



Planning & Urban Design Rationale

45 Grenoble Drive
City of Toronto

Prepared For
Davad Investments Inc.

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Job Number

2337

www.bousfields.ca

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This Planning and Urban Design Rationale report has been prepared in support of an application by Davad Investments Inc. to amend the former City of North York Zoning By-law 7625, as amended, and the City-wide Zoning By-law 569-2013, as amended, with respect to the lands municipally known as 45 Grenoble Drive. The proposal contemplates the infill development of the subject site with a purpose-built rental residential building having a height of 39-storeys containing 405 residential units, while retaining an existing 28-storey purpose-built rental apartment building.



1

Introduction

This Planning and Urban Design Rationale report has been prepared in support of an application by Davad Investments Inc. to amend the former City of North York Zoning By-law 7625, as amended, and the City-wide Zoning By-law 569-2013, as amended, with respect the lands municipally known as 45 Grenoble Drive (the "site" or "subject site") (See **Figure 1**, Location Map). The site is an approximately 8,945 square metre (0.89 hectare) property located at the southwest corner of the intersection of Grenoble Drive and Grenoble Drive/Deauville Lane.

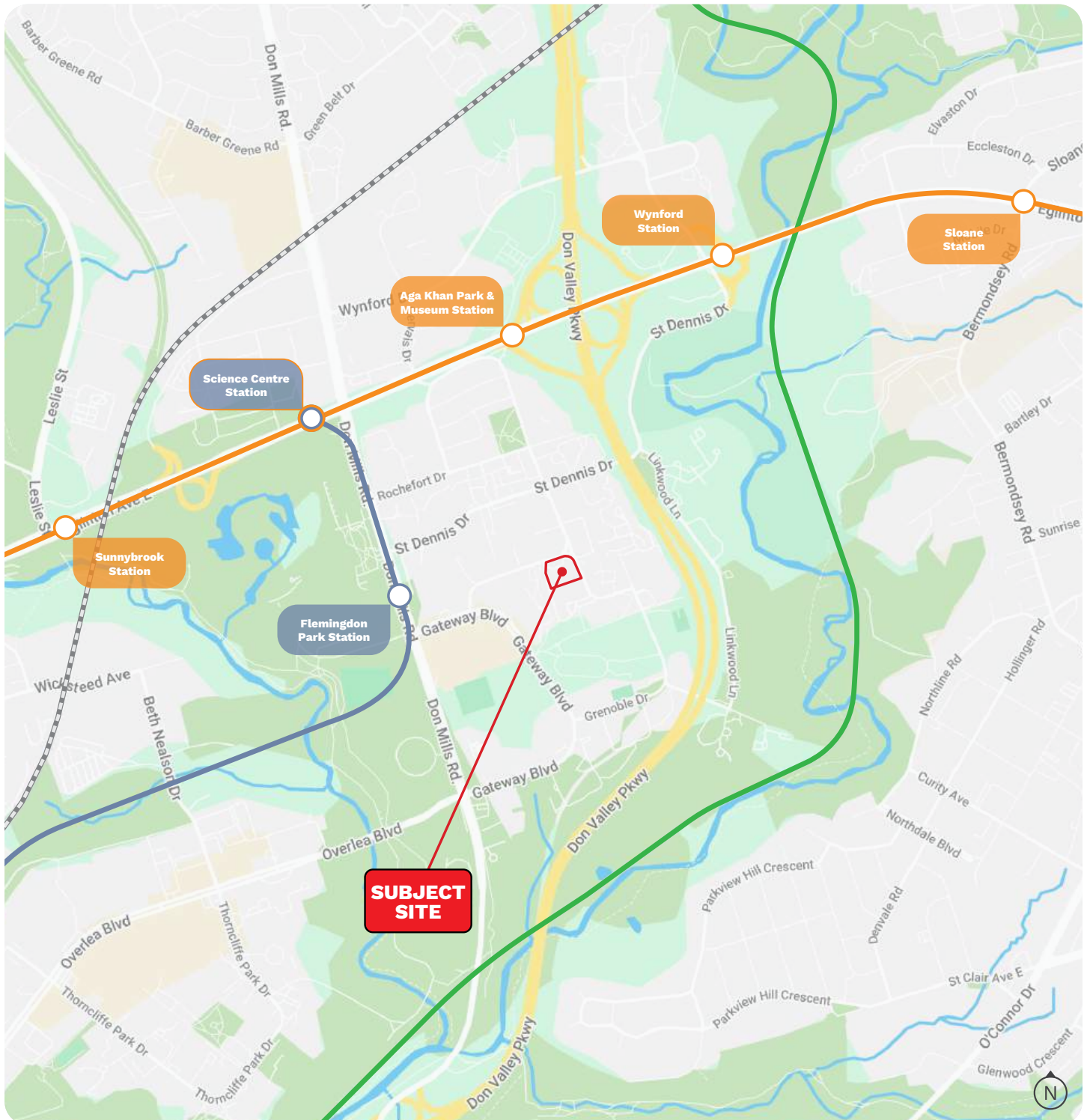


Figure 1 - Location Map

The proposed rezoning application would permit the infill development of the subject site with a purpose-built rental residential building having a height of 39-storeys (125.3 metres to the roof and 132.3 metres to the mechanical penthouse) containing 405 residential units, while retaining an existing 28-storey purpose-built rental apartment building. The building will contain approximately 28,495 square metres of gross floor area ("GFA") and a density of 3.6 times the area of the lot. Together with the existing building, the site will have a combined density of 6.0 floor space index ("FSI"), hereinafter referred to as the "proposed development" or the "proposal".

The subject site is currently occupied by a 28-storey rental apartment building containing 217 rental units. Given its location within the Site and Area Specific Policy 768 ("SASP 768") and its proximity to the under construction Flemingdon Park subway station, the subject site is underutilized and offers an excellent opportunity to create a transit-supportive development that optimizes existing infrastructure by focusing intensification at an appropriate location.

From a land use perspective, the subject site is designated *Apartment Neighbourhoods* by the City of Toronto Official Plan. The proposal is permitted within the *Apartment Neighbourhoods* designation and it will contribute to the achievement of numerous policy directions that promote intensification and the creation of complete communities. It is located within a delineated major transit station and is therefore located within a strategic growth area pursuant to the Provincial Planning Statement (2024).

Accordingly, the proposal is supportive of provincial policies that encourage a range of housing choices within built-up urban areas, particularly in areas that are well served by municipal infrastructure, including public transit, community services and facilities.

From a built form and urban design perspective, the proposal will result in a contextually appropriate building that frames Grenoble Drive with good proportion. It will fit in with the existing and approved built form along Grenoble Drive and will provide an appropriate height transition to the existing, approved and proposed buildings to the immediate north, west and south. Furthermore, the proposal conforms to the built form policies of the Official Plan and it contains appropriate setbacks and separation distances from adjacent properties to ensure appropriate privacy conditions and sunlight on adjacent sidewalks.

In our opinion, the proposed Zoning By-law Amendment is consistent with the Provincial Planning Statement (2024) and the City of Toronto Official Plan. The proposal represents good and appropriate land use planning and urban design and reflects an important opportunity to redevelop an underutilized site with new rental housing while retaining existing rental housing, which will increase housing choices in the area, support the development of complete communities and higher order transit infrastructure in the immediate area. Accordingly, this report recommends that the Zoning By-law amendment application should be approved.



2

Site & Surroundings

2.1 Subject Site

The site is located on the south side of Grenoble Drive, west of Deauville Lane/Grenoble Drive, in the Flemingdon Park neighbourhood in North York (see **Figure 2**, Aerial Photo - Site Context). It is generally rectangular in shape and has a total area of approximately 8,945 square metres (0.89 hectares), with a combined frontage of approximately 175 metres along Grenoble Drive and a depth of approximately 108 metres. With respect to topography, the site is relatively flat. The site slopes from north to south by approximately 0.5 metres, and from east to west by approximately 1.25 metres. Vehicular access and pedestrian access to the primary residential entrance of the building are provided via Grenoble Drive.



Subject Site

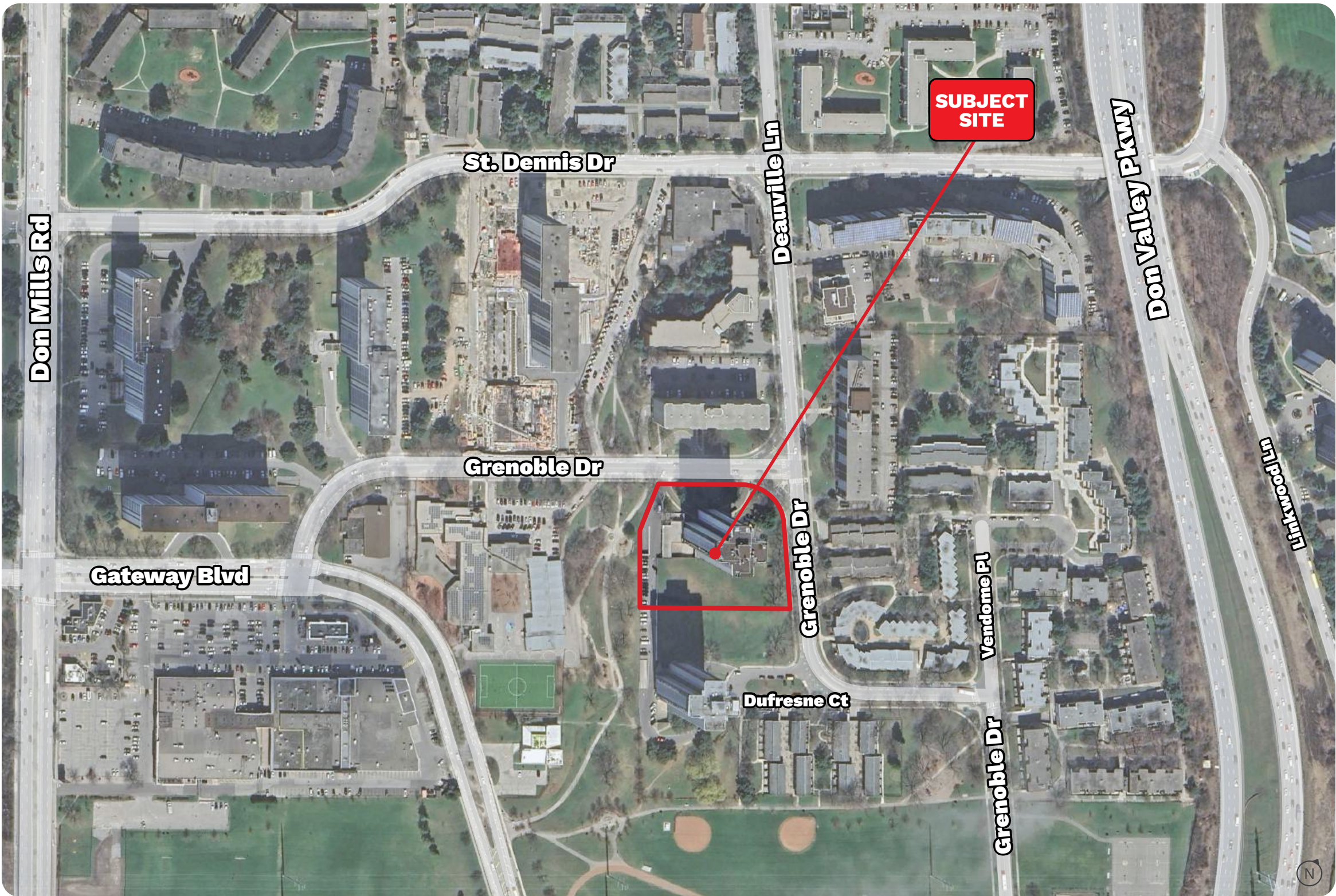


Figure 2 - Aerial Photo - Site Context



Subject Site, View from Above

The northern portion of the subject site contains a 28-storey apartment building with parking located within a partially underground garage, as well as surface parking located at the southwest corner of the site. The building is set back approximately 17.5 metres from the north property line, 37.5 metres from the west property line, 36 metres from the south property line, and 31 metres from the east property line. A semi-circular driveway is located north of the existing building, along Grenoble Drive, and provides vehicular access to the loading and garbage area, ramp to partially underground parking, and surface parking. The northern and eastern portions of the property are lined with vegetation and trees, whereas the southern portion of the site is comprised of an open landscaped area.



Subject Site, View from Rear

2.2 Area Context

Immediate Surroundings

The site is located within the Flemingdon Park neighbourhood, a residential area characterized by high-rise apartment buildings, and generally bounded by Old Lawrence Avenue to the south, the Don River West Branch to the west, Eglinton Avenue East to the north, and the Don River East Branch to the east. Flemingdon Park has developed and intensified over the last several decades, propelled by the introduction of new planned higher-order public transportation options, including the Eglinton Crosstown (LRT) and the Ontario Line, as described in Section 2.3 below. Accordingly, the neighbourhood currently consists of a variety of built forms, including older, “Towers-in-the-Park” style buildings, as well as townhouse developments and detached dwellings, interspersed with emerging apartment neighborhood infill projects and master planned communities (see **Figure 3**, Aerial Photo - Area Context).

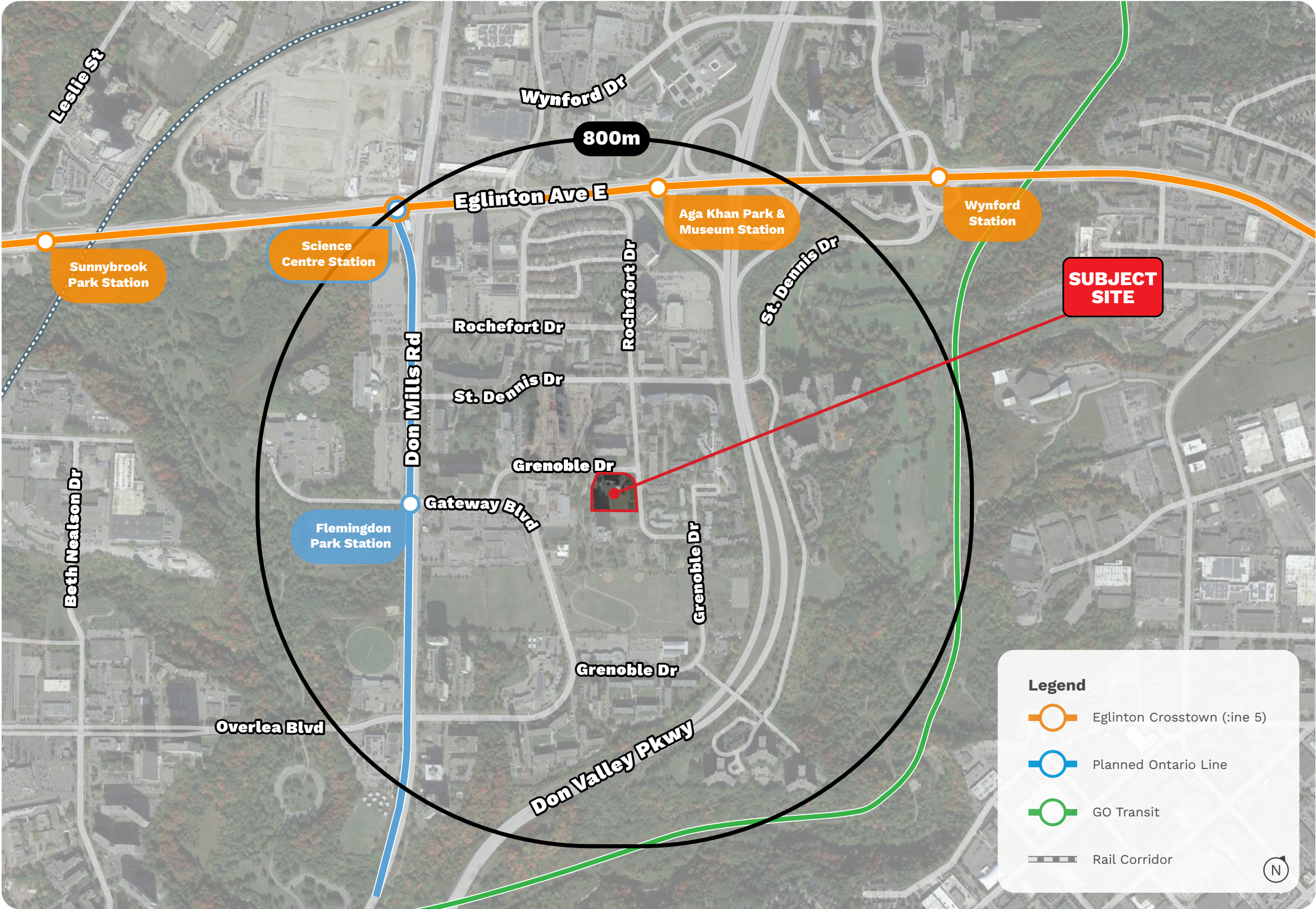


Figure 3 - Aerial Photo - Area Context



Immediate Surroundings, View from Above

To the immediate north of the site, across from Grenoble Drive, is a 9-storey residential building (48 Grenoble Drive). In September 2023, City Council approved the redevelopment of these lands with 43 and 45-storey towers connected by a 6-storey podium with an onsite public parkland dedication and a privately-owned publicly accessible space ("POPS"). To the northwest of the development is a 17-storey residential building (25 St Dennis Drive). These lands were approved by the Ontario Land Tribunal ("OLT") for various development blocks, including a 12-storey residential building, 14 freehold townhouses, 37 storey residential building, a stacked townhouse building, and a new public park. The existing 17- storey apartment building will be retained.



48 Grenoble Drive

To the north of 48 Grenoble Drive, is a 7-storey seniors housing building, Glenyan Manor (10 Deauville Lane), as well as the Dennis R. Timbrell Resource and Community Centre (29 St Dennis Drive). Dennis R. Timbrell Resource Centre is a community recreation centre that features a public library branch and licensed day care centre as part of the complex. Programs are provided for all ages, from preschool aged children to older adults.

Further north are various multiple-unit dwellings, ranging up to two-storeys in height, with frontage onto St Dennis Drive (20-22 St Dennis Drive). On the north side of Rochefort Drive is a residential neighbourhood characterized by single-detached dwellings and Ferrand Drive Park.

To the northeast are two 15-storey office buildings with frontage onto Ferrand Drive (150 and 250 Ferrand Drive), as well as large surface parking lots associated with the buildings. To its south are several residential buildings including an 8-storey apartment building (1 Deauville Lane), a low-rise townhouse development (4 Vendome Place), a 7-storey apartment building (5 Deauville Lane) and a 9-storey mixed-use building (31-35 St Dennis Drive).



10 Deauville Lane, Glenyan Manor



Residential Neighbourhood, View from Above



58 Grenoble Drive and 1 Vendome Place, View from Above

These apartments include generous landscaping and mature trees within their property boundaries. At 1 Deauville Lane, an application for a Zoning By-law Amendment and a Draft Plan of Subdivision was submitted in September 2024 to permit 3 residential buildings ranging from 44, 47 and 49 storeys.

To the immediate east of the site is Deauville Lane/ Grenoble Drive, a two-lane Collector Road with a 20.0 metre right-of-way. On the east side of Grenoble Drive, are several low-rise apartment buildings that range between one to three-storeys in height and have frontage onto Grenoble Drive or Vendome Place (58 Grenoble Drive and 1 Vendome Place).



View From Deauville Lane, Looking North



58 Grenoble Drive

Further east is the Don Valley Parkway, beyond which is a residential neighbourhood characterized by high-rise apartment buildings. Surrounding these buildings is an open space system that includes the Don River, as well as the Linkwood Lane Park and Flemingdon Park Golf Club.

To the immediate south of the site is a 28-storey building (5 Dufresne Court), as well eight two-storey townhouse blocks operated by the Toronto Community Housing Corporation ("TCHC") (61 Grenoble Drive). Further south is Flemingdon Park, a 13.3 hectare park that includes various facilities, including a ball diamond, hockey pad, multipurpose fields, outdoor track, outdoor courts, playground, and splash pad (150 Grenoble Drive).



5 Dufresne Court



Flemingdon Park



Don Valley Parkway, View from Above



Flemington Park, View from Above

Continuing further south are various institutional uses, including St John XXIII Catholic School (175 Grenoble Drive), Gateway Public School (55 Gateway Boulevard), and Angela James Arena (165 Grenoble Drive), as well as various high-rise residential buildings, including two 22-storey buildings (100 Leeward Glenway and 10 Sunny Glen Way), and low-rise residential buildings fronting onto Grenoble Drive and Gateway Boulevard. To its southwest, on the south side of Gateway Boulevard, is a gas station (705 Don Mills Road), a 9-storey commercial building (703 Don Mills Road), a 25-storey apartment building (701 Don Mills Road), as well as a 6-storey mixed-use residential building, occupied by a pharmacy and foodbank at-grade (10 Gateway Boulevard). Further south is the Don Valley Parkway, and a greenspace network, including the Don River and East Don Trail.

To the immediate west of the site is the northern entrance to Flemington Park via a trail that connects south to Gateway Boulevard. West of the Flemington Park is Grenoble Public School, an elementary school for children from Kindergarten through Grade 6 (9 Grenoble Drive). The school property contains an outdoor playground, field, surface parking, as well as a daycare centre.



9 Grenoble Drive, Grenoble Public School

Continuing west is the Flemingdon Park Pentecostal Church (5 Grenoble Drive), and across from Gateway Boulevard is the Flemingdon Park Plaza, a large retail plaza occupied by a grocery store, as well as various small-scale restaurants (747 Don Mills Road). South of the retail plaza is the Flemingdon Park Soccer Field which is the extension of Flemingdon Park fronting onto Don Mills Road, as well as several high-rise apartment buildings with frontage onto Don Mills Road (715, 725, and 735 Don Mills Road).

North of the retail plaza, between Gateway Boulevard and Eglinton Avenue East, are various residential apartments ranging in height up to 30-storeys, including three 17-storey buildings (200 Gateway Boulevard, 7 Dennis Drive, and 10 Grenoble Drive), a 9-storey building (10 St Dennis Drive), and four 4-storey buildings (7-11 Rochefort Drive).

In October 2024, applications for Official Plan Amendment and Zoning By-Law Amendment for the lands at 7 St Dennis Drive and 10 Grenoble Drive were approved by City Council for the redevelopment of the site with four residential towers ranging from 40 to 53 storeys in height, including approximately 2,536 new residential units, and a new public park at the centre of the development. The development proposal would retain the existing buildings on the site, including 562 existing rental dwelling units.

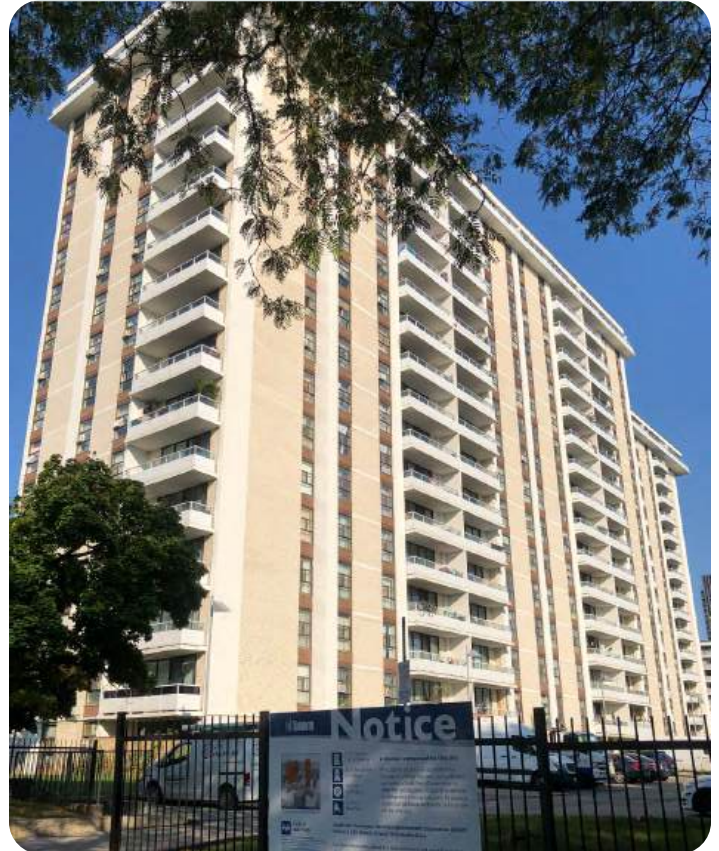
At the southeast corner of Eglinton Avenue East and Don Mills Road are residential buildings including a 17-storey building (797 Don Mills Road), a 28-storey Building (2 Sonic Way), a 30-storey building (6 Sonic Way) and a 4-storey townhouse development. The block also contains several non-residential uses including a surface parking lot, a 22-storey office building (789 Don Mills Road) and a place of worship (24 Ferrand Drive). Further west, west of Don Mills Road, are various commercial and institutional uses, surface parking lots and a large greenspace network primarily used for archery and golf.



5 Grenoble Drive, Flemingdon Park Pentecostal Church



747 Don Mills Road, Flemingdon Park Plaza



7 Dennis Drive and 10 Grenoble Drive

2.3 Transportation Context

Road Network

The site fronts onto Grenoble Drive, which is a two-way collector road that has a 20-metre right-of-way for the segment abutting the subject site. Pedestrian sidewalks, bicycle lanes, and transit stops are provided on both sides of the street. On-street parking is not permitted.

Transit Network

The site has access to numerous transit services, including those provided by the TTC (see **Figure 4**, TTC Transit Map). These services include:

- **100 Flemington Park:** This route operates between Broadview Station on Line 2 Bloor-Danforth and the area of Don Mills Road and Wynford Drive, generally in a north-south direction. This branch is also part of the 10-Minute Network, which provides 10 minute or better service from 6:00 AM to 1:00 AM Monday to Saturday and operates 8:00 AM to 1:00 AM on Sundays.
- **25 Don Mills:** This route operates between Pape Station on Line 2 Bloor-Danforth, Don Mills Station on Line 4 Sheppard, and the area of Don Mills Road and Steeles Avenue East, generally in a north-south direction. This branch is also part of the 10-Minute Network, which provides 10 minute or better service from 6:00 AM to 1:00 AM Monday to Saturday and operates 8:00 AM to 1:00 AM on Sundays.
- **34 Eglinton East:** This bus route operates between Eglinton Station on Line 1 Yonge-University and Kennedy Station on Line 2 Bloor-Danforth, generally in an east-west direction. This route operates all day, every day, until 1:00 AM.
- **403 Don Mills South:** This community bus route provides accessible service in the South Don Mills area. It operates between Don Mills Shopping Centre, Flemington Park Shopping Centre and East York Town Centre, generally in a north-south direction. The branch operates from approximately 9:30 am to 5:30 pm, from Monday to Friday only.
- **88 South Leaside:** This bus route operates between St. Clair Station on Line 1 Yonge-University, the Wicksteed Avenue area, and the Thorncliffe Park Drive area, generally in an east-west direction. This route operates all day, every day, until 1:00 AM.
- **51 Leslie:** This bus route operates between Eglinton Station on Line 1 Yonge-University and the area of Steeles Avenue East and Don Mills Road, generally in a north-south direction. It also serves the Leslie Station on Line 4 Sheppard. This route operates all day, every day, until 1:00 AM.
- **72 Pape:** This bus route operates from Pape Station via south on Pape Avenue, west on Riverdale Avenue, south on Carlaw Avenue, east on Queen Street East, south on Pape Avenue, and west on Eastern Avenue to Carlaw Avenue. This branch is also part of the 10-Minute Network, which provides 10 minute or better service from 6:00 AM to 1:00 AM Monday to Saturday and operates 8:00 AM to 1:00 AM on Sundays.

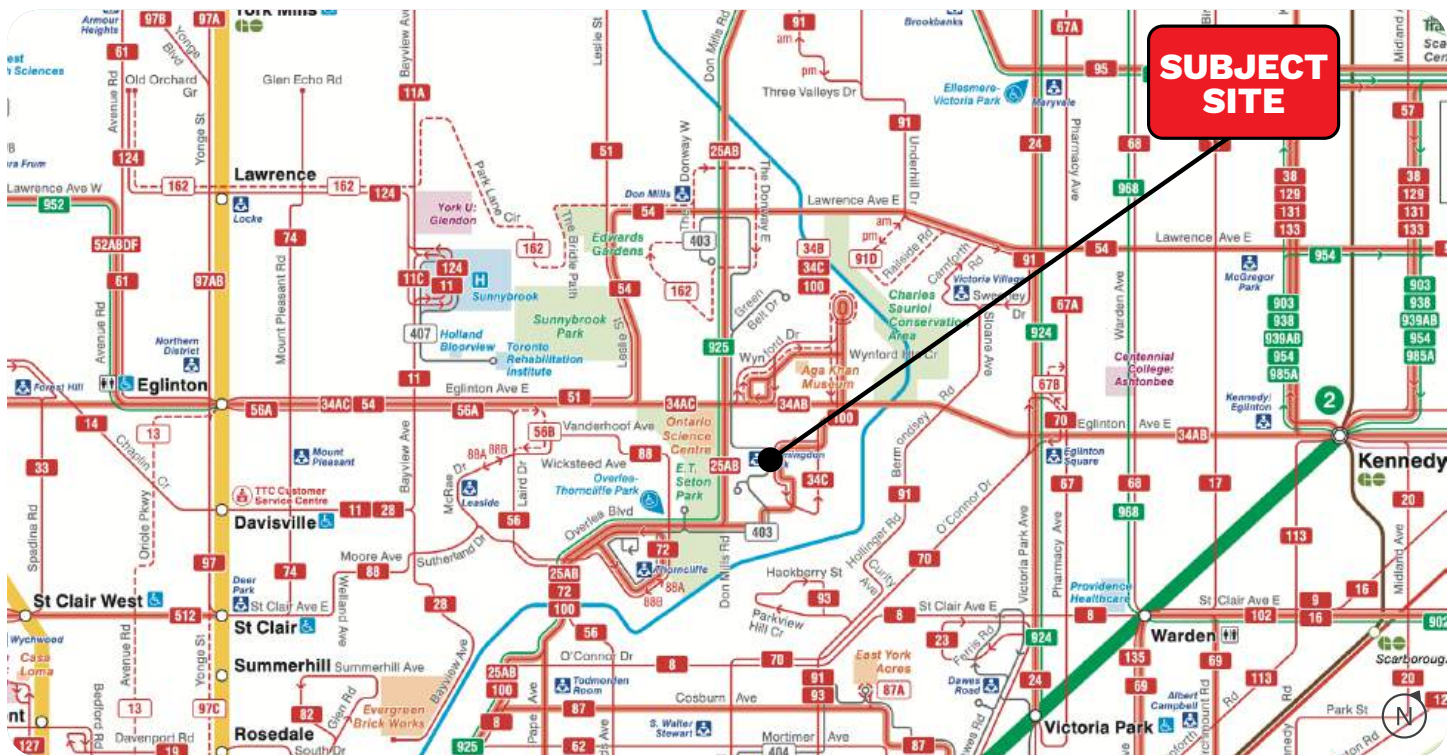


Figure 4 - TTC Transit Map

Planned Transportation Network

The subject site is located approximately 450 metres east of the planned Flemingdon Park station on the Ontario Line. The Ontario Line is a planned 15.6 kilometre subway line in Toronto that will run from Exhibition Place, through Downtown, to the Eglinton Crosstown LRT at Don Mills Road, with an end-to-end journey time of 30 minutes or less. The Ontario Line will provide various connections to other transit options, including Lakeshore West, Lakeshore East, and Stouffville GO train services, Line 1 and 2 on the TTC, Line 5 on the TTC (Eglinton Crosstown LRT), as well as connections to streetcar lines and bus services. At the time of writing this report, construction is underway and a completion date for the Ontario Line has not been announced.

Additionally, the subject site is located approximately 700 metres south of the planned Science Centre Station along the Eglinton Crosstown LRT.

The Eglinton Crosstown LRT is a planned 19-kilometre, 25-stop light rail line that will operate between Mount Dennis station in the west and Kennedy station in the east. The Eglinton Crosstown LRT will connect to Eglinton and Eglinton West TTC subway stations on Line 1 (Yonge-University) as well as several GO Transit routes. Approximately 10 kilometres of the line will be tunneled underground between Keele Street and Brentcliffe Road. Beyond Brentcliffe Road, the LRT will continue east to Kennedy subway station within an at-grade right-of-way separated from traffic.

Funded by the Provincial government through Metrolinx, the Eglinton-Crosstown LRT is a key part of a 10-year investment of \$8.4 billion to enhance transit in Toronto. At the time of writing this report, a completion date for the LRT has not been announced.



3

Proposal

3.1 Description of the Proposal

The proposal contemplates the infill development of the subject site with a 39-storey purpose-built rental residential building (123.5 metres, exclusive of a 7.0 mechanical penthouse) atop a 5-storey podium, while retaining the existing 28-storey residential apartment building in-situ. The proposal contains a total gross floor area of 28,493.50 square metres, including 405 dwelling units, resulting in a density of 3.6 FSI.

The existing 28-storey building has an existing gross floor area of 21,245 square metres, including 217 dwelling units, resulting in a density of 2.4 FSI.

In total, the combined development site, inclusive of the 28-storey existing building and the proposed 39-storey building, will have a combined total gross floor area of 49,738.5 square metres, a combined residential density of 6.0 FSI, and 622 dwelling units.



Proposal Rendering (prepared by Quadrangle Architects Limited)

Base Building (Levels 1 to 5)

The proposal includes a 5-storey (16.45 metre) triangular podium element that occupies the footprint of the southeastern portion of the subject site and frames Grenoble Drive.

The ground floor is proposed to have a floor-to-ceiling height of approximately 3.5 metres. The ground floor consists of a residential lobby, two indoor amenity spaces, as well as various residential dwelling units, including one, two, and three-bedroom unit configurations, that are proposed along the east and south portions of the site, along Grenoble Drive and Dufresne Court. Vehicular access is consolidated at the southwest end of the site via the existing driveway from Grenoble Drive.

At the ground floor, the building is set back a minimum of 6.0 metres from the Grenoble Drive property line to the east, and 9.5 metres from the south property line. The building is setback a significant distance from the west and north property lines, in excess of 20 metres. A mezzanine level is provided above the ground floor and is comprised of long-term bicycle parking as well as residential units. The northwest and northeast corners of the building step back elements and provide two new areas that open to below.

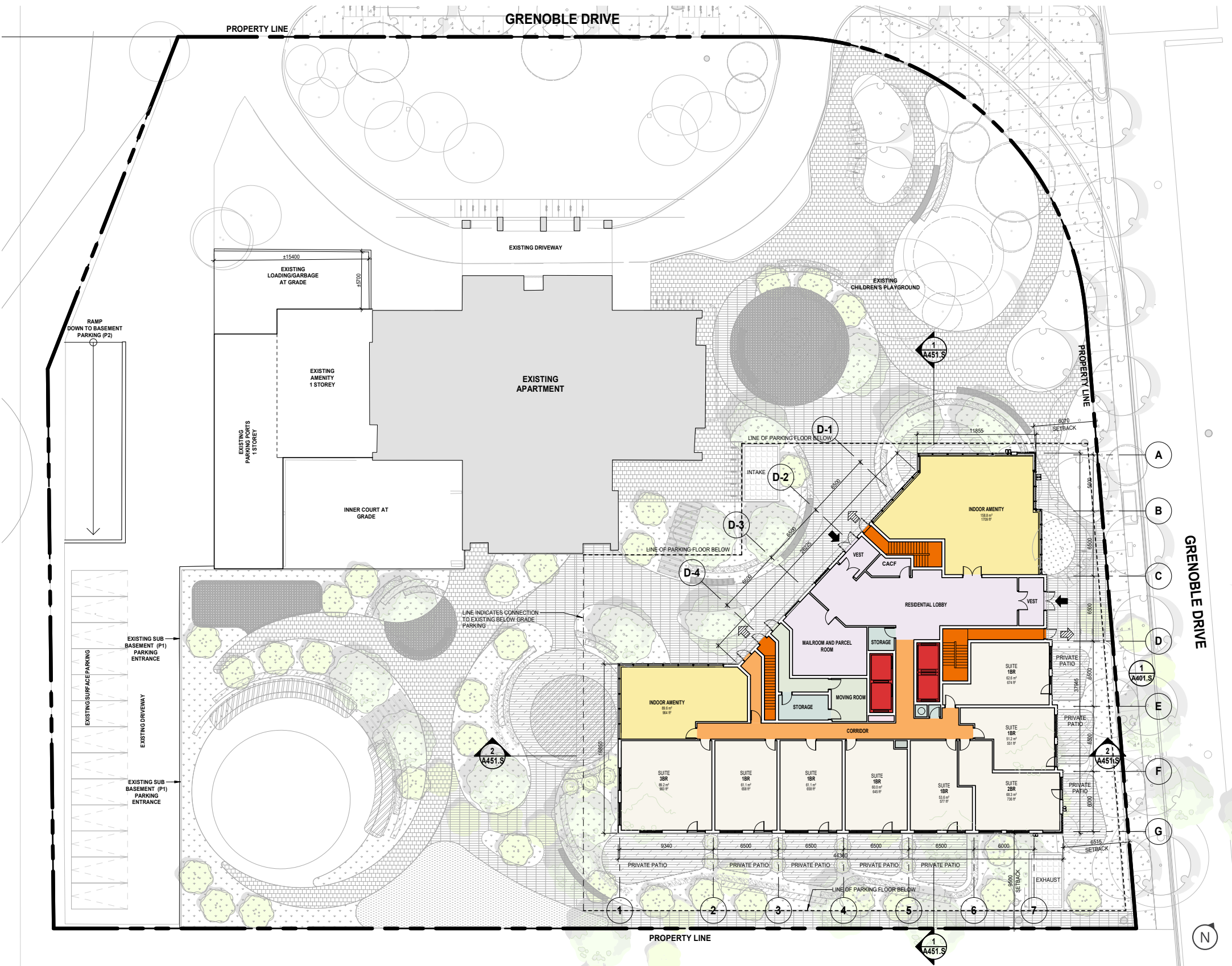


Figure 5 - Ground Floor Plan (prepared by Quadrangle Architects Limited)

On Levels 2 to 4, the building generally maintains the setbacks provided on the ground floor, however, cantilevers an additional 0.05 metres to the east from Grenoble Drive at the southeast corner of the building, and introduces inset balconies along each building face. Levels 2 to 4 each contain 16 residential units per floor.

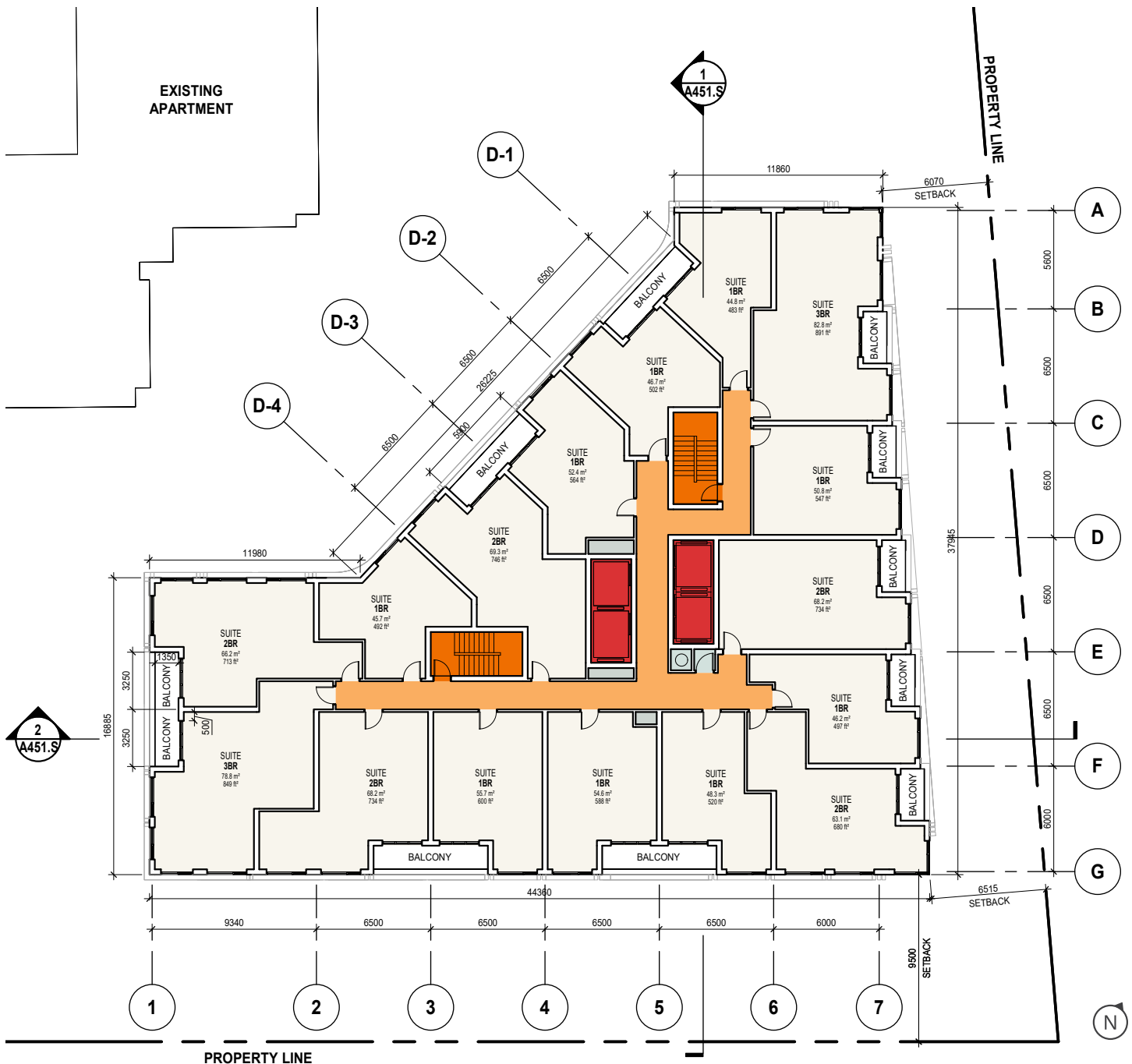


Figure 6 - Mezzanine Floor Plan (prepared by Quadrangle Architects Limited)

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Tower (Levels 6-39)

Above Level 5, the building is generally triangular in shape, with a typical floor plate of approximately 747 square metres Gross Construction Area (GCA). Levels 6 to 39 each contain 10 residential units per floor. The building steps back along the east building face, resulting in a minimum tower setback of 7.1 metres from Grenoble Drive. The building is setback more than 20.0 metres from the north and west property lines, and 12.5 metres from the south property line. A minimum separation distance of 20.0 metres is provided between the proposed 39-storey tower and the existing 28-storey apartment building.



Figure 8 - Typical Tower Floor Plan (prepared by Quadrangle Architects Limited)

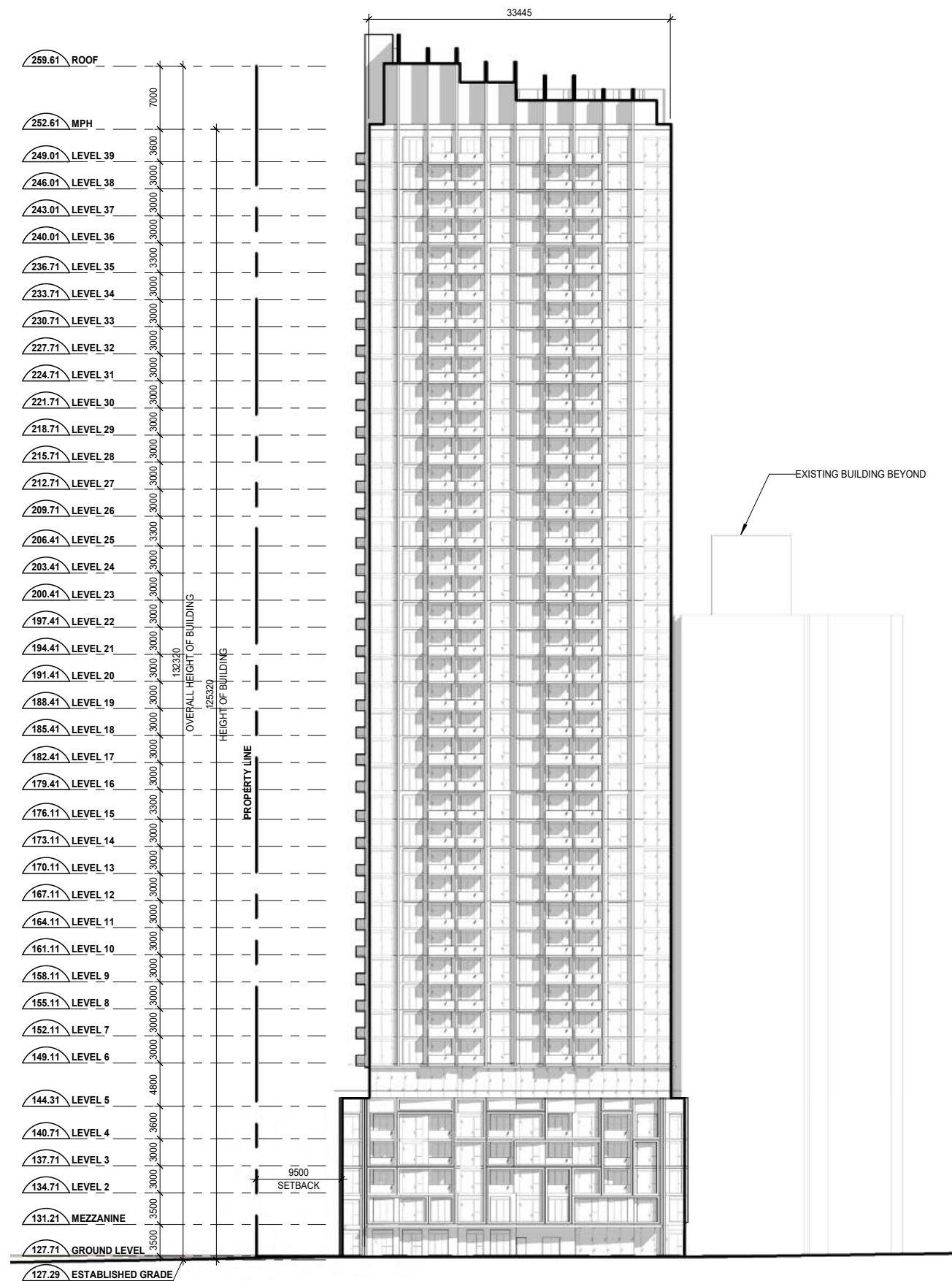


Figure 9 - East Elevation (prepared by Quadrangle Architects Limited)

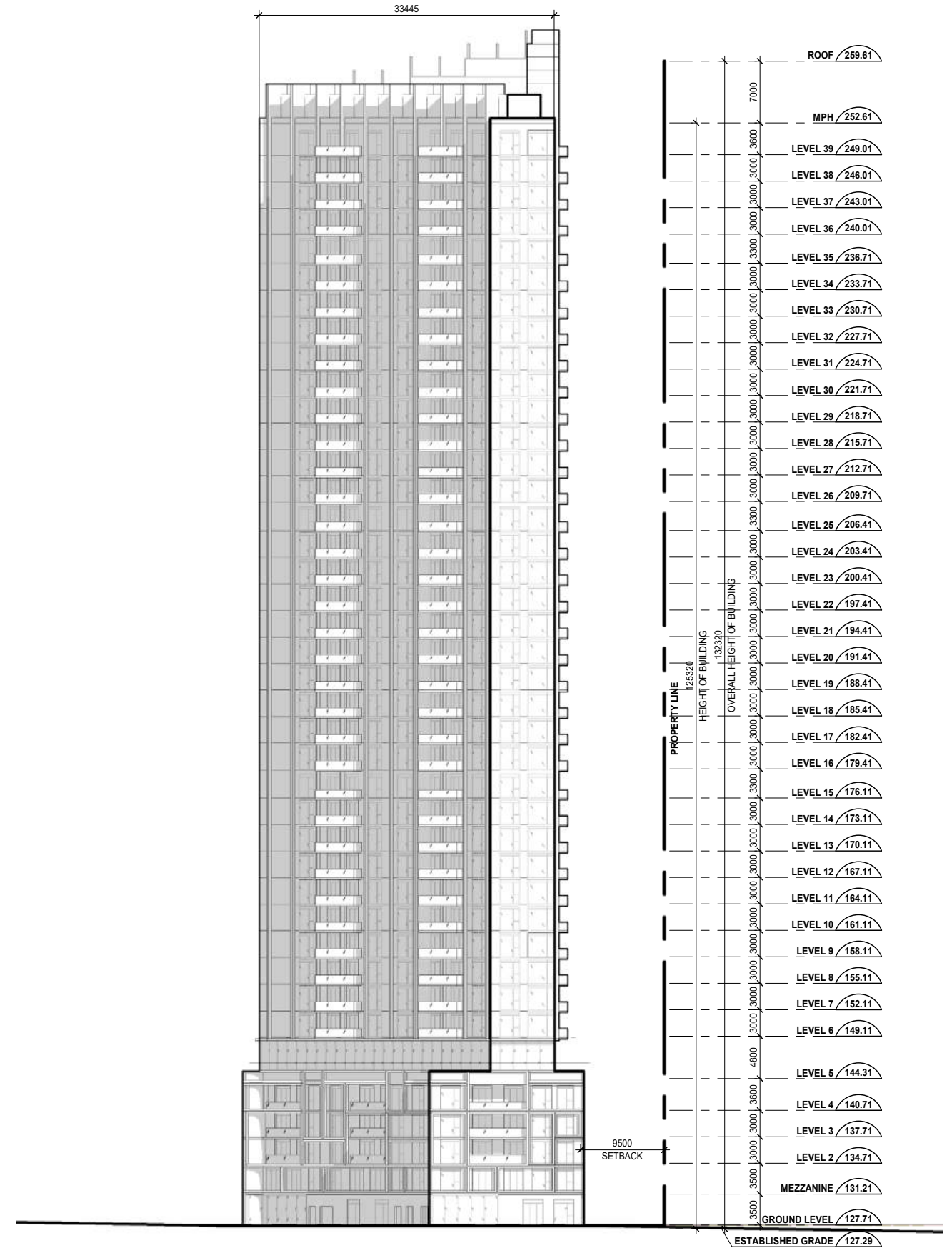


Figure 10 - West Elevation (prepared by Quadrangle Architects Limited)

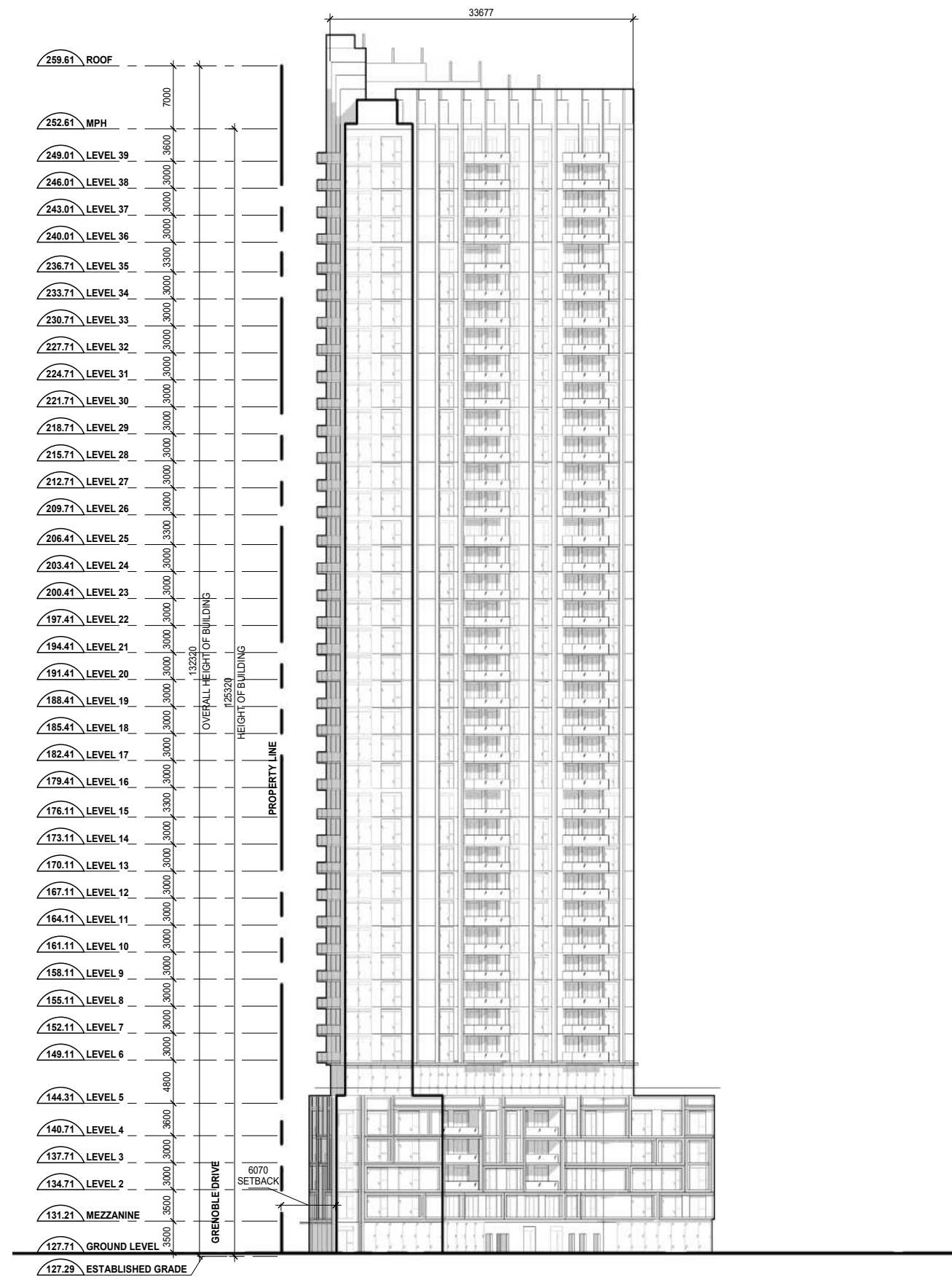


Figure 11 - North Elevation (prepared by Quadrangle Architects Limited)

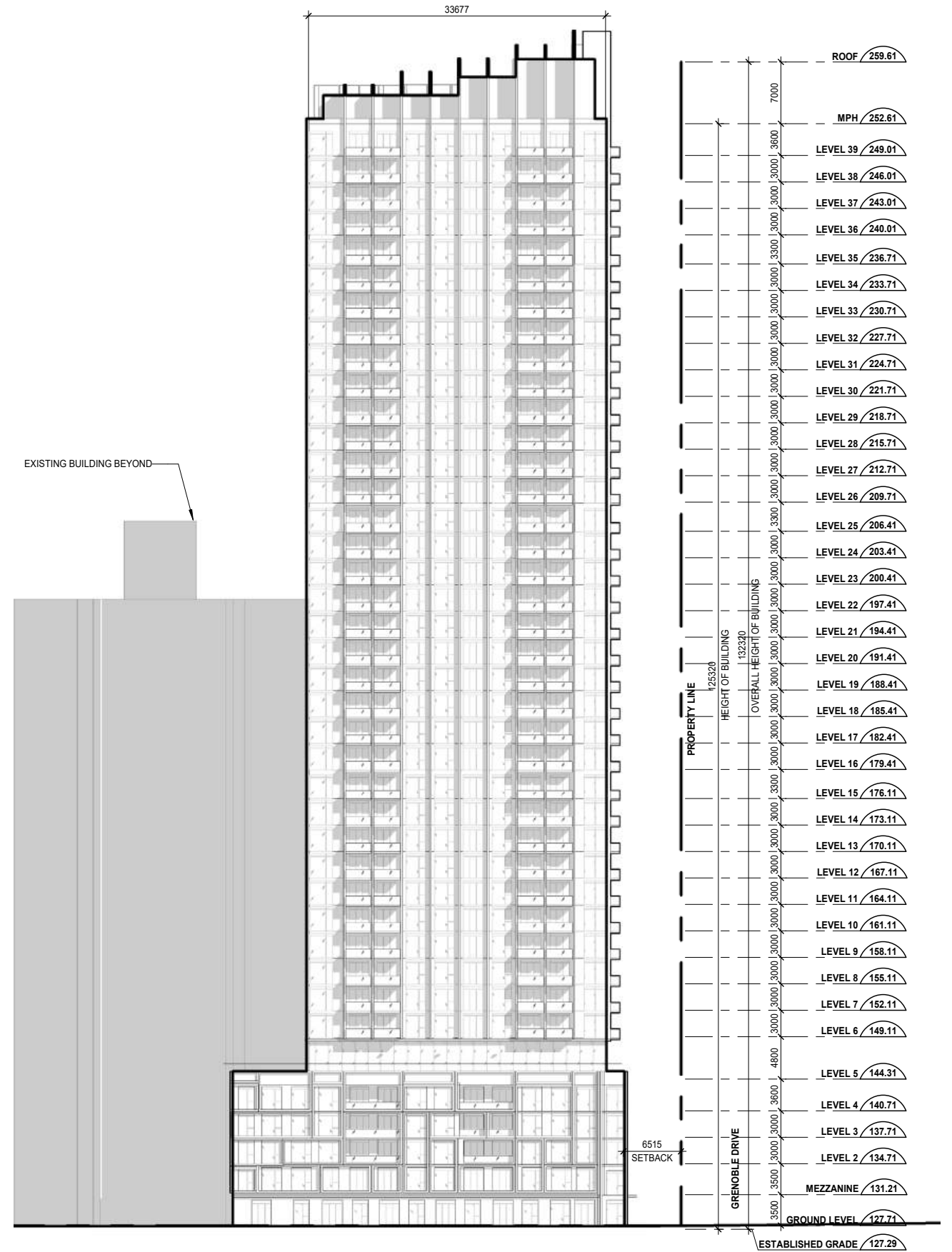


Figure 12 - South Elevation (prepared by Quadrangle Architects Limited)

Public Realm

The proposal represents a unique opportunity to enhance the public realm along Grenoble Drive as well as the area surrounding the existing apartment building. Along Grenoble Drive, the proposal includes a residential entrance plaza and various private patios for residents. The building has been generously setback a minimum of 6.0 metres from Grenoble Drive to promote pedestrian activity within the public realm, as well as to provide direct access to the residential lobby. Along Dufresne Court is a continuation of landscaping treatments proposed along Grenoble Drive. Within the proposed 9.5 metre ground floor setback, the proposal will include private patios, as well as various trees, paths, and other landscaping elements, that will complement the public realm.

Within the interior of the site are various features that will enhance the public realm, including a communal garden area, communal lawn, pet relief area, rest/play area with seating, amenity area with shade, an outdoor amenity area, and communal plaza with an art feature. The precise programming of these spaces will be determined throughout the application review process.

Unit Distribution & Amenity Space

A total of 405 dwelling units are proposed, comprised of 174 one-bedroom units (42.9%), 189 two-bedroom units (46.6%), and 42 three-bedroom units (10.3%).

In terms of amenity space, a total of 913.9 square metres of indoor amenity space and 706.1 square metres of outdoor amenity space will be provided on the ground floor and Level 5 of the building, respectively, resulting in a ratio of 2.2 square metres of indoor amenity space per unit and a ratio of 4.0 square metres for total amenity area. The outdoor amenity terraces are directly accessible from the contiguous indoor amenity areas and will be treated with soft landscaping elements along the terrace edges.

Parking, Access, & Loading

Vehicular access to the site is consolidated at a single access point from Grenoble Drive that is located at the northwest corner of the site and services the existing 28-storey building. The access driveway leads to existing surface parking, and a ramp to the underground parking levels. The existing loading space is located adjacent to the internal servicing and waste areas, as well as the one-storey parking port that serves the existing building.

The three underground levels will contain 264 vehicular parking spaces, comprised of 138 existing spaces, as well as 126 proposed spaces, including 8 new accessible spaces. The underground levels and mezzanine floor will include a total of 446 bicycle parking spaces, including 81 short-term spaces as well as 365 long-term spaces.

3.2 Key Statistics

A summary of the key project statistics is provided **Table 1** below.

Table 1 - Key Statistics

Key Statistics	
Site Area	8,945 m²
Total Gross Floor Area	28,493.50 m²
Height	39-storeys
Metric Height	125.3 m
Top of MPH	132.3 m
Total Units	405 units
1-Bedroom Units	174 units (42.9%)
2-Bedroom Units	189 units (46.6%)
3-Bedroom Units	42 units (10.3%)
Total Amenity Space	1,620.0 m²
Indoor Amenity Space	913.9 m²
Outdoor Amenity Space	706.1 m²
Total Bicycle Parking	446 spaces
Short-Term Parking	81 spaces
Long-Term Parking	365 spaces
Total Vehicular Parking	264 spaces
Existing Spaces	138 spaces
Proposed Spaces	126 spaces

3.3 Required Approvals

In our opinion, the proposed development conforms with the overall intent of the Official Plan, and in particular, the directions to intensify underutilized sites in proximity to higher order transit. It is our opinion that an Official Plan Amendment is not required for the site, as the proposal conforms with the applicable *Apartment Neighbourhoods* land use designation, as well as the objectives of City of Toronto Official Plan. The subject site is zoned as Multiple-Family Dwellings Sixth Density Zone (RM6) under the Former City of North York Zoning By-law 7625, as amended, and is currently not subject to the City-wide Zoning By-law 569-2013. An amendment to City-wide Zoning By-law 569-2013, is required in order to add the subject site into this by-law, and to increase the permitted height and density, as well as to revise other development regulations as necessary to accommodate the proposal.



Policy & Regulatory Context

As set out below, it is our opinion that the proposed residential development is supportive of the policy directions set out in the Provincial Planning Statement (2024), Metrolinx 2041 Regional Transportation Plan, and the City of Toronto Official Plan, all of which promote and encourage intensification within built-up urban areas, particularly in proximity to higher order transit infrastructure.

4.1 Planning Act

The purpose of the *Planning Act* is outlined in Section 1.1 and includes the following:

- to promote sustainable economic development in a healthy natural environment;
- to provide for a land use planning system led by provincial policy;
- to integrate matters of provincial interest in provincial and municipal planning decisions;
- to provide for planning processes that are fair by making them open, accessible, timely and efficient;
- to encourage co-operation and coordination among various interests; and
- to recognize the decision-making authority and accountability of municipal councils in planning.

Section 2 of the *Planning Act* sets out matters of provincial interest which municipal councils shall have regard for, among other matters, in carrying out their responsibilities pursuant to the legislation. Of particular applicability to the proposal are (f): the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (h): the orderly development of safe and healthy communities (j): the adequate provision of a full range of housing (p): the appropriate location for growth and development (q): the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians and (r): the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Section 2(1) requires that when approval authorities make a decision under subsection 17(34) of the *Planning Act* or the Tribunal makes a decision in respect of an appeal, it shall have regard to:

- a. any decision that is under the Act by a municipal council or by an approval authority and relates to the same planning matter; and
- b. any information and material that the municipal council or approval authority considered in making the decision described in clause (a).

Section 3(1) gives the Minister the authority to issue policy statements, and Section 3(5) (Policy Statements and Provincial Plans) requires that a decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter:

- c. shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and
- d. shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.

4.2 Bill 185

On April 10, 2024, the Province of Ontario introduced Bill 185, the Cutting Red Tape to Build More Homes Act. The bill proposed to repeal a number of legislative changes, including the five-year phase in of development charge increases introduced in Bill 23, as well as the refund provisions introduced in Bill 109, and proposed several new additional policies to increase housing supply and construction in Ontario.

One of the most significant legislative changes proposed by Bill 185 is the elimination of the requirement for municipalities to refund application fees for zoning amendments, combined zoning / official plan amendments, and site plan applications if a decision on the application was not made within a specified period. In addition, Bill 185 removed municipalities' authority to require applicants to consult with the municipality prior to the submission of an official plan amendment, rezoning or site plan application. Applicants may bring a motion to the Tribunal at any time during pre-consultation for a determination as to whether the requirements for a complete application are reasonable or have been met. Where an applicant makes an application without consulting the municipality, a complete application motion could be brought once the application fee is paid.

Another significant proposed legislative change is the removal of appeal rights for Official Plan amendments and zoning by-law amendments (including municipally initiated amendments). The legislation limits the right to appeal the approval of official plan and zoning by-law amendments to public bodies, the Minister of Municipal Affairs and Housing, and other specified persons, such as infrastructure providers. Applicants have the right to appeal official plan and zoning amendment applications that council refuses or does not consider within the statutory time periods. Third-party appeals that had been filed prior to Bill 185, and for which no hearing on the merits had been scheduled before April 10, 2024, are deemed to have been dismissed as of June 6, 2024.

Additional notable changes include prohibiting parking minimums in protected major transit station areas and in areas where minimum densities are required by official plans or provincial policies, lapsing of site plan approvals and subdivisions approvals after a certain period of time being no less than three years, introducing new appeal rights for applicants seeking changes to settlement area boundaries, exempting publicly-assisted universities from the Planning Act, and introducing a new power for the Minister to make regulations that exempt certain school facilities, long-term care homes and hospitals from the Planning Act. Bill 185 also eliminates Community Infrastructure and Housing Accelerator (CIHA) orders and introduces new Minister's Zoning Order (MZO) criteria to be used by the Minister in considering requests for MZOs, which require that a proposed MZO either have municipal support or deliver on a provincial priority.

Bill 185 received Royal Assent on June 6, 2024.

4.3 Provincial Planning Statement (2024)

On August 20, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Planning Statement ("2024 PPS"), 2024, which came into effect on October 20, 2024. The 2024 PPS replaced the Provincial Policy Statement (2020) as well as the Growth Plan for the Greater Golden Horseshoe (2019).

The 2024 PPS provides policy direction on matters of Provincial interest related to land use planning and development and applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the 2024 PPS. In this regard, Policy 6.1 provides that the 2024 PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

As compared with the 2020 PPS and 2019 Growth Plan, the 2024 PPS is intended to reduce and streamline planning rules, simplify approvals to build homes and eliminate duplication between planning documents. It emphasizes flexibility, with the intent of helping get more homes built across the province, while continuing to protect agricultural lands, cultural heritage and natural areas.

Chapter 1 of the 2024 PPS sets out the Province's current vision for Ontario, emphasizing the importance of building housing to serve a fast-growing province:

“More than anything, a prosperous Ontario will see the building of more homes for all Ontarians. This is why the province has set a goal of getting at least 1.5 million homes built by 2031. Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come.”

Chapter 1 goes on to describe Ontario's land use planning framework, stating that this framework and the decisions that are made within it:

“...shape how our communities grow and prosper. Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians.” (our emphasis)

A key policy direction that continues to be expressed in the 2024 PPS is to build complete communities with a mix of housing options, and promoting efficient development and land use patterns.

Policy 1.6 provides that planning authorities should support the achievement of complete communities by, among other things, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs.

With respect to housing, Policy 2.2.1(a) provides that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households.

Policy 2.2.1(b) provides that this should also be done by permitting and facilitating all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, and all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3 (see below).

Further, Policy 2.2.1(c) and (d) direct that an appropriate range and mix of housing options and densities is provided by promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation, and by requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

Section 2.3 of the 2024 PPS contains policies related to Settlement Areas. As it relates to the subject site, Policy 2.3.1.1 directs that settlement areas shall be the focus of growth and development, and that within settlement areas, growth should be focused in, where applicable, "strategic growth areas", including "major transit station areas". Policy 2.3.1.2 goes on to state that land use patterns within settlement areas should be based on densities and a mix of land uses which: efficiently use land and resources; optimize existing and planned infrastructure and public service facilities; support active transportation; are transit-supportive, as appropriate; and are freight-supportive.

Policy 2.3.1.3 directs planning authorities to support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

Section 2.4 includes policies related to "strategic growth areas", "major transit station areas" and "frequent transit corridors", all of which are relevant to the subject site. With respect to strategic growth areas, these are defined as nodes, corridors, and other areas within settlement areas that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include, among other things, major transit station areas, existing and emerging downtowns, and other areas where growth or development will be focused.

Policy 2.4.1.1 encourages planning authorities to identify and focus growth and development in strategic growth areas. Policy 2.4.1.2 directs that, to support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned: to accommodate significant population and employment growth; as focal areas for education, commercial, recreational, and cultural uses; to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and to support affordable, accessible, and equitable housing.

Policy 2.4.1.3 provides that planning authorities should, among other things, identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas, and permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form.

With respect to major transit station areas, Policy 2.4.2.1 directs planning authorities to delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under Section 26 of the *Planning Act*, adding that the delineation shall define an area within an approximately 500 to 800 metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.

In this regard, the subject site is located within a "major transit station area" as defined by the 2024 PPS. The 2024 PPS defines a "major transit station area" as "the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800-metre radius of a transit station". In turn, "higher order transit" is defined as "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, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of-way".

The subject site is located within walking distance of an under construction higher-order transit station, the Flemingdon Park Subway Station on the Ontario Line, which is located approximately 450 metres west of the subject site. Additionally, the subject site is located approximately 650 metres south of the Aga Khan Park and Museum LRT station on the Eglinton Crosstown Line. Further, as directed by the Growth Plan and by Policy 2.4.2.1 of the 2024 PPS, the City of Toronto has delineated the boundaries of a number of major transit station areas and the subject site is located within the proposed Major Transit Station Area boundaries for Flemingdon Park Subway Station (SASP 768) in Official Plan Amendment 575, as discussed in greater detail in Section 4.7 of this report.

Policy 2.4.2.2 of the 2024 PPS provides that, within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of: 200 residents and jobs combined per hectare for those that are served by subways; 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or 150 residents and jobs combined per hectare for those that are served by commuter or regional rail. In this regard, SASP 768 identifies a minimum population and employment target of 200 residents and jobs combined per hectare.

Moreover, the implementation Policy 6.1.12 clarifies that density targets represent minimum standards and planning authorities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Provincial Planning Statement or any other provincial plan.

Policy 2.4.2.3(a) encourages planning authorities to promote development and intensification within major transit station areas, where appropriate, by planning for land uses and built form that supports the achievement of minimum density targets.

With respect to frequent transit corridors, which are defined as corridors with 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, Policy 2.4.3.1 directs planning authorities to plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate. In this regard, the bus stop adjacent to the subject site is served by the 100 Flemingdon Park bus route, that run at a service frequency of every 10 minutes.

Section 2.9 of the 2024 PPS addresses energy conservation, air quality and climate change. Policy 2.9.1 directs planning authorities to plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that: support the achievement of compact, transit-supportive, and complete communities; incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities; support energy conservation and efficiency; promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

Chapter 3 of the 2024 PPS includes policies related to infrastructure and facilities. Generally, the infrastructure policies set out in Chapter 3, like those in Chapter 3 of the Growth Plan, 2019, place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation.

Policy 3.1.1 provides that infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs, and that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are financially viable over their life cycle, leverage the capacity of development proponents, where appropriate, and are available to meet current and projected needs.

The need to make good use of existing infrastructure is emphasized by Policy 3.1.2, which provides that, before consideration is given to developing new infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized, and opportunities for adaptive re-use should be considered, wherever feasible.

With respect to implementation, Policy 6.1.6 requires that planning authorities keep their zoning by-laws up-to-date with their official plans and the Provincial Planning Statement by establishing permitted uses, minimum densities, heights and other development standards to accommodate growth and development. Where a planning authority must decide on a planning matter before their official plan has been updated to be consistent with the Provincial Planning Statement, or before other applicable planning instruments have been updated accordingly, Policy 6.1.7 directs that it must still make a decision that is consistent with the Provincial Planning Statement.

For the reasons set out in Sections 5.1 and 5.2 of this report, it is our opinion that the proposed development and the requested Zoning By-law Amendment are consistent with the 2024 PPS, specifically the policies relating to residential intensification and the efficient use of land and infrastructure.

4.4 Metrolinx Regional Transportation Plan

On March 8, 2018, Metrolinx adopted a new Regional Transportation Plan (the "2041 RTP") that builds on and replaced the previous RTP ("The Big Move"), adopted in 2008. This section reviews some of the key goals and directions set out in the 2041 RTP, particularly as they apply to the subject site.

The 2041 RTP goes beyond the Growth Plan to provide more detailed strategies and actions for the Greater Toronto and Hamilton Area's transportation systems. As a result, it uses the Growth Plan's planning horizon of 2041, which is ten years later than the 2031 horizon used in The Big Move.

The 2041 RTP sets out a series of goals and strategies. The five strategies include:

- Strategy 1: Complete the delivery of current regional transit projects;
- Strategy 2: Connect more of the region with frequent rapid transit;
- Strategy 3: Optimize the transportation system;
- Strategy 4: Integrate transportation and land use; and
- Strategy 5: Prepare for an uncertain future.

The 2041 RTP recognizes that, to achieve the vision for the transportation system, investments and decisions must align with land use plans. As such, the 2041 RTP contains actions to better integrate transportation planning and land use, especially around transit stations and mobility hubs.

With respect to Strategy 1, the RTP recommends completing regional transit projects that are now In Delivery or In Development, while also modifying projects from The Big Move to reflect more up-to-date information. The RTP also indicates that the Eglinton Crosstown LRT and other LRT, BRT and subway projects will be the foundation of the future Frequent Rapid Transit Network together with GO RER. In this respect, Map 4: In Development Rapid Transit Projects identifies Ontario Line as a project in development and Eglinton Crosstown LRT as an existing and in delivery regional rail and rapid transit (see **Figure 13**, Map 4 of the RTP).

With respect to Strategy 4, the 2041 RTP identifies several strategies to integrate transportation and land use planning, including:

- making investment in transit projects contingent on transit-supportive planning being in place;
- focusing development at mobility hubs and major transit station areas along priority transit corridors identified in the Growth Plan;
- evaluating financial and policy-based incentives and disincentives to support transit-oriented development;
- planning and designing communities, including development and redevelopment sites and public rights-of-way, to support the greatest possible shift in travel behaviour;
- embedding TDM in land use planning and development; and
- rethinking the future of parking.

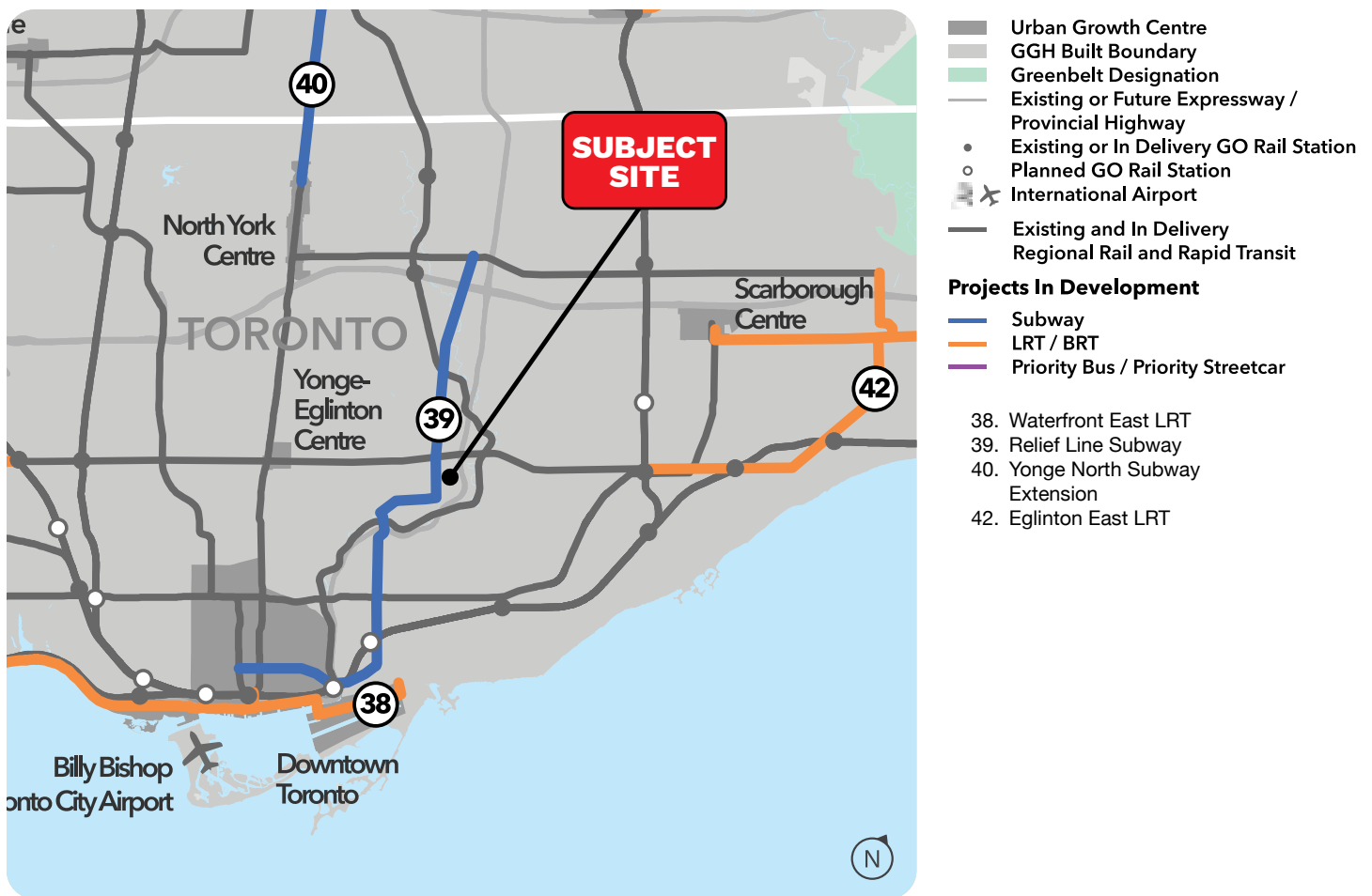


Figure 13 - 2041 Regional Transportation Plan, Map 4 - In Development Rapid Transit Projects

A key component of Strategy 4 is creating a system of connected mobility hubs. As identified in the 2041 RTP, Mobility Hubs remain an important planning concept. They are “major transit station areas” at key intersection points on the frequent rapid transit network. Mobility hubs are intended to create important transit network connections, integrate various modes of transportation and accommodate an intensive concentration of places to live, work, shop or play. They are particularly significant because of their combination of existing or planned frequent rapid transit service with an elevated development potential.

Under the Province’s previous Regional Transportation Plan, *The Big Move*, Metrolinx prepared *Mobility Hub Guidelines for the Greater Toronto and Hamilton Area* (2011), to be used as a tool for all parties to address the existing and anticipated opportunities and challenges of integrating transportation and development functions at these important locations. The 2041 RTP indicates that the Mobility Hub Guidelines will be updated to reflect new provincial policy including updates to the Growth Plan.

The current Mobility Hub Guidelines are intended to provide “guidance and inspiration on developing mobility hub plans and incorporating mobility hub objectives into other planning activities” and to serve as a tool and resource for Metrolinx/GO Transit, municipalities, transit agencies, developers, consultants, provincial ministries, community organizations and other public agencies.

The Mobility Hub Guidelines identify a number of zones around a mobility hub within which to consider transportation and land use decisions, including a primary zone within approximately 250 metres (a 2-1/2 minute walk) of the station, a secondary zone within approximately 500 metres (a 5-minute walk) and a tertiary zone within 800 metres (a 10-minute walk). The subject site would be located within the tertiary zone of the Don-Mills Eglinton mobility hub.

Within the tertiary zone, the guidelines indicate that the density and height of development should be stepped down gradually toward the periphery of the mobility hub. Transportation considerations include directing safe walking and cycling connections to the rapid transit station and within this zone.

The guidelines also include suggested density and mode share targets within mobility hubs. For hubs where the predominant transit mode serving the mobility hub are subways, transit-supportive densities of 250+ residents and jobs per hectare are suggested, with a suggested transit mode share of 40%. The predominant transit mode refers to the highest-order transit mode serving the mobility hub. In most cases, other rapid transit modes will be present at a mobility hub. The guidelines note that, while density targets do not compound with multiple rapid transit modes, it should be recognized that, with multiple transit modes, a higher density target could be considered.

Guideline 5.2 seeks to focus and integrate increased and transit-supportive densities at and around transit stations to create a compact built form and a critical mass of activity, while ensuring appropriate transition to the surrounding community.

In this regard, the guidelines state that:

“Mobility hubs ... are to be planned to achieve increased residential and employment densities that support and ensure the viability of existing and planned transit service levels. Strategies to accommodate population and employment growth, by focusing intensification in the Primary and Secondary Zones, are critical in achieving higher densities in mobility hubs than surrounding areas and an appropriate transition of built form to adjacent areas. In addition, density targets within mobility hubs should ideally exceed the policies in the Growth Plan pertaining to urban growth centres.” (Our emphasis.)

4.5 City of Toronto Official Plan

The Official Plan for the amalgamated City of Toronto was adopted on November 26, 2002, and was approved by the Ontario Municipal Board on July 6, 2006. Numerous amendments to the Official Plan have subsequently been approved, including amendments arising out of the Official Plan Review initiated in 2011.

Policy 5.6(1) provides that the Official Plan should be read as a whole “to understand its comprehensive and integrated intent as a policy framework for priority setting and decision making”. Policy 5.6(1.1) provides that the Official Plan is more than a set of individual policies and that “all appropriate policies are to be considered in each situation”, the goal being to “appropriately balance and reconcile a range of diverse objectives affecting land use planning in the City”.

The Official Plan for the City of Toronto sets out a vision encouraging contextually appropriate growth and intensification which is supported by transit, good architecture, high quality urban design and a vibrant public realm.

Growth Management Policies

Chapter 2 of the Official Plan (Shaping the City) outlines the City's growth management strategy. It recognizes that:

"Toronto's future is one of growth, of rebuilding, of reurbanizing and of regenerating the City within an existing urban structure that is not easy to change. Population growth is needed to support economic growth and social development within the City and to contribute to a better future for the Greater Toronto Area (GTA). A healthier Toronto will grow from a successful strategy to attract more residents and more jobs to the City."

To that end, Policy 2.1(3), as amended by Official Plan Amendment No. 231, provides that Toronto is forecast to accommodate 3.19 million residents and 1.66 million jobs by the year 2031. The marginal note regarding Toronto's growth prospects makes it clear that these figures are neither targets nor maximums; they are minimums:

"The Greater Toronto Area ... is forecast to grow by 2.7 million residents and 1.8 million jobs by the year 2031. The forecast allocates to Toronto 20 percent of the increase in population (537,000 additional residents) and 30 percent of the employment growth (544,000 additional jobs)...This Plan takes the current GTA forecast as a minimum expectation, especially in terms of population growth. The policy framework found here prepares the City to realize this growth, or even more, depending on the success of this Plan in creating dynamic transit oriented mixed use centres and corridors."

In Chapter 2 (Shaping the City), one of the key policy directions is Integrating Land Use and Transportation (Section 2.2). The Plan states that:

"... future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. 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 the 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 ..."

Policy 2.2(1) states that "this Plan will create a better urban environment, a competitive local economy and a more socially cohesive and equitable city through the integration and coordination of transportation planning and land use planning by attracting more people and jobs to targeted growth areas in the City that are supported by good and affordable transit services and other infrastructure".

Policy 2.2(3) provides that new development on lands adjacent to existing or planned transportation corridors and facilities is required to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.

Section 2.3.1 sets out policies for creating and maintaining healthy neighbourhoods by focusing most new residential development in Centres, along the Avenues and in other strategic locations, to help preserve the shape and feel of established neighbourhoods. As it relates to the *Apartment Neighbourhoods* designation which applies to the subject site, the introductory text to Section 2.3.1, recognizes that:

“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... In some areas these sites are located in proximity to each other and form clusters or larger apartment neighbourhoods. 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 the 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 ...”

Policy 2.3.1(2) provides 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 Policy 4.2(2) and other relevant sections of the Plan. It goes on to recognize that, 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.

Policy 2.3.1(2) further provides that compatible infill development may take place where there is 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 in Section 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.

Policy 2.3.1(3) requires that developments in *Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods* be compatible with those *Neighbourhoods*; provide a gradual transition of scale and density as necessary to achieve the objectives of the Official Plan; maintain adequate light and privacy for residents in *Neighbourhoods*; orient and screen lighting and amenity areas and access to underground and structured parking to minimize impacts on adjacent land in *Neighbourhoods*; locate and screen service areas, any surface parking and access to underground and structured parking so as to minimize impacts on adjacent land in those *Neighbourhoods*, and enclose service and access areas where distancing and screening do not sufficiently mitigate visual, noise and odour impacts upon adjacent land in those *Neighbourhoods*; and attenuate resulting traffic and parking impacts on adjacent neighbourhood streets so as not to significantly diminish the residential amenity of those *Neighbourhoods*. In this regard, the nearest properties designated *Neighbourhoods* are located east of Grenoble Drive, approximately 20 metres east of the subject site.

Policy 2.3.1(5) seeks to improve the functioning of the local network of streets in *Neighbourhoods* and *Apartment Neighbourhoods* by, among other things, providing new streets that extend the local street network into larger sites, where the new streets would provide access and frontage for existing and future development, improve pedestrian and bicycle circulation, and improve the prominence, visibility and safe access to parks, open spaces, transit, schools and pedestrian destinations.

The introductory text in Section 2.4 ("Bringing the City Together: A Progressive Agenda of Transportation Change") notes that:

"The transportation policies, maps and schedules of the Plan make provision for the protection and development of the City's road, rapid transit and inter-regional rail networks. The Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency throughout the City ... Reducing car dependency means being creative and flexible about how we manage urban growth. We have to plan in 'next generation' terms to make walking, cycling, and transit increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system."

In this regard, the Official Plan identifies Don Mills Road as an 'Expansion Element - Transit Corridor Alignment To Be Determined' on Map 4 - Higher Order Transit Corridors (see **Figure 14**) and as an 'Expansion Element - Transit Priority Segment' on Map 5 - Enhanced Surface Transit Network (see **Figure 15**).

Following therefrom, Policy 2.2(7) provides that the City will work with its partners to improve and expand the higher-order transit network by protecting the corridors identified on Map 4 for possible future higher-order transit services in exclusive or semi exclusive rights-of-way; undertaking comprehensive planning processes for new higher-order transit services in the corridors identified on Map 4 to support their successful implementation and inform the establishment of project priorities; and implementing higher-order transit services in the corridors identified on Map 4 according to the established priorities.

Policy 2.2(8) further provides that the City will work with its partners to maintain and enhance bus and streetcar services to deliver safe, accessible, seamlessly connected, convenient, frequent, reliable, fast, affordable and comfortable transit service to all parts of the city. These objectives will be met by reducing delays and traffic interference on transit routes across the city, including those shown on Map 5, through the introduction of transit priority guidelines and transit priority measures such as transit signal priority or other signal timing changes, high-occupancy vehicles lanes, partially or fully exclusive transit lanes, restrictions for non-transit vehicles, consolidating, restricting or limiting driveways, limiting or removing on-street parking, and transit queue-jump lanes.

Policy 2.4(4) directs that planning for new development in targeted growth areas be undertaken in the context of reducing auto dependency and provides that the transportation demands and impacts of such new development will be assessed in terms of the broader social and environmental objective of the Plan's reurbanization strategy.

Policy 2.4(8) further provides that, for sites in areas that are well serviced by transit including locations around rapid transit stations and along major transit routes, consideration will be given to establishing minimum density requirements (in addition to maximum density limits) and establishing minimum and maximum parking requirements. Furthermore, Policy 2.4(9)(a) directs that better use will be made of off-street parking by "encouraging the shared use of parking and developing parking standards for mixed use developments which reflect the potential for shared parking among uses that have different peaking characteristics."



Figure 14 - Toronto Official Plan, Map 2 - Urban Structure



Figure 15 - Toronto Official Plan, Map 4 - Higher Order Transit Corridors



Figure 16 - Toronto Official Plan, Map 5 - Enhanced Surface Transit Network

Land Use Designation Policies

The subject site is designated *Apartment Neighbourhoods* on Map 20, Land Use Plan (see **Figure 17**, City of Toronto Official Plan, Map 20 - Land Use Plan). Lands to the west of the subject site on the south side of Grenoble Drive, are designated *Other Open Space Areas* and *Neighbourhoods*. The lands to the north of the site are designated *Apartment Neighbourhoods* and *Other Open Space Areas*. The lands to the east are designated *Neighbourhoods*, whereas the lands to the south are designated *Apartment Neighbourhoods*, *Neighbourhoods*, and *Utility Corridors*.

As set out in Policy 4.2(1), *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. This policy goes on to provide that all land uses permitted in the *Neighbourhoods* designation are also permitted in *Apartment Neighbourhoods*.

Generally, as provided in the non-policy preamble to Section 4.2, *Apartment Neighbourhoods* are distinguished from low-rise *Neighbourhoods* because a greater scale of buildings is permitted, and different scale-related criteria are needed to guide development. While built up *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities do exist for additional townhouses or apartments on underutilized sites, including new rental housing. 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”.



Figure 17 - Toronto Official Plan, Map 20 - Land Use

Policy 4.2(2) sets out a number of criteria for development within the *Apartment Neighbourhoods* designation, including:

- locating and massing new buildings to provide a transition between areas of different development intensity and scale, through means such as providing appropriate setbacks and/or a stepping down of heights towards lower-scale *Neighbourhoods*;
- locating and massing new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locating and massing new buildings to frame the edges of streets and parks with good proportion and maintaining sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- including sufficient off-street motor vehicle and bicycle parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- providing indoor and outdoor recreation space for building residents in every significant multi-unit residential development;
- providing ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
- 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.

Policy 4.2(3) acknowledges that, while significant growth is not intended within developed *Apartment Neighbourhoods* on a city-wide basis, compatible infill development may be permitted on a site within a developed *Apartment Neighbourhood* with one or more existing apartment buildings which improves the existing site conditions by means such as:

- meeting the development criteria set out in Section 4.2.2;
- being compatible with the scale, including height and massing, of the existing apartment building(s) on and adjacent to the site;
- providing separation distances between buildings on and adjacent to the site so as to achieve adequate sunlight and privacy;
- maintaining or replacing and improving indoor and outdoor residential amenities on the site, including, where achievable, equipping and managing indoor and outdoor amenity space to encourage use by residents;
- improving upon the quality of landscaped open space and outdoor amenity space for new and existing residents;
- providing adequate on-site structured shared vehicular parking for both new and existing development;
- consolidating and where achievable, relocating parking and servicing areas where they are not visible from streets, parks and landscaped open spaces;
- placing parking ramps within the building where achievable;
- providing all residents, including existing residents with access to the community benefits where additional height and/ or density is permitted, and community benefits are provided are provided pursuant to Section 37 of the Planning Act;
- providing privacy and areas of landscaped open space, and maintaining adequate sunlight to units, outdoor amenity spaces and open spaces, for both new and existing residents;

Public Realm Policies

- organizing development on the site to frame streets, parks and open spaces at good proportion, providing adequate sky views from the public realm, and creating safe and comfortable open spaces;
- promoting grade-related dwellings at the edge of public streets, parks and landscaped open spaces where achievable, that front onto and provide pedestrian entrances from those public spaces, and provide a generous pedestrian realm adjacent to public streets;
- promoting, on the lower floors of mid-rise and tall apartment buildings, grade-related units with front gardens, stoops and porches that take direct access from public sidewalks, accessible open spaces and park edges;
- improving pedestrian access to the buildings from public sidewalks and through the site;
- minimizing curb cuts;
- improving waste storage and waste diversion facilities including enclosure of outdoor waste storage areas and enclosed waste storage facilities within a building where achievable;
- providing needed improvements, renovations and retrofits to the existing rental housing to extend the life of the existing building(s) that are to remain; and
- encouraging improved energy and water efficiency in existing buildings through renovations, retrofits and changes to management practices.

Any application for infill development on a site containing one or more existing apartment building(s) is to be considered in the context of these evaluative criteria, and other relevant policies of the Plan. A discussion of how the development addresses these criteria should be included in any Planning Rationale Report accompanying the application. These evaluative criteria are addressed in Section 5 of this report.

The Official Plan contains policies that emphasize the public realm as the fundamental organizing element of the city and its neighbourhoods, acknowledging its important role in supporting population and employment growth, health, livability, social equity and overall quality of life. The public realm is a key shared asset that draws people together and creates strong social bonds at the neighbourhood, city and regional level. Section 3.1.1 sets out policies applying to the public realm, including streets, parks, open spaces and public buildings. Policy 3.1.1(1) indicates that the public realm is comprised of all public and private spaces to which the public has access.

Policy 3.1.1(2) states that the public realm will, among other things, 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; provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction; provide opportunities for passive and active recreation; and be functional and fit within a larger network. Policy 3.1.1(3) further outlines that the City will seek opportunities to expand and enhance the public realm in order to support the needs of existing and future populations and contribute to a high quality of life for people of all ages and abilities.

Policy 3.1.1(6) recognizes that City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. New and existing City streets will incorporate a "Complete Streets" approach by, inter alia, balancing the needs, priorities and safety of all users and uses within the right-of-way, including pedestrians, cyclists and motorists, together with ensuring space for street furniture and green infrastructure; improving the quality and convenience of active transportation options; and serving as community destinations and public gathering places.

Built Form Policies

Policy 3.1.1(13) directs that sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities through:

- the provision of well-designed and coordinated tree planting, landscaping, amenity spaces, setbacks, green infrastructure, pedestrian-scale lighting, street furnishings and decorative paving;
- the location and design of utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural pedestrian and visual environment and enable the planting and growth of trees to maturity; and
- the provision of unobstructed, direct and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian volumes.

As it relates to trees, Policy 3.1.1(16) states that the preservation, long-term growth and increase in the number of healthy trees will be a priority of all development.

Section 3.1.3 of the Official Plan recognizes the importance of good urban design, not just as an aesthetic overlay, but also as an essential ingredient of city-building. It demands high quality architecture, landscape architecture and urban design, both within the public realm and within the privately developed built form.

In putting forward policies to guide built form, the Plan notes that developments must be conceived not only in terms of the individual building site and program, but also in terms of how that building, and site fit within the context of the neighbourhood and the City. Policy 3.1.3(1) provides that new development will be located and organized to fit with its existing and/or planned context. Relevant criteria include:

- generally locating buildings parallel to the street with a consistent front yard setback;
- locating main building entrances on the prominent building facades so that they front onto a public street, park or open spaces, and are clearly visible and directly accessible from a public street;
- providing ground floor uses, clear windows and entrances that allow views from and, where possible access to, adjacent streets, parks and open spaces; and
- 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.

Policy 3.1.3(3) directs that development will protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.

Policy 3.1.3(4) requires that new development locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties by, among other things:

- using shared service areas where possible within development block(s) including public and private lanes, driveways, and service courts;
- consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- integrating services and utility functions within buildings where possible;
- providing underground parking where appropriate; and
- limiting surface parking between the front face of a building and the public street or sidewalk.

Policy 3.1.3(5) sets out policies to ensure that 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:

- a. providing streetwall heights and setbacks that fit harmoniously with the existing and/or planned context; and
- b. stepping back building mass and reducing building footprints above the streetwall height.

Policy 3.1.3(6) goes on to state that 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.

Policy 3.1.3(10) requires that new development will promote civic life and provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing:

- improvements to adjacent boulevards and sidewalks respecting sustainable design elements, including trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, lighting and bicycle parking facilities;
- coordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;
- weather protection such as canopies and awnings; and
- landscaped open space within the development site.

In terms of building types, Chapter 3.1.4 provides that there are three scales of building types, including Townhouse and Low-Rise Apartments, Mid-Rise and Tall buildings. These building types are defined for their scale and physical characteristics including site and building organization, relationship to the public street, and building massing and height. The built form relationships and design of these building types is informed by citywide urban design guidelines to help ensure the proper form and fit with the existing and planned context.

With respect to tall buildings, Policy 3.1.4(7) provides that tall buildings are generally greater in height than the width of the adjacent right-of-way.

Housing Policies

Policy 3.1.4(8) provides that tall buildings should typically be designed to consist of three parts, including a base, a tower and a top, carefully integrated into a single whole. The base portion should respect and reinforce good street proportion and pedestrian scale and be in lined with active, grade-related uses (Policy 3.1.4(9)). The Tower portion should be designed to reduce the physical and visual impacts of the tower onto the public realm; limit shadow impacts on the public realm and surrounding properties; maximize access to sunlight and open views to the sky from the public realm; limit and mitigate pedestrian level wind impacts; and provide access to daylight and protect privacy in interior spaces within the tower (Policy 3.1.4(10)).

Policy 3.1.4(11) provides that the tower form should be achieved by stepping back the tower from the base building; generally aligning the tower with, and parallel to, the street; limiting and shaping the size of the tower floorplates above the base buildings; providing appropriate separation distances from side and rear lot lines as well as other towers; and locating and shaping balconies to limit shadow impacts.

Policy 3.1.4(12) provides that the top portion should integrate roof top mechanical systems into the building design; contribute to the surrounding skyline identity and character; and avoid up-lighting and excessive lighting.

The Official Plan's housing policies support a full range of housing in terms of form, tenure, and affordability, across the City and within neighbourhoods, to meet the current and future needs of residents (Policy 3.2.1(1)). A full range of housing includes: ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.

Policy 3.2.1(2) provides that 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.

Implementation Policies

Policy 5.3.2(1) of the City of Toronto Official Plan provides that, while guidelines and plans express Council policy, they are not part of the Plan unless the Plan has been specifically amended to include them, and do not have the status of policies in the Official Plan adopted under the *Planning Act*. This policy is relevant with respect to the status of the guidelines discussed in Sections 4.9 and 4.10 below.

4.6 Official Plan Amendment No. 575

In June 2020, the City Planning Division initiated a Growth Plan Conformity exercise and Municipal Comprehensive Review, which included the delineation of approximately 180 potential MTSA's to meet provincial minimum intensification requirements. A subset of Major Transit Station Areas were to be identified as PMTSA's, where the Council approved inclusionary zoning policy framework can be implemented.

On July 22, 2022, City Council adopted four Official Plan Amendments (OPA 540, OPA 544, OPA 570 and OPA 575) regarding 115 MTSA's and PMTSA's and authorized staff to forward these Official Plan Amendments to the Minister of Municipal Affairs and Housing for approval under the Planning Act.

OPA 575 includes the site within the boundary of the MTSA associated with the proposed Flemingdon Park Subway Station, as set out in Site and Area Specific Policy 768 (SASP 768). Pursuant to SASP 768, the Flemingdon Park MTSA is planned for a minimum population and employment target of 200 residents and jobs combined per hectare (see **Figure 18**, SASP 768, Map 1)

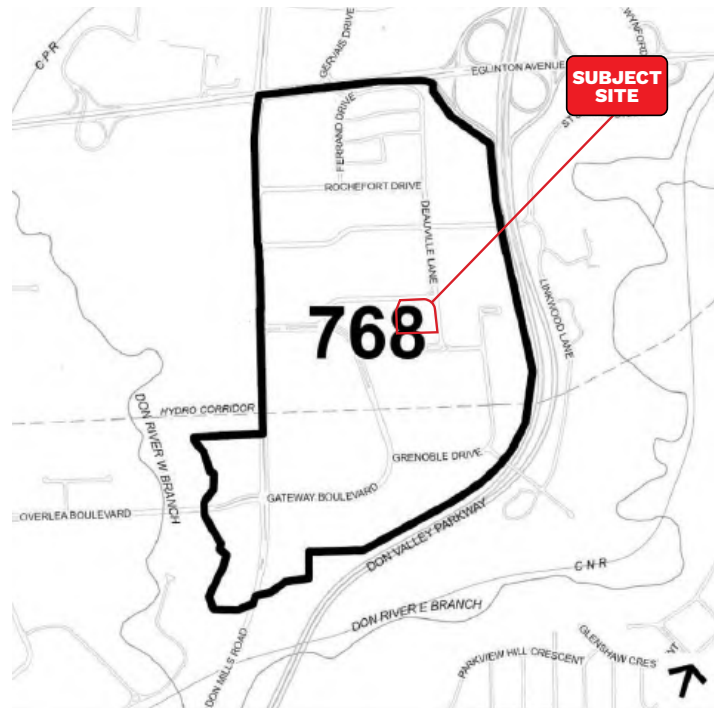


Figure 18 - SASP 768, Map 1 - Flemingdon Park MTSA

4.7 Zoning

The in-force Zoning By-law applying to the site is Former City of North York Zoning By-law 7625, as amended. The site is located within a 'hole' of the new City-wide Zoning By-law 569-2013, enacted by City Council on May 9, 2013, which is currently under appeal to the Ontario Land Tribunal, and is therefore, exempt from the regulations of the by-law.

Former City of North York Zoning By-law 7625, as amended, zones the site Multiple-Family Dwellings Sixth Density Zone (RM6) (see **Figure 19**, By-law 7625 - Zoning Map).

The RM6 zone permits a range of residential and non-residential uses, including apartment housing dwellings, converted dwellings, double duplex dwellings, duplex dwellings, hospitals, multiple attached dwellings, nursing homes, single family dwellings, religious institutions, sanitarium, semi-detached dwellings, and any other use permitted in the R4 zone. The maximum lot coverage is 35% and the total gross floor area of a building on the lot cannot exceed one hundred and fifty (150) percent. With respect to building height, the height of an apartment house may exceed 11 metres, provided however, that the distance between each portion of the building having a greater height than 11 metres and each lot line shall be not less than the distance specified in 20-A.2.4 plus 0.3 metres for every 0.6 metres of additional height in excess of 11 metres.

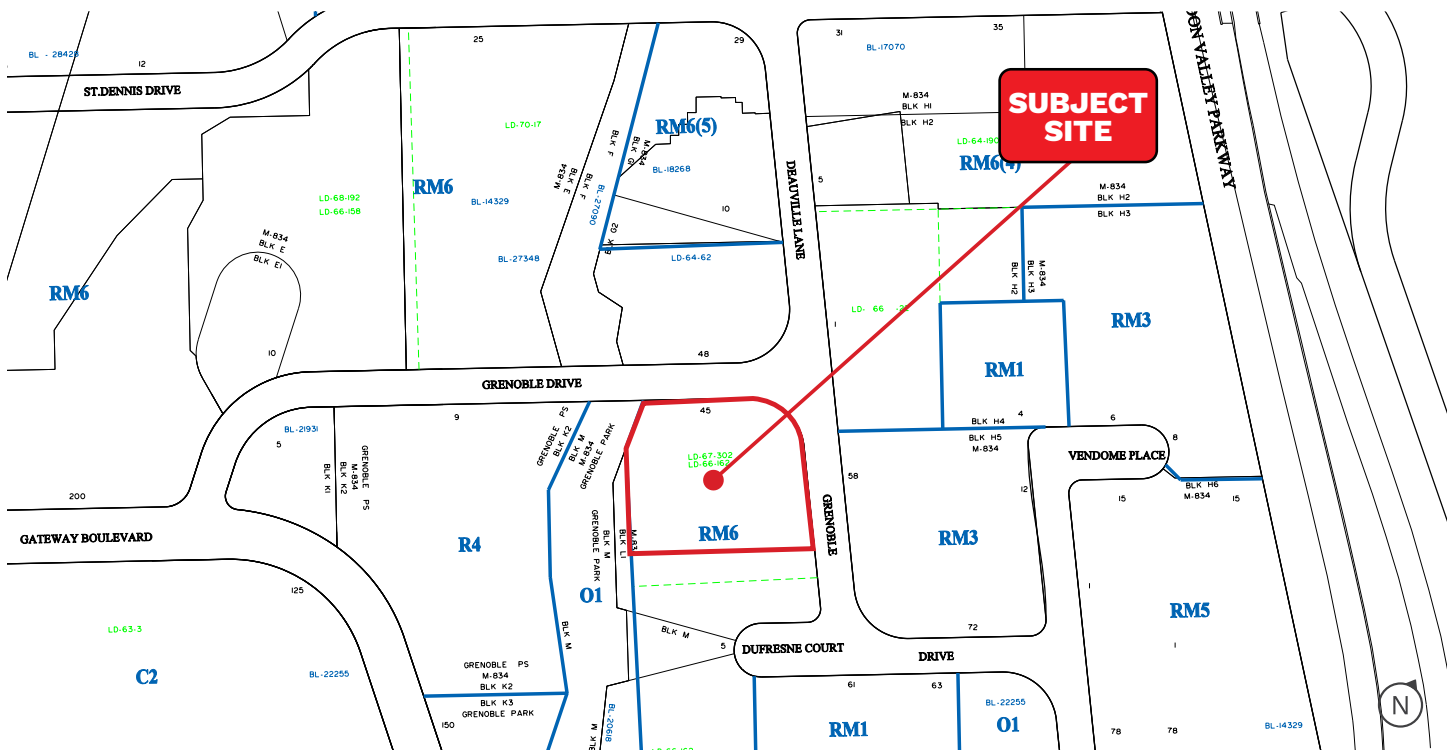


Figure 19 - By-law 7625 - Zoning Map

4.8 City-Wide Tall Building Design Guidelines

On May 7, 2013, City Council adopted the City-Wide Tall Building Design Guidelines (March 2013), which updated and replaced the "Design Criteria for the Review of Tall Building Proposals" (2006). The document specifically notes that the Tall Building Design Guidelines are "intended to provide a degree of certainty and clarity of common interpretation, however, as guidelines, they should be afforded some flexibility in application, particularly when looked at cumulatively".

The Tall Building Design Guidelines include sections related to site context, site organization, tall building massing and the pedestrian realm. Among other matters, the Guidelines recommend that residential tower floor plates be limited to 750 square metres and that tall building towers be setback 12.5 metres from side and rear property lines or the centre line of an abutting lane. A minimum separation distance of 25 metres between towers (excluding balconies) is also recommended.

The design of the proposed development has been evaluated with respect to the Tall Building Design Guidelines, as discussed in Section 5.5 below.

4.9 Growing Up: Planning for Children in New Vertical Communities

In 2015, City Planning staff initiated a study entitled "Growing Up: Planning for Children in New Vertical Communities". The study explored how new multi-unit residential buildings and "vertical neighbourhoods" can better accommodate the needs of households with children. On July 28, 2020, a final recommendation report was presented to City Council, and the updated Growing Up Guidelines were adopted.

The intent of the Guidelines is to provide for a better integration of family supportive design into the planning of new multi-unit residential developments. The Guidelines are organized at three scales, based on the recognition that each scale contributes positively to how a family experiences living in a vertical community:

- **The Neighbourhood Scale:** At the neighbourhood scale, the Guidelines focus on children's experience in the city, promoting independent mobility, access to parks, schools and community facilities.
- **The Building Scale:** At the building scale, the Guidelines seek to increase the number larger units, encourage the design of functional and flexible amenity and common spaces, and promoting flexible building design for changing unit layouts.
- **The Unit Scale:** At the unit scale, the Guidelines focus on the size and functionality of spaces to ensure dwelling units can accommodate a family's daily needs. Considerations include providing sufficient room for families to gather and share meals, as well as bedrooms that can comfortably accommodate more than one child.

The use of the term "large units" in the Guidelines refers to two- and three-bedroom units that comply with the design parameters set out in the Guidelines. Large units are intended to meet the needs of households with children, as well as multi-generational families, seniors, and groups of students and/or adults who live together. The guidelines seek to achieve a minimum of 25% two- and three-bedroom units, comprised of 15% two bedroom units and 10% three-bedroom units.

Section 2.0 of the Guidelines focuses on the design of new buildings. Topics covered in this section include building configuration, typology, design and construction, circulation areas and shared spaces, as well as storage and utility needs.

4.10 Pet-Friendly Design Guidelines for High Density Communities

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 in a direction that is supportive of a growing pet population. The document is 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 living spaces.

The 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 some flexibility in application, and balanced against broad city building objectives.

Similar to the Growing Up Guidelines, the Pet Friendly Guidelines are guidelines and 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 dense neighbourhoods characterized by multi-unit, high-rise buildings where parks and green spaces are heavily used.

At the building scale, the guidelines provide direction as to the types, sizes and general configuration of amenity spaces for pets, and specifies 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 pets and their owners include 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 and 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.

A photograph of two women in a professional setting, likely an office or design studio. They are looking down at a large-scale architectural model of a city, which is composed of numerous white rectangular blocks of varying heights. The woman on the left is wearing a striped shirt and is pointing with a pen at a specific part of the model. The woman on the right is wearing a light blue button-down shirt and is looking intently at the model. The background is slightly blurred, showing office shelves and a blue wall. The entire image has a dark blue overlay.

5

Planning & Urban Design Analysis

5.1 Intensification

Residential intensification on the subject site in the form of a 39-storey residential building is appropriate and desirable and is in keeping with the policy framework set out by the 2024 PPS, the Metrolinx Regional Transportation Plan, and the City of Toronto Official Plan, all of which support intensification on sites well-served by municipal infrastructure, particularly “higher-order public transit.” The proposal will develop the underutilized site with an appropriately scaled transit-supportive development.

The proposal is in keeping with the intensification policies of both the 2024 PPS. Policy 2.4.1.1 of the 2024 PPS directs that growth will be focused in “strategic growth areas” and locations with existing and planned transit, with a priority on “higher order transit” where it exists or is planned. The site is located in an area that has access to existing surface transit, “frequent transit” and “higher order transit”, and is well situated relative to major investments in new transit infrastructure and transit improvements.

The site is also located within a “strategic growth area”, defined by the 2024 PPS as areas located 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 “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.”

Moreover, the proposal implements the emerging Provincial policies, which place a greater emphasis on increasing the supply and availability of housing to residents in the largest and fastest-growing municipalities (such as the City of Toronto). The provision of additional housing units on the subject site will respond to the local needs and demand and provide for an appropriate range and mix of housing options. Additionally, on May 10, 2023, Toronto City Council adopted a housing pledge to achieve or exceed the provincial housing target of 285,000 new homes by 2031. This housing target represents a 23 percent increase in Toronto’s housing supply within 10 years. To meet this target, 31,050 new homes per year must be completed, which is approximately double the average number of units built annually between 2017 to 2021. The proposed level of intensification of the subject site will assist the City in meeting this goal.

The subject site is also located approximately 450 metres from the proposed Flemingdon Park Subway Station (i.e. a 10-minute walk), which is currently under construction as part of the Ontario Line. The Ontario Line will provide direct “higher order transit” connections to TTC Line 1 and Line 2, three GO Transit rail lines, and the Eglinton Crosstown LRT, which will provide access to the broader City of Toronto.

Given the site’s proximity to Flemingdon Park Station, the site forms part of a “major transit station area” as defined by the 2024 PPS. The 2024 PPS promotes development in “major transit station areas” that supports existing and planned transit service levels and maximizes the number of potential transit users that are within walking distance of the station. In this regard, the site and surrounding area have also been identified through the City’s ongoing Growth Plan conformity exercise as forming part of the Flemingdon Park MTSA. The Council-adopted policies in OPA 575 for the Flemingdon Park MTSA provide for a minimum density target of 200 residents and jobs combined per hectare.

Similarly, the 2041 Metrolinx Regional Transportation Plan identifies the Don Mills-Eglinton area as a Mobility Hub. As identified in the 2041 RTP, Mobility Hubs remain an important planning concept. They are "major transit station areas" at key intersection points on the frequent rapid transit network. The associated Mobility Hub Guidelines provide that the primary zone (the area within 250 metres radius from the rapid transit station) should have the highest intensity and greatest mix of uses. The secondary zone would be within approximately 500 metres (a 5-minute walk) of the station and a tertiary zone would be within 800 metres (a 10-minute walk).

Given the location of the subject site at a distance of approximately 450 metres from the closest entrance to the proposed Flemingdon Park Station, the subject site would be located within the tertiary zone of the Don-Mills Eglinton mobility hub. Within the tertiary zone, the guidelines indicate that the density and height of development should be stepped down gradually toward the periphery of the mobility hub.

From an Official Plan perspective, strong policy support is expressed for intensified development with minimum density requirements intended to minimize inbound commuting and expand the range of housing opportunities. While significant growth on lands designated Apartment Neighbourhoods is not anticipated on a city-wide basis, the Official Plan recognizes that "redevelopment of vacant or underutilized sites in Apartment Neighbourhoods that meets the Plan's policies can create new housing in Toronto."

Furthermore, the Official Plan provides that "future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential." It further provides that "the integration of transportation and land use planning is critical to achieving the overall aim of increasing access to opportunities throughout the City." For sites in areas such as this which are well served by transit, Policy 2.4(8) of the Official Plan provides for intensified development, with minimum density requirements (along with limits on parking).

Within the policy context outlined above, it is our opinion that the subject site is underutilized in its current form. Residential intensification on the subject site will more efficiently utilize the site and will optimize the use of land and infrastructure by providing new housing and an improved public realm in a transit-supportive compact built form. In this regard, residential intensification on the subject site would support transit ridership and allow future residents to take advantage of the wide array of shops, services, restaurants and other facilities in the surrounding area and, in turn, provide additional population-based support to the local businesses and services which serve the surrounding community.

5.2 Land Use

The proposed residential development is in keeping with the land use permissions set out in the applicable *Apartment Neighbourhoods* designation, which permits infill development of underutilized *Apartment Neighbourhoods* sites, such as the subject site. Moreover, the proposed residential uses are permitted under the applicable Zoning By-law.

In particular, the Official Plan provides that development in *Apartment Neighbourhoods* be compatible with the scale (including height and massing) of the existing apartment buildings on and adjacent to the site. The Official Plan states that the *Apartment Neighbourhoods* designation is an area comprised of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. In this regard, the proposed purpose-built residential building will add additional residential units varying in type, in close proximity to higher order transit.

The introductory text of Section 4.2 states that while built-up *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities do exist for additional townhouses or apartments on underutilized sites, including new rental housing. Policy 4.2(3) of the Official Plan adds that compatible infill development may be permitted on a site within a developed Apartment Neighbourhood with one or more existing apartment buildings which improve the existing site conditions. In our opinion, the proposed development conforms with Policy 4.2(2).

In particular, the proposal will:

- locate and mass the proposed base building and tower to fit comfortably on the site through the use of appropriate setbacks from all applicable lot lines (see Sections 5.4 and 5.5 below);
- locate and mass the new building to frame the edge of Grenoble Drive with good proportion;
- locate and mass the new building to maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces and to limit shadow impacts to the closest Neighbourhoods and open space areas to the north and west (see Section 5.5 below);
- include sufficient off-street motor vehicle and bicycle parking for residents and visitors;
- locate and screen all service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences;
- provide high-quality indoor and outdoor amenity spaces (including shared amenity spaces) that are directly contiguous, and are supplemented by a landscaped, publicly accessible amenity courtyard;
- provide active ground floor residential and amenity uses that enhance the safety, amenity and animation of adjacent streets and open spaces; and
- conform to the principles of universal design and contain units that are accessible or adaptable for persons with physical disabilities.

Furthermore, the proposed residential development will yield 405 new units, thereby implementing the City's housing policies with respect to the provision of a broad range and mix of housing types in a location that will take advantage of nearby higher-order transit services. The increase in the number of dwelling units is a significant improvement to the existing conditions on the subject site, where it is currently occupied by 28-storey building with 217 dwelling units.

With respect to zoning, the site is located within a 'hole' of the new City-wide Zoning By-law 569-2013, and accordingly, the in-force Zoning By-law applying to the site is the Former City of North York Zoning By-law 7625, as amended. Former City of North York Zoning By-law 7625, as amended, zones the site Multiple-Family Dwellings Sixth Density Zone (RM6), which permits a range of residential and non-residential uses, including apartment housing dwellings. A Zoning By-law Amendment is required to bring the site into City-wide Zoning By-law 569-2013, and to increase the permitted height and density, as well as to revise other development regulations as necessary to accommodate the proposal.

5.3 Housing

The redevelopment of the subject site will result in the construction of 405 new dwelling units on an underutilized site in a compact urban form that supports the broad policy objectives of the 2024 PPS and the Official Plan. More specifically, the proposal will add to the existing housing stock in the area, in conformity with Policies 3.2.1(1) and 3.2.1(2) of the Official Plan and meet the intent of the Growing Up Guidelines.

The subject site is within an area that consists of a wide range of housing types including high-rise rental apartment buildings, high-rise condominiums, low-rise affordable rental housing, as well as low-rise ownership homes, including semi-detached homes to the north of the site, north of Rochefort Drive.

The proposal will create 405 new purpose-built rental units while retaining the existing 217 rental units on the subject site. In this regard, the proposal conforms with the Official Plan's housing policies including Policy 3.2.1(1) which encourages a full range of housing in terms of form, tenure and affordability across the City and within neighbourhoods, which are to be provided and maintained to meet the current and future needs of residents.

The range of proposed unit types provides a variety of housing options, including housing suitable for families with children and seniors, in accordance with the unit mix targets specified in the Growing Up Guidelines. In particular, a total of 223 (55%) larger units consisting of two or more bedrooms are proposed including 181 two-bedroom units (45%) and 42 three-bedroom units (10%). Accordingly, the mix of units conforms with the Growing Up Guidelines.

With respect to the existing rental building that exists on the subject site, Policy 3.2.1(5) of the Official Plan provides that new development will secure as rental housing, the existing rental housing units which have affordable rents and mid-range rents and should secure needed improvements and renovations to the existing rental housing to extend the life of the building, without pass-through costs to tenants. Throughout the approval process, the Owner will work with tenants and City, as necessary, in preparing the relocation and assistance package for tenants who may be affected by the underground work. As mentioned in previous sections, the proposal does not contemplate the demolition of a rental dwelling unit or a parking space.

5.4 Height, Massing & Density

In our opinion, and as noted in Section 5.1 above, the subject site is an appropriate location for residential intensification in land use policy terms. From a built form perspective, it is our opinion that the subject site is a contextually appropriate location for a tall building, given:

- its location within the Flemingdon Park neighbourhood which includes a wide variety of building types;
- its location within an *Apartment Neighbourhood* in the City of Toronto Official Plan;
- its proximity to the planned Science Centre LRT station and Flemingdon Park Ontario Line station, providing access to the planned Eglinton Crosstown LRT and the Ontario Line;
- its location in proposed Site and Area Specific Policy 768 applying to Flemingdon Park MTSA;
- its overall large size and configuration; and
- its relationship to other existing, approved and proposed tall buildings in the vicinity and on the subject site.

The Block Context Plan prepared by Bousfields Inc., and submitted in support of this application provides a comprehensive analysis of the suitability of the subject site for a tall building. It further illustrates how the proposed height and massing are appropriate given the site's location, size, and configuration, and how it relates to the existing, approved, and proposed built form in the area. Section 5.6 of this report provides a summary of the Block Context Plan.

In this respect it is our opinion that the proposal is in keeping with the anticipated locations for tall buildings set out in Section 3.1.4 of the Official Plan.

In terms of height, it is our opinion that the proposed 39-storey building (132.3 metres, including the mechanical penthouse) is appropriate and would represent a compatible contribution to the urban structure and built form in this area.

With respect to the broad urban structure, the development of a tall building on the subject site would be in keeping with the existing pattern of nodal intensification in the surrounding area and along the Ontario Line. The proposed scale and form of intensification would also be consistent with the existing and planned tall building heights within the Flemingdon Park area, where heights peak around the planned Flemingdon Park Station at Gateway Park Boulevard and Don Mills Road, and at Science Centre Station at Eglinton Avenue East, generally decreasing away from these aforementioned areas.

Heights in the transit nodes (Science Centre Station and Flemingdon Park Station) are the greatest (both existing, approved and proposed) and include developments such as: 789 - 793 Don Mills Road and 10 Ferrand Drive (4 towers 45-, 50-, 57-, and 60-storeys in height under appeal); 1185 Eglinton Avenue East and 2 - 32 Sonic Way (two towers that are 30- and 28 storeys constructed); 7 - 11 Rochefort Drive (30-, 41-, and 46-storeys under appeal); 7 St Dennis Drive and 10 Grenoble Drive (four towers 46-, 46-, 49- and 53-storeys under review); 200 Gateway Boulevard (47-storeys under review).

While the height ranges slightly decrease towards the east into the existing *Apartment Neighbourhood*, a new nodal pattern of transit-supportive high-rise developments has been emerging along the Crosstown LRT stations on Eglinton Avenue and along Don Mills Road adjacent to the Ontario Line Station. In the direct vicinity of the subject site, high-rise developments have emerged including 48 Grenoble drive directly north of the subject site which was approved for two towers 45- and 43-storeys in height and 28 St Dennis Drive (38-storeys in height approved). Moreover, it is our understanding that the site located directly to the south, located at 5 Dufresne Court, is the subject of pre-application consultation discussions with City staff to redevelop the site.

Given this context the proposed 39-storey height (132.3 metres including mechanical penthouse) is in keeping with, and well within, the pattern of existing, proposed and approved heights around the Flemingdon Park Station and Science Centre Station, including within the Flemingdon Park Apartment neighbourhood, as shown in **Figure 20**, Height Map) and **Table 2** (Surrounding Building Heights).

The proposed scale and form of intensification on the subject site would be consistent with the existing and planned tall building heights around the Flemingdon Park and Science Centre stations, as well as within the Flemingdon Park neighbourhood. Recognizing the land use and transportation planning benefits associated with nodal intensification, the Council approved Flemingdon Park MTSA encourages increased building heights around station areas, where the subject site is located.

Table 2 - Surrounding Building Heights (Including Mechanical Penthouse)

Address	Use	Height (storeys)	Height (metres)
789 - 793 Don Mills Road and 10 Ferrand Drive	Residential	45 - 60	152.5 - 202.0
7 St Dennis Drive and 10 Grenoble Drive	Residential	40 - 53	153.0 - 174.0
1 Deauville Lane	Residential	44, 47 & 49	140.9, 150.85 & 157.2
200 Gateway Boulevard	Residential	47	153.0
7 - 11 Rochefort Drive	Mixed-Use	30 - 46	106.2 - 154.8
48 Grenoble Drive	Residential	43 & 45	142.4 & 148.4
45 Grenoble Drive (subject site)	Residential	39	132.3
27 St Dennis Drive	Residential	37	112.7
1185 Eglinton Avenue East and 2 - 32 Sonic Way (recently constructed)	Residential	28 & 30	90.5 & 96.3
5 Dufresne Court (existing)	Residential	28	99.0

*Assumed floor-to-ceiling height of 4.5 metres on Level 01 and 3.5 metres on Levels located above



Legend

- # Heights in Storeys
- * Under Construction
- ** Approved/Not Yet Built
- *** Proposed
- 1-4 Storeys
- 5-14 Storeys
- 15-30 Storeys
- 31-50 Storeys
- 51+ Storeys
- Parks
- Subject Site

Within the immediate context, it is our opinion that the proposed building height of 39-storeys (132.3 metres including mechanical penthouse) would be compatible within the above-noted pattern of existing and approved heights in the vicinity of the subject site. Particularly, the proposed 39-storey height fits within the pattern of existing and approved heights around the Science Centre station and the adjacent block to the southeast in which the subject site is located. The City of Toronto Official Plan (Policy 2.3.1(3) provides that development in *Apartment Neighbourhoods* that are adjacent or close to *Neighbourhoods* will be compatible with (*Neighbourhoods*) and provide a gradual transition of scale and density with heights generally decreasing from north to south and from west to east.

Given the subject site's location along Grenoble Drive, further from more intense heights located at transit nodes, the proposed height of 39-storeys will contribute to this variation of heights, while still providing a stepping down of heights towards the low-rise residential uses, on the east side of Grenoble Drive, without incorporating the overly rigid applications of transition in scale that are sought in less urban and more uniform contexts.

More specifically, within the block bounded by Don Mills Road to the west, St Dennis Drive to the north, Deauville Lane to the east, and Grenoble Drive/ Gateway Boulevard to the south, the proposed 39-storey building fits within the approved and emerging built form context, offering a gradual and varied transition to the low-rise *Neighbourhoods*. 7 St Dennis & 10 Grenoble (40 – 53-storeys) along with 200 Gateway (47-storeys) will establish a clear peak along Don Mills Road in which heights to the east will begin to step down. Although the proposed building height of 39 storeys exceeds the recently approved 37-storey residential building to the northwest at 27 St Dennis Drive, the recent approval at 48 Grenoble Drive (43 & 45-storeys, immediately north) is a more accurate indicator of the emerging height context in the area. In this regard, the proposed 39-storey building maintains a clear height transition from 48 Grenoble to the north and to the properties to the south and east.

Figure 20 - Height Map

These properties include an existing 28-storey rental apartment building at 5 Dufresne Court (subject of PAC consultation) and low-rise *Neighbourhoods*. As illustrated, this creates a gradual reduction in height that undulates rather than applying a strict decrease in height towards the east.

As illustrated, the proposed height of 39-storeys would fit within the area context and surrounding planned context for the Flemington Park neighbourhood. The proposed development will provide for a variation of heights to enhance the skyline while maintaining a general decrease in height towards low-rise residential uses.

In terms of massing, it is our opinion that the scale of the proposed development conforms with the built form policies of the Official Plan, is in keeping with the intent and principles of the Tall Building Guidelines and promotes the achievement of planning policy direction supporting intensification. The design of the proposed building will fit harmoniously with the existing and planned built form context. The proposed building will employ a podium-tower configuration that provides for a comfortable street wall condition along Grenoble Drive, in addition to an appropriately sized and oriented tower that has minimal built form and visual massing impacts on the public realm. In this regard, the proposed building will be comprised of two distinct elements: a 5-storey base building and a 34-storey tower element.

The base building will be 5 storeys (16.6 metres) in height, triangular in shape and will be articulated with a combination of incremental setbacks increasing from the south to the north podium face that provide for an appropriate streetwall condition and comfortable public realm along Grenoble Drive and a comfortable relationship with the existing building. In particular, the base building will be set back from Grenoble Drive by 6.5 metres to ensure generous separation for street tree planting.

Additionally, the east building face will be set back from Grenoble Drive by 6.07 metres at-grade in the north-east corner. The setback at-grade, will provide for a sufficiently wide and comfortable landscaped street edge featuring a row of existing trees and seasonal planting.

The base building height of 16.45 metres is consistent with the City's guidelines as it is generally equivalent to 80% of the right-of-way of Grenoble Drive (i.e. 16 metres).

With respect to the side and rear faces of the base building, the base building will employ a 5-storey (16.45 metres) height that will be built a minimum of 17.5 metres away from the existing building where there is no direct facing condition. To the south, the base building will be setback 9.5 metres and would allow for the potential redevelopment of the lands to the south with a tall building in a similar built form.

As such, it is our opinion that the 5-storey base building is appropriately situated on the site and will provide sufficient setbacks and separation distances between adjacent lot lines and buildings that will reduce visual massing impacts and provide for a comfortable pedestrian environment.

The proposed tower element (Levels 6 to 39) is a generally triangular-shaped building, situated in the centre of the base building and will be clearly defined through the provision of a 1.5- to 2.0-metre stepback from the base building, resulting in a setback of 6.1 to 8.3 metres from the property line along Grenoble Drive. The tower element will be set back a minimum of 12.5 metres from the south property line, and a minimum of 20.5 metres from the existing building. The proposed building is sited in such a way that prevents a direct facing condition with the existing building. As such, no direct views from the windows of existing building are affected.

The proposed tower element would have a floor plate size of 747 square metres of gross construction area (GCA). The proposed tower floor plate size conforms to the recommendations contained in the Tall Building Design Guidelines. Given the floorplate is within the 750 square metre recommendation it mitigates the impacts on pedestrian comfort, shadow, transition, sky view and wind. As described in further detail in Section 5.5 below, the proposed tower element appropriately addresses the impacts described above through the implementation of appropriate setbacks and separation distances from adjacent lot lines and buildings.

In our opinion, the proposed gross density of 3.5 FSI is appropriate and desirable. In total, the subject site would employ a net density of 5.9 FSI. There is a clear policy direction to optimize density on sites suitable for intensification. The most appropriate density should, in our opinion, be reflective of the existing and planned development context, urban structure considerations, the applicable urban design guidelines and the resulting built form. The proposed gross density of 3.5 FSI provides for a built form which has minimal impacts on adjacent buildings and land uses, while respecting City policies and guidelines for infill development and *Apartment Neighbourhood* intensification while assisting in the achievement of the minimum density target of 200 people and jobs per hectare for the Flemingdon Park MTSA.

In our opinion, it is important and appropriate from a planning policy perspective to optimize the use of land and infrastructure on the subject site given its proximity to the Flemingdon Park station, and the Science Centre station, as well as its location within the Flemingdon Park MTSA.

As well, it is noted that the Official Plan does not generally include density limitations and specifically do not do so in the case of the subject site; rather, the Official Plan provides that land use designations are generalized, leaving it to the Zoning By-law to "prescribe the precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the city". Accordingly, it is reasonable to establish an appropriate density for the subject site based on specific built-form design, context and urban structure considerations, rather than on the basis of density numbers.

The proposed development will contribute to residential intensification in an area that is targeted for such intensification by the 2024 PPS, and the Official Plan. Within a policy context that promotes intensification, as is the case with the subject site, the optimization of land and infrastructure is a desirable planning outcome, provided that there are no unacceptable impacts either in terms of built form or the adequacy of services. As detailed in the following sections, the proposed development has no unacceptable built-form impacts, represents good urban design and is supported by hard and soft services, with no significant infrastructure capacity concerns.

5.5 Built Form Impacts

Consideration of potential built form impacts includes light, view and privacy impacts, shadow impacts and wind impacts. In our opinion, the proposed development will have no unacceptable built form impacts on surrounding streets, open spaces or adjacent developments.

In this regard, the Official Plan development criteria applying to the *Apartment Neighbourhoods* designation have a particular focus on potential built form impacts on adjacent lower-scale *Neighbourhoods*. In particular, Policy 4.2(2)(a) requires buildings to be located and massed to provide a transition between areas of different intensity and scale through means such as appropriate setbacks and/or stepping down of heights towards lower-scale *Neighbourhoods*, while Policy 4.2(2)(b) requires buildings to be located and massed to adequately limit shadow impacts on adjacent *Neighbourhoods*. Policy 4.2.2(c) requires locating and massing new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets.

In this respect, the subject site is located approximately 20.0 metres to the west of a *Neighbourhoods* designation. The closest lands designated *Neighbourhoods* are located on the east side of Grenoble Drive and consists of nine strings of internal and external facing row-houses. As a result of the separation distance, an appropriate transition will be provided between the proposal and the closest *Neighbourhoods* designation to the east as described below.

Light, View & Privacy

Light, View and Privacy (LVP) impacts are generally dealt with through a combination of spatial separation, orientation and mitigation measures between buildings. In this regard, the City, through its Official Plan policies, zoning and applicable urban design guidelines, seeks to ensure that development appropriately limits its impact on the pedestrian realm and the surrounding area, including adjacent properties, parks and low-rise neighbourhoods, specifically with regards to adequate sunlight.

In Former City of North York Zoning By-law 7625, as amended, the underlying RM6 (Residential) zone that applies to the subject site sets out general setback and separation distance requirements including a minimum front yard setback of 7.5 metres, a minimum rear yard setback of 7.5 metres, and a minimum side yard setback of 4.5 metres for the list of permitted uses within the RM6 zone. The general separation distance requirements set out in the RM6 (Residential) zoning standards with respect to issues of light, view and privacy are addressed by a minimum separation distance of no less than the height of the building or portion thereof between buildings on the same lot.

The City-wide Tall Building Design Guidelines provide for a more accurate separation distance with respect to separation distance when compared to Former City of North York Zoning By-law 7625. For tower elements, the City-wide Tall Building Design Guidelines recommend a tower separation distance of 25 metres between tower faces and tower setbacks of 12.5 metres from side and rear property lines, measured to the external walls of the building (i.e., balconies are permitted within the setback zone).

It is our opinion that the proposed building conforms with the built-form policies of the Official Plan and the City-wide Tall Building Design Guidelines that address LVP impacts, and as such, would not result in any unacceptable light, view or privacy impacts on adjacent buildings and properties, as outlined below.

The base building will be set back a minimum of 6.0 metres from Grenoble Drive at-grade and 6.0 metres on Levels 2-4. By virtue of the 20-metre right-of-way width of Grenoble Drive, east-facing windows on Levels 2-4 would have a minimum separation distance of a minimum of 25.0 metres from the existing and the potential proposed west-facing windows of the buildings on the east side of Grenoble Drive. In our opinion, this separation distance is more than appropriate for a podium window-facing condition and is well in excess of the 11.0-metre standard.

To the south the base building will be set back a minimum of 9.5 metres from the south lot line at-grade and 9.5 metres on Levels 2-4. The existing 28-storey building to the immediate south at 5 Dufresne Court is set back approximately 36.5 metres from its north lot line. Therefore, there will be a minimum separation distance of 46.0 metres from the building at 5 Dufresne Court which is well in excess of the 11.0-metre standard. Moreover, should the properties redevelop in the future, they will also be required to provide a setback that would achieve the minimum separation distance of approximately 11.0 metres.

To the northwest facing the existing building, the base building will be set back a minimum of 17.5 metres. In our opinion, this separation distance is more than appropriate for a podium window-facing condition and is well in excess of the 11.0-metre standard. The proposed base building is sited in a way that prevents any direct facing condition from the existing building.

To the north and west, the base building will not face existing buildings or present any overlook concerns on active outdoor uses.

With respect to tower separation, the proposed tower element will be set back a minimum of 7.5 metres from the front lot line along Grenoble Drive. In a similar fashion to the base building, east-facing windows within the proposed tower will be separated by at least 26.0 metres from adjacent properties on the east side of Grenoble Drive, by virtue of Grenoble Drive's 20-metre right-of-way width. To the west, the tower will be set back a minimum of approximately 65 metres from the west lot line.

The existing 28-storey building at 45 Grenoble Drive is separated by a minimum of 20.5 metres with no direct facing condition with the existing building.

To the south, the tower is setback a minimum of 12.5 metres from the southern property line. The Block Context Plan submitted in support of this application illustrates that the proposed tower setbacks, particularly to the south lot line, do not preclude the ability of the lands to the south to redevelop with a tower. The adjacent lands are large enough to accommodate various separation distances and could be redeveloped to achieve a minimum separation distance of 25.0 metres from the proposed tower on the subject site. If the adjacent property matches the proposed setback of 12.5 metres, the separation distance would be 25.0 metres, which is in keeping with the Tall Building Design Guidelines.

Based on the foregoing analysis, it is our opinion that the tower separation distances between the proposed and existing tall buildings and potential future tall buildings in the surrounding area would result in appropriate light, view and privacy conditions.

Sky View Impacts

In our opinion, the proposed development would not have any unacceptable impact on the sky view from the public realm, due in part to the proposed setbacks, stepbacks and overall articulation of the building mass.

Viewed from Grenoble Drive, the base building would define the scale along the street with a 5-storey (16.45 metre) street wall that is consistent with the built form character anticipated for the surrounding area with approved street wall heights of 23.8 metres (48 Grenoble Drive) and is appropriately scaled to the 20-metre right-of-way width of Grenoble Drive.

Above the base building, the proposed tower element would be clearly delineated from the mass of the base building through the incorporation of a 1.5-metre to 2.0-metre stepback along Grenoble Drive. The tower steps back 3.0 metres to the south, 8.6 metres to the west, 3.0 metres to the northwest and 1.5 metres to the north. The tower element will have a floorplate of 747.0 square metres GCA. The tower floorplate is within the recommended 750 square metres outlined in the Tall Building Design Guidelines. Furthermore, as noted above, the siting of the tower element allows for appropriate setbacks on all sides.

Given the proposed tower spacing, along with the proposed articulation between the base building and the tower floors, it is our opinion that there will be no unacceptable sky view impacts.

Shadow Impacts

A Sun/Shadow Study was prepared by BDP Quadrangle Architects Limited assessing the shadow impacts at the spring and fall equinoxes (March / September 21st) from 9:18 a.m. to 6:18 p.m.

In this regard, the Official Plan policies in Section 4.2(2) speak to “adequately limiting” shadowing on adjacent streets, properties and open spaces. In particular, the above-noted policies place particular emphasis on the impacts of shadowing on lands designated *Neighbourhoods*, in addition to parks. Policy 4.2(2)(b) of the Official Plan requires new buildings in *Apartment Neighbourhoods* to be located and massed to “adequately limit” shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes. Furthermore, Policy 4.2(2)(c) specifies that buildings are to be located and massed to maintain sunlight for pedestrians on adjacent streets, parks and open spaces.

With respect to lands designated *Neighbourhoods*, as noted earlier, the closest designated *Neighbourhoods* are located approximately 20 metres east of the subject site (on the east side of Grenoble Drive). The shadow study demonstrates that the proposal would not result in any unacceptable shadowing on the *Neighbourhoods*. The shadow study demonstrates that there will be incremental shadowing on the *Neighbourhoods* from 1:18 pm to 5:18 pm during the spring and fall equinoxes, however, as a result of the distance and separation, an appropriate transition will be provided between the proposed building and the closet *Neighbourhoods* designation.

Wind Impacts

As for parks and open spaces, the nearest open space to the proposed development is Flemingdon Park, which is located immediately west of the subject site and approximately 130 metres to the south. The shadow study demonstrates that there will also be no shadow impacts on the open space.

As it relates to the public realm along Grenoble Drive (east-west direction), the shadow study demonstrates that the proposed building would cast incremental shadows between the hours of 9:18 a.m. and 11:18 a.m. With respect to Grenoble Drive (north-south direction), the proposed building will cast minor incremental shadows between the hours of 12:18 p.m. and 4:18 p.m. However, given the subject site's urbanizing context, which includes a number of existing and approved tall buildings, shadows are generally cast to the north and east. The additional shadowing from the proposal will not result in additional shadow impacts not already present. Given the slender shape of the proposed building, the shadows onto the public realm will move fast from north to east.

Overall, the shadow study demonstrates that the shadow impact from the proposed buildings is very minor. Based on the foregoing analysis, it is our opinion that the incremental shadow impact on neighbouring properties, sidewalks and open spaces would be "adequately limited" in accordance with the applicable Official Plan policies, having regard to the site's location within an urbanizing *Apartment Neighbourhood*.

Official Plan Policy 3.1.3(1)(f) requires new development to maintain comfortable wind conditions on the street and adjacent open spaces. Moreover, Policy 4.2.(2)(c) directs that new buildings are to be located and massed to maintain comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

In this respect, a Pedestrian Level Wind Study has been prepared by Gradient Wind Engineers and Scientists. The study involves wind tunnel measurements of pedestrian wind speeds using a physical scale model, combined with meteorological data integration, to assess pedestrian comfort at key areas within and surrounding the subject site. The areas at grade that were investigated include sidewalks, laneways, parking areas, landscaped spaces, parks, transit stops, playgrounds, and building access points. Wind comfort is also evaluated over the Level 5 elevated amenity terrace. The key findings of the study are summarized as follows:

- Most sidewalks, laneways, surface parking, and landscaped spaces within and surrounding the proposed development will experience wind conditions suitable for walking or better throughout each seasonal period, which is acceptable for the intended uses of the spaces.
- Flemingdon Park, to the west of the subject site, will continue to experience wind conditions largely suitable for standing or better throughout the year, which is acceptable.
- The children's playground to the north of the study site will continue to experience wind conditions suitable for standing or better on a seasonable basis, which is acceptable.

5.6 Block Context Plan

- Existing transit stops along Grenoble Drive will be suitable for standing or better throughout the year, with the stop on the east side of Grenoble Drive becoming comfortable for walking during the winter and spring. Both stops are equipped with pedestrian transit shelters and therefore, no additional mitigation is required.
- Most primary entrances throughout the site will experience wind conditions suitable for standing or better throughout the year, which is appropriate. All secondary building access points (including stairwell exits and vehicle access points) will experience wind conditions suitable for walking or better throughout the year, which is appropriate.
- The Level 5 outdoor amenity terrace will be comfortable for a mix of sitting, standing, and walking throughout the warmer seasons. It is recommended that the terrace perimeter guards at the southwest corner of the terrace be raised to at least 1.8- metres above the walking surface, or targeted barriers upwind of seating with overhead pergola structures be provided, to ensure conditions comfortable for sitting throughout the summer months.

Based on the foregoing, the study concludes that future wind conditions over all grade-level pedestrian wind-sensitive areas within and surrounding the subject site will be acceptable for the intended uses on a seasonal basis. Mitigation is recommended for a portion of the Level 5 amenity terrace where summer sitting criterion will be exceeded. Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no areas over the site will experience wind conditions that are considered to be unsafe.

A Block Context Plan ("BCP") was prepared by Bousfields Inc. to illustrate and analyze how the physical form of the proposal fits within the existing and planned context and to evaluate the proposal within the urban design and built form policy framework of the Official Plan and applicable urban design guidelines. The Block Context Plan studied the area bounded by Flemingdon Park to the south and Grenoble Drive to the east, which is located in close proximity to the Science Centre LRT Station, Aga Khan Park and Museum LRT Station, as well as within the Flemingdon Park Major Transit Station Area (the "study area").

The BCP reviews the surrounding existing and proposed land uses, street network and built form, and demonstrates that the proposed development would fit well with the surrounding context and would result in appropriate built form relationships to adjacent buildings and properties. It also identifies additional conceptual redevelopment sites ("soft sites") within the block and adjacent blocks that may develop in a manner generally consistent with the urban design principles and built form approach proposed on the subject site. The built form principles used in the BCP are consistent with the City's policy framework and in our opinion, are widely accepted as appropriate standards in urban design practice.

5.7 Urban Design

Based on the applicable criteria, the BCP illustrates two new buildings within the study area, and masses the soft sites to fit within the existing and planned structure of the area, where a new nodal pattern of transit-supportive high-rise developments has been emerging along the Crosstown LRT stations on Eglinton Avenue and along Don Mills Road adjacent to the Ontario Line Station. All of the soft sites are massed with a high-rise building form in recognition of their role within the area's overall urban structure. The proposed soft sites are summarized as follows:

- **1 Deauville Lane:** This soft site is located at the northeast corner of Grenoble Drive and Deauville Lane, to the northeast of the site. The property is currently occupied by a mid-rise building. It is our opinion that a high-rise building with three towers that are 33, 35, and 39-storeys in height, atop a 3-storey shared podium, can be accommodated on the site.
- **5 Dufresne Court:** This soft site is located on the west side of Grenoble Drive, immediately south of the subject site. The property is currently vacant and contains a large, landscaped area. It is our opinion that a high-rise building with a height of 34-storeys can be accommodated on the site.

From an urban design perspective, it is our opinion that the proposal is appropriate and desirable and will fit harmoniously within its existing and planned context. The residential tower will result in a high-quality development that is a well-designed urban development form. The development will be a distinctive, high-quality addition to the skyline, while also providing improvements to the streetscape along Grenoble Drive. The proposed setback and landscape improvements along Grenoble Drive will result in an improved frontage and pedestrian experience along the street, having regard for the vision set out in the Official Plan.

At an urban scale, the proposed tower height, size and siting will result in an appropriate addition to the existing adjacent tall buildings and those in the surrounding area, providing comfortable tower separation distances and relationships with surrounding buildings, both existing, approved and proposed. It represents a well-designed addition to the Flemingdon Park apartment neighbourhood that is in conformity with the built form and urban design policies of the Official Plan and is in keeping with the guidelines outlined in the City-wide Tall Building Design Guidelines.

The proposal addresses the pedestrian scale with a base building that provides a comfortable 4-storey street wall height, in combination with the incorporation of a 6.0- to 6.5-metre setback to the front lot line and approximately 10-metres setback from building face to curb, provides for a comfortable street-level environment. The proposed tower element sits atop the base building with a clear distinction from the mass below and from adjacent properties. The tower is appropriately set back and treated to emphasize the streetwall height of the base building, while providing adequate separation from adjacent buildings.

In our opinion, from an urban design perspective, the proposal is appropriate and desirable in that it conforms with the applicable built form and urban design policies of the Official Plan. In particular, the design of the proposal meets the intent of Policies 3.1.1(2), 3.1.1(6), 3.1.1(13), 3.1.3(1), 3.1.3(3), 3.1.3(4), 3.1.3(5), 3.1.3(6), 3.1.3(9), 3.1.3(10), 3.1.3(11), 3.1.3(13), 3.1.4(8), 3.1.4(9), 3.1.4(10), 3.1.4(11) and 3.1.4(12) of the Official Plan. In particular, the proposed design will:

- support active transportation and public transit use;
- provide public realm enhancements through the provision a wide pedestrian boulevard along Grenoble Drive;
- locate the building parallel to the street edges and locate the main building entrances so that they front onto the public streets;
- provide active ground floor uses and materials that allow views from and to the adjacent streets;
- ensure entrances to residential lobbies spaces are clearly visible and identifiable with direct access from public sidewalks and street frontages;
- provide setbacks and separation distances from neighbouring properties to protect privacy;
- locate and organize vehicle parking, vehicular access, loading, servicing and other back-of-house activities away from the public realm in order to minimize their impact and improve the overall safety and attractiveness of the public realm;
- integrate service and utility functions within the building;
- locate and mass the building to fit within the existing and planned context;
- frame the edges of the public realm with good street proportion and ensure access to direct sunlight and daylight on the public realm;
- provide indoor and outdoor amenity space for residents of the building;
- provide outdoor amenity space above grade so it has access to daylight;
- ensure that the base building is contiguous and located parallel to the street, framing the edges of the streets with good proportion at a comfortable pedestrian scale, and in a manner that respects the street proportion;
- ensure that the tower element above the base building is set back to ensure adequate access to sky view from the surrounding public realm;
- provide a tall building that is designed with a clear base, tower and top;
- provide a tower that has been designed to reduce visual and physical impacts, including light, view, privacy, shadow, wind and sky view impacts, through the incorporation of an appropriate tower floorplate, separation and stepbacks;
- provide stepbacks and change in materiality between the tower and base building to create an attractive architectural distinction between the building elements that minimizes the visual impact of the tower; and
- provide an integrated tower top featuring a mechanical floor that is stepped back from the tower below.

Tall Building Design Guidelines

In our opinion, the design of the proposed building is generally in keeping with the applicable guidelines set out in the City-wide Tall Building Design Guidelines, as set out below.

Guideline 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 proposed 39-storey tower element will fit harmoniously within the existing and planned context within the Flemington Park Major Transit Station Area and more particularly the Flemington Park Apartment Neighbourhood. The existing and planned context adjacent to the subject site is predominantly high-rise and the proposed tower height is appropriate within this built-form context.

Guideline 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, public and private open space, and other shadow sensitive areas.

- As discussed in Section 5.5, the tower element has been oriented, and massed such that it casts a shadow that will not unduly impact sunlight and sky views within the surrounding context of streets, parks, public and private open space and other shadow sensitive-areas.

Guideline 2.1 – Building Placement: Locate the base of tall buildings to frame the edges of streets, parks and open space, to fit harmoniously with the existing context, and to provide opportunities for high-quality landscaped open space on-site. On corner sites, respond to the setback pattern and alignment of neighbouring buildings on both streets.

- The base building will be sited with a north-south orientation, parallel to the Grenoble Drive frontage, and will include setbacks at grade to allow for a wide pedestrian clearway featuring new landscaping elements, including double-row of tree planting and pavement treatment.

Guideline 2.2 – Building Address and Entrances: Organize tall buildings to use existing or new public streets for address and building entrances. Ensure primary building entrances front onto public streets, are well defined, clearly visible and universally accessible from the adjacent public sidewalk.

- The primary building entrance is located in the centre of the building on Grenoble Drive and is accessible from the adjacent public sidewalk. The entrance to the residential lobby will be well-defined, clearly visible, and easily accessible from the public realm.

Guideline 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.

- The proposed development integrates loading, servicing and utility areas within the building envelope, minimizing the visual impact of such spaces from the public realm and ensuring they are screened from public view. These areas are located on Level P1 of the building. The existing and new loading/garbage areas will be consolidated.

Guideline 2.5 – Private Open Space: Provide a range of high-quality, comfortable and shared outdoor amenity space throughout the tall building site.

- High-quality amenity spaces are proposed at-grade and on Level 5 of the building: outdoor amenity space is provided on Level 5. The amenity terraces are proposed to be comfortable and attractive shared spaces that will act as a natural extension of private living areas and will provide a mix of social and recreational areas including casual seating areas. The outdoor amenity areas will also be treated with a mix of planting and hardscaping elements.

Guideline 2.6 Pedestrian and Cycling Connections:

Provide comfortable, safe and accessible pedestrian and cycling routes through and around the tall building site to connect with adjacent routes, streets, parks, open space and other priority destinations.

- A total of 81 "short-term" bicycle parking spaces will be provided for visitors at the P1 level. These spaces will be publicly accessible to visitors of the site. The 367 "long-term" resident bicycle parking spaces will be located on Level P3 and Level P2.

Guideline 3.1.1 – Base Building Scale and Height:

Design the base building to fit harmoniously within the existing context of the neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks and public or private open spaces.

- The proposed building has been designed to appropriately relate to the Grenoble Drive right-of-way width (20 metres) and adjacent buildings. Specifically, the base building has a height of 4 storeys (16.4 metres). In our opinion, the 4-storey base building height is appropriate along Grenoble Drive and has regard for the height of base buildings within the block in which it is located.

Guideline 3.1.2 – Street Animation: *Line the base building with active, grade-related uses to promote a safe and animated public realm.*

- The base building will be programmed with active grade-related uses to animate the public realm. In this respect, the base building will include the residential lobby and indoor amenity space fronting on Grenoble Drive. Materiality will ensure direct views into and out of the building.

Guideline 3.1.3 – First Floor Height: *Provide a minimum first floor height of 4.5 metres, measured floor-to-floor from average grade.*

- The first-floor height, including the mezzanine will be 7.0 metres, in keeping with this guideline.

Guideline 3.1.4 – Façade Articulation and

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

- The base building will be designed with high-quality materials and will incorporate glazing and windows to promote clear, unobstructed views into and out from the ground floor uses facing the public realm.

Guideline 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 has a floor plate area of approximately 747 square metres which fits within this Guideline.

Guideline 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 tower has been sited to provide adequate separation distance from neighbouring properties. See Sections 5.4 and 5.5 above.

***Guideline 3.2.3 – Tower Separation:** Set back tall building towers 12.5 metres or more from the side and rear property lines or the centre line of an abutting lane. Provide separation distance between towers on the same site of 25 metres or more, measured from the exterior walls of the buildings, excluding balconies.*

- The tower element is set back a minimum of 12.5 metres from its south property line. Should the property to the south be redeveloped with a similar setback, a minimum separation distance of approximately 25 metres will be achieved, which as described in Sections 5.4 and 5.5, in our opinion is adequate. To the northwest, the tower is set back a minimum of 20.5 metres with no direct facing condition. As outlined in Section 5.5 of this report and the enclosed Block Context Plan, in our opinion, the proposed tower setbacks are appropriate.

***Guideline 3.2.4 – Tower Orientation and Articulation:** Organize and articulate tall building towers to promote design excellence, innovation, and sustainability.*

- The tower has been articulated to promote design excellence and to be distinguished from its podium element.

***Guideline 3.2.5 – Balconies:** Design balconies to maximize usability, comfort, and building performance, while minimizing negative impacts on the building mass, public realm, and natural environment.*

- Projecting balconies are provided for the tower element and have been designed to for comfortable use, while being sensitive to the impact on the proposed building mass. Inset balconies are provided within the base building.

***Guideline 3.3 – Tower Top:** Design the top of tall 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 artificial sky glow.*

- The tower top will be incorporated into the design of the building. It will provide an appropriate level of visual interest and will contribute to the skyline character within the area.

***Guideline 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.*

- A high-quality landscaping program is envisioned along the site's Grenoble Drive frontage, which is proposed to include a 2.1-metre-wide concrete sidewalk in addition to a row of trees, planters and hardscaped unit pavers.

***Guideline 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 proposal will be set back by a minimum of 6.0 metres from Grenoble Drive at-grade and 6.0 metres above (Levels 2-4) with no balconies projecting into this setback. In combination with the existing 20-metre boulevard, the proposed development will result in a minimum 2.1-metre-wide sidewalk zone, as well as a residential entrance plaza for an expanded public realm adjacent to the sidewalk zone. The proposed 2.1 metre sidewalk zone will provide ample room for the provision of new landscaped elements on the site and within the public right-of-way and will allow for sufficient space for landscaping between the public sidewalk and Grenoble Drive roadway.

5.8 Transportation

Guideline 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 streets, parks and open space, at building entrances, and in public and private outdoor amenity areas.

- This guideline has been addressed through the qualitative wind assessment (see Section 5.5 above).

Guideline 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.

- Appropriate pedestrian weather protection will be provided and detailed through a future Site Plan Approval application.

A Transportation Study has been prepared by R.J. Burnside & Associates Limited in support of the proposal.

The purpose of the study is to assess the proposal from a transportation perspective, to determine the traffic impacts to the adjacent road network over a 7-year horizon to the year 2031, and to identify any required mitigation measures. In addition, the study reviews the proposed parking and loading supply, examines the functionality of the site, and provides a Transportation Demand Management (TDM) plan to reduce the number of single-occupant vehicle trips created by the development. Below is a summary of the findings.

The site is subject to the Former City of North York Zoning By-law No. 7625. As per By-law No. 7625 a minimum of 1,089 parking spaces are required. However, a review was conducted of the City-wide Zoning Bylaw 569-2013, which is based on extensive, more current parking studies conducted by the City.

With respect to vehicular parking, the site is subject to the City of Toronto Zoning By-law 569-2013 as amended by By-law 89-2022. By-law 89-2022 represents the most current direction with respect to parking requirements in the City of Toronto, aimed at eliminating or reducing minimum parking requirements and setting maximum parking rates. As per By-law 89-2022, the permitted maximum number of parking spaces is 490 spaces, comprised of 424 resident parking spaces and 66 visitor parking spaces. Maximum residential parking requirements would result in a ratio of approximately 0.79 residential spaces per unit.

The proposal provides a total of 264 parking spaces including 246 residential spaces and 18 visitor spaces, accessed from the existing driveway on the subject site. As illustrated, the parking provisions would comply with the Zoning By-law requirements.

With respect to bicycle parking space, By-law 569-2013 requires a minimum of 446 bicycle parking spaces, comprised of 395 long-term bicycle parking spaces and 81 short-term bicycle parking spaces. The proposal provides a total of 457 bicycle parking spaces including 365 long-term spaces and 92 short-term spaces located within a weather-protected, secure facility, which is easily accessible from the lobby of the ground floor. The rates provided meet and exceed the requirements under the City-wide Zoning By-law No. 569-2013.

With respect to loading spaces, the study finds that the provision of one Type 'G' loading space is sufficient. Due to the nature of the proposed use, deliveries and couriers are expected to utilize the drop off loop and the Type "G" loading space as City pickup generally occurs 1-2 times per week.

With respect to traffic operations, under existing and future conditions, during both the weekday AM and PM peak hours, all study intersections are operating and will operate with excess capacity, with a level of service E or better and queue lengths within their respective storage lengths and link distances with the exception of:

- Deauville Lane / St. Dennis Drive;
- Grenoble Drive / Gateway Boulevard / Commercial Driveway;
- Don Mills Road / St. Dennis Drive
- Don Mills Road / Gateway Boulevard (North Leg)
- Don Mills Road / Gateway Boulevard (South Leg) / Overlea Boulevard
- These queues are driven by either existing or background growth traffic demand. No improvements will be required and / or will be triggered by the proposed development.

Moreover, the report outlines Transportation Demand Management measures that will be implemented, which can reduce the proportion of single-occupant vehicle trips by a minimum of 25 percent.

Based on the findings of the Transportation Impact Study, the proposed development is appropriate from a transportation perspective.

5.9 Servicing

A Functional Servicing and Stormwater Management Report has been prepared by Lithos Group Inc. in support of the proposal.

Water Servicing

With respect to water servicing, the report concludes it is anticipated that a total design flow of 106.68 L/s and 214.00 L/s will be required to support the proposed development and the existing building, respectively. The results of the hydrant flow tests, prepared by Lithos, dated June 7, 2024, conclude that the existing water infrastructure abutting the subject site will be able to support the proposed development.

The proposed building will exceed 84.0m in height, and according to the Ontario Building Code (OBC), an additional fire line will be required, to support the proposed development's sprinkler system. Therefore, two (2) separate fire connections will be provided for the proposed development.

The main fire and domestic water services will be connected to the existing 300 mm diameter watermain on the East side of Grenoble Drive. The additional fire line and the existing building (which will be maintained) will be connected to the existing 400 mm diameter watermain on the North side of Grenoble Drive.

Sanitary

With respect to sanitary sewer capacity, the downstream capacity analysis completed by Lithos Group Inc. concludes that the additional net discharge flow from the site (including the existing and proposed building) will achieve the City's Sanitary Sewer Capacity Assessment Guidelines. The proposed development does not affect flow conditions downstream, while the existing sanitary sewer infrastructure can support the proposed development.

Stormwater Management

A detailed Stormwater Management Report (Phase II) will be prepared during the Site Plan Application stage. The stormwater discharge from the reconstructed portion of the residential development will be controlled to the 2-year pre-development flow and will be connected to the existing 450mm diameter storm sewer along Grenoble Drive, flowing south. In order to attain the target flows and meet the City's Wet Weather Flow Management Guidelines (WWFMG), quantity controls will be utilized and up to 216.29 m³ of on-site storage will be required for the proposed residential development. In addition, the storm drainage pattern from the existing residential building will be maintained and will not negatively affect the existing storm network along Grenoble Drive (300mm diameter storm sewer). The stormwater management (SWM) system will be designed to provide enhanced level (Level 1) protection as specified by the Ministry of Environment, Conservation and Parks (MECP). During the Site Plan Application, a detailed analysis will be provided to assess the water quality on-site and determine additional measures in order to achieve a minimum Total Suspended Solids (TSS) removal of 80%.



Conclusion

For the reasons outlined in this report, we are of the opinion that the proposal is appropriate and desirable. The proposal represents a compatible form of residential intensification on the subject site and within its surrounding context. The subject site is an ideal candidate for intensification given its overall large size and configuration, and location with the *Apartment Neighbourhoods* designation with access to frequent transit service and planned higher-order transit, community services and facilities. The proposal is in keeping with numerous policy directions articulated in the 2024 PPS, and the City of Toronto Official Plan, both of which support intensification on sites within the built-up urban areas that are well served by municipal infrastructure, including transit.

From a land use perspective, the proposal is permitted within the *Apartment Neighbourhood Areas* designation, which permits infill development of utilized sites, and it will contribute to the achievement of numerous policy directions that promote intensification and the creation of complete communities. It has access to 'frequent transit service' and is located within a delineated major transit station area in accordance with the City of Toronto Official Plan (Flemingdon Park MTSA) and is therefore located within a 'strategic growth area' pursuant to the 2024 PPS. Accordingly, the proposal is supportive of provincial policies that encourage a range of housing choices within built-up urban areas, particularly in areas that are well served by municipal infrastructure, including public transit, community services and facilities.

From a built form and urban design perspective, the proposal will result in a contextually appropriate building that frames Grenoble Drive with good proportion. It will fit in with the existing and approved built form along Grenoble Drive and will provide an appropriate height transition to the existing, approved and proposed buildings around the Flemingdon Park and Science Centre stations, as well as within the Flemingdon Park neighbourhood. Furthermore, the proposal conforms to the built form policies of the Official Plan and it contains appropriate setbacks and separation distances from adjacent properties to ensure appropriate privacy conditions and sunlight on adjacent sidewalks.

In our opinion, the proposed Zoning By-law Amendment is consistent with the 2024 PPS and conforms with the City of Toronto Official Plan. The proposal represents good and appropriate land use planning and urban design and reflects an important opportunity to redevelop an underutilized site with new housing, which will increase housing choices in the area and support the development of complete communities. Accordingly, this report recommends that the Zoning By-law amendment application should be approved.

Appendix A

A large, thick red circular graphic that is partially cut off on the right side, creating a large white circular area in the center.

Housing
Issues
Report

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1 Introduction

This Housing Issues Report has been prepared in support of an application by Davad Investments Inc. (the "Applicant") to amend the former City of North York By-law No. 7625, in order to permit the residential intensification of a 8,945.2 square metre site located in the Flemingdon Park neighbourhood municipally known as 45 Grenoble Drive (the "subject site") (see **Figure A1** – Aerial Photo).

The subject site is currently occupied by a 28-storey apartment building (the "existing building") located in the northern portion of the site fronting Grenoble Drive. A semi-circular driveway is located north of the existing building, along Grenoble Drive, and provides vehicular access to the loading and garbage area, ramp to underground parking, and surface parking. The northern and eastern portions of the property are lined with vegetation and trees, whereas the southern portion of the site is comprised of an open landscaped area. Constructed in the post-war era, the existing building is representative of a "tower in the park" typology, typical of apartment buildings of the era in Flemingdon Park. As is common for this typology, the built form represents a significant underutilization of an *Apartment Neighbourhoods* designated property in Toronto, which is well served by municipal infrastructure and in close proximity to the planned Flemingdon Park Station as well as Science Centre Station serving the Ontario Line and the Eglinton Crosstown.

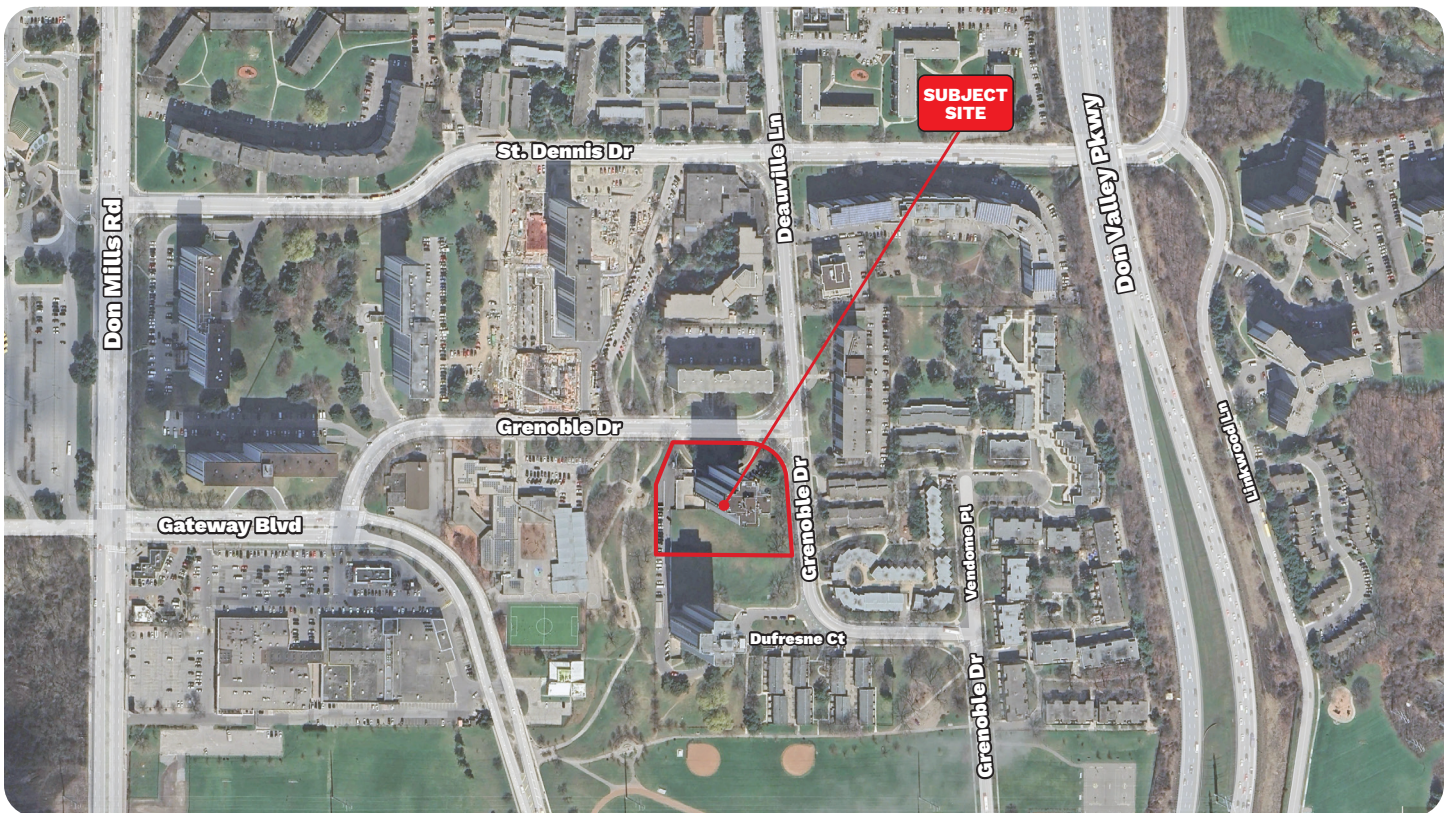


Figure A1 - Aerial Photo

The development proposal for the subject site contemplates a purpose-built rental building with a height of 39-storeys while retaining the existing 28-storey building, and the associated underground structure in-situ. Comprehensively, the proposal contains a total of 622 rental residential units, comprising 405 new and 217 existing rental units.

Section 111 of the *City of Toronto Act* gives the City authority to prohibit the demolition or conversion of rental housing in the City. The proposal will not result in the demolition or conversion of any rental housing units, and therefore a Section 111 permit is not required.

The City of Toronto Official Plan (the "Official Plan") also includes policies regarding the protection of rental housing. Policy 3.2.1(5) of the Official Plan applies to applications that seek to intensify existing apartment sites. On behalf of the Applicant, we are pleased to submit this Housing Issues Report which addresses the Toronto Official Plan housing policies as they apply to the proposed infill redevelopment of the subject site. In our opinion, the proposed development, conforms with the relevant provincial and municipal policies governing housing in the City of Toronto.

2 Site and Surroundings

2.1 Subject Site and Existing Building

The subject site is located within the Flemingdon Park neighbourhood, a residential area characterized by high-rise apartment buildings, and generally bounded by Old Lawrence Avenue to the south, the Don River West Branch to the west, Eglinton Avenue East to the north, and the Don River East Branch to the east. Flemingdon Park has developed and intensified over the last several decades, propelled by the introduction of new planned higher-order public transportation options, including the Eglinton Crosstown Light Rail Transit ("Crosstown LRT") and the Ontario Line. Accordingly, the neighbourhood currently consists of a variety of built forms, including older, "Towers-in-the-Park" style buildings, as well as townhouse developments and detached dwellings, interspersed with emerging apartment neighborhood infill projects and master planned communities.

The subject site is located on the south side of Grenoble Drive, west of Deauville Lane/Grenoble Drive, in North York. It is rectangular in shape and has a total area of approximately 8,853 square metres (0.88 hectares), with a combined frontage of approximately 175 metres along Grenoble Drive and a depth of approximately 108 metres. With respect to topography, the site is relatively flat. The site slopes from north to south by approximately 0.5 metres, and from east to west by approximately 1.25 metres. Vehicular and pedestrian access to the primary residential entrance of the building are provided via Grenoble Drive.

The northern portion of the subject site contains a 28-storey apartment building with parking located below grade, as well as surface parking that is located at the southwest corner of the site. The building is set back approximately 17.5 metres from the north property line, 37.5 metres from the west property line, 36 metres from the south property line, and 31 metres from the east property line. A semi-circular driveway is located north of the existing building, along Grenoble Drive, and provides vehicular access to the loading and garbage area, ramp to underground parking, and surface parking. The northern and eastern portions of the property are lined with vegetation and trees, whereas the southern portion of the site is comprised of an open landscaped area.

2.2 Surrounding Area

To the immediate north of the site, across from Grenoble Drive, is a 9-storey residential building (48 Grenoble Drive). In September 2023, City Council approved the redevelopment of these lands with 43 and 45-storey towers connected by a 6-storey podium with an onsite public parkland dedication and a privately-owned publicly accessible space ("POPS"). To the northwest of the development is a 17-storey residential building (25 St Dennis Drive). These lands were approved by the Ontario Land Tribunal ("OLT") for various development blocks, including a 12-storey residential building, 14 freehold townhouses, 37 storey residential building, a stacked townhouse building, and a new public park. The existing 17- storey apartment building will be retained.

To the north of 48 Grenoble Drive, is a 7-storey seniors housing building, Glenyan Manor (10 Deauville Lane), as well as the Dennis R. Timbrell Resource and Community Centre (29 St Dennis Drive). Dennis R. Timbrell Resource Centre is a community recreation centre that features a public library branch and licensed day care centre as part of the complex. Programs are provided for all ages, from preschool aged children to older adults. Further north are various multiple-unit dwellings, ranging up to two-storeys in height, with frontage onto St Dennis Drive (20-22 St Dennis Drive). On the north side of Rochefort Drive is a residential neighbourhood characterized by single-detached dwellings and Ferrand Drive Park.

To the northeast are two 15-storey office buildings, with frontage onto Ferrand Drive (150 and 250 Ferrand Drive), as well as large surface parking lots associated with the buildings. To its south, are several residential buildings, including an 8-storey apartment building (1 Deauville Lane), low-rise townhouse development (4 Vendome Place), 7-storey apartment building (5 Deauville Lane), and a 9-storey mixed-use building (31-35 St Dennis Drive). These residential apartments include generous landscaping and mature trees within their property boundaries. At 1 Deauville Lane, an application for Zoning By-law Amendment and a Draft Plan of Subdivision was submitted in September 2024 to permit 3 residential buildings ranging in heights from 44, 47 and 49 storeys.

To the immediate east of the site is Deauville Lane/Grenoble Drive, a two-lane Collector Road with a 20.0 metre right-of-way. On the east side of Grenoble Drive, are several low-rise apartment buildings that range between one to three-storeys in height and have frontage onto Grenoble Drive or Vendome Place (58 Grenoble Drive and 1 Vendome Place).

Further east is the Don Valley Parkway, beyond which is a residential neighbourhood characterized by high-rise apartment buildings. Surrounding these buildings is an open space system that includes the Don River, as well as the Linkwood Lane Park and Flemingdon Park Golf Club.

To the immediate south of the site is a 28-storey building (5 Dufresne Court), as well eight two-storey townhouse blocks operated by the Toronto Community Housing Corporation ("TCHC") (61 Grenoble Drive). Further south is Flemingdon Park, a 13.3 hectare park that includes various facilities, including a ball diamond, hockey pad, multipurpose fields, outdoor track, outdoor courts, playground, and splash pad (150 Grenoble Drive).

Continuing further south are various institutional uses, including St John XXIII Catholic School (175 Grenoble Drive), Gateway Public School (55 Gateway Boulevard), and Angela James Arena (165 Grenoble Drive), as well as various high-rise residential buildings, including two 22-storey buildings (100 Leeward Glenway and 10 Sunny Glen Way), and low-rise residential buildings fronting onto Grenoble Drive and Gateway Boulevard. To its southwest, on the south side of Gateway Boulevard, is a gas station (705 Don Mills Road), a 9-storey commercial building (703 Don Mills Road), a 25-storey apartment building (701 Don Mills Road), as well as a 6-storey mixed-use residential building, occupied by a pharmacy and foodbank at-grade (10 Gateway Boulevard). Further south is the Don Valley Parkway, and a greenspace network, including the Don River and East Don Trail.

To the immediate west of the site is the northern entrance to Flemingdon Park via a trail that connects south to Gateway Boulevard. West of the Flemingdon Park is Grenoble Public School, an elementary school for children from Kindergarten through Grade 6 (9 Grenoble Drive). The school property contains an outdoor playground, field, surface parking, as well as a daycare centre. Continuing west is the Flemingdon Park Pentecostal Church (5 Grenoble Drive), and across from Gateway Boulevard is the Flemingdon Park Plaza, a large retail plaza occupied by a grocery store, as well as various small-scale restaurants (747 Don Mills Road). South of the retail plaza is the Flemingdon Park Soccer Field which is the extension of Flemingdon Park fronting onto Don Mills Road, as well as several high-rise apartment buildings with frontage onto Don Mills Road (715, 725, and 735 Don Mills Road).

North of the retail plaza, between Gateway Boulevard and Eglinton Avenue East, are various residential apartments ranging in height up to 30-storeys, including three 17-storey buildings (200 Gateway Boulevard, 7 Dennis Drive, and 10 Grenoble Drive), a 9-storey building (10 St Dennis Drive), and four 4-storey buildings (7-11 Rochefort Drive).

In October 2024, applications for Official Plan Amendment and Zoning By-Law Amendment for the lands at 7 St Dennis Drive and 10 Grenoble Drive were approved by City Council for the redevelopment of the site with four residential towers ranging from 40 to 53 storeys in height, including approximately 2,536 new residential units, and a new public park at the centre of the development. The development proposal would retain the existing buildings on the site, including 562 existing rental dwelling units.

At the southeast corner of Eglinton Avenue East and Don Mills Road are various residential buildings, including a 17-storey building (797 Don Mills Road), 28-storey Building (2 Sonic Way), 30-storey building (6 Sonic Way), as well as a 4-storey townhouse development. The block also contains several non-residential uses, including a surface parking lot, 22-storey office building (789 Don Mills Road) and a place of worship (24 Ferrand Drive). Further west of these buildings, west of Don Mills Road, are various commercial and institutional uses, surface parking lots, and a large greenspace network primarily used for archery and golf.

3

Proposed Development

The proposal contemplates the infill development of the subject site with a 39-storey purpose-built rental residential building (123.5 metres, exclusive of a 7.0 mechanical penthouse) atop a 5-storey podium, while retaining the existing 28-storey residential apartment building in-situ. The proposal contains a total gross floor area of 28,493.50 square metres, including 405 dwelling units, resulting in a density of 3.6 FSI.

The existing 28-storey building has an existing gross floor area of 21,245 square metres, including 217 dwelling units, resulting in a density of 2.4 FSI.

In total, the combined development site, inclusive of the 28-storey existing building and the proposed 39-storey building, will have a combined total gross floor area of 49,738.5 square metres, a combined residential density of 6.0 FSI, and 622 dwelling units.

The proposed infill development will provide for a range and mix of unit types, sizes. The new building will have a proposed unit mix of 174 1-bedroom units, 189 2-bedroom units, 42 3-bedroom units. There is a total of 405 units proposed within the new building.

A summary of the unit breakdown for the proposal is outlined in **Table A1**, below.

Table A1 - Proposed Residential Units (New building only)

Unit Type	#	%
One-bedroom	174	43%
Two-bedroom	189	47%
Three-bedroom	42	10%
Total Proposed	405	100%

The design, layout and size of proposed units is preliminary at this stage and may be subject to change. As such, details about the minimum, maximum, and average unit sizes will be provided later as part of the development review process.

In terms of amenity space, a total of 913.9 square metres of indoor amenity space and 706.1 square metres of outdoor amenity space will be provided on the ground floor and Level 5 of the building, respectively, resulting in a ratio of 2.3 square metres of indoor amenity space per unit and 1.7 square metres of outdoor amenity space per unit, equating to a total amenity space provision of 4.0 square metres per unit. The outdoor amenity terraces are directly accessible from the contiguous indoor amenity areas and will be treated with soft landscaping elements along the terrace edges. Additionally, the proposed development contemplates site enhancement by improving the open landscaped area with a shared outdoor amenity area for both buildings.

With respect to parking, the subject site currently contains a total of 138 parking spaces. The proposed development has added parking spaces to make up for the lost surface parking lot. The proposed development contemplates three underground levels that will contain 264 vehicular parking spaces, comprised of 138 existing spaces, as well as 126 proposed spaces, including 3 new accessible spaces. The underground levels and mezzanine floor will include a total of 457 bicycle parking spaces, including 92 short-term spaces as well as 365 long-term spaces.

The Planning and Urban Design Rationale prepared by Bousfields Inc. (submitted as part of the Zoning By-law Amendment package) includes more details on the proposed buildings and site enhancements.

4 Applicable Policy And Regulatory Framework

The following section highlights the relevant Provincial and Municipal policy and regulatory framework applicable to the subject site, particularly with respect to the provision of housing. Further policy details are included in our Planning and Urban Design Rationale report.

4.1 Provincial Policy

On August 20, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Planning Statement ("PPS"), 2024, which came into effect on October 20, 2024. The PPS replaced the Provincial Policy Statement (2020) as well as the Growth Plan for the Greater Golden Horseshoe (2019).

The new PPS provides policy direction on matters of Provincial interest related to land use planning and development and applies to all decisions in respect of the exercise of any authority that affects a planning matter made on or after October 20, 2024. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the PPS.

With respect to housing, Policy 1.6 provides that planning authorities should support the achievement of complete communities by, among other things, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses, recreation, parks and open space, and other uses to meet long-term needs. Furthermore, Policy 2.2.1(a) provides that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households.

Policy 2.2.1(b) provides that this should also be done by permitting and facilitating all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, and all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3 (see below). Further, Policy 2.2.1(c) and (d) direct that an appropriate range and mix of housing options and densities is provided by promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation, and by requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

Policy 2.3.1.3 directs planning authorities to support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

4.2 City of Toronto Official Plan

Land Use Policies

On Map 20 of the Official Plan, the subject site is designated *Apartment Neighbourhoods*. The subject site is surrounded by lands designated *Neighbourhoods* to the east, lands designated *Neighbourhoods* and *Apartment Neighbourhoods* to the northeast and east, lands designated *Apartment Neighbourhoods* to the south and west, and lands designated *Mixed Use Areas* to the northwest.

As set out in Policy 4.2(1), *Apartment Neighbourhoods* are areas which are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents. The *Apartment Neighbourhoods* policies recognize opportunities for redevelopment and infill, subject to the development criteria included in Policy 4.2(2) and 4.2(3).

It is our opinion that the proposal conforms with the overarching policy directions of the Official and represents an appropriate and desirable infill intensification of an underutilized site within an existing *Apartment Neighbourhood*. These policies have been addressed in the Planning and Urban Design Rationale prepared by Bousfields Inc. and submitted as part of the application package.

Housing Policies

Section 3.2.1 of the Official Plan sets out the Housing policies. The Official Plan recognizes that adequate and affordable housing is a basic requirement for everyone, and that the City's quality of life, economic competitiveness, social cohesion, balance, and diversity depend on it. The introductory text to Section 3.2.1 goes on to provide areas of focus for housing policies, including the preservation the existing stock of rental housing.

The Official Plan policies relevant to the subject site and the proposal are as follows:

- Policy 3.2.1(1) provides that "a full range of housing in terms of form, tenure and affordability will be provided 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, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock."
- Policy 3.2.1(2) states that "the existing housing stock 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 the Official Plan."
- Policy 3.2.1(5) requires that significant new development on sites containing six or more rental units, where existing rental units will be kept in the new development:

- a. will secure as rental housing, the existing rental housing units which have affordable rents and mid-range rents; and
- b. should secure needed improvements and renovations to the existing rental housing to extend the life of the building(s) that are to remain and to improve amenities, without pass-through costs to tenants. These improvements and renovations should be a City priority under Section 5.1.1 of the Official Plan where no alternative programs are in place to offer financial assistance for this work.

4.3 Growing Up Guidelines

In 2015, the City initiated a study entitled *Growing Up: Planning for Children in New Vertical Communities* ("Growing Up Guidelines") and produced draft guidelines to direct how new development can better function for larger households. A staff report summarizing the study process and draft guidelines was adopted by Planning and Growth Management Committee on May 31, 2017, and the report and recommendations were considered by City Council at its meeting on July 4, 2017, and adopted without amendments. On July 28, 2020, a final recommendation report was presented to City Council, and the updated Growing Up Guidelines were adopted.

The intent of the Guidelines is to provide for a better integration of family supportive design into the planning of new multi-unit residential developments. The Guidelines are organized at three scales, based on the recognition that each scale contributes positively to how a family experiences living in a vertical community:

- The Neighbourhood Scale: At the neighbourhood scale, the Guidelines focus on children's experience in the city, promoting independent mobility, access to parks, schools and community facilities.
- The Building Scale: At the building scale, the Guidelines seek to increase the number larger units, encourage the design of functional and flexible amenity and common spaces, and promoting flexible building design for changing unit layouts.
- The Unit Scale: At the unit scale, the Guidelines focus on the size and functionality of spaces to ensure dwelling units can accommodate a family's daily needs. Considerations include ensuring inclusivity for larger and multi-generational households, supporting a range of household types and sizes, providing sufficient room for families to gather and share meals, as well as bedrooms that can comfortably accommodate more than one child.

The use of the term "large units" in the Guidelines refers to two- and three-bedroom units that comply with the design parameters set out in the Guidelines. Large units are intended to meet the needs of households with children, as well as multi-generational families, seniors, and groups of students and/or adults who live together. The guidelines seek to achieve a minimum of 25% two- and three-bedroom units, comprised of 15% two-bedroom units and 10% three-bedroom units.

Section 2.0 of the Guidelines focuses on the design of new buildings. Topics covered in this section include building configuration, typology, design and construction, circulation areas and shared spaces, as well as storage and utility needs. Section 3.0 provides guidelines specific to unit design.

5 Analysis and Opinion

5.1 General Analysis

From a policy perspective, the proposal is consistent with the Provincial Planning Statement (2024), as it will expand the supply of housing options by providing additional one-, two- and three-bedroom units in an area that contains an array of housing types and tenures and a variety of unit types and sizes.

In addition, the proposal conforms to the housing policies contained within the Official Plan. As per Policy 3.2.1(1) and Policy 3.2.1(2) of the Official Plan, the proposal supports a full range of housing and will ensure that the existing housing stock will be maintained, improved, and replenished. The existing rental building on the site will be retained and secured as rental housing and will be enhanced through a variety of improvements, which include new outdoor amenity space and an array of public realm and open space improvements.

With respect to the provision of new housing, the proposal provides for approximately 405 new purpose-built units. The range of proposed unit types provides a variety of housing options, including housing suitable for families with children and seniors, in accordance with the unit mix targets specified in the Growing Up Guidelines. In particular, a total of 231 (57%) larger units, consisting of two or more bedrooms are proposed, including 189 two-bedroom units (47%) and 42 three-bedroom units (10%).

Further analysis of the proposal's conformity with Official Plan Policy 3.2.1(5) is set out below. As the proposal will not result in the removal or demolition any existing rental units, it is our opinion that Policy 3.2.1(6) does not apply.

5.2 Analysis of Official Plan Policy 3.2.1(5)

Policy 3.2.1(5)(a)

Policy 3.2.1(5)(a) requires that all rental units in the existing building at 45 Grenoble Drive will be secured as rental housing. In this regard, the existing building contains a total of 217 dwelling units comprised of 108 one-bedroom units (49.8%), 82 two-bedroom units (37.8%), and 27 three-bedroom units (12.4%). As of December 2024, all units within the existing building currently fall within "affordable" and "mid-range" rent thresholds, as per **Table A2** below. As such, the Applicant commits to securing all units within the existing building as rental housing.

Summary of Total Number of Rental Units by Type and Rent Classification

The Official Plan defines “affordable rents” as housing where the total monthly shelter cost (gross monthly rent including utilities but excluding parking and cable television charges) is at or below one times the average City of Toronto rent, by unit type, as reported annually by the Canada Mortgage and Housing Corporation (“CMHC”). “Mid-range rents” is housing where the total monthly shelter costs exceed affordable rents but fall below one and one-half times the average City of Toronto rent. “High-end rent” is housing above the mid-range threshold.

Typically, the affordability analysis of existing rental units is prepared by comparing the gross monthly rent¹ paid at the time of application submission to the Average Rent Threshold. The applicable 2024 rent thresholds by relevant unit type are included in **Table A2** below.

Table A2 - 2024 Rent Thresholds

Unit Type	Affordable Rent	Mid-Range (Affordable) Rent	Mid-Range (Moderate) Rent	High End Rent
Bachelor apartment	\$ 1,088 or less	\$ 1,089 to \$ 1,427	\$ 1,428 to \$2,140	\$ 2,141 or more
1-bedroom apartment	\$ 1,378 or less	\$ 1,379 to \$ 1,708	\$ 1,709 to 2,562	\$ 2,563 or more
2-bedroom apartment	\$ 1,992 or less	\$ 1,992 or less	\$ 1,993 to 2,988	\$ 2,989 or more
3-bedroom apartment	\$ 2,232 or less	\$ 2,232 or less	\$ 2,233 to 3,348	\$ 3,349 or more

With respect to vacancy, the Applicant has confirmed that as of December 2024, there are currently two vacant units within the existing building on the site. To determine the affordability of these vacant units, the analysis was based on the rent paid during the last month of occupancy. After determining the unit’s last month of occupancy, the rent was analyzed based on the Average Rent Threshold in the year that the last rent was paid. The affordability analysis and rent roll pertaining to the existing 217 dwelling units will be provided directly to Housing Staff under separate cover.

With respect to utilities, the Applicant has confirmed that the cost of water and heat (i.e. gas) related utilities is not included within the base rent of some units. A number of units, as identified in the Rent Roll Analysis are sub-metered through a third-party provider. These additional payments for utilities have been added to the monthly rent of sub-metered units.

The Rent Roll contains Goss Rent (utilities inclusive) paid for the month of December, however, the portion accounting for utilities of sub-metered units is based on the consumption period from September 1, 2024, to November 1, 2024. The utility amounts for the month of December were not available at the time of writing this report. This consumption period was used as it contains the most accurate and up to date information available at this time. An updated rent roll containing the consumption period from December 1, 2024, to January 1, 2025, can be provided when it becomes available.

¹ In accordance with the Official Plan policies, the gross monthly rent analyzed for this report includes utility costs, and excludes extra amenities such as paid parking, cable, etc.

A summary of the affordability analysis is set out in **Table A3** below. As of December 2024, at least 128 existing units fall within the "affordable" category, 32 units fall within the "mid-range (affordable)" category, 54. Units fell within the "mid-range (moderate)" category and no units fall within the "high-end" category.

Table A3 - Summary of Existing Rents at 45 Grenoble

Unit Type	Affordable Units	Mid-Range (Affordable) Units	Mid-Range (Moderate) Units	High-End Units
1-bedroom apartment	47	21	40	0
2-bedroom apartment	55	0	27	0
3-bedroom apartment	23	0	4	0
TOTAL	125	21	71	0

Policy 3.2.1(5)(b)

Policy 3.2.1(5)(b) requires that new development secure needed improvements and renovations to existing rental housing in order to extend the life of the building(s) that are to remain and to improve amenities, without pass-through costs to tenants. These improvements and renovations should be a City priority under Section 5.1.1 of the Official Plan, where no alternative programs are in place to offer financial assistance for this work.

Over the past 10 years, numerous improvements to the existing rental building have been completed without pass-through costs to tenants. Over \$1.5 million in upgrades to 45 Grenoble Drive have been completed including, but not limited to: balconies, drains, elevators, exterior building repairs, plumbing, lights and fixtures, roofing, doors, painting, and plastering. Additionally, two Above the Guideline Rent Increase's ("AGI") have been filed in the last 5 years. In total, the AGI applications covered: exterior upgrades, asphalt, interior and exterior painting, balconies, pool upgrades and elevator upgrades.

With regard to policy 3.2.1(5)(b), the proposed development will result in a variety of improvements to the existing building and subject site. The proposal may include further capital improvements to the existing building, based on on-going consultation with the existing tenants and surrounding neighbours. In terms of general site improvements, the proposed development will facilitate the improvement of the large open space south of the existing building by proposing a 3,083.7 square metres of landscaped open space and outdoor amenity area. A variety of programming is provided throughout the refreshed landscaped area including a pet relief area, communal lawn, communal garden, multiple seating areas, and a communal plaza. Functionally, the site will also be improved with new landscaped pedestrian connections which will provide for improved pedestrian vehicle mobility in, out and around the site.

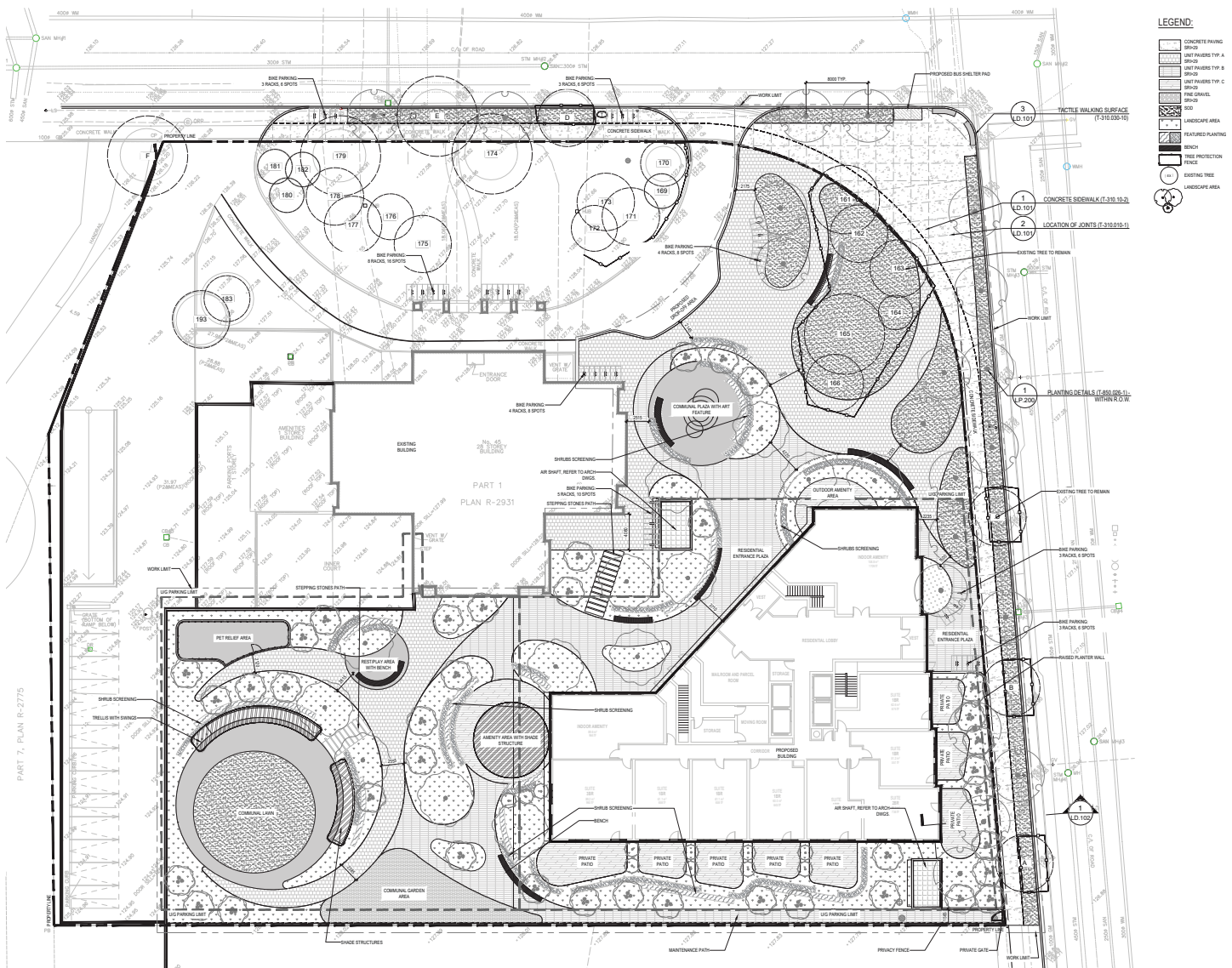


Figure A2 - Concept Landscape Plan (Prepared by STUDIO tla)

The Applicant confirms that the cost of any improvements to the existing building will not be passed down in the rents to tenants. Potential community benefits will be identified through the development review process and are anticipated to be secured as deemed appropriate by the City.

6 Community Engagement

A Public Consultation Strategy Report has been prepared by Bousfields Inc. (submitted as part of the application package). Please refer to this report for details regarding tenant outreach and proposed consultation with existing tenants during the application review process.

The Applicant also commits to providing a future Construction Management Plan to existing residents to ensure impacts of construction on existing tenants are mitigated.

7 Conclusion

It is our opinion that the proposed development on the subject site is consistent with the housing policies of the 2024 Provincial Planning Statement. In addition, the proposal conforms to the City of Toronto Official Plan, specifically the policies of Section 3.2.1 with regards to the protection and enhancement rental housing, and the provision of supporting amenities for the tenants of the existing building.

In particular, the proposal conforms to Official Plan Policy 3.2.1(5) as it will maintain all of the existing rental residential units on the subject site. In addition, the proposed development will also be a rental housing development and provide a variety of new amenities and on-site improvements without pass-through costs to tenants.

Based on the foregoing, it is our opinion that the rezoning application to facilitate the infill development of a new purpose-built rental residential building on the subject site is appropriate and desirable and, accordingly, should be approved.

