

2545 - 2549 Weston Road – Zoning By-law Amendment Application – Final Report

Date:	March 13, 2017
To:	Etobicoke York Community Council
From:	Director, Community Planning, Etobicoke York District
Wards:	Ward 11 – York South-Weston
Reference Number:	16 146388 WET 11 OZ

SUMMARY

This application proposes to amend former City of North York Zoning By-law No. 7625 and former City of York Zoning By-law No. 1-83 to permit a financial institution and vehicle service shop to be developed in the rear parking lot of an existing grocery store at 2549 Weston Road. The development would add a further 636 m² of floor area to the existing 13,630 m² of floor area on the property. A total of 696 parking spaces are proposed.

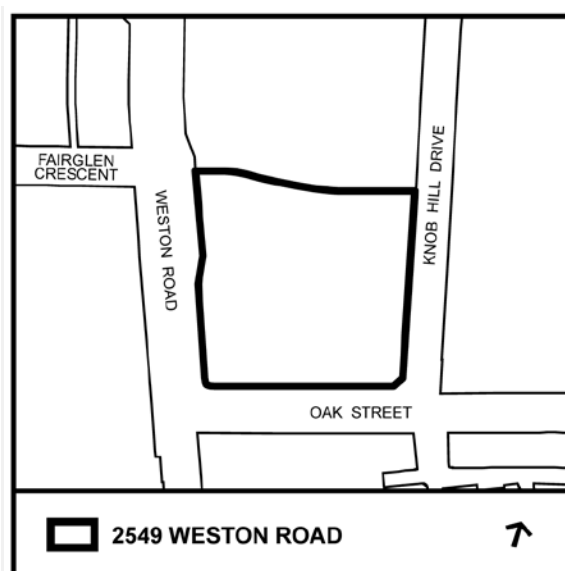
The proposed development and its implementing site specific amendments to the Zoning By-laws are consistent with the 2014 Provincial Policy Statement and conform to the Provincial Growth Plan and the City of Toronto Official Plan.

This report reviews and recommends approval of the application to amend the Zoning By-laws as set out in Attachment Nos. 5 and 6 to this report.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend former City of York Zoning By-law No. 1-83 for



- the lands at 2545-2549 Weston Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 to this report.
2. City Council amend former City of North York Zoning By-law No. 7625 for the lands at 2545- 2549 Weston Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to this report.
 3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.
 4. Before introducing the necessary Bills to City Council for enactment, the owner shall:
 - i) Submit a Functional Servicing Report for review and acceptance by the Executive Director of Engineering and Construction Services, to determine the stormwater runoff, sanitary flow and water supply demand resulting from this development and demonstrate how this site can be serviced and whether the existing municipal infrastructure is adequate to accommodate the proposed development; and
 - ii) Enter into a financially secured agreement for the design and construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to support the development, according to the Functional Servicing Report and Traffic Impact Study accepted by the Executive Director of Engineering and Construction Services.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

At its meeting of July 1981, North York City Council adopted the recommendations of a Planning report to amend former City of North York Zoning By-law No. 7625 changing the zoning from M2 to C1 to permit the development of a retail food store, and ancillary retail and commercial uses on the subject lands. The Bill was signed on July 27, 1981 enacting Zoning By-law 28180.

At its meeting of September 1997, North York City Council adopted the recommendations of a Planning report to amend former City of North York Zoning By-law No. 7625 changing the zoning from C1 to MC in a comprehensive review. The new zoning was enacted through Ontario Municipal Board Order No. 3102, dated December 18, 1998.

At its meeting of May 16, 17, 18 and 19, 2007, City Council adopted the recommendations of a Planning report to amend former City of York Zoning By-law No.

1-83 to permit the development of a gasoline bar on the subject lands. The City Council decision and associated staff report can be accessed through the following links:

Decision

<http://www.toronto.ca/legdocs/mmis/2007/cc/decisions/2007-07-16-cc11-dd.pdf>

Report

<http://www.toronto.ca/legdocs/mmis/2007/ey/bgrd/backgroundfile-4921.pdf>

A recommendation to withhold the necessary Bill for enactment of the site-specific Zoning By-law Amendment, until the issuance of the Notice of Approval Conditions for the related Site Plan application was also adopted. The related Site Plan application was completed and the Bill was signed on May 19, 2011 enacting Zoning By-law No. 615-2011.

ISSUE BACKGROUND

Proposal

The applicant is proposing to amend former City of North York Zoning By-law No. 7625 and former City of York Zoning By-law No. 1-83 to permit the addition of two new commercial buildings at 2545-2549 Weston Road. The proposed development would add approximately 636 m² of additional commercial floor area to the existing developed site, for a total site floor area of approximately 14,266 m². The added floor area would increase the site Floor Space Index from 0.29 to 0.31 times the area of the lot.

The proposed development would consist of two new stand-alone one storey buildings developed in the parking area of an existing grocery store and vehicle fuel station (see Attachment 1: Site Plan).

A financial institution (Building B) with a floor area of 420 m² is proposed along the Weston Road frontage to the south of the Real Canadian Superstore and also south of the existing driveway access off Weston Road, with a parking area to the east and a landscaped area along Weston Road. The building is proposed to be sited with a minimum building setback of 3.0 m from Weston Road and 16.39 m from the existing access driveway to the north.

A vehicle service shop (Building C) with a floor area of 216 m² is proposed in an area parallel to the Oak Street frontage, east of the existing vehicle fuel station. The building is proposed to be located with a minimum 21 m setback from Oak Street and a minimum setback of 21 m from Knob Hill Drive.

A total of 696 vehicle parking spaces and 5 bicycle parking spaces are proposed to accommodate the expected parking demand of the site. All parking for Buildings B and C would be served from the existing driveway off Weston Road.

Site and Surrounding Area

The site is located at the northeast quadrant of Weston Road and Oak Street. Knob Hill Drive borders the site to the east.

The site is generally rectangular in shape and has a total area of 47,300 m², with a frontage of approximately 300 m on Weston Road, and 112 m on Oak Street.

The site is currently occupied by a 13,570 m² food store (Real Canadian Superstore) located on the north portion of the site and a vehicle fuel station on the southern portion. The remainder of the site is used for parking and site circulation.

The site is a part of a larger retail complex located on both sides of Knob Hill Drive.

The immediate area is characterized by commercial, light industrial and low rise residential uses. Surrounding uses include:

North: One storey, small scale retail mixed with large format retail uses with Highway 401 abutting further to the north.

East: A manufacturing facility is located on the east side of Knob Hill Drive (an application to convert the manufacturing facility to residential uses is currently under appeal at the Ontario Municipal Board). To the east of the manufacturing facility is a shared CN, CP and Metrolinx rail corridor with a mix of detached, semi-detached and townhouse dwellings beyond the rail corridor.

South: A mix of retail vehicle service shops and low rise residential uses are located on the south side of Oak Street.

West: A mix of residential apartment buildings, retail, office and vehicle related uses front the west side of Weston Road.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong, healthy communities; wise use and management of resources; and protecting public health and safety. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. City Council's planning decisions are required, by the *Planning Act*, 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, as the case may be, with the Growth Plan for the Greater Golden Horseshoe.

Staff reviewed the proposed development for consistency with the PPS and for conformity with the Growth Plan for the Greater Golden Horseshoe.

Official Plan

The lands are identified as *Employment Areas* on Official Plan Map 2 - Urban Structure, as updated by the Ontario Municipal Board Order issued on December 20, 2016, associated with By-law 1714-2013 implementing Official Plan Amendment 231. Further, the lands are designated *General Employment Areas* on Map 12 of this OMB Order.

The Official Plan states that *Employment Areas* are places of business and economic activities that are vital to Toronto's economy and future economic prospects. The majority of *Employment Areas* are designated as *Core Employment Areas* where uses identified in Policies 4.6.1 and 4.6.2 are permitted. *Core Employment Areas* are, for the most part, geographically located within the interior of employment areas. Uses that would attract the general public into the interior of employment lands and possibly disrupt industrial operations are not generally permitted in *Core Employment Areas*.

General Employment Areas are generally located on the periphery of *Employment Areas* on major roads where retail, service and restaurant uses can serve workers in the *Employment Area* and would also benefit from visibility and transit access to draw the broader public. Retail uses on the periphery of *Employment Areas* frequently serve as a buffer between industries in the interior of *Employment Areas* and nearby residential areas. In addition to all of the uses permitted in a *Core Employment Area*, the uses identified in Policy 4.6.3, are also permitted in *General Employment Areas*.

Core Employment Areas are places for business and economic activities. Uses permitted in *Core Employment Areas* are all types of manufacturing, processing, warehousing, wholesaling, distribution, storage, transportation facilities, vehicle repair and services, offices, research and development facilities, utilities, waste management systems, and vertical agriculture.

The following additional uses are permitted provided they are ancillary to and intended to serve the *Core Employment Area* in which they are located: 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.

Official Plan Policy 4.6.6, which is in effect, refers to development criteria, which guides new development to contribute to the creation of competitive, attractive, highly functional *Employment Areas* by:

- a) supporting the economic function of the *Employment Areas*, and the amenity of adjacent areas;

- b) encouraging the establishment of key clusters of economic activity with significant value-added employment and assessment;
- c) avoiding excessive car and truck traffic on the road system within *Employment Areas* and adjacent areas;
- d) providing adequate parking and loading on-site; and
- e) 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.

Official Plan Amendment 231 (OPA 231)

OPA 231 was adopted by City Council on December 18, 2013 and contains new economic policies and new policies and designations for *Employment Areas* as part of the Official Plan and Municipal Comprehensive Reviews. OPA 231 was forwarded to the Minister of Municipal Affairs and Housing for approval on January 2, 2014 and on July 9, 2014, the Ministry issued a Notice of Decision approving OPA 231 with modifications. OPA 231 was appealed to the Ontario Municipal Board by numerous parties. Under OPA 231, the subject site is designated *General Employment Areas* and referred to in the previous Official Plan section of this report as being in effect through the Ontario Municipal Board Order dated January 20, 2016.

Zoning

The site is subject to both former City of North York Zoning By-law No. 7625 for the northerly portion of the site and former City of York Zoning By-law No. 1-83 for the southerly portion of the site (see Attachment 3 – Zoning). The site is not part of City of Toronto Zoning By-law No. 569-2013 due to a conflict between the Official Plan designation and the permitted uses in the zoning permissions for the subject site.

The northerly portion of the site is zoned Industrial Commercial-Zone (MC) with Exception 16 and has a Holding Provision (H) and is the location of the proposed financial institution. The southeasterly portion of the site, where the proposed vehicle service shop is to be located, is zoned Prestige Employment Zone (PE) while the southwesterly portion of the site is zoned Prestige Employment Zone with Site Specific Exception (428) (PE 16(428)).

The MC zone permits manufacturing and non-manufacturing uses including retail, financial institutions and gasoline stations. Exception MC (16) limits the permitted uses on this site to a retail food store and ancillary retail and commercial uses. The Exception also establishes alternative setback regulations, maximum gross floor area and minimum parking space requirements. Exception (16) was enacted through Ontario Municipal Board Order No. 3102 dated December 18, 1998. The (H) provision limits the cumulative total gross floor area of retail and office use on the site.

The PE zone permits industrial, office and various commercial uses with specific permissions for retail uses based on the scale and type of retail use. This zone does permit large scale retail uses. Public garages and financial institutions are not permitted

in the PE zone. Site Specific Exception 16(428) permits a gasoline bar at the southwest portion of the site.

Site Plan Control

The proposed development is subject to site plan control. An application for site plan approval has been submitted and is currently being reviewed. City divisions and public agencies have been circulated for comment. Issues related to servicing, pedestrian and vehicular site circulation, landscaping, buffering and streetscaping, will be addressed through the site plan approval process.

Reasons for Application

An amendment to former City of North York Zoning By-law No. 7625 is required to permit the proposed development including the financial institution use, minimum gross floor area, setbacks, parking and loading.

An amendment to former City of York Zoning By-law No. 1-83 is required to permit the proposed public garage (vehicle service shop) and outdoor storage.

Community Consultation

A community consultation meeting was held on September 13, 2016 to present the proposal and obtain community input. In addition to Planning staff, the meeting was also attended by the local Councillor, the owner's representative, consulting planner, transportation engineer and approximately 10 area residents.

Concerns regarding the vehicle service shop were expressed as the community did not consider the vehicle service shop as providing a needed local community amenity, as existing vehicle service shops in the immediate area were cited as already meeting that particular community need.

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 proposal is consistent with the Provincial Policy Statement and conforms, and does not conflict, with the Growth Plan for the Greater Toronto Horseshoe. Both the PPS and Growth Plan promote economic development and competitiveness in employment lands. Employment lands are encouraged to provide for an appropriate mix and range of employment uses including industrial, commercial and institutional uses to meet long term economic needs. The development will accommodate a mix of employment uses which provide opportunities for a diversified economic base. The development also

provides for uses that take into account the needs of existing and future businesses in the area.

Land Use

The Official Plan permits vehicle repair and service uses in *Core Employment Areas*, which are uses permitted in *General Employment Areas*. Further, the Official Plan permits banks in *General Employment Areas*, which is the land use designation in effect for the subject lands.

The lands front onto Weston Road, which is a major street as identified on Map 3 of the Official Plan. The employment area contains a mix of non-residential uses including a range of retail uses from small scale and stand alone uses, to larger format retail. The proposed financial institution and vehicle service shop would not detract from the economic function of the lands or area, they would not add excessive traffic onto the road system, and provide adequate on-site parking and loading with access via existing driveways.

The proposed uses do not conflict with the goals and objectives envisioned in *General Employment Areas* and are consistent with the policies of the Official Plan.

Traffic Impact, Access and Parking

A Traffic Impact Study prepared by the proponent's transportation consultant, was submitted and reviewed through the processing of this application. The study estimates that the two proposed buildings will generate approximately 38 primary two-way trips during the weekday p.m. peak hour period. As such, the proposed development would have a minor impact on the surrounding road network. Transportation Services staff have accepted this conclusion.

With respect to site access, the existing access driveways located off Weston Road, Oak Street and Knob Hill Drive are not being modified. Transportation Services staff have indicated they have no concerns with the existing site access to accommodate the proposed infill development.

The proposed development and existing site conditions will be required to provide all drive aisles and parking spaces in accordance with the dimensional requirements of the Zoning By-laws affecting the lands. The property must also comply with all existing zoning requirements for on-site parking.

Servicing

The applicant submitted a detailed Functional Servicing Report that addressed servicing matters including water, stormwater management and sanitary sewer capacity and use. Engineering and Construction Services staff have reviewed the report and requested that additional analysis be conducted and submitted for review and approval.

In order to ensure the existing City services could accommodate the proposed development, staff are recommending that before introducing the necessary Bills to City Council for enactment, the owner be required to:

- i. Submit a Functional Servicing Report for review and acceptance by the Executive Director of Engineering and Construction Services, to determine the stormwater runoff, sanitary flow and water supply demand resulting from this development and demonstrate how this site can be serviced and whether the existing municipal infrastructure is adequate to accommodate the proposed development; and
- ii. Enter into a financially secured agreement for the design and construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to support the development, according to the Functional Servicing Report and Traffic Impact Study accepted by the Executive Director of Engineering and Construction Services.

This recommendation would ensure that the Zoning By-laws will not come into force unless these matters are satisfied.

Open Space/Parkland

The proposed non-residential development is subject to a 2% parkland dedication. The applicant is required to satisfy the parkland dedication requirement through cash-in-lieu. The actual amount of cash-in-lieu to be paid will be determined at the time of the issuance of a building permit.

Streetscape

The proposed development will include streetscape enhancements to the Weston Road frontage south of the existing access driveway to Oak Street. These enhancements to the public realm will be reviewed and secured through the site plan approval process, which is currently underway.

Toronto Green Standard

In 2013 City Council updated the two-tiered Toronto Green Standard (TGS) that was adopted by City Council on October 27, 2009. 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. Other applicable TGS performance measures will be secured through the site plan approval process.

Conclusion

The proposed amendments to the Zoning By-laws are appropriate and represent good planning. The two proposed commercial buildings add additional employment opportunities in the area and provide complementary uses to the existing gas bar and food store, while enhancing underutilized parking areas with active uses and built form. Further, the proposed development would enhance the local streetscape and provide a safer pedestrian environment through the site for its patrons.

Planning staff are therefore recommending that this application be approved by City Council, subject to the owner satisfying the requirements of the Executive Director of Engineering and Construction Services regarding site servicing and transportation matters.

CONTACT

Philip Carvalino, Senior Planner

Tel. No. 416-394-8233

Fax No. 416-394-6063

E-mail: philip.carvalino@toronto.ca

SIGNATURE

Neil Cresswell, MCIP, RPP
Director, Community Planning
Etobicoke York District

ATTACHMENTS

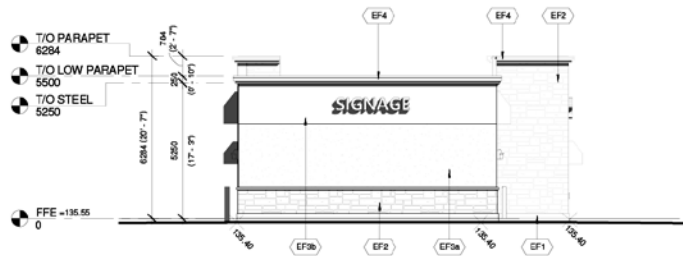
- Attachment 1: Site Plan
- Attachment 2: Elevations (Building C)
- Attachment 2b: Elevations (Building B)
- Attachment 3: Zoning
- Attachment 4: Application Data Sheet
- Attachment 5: Draft Zoning By-law Amendment for By-law No. 1-83
- Attachment 6: Draft Zoning By-law Amendment for By-law No. 7625

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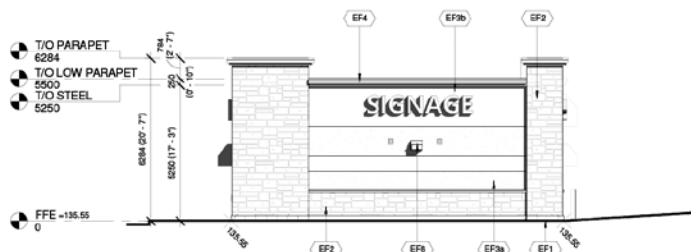
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Attachment 2: Elevations (Building C)



East Elevation



West Elevation



North Elevation



South Elevation

Elevations: Proposed Building C - Vehicle Service Shop

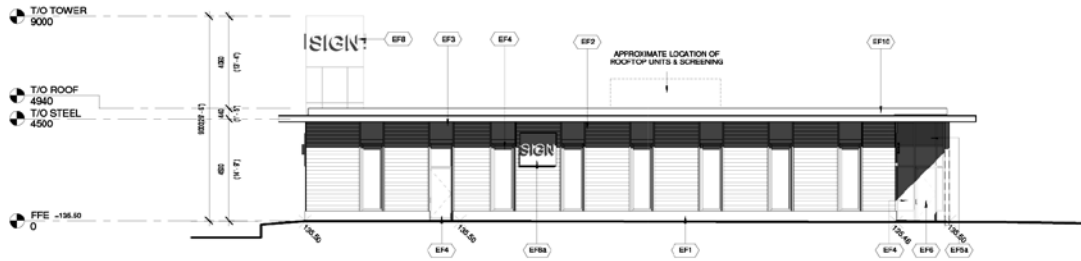
2549 Weston Road

Applicant's Submitted Drawing

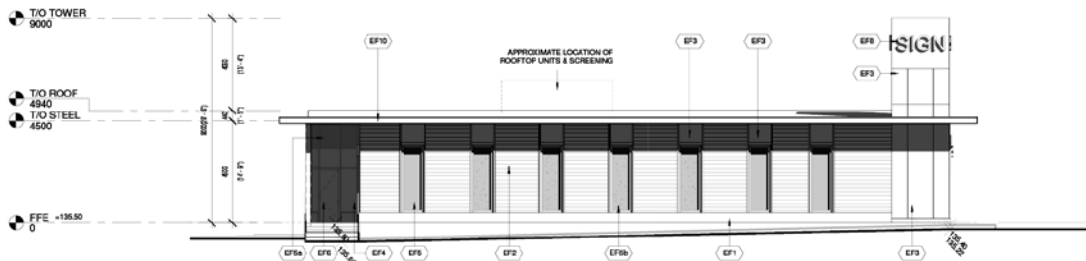
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File # 16 146388 WET 11 OZ
File # 16 146399 WET 11 SA

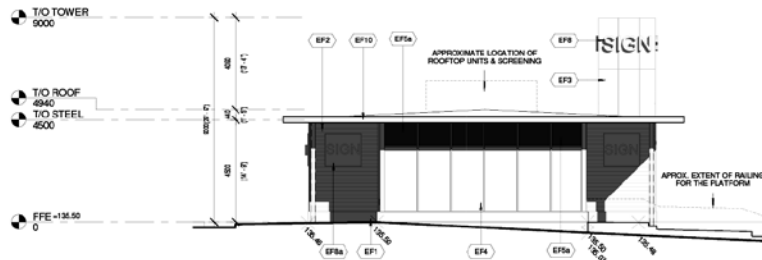
Attachment 2b: Elevations (Building B)



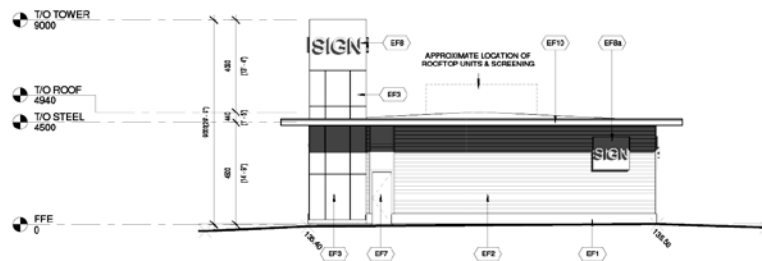
East Elevation



West Elevation



North Elevation



South Elevation

Elevations: Proposed Building B - Financial Institution

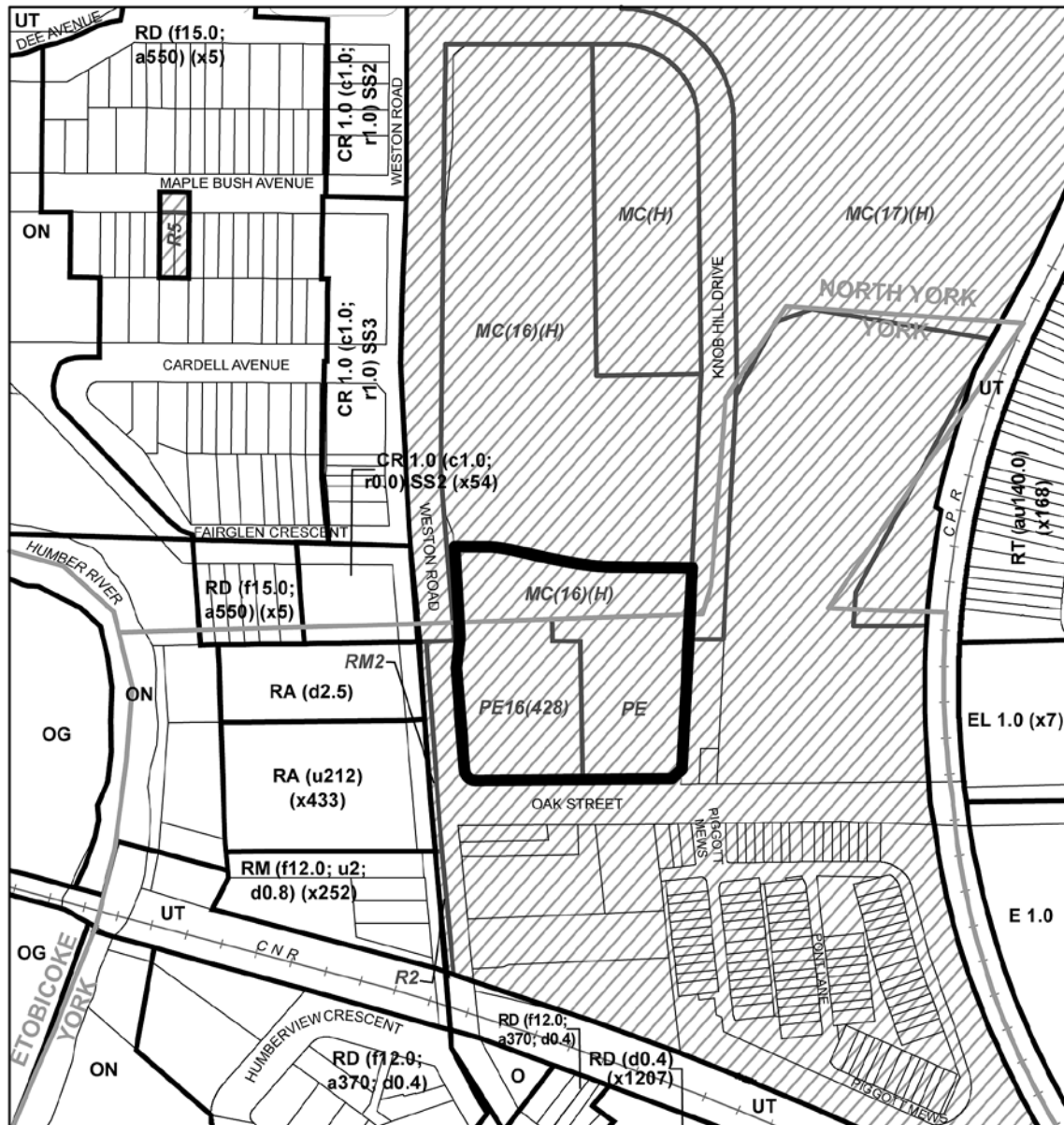
2549 Weston Road

Applicant's Submitted Drawing

Not to Scale
02/16/17

File # 16 146388 WET 11 OZ
File # 16 146399 WET 11 SA

Attachment 3: Zoning



TORONTO City Planning

Zoning

2549 Weston Road

File # 16 146388 WET 11 OZ

File # 16 146399 WET 11 SA

Location of Application

RD Residential Detached
RT Residential Townhouse
RM Residential Multiple
RA Residential Apartment
CR Commercial Residential

EL Employment Light Industrial
E Employment Industrial
O Open Space
ON Open Space Natural
OG Open Space Golf Course
UT Utility and Transportation

See Former City of York By-Law No. 1-83

R2 Residential Zone
RM2 Residential Multiple Zone
PE Prestige Employment Zone

See Former City of North York By-Law No. 7625

R5 One-Family Detached Dwelling Fifth Density Zone
MC Industrial-Commercial Zone



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Extracted: 06/24/2016

Attachment 4: Application Data Sheet

Application Type:	Rezoning	Application Number:	16 146388 WET 11 OZ
Details:	Rezoning, Standard	Application Date:	April 26, 2016

Municipal Address: 2545-2549 Weston Road

Location Description: PLAN 1682 PT PELLATT AVE PLAN 1933 PT BLK A RP 66R13266 PART 6 RP 66R21860 PARTS 4 7 10 AND 11 PT PART 1 **GRID W1101

Project Description: Proposed amendments to former City of North York and former City of York Zoning By-laws to permit the development of the southerly portion of an existing parking lot with two commercial buildings with a total gross floor area of 636m².

Applicant:

ZELINKA PRIAMO LTD
20 Maud Street, Unit 305
Toronto, Ontario

Agent:

Architect:

Owner:

CP REIT ONTARIO
PROPERTIES LIMITED
22 St Clair Avenue East
Toronto, Ontario

PLANNING CONTROLS

Official Plan Designation: Employment Areas Site Specific Provision:

Zoning: Industrial-Commercial Zone (MC), and Prestige Employment Zone (PE) Historical Status:

Height Limit (m): Site Plan Control Area: Yes

PROJECT INFORMATION

Site Area (sq. m):	47,300	Height:	Storeys:	1
Frontage (m):	300		Metres:	5.5
Depth (m):	112			
Total Ground Floor Area (sq. m):	14,266			Total
Total Residential GFA (sq. m):	0		Parking Spaces:	696
Total Non-Residential GFA (sq. m):	14,266		Loading Docks	0
Total GFA (sq. m):	14,266			
Lot Coverage Ratio (%):	30.20			
Floor Space Index:	0.31			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

			Above Grade	Below Grade
Tenure Type:				
Rooms:	0	Residential GFA (sq. m):	0	0
Bachelor:	0	Retail GFA (sq. m):	14,266	0
1 Bedroom:	0	Office GFA (sq. m):	0	0
2 Bedroom:	0	Industrial GFA (sq. m):	0	0
3 + Bedroom:	0	Institutional/Other GFA (sq. m):	0	0
Total Units:	0			

CONTACT: PLANNER NAME: Philip Carvalino, Senior Planner
TELEPHONE: (416) 394-8233

Attachment 5: Draft Zoning By-law Amendment for By-law No. 1-83

Authority: Etobicoke York Community Council Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

**To amend former City of York Zoning By-law No. 1-83, as amended,
With respect to the lands municipally known as 2549 Weston Rd, at the northwest
Quadrant of Oak Street and Knob Hill Drive**

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

WHEREAS the Council of the City of Toronto has provided adequate information to the public and has conducted at least one public meeting under Section 34 of the *Planning Act* regarding the proposed Zoning By-law amendment;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. That Section 16 of By-law No. 1-83, as amended, of the former City of York, be further amended by adding thereto the following as a new Subsection (XXX):

“(XXX) LANDS - Northwest corner of Oak Street and Knob Hill Drive

Notwithstanding the provisions of Section 13.5 of this By-law, the lands described and shown on the map comprising Schedule "A" to this By-law, may be used for the purpose of a motor vehicle specialty repair shop and outdoor storage shall be permitted.

2. Within the lands shown on Schedule "A" attached to this By-law, 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:
 - (a) 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
 - (b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

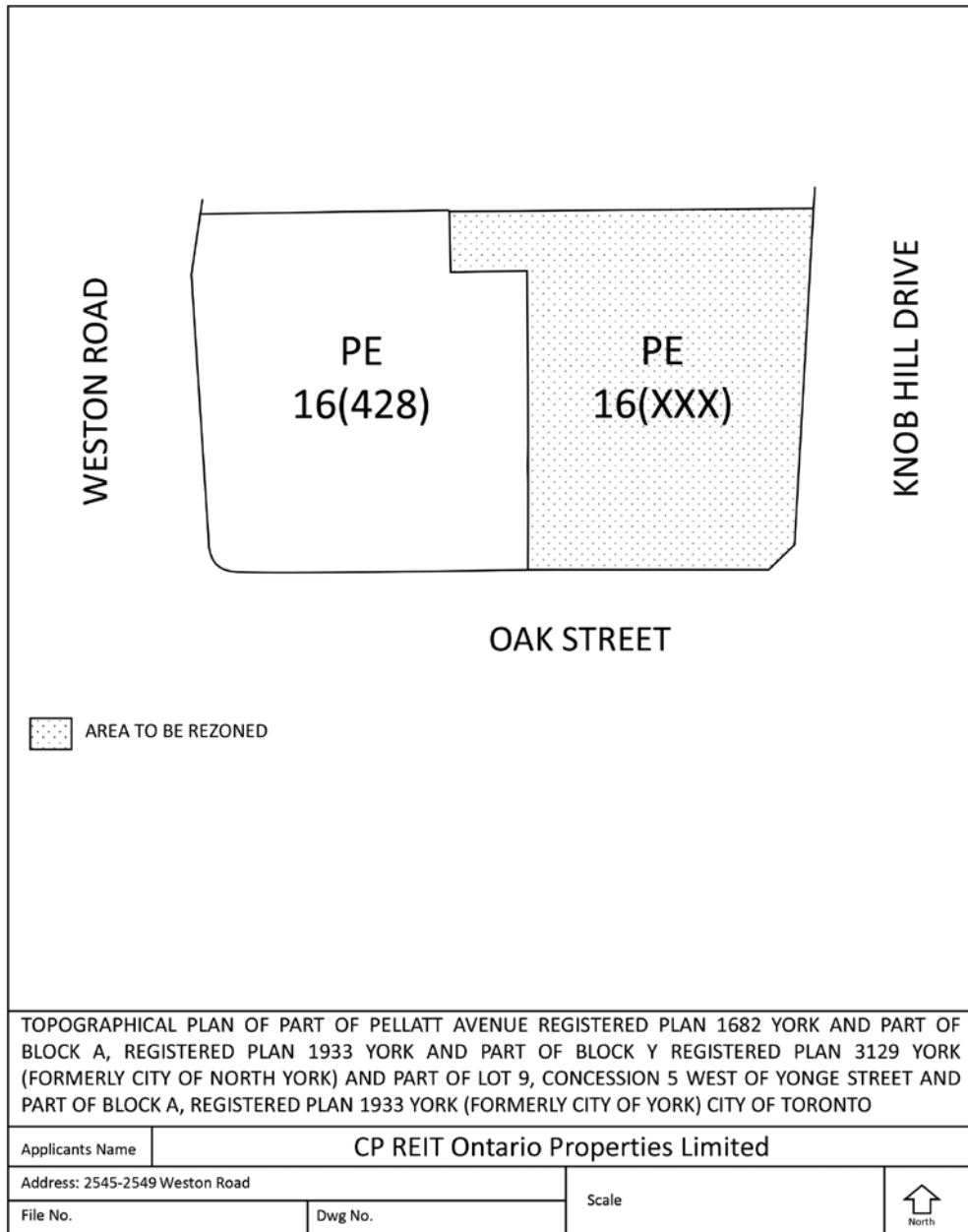
JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)



Schedule 'A' BY-LAW Number
and to Section 16(xxx) of Zoning By-Law 1-83



Attachment 6: Draft Zoning By-law Amendment for By-law No. 7625

Authority: Etobicoke York Community Council Item ~ as adopted by City of Toronto
Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

**To amend the former City of North York Zoning By-law No. 7625, as amended,
with respect to the lands municipally known as
2545 – 2549 Weston Road**

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

WHEREAS the Council of the City of Toronto has provided adequate information to the public and has conducted at least one public meeting under Section 34 of the *Planning Act* regarding the proposed Zoning By-law amendment;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. Section 64.33(16)(a) of By-law No. 7625 is amended by adding a financial institution as a permitted use.
2. Section 64.33(16)(b) of By-law No. 7625 is amended by deleting the number 13,818 m² and replacing it with 14,266 m².
3. Section 64.33(16)(c) of By-law No. 7625 is amended by deleting the number 17.06 m and replacing it with 3.0 m.
4. Section 64.33(16) of By-law No. 7625 is amended by adding the following subsections:

EXCEPTION REGULATIONS

- h) The minimum south side yard setback from the MC(16)(H) zoning line shall be 0.0 m.
- i) A loading space for a financial establishment shall not be required.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,
Mayor
(Corporate Seal)

ULLI S. WATKISS,
City Clerk



Schedule 'A' BY-LAW Number
and to Section 64.33(16) of Zoning By-Law 7625

