

**16 Lesmill Road and 840-842 York Mills Road
Official Plan & Zoning By-law Amendment Applications
Request for Direction Report**

Date:	October 13, 2011
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 34 – Don Valley East
Reference Number:	06 199374 NNY 34 OZ

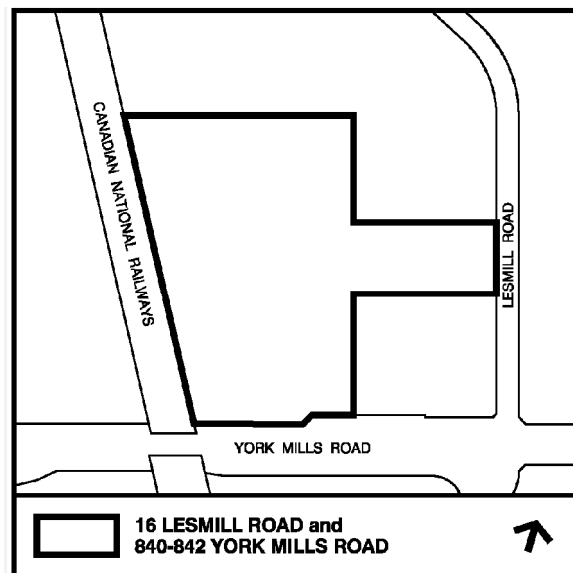
SUMMARY

These applications were made prior to January 1, 2007 and are not subject to the changes to the Planning Act that came into effect on that date or the City of Toronto Act, 2006.

This is a report on an appeal of applications to amend the Official Plan and Zoning By-law to permit the development of a commercial centre consisting of retail uses including a Home Depot store, another large-scale retail store and other commercial uses on the site at 16 Lesmill Road and 840-842 York Mills Road. The proposed gross floor area is 29,212 square metres.

Home Depot has appealed their applications to the Ontario Municipal Board. In a Decision on the Phase 1 hearing, the OMB found in favour of Home Depot ruling that The Growth Plan for the Greater Golden Horseshoe would not prevent large-scale retail uses on the site. The Phase 2 OMB hearing dealing with the planning merits of the proposal is scheduled to begin on January 9, 2012.

This report seeks City Council's direction on the applications.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council authorize the City Solicitor and appropriate City staff to continue to negotiate with the applicant to resolve the outstanding issues discussed in this report.
2. City Council authorize the City Solicitor and appropriate City staff to attend the Ontario Municipal Board hearing in support of the proposed development subject to resolution of the following issues as detailed in this report and set out below:
 - a) The Applicant address the retail market impact and employment area impact policies of the Official Plan to the satisfaction of the Director, Community Planning, North York District.
 - b) The Applicant address the urban design issues outlined in this report to the satisfaction of the Director, Community Planning, North York District.
 - c) That satisfactory internal driveway connections be secured between this site and the adjacent site at 850-858 York Mills Road, to the satisfaction of the General Manager, Transportation Services Division.
3. City Council authorize the City Solicitor to request the Ontario Municipal Board to withhold its Order approving the Official Plan and Zoning By-law amendments until:
 - a) The Owner addresses the servicing and transportation requirements outlined in the memorandum dated September 16, 2011 to the satisfaction of the Director, Development Engineering, Technical Services Division.
 - b) Appropriate Official Plan and Zoning By-law Amendments are prepared to the satisfaction of the Director, Community Planning, North York District and the City Solicitor.
 - c) The Owner has submitted a site plan control application to the satisfaction of the Director, Community Planning, North York District.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

There are City staff reports respecting the site and related matters that have been considered by City Council. A City Planning report dated January 30, 2008 recommended refusal of the applications on the basis that the proposal did not conform to the Provincial Growth Plan for the Greater Golden Horseshoe.

<http://www.toronto.ca/legdocs/mmis/2008/pg/bgrd/backgroundfile-10462.pdf>

At its meeting of March 3, 4 and 5, 2008 City Council refused the Official Plan and zoning by-law amendment applications. Home Depot appealed their applications to the Ontario Municipal Board. On consent of the parties, the hearing was split into two phases: Phase 1 dealing with the issue relating to the impact of the Provincial Growth Plan and Phase 2 dealing with the planning issues relating to the development application.

The Phase 1 OMB hearing was the subject of a Decision issued on January 29, 2009. In that Decision the OMB found in favour of Home Depot, ruling that the Growth Plan would not prevent large-scale retail uses on the site. The City requested a re-hearing of this matter and on October 21, 2009, a new panel of the OMB found that the governing Official Plan policy 4.6.4 dealing with large-scale retail applications within the interior of Employment Areas "established, authorized and contemplated" the principle or permission for large-scale retail commercial uses. Based on this OMB decision, the Home Depot application could be considered further on its planning merits. The City appealed the second OMB Decision to the Divisional Court and in a decision released on November 29, 2010 the appeal was dismissed.

The Phase 2 OMB hearing is scheduled to begin on January 9, 2012.

ISSUE BACKGROUND

Proposal

The proposal is for a commercial centre of large-scale retail stores and other retail/commercial uses with a total gross floor area of 29,212 m² in four buildings. The proposed main large format retail stores are located at the north-west part of the site in a two storey building with a gross floor area of 22,842 m². The building is to have a Home Depot store and garden centre on the ground floor with a gross floor area of 10,934 m² and a retail/department store on the 2nd floor with a gross floor area of 11,908 m². Servicing and loading for these two retail stores is consolidated at the north-west corner of the building next to the railway line.

A two storey retail building with a gross floor area of 4,918 m² is proposed along the southern frontage of the site. The ground floor of this building consists of a retail lobby and entrance with the second floor consisting of two retail spaces.

The remaining retail/commercial buildings on site consist of two smaller one storey buildings. One of the buildings with a gross floor area of 747 m² has its main frontage on Lesmill Road. The other building with a gross floor area of 705 m² is located along the main driveway entrance from Lesmill Road.

Vehicular access to the site is proposed off Lesmill Road and from the existing entrances off the access to York Mills Road under the bridge overpass. A total of 1,174 parking spaces are proposed of which 1,029 spaces are in a 3 level above grade parking structure. Vehicle access to the parking structure is provided by a 1-way up ramp located on the east side of the structure and a 2-way ramp located in the middle of the parking structure. The parking structure is connected to both the Home Depot/department store building at the north of the site and the retail building at the south of the site.

Site and Surrounding Area

The 5.67 hectare site is located near the north-west corner of Lesmill Road and York Mills Road. While the site is flat, a significant grade change occurs as York Mills Road, just west of Lesmill Road, rises over the railway tracks in order to provide for the grade separation. Access to the site is off Lesmill Road and the portion of York Mills Road that goes under the York Mills Road overpass. Existing uses on the site include an industrial operation and warehouse.

Adjacent uses include:

North: Office and industrial uses.

South: South of York Mills Road are office, industrial and restaurant uses including the facilities of Rogers Communications.

East: The lands abutting to the east and south at 850-858 York Mills Road are vacant and are subject to a rezoning application for 5,500 square metres of retail, restaurant, banks and other commercial uses. On the east side of Lesmill Road are office, retail, industrial and restaurant uses. Further east is the Prince Hotel.

West: Canadian National Railway line abuts the property. West of the rail line are industrial uses and a large commercial-retail plaza including a Longos food store.

Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. City Council's planning decisions are required to be consistent with the PPS.

Section 1.3 of the PPS requires the City to

- provide for a mix and range of employment to meet long-term needs;

- provide opportunities for a diversified economic base including maintaining a range and choice of suitable sites for employment activity; and
- protect and preserve employment areas for current and future uses.

The PPS defines employment areas as “areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities”. The PPS includes policies on the conversion of employment lands to non-employment uses.

The Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe (The Growth Plan) came into effect on June 16, 2006. The Growth Plan 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. City Council’s planning decisions are required to conform, or not conflict with, the Growth Plan.

The Growth Plan includes similar policies to the PPS directed at the preservation of employment areas for future economic opportunities. An employment area is defined as an area “designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices and associated retail and ancillary facilities”. The definition of an employment area in the Growth Plan is the same definition used in the PPS. Under the Growth Plan, conversion of lands within an employment area to major retail uses is considered to be a conversion of land to non-employment uses. The conversion may be permitted only where it has been demonstrated through the municipal comprehensive review that it meets a number of criteria.

Official Plan

The Official Plan identifies this site as an Employment District on the Urban Structure Map (Map 2) and designates the lands as Employment Areas on the Land Use Plan, Map 19. It is a key policy directive of the Official Plan to protect Employment Districts from the encroachment of non-economic functions and uses. The Plan’s policies seek to promote Employment Districts exclusively for economic activities and permit uses that support this function including a range of industrial, business and commercial uses.

Section 3.5.3 of the Official Plan recognizes that retailing will continue to be an important part of the City's economy and states that large scale retail stores that attract significant traffic are limited to major streets in Employment Areas. Section 4.6 of the Official Plan, which deals with Employment Areas, indicates that a broad and inclusive approach to employment uses in Employment Areas is needed for the City's economic future.

Policy 4.6.1 of the Official Plan states Employment Areas are places of business and economic activity. Uses that support this function consist of offices, manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, parks, hotels, retail outlets ancillary to the preceding uses, and restaurants and small scale stores and services that serve area businesses and workers. The Plan also provides that places of worship, recreation and entertainment facilities, business and trade schools and branches of community colleges or universities may locate within an Employment Area if the use is to be located on a major street shown on Map 3.

In recognition that some land users require large parcels of land, the Plan also contains policy direction with respect to large scale, stand-alone retail stores. The Plan indicates that while these uses are not directly supportive of the primary employment function of these areas, they have special locational needs which the Plan recognizes. Policy 4.6.3 permits such uses where the proposed use fronts onto a major street shown on Map 3 that also forms the boundary of the Employment Area. Criteria such as transportation capacity availability and the impact of the functioning of the proposed use on other economic activities within the Employment Area will be evaluated.

Policy 4.6.4 of the Official Plan provides for the consideration of an Official Plan Amendment to permit large scale and stand alone retail stores in locations on major streets that do not form the boundary of Employment Areas, if it can be demonstrated, among other matters, that:

- a) such development will not undermine the stability of the Employment Area and will have particular regard for the viability of industrial uses;
- b) sufficient transportation capacity is available to accommodate the extra traffic generated by the development, resulting in an acceptable level of traffic on adjacent and nearby streets; and
- c) the economic health of nearby shopping districts is not adversely affected.

The Official Plan also provides criteria to review development within Employment Areas including: contribution to the support of the economic function of the area; providing adequate parking on-site; creating an attractive streetscape and sharing driveways and parking areas where possible.

Zoning

The subject site is zoned Industrial-Office Business Park Zone MO(6) in the former City of North York Zoning By-law No. 7625. The MO zone permits a range of industrial, office, business and commercial uses with a maximum gross floor area of 150% of the lot area. A retail store is permitted provided it does not exceed 20% of the gross floor area of the largest floor of the buildings on the lot.

Site Plan Control

No application for Site Plan Control approval has been submitted.

Reasons for the Application

The Official Plan provides that large-scale and stand-alone retail stores may only be permitted by way of an Official Plan Amendment. The application for a zoning by-law amendment is required because the proposed large-scale retail stores exceed the retail size limit of the MO zone.

Community Consultation

A community consultation meeting has not been held as the application has been appealed to the OMB.

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 PPS and conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. Under the PPS the proposal for large-scale retail uses is considered an economic activity providing employment opportunities. The OMB has determined that with respect to the Growth Plan, the proposal for large-scale retail uses is not a conversion of land within an Employment Area to non-employment uses. The OMB found that the governing Official Plan Policy 4.6.4 dealing with large-scale retail applications within the interior of Employment Areas "established, authorized and contemplated" the principle or permission for large-scale retail commercial uses. The proposal is therefore considered as an employment use.

Land Use

The site is located on a major street (York Mills Road) that does not form the boundary of the Employment Area. As a result, the proposal for this site is subject to Official Plan Policy 4.6.4 which indicates that consideration may be given to permit, by way of an Official Plan Amendment, large-scale and stand-alone retail stores in locations on major streets (shown on Map 3) that do not form the boundary of an Employment Area. The proposal must demonstrate among other matters, that

- the development will not undermine the stability of the Employment Area and will have particular regard for the viability of industrial uses;
- sufficient transportation capacity is available to accommodate the extra traffic generated by the development resulting in an acceptable level of traffic on adjacent and nearby streets; and
- the economic health of nearby shopping districts is not adversely affected.

The applicant has submitted an employment area impact assessment, retail market impact assessment, and traffic impact study in support of their application to address the requirements of Policy 4.6.4.

Employment Area Impact

The York Mills Employment Area is predominantly an office area with a large retail/ service component. Industrial operations comprise a small proportion of employment and activities in the employment area. Staff note that the east side of Lesmill Road is characterized with office and retail uses with only a few industrial activities. Lands along York Mills Road are already developed with commercial uses including retail, hotel, restaurant and office uses.

The applicant has submitted a study titled "Impact of Proposed Retail Uses on the York Mills Employment Area". The study examines whether the proposed development would undermine the stability of the employment area and the viability of industrial uses within the employment area. The study notes the following:

- In 2009 there were 666 establishments in the York Mills Employment District employing 18,081 people. The vast majority of employment and establishments in the York Mills employment area is in the office sector with a noticeable shift towards office uses over the past 20 years. The office sector accounts for 67% of the establishments and 75% of the employment in this area.
- The industrial sector plays only a limited role in the employment area. The industrial sector accounts for only 4% of the establishments and 5.5% of the employment in this employment area, down from 16% of the area's employment in 1986.
- The retail shopping and service sector has had a sizeable presence in the area for over 20 years.
- Surrounding the site are industrial and office uses to the north, retail and other commercial uses on York Mills Road and offices and retail uses along Lesmill Road.
- Land uses surrounding the subject site are already mixed. The addition of more retail uses will not significantly alter the character of the area.

The study concludes that the development of large-scale retail uses on the subject site would not impact the stability of the surrounding employment area and would not impact the viability of industrial uses in the employment area. It also indicates that the proposed

development would provide approximately 738 full and part-time jobs which is 515 more jobs than the current industrial use provides.

The City sought the advice of an outside consultant to assist in the review of the employment area impact study. Additional information, including more current employment data and office demand information, is being requested from the applicant in order to assist in the review of the study. The employment area impact study was also reviewed by Economic Development staff and they have not expressed any concerns.

Retail Market Impact

The applicant has also submitted a study titled "Retail Market Demand Analysis" to provide a retail market evaluation and to assess potential effects of the proposed Home Depot store, a supermarket of up to 50,000 ft.² and additional retail space including a department store on nearby shopping districts.

The study notes the following:

- There are no major home improvement centres or department stores located in the south study area bounded by Highway 401 to the north, the Don Valley Parkway to the east, Lawrence Avenue to the south, and the Don River/Yonge Street to the west.
- No supermarkets in the south study area are at risk of closure as a result of a new supermarket on the Home Depot site.
- A significant amount of the support for the Home Depot store will come from the transfer of sales from other Home Depot stores outside the study area.
- The development of a department store on the site will not adversely affect the economic health of any existing department stores in the broader study area.

The study concludes that the proposed Home Depot store, supermarket and additional retail space including a department store will not adversely affect the economic health of nearby shopping districts.

The City sought the advice of an outside consultant to assist in the review of the retail market impact study. Additional information, including additional data on the trade area and other shopping districts, is being requested from the applicant in order to assist in the review of the study. The retail market impact study was also reviewed by Economic Development staff and they have not expressed any concerns.

Access and Traffic Impact

The main access to the site is proposed from Lesmill Road and additional access is to be taken from two driveways from the York Mills Road right-of-way under the overpass.

Official Plan Policy 4.6.4 indicates that consideration may be given to permit large-scale and stand-alone retail stores if among other matters, it can be demonstrated that sufficient transportation capacity is available to accommodate the extra traffic generated by the development resulting in an acceptable level of traffic on adjacent and nearby streets. The applicant submitted a traffic impact study which has been reviewed by Transportation Services staff.

The proposal includes widening Lesmill Road to provide an exclusive left turn lane and through/right lane at the proposed Lesmill access and to install traffic control signals on Lesmill Road at this main site access. The study concludes that with the recommended changes to the road network, the proposed development will function well in terms of traffic access and circulation and that traffic volumes attributable to the proposed development can be accommodated. Based on the traffic impact study, Transportation Services staff indicate that the proposal is expected to generate a significant amount of traffic during weekday and Saturday afternoon peak hours. The Don Mills Road/York Mills Road intersection is operating at poor levels of service and some left-turn movements at York Mills/Leslie and York Mills/Lesmill are also operating at poor levels of service. Transportation Services staff indicate the proposed traffic signals are warranted at the main entrance to the site on Lesmill Road.

Transportation Services staff do not object to the Home Depot proposal and have not indicated any major concerns with the traffic study. Based on the comments of Transportation Services staff and their review of the study submitted by the applicant the objective of Official Plan Policy 4.6.4 b) has been met subject to the applicant addressing the issues raise in the Technical Services memorandum dated September 16, 2011. Transportation Services staff recommend modifications to the proposed road improvements at Lesmill Road and Valleybrook Drive. Transportation Services staff support the location of the proposed driveways and the traffic control signals at the proposed main access to the site on Lesmill Road. The financial securities to guarantee the above work will be secured through the site plan approval process. Transportation staff recommend that there be internal driveway connections between this site and the adjacent redevelopment site at the northwest corner of Lesmill Road and York Mills Road in order to improve vehicular circulation between the sites. Both owners are in discussions to achieve these connections. This report includes a recommendation that satisfactory internal driveway connections be secured between this site and the adjacent site at 850-858 York Mills Road, to the satisfaction of the General Manager, Transportation Services Division.

Parking

The applicant has submitted a traffic impact study that included a parking analysis for the proposed development. A total of 1,174 parking spaces are proposed of which 1,029 spaces are in a 3 level parking structure. Transportation Services staff have reviewed the parking analysis and support the proposed parking rate of 1 parking space per 28 m² of gross floor area.

Servicing

The applicant filed a functional servicing and stormwater management report. The report concludes that the site can be serviced by the existing municipal sewer infrastructure. Technical Services staff have reviewed the servicing and stormwater assessment and have advised that as a condition of approval and prior to the enactment of the Zoning By-law amendment, the applicant is to revise their functional servicing report to address their September 12, 2011 comments dealing with water services and sanitary sewer services as well as provide additional servicing information.

Built Form and Streetscape

The Official Plan contains built form policies (3.1.2) that provide direction on site design matters pertaining to the location and organization of buildings, service areas, vehicle parking, and building massing. The policies aim to promote street related development that will integrate new development into existing built up areas and to minimize the impacts on surrounding properties, and improve the comfort, safety and the attractiveness of adjacent streets and open spaces. These policies also encourage the provision of amenity in adjacent streets to make them more attractive, interesting, comfortable and functional for pedestrians. Additionally, public realm Policies 3.1.1 of the Official Plan ensure that new development enhances the quality of the public realm. These policies extend the design objectives of public streets to the development of private streets, including making them publically accessible and ensuring adequate space is provided for pedestrians and landscaping.

The Official Plan states that new development should be organized and located to fit with the existing and/or planned context, and that it should be designed to frame and support the function of adjacent streets. The proposed development has been coordinated with neighbouring development, including the proposed development at 850-858 York Mills Road. The site has been organized by a primary L-shaped pedestrian and vehicular circulation system, which is an extension of the Lesmill Road and York Mills Road grid. In keeping with Policy 3.1.1.15, the primary L-shaped internal driveways have been treated like a public street which will through further refinement of the plan, provide space for pedestrians and landscaping as well as vehicular circulation.

The proposed buildings are sited parallel to York Mills Road and Lesmill Road, and are generally designed to frame these public streets as well as the new internal driveways, providing address for the new development, in accordance with Policy 3.1.2.1 (a) of the Official Plan. While the main two storey retail building is located in the interior of the site, there is a small retail building proposed along the Lesmill Road frontage and another retail building located at the corner of York Mills Road and the main north-south driveway. In general, the proposed setbacks are appropriate for the context, and will be further reviewed in future detailed site plan submissions to ensure they are appropriate to create an attractive, safe and consistent pedestrian experience on the public streets and the

internal driveways. Staff have suggested that the driveway behind the proposed Home Depot store building be removed and the building be shifted further west. This revised siting will ensure that this building acts as a view terminus and anchor visible down the internal driveways from Lesmill Road and York Mills Road.

Policy 3.1.2.1 (b) of the Official Plan states that main building entrances should be visible and directly accessible from the public sidewalk. The main building entrances for the large format uses at the north part of the site and the smaller retail units along Lesmill Road, York Mills Road and the internal driveways should be relocated to be on or flanking these public streets and the internal driveways. Furthermore, the main entrances and main internal vertical circulation system for the two storey Home Depot/department store building should be relocated to the corner of the two main internal driveways. With an appropriate architectural treatment, these entrances and vertical circulation systems will give prominence to the corner. This entrance would also align with the main entrance to the retail building at the south of the site located on the internal north/south frontage, creating a direct link between the retail uses. Staff will be looking for strong landscaped pedestrian connections from both Lesmill Road and York Mills Road, as well as along the internal driveways.

Generally, vehicle access, vehicle parking and servicing areas have been located on site in a way that minimizes their visual impacts on adjacent streets in accordance with Policy 3.1.2.2 of the Official Plan. Servicing areas have been proposed along the west of the site, next to the rail corridor. These are proposed in locations away from public streets, in non-prominent locations on site. It has been recommend that the contractor loading area for the Home Depot store be relocated away from the main entrance to be closer to the other loading areas. Surface parking and the above-ground parking structure have not been proposed between the building face and the public street. Concerns have been raised relating to the proposed location of the one-way vehicle ramp to the parking structure, and its relationship to the L-shaped circulation system as well as the pedestrian environment. It has been recommended that this ramp access be relocated internally within the parking structure away from the major internal intersection to improve pedestrian safety. The above-ground parking structure should be integrated with the building design. This will be reviewed upon the submission of more detailed drawings.

The proposed height and mass of buildings seems appropriate to frame adjacent streets, based on the level of detail provided at this stage. Further review will be conducted upon the submission of built form details as part of a site plan approval application. This review will include an assessment of the pattern of exterior design elements and materiality, as well as streetscape and pedestrian amenities in accordance with Policy 3.1.2.5 of the Official Plan. It will ensure a high quality and distinctive architecture that provides orientation and promotes pedestrian scale. In addition, the development should provide safe pedestrian routes within the above-ground parking structure and surface parking areas to building entrances, vertical circulation systems and the public sidewalk. Pedestrian weather protection, landscaping and appropriate landscape screening, as well as tree plantings within surface parking lots and on the top level of the parking structure should also be provided.

The applicant has advised that they are prepared to make revisions to their proposal to address the urban design matters discussed above. The report includes a recommendation that the outstanding urban design issues be resolved to the satisfaction of the Director, Community Planning, North York District.

Open Space/Parkland

Map 8B of the Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with the highest ratio of local parkland per population. Parks, Forestry and Recreation staff advise that the proposed commercial development will be subject to a 2% cash-in-lieu of parkland dedication payment. The actual amount of cash-in-lieu to be paid will be determined at the time of issuance of the building permit.

Toronto Green Standard

The Toronto Green Standard (TGS) came into force and effect on January 31, 2010. The application was submitted prior to this date, therefore the TGS is applied on a voluntary basis. The TGS is a set of performance measures for green development. This will be addressed as part of the site plan approval process.

Development Charges

The development charges for this project are estimated at \$1,392,000. This is an estimate. The actual charge is assessed and collected upon issuance of the building permit.

CONTACT

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SIGNATURE

Allen Appleby, Director
Community Planning, North York District

ATTACHMENTS

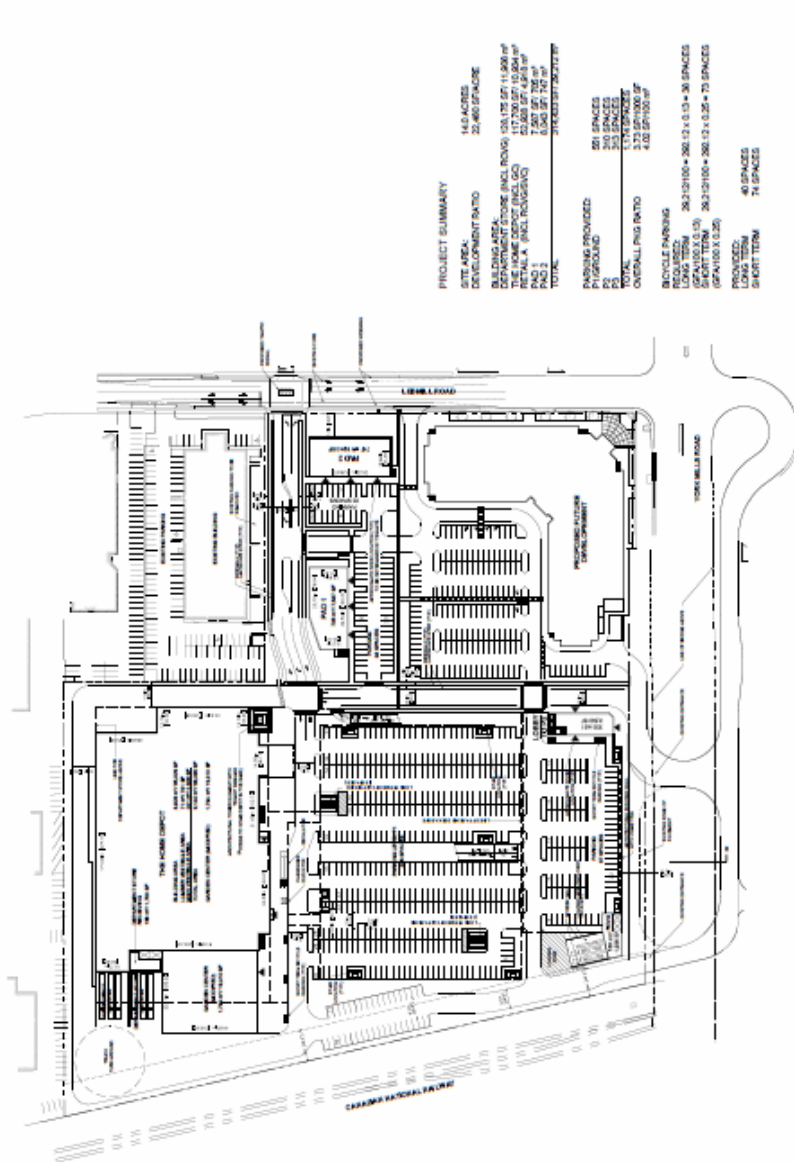
Attachment 1: Site Plan

Attachment 2: Zoning

Attachment 3: Official Plan

Attachment 4: Application Data Sheet

Attachment 1: Site Plan



PROJECT SUMMARY

SITE AREA	14.6 ACRES
DEVELOPMENT RATIO	25.460 SPACES/ACRE
BUILDING AREA	105,175 SF ± 11,800 SF
DEPARTMENT STORE (INCL. PARKING)	11,800 SF ± 11,800 SF
RETAIL A (INCL. PARKING)	21,200 SF ± 21,200 SF
RETAIL B (INCL. PARKING)	7,200 SF ± 7,200 SF
PAGE 1 (INCL. PARKING)	7,200 SF ± 7,200 SF
TOTAL	53,600 SF ± 53,600 SF

PARKING PROVIDED	571 SPACES
P2 GROUND	300 SPACES
P3	300 SPACES
P4	300 SPACES
OVERALL P/RG RATIO	3.73 SP/1000 SF
	4.00 SP/1000 SF

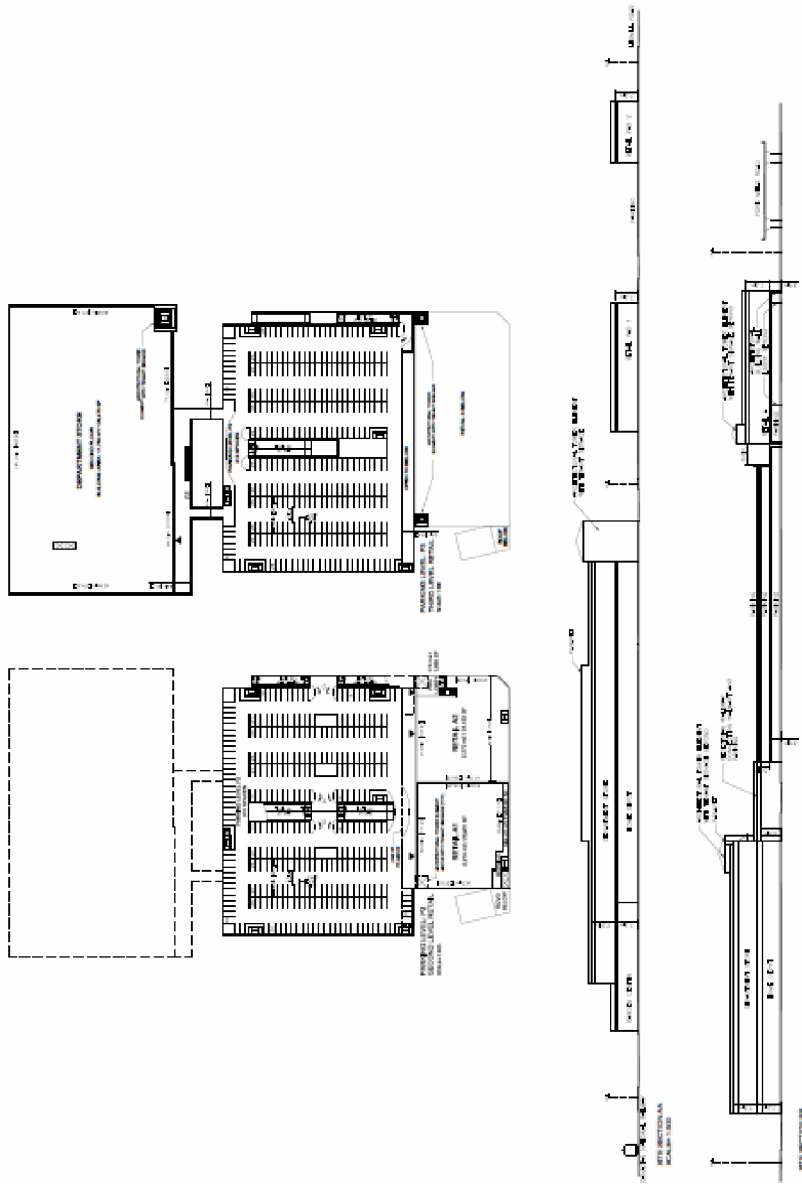
BICYCLE PARKING	50 SPACES
LONG TERM	380 (24 x 15) = 36 SPACES
(SPAN 10.0 x 15)	
SHORT TERM	380 (12 x 15) = 73 SPACES
(SPAN 10.0 x 12.5)	
LONG TERM	40 SPACES
SHORT TERM	24 SPACES

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TRINITY

RETAIL DEVELOPMENT CONCEPTUAL SITE PLAN
 SCALE: 1/8"=1'-0"
 YORK MILLS ROAD & LESMILL ROAD
 PROJECT #2310-023
 GROUND LEVEL

AUGUST 24, 2014

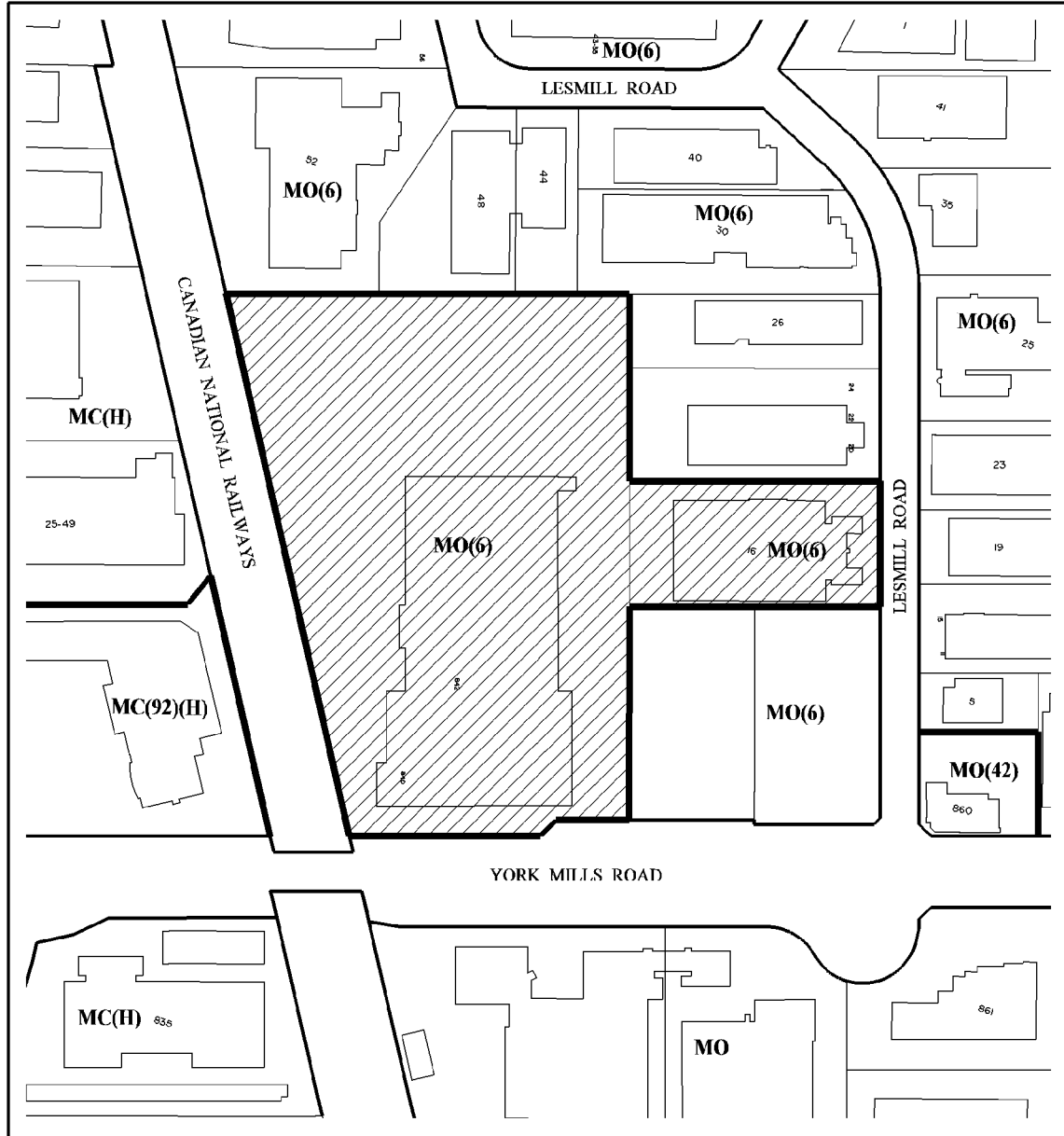



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TRINITY

RETAIL DEVELOPMENT / CONCEPTUAL SITE PLAN
 SCALE: 1/8"=1'-0"
 YORK MILLS ROAD & LESMILL ROAD
 PROJECT APPROVED
 UPPER RETAIL/PARKING LVS SITE SECTION
 AUGUST 24, 2014

Attachment 2: Zoning




Toronto City Planning
Division
Zoning

16 Lesmill Road and 840-842 York Mills Road

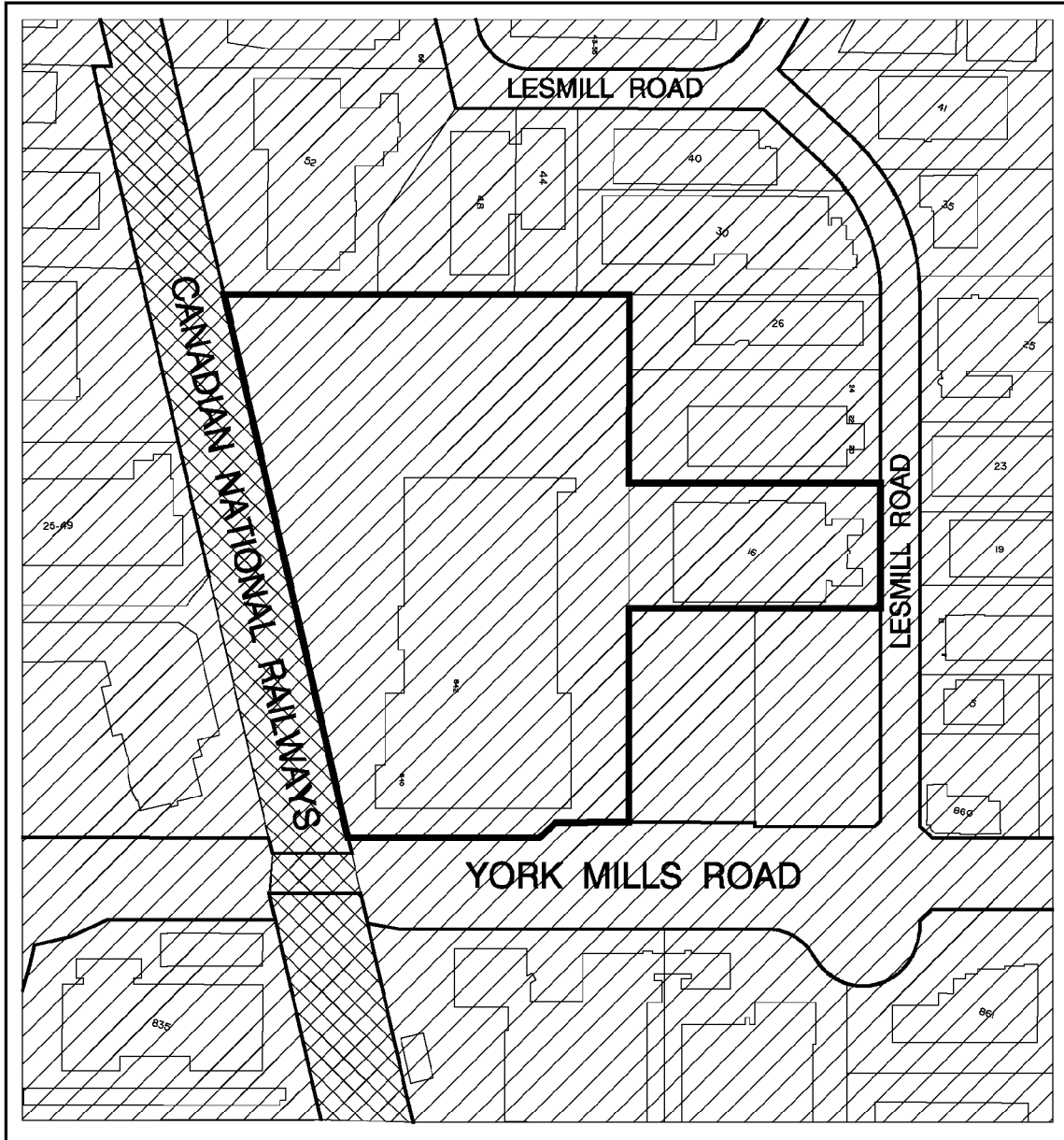
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MO Industrial-Office Business Park Zone
MC Industrial-Commercial Zone

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category


 Not to Scale
 Zoning By-law 7625
 Extracted 02/01/07

Attachment 3: Official Plan



 **TORONTO** City Planning
Division
Official Plan

16 Lesmill Road and 840-842 York Mills Road

File # 06_199374

-  Employment Areas
-  Utility Corridors


Not to Scale

