



GOLDBERG GROUP LAND USE PLANNING AND DEVELOPMENT
2098 AVENUE ROAD, TORONTO, ONTARIO M5M 4A8

PLANNING REPORT

ZONING BY-LAW AMENDMENT AND SITE PLAN CONTROL APPLICATIONS FOR RESIDENTIAL APARTMENT BUILDINGS

48 Grenoble Drive

CITY OF TORONTO

PREPARED FOR: Tenblock

March 2022

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1.0 Introduction

Goldberg Group has been retained by Tenblock (Owner) to prepare a Block Context Plan in support of a Zoning By-law Amendment (ZBA) application for the property municipally known as 48 Grenoble Drive (the “subject site”). Goldberg Group have also prepared the Planning Report, which should be read in conjunction with this report, and forms part of the applications submission materials.

A Block Context Plan is a recent requirement under Official Plan Amendment (OPA) 479. OPA 479 was adopted by City Council on December 17, 2019 and approved by the Minister of Municipal Affairs and Housing on September 11, 2020. OPA 479 amended the Public Realm policies, specifically Section 3.1.1 of the Official Plan.

The Block Context Plan Terms of Reference (June 2019) details that the Block Context Plan include a conceptual and comprehensive idea of development on the block and a framework to evaluate proposed development. This document will illustrate and analyze the development proposal in both the existing and planned context for a broader area surrounding the subject site, regarding the layout and design of public streets and other pedestrian and cycling connections, parks and open spaces, and built form issues such as building type, location, site organization, and massing. The report includes an inventory, assessment and understanding of the physical features of the existing site context including recently approved and active development applications. This report also includes an inventory of the planned context including land use designations, existing zoning, and other relevant planned context considerations from site specific or city-wide guidelines. The plan will demonstrate how the proposal is in conformity with Official Plan (“OP”) policy, anticipates community needs and contributes to good planning and urban design.

A more detailed assessment of the land use and policy framework applying to the subject site is contained within the Planning Report, prepared by Goldberg Group, and submitted under separate cover.

2.0 Description of the Proposal

Plans for the proposed redevelopment are shown in the Planning Report, submitted under separate cover.

The proposal has been conceived following a detailed consideration of the area context, the policy guidance contained by the Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (the Growth Plan), the City OP, City guideline documents, and design principles used for similar development forms. The outcome of this evaluation is, in our opinion, is a well-designed organization of the subject site which contains appropriate setbacks and a built form of appropriate height and density. In our

opinion, the proposed building is designed to be sensitive to, and fits into, this context, without adverse planning impacts on the adjacent or nearby properties.

The proposal seeks to redevelop the subject site by demolishing the existing 9-storey rental apartment building, to facilitate the construction of a residential building consisting of two towers of 41 and 43-storeys connected by a 6-storey podium building. The height of the proposed building, including the mechanical penthouse, for the west and east towers are 144.0 m and 130.0m, respectively. The proposed building has a total GFA of 67,941.0 sq.m. resulting in a Floor Space Index (FSI) of 10.1. The proposal will include a total of 993 dwelling units, including 109 rental replacement units. Rental replacement units are contained within the podium building. The proposed building will have separate main lobby entrances below and at grade for the west and east towers and the podium building. Similarly, amenity areas will be allocated to each building. Four levels of shared underground parking is provided.

A 490 sq. m Privately Owned Publicly Accessible (POPs) open space is proposed at the southeast corner of the subject site. Additional parkland (676 sq. m.) is proposed along the western boundary of the site intended to expand the existing Flemington Park and trail system adjacent to the subject site.

Some of the notable statistics of the proposed redevelopment are outlined in the following table:

Site and Building Statistics		
Site Area	6,749 sq. m. (1.67 ac.)	
Gross Floor Area (GFA)		
Total Proposed GFA (By-law 569-2013)	67,941 sq. m.	
Total Proposed FSI	10.1	
Dwelling Units	993 Units	
	Rental Replacement Units	New Dwelling Units
Studio	0	0
One-bedroom	50	566
Two-bedroom	59	225
Three-bedroom	0	83
Townhouses (3-Bedroom)	0	10
Total	109	884
Amenity	3,978 sq. m.	
Indoor Amenity Space	1,988 sq. m. (2 sq. m./unit)	
Outdoor Amenity Space	1,990 sq. m. (2 sq. m. /unit)	
Height		
Building Height (excluding MPH)	137.0 m (West Tower) 130.0 m (East Tower)	
Building Height (including MPH)	144.0 m (West Tower) 137.0 m (East Tower)	
Number of Vehicle Parking Spaces	522	
Resident	451	
Visitor	47	
Number of Bicycle Parking Spaces	1,094 spaces	
Long Term	894	
Short Term	200	

3.0 Description of the Subject Site and Surrounding Area Context

The subject site is an irregularly shaped corner lot, with a site area of 6,749 sq. m (1.67 ac or 0.67 ha) in size, and has a frontage of approximately 85 m on Grenoble Drive and approximately 60 m on Deauville Lane. The subject site is legally described as Part of Block G2 Registered Plan M-834 City of Toronto.

The subject site is designated *Apartment Neighbourhoods* in the City of Toronto Official Plan (City OP) on Map 20 – Land Use Plan, a designation where apartments are permitted subject to development criteria and policies of the City OP. The subject site is located within the Flemingdon Park neighbourhood, an area that is currently experiencing significant growth and development in close proximity to existing and planned transit infrastructure (ie. Eglinton Crosstown LRT and Ontario Line). The existing and approved built form context of the area ranges from 1960s slab-style apartment buildings to recent development approvals of up to 46 storeys in height. The proposed development fits appropriately within this context. In addition, low-scale built form exists throughout the neighbourhood, having compatibly co-existed with higher-density forms of development for decades. The existing and evolving surrounding land use context is indicative of the built form typology and intensity of redevelopment intended and anticipated for areas in close proximity to major transit infrastructure.

Figure 1 illustrates the building heights and area context surrounding the subject site, and **Figure 2** shows the subject site and Block Context Area. **Figure 3** shows the circulation network in proximity to the subject site. **Figures 4 - 7** illustrate the existing at-grade circulation patterns. **Figure 8** shows the City of Toronto Official Plan Land Uses and the Block Context Plan including potential redevelopment scenarios as further described below. **Figure 9** is the existing Site Survey, **Figure 10** is the proposed Site Plan for the subject applications, and **Figure 11 – 14** provide the Ground Floor Plan and shadow studies.

The following details the land uses and building fabric within the study area:

- Immediately to the north of the subject site is 10 Deauville Lane (Glenyan Manor) a 7-storey social housing building, owned and operated by the TCHC. Access to this property is provided from a driveway along the southern boundary of the site. Further north, at 29 St. Dennis Drive, is a 2-storey Community Centre, Dennis R. Timbrell Resource and Community Centre, which includes a public library branch and aquatic facilities.
- Immediately west of the subject site is a shallow valley containing a surface parking lot for the Community Centre and a pedestrian path leading under Grenoble Drive to Flemingdon Park. Adjacent to this area is 25 St. Dennis Drive, a through lot with frontage on both St. Dennis Drive and Grenoble Drive. Currently containing a 17-storey rental apartment building, a recently approved development application includes a 12-storey building fronting St. Dennis Drive and Grenoble Drive.

Currently containing a 17-storey rental apartment building, a recently approved development application includes a 12-storey building fronting St. Dennis Drive and a 37-storey tower fronting on Grenoble Drive. The existing building will remain. The proposal has a total FSI of 3.83. Parkland dedication is located at the southeastern portion of the site, aligning with the parkland dedication of the proposed 48 Grenoble Drive redevelopment.

- Immediately south of the subject site is Grenoble Drive, a two-lane collector road, with an approximate right-of-way of 20 m. Further south, on the southwest corner of Grenoble Drive and Deauville Lane at 45 Grenoble Drive, is a 28-storey rental apartment building with an open space on the southern portion of the site. Further south, at 5 Dufresne Court is an additional 28-storey rental apartment building.
- Immediately east of the subject site is Deauville Lane, a two-lane collector road with a right of way width of approximately 21 m. Further, on the east side of Deauville Lane (1 and 5 Deauville Lane) are two (2) existing 7-storey apartment buildings. 5 Deauville Lane (Deauville Place) provides affordable housing for seniors and individuals with disabilities, in addition to active living programming for seniors.

Figure 3 illustrates the existing circulation patterns as follows:

The subject site is well served by public transportation. The subject site is located within 800 m of four (4) *major transit station areas (MTSAs)*. It is approximately 650 m from the Aga Khan Park Museum LRT Station and 750 m from the Science Centre LRT Station. The Science Centre LRT station is intended to be a mobility hub, that includes a stop on the planned Ontario Line. The subject site is approximately 500 m east of the planned Flemingdon Park station on the Ontario Line Station (approximately 5-minute walk). The Eglinton Crosstown LRT connects with the broader transit network including TTC Line 1 at Yonge Street, approximately 5 km west of the subject and other surface transit routes.

The subject site is serviced by the following surface transit routes and closest bus stops are as follows:

Table 1 – Surface Transit Route Summary

Route	Direction	Days and Hours of Operation**	Peak Period Frequency*	Closest Bus Stop (m)
100 Flemingdon	north-south	5:06 AM – 1:17 AM, Mon. to Fri. 6:14 AM – 1:32 AM, Saturday 7:20 AM – 1:20 AM, Sunday	AM: 6 mins PM: 7 mins	50 m
34C Eglinton (Eglinton East to Flemingdon Park)	east-west	5:45 AM – 1:44 AM, Mon. to Fri. 6:29 AM – 1:45 AM, Saturday 7:47 AM – 1:43 AM, Sunday	AM: 15 mins PM: 10-15 mins	50 m
25 Don Mills	north-south	4:40 AM – 7:08 PM, Mon. to Fri. 4:40 AM – 1:49 AM, Sat. to Sun.	AM: 6 mins PM: 5 mins	450 m
925 Don Mills Express	north-south	5:58 AM – 10:03 PM, Mon. to Fri. 7:12 AM – 7:05 PM, Sat. 7:16 AM – 7:00 PM, Sun.	9 mins	450 m

325 Don Mills	north-south	1:24 AM – 4:24 AM, Overnight 7 days a week	30 mins	450 m
403 Don Mills (South Don Mills Community Bus)	North-south	10:08 AM – 4:15 PM, Mon. to Fri.	75 Minutes	50 m

*AM Peak period refers to 6:00 to 9:00 AM and PM Peak period refers to 3:00 to 7:00 PM on weekdays.

** Hours of operation are approximate and based on route schedules on the TTC website.

The proposed development represents the next generation of intensification of an underutilized site, which is located in a transit-rich area where increased density is anticipated and planned. The proposed building offers a broad range of dwelling unit types, rental replacement units, and additional on-site amenities that are suitable and complementary to the surrounding area context.

4.0 Policy Context

The policy context that applies to the subject application is the Provincial Policy Statement 2020 (PPS), the Growth Plan for the Greater Golden Horseshoe 2020 (Growth Plan), and the City of Toronto Official Plan (City OP). In addition, regard has been given to various guideline documents including the City's Tall Building Design Guidelines of May 2013, the Growing Up Guidelines of 2020, and the Pet Friendly Guidelines of 2019. These documents are reviewed in detail in the Planning Report submitted under separate cover and relevant sections are summarized below.

City of Toronto Official Plan

The City of Toronto Official Plan (City OP), adopted by City Council in November 2002, was first granted final approval by the Ontario Municipal Board (OMB) on July 6, 2006, and subsequent dates.

Figure 8 illustrates the Land Use Designations for the properties within the Study Area in and the proposed Block Context Plan.

The subject site is designated *Apartment Neighbourhoods* on Map 20 of the City OP, which also applies to the lands in all directions save for a portion of land designated as *Parks* immediately to the north and west. There are no *Neighbourhoods* designations that abut the subject site. The closest *Neighbourhoods* designation to the subject site is located south of the subject site and west of the *Parks* designation to the southwest, and southeast of the subject site on the east side of Deauville Lane.

Section 3.1. of the City OP provides direction concerning the City's objectives relating to site development and built form, with relevant provisions found in three sub-sections: Public Realm (3.1.1), Built Form (3.1.2) and Built Form – Tall Buildings (3.1.3). The policies relate specifically to the interaction of a proposed building and the immediate surroundings of the street, neighbouring properties and any existing and planned open spaces. OPA

479 amends these policies specifically, which amendment was approved by the Minister of Municipal Affairs and Housing on September 11, 2020.

Section 3.1.1 Public Realm promotes and encourages creative approaches to achieve a well-connected, walkable, attractive, safe, functional, and accessible public realm. Development will enhance and extend, where appropriate, a high-quality public realm and support the creation of complete communities inclusive of streets, parks, and open spaces for every scale of city building.

The following is a summary of the relevant policies contained in this section of the City OP:

- The public realm is comprised of all public and private spaces to which the public has access. It is a network that includes, but is not limited to, streets and lanes, parks and open spaces, and the parts of private and public buildings that the public is invited into (3.1.1.1.);
- The public realm will provide the organizing framework and setting for development; foster complete, well-connected walkable communities and employment areas that meet the daily needs of people and support a mix of activities; support active transportation and public transit use; provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction; contribute to the identity and physical character of the City and its neighbourhoods; be functional and fit within a larger network; contribute to the City's climate resilience (3.1.1.2);
- New and existing streets will incorporate a Complete Streets approach and be designed to perform their diverse roles by balancing the needs of the various users within the right-of-way; improving the quality and convenience of active transportation options; reflecting differences in local context and character; providing building access and address, as well as amenities such as view corridors, sky view and sunlight, and serving as community destinations and public gathering places (3.1.1.6);
- Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities by providing well designed and coordinated tree planting, landscaping, amenity spaces, setbacks, green infrastructure, pedestrian-scale lighting, street furnishings and decorative paving as part of street improvements; locating and designing utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural, pedestrian and visual environment and enable the planting and growth of trees to maturity; providing unobstructed, direct and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian volumes (3.1.1.13);

- Design measures which promote pedestrian safety and security will be applied to streetscapes, lanes, parks, other public and private open spaces, and all new and renovated buildings (3.1.1.14);
- New and existing city blocks and development lots within them will be designed to expand and enhance the public realm network; have an appropriate size and configuration for the proposed land use; promote street-oriented development with buildings fronting onto and having access and address from street and park edges (3.1.1.15);

The proposed redevelopment is designed and well-articulated to frame the street edges of Grenoble Drive and Deauville Lane, and contributes to an enhanced streetscape and public realm that is compatible with existing conditions and the more recent development in the immediate surrounding area. The building proposes three main lobby entrances for the west tower, east tower and podium building.

The proposed 41- and 43-storey residential building is appropriate at this location. The height and massing of the tower and podium elements of this proposal have been carefully and thoughtfully deployed in consideration of the interrelationship of, and transition to, the surrounding area context of the subject site. The deployment of the 6-storey podium along both Grenoble Drive and Deauville Lane street frontages will enhance the pedestrian and public realm, and will attractively and comfortably interface with public realm and the broader neighbourhood context within which it is located.

The proposed development is appropriately massed and designed to be compatible with the existing and planned context of the neighbourhood and results in no adverse planning impacts. The shadow study submitted as part of this submission demonstrates that the incremental shadow resulting from the proposed development is slender, moves quickly through the landscape, and does not create an impact on any one spot for an undue length of time.

5.0 Built Form Relationship to Adjacent Lands

Appropriate built form standards and architectural design details have been employed to adequately limit new shadows, to maintain comfortable wind conditions, and to ensure adequate light and privacy.

The 41-storey tower is located towards the northeast portion of the subject site fronting onto Deauville Lane. It is setback 12.5 m from the north lot line, a minimum of 8 m from the east (Deauville Lane) lot line, 26.95 m from the proposed west tower, and 22 m from the south lot line. The 43-storey tower is located at the southwest portion of the subject site fronting onto Grenoble Drive. It is setback approximately 26 m from the north lot line, 11 m from the west lot line, 8 m from the south (Grenoble Drive) lot line. The orientation

of the towers provide for appropriate separation distances on the subject site and from adjacent properties, thereby ensuring adequate light, view, and privacy, It does not adversely affecting the potential redevelopment of adjacent properties.

From a height perspective, **Figure 1** provides the geographic distribution of the existing, approved, and proposed heights of buildings (in storeys) in the immediate and broader surrounding area of the subject site. An examination of existing building heights indicates a range of mid-rise and tall building heights in the nearby surrounding context.

The articulation of the proposed development, as reflected in part by these above mentioned setbacks and stepbacks, are aimed at achieving the objectives of the City OP.

As the shadow studies demonstrate in **Figures 12-14**, there are only minor incremental shadows cast on the nearby *Neighbourhoods* properties and the proposed park to the west. The shadow moves quickly through the landscape and does not stay on any one spot for any length of time. As such, the incremental shadow arising from the proposed building is adequately limited on the surrounding area and open spaces to ensure appropriate daylight and sky views during the daytime.

Figure 8 illustrates the future potential development blocks anticipated within the Block Context Area. Important to the consideration of this analysis are factors that would practically be considered by a landowner when determining if a site has the potential to redevelop at any given point in time. Some of these additional factors include issues relating to financing, willingness to sell, rental replacement, revenue streams of existing versus potential redeveloped product, and recency of capital expenditures to update and renovate the existing built form. As such, the following analysis, while illustrative of potential, likely poses limitations due to these extraneous factors.

Below is our analysis of the properties shown of **Figure 8** which could redevelop in the future. All sites detailed below are designated either *Apartment Neighbourhoods* or *Mixed Use Areas* and are located within a *Major Transit Station Area* (MTSA), where significant growth is planned and encouraged. Conceptual heights and setbacks of these blocks are shown in **Figure 8**.

- 10 Grenoble Drive located immediately west of 25 Grenoble Drive is a redevelopment site large enough to accommodate three well-designed tall buildings all with separation distances of 25 m and 750 sq.m. floor plates.
- An assembly of the sites further west, including 7 St. Dennis Dr. (16-storey apartment) and 200 Gateway Blvd. (17-storey apartment) is a redevelopment site large enough to accommodate two well-designed tall buildings all with separation distances that exceed 25 m and a mid-rise building fronting on Don Mills Road, at the northeast corner of Don Mills Road and Gateway Boulevard.

- The Flemington Park Shopping Centre (747-751 Don Mills Road) has potential as a viable redevelopment site with sufficient size to accommodate five high-density tall buildings in close proximity to Don Mills Road and the future planned Ontario Line - Flemington Park Station, on the opposite side of Don Mills Road. The anticipated height range potential for this block may be approximately 40-50 storeys, while maintaining minimum 25 m separation distances and maximum 750 sq.m. floor plates.
- 45 Grenoble Drive and 5 Dufresne Court, located immediately south of the subject site, consists of two 28-storey residential apartment buildings. The site is large enough to accommodate an additional tower located at the southeast portion of the Deauville Lane frontage. Heights may vary pending how the adjacent Toronto Community Housing (TCH) lands are revitalized.
- The assembly of sites to the east, including 1 Deauville Lane and 31 and 35 St. Dennis Dr., can accommodate the redevelopment of five well-designed residential towers with minimum separation distances of 25 m. These heights will also vary subject to potential redevelopment of the TCH lands.

6.0 Conclusion

It is our opinion that the proposal is in conformity with OP policy, anticipates community needs, does not prejudice the logical and orderly redevelopment of other lands in the block, and contributes to good planning and urban design.

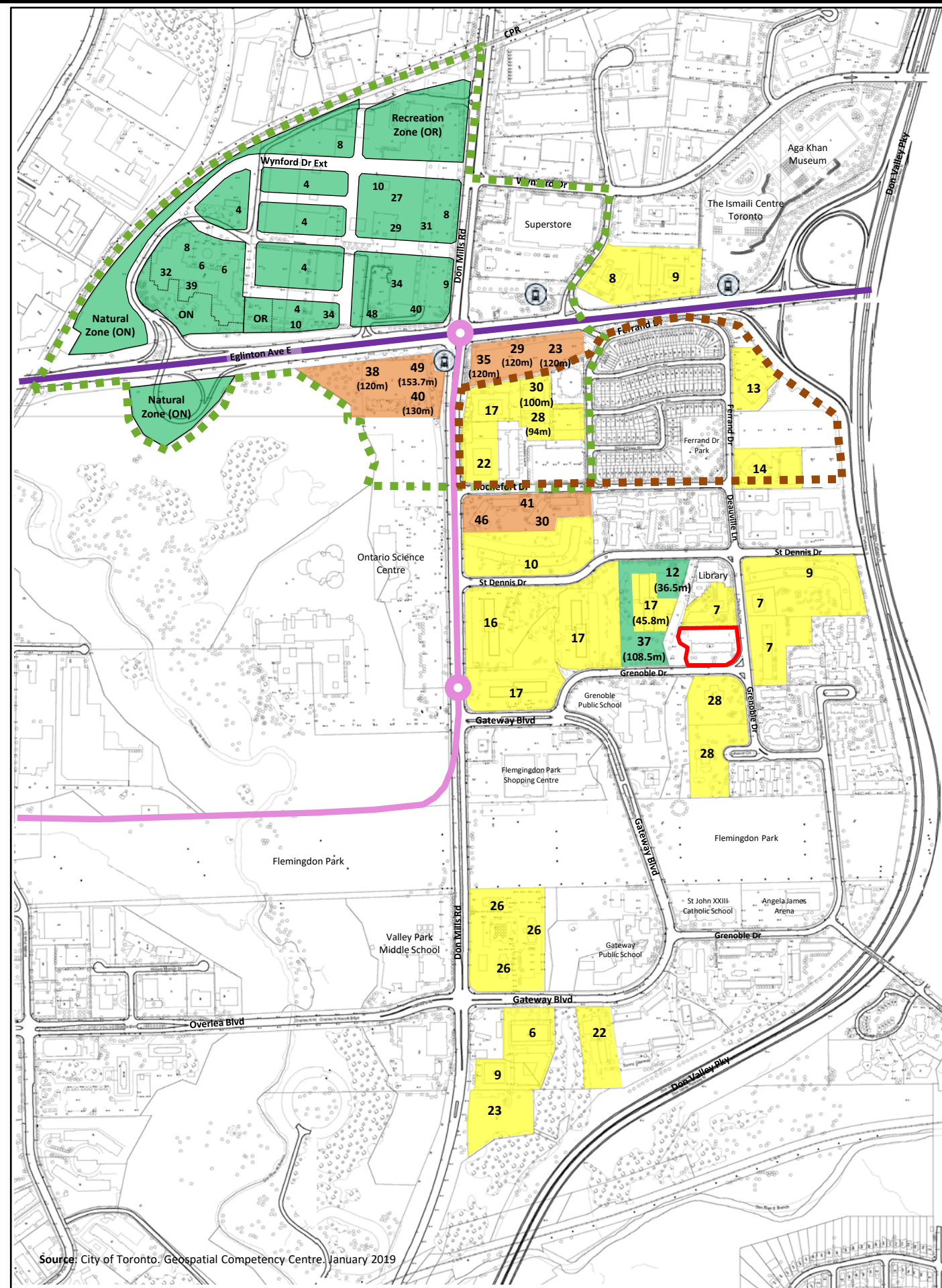
The subject ZBA application has been evaluated, from a land use planning perspective, taking into consideration the site capability, the existing and planned context, existing Provincial and Local policies, and existing guideline documents of the City.

The Provincial policies contained in the PPS and the Growth Plan promote and encourage compact urban form, intensification, optimization of the existing land base and infrastructure, and development that is *transit supportive*. In particular, the Growth Plan plans for higher densities and complete communities within areas defined as *Major Transit Station Areas*. The proposed development promotes the achievement of numerous policy directions which support intensification.

From a local planning policy perspective, the redevelopment proposal, if approved, implements, and satisfies the applicable Healthy Neighbourhoods, *Apartment Neighbourhoods*, Housing, Public Realm and Built Form provisions and policies of the City OP. It has been demonstrated that the subject site can appropriately, and compatibly accommodate the height and density proposed.

In view of the above, it is our opinion that the subject application satisfies both Provincial and City policies, it represents good planning that is in the public interest and therefore warrants the support of City Staff and the approval of City Council.

FIGURES

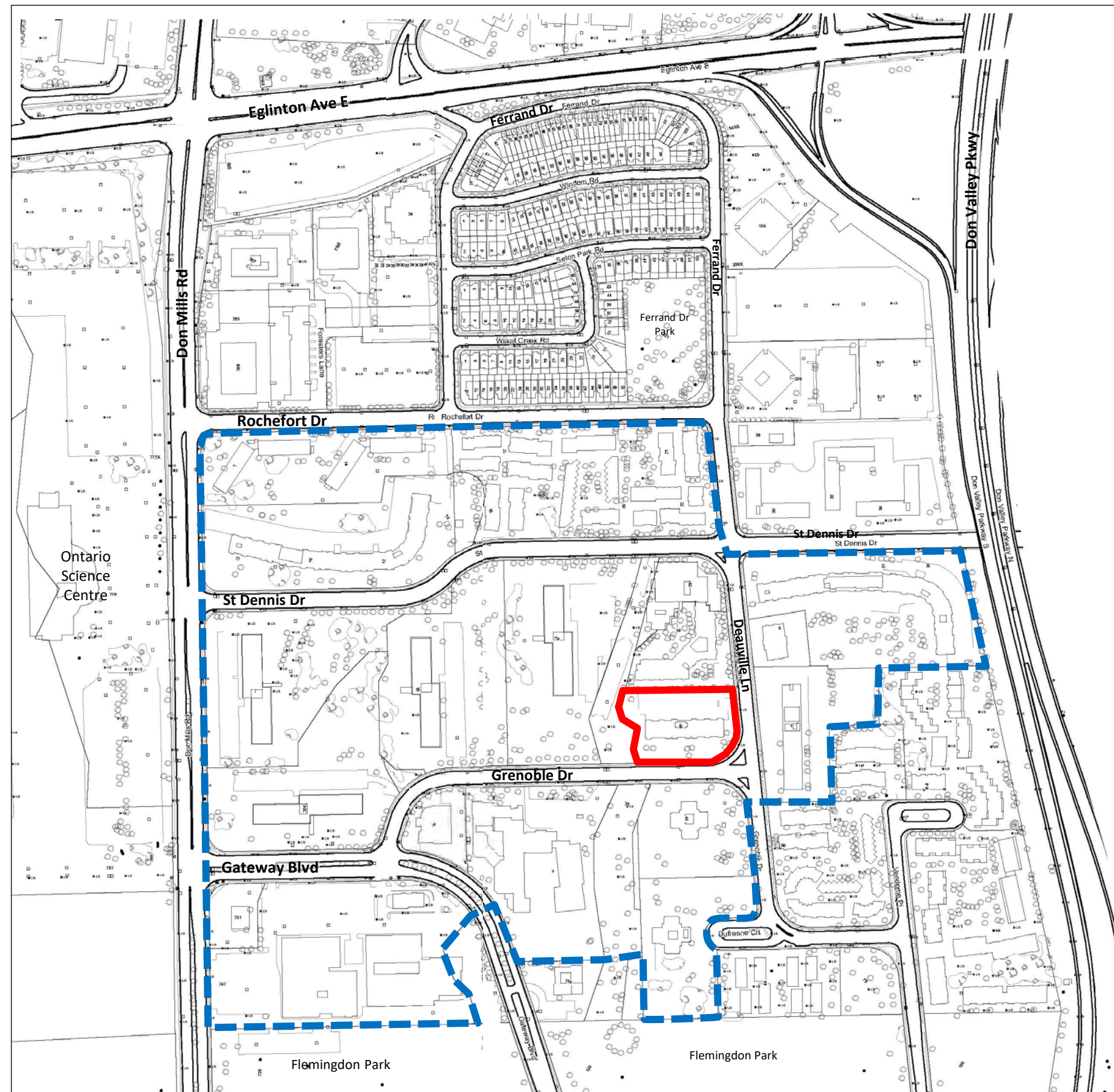


- EXISTING
- APPROVED
- PROPOSED
- #** NUMBER OF STOREYS
- (xxm)** HEIGHT IN METRES
- EGLINTON CROSSTOWN LRT
-  LRT STATION
- PROPOSED ONTARIO LINE
-  ONTARIO LINE STATION
- DON MILLS CROSSING SECONDARY PLAN
- SITE SPECIFIC POLICY 76
- SUBJECT SITE

Figure 1

CONTEXT PLAN – BUILDING HEIGHT





- SUBJECT SITE
- BLOCK CONTEXT AREA

Figure 2

SUBJECT SITE AND BLOCK CONTEXT AREA

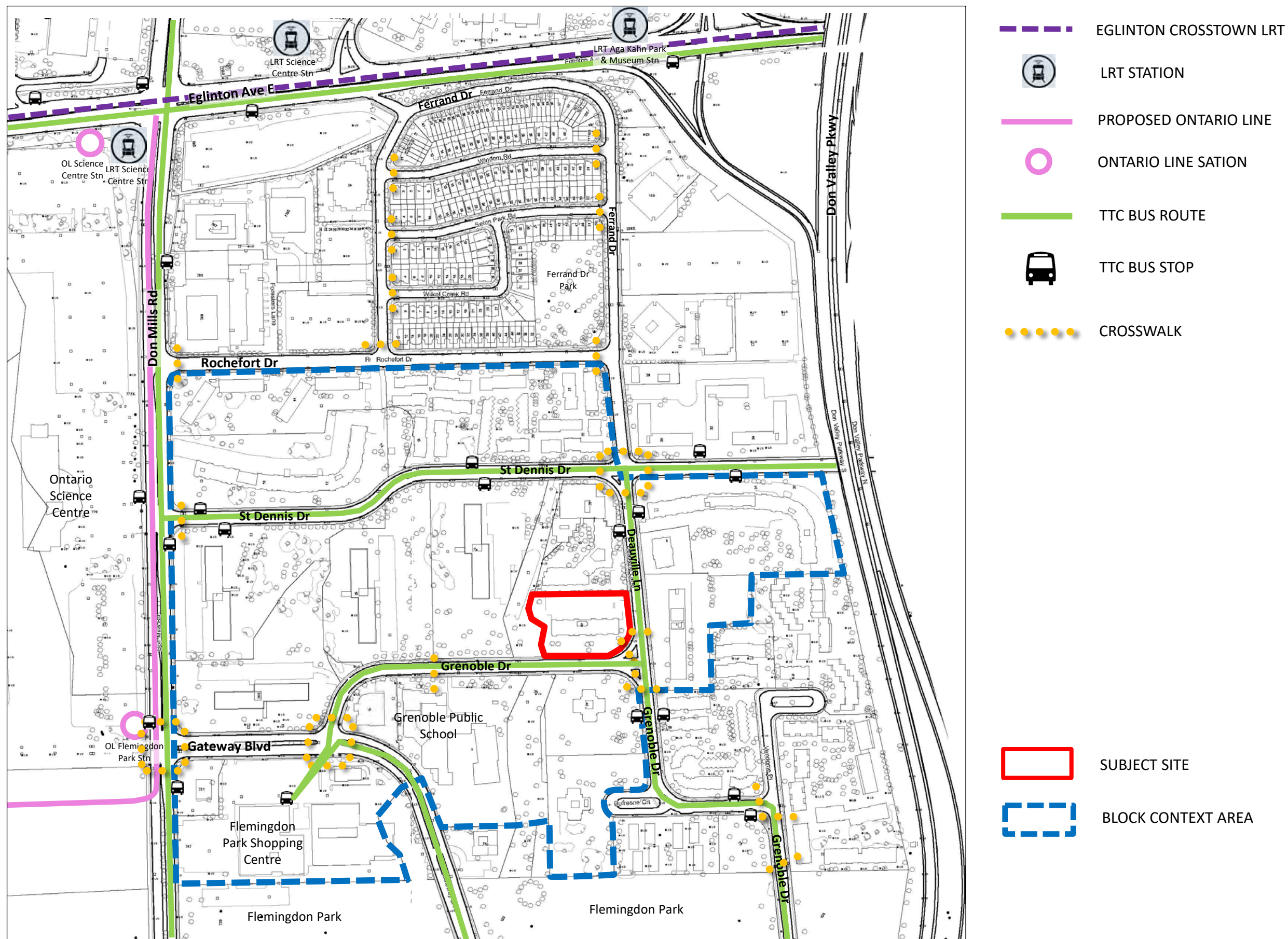
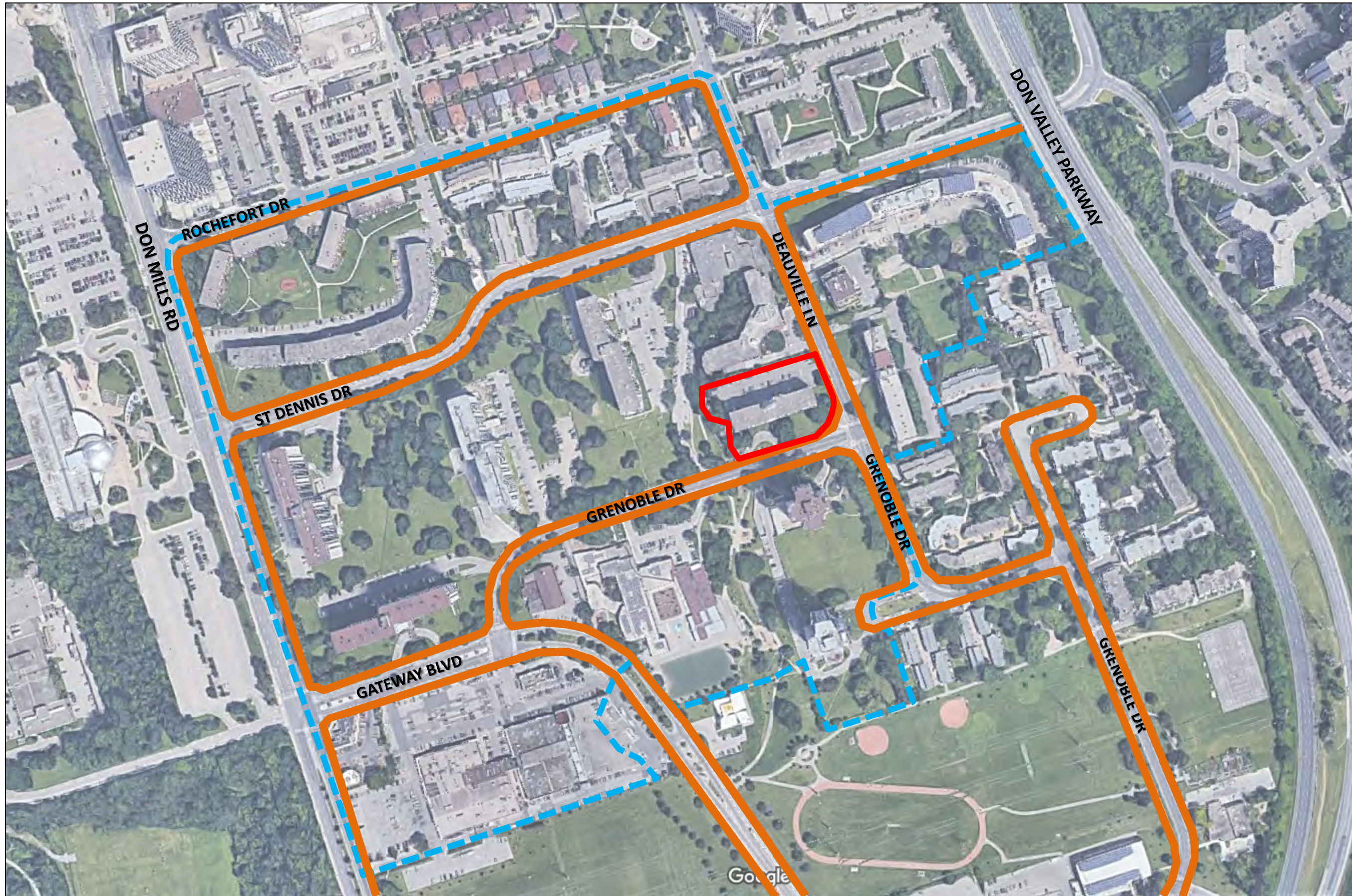


Figure 3

CIRCULATION NETWORK



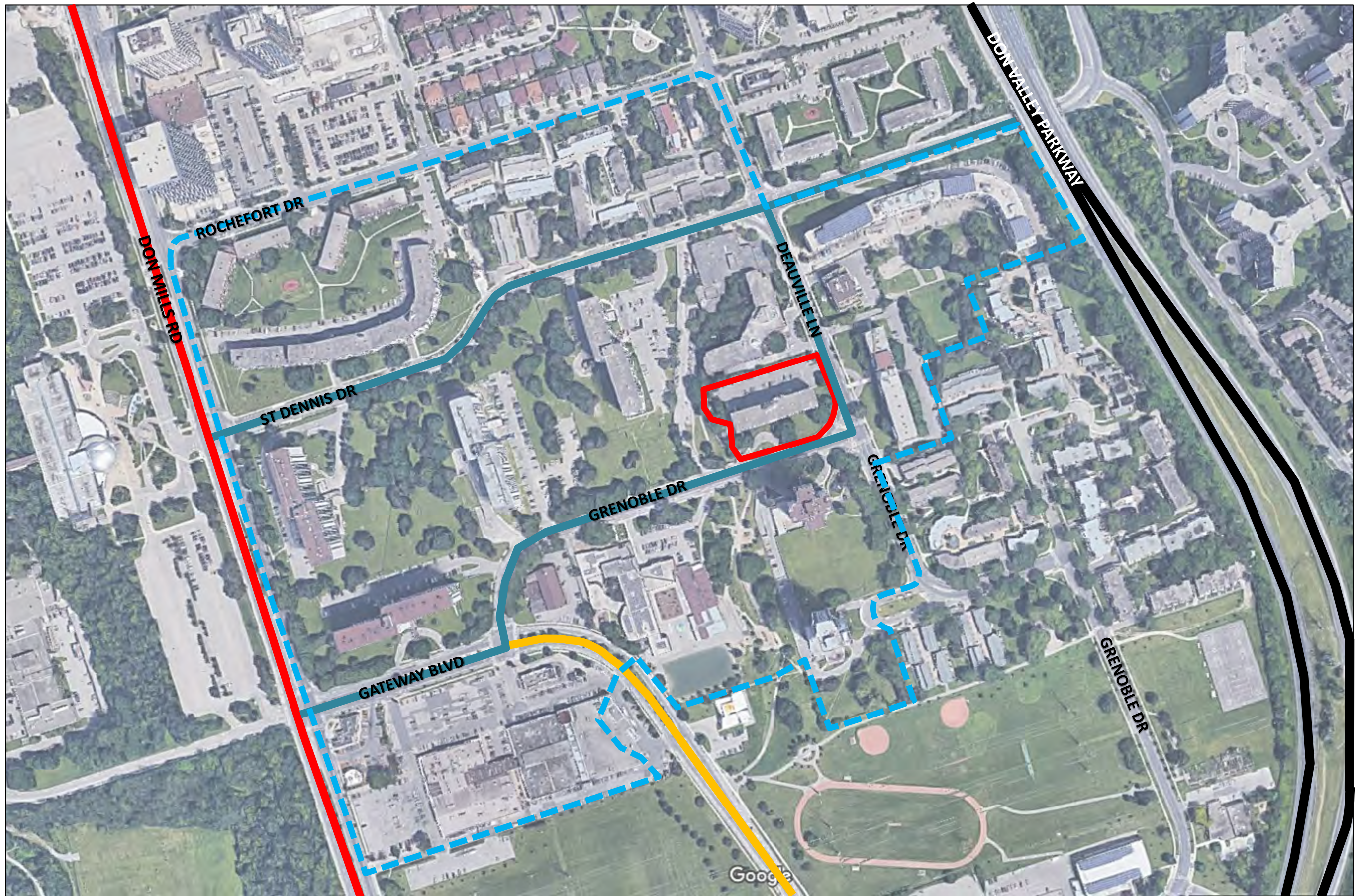
- SUBJECT SITE
- BLOCK CONTEXT AREA

Figure 4

EXISTING AT-GRADE CIRCULATION - SIDEWALKS



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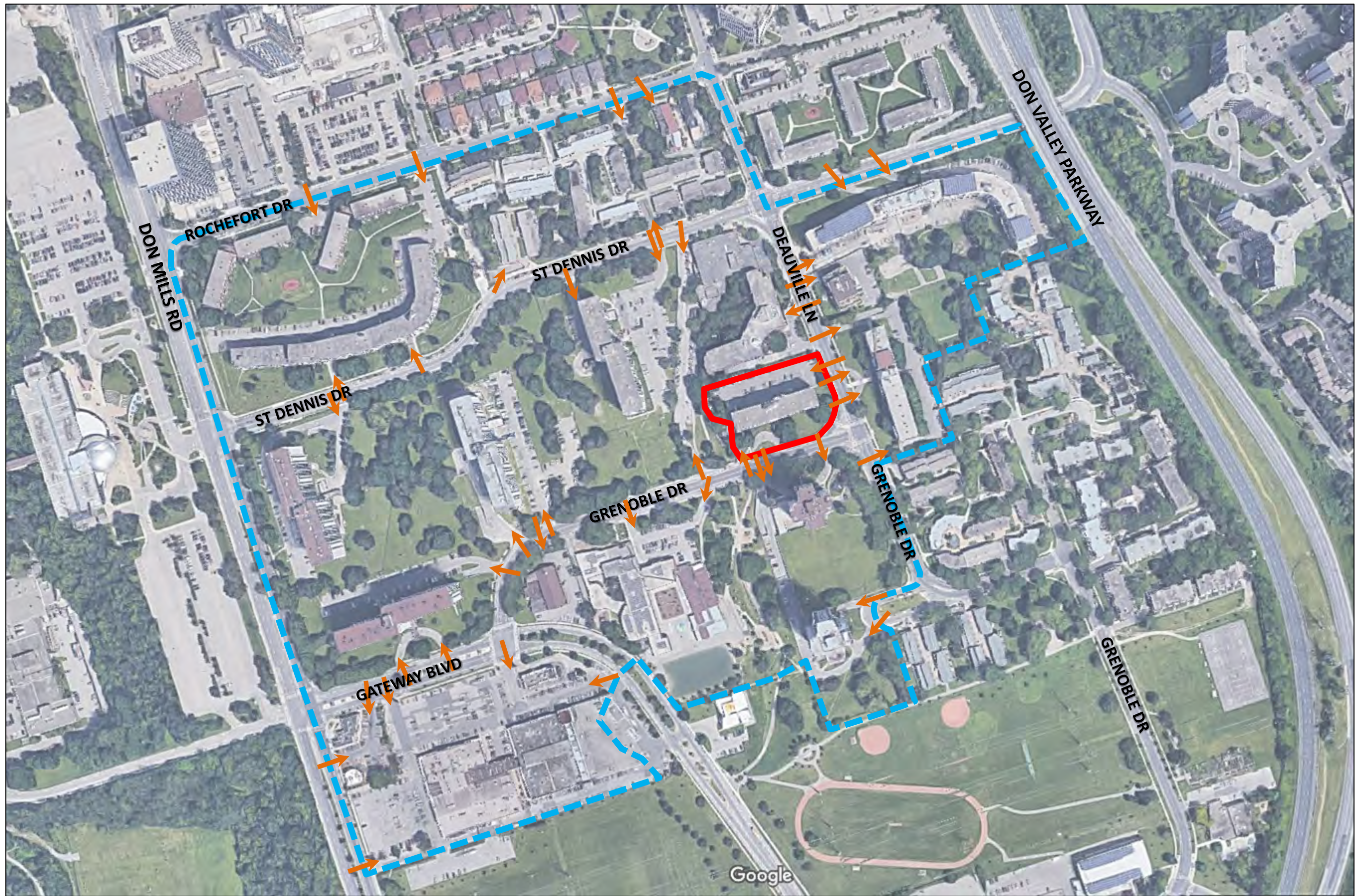
- CITY EXPRESSWAY
- MAJOR ARTERIAL
- MINOR ARTERIAL
- COLLECTOR

- SUBJECT SITE
- BLOCK CONTEXT AREA

Figure 5

EXISTING AT-GRADE CIRCULATION - ROADS

Source: google.com/maps. 2022 / City of Toronto. Transportation Services Division. Road Classification System. November 26, 2018



→ DRIVEWAY

□ SUBJECT SITE

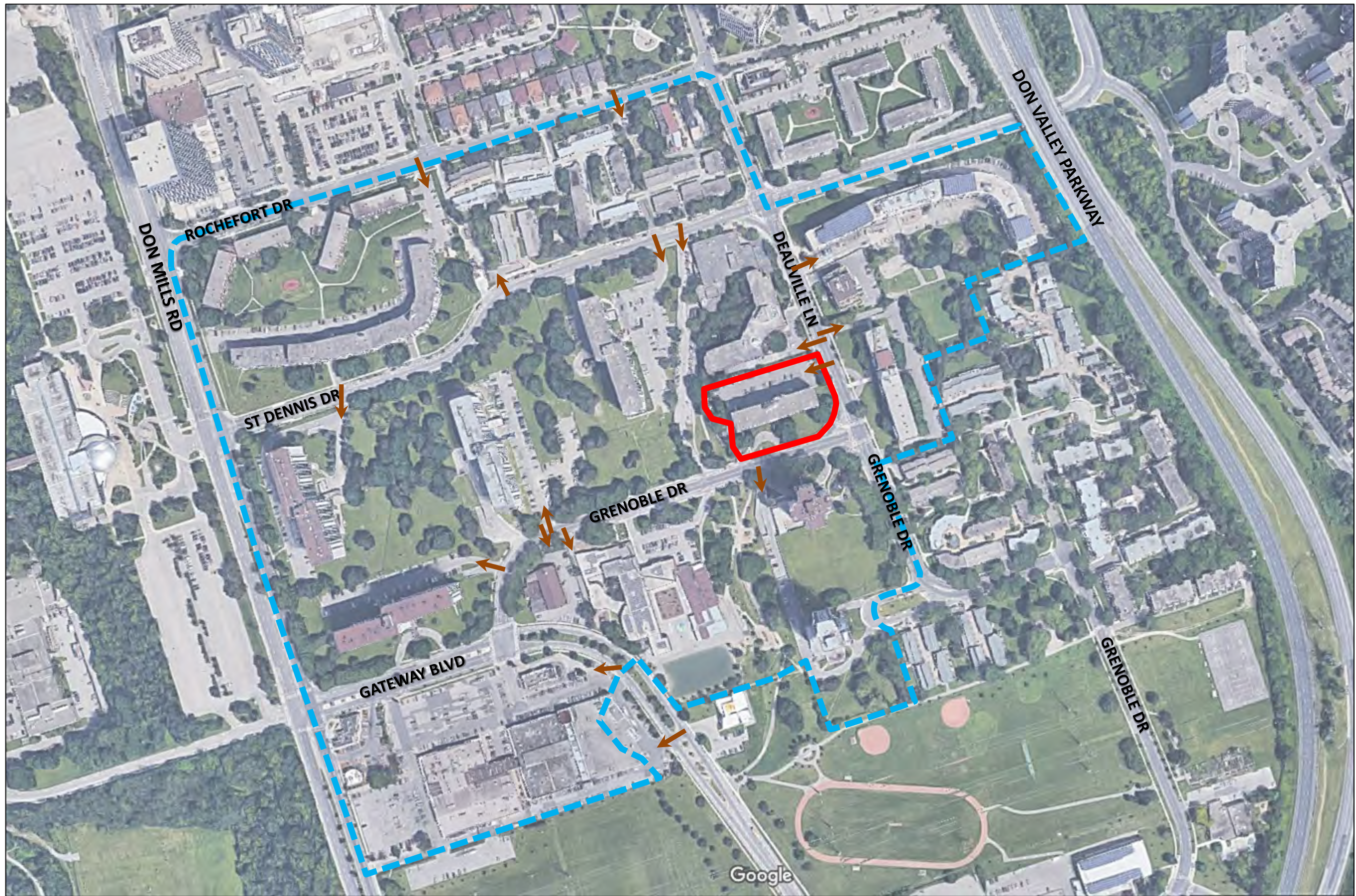
□ BLOCK CONTEXT

Figure 6

EXISTING AT-GRADE CIRCULATION - DRIVEWAYS



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 LOADING AND
SERVICING
ENTRANCES


 SUBJECT SITE


 BLOCK CONTEXT
AREA

Figure 7

EXISTING AT-GRADE CIRCULATION – LOADING AND SERVICING



**GOLDBERG
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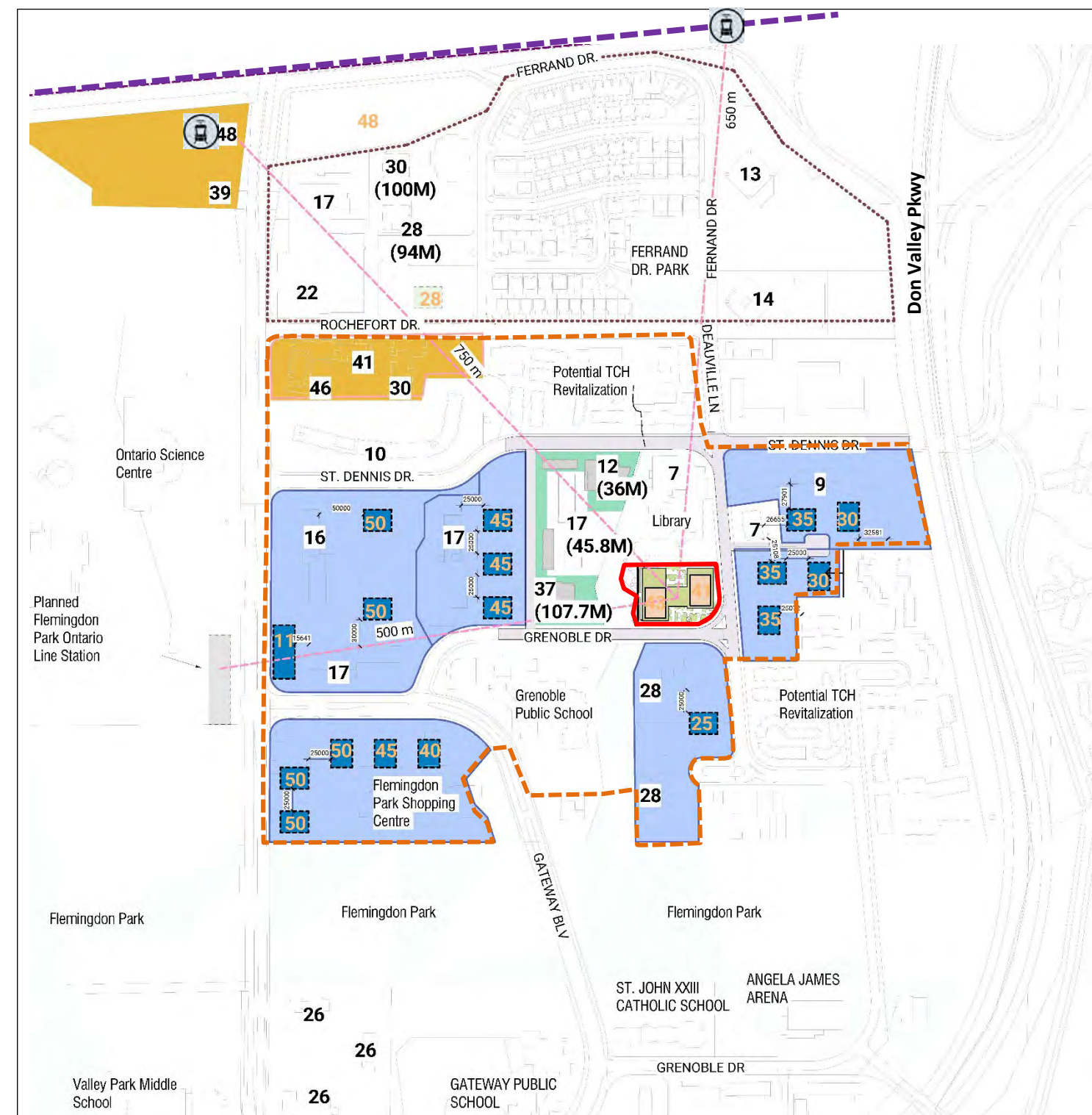
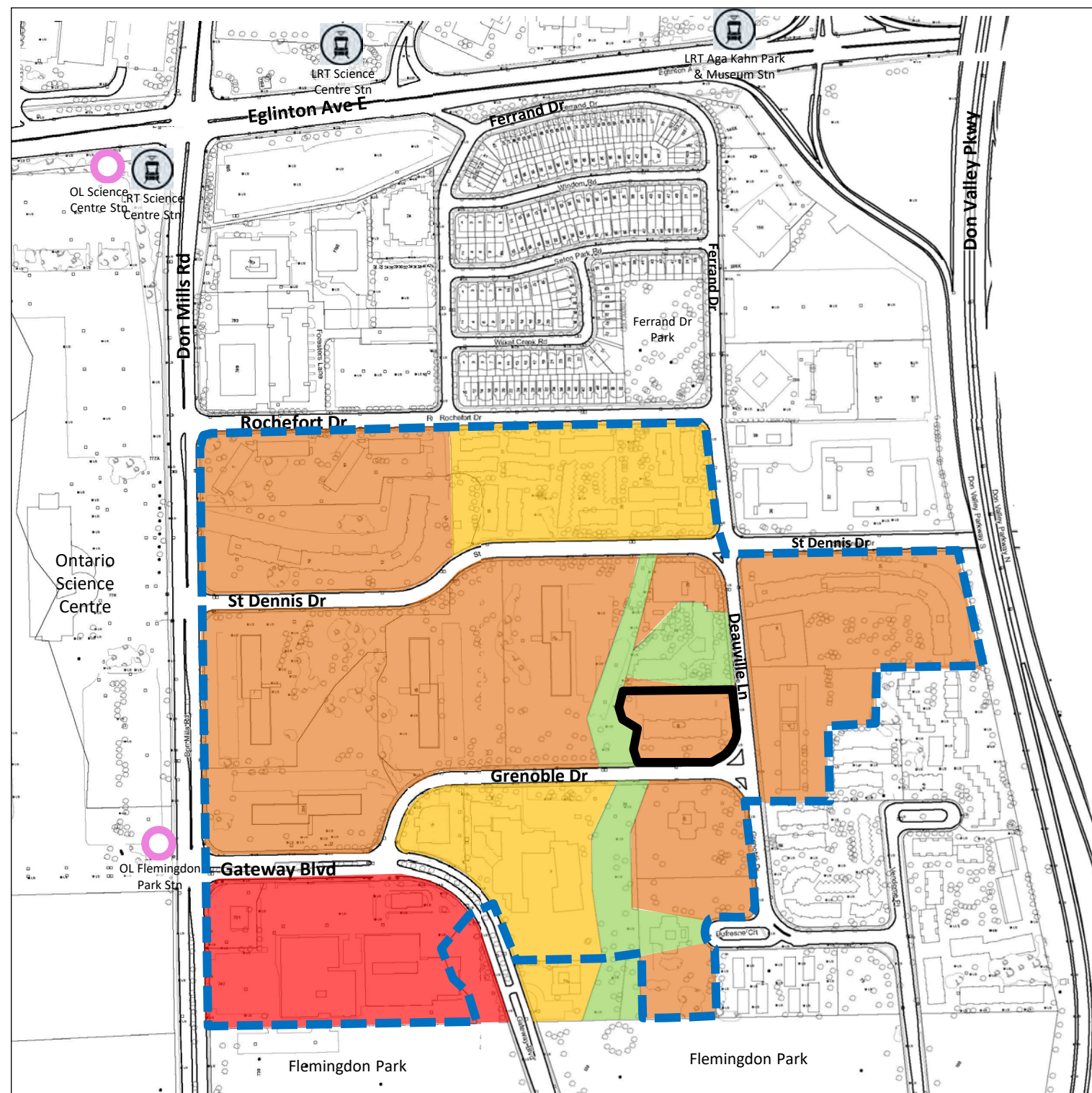


Figure 8

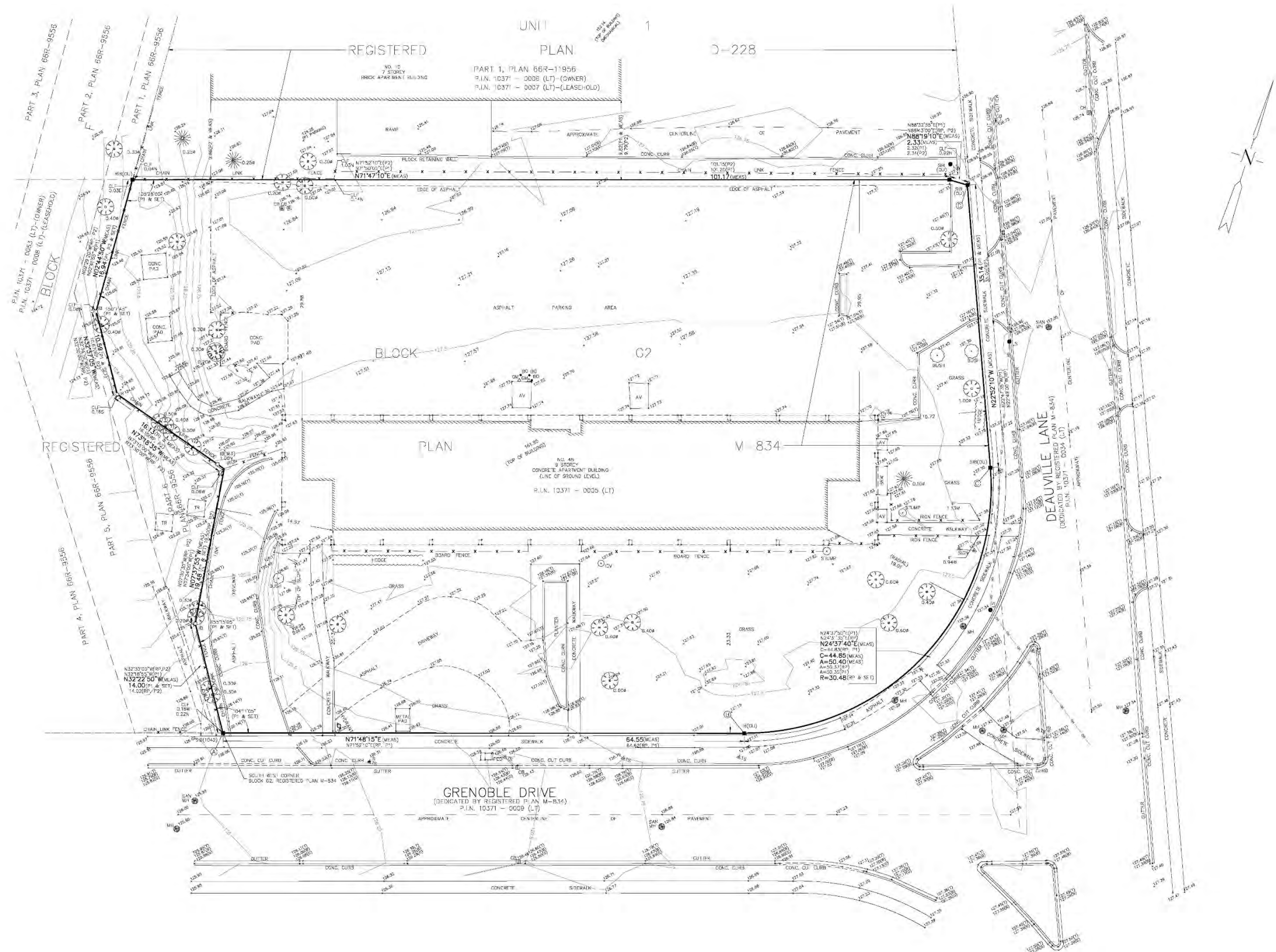


Figure 9

SITE SURVEY

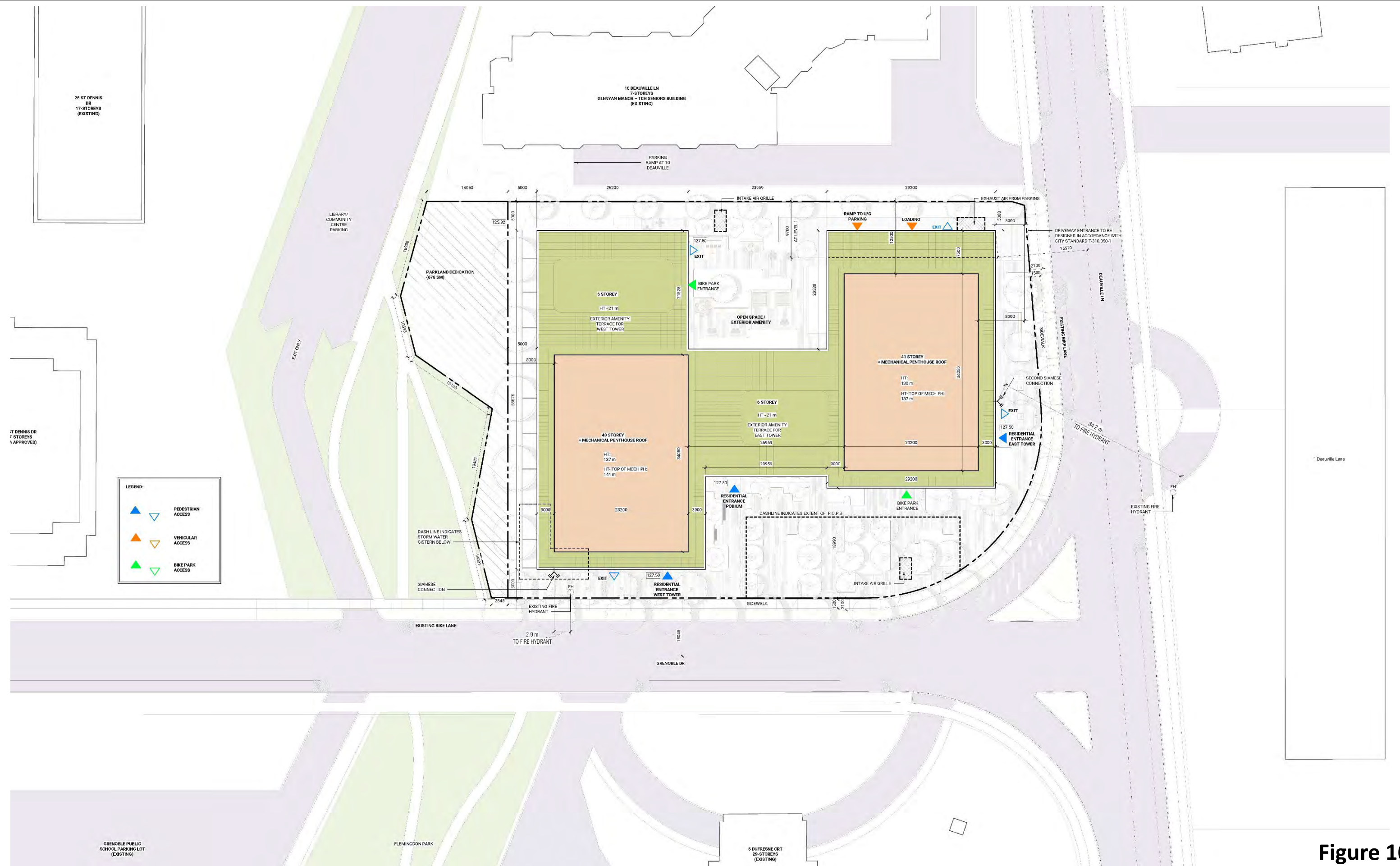


Figure 10

SITE PLAN



Figure 11

GROUND FLOOR PLAN

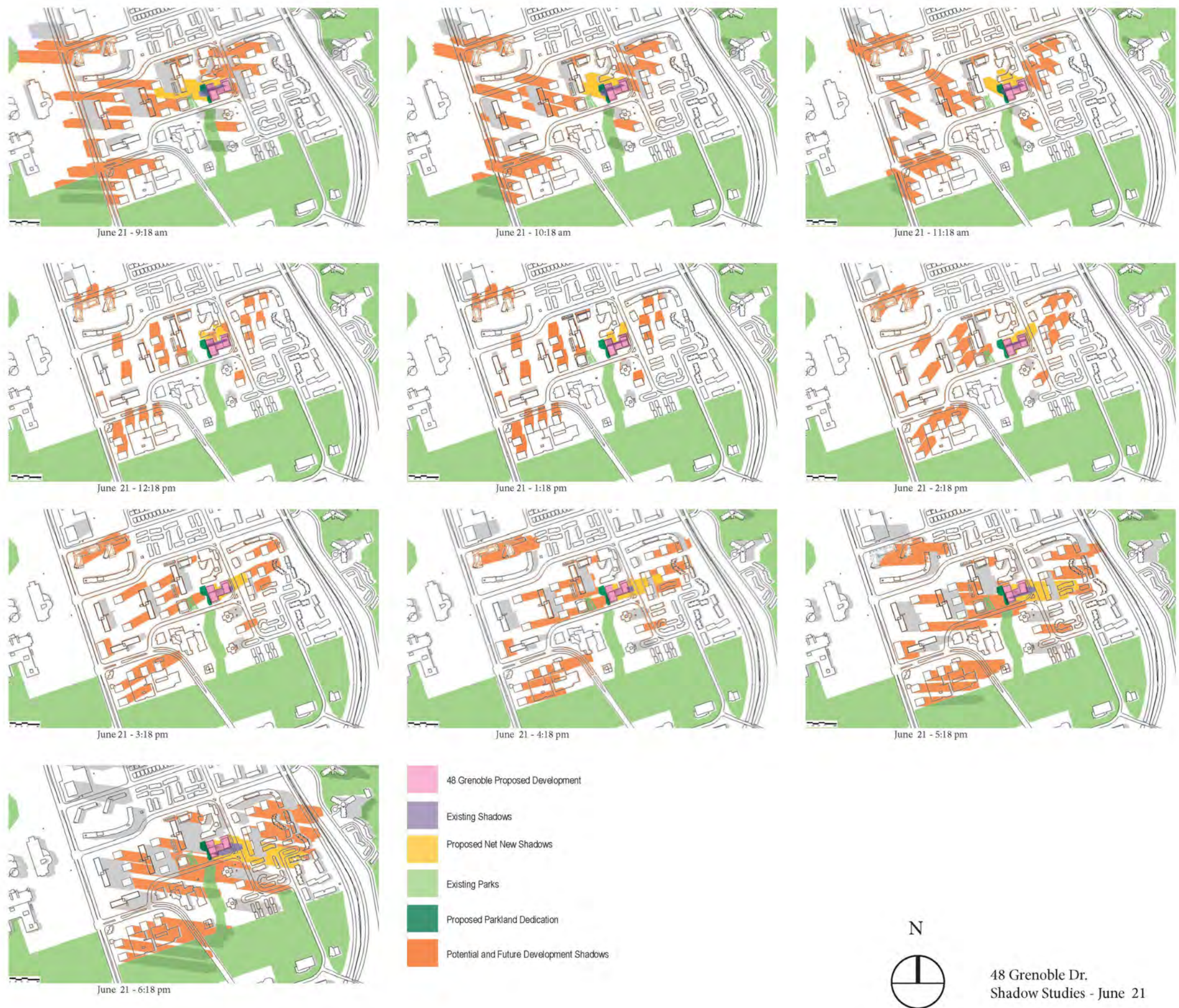


Figure 12

SHADOW STUDY – JUNE 21ST

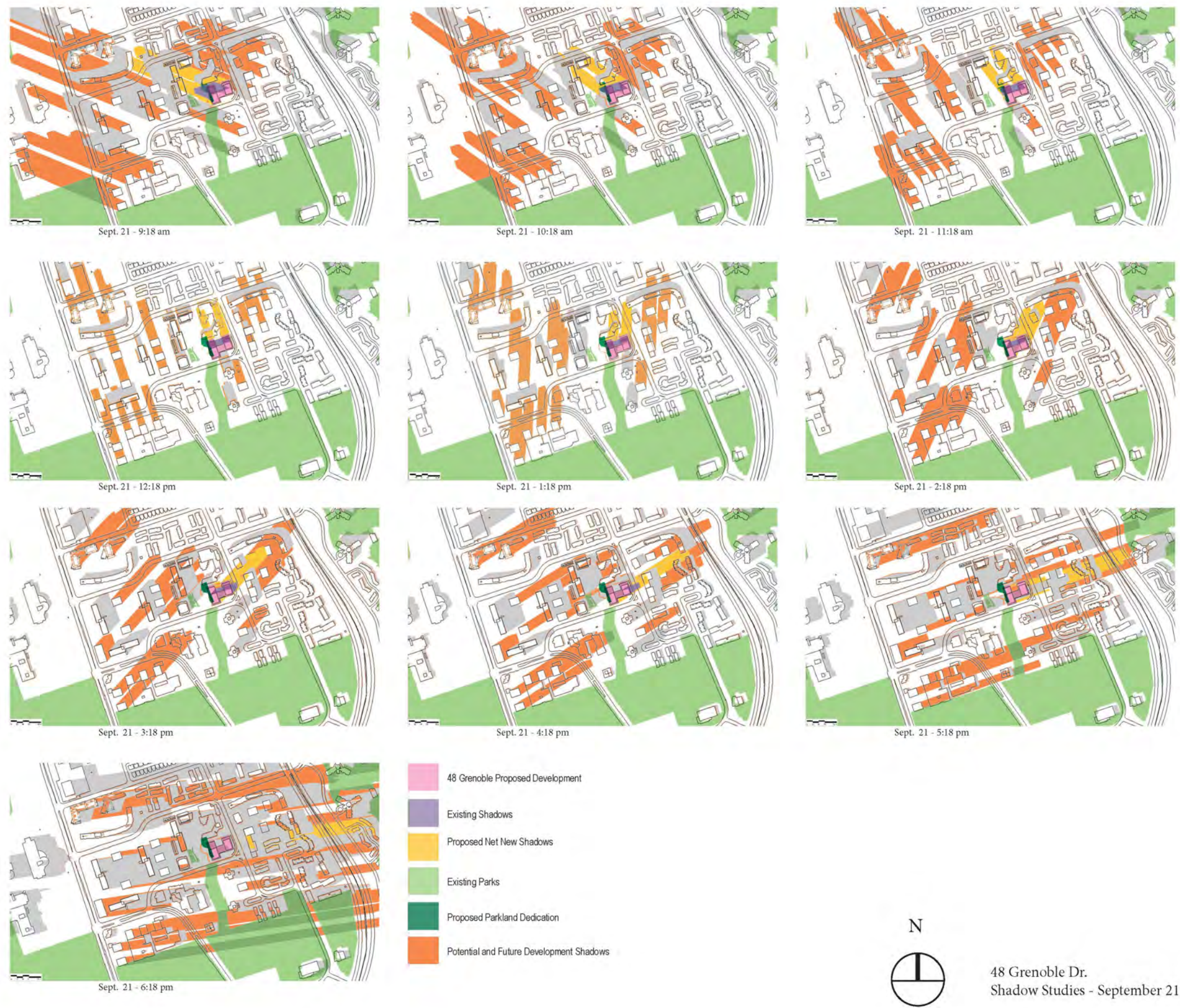


Figure 13

SHADOW STUDY – SEPTEMBER 21ST

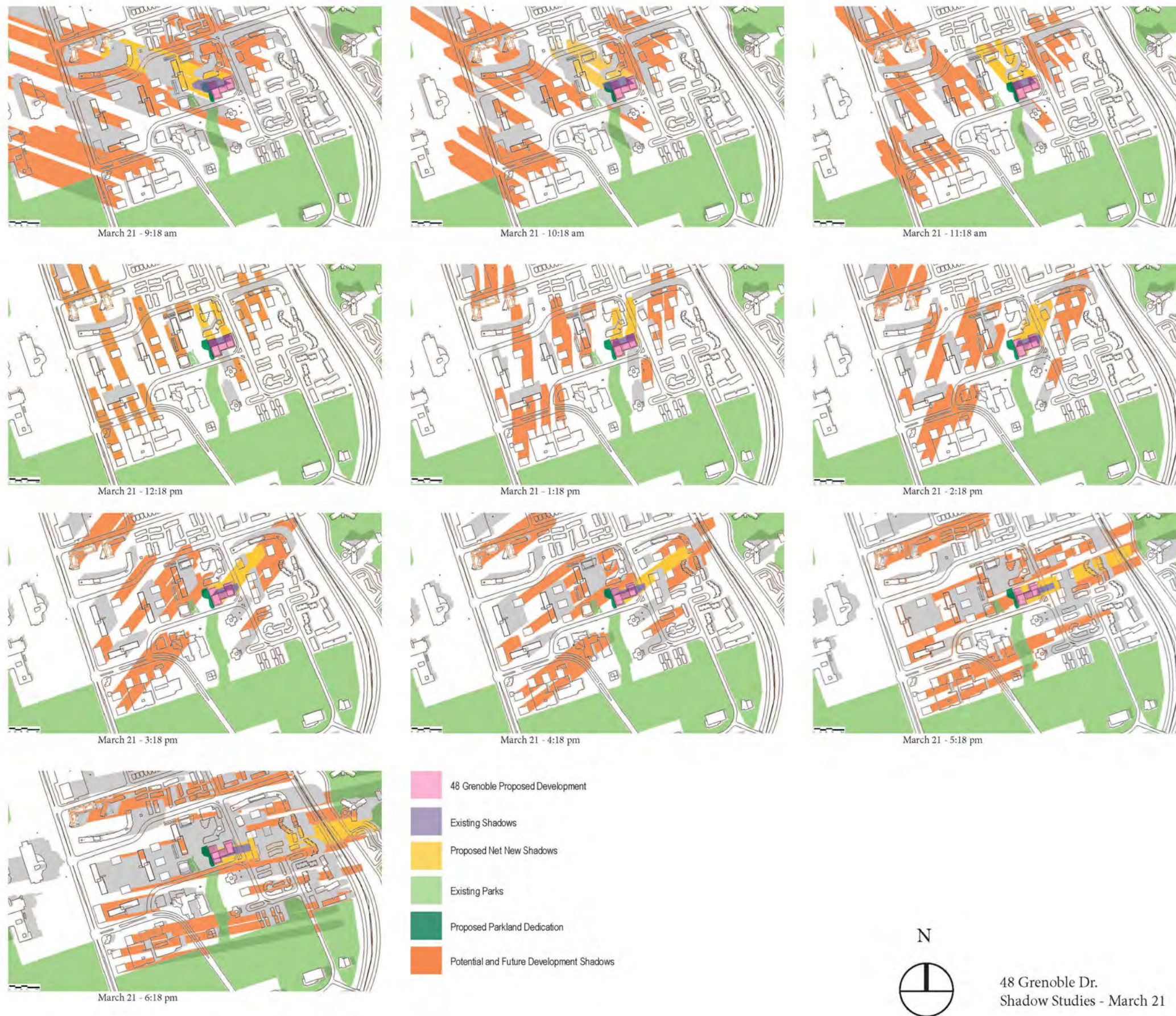


Figure 14

SHADOW STUDY – MARCH 21ST