such as curbs or retaining walls.
- (ii) Except for driveways entering and exiting from the lot a minimum distance of 7 metres from the front lot line shall be landscaped.
- (iii) A minimum landscape strip of 1.5 metres shall run the full length of all side lot lines.
- (iv) A minimum landscape strip of 7 metres shall run the full length of the rear lot line except that a maximum of 9 tandem parking spaces may be provided within the minimum required landscaped strip.
- (v) A continuous landscaped area between the minimum front yard setback and the front wall of the building shall be provided for at least 25% of the building's front wall.
  - i. A maximum of 1 display vehicle for sales or marketing purposes may be located within this required landscaped area.
- (vi) Notwithstanding subsections (d)(i) and (e)(ii) above, a maximum of 3 display of vehicles for sales or marketing purposes are permitted within the required front yard and front yard landscaped area.

**LAND DIVISION**

- (h) Notwithstanding any severance, partition or division of Parcels 1, 2, 3, 4, 5 and 6 as shown on Schedule MO(47)(H), the regulations of this exception shall continue to apply to the whole of the lands as if no severance, partition or division had occurred.

**SERVICES**

- (i) Within Parcels 1, 2, 3, 4, 5 and 6 as shown on Schedule MO(47)(H), no person shall use any land or erect or use any Building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:
  - (i) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway; and
  - (ii) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

**HOLDING PROVISION**

- (j) An “H” shall be appended to the zone symbol “MO(47)” as shown on Schedule MO(47)(H).
- (k) Prior to the removal of the “H”, Parcels 4 and 6 as shown on Schedule MO(47)(H) shall only be used for uses existing as of the date of passing of this By-law, a temporary building or structure such as a sales office or site construction office, surface parking and a building or structure which is accessory to a surface parking lot.
- (l) Prior to and following the removal of the “H”, the uses permitted in the MO zone shall be permitted on Parcels 1, 2, 3 and 5 and a motor vehicle dealership shall be permitted on Parcel 5.
- (m) The “H” shall be lifted from Parcels 1, 2, 3, 4, 5 and 6 upon the conveyance to the City of the lands identified generally as “Future Road” on Schedule MO(47)(H).
- (n) Following the lifting of the “H”, the uses permitted in the MO zone shall be permitted on Parcels 4 and 6 as shown on Schedule MO(47)(H).

**OTHER PROVISIONS OF THE BY-LAW**

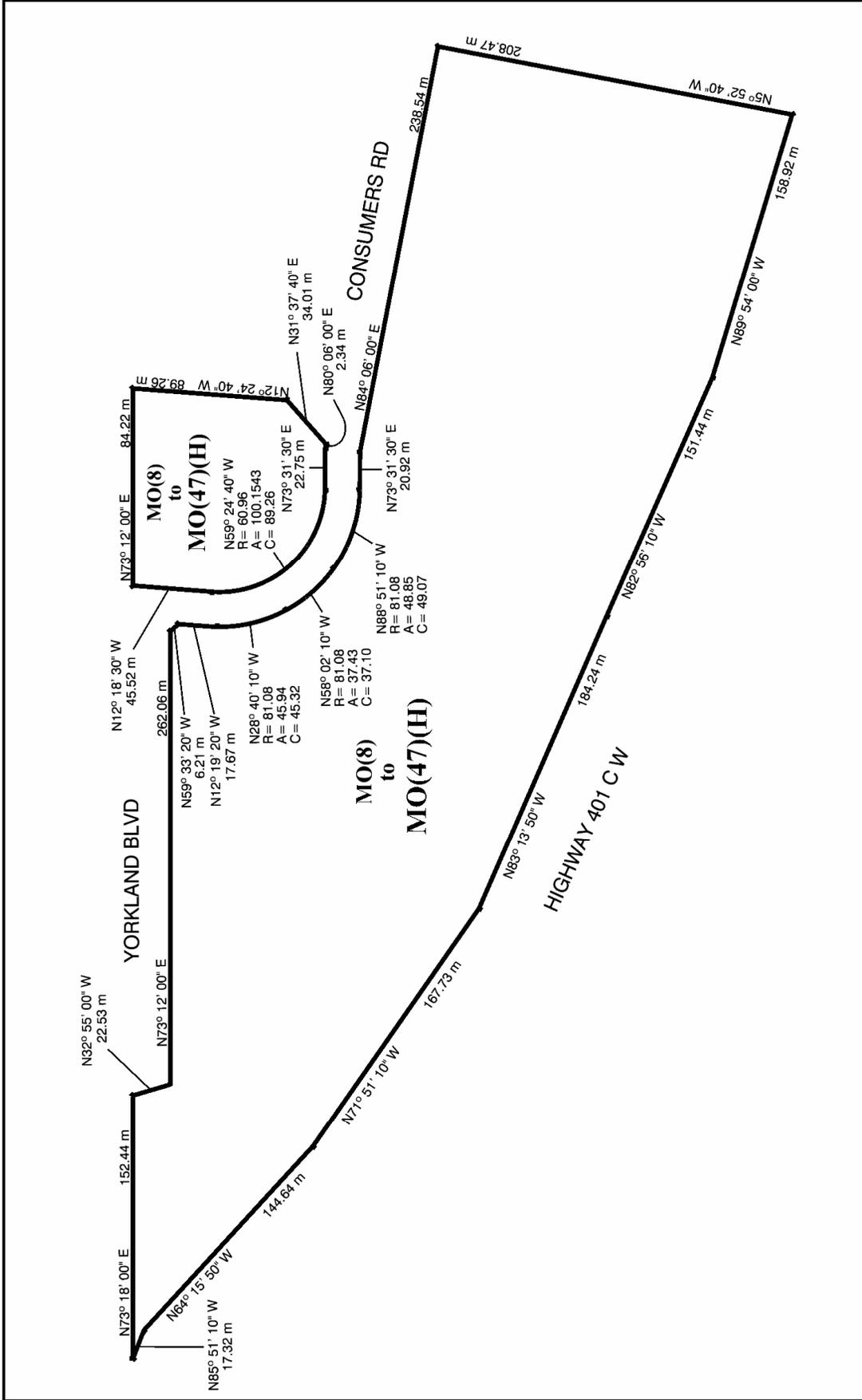
(o) Except as amended in this By-law, all the other provisions of By-law No. 7625 shall apply to the lands.

4. By-law No. 26058 of the former Borough of North York is hereby repealed.

ENACTED AND PASSED this \_\_\_\_\_ day of \_\_\_\_\_ 2013.

ROB FORD,  
Mayor  
(Corporate Seal)

ULLI S. WATKISS,  
City Clerk



# Schedule 1

File # 11 323979 NNY 33 0Z

Blocks C, D, E & Part of Blocks A, B & Yorkland Boulevard (Closed): R.P. M-1248 & Part of Block C: R.P. M-1164

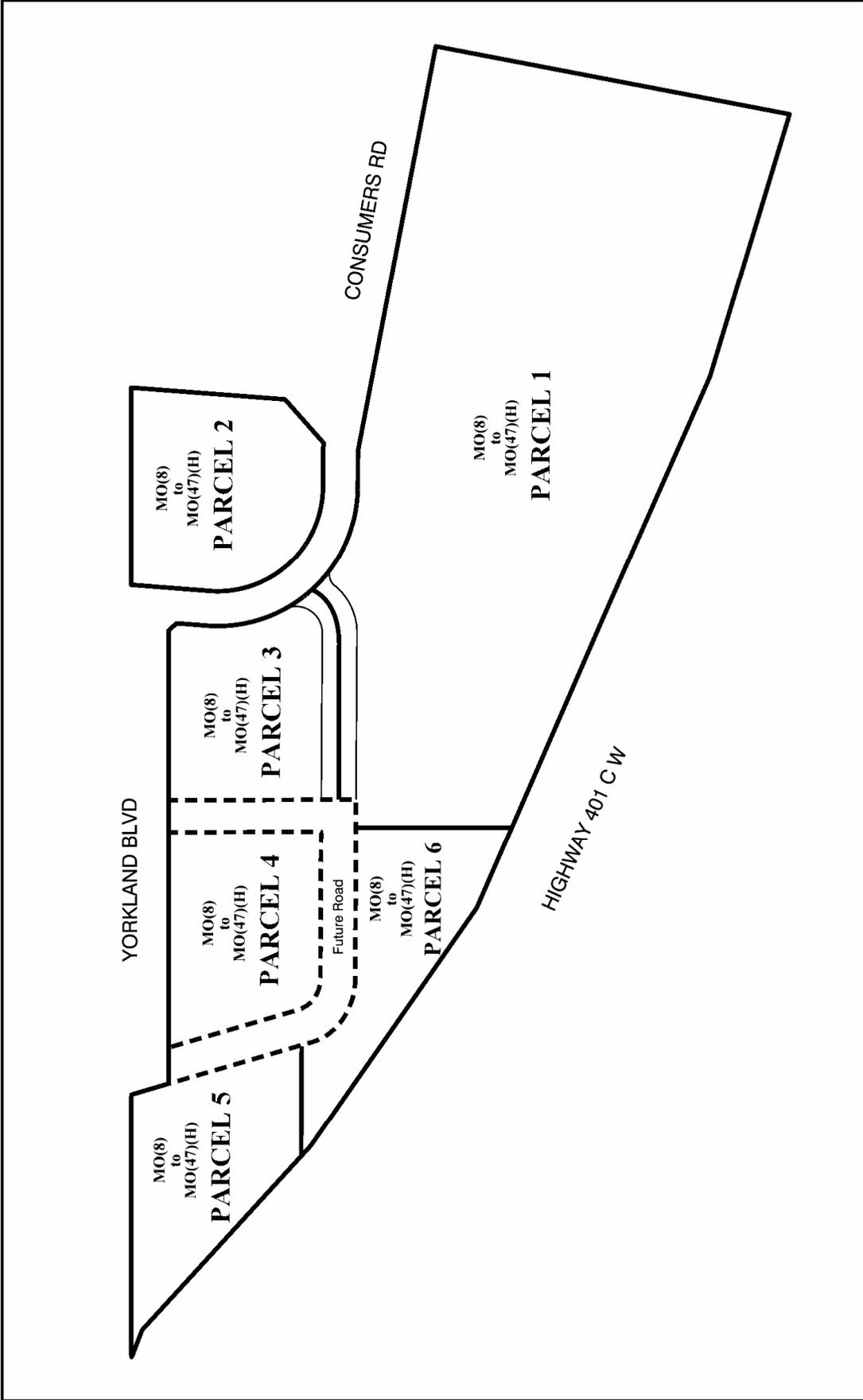
J.D. Barnes Limited

Date: 01/28/2013

Approved by: G.M.



Not to Scale



**Schedule MO(47)**

Blocks C, D, E & Part of Blocks A, B & Yorkland Boulevard (Closed): R.P. M-1248 & Part of Block C: R.P. M-1164

File # 11 323979 NNY 33 0Z

J.D. Barnes Limited

Date: 03/15/2013

Approved by: G.M.



Not to Scale