



30 Soudan Ave., Suite 200
Toronto, Ontario M4S 1V6
Direct line: 416-322-4112
mkelling@tenblock.ca

via Digital Submission

March 18, 2022

City of Toronto
Community Planning – North York District
North York Civic Centre
5100 Yonge Street
Toronto, ON, M2N 5V7

Attn: Derrick Wong, RPP
Senior Planner, Community Planning - North York District

Dear Mr. Wong,

Re: Applications for Zoning By-law Amendment, Site Plan Control, and Rental Housing Demolition
First Submission
48 Grenoble Drive

We are the owner of 48 Grenoble Drive, located in Flemingdon Park southeast of Don Mills Road and Eglinton Avenue East and in close proximity to multiple new and planned transit stations. We are pleased to submit the enclosed Zoning By-law Amendment, Site Plan Control, and Rental Housing Demolition applications to enable the comprehensive redevelopment of the subject site with a public parkland dedication, privately-owned publicly accessible space (POPS), and a new residential development containing 109 rental replacement housing units and 884 new residential housing units. A Pre-Application Consultation meeting on the proposed development was held with City staff on January 28, 2022.

Subject Site

The site currently contains an ageing 9-storey rental apartment building with 109 units, surface and underground parking, and outdoor passive green space. The subject site is an irregularly shaped parcel that is roughly 6,749 m² (0.67 ha) in size, with approximately 85 m of frontage on Grenoble Drive and 60 m of frontage on Deauville Lane. There are three components of vehicular access: the surface parking lot and loading/servicing is accessed via a curb cut off Deauville Lane, the underground parking lot is accessed from a driveway off Grenoble Drive, and a drop-off loop is accessed off Grenoble Drive. In total, there are four locations for vehicle-pedestrian and vehicle-cyclist conflict on sidewalks and bike lanes surrounding the site, creating a hostile environment. This is problematic in the context of the nearby public park, school, child care centres, community centre, library and other community resources.

The existing apartment building is well-maintained, but is 60 years old and reflects a previous era of design and development standards, including no air conditioning, lower ceiling heights, a common laundry room, no indoor amenity space, large areas of surface parking at grade, external garbage storage and pickup, and ageing design, fixtures, and finishes in units and common areas. It contains no bicycle parking but has an excessive amount of car parking spaces, encouraging car use and storage.

The site is designated Apartment Neighbourhoods in the City of Toronto Official Plan. It is zoned under North York Zoning By-law 7625 and City-wide Zoning By-law 569-2013 as RM6 (Multiple-Family Dwellings Sixth Density Zone) and RAC (Residential Apartment Commercial), respectively. Both zoning by-laws permit apartment buildings.

Directly to the north is Glenyan Manor at 10 Deauville Lane, a 7-storey senior's residence owned and operated by Toronto Community Housing (TCH). To the west is a parking lot and grassed area owned by TCH; although designated as Parks in the Official Plan, the area is not currently designed or used as such. A pedestrian underpass connects this area to Flemingdon Park south of Grenoble Drive. Further west is 25 St. Dennis Drive, an approved multi-building infill redevelopment that includes a 37-storey tower fronting on Grenoble Drive and parkland at the southeast corner. Across Grenoble Drive and Deauville Lane are mid to-high rise apartment buildings characteristic of the variation in built form across the neighbourhood.

Flemingdon Park is emerging as a location with exceptional public transit access, with the Eglinton Crosstown LRT opening in 2022 and the Ontario Line Subway (traveling along Don Mills Road) projected to open in 2030. The site is within a 500-800 metre radius to three stations on both higher order transit lines, including one interchange station, and thus is situated within the conceptual boundaries of multiple major transit station areas (MTSAs). Provincial policy directs MTSAs to be planned and developed as high density, transit-supportive communities.

Proposal

The proposed development includes 43- and 41-storey towers connected by a 6 storey podium, with on-site parkland dedication and a privately-owned publicly-accessible space. The towers and podium contain 993 residential units, comprised of 109 replacement rental units and 884 new residential units. Total GFA is 67,941 m², resulting in a density (FSI) of 10.1 times the area of the lot.

Building Design & Massing

Quality of architectural design and construction is a key principle for Tenblock, informed by our long history as an owner of apartment buildings. With an active stake in the long-term future of 48 Grenoble, we have a strong incentive to create desirable, well-maintained homes that will last for decades to come, just as the current building has done for current and past tenants. Although the design will continue to evolve through the approvals process, the design team has produced a clean architectural language that references the modernist architectural history of the area, with reduced glazing, sculptural balconies, and a light grey masonry finish.

At 43- and 41-storeys tall, tower heights are appropriate for the built and planned policy and transportation contexts and land use adjacencies. The significance of transit investment in the neighbourhood cannot be overstated; residents will soon have access to a brand-new cross-city LRT and a brand-new subway to downtown Toronto. There are no low-rise residential neighbourhoods adjacent to the property. Aside from Grenoble Public School, the nearest low-rise residential neighbourhoods are the TCH communities, both in TCH's long term redevelopment plans and thus likely to be redesignated and intensified in the near future. TCH strategic documents from 2008 indicate that the density of their current Flemington Park properties should be increased from 524 existing units to 1,316 units; given the changes to market conditions and planning context in the past 15 years, and following in the pattern of other revitalized TCH communities, it is reasonable to assume that the density if pursued today would be much greater.

The proposed towers have 790 m² floorplates; although slightly larger than suggested in the Tall Building Design Guidelines, the size is appropriate due to the generous separation distances between the towers (~27 metres) and adjacent tall buildings. In addition, the towers are offset from each other to minimize facing conditions. A 3-metre podium stepback is provided on all frontages. The podium is 6 storeys tall, lower than most of the mid-rise apartment buildings in the area. It is set back a minimum of 5 metres from Deauville Lane and Grenoble Drive, although most of the podium is set back even further, creating the opportunity for lush landscaping and greenery reflective of the neighbourhood context, as well as the introduction of significant new public space.

The unit mix for the new residential units is 11% three-bedrooms, 25% two-bedrooms, and 64% one-bedrooms, surpassing the proportion of family-sized units recommended in the Growing Up Guidelines. 2.0 m² each of indoor and outdoor amenity space have been provided for each residential unit, located at-grade and on Level 7.

The site generally has a level grade, but currently experiences significant topographical changes along its western edge, dropping about 3 metres at its lowest point. This challenging differential has been addressed through two strategies. First, two-storey townhomes along the western building façade successfully transition between the different elevations. With a front entrance and upper level on the ground floor, the units have a lower level at P1 with a private, walk-out terrace. Second, the grade has been flattened and gently sloped to the west of these terraces in order to facilitate a programmable space suitable as a platform for a future park (see Landscape & Public Realm below).

Landscape & Public Realm

The proposed building is located and shaped to provide a generous front yard setback, an appropriate contextual response to surrounding properties. The setback will feature a 490 m² privately-owned publicly accessible space (POPS), designed to provide ample seating and lush planting for building residents and community members alike. Despite abundant private green space, this type of publicly accessible, urban gathering space is lacking in the neighbourhood.

The building has also been set back at its western edge to create space for a 676 m² parkland dedication (10% of site area), with design to be determined in coordination with Parks & Recreation staff and the local community. We are committed to the immediate delivery of the park, including Above Base Park Improvements for a development charge credit. Townhome terraces along the west face of the podium provide a soft buffer to support the transition from private to public space within a minimum 5m setback, as well as provide overlook and safety for the park. The location was strategically chosen to enable a significant park expansion in the community. Directly west of the site is land owned by TCH and designated Parks in the Official Plan, currently home to an underutilized grassy area and a parking drive aisle serving the Dennis R. Timbrell Resource Centre. The Parks and Recreation Facilities Master Plan 2017 recommends that the Resource Centre be revitalized or replaced, providing a rare city-building opportunity to reconsider the use of this space. Further west is the future public park secured as part of the approved 25 St. Dennis Drive development. There is an opportunity to combine all three parcels into a minimum 0.37 hectare public park, extending the linear green network beginning with Flemington Park to the south and creating a more accessible, pedestrian friendly north-south route through the neighbourhood. We have initiated discussions with TCH to determine if there is potential to capitalize on this opportunity.

Parking & Loading

Vehicular access has been consolidated into a single curb-cut off Deauville Lane, significantly improving the pedestrian and cyclist experience at grade. Loading is internalized, with a landscape buffer along the northern lot line to minimize impact to the neighbouring TCH property. One Type G and one Type C loading space are provided.

522 vehicle parking spaces are located underground, with 471 spaces for residents and 51 for visitors, resulting in a total parking ratio of 0.53/unit. 1,094 bicycle parking spaces are provided, including 200 short-term spaces on the ground floor and 824 long-term spaces spread across P1 and Level 2.

Rental Replacement

The building's 109 rental units will be located in the podium of the development, replacing the existing rental units at a 1:1 ratio, with units of a similar size, bedroom type and rent level as the units they are replacing. As compared to existing units, the new rental housing units will have air conditioning, in-suite laundry, improved common areas, access to indoor and outdoor amenity space, access to bicycle parking, and modern layouts, fixtures, and finishes.

A high-quality dedicated amenity space is located at ground level, with seating, outdoor cooking, and casual recreational facilities. A children's play area has been incorporated to ensure all ages can access and enjoy the area. The current outdoor amenity area features a few wooden picnic tables adjacent to the waste collection / dumpster area.

Rental apartment housing has been the core of Tenblock's business for over six decades. We are committed to doing right by our tenants and our experience in this business has taught us the importance of fair and sympathetic treatment, as well as clear communication. We are proposing

a proactive tenant engagement program that began before these applications were submitted. This our fourth recent development application with rental replacement; all projects have involved close collaboration with City staff to ensure that fair Tenant Relocation Assistance Plans are provided and tenant needs are met, far surpassing the base requirements under the Rental Tenancies Act.

Project Summary

Built in 1962, 48 Grenoble Drive has been a part of the Flemington Park community for 60 years. This area has started to see change once again as new transit projects come to life, supporting new community infrastructure and housing opportunities. 48 Grenoble is an exciting opportunity to set the bar for the evolution of Flemington Park, an example of good city building that enhances quality of life for existing and future residents.

- **Building Housing Near Transit** – The Flemington Park neighbourhood is becoming one of the most connected areas of the city with the upcoming opening of the Eglinton Crosstown LRT and the future Ontario Line. Building homes within walking distance to transit is a key planning policy objective and one of the most effective ways to reduce carbon emissions, create well connected communities, and reduce our cost of living. The proposed development introduces 884 additional homes to the neighbourhood in support of this objective. Solving a housing crisis requires more housing supply, and there is no better place to build housing than near transit.
- **Delivering High Quality Rental Replacement** – All 109 existing rental units will be replaced in the new building, with eligible tenants having the right to return to a new unit once constructed. Modern building conveniences, in-unit features, and enhanced indoor and outdoor amenity space will be provided. It is Tenblock's commitment to make this challenging process as fair and transparent as possible.
- **Creating Green Space Enhancements and Connections** – The proposed development provides a new public park as well as a POPS. The lush feeling of Flemington Park will be maintained with an enhanced, treed streetscape and deep building setbacks.
- **Designing for the Future** – Sustainability is an important consideration for Tenblock. Although further details are to be determined as the Site Plan process continues, we are striving to surpass the minimum thresholds of the Toronto Green Standards. One particular focus is the minimization of the building's carbon footprint, both with respect to embodied and operating carbon.

Required Approvals

Zoning By-law Amendments are required to the City of Toronto Zoning By-law 569-2013, as amended, and the former City of North York Zoning By-law 7625, as amended. While the proposed apartment use is permitted under the current zoning regulations, amendments to the applicable Zoning By-laws are needed to increase the permitted height and density and to revise other development regulations as necessary to accommodate the proposal.

A Site Plan Control application has also been submitted at this time, along with a Rental Housing Demolition application.

Submission Materials

In support of the applications, please find enclosed the following materials identified on the Planning Application Checklist provided by City Planning:

1. Development Approval Application Form for the Zoning By-law Amendment and Site Plan Control applications, including Fee Schedules;
2. Project Data Sheet;
3. Rental Housing Demolition and Conversion Declaration of Use and Screening Form;
4. Rental Housing Demolition and Conversion Form;
5. Planning Application Checklist, dated January 28, 2022, provided by Community Planning staff;
6. Planning Rationale Report, dated March 2022, prepared by Goldberg Group;
7. Housing Issues Report, dated March 2022, prepared by Goldberg Group;
8. Community Services and Facilities Study dated March 2022, prepared by Goldberg Group;
9. Block Context Plan, dated March 2022, prepared by Goldberg Group;
10. Public Consultation Strategy Report, dated March 18, 2022, prepared by Bousfields Inc.;
11. Draft Zoning By-law Amendments to the former City of North York Zoning By-law No.7625, as amended and to the new City of Toronto By-law 569-2013, as amended, dated March 18, 2022, prepared by Goldberg Group;
12. Topographic and Boundary Plan of Survey, dated August 5, 2021, prepared by R. Avis Surveying Inc.;
13. Architectural Drawing Set (including context map, site plan, underground garage plans, floor plans, roof plan, site and building elevations, site and building sections, 1:50 scale detailed colour elevations; and 3D perspective views), dated March 18, 2022, prepared by Diamond Schmitt Architects;
14. Computer Massing Model prepared by Diamond Schmitt Architects;
15. Sun Shadow Study, dated March 18, 2022, prepared by Diamond Schmitt Architects;
16. Accessibility Design Standards Checklist, dated March 18, 2022, prepared by Diamond Schmitt Architects;
17. Transportation Study (fulfilling requirements of Transportation Impact Study, Parking Study, Loading Study, and Traffic Operations Assessment), dated March 2022, prepared by R.J. Burnside Associates Limited;

18. Pedestrian Level Wind Assessment, dated March 18, 2022, prepared by SLR Consulting;
19. Energy Strategy Report and accompanying Energy Strategy Calculations Summary, dated March 18, 2022, prepared by Footprint;
20. Energy Efficiency Memo dated March 18, 2022, prepared by Footprint;
21. Geotechnical Engineering Report, dated March 18, 2022, prepared by Grounded Engineering;
22. Hydrogeological Review Report and Review Summary Form, dated March 18, 2022, prepared by Grounded Engineering;
23. Landscape Drawing Set (fulfilling requirements of Concept Site and Landscape plan, Landscape and Planting Plan, and Soil Volume Plan), dated March 18, 2022, prepared by STUDIO tla;
24. Photometric Lighting Plan, dated March 18, 2022, prepared by Smith + Andersen;
25. Arborist Report / Tree Preservation Report with Tree Preservation Plan, dated March 18, 2022, prepared by Kuntz Forestry Consulting Inc.;
26. Functional Servicing and Stormwater Management report, dated March 18, 2022, prepared by Lithos Group Inc.;
27. Civil Drawing Set (including Site Grading Plan, Site Servicing Plan, Erosion Control Plan, Construction Management Plan, and Public Utilities Plan), dated March 18, 2022, prepared by Lithos Group Inc.;
28. Servicing Report Groundwater Summary, dated March 2022, by Lithos Group Inc. with letters from Honeycomb Group, Smith + Andersen, and Tenblock; and
29. TGS Version 3 Checklist and TGS Version 3 Statistics Template.

We look forward to working with you and your colleagues to deliver a successful project that sets the bar for the evolution of Flemingdon Park.

Should you have any questions, please do not hesitate to contact the undersigned or Stephen Job, AICP, at sjob@tenblock.ca or 416-322-4114.

Yours truly,

Tenblock



Matthew Kelling, MCIP RPP
Development Manager
mkelling@tenblock.ca // 416-322-4112