

## **11-19, 25 and 29 Industrial Street – Zoning By-law Amendment Application – Final Report**

Date: June 5, 2019

To: North York Community Council

From: Director, Community Planning, North York District

Wards: Ward 15 - Don Valley West

**Planning Application Number: 18 154373 NNY 26 OZ**

### **SUMMARY**

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This application proposes the development of three new commercial buildings with a total gross floor area of 7,032 square metres at 11-19, 25 and 29 Industrial Street. The westerly two buildings proposed will be one storey in height, and the easterly building will be two storeys in height. A total of 106 vehicular parking spaces are proposed as part of the development. The new development will also share the existing parking located in the existing commercial development at 85-115 Laird Drive. The application is the second phase of the Leaside Village Shopping Centre.

The proposed development is consistent with the Provincial Policy Statement (2014) and conforms with the A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019.

This report reviews and recommends approval of the application to amend the former Leaside Zoning By-law 1916 and City of Toronto Zoning By-law 569-2013. The proposal has been reviewed against the policies of the PPS (2014), the Growth Plan (2019), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2014) and does not conflict with the Growth Plan (2019). Furthermore, the proposal conforms with the Toronto Official Plan, particularly as it relates to Site and Area Specific Policy 508. The proposal permits an expansion of an existing retail area onto lands which have been vacant and enhances the streetscape of Industrial Street.

## **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council amend former Leaside Zoning By-law 1916, for the lands at 11-19, 25 and 29 Industrial Street substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 to this report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 11-19, 25 and 29 Industrial Street substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 6 to this report.
3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.

## **FINANCIAL IMPACT**

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The recommendations in this report have no financial impact.

## **DECISION HISTORY**

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As part of the City's five year Official Plan review and Municipal Comprehensive Review, City Council adopted Official Plan Amendment No. 231 (OPA 231) in December 2013 and the Minister of Municipal Affairs and Housing subsequently approved OPA 231 with respect to the lands in July 2014. OPA 231 retains the lands as Employment Areas and designates them as Core Employment Areas.

The Owner appealed the Minister's decision to approve OPA 231 on a site specific basis. The City and the Owner settled the appeal by agreeing to a Site and Area Specific Policy (SASP) No. 508 for the lands. SASP No. 508 was approved by the Ontario Municipal Board on June 6, 2016 and permits a fitness centre and small scale retail, restaurant and service uses on the Core Employment Area lands, as well as larger scale retail uses subject to conditions.

The current application was submitted on May 7, 2018 and deemed complete on June 1, 2018. A Preliminary Report on the application was adopted by North York Community Council on January 15, 2019 authorizing staff to conduct a community consultation meeting with an expanded notification area in consultation with the Ward Councillor. A Community Consultation Meeting was held on March 4, 2019 and is summarized in the Comments section of this Report.

The Preliminary Report is available on the City's website at:  
<http://www.toronto.ca/legdocs/mmis/2019/ny/bgrd/backgroundfile-122824.pdf>

## **PROPOSAL**

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This application proposes to amend the zoning by-law for the property at 11-19, 25 and 29 Industrial Avenue to permit the expansion of the adjacent existing Leaside Village Shopping Centre at 85-115 Laird Drive, through the introduction of three new commercial buildings (See Attachments 7a Overall Site Plan and 7b Site Plan - Enlarged). The Leaside Village shopping centre and the subject site are under the same ownership and the proposed development is Phase 2 of this existing commercial development. The proposal is comprised of a single two-storey building located along the eastern edge of the site (Building A) and two one-storey buildings located along the western edge of the site (Building B and C) (See Attachments 8a, 8b, 8c, 8d, 8e and 8f - Building Elevations). The three buildings combined have a proposed gross floor area of 7,032 square metres and have a density of 0.66 times the area of the lot. There are 106 vehicular parking spaces proposed on site located between the three proposed buildings and the two proposed north-south driveways would continue south into the existing shopping centre connecting the existing driveways and two parking areas. Vehicular access would be from two driveways off of Industrial Street to the north, or through the shared driveways to the south. Also proposed are 32 bicycle parking spaces and 3 loading spaces are also proposed on site (See Attachment 1 Project Data Sheet).

### **Site and Surrounding Area**

The subject site is located on the south side of Industrial Street, east of Laird Drive. It has a lot area of 10,686 square metres (2.64 acres) and is rectangular in shape with a frontage of 175 metres and a depth of 61 metres (See Attachment 2: Location Map). The site is currently vacant. The site was previously occupied by industrial uses.

Surrounding land uses are as follows:

North: Industrial Street, with employment and vehicle dealership uses on the north side of Industrial Street.

South: Existing commercial development at 85-115 Laird Drive, including the Heritage Designated structure known as the former Canadian Northern Railway Eastern Lines Locomotive Shop and currently home to a Longo's supermarket.

East: Industrial uses located in low rise buildings including outside storage uses.

West: Existing automotive related commercial uses fronting onto Industrial Street and Laird Drive.

## **Reasons for Application**

The proposal requires an amendment to the City of Toronto Zoning By-law 569-2013, as amended, and By-law No. 1916 of the former Town of Leaside, as amended, in order to allow for a number of the proposed uses such as retail store, retail service, eating establishment, veterinary hospital, fitness centre, and art gallery. Amendments to both By-laws are also required to implement performance standards such as heights, setbacks, lot coverage, floor space index, parking supply and landscaping.

## **APPLICATION BACKGROUND**

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### **Application Submission Requirements**

The following reports/studies were submitted in support of the application:

- Planning Rationale
- Public Consultation Strategy
- Heritage Impact Assessment
- Market Impact & Employment Area Impact Assessment
- Arborist Report
- Functional Servicing & Stormwater Management Report
- Geotechnical Investigation and Preliminary Hydrogeological Assessment
- Traffic Operations Assessment
- Parking and Loading Assessment Study
- Energy Efficiency Report

The supporting studies can be accessed via the City's Application Information Centre (AIC)

<https://www.toronto.ca/city-government/planning-development/application-information-centre>

### **Agency Circulation Outcomes**

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate Zoning By-law standards.

### **Statutory Public Meeting Comments**

In making their decision with regard to this application, Council members have been given an opportunity to view the oral submissions made at the statutory public meeting held by the North York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

## **POLICY CONSIDERATIONS**

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### **Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans**

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

### **The Provincial Policy Statement (2014)**

The Provincial Policy Statement (2014) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the [Planning Act](#) and all decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans."

## **Provincial Plans**

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with Provincial Plans.

## **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2019)") came into effect on May 16, 2019. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2017. The Growth Plan (2019) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan, 2019 establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act that comprehensively applies the policies and schedules of the Growth Plan (2019), including the establishment of minimum density targets for and the delineation of strategic growth areas, the conversion of provincially significant employment zones, and others.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2019) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe region. The policies of the Growth Plan (2019) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

The Growth Plan (2019) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs achieve appropriate densities.

In accordance with Section 3 of the Planning Act all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan.

### **Toronto Official Plan**

This application has been reviewed against the policies of the City of Toronto Official Plan as follows:

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

### **Official Plan Amendment No. 231**

Official Plan Amendment No. 231 (OPA 231) contains new economic policies and new policies and designations for Employment Areas as part of the Official Plan and Municipal Comprehensive Reviews. The Minister approved OPA 231 in July 2014 with minor modifications and this decision was appealed by roughly 175 parties to the Ontario Municipal Board (OMB), the predecessor of the Local Planning Appeal Tribunal (LPAT). Commencing in June 2015, the OMB/LPAT has issued a number of Orders to grant partial approvals of OPA 231, including amongst other matters the Core Employment Areas and General Employment Areas designations and the permitted land uses in each designation, except for retail uses in General Employment Areas that remain subject to appeal. The approved OPA 231 citywide policies are in force for all lands except for properties subject to site-specific appeals to OPA 231. Regarding the subject lands, there is no outstanding site-specific appeal to OPA 231. A site-specific appeal was resolved through a settlement approved on June 6, 2016 by the OMB which resulted in the addition of Site and Area Specific Policy 508 to the Official Plan.

OPA 231 hearing matters regarding citywide policies that remain outstanding include Employment Area conversion and population forecasting, retail policies and office replacement. The LPAT has scheduled the hearing of the conversion/forecasting matter to commence in September 2019, and the hearing of retail policies to commence in May 2020. The hearing phase regarding site-specific appeals has not been scheduled by the LPAT and will follow the hearing of citywide policy matters.

## **Chapter 2 - Shaping the City**

The subject lands are identified as Employment Areas on Map 2 - Urban Structure of the Official Plan (Section 2.2). This section of the Official Plan speaks to shaping Toronto, in terms of growth, rebuilding, reurbanizing, and regenerating within an existing urban structure. The policies set out under section 2.2.4, state that Employment Areas are to be protected and promoted exclusively for economic activity and are to be enhanced to ensure they are attractive and function well.

## **Chapter 3 - Building a Successful City**

The Official Plan states in Chapter 3.2.1 that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the area. Policy 3.2.1.1 of the Official Plan states that New development in Toronto will be located and organized to fit with its existing and/or planned context. It will do this by generally locating buildings parallel to the street or along the edge of a park or open space, have a consistent front yard setback, acknowledge the prominence of corner sites, locate entrances so they are clearly visible and provide ground floor uses that have views into and access from the streets. Policy 3.2.1.2 states that New development will also locate and organize vehicle parking and vehicular access to minimize their impacts on the public realm. Furthermore, Policy 3.2.1.3 states that new development will create appropriate transitions in scale to neighbouring existing and/or planned buildings, limit shadowing on streets, properties and open spaces, and minimize any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

In addition to the policies identified above, Policy 3.2.1.4 states that new development will also be massed to define the edge of streets, parks and open spaces to ensure adequate access to sky views for the proposed and future uses. New development will provide public amenity, and enhance the public realm through improvements to adjacent boulevards and sidewalks through tree plantings.

Policy 3.5.1.1 of the Official Plan states that Toronto's economy will be nurtured and expanded to provide for the future employment needs of Toronto through actions including maintaining a strong and diverse economic base, contributing a broad range of employment opportunities for all Torontonians, and maintaining a healthy tax base for the City.



## **Chapter 4- Land Use Designations**

The subject lands are designated Core Employment Areas on Map 17 of the Official Plan as amended by OPA 231 and are not subject to a site or area specific appeal to OPA 231 (See Attachment 3a: Official Plan Land Use Map and Attachment 3b: Official Plan Amendment 231 Land Use Map).

Section 4.6 of the Official Plan states that "Employment Areas are places of business and economic activities vital to Toronto's economy and future economic prospects". Policy 4.6.2 states that Core Employment Areas are places for business and economic activities. The uses permitted in Core Employment Areas include all types of manufacturing, processing, warehousing, wholesaling, distribution, storage, transportation facilities, vehicle repair and services, offices, research and development facilities, utilities, waste management systems, industrial trade schools, media, information and technology facilities, and vertical agriculture. Policy 4.6.2 permits the following additional uses provided they are ancillary to and intended to serve the Core Employment Area in which they are located: parks, small-scale restaurants, catering facilities, and small scale service uses such as courier services, banks and copy shops. Small scale retail uses that are ancillary to and on the same lot as the principal use are also permitted.

### **Site and Area Specific Policy 508**

Site and Area Specific Policy 508 applies to the site, and permits additional uses within the Core Employment Area designation applicable to the site as follows:

- a) A fitness centre and uses normally accessory and incidental thereto are permitted.
- b) Small scale retail, restaurant and service uses are permitted.
- c) Retail uses at a scale larger than small scale are permitted provided satisfactory studies are submitted to demonstrate that:
  - i) 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
  - ii) the functioning of other economic activities within the Employment Area and the economic health of nearby shopping districts are not adversely affected.

The outcome of staff analysis and review of relevant Official Plan policies and designations; and, Site and Area Specific policy are summarized in the Comments section of the Report.

## **Zoning**

In the City of Toronto Zoning By-law 569-2013, the site is zoned Employment Industrial E 1.0 (see Attachment 4a). Permitted uses include a wide range of employment uses, including manufacturing, offices, service shops and warehouses. It also permits several uses with conditions, including retail stores and eating establishments. This zone permits a maximum height of 20.0 metres for office uses or the portion of a building used for office uses, and a maximum density of 1.0 times the area of the lot.

The City's Zoning By-law 569-2013 may be found here: <https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

In the former Town of Leaside Zoning By-law No. 1916, the site is zoned M2 General Industrial (see Attachment 4b). This zone permits a wide range of industrial uses including manufacturing, warehousing, technical research and development facilities. The zone allows for a maximum height of 30 metres, a maximum lot coverage of 75% and does not have an assigned density limit. The M2 zone does not permit retail or service uses except for ancillary retail where the only products sold are those manufactured on site, and the gross floor area devoted to such retail uses does not exceed 30% of the gross floor area of the manufacturing use.

## **Design Guidelines**

The application has been reviewed in the context of the "Design Guidelines for 'Greening' Surface Parking Lots". These guidelines apply to the development of new surface parking lots and provide options and strategies to implement the environmental performance standards of the Toronto Green Standard (TGS). TGS performance measures relevant to the design of surface parking lots include strategies for reducing the urban heat island effect, improving pedestrian and cycling infrastructure, using energy efficient fixtures and recycled materials, managing stormwater runoff on site, and preserving and enhancing the urban forest.

## **Site Plan Control**

A Site Plan Control Application was submitted on September 6, 2018 (File No. 18 221499 NNY 26 SA) and is being reviewed concurrently with the zoning by-law amendment application.

## **Community Consultation**

A community consultation meeting was held on March 4, 2019 at Leaside Secondary School. The meeting was attended by City Planning Staff, the ward Councillor, the applicant and one member of the public. There were not specific concerns with the proposed uses, but with ensuring that a sidewalk was constructed on Industrial Street

and that the application was assessed to ensure sufficient parking was being provided to avoid overflow parking occurring on other adjacent properties.

## **COMMENTS**

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

The proposal has been reviewed and evaluated against the PPS (2014) and the Growth Plan (2019). The proposal has also been reviewed and evaluated against Policy 5.1 of the Growth Plan as described in the Policy Considerations section of the Report.

Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan as follows:

The PPS (2014) requires that Planning Authorities promote economic development and competitiveness by providing for an appropriate mix and range of employment and institutional uses to meet long-term needs and providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.

The Growth Plan (2019) states that Economic development and competitiveness in the Greater Golden Horseshoe will be promoted by making more efficient use of existing employment areas and vacant and underutilized employment lands. The subject site is located within 800 metres of the under construction Laird Station on the Eglinton Crosstown Light Rail Transit line.

The subject site is located within an employment area and is currently vacant. The proposal will permit an expansion of the existing commercial project on the adjacent site to complete a planned development. The proposed buildings can accommodate office uses in addition to the retail uses and will support employment in the surrounding area.

This proposal is consistent with the PPS and conforms to the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) as it proposes permitted uses on lands designated for employment purposes. The proposal utilizes a site which is presently underutilized by introducing uses which support other employment uses within the broader employment area.

### **Land Use**

This application has been reviewed against the official plan policies described in the Policy Considerations Section of this Report as well as the policies of the Toronto Official Plan as a whole. The proposed uses in Building A (5,903.5 square metres) are retail units (1,673 square metre and 1,848 square metre) and a fitness centre (2,215

square metres) excluding an accessory day nursery. The proposed uses in Building B (650 square metres) and Building C (478 square metres) are retail and restaurant uses. All the proposed uses comply with the provisions of Site and Area Specific Policy (SASP) 508. In support of this proposal the applicant has provided a Market Impact & Employment Area Impact Assessment report by Ward Land Economics Inc. dated April 2018. Staff have reviewed this study and agree with its findings that the proposed development will not negatively impact the existing retail or the broader employment area. Based on this the larger retail uses proposed are in conformity with the provisions of SASP 508. Given the surrounding land uses, the proposed expansion of the existing commercial development is appropriate for the subject lands.

### **Density, Height, Massing**

The density of the existing Leaside Village Shopping Centre is 0.32 times the lot area. The proposal is 0.66 times the lot area. The combined density of the existing and proposed developments is 0.40 times the total lot area. The density is appropriate given the proposed uses expand an existing retail shopping area on underutilized lands.

The proposed buildings have heights of two storeys and 12.8 metres for the eastern building, and one storey and 6.7 metres for the western two buildings. These heights are appropriate given the surrounding employment and retail uses and are generally in keeping with the heights of the existing buildings in the Leaside Village Shopping Centre.

The proposal masses the largest building at the eastern end of the site (Building A), with the front wall in alignment with the existing heritage structure to the south. The two single storey buildings are massed on the western portion of the site with Building B along Industrial Street to frame the public realm, and Building C is internal to the site at the southern property line to create a parking courtyard between the single storey buildings.

The proposed density, height and massing of the proposal are appropriate for the site.

### **Traffic Impact, Access, Parking, Loading**

#### *Traffic Impact:*

A Traffic Operations Assessment (TOA) dated April 2018, by C.F. Crozier & Associates Ltd., was submitted in support of the proposed development. The consultant estimated in this study that the proposed development will generate overall trips of approximately 298 and 297 two-way trips during the PM and Saturday midday peak hours, respectively. The TOA concludes that traffic generated by the proposed development can be accommodated by the adjacent street system without the need for intersection improvements. Transportation Services accepts the conclusions of the TOA report.

*Access:*

The proposed development includes two (2) new driveways located along Industrial Street. The proposed developments will take access off of these new driveways, as well as private driveway connections to the existing Leaside Village Shopping Centre which will provide vehicular access to Laird Drive and Essandar Drive.

At the Community Consultation Meeting, the public wanted to ensure that there would be a public sidewalk constructed on Industrial Street providing pedestrian access to the site. As part of the proposal, a new public sidewalk with walkway connections to the retail buildings is being proposed and will be secured through the site plan approval process.

*Parking:*

The parking requirements for the project are governed by the applicable parking provisions contained in the former Leaside Zoning By-law No. 1916. However, Zoning By-law 569-2013 was developed by City staff in order to update the parking requirements for developments.

A summary of the parking requirements for this project based on By-law 569-2013 are provided in the following table:

<b>Use</b>	<b>Approximate Gross Floor Area (Square Metres)</b>	<b>Minimum Parking Rate (per 100 square metres) By-law 569-2013</b>	<b>Minimum Parking Requirement By-law 569-2013</b>
Retail Store (Bldg. A)	3,690	1.5	55 Spaces
Fitness Centre (Bldg. A)	2,214	3.0	66 Spaces
Eating Establishment (Bldg. B)	650	5.0	33 Spaces
Eating Establishment (Bldg. C)	478	5.0	14 Spaces
<b>Total</b>	<b>7,032</b>		<b>167 Spaces</b>

As a result of the parking requirement, the applicant submitted a Parking Justification Study, prepared by C.F. Crozier & Associates Ltd., dated April 2018. The consultant

used a parking ratio of 3 parking spaces per 100 square metres for eating establishments.

In the parking study, the applicant's consultant concludes that the parking occupancy will be lower than the minimum 167 parking spaces as required by By-law 569-2013. The parking occupancy is based on a parking survey undertaken at the adjacent Leaside Village Shopping Centre. Additionally, as indicated by the parking Justification Study, the proposed site will operate alongside with Leaside Village Shopping Centre which will result in a lesser parking demand due to site synergy. The parking shortfall between the 601 parking spaces the By-law standards would require (434 existing at Leaside Village Shopping Centre plus 167 for proposal), and the proposed supply of 540 spaces between the two sites is approximately 12%, which is acceptable. Transportation Services have reviewed the study provided by the consultant and agree with this conclusion.

Transportation Services supports a blended parking rate across the subject site at 11-19, 25 and 29 Industrial Street and the adjacent Leaside Village Shopping Centre at 85-115 Laird Drive. Based on the parking utilization survey of the Leaside Village Shopping Centre site, the forecasted peak parking demand is 535 parking spaces or 2.89 parking spaces per 100 square metres for the subject site and the existing Leaside Village Shopping Centre. The proposed development with 106 vehicular parking spaces, and the existing Leaside Village Shopping Centre with 434 vehicular parking spaces will provide a total of 540 vehicular parking spaces. The 540 vehicular parking spaces provide a blended parking rate of 2.92 spaces per 100 square metres between the two sites. For the purposes of the Zoning By-law for the subject site alone, the parking rate must be calculated using parking spaces and GFA on site. To achieve the required 540 total vehicular parking spaces, a rate of 1.49 spaces per 100 square metres GFA for the subject development is required to be included in the Zoning By-laws. This results in a requirement for 106 parking spaces to be provided on site to facilitate the proposed development.

Transportation services have reviewed the applicant's parking analysis as discussed above and have accepted that the shared parking between the proposed parking on the subject property and the existing parking in the commercial development at the Leaside Village Shopping Centre are sufficient based on a rate of 1.49 parking spaces per 100 square metres of GFA on the subject site site.

#### *Loading:*

Similar to the parking requirements, the loading for the proposed commercial use of the project must be provided in accordance with Zoning By-law 569-2013.

The site plan shows three (3) Type B loading spaces located in the rear of Building A and one (1) Type B located on the southwestern corner of building C on the adjacent site at 85-115 Laird Drive. The number and types of loading spaces satisfy the zoning by-law requirement.

## **Streetscape**

The application proposes streetscape and boulevard improvements which include a wider pedestrian sidewalk of 2.1 metres along Industrial Street that satisfies accessibility standards, increased areas of soft landscaping, planting of 20 new City trees, and direct pedestrian access to the building entrances. These improvements are consistent with the Public Realm policies of the Official Plan. The Official Plan requires sidewalk and boulevards be designed to provide safe, attractive, interesting, and comfortable spaces for pedestrians by providing well designed and co-ordinated tree planting and landscaping, pedestrian scale lighting, and quality street furnishings.

The concerns expressed by the public have been addressed as a new sidewalk and public realm landscaping are being provided along Industrial Street and will be secured through the site plan approval process.

## **Servicing**

The Functional Servicing and Stormwater Management Report prepared by RJ Burnside and Associates dated April 2018 and Revised May 2019, submitted in support of the proposal indicates that is sufficient servicing capacity to accommodate the proposed development. Engineering and Construction Services staff are satisfied with the conclusions of the submitted material. The final location of service connections, site grading and a stormwater management plan will be secured as part of the site plan approval process.

## **Open Space/Parkland**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The lands which are the subject of this application are in an area with less than 300 people in 2006. The site is in a parkland acquisition priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

The application is for 3 buildings with 7,032 square metres of commercial gross floor area. In accordance with Chapter 415, Article III of the Toronto Municipal Code, the non-residential nature of this proposal is subject to a 2% parkland dedication.

The applicant is required to satisfy the parkland dedication requirement through the payment of cash-in-lieu. The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services, and payment will be required prior to the issuance of the first building permit.

## **Heritage Impact & Conservation Strategy**

The subject property is adjacent to a designated property under Part IV of the Ontario Heritage Act. The adjacent building at 85 Laird Drive, known as the Canadian National Railways Eastern Lines Locomotive Shop, is currently in use as a Longo's Grocery Store. The application does not propose any alterations to this designated structure, or any impacts on the adjacent property. The applicant submitted a Heritage Impact Assessment with the application. Heritage Staff have reviewed the application and assessment and no impacts on the adjacent heritage resources have been identified from the proposal.

## **Tree Preservation**

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law).

The applicant proposes to remove 15 street trees located on City property and 3 private trees. The applicant's Arborists Report indicates that these trees are in poor health. The Arborist Report has been reviewed by Urban Forestry Staff who have agreed with the report's finding.

The proposed landscape plan identifies 20 new street trees and 9 new private trees proposed to be planted on site as part of the development. Detailed landscape and planting plans will be further reviewed by Urban Forestry staff as part of the site plan application.

## **Toronto Green Standard**

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings, in Zoning By-law Amendments, and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. Tier 1 TGS measures will include the provision of bicycle parking, electrical charging stations for automobiles, and urban heat island reduction requirements. Performance measures for the Tier 1 development features will be secured through the site plan agreement and zoning by-law as appropriate.

## **Site Plan**

City staff are reviewing site design details as part of the site plan approval process. Outstanding issues include: the location and screening of hydro transformers; and, the Final Report - 11-19, 25 and 29 Industrial Street



locations and spacing of trees along Industrial Street. The proposal provides landscaping and screening of the parking from the adjacent public street, and provides landscaped islands at the end of each row of parking within the parking lot. The details of these aspects of the site layout will be finalized and secured through the site plan approval process.

## **Conclusion**

The proposal for three commercial buildings has been reviewed against the policies of the PPS (2014), the Growth Plan (2019), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2014) and does not conflict with the Growth Plan (2019). Furthermore, the proposal conforms with the Toronto Official Plan, particularly as it relates to Site and Area Specific Policy 508. The proposal permits an expansion of an existing retail area onto lands which have been vacant and enhances the streetscape of Industrial Street. Staff recommend City Council approve the application.

## **CONTACT**

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Stephen Gardiner, Planner  
Tel. No. (416) 392-5460  
E-mail: [Stephen.Gardiner@toronto.ca](mailto:Stephen.Gardiner@toronto.ca)

## **SIGNATURE**

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Joe Nanos, Director  
Community Planning, North York District

## **ATTACHMENTS**

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### **City of Toronto Data/Drawings**

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3a: Official Plan Land Use Map
- Attachment 3b: Official Plan Amendment 231 Land Use Map
- Attachment 4a: Existing Zoning By-law 569-2013 Map
- Attachment 4b: Existing Zoning By-law 1916 Map
- Attachment 5: Draft Zoning By-law Amendment By-law 1916
- Attachment 6: Draft Zoning By-law Amendment By-law 569-2013

**Applicant Submitted Drawings**

Attachment 7a: Overall Site Plan

Attachment 7b: Site Plan - Enlarged

Attachment 8a: East & West Elevations: Building A

Attachment 8b: North & South Elevations: Building A

Attachment 8c: North & South Elevations: Building B

Attachment 8d: East & West Elevations: Building B

Attachment 8e: North & South Elevations: Building C

Attachment 8f: East & West Elevations: Building C

## Attachment 1: Application Data Sheet

Municipal Address: 11-19, 25 AND 29 INDUSTRIAL ST Date Received: May 7, 2018

Application Number: 18 154373 NNY 26 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: The application proposes to expand the existing Leaside Village shopping centre with three new commercial buildings, one two-storeys in height and the other two one-storey in height with 7,031.9 square metres of gross floor area. There is also 106 additional parking spaces proposed on the site.

Applicant	Agent	Architect	Owner
BOUSFIELDS INC 3 CHURCH ST SUITE 200 TORONTO ON M5E 1M2	BOUSFIELDS INC 3 CHURCH ST SUITE 200 TORONTO ON M5E 1M2	SCOLER LEE + ASSOCIATES 60 ST CLAIR AVE E, SUITE 900 TORONTO ON M4T 1N5	FCHT HOLDINGS (ONTARIO) CORPORATION 85 HANNA AVE, SUITE 400, TORONTO ON M6K 3S3

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Core Employment Areas	Site Specific Provision:	SASP 508
Zoning:	E1.0	Heritage Designation:	N
Height Limit (m):	N/A	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq m): 10,686 Frontage (m): 175 Depth (m): 61

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			4,818	4,818
Residential GFA (sq m):				
Non-Residential GFA (sq m):			7,032	7,032

Total GFA (sq m):	7,032	7,032
Height - Storeys:	2	2
Height - Metres:	13	13

Lot Coverage Ratio (%):	45.09	Floor Space Index:	0.66
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
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Residential GFA:

Retail GFA: 7,032

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Parking and Loading

Parking Spaces:	106	Bicycle Parking Spaces:	24	Loading Docks:	3
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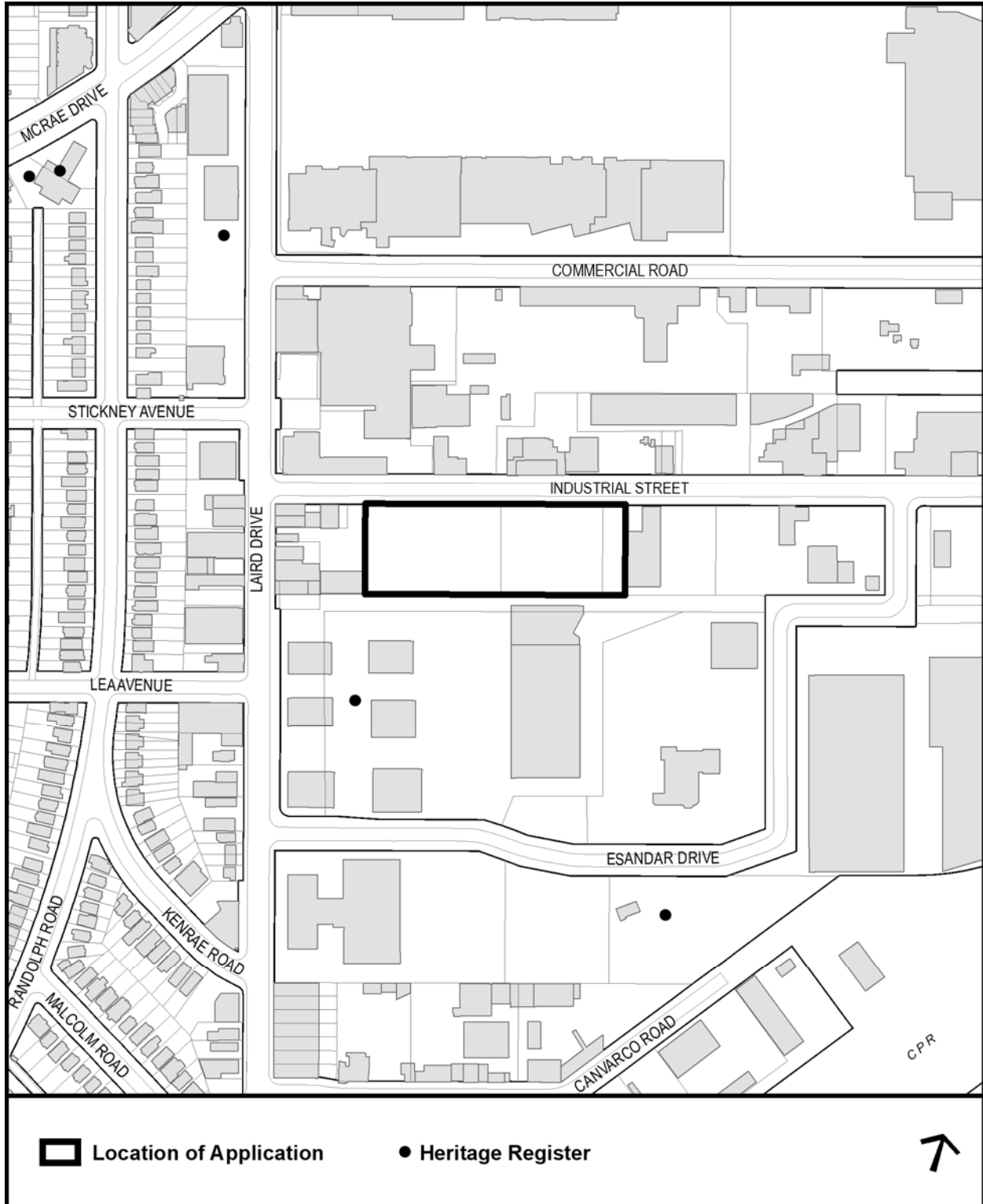
CONTACT:

Stephen Gardiner, Planner

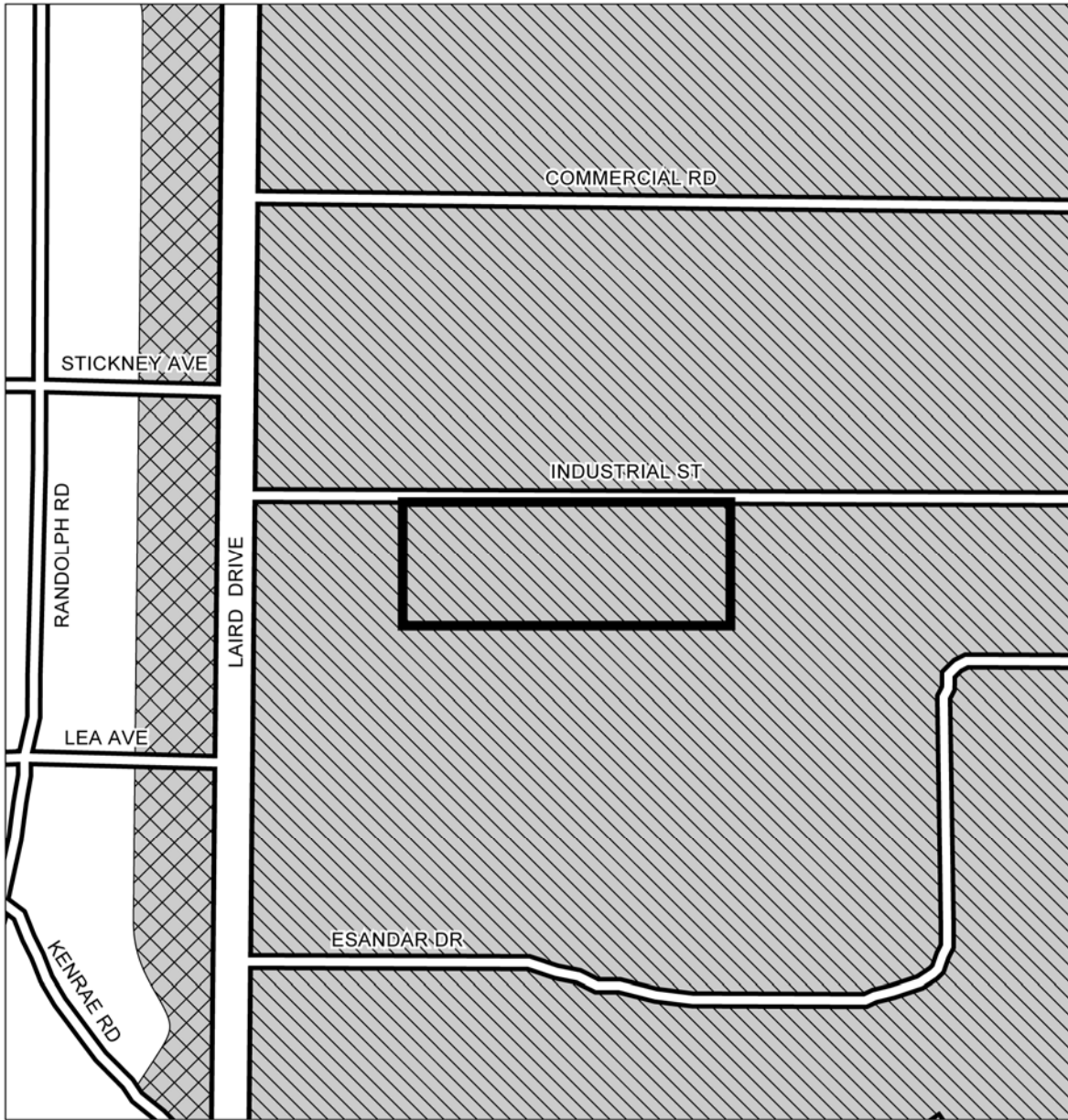
416-392-5460

Stephen.Gardiner@toronto.ca

Attachment 2: Location Map



Attachment 3a: Official Plan Land Use Map



**TORONTO**  
 Extract from Official Plan

11-19, 25 & 29 Industrial Street

File # 18 154373 NNY 26 0Z



  
 Not to Scale  
 11/16/2018

Attachment 3b: Official Plan Amendment 231 Land Use Map



Employment Areas Designation - OPA 231

11-19, 25 & 29 Industrial Street

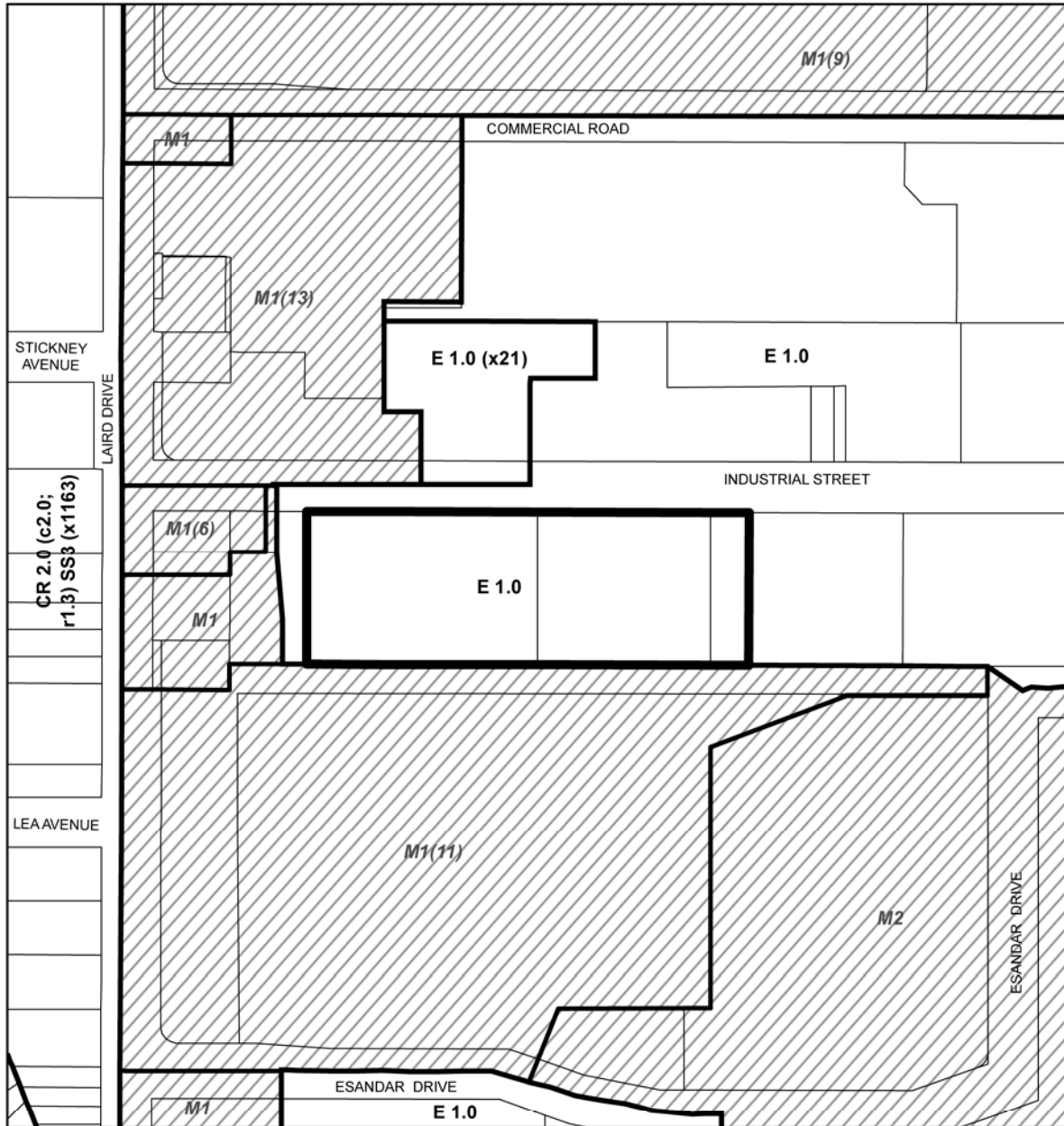
File # 18 154373 NNY 26 0Z

-  Location of Application
-  Core Employment Areas
-  General Employment Areas



Not to Scale  
12/14/2018

Attachment 4a: Existing Zoning By-law 569-2013 Map



Zoning By-law 569-2013

11-19, 25 & 29 Industrial Street

File # 18 154373 NNY 26 OZ



Location of Application

RD Residential Detached    CR Commercial Residential  
E Employment Industrial



See Former Borough of East York By-Law No. 1916

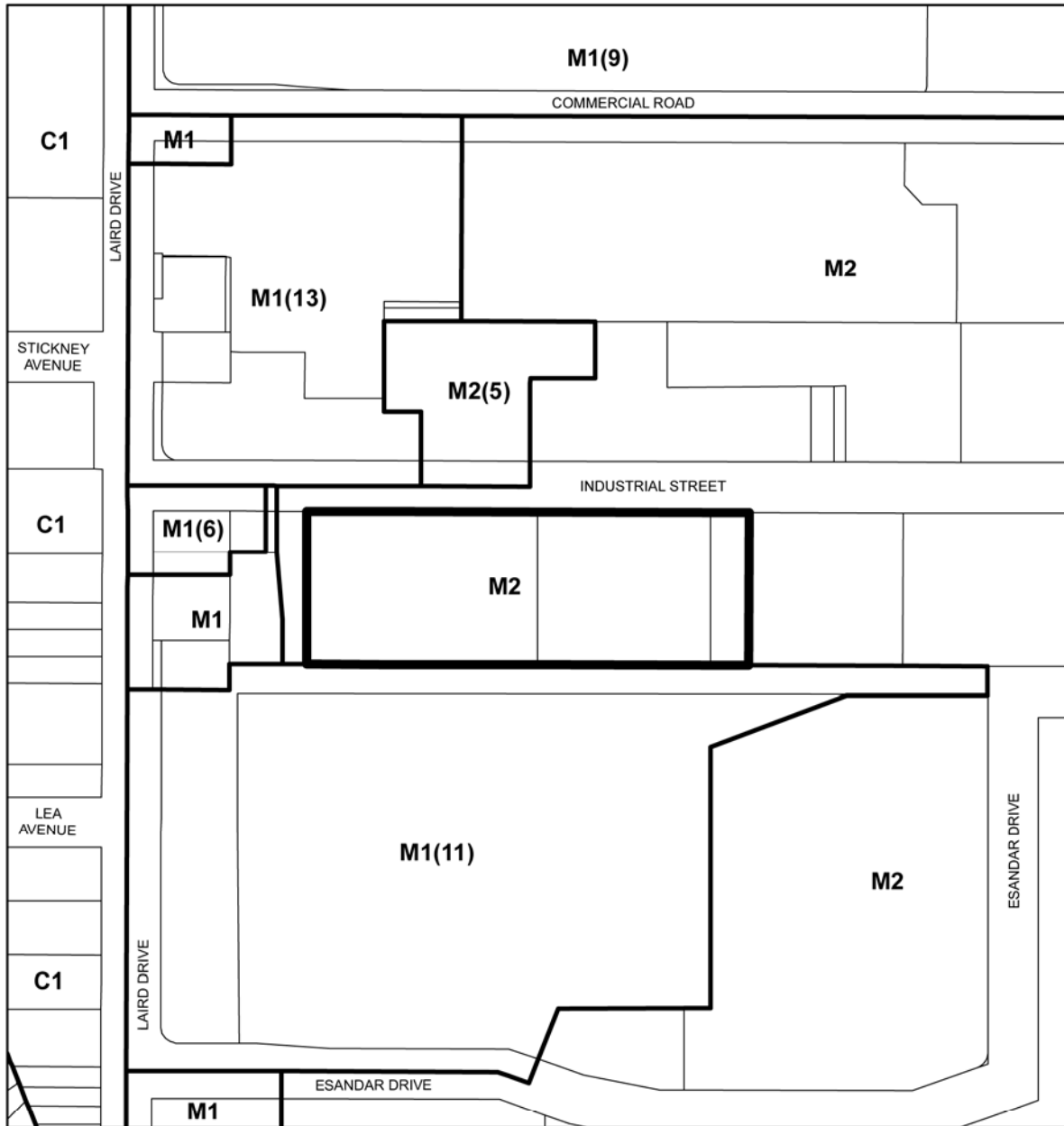
M1 Employment Industrial  
M2 Employment Industrial



Not to Scale  
Extracted: 11/16/2018



Attachment 4b: Existing Zoning By-law 1916 Map




Zoning By-law 1916

11-19, 25 & 29 Industrial Street

File # 18 154373 NNY 26 0Z

 Location of Application

- C1 Commercial
- M1 Employment Industrial
- M2 Employment Industrial

  
 Not to Scale  
 Extracted: 11/16/2018

Attachment 5: Draft Zoning By-law Amendment By-law 1916

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

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW ~-20~

To amend Town of Leaside Zoning By-law No. 1916, as amended,

With respect to the lands municipally known as, 11-19, 25 and 29 Industrial Street

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

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

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

1. Schedule "A" of By-law 1916, as amended, of the former Town of Leaside is amended in accordance with Schedule 1 of this By-law by adding a new site specific M2(XX) Zone.

2. Zoning By-law No. 1916, as amended, is further amended by inserting a new section 8.3.4(j) immediately after Section 8.3.4(i) as follows:

"8.3.4(j) 11 to 19, 25 and 29 Industrial Street M2 Zone

(i) Area Restricted

Notwithstanding the provisions of Section 8.3, the provisions of this section shall apply to the lands identified on Schedule 1 of By-law XXX-2019, municipally known in the year 2019 as 11 to 19, 25 and 29 Industrial Street;

(ii) General Provisions

Notwithstanding Sections 8.3.1 and 8.3.2 of this By-law, on those lands referred to in Section 8.3.4(x)(i) of this By-law, no person shall use, occupy, erect, alter, cause to be used, occupied, erected or altered, any Building, Structure or land or part thereof except in accordance with the following provisions:

(a) Permitted Uses Buildings and Structures

i. In addition to uses permitted in an M2 Zone, the following uses are also permitted:

- (i) Art Gallery;
- (ii) Artist Studio;
- (iii) Automated Teller Machine;
- (iv) Bakery;
- (v) Business and Professional Office;
- (vi) Business Office;
- (vii) Clinic;
- (viii) Custom Workshop;
- (ix) Department Store;
- (x) Dressmaker's Shop;
- (xi) Drug Store;
- (xii) Dry Cleaner's Distribution Station;
- (xiii) Dry Cleaning Establishment;
- (xiv) Dry Cleaning Shop;
- (xv) Financial Institution;
- (xvi) Food Store;
- (xvii) Garden Supply Centre;
- (xviii) Government Office;
- (xix) Home Improvement Centre;
- (xx) Outdoor Patio;
- (xxi) Personal Service Shop;
- (xxii) Pet Services;
- (xxiii) Private and Public Recreation Facilities, but is restricted to a health club / fitness centre and may not include an ancillary Day Nursery;
- (xxiv) Printing Store;
- (xxv) Restaurant;
- (xxvi) Restaurant Take-Out;

- (xxvii) Retail Store;
- (xxviii) Retail Warehouse;
- (xxix) Service or Repair Shop;
- (xxx) Service Shop;
- (xxxi) Tailor's Shop;
- (xxxii) Tavern and Public House;
- (xxxiii) Veterinary Hospital;
- (b) General Development Requirements
  - i. Maximum Gross Floor Area of 10,685 square metres;
  - ii. Restaurant and Restaurant Take-Out uses permitted shall be limited to a combined maximum Gross Floor Area of 1,200 square metres;
  - iii. Maximum Floor Space Index of 1.0;
  - iv. Building Location and Setbacks
    - (i) Buildings fronting onto Industrial Street shall have a minimum setback of 1.9 metres;
    - (ii) Minimum west Side Yard Setback of 1.50 metres;
    - (iii) Minimum east Side Yard setback of 8.50 metres;
    - (iv) Minimum Rear Yard Setback of 0.50 metres;
    - (v) Awnings and canopies may project within the above setbacks by a maximum of 5.0 metres, provided they are wholly on the property.
  - v. Parking shall be provided in accordance with the following:
    - (i) Notwithstanding the requirements of Section 5.17, parking shall be provided on the lot at a minimum rate of 1.49 spaces for each 100 square metres of gross floor area;
    - (ii) Accessible parking spaces shall be provided having minimum dimensions of 5.6 metres in length x 3.4 metres in width x 2.1 metres in height at a rate of 1 parking space for each 25 parking spaces or part thereof for the first 100 parking spaces and for each 50 parking spaces of part thereof in excess of 100 parking spaces.
    - (iii) The entire length of each accessible parking space must be adjacent to a 1.5 metre wide accessible barrier free aisle or path which may be shared between two accessible parking spaces.

- vi. Loading shall be provided in accordance with the following:
  - (i) Notwithstanding the requirements of Section 5.19(a), 3 loading spaces shall be provided on the lot having minimum dimensions of 11.0 metres in length x 3.5 metres in width x 4.4 metres vertical clearance.
- vii. Bicycle Parking shall be provided in accordance with the following:
  - (i) A minimum of 24 short-term bicycle parking spaces shall be provided on the lot.
  - (c) Definitions
    - i. "Height" shall be measured from a Canadian Geodetic Datum elevation of 130.035 metres to the highest point of the building or structure;
    - ii. "Bicycle Parking Space" shall mean an area used for parking or storing a bicycle;
    - iii. "Short-Term Bicycle Parking Space" shall mean bicycle parking spaces for use by visitors to a building;
    - iv. "Art Gallery" shall mean a premises used for the exhibition, collection or preservation of works of art for public viewing;
    - v. "Artist Studio" shall mean a premises used for creating art or craft;
    - vi. "Outdoor Patio" shall mean an outdoor patron area that is ancillary to a non-residential use;
    - vii. "Pet Services" shall mean premises used to provide for the grooming of domestic animals. A veterinary hospital or a kennel are not pet services;
    - viii. "Printing Store" shall mean premises in which photocopying, printing, postal, or courier services are sold or provided; and,
    - ix. "Veterinary Hospital" shall mean premises used by a licensed veterinarian for the medical treatment of animals.
- 3. Notwithstanding anything else contained in this By-law, the provisions 8.3.4(x) shall continue to apply collectively to all the lands identified in 8.3.4(x)(1), notwithstanding any future divisions of the land into two more parcels of land.
- 4. Except as amended in this By-law, all the other provisions of By-law 1916 shall apply to the lands.
- 5. Within the lands shown on Schedule "1" attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:
  - (a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and

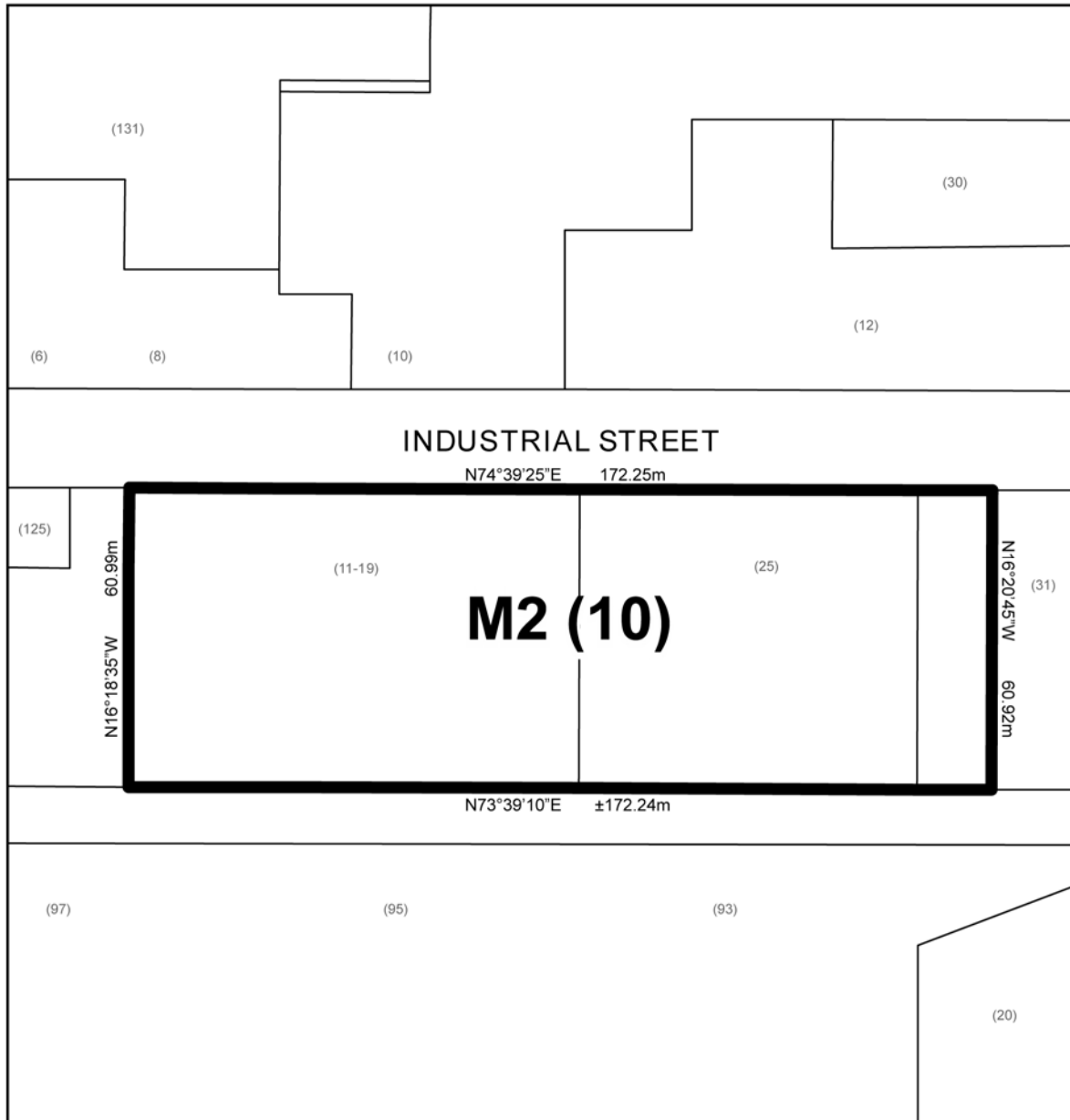
(b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

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

JOHN TORY,           ULLI S. WATKISS,

Mayor City Clerk

(Corporate Seal)



 **TORONTO**  
Schedule 1

11-19, 25 & 29 Industrial Street

File # 18 156373 NNY 26 0Z

  
Former Town of Leaside By-law 1916  
Not to Scale  
5/29/2019

## Attachment 6: Draft Zoning By-law Amendment By-law 569-2013

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

Enacted by Council: ~, 20~

### CITY OF TORONTO

Bill No. ~

### BY-LAW [XXXX- 2019]

To amend Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2018 as, 11-19, 25 and 29 Industrial Street

Whereas Council of the City of Toronto has the authority to pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law;
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions;
3. Zoning By-law No. 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands outlined by heavy black lines to E 1.0 (x 35), as shown on Diagram 2 attached to this By-law;
8. Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.20.10 Exception Number 35 so that it reads:

#### **Exception E 35**

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

(A) Despite Regulations 60.5.40.10(1) and (2), the height of a **building or structure** is measured from a Canadian Geodetic Datum elevation of 130.00 metres to the highest point of the **building or structure**;



(B) Despite Regulation 60.20.20.10 and 60.20.20.20, the following additional uses are permitted:

- i. **Art Gallery;**
- ii. Medical Office;
- iii. **Outdoor Patio;**
- iv. **Personal Service Shop;**
- v. **Veterinary Hospital;**

(C) Regulations 60.20.20.100(4) and 60.20.20.100(30), regarding conditions for a **Retail Store**, do not apply.

(D) Regulation 60.20.20.100(3), regarding conditions for a **Retail Service**, does not apply;

(E) Regulation 60.20.20.100(3) and 60.20.20.100(30), regarding conditions for an **Eating Establishment and Take-out Eating Establishment**, do not apply;

(F) Despite regulations 60.20.20.100(3) and 60.20.20.100(30), the permitted maximum **gross floor area** for **Eating Establishments and Take-out Eating Establishments** is 1,200 square metres;

(G) Regulation 60.20.20.100(7), regarding conditions for a **Recreation Use**, does not apply;

(H) Despite Regulation 800.50(665), a **Recreation Use** is restricted to a fitness club used for physical play or exercise and may not include an ancillary **Day Nursery**;

(I) Despite Clause 60.20.40.70, the required minimum **building setbacks** are shown on Diagram 3 of By-law XXXX-2019;

(J) Despite regulation 60.5.40.60(1) and (H) above, the following elements of a **building** may encroach into a required **building setback** a maximum of:

(i) 5.0 metres, for eaves, cornices, window sills, lighting fixtures, awnings, canopies, architectural features, ornamental elements, canopies, trellises, guardrails, balustrades, railings, wheel chair ramps, stairs, stair enclosures or covers, stairs landings, vents, mechanical fans, satellite dishes, antennae, mechanical and architectural screens.

(K) Despite regulation 60.20.50.10(1), the required minimum **soft landscaping** along the entire length of any **lot line** abutting a **street** is 1.90 metres, excluding land used for driveways and walkways;

(L) Despite regulation 60.20.90.40 (1), access to a **loading space** may be provided through the adjacent property to the south, municipally known as 85 – 115 Laird Drive

(M) Despite Regulations 200.5.1(2) and 200.5.10.1(1), **parking spaces** must be provided and maintained on the lands at a minimum rate of 1.49 **parking spaces** for each 100 square metres of **gross floor area**;

(N) Despite Regulation 200.15.1(1), required minimum width of an accessible **parking spaces** is 3.4 metres;

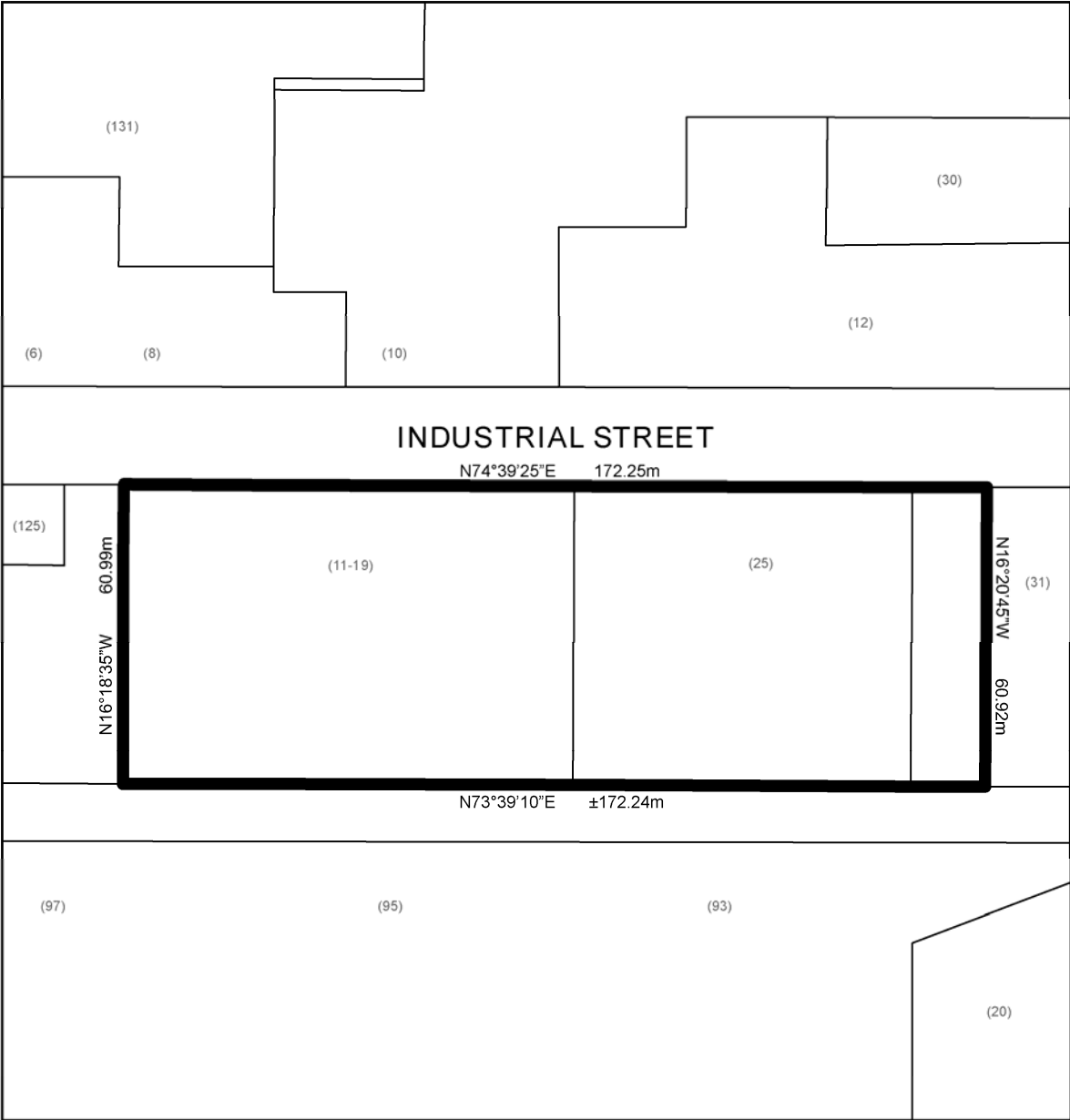
(O) Despite Regulation 220.5.10.1(1), a minimum of three Type “B” **loading spaces** must be provided and maintained on the lands;

(P) Despite Regulations 230.5.10.1(1), (3) and (4), a minimum of 24 “short-term” **bicycle parking spaces** must be provided and maintained on the lands;

Enacted and passed on month ##, 20##.

Francis Nunziata,    Ulli S. Watkiss,  
Speaker              City Clerk

(Seal of the City)

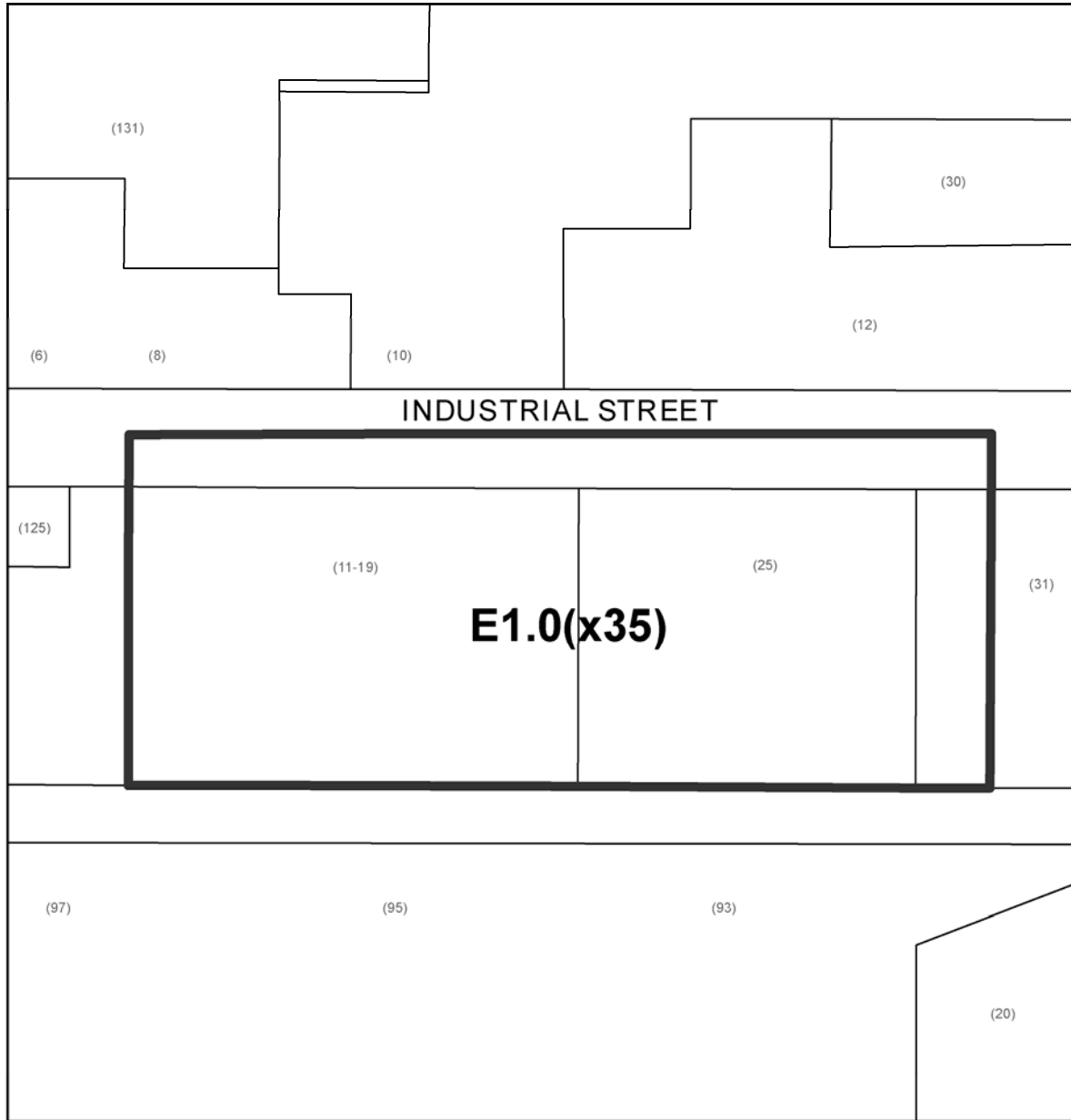


**TORONTO**  
**Diagram 1**

**11-19, 25 & 29 Industrial Street**

File # 18 156373 NNY 26 0Z


City of Toronto By-Law 569-2013  
 Not to Scale  
 4/1/2019

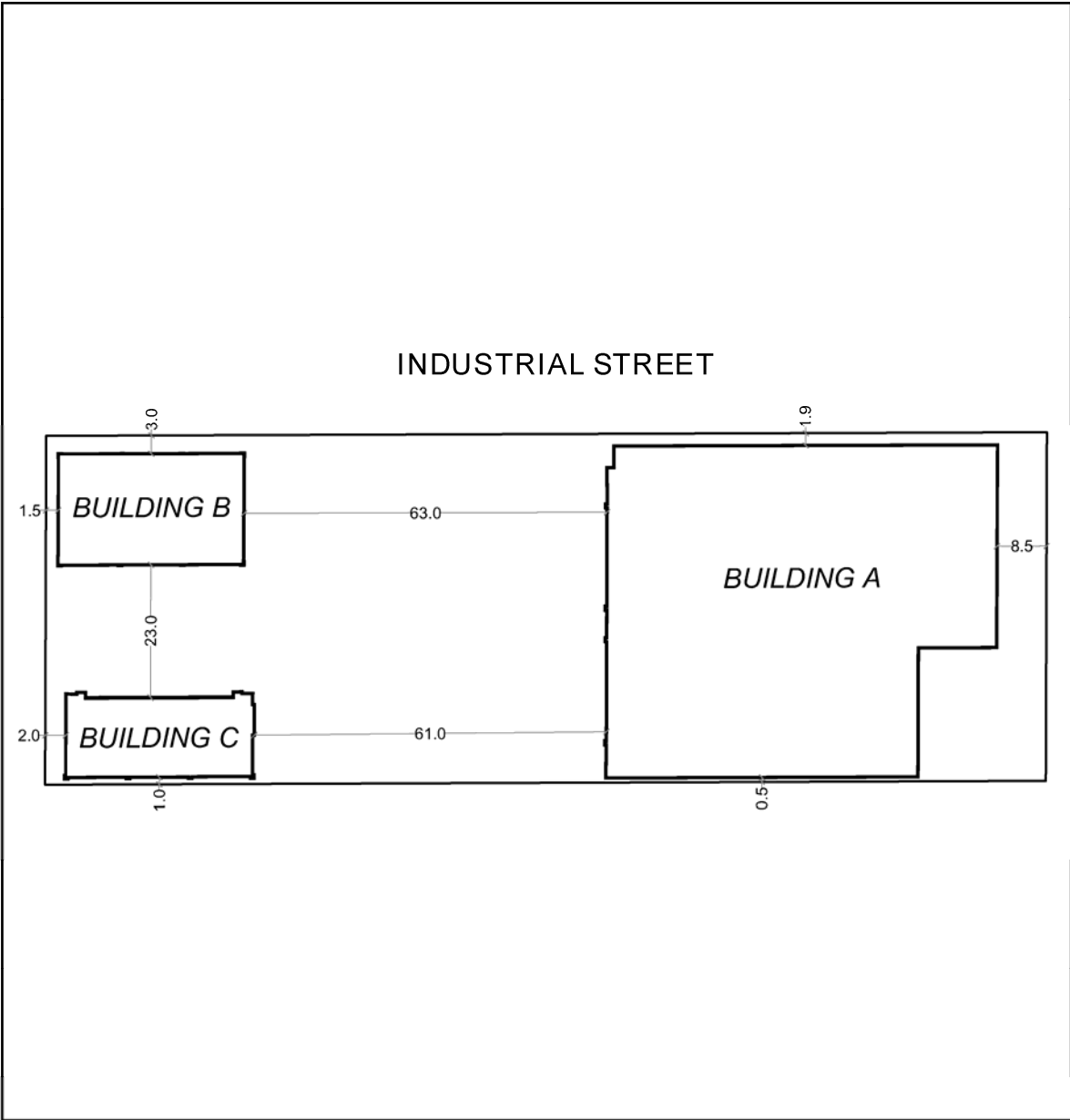


**TORONTO**  
**Diagram 2**

**11-19, 25 & 29 Industrial Street**

File # 18 156373 NNY 26 0Z

  
 City of Toronto By-Law 569-2013  
 Not to Scale  
 5/28/2019



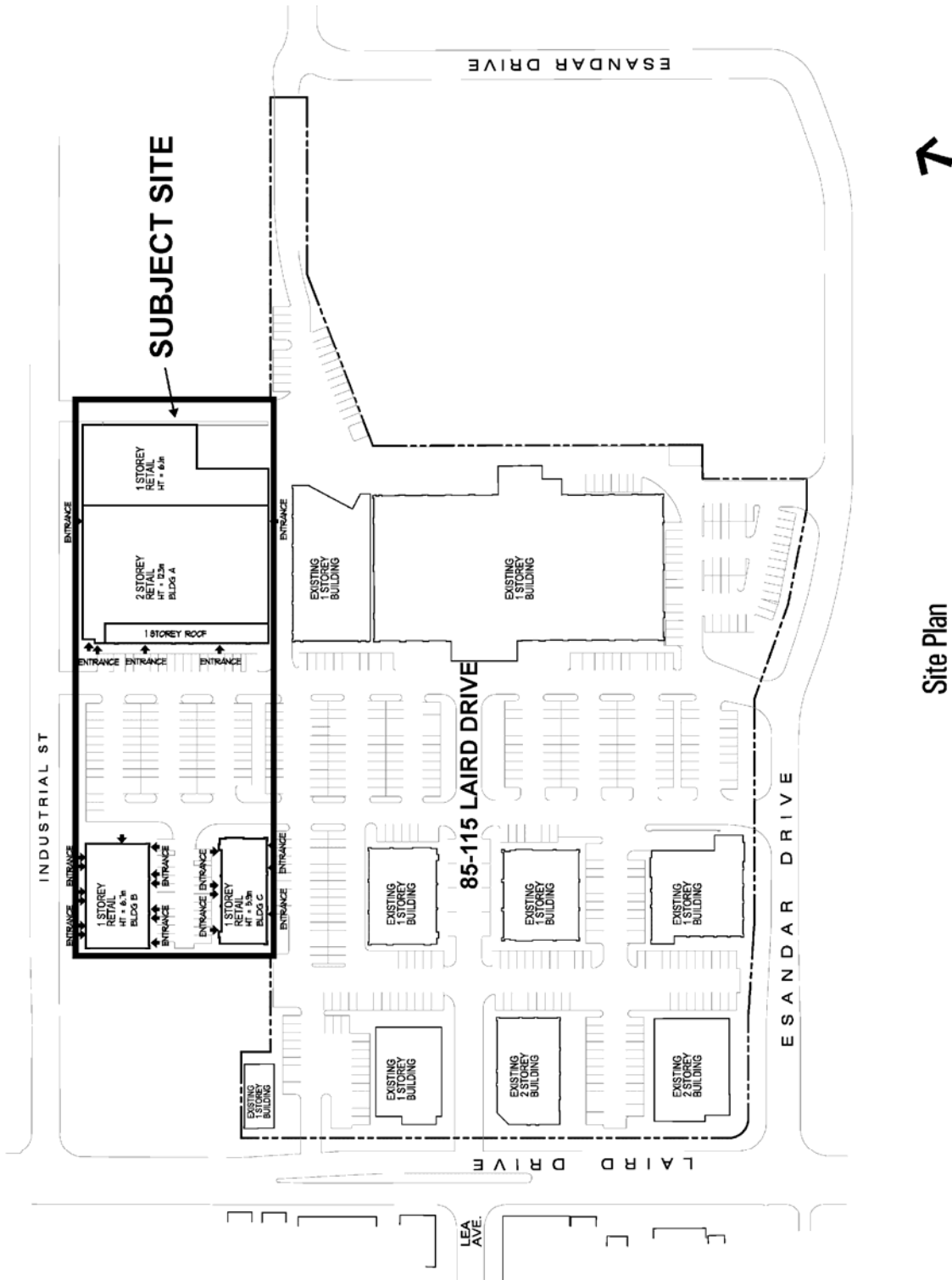
**Toronto**  
**Diagram 3**

**11-19, 25 & 29 Industrial Street**

File # 18 156373 NNY 26 0Z

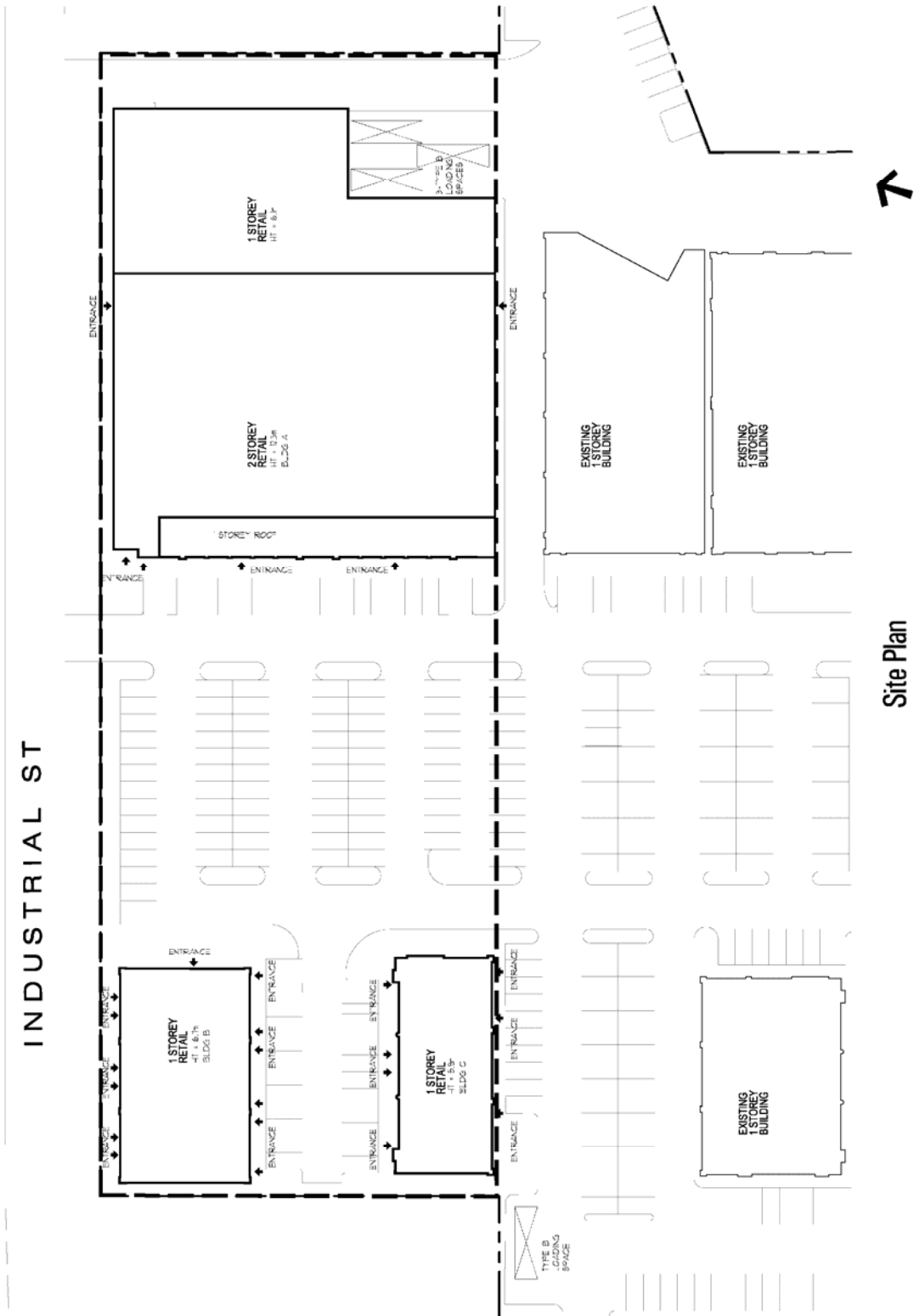
City of Toronto By-Law 569-2013  
 Not to Scale  
 5/15/2019

Attachment 7a: Overall Site Plan

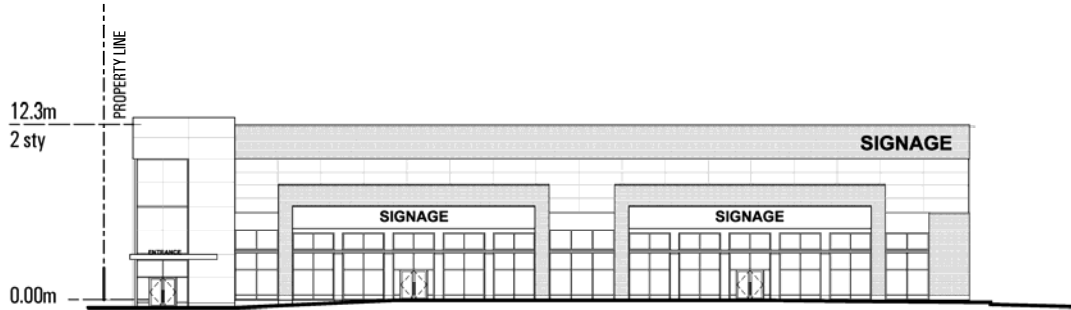


Site Plan

Attachment 7b: Site Plan - Enlarged



Attachment 8a: East & West Elevations: Building A



West Elevation - Building A



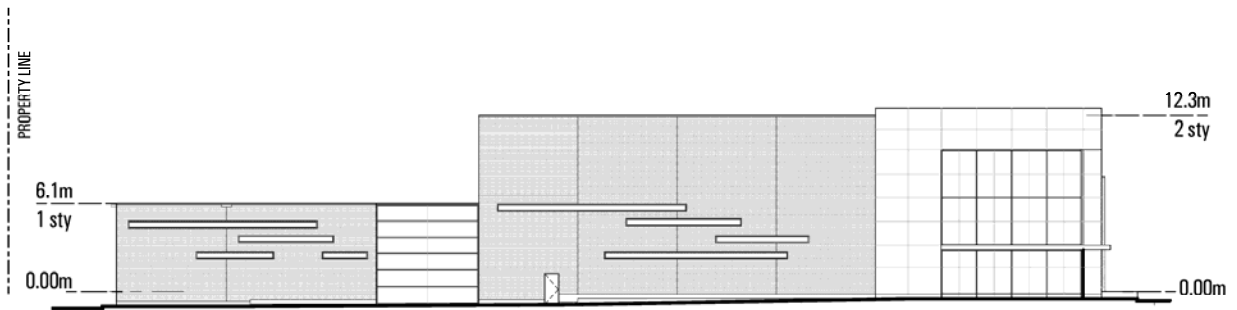
East Elevation - Building A



Attachment 8b: North & South Elevations: Building A

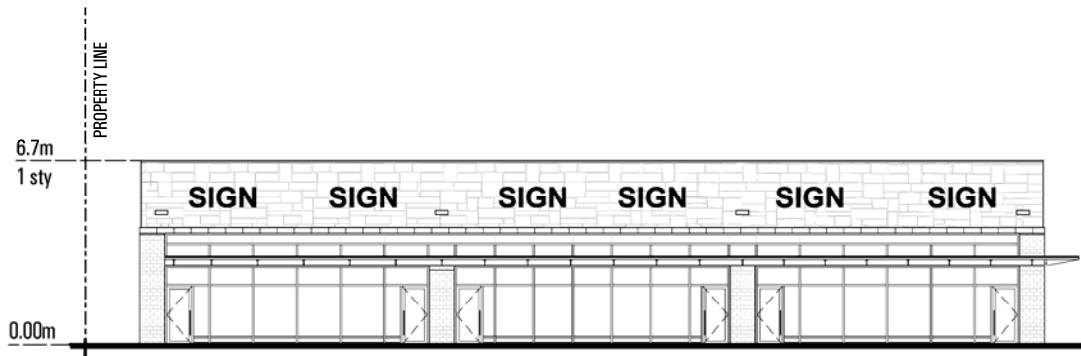


South Elevation - Building A

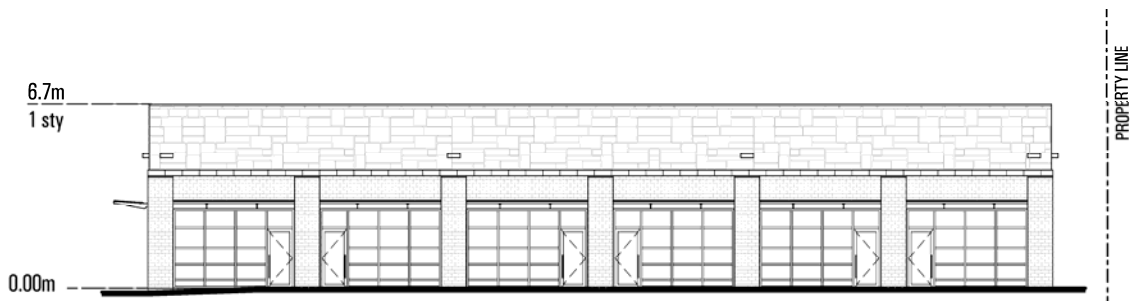


North Elevation - Building A

Attachment 8c: North & South Elevations: Building B



South Elevation - Building B

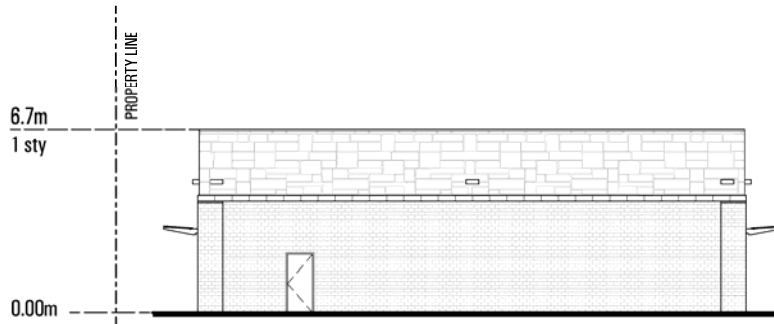


North Elevation - Building B

Attachment 8d: East & West Elevations: Building B

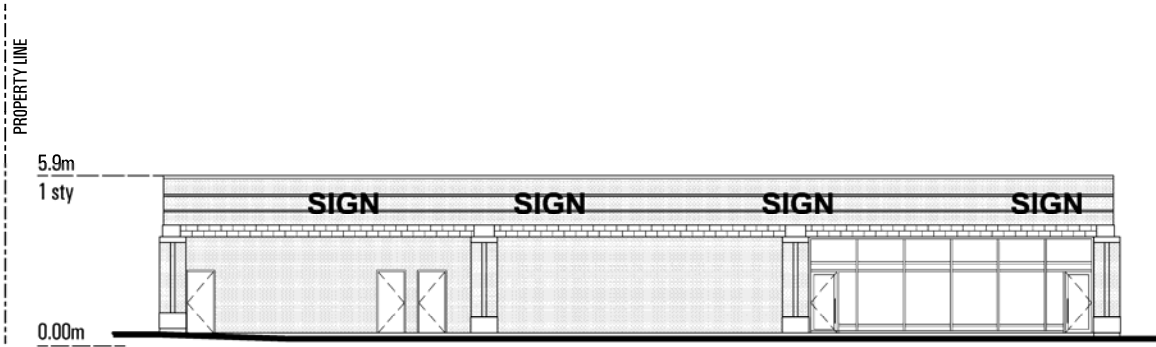


East Elevation - Building B

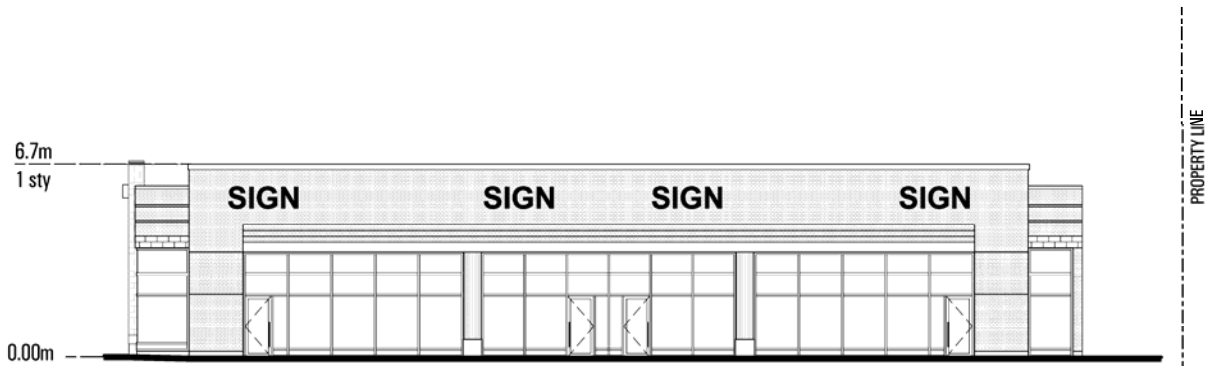


West Elevation - Building B

Attachment 8e: North & South Elevations: Building C

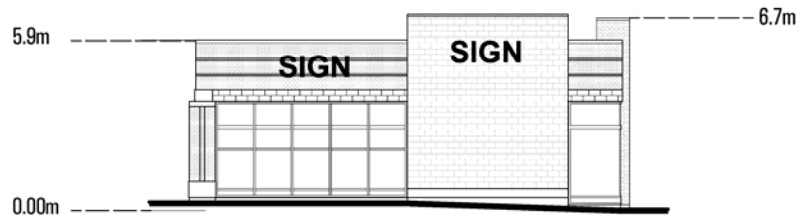


South Elevation - Building C

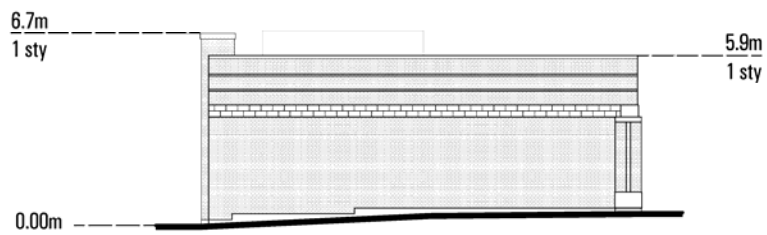


North Elevation - Building C

Attachment 8f: East & West Elevations: Building C



East Elevation - Building C



West Elevation - Building C