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July 10, 2023

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Community Planning
North York District
5100 Yonge Street
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Dear Sir:

**RE: Planning Addendum Letter
48 Grenoble Drive, City of Toronto
File No. 22 127125 NNY 16 OZ; 22 127161 NNY 16 RH
4th Submission**

Introduction

We are the planning consultants for Tenblock, the 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. The proposal was resubmitted in February 2023 with reduced tower heights of 39-storeys in an effort to address stakeholder comments, and in part, to achieve an expedited planning approvals process. A subsequent scoped resubmission was filed in May 2023 to address specific engineering comments. In consideration of recent local and provincial housing policy initiatives, we are providing this ZBA resubmission, which increases the height of the West Tower back to 43-storeys while the East Tower will remain the same at 39-storeys.

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, and the Planning Addendum Letter dated February 2023 should be treated as companion documents to this Planning Addendum Letter.

Revised Proposal

The revised proposal is shown on the architectural plans prepared by Diamond Schmitt, dated July 10, 2023, being submitted as part of this resubmission.

A summary of the revised proposal is outlined as follows:

Table 1 - Site and Development Statistics			
	Initial Submission March 21, 2022	2nd Submission February 8, 2023	4th Submission July 13, 2023
Site Area	6,749 sq.m. (1.6 ac.)	6,749 sq.m. (1.6 ac.)	6,749 sq.m. (1.6 ac.)
Proposed Residential GFA	67,942 sq.m.	67,603 sq.m.	74,509 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.	74,717 sq.m.
Parkland Dedication	676 sq.m.	676 sq.m.	676 sq.m.
POPS	490 sq.m.	540 sq.m.	540 sq.m.
West Tower Floorplate	790 sq.m.	790 sq.m.	835 sq.m.
East Tower Floorplate	790 sq.m.	790 sq.m.	790 sq.m.
Floor Space Index	10.1	10.0	11.1
Market Dwelling Units	884	856	956
One-bedroom	566	543	604
Two-bedroom	225	217	232
Three-bedroom	83	96	111
Townhouse units	10	0	9
Rental Replacement Units	109	110	109
One-bedroom	50	49	49
Two-bedroom	59	61	60
Three-bedroom	0	0	0
Amenity Space	3,978 sq.m.	3,981 sq.m.	4,227 sq.m.
Indoor Amenity Space	1,988 sq. m. (2.0 sq. m./unit)	1,975 sq.m. (2.0 sq.m./unit)	2,097 sq. m. (1.97 sq. m./unit)
Outdoor Amenity Space	1,990 sq. m. (2.0 sq. m. /unit)	2,048 sq.m. (2.1 sq.m./unit)	2,130 sq. m. (2.0 sq. m. /unit)
Height	43 storeys (West Tower) 41 storeys (East Tower)	39 storeys (West Tower) 39 storeys (East Tower)	43 storeys (West Tower) 39 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)	140.8 m (West Tower) 128.8 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)	148.4 m (West Tower) 136.4 m (East Tower)
Parking	522	202	194
Resident	471	189	180
Visitor	51	11	14 (including 2 pick-up/ drop-off spaces)
Bicycle Parking	1,094	1,112	1227
Long Term	894	918	1013
Short Term	200	194	214

Other key features of the revised proposal include the following:

- The revised redevelopment is a mixed-use residential building with two towers of 39-storeys (East Tower) and 43-storeys (West Tower), connected by a 6-storey podium (Podium Building), and three (3) levels of shared underground parking. The proposal includes a residential GFA of 74,509 sq.m. and a non-residential GFA of 208 sq.m., a total GFA of 74,717 sq.m..

- The 2nd resubmission was for two towers of 39-storeys. The revised redevelopment proposal is in keeping with the original proposal for the west tower (43-storeys) and is in keeping with the February 2023 resubmission for the east tower (39-storeys). The height of the two towers, including the mechanical penthouses (MPH), is 136.4 m for the East Tower and 148.4 m for the West Tower.
- The total number of proposed residential units have been increased from a total of 966 residential units to 1,066, of which 109 units replace the existing 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.
- 18 residential units are proposed to be added to each of the penthouse levels on both towers in response to the utilization of a Geothermal energy system being proposed as part of this resubmission. The Geothermal energy system requires significantly less space within the mechanical penthouse. The residential units located within the penthouse levels provides an optimized use of GFA within the proposed building footprint while contributing to an increase in the City's housing stock, as supported by recent provincial and municipal housing initiatives. The addition of the units within the penthouse levels does not change the overall height of the mechanical penthouse levels as compared to the previous submission and will not result in any adverse impacts to the surrounding area as a result.
- The following built form measures have been incorporated into the revised redevelopment to maximize sunlight on site and ensure an enhanced fit and compatibility with the surrounding neighbourhood:
 - The setbacks at the ground level remain and have not changed from the previous submission. Key setbacks include 5 – 19 m from the south property line (Grenoble Drive), a minimum of 3 m from the east property line (Deauville Lane), a minimum of 7.5 m from the rear yard (north), and 5 m from the west side yard to the proposed parkland dedication.
 - The separation distance between the West and East towers remains at approximately 30 m. The orientation and setbacks of the towers are generally unchanged with the exception of a minor decrease to the west tower setback above the podium by 2 m from the rear yard to the north. This minor decreased setback is imperceptible from the public realm, allows for a more efficient building layout and does not result in any adverse impacts.
 - The tower floorplate for the East Tower continues to be proposed at 790 sq.m., and the West Tower is proposed at 835 sq.m.. This larger floorplate size is

mitigated by the large size of the subject site, the very generous setbacks and landscaping on site, the adequate tower separation distances between the two towers, and the context of the area with very large tower footprints, including the approval to the immediate west.

- The ground floor generally remains the same as compared to the previous submission.
- The proposed dwelling units at-grade towards the west of the proposed building remain and include 9, 2-bedroom replacement townhouse units facing the proposed parkland dedication area and 3, 1-bedroom replacement units facing north. Each unit is accessible from the internal corridor on the ground floor.
- Residential Amenity space is provided as follows and is to be shared between the residents of both towers:
 - 2,130 sq.m. (2.0 sq.m./unit) of outdoor amenity space; and
 - 2,097 sq.m. (1.97 sq.m./unit) of indoor amenity space.
- The amenity rate provided generally meets the requirements and the amenity space provided will be augmented by the generous POPS and parkland spaces available in the immediate surrounding area. The revised development continues to propose 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. Additional indoor amenity space is located at the northeast corner of the subject site at grade and on the mezzanine level. There are two indoor amenity spaces located on the 7th floor to be shared between the West and East Towers surrounded by a shared 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 and programming will be developed through the SPA 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.
- The proposal continues to include a 540 sq. m. Privately Owned Publicly Accessible Space (POPS) 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 is prominently located and highly visible and accessible at this corner location.

- Responding to a City of Toronto initiative, the revised proposal continues to include the elimination of the right-turn through lane from Deauville Lane to Grenoble Drive, further expanding the public 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 202 spaces to 194 spaces. Each building (West Tower and East Tower) will have a separate elevator lobby to access the levels above. A total of 180 parking spaces are allocated for resident use. Fourteen (14) parking spaces, including two (2) spaces for pick-up/drop-off are allocated for visitor and car share use. The 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	42	12 (including 4 reserved for car share)
P2	113	0
P3	25	0
Subtotal	180	14
TOTAL		194

- 1,227 bicycle parking spaces are provided, exceeding the By-law requirements. The distribution of bicycle parking is as follows:

Type	No. of Bicycle Parking Spaces
Residential Long Term	1013
Residential Short Term	214

All long-term bicycle parking will be located within parking level P1 and all short-term bicycle parking will be located at grade. 142 short-term spaces are located within the building, and 72 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 697.20 sq.m. is proposed on the roof of the West Tower and a Green Roof of 656.5 sq.m. is proposed on the roof of the East Tower, totaling 1,353.7 sq.m. for both towers.
- The proposal continues to seek to pursue Tier 2 of the Toronto Green Standards (v3) and further details will be determined as part of the SPA stage.

Below we provide our planning opinion concerning the revised proposal. Our original Planning Report dated March 2022 and the subsequent Planning Addendum dated February 2023 should be treated as companion documents to this Planning Addendum Letter.

Planning Analysis

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). As such, the height, scale and overall design of the proposed two towers of 43- and 39- storeys remains appropriate in this context and is in keeping with the existing and planned character of this part of the City.

Official Plan Amendment 575, as adopted by City Council on July 19, 2022 adds a new chapter to the City Official Plan to implement a framework to facilitate transit-supportive development through the delineation of *Major Transit Station Areas (MTSAs)*. New Site and Area Specific Policies (SASPs) are to be adopted for each *MTSA* identified.

The subject site is identified within multiple *MTSA's* as defined by the Growth Plan including the Flemington Park Ontario Line Station, the Aga Khan Park and Museum LRT Station, and

the Science Centre LRT and Ontario Line Stations. The site is located within SASP 768 of the Flemington Park Ontario Line Station as adopted through OPA 575 which identifies minimum population and employment density targets. Existing and new developments within this *MTSA* are planned for a minimum population and employment target of 200 residents and jobs combined per hectare. As such, a redevelopment such as the proposal is illustrative of transit-supportive intensification that supports and implements this municipal policy.

The site is located within convenient walking distance of four (4) rapid transit stations along the LRT and the Ontario Lines, located along Don Mills Road and Eglinton Avenue. Once complete, these stations will provide direct access to the *Downtown* and other areas of the City.

The additional height of the proposed West Tower is responsive to the latest and more recent Provincial and City policy announcements promoting increased housing supply in locations well serviced by transit. It is also responsive to the available space of this tower and the appropriate standards that are being applied to it.

The existing, approved and proposed tall buildings in the surrounding area range in height with approvals of up to 48-storeys, and recent proposals of up to 55-storeys in height. This subject site is located within a transit-oriented community comprised of a mix of uses and designations. The neighbourhood will continue to evolve as a complete community and as an excellent place to create more housing given the presented employment opportunities, service amenities, and the excellent access to planned rapid transit. In addition, the subject site is a large urban site which enables a proposal that provides appropriate setbacks and stepbacks, including a 30 m separation distances between the towers, while providing a generous parkland and a POPS to serve the community and residents.

Section 4.6 of the Provincial Policy Statement (PPS) requires each planning application to be viewed through the lens of the most up to date PPS, independent and irrespective of, an approved Official Plan for the City or for an area. This is a deliberate policy of the PPS to ensure that local official plans and zoning by-laws are up to date and are consistent with the latest PPS and Provincial policy.

Since this application was originally filed, a number of policy changes have taken place which are germane to the planning consideration of this current proposal. These changes include:

- The coming into force of Bill 23, *More Homes Built Faster Act* (2022);
- The housing initiatives of the Province and the City, including the City's Housing pledge recently approved by City Council to facilitate the creation of 285,000 new homes by 2031;
- The City's approval of the Flemington Park *MTSA* which the subject site is located within;

- The release by the Province of a draft Provincial Planning Statement (PPS). This version of the PPS consolidates the policies of the PPS and the Growth Plan into one (1) single PPS document. While this is not yet in force, it gives a strong indication of the housing policy thrust of the Province, and how this is to be achieved through intensification, particularly in locations well served by rapid transit.

The height, massing of the different elements, and other urban design features of this proposal have been carefully and thoughtfully deployed in consideration of the interrelationship between the surrounding area context, including existing open spaces and neighbourhoods. This includes the retail portion located at the southeast corner of the subject site which animates the corner of Deauville Lane and Grenoble Drive, the public park, and the POPS which will serve as an amenity to the building and area residents. The deployment and setbacks of the podiums will enhance the pedestrian and public realm and scale of the proposal. The proposal will create well-designed, high quality residential apartment buildings on this underutilized subject site, offering a range of residential unit types and amenities that are compatible with its surrounding area context.

The parking supply is provided generally in accordance with the parking rates set out within “Parking Zone A” (PZA) of By-law 89-2022. Although identified as All Other Areas of the City in the parent by-law, upon discussion with Transportation Services Staff it was agreed that the subject site should be re-designated to PZA. Given its location approximately 400 metres from a future (and under construction) Ontario Line subway station, the lowest parking requirements are appropriate. As such, visitor and accessible parking rates have been applied according to PZA. With respect to resident parking, it remains the opinion of the applicant’s transportation expert that the proposed parking provision of 180 spaces is appropriate given the subject site’s excellent access to multiple modes of transportation, including the future rapid transit stations and the existing dedicated bike lanes along Grenoble Drive and Deauville Lane. The justification for the parking rates is detailed further in the Response to Transportation Comments letter, dated February 2023 and the updated Addendum dated July 13, 2023 prepared by RJ Burnside.

Conclusions

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 advantage of existing public transit. It is increased density that supports 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 the 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 intent of the applicable Official Plan 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 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 Talia Ocean at ext. 2110 or the undesignated at ext. 2100.

Yours truly,

GOLDBERG GROUP

A handwritten signature in blue ink, appearing to read "M. Goldberg", is written over a faint rectangular stamp.

Michael S. Goldberg MCIP, RPP
Principal

cc. Tenblock