


TO: GENERAL COMMITTEE

SUBJECT: PLAN FOR THE SALE OF CITY OWNED PARKING LOTS IN THE CITY CENTRE

WARD: WARD 2

PREPARED BY AND KEY CONTACT: J. FOSTER, BAA, MCIP, RPP
CITY CENTRE REVITALIZATION COORDINATOR, EXT. 4517 

SUBMITTED BY: C. LADD, CHIEF ADMINISTRATIVE OFFICER

CHIEF ADMINISTRATIVE OFFICER APPROVAL: C. LADD, CHIEF ADMINISTRATIVE OFFICER 

RECOMMENDED MOTION

1. That the Maple Avenue parking lot, identified as Lot 4 in Appendix A to staff report ECO002-13 be declared surplus to the needs of the City.
2. That 36 Mulcaster Street including the Armories Building, parking lot and adjacent green space with the Fire Fighter's Memorial identified as Lot 11 in Appendix A to staff report EDO002-13 be declared surplus, subject to an appropriate redevelopment that retains the historic and architectural significance of the building in consultation with Heritage Barrie and Council approval.
3. That the properties identified in paragraph 1 as well as other parking lots previously declared surplus be marketed and sold in accordance with the Plan for the Sale of City Centre Municipal Parking Lots with the potential for redevelopment as described in this staff report by way of marking, advertising and listing with a local Real Estate Broker.
4. That the proceeds from the sale of City Parking Lots be deposited in the Parking Rate Reserve Fund, Account #12-05-0570.
5. That a Phase 1 Environmental Assessment (EA) be undertaken for Parking Lots 4, 11 and 22 at an estimated cost of \$10,000 to be funded from the Parking Rate Reserve, Account #12-05-0570.
6. That a Phase 2 EA, if required, be undertaken for Lots 4, 11 and 22, as identified in Appendix "A", at an estimated cost of \$90,000 to be funded from the Parking Rate Reserve Account #12-05-0570.
7. That staff make application to the Federation of Canadian Municipalities, Green Municipal Fund (GMF) for grant funding, maximum 50% of eligible costs (\$45,000), if it is determined that a Phase 2 EA is required for Lots 4, 11 and 22 and if received, be deposited into the Parking Rate Reserve Account #12-05-0570.
8. That the Chief Administrative Officer (CAO) be authorized to utilize money from the Parking Rate Reserve, for land appraisals in order to promote City owned properties for sale and contribute to City Centre revitalization.

PURPOSE & BACKGROUND

Report Overview

9. This staff report provides for the declaration of two additional parking lots as surplus to the needs of the City. As well a new Plan for the Sale of City Centre Parking Lots is proposed with the potential for redevelopment for the new and existing sites which have been declared surplus. The Plan would include:
- a) Recruitment of a Real Estate Broker for the marketing of the parcels
 - b) Evaluation of the redevelopment proposal submissions
 - c) Selection of a Purchaser(s) and report to Council

Background

10. Staff are reporting back to General Committee on a "Plan to place the excess parking lots with development potential on the open market (not including any lots located on the waterfront)" in accordance with Motion 12-G-110, as amended.
11. There are 19 parking lots in the City Centre, not including the waterfront lots that contain 1,221 parking spaces. Average peak day time utilization is 53%. As previously noted in reports describing the Parking Rate, parking services are supposed to be financially self-sustaining but current forecasts anticipate that the Parking Rate Reserve will be depleted before the end of 2013. If this occurs, parking services may require annual subsidy from general tax revenues or increase in rates.
12. Partly to address the financial sustainability of parking services, but also to spur continued development and revitalization of the City Centre, staff evaluated all City Centre parking lots to assess their potential to be declared surplus and sold. The evaluation included consideration of several elements including:
- a) Broad consultation with staff across the corporation;
 - b) Potential strategic and operating cost implications associated with the sale of City owned parking lots;
 - c) Development potential, including zoning and infrastructure constraints;
 - d) Evaluation Criteria including:
 - i) Previously declared surplus
 - ii) Distance separation from each other (proposed for sale) and in close proximity to other available on and off-street public parking
 - iii) Recognized for redevelopment potential in the Downtown Commercial Master Plan
 - iv) Scored 70% or higher in the Parking Study evaluation and recognized for redevelopment within the 2026 time horizon
 - v) Utilization rate
 - vi) Winter control usage
 - vii) Infrastructure, operational or natural hazard impediments
 - viii) Previously included in the issuance of a Request for Expressions of Interest
 - ix) Previous interest in the parking lot for private purchase

Parking Lots Previously Declared Surplus

13. There are parking lots that have previously been declared surplus, one of which was the Foodland parking lot located at 55 Mulcaster/90 Collier which was sold in 2012 to the Mady Development Corporation. There are several other parking lots that have been declared surplus. Their status is identified below.
14. Parking Lot 9 is located at 10 -14 Collier Street. This Lot was previously declared surplus. In January of 2011, the City accepted an unsolicited offer for the sale of Lot 9. Council approved the terms and conditions to be included in a Purchase and Sale Agreement. The purchaser remains interested in acquiring the property and staff will continue to negotiate its sale. The site is currently being reviewed through by the Ministry of the Environment.
15. Parking Lots 6 & 13 are located at 1-15 Bayfield Street. These lots were previously declared surplus. A Request For Proposals (RFP) was issued in the fall of 2010 for the redevelopment of this site for a Hotel Convention Centre Complex. In order to realize a convention centre as part of the redevelopment, a financial commitment was required from the City. Given the current financial climate and tough industry for convention centres, regrettably, the RFP was terminated.
16. Parking Lot 22 is located at 23 Collier Street just west of the existing Collier Street Parkade which was the result of land expropriation for the Parkade. In January 2011, the City accepted an unsolicited offer for its sale. The offer was extended to March 2012. The proponent was unable to satisfy the terms of the exclusivity period, being the submission of a site plan, obtaining an anchor tenant and making a financial offer. The exclusivity period has since expired.
17. Lots 6 & 13 and Lot 22 will be included in the Plan for the Sale of Parking Lots. Lot 9 is currently being negotiated under a Purchase and Sale Agreement and therefore will not be included in the Plan.

ANALYSIS

18. The recommended Plan for the sale of City parking lots in the Downtown is proposed by way of a 3 phased approach to include:
 - a) Recruitment of a Real Estate Broker for the marketing of the parcels
 - b) Evaluation of the redevelopment proposal submissions
 - c) Selection of a Purchaser(s) and report to Council

Recruitment of a Real Estate Broker

19. It is proposed that a local Real Estate Broker be retained by way of a procurement (Request for Proposals) process. Submissions from brokers will require, but may not be limited to:
 - a) A proposed marketing plan
 - b) An estimate of the value of the properties being sold
 - c) The Brokers proposed remuneration or compensation
20. It is expected that the Broker proposals will address items such as a creative approach to the strategy for parking lot sales; a marketing and advertising plan; how to build interest in the properties; recommendations on the highest and best use for the parcels; a competitive price for compensation; and the proposed timeframe for marketing the parcels to include milestones in order to assess progress. The Brokers commission or fee will be paid from the proceeds of the sale on closing.

21. Staff are not proposing definitive selection criteria for the Broker as to not limit the scope of submissions and in order to promote creativity.
22. Advantages to retaining a Broker include, real estate knowledge and expertise; provision of the greatest exposure in the market place; allow for negotiations; and listings to be advertised in the Multiple Listing Service (MLS), capturing a wider than regional audience.

Evaluation of the Redevelopment Proposals

23. The process for sale of the identified lots will have the properties listed for a time period as suggested by the Broker. The requirements would include the submission of a proposal including a conceptual redevelopment proposal/site plan, proposed uses for the site, a development company profile and a purchase price. Upon closing of the sale process, proposals will be evaluated. Specific evaluation criteria will be formulated in consultation with the Broker in order to ensure a fair evaluation. Evaluation criteria would include such items as company experience, highest and best use for the property, value or need within the community, the development concept narrative and quality of the redevelopment submission, urban design and zoning requirements, as well as proposed purchase price.

Selection of Purchaser and report to Council

24. Following the evaluation of submissions, staff will select a preferred submission and its purchaser. Based on the submissions selected, it is proposed that an external appraisal be undertaken based on the redevelopment concept in order to establish a fair market value and in order to best negotiate the purchase price. Given that the sites are parking lots, they are considered Brownfields. Staff are recommending that a Phase 1 Environmental Assessment (EA) and a Phase 2, if required, be undertaken for each site where it has not already been undertaken.
25. Staff will report back to General Committee the results of the evaluation of submissions, negotiations and staff recommended selection of a preferred development concept, prior to entering into Purchase and Sale Agreements.

Changes in Downtown Parking Demand

26. The future intensification projected for the designated Urban Growth Centre includes the majority of the City Centre Area and part of the Allandale Community. The December 2011, Multi-Modal Active Transportation Master Plan – Technical Memorandum – Parking Study prepared by Genivar (Parking Study), included the evaluation of the development potential of strategic municipal parking facilities in the City Centre area by 2031. See Appendix “B”, Potential Development Areas by Time Horizon.
27. From the Parking Study it was concluded that redevelopment in the City Centre will provide approximately 50% of the parking supply requirements (residential development must supply on-site parking where commercial development on lands zoned City Centre Commercial C1 is not required to supply parking on-site). The remaining 50% of the parking is to be accommodated by the municipal parking system.
28. Over the next 20 years, the Downtown will see an increase in intensification. The Parking Study identified that some of this intensification was expected to occur on currently occupied municipal parking lots as these sites are attractive given the minimal supply of vacant lands in the downtown.
29. With the understanding that municipal parking lots could be redeveloped, the Parking Study concluded that no new dedicated municipal parking structures are required in the Downtown study area to meet the 2031 parking demand projections based on current growth plans. The

anticipated overall parking utilization in the Downtown by 2031 will be approximately 87% which is consistent with the principle of desired parking utilization of 85%.

30. The Parking Study recommended a review and update of municipal parking every 5 years. Therefore the future sale and redevelopment of Downtown Parking Lots, can be monitored in relationship to the reduction in supply and future demand. When staff report back on the monitoring information in 2016, the utilization rate can be tracked and recommendations can be made on potential future sales, if feasible.
31. Lots 6 & 13, Lot 9 and Lot 22 have previously been declared surplus. Staff is recommending that Lots 4 and 11 also be declared surplus. In total, these parking lots account for 212 parking spaces of the available 2,111 on and off-street parking spaces.

Existing Supply

32. There is currently a total of 2,111 parking spaces in the City Centre, not including the waterfront parking lots; 890 on-street and 1,221 in parking lots. On average, the parking utilization rate, during Monday to Friday peak time for all City Centre Parking Lots is approximately 53%. That means that 992 parking spaces are not being utilized at peak time and therefore, currently there is not enough demand to satisfy the supply.
33. While some of the public parking spaces could remain public, be included in a redevelopment scenario, such as in the case of Collier Centre where 90 public parking spaces have been retained in the development, however, this being unknown, it is assumed that if these lots were redeveloped, the residual supply would total 1899.
34. When the parking lot properties identified in this staff report are sold and redeveloped, it will result in additional revitalization, more people living and working in the core; higher utilization of available parking through a redistributed within the Downtown. Through City Centre intensification, the demand for parking in the future is expected to increase, thereby increasing utilization rates in the remaining parking lots and on-street demand. The reduction in the supply of parking spaces within lots would reduce costs associated with operating and maintenance such as cleaning, line painting, equipment replacement, enforcement and collection.

Winter Control

35. Roads and Parks Operations utilize parking lots for snow melting as a vital part of snow removal operations in the downtown approximately 2-4 times each season. Snow removal costs carried out by snow melting operations are reduced by as much as 75% over conventional hauling and disposal methods. The parking lots used for these operations are located in close proximity to the nearby streets that are cleared to allow snow to be pushed to the lots with large equipment rather than engaging in the time consuming task of loading snow into trucks and transporting it to the melting site.
36. The Library (H-Block) Lot, the Maple Avenue Lot, south of Ross Street Lot and Spirit Catcher Lot are all used for snow storage and snow melting operations. Based on past history the cost avoidance to melt snow over conventional hauling methods are as follows: Library (H-Block) Lot \$120,000, Maple & Ross Lot \$60,000 and Spirit Catcher Lot \$120,000 totaling \$300,000 in savings annually. The Library (H-Block) Lot and the Maple & Ross Lot have oil grit separators installed that remove sediment, screen debris, and separate oil from storm water and melt water resulting in improved downstream water quality.
37. The location in proximity to nearby streets that are to be cleared, access to push snow from one or more side streets, size of lot that is sufficient to store snow during melting operations and the environmental benefits of an oil grit separator make these parking lots suitable locations for snow

melting. Other parking lots in the area have logistic, environmental and cost implications for snow pushing and melting that make them undesirable or not feasible for snow melting operations.

Subject Parking Lots

38. An evaluation of the Parking Lots was conducted by relevant City Departments. Appendix "C" provides information regarding the various Parking Lots. Parking lots evaluated but not considered for surplus were not selected given the following rationale:
39. From Appendix A, Lot 7 and 25 are of a minimal size and configuration for redevelopment potential. Lot 2 was retained for transit station parking as well as future parking for a potential year round farmers market. Lot 21 is subject to underground infrastructure and is located within the regional floodplain of Kidd's Creek. Lot 3 is in close proximity to Lot 4 and provides pedestrian and vehicular access between Maple Avenue and Mary Street. Lot 8, while desirable for sale with views of the waterfront, has the potential to be controversial, given its close proximity to other residential development. In addition Lot 8 is being maintained at this time as it provides close proximity parking when Lots 6 and 13 redevelop. Lots 5 and 15 are utilized for winter control and Lot 15 provides exempt and contract City staff parking. Lots 10 and 14 provide parking for municipal visitors to City Hall and the Library. Lot 16 is well landscaped and designed and was recently built in 2006, providing parking for businesses in close proximity.
40. Staff are recommending the consideration of a phased approach to parking lot sales in order to allow for monitoring the parking supply and demand to ensure that supply remains available given Downtown intensification. Therefore the first phase would include those parking lots previously declared surplus but not yet sold and the addition of Lots 4 and 11.
41. Parking Lots 6 & 13 (1-15 Bayfield Street) and Lot 22 (23 Collier Street) have previously been declared surplus and both have been negotiated for purchase, however, were not sold. A proponent has recently expressed an interest for exclusive negotiations for Lot 22. However, staff are recommending that the sale of these lots be by way of listing with the Broker in accordance with the proposed Plan.
42. Lot 11 (36 Mulcaster Street) was previously recognized for redevelopment in the Downtown Commercial Master Plan and was included in the City's issuance of a Request for Expressions of Interest in 2006. The Lot however contains a few impediments to redevelopment that will need to be integrated into the site or relocated if possible. The site contains a grade differential and slopes from north to south, currently supported with retaining walls. A designated heritage building, the Armories is located on site. The purpose of the heritage designation is to protect the existing original elements and to allow for the recreation, where possible, in actual or in impression, the original exterior and interior appearance. The City has upgraded the interior and exterior to make the building accessible. There is currently a lease to January 2015 with the Grey and Simcoe Foresters to be used as a museum and heritage centre. At the corner of Mulcaster and Collier there stands the Volunteer Fire Fighters memorial. In addition, there is an easement for vehicular access to the adjoining property to the west.
43. The development potential of this site is greater or better when the existing building is incorporated into the redevelopment design. There are good examples of developments that have incorporated heritage buildings in a positive manner. One such example is the Bellefair Kew Beach Residences in Toronto at the corner of Queen Street East and Bellefair Avenue. See Appendix D. This residential development was designed by RAW Design and is a 5 storey, 23 unit complex on the site of the former Bellefair United Church. The facades that front Queen and Bellefair are being preserved and incorporated into the new condo structure maintaining the property's heritage.
44. A proponent for the purchase of this subject property has indicated that they are in a position to enter into a Purchase and Sale Agreement on this parcel. The proponent has identified that the

development concept proposed is sensitive and incorporates the historic and architectural elements of the building as well as grade and access matters. Staff have been in discussions with the proponent since the Fall of 2012. It is proposed to continue discussions, albeit not of an exclusive nature. Staff are proposing that this parcel not be marketed at this time through the Broker. Any offer of Purchase and Sale will be conditional upon a development scenario that retains the heritage building and subject to Council approval.

45. Lot 4 (Maple Avenue) is proposed for surplus and sale for redevelopment. This lot is among 3 on Maple Avenue, all of which were recognized in the Downtown Commercial Master Plan (DCMP) for future redevelopment. The north Maple Avenue Lot is used for winter control. The south Maple Avenue Lot is a narrow lot and provides pedestrian and vehicle through access between Maple Avenue and Mary Street. Given the existing development in this area, the location of Lot 4 could allow for land assembly for a larger redevelopment concept.
46. The proposed lots being recommended for surplus and sale were recognized for redevelopment potential in the DCMP and are spatially separated from one another, with available on and off-street parking located within proximity to absorb parking demand. Each of the lots, if redeveloped, could stimulate other redevelopment opportunities in those specific neighbourhoods. The lots scored 70% or higher for redevelopment potential in the Parking Study within the 2031 time horizon. There are no significant infrastructure impediments to development on these lots and none of them are currently being utilized for winter control.

ENVIRONMENTAL MATTERS

47. City Parking Lots are considered Brownfields and will require the undertaking of an Environmental Site Assessment (ESA). Staff are recommending that a Phase 1 Environmental Assessment (EA) be undertaken for Lots 4, 11 and 22. Given the proximity of the 3 sites, the Ministry of Environment Regulation 153/04 requires that study information include lands within 250m from the property boundary. Rather than individual Phase 1 reports and associated costs, it is recommended that the sites be combined for the Phase 1 EA administrative historical review which when combined would allow for a cost savings. A Phase 1 EA is anticipated to cost in the order of \$10,000.
48. From the Phase 1 analysis, a Phase 2 EA may be required for Parking Lots 4, 11 and 22; a Phase 2 EA has previously been undertaken for Lots 6 & 13. The cost for a Phase 2 EA is approximately \$30,000 per site. This does not include the cost of remediation.

The Green Municipal Fund

49. The Federation of Canadian Municipalities (FCM), Green Municipal Fund (GMF) provides money and knowledge to municipal governments and their partners for municipal environmental projects. Municipalities must apply for funding, and subject to Council's approval of the recommendations in this report, staff will apply for GMF funding up to the allowable program limit. To date \$613M have been spent on over 900 projects.
50. Funding is available in 5 sectors of municipal activity: Brownfields, Energy, Transportation, Waste and Water. Through the GMF, FCM funds 3 types of municipal environmental initiatives:
 - a) Plans – Grants to develop plans,
 - b) Studies – Grants to conduct feasibility studies and field tests,
 - c) Projects – Loans at below-market, usually in combination with grants to implement capital projects.
51. The GMF does not provide funding for the undertaking of a Phase 1 EA, however, grants are available for the undertaking of a Phase 2 EA up to 50% of eligible costs up to a maximum of \$175,000. Staff are recommending that application be made for grant money for the undertaking

of the Phase 2 EA for Parking Lots 4, 11 and 22. The estimated cost is approximately \$90,000. If the City is successful in receiving 50% of the cost, or a grant of \$45,000, the money would be refunded into the Parking Reserve Account.

ALTERNATIVES

52. There are three alternatives available for consideration by General Committee:

Alternative #1

General Committee could declare parking lots surplus and direct staff to prepare Requests for Proposal (RFP) and issuance of RFPs for redevelopment of the sites rather than sale by way of a Broker.

This alternative is not recommended as a Broker would have expertise in the sale of commercial property, would influence obtaining the best purchase price, be available to best negotiate agreements and would provide for the highest real estate exposure through MLS listing.

Alternative #2

General Committee could declare parking lots surplus and accept unsolicited offers from proponents who request exclusive negotiations on select parcels.

This alternative is available, but is not being recommended. The City has previously entertained such offers. In accepting an unsolicited offer, the proponent obtains a level of security in the property that would allow for the attraction of an anchor tenant, given the exclusivity of the parcel with the City. Staff can work with one agency to negotiate an acceptable and well designed development for the site. In accordance with Bylaw 95-104, the Procedure for the Sale of Real Property, the City would obtain at least one appraisal. In accordance with the Municipal Act, a municipality is not able to sell public property at below market value.

This alternative is not being recommended since by way of obtaining an unsolicited offer however, the parcel becomes tied-up where no other offers would be entertained and therefore not available for other bids within the specified timeframe. Exclusivity does not allow for maximum exposure through marketing. There is also concern about appropriate transparency through this approach.

Alternative #3

General Committee could select alternative Parking Lots for sale, or identify additional lots for potential sale.

This alternative is not recommended as the parking lots previously declared surplus and those proposed to be declared surplus satisfy a host of criteria. In addition, it is not recommended to flood the real estate market with available lots, but rather to offer a few lots and allow for the opportunity to monitor the supply and demand before other lots are considered.

FINANCIAL

53. It is recommended that the proceeds from the sale of the parking lots be deposited in the Parking Rate Reserve, Account # 12-05-0570. Council when dealing with the Parking Study directed staff to create a Plan for the Sale of Parking Lots on the open market. Given uncertain financial

sustainability and the possible requirement for subsidy for municipal parking operations, it is recommended that parking lot sales replenish the Parking Rate Reserve.

54. In accordance with the Municipal Act, a municipality cannot sell public lands below fair market value and in accordance with Bylaw 95-104, at least one appraisal is required prior to property sale.
55. It is recommended that the CAO be authorized, at her discretion, to utilize funds from the Parking Rate Reserve for external appraisals. Phase 1 and 2 environmental assessments will also be funded from the Parking Rate Reserve at costs estimated at \$100,000 (\$10,000 for Phase 1 and \$30,000/each for Phase 2) with a possible refund of \$45,000 (50% of \$90,000) from the GMF back to the Reserve. Should remediation measures be required, staff will report back prior to their undertaking.

Real Estate Broker

56. Staff have recommended retaining the services of a Real Estate Broker to manage, market and advertise the sale of City lands. Selection of the Real Estate Broker will be by way of a procurement process.
57. At this time staff cannot confirm the exact dollar value, commission or set fee that would be paid until proposals are received, evaluated and selection made. Staff will advise Council once the Broker has been selected to identify the form and value of remuneration. Payment will be from the proceeds of the sale on closing.

LINKAGE TO 2010-2014 COUNCIL STRATEGIC PLAN

49. The recommendations included in this Staff Report support the following goals identified in the 2010-2014 City Council Strategic Plan:
 - Strengthen Barrie's Financial Condition
 - Create a Vibrant and Healthy City Centre
50. The sale of City underutilized sites in the City Centre would result in redevelopment that provides a financial gain to the City that might not otherwise be realized. Redevelopment of Downtown sites increase the mix of land uses that will provide employment, increased property taxes and will continue to revitalize and intensify the Downtown, supporting a vibrant and healthy City Centre. The proposed Plan for the Sale of City sites allows for maximum real estate exposure and expertise in the sale of commercial real estate.

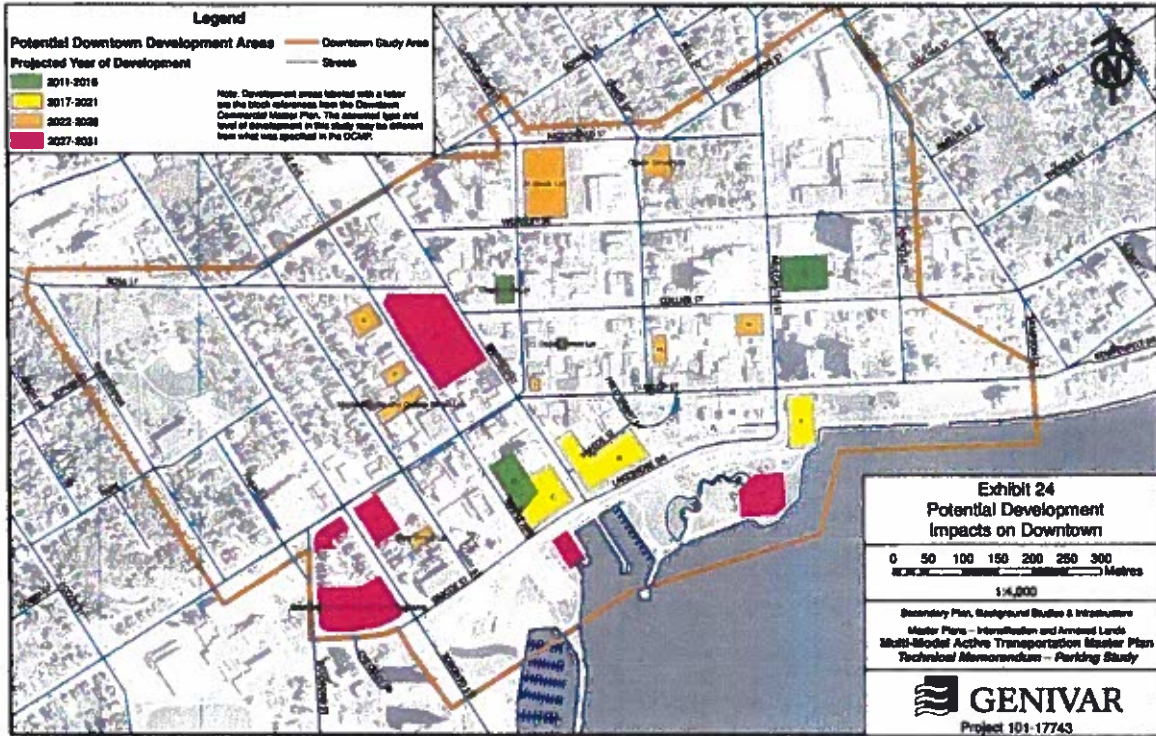
Attachments: Appendix "A" – Parking Lots Proposed for Sale
Appendix "B" – Parking Lot Sale by Time Horizon
Appendix "C" – Downtown Parking Lots – Relevant Evaluation Information
Appendix "D" – Bellefair Kew Beach Residences

APPENDIX "A"

Parking Lots Proposed for Sale



APPENDIX "B"
Potential Development Areas by Time Horizon



APPENDIX "C"

Downtown Parking Lots – Relevant Evaluation Information

Parking Lot	Daytime Peak Utilization Rate	Average Interval (Daytime)	# of Parking Spaces	Infrastructure Operation & Natural Hazard Impediments	Other Impediments	Size of Site	Parking Study Redevelopment Time Horizon	DCMP Redevelopment Recognition	Zoning
2 Mary Street	54%	38%	28	_____	Easement on site in favour of PowerStream	0.09 ha. 0.23 acs.	2022 – 2026	_____	C2-1
3 Maple and Dunlop	74%	27%	27	_____	Parking area provides pedestrian and vehicle connection between Maple Ave. & Mary St.	0.21 ha. 0.5 acs.	2022 – 2026	_____	C1-1
4 Maple Street	53%	21%	34	_____	_____	0.12 ha. 0.3 acs.	2022 – 2026	Block K	C1-1
5 Maple and Ross	24%	11%	45	Parking lot used for winter control, snow removal area.	_____	0.15 ha.	2022 – 2026	Block K	C1-1
8 West Side of Bayfield and Simcoe	43%	30%	81	_____	Due to realignment of Lakeshore/Simcoe Street, and elimination of Simcoe Lane, the lot is dual zoned C1-1 and OS. A Rezoning is required to amend the OS zoning to allow for future redevelopment.	0.29 ha. 0.72 acs.	2017 – 2021	Block C	C1-1 & OS
11 Mulcaster and Collier	133%	36%	27	_____	Vehicular access easement exists in favour of property to west. Historic cultural building is located on site. Lease with Foresters until January 2015. Historical building will either be excluded or will need to be included as part of the redevelopment.	0.19 ha. 0.46 acs.	2022 – 2026	C1-2	Block H
14 Library Lot	72%	47%	85	Lot used for winter control as snow removal area.	_____	1.19 ha. 2.9 acs.	_____	C1-1	
15 H-Block	70%	55%	174	Lot used for winter control as snow removal area.	Lot used for union, exempt, and library staff parking; total 72 spaces	0.82 ha. 1.5 acs.	2022 – 2026	C1-1	
16 Owen and McDonald	88%	63%	43	_____	_____	0.20 ha. 0.50 acs.	2022 – 2026	C2	
21 Bradford and Simcoe	40%	14%	15	200 mm watermain traverses beneath the property. Lot is subject to flooding conditions regulated by LSRCA	_____	0.15 ha. 0.37 acs.	2027-2031	C1-1	

APPENDIX "D"

Bellefair Kew Beach Residences, Toronto

