



MICHAEL GOLDBERG, MCIP, RPP
mgoldberg@goldberggroup.ca
(416) 322-6364 EXT. 2100

February 8, 2023

Mr. Derrick Wong, Senior Planner
Community Planning Department
North York District
5100 Yonge Street
North York, ON M2N 5V7

Dear Mr. Wong:

**RE: Planning Addendum Letter
145 St. George Street, City of Toronto
File No. 21 155923 STE 11 OZ & 21 155930 11 SA
2nd Submission**

Introduction

We are the planning consultants for Tenblock, owners of the lands municipally known as 48 Grenoble Drive (the "subject site"). Zoning By-law Amendment (ZBA), Site Plan Approval (SPA), and Rental Housing Demolition (RHD) applications were jointly submitted on March 21, 2022 proposing two residential towers of 43 and 41 storeys. Since then, the proposal has changed having considered the circulation of comments received from City staff, external agencies, and the general public, as further detailed below.

The purpose of this Planning Addendum Letter is to identify the key revisions to the plans and to provide our planning opinion concerning these revisions. Our original Planning Report (dated March 2022) should be treated as a companion document to this Planning Addendum Letter.

Revised Proposal

The revised proposal is shown on the architectural plans prepared by Diamond Schmitt, dated February 8, 2023, and submitted as part of this resubmission.

A comparison of the initial and revised proposal is outlined in the following table:

Site and Building Statistics			
	Initial Submission (March 21, 2022)	Resubmission (February 8, 2023)	Net Change
Site Area	6,749 sq.m. (1.6 ac.)	6,749 sq.m. (1.6 ac.)	No change
Proposed Residential GFA	67,942 sq.m.	67,603 sq.m.	-339 sq.m.
Proposed Non-Residential GFA	0 sq.m.	208 sq.m.	+208 sq.m.
Total GFA	67,942 sq.m.	67,811 sq.m.	-131 sq.m.
Parkland Dedication	676 sq.m.	676 sq.m.	No change
POPS	490 sq.m.	540 sq.m.	+50 sq.m.
Tower Floorplate	790 sq.m.	790 sq.m.	No change
Floor Space Index	10.1	10.0	-0.1
Market Dwelling Units	884	856	-18
One-bedroom	566	543	-23
Two-bedroom	225	217	-8
Three-bedroom	83	96	+13
Townhouse (3-bedroom units)	10	0	-10
Rental Replacement Units	109	110	+1
One-bedroom	50	49	-1
Two-bedroom	59	61	+2
Three-bedroom	0	0	No change
Amenity Space	3,978 sq.m.	3,981 sq.m.	+3 sq.m.
Indoor Amenity Space	1,988 sq. m. (2.0 sq. m./unit)	1,975 sq.m. (2.0 sq.m./unit)	-13 sq.m.
Outdoor Amenity Space	1,990 sq. m. (2.0 sq. m. /unit)	2,048 sq.m. (2.1 sq.m./unit)	+58 sq.m.
Height	43 storeys (West Tower) 41 storeys (East Tower)	39 storeys (West Tower) 39 storeys (East Tower)	-4 storeys (West Tower) -2 storeys (East Tower)
Building Height (excluding MPH)	137 m (West Tower) 130 m (East Tower)	128.8 m (West Tower) 128.8 m (East Tower)	-8.2 m (West Tower) -1.2 m (East Tower)
Building Height (including MPH)	144 m (West Tower) 137 m (East Tower)	135.8 m (West Tower) 135.8 m (East Tower)	-8.2 m (West Tower) -1.2 m (East Tower)
Parking	522	202	-322
Resident	471	189	-282
Visitor	51	11	-40
Bicycle Parking	1,094	1,112	+18
Long Term	894	918	+24
Short Term	200	194	-6

Notable features of the revised proposal include the following:

- The revised redevelopment is a mixed-use residential building with two towers of 39 storeys connected by a 6-storey podium (Podium Building), and two (2) levels of shared underground parking. The proposal includes a residential GFA of 67,603 sq.m. and a non-residential GFA of 208 sq.m., a total GFA of 67,811 sq.m.
- The original proposal was for two towers of 43 (West Tower) and 41 (East Tower) storeys. The revised redevelopment proposal reduces the number of storeys by 4 storeys from the West Tower and 2 storeys from the East Tower, resulting in 39

storeys for both towers. The height of the two towers, excluding the mechanical penthouses (MPH), are reduced from 137 m (West Tower) and 130 m (East Tower) to 128.8 m for both towers. The height of the two towers, including the MPH, are reduced from 144 m (West Tower) and 137 m (East Tower) to 135.8 m for both towers.

- The total number of proposed residential units have been reduced from a total of 993 units to 966 residential units, of which 109 units replace the rental units in the existing building. The owners have worked closely with City Housing staff in the creation of one (1) additional affordable rental unit, bringing the total rental complement to 110 units. This was accomplished by slightly reducing the size of the 17 rental replacement units that have been confirmed to not have returning tenants. All rental replacement units are proposed to be located within the western half of the proposed podium.
- The following built form measures have been incorporated into the revised redevelopment to maximize sunlight and ensure an enhanced fit and compatibility with the surrounding neighbourhood:
 - The proposed building is set back at ground level 5 m – 19 m from the south property line (Grenoble Drive) and at least 3 m from the east property line (Deauville Lane). The rear yard setback (north) is a minimum of 7.5 m, an increase of 2.0 m from the first submission. The west side yard setback is 5 m from the proposed parkland dedication at the west side of the site to the at-grade townhouse dwelling units facing the proposed park.
 - The separation distance between the West and East towers has increased from 26.95 m to 30 m. The West Tower is sited at the southwest portion of the podium building and has a 3.0 m stepback from the west, south and east facades of the podium building. The West Tower is setback 17.5 m from the north façade of the podium building, which provides the outdoor amenity on the 7th level for the West Tower. The mechanical penthouse is centrally located on the roof.
 - The East Tower is stepped back from the west, south and east facades of the podium building by 3.0 m. The East Tower is stepped back from the north façade of the podium building by 5.0 m and a total 12.5 m from the rear property line. The mechanical penthouse is centrally located on the roof.
 - The tower floorplates continue to be proposed at 790 sq.m., marginally higher than the floorplate requirement of the Tall Building Guidelines. This larger floorplate size is mitigated by the large size of the subject site, the very generous setbacks and landscaping on site, the proposed increase of tower separation distances between the two towers, and the context of the area with very large tower footprints.
 - The centre of the proposed podium has been shifted to the north, flipping the at-grade outdoor amenity space to the south of the podium adjacent to the POPS. This was done to maximize sunlight into the space and expand usability for a greater portion of the year.
- The ground floor has been reconfigured from the original submission.

- The East and West towers have two separate lobbies and entrances located on the south side of the proposed development addressing Grenoble Drive with direct access and visibility from the sidewalk. The rental office is proposed to be located adjacent to the residential lobby of the West Tower. The mail and parcel room, and elevators continue to be located adjacent to the residential lobbies. In addition, the ground floor has access to the rear loading area.
- With the reconfiguration of the podium, the ground floor amenity spaces are located at the centre of the proposed building in a U-shape, surrounding the outdoor amenity space.
- A non-residential use is now proposed at grade towards the southeast corner of the subject site in the form of a 'bike café and repair shop'. This use caters to residents of the building and the surrounding neighbourhood, further promoting the use of bicycles as an alternative means of travel and providing a conveniently located gathering space.
- The proposed townhouse dwelling units at grade towards the west of the proposed building are no longer proposed as market units and have been reduced from 10, 3-bedroom units to nine 9, 2-bedroom rental replacement townhouse units facing the proposed parkland dedication area and adjacent open space area. Each unit is accessible from the internal corridor on the ground floor.
- Residential Amenity space is provided as follows:

	West Tower	East Tower	Podium	Total
	sq.m	sq.m	sq.m	sq.m
Indoor	669 (1.74/unit)	669 (1.74/unit)	586 (2.96/unit)	1,924
Outdoor	808 (2.1/unit)	808 (2.1/unit)	432 (2.18/unit)	2,048
Total	1,477	1,477	1,018	3,972

The revised development includes an indoor and outdoor amenity space centrally located at the front of the podium building. This area includes: barbeque stations, picnic tables, and lounge seating. Another indoor amenity space is located at the northeast corner of the subject site at grade. There are two indoor and outdoor amenity spaces located on the 7th floor, one for each of the West and East towers surrounded by an outdoor amenity terrace. These spaces are to be screened from adjacent properties along the north perimeter of the terrace, to enhance privacy for those on and off-site. Detailed design will be developed through the approvals process.

- The updated proposal continues to include a public parkland dedication of approximately 676 sq. m along the western limit of the subject site, representing 10% of the site area. The proposed park is intended to expand the contiguous open space currently located on the adjacent TCHC property, which is currently designated *Parks* in the City OP. Such expansion may be a potential means to expand the existing Flemington Park and trail immediately to the south of the subject site. In addition, the proposal may also provide an opportunity to combine the proposed parkland with

the TCHC open space, and the approved park at 25 St. Dennis Drive, for a consolidated and contiguous park space.

- A 540 sq. m. Privately Owned Publicly Accessible Space (POPS) is proposed at the southeast portion of the site adjacent to the proposed outdoor amenity space. The POPS features include articulated hardscaping, plantings, seating areas, and a public art feature. The proposed POPS will be integrated with the walkway network, sidewalk and proposed park to serve as a contiguous landscaped pedestrian network and provide animation to the streetscape and public realm. The POPS creates prominence and high visibility at this corner location.
- Responding to a City of Toronto initiative, the revised proposal includes the elimination of the right-turn through lane from Deauville Lane to Grenoble Drive, further expanding the landscaping within the public boulevard next to the proposed POPS. Furthermore, this will help enhance pedestrian safety at the northwest corner of the intersection.
- Driveway access to and from the loading and underground parking garage continues to be provided from Deauville Lane, at the northeast boundary of the subject site. The loading/servicing operations and garage entrance in this location consolidates driveway access and minimizes the driveway length such that additional landscaping can be provided along the north boundary of the subject site.
- The proposal includes one (1) Type “G” loading space and one (1) Type “C” loading space. All back of house operations are internalized into the proposed building so that these activities are not visible from the street or sidewalk.
- The number of proposed parking spaces has been reduced from 525 spaces to 202 spaces by reducing the number of underground parking levels from 4 levels to 2 levels. Each building (West Tower and East Tower) will have a separate elevator lobby to access the levels above. A total of 150 parking spaces are allocated for resident use. 11 parking spaces are allocated for visitor and car share use. Two (2) short-term pick-up and drop-off parking spaces are provided at grade immediately west of the proposed loading area. Parking levels are distributed as follows:

Level	Residential	Visitor
Ground	2 short-term pick-up and drop-off spaces	
P1	51	11 (including 4 reserved for car share)
P2	138	0
Subtotal	189	11
TOTAL	202	

- 1,112 bicycle parking spaces are provided. The distribution of bicycle parking is as follows:

Type	No. of Bicycle Parking Spaces
Residential Long Term	918

Residential Short Term	194
------------------------	-----

All long-term bicycle parking will be located within parking level P1 and all short-term bicycle parking will be located at grade. 130 short-term spaces are located within the building, and 64 short-term spaces are located outside the building.

- The bike storage area on the P1 level will be enhanced to partially function as an amenity space with the inclusion of lockers, bike-wash and repair facilities. A combined stairway and ramp access, and dedicated bike elevators are proposed to provide easy access for bicycles into the space.
- A Green Roof of 579.26 sq.m. is proposed on the roof of the West tower and a Green Roof of 579.89 sq.m. is proposed on the roof of the East tower, totaling 1,159.15 sq.m. for both towers.
- The proposal is seeking to pursue Tier 2 of the Toronto Green Standards (v3) and further details will be determined as part of the Site Plan process.

Planning Analysis

The subject site is located within four (4) *Major Transit Station Areas (MTSA)*, as defined by the Growth Plan, in which intensive forms of growth are targeted. It is located 450 m east of the planned Flemingdon Park Station on the Ontario Line at Don Mills Road and within 800 m of an additional station at the Ontario Science Centre, which is expected to be a mobility hub with multiple transportation modes (subway, LRT and bus) at Eglinton Avenue East and Don Mills Road. In addition, the subject site is approximately 690 m from the Aga Khan Park and Museum LRT on the Eglinton Crosstown LRT line.

The subject site is designated *Apartment Neighbourhoods* on Map 20 of the City OP, a designation where tall apartment buildings are permitted. The subject site is adjacent to *Parks* (to the west) and *Apartment Neighbourhoods* (to the north, east and south) designations. As such, the height, scale and overall design of the proposed two towers of 39 storeys is appropriate in this context, and is in keeping with the existing and planned character of this part of the City.

Further to the above policy context, on December 14, 2022, Council adopted the 2023 Housing Action Plan as recommended by Mayor Tory, with a goal of meeting or exceeding the provincial housing target of 285,000 new homes over the next 10 years for both market, non-market and hybrid housing production. This is a strong indication of Council's latest direction to prioritize housing creation in the City of Toronto. The proposal includes a total of 966 units, an addition of 857 units from what previously existed on the subject site. Out of the total proposed units, 110 units are rental units, with 109 replacing units in the existing building and one (1) unit proposed as a new affordable rental unit.

The overall height of the proposed towers have been reduced from 43 (West Tower) and 41 (East Tower) storeys to 39 storeys for both towers. This reduces the total height of the two

towers, including the mechanical penthouse, from 144 m (West Tower) and 137 m (East Tower) to 135.8 m for both towers. In addition, the larger separation distance of 30 m between the proposed towers further enhances light view and privacy considerations on site and for the broader neighbourhood.

The height, massing and other urban design features of this proposal continue to be carefully and thoughtfully deployed in consideration of the interrelationship of the surrounding area context with the subject site. The proposed redevelopment continues to create a well-designed, high quality residential building on this underutilized site, offering a range of residential unit types and tenures, and amenities contribute to the surrounding community.

Small-scale retail uses are permitted in *Apartment Neighbourhoods* per policy 4.2.1. of the City OP. As such, a 'bike café and repair shop' has been proposed at grade at the southeast corner of the subject site. This added use will enhance the safety and animation of Deauville Lane and Grenoble Drive, in accordance with policy 4.2.2.g) of the City OP, will be an amenity to the site and area residents, and will be a potential gathering space. Additionally, it will further promote and support the use of bicycles as an alternative to vehicular travel.

The parking supply has been reduced from 522 parking spaces to 202 parking spaces, of which 189 are for residents and 11 are for visitors. On October 12, 2022, the Ontario Land Tribunal (OLT) issued an order approving By-law 89-2022, amending Zoning By-law 569-2013 with reduced parking rate requirements for automobiles. Given the subject site is within four (4) MTSAs and has similar characteristics of the Yonge-Eglinton Secondary Plan area as further detailed in the Response to Transportation Comments letter prepared by RJ Burnside, dated February 8, 2023, the proposal will be providing parking rates in accordance with "Parking Area A" of By-law 89-2022. Parking Area A requires that visitor parking be provided at a rate of 0.01 parking spaces/unit plus 2 spaces. This results in a minimum visitor parking requirement of 11 spaces, which the proposal has met.

Further to the above, it is our opinion that the proposed parking standard is appropriate for this context as there are existing dedicated bike lanes along Grenoble Drive and Deauville Lane which already support and promote cycling.

With respect to open space, the proposed building replaces the footprint of the existing building and its surface parking lot. Although the soft landscaping portions are reduced in size they are more programmable and usable spaces. The landscaped spaces that currently exist on the subject site include largely grassy areas with minimal landscaping and little to no seating. The proposed outdoor amenity space located centrally at the front of the podium building and includes: barbeque stations, picnic tables and lounge seating. The proposed 540 sq. m. POPS proposed at the southeast portion of the site features articulated hardscaping, plantings, and seating areas. This POPS area is strategically located on the south side of the building, adjacent to the corner intersection. As such this generous open space area, which will be publicly accessible will benefit from considerable sunlight, and has the potential to be adjacent to, and augment, the City's streetscaping and replacement of the drive through lane with further landscaped open space.

In our opinion, the subject proposal continues to meet the applicable policies of the City OP and the intent and direction of the various City guideline documents.

Conclusions

This Planning Addendum Letter summarizes the built form revisions made to the proposal.

The Provincial policies contained in the PPS and Growth Plan actively promote and encourage compact urban form, intensification, optimization of the existing land base and infrastructure, and development which will take better advantage of existing public transit. It is through increased density that derives support for the significant public investment in rapid transit and encourages the use of alternative modes of transportation such as public transit, walking, and cycling. We conclude that the revised proposal continues to advance the policy imperatives expressed in these two Provincial policy documents, and is therefore consistent with the PPS and conforms with the Growth Plan.

In addition, the revised proposal conforms with, and satisfies, the applicable Official Plan policies related to Healthy Neighbourhoods, *Apartment Neighbourhoods*, Housing, Public Realm and Built Form, as reviewed in this Planning Addendum Letter and in the original Planning Report. The proposal also generally satisfies the visions for the subject site as expressed in the applicable City guidelines for tall buildings. As such, it has been demonstrated that the subject site can appropriately accommodate the height and density proposed. In view of this, the subject proposal is an appropriate development for this location and will be compatible and fitting with the existing and planned context of the subject site.

For the reasons stated above, it is our opinion that the revised proposal represents good planning, is in the public interest, satisfies the policies of the Province and it appropriately implements the City's Official Plan. We therefore recommend approval of this revised proposal to both City staff and City Council. If you have any questions or require additional information, please do not hesitate to contact Valentina Chu at ext. 2105 or the undersigned at 416-523-4598.

Yours truly,

GOLDBERG GROUP



Michael Goldberg MCIP, RPP
Principal

cc. Tenblock