

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

Tenblock has retained Goldberg Group as land use planners for an application to amend the Zoning By-laws (ZBA) and seek Site Plan Control approval (SPA) to permit a redevelopment of the lands municipally known as 48 Grenoble Drive (“subject site”). The proposal consists of a residential building that includes 43 and 41 storey towers connected by a 6-storey podium. The proposal has a total gross floor area of 67,941 sq. m. (calculated in accordance with By-law 569-2013) and a Floor Space Index (FSI) of 10.1 times the area of the lot. The proposal includes 993 residential dwelling units, including 109 replacement rental dwelling units, and has four levels of below grade parking.

The subject site is located on the northwest corner of Grenoble Drive and Deauville Lane, approximately 450 m east of Don Mill Road, in the Flemingdon Park Neighbourhood, in the City of Toronto (**Figure 1**). The subject site is 6,749 sq. m. (1.67 ac) in size, with approximately 87.0 m of frontage on Grenoble Drive and approximately 58.0 m along Deauville Lane. The subject site is currently occupied by an older, 9-storey slab-style residential rental apartment building that includes 109 rental dwelling units with 1 level of parking below grade and a surface parking lot. The site is accessible from two driveways along Grenoble Drive and one from Deauville Lane. The existing 109 rental dwelling units are to be wholly replaced in the proposed building, in accordance with City policies and by-laws.

This Planning Report reviews the existing land use context, the capability of the subject site within this context, and the current Provincial and Municipal policies and guidelines to support the redevelopment. Our review of the applicable land use policies and the surrounding area context, indicate, from a land use planning perspective, that the proposed redevelopment is a good and appropriate fit within the existing and planned context. It is also consistent with, conforms with, and is in keeping with applicable policies and guidelines of the Province of Ontario (Province), and the City of Toronto (City).

In addition to this Planning Report, other experts have been retained by the applicant in support of these applications, whose reports and plans are being filed under separate cover. The reports and plans being filed in support of this application include:

- Boundary and Topographical Survey, prepared by R.Avis Surveying Inc;

- Architectural Plans, Shadow Study and 3D Model, prepared by Diamond Schmitt Architects (DSAI);
- Landscape Plans, prepared by STUDIO tla Landscape Architects.;
- Photometric Lighting Plan, prepared by Smith + Andersen;
- Arborist/Tree Preservation Report, prepared by Kuntz Forestry Consulting Inc.;
- Civil Engineering Plans and Functional Servicing and Stormwater Management Report, prepared by Lithos Group Inc.;
- Transportation Report, prepared by RJ Burnside & Associates Limited;
- Geotechnical & Hydrogeological Reports, prepared by Grounded Engineering Inc.;
- Community Services and Facilities Study (CSFS), prepared by Goldberg Group;
- Housing Issues Report (HIR), prepared by Goldberg Group;
- Block Context Plan, prepared by Goldberg Group;
- Wind Study, prepared by SLR Consulting Ltd.
- Public Consultation Plan, prepared by Bousfields Inc.;
- Toronto Green Standards Checklist, prepared by Diamond Schmitt Architects (DSAI); and
- Energy Strategy Report and Energy Efficiency Memo, prepared by Footprint Engineering Inc.

To the extent applicable, these plans and reports have been used as input into the facts and opinions expressed in this Planning Report.

2.0 Location and Description of the Subject Site and Area Context

Figure 1 is the Area Context Plan showing the location, height and built form surrounding the immediate and broader surrounding area of the subject site. **Figures 2 and 3** are aerial views of the subject site. **Figure 4** identifies area developments in the area surrounding and near to the subject site. **Figure 5** is the Site Survey. **Figure 6 – 7** are Site Photos of the subject site and immediate surrounding area. **Figure 8** shows the

Official Plan Maps 3, 4 and 20. **Figure 9** are the zoning maps City of Toronto By-law 569-2013 and Former City of North York By-law 7625.

The subject site is municipally known as 48 Grenoble Drive and is located on the northwest corner of Grenoble Drive and Deauville Lane. The subject site is legally known as Part of Block G2 - Registered Plan M-834, City of Toronto.

The subject site is located in an area well serviced by existing and future/planned transit. It is approximately 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 the Eglinton Avenue East and Don Mills Road intersection. In addition, the subject site is approximately 690 m from the Aga Khan Park and Museum Light Rapid Transit (LRT) Station on the Eglinton Crosstown LRT line, which is expected to have completed construction by September 2022. The proximity to such rapid transit places the subject site within 4 *Major Transit Station Areas (MTSAs)*, all of which are within an approximate 10 – 12 minute walk. The subject site is also well-served by multiple surface transit route that operate along the major arterials of Don Mills Road and Eglinton Avenue East, but also along the local internal roads, increasing transit accessibility within the neighbourhood itself. For example, the 100 Flemingdon Park passes directly by 48 Grenoble Drive, a route that is part of the 10 Minute Network and operates 10 minutes or better, all day, every day.

Bicycle lanes currently exist along Grenoble Drive and Deauville Lane both sides of the street. This established bicycle lane networks provides connections and access to the broader neighbourhood and surrounding road network.

The subject site is an irregularly shaped corner lot. The total site area is 6,749 sq. m. with frontages of approximately 87.0 m along Grenoble Drive and approximately 58.0 m along Deauville Lane. The western limit of the site is shared with an existing open space and pathway system that is designated a *Parks* under the City Official Plan (City OP), however owned by the TCHC.

The subject site is located within the Flemington Park Neighbourhood, which is characterized by tall and midrise slab-style apartment buildings on large landscaped lots with surface parking, interspersed with low-rise townhouse blocks and other grade-related built form typologies. More recently with the ongoing construction of the Eglinton Crosstown LRT, and the planned Ontario Line, the neighbourhood is experiencing growth and evolving with applications for higher-density development that further supports this major transit infrastructure. These developments are reflected in the existing and recently approved built form in the surrounding area, as shown in **Figure 4**.

Figures 6 - 7 are Site and Area Photos showing the existing 9-storey apartment building occupying the subject site. The site is accessible from three driveways. One driveway is located at the southwestern limit of the subject site to access the underground parking level. A circular driveway is immediately east of this access, along the Grenoble Drive frontage, to access the main pedestrian entrance and to facilitate pick-up/drop-offs. An additional driveway is located at the northeastern portion of the subject site to/from Deauville Lane providing access to the rear servicing/loading areas and additional surface parking area. In total, there are four (4) curb-cuts along the frontages of the subject site.

The topography of the subject site is generally flat for the eastern portion of the site adjacent to Deauville Lane. The terrain then gently slopes upward (northerly) from the Grenoble Drive frontage to the south façade of the existing building. A more pronounced change in grade occurs at the southwest and western portion of the site, where the existing driveway slopes downward to the underground garage, and slopes further westward towards the adjacent open space and pathway system. The subject site features landscaped frontages, sodded boulevards and trees. There are no terrain or physical features on the subject site that would constrain the proposed redevelopment for its intended purposes. There are a total of thirty (30) trees that are located on or within 6 metres of the subject site. All tree-related implications have been examined and filed under separate cover in the accompanying Arborist Report.

The subject site is designated *Apartment Neighbourhoods* on Land Use Map 20 of the City OP (**Figure 8**). Adjacent lands to the south, and east along Grenoble Drive and Deauville Lane (**Figure 8**) are also designated *Apartment Neighbourhoods*. Immediately abutting the subject site to the west and north, are lands designated as *Parks*.

The subject site is located south of the Don Mills Crossing Secondary Plan boundary (OPA 404). The Don Mills Crossing Secondary Plan provides policies to guide future anticipated development in proximity to the Eglinton Crosstown LRT, which is currently under construction and expected to be completed by September 2022. OPA 404 was appealed to the Local Planning Appeal Tribunal (LPAT, now Ontario Land Tribunal – OLT) by multiple parties. OPA 404 was partially approved in part on June 25, 2020 and brought into full force an effect, with modifications on November 24, 2020.

Former North York Zoning By-law 7625 (**Figure 7**) zones the subject site RM6 (Multiple-Family Dwellings Sixth Density Zone) which permits a total site density of 1.5 times the area of the lot and a building height over 11.0 m with requirements. The RM6 zone permits a full range of residential dwelling types including apartment buildings.

The subject site is zoned RAC (f30.0; a1375; d1.5) (Residential Apartment Commercial) by City-wide Zoning By-law 569-2013 (**Figure 7**). The subject site permits a total site density of 1.5 times the area of the lot with a maximum height permission of 24.0 m. The RAC zone permits apartment buildings.

3.0 Surrounding Area Context

To the South:

- To the immediate south is Grenoble Drive a local road, a 20 m right-of-way, that is oriented in a west-east direction for this segment of the road.
- On the south side of Grenoble Drive is 45 Grenoble Drive, an existing 28-storey rental apartment building (The Montego) with a large sodded open space amenity at the southern portion of the site. Abutting to the west of 45 Grenoble Drive is a north-south segment of the Flemington Park Trail and Grenoble Public School Site (9 Grenoble Drive). Grenoble Public School is a large school site, servicing Kindergarten to Grade 6. Immediately adjacent to the school site is Flemington Park Pentecostal Church (5 Grenoble Drive). Further south is another 28-storey rental apartment building at 5 Dufresne Court (Dufresne Court Apartments).

- Further south are eight (8) 2-storey townhouse blocks with common element underground parking at 61 Grenoble Drive. These townhouses are operated by Toronto Community Housing Corporation (TCHC).
- Further south is Flemington Park (Park) and trail system, a large park that encompasses the blocks between Don Mills Road and Don Valley Parkway. The southern segment of the park is programmed with playing fields and additional trail systems. This park extend in a north-south direction up to Grenoble Drive, with trails, meandering paths and play areas.

To the West:

- To the immediate west is an open space with pathway extensions that extend north from the Flemington Park and Trail system on the south site of Grenoble Drive. The open space portion that is immediately adjacent to the subject site has approximately 35.0 m wide along Grenoble Drive. City staff have indicated that the adjacent lands are owned by the Toronto Community Housing Corporation (TCHC).
- Further west, of the adjacent open space, is an existing 17-storey rental building (25 St. Dennis Drive). The property is a through lot that extends from St. Dennis Drive to Grenoble Drive. The site has been approved for a new 12-storey residential building fronting on St. Dennis Drive and a 37- storey residential building with 6-storey podium at the south portion of the site, fronting on Grenoble Drive. The approval includes an overall FSI of 3.86. A total of 552 new dwelling units are included, with a total dwelling unit count of 850 dwelling units. The existing 17-storey building will be maintained in its current location. The approval includes a 1,100 sq.m. dedicated park at the southeast portion of the site.
- Moving further west, on the north side of Grenoble Drive are existing slab-style apartment buildings. At 10 Grenoble Drive is a 17-storey rental apartment building. Further west, fronting on a Gateway Boulevard is another 17-storey rental apartment building. Gateway Boulevard extends westward to Don Mills Road.

To The North:

- 10 Deauville Lane (Glenyan Manor) is a 7-storey residential apartment building, operated by the TCHC. This property is accessed by a driveway to/from Deauville Lane. Just north of this building on the same block is a 2-storey Community Facility, The Dennis R. Timbrell Resource Centre and Community Centre in Flemingdon Park (29 St. Dennis Drive). This building also includes the Flemingdon Park library and Flemingdon Aquatic Centre. The Parks and Recreation Facilities Master Plan (2017) recommends the revitalization or replacement of this Centre. The Implementation Plan (2019) identifies that the physical condition of the existing structure is in need of replacement and has been identified as the second worst of all Centre candidates that are recommended for replacement.
- Further north, on the north side of St. Dennis Drive at Deauville Lane is a large complex of 2-storey townhomes (18-22 St. Dennis Drive and 21 Deauville Lane) with common element parking garages below grade, operated by TCHC. To the immediate west of this site, is a Zoning By-law Amendment (ZBA) application at 7-11 Rochefort Drive. The proposal includes multiple towers proposed of 30-storey, 41-storey and 46-storey towers with a total GFA of 97,485 sq. m, resulting in an FSI of 6.67. On the south side of St. Dennis Drive, at 31-35 St. Dennis Drive there is a large slab-style 9-storey residential apartment building.
- Further north is a subdivision of 2-3 storey single detached dwellings with a local park situated at the northeast corner of Rochefort Drive and Ferrand Drive. This area forms part of the Don Mills Crossing Secondary Plan (OPA 404).

To the East:

- To the immediate east of the subject site is Deauville Lane, a local road with a 20 m right-of-way. On the east side of Deauville Lane are two 7-storey rental apartment buildings at 1 and 5 Deauville Lane. 5 Deauville Lane (Deauville Place) provides housing for seniors and individuals with disabilities, in addition to active living programming for seniors.

- Further east, at 58 Grenoble Drive and 4-8 Vendome Place is a 2-storey townhouse complex owned and operated by TCHC.
- Immediately east of these townhouse blocks is the Don Valley Parkway (DVP).

3.1 Proposed, Approved and Constructed Developments in the Area

The study area shown in **Figure 4** includes a range of recent approvals, proposed and constructed developments, and are detailed below.

Proposed:

770 Don Mills Road

Is application by CreateTO to rezone the southwest quadrant of Don Mills Road and Eglinton Avenue East is a proposed mixed-use development containing three towers of 37, 48, and 39-storeys in height. The application includes a total GFA 156,502 sq. m. and a total of 2,377 dwelling units. The proposal includes a new TDSB elementary school, retail space, and a new public park. The site is part of the City's Housing Now Initiative to provide affordable housing on surplus City lands.

805 Don Mills Road

Is a rezoning application for two residential towers of 26 and 48 storeys with 4-6 storey podium. A total of 805 dwelling units are proposed with a new public park, public road, child care facility. The site is part of the City's Housing Now Initiative to provide affordable housing on surplus City lands.

7-11 Rochefort Drive

Located in the southeast quadrant of Don Mills Road and St. Dennis Drive is a proposed mixed-use development containing three towers of 46, 41, 30-storeys in

height with an overall FSI of 6.67. The proposal includes 1,322 residential units and provides a public park on the east side of the subject lands.

Approved:

25 St. Dennis Drive

25 St. Dennis Drive is located just west of the subject site. This application was settled with the City and approved by the Local Planning Appeal Tribunal (LPAT, now the Ontario Land Tribunal – OLT) on May 14, 2019. The project includes a 37-storey residential building with 18 townhouses (located on block 3), and a 12-storey residential building with 14 townhouses (located on block 2), as well as a new public park and road. The existing 17-storey rental apartment building will be maintained in its current location. The approval includes a total of 850 dwelling units. The application provides an overall FSI of 3.86. The floor plate size is approximately 850 sq. m. A total area of 1,100 sq. m. of parkland dedication and a two-storey daycare building are included as well.

844 Don Mills Road, 1450 Eglinton Avenue East

This development is a 60-acre site known as the *Crosstown lands*. It is in the northwest quadrant of Eglinton Avenue East and Don Mills Road. The Crosstown lands have been approved for a multi-phase development including three residential towers of 32, 34 and 39-storeys, as well as 18 back-to-back townhouses. Also approved for the lands is a 9-storey office building containing a daycare, retail at-grade, and direct connection to the LRT line. This project will include a plaza that will be privately-owned and publicly accessible (POPS).

Constructed:

1185 Eglinton Avenue East

Located northwest of the subject site near the intersection of Don Mills Road and Eglinton Avenue East is a residential apartment building with two towers of 30 and 28-storeys in height.

3.2 Transportation and Transit

The subject site is well served by public transit, pedestrian street networks, and cycling routes along Grenoble Drive and Deauville Lane. Less than 800 m from the site is the Aga Khan Park and Museum LRT and Science Centre LRT stations which are currently under construction with operations anticipated to begin before 2023. The intersection of Don Mills Road and Eglinton Avenue East is expected to be a mobility hub with multiple transportation modes operating from the space.

The planned Ontario Line subway includes two stations within close proximity to the subject site. The Flemingdon Park station will be located 450 m west of the subject site, and the Science Centre station will be located at the intersection of Don Mills and Eglinton with the Science Centre LRT station, forming part of the planned mobility hub. Due to the close walking proximity of rapid transit, the subject site is located within four (4) *Major Transit Station Areas (MTSA)* as defined by the Growth Plan.

In addition to the LRT stations, the following bus routes are within close proximity of the subject site:

Table 1 – Surface Transit Route Summary

Route	Direction	Operating Network Type	Peak Period Frequency*	Days and Hours of Operation
100 Flemingdon	north-south	10-Minute (everyday)	AM: 6 mins PM: 7 mins	5:06 AM – 1:17 AM, Monday to Friday 6:14 AM – 1:32 AM, Saturday 7:20 AM – 1:20 AM, Sunday
34C Eglinton (Eglinton East to Flemingdon Park)	east-west	10-Minute (everyday)	AM: 15 mins PM: 10-15 mins	5:45 AM – 1:44 AM, Monday to Friday 6:29 AM – 1:45 AM, Saturday 7:47 AM – 1:43 AM, Sunday
25 Don Mills	north-south	10-Minute (everyday)	AM: 6 mins PM: 5 mins	4:40 AM – 7:08 PM, Monday to Friday 4:40 AM – 1:49 AM, Saturday and Sunday
925 Don Mills Express	north-south		9 mins	5:58 AM – 10:03 PM, Monday to Friday 7:12 AM – 7:05 PM, Saturday 7:16 AM – 7:00 PM, Sunday
325 Don Mills	north-south	Overnight (every night)	30 mins	1:24 AM – 4:24 AM, Overnight 7 days a week
403 Don Mills (South Don Mills Community Bus)	North-south		75 Minutes	10:08 AM – 4:15 PM, Monday to Friday

*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.

In view of the above, the subject site has excellent surface and rapid transit accessibility for routes traveling north/south and east/west, and excellent access to the City's cycling and street networks. The Ontario Line will be planned to link directly with the *Downtown*.

Access to active transportation routes is already established surrounding the subject site. Devoted bicycle lanes exist along both frontages of Grenoble Drive and Deauville Lane on both sides of the street. These routes connect with the broader network along the main arterial roads of Don Mills Road and Eglinton Avenue East for optimal mobility and increased accessibility.

3.3 Summary of Area Context

From a contextual perspective, this site appears to be a good growth opportunity site for the “towers and podium” building typology proposed. However, before this can be confirmed from a land use planning perspective, this application must be evaluated in relation to applicable policy and guideline documents. This is undertaken in the remainder of this Planning Report.

4.0 Description of Proposal

The proposal has been conceived following a detailed consideration of the area context (discussed above), the applicable policy direction contained in the Provincial Policy Statement 2020 (the “PPS”), A Place to Grow, The Growth Plan for the Greater Golden Horseshoe, 2020 (the “Growth Plan”), the City OP, and design guidelines and principles used for similar built forms. The outcome of this evaluation is, in our opinion, a well-designed residential building of an appropriate height, density and scale for this location. In our opinion, the proposed building is designed to be sensitive, and fit within its context, providing suitable height and development standards, to enable tower separation and setbacks, without adverse planning impacts on the immediate and broader surrounding area.

The Site Plan, Project Statistics, Floor Plans, Elevation Plans, Cross-Sections, Landscape Plan, and Conceptual Renderings of the proposed redevelopment are shown in **Figures 10 - 27** of this Planning Report.

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. (1.6 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 (100%)	
	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	3,223.6 sq. m.	
Indoor Amenity Space	1,988 sq. m. (2.0 sq. m./unit)	
Outdoor Amenity Space	1,990 sq. m. (2.0 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	471	
Visitor	51	
Number of Bicycle Parking Spaces	1,094 spaces	
Long Term	894	
Short Term	200	

Key features of the proposal include the following:

- The proposed redevelopment is a residential building consisting of two towers of 43- storey (West Tower) and 41-storey (East Tower) connected by a 6-storey podium (Podium Building), and 4 levels of shared underground parking. .
- A total of 993 residential dwelling units are proposed, of which 109 dwelling units represent the rental replacement units that currently exist on the subject site.
- The building height for the west tower excluding the mechanical penthouse (MPH) is 137.0 m, and 144.0 m including the MPH. For the east tower, the building height excluding the mechanical penthouse (MPH) is 130.0 m, and 137.0 m including the MPH. The podium building is 21.0 m in height. The ground floor has a total height of 5.0 m.
- The proposed building is set back at ground level 5.0 m – 18.9 m from the south property line (Grenoble Drive) and at least 5.0 m from the east property line (Deauville Lane). The rear yard setback (north) is a minimum of 5.0 m. The west side yard setback is 5.0 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 West and East Towers have a separation distance of 26.95 m. The West Tower is sited at the southwest portion of the podium building and has a 3.0 m stepback m from the west and south facades of the podium building. The West Tower is setback 21.5 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 south and east facades of the podium building 3.0 m. The East tower is stepped back from the north façade of the podium building 7.5 m and a total 12.5 m from the rear property line. The mechanical penthouse is centrally located on the roof.

- There are three separate residential lobby entrances, one for each tower and one for the podium building. The West Tower and podium building main lobby entrances address Grenoble Drive, while the East Tower main lobby addresses Deauville Lane. A windowed lobby wall that is a total of 5.0 m in height addresses Grenoble Drive for enhanced visibility from and into this lobby area. Each lobby provides access to the indoor amenity space, mail and parcel room, and elevators to access the residential units above. In addition, the ground floor has access to the rear loading area.
- There are ten (10) 2- storey townhouse dwelling units located on the ground floor addressing the west property line, facing the proposed parkland dedication area and adjacent open space area. Each unit is accessible from the internal corridor on the ground floor. Each townhouse unit is a 3-bedroom dwelling unit.
- Residential Amenity space is provided as follows:

	Podium (Rental Replacement)		West Tower (43 – Storey Tower)		East Tower (41 – Storey Tower)		Total
	sq.m	Location	sq.m	Location	sq.m	Location	
Indoor	218	Ground floor	920	Ground + 6 th floor	850	Ground + 6 th floor	1,988
Outdoor	220	Ground Floor	920	6 th floor	850	6 th floor	1,990
Total	438		1,840		1,700		3,988
Rate	4.0/dwelling unit		4.0/dwelling unit		4.0/dwelling unit		

The ground floor amenity, located at the rear of the podium building, includes: barbeque stations, picnic tables, lounge seating, children's play area, fire pit and bocce ball court. This is a dedicated amenity area for the podium units.

There are two outdoor amenity terraces located on the 7th floor, one for each of the West and East Towers. They 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 to be developed through the approvals process.

- A public parkland dedication of approximately 676 sq. m is proposed along the western limit of the subject site, adjacent to the 2-storey townhouse units along the west side of the podium building. The dedication represents 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 proposed 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 parcel and contiguous park space.

- A 490 sq. m. Privately Owned Publicly Accessible Space (POPS) is proposed at the southeast portion of the site. 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 landscape network and provide animation to the streetscape and public realm. The POPS creates prominence and high visibility at this corner location.
- A Green Roof is proposed on the roof of both the East and West towers. A total of 474 sq. m. is proposed for the West Tower and 474 sq. sq. m. is proposed for the East Tower.
- Driveway access to and from the loading and underground parking garage is 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 outdoor amenity and landscaping can be provided along the north boundary of the subject site.
- Parking for 525 vehicles is provided in 4 underground parking levels. Each building (West Tower, East Tower, and Podium) will have a separate underground entrance to access the levels above. A total of 478 parking spaces are allocated for resident use. A total of 47 parking spaces are allocated for visitor use.

Parking levels are distributed as follows:

	48 Grenoble Drive	
Level	Residential	Visitor
P1	41	51
P2	147	0
P3	149	0
P4	134	0
TOTAL	522	51

- 1,094 bicycle parking spaces are provided. The distribution of bicycle parking is as follows:

Type	No. of Bicycle Parking Spaces
Residential Long Term	894
Residential Short Term	200

- A total of 170 residential long-term bicycle parking spaces are located within secured rooms and located within parking level P1 and 724 bicycle parking spaces are located on Level 2. A total of 200 short-term bicycle spaces are distributed at grade adjacent to the main lobby entrances of each tower and the podium building.
- One (1) Type “G” Loading space is provided on the ground level, accessible from the driveway to/from Deauville Lane. A Type “C” loading space is provided on the P1 level for the use of the East Tower.
 - Storage space for the rental replacement units is distributed within each level of the podium building.

4.1 Applications Required to Implement the Proposal

In order to implement the proposal, Zoning By-law Amendment (ZBA), Site Plan Control (SPA) and Rental Housing Demolition (RHD) applications are being filed concurrently.

Amendments to City of North York Zoning By-law 7625 and 569-2013 are required to permit increased building height and density, and to amend other zoning regulations as necessary to implement the proposed development. The draft zoning by-law amendments form part of the submission. As the review of the application progresses, a revised version of the by-law will likely be discussed, and additional revisions identified.

5.0 Policy Context of the Proposal

The policy context that applies to the subject application is the Provincial Policy Statement, 2020 (the “PPS”), A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2020, and the City of Toronto Official Plan. Applicable City of Toronto Guideline documents include: Tall Building Design Guidelines, Growing Up Guidelines and Pet Friendly Guidelines. These documents are reviewed in the sections below.

5.1 Provincial Policy Statement (2020) and the Growth Plan (2020)

The PPS 2020 came into effect on May 1, 2020. This document provides policy direction on matters of Provincial interest and all planning applications “shall be consistent with” the PPS. The Growth Plan came into effect on May 16, 2019, and was further amended August 28, 2020 and derives its authority from the *Places to Grow Act, 2005*. The Growth Plan should be read in conjunction with the PPS, however in the event of a conflict

between the Growth Plan and the PPS, the Growth Plan prevails. All applications are required to conform to the policies of the Growth Plan.

The PPS and the Growth Plan direct municipalities to implement within their planning instruments the principles, goals and objectives expressed in these two important Provincial documents. For example, Section 4.6 of the PPS indicates that “the official plan is the most important vehicle for implementation of the PPS.” Section 4.6 of the PPS also indicates that “Official Plans shall identify provincial interests and set out appropriate land use designations and policies”. Also, “in order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement” and the “policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.” As such, this PPS applies to the consideration of this application, independent of the Official Plan policies approved for the site.

Since official plan and zoning by-law documents are not static and evolve by way of amendment, each municipality must ensure that the official plan and zoning by-law, and the related amendments, are up to date, and are “consistent with” the PPS and “conform to” the Growth Plan.

5.1.1 The Provincial Policy Statement (2020)

Part IV: Vision for Ontario’s Land Use Planning System, includes the following vision statement:

- “Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.... They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region”.

The important policies of the PPS 2020 include:

- “Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1a);

- Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e);
- Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. Within settlement areas, sufficient land shall be made available through intensification and redevelopment, and, if necessary, designated growth areas (1.1.2);
- Settlement areas shall be the focus of growth and development (1.1.3.1);
- Land use patterns within settlement areas shall also be based on densities and a mix of land uses which:
 - a. efficiently use land and resources;
 - b. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - c. minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - d. prepare for the impacts of a changing climate;
 - e. support active transportation;
 - f. are transit-supportive, where transit is planned, exists or may be developed;
 - g. land use patterns with settlement areas shall be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated (1.1.3.2);
- Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3);
- Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health or safety (1.1.3.4);
- New development taking place in *designated growth areas* should occur adjacent to the existing built-up context area and should have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public*

- service facilities (1.1.3.6);*
- Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market by:
 - b. Permitting and facilitating:
 - 1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 - 2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
 - c. Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
 - d. Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
 - e. Requiring transit-supportive development and prioritizing intensification, including potential air rights development in proximity to transit, including corridors and stations; and
 - f. Establishing development standards for development intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety (1.4.3).
 - A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (1.6.7.4);
 - Long-term economic prosperity should be supported by: promoting opportunities for economic development and community investment-readiness; optimizing the long-term availability and use of land, resources; maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; encouraging a sense of place, by promoting well-designed built form and cultural planning;

- promoting the redevelopment of brownfield sites; providing opportunities for sustainable tourism development (1.7.1); and
- Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional and other areas; focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed; encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion; (1.8.1. a, b)."
 - 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.... In order to protect provincial interests, planning authorities shall keep their official plans up to date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after the adoption and approval of an official plan (4.6).

The proposed redevelopment advances Provincial policy directions by providing an intensified urban form, at an appropriate location, using appropriate development standards for the circumstance, that is transit supportive, and optimizes the land base and infrastructure within the subject site's context. The underutilized site is currently occupied by a 9-storey slab-style rental apartment building constructed in 1962. The slab-style of apartment building, of varying heights and scale, are the original vintage built form typology found in the Flemington Park Neighbourhood. The proposed development represents the next generation of intensification of an underutilized site, which is located in an area where redevelopment at an intensified form is anticipated and planned to occur. Redevelopment of the subject site with a more intense urban built form will be an efficient use of land, that will cost-effectively utilize existing and planned infrastructure and community facilities and contextually optimize the land base and infrastructure.

Section 1.1.3.4 indicates that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding and/or mitigating risks to public health and safety. The proposed two tower and podium building is a compact form of development that is appropriate and suitable for this evolving context

of growth surrounding the subject site. The development standards will be evaluated on their merits, consistent with the policies of the PPS

It is noteworthy that optimizing the subject site with an increase in density, as directed by the PPS, is in this circumstance linked to the height of the tower forms that can be achieved for this proposed building. This proposed redevelopment provides for appropriate built form, including appropriate setbacks to adjacent properties and parks. Therefore, in our opinion, the proposed 43 and 41-storey towers and podium building are appropriate in this circumstance, as will be further examined in the following sections of this Planning Report.

The PPS housing policies of Section 1.4 identify the need for municipalities to provide for an appropriate range of housing options and densities and directs new development towards appropriate locations where the levels of infrastructure and public service is available. The PPS also promotes densities for new housing that efficiently use land, resources, infrastructure and public service facilities, and supports the use of alternative transportation modes and public transit. The proposed development introduces a range of dwelling unit types, in addition to the replacement of the existing rental units. The area is extremely well-served by existing and planned rapid and surface transit routes. This a level of public investment is premised on and supportive of the transformation of this neighbourhood with considerable growth. The location of this proposal will reduce the length and number of vehicle trips and will support current and future use of transit and other forms of active transportation (i.e. walking and cycling).

Section 1.7.1 links economic prosperity with optimization of the use of land, which is achieved with the proposed development. The evolving context of the broader surrounding area will be further supported by the additional population anticipated with the subject proposal. This additional concentration of people in this location contributes to maintaining and enhancing the vitality and vibrancy of this area by supporting the shops and services and contributing to 24/7 pedestrian activity and presence.

The proposed development advances Provincial policy direction of providing intensified development that is transit supportive. The location of the subject site in proximity to major transit stations and existing surface transit to serve the internal portions of the

neighbourhood, will support energy conservation through reduced automobile trips, and as such, will contribute to reducing the impacts of climate change.

It is our opinion, that this redevelopment proposal supports and advances the PPS policy direction to optimize the use of the land, resources, and the existing and planned infrastructure. In our opinion, from a PPS perspective, the proposed 41 and 43 residential tower building with podium, at an FSI of 10.1 times the area of the lot, is appropriate and suitable for this subject site and its surrounding context.

In view of the forgoing, it is our opinion that the proposed development and ZBA application is consistent with the PPS 2020.

5.1.2 A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2020

The Growth Plan generally aims to, among other things, revitalize downtowns to become vibrant and convenient centres; create complete communities that offer more options for living, working, shopping and playing; provide greater choice in housing types to meet the needs of people at all stages of life; curb urban sprawl; protect farmland and green spaces; and reduce traffic gridlock by improving access to a greater range of transportation choices.

Similar to the PPS, the Growth Plan encourages compact and vibrant complete communities that optimize the use of land and infrastructure in order to support growth in a compact efficient form and its related infrastructure. The 2020 Growth Plan updates the 2019 and 2017 Growth Plans and strengthens, reinforces, and supports the Provincial policy direction of promoting intensification and optimization of the land base and of available and planned infrastructure, as a means to create complete communities.

The site is located within the area identified as “built-up area”, which encompasses the whole of the City of Toronto.

Section 1.2.1 of the Growth Plan includes Guiding Principles. Some of the key principles include:

- “Support the achievement of *complete communities* that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime.
- Prioritize *intensification* and higher densities in strategic growth areas to make efficient use of land and *infrastructure* and support transit viability.
- Support a range and mix of housing options, including second units and *affordable* housing, to serve all sizes, incomes, and ages of households.

The introductory text in Section 2.1 summarizes the importance and elements of the Growth Plan’s intensification-first planning approach, as follows:

“This Plan is about accommodating forecasted growth in complete communities. These are communities that are well designed to meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. Complete communities support quality of life and human health by encouraging the use of active transportation and providing high quality public open space, adequate parkland, opportunities for recreation, and access to local and healthy food. They provide for a balance of jobs and housing in communities across the GGH to reduce the need for long distance commuting. They also support climate change mitigation by increasing the modal share for transit and active transportation and by minimizing land consumption through compact built form.”

“To support the achievement of *complete communities* that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and *infrastructure* can be made by directing growth to *settlement areas* and prioritizing *intensification*, with a focus on *strategic growth areas*, including *urban growth centres* and *major transit station areas*, as well as *brownfield sites* and *greyfields*. Concentrating new development in these areas provides a focus for investments in transit as well as other types of *infrastructure* and *public service facilities* to support forecasted growth, while also supporting a more diverse range and mix of housing options...”

“This Plan recognizes transit as a first priority for major transportation investments. It sets out a regional vision for transit and seeks to align transit with growth by directing growth to major transit station areas and other strategic growth areas, including urban growth centres, and promoting transit investments in these areas. To optimize provincial investments in higher order transit, this Plan also identifies priority transit corridors, and the Province expects municipalities to complete detailed planning for major transit station areas on these corridors to support planned service levels.”

“It is important to optimize the use of the existing land supply as well as the existing building and housing stock to avoid over-designating land for future urban development while also providing flexibility for local decision-makers to respond to housing need and market demand. This Plan’s emphasis on optimizing the use of existing urban land supply represents an *intensification* first approach to development and city-building, one which focuses on making better use of our existing *infrastructure* and *public service facilities*, and less on continuously expanding the urban area.”

Policy 2.2.1.2 relates to managing growth and indicates how growth will be accommodated:

“2. Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to *settlement areas* that:
 - i. have a *delineated built boundary*;
 - ii. have existing or planned *municipal water and wastewater systems*, and
 - iii. can support the achievement of *complete communities*.
- c) Within *settlement areas*, growth will be focused in:
 - i. *delineated built-up areas*;
 - ii. *strategic growth areas*;
 - iii. locations with existing or planned transit, with a priority on *higher order transit* where it exists or is planned; and
 - iv. areas with existing or planned *public service facilities*;

Policy 2.2.1.4 relates to the achievement of *complete* communities:

“4. Applying the policies of this Plan will support the achievement of *complete communities* that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and *public service facilities*;
- b) Improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes;
- c) Provide a diverse range and mix of housing options, including second units, and *affordable housing*, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d) Expand convenient access to:

- i. A range of transportation options, including options for the safe, comfortable and convenient use of *active transportation*;
- e) Provide for a more *compact built form*, and a vibrant public realm, including public open spaces;

According to the Growth Plan, the subject site is located within a *Strategic Growth Area*, within a *Major Transit Station Area* and is also serviced by *Frequent Transit*. Within such areas, the Growth Plan policies direct intensive forms of growth. These Growth Plan terms are defined as follows:

"Intensification": The development of a property, site or area at a higher density than currently exists through:

- a) *redevelopment*, including the reuse of *brownfield sites*;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; and
- d) the expansion or conversion of existing buildings."

"Strategic Growth Areas": Within *settlement areas*, nodes, corridors and other areas that have been identified by municipalities or the Province to be the focus for accommodating *intensification* and higher-density mixed uses in a more *compact built form*. *Strategic growth areas* include *urban growth centres*, *major transit station areas*, and other major opportunities that may include infill, *redevelopment*, *brownfield sites*, the expansion or conversion of existing buildings, or *greyfields*. Lands along major roads, arterials or other areas with existing or planned *frequent transit service* or *higher order transit* corridors may also be identified as *strategic growth areas*."

"Frequent Transit": A public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week."

In addition, the subject site is also located in proximity to *Higher Order Transit*, defined as follows:

"Higher Order Transit": Transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. *Higher order transit* can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way."

The subject site is well served by existing surface transit along Don Mills Road, Eglinton Avenue East, the internal neighbourhood surface transit routes – some of which also meet

the definition of *frequent transit*, including the 25 Don Mills bus route, the 100 Flemingdon Park bus routes, and the 334 Eglinton East Blue Night bus route.

In addition, the Eglinton Crosstown LRT will run across Eglinton Avenue between Mount Dennis (Weston Road) and Kennedy Station. Construction of this line began in the summer of 2011 and is expected to have construction completed by September 2022 . The Science Centre station will be located approximately 750 m from the subject site and Aga Khan Museum Station will be located approximately 690 km from the subject site. The Science Centre Station will be a Mobility Hub for this significant intersection, servicing the evolving planned growth surrounding this transit station. The station will also include an off-street TTC Bus Terminal.

The planned Ontario Line will place the Flemingdon Park station approximately 450 m west of the subject site along Don Mills Road. The Ontario Line will also have a station at the Ontario Science Centre, forming part of the planned Mobility Hub at this intersection.

Policy 2.2.2 relates to Delineated Built-up Areas and indicates that all municipalities will develop a strategy to achieve minimum intensification targets. Policy 2.2.2.3 indicates:

"All municipalities will develop a strategy to achieve the minimum intensification target and *intensification* throughout *delineated built-up areas*, which will:

- a) identify *strategic growth areas* to support achievement of the intensification target and recognize them as a key focus for development;
- b) identify the appropriate type and scale of development in *strategic growth areas* and transition of built form to adjacent areas;
- c) encourage *intensification* generally throughout the *delineated built-up area*;
- d) ensure that lands are zoned, and development is designed in a manner that supports *complete communities*;
- e) prioritize planning and investment in *infrastructure* and *public service facilities* that will support *intensification*; and
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents."

A number of Growth Plan policies relating to *Major Transit Station Areas* support the principles of optimization within these areas as follows:

2. For *major transit station areas* on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a *transit-supportive* manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.
3. *Major transit station areas* on priority transit corridors or subway lines will be planned for a minimum density target of:
 - a) 200 residents and jobs combined per hectare for those that are served by subways;
6. Within *major transit station areas* on priority transit corridors or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited.
8. All *major transit station areas* will be planned and designed to be *transit supportive* and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:
 - a) connections to local and regional transit services to support transit service integration;
 - b) infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and
 - c) commuter pick-up/drop-off areas.
9. Within all *major transit station areas*, development will be supported, where appropriate, by:
 - a) planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;
 - b) fostering collaboration between public and private sectors, such as joint development projects;
 - c) providing alternative development standards, such as reduced parking standards; and
 - d) prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities
10. Lands adjacent to or near to existing and planned *frequent transit* should be planned to be *transit-supportive* and supportive of *active transportation* and a range and mix of uses and activities.

Individual *major transit station areas* are context specific and planning authorities are directed to evaluate them as such. Each evaluation must be through the lens of the above policies, which are aimed at supporting the ‘intensification first’ approach to planning.

Policy 2.2.6 provides direction related to municipalities developing a housing strategy. In particular, Policy 2.2.6.2 states municipalities will support the achievement of *complete communities* by:

- “a) planning to accommodate forecasted growth to the horizon of this Plan;
- b) planning to achieve the minimum intensification and density targets in this Plan;
- c) considering the range and mix of housing options and densities of the existing housing stock; and
- d) planning to diversify their overall housing stock across the municipality.”

Policy 2.2.6.3 further states:

“To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.”

The redevelopment of this underutilized site, at the density proposed, is in conformity with the ‘complete community’ objectives of the Growth Plan. The subject site is accessible to existing and planned rapid transit stations, surface transit stops with frequent transit, and is well served by shopping, services, and community facilities in close walking proximity to the subject site. The redevelopment proposal is intended to better utilize and optimize the subject site with respect to the land base and public transit access.

Section 5 Implementation and Interpretation of the Growth Plan, Policy 5.2.5 states the following regarding the minimum density targets established by the Growth Plan:

“The minimum intensification and density targets in this Plan...are minimum standards and municipalities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of this Plan, the PPS or any other provincial plan.” [emphasis added]

In our opinion, the subject proposal implements the policies of the Growth Plan by:

- a) Accommodating a compact, intensified, transit-supportive, pedestrian oriented urban form. The proposed development at this location also supports alternative and active modes of transportation such as walking and cycling;
- b) Making more efficient use of, and optimizing the land base and infrastructure, in a location well served by higher order transit and within close proximity areas of employment, institutional uses, recreation, retail, and services;
- c) Making efficient use of an underutilized site by introducing a higher density residential development with additional housing.
- d) Contributing to broadening the housing choice within the neighbourhood, in a location that is appropriate for a high-rise apartment form that is in close proximity to existing and planned transit infrastructure, retail/commercial and employment uses. The proposed building type and unit mix, including rental replacement of all units existing on site contributes to a broader range of housing opportunities and overall choice in this neighbourhood, which contributes to the creation of a more 'complete community';
- e) Intensifying land use in location identified as appropriate by the Growth Plan. The subject site is located within four (4) *Major Transit Station Areas*, where high rise and higher density developments (either mixed-use or wholly residential) conventionally co-exist compatibly with other lower forms of development; and
- f) Contributing to the municipality achieving, if not exceeding, its minimum intensification targets for residential and growth, as set out in the Growth Plan.

In view of the foregoing analysis, the proposed development advances, and conforms to, the policies of the Growth Plan.

5.1.3 Conclusions Concerning the Provincial Policies

In view of the above, in our opinion, the subject proposal is consistent with the policies of the PPS and conforms to the policies of the Growth Plan. The proposed residential intensification of the site supports the overall objectives of providing compact, intensified development and urban vitality, contributing to the achievement of complete communities. This suggests that, subject to local planning considerations, the property is an appropriate location to accommodate the proposed form of residential intensification.

5.2 City of Toronto Official Plan Policies and Guidelines

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, with subsequent amendments. The City OP designates the subject site as *Apartment Neighbourhoods*, as shown on Map 20- Land Use Plan of the City OP (**Figure 8**).

5.2.1 Growth Management Policies - City OP

Section 2 of the City OP contains the growth management policies, with Section 2.2 entitled Structuring Growth in the City: Integrating Land Use and Transportation stating:

"Generally, the growth areas are locations where good transit access can be provided along bus and streetcar routes and at rapid transit stations. Areas that can best accommodate this growth are shown on Map 2: *Downtown*, including *Central Waterfront*, the *Centres*, the *Avenues* and the *Employment Districts*. A vibrant mix of residential and employment growth is seen for the *Downtown* and the *Centres*...."

The subject site is in an *Apartment Neighbourhoods* area where good transit access exists and further improved access is planned with significant additional transit infrastructure investment in the Eglinton Crosstown LRT and Ontario Line. The subject site is approximately 690 m south of Eglinton Avenue East, where the Eglinton Crosstown LRT is near completion within a dedicated right-of-way. The subject site is approximately 450 m east of Don Mill Road, where the planned Ontario Line and Flemingdon Park Station is planned to be located. The Ontario Line will also include a station at the Ontario Science Centre, forming part of the anticipated Mobility Hub at this intersection. Numerous surface transit routes operate along the main arterials and within the neighbourhood, supporting our opinion that this location is, or is planned to be very well served by transit.

The policies of the City OP encourage residential intensification to increase opportunities for those living close to work, supporting walking and cycling for local trips, and transit usage. Additional residential population generated by the proposed development will be supported by the increased and enhanced transit and the existing and planned infrastructure in the area.

5.2.2 Healthy Neighbourhoods Policies – City OP

Section 2.3.1 contains policies for Healthy Neighbourhoods intended to ensure that new development in neighbourhoods respects the existing physical character of the area and reinforces the stability of the neighbourhood. Policy 2.3.1.2 indicates that:

“Apartment Neighbourhoods are residential areas with taller buildings and higher density than Neighbourhoods and are considered to be physically stable. Development in Apartment Neighbourhoods will be consistent with this objective and will respect the criteria contained in Section 4.2.2 and other relevant sections of this Plan.”

Policy 2.3.1.3 relates to development and the consideration of transition when an *Apartment Neighbourhoods* site is adjacent or close to *Neighbourhoods*. The subject site is surrounded by *Parks* and *Apartment Neighbourhoods* designations.

5.2.3 Apartment Neighbourhoods Policies – City OP

The subject property and the adjacent lands to the east and south are within the *Apartment Neighbourhoods* land use designation. The adjacent lands to the west and north are designated *Parks*. It should be noted that the adjacent property to the north (10 Deauville Lane) although currently occupied by an existing 7-storey building and surrounding surface parking lot, is included within the *Parks* designation. The introductory text that relates to growth within *Apartment Neighbourhoods* indicates:

“Most of Toronto’s existing apartment buildings are located within built up Apartment Neighbourhoods, where significant growth is not anticipated on a city-wide basis...There may be sites within Apartment Neighbourhoods that contain space that is not well-utilized by the residents of existing apartment buildings. In some instances these sites could be improved through addition of infill development that will provide additional housing options, including new rental housing while maintaining and/or improving on-site amenities and conditions for both new and existing residents. In other instances, redevelopment of vacant or under-utilized sites in Apartment Neighbourhoods that meets the Plan’s policies can create new housing options in Toronto.”

Further, Policy 2.3.1.2 indicates:

“Apartment Neighbourhoods are residential areas with taller buildings and higher density than *Neighbourhoods* and are considered to be physically stable. Development in *Apartment Neighbourhoods* will be consistent with this objective and will respect the criteria contained in Section 4.2.2 and other relevant sections of this Plan. While *Apartment Neighbourhoods* are not areas of significant growth on a city-wide basis, there are sites containing one or more existing apartment building(s) where compatible infill development may take place. This compatible infill development may take place where sufficient space on a site to accommodate additional buildings or building additions while providing a good quality of life for both new and existing residents and improving site conditions by maintaining or substantially replacing and improving indoor and outdoor amenity space; improving landscaped open space; maintaining adequate sunlight and privacy for residential units; and adequately limiting shadowing on outdoor amenity space and landscaped open space. Such infill will be in accordance with the criteria of 4.2 and other policies of this Plan. *Apartment Neighbourhoods* contain valuable rental apartment buildings that often need physical and social renewal and transformation to achieve an improved living environment.”

Section 4.2 of the City OP, contains the following introductory text that relates to infill and redevelopment opportunities in *Apartment Neighbourhoods*:

“While built up *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities exist for additional townhouses and apartments on underutilized sites, including new rental housing. This Plan sets out criteria to evaluate these situations.”

“On smaller sites, infill opportunities in *Apartment Neighbourhoods* can be as simple as a building on an underutilized part of the lot, such as a surface parking lot. On larger sites, infill opportunities may require planning for new and extended public realm including new streets or shared driveways and may require preserving significant existing landscape and recreation features as part of integrating older apartments with new development in a manner that improves the quality of life for all.”

“Development in *Apartment Neighbourhoods* may also include the redevelopment of underutilized or vacant sites. This Plan sets out criteria to evaluate these situations.”

Policy 4.2.2 contains criteria to evaluate proposed developments:

“Development in *Apartment Neighbourhoods* will contribute to the quality of life by:

- a) locating and massing new buildings to provide a transition between areas of different development intensity and scale, as necessary to achieve the objective of this Plan, through means such as providing setbacks from, and/or a stepping down of height towards, lower-scale *Neighbourhoods*;
- b) locating and massing new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, particularly during the spring and fall equinoxes;
- c) locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- d) including sufficient off-street motor vehicle and bicycle parking for residents and visitors;
- e) locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- f) providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- g) providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
- h) providing buildings that conform to the principles of universal design, and wherever possible contain units that are accessible or adaptable for persons with physical disabilities.”

The proposed application addresses the above criteria in the following ways:

- a) With respect to Policy 4.2.2(a), the lands abutting to south and east are included in the *Apartment Neighbourhoods* designation. The lands abutting the proposed building to the west and north are designated *Parks*; the remainder of the block to Don Mills Road is designated *Apartment Neighbourhoods*, including the recently approved 37 - storey building at 25 St. Dennis Drive.

The only nearby areas that are designated *Neighbourhoods* are south of the subject site: on the south side of Grenoble Drive, adjacent to the *Parks* designation, occupied by Grenoble Public School and Flemington Park Pentecostal Church; and on the east side of Deauville Lane, south of Grenoble Drive, including the existing 7 storey building at 1 Deauville Lane. Neither of these areas are contiguous with, or close to the subject site (**Figure 8**).

- b) With respect to Policy 4.2.2(b), the shadow drawings prepared for the proposed development demonstrate that the shadow resulting from the proposed development is slender, moves quickly through the landscape and does not stay on any one spot for any undue length of time. Our shadow analysis is as follows:
- i) In March and September, there is a slender, quickly moving incremental shadow cast on the *Neighbourhoods* designated properties on the north side of St. Dennis Drive in the early morning hours at 9:18AM until shortly after 10:18AM. The adjacent open space to the west experiences shadowing during the same period; however as shown in the analysis, the existing buildings create shadow impacts on the park space during these hours. In the early evening hours at 5:18PM, there are shadows cast on the *Neighbourhoods* east of Deauville Lane. The shadows are slender and touch the green space to the rear of 1 Deauville Lane. It is also worth noting that there is a dense tree canopy that borders the eastern limit of 1 Deauville Lane and the townhomes of 4-8 Vendome Place, which already casts some shadows on these areas. There is no shadow impact on the *Neighbourhoods* designations to the southwest that is occupied by the Grenoble Drive Public School, or the lower scale residential forms to the southeast of the subject site.
 - ii) In June, shadow impacts are shorter in relation to the impact on properties to the north of the subject site, and do not touch the properties in the *Neighbourhoods* designation that is located north of St. Dennis Drive. There are minimal incremental shadows cast on the *Neighbourhoods* designation that is located east of Deauville Lane for the properties that are adjacent to the Don Valley Parkway. These shadows are cast in early evening hours at 5:18PM onward.
 - iii) There are incremental shadows cast on site to one of the proposal's outdoor amenity areas on the north portion of the site. This may influence the design and programming of this space.

- iv) In our opinion, based on this review, we are satisfied that the proposal adequately limits shadow impacts on the nearby *Neighbourhoods* and adjacent *Parks*.
- c) In relation to the adjacent property to the north, the following design measures have been incorporated into the building massing:
 - i) The podium building is designed at a 6-storey height that maintains a consistent streetwall condition in keeping with the adjacent building height of 7-storeys at 10 Deauville Lane, and the existing buildings to the east. The rear (north) setback provided to the podium building is 8.5 m at ground level and 5.0 m for levels 2 – 6. The East Tower element is setback 12.5 m from the north property line, and the West Tower is setback approximately 26.5 m. The setbacks provided in conjunction with the driveway and parking areas for 10 Deauville Lane provide additional separation from the adjacent building to the north.

Above the 6th floor level, the East Tower portion steps back a further 7.5 m on the north side of the building, in order to achieve a 12.5 m setback to the north lot line.

- ii) The West Tower floor plates for levels 7-43 have a Gross Construction Area (GCA) of 790 sq. m. For the East Tower, the floor plate for levels 7 – 41 have a GCA of 790 sq. m as well. Given the size of site and surrounding uses of roads, buildings and open space areas as well as the limited shadow implications, it is our opinion that the floor plate size of each tower satisfy the intent of the Tall Building Design Guidelines which are discussed later in this Planning Report.
- iii) The proposed towers are separated by 26.95 m, which exceeds the 25 m tower separation distance recommended in the Tall Building Design Guidelines.

- iv) The above are adequate means to separate, buffer and transition to the adjacent land uses to the west, east and north, to achieve the objectives of the plan, recognizing that to the south and east are public roads, beyond which are *Apartment Neighbourhoods* designations.
- d) The 41 and 43 storey buildings are organized to frame Grenoble Drive and Deauville Lane and will create an enhanced pedestrian environment on the street. The Pedestrian Level Wind Study prepared by SLR Consulting and included with this submission package, concludes the following with respect to the proposed development:
- “..... Based on the results of our assessment, the following conclusions have been reached:
- The wind safety criterion is met at all areas on-site and surrounding the development in both the existing and proposed configurations.
 - At grade, wind conditions on most of the site, including entrances, are generally expected to be suitable for the intended use year-round. Wind control measures are suggested for potential parkland area to the west to address windier than desired conditions in the winter months.
 - The amenity terraces at Level 7 are predicted to be windier than desired for passive activities. Wind control measures are recommended on the terraces.
 - On the sidewalks surrounding the proposed development, wind conditions are suitable for the intended use”.
- e) Sufficient off-street parking for motor vehicles is provided for residents and visitors in the underground parking garage levels (P1 – P4). The proposed parking standard is appropriate for this location, recognizing that the general objectives of the City OP are to minimize automobile dependency and to promote alternative forms of transportation, such as walking and cycling and given the extremely close proximity to multiple planned transit stations, including the Science Centre, Aga Khan Park and Museum Station, and the Ontario Line stations. Further, the proposed parking provision for residents and visitors has been examined by R.J. Burnside & Associates Limited. The Transportation Report concludes:

“...It is our opinion that the proposed resident parking supply of 471 spaces (0.47 space / unit) will adequately serve the parking needs of future residents for the following reasons:

- There are many TTC bus routes along Don Mills Road with bus stops located within 2-minute walk of the site. In addition, there will also be frequent, daily transit service provided via the ECLRT and future Ontario Line. The closest ECLRT station will be 690 m (or a 700 m/10-minute walk/3-minute bike ride) from the site. The closest Ontario Line station will be the Flemington Park Station 450 m (or a 480 m/7-minute walk/2-minute bike ride) from the site.
 - The proposed Transportation Demand Management (TDM) measures summarized in Section 8.0 [of the TIS] will further reduce parking demand.
 - There have been several similar developments with similar access to transit that have been approved with reduced parking supply variances lower than the proposed parking supply rate.
 - In addition, the number of proposed accessible and loading spaces will meet the minimum requirements of the ZBL”
- f) A single driveway is proposed from Deauville Lane, providing access to the ramp to the underground garage, servicing, loading and waste storage areas. These areas are internalized within the rear of the building, in the northeast portion of the site, such that there will be limited visibility from the adjacent streets, public realm or outdoor amenity space at the rear of the site. The impact on the surroundings have thereby been limited.
- g) Indoor and outdoor amenity space is being provided on the site for a total of 2.0 sq. m. per unit of indoor amenity and 2.0 sq. m. per unit of outdoor amenity space.
- h) Indoor amenity space is provided at ground level for both West and East Towers and the Podium Building and accessible from the main entrances of each building. On the ground level a total of 244.29 sq. m. is provided for the West Tower, a total of 218.68 sq. m. is provided for the Podium Building, and a total of 174.22 sq. m. is provided for the East Tower. Additional indoor amenity space is located on the 7th level for the West Tower (676.0 sq.m.) and the East Tower (676 sq. m.), providing a total of 920 sq. m. and 850 sq. m. of indoor amenity terrace for the West and East Towers, respectively.

- i) The 7th floor level terrace provides outdoor amenity for the West and East Towers. A total of 920.68 sq. m. is provided for the West Tower and a total of 850.5 sq. m. is provided for the East Tower. The outdoor amenity space will be programmed with a variety of hardscaping and plantings.
- j) The development has been designed to provide a three (3) main lobby entrances for the West and East Towers and Podium Building. The West Tower and Podium building address the large front yard setback and the proposed POPS along Grenoble Drive. Additionally, the proposed POPS area is integrated with pedestrian walkway network and sidewalks at grade level along the Grenoble Drive and Deauville Lane frontages for optimal mobility through the subject site. This provides additional amenity, animation, safety and a pedestrian friendly streetscape on-site and along the adjacent streets.
- k) The proposed building is universally accessible and includes multiple access points to the building.
- l) As detailed in the accompanying Community Services and Facilities Study, the surrounding area is well served by community centres, libraries, schools and parks. This park system is proposed to be augmented by the proposed on-site parkland dedication at the west side of the site, adjacent to, and contiguous with, the open space to the west of the site.

In view of the forgoing, the proposed development will contribute to the overall quality of life on this *Apartment Neighbourhoods* site and therefore, satisfies the criteria for development in *Apartment Neighbourhoods*.

5.2.4 Built Form Policies – City OP

Section 3.1. of the City OP provides direction concerning a number of 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-Building Types (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. These policies include OPA's 479 and 480, which were approved by the Minister of Municipal Affairs and Housing on September 11, 2020, and are reviewed below.

Policies regarding Public Realm in 3.1.1 include the promotion and encouragement of design quality and 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 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);
- Lanes provide an important function as off-street access for vehicles, parking and servicing. As part of the public realm, lanes will be public and opportunities for lane enhancements should be identified as part of the development approval process. Where appropriate, lanes should be designed with consideration for safe, accessible and comfortable pedestrian and cyclist movement (3.1.1.10);
- 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);

A Block Context Plan is a new requirement under OPA 479. The Block Context Plan provides a conceptual and comprehensive idea of development on the block, and a framework to evaluate proposed development. It will inform Official Plan Amendments (OPAs), rezoning, plans of subdivision and other planning processes. The Block Context Plan will illustrate and analyze the development proposal in both existing and planned context for an area larger than the development site itself, 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, organization and massing. A Block Context Plan has been prepared by Goldberg Group and is submitted under separate cover with this application.

The proposed development, has been designed to address both Grenoble Drive and Deauville Road, presenting a main “front elevation” to both street frontages and contributing to an enhanced streetscape at this corner location. As previously described, the building includes a main lobby entrance on the ground floor for both West and East Towers and the Podium Building. The main entrances are clearly visible and directly accessible from the public sidewalk on Grenoble Drive and Deauville Road. As well, indoor amenity space is proposed on the ground floor and allocated for each building, contributing to a sense of animation within the public realm, with views from and into the proposed building from the public realm and POPS. In addition, the massing, scale and siting of the building provides an appropriate relationship with the adjacent buildings, open space and pathways, and the public right-of-way.

The proposed redevelopment is supportive of both active transportation (walking and cycling) and public transit. The proposed redevelopment provides an improved public realm with a proposed POPS that enhances the Grenoble and Deauville frontages with the inclusion of high-quality landscaping, tree plantings, seating areas, and well-articulated hardscaping. The POPS is integrated with the proposed walkway network and entrances at grade along both frontages. These enhancements improve the current site condition, which is limited as a sodded lawn area. The proposal improves the utility and experience of this space for on-site residents and the public with the proposed passive programming.

All walkways from the subject site and through the POPS will connect with the public sidewalk network to support on and off-site circulation and facilitate a pedestrian friendly public realm and animation along the streetscape, particularly for this highly visible corner location.

The existing dedicated bicycle lanes along Grenoble Drive and Deauville Lane currently support and promote cycling.

The 2-storey townhomes that form part of the west façade of the Podium Building provide private amenity space at grade, and facilitate additional pedestrian animation along the western edge. These units interface with, and directly face, the proposed park space, adjacent open space, providing heightened activity and greater surveillance of this area of the site. This in turn promotes safety on-site and on the adjacent park and trail to the west. In our opinion, this will contribute to a more enhanced and animated streetscape and contribute to a complete community which relies on active transportation.

The proposed building is designed with sufficient setbacks and stepbacks of the tower elements in order to provide tower articulation, minimize massing of the upper floors, and to contribute to interesting sky views and skyline at this location. In addition, setbacks, stepbacks and the slender floor plates are beneficial in mitigating the shadow implications on more distant *Neighbourhoods* and the open spaces west, north and east of the subject site.

The building is designed to be street-oriented, with active frontages that includes the proposed POPS, main residential lobbies, and at-grade townhouse dwelling units, all of which are visible and accessible from both street frontages.

Policy 3.1.2 contains built form policies for site organization and location that provide principles on key relationships of the location and organization of development. The following is a summary of the relevant policies within this section of the City OP:

- Development will be located and organized to fit with its existing and planned context. It will frame and support adjacent streets, lanes parks and open spaces to promote civic life and the use of the public realm, and to improve the safety,

- pedestrian comfort, interest and experience, and casual views to these spaces from the development by:
- a) Generally locating buildings parallel to the street or along the edge of a park or open space with consistent front yard setbacks;
 - b) Providing additional setbacks or open spaces at the following locations, where appropriate:
 - c) Locating main entrances on the prominent building facades so that they front onto public streets, park or open space, are clearly visible and directly accessible from a public street;
 - d) Providing ground floor uses, clear windows and entrances that allow views from and, where possible access to, adjacent streets, parks and open spaces;
 - e) Preserving existing mature trees wherever possible and incorporating them into the development site; and
 - f) Providing comfortable wind conditions and air circulation at the street and adjacent open spaces to preserve the utility and intended use of the public realm, including sitting and standing (3.1.2.1);
- Development will provide accessible open space, where appropriate. On blocks that have access to direct sunlight and daylight development will prioritize the provision of accessible open space in these locations. (3.1.2.2);
 - Development will protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows (3.1.2.3)
 - Development will locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas, and utilities to minimize their impacts and improve the safety and attractiveness of the public realm, the site and surrounding properties by:
 - a) Using shared service areas where possible within development block(s) including public lanes, shared private driveways and service courts (3.1.2.4(a));
 - b) Consolidating and minimizing the width of driveways and curb cuts across the public sidewalk (3.1.2.4(b));
 - c) Integrating services and utility functions within buildings, where appropriate;
 - d) Providing underground parking, where appropriate (3.1.2.4(d)); (3.1.2.4);
 - e) Limiting new surface parking between the front face of a building and the public street or sidewalk (3.1.2.4 ((e));
-

- Development will be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm by providing streetwall heights and setbacks that fit harmoniously with the existing and or planned context, and, stepping back building mass and reducing building footprints above the streetwall height; and (3.1.2.5);
- Development will be required to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm (3.1.2.6);
- Transition in scale will be provided within the development site and measured from shared and adjacent property lines (3.1.2.7);
- Where development includes, or is adjacent to, a park or open space, the building(s) should be designed to provide good transition in scale to the parks or open spaces to provide access to direct sunlight and daylight (3.1.2.8);
- The design of new building facades visible from the public realm will consider the scale, proportion, materiality and rhythm of the façade to ensure fit with adjacent building facades; contribute to a pedestrian scale by providing a high quality of design on building floors adjacent to and visible from the public realm; break up long facades in a manner that respects and reinforces the existing and planned context, and ensure grade relationships that provide direct access and view into and from the public realm (3.1.2.9);
- Development will promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets attractive, interesting, comfortable and functional by providing improvements to adjacent boulevards and sidewalks; coordinated landscape improvements in setbacks to enhance local character, fit with public streetscapes, and provide attractive, safe transitions between the private and public realms; weather protection such as canopies and awning (3.1.2.10);
- New indoor and outdoor shared amenity spaces provided as part of multi-unit residential developments should be high-quality, well designed indoor and outdoor amenity space. (3.1.2.11);
- Outdoor amenity space should:
 - a) Be located at or above grade;
 - b) Have access to daylight;
 - c) Have access to direct sunlight, where possible;
 - d) Provide comfortable wind, shadow, and noise conditions;
 - e) Be located away or physically separated from loading and service areas;
 - f) Have generous and well-designed landscapes areas to offer privacy and an attractive interface with the public realm;
 - g) accommodate existing and mature tree growth;

h) promote use in all season (3.1.2.13).

With respect to Policy 3.1.2 requiring that development fit in with its existing and/or planned context, as **Figure 8** indicate, the site is surrounded by *Apartment Neighbourhoods* and *Parks* along Grenoble Drive and Deauville Lane. Further beyond the immediate land use adjacencies are lands designated *Apartment Neighbourhoods*. Therefore, from planning and urban design perspectives, the lands immediately surrounding the subject site are conducive and appropriate for the tall building height proposed by this redevelopment. The adjacent approval of the 37-storey tower at 25 St. Dennis Drive, supports the evolution of this location within the *Apartment Neighbourhoods* designation. As mentioned, the subject site is located within four (4) *Major Transit Station Areas*, as defined in the Growth Plan, in proximity to Higher Order Transit Corridors as identified in Map 4 of the City OP, and is designated *Apartment Neighbourhoods*. The scale and form of the proposed redevelopment is an appropriate and compatible fit with the existing and planned context of the surrounding area.

The proposed development has been designed to frame and define the street edges of Grenoble Drive and Deauville Lane. The main lobby entrances to the West Tower and Podium Building address Grenoble Drive, each are highly visible and accessible from the public sidewalk. The proposed POPS along this frontage is contiguous and integrated with the private walkway network and public realm for seamless transition between public and private spaces and has been programmed with a variety of users in mind. The POPs has been programmed with high-quality landscaping, hardscaping, seating and tree plantings. These features are clearly visible from the public realm contributing to a sense of animation and with views from and into the proposed building.

The lobby entrances are emphasized by the inset ground floor and an interior measuring 5.0 m in height, creating prominence to south and east elevations. The slight inset of ground floor lobby entrances create a safe and comfortable transition from the private to public realm by facilitating a weather protected space.

Policy 3.1.2.1 requires that the development fit in with its existing and/or planned context. As mentioned earlier in this Planning Report, the existing physical context surrounding the subject site, the surrounding land uses, the proximity and access to existing and planned

rapid and surface transit, and the general growth and evolution of this area with tall-building built form typologies, all contribute to this proposal fitting comfortably within its existing and planned context.

The redevelopment proposal has been designed to accommodate a form and deployment of building height, mass and density that compatibly fits within its context and responds appropriately to the growth that the immediate and broader surrounding area is experiencing. This is a street and a neighbourhood where a mix of 1960s midrise to tall slab-style scale buildings have co-existed for decades with other low-scale built forms. In our opinion, this residential infill and intensification proposed by the subject proposal provides a modern expression of design with sensitive consideration of building height, mass and density, which compatibly fits within this context.

The wind study prepared by SLR Consulting concludes the following in relation to the public realm and outdoor amenity spaces:

“..... Based on the results of our assessment, the following conclusions have been reached:

- The wind safety criterion is met at all areas on-site and surrounding the development in both the existing and proposed configurations...
- The amenity terraces at Level 7 are predicted to be windier than desired for passive activities. Wind control measures are recommended on the terraces.
- On the sidewalks surrounding the proposed development, wind conditions are suitable for the intended use”.

As such, the wind conditions anticipated are considered acceptable for this context.

Policy 3.1.2.3 requires appropriate transitions in scale to adjacent properties. Appropriate building and urban design techniques have been utilized to address this policy, including: landscaped areas, building setbacks, tower setbacks, and variation in building heights. This has been detailed earlier in this report. In our opinion, the proposal provides appropriate transition in scale with adjacent properties.

In response to Policy 3.1.2.4, the proposed development has been organized with consolidated access from a single driveway from Deauville Lane to minimize curb cuts

and width of driveways. The consolidation of driveways is an improvement over the existing condition where there is currently a total of four (4) curb cuts providing access to the site. Vehicle parking is provided underground with the ramp located at the northeast portion of the podium. The parking garage ramp has been enclosed with a door system for safety and screened from view. The loading and servicing areas have been internalized on the ground floor and also screened from view. The northeast portion of the site is the most suitable location for these elements, as a means to enhance the public realm along the site's frontages and internalize these operations for safety purposes.

The Transportation Study prepared by R.J. Burnside & Associates Ltd., has also reviewed the vehicular turning movements, including those related to loading space access, and concludes that the turning movements are acceptable. In addition, resident and visitor parking was examined and the consultant is satisfied that the proposed parking supply of 471 residential spaces and 51 visitor parking spaces (0.52 total spaces/unit) will meet or exceed future parking demand.

The proposed bicycle parking supply and stall size for both long and short-term spaces comply with the by-law requirements and the Toronto Green Standard (TGS). These transportation matters are addressed more fully in the Transportation Study, prepared by RJ Burnside & Associates Ltd. and included in this submission.

In response to Policy 3.1.2.8, **Figures 25 to 27** illustrate the shadow analysis for the proposed building. As detailed earlier in this report, minor shadow implications are observed in the early morning hours and late in the day, during the spring and fall equinoxes and in June for the *Neighbourhoods* designations. The shadow implications are as described above. The shadow analysis has found that these shadows are transitional, quickly moving, and do not stay on any single spot for an extended period of time.

The indoor and outdoor amenity spaces provided are of high-quality, well designed and mindful of the range of users for these spaces. As described earlier, each portion of the building has amenity space allocated to it. The Podium Building, provides outdoor amenity at grade that is integrated with the indoor residential private amenity such that they are attractive, comfortable, and highly visible from the public realm.

The high-quality landscaping of the POPS includes numerous plantings, trees, hardscaping and areas with appropriate seating. They are made functional for various users that include residents and general public and provide a variety of connections between the proposed walkways and public realm and sidewalk network that are safe between public and private realm (3.1.2.10).

The outdoor amenity areas for the West and East Towers that are provided at the 7th level will be programmed for a variety of uses, specific elements to be developed as the approvals process moves forward. These areas will be sufficiently setback and stepped back and are appropriately screened to allow for resident enjoyment while minimizing privacy and overlook impacts. As such the proposed outdoor and indoor amenity spaces appropriate address Policies 3.1.2.11 and 3.1.2.13.

In view of the above, the design of the proposed development satisfies the applicable Built Form policies of the City OP and will be in keeping with the existing and planned context of the subject site and surrounding area.

5.2.5 Housing Policies – City OP

The City OP provides policy direction concerning the provision of housing. For instance, Section 1.2 of the City OP provides the Principles for a Successful Toronto, wherein one of the principles promoted is that “housing choices are available for all people in their communities at all stages of their lives”.

The Housing policies related to rental replacement are discussed in more detail in the Housing Issues Report (HIR), prepared by Goldberg Group and filed under separate cover.

Section 3.2.1 provides the Housing Policies of the City OP, including the following:

- 3.2.1.1 “A full range of housing, in terms of form, tenure and affordability, across the City and within neighbourhoods, will be provided and maintained to meet the current and future needs of residents. A full range of housing includes: ownership and rental housing, affordable and mid-range rental and ownership housing...housing that meets the needs of people with physical disabilities...”

- 3.2.1.2 “The existing stock of housing will be maintained, improved and replenished. The City will encourage the renovation and retrofitting of older residential apartment buildings. New housing supply will be encouraged through intensification and infill that is consistent with this Plan.”

The City OP seeks to strike a balance of housing types and to ensure the needs of residents are met, both within the City and in individual neighbourhoods. This is to ensure that those seeking housing alternatives within their neighbourhood can be accommodated without being displaced from their neighbourhood.

The proposed development will add more residential units to the area through intensification, fulfilling an identified policy objective to accommodate more population in a *Major Transit Station Area* and in the *Apartment Neighbourhood* site that is capable of accommodating the height and density proposed.

The proposed development provides for a range of unit types, that include 109 rental replacement dwelling units and 884 new dwelling units. These units are distributed as follows:

Unit Type	Rental Replacement	%	New Dwelling Units	%
1 Bedroom	50	46	566	64
2 Bedroom	59	54	225	25
3 Bedroom	0	0	93	11
TOTAL	109	100 %	884	100%
TOTAL COMBINED	993 (100%)			

The proposal increases the housing stock within the area and in turn provides a greater choice of housing opportunities. The inclusion of larger dwelling units such as two-and three-bedrooms provides options for families that choose to live in this location that is close to transit, employment, schools, community amenities, and other services. The subject proposal will also help satisfy the life-cycle circumstances of existing and future

residents within the City by providing housing options for varying stages of life. From a planning perspective, it is highly desirable to broaden and diversify housing types and choice of housing in this neighbourhood and to contribute to this community's evolution as a more 'complete community'.

5.2.6 Parks Policies – City OP

The City OP provides policy direction for parks and open space areas. Section 4.3.6 provides the Development Criteria in Parks and Open Space Areas, including the following:

- Any development provided for in *Parks and Open Space Areas* will:
 - a) protect, enhance or restore trees, vegetation and other natural heritage features and maintain or improve connectivity between natural heritage features;
 - b) preserve or improve public visibility and access, except where access will damage sensitive natural heritage features or areas, or unreasonably restrict private property rights;
 - c) maintain, and where possible create linkages between parks and open spaces to create continuous recreational corridors;
 - d) maintain or expand the size and improve the usability of publicly owned Parks and Open Space Areas for public parks, recreational and cultural purposes;
 - e) respect the physical form, design, character and function of Parks and Open Space Areas; and
 - f) provide comfortable and safe pedestrian conditions.
- Parks and Open Space Areas that are privately owned are not necessarily open to the general public nor intended to be purchased by the City. If an application is made to develop such lands and the City or a public agency does not wish to purchase them to extend the public open space system, the application will be considered on the basis of its consistency with the policies of this Plan.
- The sale or disposal of publicly owned lands in Parks and Open Space Areas is discouraged and no City owned lands in Parks and Open Space Areas will be sold or disposed of. However, City owned land in Parks and Open Space Areas may be exchanged for other nearby land of equivalent or larger area and comparable or superior green space utility

The parkland dedication proposed on the subject site is irregularly shaped, although it is contiguous with the adjacent open space on the TCH lands. The proposed dedication will

be unencumbered above and below grade, and has been graded to be compatible with the adjacent open space lands to the west. This land includes open space and the linear trail system connecting to Flemington Park south of the subject site. The location of the proposed parkland widens and adds to the public road frontage (along Grenoble Drive) of the existing open space area to the west, contributing to an increase in public visibility, exposure and safety.

5.2.7 Summary of the Official Plan

The proposed development satisfies, and conforms to, the policies of the City OP for the following reasons:

- The proposed redevelopment creates for a well-designed, high quality residential building on this underutilized subject site, offering a range of residential unit types and amenities that is compatible with its surrounding area context.
- The subject site is designated as *Apartment Neighbourhoods*, a land use designation where growth in the form of tall buildings is permitted, subject to applicable criteria. Through the body of this Planning Report, it has been demonstrated that the applicable *Apartment Neighbourhoods* development criteria have been appropriately addressed by the subject application materials.
- The proposal has been designed in accordance with the Built Form policies by providing, among other things, adequate stepbacks and setbacks, landscaped areas, POPS, and site organization, and by adequately limiting incremental shadows on the immediate and broader surrounding area.
- The proposal conforms with Housing policies with full rental replacement of the existing rental dwelling units on site and the provision of additional housing through intensification.
- The proposed development appropriately includes 41 and 43-storey residential towers connected to a 6-storey podium at this corner location in close proximity to major transit infrastructure. It is also in an area that is currently experiencing transformational growth in the form of high-density tall-building development. The height and massing of the different elements of this proposal have been carefully and thoughtfully deployed in consideration of the interrelationship of, and separation to, the surrounding area context of the subject site. The deployment of the 6-storey podium and proposed POPS along Grenoble Drive and Deauville Lane will enhance the pedestrian and public realm and will attractively present this development to the public realm and the neighbourhood context within which it is located.
- The proposed development is appropriately massed and designed to fit with the existing and planned context of the neighbourhood and results in no adverse planning impacts. In particular, the shadow study prepared for the proposed development demonstrates that the incremental shadow resulting from the proposed development is slender, moves quickly through the landscape and does

not stay for any undue length of time on any single location. Similarly, the shadow impacts on the adjacent Parks designation are adequately limited.

- The proposed park dedication conforms with the City OP *Parks* policies and importantly, augments the open space system available to this growth area.

For the reasons set out above, it is our opinion that the proposed development is in conformity with the OP.

5.2.8 Tall Building Design Guidelines, May 2013

City Council endorsed updated city-wide Tall Building Design Guidelines in May 2013 pursuant to Section 5.3.2 of the OP. This is a guideline document and as such, Section 5.3.2.1 of the City OP applies, as follows:

"Implementation plans, strategies and guidelines will be adopted to advance the vision, objectives and policies of this Plan. These implementation plans, strategies and guidelines, while they express Council policy, are not part of the Plan unless the Plan has been specifically amended to include them, in whole or in part, and do not have the status of policies in this Plan adopted under the *Planning Act*."

These guidelines are intended to establish a unified set of performance measures for the evaluation of tall building development applications city-wide, including all areas of the former City of Toronto.

This guideline document should be considered within the context of each development proposal and each neighbourhood. These guidelines are not policy nor prescriptions but rather, suggestions relating to important building and site elements for individual high-rise infill proposals. There is no one manner to design high-rise redevelopments and therefore appropriate regard should be given to this guideline document and it should be applied, with discretion and flexibility, as appropriate in the circumstance.

5.2.8.1 Applicable Tall Building Design Guidelines, May 2013

The important guideline statements, germane to the consideration of the subject application, and the manner in which the design guidelines are addressed, are as follows:

- a) Section 1.1 - Context Analysis - Evaluate the existing and planned context and demonstrate how the proposed building responds to the patterns, opportunities, and challenges within the area.

The subject site is in the *Flemingdon Park neighbourhood* and is in very close proximity existing and planned transit infrastructure such as the Eglinton Crosstown LRT line and the planned Ontario Line. Policy directions applying to the area promote the growth and intensification expected to occur in the area as a result of the future rapid transit.

- b) Section 1.3 - Fit and Transition in Scale - Ensure tall buildings fit within the existing or planned context and provide an appropriate transition in scale down to lower-scaled buildings, parks and open space.

The proposal is in keeping with the scale the surrounding existing and evolving context surrounding the subject site, which includes generally tall to mid-rise buildings. The proposal contributes to the neighbourhood skyline with a moderately higher height than the recently approved 37 storey tower to the immediate west. Including moderately higher heights contribute to many policy objectives of the Province and the City and in this circumstance do not introduce any adverse planning impacts.

- c) Section 1.4 - Sunlight and Sky View - Locate and design tall buildings to protect access to sunlight and sky view within the surrounding context of streets, parks and private open space, and other shadow sensitive areas.

The preceding shadow analysis in this report indicates that shadow impacts are adequately limited, transitional in nature, and with acceptable incremental impacts on the immediate and broader surrounding area. The building provides sufficient access to sunlight and sky views.

- d) Section 2.1 - Building Placement - Locate the base of tall buildings to frame the edges of streets, parks and open space, reinforce corners, and to fit harmoniously within the existing context.

The proposed podium building is sited to frame the street edges of Grenoble Drive and Deauville Lane, further reinforcing this corner location and harmoniously fitting within the existing context.

- e) Section 2.2 - Building Address and Entrances - Organize tall buildings to use existing or new public streets for address and building entrances.

As mentioned, the West and East Towers, and Podium Building will all have separate lobby entrances, that are accessible from grade. All entrances will be clearly visible and universally accessible.

- f) Section 2.3 - Site Servicing, Access and Parking - Locate “back of house” activities, such as loading, servicing, utilities, and vehicle parking, underground or within the building mass, away from the public realm and public view.

All loading, servicing and utilities are internalized within the building and screened from public view.

- g) Section 2.4 - Publicly Accessible Open Space - Provide grade-related, publicly accessible open space within the tall building site to complement, connect and extend the existing network of public streets, parks and open space.

The development provides 676 square metres of public parkland dedication on the west side of the site to augment the existing open space network in the neighbourhood. The park is connected to the public sidewalks surrounding the building, providing a connection to the network of public spaces. Additionally, a POPS (490 sq. m) is proposed at southeast portion of the subject site, addressing the Grenoble Drive and Deauville Lane frontages. This corner condition enhances the two public frontages and provides a 'front yard' to this site, compatible with the neighbourhood context.

- h) Section 2.5 - Private Open Space - Provide a range of high-quality, comfortable private and shared outdoor amenity space throughout the tall building site.

Indoor and outdoor amenity spaces are provided on the ground and 7th floors of both towers. The indoor and outdoor amenity space for the Podium Building is provided on the ground floor. Dwelling units in both towers and the podium have access to private balconies that provide individual private amenity in addition to the shared amenity spaces described above.

- i) Section 2.6 - Pedestrian and Cycling Connections - Provide comfortable, safe and accessible pedestrian and cycling routes through and around the tall building site.

Safe and accessible routes for pedestrians are provided along the frontages of both Deauville Lane and Grenoble Drive. Bicycle infrastructure exists within the public right-of-way along both frontages and will remain.

- j) Section 3.1.1 - Base Building Scale and Height - Design the base building to fit harmoniously within the existing context of neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks, and public or private open spaces.

The 6-storey base building respects the height, scale, and existing context on both surrounding streets and is well proportioned with the surrounding open spaces and public realm.

- k) Section 3.1.2 - Street Animation - Line the base building with active, grade-related uses to promote a safe and animated public realm.

The proposed development meets the guideline standards by including residential lobbies and townhomes units accessible at-grade. The entrances are complemented by outdoor spaces that promote a safe and animated public

realm. The Deauville Street frontage is activated with an indoor amenity space for the East Tower.

- l) Section 3.1.3 - First Floor Height - Provide a minimum first floor height of 4.5m, measured floor-to-floor from average grade.

The proposed development meets the first-floor height guideline standard with a minimum 5.0 m floor-to-ceiling height.

- m) Section 3.1.4 - Façade Articulation and Transparency - Articulate the base building with high-quality materials and design elements that fit with the neighbouring buildings and contribute to the pedestrian scale. Provide clear, unobstructed views into and out from ground floor uses facing the public realm.

The proposed building and design elements will enhance the public realm and offer clear views from and into building from the ground floor facing the public realm, further supporting transparency and safety. The building features high quality design and materiality, particularly at grade.

- n) Section 3.1.5 - Public-Private Transition - Design the base building and adjacent setback to promote an appropriate level of visual and physical access and overlook reflecting the nature of building use at grade.

The proposed base building provides grade separation and landscaped setbacks to define the area while maintaining the safety of the public realm. Appropriate views to the public realm and surrounding areas is provided with entrance lobbies and other active uses such as indoor amenity areas addressing the public realm.

- o) Section 3.2.1 - Floor plate Size and Shape - Limit the tower floor plate to 750 square metres or less per floor, including all built area within the building, but excluding balconies.

The proposed tower floor plates are 790 sq. m. (GCA). The proposed floor plate has regard for, and generally meets the standards for this guideline. The slightly larger floor plate size is mitigated by the large size of this site and the large separation distances to any nearby and adjacent tower. The moderately larger floor plate size also does not prompt any adverse planning impacts.

- p) Section 3.2.2 - Tower Placement - Place towers away from streets, parks, open space, and neighbouring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm.

The proposed building offers tower stepbacks to visually reduce the impact on the streetscape and maintain the 6-storey podium base building as a consistent streetwall, in keeping with the existing and recently approved buildings in the immediate surrounding area.

- q) Section 3.2.3 - Separation Distances - Setback tall buildings 12.5 metres or greater from the side and rear property lines or centre line of an abutting lane. Provide separation distance between towers on the same site of 25 metres or greater, measured from the exterior wall of the buildings, excluding balconies.

The proposed towers offer sufficient setbacks from the side and rear property lines. As well, the separation distance between proposed towers of 26.95 m exceeds the guideline standards.

- r) Section 3.2.4 - Tower Orientation and Articulation - Organize and articulate tall building towers to promote design excellence, innovation and sustainability.

The building meets the guideline standards by providing articulated towers with high quality finishes and materials.

- s) Section 3.3 - Tower Top - Design the top of all buildings to make an appropriate contribution to the quality and character of the city skyline. Balance the use of decorative lighting with energy efficiency objectives, the protection of migratory birds, and the management of sky glow.

The towers offer elements such as green roofs and design articulation, contributing to the city skyline. To ensure the protection of birds, elements such as bird friendly glazing have been incorporated.

- t) Section 4.1 - Streetscape and Landscape Design - Provide high quality, sustainable streetscape and landscape design between the tall building and adjacent streets, parks and open space.

Proposed landscaping is of high-quality hardscaping, plantings and seating, which is integrated with adjacent streets and parks to enhance the overall streetscape.

- u) Section 4.2 - Sidewalk Zone - Provide adequate space between the front of the building and adjacent street curbs to safely and comfortably accommodate pedestrian movement, streetscape elements and activities related to the uses at grade.

The proposed development provides adequate public space to accommodate pedestrian movement, including a landscaped park and a proposed POPS, and the required 2.1 m pedestrian clearway.

- v) Section 4.3 - Pedestrian Level Wind Effects - Locate, orient and design tall buildings to promote air circulation and natural ventilation, yet minimize adverse wind conditions on adjacent streets, parks and open space, at building entrances, and in public and private outdoor amenity areas.

The Pedestrian Level Wind Study for the proposed development concluded that the proposed development will result in adequate wind conditions in the public

realm. Some mitigation may be required for the parkland dedication, which can be addressed through the design process.

- w) Section 4.4 - Pedestrian Weather Protection - Ensure weather protection elements, such as overhangs and canopies, are well-integrated into building design, carefully designed and scaled to support the street, and positioned to maximize function and pedestrian comfort.

The proposed building has been designed to offer pedestrian comfort and weather protection, including inset lobby entrances.

5.3 Other City Guideline Documents

5.3.1 Growing Up: Planning for Children in New Vertical Communities

In 2015, City staff initiated a study to explore how new multi-unit residential buildings can accommodate the needs of larger households with children. In July 2017, a staff report was prepared, including draft guidelines. Subsequently, the final guidelines were endorsed by City Council in July 2020. This guideline document is generally referred to as the “Growing Up Guidelines”.

The Growing Up Guidelines seek to enhance the experience of children in the City. Such objectives include: promotion of independent mobility, access to community infrastructure, parks and schools. At the building scale, consideration is given to adequately accommodating and supporting resident interaction through well designed common spaces, increasing the number of large units and encouraging the design of amenity spaces that are functional and flexible. At the dwelling unit scale, the guidelines focus on the size, function, and form of a dwelling unit in order to provide space for the social functions of larger households.

The Growing Up Guidelines establish parameters to guide the design of buildings for families through the promotion and provision of “larger units”, including two – three bedroom units of adequate size to support family functions. The guidelines identify a minimum of 25% large units, of which 10% should be three-bedroom units and 15% should be two-bedroom units. The guidelines also recommend optimum dwelling unit sizes.

The proposed building and dwelling unit distribution generally meet the guidelines, wherein, of the 884 total new dwelling units, a total of 11% of the dwelling units are 3-bedroom and a total of 25% of the dwelling units are 2-bedroom, amounting to a total of 36% of the new dwelling units proposed considered “large units”.

5.3.2 Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings

The Pet-Friendly Design Guidelines were developed in 2019, through a collaborative process involving consultation and engagement with a broad range of stakeholders. The purpose of the document is to guide new developments to be supportive of a growing pet population as development policy encourages intensification in compact urban communities. The pet guidelines are intended to complement other city initiatives to create and design high-quality pet friendly amenities in private development, including the building, private internal and external open spaces, and in living spaces. The pet guidelines apply city-wide to all new multi-unit residential buildings that are required to provide amenity space as a condition of their development approval. As guidelines, they are intended to provide direction and guidance, but should be afforded flexibility in application, and balanced against broad city building objectives.

Similar to the Growing Up Guidelines, the Pet Friendly Guidelines are structured at three scales: the neighbourhood, the building, and the dwelling unit. At the neighbourhood scale, the guidelines encourage new developments to support their on-site pet population with amenities and spaces to meet their needs and reduce the burden on public parks and open spaces, especially in high-density neighborhoods characterized by multi-unit, high-rise buildings, where parks and green spaces are heavily utilized.

At the building scale, the guidelines provide direction as to the types and general configuration of amenity spaces for pets, and specify how shared spaces, green spaces, building systems and the public realm can be designed to support pets, their owners, and other residents of multi-unit buildings in high density neighbourhoods. The types of dedicated amenities that could be provided to support residents and their pets includes the following: pet relief areas, off-leash areas, pet wash stations, and POPS.

The guidelines direct that the appropriate size and range of pet amenities in a proposed building be closely considered together with the allocation and configuration of other amenities. These amenities should also be determined in conjunction with an assessment of current and future anticipated usage, existing and future demographics, and existing neighbourhood facilities. Finally, the unit scale looks at choices in materials, unit layout, indoor space, outdoor patio space and storage that can enhance a pet's environment and meet day-to-day needs.

The proposal is capable of accommodating pet amenity programming, the details of which can be further developed as the approvals process continues. In addition, the location and proximity of the subject site to the adjacent park network and trail system provides access for such activities that is conveniently located for existing and future residents of the subject site and surrounding neighbourhood.

6.0 Community Services and Facilities Study

A Community Services and Facilities Study was prepared under separate cover by Goldberg Group and is included with this application submission package. The Community Services and Facilities Study states that the proposed building, containing 109 rental replacement dwelling units and 884 new dwelling units, is well serviced by existing community services, parks and recreation, and other community facilities and social services. The study concludes that the proposed building will not place an undue burden on the existing community services and facilities within the surrounding area. For more detail, reference should be made to the Community Services and Facilities Study.

7.0 Overall Conclusions

The Provincial policies contained in the PPS and the Growth Plan actively promote and encourage compact urban form, intensification, optimization of the existing land base and infrastructure, and development which efficiently and optimally utilizes existing public transit. The site is within four *Major Transit Station Areas* as defined in the Growth Plan. From physical context and policy context perspectives, the subject site is very suitable for a more intense form of building, particularly given the immediate and broader surrounding area context that is evolving with new higher-density tall building developments, that are

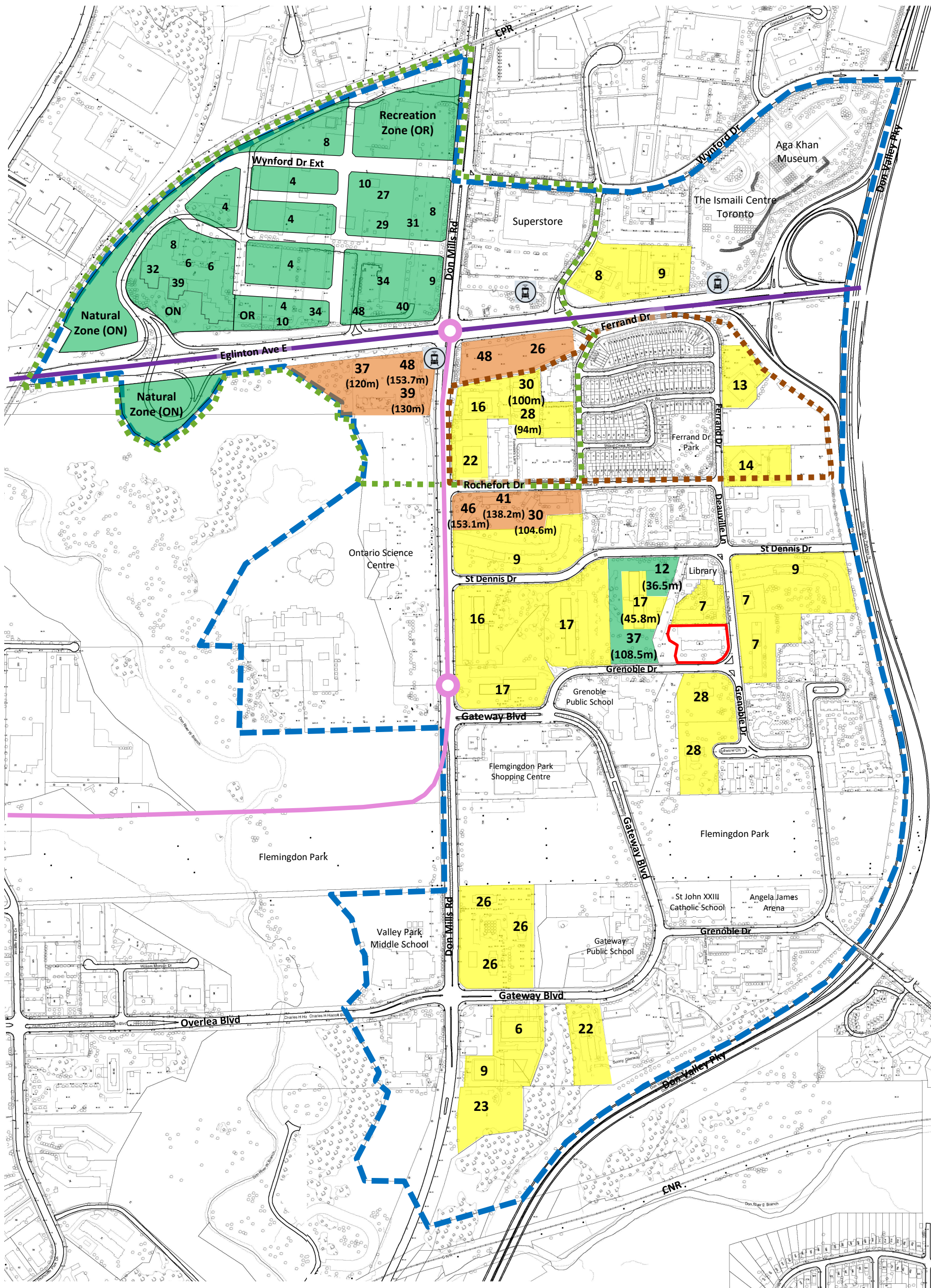
in close proximity to planned higher-order transit and frequent transit, and active transportation routes (walking and cycling). We conclude that the proposal advances the policy themes expressed in these two Provincial policy documents and is therefore consistent with the PPS and conforms with the Growth Plan.

From a local planning perspective, the proposal implements and satisfies the applicable Growth Management, *Apartment Neighbourhoods*, Housing, Built Form, and Parks provisions and policies of the City OP. It has been demonstrated that the subject site can comfortably accommodate the height, scale and density proposed on the subject site within its context, with no adverse planning impacts on the surrounding area. The proposal is a comfortable fit with its existing and planned context.

The proposed development promotes the achievement of numerous policy directions which support intensification and increase population, particularly in areas well served by frequent transit and rapid transit. The proposal also generally satisfies the visions for this site as expressed in the applicable City policies related to transit supportive development, enhanced and animated public realm, and an increase in the provision of housing options for families. As such, the proposal is an appropriate development for this location and will be a compatible fit with the existing and planned context of the subject site.

In view of the above, the subject application 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 |  SUBJECT SITE |  EGLINTON CROSSTOWN LRT |  DON MILLS CROSSING SECONDARY PLAN |
|  APPROVED |  STUDY AREA |  LRT STATION |  SITE SPECIFIC POLICY 76 |
|  PROPOSED | |  PROPOSED ONTARIO LINE | |
| # NUMBER OF STOREYS | |  ONTARIO LINE STATION | |
| (xxm) HEIGHT IN METRES | | | |

Figure 1

CONTEXT PLAN – BUILDING HEIGHT



GOLDBERG GROUP

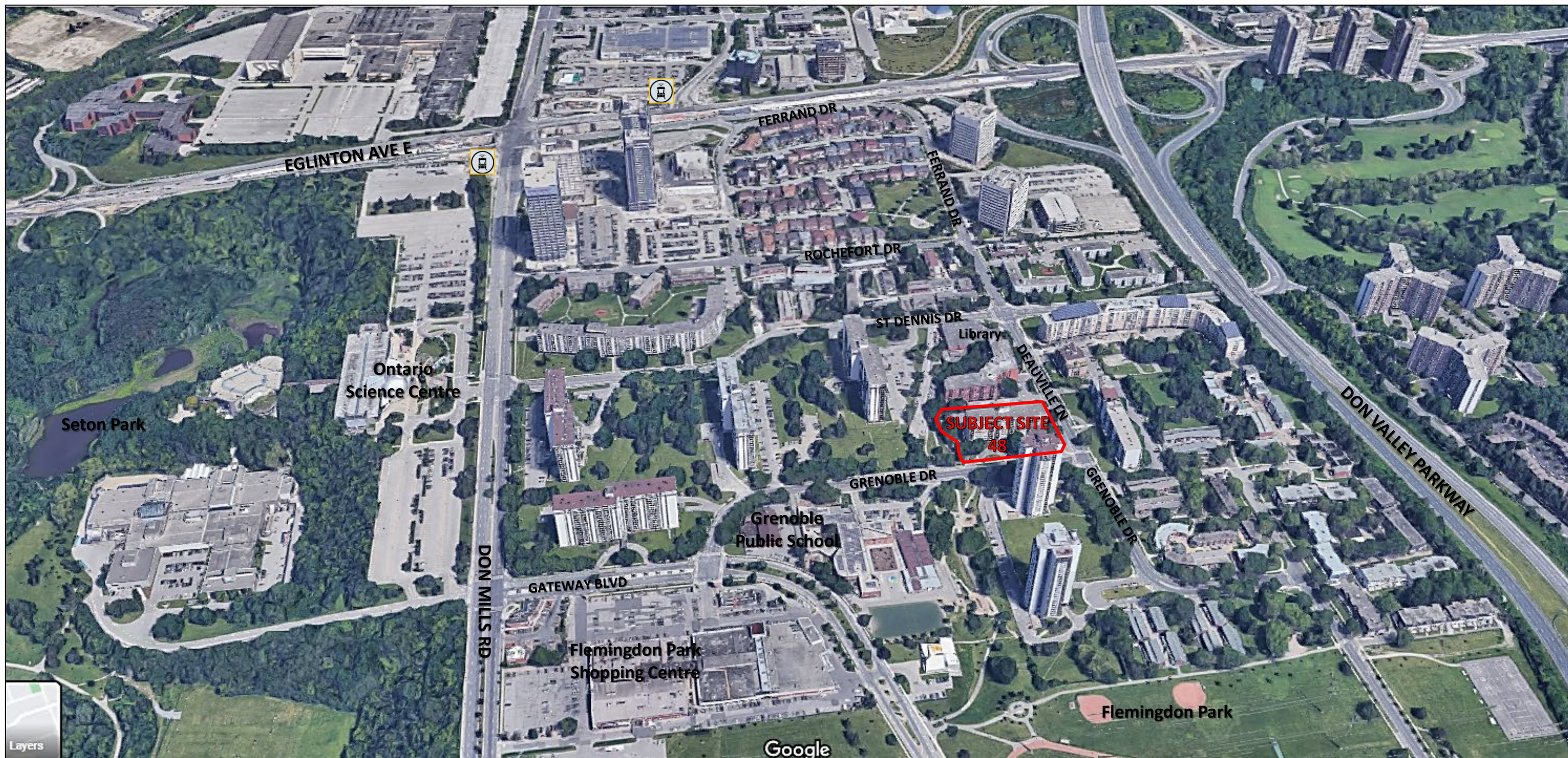


Figure 2

CONTEXT PLAN – AERIAL VIEW



GOLDBERG
GROUP

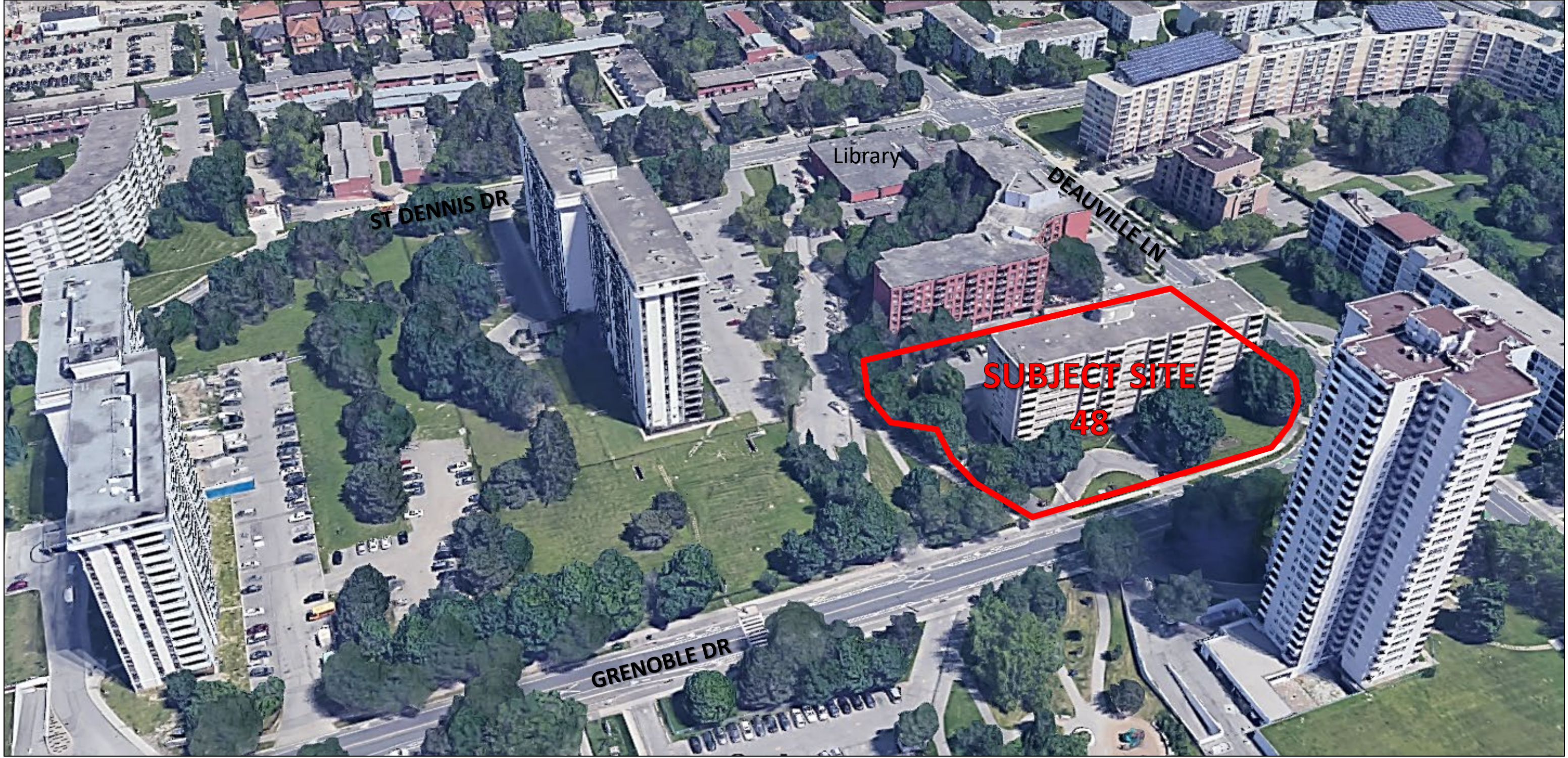
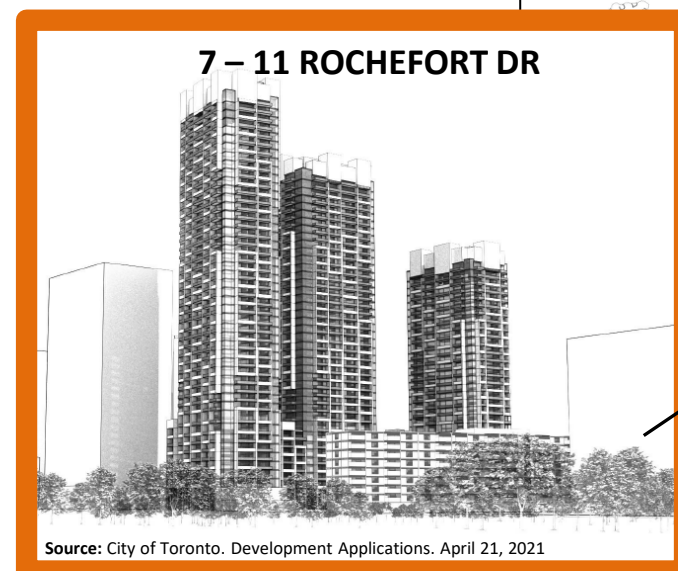
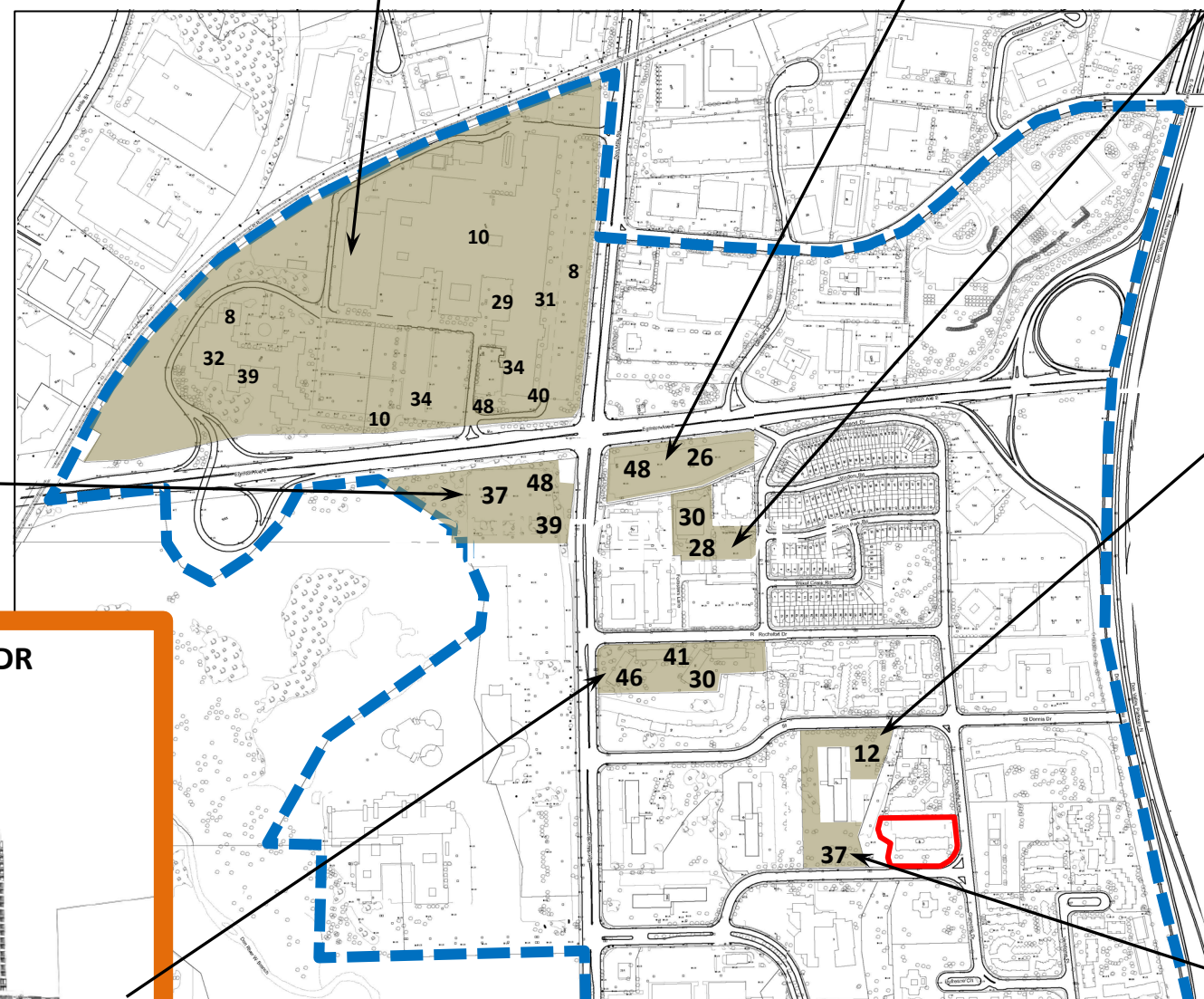
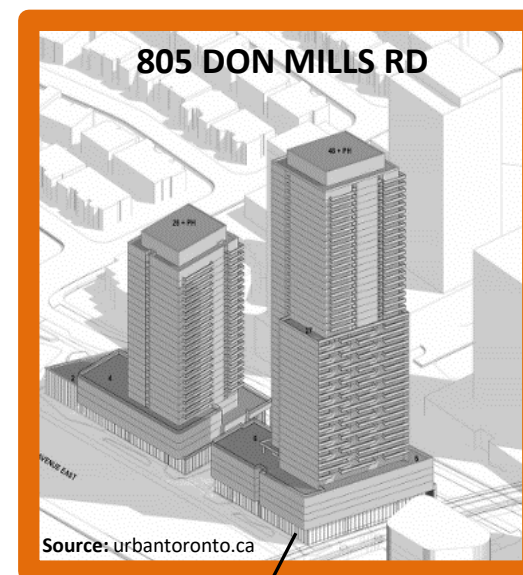


Figure 3

BIRD'S EYE VIEW LOOKING NORTH



Source: google.com/maps. 2022



- EXISTING
- APPROVED
- PROPOSED
- # NUMBER OF STOREYS
- SUBJECT SITE
- STUDY AREA

Figure 4

DEVELOPMENTS IN THE STUDY AREA



**GOLDBERG
GROUP**





1. View northerly towards 48 Grenoble Drive (Subject Site)



2. View northerly towards 48 Grenoble Drive (Subject Site) and Flemington Park Trail



3. View northerly towards 48 Grenoble Drive (Subject Site) from Deauville Lane and Grenoble Drive intersection



4. View southerly towards the rear of the Subject Site

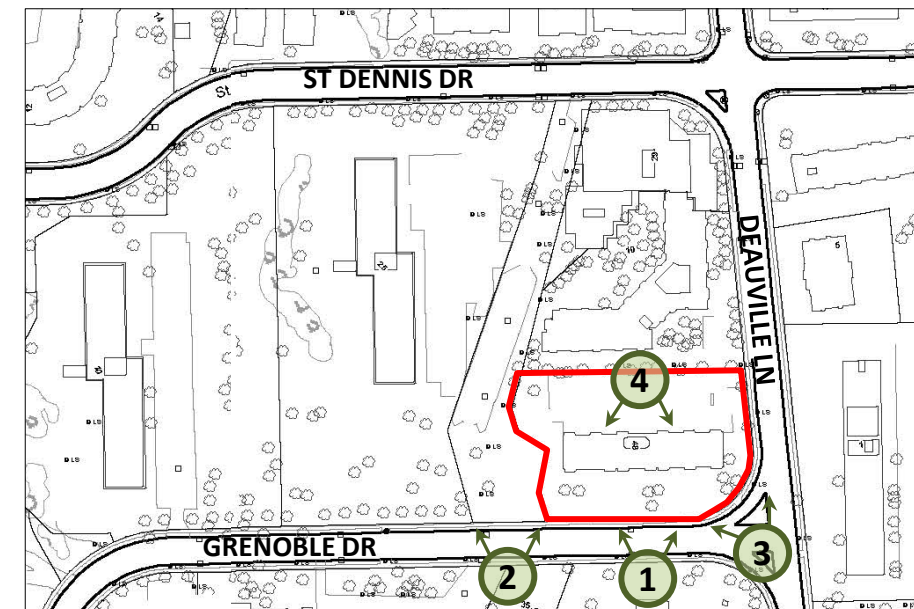


Figure 6



5. View easterly towards 48 Grenoble Drive (Subject Site) from Flemington Park Trail



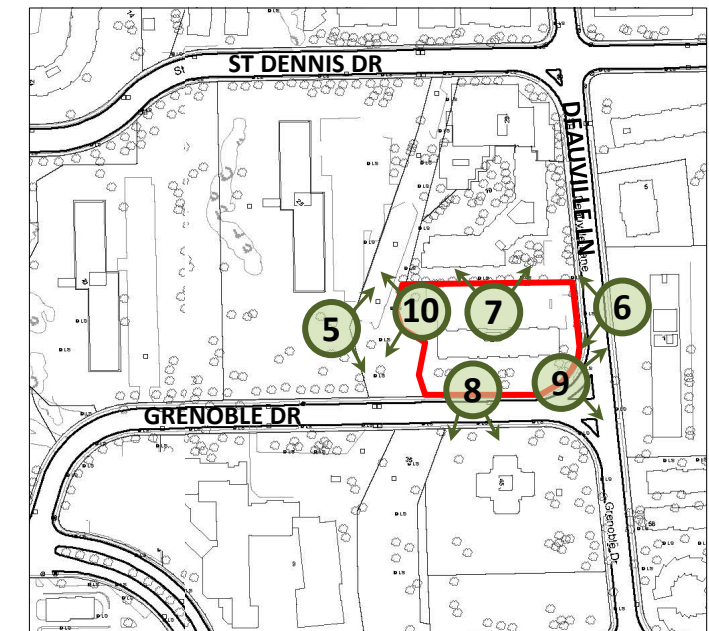
6. View westerly towards the rear of 48 Grenoble Drive (Subject Site)



7. View northerly from the rear yard of the Subject Site towards 10 Deauville Lane



8. View southerly from the Subject Site across Grenoble Drive



9. View easterly from the Subject Site across Deauville Lane



10. View westerly from the Subject Site across Flemington Park Trail

Figure 7

SITE PHOTOS

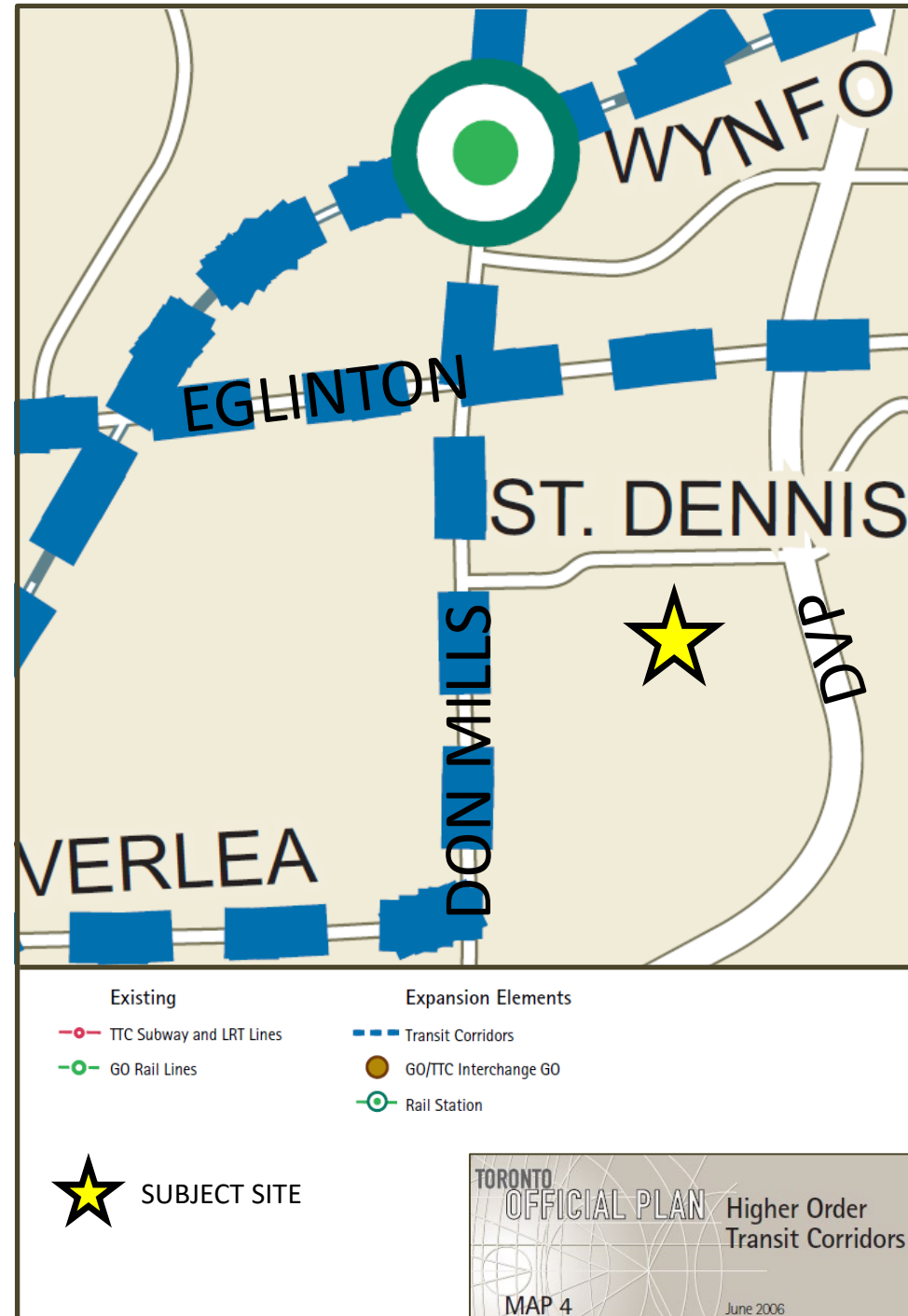
MAP 3

Right-of-Way Associated with Existing Major Streets



MAP 4

Higher Order Transit Corridors



MAP 20

Land Use Designations

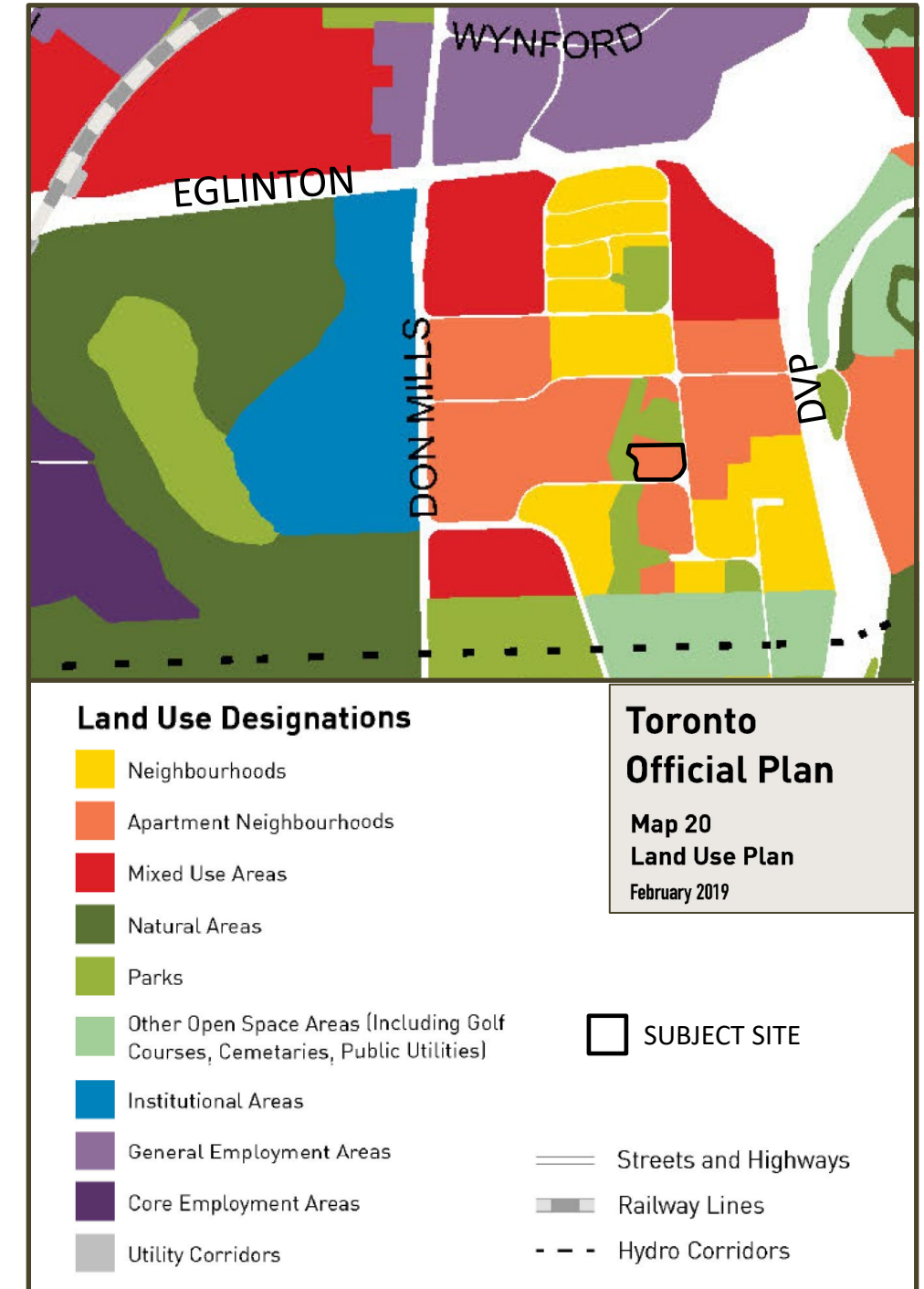
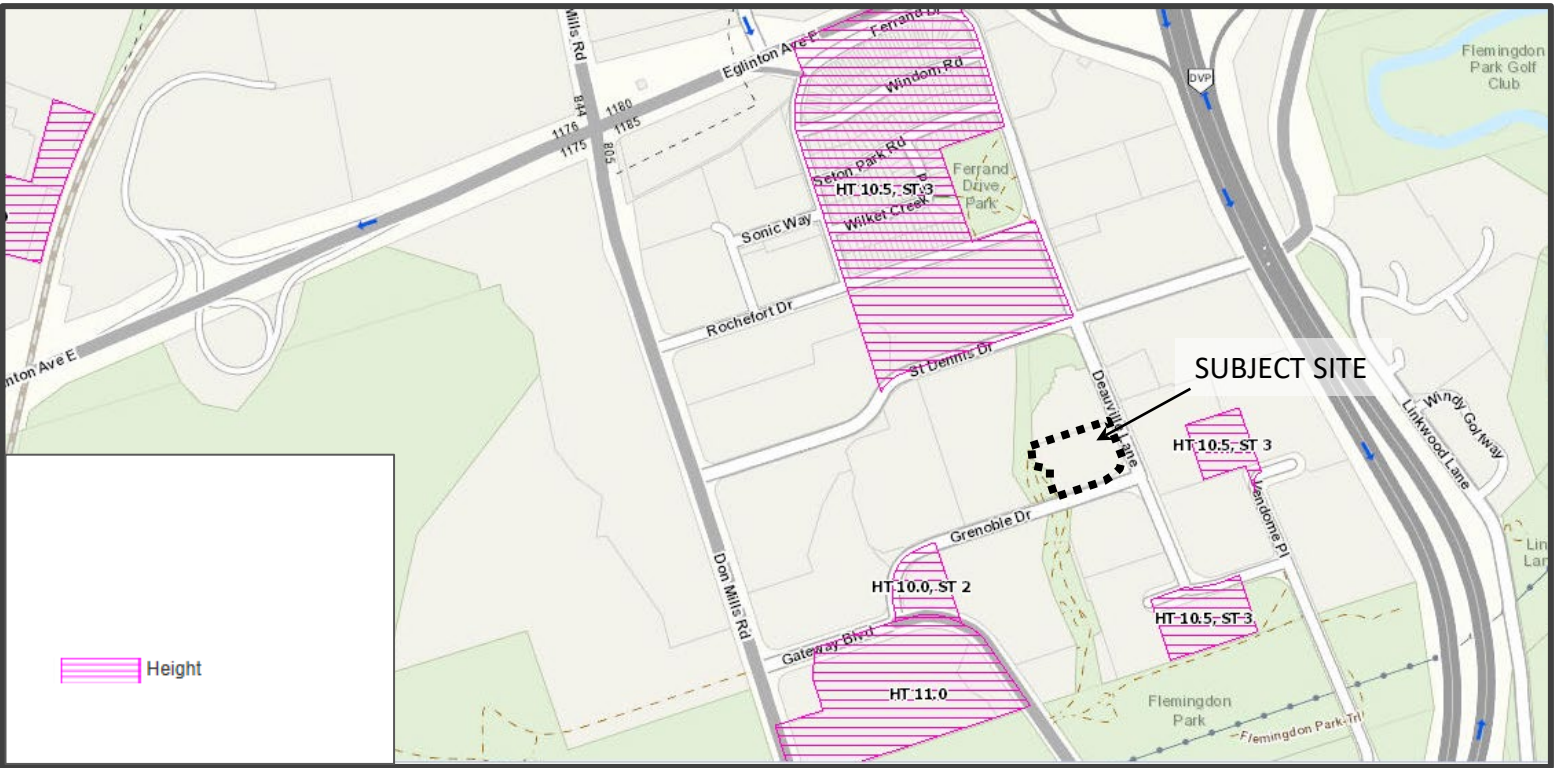
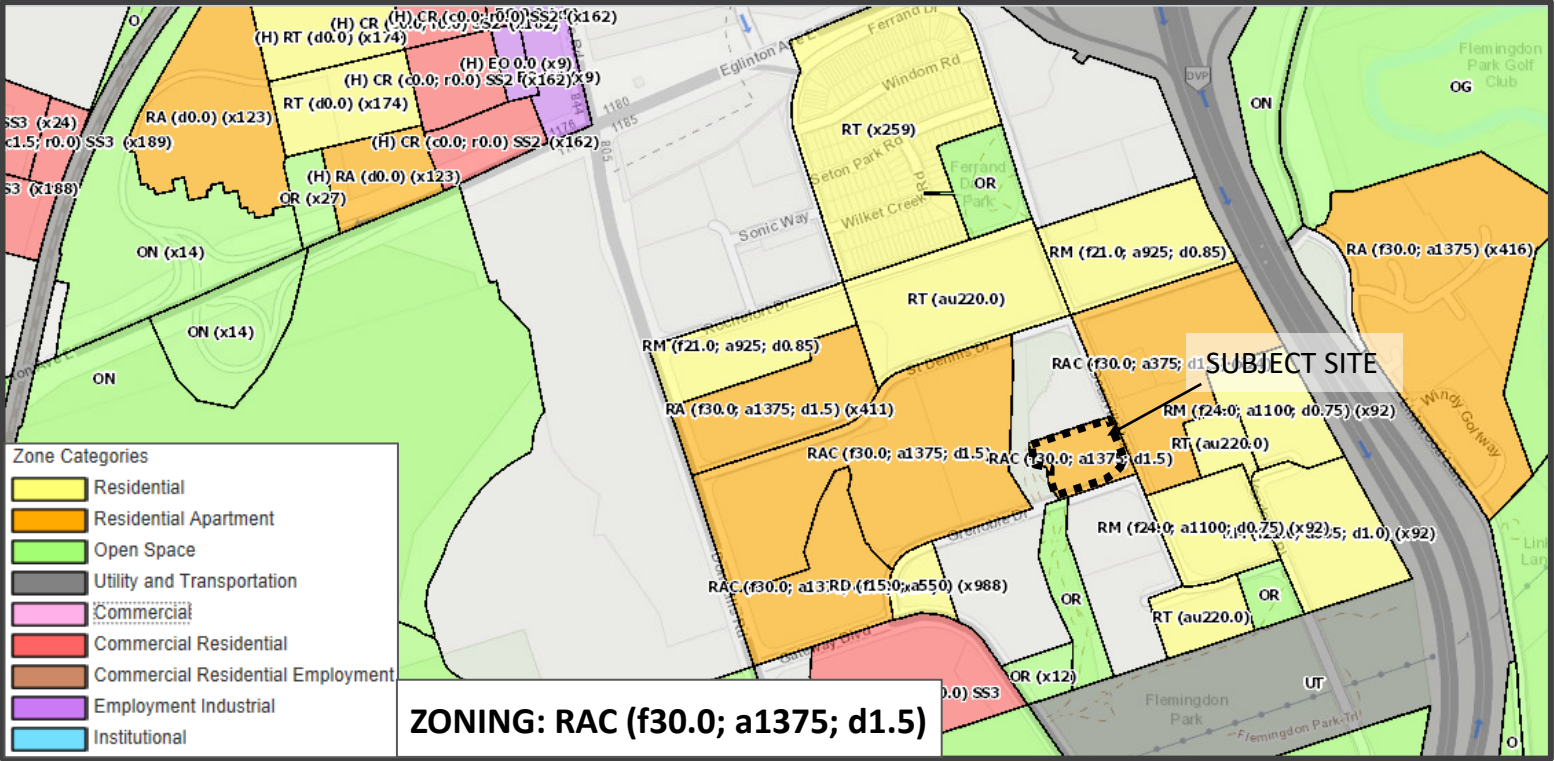


Figure 8

ZBL 569-2013



ZBL 7625

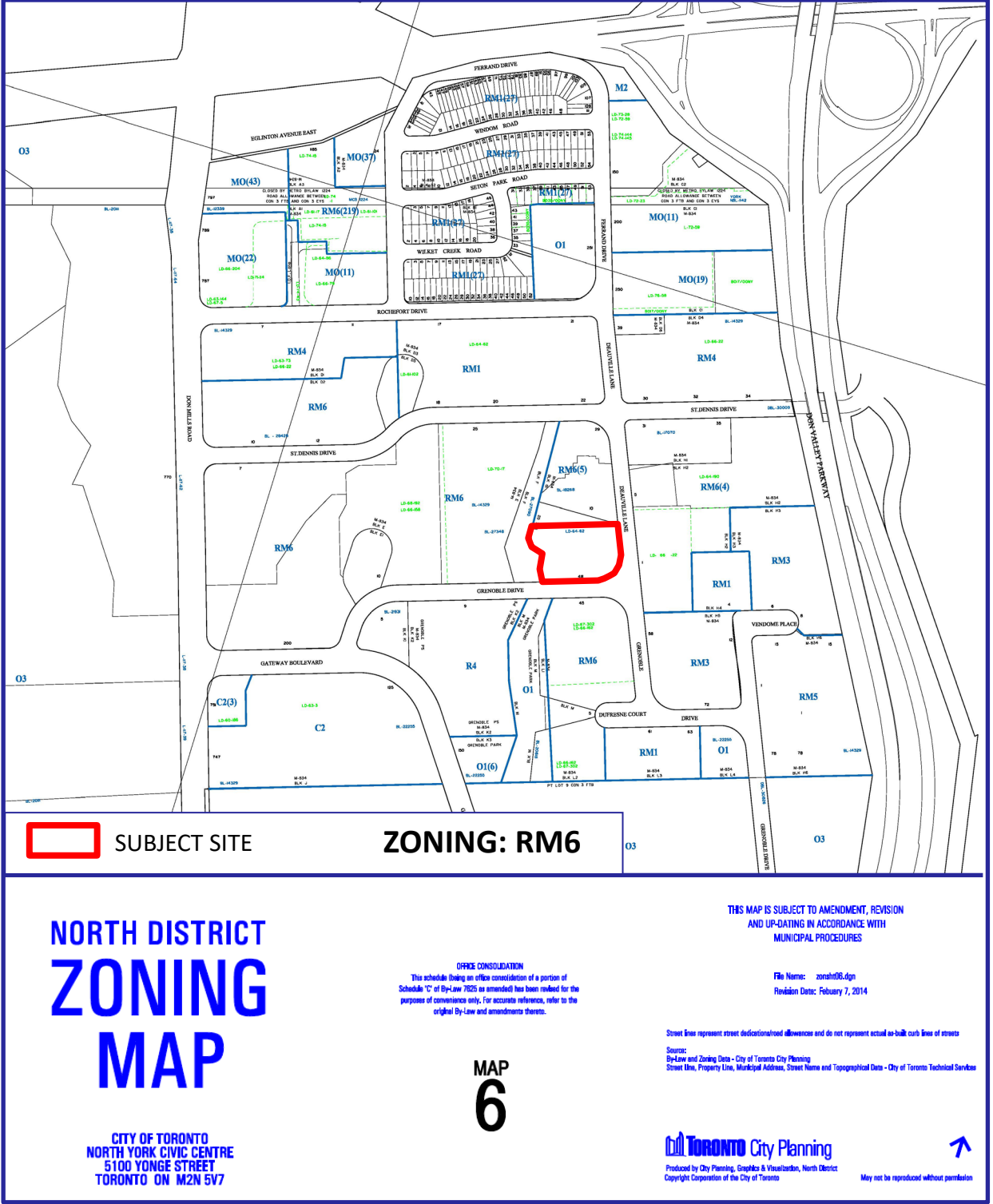


Figure 9



Figure 10A



Figure 10B

1.0 SUMMARY

SITE AREA			6,749	m ²
TOTAL GFA			67,941	m ²
FSI			10.1	

RENTAL REPLACEMENT UNITS	109
NEW RESIDENTIAL UNITS	884
TOTAL RESIDENTIAL UNITS	993

2.0 BUILDING HEIGHT

WEST TOWER		EAST TOWER	
Tower:	137.0m	Tower:	130.0m
MPH:	7m	MPH:	7m
TOTAL:	144.0m	TOTAL:	137.0m

3.0 FLOOR AREA

Level	# of Levels	GCA/Level		Total GCA		Res GFA*		Amenity (Ext)		Amenity (Int)	
		m ²	ft ²	m ²	ft ²	m ²	ft ²	m ²	ft ²	m ²	ft ²

BELOW GRADE PARKING											
P4	1	5,065	54,519	5,065	54,519	-	-	-	-	-	-
P3	1	5,620	60,493	5,620	60,493	-	-	-	-	-	-
P2	1	5,620	60,493	5,620	60,493	-	-	-	-	-	-
P1	1	5,620	60,493	5,620	60,493	-	-	-	-	-	-
TOTALS	4			21,925	235,999	-	-	-	-	-	-

WEST BUILDING											
P1(Lower TH)	1	550	5,920	550	5,920	550	5,920	-	-	-	-
1	1	1,467	15,793	1,467	15,793	949	10,217	-	-	244	2,626
2	1	-	-	-	-	-	-	-	-	-	-
3	1	-	-	-	-	-	-	-	-	-	-
4	1	-	-	-	-	-	-	-	-	-	-
5	1	-	-	-	-	-	-	-	-	-	-
6	1	1,630	17,543	1,630	17,543	1,537	16,547	-	-	-	-
7 - Amenity	1	790	8,504	790	8,504	51	549	920	9,903	676	7,276
8-43	36	790	8,504	28,440	306,125	26,177	281,771	-	-	-	-
MPH	1	790	8,504	790	8,504	40	431	-	-	-	-
TOTALS	44			33,667	362,388	29,305	315,435	920	9,903	920	9,903

EAST BUILDING											
1	1	1,032	11,105	1,032	11,105	584	6,283	-	-	174	1,873
2	1	-	-	-	-	-	-	-	-	-	-
3	1	-	-	-	-	-	-	-	-	-	-
4	1	-	-	-	-	-	-	-	-	-	-
5	1	-	-	-	-	-	-	-	-	-	-
6	1	1,630	17,543	1,630	17,543	1,537	16,547	-	-	-	-
7 - Amenity	1	790	8,504	790	8,504	51	549	850	9,149	676	7,276
8-41	34	790	8,504	26,860	289,118	24,723	266,117	-	-	-	-
MPH	1	790	8,504	790	8,504	40	431	-	-	-	-
TOTALS	42			31,102	334,774	26,935	289,927	850	9,149	850	9,149

PODIUM (Rental replacement)											
1	1	625	6,728	625	6,728	133	1,432	220	2,368	218	2,347
2	1	2,483	26,725	2,483	26,725	2,293	24,686	-	-	-	-
3	1	3,260	35,086	3,260	35,086	3,092	33,278	-	-	-	-
4	1	3,260	35,086	3,260	35,086	3,092	33,278	-	-	-	-
5	1	3,260	35,086	3,260	35,086	3,092	33,278	-	-	-	-
TOTALS	5			12,887	138,710	11,701	125,951	220	2,368	218	2,347

GRAND TOTAL		Total GCA		Res GFA*		Amenity (Ext)		Amenity (Int)	
		m2	ft ²	m ²	ft ²	m ²	ft ²	m ²	ft ²
		99,580	1,071,870	67,941	731,312	1,990	21,420	1,988	21,399

PARKLAND DEDICATION	676	m ²
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UNIT DISTRIBUTION

NEW RESIDENTIAL				
Level	1B	2B	3B	Total
WEST BUILDING				
1	0	0	10	10
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	3	7	7	17
7	-	-	-	-
8-43 per level	8	3	1	12
8-43 Total	288	108	36	432
TOTALS	291	115	53	459

EAST BUILDING				
1	0	0	0	0
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0
6	3	8	6	17
7	-	-	-	-
8-41 per level	8	3	1	12
8-41 Total	272	102	34	408
TOTALS	275	110	40	425

TOTAL NEW RES UNITS (East and West Building)			
	566	225	93
	64%	25%	11%

RENTAL REPLACEMENT AT PODIUM				
1	0	0	0	0
2	5	8	0	13
4	15	17	0	32
5	15	17	0	32
6	0	0	0	0
TOTALS	50	59	0	109
	46%	54%	0	
Grand Total	616	284	93	993

Townhomes

4.0 AMENITY

	Total units	Exterior		Exterior/ unit (m ²)	Interior		Interior/ unit (m ²)
		m ²	ft ²		m ²	ft ²	
WEST BUILDING	459	920	9,903	2.00	920	9,903	2.00
EAST BUILDING	425	850	9,149	2.00	850	9,149	2.00
PODIUM (Rental Replacement)	109	220	2,368	2.02	218	2,347	2.00
TOTALS	993	1,990	21,420	2	1,988	21,399	2

5.0 PARKING

Level	Residential Car Parking			Visitor Car Parking			Total Car Parking	Bicycle Parking		Total Bicycle Parking
	Regular	BF	Total	Regular	BF	Total		Long-Term	Short-Term	
P1	40	1	41	47	4	51	92	170	0	170
P2	140	7	147	-	-	0	147	0	0	0
P3	142	7	149	-	-	0	149	-	-	-
P4	129	5	134	-	-	0	134	-	-	-
1	-	-	-	-	-	-	-	-	200	200
2	-	-	-	-	-	-	-	724	0	724
TOTALS	451	20	471	47	4	51	522	894	200	1094

BF = BARRIER FREE	
Vehicle Parking Rate achieved	0.53
Visitors Vehicle Parking	0.05
Resident Vehicle Parking	0.47

Figure 11



Figure 12

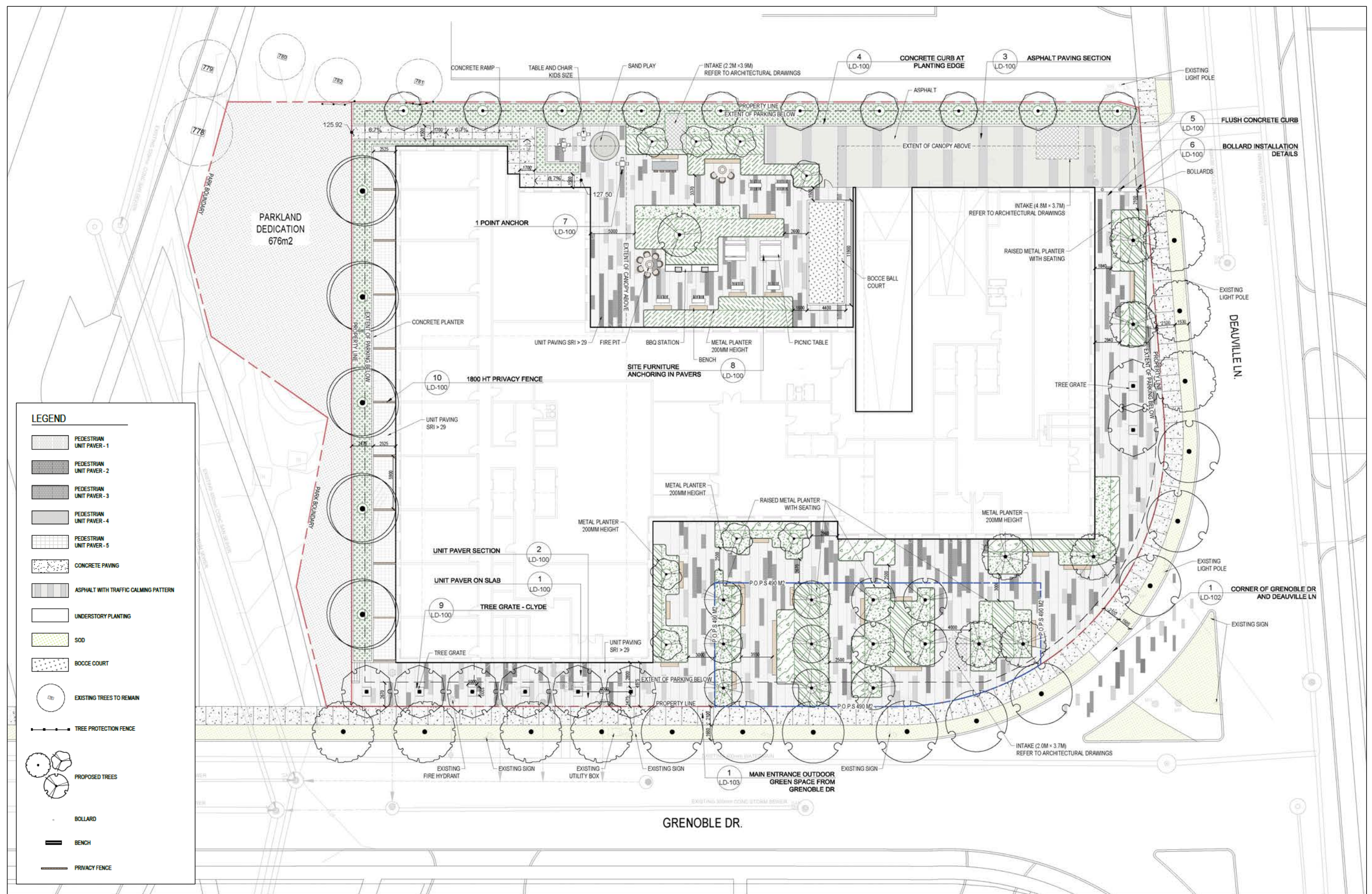


Figure 13



Figure 14



LEVEL 2



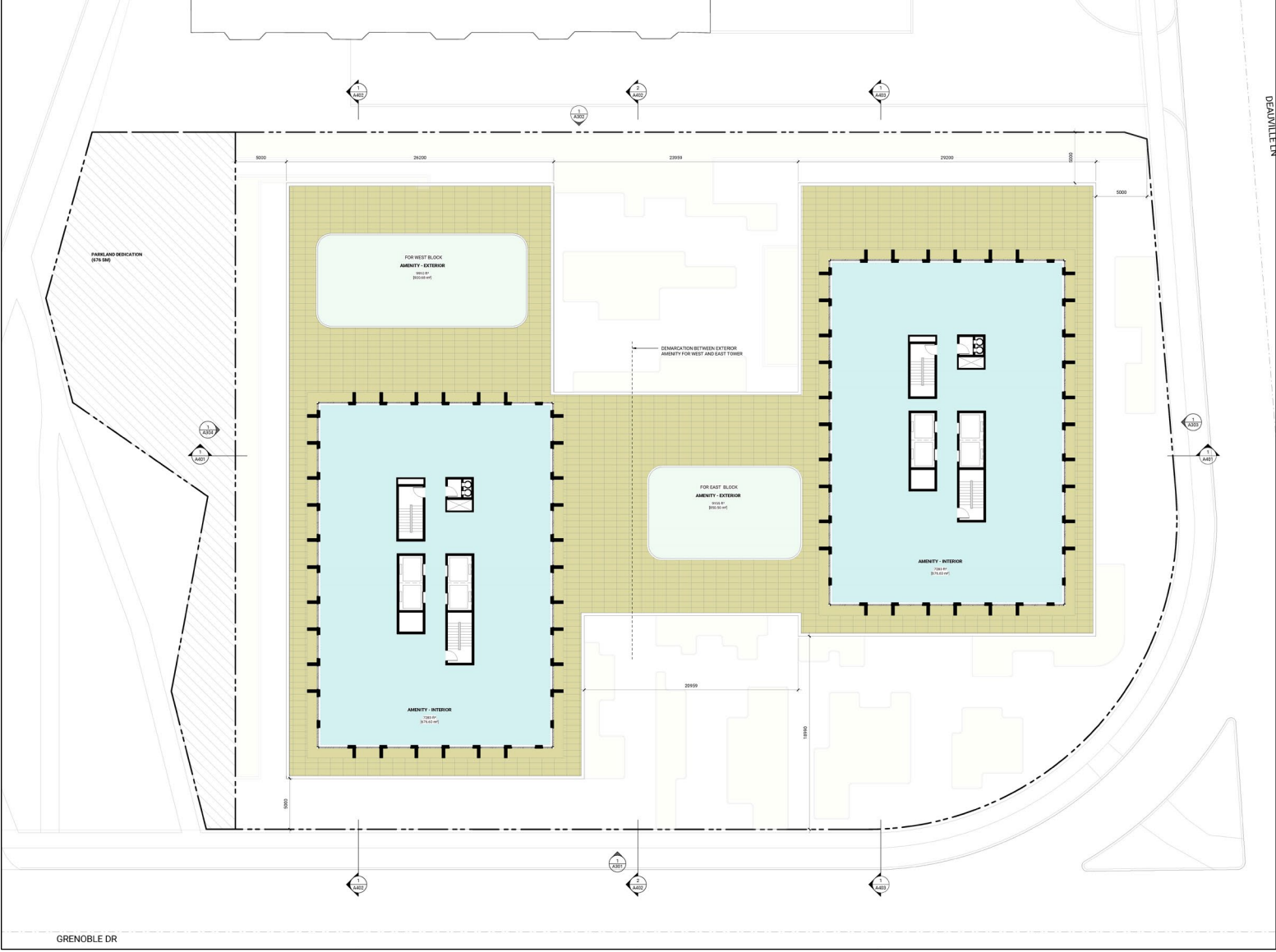
LEVEL 3-5

LEVEL 2 AND LEVEL 3-5 FLOOR PLAN

Figure 15



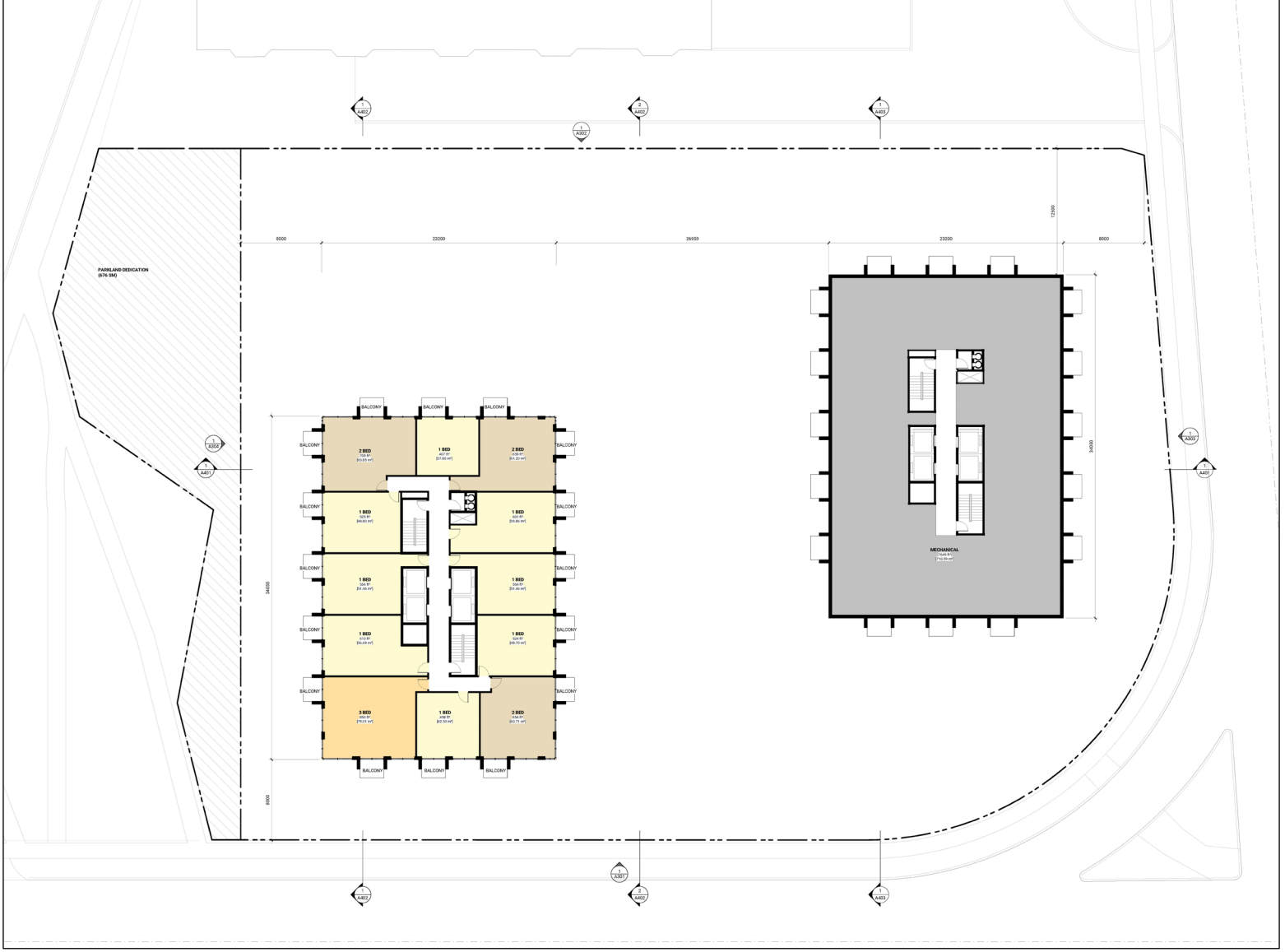
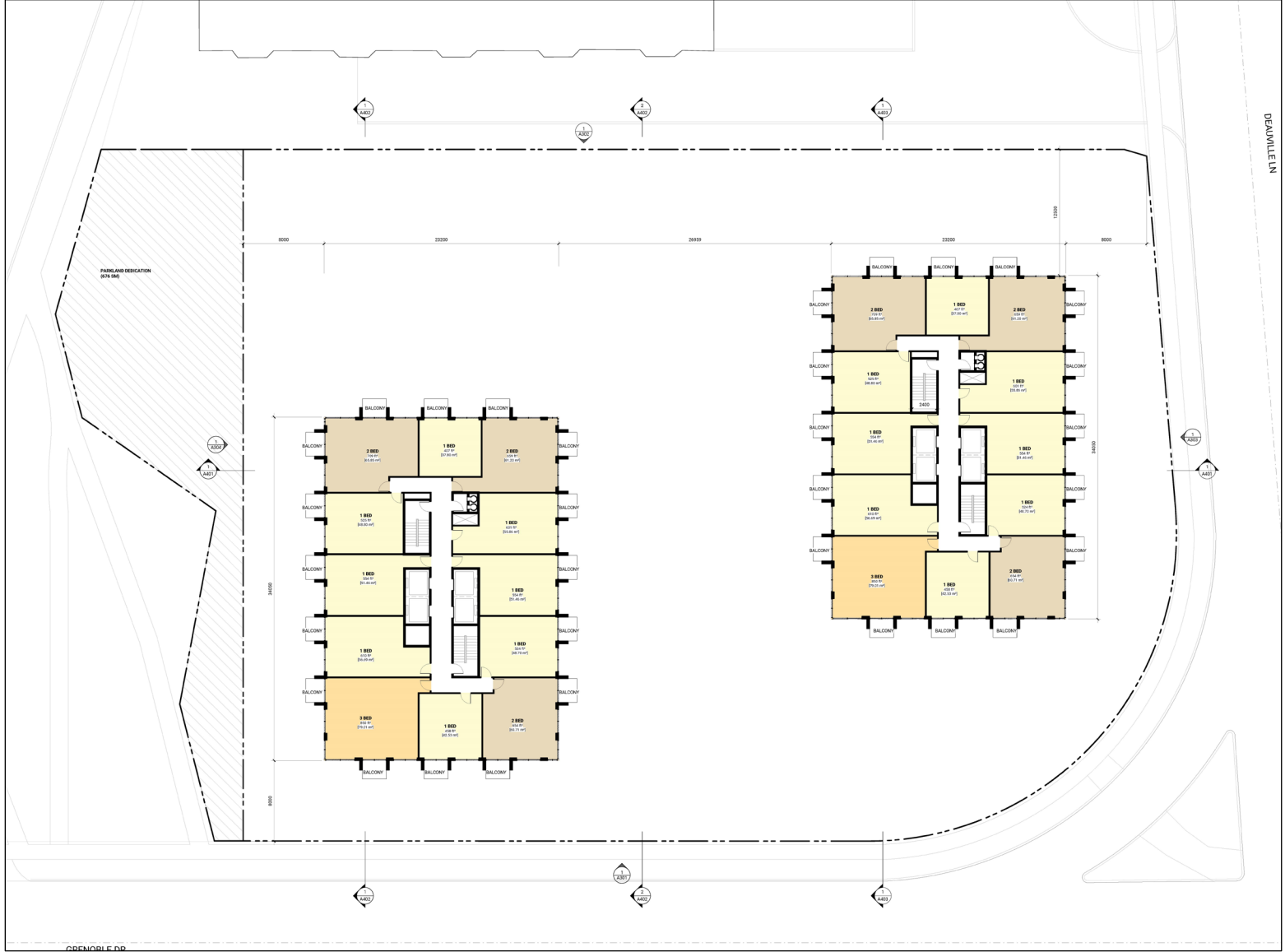
LEVEL 6



LEVEL 7

LEVEL 6 AND LEVEL 7 FLOOR PLAN

Figure 16



LEVEL 8-41

LEVEL 42-43

Figure 17

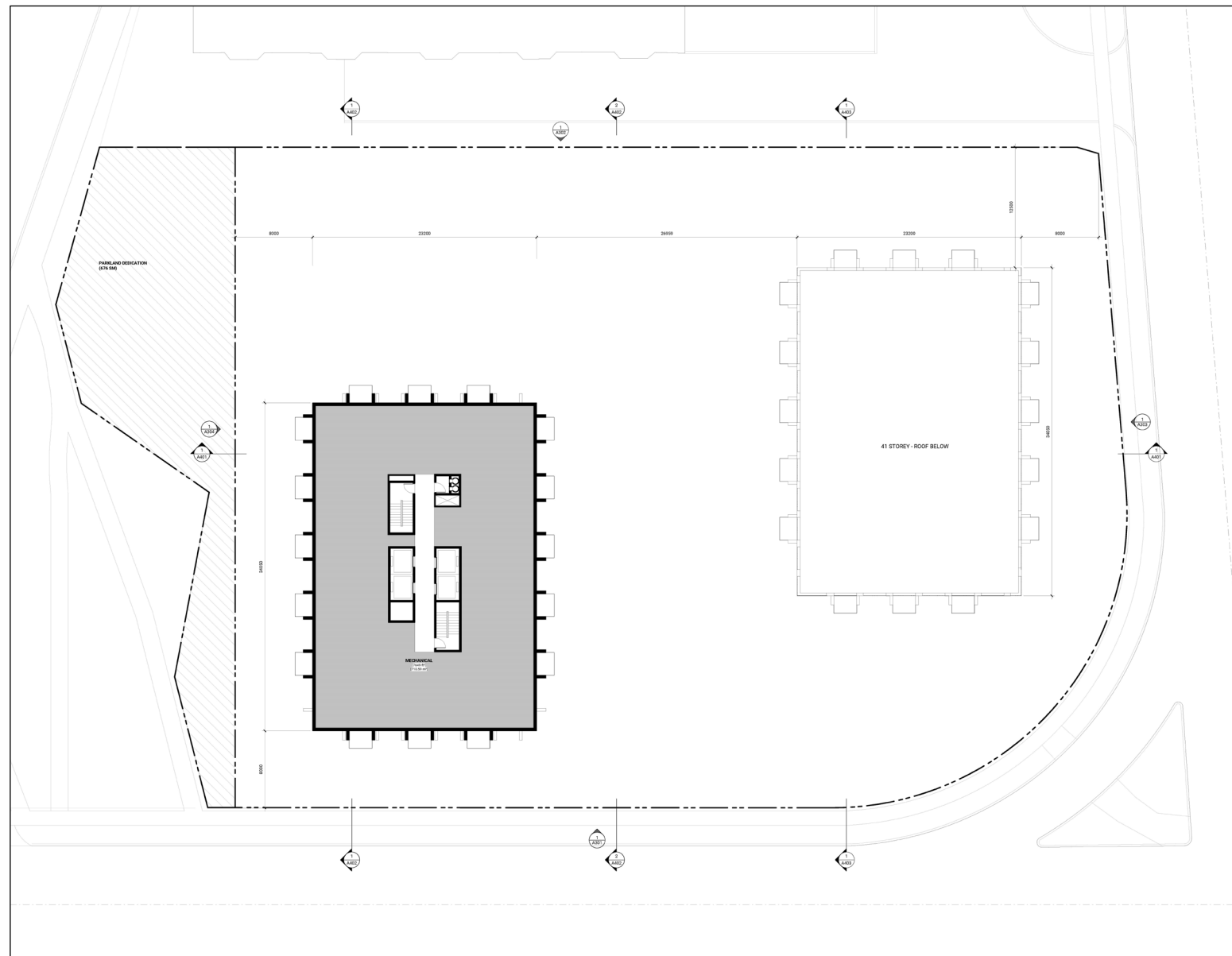


Figure 18

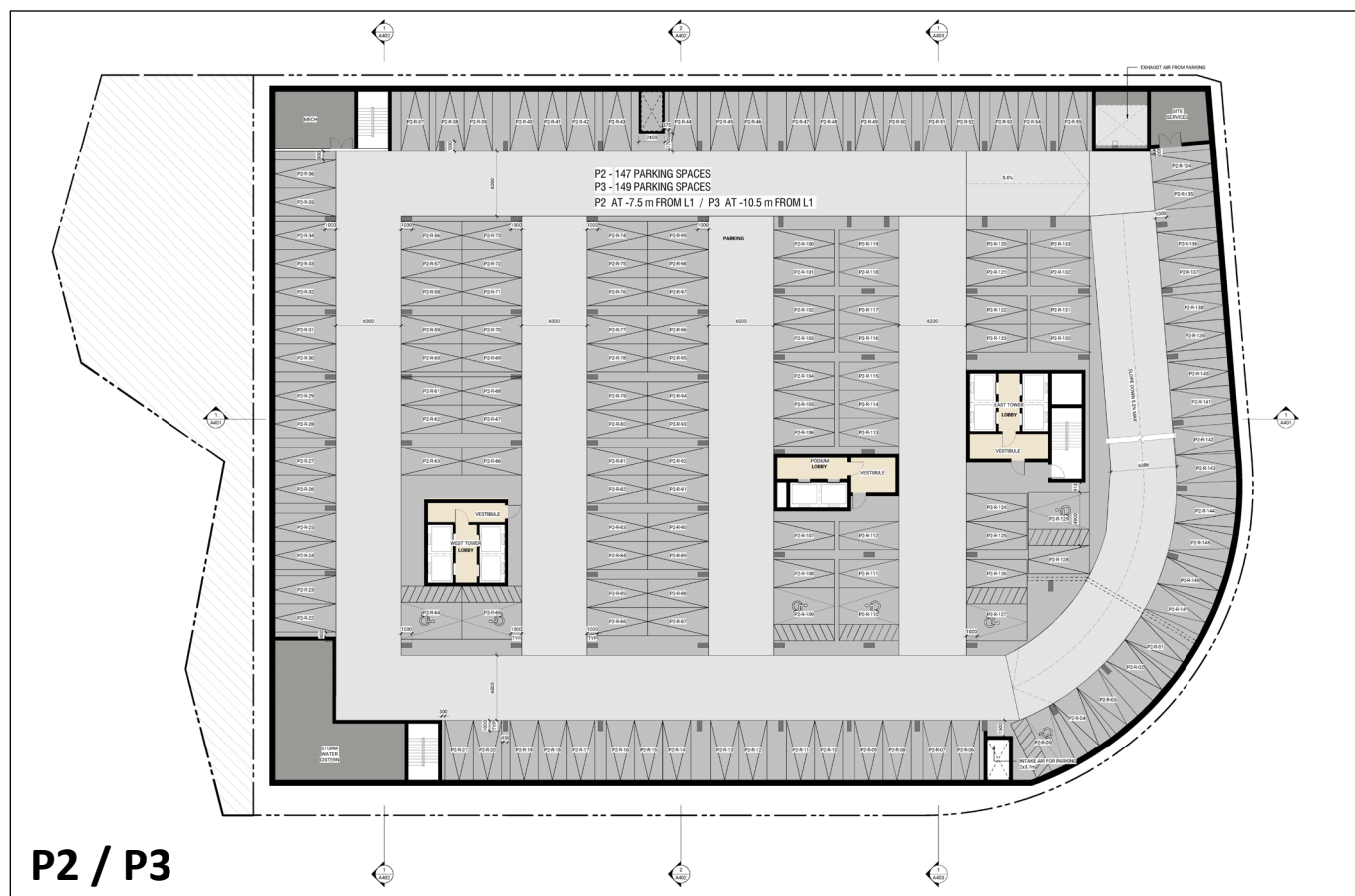
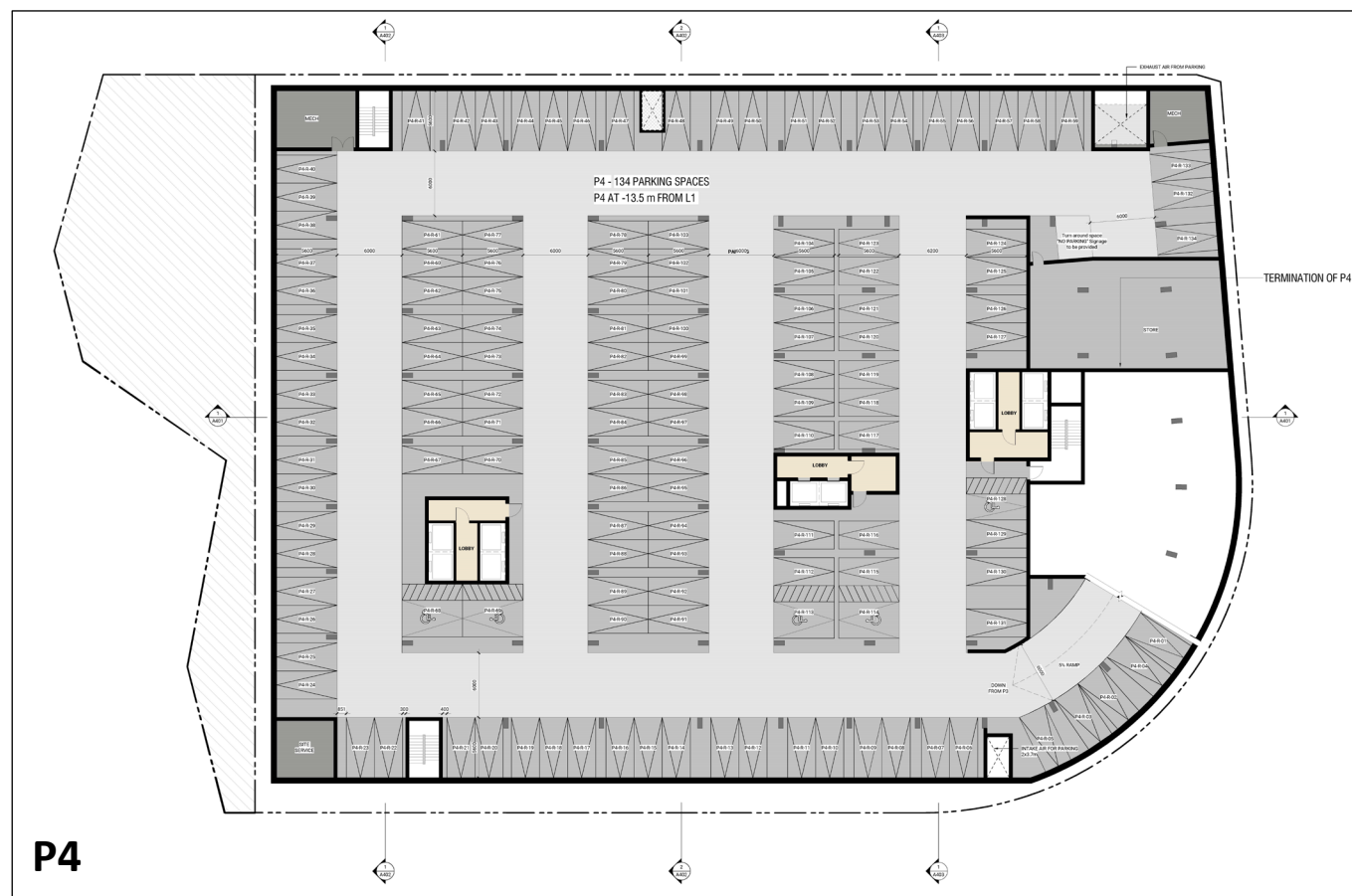


Figure 19

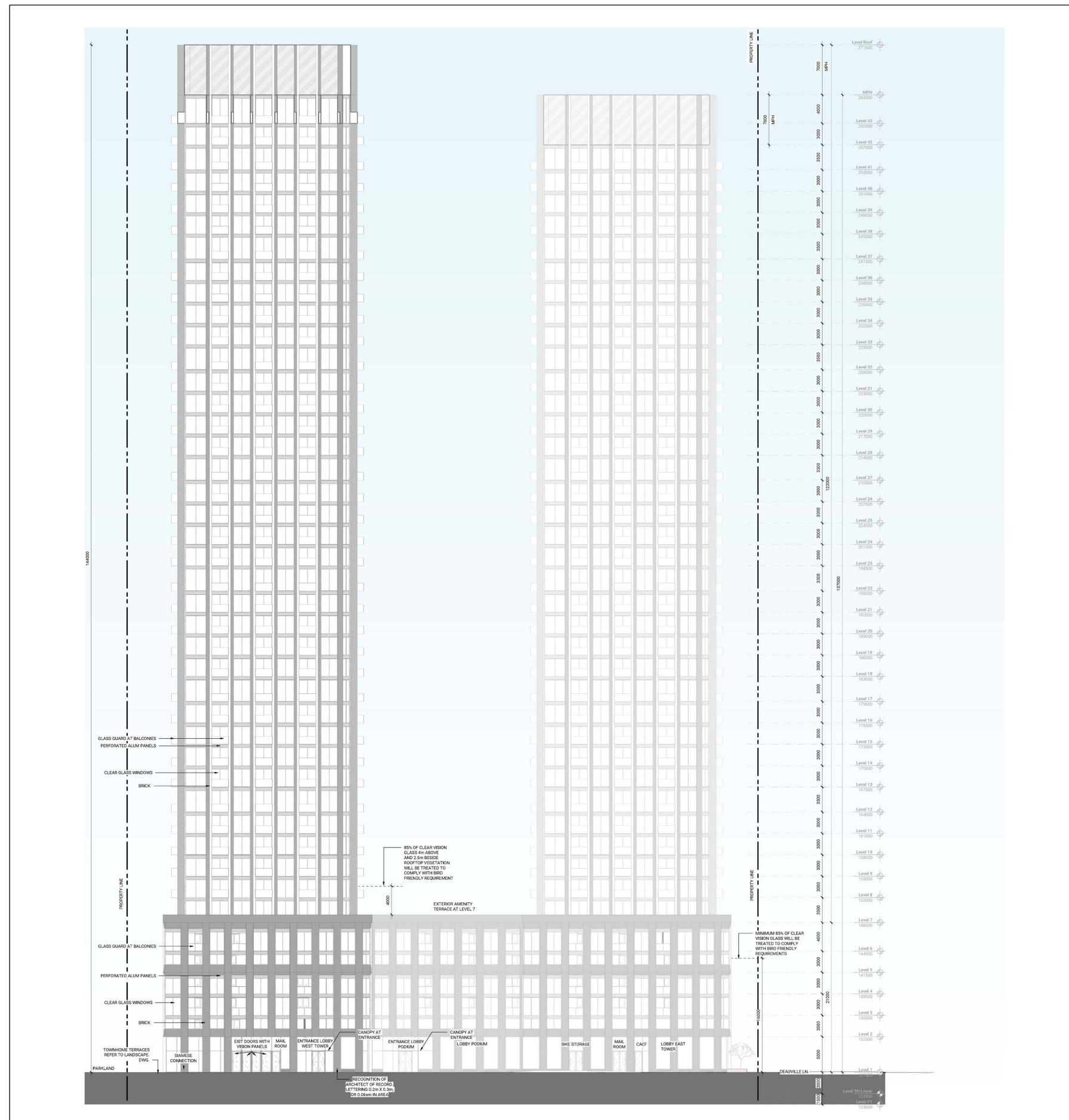


Figure 20

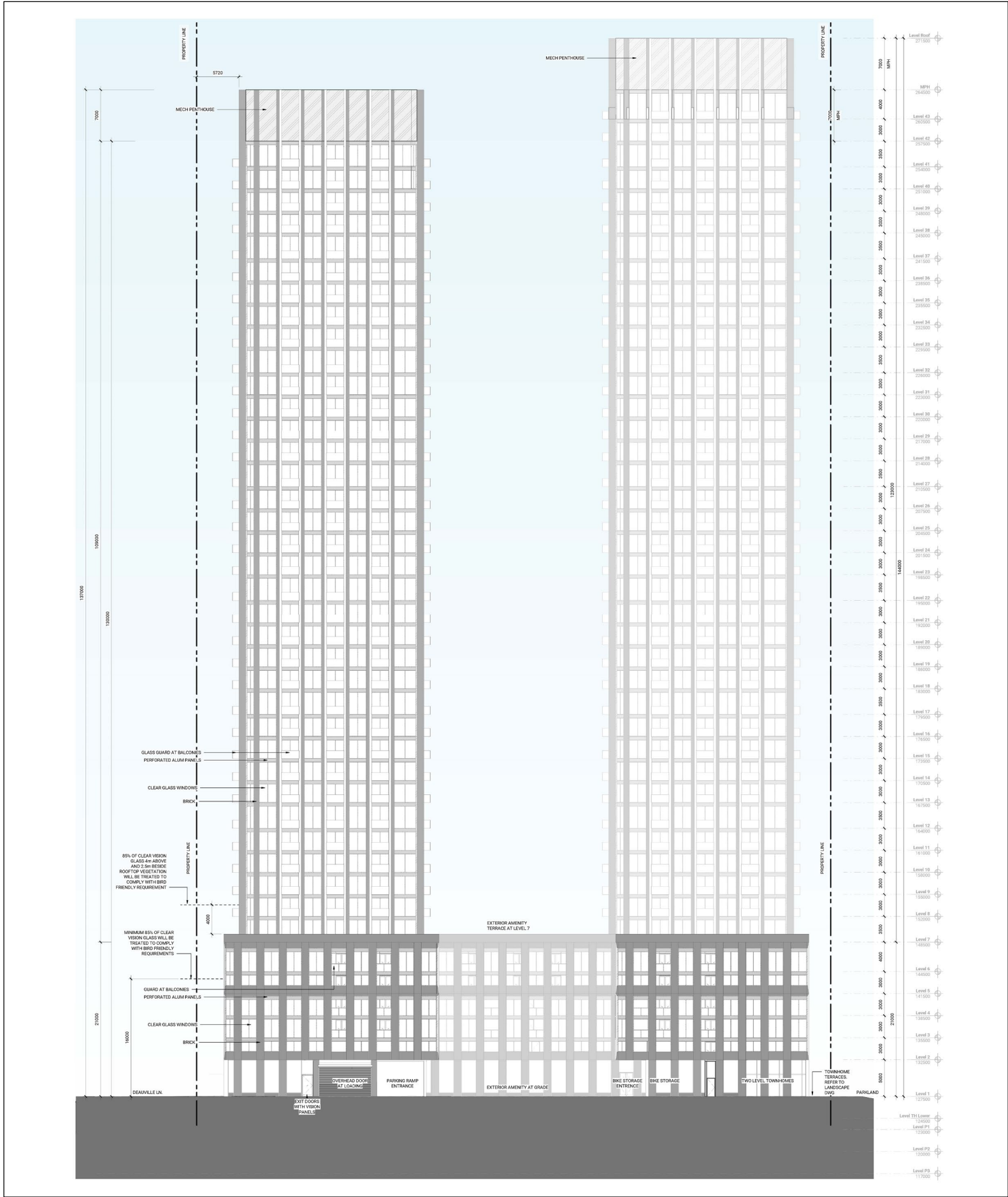
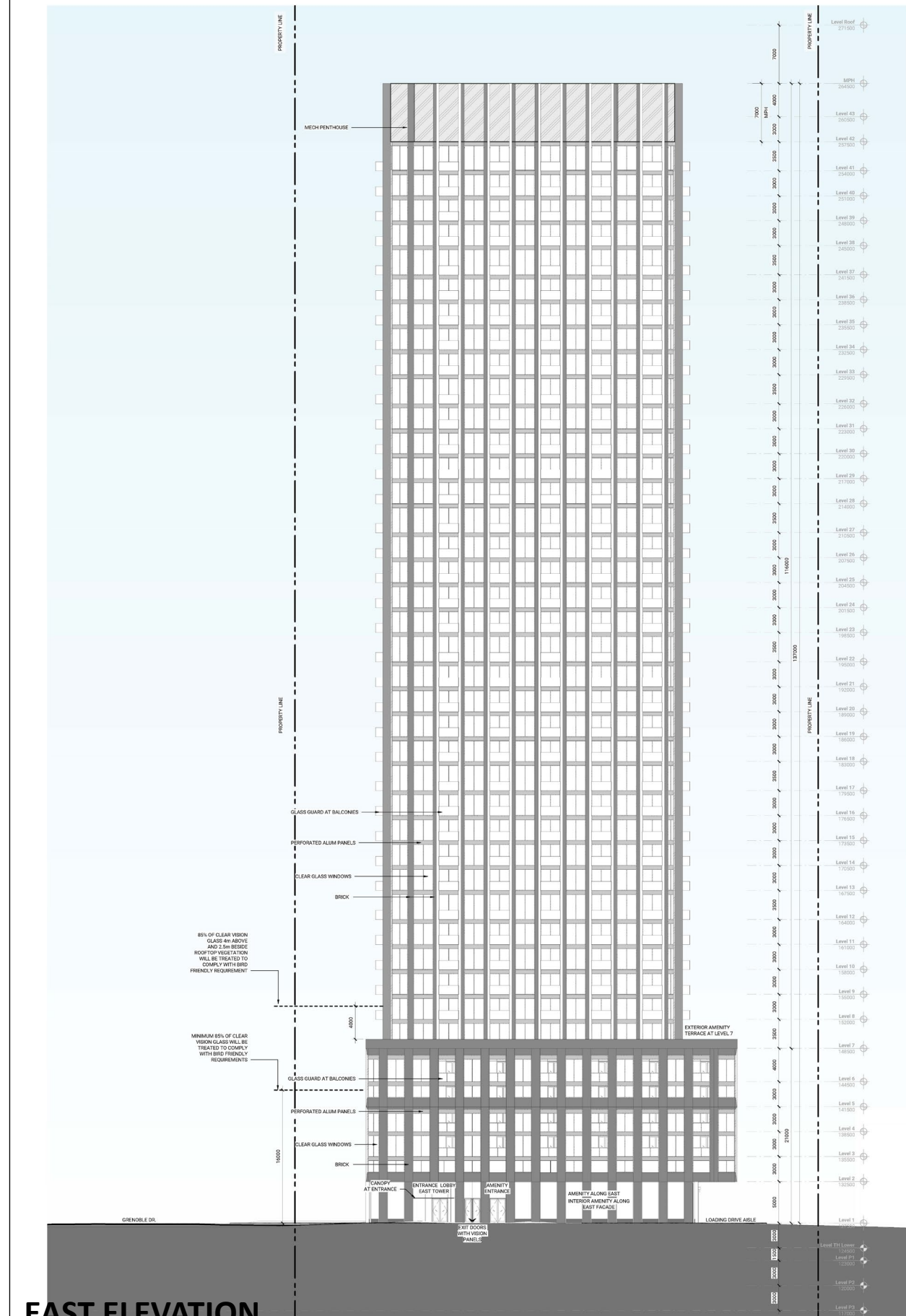
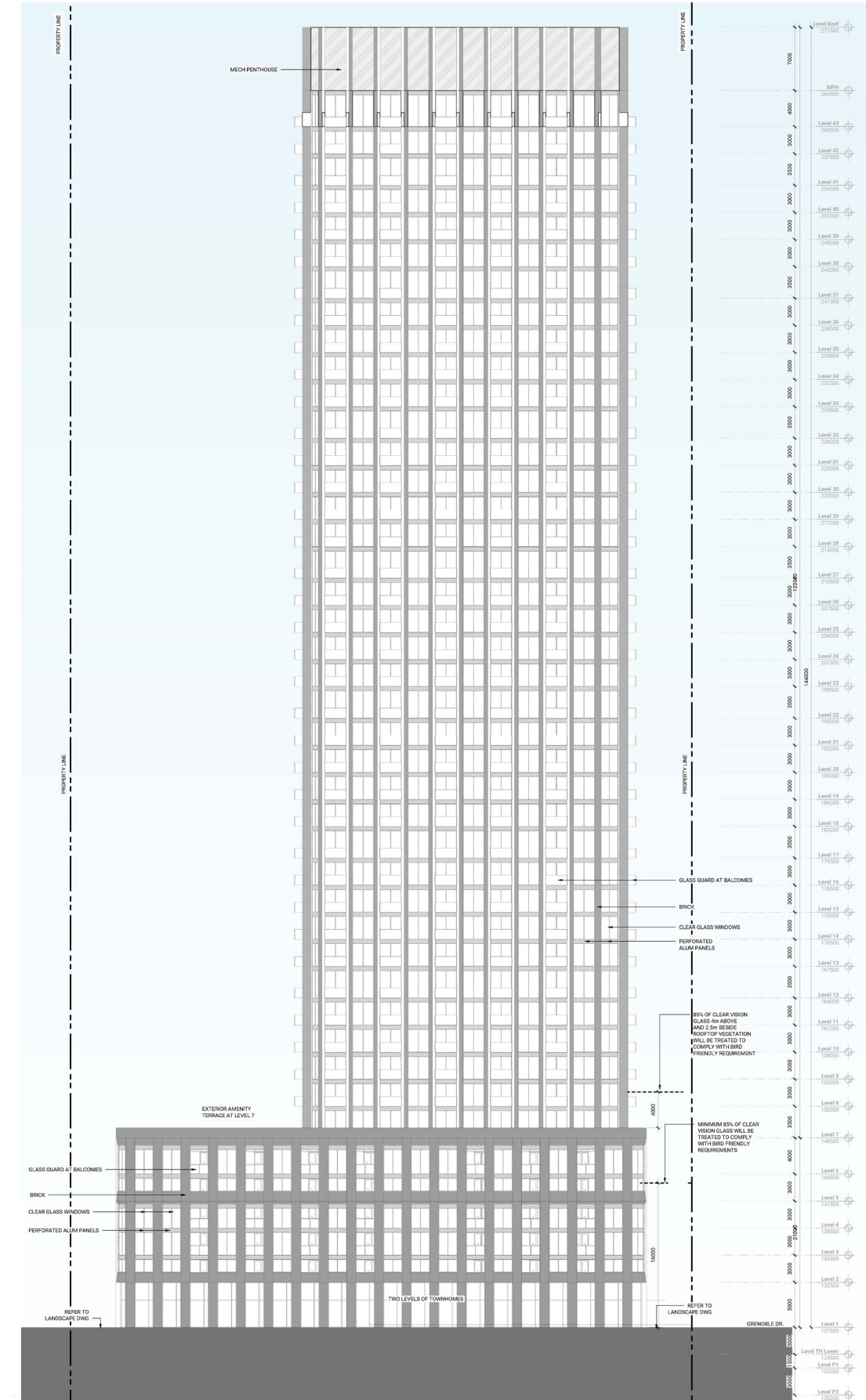


Figure 21



EAST ELEVATION



WEST ELEVATION

Figure 22

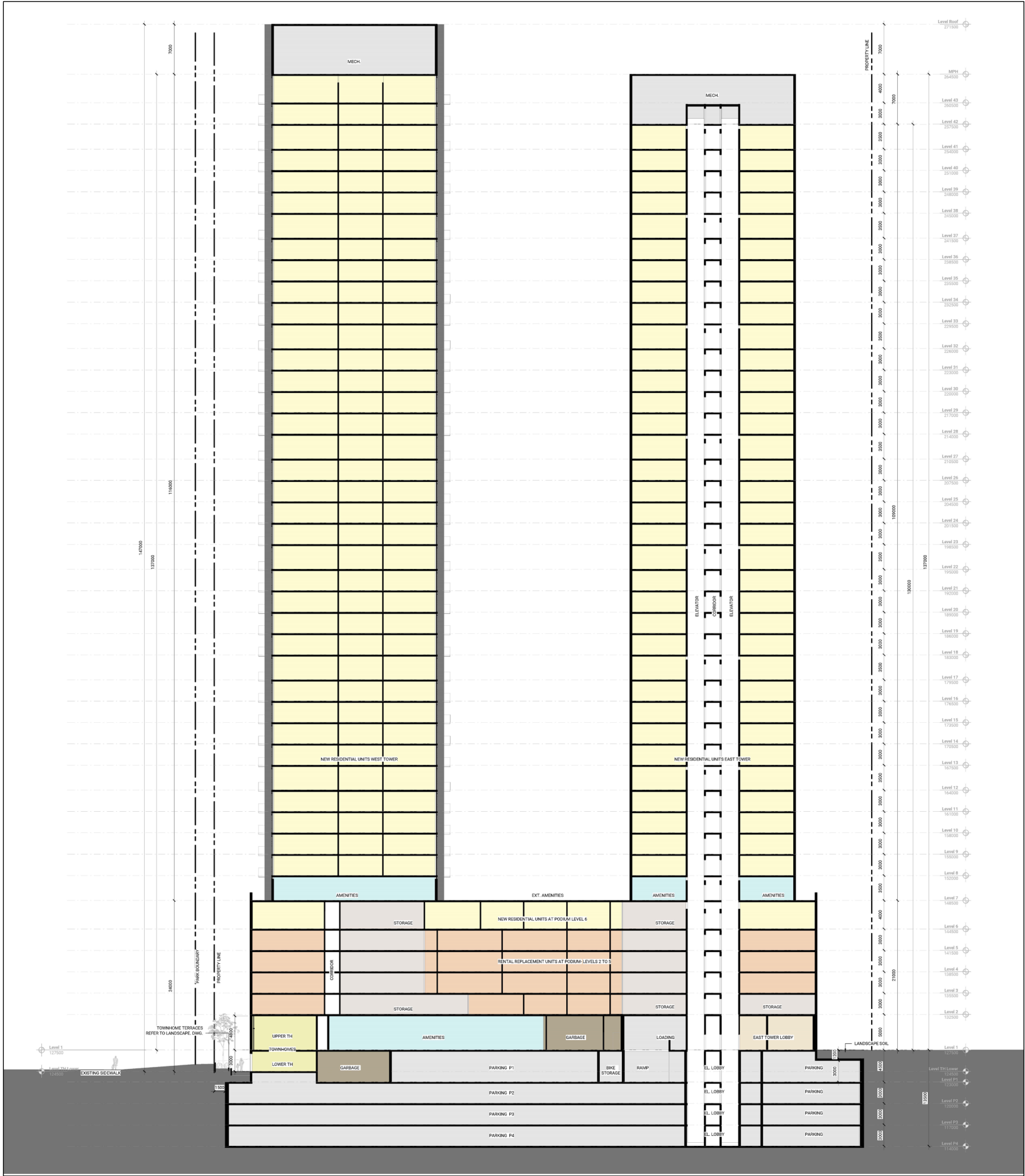
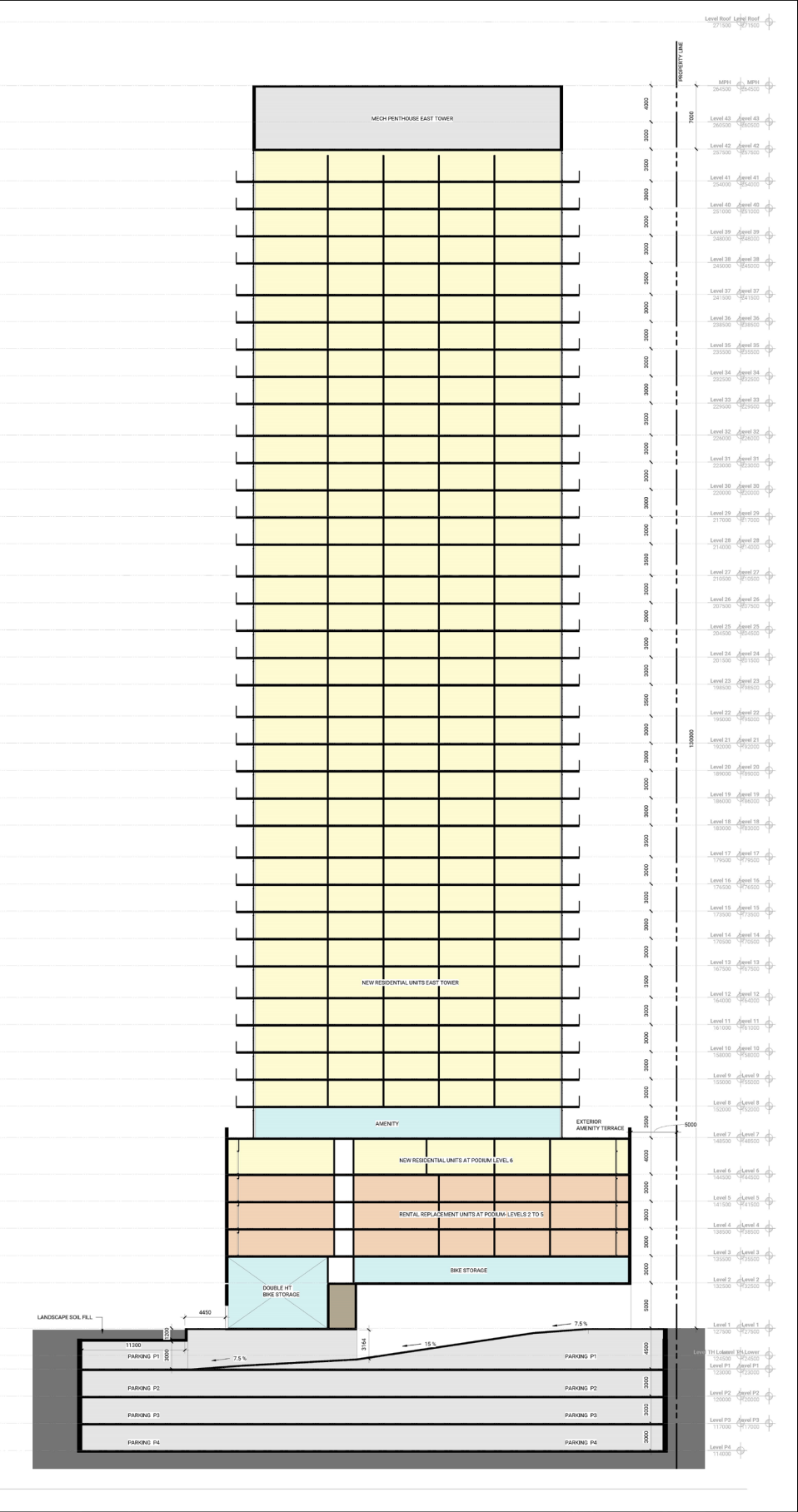
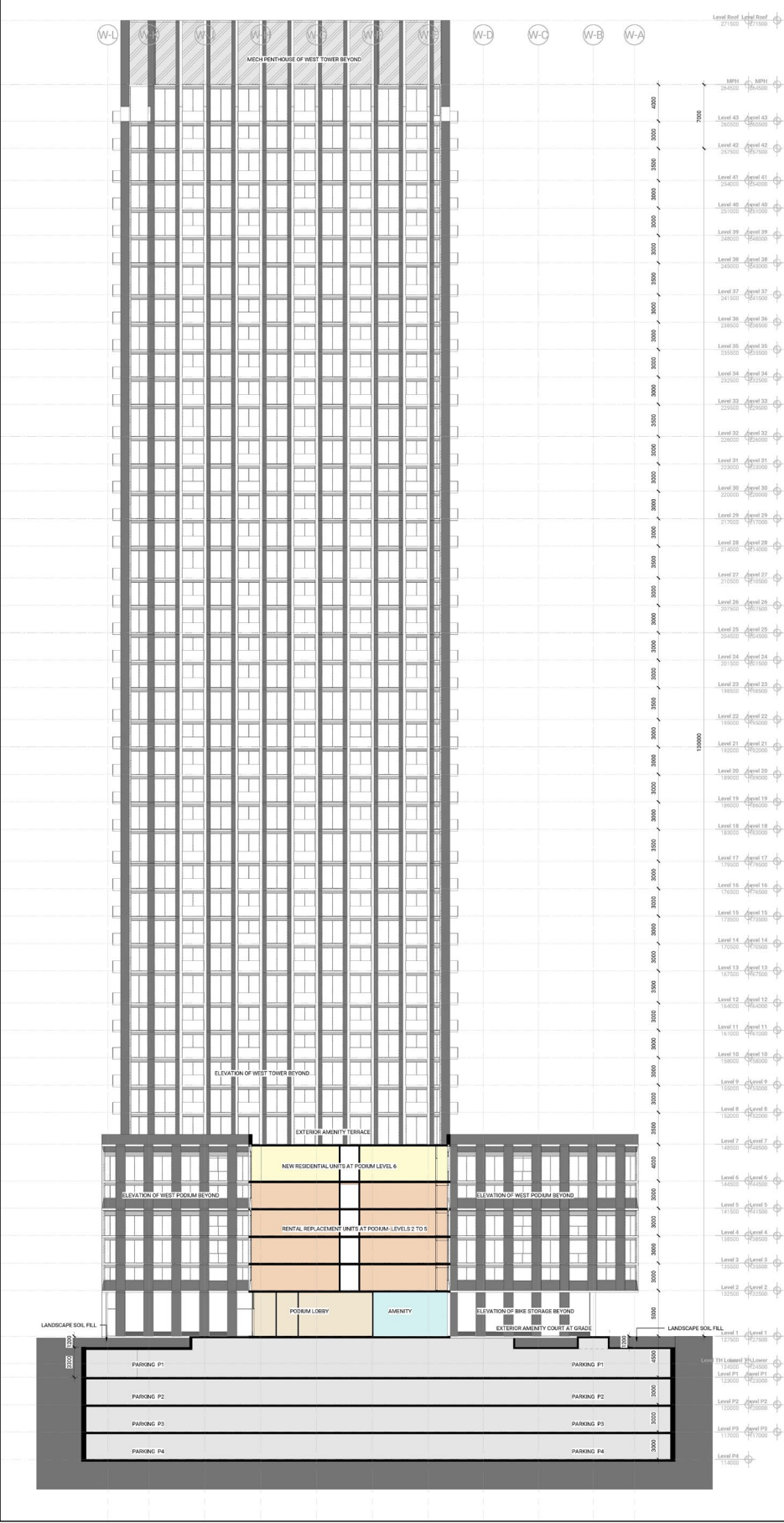


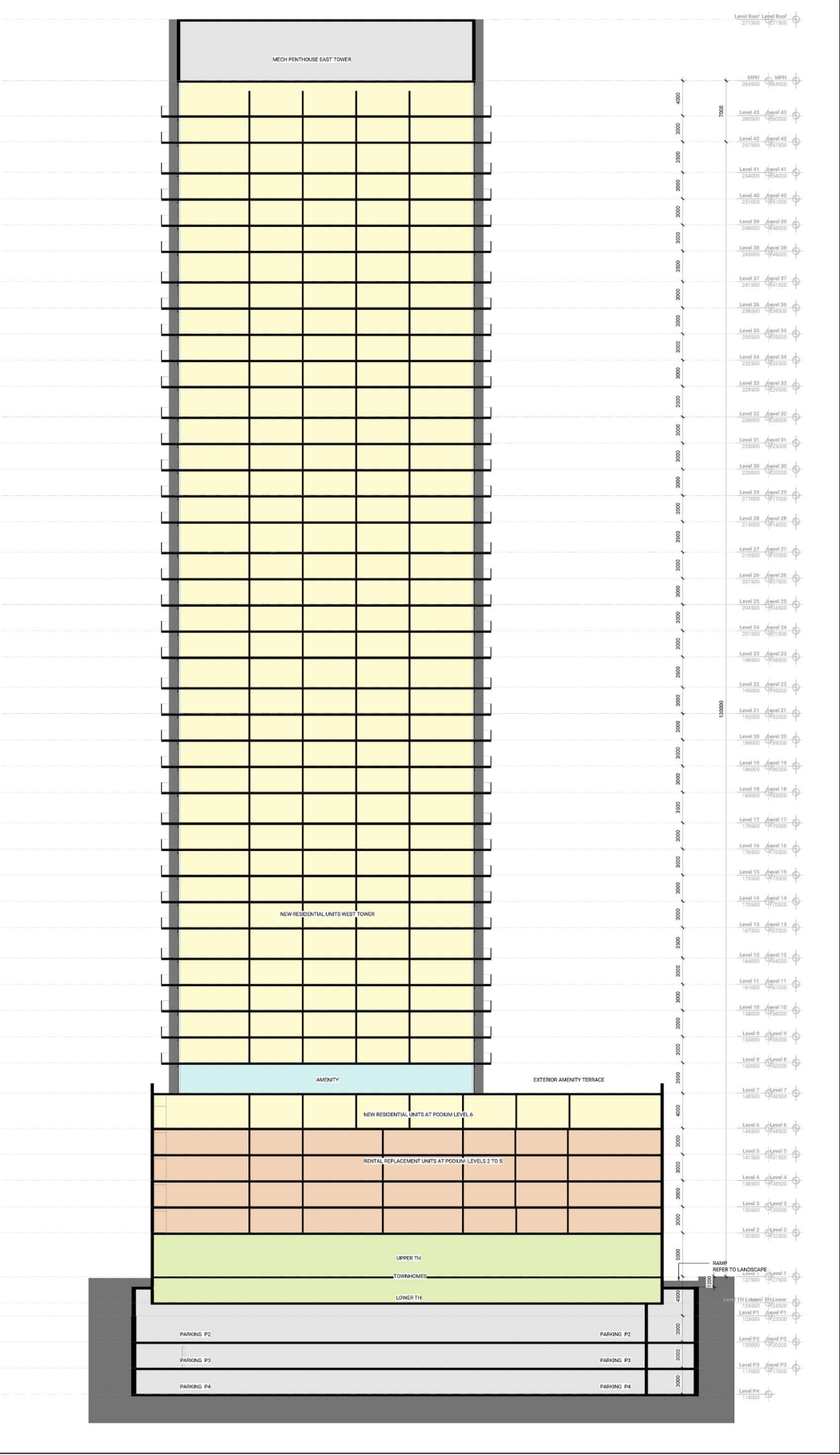
Figure 23



SECTION 3



SECTION 2



SECTION 1

Figure 24

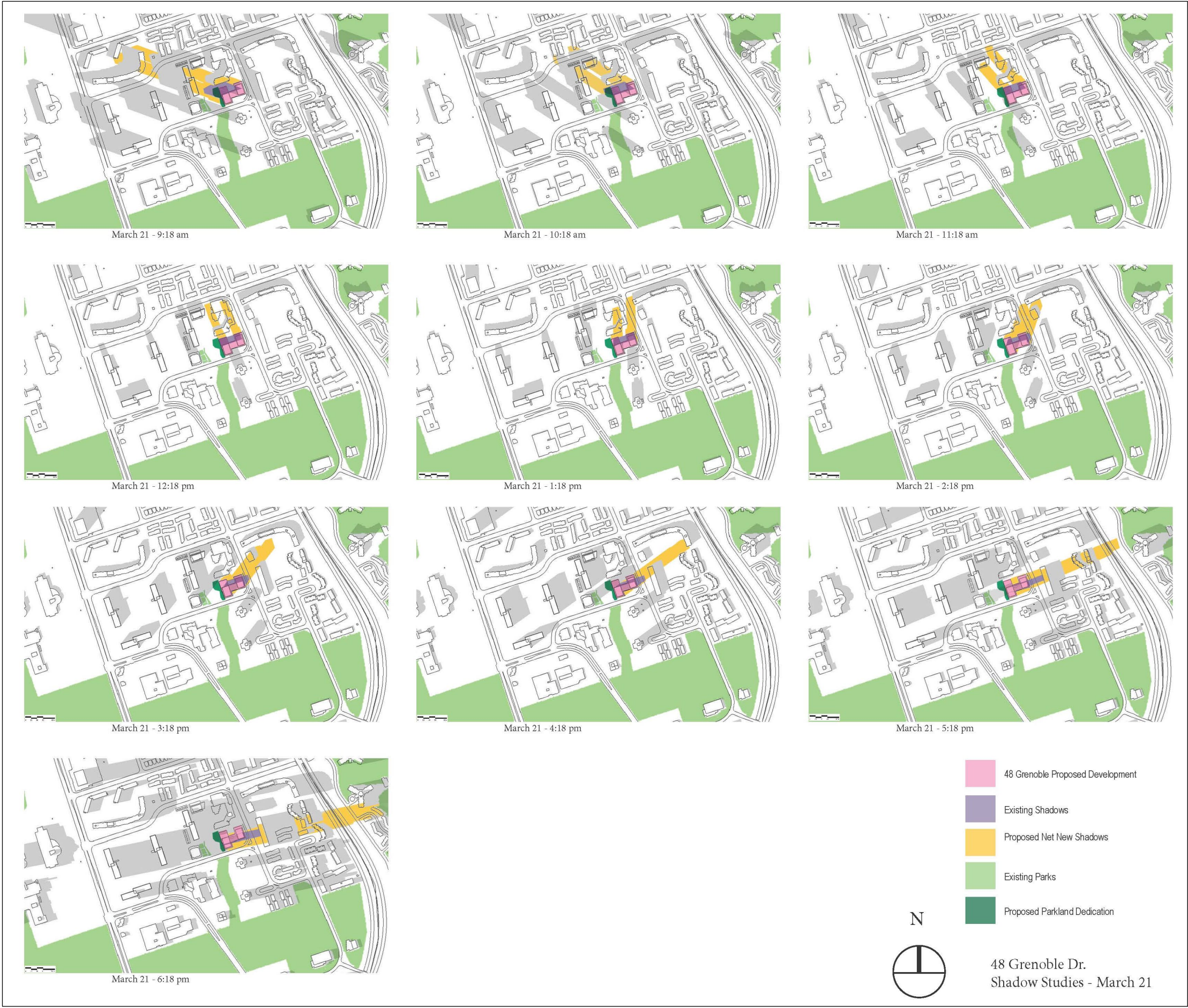


Figure 25

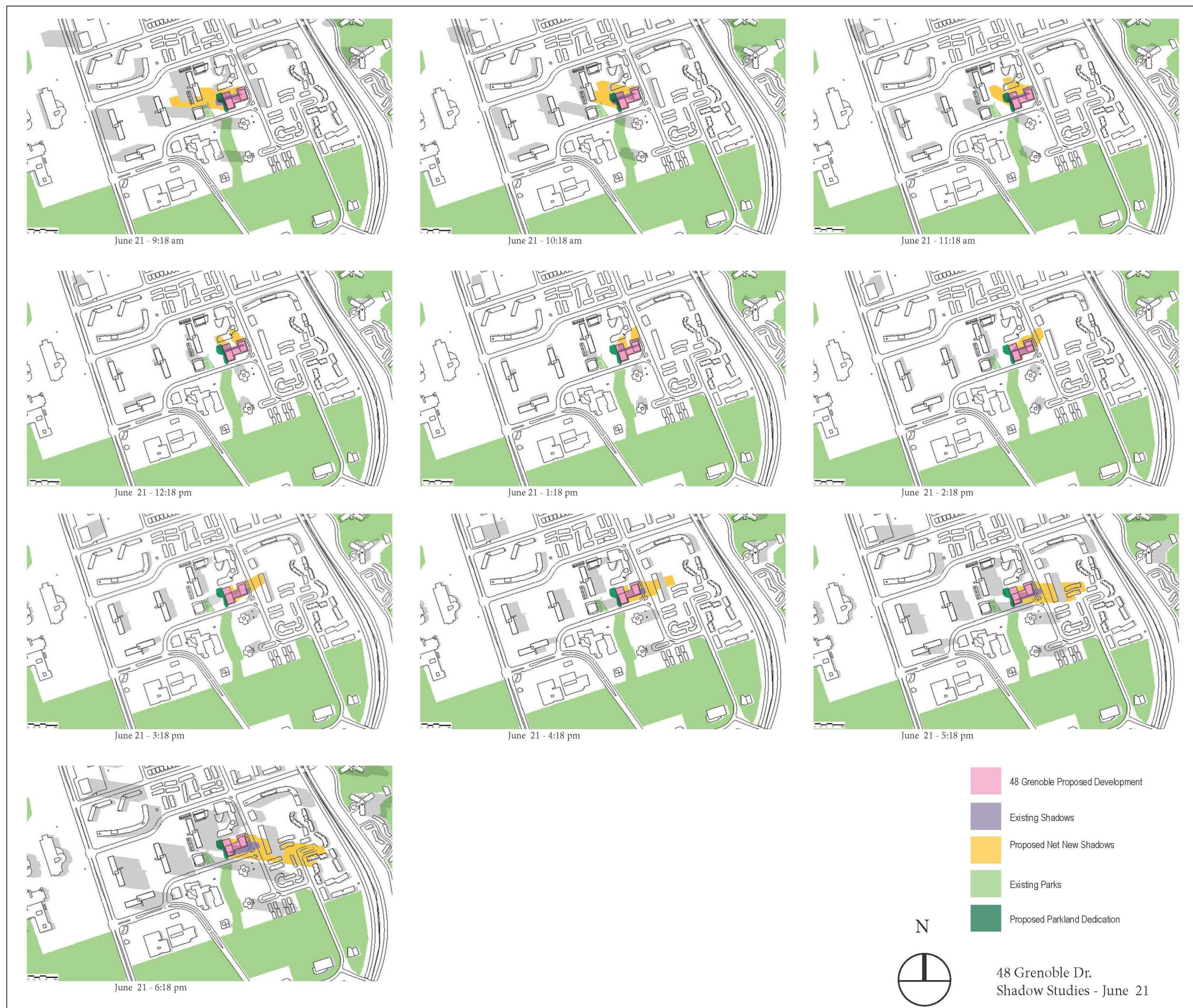


Figure 26

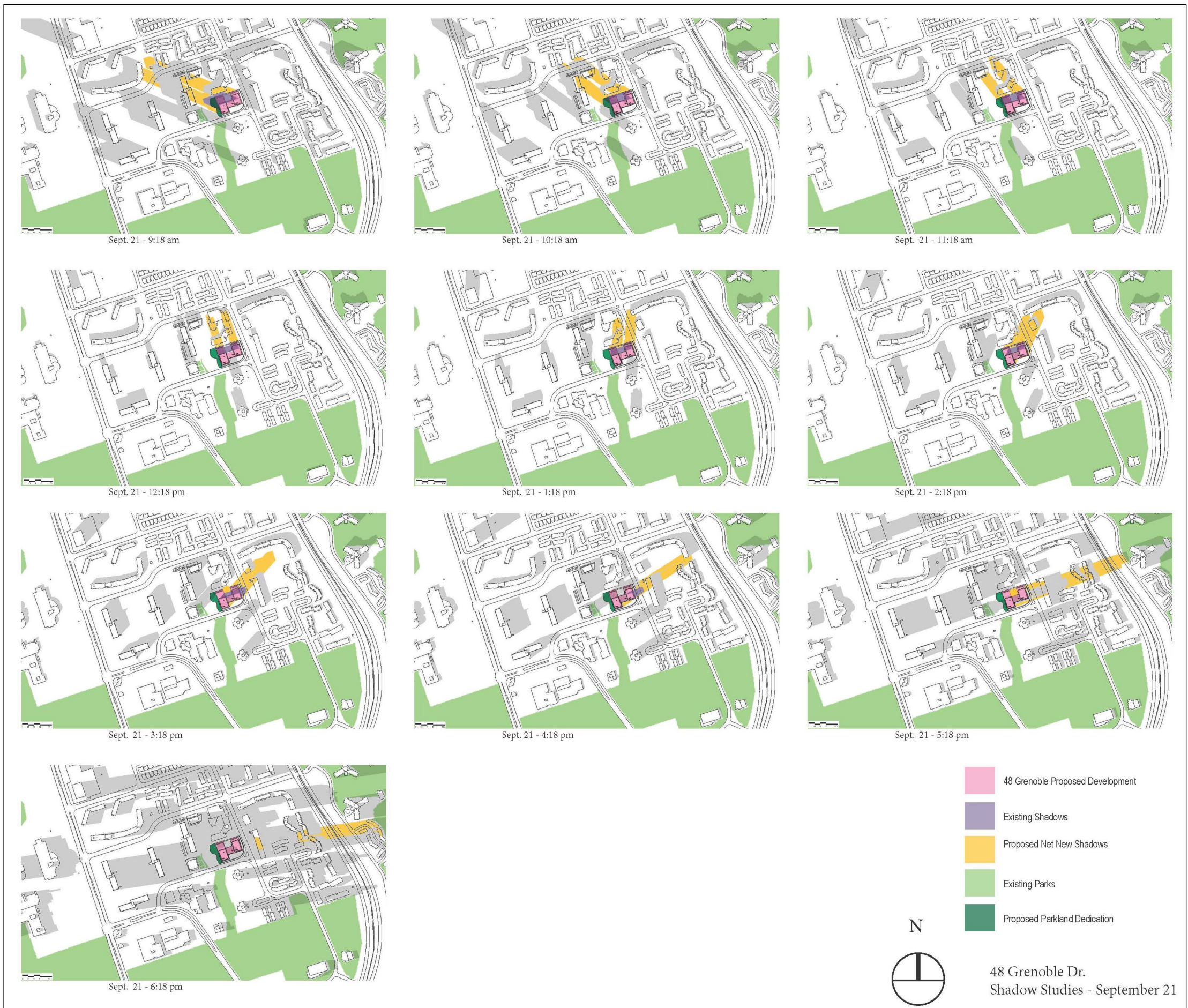


Figure 27