



Report to: Development Services Committee

Report Date: June 17, 2014

---

**SUBJECT:** INFORMATION REPORT  
Application by Lindvest Properties (Cornell) Limited to permit a retail commercial centre at the southeast corner of Highway 7 and Bur Oak Avenue in Cornell Centre.  
File Numbers: OP/ZA/SC 13 126638

**PREPARED BY:** Teema Kanji, MCIP, RPP, Senior Planner,  
East District, ext. 4480

**REVIEWED BY:** David Miller, MCIP, RPP, Manager, East District, ext. 4960

---

**RECOMMENDATION:**

- 1) That the staff report dated June 17, 2014, entitled "Information Report, Application by Lindvest Properties (Cornell) Limited to permit a retail commercial centre at the southeast corner of Highway 7 and Bur Oak Avenue in Cornell Centre, File Numbers: OP/ZA/SC 13-126638" be received as background to the public meeting scheduled for the evening of June 17, 2014;
- 2) That the site plan application (SC 13 126638) submitted by Lindvest Properties (Cornell) Limited to permit a mixed use retail centre on the south side of Highway 7, east of Bur Oak Avenue be endorsed in principle, subject to the conditions outlined in Appendix 'A';
- 3) That City staff continue to work with Lindvest Properties (Cornell) Limited to explore options to provide an east/west public road along the south property boundary to assist in the overall traffic circulation of Cornell Centre;
- 4) That site plan endorsement and approval of a retail commercial centre be delegated to the Director of Planning and Urban Design, or designate, to be issued when the issues identified in Appendix 'A' have been resolved, to the satisfaction of the City;
- 5) And that Staff be authorized and directed to do all things necessary to give effect to this resolution.

**PURPOSE:**

This report provides an overview of the proposed development by Lindvest Properties (Cornell) Limited of their lands south of Highway 7 between the future Bur Oak Avenue and the future Cornell Centre Boulevard, in Cornell Centre. The current Secondary Plan policies and Zoning By-law requires the subject lands to be developed as a mixed-use commercial/residential site. The owners are requesting that the residential component not be mandatory. The residential permissions will continue on the site.

The applications submitted in support of the proposal include: Official Plan and Zoning By-law amendment, and Site Plan Control applications. (The owner has also submitted an application to extend the draft plan approval that includes these lands.)

This report also seeks delegation of site plan endorsement and approval to the Director of Planning and Urban Design, or his designate, to enable the site plan to be finalized and approved during the summer recess of Council. This report contains general information regarding the applicable Official Plan or other policies, as well as other issues. The report should not be taken as Staff's opinion or recommendation on the Official Plan and Zoning By-law Amendment applications.

**BACKGROUND:****Site location and area context**

The subject lands are identified as Block 4 on approved draft plan of subdivision 19TM-06012. The total area of Block 4 is approximately 20.33 acres (8.23 ha) (Figure 1 and 3). The site plan application applies to the entire property (Block 4). The Official Plan and Zoning By-law Amendment applications apply only to the northerly 3.77 ha (9.3 ac) portion of Block 4, 19TM-06012 located south of Highway 7, between the future Bur Oak Avenue and Cornell Centre Boulevard extensions to the south of Highway 7 (identified as Phase 2 on Figure 7).

Land Uses surrounding Block 4 include:

- a) To the south are vacant lands owned by Lindvest including a significant woodlot (wetland within the western portion of the woodlot), lands identified by the York Region District School Board for an elementary school site and lands proposed to be developed in the future with residential;
- b) To the east are vacant lands owned by Lindvest that are part of an official plan amendment application seeking to convert employment lands to residential and mixed-use;
- c) To the west, across the future extension of Bur Oak Avenue, is a park and an existing low density residential community, as well as a vacant block owned by Lindvest which is proposed to be developed in the future as a stacked townhouse development; and
- d) To the north across Highway 7, are vacant lands which are designated as Avenue Seven Corridor – Mixed Residential in the Cornell Secondary Plan.

**Applicant has applied for a three year extension of draft plan approval**

The subject lands (Block 4) are a block on approved draft plan of subdivision (19TM-06012). Draft plan approval was issued in 2007 and a one year extension was granted in 2010, followed by a three year extension in 2011 (to expire on June 24, 2014). The applicant has applied for an additional three year extension. The application to extend draft plan approval is a delegated staff approval and is currently being circulated for comments.

**Draft Plan Red line revision to incorporate multi-use trail pathway blocks required**

The Official Plan identifies an activity linkage that extends south along the future Cornell Centre Boulevard and then runs west, north of the woodlot. The draft plan of subdivision will be red-lined to incorporate a minimum 10 metre (32.8 ft) wide block adjacent to the south limit of Block 4 (subject commercial block) between the east edge of the woodlot

and the future Cornell Centre Boulevard. The applicant has also agreed to provide a 4.5 metre (14.8 ft) block adjacent to the north edge of the woodlot to be dedicated to the City to continue the multi-use trail pathway westward.

Additional lands will have to be secured between the west edge of the woodlot and the future Bur Oak Avenue extension. The draft plan conditions will be revised to reflect this requirement. This would allow the multi-use trail pathway to continue west to the future Bur Oak Avenue to then connect to a future pedestrian bridge on the west side of Bur Oak Avenue. The location of the pedestrian bridge remains to be determined.

### **Employment Conversion Application**

The applicant has also submitted a separate official plan amendment application (OP 12 132870) for the lands east and south of Block 4. This Official Plan Amendment proposes to convert the lands from employment designations (Business Park Avenue – Avenue Seven Corridor and Business Park Area) to residential designations (Residential and Mixed Use Residential).

The adopted City Official Plan (December 2013) recognizes that a land use designation other than an 'Employment Lands' designation may be considered for these lands. That proposal is currently being reviewed by staff for its compliance with policies and criteria set out in the adopted Official Plan and will be reported on separately.

Given this proposal to change the land use designation on the east side of the woodlot from employment to residential, Planning staff are of the opinion that an east-west road connection, north of the woodlot, between the future Bur Oak Avenue and Cornell Centre Boulevard extensions would improve the overall traffic function of this area. This is discussed in more detail later in the report.

### **Public Meeting scheduled for June 17, 2014**

Authorization to hold a statutory Public Meeting on June 17, 2014 was given by the Development Services Committee on May 20, 2014.

### **Approvals obtained in 2007 to permit a mixed-use retail centre**

In 2007, the City approved amendments to the Official Plan and Zoning By-law and a site plan was endorsed in principle by Development Services Committee for Block 4, subject to conditions. These applications allowed Block 4 to be development as a mixed-use residential retail centre (Figure 6) consisting of:

- a) A 12 storey, 150 unit apartment building at the southeast corner of Highway 7 and Bur Oak Avenue;
- b) Residential development blocks along the remaining frontage on Highway 7 to be developed in the future with an additional 1,000 apartment units;
- c) A two lane east-west private 'main street' at the south limit of the site, extending the entire length of the site;
- d) 50 three storey townhouse live/work units fronting the 'main street';

- e) 8 commercial buildings fronting the north side of the 'main street' ranging in size from 228 m<sup>2</sup> to 465 m<sup>2</sup>;
- f) 2 single storey larger commercial buildings in the interior of the site including a grocery store (4,184 m<sup>2</sup> and 6,000 m<sup>2</sup>);
- g) 2 single storey retail buildings (1,583 m<sup>2</sup> and 465 m<sup>2</sup>) along the north-south private road/driveway, which bisects the site and terminates at the 'main street'; and
- h) An Urban Square at the intersection of the 'main street' and the north-south driveway.

This development did not proceed.

#### **Minor Variance obtained to permit the relocation of the proposed supermarket**

Minor variance approvals were obtained in September 2013, to facilitate the relocation of the supermarket to the southern portion of the site. Specifically, variances were granted to:

- a) Permit a supermarket within Community Amenity One zone [CA1\*349\*350(H1)];
- b) Increase the maximum combined gross floor area from 4600 m<sup>2</sup> to 9596 m<sup>2</sup>;
- c) Increase the maximum gross floor area of a retail store or supermarket to 6,000 m<sup>2</sup> from 2,000 m<sup>2</sup>; and
- d) Permit outdoor storage and display sales area.

#### **Proposal is to build a commercial retail centre**

The applicant is proposing to develop the entire site with a commercial retail centre anchored by a supermarket (discussed in detail below). The zoning and official plan policies are already in place to permit a supermarket and several commercial retail units within the southern portion of the site (Phase 1) to proceed immediately pending registration of the lands (Block 4), site plan approval and the removal of a holding provision (subject to the execution of a site plan agreement).

The Official Plan policies and Zoning By-law requires the north portion of the lands (Phase 2) to be developed as a mixed-use commercial/residential site. Official Plan and Zoning By-law amendment applications have been submitted for the north portion (Phase 2) of the site to permit individual or stand alone commercial uses (Figure 7). The residential permissions will continue on the site.

While the development approvals are being secured in phases, the overall commercial block is to be developed at one time. The phasing of the development approvals is in response to the official plan policies and zoning permissions that are currently in place.

#### **New site plan application to permit a commercial retail centre**

A new site plan application (SC 13 126638), for the entire site, is currently being reviewed by City staff and external agencies. This new application proposes to develop the entire site with a commercial retail centre anchored by a supermarket, without a residential component, at this time (Figures 4, 5, 8, 9 and 10). Consequently, the lands identified as Phase 2 (north portion of the site) require Official Plan and Zoning By-law amendments to remove the requirement for mandatory residential component (discussed below) (Figure 4). The new site plan consists of the following:

- a) Commercial uses with a total gross floor area of approximately 15,962 m<sup>2</sup> (171,815 ft<sup>2</sup>) consisting of twenty (20) buildings, including a 5,338 m<sup>2</sup> (57,467 ft<sup>2</sup>) stand-alone supermarket at the southern portion of the site;
- b) A 5 storey office building, with a gross floor area of approximately, 4,506 m<sup>2</sup> (48,500 ft<sup>2</sup>) and underground parking, at the corner of Highway 7 & and Bur Oak Avenue;
- c) A private east-west driveway through the middle of the site, linking the future southerly extensions of Bur Oak Avenue and Cornell Centre Boulevard located on either side of the commercial block;
- d) A private north-south driveway through the middle of the site extending from Highway 7 to an urban square north of and adjacent to the woodlot; and
- e) A 1.25 ha (3.1 ac) block at the south east corner of the site reserved for a possible future VIVA Transit Terminal.

A number of outstanding site plan details remain to be finalized (Appendix 'B'). Staff have reviewed the outstanding items with the applicant and will continue to work with the applicant to finalize the site plan and elevations. Site plan endorsement will only be issued after the conditions identified in Appendix 'A' and the items identified in Appendix 'B' have been addressed, to the satisfaction of the City.

#### **Official Plan and Zoning**

The Official Plan designates these lands as Commercial and Open Space. The Cornell Secondary Plan designates the lands subject to the Official Plan amendment application as Avenue Seven Corridor – Mixed Residential and Community Amenity Area – Cornell Centre.

The Avenue Seven Corridor – Mixed Residential designation is intended to accommodate high density residential and mixed-use developments, which supports retail and employment uses and planned regional transit service along Highway 7. Retail is only permitted in a mixed use format. The Community Amenity Area designation permits stand alone retail in limited areas. Consequently, an official plan amendment is required to permit stand alone retail and office uses proposed along the north portion of the property. As previously noted, the residential permissions would continue on the site.

The Council adopted Official Plan (December 2013) designates the lands Mixed Use Mid Rise. These lands are also part of the Cornell Centre key development area and the policies of the adopted Official Plan will be used to inform the update of the Cornell Secondary Plan, which is currently underway. Until an updated Secondary Plan is approved for the Cornell Centre key development area lands, the provisions of the Official Plan (Revised 1987) and current Cornell Secondary Plan continue to apply to the subject lands.

In 2007, the lands were zoned Community Amenity One, under By-law 177-96, as amended, subject to a number of exceptions and a hold provision, to permit a mixed use development (Figure 2). The exceptions related to use permissions, building setbacks and heights, parking standards and maximum gross floor area related to retail uses. The Hold

provision is to ensure that a site plan agreement is executed and there is sufficient servicing allocation (for the residential component of the previous development proposal).

Official Plan and Zoning By-law amendments are required for the north portion of the site (Phase 2) to permit individual or stand-alone commercial (office and retail uses without residential) and to accommodate technical amendments to reflect the new site plan, including adjusting requirements related to height, density and maximum retail size permissions in certain portions of the retail commercial centre.

## **OPTIONS/DISCUSSIONS**

### **Concerns/Issues to be resolved**

The following is a brief summary of concerns/issues raised to date.

#### **(1) Provide for an east/west road along the south property line**

The applicant is proposing a private east/west driveway through the centre of the site. Staff has requested that the owner explore options to provide a public road along the south property line. There are several benefits to this road configuration including the following:

- a) Implements a road network that supports the Cornell Secondary Plan and Precinct Plan principles to provide for greater connectivity through Cornell Centre. It also provides for a possible future connection to Reesor Road. The east/west road connection would improve the overall traffic circulation, particularly if the Official Plan Amendment, submitted by the applicant, to convert lands east/south of this site from an employment designation to a residential designation, is approved;
- b) The proposed east/west driveway location through the middle of the commercial site is not suitable for signals given the spacing from Highway 7. As a result it is unlikely that the proposed driveway can be signalized. However, providing a road along the south property line would allow for signalized access to be considered as a traffic control option at Bur Oak Avenue and the south limit of the property (Block 4) that would:
  - i) Facilitate commercial traffic in and out of the site, particularly as the entire Cornell Centre develops; and
  - ii) Provide a safe crossing point for pedestrians moving east/west along the future multi use trail path proposed along the north portion of the woodlot. This multi use trail path will connect to a future pedestrian bridge on the west side of Bur Oak Avenue.
- c) The Region of York District School Board has indicated that they are interested in building an elementary school on the block immediately south of Block 4. The east/west road and possibly signalized intersection would assist in providing a

safe crossing for students and the road would provide a better interface with the proposed public elementary school than the proposed commercial centre.

The applicant has indicated that adjusting the site plan to incorporate an east/west road along the south property line will have an impact on the lease commitments secured by the applicant for this property. The applicant is of the opinion that a private east/west driveway proposed through the middle of the site will assist in the overall traffic circulation of the area and that an east/west public road is not required.

The City will require an Environmental Impact Study (EIS) and a Record of Site Condition for lands to be conveyed to the City.

**(2) Protection of woodlot south of the subject lands**

The woodlot immediately south of the subject lands is designated as an Environmental Protection Area in both the current Official Plan and the Cornell Secondary Plan. The Regional Official Plan and the adopted City Official Plan (December 2013) identify this feature as a significant woodlot. The Secondary Plan requires that a minimum 10 metre buffer be provided, to be delineated prior to development approval.

The Toronto and Region Conservation Authority (TRCA) has requested that an updated survey of the woodlot/wetland (discussed below), based on site walks conducted in 2013 be submitted, to determine the limit of development and buffer to be applied to the north edge of the woodlot. The applicant disagrees with the TRCA's request for an updated survey and is of the opinion that the 10 metre buffer required along the north edge of the woodlot was determined at the time of the draft plan approval of Block 4 (19TM-06012) in 2007. This issue will have to be resolved prior to site plan endorsement and registration of Block 4.

The buffer limits for the remainder of the woodlot will be determined through the review of future planning applications.

**(3) Protection of wetland south of the subject lands**

It has been determined that there is an unevaluated wetland on the west side of the woodlot south of the subject lands. The TRCA has requested that additional information be submitted to ensure that the proposed development will not have an impact on the wetland/woodlot, particularly as it relates to maintaining the current water balance of the wetland.

In November, 2009, the TRCA accepted a water balance report prepared for the woodlot (based on the previous site plan). The TRCA has requested that this report be updated to address the feature based water balance for the wetland within the woodlot. The applicant disagrees with the TRCA's request and believes that issue has been addressed. This issue will have to be resolved prior to site plan endorsement and registration of Block 4.

A review by Engineering staff of the Soils Investigation Report prepared by Lindvest (December 2013) indicates that there is a high water table at depths ranging approximately from 2.4 to 6.1 m within the southwest portion of the property. At construction, dewatering and a "Permit To Take Water" (PTTW) from the Ministry of the Environment may be required. Mitigation measures and a dewatering management plan may be required for this site to ensure the water balance of the wetland is maintained.

#### **(4) Outstanding Site Plan Issues**

The following is a brief summary of outstanding site plan issues that have been raised by the various Departments and agencies. A detailed list of the comments is attached as Appendix 'B'.

- Submission of building elevations for circulation and comment (conceptual elevations included in this report were submitted on May 29, 2014)
- Submission of an Urban Design Brief
- Compliance with all Department comments (e.g. Fire, Waste Management)
- Compliance with Region of York requirements (e.g. proposed zero metre setback proposed for the office building at Highway 7 is not acceptable)
- Show turning circles for truck movements particularly in the loading area of the supermarket
- Proposed supermarket rear elevation, loading and service areas need to be properly screened
- Noise attenuation measures and buffers related to loading areas (particularly for the supermarket)
- Explore options to provide an east/west public road along the south property boundary to assist in the overall traffic circulation of Cornell Centre
- Submission of outstanding studies including, but not limited to:
  - Traffic Impact Study, Functional Transportation Design Study and Transportation Demand Management Plan
  - Updated Servicing and Stormwater Management Report
  - Updated Geotechnical Report
  - Hydrogeological Report may be required if dewatering is required
  - Updated Engineering Drawings
  - Noise Study
  - Illumination Plan
  - Environmental Impact Study and Reliance Letter for blocks to be conveyed to the City
- Resolution of outstanding issues with the Toronto and Region Conservation Authority (e.g. submission of updated Water Balance Report and survey of the Woodlot/Wetland)

#### **FINANCIAL CONSIDERATIONS AND TEMPLATE: (external link)**

Not applicable.



---

**HUMAN RESOURCES CONSIDERATIONS**

Not applicable.

**ALIGNMENT WITH STRATEGIC PRIORITIES:**

The proposed development applications will be reviewed in the context of the City's strategic priority of Growth Management.

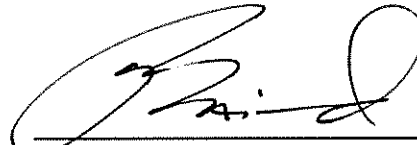
**BUSINESS UNITS CONSULTED AND AFFECTED:**

The applications have been circulated to various City Departments and external agencies and are currently under review. All conditions and requirements received will be reviewed and if appropriate, incorporated into the official plan, zoning by-law and site plan, should the planning applications be approved.

**RECOMMENDED BY:**



Rino Mostacci, MCIP, RPP  
Director of Planning & Urban Design



James Baird, MCIP, RPP  
Commissioner of Development Services

**ATTACHMENTS:**

- Figure 1: Location Map
- Figure 2: Area Context/Zoning
- Figure 3: Aerial Photo
- Figure 4: Site Plan Endorsed in principle (2007)
- Figure 5: Site Plan
- Figure 6: Elevations – Supermarket
- Figure 7: Phasing Plan
- Figure 8: Conceptual Elevations
- Figure 9: Conceptual Elevations – Office
- Figure 10: Conceptual Elevations – Urban Public Square

Owner:

Linvest Properties (Cornell) Limited	Tel: 416-635-7520
3625 Dufferin Street, Suite 405	Fax: 416-630-3095
Toronto, ON M5J 2T9	

Agent:

Aird & Berlis LLP	Tel: 416-865-3425
c/o Patricia Foran	Fax: 416-863-1515
181 Bay Street, Suite 1800	
Toronto, ON M5J 2T9	

**APPENDIX 'A'**  
**Linvest Properties (Cornell) Ltd.**  
**Block 4, 19TM-06012**

Prior to Site Plan Endorsement

1. That prior to the site plan and building elevation drawings being endorsed by the Director of Planning and Urban Design or designate, the Owner shall address all comments/concerns of City Departments and public agencies, to the satisfaction of the Director of Planning and Urban Design or designate, including but not limited to the following:
  - a) The Owner shall submit the outstanding studies listed below for review and approval, to the satisfaction of the Director of Planning and Urban Design and/or the Director of Engineering, and applicable public agencies:
    - i) Traffic Impact Study, Functional Transportation Design Study and Transportation Demand Management Plan
    - ii) Updated Servicing and Stormwater Management Report
    - iii) Updated Geotechnical Report
    - iv) Hydrogeological Report may be required if dewatering is required
    - v) Updated Engineering Drawings
    - vi) Noise Study
    - vii) Illumination Plan
    - viii) Environmental Impact Study and Reliance Letter for blocks to be conveyed to the City
  - b) The Owner shall submit building elevation drawings for circulation and review.
  - c) The Owner shall submit a revised site plan for circulation and review that demonstrates compliance with all City and external agency requirements (Appendix 'B') including, but not limited to the following:
    - i) Identify areas dedicated for seasonal outdoor retail sales and storage;
    - ii) Demonstrate compliance with parking by-law standards;
    - iii) Fire Department requirements;
    - iv) Waste Management requirements;
    - v) Show turning circles for truck movement particularly in the loading area of the supermarket;
    - vi) Reduce the number of aisles that connect to the main east/west driveway;
    - vii) Screening of loading areas;
    - viii) Noise attenuation measures and buffers related to loading areas (particularly the supermarket); and
    - ix) Amend the property line to reflect the shift east to the road alignment for the future Bur Oak Avenue to eliminate a proposed retaining wall

- d) The Owner shall submit an updated Urban Design Brief for review and approval, to the satisfaction of the Director of Planning and Urban Design. The Urban Design Brief shall be updated to address the following items:
    - i) Buildings along Highway 7 frontage currently shown as individual pads should be multi-tenant buildings or at least sited in closer proximity to provide a stronger street edge framed by building facades;
    - ii) Conformity with Bird Friendly Guidelines, Drive-through Guidelines, Streetscape Manual and Dark Sky Compliance;
    - iii) Identify sustainability measures to be implemented through this development; and
    - iv) Demonstrate how in the future the Viva Transit Terminal block will build out if these lands are no longer required by Viva.
  - e) The Owner shall submit a cross-section through the Highway 7 property line to demonstrate the interface between the buildings and Highway 7 (Highway 7 is not proposed to be urbanized at this time).
  - f) The Owner shall submit an Environmental Impact Study and Reliance Letter for lands to be conveyed to the City.
  - g) That site plan endorsement will not be issued by the Director of Planning and Urban Design until a clearance letter has been received from the Toronto and Region Conservation Authority indicating that the site plan/elevations are satisfactory and that issues related to water balance and updated survey of the woodlot/wetland have been resolved and that site plan endorsement can be issued by the City.
  - h) That site plan endorsement will not be issued by the Director of Planning and Urban Design until a clearance letter has been received from the Region of York indicating that the site plan/elevations are satisfactory and that site plan endorsement can be issued by the City.
  - i) The Owner submit a landscape plan, prepared by a landscape architect having O.A.L.A. membership, to the satisfaction of the Director of Planning and Urban Design.
  - j) The Owner submit an Illumination Plan for review and approval, prepared by a qualified consultant, to the satisfaction of the Director of Planning and Urban Design, and such Illumination Plan shall be subject to peer review at no cost to the City.
2. The Owner shall enter into a Site Plan Agreement with the City, containing all standards and special provisions and requirements of the City and external agencies, including but not limited to the following:

- a) Provision for the payment by the Owner of all applicable fees, recoveries, development charges and any other financial obligations;
  - b) Provisions for satisfying all requirements of the City and external agencies; and
  - c) The Owner shall acknowledge that the buffer limit applied from the south property line, to protect the significant woodlot/wetland south of the property, is specific to this development application and that buffer limits surrounding the remainder of the woodlot will be determined through the review of future planning applications.
3. The Owner acknowledges and understands that when the City issues site plan endorsement; the Owner has three years from the date of site plan endorsement to execute a site plan agreement. The site plan endorsement shall lapse and site plan approval will not be issued if a site plan agreement is not executed within three years of site plan endorsement.

Prior to the execution of a Site Plan Agreement

4. The Owner shall submit final site plan, elevations, underground parking garage layout plans, engineering drawings, lighting plan, landscape plans, and any other plans, studies and reports which are required to comply with the requirements of the City and external agencies, to the satisfaction of the Director of Planning and Urban Design, prior to the submission of a building permit application for individual buildings.

Prior to Site Plan Approval

5. Site plan approval is issued only when the Director has signed the site plan. Site plan approval will only be issued by the Director of Planning and Urban Design, or designate, when the following conditions have been met:
- a) Registration of Block 4 (19TM-06012);
  - b) Site Plan Agreement has been executed;
  - c) Clearance from the Region of York and Toronto and Region Conservation Authority indicating that the site plan/elevations are acceptable; and
  - d) Payment of planning and engineering processing fees in accordance with the City's applicable Fee By-law.

Site plan approval is issued only when the Director or his designate has signed the site plan.

---

**APPENDIX 'B'**

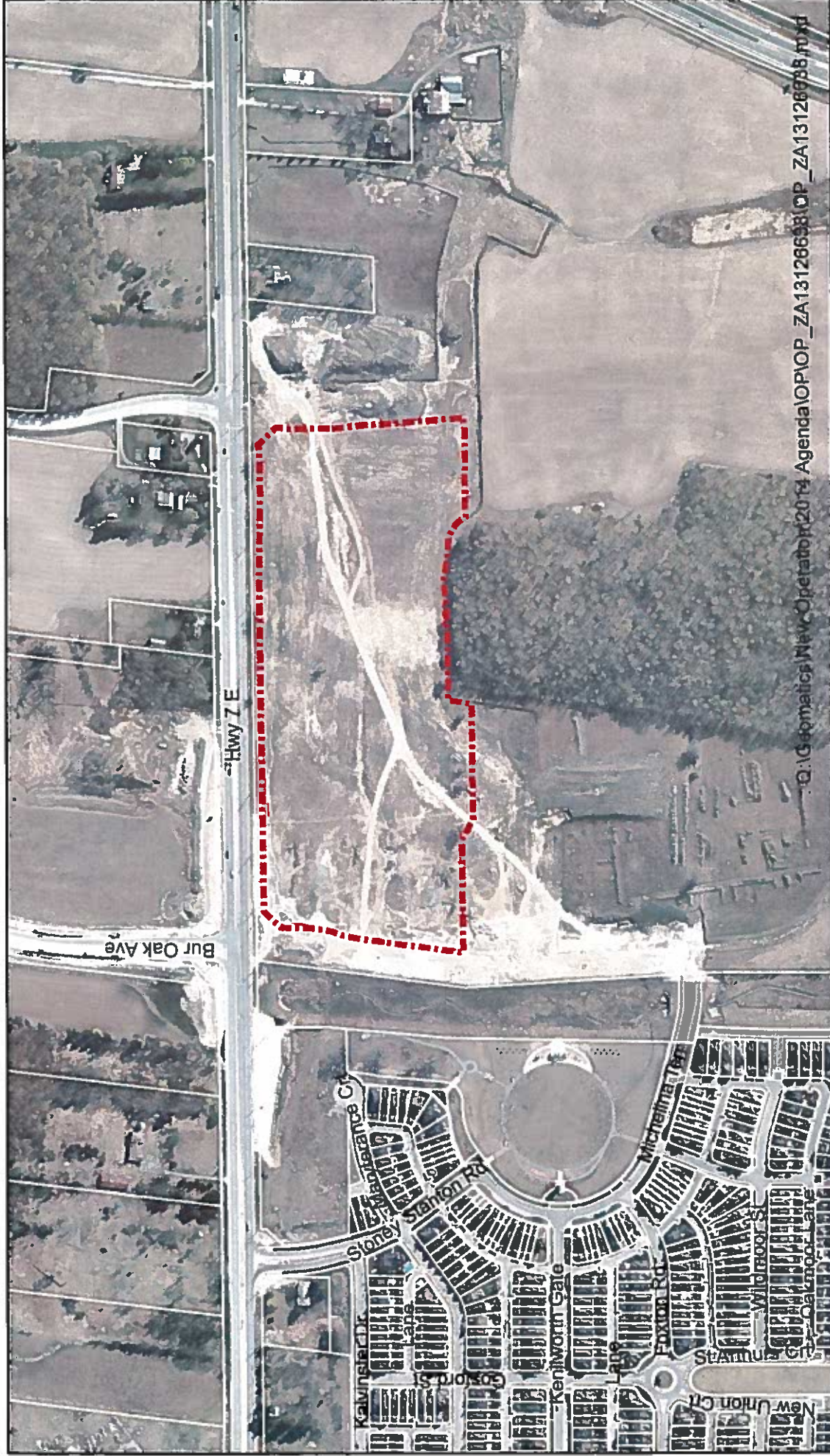
- a. Submission of building elevations for circulation and comment (conceptual elevations included in this report were submitted on May 29, 2014)
- b. Submission of updated Urban Design Brief, including:
  - i) Buildings along Highway 7 frontage currently shown as individual pads should be multi-tenant buildings or at least sited in closer proximity to provide a stronger street edge framed by building facades
  - ii) Conformity with Bird Friendly Guidelines, Drive-through Guidelines, Streetscape Manual and Dark Sky Compliance
  - iii) Identify sustainability measures to be implemented through this development
  - iv) Demonstrate how in the future the Viva Transit Terminal block will build out if these lands are no longer required by Viva
- c. Create smaller development blocks by introducing a finer public/private street pattern to allow for redevelopment of blocks over time
- d. The number of driveway aisles that intersect with the main east/west private driveway aisle should be reduced to eliminate potential conflicts between drivers, pedestrians and cyclists
- e. Compliance with Region of York Requirements (e.g. proposed zero metre setback proposed for the office building at Highway 7 is not acceptable)
- f. Provide a cross-section through the Highway 7 property line to demonstrate the interface between the buildings and Highway 7 (Highway 7 is not proposed to be urbanized at this time)
- g. Identify areas dedicated for seasonal outdoor retail sales and storage
- h. Demonstrate compliance with parking by-law
- i. Demonstrate compliance with Fire Department requirements
- j. Show turning circles for truck movements particularly in the loading area of the supermarket, to the satisfaction of the Engineering Department
- k. Maximize views and access to the woodlot, respecting natural heritage sensitivities
- l. Provide a sign uniformity plan to establish general principle for sign placement and appearance
- m. Incorporate design elements (e.g. consistent building base treatment, roof edge, fenestration, awnings etc.) to create a distinctive retail centre that remains true to the principles of New Urbanism and delivers a “made for Cornell” retail destination
- n. Supermarket should incorporate traditional architectural elements and materials
- o. Proposed supermarket rear elevation, loading and service areas need to be properly screened
- p. Noise attenuation measures and buffers related to loading areas (particularly for the supermarket)
- q. Amend property lines to reflect:
  - i) the shift east to the road alignment for the future Bur Oak Avenue to eliminate a proposed retaining wall
- r. Submission of outstanding studies including, but not limited to:

- i) Traffic Impact Study, Functional Transportation Design Study and Transportation Demand Management Plan
  - ii) Construction Phasing Plan
  - iii) Updated Servicing and Stormwater Management Report
  - iv) Updated Geotechnical Report
  - v) Hydrogeological Report may be required if dewatering is required
  - vi) Updated Engineering drawings
  - vii) Noise Study
  - viii) Environmental Impact Study and Reliance Letter for blocks to be conveyed to the City
- s. Resolution of outstanding issues with the Toronto and Region Conservation Authority (e.g. submission of updated Water Balance Report and survey of woodlot/wetland)









# AIR PHOTO 2012

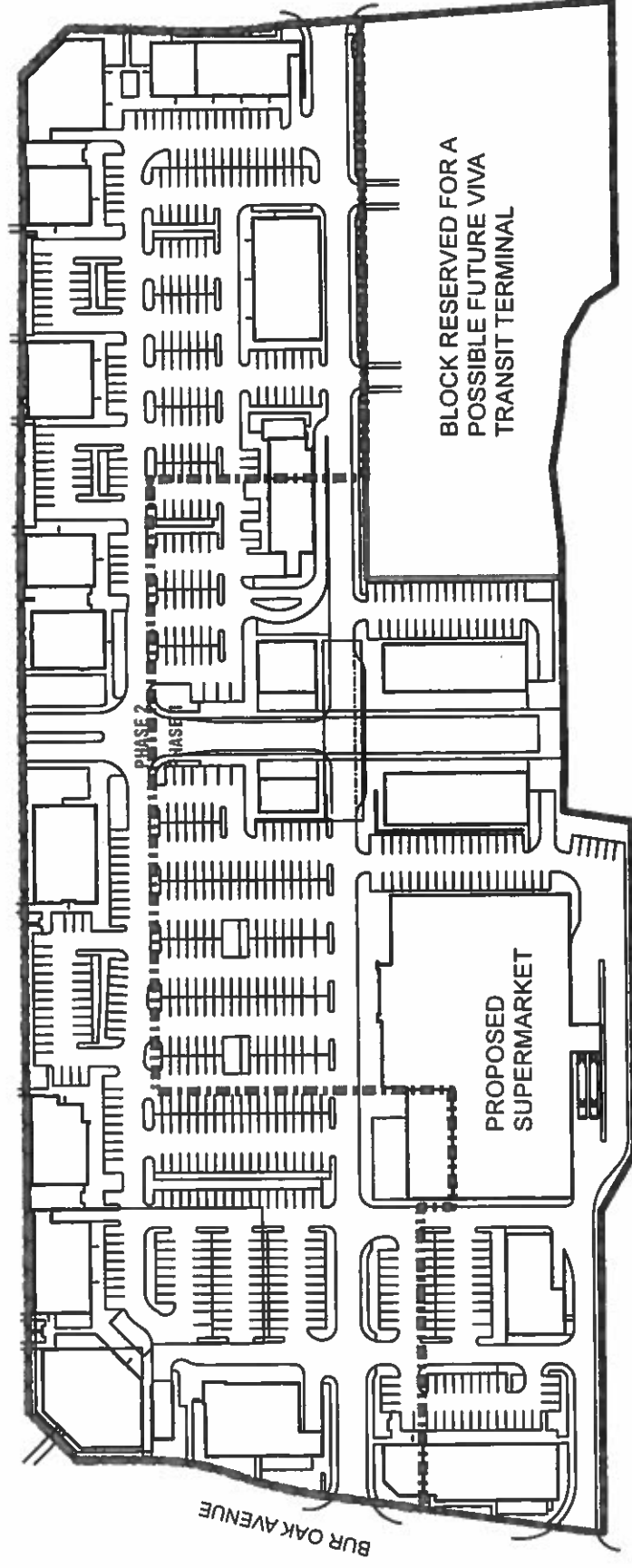
APPLICANT: LINDVEST PROPERTIES (CORNELL) LIMITED

FILE No: OP\_ZA13126638(TK)

 SUBJECT LANDS

DATE: 05/10/14

HIGHWAY 7



: Q:\Geomatics\New Operation\2014 Agenda\OPIOP\_ZA13126638\OP\_ZA13126638.mxd

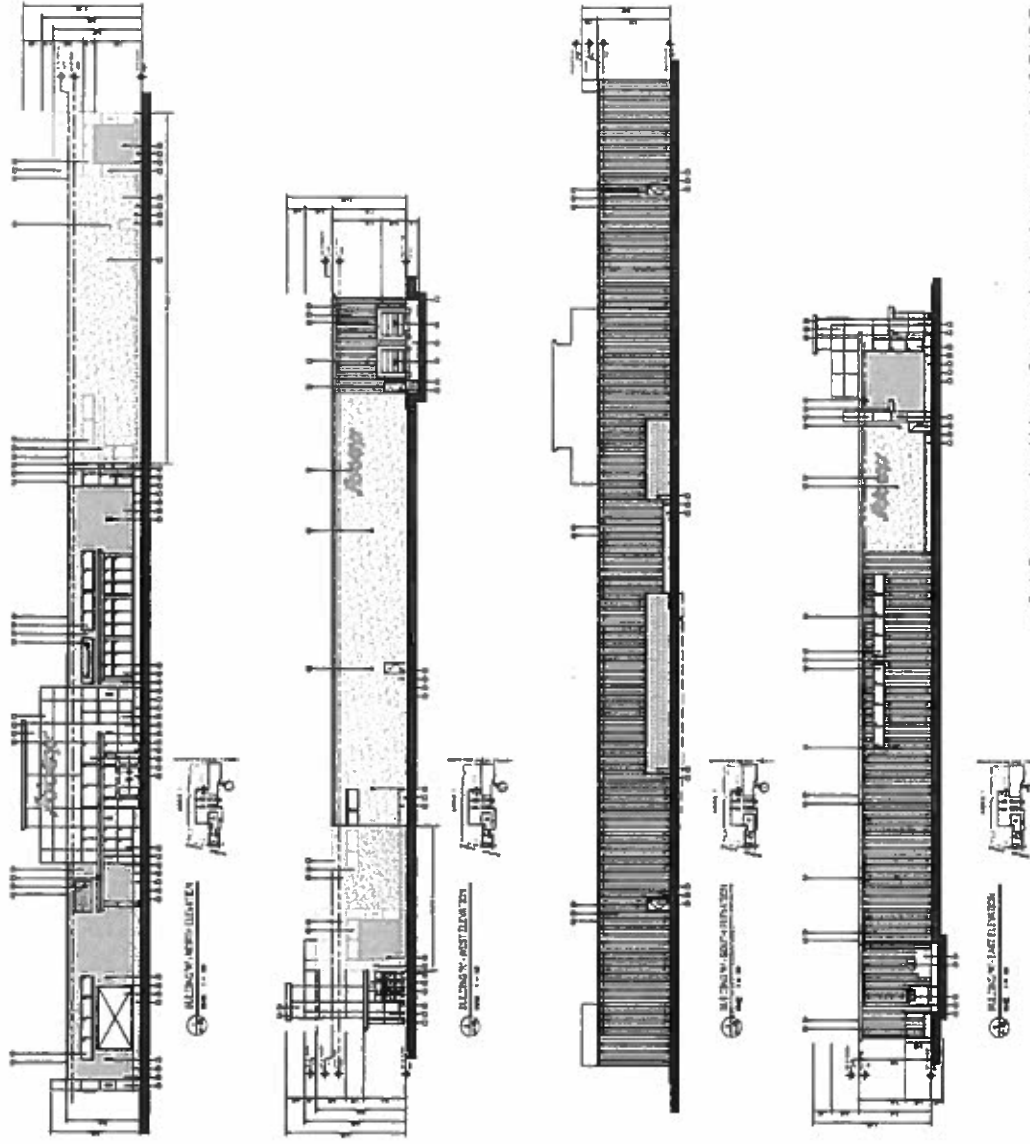
# SITE PLAN

APPLICANT: LINDVEST PROPERTIES (CORNELL) LIMITED

FILE No: OP\_ZA13126638(TK)

 SUBJECT LANDS

DATE: 05/10/14



: Q:\Geomatics\New Operation\2014 Agenda\OPIOP\_ZA13126638\OP\_ZA13126638.mxd

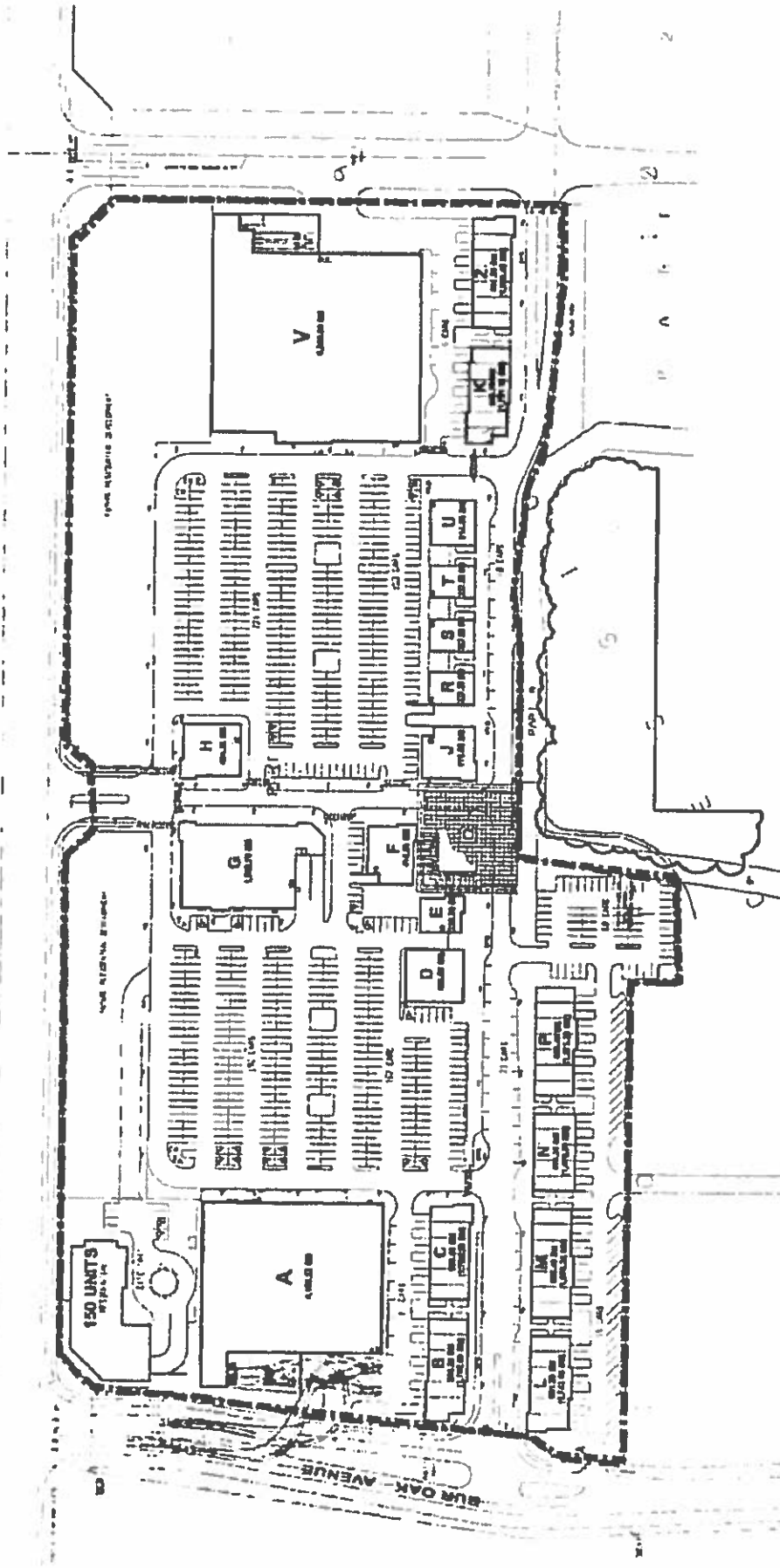
# ELEVATIONS

APPLICANT: LINDVEST PROPERTIES (CORNELL) LIMITED

FILE No: OP\_ZA13126638(TK)



THE KING'S HIGHWAY No.7



: Q:\Geomatics\New Operation\2014 Agenda\OPIOP\_ZA13126638\OP\_ZA13126638.mxd

# SITE PLAN ENDORSED IN PRINCIPLE (2007)

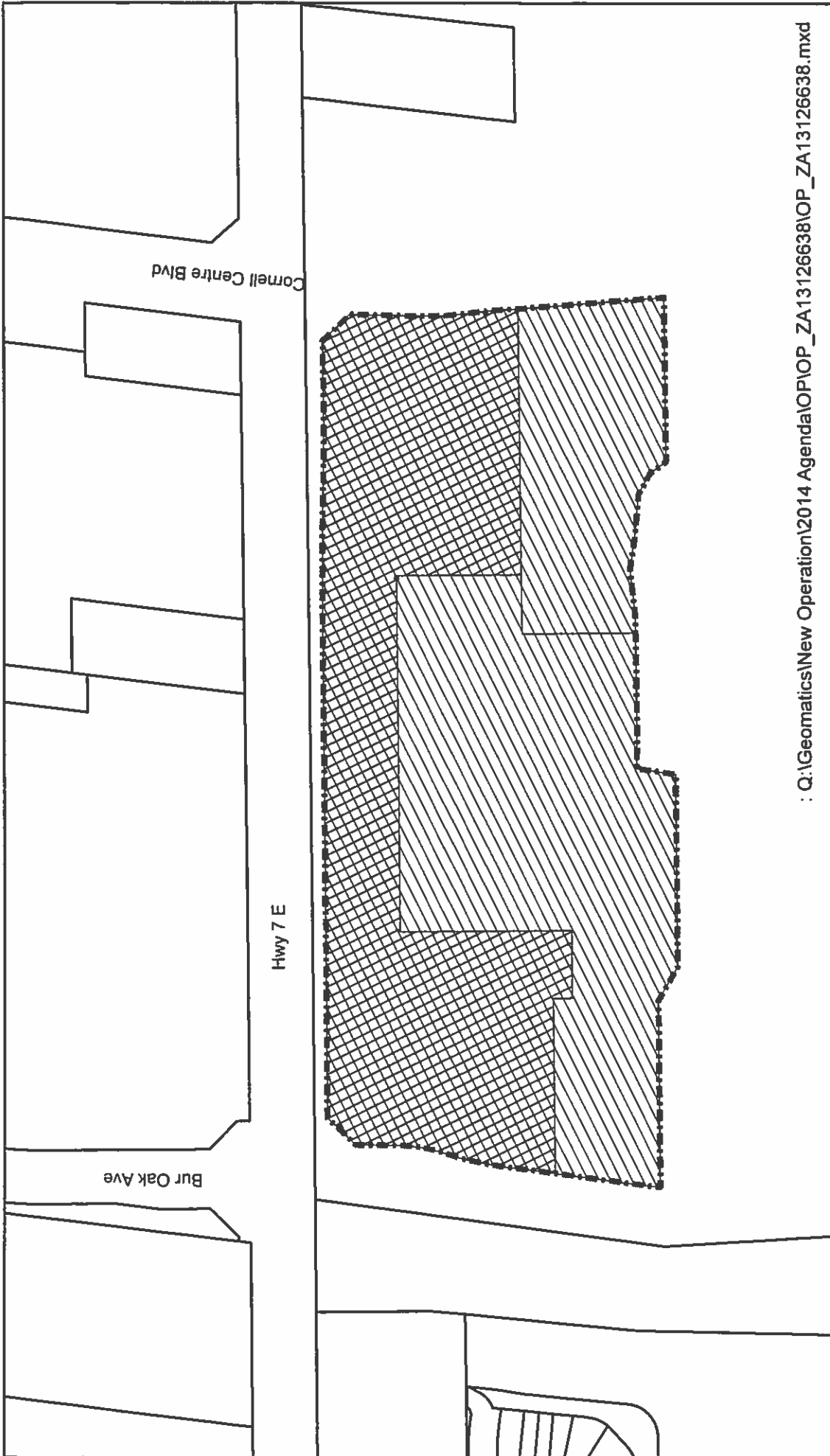
APPLICANT: LINDVEST PROPERTIES (CORNELL) LIMITED

FILE No: OP\_ZA13126638(TK)

 SUBJECT LANDS

DATE:06/04/14

FIGURE No. 6



: Q:\Geomatics\New Operation\2014 Agenda\OPIOP\_ZA13126638\OP\_ZA13126638.mxd

# PHASING PLAN

APPLICANT: LINDVEST PROPERTIES (CORNELL) LIMITED

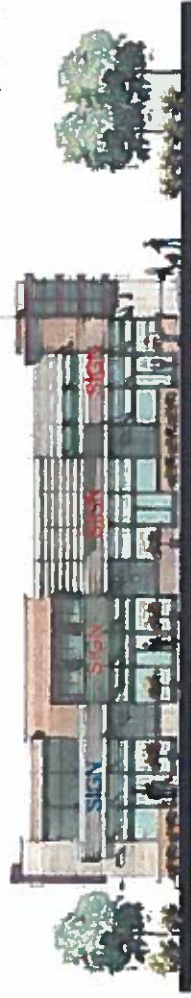
FILE No: OP\_ZA13126638(TK)

-  SUBJECT LANDS
-  PHASE ONE
-  PHASE TWO





INTERNAL CONCEPT ELEVATION



HIGHWAY 7 CONCEPT ELEVATION



SMALL PAD FOOTPRINT CONCEPT ELEVATION



PALAZA CONCEPT ELEVATION



SMALL PAD FOOTPRINT CONCEPT TWO ELEVATION

: Q:\Geomatics\New Operation\2014 Agenda\OP\OP\_ZA13126638\OP\_ZA13126638.mxd

# CONCEPT ELEVATIONS

APPLICANT: LINDVEST PROPERTIES (CORNELL) LIMITED

FILE No: OP\_ZA13126638(TK)



: Q:\Geomatics\New Operation\2014 Agenda\OP\OP\_ZA13126638\OP\_ZA13126638.mxd

# CONCEPT ELEVATIONS FOR OFFICE

APPLICANT: LINDVEST PROPERTIES (CORNELL) LIMITED

FILE No: OP\_ZA13126638(TK)





: Q:\Geomatics\New Operation\2014 Agenda\OPIOP\_ZA13126638\OP\_ZA13126638.mxd

# CONCEPT ELEVATIONS FOR URBAB PUBLIC SPACE

APPLICANT: LINDVEST PROPERTIES (CORNELL) LIMITED

FILE No: OP\_ZA13126638(TK)