

## **48 Grenoble Drive - Zoning By-law Amendment and Rental Housing Demolition Applications – Decision Report - Approval**

Date: September 19, 2023

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 16 - Don Valley East

**Planning Application Number:** 22 127125 NNY 16 OZ

**Rental Housing Application Number:** 22 127161 NNY 16 RH

**Related Application Number:** 22 127124 NNY 16 SA

### **SUMMARY**

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This application proposes to amend the Zoning By-law for the lands at 48 Grenoble Drive. The applicant proposes to demolish the existing 9-storey residential building containing 109 rental dwelling units and redevelop the lands with 45 (148.4 metre) and 43-storey (142.4 metre) towers connected by a 6-storey (23.8 metre) podium with on-site public parkland dedication and a privately-owned publicly-accessible space. The proposed development would contain 1,054 residential units of which 110 units would be rental replacement units, with a total gross floor area of 80,224 square metres resulting in a density ("FSI") of 11.9 times the area of the lot. The proposal includes 204 square metres of non-residential use that will service the needs of area residents.

The proposed replacement rental dwelling units will be secured at affordable and mid-range (affordable), and mid-range (moderate) rents. The proposal also includes a Tenant Relocation and Assistance Plan that addresses the right of existing eligible tenants to return to a replacement rental dwelling unit at similar rent and financial compensation to lessen hardship.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The proposal also conforms to the City of Toronto Official Plan.

This report reviews and recommends approval of the application to amend the Zoning By-law and the Rental Housing Demolition Application at 48 Grenoble Drive. The proposed development represents an appropriate level of intensification on the site and provides for amenity improvements for existing residents and the surrounding community.

## RECOMMENDATIONS

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The Director, Community Planning, North York District recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 48 Grenoble Drive substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No. 5 to the report.

2. City Council authorize the City Solicitor to make such stylistic and technical changes to the Zoning By-law Amendments as may be required.

3. City Council require the Owner to enter into an Agreement as follows:

a. securing a privately owned publicly-accessible spaces ("POPS"), having a minimum total area of 540 square metres at grade at the southern end of the site between the towers, as generally identified on Attachment 6 to this report, with the specific design of the POPS and any associated easements and improvements to be determined as part of the Site Plan Approval process for this site, to the satisfaction of the Chief Planner and Executive Director, City Planning. The POPS easement shall include provisions for rights of support, if necessary, and insurance and indemnification of the City by the owner, to the satisfaction of the Chief Planner and Executive Director, City Planning, and the City Solicitor.

4. City Council approve the Rental Housing Demolition application File No. 22 127161 NNY 16 RH in accordance with Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the City of Toronto Act, 2006 which allows for the demolition of one hundred nine (109) existing rental dwelling units located at 48 Grenoble Drive, subject to the following conditions:

a. the owner shall provide and maintain at least one hundred ten (110) replacement rental dwelling units on the subject site for a period of at least 20 years beginning from the date that each replacement rental dwelling unit is first occupied. During such 20-year period, no application may be submitted to the City for condominium registration, or for any other conversion to a non-rental housing purpose, or for demolition without providing for replacement. The replacement rental dwelling units shall collectively have a total gross floor area of at least 8,289 square metres (89,222 square feet) and be comprised of at least fifty-one (51) one-bedroom units and fifty-nine (59) two-bedroom units as generally illustrated in the Floor Plans submitted to the City Planning Division dated September 22, 2023. Any revisions to these plans shall be to the satisfaction of the Chief Planner and Executive Director, City Planning Division;

b. the Owner shall, as part of the one hundred ten (110) replacement rental dwelling units required in Recommendation 4.a above, provide at least thirty-two (32) one-bedroom units and forty-five (45) two-bedroom units at affordable rents, five (5) one-bedroom units at mid-range (affordable) rents, and up to fourteen (14) one-bedroom units and fourteen (14) two-bedroom units at mid-range (moderate) rents, as currently defined in the City's Official Plan, all for a period of at least ten (10) years beginning from the date of first occupancy of each unit;

- c. any replacement rental dwelling units provided in the proposed residential development in addition to the minimum one hundred ten (110) replacement rental dwelling units required in Recommendation 4.a above, shall be secured at affordable rents as currently defined in the Official Plan, for a period of at least ten (10) years beginning from the date of the first occupancy of each unit;
- d. the Owner shall provide an acceptable Tenant Relocation and Assistance Plan to all Eligible Tenants of the one hundred nine (109) existing rental units proposed to be demolished at 48 Grenoble Drive, addressing the right to return to occupy one of the replacement rental dwelling units at similar rents, the provision of rent gap assistance, and other assistance to lessen hardship. The Tenant Relocation and Assistance Plan shall be developed in consultation with, and to the satisfaction of, the Chief Planner and Executive Director, City Planning Division;
- e. the Owner shall provide tenant assistance to all Post Application Tenants, to the satisfaction of the Chief Planner and Executive Director, City Planning Division;
- f. the Owner shall provide tenants of all replacement rental dwelling units with access to, and use of, all indoor and outdoor amenities in the proposed residential building on the same terms and conditions as any other resident of the podium and West Tower, without the need to pre-book or pay a fee unless specifically required as a customary practice for private bookings;
- g. the Owner shall provide ensuite laundry in each replacement rental dwelling unit within the proposed residential building at no extra charge;
- h. the Owner shall provide central air conditioning in each replacement rental dwelling unit within the proposed residential building at no extra charge;
- i. the Owner shall provide and make available for rent at least nineteen (19) vehicle parking spaces for tenants of the replacement rental dwelling units. The terms and conditions for renting vehicle parking spaces to tenants of the replacement rental dwelling units shall be to the satisfaction of the Chief Planner and Executive Director, City Planning Division;
- j. the Owner shall provide tenants of all replacement rental dwelling units with access to bicycle and visitor parking on the same terms and conditions as any other resident of the proposed residential building, except as otherwise required by the Tenant Relocation and Assistance Plan;
- k. the replacement rental dwelling units required in recommendation 4.a above shall be made ready and available for occupancy no later than the date by which 70% of the new dwelling units in the proposed residential building, exclusive of the replacement rental dwelling units, are made available and ready for occupancy, subject to any revisions to the satisfaction of the Chief Planner and Executive Director, City Planning Division.

l. the Owner shall enter into, and register on title to the lands at 48 Grenoble Drive, an agreement pursuant to Section 111 of the City of Toronto Act, 2006 to secure the conditions outlined in Recommendations 4.a through 4.k above, all to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning Division, prior to issuance of Notice of Approval Conditions for site plan approval by the Chief Planner and Executive Director, City Planning or their designate pursuant to Section 114 of the *City of Toronto Act*, 2006.

5. City Council authorize the Chief Planner and Executive Director, City Planning to issue Preliminary Approval of the Rental Housing Demolition Permit under Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the *City of Toronto Act*, 2006 for the demolition of one hundred nine (109) rental dwelling units at 48 Grenoble Drive after all the following have occurred:

a. all conditions in Recommendation 4 above have been fully satisfied and secured;

b. the Zoning By-law Amendments have come into full force and effect;

c. the issuance of the Notice of Approval Conditions for site plan approval by the Chief Planner and Executive Director, City Planning or their designate pursuant to Section 114 of the City of Toronto Act, 2006;

d. the issuance of excavation and shoring permits (conditional or full permits) for the approved development on the site; and

e. the owner has confirmed, in writing, that all existing rental dwelling units proposed to be demolished are vacant.

6. City Council authorize the Chief Building Official and Executive Director, Toronto Building to issue a Rental Housing Demolition Permit under Chapter 667 of the Toronto Municipal Code after the Chief Planner and Executive Director, City Planning Division has given the Preliminary Approval referred to in Recommendation 5 above.

7. City Council authorize the Chief Building Official and Executive Director, Toronto Building Division to issue a Residential Demolition Permit under Section 33 of the Planning Act and Chapter 363 of the Toronto Municipal Code for 48 Grenoble Drive after the Chief Planner and Executive Director, City Planning Division has given the Preliminary Approval referred to in Recommendation 5 above, which may be included in the Rental Housing Demolition Permit under Chapter 667 pursuant to section 6.2 of Chapter 363, on condition that:

a. The owner removes all debris and rubble from the site immediately after demolition;

b. The owner erects solid construction hoarding to the satisfaction of the Chief Building Official and Executive Director, Toronto Building;

c. The owner erects the proposed building no later than three (3) years from the date on which the demolition of the existing rental dwelling units commences, subject to the time

frame being extended at the discretion of the Chief Planner and Executive Director, City Planning; and,

d. Should the owner fail to complete the proposed building within the time specified in Recommendation 7.c. above, the City Clerk shall be entitled to enter on the collector's roll, as with municipal property taxes, an amount equal to the sum of twenty thousand dollars (\$20,000.00) per dwelling unit for which a demolition permit is issued, and that such amount shall, until payment, be a lien or charge upon the land for which the Residential Demolition Permit is issued.

8. City Council approve that in accordance with Section 42 of the Planning Act prior to the first above grade building permit, the Owner shall convey to the City, an on-site parkland dedication, having a minimum size of 676 square metres, to the satisfaction of the General Manager, Parks, Forestry and Recreation ("PFR") and the City Solicitor;

9. City Council approve the acceptance of on-site parkland dedication, subject to the owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition; the owner may propose the exception of encumbrances of tiebacks, where such an encumbrance is deemed acceptable by the General Manager, PFR, in consultation with the City Solicitor; and such an encumbrance will be subject to the payment of compensation to the City, in an amount as determined by the General Manager, PFR and the Executive Director, Corporate Real Estate Management.

10. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements to the satisfaction of the General Manager, PFR. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, PFR, and the Parks and Recreation component of development charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

11. City Council authorize the City Solicitor and any other City staff to take such actions as are necessary to implement City Council's decision, including execution of the Section 111 agreement and other related agreements.

## **FINANCIAL IMPACT**

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The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

## **DECISION HISTORY**

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In June 2020, the City Planning Division initiated the Growth Plan Conformity and Municipal Comprehensive Review ("MCR"), which includes the delineation of

approximately 180 potential Major Transit Station Areas ("MTSA") to meet Provincial minimum intensification requirements. A subset of MTSA's will be identified as Protected Major Transit Station Areas ("PMTSA"), where the Council-approved inclusionary zoning policy framework can be implemented. The report can be found at the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH14.4>

On March 25, 2022, the Planning and Housing Committee approved for consultation 97 MTSA/PMTSA's, of which Flemingdon Park was identified as a MTSA with a proposed minimum density target of 250 people and jobs per hectare. The site at 48 Grenoble Drive is in the Flemingdon Park MTSA.

The report can be found at the following link:

<https://www.toronto.ca/legdocs/mmis/2022/ph/bgrd/backgroundfile-227766.pdf>

A pre-application consultation meeting was held on January 28, 2022. The current Zoning By-law Amendment application was submitted and deemed complete on March 21, 2022. A Preliminary Report on the applications was adopted by North York Community Council on June 28, 2022, authorizing staff to conduct a community consultation meeting with an expanded notification area. The Preliminary Report is available at the following link:

<https://www.toronto.ca/legdocs/mmis/2022/ny/bgrd/backgroundfile-227243.pdf>

## **PROPOSAL**

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### **Proposal Description**

This application proposes to amend the Zoning By-law for the property at 48 Grenoble Drive to permit the redevelopment of the lands with 45 (148.4 metre) and 43-storey (142.4 metre) towers connected by a 6-storey (23.8 metre) podium. The floor plate for each tower is proposed to be 790 square metres gross construction floor area. The development is proposed to contain a total of 1,054 dwelling units, of which, 110 will be rental replacement units. The total gross floor area proposed for this development is 80,224 square metres resulting in an overall density of 11.9 times the lot area. The proposal includes 204 square metres of non-residential use that will service the needs of area residents.

The proposal contains 194 resident parking spaces, of which 14 will be visitor parking spaces and 19 will be residential parking spaces for the replacement rental units provided within a three-level underground parking garage. A total of 1,227 bicycle parking spaces are proposed as part of this development, of which, 214 will be short term bicycle parking spaces and 1,013 will be long-term spaces.

The Rental Housing Demolition application proposes to demolish 109 existing rental units with a total gross floor area of 8,289 square metres and replace them with 110 rental dwelling units of similar size and at similar rents to those in effect at the time of the application. Existing tenants would be provided the right to return to a replacement rental unit and financial compensation in the form of rent gap assistance, as well as additional assistance to lessen hardship.

The replacement rental units, as secured through this report's recommendations, will include 49 one-bedroom units and 61 two-bedroom units.

A summary of the revised application's statistics compared to the original submitted application can be found below:

	Original Plans dated March 18, 2022	Revised Plans dated August 9, 2023 (addendum September 8, 2023)
Site Area	6,749 m2	6,749 m2
FSI	10.1	11.9
Total Residential GFA (existing and proposed)	67,941 m2	77,908 m2
Proposed Non-residential GFA	1,988 m2	208 m2
Total Project GFA	69,929 m2	80,224 m2
Indoor Amenity	1,150.6 m2	2,581 m2
Outdoor Amenity	1,383.3 m2	2,176 m2
New Residential Units	1 Bedroom – 616 (41%) 2 Bedroom – 284 (54%) 3 Bedroom – 93 (11%) Total – 993	1 Bedroom – 635 (60%) 2 Bedroom – 306 (29%) 3 Bedroom – 113 (11%) Total – 1,054
Proposed Towers Height	West 43 storeys (137 m) and East 41 Storeys (130 m) plus 7 m mechanical penthouse)	West 45 storeys (148.4 m) and East 43 Storeys (142.4 m) plus limited mechanical units)
Proposed Podium Height	6 storeys (23.8 m)	6 storeys (23.8 m)
Proposed Parkland dedication	676 m2	676 m2
Proposed POPS	490 m2	540 m2
Vehicle Parking	Resident - 471 Visitor – 51 Total- 522	Resident - 180 Visitor – 14 Total- 194
Bicycle Parking	Resident – 897 Visitor- 200 Total- 1,094	Resident – 1,013 Visitor- 214 Total- 1,227

### Existing Use and Dwelling Units

The site contains a 9-storey residential rental apartment building that includes 109 rental dwelling units. The breakdown of the existing units by unit type and rent classification at the time of application is as follows.

Unit Type	Affordable Rent	Mid-range (affordable) Rent	Mid-range (moderate) Rent	Total
One-bedroom	30	6	14	50
Two-bedroom	45	0	14	59
Total	75	6	28	109

At the time of this report, 87 units are occupied by eligible tenants and 22 units are either vacant or occupied by tenants who moved into the building after the Rental Housing Demolition application was made.

**Site Description**

The subject site is located on the northwest corner of Grenoble Drive and Deauville Lane. The site is irregular in shape and has an overall area of 6,749 square metres. The site has an 87 metre frontage on Grenoble Drive and 58 metre frontage on Deauville Lane. The northwest corner of Grenoble Drive and Deauville Lane is scheduled to be reconstructed by the City in 2023.

**Surrounding Area**

Surrounding uses include:

North: to the immediate north fronting along Deauville Lane is a 7-storey residential apartment building at 10 Deauville Lane.

East: at 1 Deauville Lane is an 8-storey residential apartment building.

South: on the south side of Grenoble Drive is a 28-storey residential apartment building at 45 Grenoble Drive.

West: to the immediate west is the existing public park known as Flemington Park Trail and the driveway for the Dennis R Timbrell Resource and Community Centre. The Ontario Municipal Board approved a 37-storey residential apartment building at 25 St. Dennis Drive just west of Flemington Park Trail.

**Reasons for Application**

The Zoning Bylaw Amendment application proposes to amend By-law 569-2013 to establish site-specific provisions, including those related to height, density, and setbacks to permit the proposed building.



A Rental Housing Demolition application under Chapter 667 of the Toronto Municipal Code pursuant to Section 111 of the City of Toronto Act, 2006 has been submitted to demolish the one hundred nine (109) existing rental dwelling units on the lands.

## **APPLICATION BACKGROUND**

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### **Application Submission Requirements**

The following reports/studies were submitted in support of the application:

- Planning Rationale Report
- Housing Issues Report
- Community Services and Facilities Study
- Traffic Impact Study
- Transportation Demand Management Plan Study
- Sun/Shadow Study
- Pedestrian Level Wind Assessment
- Energy Strategy Report
- Geotechnical Engineering Report
- Hydrogeological Review Report and Review Summary Form
- Arborist Report / Tree Preservation Report with Tree Preservation Plan
- Functional Servicing and Stormwater Management Report
- Servicing Report Groundwater Summary
- TGS Version 3 Checklist and TGS Version 3 Statistics Template
- Block Context Plan

The reports and studies submitted by the applicant are available on the City's Application Information Centre ("AIC") at the following link:

<https://www.toronto.ca/city-government/planning-development/application-information-centre>

### **Agency Circulation Outcomes**

The applications, together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the applications and to formulate appropriate Zoning By-law standards.

### **Statutory Public Meeting Comments**

In making their decision with regard to this application, Council members have been given an opportunity to view the oral submissions made at the statutory public meeting held by North York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

## **POLICY & REGULATION CONSIDERATIONS**

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### **Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans**

All decisions of Council in respect to the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with provincial plans. All comments, submissions, or advice affecting a planning matter that are provided by Council shall also be consistent with the PPS and conform with provincial plans.

### **Toronto Official Plan**

The land use designation for the site is *Apartment Neighbourhoods*. See Attachment 3 of this report for the Land Use Map. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

The City of Toronto Official Plan can be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

### **Zoning**

The site is subject to Toronto Zoning By-law 569-2013, as amended. Under By-law 569-2013, as amended, the site is zoned RAC(f30.0; a1375; d1.5), Residential Apartment Commercial zone, and permits a dwelling unit in a permitted residential building type as well as a variety of non-residential uses subject to conditions (see Attachment 4: Zoning By-law 569-2013). The RAC zone requires a minimum lot frontage of 30 metres, lot area of 1,375 square metres, density of 1.5 times the lot area, and maximum height is 24 metres. Zoning By-law 569-2013 may be found here:

<https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

### **Rental Housing Demolition and Conversion By-law**

This application involves the demolition of rental housing. Since the development site contains six or more residential units, of which at least one unit is rental housing, an application is required under Chapter 667 of the City's Municipal Code, the Rental Housing Demolition and Conversion By-law. The By-law requires an applicant obtain a permit from the City allowing the demolition of the existing rental housing units. The City may impose conditions that must be satisfied before a demolition permit is issued.

On March 21, 2022 a Rental Housing Demolition application under Chapter 667 of the Toronto Municipal Code was submitted for 48 Grenoble Drive to demolish one hundred and nine (109) existing rental dwelling units.

## **Design Guidelines**

The following design guidelines will be used in the evaluation of this application:

- Tall Buildings Design Guidelines
- Bird Friendly Guidelines
- Growing Up: Planning for Children in New Vertical Communities
- Pet Friendly Design Guidelines for High Density Communities

The City's Design Guidelines may be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>

## **Site Plan Control**

The proposed development is subject to Site Plan Control. The applicant has submitted a site plan control application (22 127124 NNY 16 SA) that is being processed concurrently with the Zoning By-law Amendment application.

## **COMMENTS**

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### **Provincial Policy Statement and Provincial Plans**

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). Staff have determined that the proposal is consistent with the PPS and conforms with the Growth Plan (2020).

The PPS identifies that the long-term prosperity and social well-being of the province depends on planning for strong and sustainable communities, a clean and healthy environment and a strong and sustainable economy. The PPS contains policies that promote the use of active transportation and transit before other modes of travel. Policy 1.1.3.3 promotes transit-supportive development and accommodating a significant supply and range of housing options through intensification and redevelopment taking into account the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

The Growth Plan contains similar policies to the PPS, and supports the achievement of complete communities that are designed to support health and active living and meet people's needs for daily living throughout an entire lifetime. Policy 1.2.1 prioritizes intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability. It supports a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes, and ages of households.

The City of Toronto is a strategic growth area and the subject site at 48 Grenoble Drive is located in the Flemingdon Park Major Transit Station area which has a planned density target of 250 people/jobs per hectare. The proposed development's mix of unit sizes and full rental replacement is consistent with the policies of the PPS and conforms

to the Growth Plan. The proposed development meets the policy objectives of the PPS and Growth Plan by providing an appropriate level of intensification of the site, that is in close proximity to higher order transit, while contributing to a mix of ownership types and densities necessary to meet projected requirements of current and future residents as well as encourage active transportation using bicycle facilities proposed as part of the development.

## **Land Use**

Policy 4.2.3 states that 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.

Through the Growth Plan Conformity process the city defined the Flemingdon Park MTSA as an area where growth may be accommodated as it is well served by transit. The Flemingdon Park MTSA is bounded by Eglinton Avenue East to the north, Don Valley Parkway to the east and south, and Don Mills Road to the west, has a population of 17,163 residents, and employs 4,297 people. The Flemingdon Park MTSA is comprised of tall and mid-rise residential apartment buildings built in the 1950s alongside parks, public schools, community centres, a public library, and commercial uses. *Apartment Neighbourhood* sites within the Flemingdon Park MTSA have seen significant development activity in the recent past. Approximately five *Apartment Neighbourhoods* sites are at various stages of the planning process in addition to two that have been approved. The subject site is an *Apartment Neighbourhood* site adjacent to other *Apartment Neighbourhoods* sites to the north, east, and south. The site's location at the centre of the Flemingdon Park MTSA means close proximity to higher order transit corridors as indicated in Map 4 in the Official Plan and major transit stations.

The Eglinton Crosstown Light Rail Transit (Eglinton LRT) has been constructed and is the north boundary of the Flemingdon Park MTSA. The northerly extension of the Ontario Line is planned along Don Mills Road. The Ontario Line's Flemingdon Park station will be approximately 430 metres west of 48 Grenoble Drive and Science Centre Station will be 700 metres to the northwest. Science Centre Station is the intersection between the Eglinton LRT and the Ontario Line.

The subject site is located in an identified MTSA, is in close proximity to existing and planned transit corridors and transit stations, and comparable *Apartment Neighbourhood* sites have been approved for redevelopment. In view of the foregoing staff are of the opinion that 48 Grenoble is an *Apartment Neighbourhood* site that is appropriate for redevelopment.

## **Height and Massing**

The Tall Buildings Guidelines are an evaluation tool which seek to achieve optimal building siting and design, that enhance the adjacent public realm, and reinforce the surrounding built environment, context, and desired character of development. The Guidelines contain performance standards which are used to assist when evaluating and reviewing new tall building applications.

The Official Plan identifies that new buildings will be located and massed to provide a transition between areas of different development intensity and scale. Both the existing and planned context for 48 Grenoble Drive is residential apartments in *Apartment Neighbourhoods*, which permit buildings greater than four-storeys. The nearest *Neighbourhoods* designation is Grenoble Public School southwest of the subject site (see Attachment 3: Official Plan Land Use Map). The existing and planned context of apartment developments with "tower-in-the-park" typology and the absence of adjacent low-density residential *Neighbourhoods* permits a more intense built form than a lower scale *Apartment Neighbourhoods* area.

The applicant has revised their plans since the time of the original submission, the proposal has changed slightly from the original 43 (137 +7 metre) and 41-storey (130 + 7 metre) towers to the current 45 (148.4 metre) and 43-storey (142.4 metre) towers, and increased density from 10.1 to 11.9 times the lot area. The height of the 45 and 43-storey towers (with geothermal) on top of the six-storey podium are appropriate and comply with Policies 4.2.2 a) and 4.2.3 b) given the site's proximity to Flemington Park station and is in-line with other development applications including a planned 37-storey tower at 25 St. Dennis Drive approved by the Ontario Land Tribunal.

The proposed 45 and 43-storey towers have floor plates that are 790 square metre gross construction area and a 30 metre separation distance which is in keeping with the Tall Building Guidelines and Official Plan policy 4.2.3 c), which prescribe that development in *Apartment Neighbourhoods* be compatible with existing apartment buildings on and adjacent to the site and providing appropriate separation distances between buildings. The west and east towers will be setback 25 and 12.5 metres, respectively, to the north property line. Both towers are stepped back 3 metres from the podium on the east, west, and south sides. The east tower is stepback to the podium edge by 5 metres from the north and west tower is stepback to the podium edge by 17.5 metres from the north.

Staff have reviewed the proposed building floorplates and resulting shadow studies, and determined that the larger floorplates are appropriate due to the greater separation distance between the towers and stepbacks as set out in section 3.2.1 b) of Tall Building Design Guidelines. The tower design is also in-line with tower floorplates that have been approved in comparable tall buildings in *Apartment Neighbourhoods* and *Mixed Use Areas* sites. In addition, the larger floorplates do not have any significant additional shadow impact on the adjacent park (to the west), adjacent properties, or the public realm. The height, location, and massing of the 45 and 43-storey towers are appropriate (see Attachments 6 to 8).

Whereas the at-grade outdoor amenity space in the original submission was facing north, the revised plans show a 6-storey podium with a "C" shaped outdoor amenity area facing Grenoble Drive to the south. This significant modification results in greater sunlight for the ground-level outdoor amenity space. The at-grade outdoor amenity space will be integrate with a 540 square metre POPS for one large open space as prescribed in Policies 4.2.2 f), 4.2.3 d), e), and j).

The 6-storey podium provides for an appropriate transition to the 7-storey apartment building at 10 Deauville Lane (north), 8-storey apartment building at 1 Deauville Lane (east), and the new parkland dedication to the west. The west elevation will consist of townhouse type units and a row of trees providing an appropriate transition to the public park. The massing of the podium defines the edge of the street and the building setbacks provide for tree planting within the public realm as prescribed in Policies 4.2.2 g), h), 4.2.3 k), l), m) and n).

### **Mechanical Penthouse, Geothermal, and Building Height**

The applicant has also expressed interest in incorporating geothermal into the proposal, which is in keeping with the City's objectives for resilience and to achieve net zero emissions by 2040 or sooner. A tower development using geothermal heating and cooling would not require the typical 6.5 metre high mechanical penthouse on top of the residential levels.

The applicant has submitted a letter confirming its intent to incorporate geothermal heating and cooling in the proposed development. The massing of the proposed 45 and 43-storey towers using geothermal technology without mechanical penthouses is comparable in height and massing to 43 and 41-storey towers with mechanical penthouses. Only very minimal projections are permitted beyond the tower heights, such as elevator overruns, antennae, chimneys, and window washing equipment.

Council recently approved similar residential developments with geothermal heating and cooling at 25 St. Mary Street and 145 St. George Street. Staff support the use of geothermal heating and cooling systems to advance the Toronto Green Standards and the net effect on the massing will be minor. This design aligns with the city's objectives to reduce carbon emissions and increase housing supply. In the event Council approves the proposal, the draft Zoning By-law amendment in Attachment 5 of this report will permit residential use in-lieu of the mechanical penthouse for a total of 45 and 43-storeys.

### **Sun/Shadow**

Official Plan Policy 4.2.2 b) and c) identifies that building location and massing will be done in a manner so as to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, streets, and public open spaces, particularly during the spring and fall equinoxes. The applicant submitted a Sun/Shadow Study as part of their revised application to address this criteria. Grenoble Public School located to the southwest is designated *Neighbourhoods* but will not be impacted by shadows resulting from the proposed development.

The applicant's Sun/Shadow study demonstrates that the proposed development results in shadow on properties to the north including a linear park and a seven-storey residential building at 10 Deauville Lane. The shadow impact is on portions of the linear park with the shadow moving during the morning hours and disappears after 12:19pm. The property at 10 Deauville Lane is also designated *Apartment Neighbourhoods* which permits high density residential use. Some shadow impact is to be expected and is acceptable in an *Apartment Neighbourhood*.

Staff have reviewed the Sun/Shadow study against the policies of the Official Plan and are of the opinion that the proposal's incremental shadow impacts on adjacent properties comply with the policies and are acceptable.

## **Wind**

The Official Plan Policy 4.2.2 c), directs that new buildings will be located and massed to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. The applicant submitted a Pedestrian Level Wind Study, prepared by SLR Canada in support of the proposed development. The consultant's study determined that conditions on most of the site, including building entrances, are generally expected to be suitable for the intended use year-round.

Wind conditions on the sidewalks surrounding the development are appropriate. Wind control measures are suggested for the parkland dedication to the west and the Level 7 terrace where there is a common outdoor amenity area. Mitigation measures for both of these conditions will be implemented through detailed building and site design and secured as part of the Site Plan Control application.

## **Public Realm**

The proposed building improves the streetwall along Grenoble Drive and Deauville Lane and provides additional space for the public realm at the intersection. The streetscape is proposed to be animated with a 208 square metre retail space. The proposal contemplates an accessible outdoor seating area with landscaping adjacent to the retail space and the 540 square metre POPS. In the event Council approves the proposal the POPS will be designed to integrate with the redesigned intersection through the site plan control process.

The proposal includes newly planted trees along Grenoble Drive, Deauville Lane, adjacent to the parkland dedication to the west, and the abutting property to the north. Additional trees and landscaping will be reviewed and secured through the site plan control process. The proposal contributes to the city objective of encouraging active transportation by providing enhanced bicycle amenities. Public works are scheduled to improve the bicycle lanes on Grenoble Drive and Deauville Lane resulting in a redesigned corner. The proposal includes significant contributions to the adjacent public realm and conforms with the applicable public realm policies of the Official Plan.

## **Amenity Space**

Official Plan Policies 3.1.2.6 and 3.2.2 f) states that every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development. Each resident of such development will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces. Policies 3.2.3 d) and e) speak to improving upon the quality of landscaped open space and outdoor amenity space for new and existing residents. These policies are in-part implemented via City-wide Zoning By-law 569-2013 which requires a combined 4.0 square metres per unit of indoor and outdoor amenity space.

The applicant is proposing to provide indoor and outdoor amenity space below-grade, at-grade, the first floor mezzanine, and the top of the podium.

Five hundred ten (510) square metres of indoor amenity space is proposed at level one adjacent to a 560 square metres outdoor amenity space. Another 198 square metres of indoor amenity space is located on the mezzanine of level one and 527 square metres of indoor amenity space will be below-grade on level P1. An additional 1,346 square metres of indoor amenity space will be on level 7 adjacent to 1,616 square metres of outdoor amenity space. Overall, the application proposes to provide 2,581 square metres of indoor amenity space and 2,176 square metres of outdoor amenity space which exceed the minimum combined 4.0 square metres indicated in Zoning By-law 569-2013.

The new indoor and outdoor amenity space will be an improvement for returning tenants of the existing 9-storey apartment building which does not have adequate indoor amenity space. The new indoor and outdoor amenity spaces will be available for use by all returning tenants and new tenants. The amount of amenity space proposed by the development is appropriate. The locations of the amenity spaces will be secured on the drawings as part of the site plan control process.

### **Family Size Units**

The proposal has been reviewed against the Growing Up Guidelines for dwelling unit size and type. The Growing Up Guidelines endeavours to ensure a minimum percentage of large size units to meet the diverse needs of the community. The guidelines require a minimum of 15% of the units in a proposal be two-bedroom units and 10% of the units be three-bedroom units.

Of the 1,054 proposed dwelling units, inclusive of the 110 rental replacement units: 635 (60%) are one-bedroom, 306 (29%) are two-bedroom, and 113 (11%) are three-bedroom units. The amount of 2-bedroom and 3-bedroom units exceed the requirements in the Growing Up Guidelines. City staff are satisfied that the proposal will provide a mix of unit types to meet the community's needs.

### **Rental Housing Demolition Proposal**

In accordance with Official Plan Policy 3.2.1.6, all one hundred nine (109) existing rental dwelling units will be replaced in the proposed residential building with units of the same type or larger and at rents similar to those in effect at the time of application. The applicant has agreed to provide and maintain one hundred ten (110) replacement rental dwelling units as rental housing within the proposed residential building for at least twenty (20) years, beginning on the date that each replacement rental dwelling unit is first occupied. The applicant has also agreed to secure rents for the replacement rental units at affordable rents, mid-range (affordable) and mid-range (moderate) rents for at least ten (10) years, in accordance with Official Plan Policy 3.2.1.6.

The unit types and rent classifications for the replacement rental units is outlined in the table below:



Unit Type	Affordable Rent	Mid-range (affordable) Rent	Mid-range (moderate) Rent	Total
One-bedroom	32	5	14	51
Two-bedroom	45	0	14	59
Total	77	5	28	110

Existing rental units occupied by Eligible Tenants (87 as of the date of this report) will be replaced with replacement rental dwelling units having at least the same average size by unit type. Existing rental units that are vacant or not occupied by Eligible Tenants (22 as of the date of this report) will be replaced with replacement rental dwelling units which may be smaller in size than the existing rental dwelling units, but shall have at least the same average size, by unit type, as the market units in the proposed residential building.

To ensure 100% of the total gross floor area of the existing rental units is replaced, one net new one-bedroom affordable replacement rental dwelling unit is proposed. The net new rental replacement dwelling unit, secured at affordable rent, will support Official Plan policies which encourage the creation of new affordable rental housing units. All replacement rental dwelling units are to be located within the townhouse type units and levels 1-6 of the podium of the proposed residential building in the West Tower with access through the West Tower lobby as per the floor plans dated September 22, 2023.

All replacement rental dwelling units will be provided with ensuite laundry facilities, central air conditioning, and at least 87 replacement rental dwelling units will have a private outdoor balcony and/or patio. The remaining 22 replacement rental dwelling units will have a private outdoor balcony and/or patio at the same proportion as the market units. Tenants of the replacement rental units will have access to bicycle parking and all indoor and outdoor amenities on the same terms and conditions as the other residents of the West Tower of the proposed residential building, unless otherwise specified in the Tenant Relocation and Assistance Plan.

Staff support the proposed approach to replace the demolished rental housing. The overall approach to replacement rental housing will be secured through one or more agreements with the City and to the satisfaction of the Chief Planner and Executive Director, City Planning Division.

**Tenant Relocation and Assistance Plan**

The applicant has agreed to provide tenant relocation and assistance to all Eligible Tenants, all to the satisfaction of the Chief Planner and secured through legal agreements with the City. The Tenant Relocation and Assistance Plan would assist

tenants in finding and securing alternative accommodations during the demolition and construction period.

In accordance with the Tenant Relocation and Assistance Plan shared with tenants at the tenant meeting on February 15, 2023, all eligible tenants would receive:

- The right to return to one of the replacement rental dwelling units in the new building at similar rents;
- At least 6 months' notice before having to vacate their rental unit, inclusive of notice required under the Residential Tenancies Act ("RTA");
- Financial compensation equal to 3 months' rent pursuant to the RTA;
- Financial compensation, above and beyond that required under the RTA, in the form of rent-gap assistance. The rent gap would be calculated as the difference between the monthly rent paid by each Eligible Tenant on the date their tenancy is terminated and the most recent average rent for vacant private rental apartments by unit type in Canada Mortgage and Housing Corporation's (CMHC) Rental Market Survey (RMS) Zone 13 - North York (Southeast), which encompasses the development site, over the period of construction of the proposed building (estimated at 36 months). The vacant market rents used to establish rent gap payments will be indexed upwardly to better reflect changes in market conditions since the completion of the latest CMHC survey;
- A rental leasing agent available upon request;
- A move-out moving allowance and a move-back moving allowance (if eligible tenants exercise their right to return to a replacement rental dwelling units); and
- Special needs compensation for applicable tenants as determined by the Chief Planner and Executive Director, City Planning.

At the time of application, there were sixty three (63) tenants who were renting one or more parking spaces in the existing building. All of these tenants pay a separate charge to rent their parking spots. Tenants of the replacement rental dwelling units will have access to vehicle parking spaces at the same rate as all the residents of the proposed residential building. Returning Tenants who currently rent a vehicle parking space in the existing building will receive first priority to rent a parking space in the proposed residential building based on the length of their tenure. Returning tenants who previously rented a vehicle parking space in the existing building and who no longer have access to a vehicle parking space in the proposed residential building will be provided with additional financial compensation as well as access to at least one (1) bicycle parking at no charge for the length of their tenancy.

Tenants who signed a lease after March 21, 2022 and who signed a lease addendum would receive:

- At least 6 months' notice of the date they must vacate their rental unit;
- Compensation equal to 3 months' rent pursuant to the RTA; and,
- Special needs compensation for applicable tenants, including additional financial compensation, as determined by the Chief Planner and Executive Director, City Planning.

The Tenant Relocation and Assistance Plan is consistent with the City's current practices and Staff are satisfied it would appropriately lessen hardship experienced by tenants. The tenant assistance matters will be secured through one or more agreements with the City and to the satisfaction of the Chief Planner and Executive Director, City Planning Division.

### **Traffic Impact**

The applicant submitted an Transportation Impact Study for review by Transportation Services. The updated Transportation Impact Study report dated July 13, 2023, estimates that the proposed development will generate 137 and 103 new two-way traffic trips in the weekday morning and afternoon peak hours, respectively.

The consultant concludes that traffic generated by the proposed development can be accommodated by the adjacent street system. Transportation Services does not object to the consultant's conclusion but requires an assessment of the projected pick-up/drop-off demand for the proposed development.

### **Transportation Demand Management**

A Transportation Demand Management ("TDM") plan was provided as part of the applicant's Transportation Impact Study. TDM measures that have been proposed include two bike share stations, an extensive on-site bicycle facility, and an on-site space for Charlie's FreeWheels (a cycling non-profit). The applicant has also committed to the provision of pre-loaded Presto cards and a \$50,000 contribution for bike-share funding. Transportation Planning staff have reviewed and accepted the TDM Strategy. Certain TDM measures will be secured in the zoning by-law amendment as well as through the Site Plan Control process.

### **Access and Parking**

The proposal contemplates vehicular access from Deaville Lane to a private driveway along the northerly portion of the site. The private driveway will access the under ground parking structure and loading area. Staff are satisfied with the driveway access location.

The parking space requirements for the project are governed by the applicable provisions contained in Zoning By-law 569-2013. However, Zoning By-law 89-2022 was recently developed in order to update the parking requirements for developments. The parking provisions contained in this by-law have been accepted by staff on recent development projects, where appropriate, as the associated parking standards are based on more recent information. As a result, Transportation Services can support parking being provided for this project in accordance with Zoning By-law No. 89-2022. The site can be considered to be located in "Parking Zone A (PZA)" of the City Zone under By-law 89-2022 due to its proximity to the future Flemington Park subway station, as part of the Ontario Line.

Based on By-law 89-2022 under Parking Zone A (PZA), a minimum of 12 visitor parking spaces are required for the proposed development. The maximum permitted parking supply is 796 spaces consisting of 678 resident spaces and 118 non-resident spaces. According to the site statistics, a total of 192 parking spaces (including 180 residential and 12 visitors parking spaces) will be provided for this project. The effective resident and non-residential parking rates are 0.169 and 0.011 spaces per unit, respectively. The minimum parking space requirement has been satisfied. In the event Council approves the proposal the implementing Zoning By-law contained in Attachment 5 of this report will apply the effective parking rates.

### **Loading**

The proposal will internalize the loading and waste storage areas within the base building. Loading space requirements are governed by Zoning By-law 569-2013. There is 1 Type 'G' and 1 Type 'C' loading space required for the project. The applicant's drawings note the provision of 1 Type 'G' and 1 Type 'C' loading spaces on-site which meets the loading requirements of Zoning By-law 569-2013. Staff will secure the minimum requirements for solid waste sorting and loading areas through the site plan control process. Staff are of the opinion that the Type 'G' and 'C' loading spaces are appropriate and will secure their requirement in the implementing Zoning By-law.

### **Servicing**

Engineering and Construction Services staff have reviewed the Functional Servicing and Stormwater Management reports. Staff have determined that the proposed development will require improvements to the sanitary system within the right-of-way and the details of which can be secured through the site plan control process. Furthermore, revisions are required for the Functional Servicing and Stormwater Management reports. Notwithstanding required revisions, staff are satisfied that the subject site can be serviced for the proposed development.

### **Parkland**

In the context of a rapidly growing city, the importance of public parkland being available to enhance and expand the amount of park spaces provided to residents and visitors alike becomes ever more relevant. The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded.

The owner is required to satisfy the parkland dedication requirement through an on-site dedication. The park is to be located on the western portion of the subject site, adjacent to Flemingdon Park Trail and comply with Policy 3.2.3.8 of the Toronto Official Plan.

The applicant's drawings show an on-site parkland dedication of 676 square metres with a 5 metre setback at the western portion of the site to the podium. Parks Development section accept the applicant's parkland dedication proposal.

### **Schools**

The application was circulated to the school boards for review and comment. The Toronto District School Board ("TDSB") has determined that there is insufficient

capacity at the local schools to accommodate students anticipated from this development. Sufficient accommodation may not be available when this development is realized due to the cumulative impact of development in the area. In the event Council approves the proposed development the TDSB requires warning clauses in all purchase and sale/tenancy agreements and warning signs on the development site. The details of the warning clauses are to be secured through the associated site plan control process.

The Toronto Catholic District School Board ("TCDSB") has also indicated that the projected accommodation levels at local schools warrant the use of warning clauses, as a result of the cumulative impact arising from all residential development in the school's attendance areas. The TCDSB will require that warning signs be erected on the site, and warning clauses in all purchase and sale/tenancy agreements.

### **Toronto Green Standard**

Council has adopted the tiered Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Performance measures for the Tier 1 including automobile infrastructure, bicycle infrastructure, storage and collection of solid waste features will be secured through the draft Zoning By-law amendment in Attachment 5 of this report. Other applicable TGS performance measures will be secured through the Site Plan Approval process.

### **Community Services Assessment**

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

The applicant was required to submit a Community Services and Facilities Study as part of a complete application requirement. The Community Services and Facilities Study by

Goldberg Group dated March 2022 advised that the proposal is within close proximity to schools, libraries, community and recreation centres, parks, emergency services, places of worship, health services, and social services. The subject site is well serviced by existing community services, parks and recreation, and other community facilities and social services. The study concludes that the proposed development will not place an undue burden on the existing community services and facilities within the surrounding area.

## **Community and Tenant Consultation**

A Community Consultation meeting was hosted by City staff on January 11, 2023, via Webex, in conjunction with the Ward Councillor to discuss the proposal. Approximately 33 members of the public attended the community consultation meeting in addition to City staff and the applicant's representatives. Concerns raised included the overall height and density proposed, increased traffic and congestion, loss of current amenity, the proposed rental replacement, and impact on existing tenants' lives.

A separate consultation meeting was hosted by the City Planning Division on February 15, 2023, for existing tenants. The tenant consultation meeting was held virtually and attended by approximately 30 tenants, City staff, the Councillor's office and the applicant. Following presentations, questions and comments from tenants included the following:

- How the financial assistance will be offered, particularly the rent gap assistance;
- Concerns regarding parking for returning Eligible Tenants and how this will be assigned;
- Timing of the proposed demolition, when tenants would have to vacate their existing rental units, the estimated length of the construction period, and additional financial compensation if the construction period goes beyond what is estimated;
- Interim housing and who will help tenants find this housing; and,
- The tenure of the new residential building.

Staff worked with the applicant to address and resolve concerns that came out of the Community Consultation and the Tenant Meetings. All existing rental units on the site will be replaced within the proposed development. The applicant will be providing on-site parkland dedication that is to be part of a larger parkland area. The applicant's revised design also includes a POPS area adjacent to Grenoble Drive in addition to common indoor amenity areas within the building and common outdoor amenity areas on the roof of the podium. All of these new facilities will be available to existing and future residents of 48 Grenoble Drive.

## **Conclusion**

The proposal has been reviewed against the policies of the PPS (2020), the Growth Plan (2020), and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS (2020) and conforms with the Growth Plan (2020). Furthermore, the proposal complies with the City of Toronto Official Plan. Staff recommend that Council support approval of the application.

## **CONTACT**

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Johanna Hasim, Senior Planner (SIPA Housing)  
Tel. No. (416) 396-4288  
E-mail: johanna.hasim@toronto.ca

## **SIGNATURE**

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David Sit, MCIP, RPP, Director  
Community Planning, North York District

## **ATTACHMENTS**

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### **City of Toronto Data/Drawings**

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map 569-2013
- Attachment 5: Draft Zoning By-law Amendment By-law 569-2013
- Attachment 6: Site Plan
- Attachment 7a: North Elevation
- Attachment 7b: East Elevation
- Attachment 7c: West Elevation
- Attachment 7d: South Elevation
- Attachment 8a: 3D Rendering
- Attachment 8b: 3D Rendering

## Attachment 1: Application Data Sheet

### APPLICATION DATA SHEET

Municipal Address: 48 GRENOBLE DR Date Received: March 21, 2022

Application Number: 22 127125 NNY 16 OZ 22 127161 NNY 16 RH

Application Type: Rezoning and Rental Housing Demolition and Replacement

Project Description: Rezoning application for proposed development includes 45 and 43-storey residential towers connected by a 6 storey podium, with on-site parkland dedication and a privately-owned publicly-accessible space. The towers and podium contain 1,054 residential units, comprised of 109 replacement rental units, 1 new affordable rental unit, and 944 new residential units. Total GFA is 80,224 m<sup>2</sup>, resulting in a density (FSI) of 11.9 times the area of the lot.

Applicant	Agent	Architect	Owner
Goldberg Group 2098 Avenue Road Toronto, ON M5M 4A8	Tenblock 30 Soudan Avenue, Suite 200 Toronto, Ontario, M5A 4S7,	Diamond Schmitt Architects 384 Adelaide St. W., suite 100 Toronto, ON M5V 1R7	48 GRENOBLE DRIVE LIMITED 85 Spy Court, suite 100 Markham, ON L3R 4Z4

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood	Site Specific Provision:	
Zoning:	RAC(f30.0; a1375; d1.5)	Heritage Designation:	N
Height Limit (m):	24.0	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq m): 6,749 Frontage (m): 87 Depth (m): 69

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	875		3,487	3,487
Residential GFA (sq m):	9,395		77,908	77,908
Non-Residential GFA (sq m):			208	208
Total GFA (sq m):	9,395		80,224	80,224
Height - Storeys:	9		45+43	45+43
Height - Metres:	30		148.4	148.4



Lot Coverage Ratio  
(%):

Floor Space Index: 11.9

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	77,908	
Retail GFA:	208	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	109		1,054	1,054
Freehold:				
Condominium:				
Other:				
Total Units:	109		1,054	1,054

#### Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			635	306	113
Total Units:			635	306	113

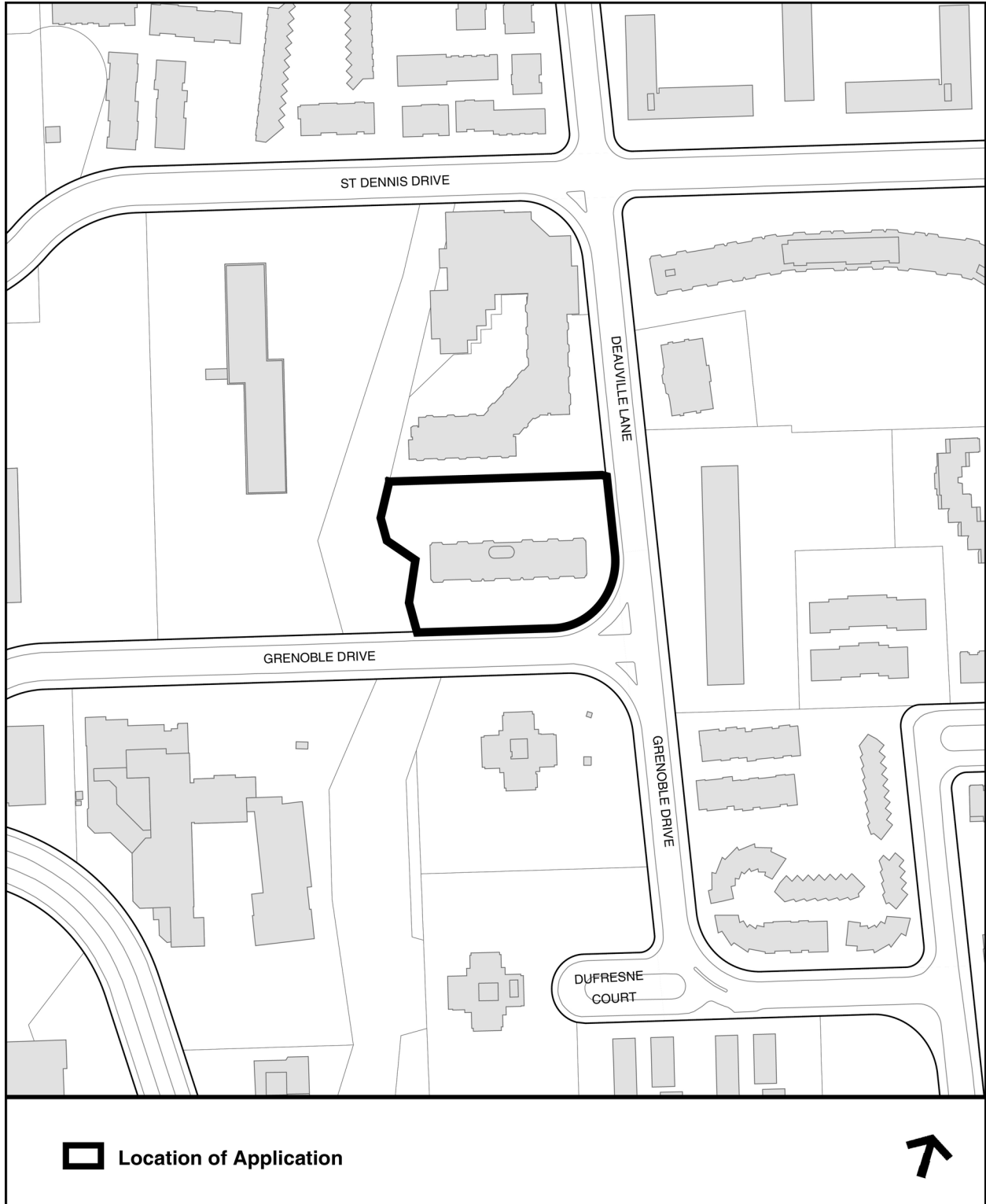
#### Parking and Loading

Parking Spaces: 194      Bicycle Parking Spaces:  $\frac{1,22}{7}$       Loading Docks: 2

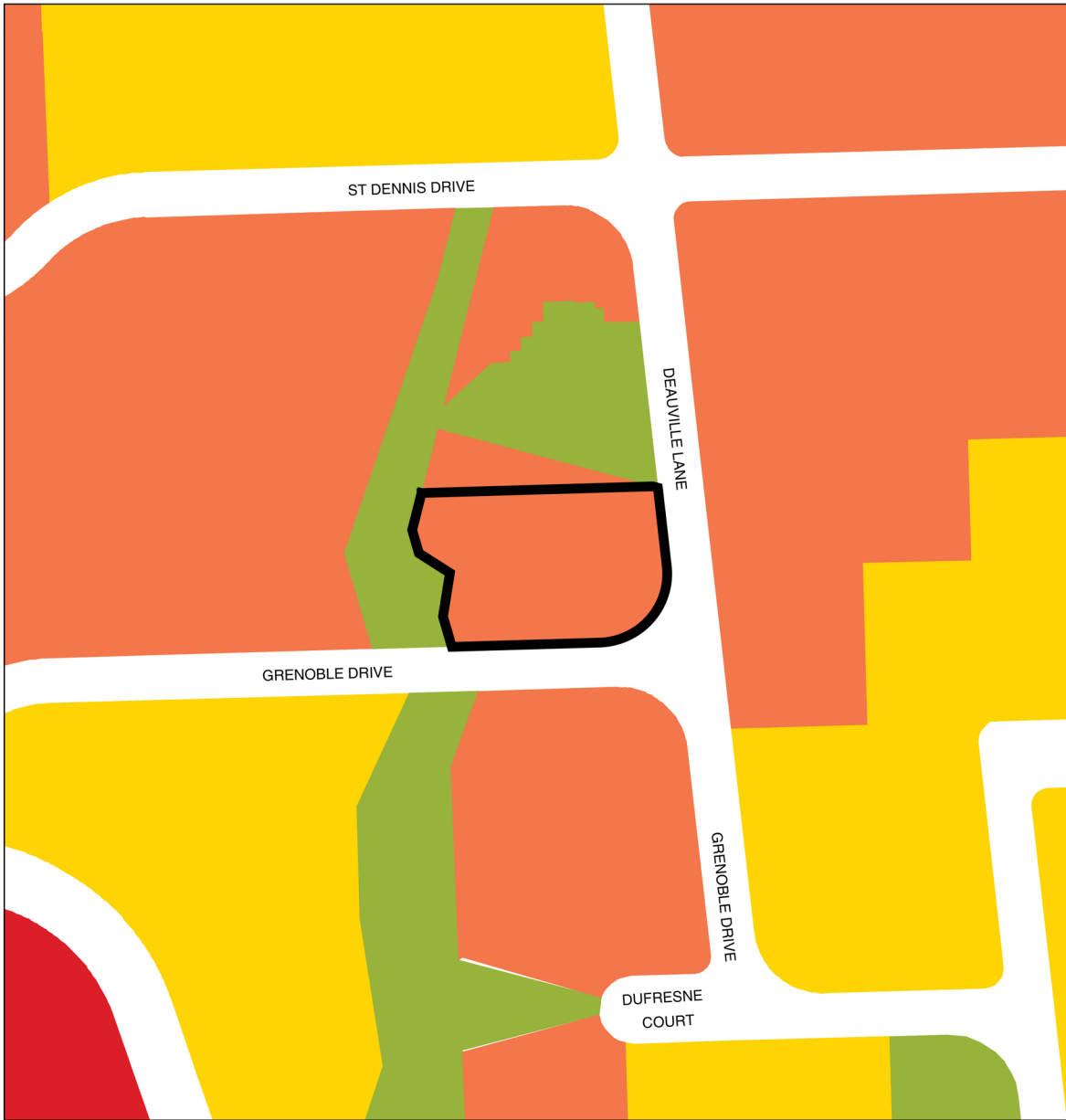
#### CONTACT:

Derrick Wong, Senior Planner  
(416) 392-0776  
derrick.wong@toronto.ca

## Attachment 2: Location Map



### Attachment 3: Official Plan Land Use Map



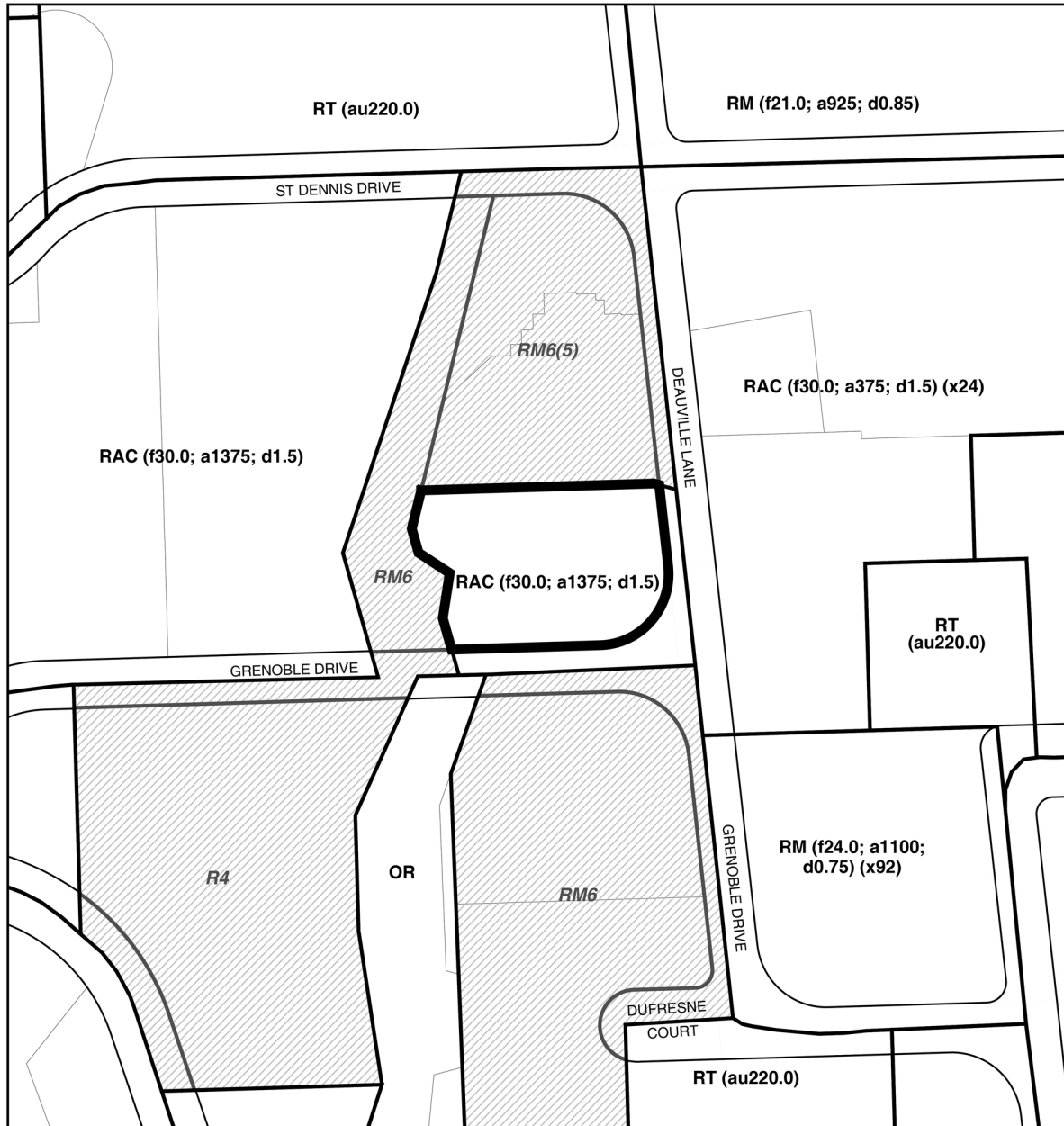
Official Plan Land Use Map #20

48 Grenoble Drive  
File # 22 127125 NNY 16 0Z

- Location of Application
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Parks

Not to Scale  
Extracted: 03/28/2022

# Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

48 Grenoble Drive

File # 22 127125 NNY 16 0Z



Location of Application

- RD** Residential Detached
- RT** Residential Townhouse
- RM** Residential Multiple
- RAC** Residential Apartment Commercial
- CR** Commercial Residential
- OR** Open Space Recreation

**UT** Utility and Transportation



See Former City of North York By-law No. 7625

- R4** One-Family Detached Dwelling Fourth Density Zone
- RM6** Multiple-Family Dwellings Sixth Density Zone



Not to Scale  
Extracted: 03/28/2022

## **Attachment 5: Draft Zoning By-law Amendment**

Draft Zoning By-law to be inserted

The draft Zoning By-law Amendment will be made available on or before the October 17, 2023 meeting of North York Community Council.

Draft Zoning By-law to be inserted

Draft Zoning By-law to be inserted

Draft Zoning By-law to be inserted



Draft Zoning By-law to be inserted

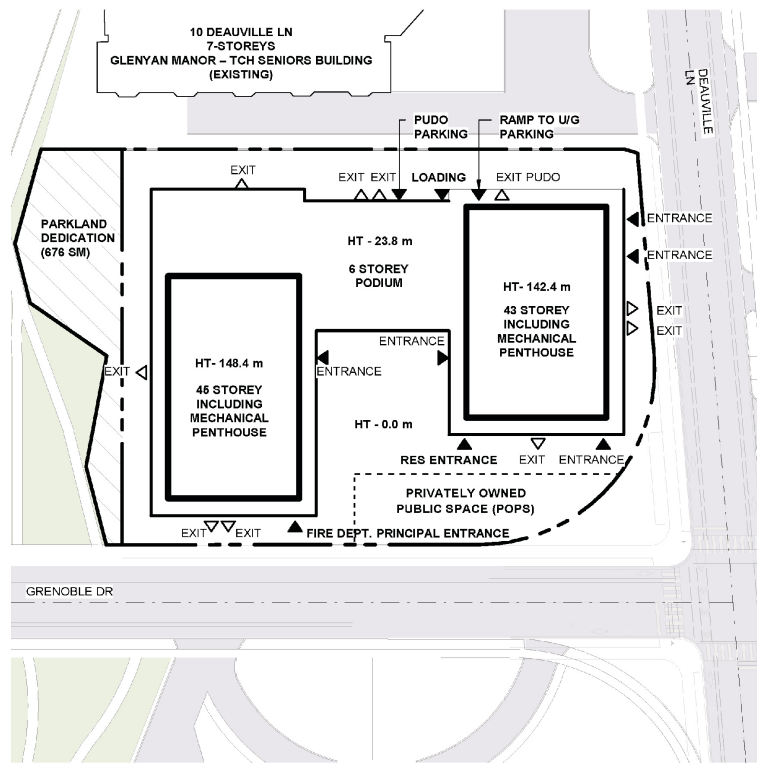
Draft Zoning By-law to be inserted

Draft Zoning By-law to be inserted

Draft Zoning By-law to be inserted

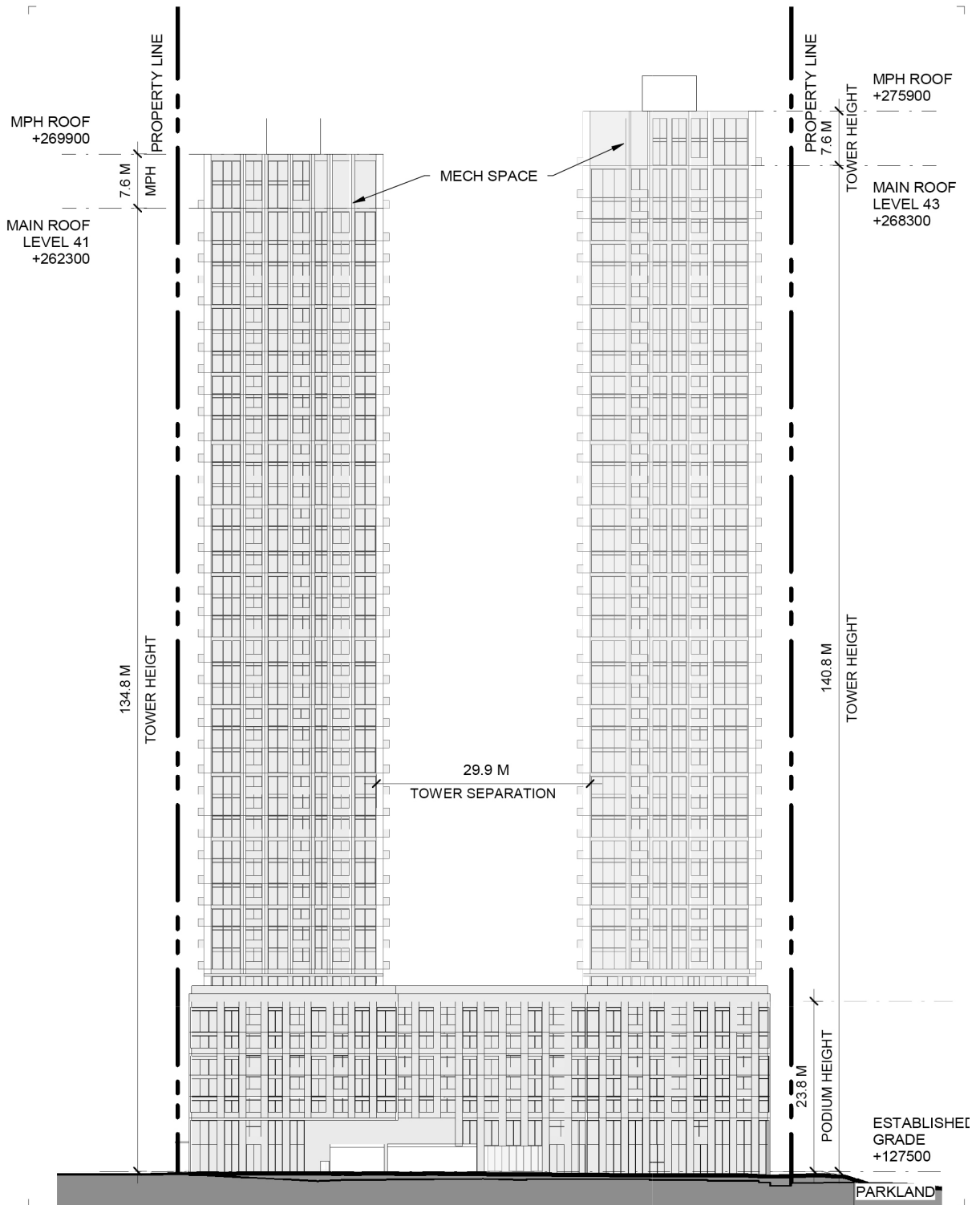
Draft Zoning By-law to be inserted

Attachment 6: Site Plan



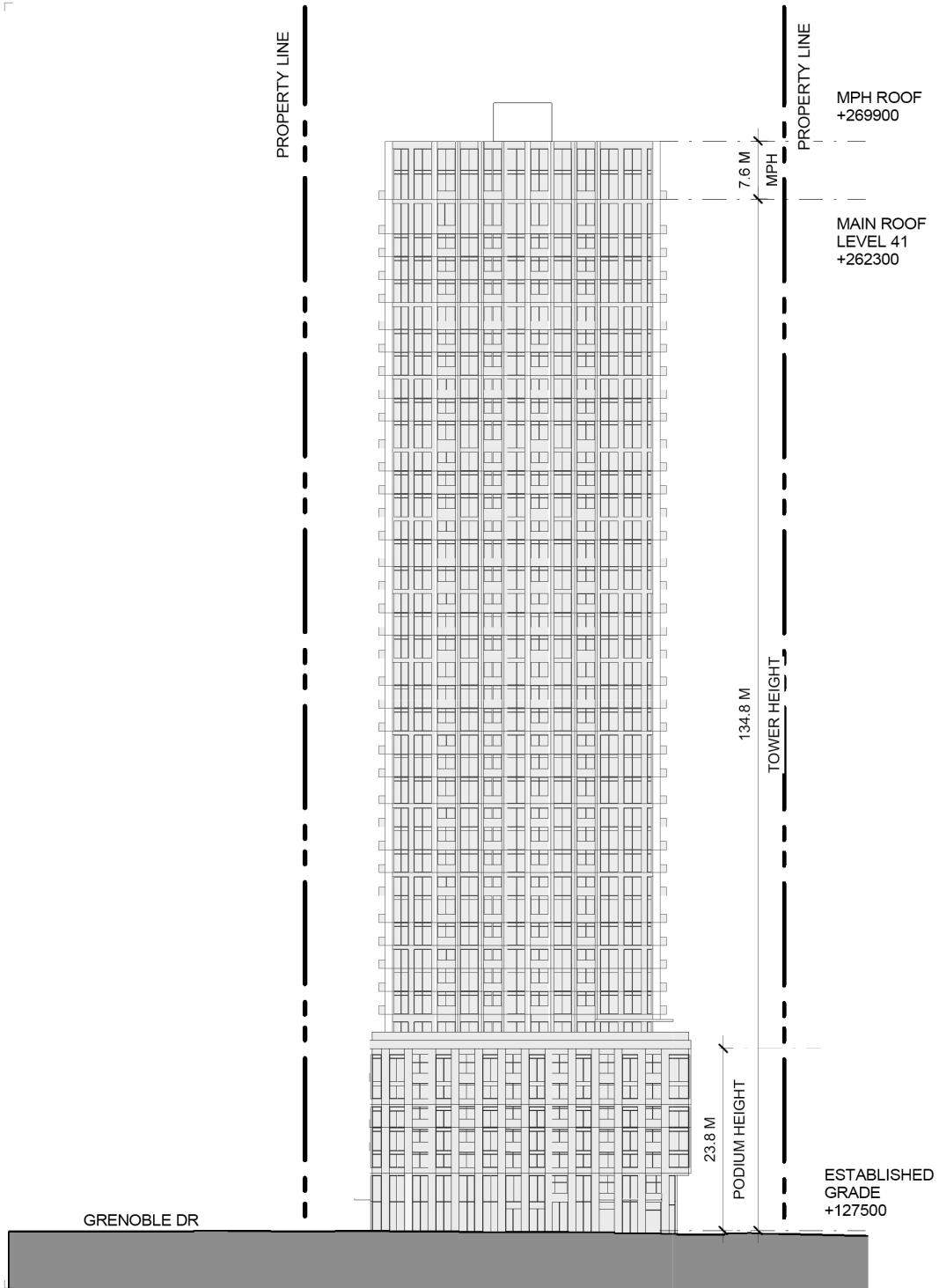
Site Plan 

# Attachment 7a: North Elevation



North Elevation

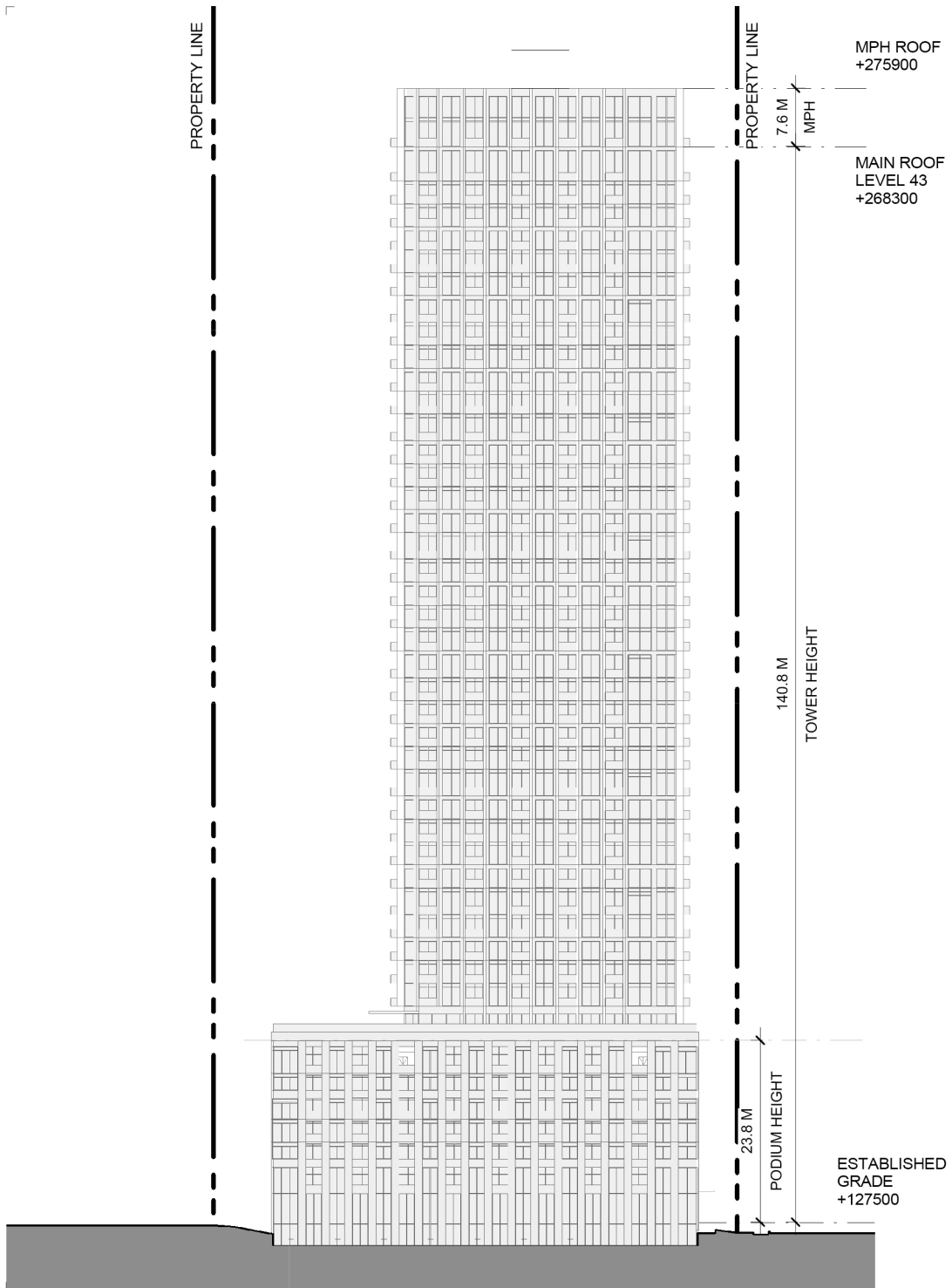
# Attachment 7b: East Elevation



East Elevation

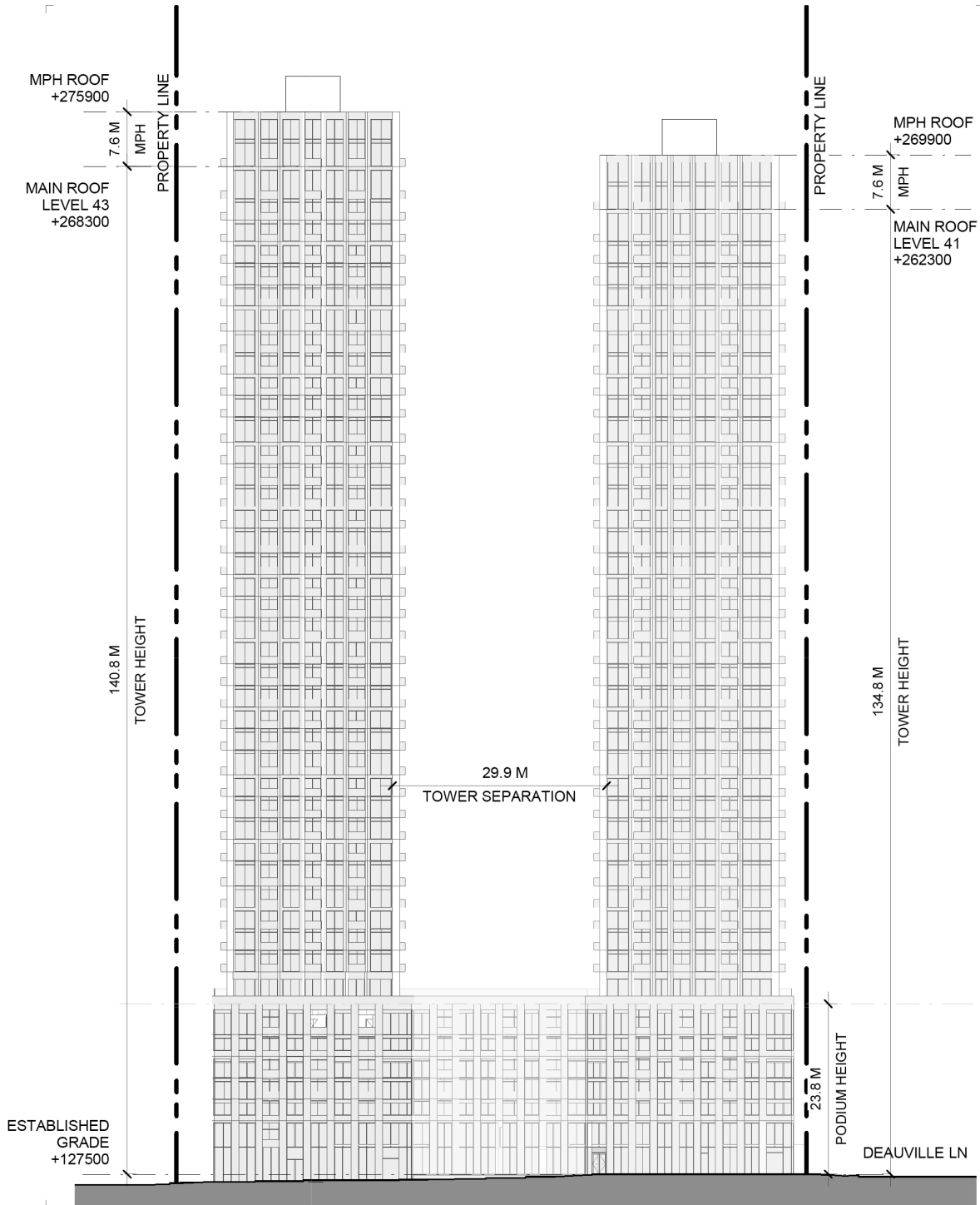


# Attachment 7c: West Elevation



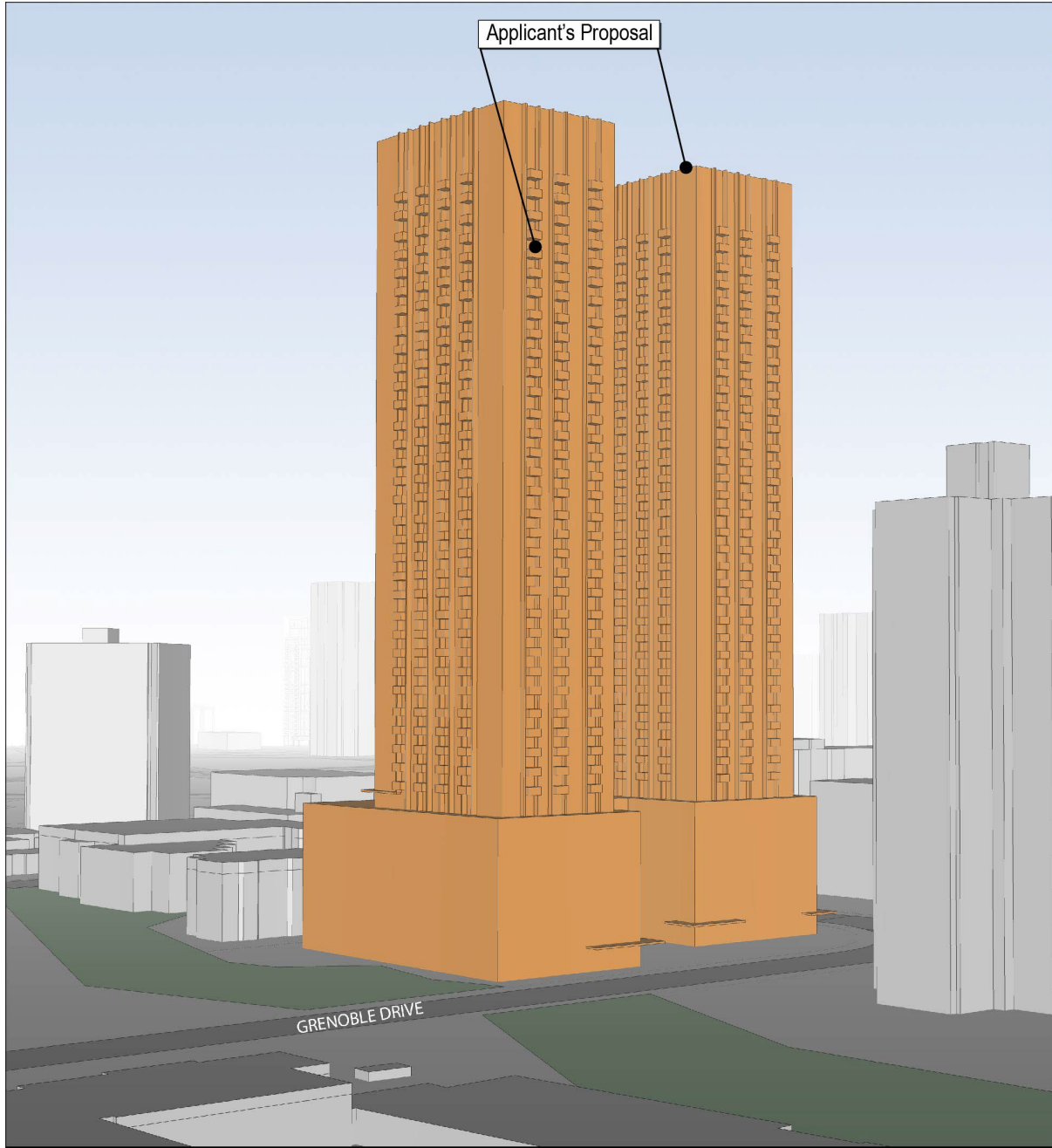
West Elevation

# Attachment 7d: South Elevation



## South Elevation

**Attachment 8a: 3D Rendering**



**View of Applicant's Proposal Looking Northeast**

  
04/27/2022

**Attachment 8b: 3D Rendering**



**View of Applicant's Proposal Looking Southwest**



04/27/2022