

## **45 Grenoble Drive – Zoning By-law Amendment Application – Decision Report - Approval**

**Date:** March 13, 2026

**To:** North York Community Council

**From:** Director, Community Planning, North York District

**Ward:** 16 - Don Valley East

**Planning Application Number:** 24 253098 NNY 16 OZ

### **SUMMARY**

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This application proposes to amend the Zoning By-law for the property at 45 Grenoble Drive in order to allow a new 40-storey (126 metre plus 7 metre mechanical penthouse) residential building connected to a 5-storey (18 metre) podium. The proposed development would contain 405 residential units.

The existing 28-storey (71.1 metres) residential building containing 217 rental dwelling units would be retained.

The proposed development conforms to the Official Plan by retaining the existing purpose-built rental building and adding a new building that adds to the housing stock in the Flemington Park neighbourhood. The proposed development is consistent with the Provincial Planning Statement (2024).

This report reviews and recommends approval of the application to amend the Zoning By-law. The proposed development represents an efficient and compatible use of a property within a Major Transit Station Area (the "MTSA"), conveniently located near public transit, and incorporates energy-efficient design features.

### **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 45 Grenoble Drive substantially in accordance with the draft Zoning By-law Amendment attached as Attachment 5 to the report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.

3. City Council be advised that the Executive Director, Development Review will secure through the Site Plan Control process pursuant to Section 114 of the City of Toronto Act, 2006, the owner's obligation to undertake improvements to the existing rental building, at its sole expense and at no cost to tenants, at 45 Grenoble Drive, as follows:

1. Access to new outdoor amenities and indoor amenities in the proposed new building for tenants of the existing rental apartment building;
2. Accessibility upgrades including the installation of automatic door openers on ground floor common entrances including lobby, garbage and laundry room access;
3. Pool revitalization including concrete repair work and renovated change rooms;
4. Laundry room upgrades based on the Laundry Room Plan dated October 22, 2025; and
5. Items ii and iv above must be completed by prior to Site Plan Approval for the proposed development.

4. City Council request the Executive Director, Development Review to 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 existing rental building prior to Site Plan Approval, all to the satisfaction of the Executive Director, Development Review.

## **FINANCIAL IMPACT**

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The Development Review 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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On August 15, 2025, the Minister of Municipal Affairs and Housing (the "MMAH") adopted four OPAs: OPAs 540, 544, 570 and 575, that include a total of 115 Major Transit Station Areas/Protected Major Transit Station Areas (the "PMTSA"). The subject site is located within the Flemington Park Station MTSA (SASP 768) as delineated within OPA 570. Chapter 8 of the Official Plan contains the approved PMTSA and MTSA policies and SASPs and can be found here: <https://www.toronto.ca/wp-content/uploads/2025/08/9465-CityPlanning-Official-Plan-Chapter-8-SASPs.pdf>

## THE SITE AND SURROUNDING LANDS

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### Description

The site is located on the south side of Grenoble Drive. The subject site currently has a 28-storey (71 metres) residential building with pickup and drop off access from Grenoble Drive at the north.

### Surrounding Land Uses

The surrounding context includes the following:

North: There is an existing 9-storey residential apartment building at 48 Grenoble Drive. 48 Grenoble Drive has been approved for a 45 and 43-storey residential development. The following is a link to the Council decision: [Agenda Item History - 2023.NY8.10](#);

South: A 28-storey residential apartment building at 5 Dufresne Court;

East: A Toronto Community Housing Corporation development at 58 Grenoble Drive consisting of two-storey townhouse units with a below-grade parking structure; and

West: Flemington Park Trail abuts the westerly property line.

## THE APPLICATION

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### Description

This application proposes to amend the Zoning By-law for the property at 45 Grenoble Drive to permit a new 40-storey (126 metre) residential building connected to a 5-storey (18 metre) podium. The proposed development would contain 405 new residential units plus the existing 217 residential units, with a total gross floor area of 53,368.3 square metres resulting in a density ("FSI") of 6 times the area of the lot. Vehicular parking will be provided in a three level below-grade parking structure (See Attachments 6 to 8b).

The existing 28 storey residential building containing 217 rental units would continue to be retained.

### Density

The existing 28-storey apartment building is 21,245.5 square metres which equates to 2.4 times the area of the site. The proposed 40-storey residential building is proposed to be 32,122.8 square metres equating to 3.6 times the area of the lot. The combined gross floor area will be 53,368.3 square metres for a combined density of 6.0 times the area of the lot.

## **Residential Component**

The existing 28-storey residential building contains a total of 217 dwelling units comprised of 108 one-bedroom units (49.8%), 82 two-bedroom units (37.8%), and 27 three-bedroom units (12.4%). The new 40-storey residential building proposes 405 dwelling units comprised of 174 one-bedroom units (43%), 189 two-bedroom units (47%), and 42 three-bedroom units (10%). The combined number of existing and proposed residential units is 622.

## **Access, Parking and Loading**

The proposal includes a total of 260 vehicular parking spaces to be provided in a three level below-grade parking structure. The existing 28-storey residential building will retain 138 vehicular parking spaces and the proposed development would add 122 new parking spaces. The proposed development would also contain 469 bicycle parking spaces, and the existing and proposed buildings will share the existing loading space. Vehicular parking and loading would be accessed from Grenoble Drive at the north end of the site.

## **Additional Information**

See the Attachments of this Report for the Application Data Sheet, Location Map, site plan, elevations, and 3D massing views 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: [Application Details – City of Toronto](#)

## **Reasons for Application**

The Zoning By-law Amendment application proposes to bring the site into Zoning By-law 569-2013 and to establish site-specific provisions, including those related to height, density, and setbacks to permit the proposed building. The site is currently under former North York Zoning By-law 7625.

## **APPLICATION BACKGROUND**

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A pre-application consultation (PAC) meeting was held on January 23, 2024. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre. The current application was submitted on December 23, 2024 and deemed complete on December 23, 2024, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre: [Application Information Centre - 45 GRENoble DR](#)

## **AGENCY CIRCULATION OUTCOMES**

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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 Decision Report - Approval - 45 Grenoble Drive

assist in evaluating the application and to formulate appropriate Zoning By-law standards.

## **POLICY AND REGULATION CONSIDERATIONS**

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### **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 Planning Statement (2024), and shall conform to provincial plans.

### **Official Plan**

This application has been reviewed against the policies of the City of Toronto Official Plan as follows:

### **Chapter 3 - Building a Successful City**

#### **Site Organization and Location**

Policies 3.1.3.1 to 3.1.3.4 includes requirements for development to be located and organized to fit with its existing and planned context. Such development will frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and will improve the safety, pedestrian comfort, interest and experience, and casual views to these spaces from the development by: generally locating buildings parallel to the street or along the edge of a park or open space with consistent front yard setbacks; and locating main entrances on the prominent building facades so that they front onto a public street, park, or open spaces, are clearly visible and directly accessible from a public street.

Policy 3.1.3.4 states that development will locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas, and utilities to minimize their impact and improve the safety and attractiveness of the public realm, the site and the surrounding by: using shared service areas where possible within development blocks, including public lanes, shared private driveways, and service courts; consolidating and minimizing the width of driveways and curb cuts across the public sidewalk; and limiting new, and removing existing, surface parking and vehicular access between the front face of a building and the public street or sidewalk.

#### **Building Shape, Scale and Massing**

Policies 3.1.3.5 to 3.1.3.8 address the building shape, scale, and massing. The policies include requirements that development be located and massed to fit within the existing and planned context, define and frame the edges of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm.

Policy 3.1.3.10 states that development will promote civic life and provide amenity for pedestrians in the public realm to make areas adjacent to streets, parks and open spaces attractive, interesting, comfortable and functional by providing: co-ordinated landscape improvements in setbacks to enhance local character, fit with the public streetscapes, and provide attractive, safe transitions between the private and public realms; and safe, direct pedestrian routes and tree plantings throughout the site and within surface parking lots, where possible.

## **Housing**

Section 3.2.1 of the Official Plan prescribes a full range of housing, in terms of form, tenure and affordability will be provided and maintained to meet the current and future needs of residents. Policy 3.2.1.2 states that the existing stock of housing will be maintained, improved and replenished. The City will encourage the renovation and retrofitting of older residential apartment buildings. New housing supply will be encouraged through intensification and infill that is consistent with this Plan.

## **Chapter 4 - Land Use Designations**

Chapter 4 in the Official Plan contains the land use designations which apply across the City, which together with the land use maps implement the strategy for managing change set out in Chapters 2 and 3. Although the *Apartment Neighbourhoods* land use designation is not where significant growth is anticipated on a City-wide basis, the Official Plan does contemplate that appropriately scaled development can occur in some *Apartment Neighbourhoods* subject to compliance with the development criteria in the Official Plan. Policy 4.2.2 establishes development criteria for development in *Apartment Neighbourhoods* to contribute to the quality of life in the area. 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.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

## **Chapter 8 - Major Transit Station Areas**

Chapter 8 contains policies related to Major Transit Station Areas and Protected Major Transit Station Areas. In addition to the *Centres, Avenues, Employment Areas* and the *Downtown* specified in Policy 2.2.2, growth will be directed to delineated Major Transit Station Areas and Protected Major Transit Station Areas. The subject site is identified to be in Site and Area Specific Policy 768, Flemingdon Park Station Major Transit Station Area and is approximately 434 metres from the planned Flemingdon Park station.

The outcome of staff analysis and review of relevant Official Plan policies and designations are summarized in the Comments section of the Report.

## Zoning

The site is not subject to the City-wide Zoning By-law 569-2013, as amended. In the event Council amends the Zoning By-law the subject site will be brought into By-law 569-2013, as amended.

The site is zoned RM6, Residential Multiple Density 6 Zone in former City of North York Zoning By-law 7625, as amended. The RM6 zone permits an apartment building as well as limited non-residential uses subject to conditions. The RM6 zone permits a maximum height of 11 metres, and a maximum density of 150% the lot area. See Attachment 4 of this Report for the existing Zoning By-law map.

## 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. In the event Council approves the Zoning By-law amendment application a site plan control application will be required to secure details related to the proposed development.

## PUBLIC ENGAGEMENT

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### Community Consultation

On April 8, 2025, a virtual community consultation meeting took place. The meeting was attended by the Ward Councillor, the Applicant, City Planning staff and approximately 9 members of the public. Following presentations by City staff and the Applicant the following concerns were raised by residents:

- Availability of parking for existing residents.
- Residents did not want the removal of mature trees.
- The proposed height of the building was too tall.

The issues raised through the community consultation process have been considered through the review of the application and commented on as necessary in the body of this Report.

## Statutory Public Meeting

In making their decision with regard to this application, Council members will be given an opportunity to view the oral submissions to be made at the statutory public meeting scheduled for North York Community Council on March 31, 2026, as this item will be broadcast live over the internet and recorded for review.

## COMMENTS

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### Provincial Planning Statement and Provincial Plans

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024) and shall conform to provincial plans.

The subject site at 45 Grenoble Drive is identified to be in the Flemingdon Park Station Major Transit Station Area which has a planned density target of 200 residents and jobs combined per hectare. The Flemingdon Park Station MTSA is bounded by Eglinton Avenue East to the north, Don Valley Parkway to the east and south, and generally Don Mills Road to the west. The Flemingdon Park Station MTSA is predominantly comprised of tall and mid-rise residential apartment buildings built in the 1950s alongside parks, public schools, community centres. The northerly extension of the planned Ontario Line is parallel to Don Mills Road. The planned Flemingdon Park station is approximately 434 metres west of 45 Grenoble Drive. The Flemingdon Park *Apartment Neighbourhood* is well served by higher order transit.

Staff find that the proposed development meets the policy objectives of the PPS (2024) by providing an appropriate level of intensification on 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 encouraging active transportation by providing bicycle facilities.

### 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. The subject site is designated *Apartment Neighbourhoods* in the Official Plan. See Attachment 3 of this report for the 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. While built up *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities exist for apartments on underutilized sites. Section 4.2.2 of the Official Plan provides development criteria to evaluate development proposals in *Apartment Neighbourhoods*.

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.

The proposed residential use is permitted in the *Apartment Neighbourhoods* designation and is appropriate for infill development. Conformity with the existing Official Plan policies are further articulated in the following sections.

## Height

The Official Plan identifies that new buildings will be located and massed to provide a transition between areas of different development intensity and scale (Policy 4.2.2.a). Additionally, Official Plan policies requires that infill development is compatible with the scale, including height and massing, of the existing apartment building on and adjacent to the site (Policy 4.2.3.b). Both the existing and planned context for 45 Grenoble Drive is residential apartments in *Apartment Neighbourhoods*, which permit tall buildings. The nearest *Neighbourhoods* designation is on the east side of Grenoble Drive appropriately separated by Grenoble Drive with a right-of-way width of 20 metres (see Attachment 3: Official Plan Land Use Map). The height of the 40-storey residential building on top of the five-storey podium complies with Policies 4.2.2 a) and 4.2.3 b) given the site's proximity to Flemingdon Park station and is in-line with other approved developments including a 37-storey residential building at 25 St. Dennis Drive and 45 and 43-storey buildings at 48 Grenoble Drive. The height of the proposed development is appropriate.

## Massing

The proposed 40-storey residential building has a 747 square metre gross construction area floor plate and a 20.5 metre separation distance to the existing 28-storey building. The floor plate for the proposed building adheres to the Tall Building Guidelines. The proposed 20.5 to 22.2 metre separation between the main wall of the proposed development to the corner of the existing building is offset at an angle. The distance between windows on the existing and proposed buildings is offset at 22.1 metres. Given the relationship of the proposed 40-storey building to the existing 28-storey building, staff are of the opinion that the proposal complies with Official Plan policy 4.2.3 c), which prescribes that development in *Apartment Neighbourhoods* be compatible with existing apartment buildings on and adjacent to the site by providing appropriate separation distances. Additionally, the proposed tower separation distance meets the intent of the Tall Building Design Guidelines and provides an appropriate separation distance between the existing and proposed buildings.

The proposed tower is set back between 1.5 to 3.0 metres from the edge of the podium to reduce the buildings perceived massing, enhance sky views, and improve access to sunlight and daylight at the pedestrian level along the public realm.

The proposed base building incorporates generous (6.0 metre) setbacks from the east property line to support public realm enhancements along Grenoble Drive, including opportunities for street tree planting, pedestrian spaces, and a well-defined transition between the public and private realms that serves the proposed at-grade residential units. A setback of 9.5 metres from the south property line provides space for landscape

buffering, offering visual and functional separation between the proposed residential uses and the adjacent driveway. This setback also allows for the integration of a pedestrian connection along the south edge of the site, improving circulation and access to the interior. Overall, the proposed at-grade residential uses contribute to a compatible and context-sensitive built form that responds appropriately to the existing low-rise residential character to the east and south.

## **Sun/Shadow**

Official Plan Policy 4.2.2 b) and c) identifies that building location and massing will be designed in a manner so as to adequately limit shadow impact 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 in support of the proposal. The Sun/Shadow Study shows that the proposed 40-storey residential building will shadow the approved development to the north at 48 Grenoble Drive during the morning hours, between approximately 9:18 a.m. and 11:18 a.m., in the months of March, September, and December. The additional shadow impact will pass 48 Grenoble Drive by noon. The shadow impact is acceptable.

The Sun/Shadow study also demonstrates that the proposed development cast shadow on some of the properties designated as *Neighbourhoods* on the east side of Grenoble Drive during the afternoon hours between approximately 2:18 p.m. and 5:18 p.m., with the longest shadows occurring in December and the shortest in June. The property to the immediate east is 58 Grenoble Drive and it is a Toronto Community Housing Corporation owned complex consisting of two-storey townhouse units. As the subject site is an *Apartment Neighbourhood*, some shadow impact is to be expected and is acceptable for development in close proximity to *Apartment Neighbourhoods*. The proposed 40-storey residential building has a 747 square metre floor plate which is slightly less than described in the Tall Building Guidelines. The modest floor plate and appropriate tower setbacks results in a well placed, slender tower profile, which helps minimize shadow impacts and allows shadows to move quickly across the adjacent *Neighbourhood* to the east. 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 impact on adjacent properties are appropriate.

## **Wind**

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 Gradientwind Engineers & Scientists 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.

Across all seasons, the site is expected to experience appropriate wind conditions predominantly suited to be able to stand comfortably, with some walking conditions along Grenoble Drive during the winter months. In summer, the area is anticipated to experience a mix of sitting and standing conditions with two localized walking areas

identified along the Grenoble Drive sidewalk. While generally comfortable conditions are expected in winter, two localized uncomfortable zones are identified north of the existing building. These conditions reflect existing site characteristics and are anticipated to improve through future redevelopment and public realm enhancements and staff will review and mitigate impacts at the site plan control stage.

The proposed rooftop amenity areas at Level 6 are expected to experience wind conditions that are appropriate for their intended use with the exception of one localized area at the southwest corner of the podium by the tower base. To address this condition the study recommended terrace perimeter guards be raised to at least 1.8 metres or that targeted wind barriers and overhead pergola structures be installed. These mitigation measures will ensure comfortable sitting conditions throughout the summer months and enhance the usability of the rooftop amenity space. Staff have reviewed the Pedestrian Wind Study and are satisfied that post development conditions are appropriate.

### **Public Realm**

The proposed development includes a 5-storey podium with a streetwall along Grenoble Drive which helps define the street at a pedestrian scale. The north/south segment of Grenoble Drive will also include the preservation of three trees and the installation of eight newly planted street trees. The east elevation of the proposed building includes the main entrance, indoor private amenity space, and residential units at-grade to activate the public realm facing Grenoble Drive as prescribed in the Official Plan Policies 3.1.3.5 to 3.1.3.10.

The proposed development also includes a 693 square metre Privately Owned Publicly Accessible Open Space (the "POPS") at the northwest corner of the site adjacent to the intersection. The 693 square metre POPS is a welcome feature that will mirror the 540 square metre POPS at 48 Grenoble Drive to the immediate north. The POPS will be designed to integrate with the intersection and will be secured through the site plan control process.

### **Amenity Space**

Official Plan Policies 3.1.3.11 to 3.1.3.13 state that new indoor and outdoor shared amenity spaces will be provided as part of any multi-unit residential development. The amenity space should be high quality, well designed, and consider the needs of residents. These policies are in-part implemented through the City-wide Zoning By-law 569-2013, which requires a combined 4.0 square metres per unit of indoor and outdoor amenity space.

All residents in the proposed new development would have private outdoor amenity space being a balcony or a patio if the unit is located at grade. The proposed development would also provide shared indoor and outdoor amenity space on the ground floor of the new building, at-grade, and the top of the podium on level 5. The proposed development includes 158.8 square metres of common indoor amenity on the ground floor at the north side of the new building connected to an outdoor amenity area at the north side of the proposed tower. There is a separate 89.6 square metres of common indoor amenity area on the ground floor at the west side connected to the

common outdoor amenity area at the west side of the site. The landscape plans also show outdoor amenity space at the west end of the site programmed as outdoor theatre, rest/play, and a pet relief area. The outdoor amenity space at the west end of the site will be available for use by both residents of the existing 28-storey building and residents of the proposed 40-storey building.

Level five in the proposed building is entirely common indoor amenity space for use by future residents. The proposal shows 665.5 square metres of common indoor amenity directly connected to 429.2 square metres of outdoor amenity space on the podium.

The landscape area adjacent to the intersection of the Grenoble Drive will retain existing trees and provide walkway connections to the public sidewalk. As indicated in the Public Realm comments of this report, this area is to be secured as a POPS and will mirror the POPS at 48 Grenoble Drive. Overall, the application proposes a total of 1,723.9 square metres of common indoor and outdoor amenity space which exceeds the 4.0 indoor/outdoor amenity requirement in Zoning By-law 569-2013 and complies with *Apartment Neighbourhoods* policies 4.2.3 d), e), i), and j). The amount of amenity space provided by the proposed development is appropriate. The locations of the amenity spaces will be secured as part of the site plan control process.

## **Housing**

The proposal has been reviewed against the Growing Up Guidelines for dwelling unit 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 to be two-bedroom units and 10% of the units be three-bedroom units.

Of the 405 proposed dwelling units, 174 (43%) are one-bedroom, 189 (47%) are two-bedroom, and 42 (10%) 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.

## **Improvements to Existing Rental Housing**

The site is currently occupied by a 28-storey rental apartment building which contains a total of 217 rental units. A Rental Housing Demolition and Conversion application has been submitted and processed concurrently with the subject Zoning By-law amendment application. Staff have consulted the tenants of the existing rental building and secured improved amenities and current rental rates in compliance with Policy 4.2.3 in the Official Plan. In the event Council approves this development the staff recommendations contained in this report will secure the improvements for the existing residents.

The existing rental apartment building has a laundry room with attached washroom, indoor pool, sauna and change rooms, an indoor fitness room and underground parking. The indoor pool is not currently functioning and is in need of concrete repair work. The

proposal includes improvements to the existing rental building and associated outdoor spaces, as follows:

- Access to outdoor amenity space in the proposed new building for tenants of the existing rental building,
- Accessibility upgrades including the installation of automatic door openers on ground floor common entrances including lobby, garbage and laundry room access,
- Pool revitalization including concrete repair work and renovated change rooms,
- Laundry room upgrades including new machines and additional seating.

The costs of all the above-mentioned improvements, will not be passed on to tenants of the existing building in any form, including by way of an application to the Ontario Landlord Tenant Board for the purpose of obtaining an increase in residential rent above the applicable guideline.

The applicant has confirmed that tenants of existing rental units who currently rent parking in the underground parking will continue to have access to parking during and after construction of the new development.

Prior to Site Plan Approval, the applicant will be required to develop a construction mitigation and tenant communications plan, including a parking plan, to mitigate the impacts of construction of the proposed development on existing and future residents. The parking plan will indicate access to, and location of the parking spaces for tenants of the existing rental building.

### **Traffic Impact**

The applicant submitted a Transportation Impact Study for review by Transportation Review. The updated Transportation Impact Study report by the applicant dated November 2024, estimates that the proposed development will generate 57 and 42 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.

### **Transportation Demand Management**

A Transportation Demand Management (the "TDM") plan was provided as part of the applicant's Transportation Impact Study (the "TIS") prepared by R.J. Burnside & Associates. A satisfactory TDM Plan was submitted to the City through a TIS Addendum in February 2026.

### **Access and Parking**

The proposal maintains the existing u-shaped vehicular access from Grenoble Drive along the northerly portion of the site. The u-shaped driveway provides access to a driveway along the western portion of the site to the existing underground parking ramp along the west property line. A shared surface loading area for the existing apartment

building and the proposed development will be accessed through a separate, dedicated surface access route intended solely for the loading area and the proposed ground-floor moving room. Staff are satisfied with the driveway access location.

According to the Site Statistics and Parking Plans, a total of 260 parking spaces are proposed including 138 existing residential spaces (comprised of 120 existing residential spaces and 18 existing visitor residential spaces). The plans also indicate that 13 accessible parking spaces are proposed as part of the infill development.

As the subject site is located within a MTSA, there is no minimum vehicular parking requirement, with the exception of accessible parking spaces. The minimum accessible parking requirements will be secured as per Zoning By-law 569-2013.

### **Loading**

The proposal will share the external loading area that is currently accessed from Grenoble Drive north of the site, and construct a new waste storage area within the base of the new building. There is 1 Type 'G' and 1 Type 'C' loading space required for the project. Loading space requirements are governed by Zoning By-law 569-2013, and will be secured in the implementing Zoning By-law in Attachment 5 of this report.

### **Servicing**

Engineering Review staff have reviewed the Functional Servicing and Stormwater Management reports. Staff have determined that the proposed development will not require upgrades to the existing sanitary system and that there is existing service capacity to accommodate the new and existing development. Any outstanding issues identified in the Memorandum from Development Engineering dated November 26, 2025, must be satisfied at the site plan control stage. Staff are satisfied that the subject site can be appropriately serviced.

### **Schools**

The application was circulated to the school boards for review and comment. The Toronto District School Board (the "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. The TDSB requires warning clauses in all purchase and sale/tenancy agreements and warning signs on the development site advising future residents of the limited capacity available in the local middle schools and that students may have to be bussed to other schools. The details of the warning clauses are to be secured through the associated site plan control process.

The Toronto Catholic District School Board (the "TCDSB") has also indicated that the projected accommodation levels at local schools warrant the use of warning clauses and signs on-site, advising future residents that sufficient student accommodation may not be available and that students may have to be bussed to other schools.

## **Parkland**

The Owner is required to satisfy the parkland dedication requirement through cash-in-lieu in accordance with Section 42 of the *Planning Act*. As per Toronto Municipal Code Chapter 415-29, the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, Toronto Municipal Code Chapter 415-28 requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

## **Tree Preservation**

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles 2 (Street Trees By-law) and 3 (Private Tree By-law). The applicant submitted a Tree Preservation Plan (dated November 20, 2025, prepared by Kuntz Forestry Consulting Inc. and a Landscape Plan (dated February 18, 2026, prepared by Studio TLA) Landscape Architect) in support of the subject application, which was reviewed by Urban Forestry staff. The proposed development will result in the removal of ten existing trees, the installation of nine trees in the right-of-way, and the installation of 20 private trees. Tree preservation details will also be secured as part of the Site Plan Control application.

## **Toronto Green Standard**

Council has adopted the tiered Toronto Green Standard (the "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.

## **Conclusion**

The proposal has been reviewed against the policies of the PPS (2024) and the City of Toronto Official Plan. Staff are of the opinion that the proposed infill development which is located in an MTSA and in close proximity to both the Eglinton LRT and proposed Ontario line, is consistent with the PPS (2024). The proposal will add housing stock to the Flemingdon Park *Apartment Neighbourhood*. Furthermore, the application secures improved amenities for existing residents, secures amenities for future residents, and enhances the streetscape on Grenoble Drive. Staff recommend that Council support approval of the application.

## **CONTACT**

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Tel. No. (416) 392-0776  
E-mail: Derrick.Wong@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 7625 Map
- Attachment 5: Draft Zoning By-law Amendment

### **Applicant Submitted Drawings**

- Attachment 6: Site Plan
- Attachments 7a to 7d: Elevations
- Attachment 8a to 8b: 3D Massing Views

## Attachment 1: Application Data Sheet

Municipal Address: 45 GRENoble DRIVE Date Received: December 23, 2024

Application Number: 24 253098 NNY 16 OZ

Application Type: Rezoning

Project Description: Zoning By-law Amendment to permit the infill development of the subject site with a 40-storey purpose-built rental residential building (126 metres, plus 7.0 metre mechanical penthouse) atop a 5-storey podium, while retaining the existing 28-storey residential apartment building. The proposal contains a gross floor area of 32,122.8 square metres, including 405 dwelling units. Together with the existing building, the proposal will result in a combined unit count of 622 rental residential units with a combined density of 6.0 FSI.

Applicant	Agent	Architect	Owner
BOUSFIELDS INC			45 GRENoble DRIVE INC

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood RM6 in former City of North York By-Law No.7625	Site Specific Provision:
Zoning:		Heritage Designation:
Height Limit (m):	11.0	Site Plan Control Area: Y

### PROJECT INFORMATION

Site Area (sq m):	8,945	Frontage (m):	175	Depth (m):	108
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### PROJECT INFORMATION

Site Area (sq m):	8,945	Frontage (m):	175	Depth (m):	108
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):		679.6	1,856.5	2,536.1
Residential GFA (sq m):	21,245	21,245	32,122.8	53,368.3
Non-Residential GFA (sq m):				
Total GFA (sq m):	21,245	21,245	32,122.8	53,368.3

Height - Storeys:	40	40
Height - Metres:	126.3	126.3

Lot Coverage Ratio (%)	13.15	Floor Space Index:	6
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Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	53,368.3	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	217		405	622
Freehold:				
Condominium:				
Other:				
Total Units:	217		405	622

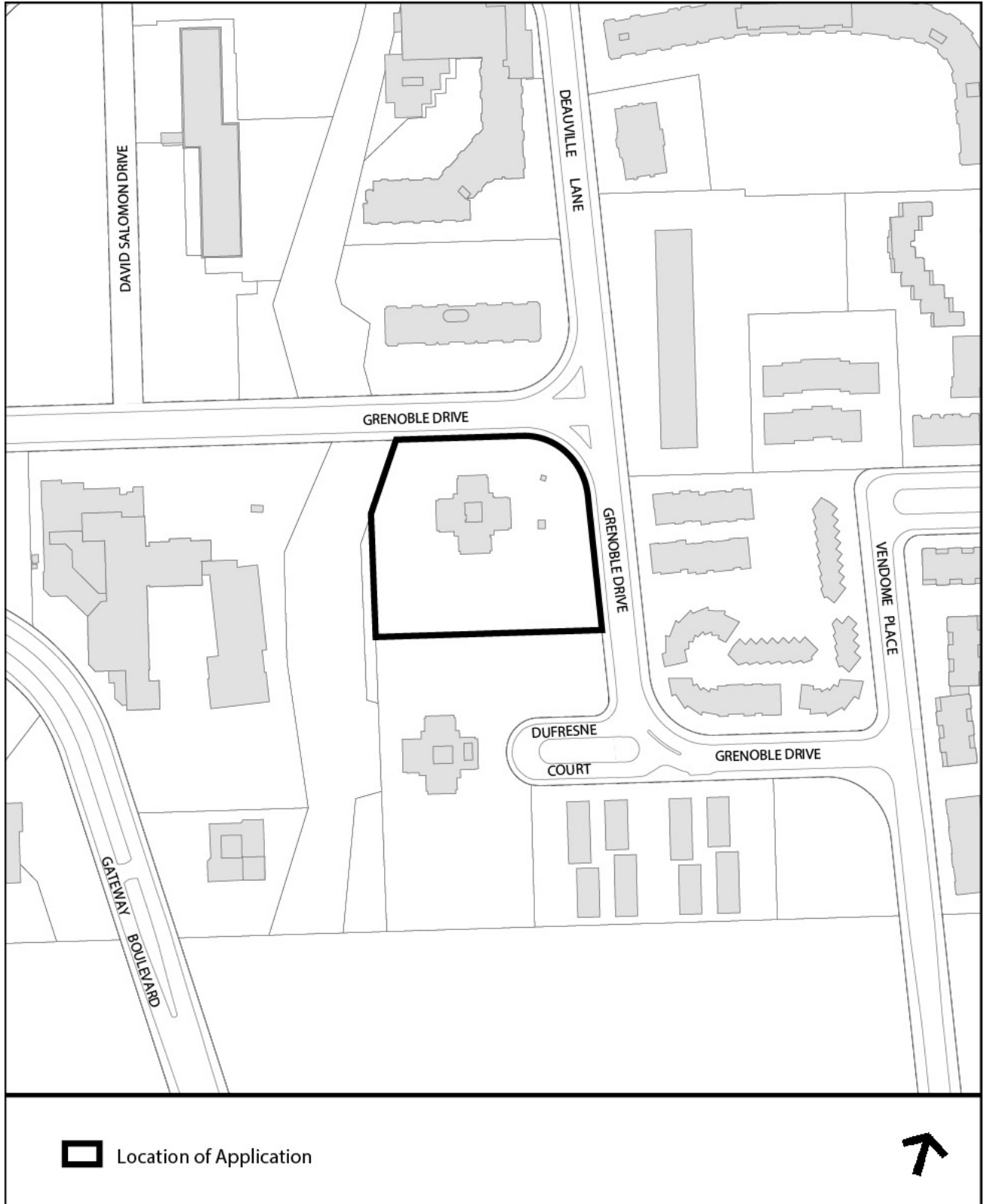
#### Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:			174	189	42
Total Units:			174	189	42

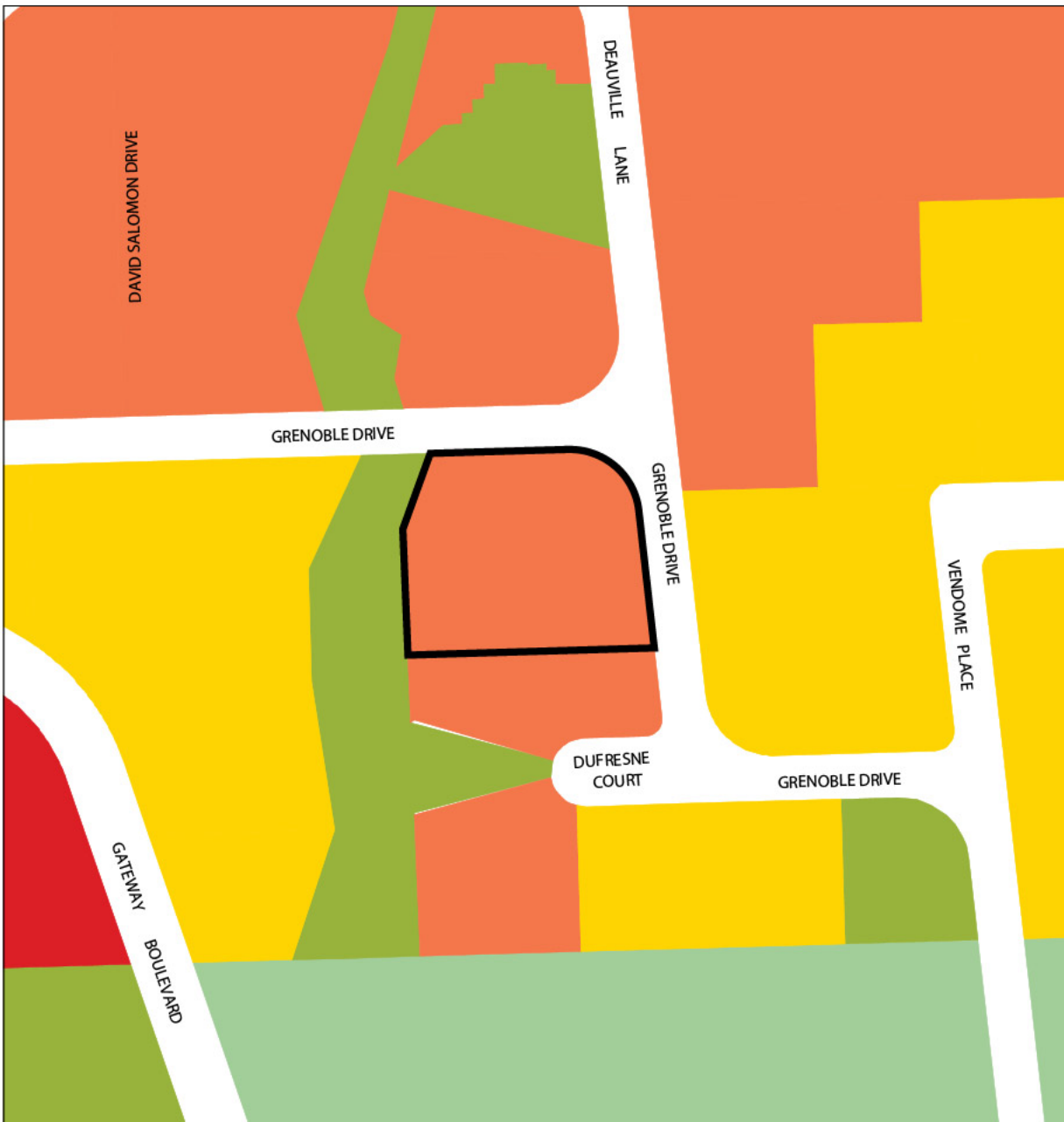
#### Parking and Loading

Parking Spaces:	242	Bicycle Parking Spaces:	469	Loading Docks:	1
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Attachment 2: Location Map




Attachment 3: Official Plan Land Use Map



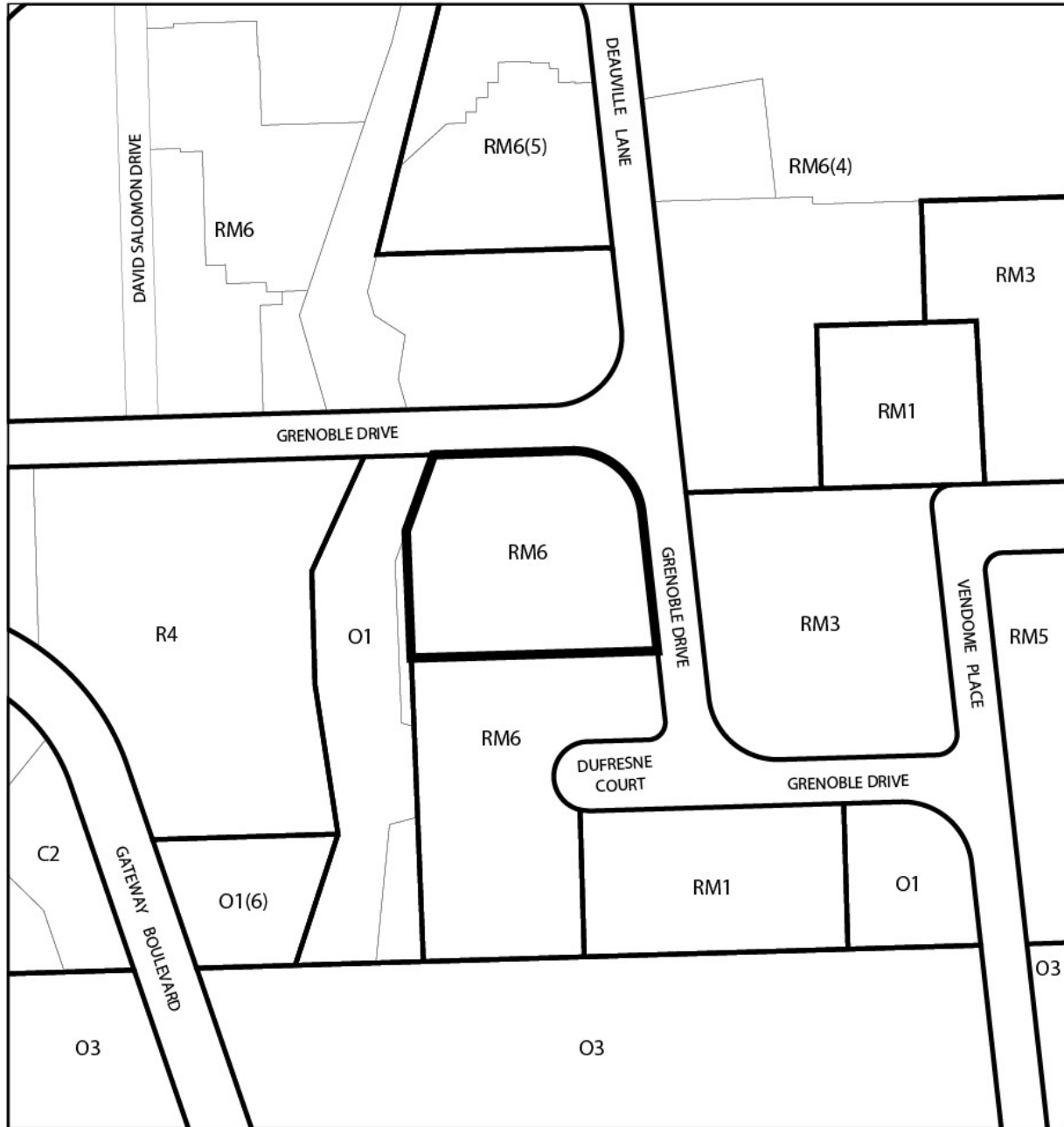
Official Plan Land Use Map #20

45 Grenoble Drive  
File # 24 253098 NNY 16 0Z

- Location of Application
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Parks
- Other Open Space Areas

  
 Not to Scale  
 Extracted: 12/30/2024

Attachment 4: Existing Zoning By-law 7625



Zoning By-law 7625

45 Grenoble Drive

File # 24 253098 NNY 16 02



Location of Application

- R4 One-Family Detached Dwelling Fourth Density Zone
- RM1 Multiple-Family Dwellings First Density Zone
- RM3 Multiple-Family Dwellings Third Density Zone
- RM5 Multiple-Family Dwellings Fifth Density Zone
- RM6 Multiple-Family Dwellings Sixth Density Zone
- C2 Local Shopping Centre Zone

- O1 Open Space Zone
- O3 Semi-Public Open Space Zone



Not to Scale  
Extracted: 12/30/2024

## Attachment 5: Draft Zoning By-law Amendment

Authority: North York Community Council Item [-], as adopted by City of Toronto Council on [-]

### CITY OF TORONTO

BY-LAW [Clerks to insert By-law number]

To amend Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2025 as 45 Grenoble Drive.

Whereas Council of the City of Toronto has the authority pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act, as amended.

Whereas pursuant to Section 39 of the Planning Act, as amended, the council of a municipality may, in a by-law passed under Section 34 of the Planning Act, authorize the temporary use of land, buildings or structures for any purpose set out therein that is otherwise prohibited in the by-law.

The Council of the City of Toronto enacts:

The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.

The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law 569-2013, as amended, Chapter 800 Definitions.

Zoning By-law 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Zoning By-law Map in Section 990.10, and applying the following zone label to these lands: RAC (x228) as shown on Diagram 2 attached to this By-law.

Zoning By-law 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Policy Areas Overlay Map in Article 995.10.1 and applying no value.

Zoning By-law 569-2013, as amended, is further amended by adding the lands to the Height Overlay Map in Article 995.20.1, and applying no value.

Zoning By-law 569-2013, as amended, is further amended by adding the lands to the Lot Coverage Overlay Map in Article 995.30.1, and applying no value.

Zoning By-law 569-2013, as amended, is further amended by adding Article 900.8.10 Exception Number 228 so that it reads:

(228) Exception RAC 228

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections:

Site Specific Provisions:

Decision Report - Approval - 45 Grenoble Drive

On lands municipally known as 45 Grenoble Drive, if the requirements of By-law [Clerks to insert By-law number] are complied with, a building or structure may be constructed, used or enlarged in compliance with Regulations (B) to (V) below;

Despite regulation 15.5.40.10(1), the height of a building or structure is the distance between the Canadian Geodetic Datum of 127.29 metres and the elevation of the highest point of the building or structure;

Despite regulation 15.20.40.10(1), the permitted maximum height of a building or structure is the number in metres following the letters "HT" as shown on Diagram 3 of By-law [Clerks to insert By-law number];

Despite (C) above, the permitted maximum height of "Building A" is the height of the building existing as of [the date of passing of this By-law];

For the purpose of this exception, a mezzanine or mechanical penthouse does not constitute a storey;

Despite regulations 15.5.40.10(2) to (6) and (C) above, the following equipment and structures may project beyond the permitted maximum height shown on Diagram 3 of By-law [Clerks to insert By-law number]:

equipment used for the functional operation of the building, including electrical, utility, mechanical and ventilation equipment, as well as enclosed stairwells, roof access, maintenance equipment storage, elevator shafts, chimneys, and vents, by a maximum of 7.0 metres;

structures that enclose, screen, or cover the equipment, structures and parts of a building listed in (i) above, including a mechanical penthouse, by a maximum of 10.0 metres;

an ornamental or architectural feature, including a fin, may extend beyond the permitted maximum projections in (ii) above, by a maximum of 10.0 metres;

structures associated with a green roof, by a maximum of 3.0 metres;

window washing equipment, by a maximum of 3.0 metres;

planters, landscaping features, guard rails, and divider screens on a balcony and/or terrace, by a maximum of 3.0 metres;

antennae, flagpoles and satellite dishes, by a maximum of 3.0 metres; and

trellises, pergolas, and unenclosed structures providing safety or wind protection to rooftop amenity space, by a maximum of 3.0 metres;

Equipment and structures existing on "Building A" as of [the date of passing of this By-law] that project beyond the permitted maximum height of "Building A" in (D) above may be maintained and are deemed to comply with (F) above;

Despite regulation 15.20.30.40(1)(A), no lot coverage applies;

Despite regulation 15.20.40.40(1), the permitted maximum gross floor area of all buildings and structures is 51,500 square metres, of which:

the permitted maximum gross floor area of "Building A" is 22,500 square metres; and

the permitted maximum gross floor area of "Building B" is 29,000 square metres;

Despite regulations 15.20.40.70(1) to (4), the required minimum building setbacks are as shown in metres on Diagram 3 of By-law [Clerks to insert By-law number];

Despite regulations 15.20.40.80(1) to (4), the required separation of main walls is as shown in metres on Diagram 3 of By-law [Clerks to insert By-law number];

Despite regulations 15.5.40.60(1) to (3) and (J) and (K) above, the following elements may encroach into the required minimum building setbacks and main wall separation distances as follows:

decks, porches, balconies and terraces, by a maximum of 2.0 metres;  
canopies and awnings, by a maximum of 4.0 metres;  
exterior stairs, stair enclosures, access ramps and elevating devices, by a maximum of 2.0 metres;

architectural features, such as a pilaster, decorative column, cornice, sill, belt course, or chimney breast, by a maximum of 2.0 metres;

waste storage and loading space enclosures, lighting fixtures, trellises, window washing equipment, guardrails, balustrades, safety railings, bollards, vents, fences, wind or privacy screens, landscaping elements (including green roofs) and retaining walls, by a maximum of 2.0 metres;

window projections, including bay windows and box windows, by a maximum of 0.5 metres;

eaves, by a maximum of 2.0 metres; and

air conditioners, satellite dishes, antennae, vents, and pipes, by a maximum of 3.0 metres;

Elements existing on "Building A" as of [the date of passing of this By-law] that encroach into the required minimum building setbacks and main wall separation distances in (J) and (K) above may be maintained and are deemed to comply with (L) above;  
Despite regulation 15.5.50.10(1), minimum landscaping requirements do not apply;

Despite regulation 200.5.1.10(2)(A)(iv), a maximum of 10 percent of parking spaces provided may be obstructed, as described in regulation 200.5.1.10(2)(D), without being required to provide additional width for the obstructed sides of the parking space;

Despite Article 200.25.15, if parking spaces are provided on the lot, a percentage of the provided parking spaces must be accessible parking spaces in accordance with Section 200.15;

Despite regulations 220.5.10.1(1), (2), (9) and (11), loading spaces must be provided for shared use by "Building A" and "Building B" as follows:

The Type "G" loading space existing in Building "A" as of [the date of passing of this By-law]; and

One Type "C" loading space;

Decision Report - Approval - 45 Grenoble Drive

Despite regulation 230.5.1.10(9), both a “short-term” and "long-term" bicycle parking space may be located on all levels of a building and parking garage, including above and below-ground;

Despite regulation 230.5.1.10(10), both a “short-term” and "long-term" bicycle parking space may be located in a stacked bicycle parking space;

Despite any provision of this exception, all parking spaces, drive aisles, driveways, bicycle parking spaces and ramps existing as of [the date of passing of this By-law] may be maintained and are deemed to comply with By-law 569-2013, as amended;

The provision of dwelling units for “Building B” is subject to the following:

a minimum of 15 percent of the total number of dwelling units must have 2 or more bedrooms;

a minimum of 10 percent of the total number of dwelling units must have 3 or more bedrooms; and

any dwelling units with 3 or more bedrooms provided to satisfy (ii) above are not included in the provision required by (i) above; and

For the purpose of this exception:

"Building A" means the existing building municipally known as 45 Grenoble Drive, as shown on Diagram 3 of By-law [Clerks to insert By-law number], as well as uses and ancillary structures, including an underground parking garage and enclosed garage entry ramp, located on the lands as of [date of passing of By-law]; and

"Building B" means an addition to “Building A”, as shown on Diagram 3 to By-law [Clerks to insert By-law number], including portions below ground.

Prevailing By-laws and Prevailing Sections: (None Apply)

Nothing in this By-law shall apply to prevent the phased construction of the development provided that the minimum requirements of this By-law are complied with upon full development.

Despite any severance, partition or division of the lands, the provisions of this By-law shall apply as if no severance, partition or division occurred.

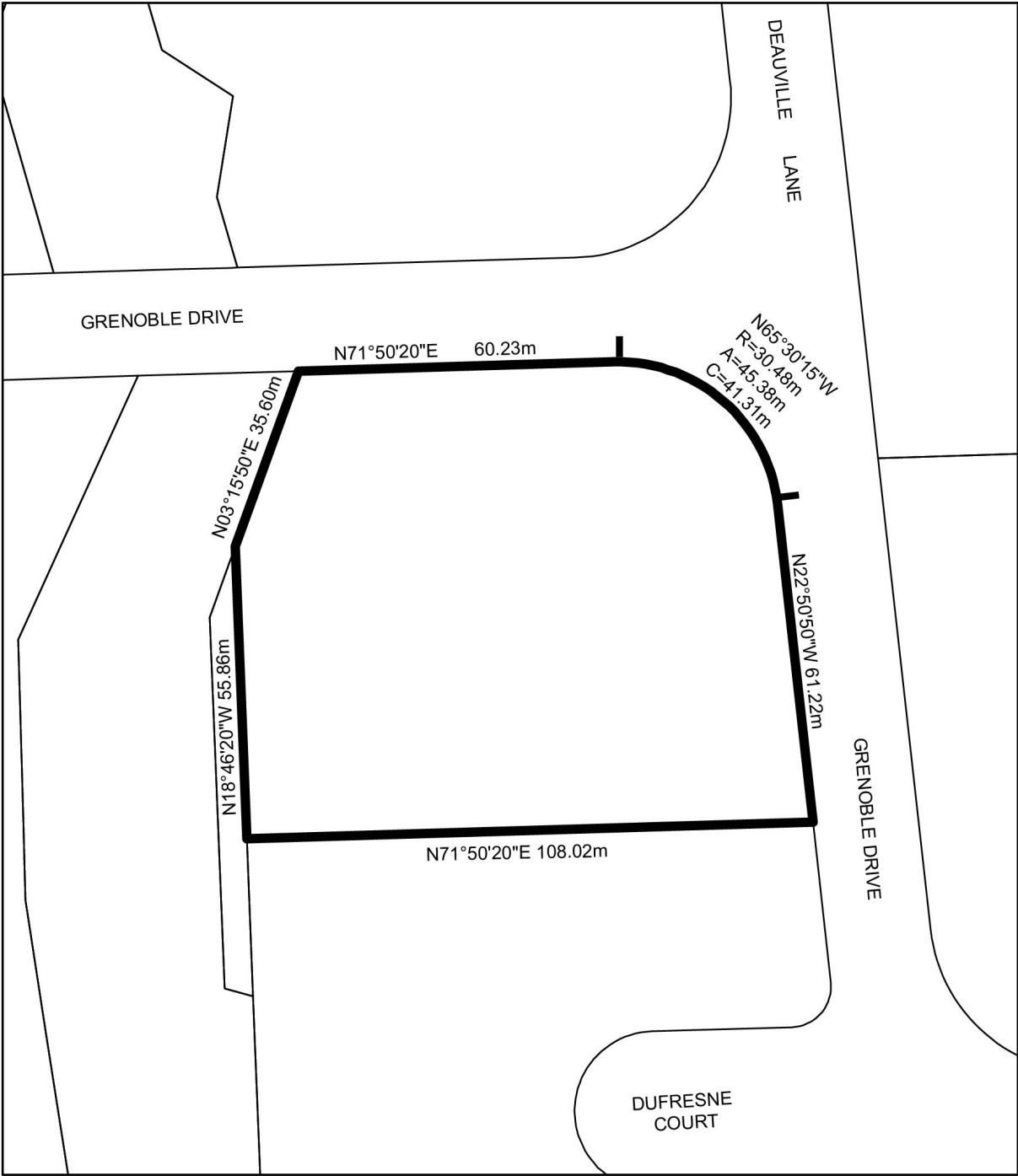
None of the provisions of Zoning By-law 569-2013, as amended, or this By-law apply to prevent the erection and use of a temporary sales or leasing office on the lands to which this By-law applies, to be used exclusively for the initial sale and/or leasing of dwelling units on the lands, for a period of 3 years from the date this By-law comes into full force and effect, after which this temporary use permission expires.

Enacted and passed on [Clerks to insert date].

[full name], [full name],  
Speaker City Clerk

(Seal of the City)

Decision Report - Approval - 45 Grenoble Drive



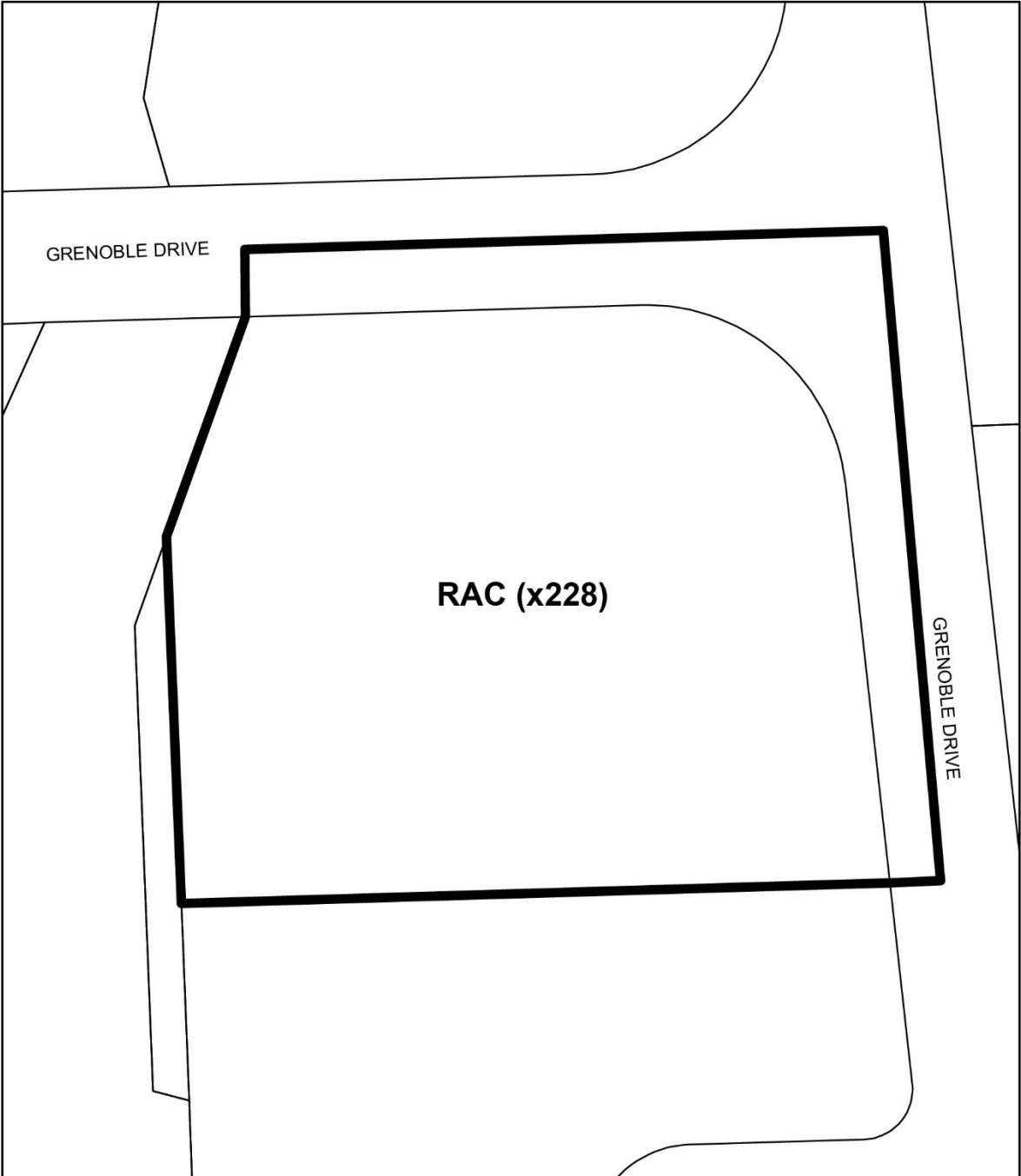
**Toronto**  
 Diagram 1

**45 Grenoble Drive**

File #: 24 253098 STE 16 OZ




City of Toronto By-law 569-2013  
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 01/28/2025

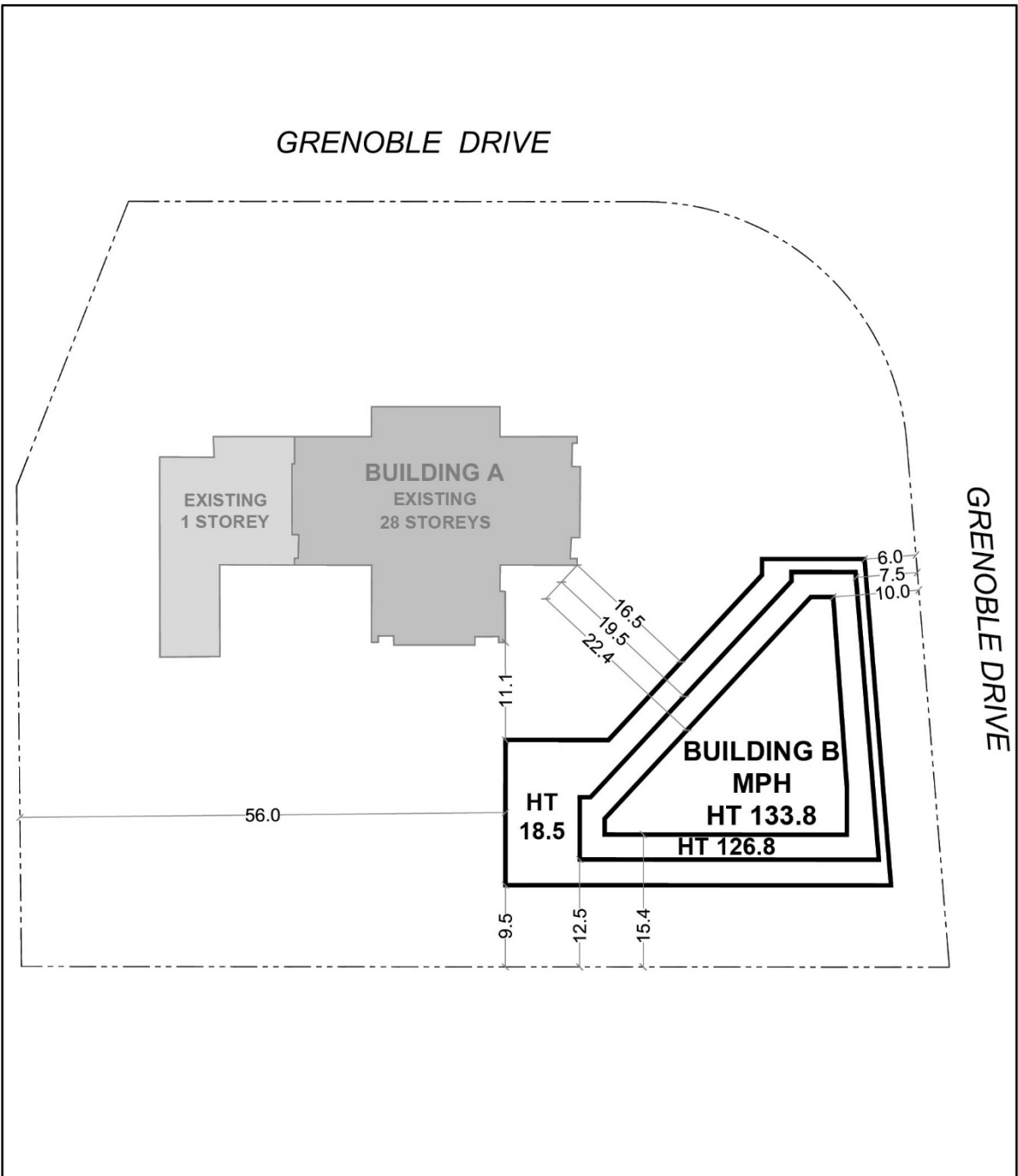


 **TORONTO**  
Diagram 2

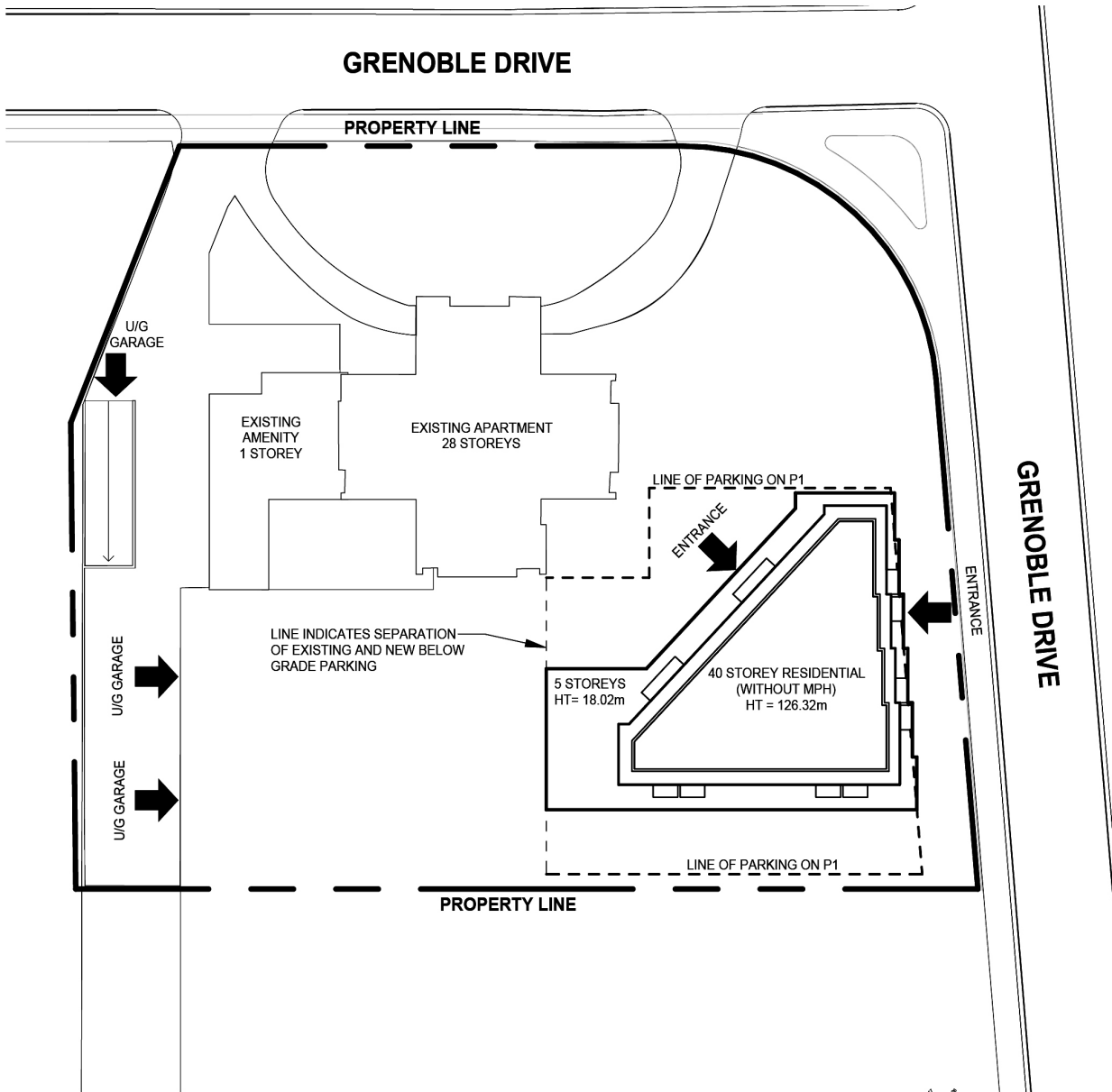
**45 Grenoble Drive**

File #: 24 253098 STE 16 0Z

  
City of Toronto By-law 569-2013  
Not to Scale  
01/29/2026



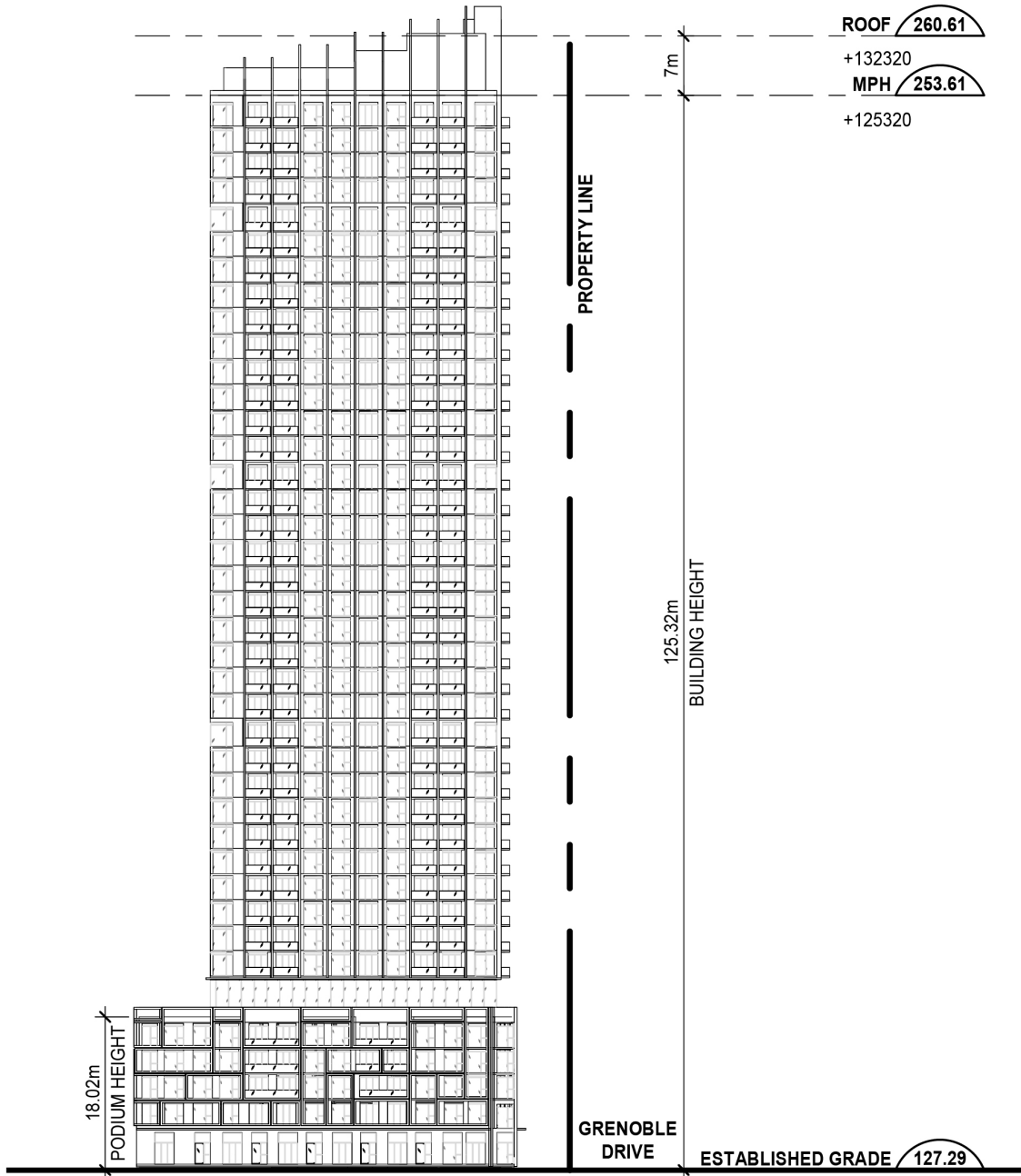
Attachment 6: Site Plan



Site Plan

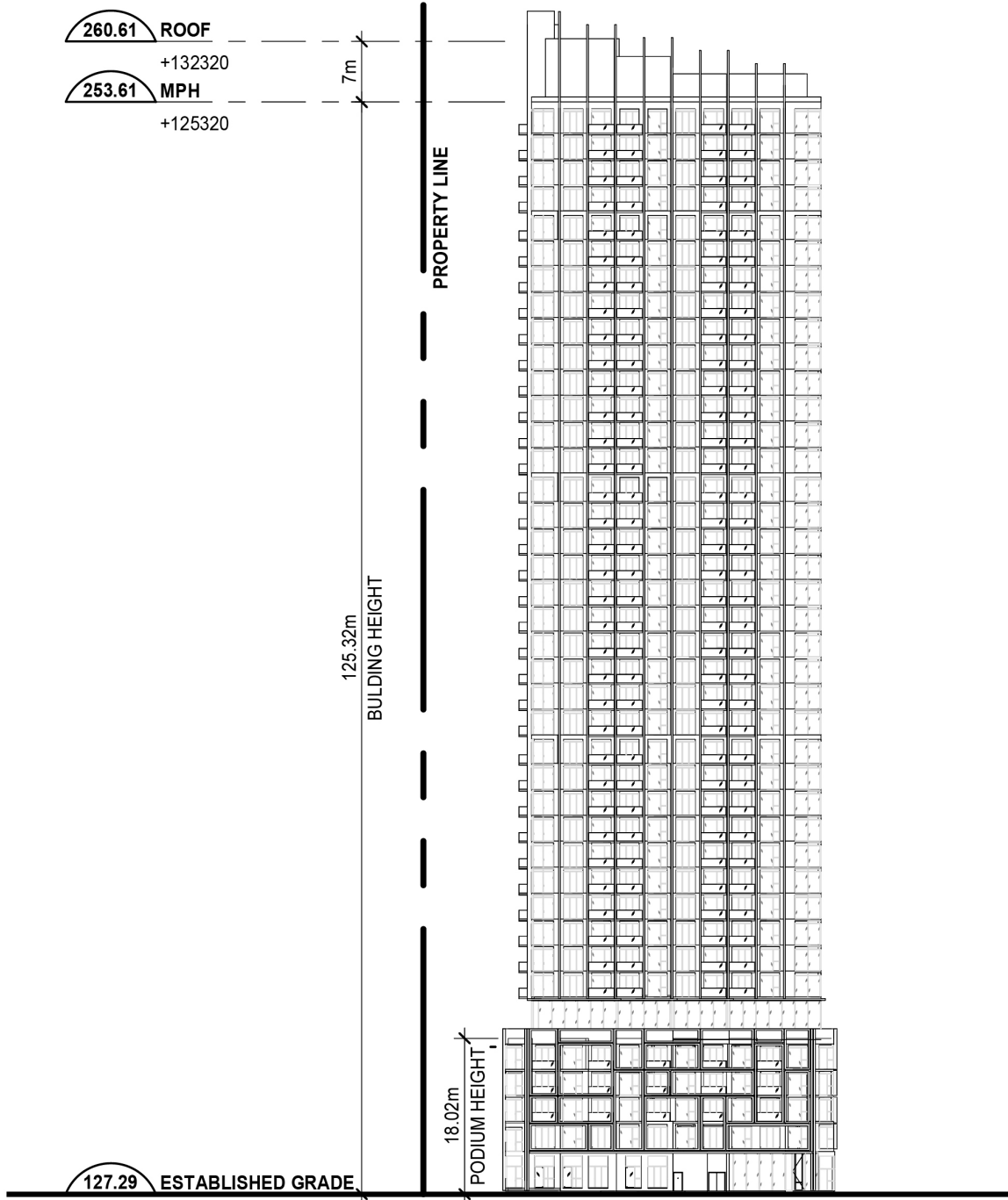


Attachment 7a: North Elevation



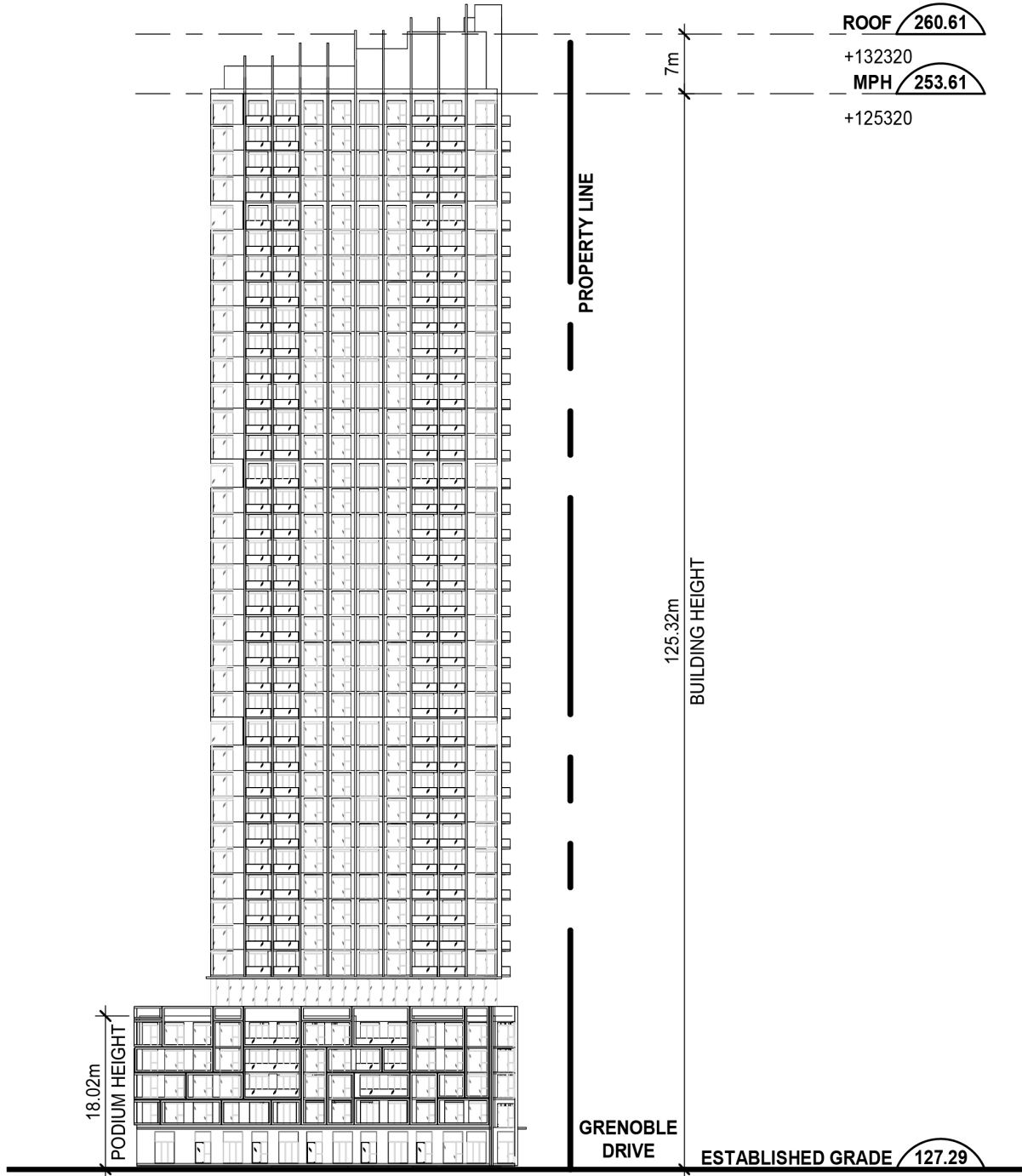
North Elevation

Attachment 7b: East Elevation



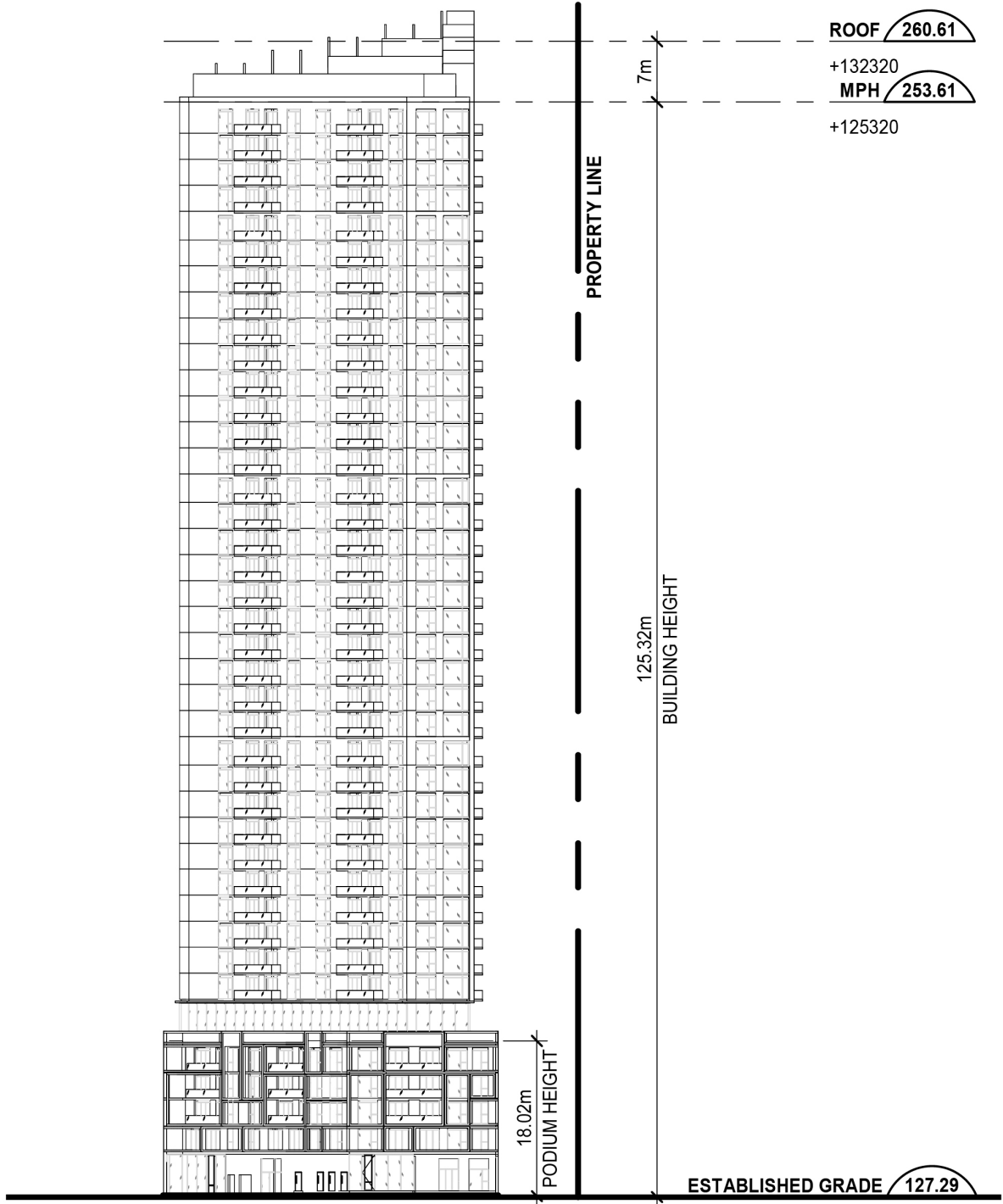
East Elevation

Attachment 7c: South Elevation



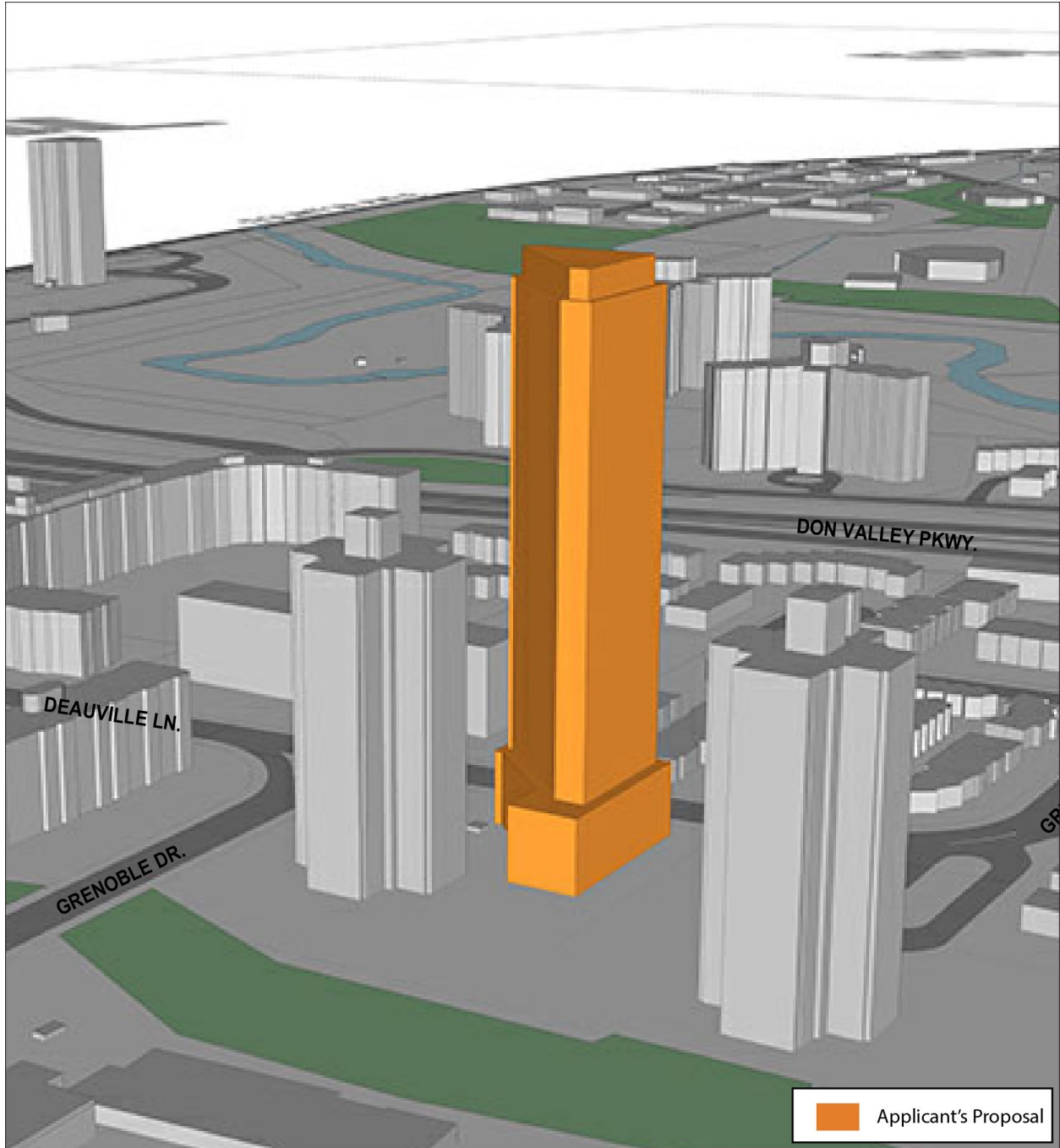
South Elevation

Attachment 7d: West Elevation



West Elevation

Attachment 8a: 3D Massing Northeast View

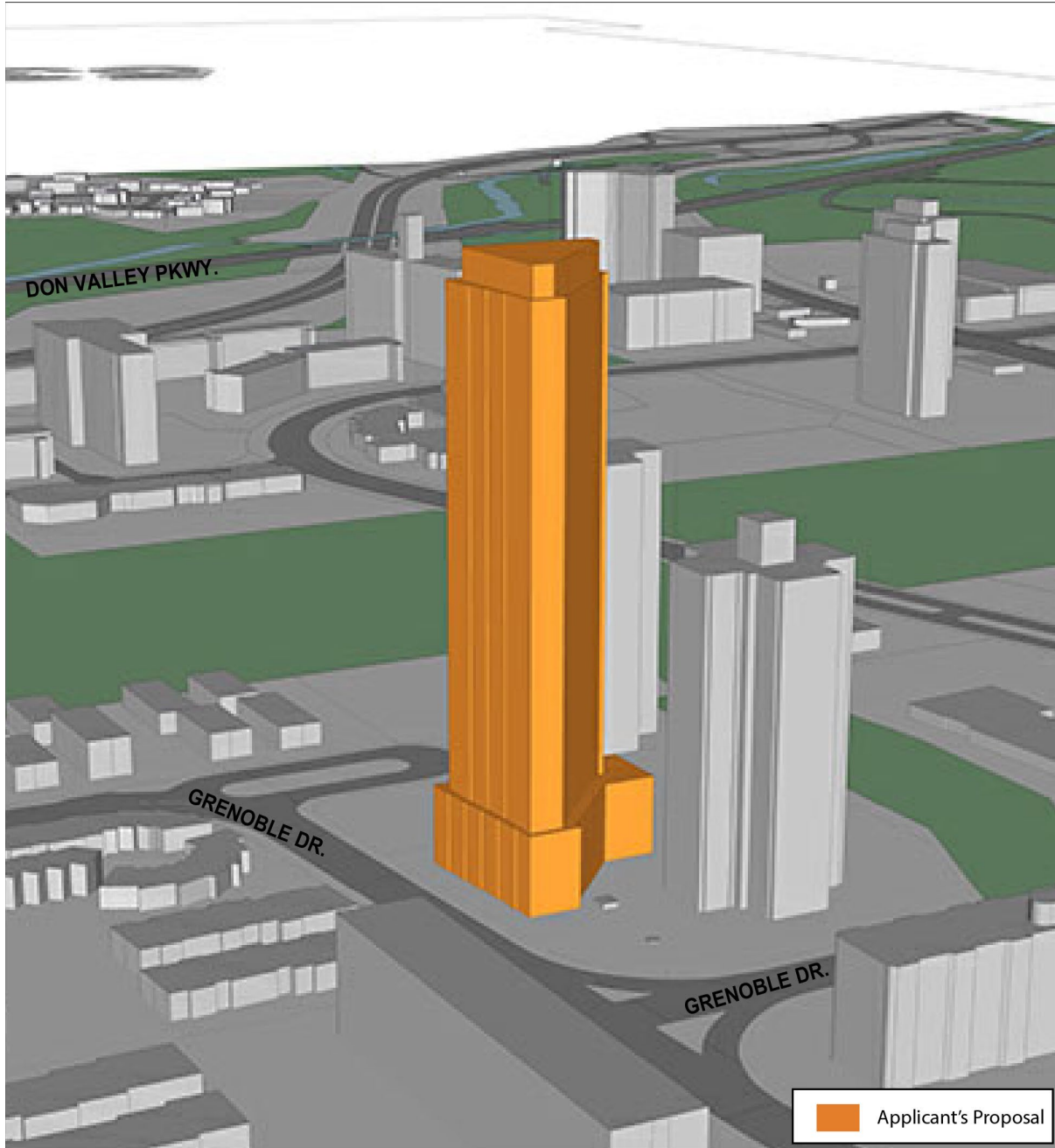


View of Applicant's Proposal Looking Northeast



01/09/2025

Attachment 8b: 3D Massing Southwest



View of Applicant's Proposal Looking Southwest

01/09/2025