

7 St Dennis Drive & 10 Grenoble Drive – Official Plan Amendment and Zoning Amendment – Decision Report – Approval

Date: September 6, 2024

To: North York Community Council

From: Director, Community Planning, North York District

Wards: 16 - Don Valley East

Planning Application Number: 22 187482 NNY 16 OZ

Associated Application Number: 23 125661 NNY 16 SA

SUMMARY

The applications propose to develop four residential towers ranging from 40 to 53 storeys (174 metres, 162 metres, 153 metres, and 135 metres, all inclusive of mechanical penthouse) , adding approximately 2,536 new residential units. The proposed residential gross floor area (GFA) will be 139,544 square metres and will provide 760 new vehicular parking spaces, of which 32 are visitor parking spaces and 43 are barrier free parking spaces, and 2,542 bicycle spaces on site. The proposal includes a new public park with an area of 2,823 square metres at the centre of the development. The proposal would maintain the existing buildings with a total of 562 rental dwelling units as rental housing for 20 years, provide on-site building improvements and access to new outdoor amenities for existing tenants.

The proposal has been reviewed against the policies of the Provincial Policy Statement (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 is in keeping with the intent of the Toronto Official Plan, particularly as it relates to development in Apartment Neighbourhoods.

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law. The proposed development represents appropriate intensification, maintains the existing rental units, and provides for new public facilities, including a new park and mid-block connections.

RECOMMENDATIONS

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

1. City Council amend the Official Plan in accordance with the draft Official Plan Amendment attached as Attachment 5 to this report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands at 7 St. Dennis Drive and 10 Grenoble Drive substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 6 to this report.
3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the Official Plan and Zoning By-law Amendment as may be required.
4. City Council approve that, in accordance with Section 42 of the Planning Act, prior to the issuance of the first above grade building permit for Tower 2, Tower 3, or Tower 4, whichever comes first, the Owner shall convey to the City, an on-site parkland dedication having a minimum size of 1,932 square metres, to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor.
5. City Council approve the acceptance of the 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, Parks, Forestry and Recreation, in consultation with the City Solicitor; and such an encumbrance will be subject to the payment of compensation to the City, in an amount determined by the General Manager, Parks, Forestry and Recreation and the Executive Director, Corporate Real Estate Management.
6. City Council allow the owner of 7 St Dennis Drive and 10 Grenoble Drive to convey 831 square metres of additional parkland (the "parkland over-dedication") as an in-kind contribution pursuant to subsection 37(6) of the Planning Act, in part, free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition, prior to the issuance of the first above grade building permit for Tower 2, Tower 3, or Tower 4, to the satisfaction of the General Manager, Parks, Forestry and Recreation and the City Solicitor.
7. City Council attribute a value to the parkland over-dedication equal to a percentage of 4 percent of the value of the land (net of any exclusions or exemptions authorized under the Community Benefits Charge By-law), as determined the day before first above grade building permit for Tower 2, Tower 3, or Tower 4 is issued in respect of the development.
8. City Council authorize the Executive Director, Development and Growth Services to enter into an agreement pursuant to subsection 37(7.1) of the Planning Act (the In-kind Contribution Agreement) to address the provision of the in-kind contribution of the parkland over-dedication to the satisfaction of the Executive Director, Development and Growth Services, the General Manager, Parks, Forestry and Recreation and the City Solicitor, with such agreement to be registered on title to the lands, which agreement shall be evidence of

arrangements for the provision of the in-kind contribution that are satisfactory to City Council.

9. 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 for the on-site parkland dedication and the Parkland Over-dedication to the satisfaction of the General Manager, Parks, Forestry and Recreation, and 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, Parks, Forestry and Recreation, 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.
10. City Council recommend that the Chief Planner and Executive Director, City Planning Division secure through the Site Plan Control process for the proposed development, pursuant to Section 114 of the City of Toronto Act, 2006, the owner's obligation to:
 - a. Continue to provide and maintain the 278 rental dwelling units at 7 St. Dennis Drive and 284 at 10 Grenoble Drive as rental housing for a period of at least 20 years commencing from the date the Zoning By-law Amendment comes into force and effect, with no application for demolition or conversion from residential rental use during the 20-year period, all to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning Division;
 - b. Undertake improvements to the existing rental building, at its sole expense and at no cost to tenants, at 7 St. Dennis and 10 Grenoble, as follows:
 - i. Automatic/push button doors for main and secondary entrances;
 - ii. A handrail for the stairs in the pool area at 10 Grenoble;
 - iii. A new lobby entrance at 10 Grenoble Dr.
 - iv. Enhancement of the secondary building entrance at 7 St. Dennis Dr.
 - v. Improved access to the garbage and recycling areas and/or an indoor recycling/organics area;
 - vi. Enhanced outdoor amenity areas and new walkways
 - vii. Adding a new exterior door to access amenity terrace at 7 St. Dennis Dr.; and,
 - viii. New and enhanced pick-up and drop-off areas.
 - ix. The Owner has agreed to not apply for Above-Guideline Rent Increases for these improvements as well as improvements that have been undertaken within the past five years; and,
 - c. Provide tenants of 7 St. Dennis and 10 Grenoble Drive with access to all new shared outdoor landscaped areas at grade.

11. Prior to Site Plan Approval for the proposed development, City Council require the Owner to develop a Construction Mitigation and Tenant Communication Plan, including a Parking Plan to mitigate the impacts of construction of the development on tenants of the two existing rental buildings, all to the satisfaction of the Chief Planner and Executive Director, City Planning Division.
12. City Council direct that before introducing the necessary Bills to City Council for enactment, the applicant be required to:
 - a. Submit a revised Functional Servicing and Stormwater Management Report for review and acceptance to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; and
 - b. Submit a revised Traffic Impact Study for review and acceptance to the satisfaction of the General Manager, Transportation Services.

FINANCIAL IMPACT

The Development & Growth 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

A pre-application meeting was held on May 10, 2022. The current application was submitted on September 12, 2022, and deemed complete on January 25, 2023. A Community consultation meeting was held on February 23, 2023. The Community consultation meeting is summarized in the Comments section of this Report.

THE SITE

Description

The subject site consists of two properties, known as 7 St. Dennis Drive and 10 Grenoble Drive. The site has approximately 140 metres of frontage along Don Mills Road, 295 metres of frontage along St. Dennis Drive, and 80 metres of frontage along Grenoble Drive, for an area of 38,807 square metres.

Existing Dwelling Units

There are a total of 562 rental dwelling units at 7 St. Dennis and 10 Grenoble, including 212 one-bedroom units, 260 two-bedroom units, and 90 three-bedroom units.

Interior and exterior improvements to the two existing buildings have been proposed.

Surrounding uses include

North: Immediately north of the site is St. Dennis Drive. Further north are mid-rise residential apartments, known as Flemington Park Apartments.

South: Immediately South of the site is a 17-storey rental apartment at 200 Gateway Boulevard, which has an active application for two buildings at 47 and 12 storeys (23 118816 NNY 16 OZ). Further south of Gateway Boulevard and Grenoble Drive is a shopping plaza known as Flemington Park Shopping Centre.

West: Immediately west of the site is Don Mills Road. Further west of the site is the Ontario Science Centre, as well as the location of the planned Flemington Park Station of the Ontario Line.

East: Immediately East of the site is David Salomon Drive which is being constructed by the development at 25 Grenoble Drive (15 261823 NNY 26 OZ). Across from David Salomon Drive is the existing 17-storey rental apartment building at 25 Grenoble Drive, and an approved 12 and 37 storey building that is currently under construction.

THE APPLICATIONS

Description

The subject application proposes to develop four residential towers at 40, 46, 49 and 53 storeys, for a proposed GFA of 139,544 m², which translates to 2,536 new residential units. All four towers have a two-storey podium, with three of the towers having a shared podium. The development will provide a total of 760 new vehicular parking spaces, of which 32 are visitor parking spaces and 43 are barrier free parking spaces, and 2,542 bicycle spaces on site. The proposed development also includes a new public park with an area of 2,823 m² at the centre of the development. The two existing 17 storeys residential rental buildings (278 and 284 units) will be retained and integrated within the new development. Two new multi-use paths are proposed to run north-south through out the site to provide new mid-block connections. The development is proposed to be constructed in three phases. Phase 1 includes Tower 1, the dedication of the parkland, and other associated works. Phase 2 includes Towers 3 and 4, and the construction of the balance of the David Salomon Drive. Phase 3 includes Tower 2.

The table below provides a summary of the initial application and the current application:

	Original Submission, dated July, 2022	Current Submission, dated May, 2024
<u>Height (Storeys)</u>	Tower 1: 52 storeys, 169 metres Tower 2: 46 storeys, 151 metres Tower 3: 42 storeys, 139 metres Tower 4: 42 storeys, 139 metres	Tower 1: 53 storeys, 174 metres Tower 2: 49 storeys, 162 metres Tower 3: 40 storeys, 135 metres Tower 4: 46 storeys, 153 metres
<u>Tower Plate</u>	Tower 1: 804.73 m ² Tower 2: 804.73 m ² Tower 3: 749.61 m ² Tower 4: 804.73 m ²	Tower 1: 799.95 m ² Tower 2: 799.95 m ² Tower 3: 772.7 m ² Tower 4: 799.95 m ²
<u>Density</u>	7.16	7.87
<u>Gross Floor Area</u>	126,912 m ²	139,544 m ²
<u>Residential Units</u>	2197	2536
<u>Amenity Space</u>	Indoor: 3,185 m ² Outdoor: 3,446.23 m ² Total: 6,631.23 m ²	Indoor: 3,806.58 m ² Outdoor: 5,073.41 m ² Total: 8,879.99 m ²
<u>Vehicle Parking</u>	New Parking: 967, of which 25 are visitor parking spaces, and 34 are barrier free parking spaces	New Parking: 760, of which 32 are visitor parking spaces and 43 are barrier free parking spaces
<u>Bicycle Parking</u>	2200	2542
<u>Loading Spaces</u>	2 Type G	2 Type G and 2 Type C

Access, Bicycle Parking, Vehicle Parking and Loading

Vehicular access to the site is provided from St. Dennis Drive and the David Salomon Drive. Tower 1 and the existing building 7 St. Dennis Drive shares an access from St. Dennis drive which leads to the above ground parking and underground parking of the existing building, a pick-up and drop-off area, and three levels of underground parking to Tower 1. Access to Towers 2, 3, and 4 is provided through David Salomon Drive, with two driveways forming a loop internal to the site for access to loading, underground garage, and pick-up and drop off areas.

For Phase 1, loading will be provided through 1 Type 'G' space enclosed within Tower 1, and through an existing Type 'C'-equivalent space on the west side of the existing 7 St. Dennis Drive building. For Phases 2 and 3, 1 Type 'G' space is proposed within an enclosed loading area in Tower 3 with primary and secondary staging areas for the existing 10 Grenoble Drive Building, and Towers 2, 3, and 4. 3 Type 'C' loading spaces are also proposed in 10 Grenoble and Towers 2 and 4.

Additional Information

See the attachments of this report for the Application Data Sheet, Location Map, a site plan, and elevations of the proposal. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: <https://www.toronto.ca/city-government/planning-development/application-details/?id=5147347&pid=424510>

Reasons for Application

The applicant has submitted an application to amend Zoning By-law 569-2013 to permit the proposed height, density, building setbacks and other site specific development standards. An Official Plan Amendment application has also been submitted to recognize David Salomon Drive on Map 3 – Right-of-Way Widths Associated with Existing Major Streets of the Official Plan, having a width of 20 metres.

APPLICATION BACKGROUND

Application Requirements

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

- Architectural Plans
- Civil and Utilities Plans
- Functional Servicing and Stormwater Management Report
- Transportation Impact Study
- Geotechnical Study/Hydrogeological Review
- Housing Issues Report
- Landscape Plans
- Public Consultation Strategy
- Pedestrian Level Wind Study
- Planning Rationale
- Sun/Shadow Study
- Toronto Green Standards Statistics
- Arborist/Tree Preservation Report
- Noise and Vibration Study

Agency Circulation Outcomes

The application 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 application and to formulate appropriate Official Plan amendments and Zoning By-law standards or conditions of Site Plan Control approval.

POLICY & REGULATION CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (2020), and shall conform to provincial plans, including A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the Greenbelt Plan, and others.

Official Plan

The subject site is designated Apartment Neighbourhoods on Map 20 of the Official Plan Land Use Map. 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. On March 25, 2022, the Planning and Housing Committee approved for consultation 97 MTSA/PMTSAs, of which Flemington Park Station was identified as a MTSA with a proposed minimum density target of 250 people and jobs per hectare. The MTSA/PMTSAs are currently pending approval from the Minister of Municipal Affairs & Housing.

Zoning

The subject site is zoned RAC (f3.0; a135; d1.5) under Zoning By-law 569- 2013. The zone permits residential and non-residential uses, including apartment buildings. The site specific exception requires a minimum lot frontage of 30 metres, a minimum lot area of 1375 square metres, and a density of maximum FSI (floor space index) of 1.5.

Design Guidelines

The following design guidelines have been used in the evaluation of this application:

- Tall Buildings Design Guidelines;
- Growing Up Guidelines for Children in Vertical Communities;
- Pet Friendly Design Guidelines for High Density Communities; and
- Toronto Green Standard

Toronto Green Standard

The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard.

Site Plan Control

The proposal is subject to Site Plan Control. A Site Plan Control application (23 125661 NNY SA) was submitted on March 22, 2023 to implement the previous approval. The application is currently under review.

COMMUNITY CONSULTATION

A virtual community consultation meeting was held on February 23, 2023, to discuss the original submission. The meeting was attended by the Ward Councillor, the applicant, City Planning staff and approximately 15 members of the public. Following presentations by City staff and the applicant the following concerns were raised by residents:

- Concerns about increases in traffic
- Concerns about safety during construction

Increase in traffic will be reviewed by the resubmission of the Transportation Impact Study and where required, ensure upgrades are implemented as part of the proposed development. For construction, a construction management plan will be submitted during the Site Plan Approval stage of the application to ensure safety and compatibility with existing residents.

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 the North York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Policy Statement and Provincial Plans

The proposal has been reviewed and evaluated against the PPS (2020) and the Growth Plan (2020). The proposal is consistent with the policy objectives of the Provincial Policy Statement (PPS) and conforms with the Growth Plan by providing an appropriate level of intensification on an underutilized site while maintain the existing rental units. The proposed development would add a mix of unit types in an area that is within proximity of a planned transit station. The proposed development supports active transportation by adding new mid-block connections, as well as reducing redundant parking spaces. The proposed new park also serves to form a complete community. Given the above, staff is of the opinion the proposal is consistent with the PPS (2020) and conforms with the Growth Plan (2020).

Land Use

This application has been reviewed against the official plan policies described in the Policy Consideration Section of the Report as well as the policies of the Toronto Official

Plan as a whole. Per the Official Plan, the site is designated Apartment Neighbourhoods 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 designation permits compatible infill development on site with existing buildings, provided that it improves existing site conditions. The proposed development generally improves the existing condition of the site by adding a new park, new multi-use paths and midblock connections, additional landscape areas and external amenity areas, and will make improvements to the existing buildings as outlined in the Housing Issues Report.

The proposed development also conforms with the general intent of infill development policies in sections 4.2.2, 4.2.3 and 4.2.4. The policies require that infill development in Apartment Neighbourhoods to locate and mass new buildings to frame the edges of streets with good proportions, ensure that infill developments are compatible with the scale of adjacent apartment buildings on and adjacent to the site, and maintain or replace and improve indoor and outdoor residential amenities on site. The proposed new buildings are generally consistent with the Tall Building Guidelines in its scale and massing and are located to frame the streets. As noted in the previous section, the proposed development will also be making improvements to the existing buildings.

Density, Height, Massing

This application has been reviewed against the Official Plan policies and design guidelines described in the Policy Considerations section of this Report. Specifically, Section 4.2.2 of the Official Plan outlines policies to be considered for development in Apartment Neighbourhoods.

The site and the surrounding neighbourhood are generally characterized by a 'Towers in the Park' typology, which are high-rise housing developments that emphasizes large surrounding tall residential towers. This typology generally results in underutilized and unprogrammed open space with poor connectivity to the surrounding areas. As such, the proposed development should aim to improve this condition while still maintaining the benefits that comes from the open space.

The proposed development introduces four (4) new residential buildings. The buildings are located along St. Dennis Drive and David Salomon Drive, which frames the street edges and preserves the mature trees located more central to the site. The new buildings are generally located and designed to maximize the open space on site. The proposed buildings have minimal base buildings at 2-storeys, which is in keeping with the character of the area and to allow for ample sunlight and for the landscaping to be visible and accessible.

At the ground level, the podium for Tower 1 is setback 9.52 metres from St. Dennis Drive, with Towers 2, 3, and 4 setbacks approximately 6.3 metres from David Salomon Drive. The setback provides a consistent streetscape and ample space for landscaping. Ground floor units are proposed in Tower 1 to face the proposed park, and also proposed in the podium for Towers 2, 3, and 4 to face David Salomon Drive for 'eyes on the street' to enhance the safety of public areas.

In terms of height, the proposed buildings are 53, 49, 46 and 40 storeys in height, with the tallest building located near Don Mills Road. The increase in building height in the area is a response to the planned transit in the area, namely the Eglinton Crosstown LRT line and the Ontario Line LRT. The proposed height is generally comparable to other clusters of developments that has occurred around planned transit stations, with the height of development generally stepping down as it moves away from transit stations.

The proposed buildings generally fit within the existing and planned context, with the tallest building in proximity of the new transit station and stepping down towards the approved building at 25 St Dennis Drive, which has a tower at 37 storeys. To minimize the impact of the taller buildings on the subject site, the new buildings are designed with floor plates under 800 square metres and providing separation distance of 25 metres at a minimum.

Sun, Shadow, Wind

The Official Plan generally requires for new development to provide adequate light and limit shadows on the public realm, properties, and open spaces. A shadow study has been submitted by the applicant to demonstrate the shadow impact of the proposed development. Per the submitted study, the development casts limited new shadows on the surrounding neighbourhood and public realm. The proposed buildings, with comparatively slender tower plates, minimize potential shadow impacts. Significant shadow impact is shown on the proposed new park, particularly in the spring equinox. However, it's noted that most of the shadow cast on the park from the new buildings are also captured by the shadow created from the existing apartment buildings, which casts significant shadows due to its bulky floorplate. Given the above, staff is of the opinion the new shadow is acceptable.

Per the submitted Pedestrian Wind Assessment and its subsequent revision, most grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses, inclusive of surrounding sidewalks, most nearby transit stops, nearby existing surface parking, and outdoor amenity areas. Mitigation is required for the outdoor amenity to the north of Tower 1, and the common amenity terraces serving the proposed development at Level 2.

For the proposed park, conditions over the proposed park are predicted to be suitable for sitting for at least 60% of the time over most of the windier eastern extent of the park following the introduction of the proposed development, which is a 10% decrease in the percentage of time that the park is suitable for sitting compared to the current conditions. As such, mitigation will be required, which will be further evaluated and implemented through the Site Plan Control application.

Traffic Impact and Parking

A Transportation Impact Study was submitted by the applicant and reviewed by Transportation Services staff. Staff is generally satisfied with the proposed loading,

parking and circulation of the proposed development. However, further update and additional information is required for the Transportation Impact Study.

Given the above, Staff are recommending that the Bills necessary to implement the approval of this project be withheld until the Reports have been accepted to the satisfaction of the General Manager, Transportation Services.

Access

The subject application proposes three driveways to provide vehicular and pedestrian access to both the existing and proposed buildings. The proposed driveway on St. Dennis Drive involves a slight straightening and reconfiguration of the existing driveway at 7 St. Dennis Drive, which will provide access and a drop-off area to the existing building and Tower 1. The garage ramp for 7 St. Dennis Drive will be relocated to the south of the site. Two driveways are proposed on David Salomon Drive. The two driveways form a loop internal to the site, which provides access to the existing building at 10 Grenoble Drive, and to Towers 2, 3, and 4.

As part of the subject application, the balance of the new street known as David Salomon Drive will be constructed. David Salomon Drive is currently under construction as part of the Development at 25 St. Dennis Drive, which will deliver the boulevard portion of the road as well as the sidewalk on the east side. The subject development will provide the sidewalk on the west side. As such, the proposed development will improve access and connectivity of the site as well as the balance of the block. It is proposed that David Salomon Drive will be constructed as part of Phase 2 of the proposed development.

The proposed development greatly increases pedestrian access to the site. Two new mid-block connections which are 3.0 metre and 3.6 metre wide in width runs north-south are proposed on the site. The path west of the site is a walkway which will provide opportunities to connect to the new development at 200 Gateway Boulevard, while the path east to the site is a multi-use paths will provide access to Grenoble Drive. These two paths are proposed to be Privately-Owned Publicly Accessible Open Space (POPS). The POPs are also interconnected with other new paths on the site which provides access to the new park, Don Mills Road, David Salomon Drive, and outdoor amenities on the site.

Road Widening

In order to satisfy the Official Plan requirement, the following road widenings are required:

- A 2.76 metre widening is required along the Don Mills Road frontage of this property to satisfy the requirement of a 36m wide right-of-way;
- A 1.44 metre widening is required along the St Dennis Drive frontage of this property to satisfy the requirement of a 23m wide right-of-way. St Dennis Drive has an approximate width of 20.12m;
- A 5.0 metre corner rounding is required at the northwest corner of the site adjacent to the intersection of Don Mills Road and St. Dennis Drive;

- A 5.0 metre corner rounding is required at the northeast corner of the site adjacent to the intersection of St. Dennis Drive and David Salomon Drive; and
- A 5.0 metre corner rounding is required at the southeast corner of the site adjacent to the intersection of Grenoble Drive and David Salomon Drive;

The Official Plan Amendment proposes to recognize David Salomon Drive on Map 3 – Right-of-Way Widths Associated with Existing Major Streets of the Official Plan, having a width of 20 metres. As such, a road widening of 6.0 metres will also be required for the frontage of David Salomon Drive. The road widening is illustrated on Diagram 3 of the draft Zoning By-law and will be dedicated as part of the site plan review process.

Streetscape

The proposed development is required to provide new 2.1 metre public sidewalks on all frontages of the proposed development, which will improve the public realm. Many of the existing mature tree plantings along the streets are proposed to remain. New tree plantings are also proposed along the public realm which improves the pedestrian experience. Crime Prevention Through Environmental Design (CPTED) principles have also been used to improve pedestrian safety. The ground floor of the lobby area includes transparent glazing to allow for ‘eyes on the street’. Ground floor units as well as amenity areas on the first floor also helps in promoting CPTED principles. The details of the public realm improvements will be further discussed and secured as part of the site plan process.

Servicing

A revised Functional Servicing Report and Stormwater Management Report is required to demonstrate that no upgrades are necessary to the existing infrastructure for this development. Staff recommend that the Bills necessary to implement the approval of this project be withheld until the Reports have been accepted by Engineering and Construction Services staff.

Housing Issues

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. This proposal is for a residential development with a housing unit mix that [meets the Growing Up Guidelines](#).

Section 3.2.1.5 and Section 4.2.3 of the Official Plan states that compatible infill development that improves the existing site conditions and livability for existing residents may be permitted on a site containing existing rental buildings.

In accordance with Policy 3.2.1.5(a), the Owner has agreed to maintain the existing building as rental housing for a period of at least 20 years from the date the Zoning By-law Amendment comes into force and effect.

To satisfy Policy 3.2.1.5(b), the applicant has agreed to the following improvements. These improvements were identified through a tenant survey undertaken in April 2022 and a site visit by City staff on October 20, 2022.

- Automatic/push button doors for main and secondary entrances;
- A handrail for the stairs in the pool area at 10 Grenoble Dr;
- Access/connection from the existing outdoor spaces adjacent to the indoor pools to the proposed outdoor amenity spaces;
- Improved access to the garbage and recycling areas and/or an indoor recycling/organics area;
- Enhanced outdoor amenity areas and new walkways; and,
- New and enhanced pick-up and drop-off areas.

In addition, the following improvements were completed within the last five years without passing the cost to tenants through above-guideline rent increases:

- Replacement of the concrete parapet on the penthouse level;
- Waterproofing of all balconies;
- Shear wall concrete repairs and painting of exterior of entire building;
- Brick ledge beam support insertion on walls and deteriorated brick replacement and tuck pointing where required.

The Owner has also agreed that all residents, including the tenants of the existing buildings, will have access to all outdoor amenity spaces.

The Owner has agreed that the costs of all improvements to the existing rental building and associated spaces listed above, including those already completed, will not be passed on to the tenants of the existing rental buildings in any form, including through an application to the Ontario Landlord and Tenant Board for the purpose of obtaining an increase in residential rent above the applicable guideline.

City Planning staff are satisfied that the proposed improvements to the existing rental housing address the intent of Policy 3.2.1.5 of the Official Plan. The rental tenure of the existing building and improvements to the existing buildings are recommended to be secured through the Site Plan Control process for the proposed development, pursuant to Section 114 of the City of Toronto Act, 2006.

As part of the recommendations to Council, the applicant will also be required to develop a Construction Mitigation Strategy and Tenant Communication Plan to address construction impacts on existing residents, and a Parking Plan that will identify the access and location of a minimum of one parking space for tenants who had leased a parking space prior to receiving notice of the development application. The development of both plans will be required prior to the issuance of a statement of approval for the Site Plan Control application.

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. In accordance with Section 42(3) of the Planning Act, the applicable alternative rate for on-site parkland dedication is 1 hectare per 600 residential units to a cap of 10% of the development site as the site is less than five (5) hectares. In total, the parkland dedication requirement is 1,932 square metres.

The applicant is proposing to satisfy the parkland requirement through a 2,823 square metre on-site parkland dedication located in the centre of the site, adjacent to the parkland proposed at 200 Gateway Boulevard (Application No. 23 118816 NNY 16 OZ), with frontage on St. Dennis Drive.

Of the total 2,823 m² on-site dedication being proposed, 831 m² is an over-dedication that the Owner is proposing to be conveyed as an in-kind Community Benefits Charge. The proposed 831 m² over-dedication is located directly south of the proposed 1,932 m² on-site dedication and will be located adjacent and contiguous to the proposed on-site dedication at 200 Gateway Boulevard (Application No. 23 118816 NNY 16 OZ) to form one contiguous park.

This report also seeks direction from City Council on authorizing a credit of the Parks and Recreation component of the Development Charges in exchange for Above Base Park Improvement to be provided by the Owner upon agreement with the City. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of installing 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 Bylaw, as may be amended from time to time. The Owner will be required to enter into an agreement with the City to provide for the design and construction of the improvements and will be required to provide financial security to ensure completion of the works.

Privately-Owned Publicly Accessible Open Space (POPS)

As previously noted, a privately-owned publicly accessible open space (POPS) is proposed in the form of two multi-use paths running north to south through the site. The path to the west is proposed to be a 3.0 metres wide walkway, with a 10 metre easement provided to the City. The path to the east is proposed to be 3.6 metres wide multi-use paths, with a 10 metre easement provided to the city. Staff consider the proposed POPS to be a positive element of the proposal and its final design be secured through the Site Plan Control approval process.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law). Urban Forestry staff comments on proposals to remove, preserve or protect street and private trees. An arborist report was submitted in support of the proposal. Per the report, seventy-six trees are proposed to be removed, while a hundred and fifteen trees are to be preserved. As such, the development is required to provide a hundred and ninety-five trees in compensation on the subject site. Forestry staff has reviewed the submitted report and does not object to the proposed development.

Toronto Green Standard

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control 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 development features will be secured through the site plan approval process.

Community Benefit Charges

Section 37 of the Planning Act authorizes the City to adopt a community benefits charge (CBC) by-law and collect CBCs to pay for the capital costs of facilities, services and matters that are required to serve development and redevelopment. CBC funding will help support complete communities across Toronto. CBCs are collected on developments and redevelopments that are at least five storeys in height and that add at least ten residential units. The City enacted By-law 1139-2022 to adopt a Community Benefits Charge By-law on August 15, 2022.

As previously noted, of the total 2,823 m² on-site dedication being proposed, 831 m² is an over-dedication that the Owner is proposing to be conveyed as an in-kind Community Benefits Charge. The proposed 831 m² over-dedication is located directly south of the proposed 1,932 m² on-site dedication and will be located adjacent and contiguous to the proposed on-site dedication at 200 Gateway Boulevard (Application No. 23 118816 NNY 16 OZ) to form one contiguous park. Real Estate Services has estimated the valuation of the over-dedicated lands to be approximately 4.0% of the valuation of the subject lands as a whole, or 100% of the amount available for the CBC contribution. Staff is supportive of the proposed over-dedication as community benefits, given that it forms an appropriately sized park in the centre of the neighbourhood which will be a benefit to the community.

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 is in keeping with the intent of the Toronto Official Plan, particularly as it relates to development in Apartment Neighbourhoods.

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law. The proposed development represents appropriate

intensification, maintains the existing rental units, and provides for new public facilities, including a new park and mid-block connections.

CONTACT

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Angela.Zhao@toronto.ca

SIGNATURE

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

ATTACHMENTS

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 [include for ZBA applications]

Attachment 5: Draft Official Plan Amendment

Attachment 6: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 7: Site Plan

Attachment 8-1: Elevations – North

Attachment 8-2: Elevations – East

Attachment 1: Application Data Sheet

Municipal Address: 7 ST DENNIS DR **Date Received:** August 8, 2022

Application Number: 22 187482 NNY 16 OZ

Application Type: OPA / Rezoning, OPA & Rezoning

Project Description: The applications propose to develop four residential towers ranging from 40 to 53 storeys (174 metres, 162 metres, 153 metres, and 135 metres, all inclusive of mechanical penthouse), adding approximately 2,536 new residential units. The proposed residential gross floor area (GFA) will be 139,544 square metres and will provide 760 new vehicular parking spaces, of which 32 are visitor parking spaces and 43 are barrier free parking spaces, and 2,542 bicycle spaces on site. The proposal includes a new public park with an area of 2,823 square metres at the centre of the development. The proposal would maintain the existing buildings with a total of 562 rental dwelling units as rental housing for 20 years, provide on-site building improvements and access to new outdoor amenities for existing tenants.

Applicant
LAURIE
PAYNE

Agent

Architect

Owner
GRENOBLE
APARTMENTS
(TORONTO)
LIMITED

EXISTING PLANNING CONTROLS

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

PROJECT INFORMATION

Site Area (sq m):	38,807	Frontage (m):	285	Depth (m):	194
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	3,372	3,372	5,025	8,397
Residential GFA (sq m):	58,375	58,375	139,544	197,919
Non-Residential GFA (sq m):				

Total GFA (sq m):	58,375	58,375	139,544	197,919
Height - Storeys:	17	17	53	53
Height - Metres:	51	51	174	174

Lot Coverage Ratio (%) : 21.64 Floor Space Index: 5.1

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA: 197,919

Retail GFA:

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	562	562		562
Freehold:				
Condominium:			2,536	2,536
Other:				
Total Units:	562	562	2,536	3,098

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:			212	260	90
Proposed:	419		1,322	540	255
Total Units:	419		1,534	800	345

Parking and Loading

Parking Spaces: 1,226 Bicycle Parking Spaces: 2,542 Loading Docks: 6

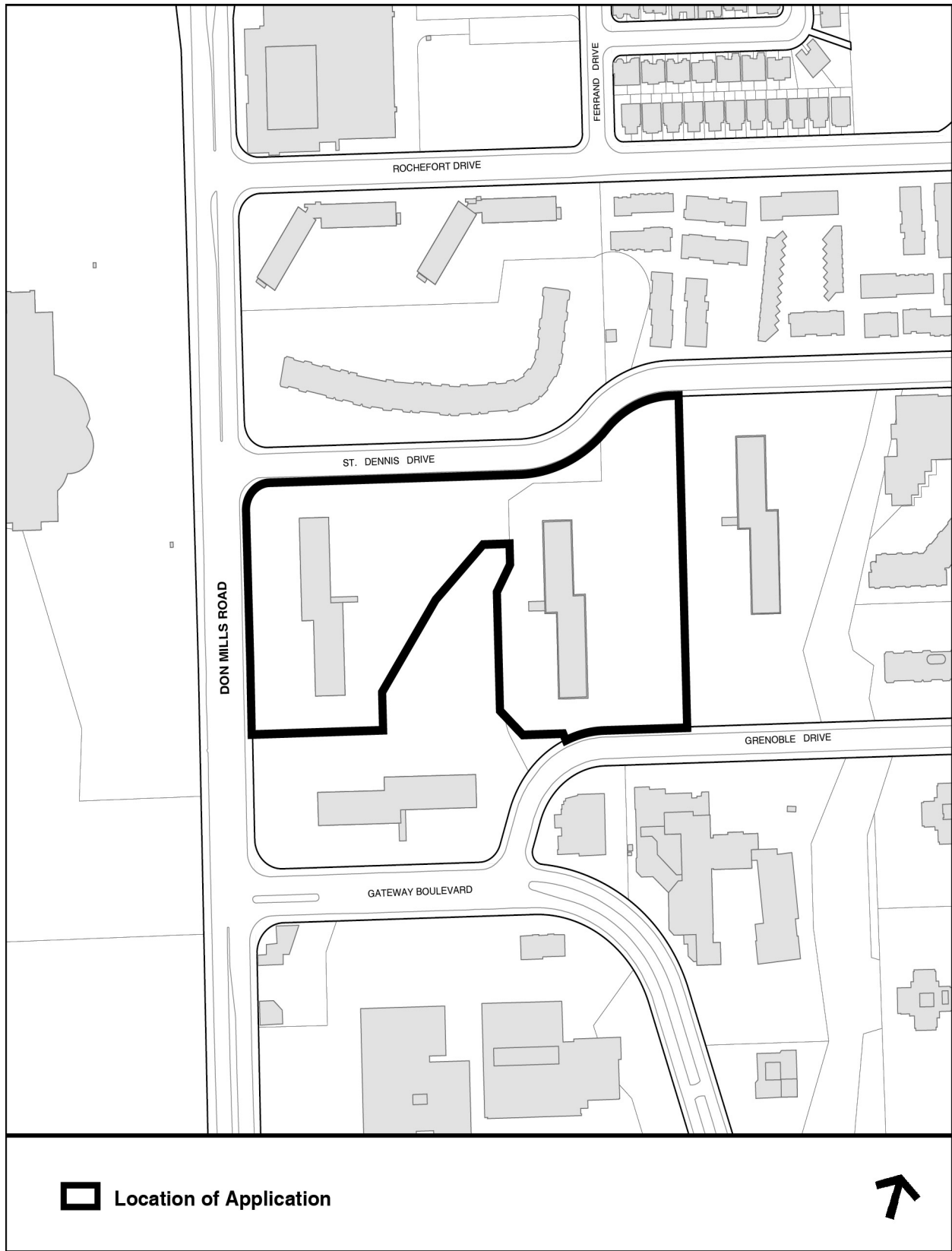
CONTACT:

Angela Zhao, Senior Planner

416-338-8083

Angela.Zhao@toronto.ca

Attachment 2: Location Map



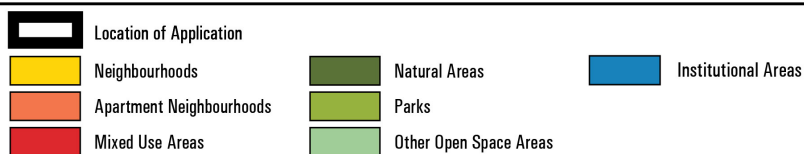
Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #20

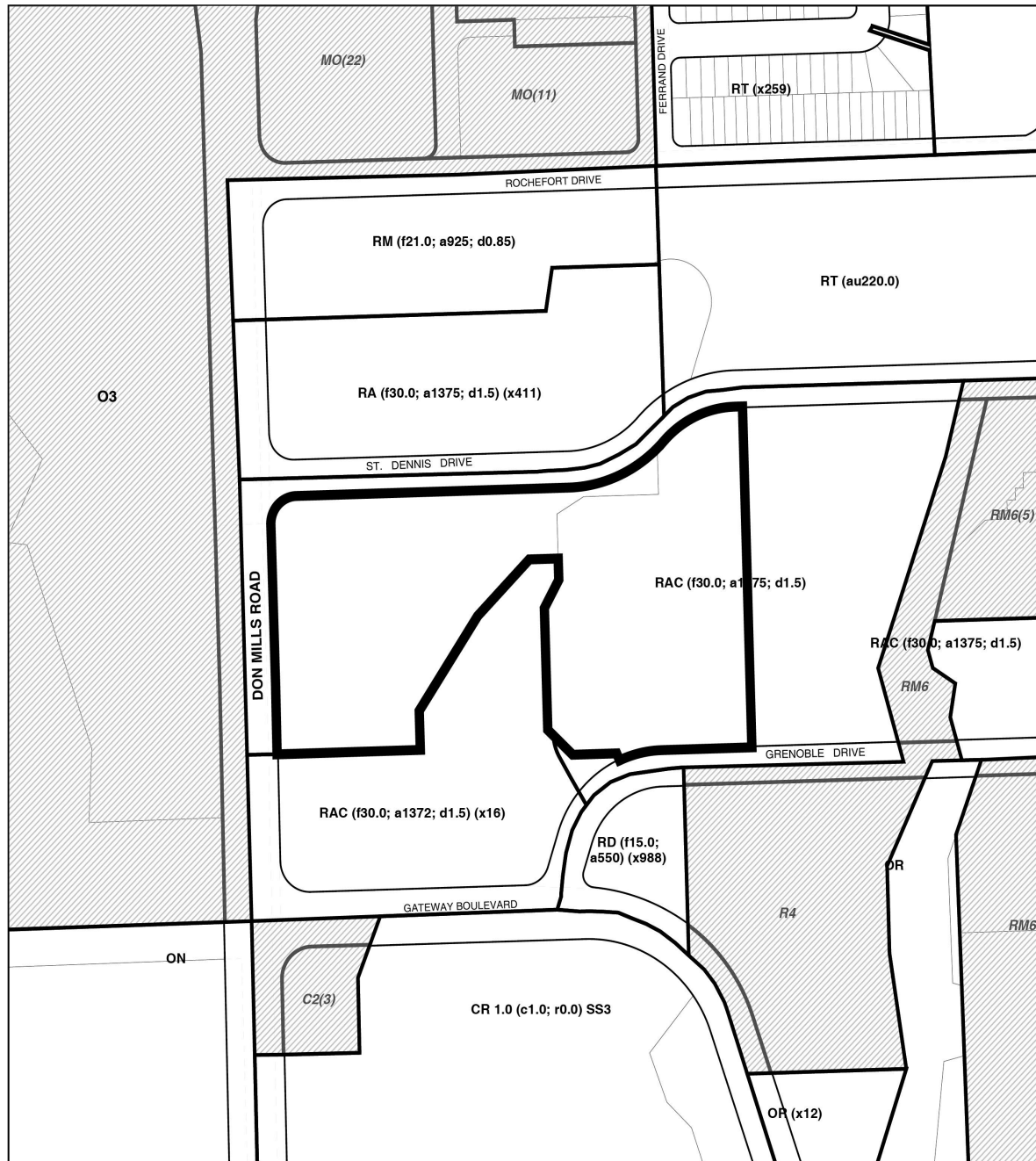
7 St Dennis Drive & 10 Grenoble Drive

File # 22 187482 NNY 16 02



Not to Scale
Extracted: 08/15/2022

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

St Dennis Drive & 10 Grenoble Drive

File # 22 187482 NNY 16 0Z



Location of Application

RD Residential Detached
RT Residential Townhouse
RM Residential Multiple
RA Residential Apartment
RAC Residential Apartment Commercial
CR Commercial Residential

ON Open Space Natural
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
C2 Local Shopping Centre Zone
MO Industrial-Office Business Park Zone
O3 Semi-Public Open Space Zone



Not to Scale
 Extracted: 08/15/2022

AMENDMENT NO. ~ TO THE OFFICIAL PLAN
LANDS MUNICIPALLY KNOWN IN THE YEAR 20~ AS
7. St Dennis Drive and 10 Grenoble Drive

The Official Plan of the City of Toronto is amended as follows:

1. Maps 3, Right-of-Way Widths Associated with Existing Major Streets is amended by adding David Salomon Drive, having a width of 20 metres, as shown on the attached Appendix 1.
2. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by adding the following planned but unbuilt road:

Street Name	From	To
David Salomon Drive	St. Dennis Drive	Grenoble Drive

Schedule 1



Official Plan Amendment

7 St Dennis Dr & 10 Grenoble Drive

File # 22 187482 NNY 16 02

Revisions to Right-of-Way Widths Associated with Existing Major Streets Map 3 to amend David Salomon Drive as 20 metres

45 metres and over	23 metres	Non-uniform width, to be retained as existing at the time of Plan adoption.
36 metres	20 metres	
27 metres		

↑
Not to Scale
08/15/2024

Attachment 6: Draft Zoning By-law Amendment

- Under Separate Cover: The draft by-law amendment will be made available on or before the September 24, 2024, North York Community Council meeting.

Attachment 7: Site Plan

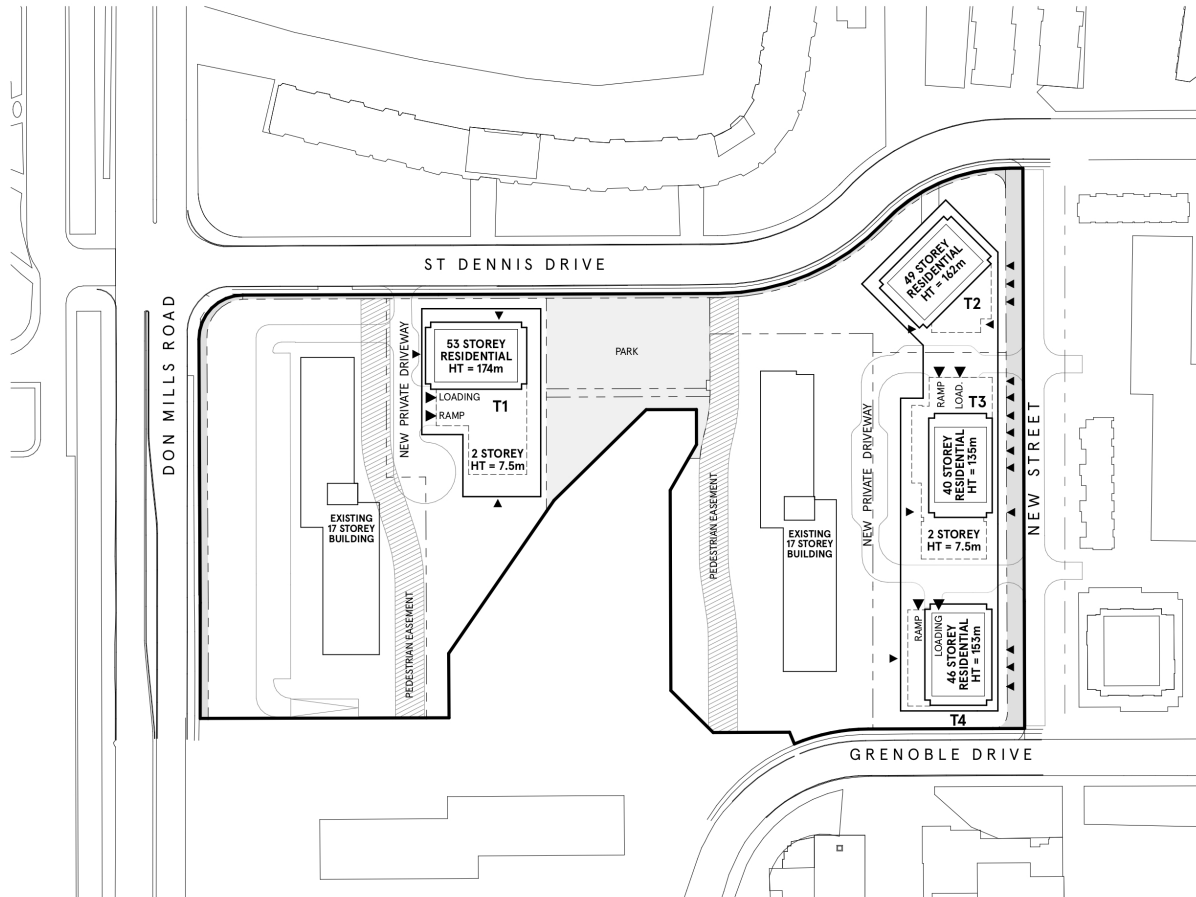


FIGURE 1 - SITE PLAN



Attachment 8-1: Elevations – North

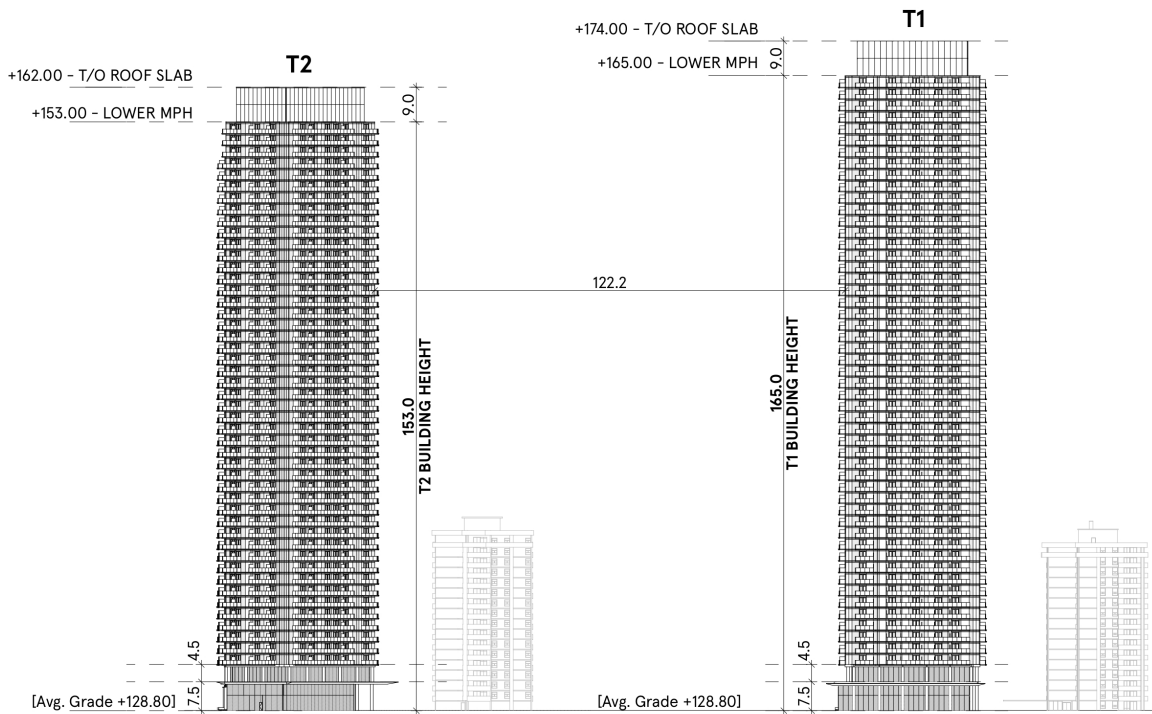


FIGURE 2 - NORTH ELEVATION

Attachment 8-2: Elevations – East

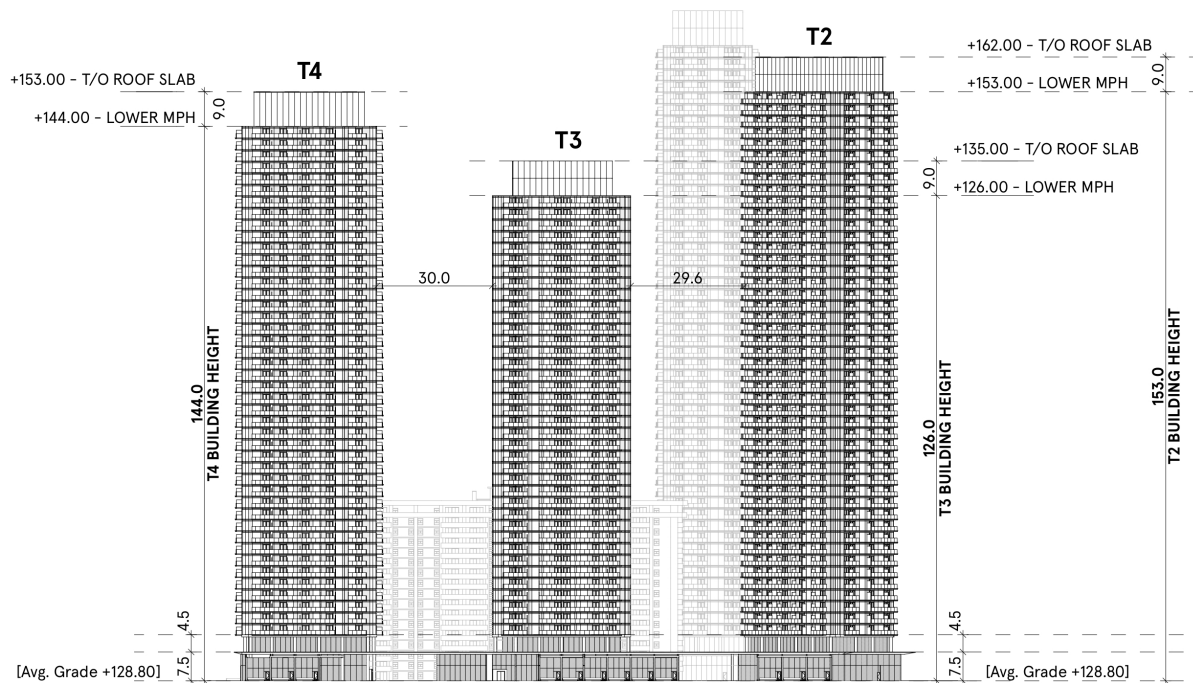


FIGURE 3 - EAST ELEVATION