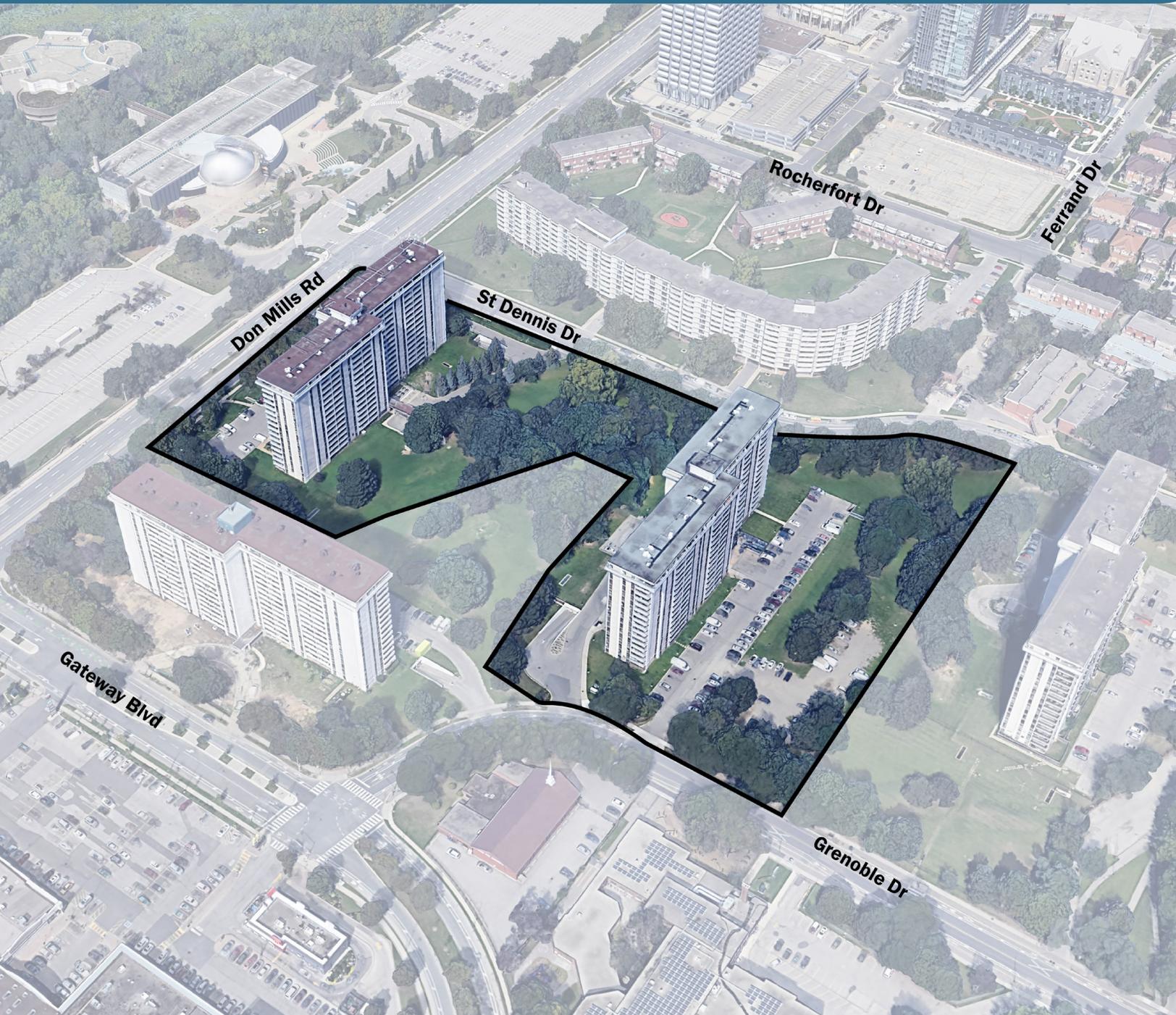


# 7 ST. DENNIS DRIVE & 10 GRENOBLE DRIVE



**Housing Issues Report**

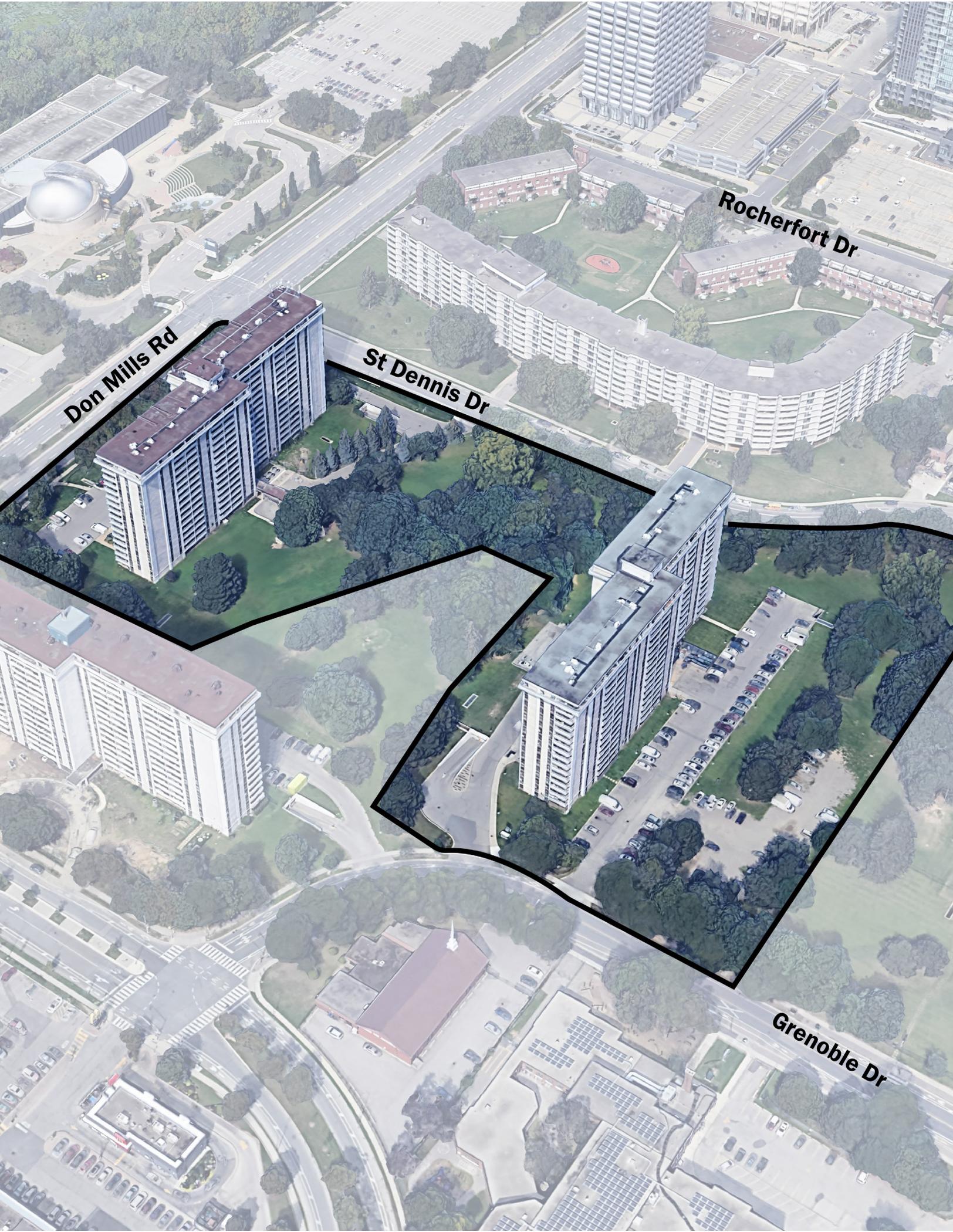
July 21, 2022

**URBAN  
STRATEGIES  
INC .**

This Housing Issues Report has been prepared by Urban Strategies Inc. in support of an Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA), and Draft Plan of Subdivision (SUB) application submitted by Osmington Gerofsky Development Corporation (OGDC), the applicant, for the properties municipally known as 7 St. Dennis Drive and 10 Grenoble Drive (the “Site”).

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**Don Mills Rd**

**St Dennis Dr**

**Rocherfort Dr**

**Grenoble Dr**

# 1

## INTRODUCTION

This Housing Issues Report has been prepared by Urban Strategies Inc. on behalf of Osmington Gerofsky Development Corp. (the “Applicant”) in support of an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision application to permit four (4) infill condominium buildings at 7 St. Dennis Drive and 10 Grenoble Drive (“the proposed development”).

The purpose of this report is to analyze the proposed development’s potential impact, if any, on the City’s supply of affordable and mid-range rental housing, and how the application will preserve and enhance the existing stock of rental housing.

The Site currently contains two 17-storey rental apartment buildings with 562 units owned and managed by WJ Properties (the “Owner”) in a ‘towers in the park’ configuration. All units in the existing rental apartment buildings will be maintained on-site and new ownership housing units will be provided in the proposed condominium buildings, which will be located on the open space portions of the Site that are currently underutilized.

This Housing Issues Report is structured as follows:

**Section 2 Site Context** – an overview of the subject site and the existing rental buildings, including the unit mix, rents, the number of units that are considered to have affordable or mid-range rents, and ongoing building improvements.

**Section 3 The Proposed Development** – a description of the proposed buildings, site improvements, and unit mix and tenure.

**Section 3 Planning Rationale** – a summary of the planning rationale with an emphasis on housing policies and how the proposed Official Plan and Zoning By-Law Amendments adhere to and support the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, and the City of Toronto Official Plan.

**Section 4 Consultation and Mitigation** – information about proposed consultation with existing tenants and construction mitigation.

**Section 5 Summary Analysis and Opinion** – a summary of how the proposed development will preserve the existing housing stock and positively contribute to new transit-supportive housing and built form.

# 2

## SITE CONTEXT

### 2.1 THE SITE

The Site consists of two lots municipally known as 7 St. Dennis Drive and 10 Grenoble Drive, arranged in an angular “C” shape configuration, located east of Don Mills Avenue and south of Eglinton Avenue East. The Site is bounded by St. Dennis Drive to the north, a residential apartment property to the east, Grenoble Drive and a residential apartment property to the south, and Don Mills Road to the west, as shown in Figure 1. The area surrounding the Site features predominantly residential uses in mid- and high-rise buildings, often in a “Towers in the Park” configuration. Directly across Don Mills Road is the Ontario Science Centre, a large interactive science museum that is a city-wide destination and landmark.

The Site is located in close proximity to existing and planned higher-order transit services, including the Eglinton Crosstown LRT’s Science Centre Station at the intersection of Don Mills Road and Eglinton Avenue East (600 metres away) and the future Flemingdon Park Station at the intersection of Don Mills Road and Gateway Boulevard (200 metres away), along the planned Ontario Line, as shown in Figure 2. The surrounding area is evolving to take advantage of these new transit networks through several large proposed and approved infill and redevelopment projects.

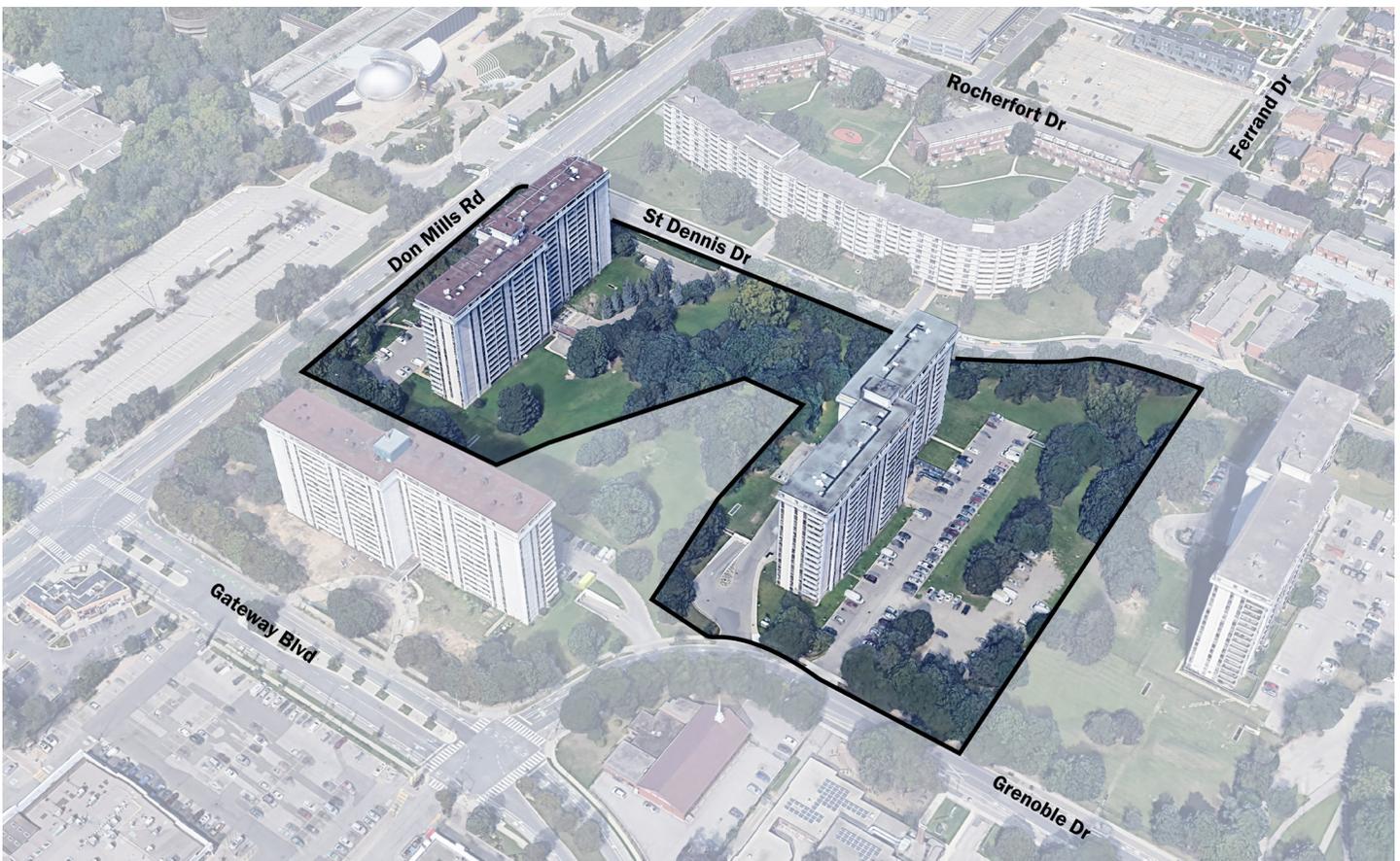


Figure 1. Site Context

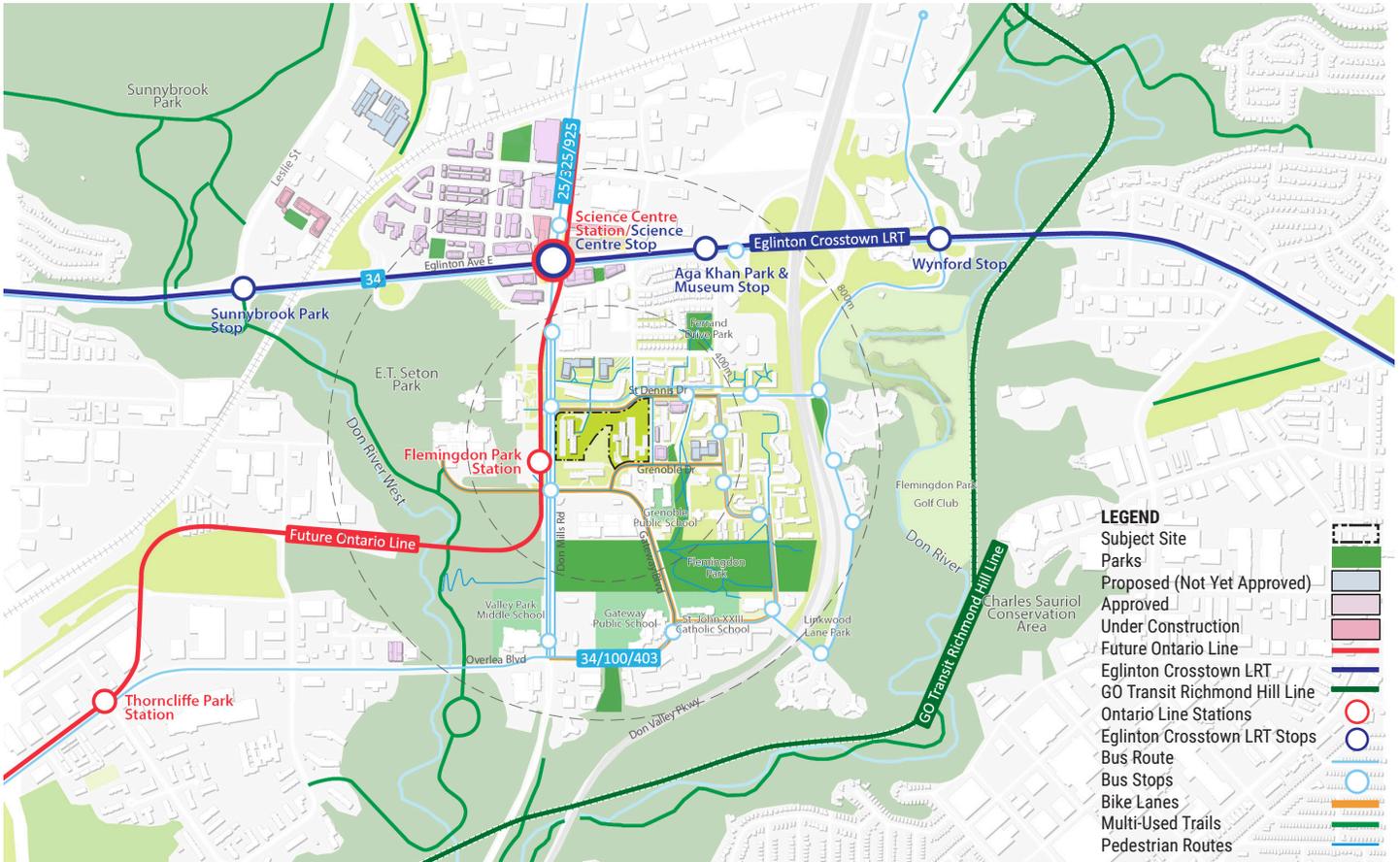


Figure 2. Context and transportation network

There are two existing 17-storey rental apartment buildings on each lot of the Site, constructed in 1968 and 1969 (approximately 55 years of age). Each building contains underground parking and adjacent surface parking. The building at 7 St. Dennis Drive has vehicular access from St. Dennis Drive and pedestrian access from St. Dennis Drive and Don Mills Road. The building at 10 Grenoble Drive has vehicular and pedestrian access from Grenoble Drive.

The existing buildings and surrounding open spaces have a “Towers in the Park” configuration. There is a large

open space between the apartment buildings on the north portion of the Site, with frontage along St. Dennis Drive. This large open space is an unencumbered and privately-owned sodded green space which contains various mature trees.



7 St. Dennis Drive



View of 7 St. Dennis Dr (foreground) and 200 Gateway Blvd (background) along the entrance to 7 St. Dennis Dr (looking south)



Secondary entrance of 7 St. Dennis Drive (view from Don Mills Rd)



10 Grenoble Dr



View of Ontario Science Centre from 7 St. Dennis Drive (looking west)



Parking lot at 7 St. Dennis Drive (looking north)



*Current private open space between 7 St. Dennis Dr and 10 Grenoble Dr (location of proposed public park)*



*Current private open space between 7 St. Dennis Dr and 10 Grenoble Dr (location of proposed public park)*



*Current private open space between 7 St. Dennis Dr and 10 Grenoble Dr (location of proposed public park)*



*Current private open space between 7 St. Dennis Dr and 10 Grenoble Dr (location of proposed public park)*



*View north from Don Mills Rd, with 7 St. Dennis Dr on the right*



*View east from Don Mills Rd to 7 St. Dennis Dr (left), 200 Gateway Blvd (right), and 10 Grenoble Dr (background, middle)*

## 2.2 EXISTING BUILDINGS UNIT MIX

The existing building at 7 St. Dennis Drive contains a total of 278 units and the existing building at 10 Grenoble Drive contains a total of 284 units, for a total of 562 units on site. All rental units within the existing buildings will be retained as part of the development proposal.

Table 1 summarizes Toronto’s average market rents according to the Rental Market Report – Greater Toronto Area published by Canada Mortgage and Housing Corporation (CMHC). The City of Toronto applies these average market rents to establish [affordable monthly rent costs in 2022](#). Of the 562 total units in the existing buildings, 355 units (63%) have below average market rents and all currently occupied units have below Toronto’s mid-range rent.

Tables 2 to 4 summarize the existing units on the Site by type, quantity, average size and rent, and the proportion of units paying less than the 2022 average rents in Toronto.

**Table1.** Table 1: 2019 Average Rent in Toronto

Unit Type	2022 Avg. Market Rent (AMR)	2022 Mid-Range Rent (1.5 AMR)
Bachelor	\$1,225	\$1,838
1-bedroom apartment	\$1,446	\$2,169
2-bedroom apartment	\$1,703	\$2,555
3-bedroom apartment	\$1,961	\$2,942

**Table2.** Unit Summary - All Existing Buildings (7 St. Dennis Drive and 10 Grenoble Drive Combined)

Unit Type	Number of Units	% of All Units	Average Unit Size	Average Rent at Site	Units with below Average Rents	Units with below mid-range market rent
Bachelor	0	-	-	-	-	-
1 bedroom	212 (10 are vacant)	34.8%	66m <sup>2</sup> (700 sqft)	\$1,378	114	202
2 bedroom	260 (7 are vacant)	49.2%	85m <sup>2</sup> (915 sqft)	\$1,550	178	253
3 bedroom	90 (1 is vacant)	16.0%	109m <sup>2</sup> (1,173 sqft)	\$1,913	63	89
<b>TOTAL</b>	<b>562</b> <b>(18 are vacant)</b>	-	<b>81m<sup>2</sup></b> <b>(872 sqft)</b>	<b>\$1,545</b>	<b>355</b>	<b>544</b>

**Table3.** Table 3: Unit Summary - 7 St. Dennis Drive

Unit Type	Number of Units	% of All Units	Average Unit Size	Average Rent at Site	Units with below Average Rents	Units with below mid-range market rent
Bachelor	0	-	-	-	-	-
1 bedroom	103 (4 are vacant)	37.1%	66m <sup>2</sup> (710 sqft)	\$1,398	56	99
2 bedroom	129 (2 are vacant)	46.4%	85m <sup>2</sup> (915 sqft)	\$1,576	89	127
3 bedroom	46	16.5%	109m <sup>2</sup> (1,173 sqft)	\$1,899	33	46
<b>TOTAL</b>	<b>278</b> <b>(6 are vacant)</b>	-	<b>82m<sup>2</sup></b> <b>(883 sqft)</b>	<b>\$1,561</b>	<b>178</b>	<b>272</b>

**Table 4.** Unit Summary - 10 Grenoble Drive

Unit Type	Number of Units	% of All Units	Average Unit Size	Average Rent at Site	Units with below Average Rents	Units with below mid-range market rent
Bachelor	0	-	-	-	-	
1 bedroom	109 (6 are vacant)	38.4%	65m <sup>2</sup> (700 sqft)	\$1,355	58	103
2 bedroom	131 (5 are vacant)	46.1%	85m <sup>2</sup> (915 sqft)	\$1,535	89	126
3 bedroom	44 (1 is vacant)	15.5%	109m <sup>2</sup> (1,173 sqft)	\$1,928	30	43
<b>TOTAL</b>	<b>284</b> <b>(12 are vacant)</b>	<b>-</b>	<b>82m<sup>2</sup></b> <b>(883 sqft)</b>	<b>\$1,528</b>	<b>177</b>	<b>272</b>

Table 5 provides a summary of the ancillary spaces and uses in the two existing apartment buildings, including indoor amenity or common spaces, vehicle parking, bicycle parking and storage lockers. There is no programmed outdoor amenity space on the Site today.

**Table 5.** Summary of Existing Ancillary Spaces and Uses

Feature	7 St. Dennis Drive	10 Grenoble Drive	Entire Site (Both Buildings)
Existing Indoor Amenity Space (Total)	214 m <sup>2</sup>	218 m <sup>2</sup>	432 m <sup>2</sup>
Existing Indoor Amenity Space (Per Unit)	0.8 m <sup>2</sup> / unit	0.8 m <sup>2</sup> / unit	0.8 m <sup>2</sup> / unit
Existing Number of Vehicular Parking Spaces (Total)	336 stalls	334 stalls	670 stalls
Existing Number of Vehicular Parking Spaces Per Unit	1.21 stalls / unit	1.17 stalls / unit	1.19 stalls / unit
Existing Number of Bicycle Parking Spaces (Total)	0 stalls	0 stalls	0 stalls
Existing Number of Bicycle Parking Spaces Per Unit	0 stalls / unit	0 stalls / unit	0 stalls / unit
Existing Number of Storage Lockers	204 lockers	236 lockers	440 lockers

Figures 3 and 4 illustrate the existing building plans.

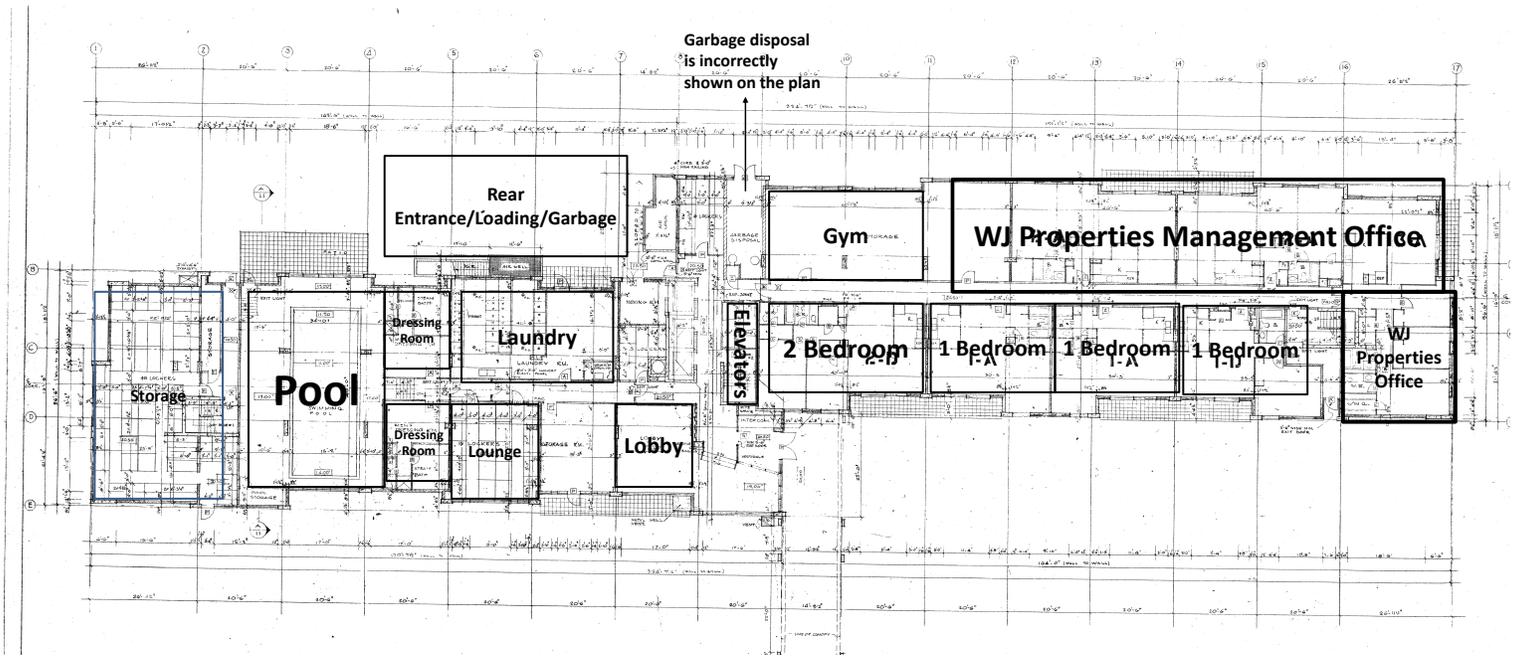


Figure 3. Ground Floor Plan - 7 St. Dennis Dr

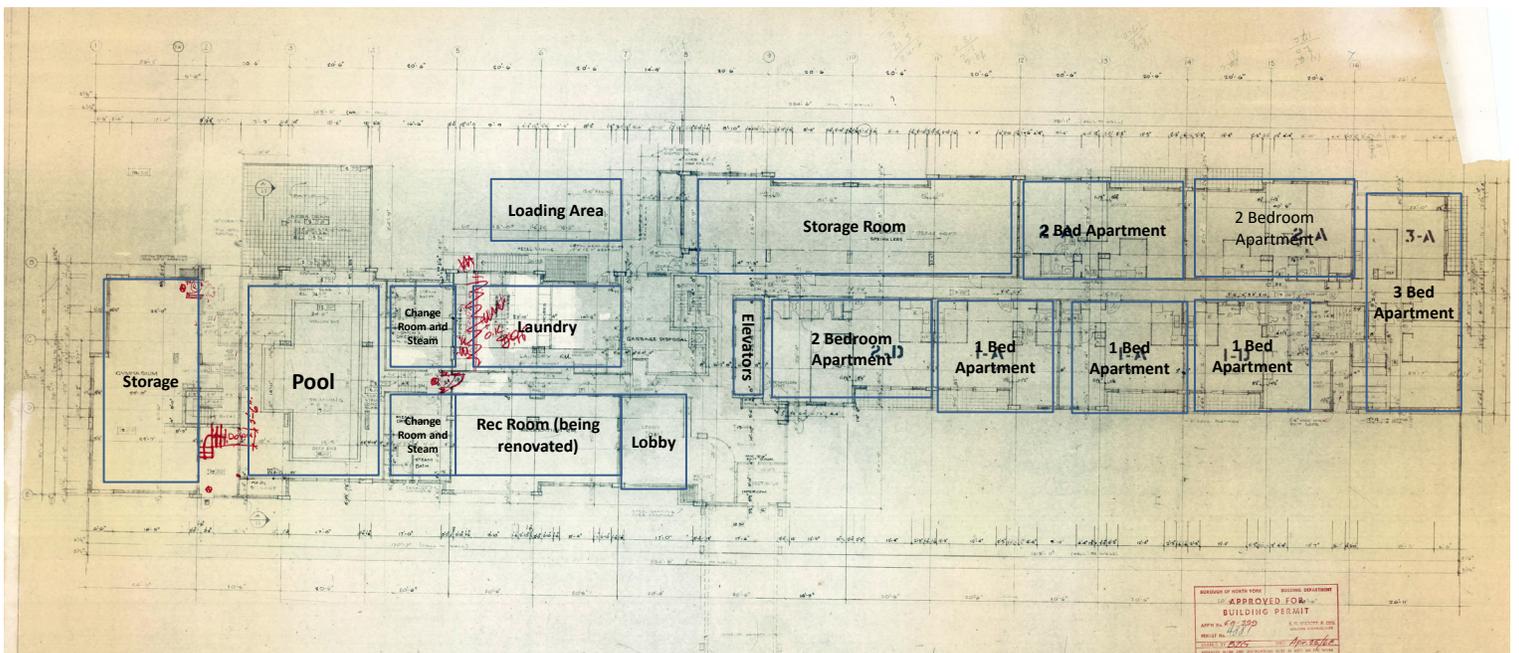


Figure 4. Ground Floor Plan - 10 Grenoble Dr

## 2.3 RECENT AND ONGOING BUILDING IMPROVEMENTS

The Owner has completed numerous improvements to the existing buildings over the past several years. Table 6 lists recent improvements to the existing buildings (which are not part of the proposed development application).

The Owner is exploring the potential of providing further capital improvements in order to modernize and update the existing apartment buildings. Areas for potential improvement may include: upgrades to lobby spaces, adding bike storage, improving community/amenity rooms, waste management solutions, and enhancing outdoor amenity areas.

**Table 6.** Summary of Recent Building Improvements

7 St. Dennis Drive Improvements	10 Grenoble Drive Improvements
2017 <ul style="list-style-type: none"> <li>• LED lighting upgrade - hallways and stairways</li> <li>• Painting of garage, complete with new signage</li> <li>• Garage sprinkler replacement</li> </ul>	2017 <ul style="list-style-type: none"> <li>• 3 floors - hallway carpet replacement</li> <li>• LED fixture replacement - hallways and all utility and locker rooms</li> <li>• Renovation of all elevator corridors, including tiled floor</li> <li>• 5 riser replacement of domestic hot water</li> <li>• Domestic hot water tank replacement</li> <li>• Balcony replacement</li> </ul>
2019 <ul style="list-style-type: none"> <li>• Replacement of all suite fuse boxes to breaker panels</li> <li>• Balcony railing replacement</li> </ul>	2019 <ul style="list-style-type: none"> <li>• Isolated garage leak repairs</li> </ul>
2020 <ul style="list-style-type: none"> <li>• Replacement of disconnect switch sprinkler room</li> </ul>	2020 <ul style="list-style-type: none"> <li>• Replacement of all suite fuse boxes to breaker panels</li> <li>• Recoating of swimming pool</li> <li>• Waterproofing and caulking repairs</li> <li>• Isolated garage leak repairs</li> </ul>
2021 <ul style="list-style-type: none"> <li>• Replacement of domestic hot water mixing valves</li> </ul>	2021 <ul style="list-style-type: none"> <li>• Painting of garage, complete with new signage</li> <li>• 6 floors hallway carpet replacement</li> </ul>
2022 <ul style="list-style-type: none"> <li>• Isolated garage slab repair roof and wall</li> <li>• Community gardens for herbs and vegetables</li> </ul>	

# 3

## PROPOSED DEVELOPMENT

The proposal for the Site seeks to introduce transit-supportive residential development in the form of four new residential towers ranging from 34 to 52 storeys on underutilized portions of the private outdoor areas on 7 St. Dennis Drive and 10 Grenoble Drive. The proposal provides much needed housing while unlocking and transforming a portion of the existing private open green space into public parkland for the broader community.

The proposal is a context-sensitive approach to residential infill development that takes advantage of nearby higher-order transit access. Complementing the existing 17-storey rental apartment buildings, the proposed development will provide transit-oriented development in close proximity to three (3) future transit hubs/stations: Science Centre Station, Aga Khan Park & Museum Station, and Flemington Park Station.

The proposed development retains the two existing 17-storey apartment buildings on site and introduces four (4) new buildings with heights of 34, 42, 46, and 52 storeys, a new 2,793m<sup>2</sup> public park, a new north-south public street connecting St. Dennis Dr and Grenoble Dr, public realm improvements, and mid-block connections on the Site's open space, as shown in Figures 5 and 6. The proposed 52-storey building is located to the east of and adjacent to the 7 St. Dennis Drive apartment building, while the 34, 42, and 46 storey buildings are located to the east of and adjacent to the 10 Grenoble Drive apartment building.

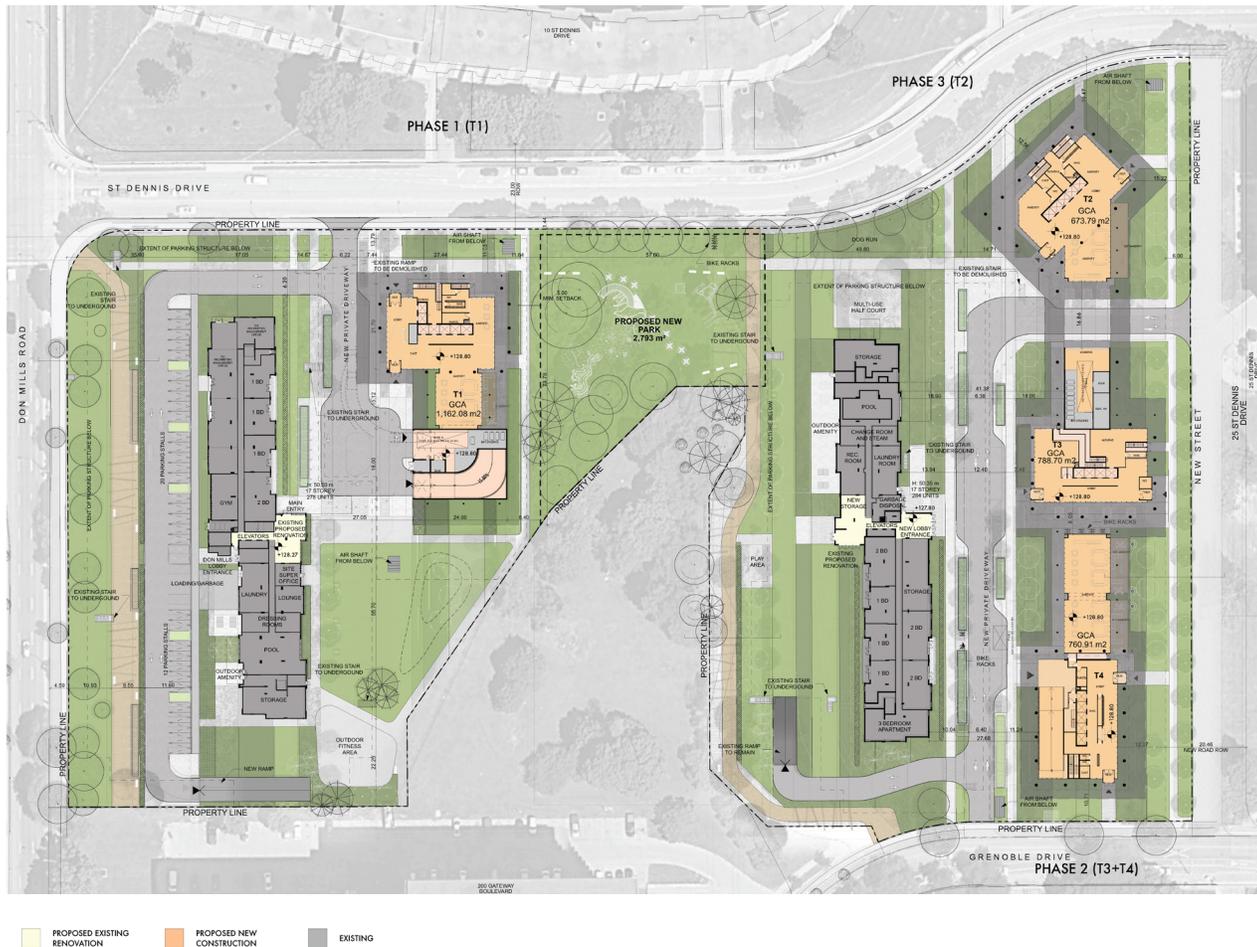


Figure 5. Proposed Development

The new residential development offers a total of 2,197 units with a mix of studio, one-bedroom, two-bedroom, and three-bedroom units. The total gross floor area of the new buildings is 126,912m<sup>2</sup>, comprised entirely of residential uses.

To improve site access and permeability, a new north-south public street is proposed on the Site’s eastern edge, which will create a more fine-grained block and provide access and address to three (3) of the proposed buildings on the east side of the site.

An extensive network of pedestrian pathways and mid-block connections is also proposed, including a primary north-south multi-use path connecting Grenoble Drive and St. Dennis Drive, as well as other connections along desire lines throughout the Site.

Several key enhancements and animations to the open space network are proposed, including various seating areas, active recreation areas such as a kids play area, multi-use half court, and outdoor fitness area, a dog-off leash area, a sensory garden with native and pollinator planting, open lawn areas for flexible uses, and additional pedestrian-oriented lighting and amenities.

Table 7 provides a comprehensive summary of the development proposal.



**Figure 6.** Rendering of Proposed Development

**Table 7.** Proposed Development Summary

<b>Development Site Area</b>	17,715 m <sup>2</sup>
<b>Total Public ROW Conveyances (St. Dennis St widening and new street)</b>	1,595 m <sup>2</sup>
<b>Floor Space Index (FSI)</b>	4.77
<b>Maximum Storeys</b>	52 storeys
<b>Approximate Maximum Height (from average grade to roof)</b>	169 m
<b>Total New Gross Floor Area (GFA)</b>	126,912 m <sup>2</sup>
<b>Total New Residential GFA</b>	126,912 m <sup>2</sup>
<b>Total New Residential Units</b>	2,197 units
<b>Condominium Units</b>	2,197 units
<b>Rental Units</b>	0 units
<b>Residential Unit Mix</b>	10% studio 33% 1-bedroom 20% 1-bedroom + den 27% 2-bedroom 10% 3-bedroom
<b>Total New Non-Residential GFA</b>	0 m <sup>2</sup>
<b>New Amenity Space</b>	6,631 m <sup>2</sup> (3.0 m <sup>2</sup> / unit)
<b>Minimum New Outdoor Amenity Space</b>	3,446 m <sup>2</sup> (1.6 m <sup>2</sup> / unit)
<b>Indoor Amenity Space</b>	3,185 m <sup>2</sup> (1.4 m <sup>2</sup> / unit)
<b>Retained Vehicle Parking Spaces</b>	478 stalls
<b>Total New Vehicle Parking Spaces</b>	967 stalls (0.44 stalls / unit)
<b>Total New Bicycle Parking Spaces</b>	2,200 stalls (1.0 stalls / unit)
<b>Total New Loading Spaces</b>	2 ‘Type G’ loading spaces
<b>Parkland Dedication</b>	2,793 m <sup>2</sup>

### 3.1 PROPOSED UNIT MIX

All dwelling units within the existing buildings will be retained.

Table 8 demonstrates the total unit mix to be introduced through the four (4) proposed residential buildings.

**Table 8.** Unit Summary - 10 Grenoble Drive

Unit type	Number of units	% of All Units	Unit Sizes	Average Unit Size	Tenures
Studio (Bachelor)	228	10%	27.4 m <sup>2</sup> – 35.6 m <sup>2</sup> (295 sqft – 383 sqft)	34.7 m <sup>2</sup> (373 sqft)	Condominium (all)
1 bedroom	721	33%	38.6 m <sup>2</sup> – 41.6 m <sup>2</sup> (415 sqft – 448 sqft)	39.6 m <sup>2n</sup> (426 sqft)	
1 bedroom + den	446	20%	46.8 m <sup>2</sup> – 53.3 m <sup>2</sup> (504 sqft – 574 sqft)	49.7 m <sup>2n</sup> (535 sqft)	
2 bedroom	584	27%	60.2 m <sup>2</sup> – 64.4 m <sup>2</sup> (648 sqft – 693 sqft)	60.8 m <sup>2n</sup> (654 sqft)	
3 bedroom	218	10%	72.7 m <sup>2</sup> – 73.8 m <sup>2</sup> (783 sqft – 794 sqft)	72.8 m <sup>2n</sup> (784 sqft)	
<b>TOTAL</b>	<b>2,197</b>	<b>-</b>	<b>27.4 m<sup>2</sup> – 73.8 m<sup>2</sup></b> <b>(295 sqft – 794 sqft)</b>	<b>50.3<sup>m2</sup></b> <b>(541 sqft)</b>	

The proposed development offers a variety of unit sizes to accommodate a range of family needs and financial situations. Of the total proposed units, approximately 37% will be family-oriented units consisting of two- and three-bedroom units, exceeding the minimum 25% family-oriented threshold specified in the City of Toronto’s “Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines, 2020” (“Growing Up Guidelines”).

### 3.2 SITE IMPROVEMENTS

The overall site will also be improved by a series of proposed improvements, which are subject to tenant consultation and may include:

- A new lobby entrance at 10 Grenoble Dr;
- Enhancement of the secondary building entrance at 7 St. Dennis Dr;
- Enhanced landscape areas and walkways;
- Expanded outdoor amenity areas including better seating areas and areas for passive recreation;
- Enhanced indoor amenity spaces;
- Formalized pick-up and drop-off areas; and
- Improved garbage and servicing areas.

### 3.3 GROUND FLOOR PLAN

The proposed development includes enhanced landscape areas and walkways, improved parking and loading access, and a generous public realm long St. Dennis Drive to facilitate circulation at the ground floor level, as illustrated in Figure 7.



Figure 7. Proposed Development

# 4

## PLANNING RATIONALE SUMMARY

The proposed development is subject to a planning policy framework that governs land uses and guides growth and development in Toronto. Of particular relevance to the subject property are the Provincial Policy Statement 2020, the Growth Plan for the Greater Golden Horseshoe 2020, the City of Toronto Official Plan, and Zoning By-law No. 569-2013.

The following section provides a high-level summary of these policies with an emphasis on the housing issues. Please see the original Planning Rationale Report prepared by Urban Strategies Inc. (June 2022) in support of the Official Plan Amendment and Zoning By-law Amendment application for a more in-depth, comprehensive discussion of all planning policies and urban design guidelines.

### 4.1 PROVINCIAL POLICY STATEMENT (PPS)

The PPS anticipates and promotes growth and development to continue through intensification and redevelopment and to capitalize on existing and planned transit infrastructure.

Section 1.1 of the PPS addresses efficient and resilient development and land use patterns by promoting “opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs” (Policy 1.1.3).

Section 1.4 of the PPS addresses housing specifically by directing planning authorities to:

- Provide for “an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area” (Policy 1.4.1);
- Direct “the development of new housing towards locations where appropriate levels of infrastructure and

public service facilities are or will be available to support current and projected needs” (Policy 1.4.3 c);

- Promote “densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed” (Policy 1.4.3 d); and
- Require “transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations” (Policy 1.4.3 e).

*The proposed development is consistent with and supports the policy objectives of the PPS. The infill development site is located adjacent to high-order transit and is in an appropriate location for residential intensification. Capitalizing on imminent and future high-order transit and existing infrastructure and public services, the proposed development provides a range of housing unit sizes to meet the current and future needs of the population.*

## 4.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

The Growth Plan for the Greater Golden Horseshoe directs how regional growth in the Greater Golden Horseshoe should be managed. The Plan promotes intensification, transit-oriented development, and the creation of complete communities in a sustainable and efficient manner within strategic growth areas, including Major Transit Station Areas (MTSAs). MTSAs are generally defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk. MTSAs served by light rail transit, such as those around the Science Centre Station, Aga Khan Park & Museum Station, and Flemington Park Station, are each subject to a minimum density target of 160 residents and jobs per hectare respectively.

Section 2.2.4 contains transit corridor and station area policies and stipulates that “within all major transit station areas, development will be supported, where appropriate, by planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels” (Policy 2.2.4.9 a).

Section 2.2.6 provides housing policies that direct municipalities to plan to accommodate forecasted growth, achieve the minimum intensification and density targets, consider a range and mix of housing options and densities, and diversify the overall housing stock (Policy 2.2.6.2). In particular multi-unit residential developments are required to incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes (Policy 2.2.6.3).

***The proposed development conforms to the Growth Plan, as it provides a multi-unit housing development with a range of unit sizes and an appropriate level and form of intensification, thereby supporting imminent and future higher-order transit services in the area. The proposed development makes efficient use of existing and planned infrastructure, while being compatible with surrounding uses.***

## 4.3 CITY OF TORONTO OFFICIAL PLAN

The Official Plan for the City of Toronto implements the Province's planning policies and establishes the City's long-term vision to direct growth and guide land use within Toronto. The Official Plan identifies that the city's future development patterns will include greater intensification, infill, and redevelopment, which must fit in, respect, and improve the character of surrounding areas.

Section 3.2.1 of the Official Plan addresses housing policies and promotes adequate and affordable housing as a basic requirement for everyone. The policies in this section outline the need for a full range of housing options to meet distinct housing needs in the City, including:

- The provision of a full range of housing including ownership and rental housing, and affordable and mid-range rental and ownership housing (Policy 3.2.1.1);
- The encouragement of new housing supply through intensification and infill while maintaining, improving, and replenishing the existing housing stock (Policy 3.2.1.2); and,
- The use of large sites, particularly those greater than 5 hectares in area, to help achieve a mix of housing in terms of types and affordability, with a requirement that the priority community benefit for such large sites will be the provision of 20 per cent of the additional residential units as affordable housing (Policy 3.2.1.9).

The Site's land use designation is Apartment Neighbourhoods. Section 4.2 of the Official Plan contains policies for Apartment Neighbourhoods and stipulates 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 by various means, including the provision of appropriate building separation distances, improvement of indoor and outdoor residential amenities on site, improvement of the quality of landscaped open space and outdoor amenity space for new and existing residents, and improvement of pedestrian access to buildings from public sidewalks and through the site (Policy 4.2.3).

***The proposed development conforms to the Official Plan by making a significant contribution to realizing the goals and policies related to transit-supportive residential intensification, built form, and public realm improvements. Capitalizing on its location in a transit-rich area, the proposed development concentrates new residential uses while sensitively addressing and improving the outdoor space and public realm conditions on and along the Site. The proposed development maintains the existing rental apartment buildings and provides an additional 2,197 housing units in a range of unit sizes. The site is smaller than 5 hectares and is not subject to Policy 3.2.1.9 with regard to the provision of affordable housing as a Section 37 priority.***

#### 4.4 ZONING BY-LAW # 569-2013

The proposed development is subject to Zoning By-law No. 569-2013. The Site is zoned as Residential Apartment Commercial (RAC), which permits apartment buildings along with various generally permitted uses such as parks, and various conditionally-permitted commercial uses such as retail stores, financial institutions, libraries, etc.

The Site is subject to a maximum Floor Space Index (FSI) of 1.5, a maximum building height of 24 metres, a minimum lot area of 1,375 m<sup>2</sup>, and a minimum lot frontage of 30 metres, among other performance standards.

*Although the proposed development's uses are permitted by Zoning By-law No. 569-2013, the proposed development is not consistent with all of the current zoning provisions, including maximum height and density. As further detailed in the Planning Rationale Report prepared in support of the rezoning application, it is our opinion that the existing Zoning By-law applicable to the Site does not support the intended densities for MTSA lands, and a zoning by-law amendment is required to align the Site's permissions with the area's new transit network and growth.*

## 5.1 TENANT COMMUNICATION

**The project team is committed to ensuring an open, transparent process and working with existing tenants to understand and address their needs and garner their support for the proposed development.**

The Owner has thus far conducted two tenant satisfaction surveys for each existing building. The surveys were conducted through digital and paper formats between March and April 2022. Summaries of the survey results are shown in Appendix A.

Generally, survey respondents from both buildings noted that the building and local community features which they enjoy most are:

- Location, including easy access to the schools
- Good apartment size
- Local community
- Friendly building staff

Generally, survey respondents from both buildings noted that the building and local community features which could be improved are:

- Garbage disposal
- Building security
- Maintenance of common areas
- Seating area in the lobby
- Outdated amenities/features
- Need for more outdoor amenities, such as a play area
- Amenities, such as the pool and gym, are not open 24 hours/day and 7 days/week

To work to address the above noted feedback and to inform and gather input from existing residents about the proposed development, a tenant consultation plan has been prepared. The planned consultation will allow the existing tenants to learn about the proposed development and improvements to the overall site, answer questions tenants might have, and most importantly to hear any concerns with regard to the proposed development or related impacts. A priority for this project will be to ensure that stakeholders, particularly existing tenants, are informed and feel that they have had the opportunity to ask questions and provide their feedback.

Tenant consultation is intended to occur through an effective and timely engagement process, which:

- Acknowledges and supports the diversity of tenants by using a range of engagement tools and languages;
- Proactively informs existing tenants about the redevelopment project;
- Provides sufficient opportunities for existing tenants to learn about the infill process and ask questions; and
- Supports City Staff in their tenant engagement efforts.

Given the change in the planning and transit landscape in this area over the last few years and the resulting increase in the number of developments, increased sensitivity when listening to concerns and interests will be required, regardless of whether they can be addressed through this redevelopment project. Tenants will also be informed that they will not have to move and rents will not increase (apart from annual increases permitted through the Residential Tenancies Act) as a result of the proposed development.

The engagement process will offer a variety of opportunities for tenants to provide feedback throughout the development process.

## 5.2 ENGAGEMENT METHODS

### PROJECT EMAIL AND PHONE NUMBER

- A project email and phone number for all project-related inquiries will be established to provide tenants and members of the public with a forum to direct their comments, and the opportunity to engage directly with the project team.
- A voicemail dedicated to the project will also be set up to allow anyone to reach out to the project team via telephone.

### PROJECT WEBSITE

- A project website will be established to educate and inform existing tenants, neighbours, stakeholders, and members of the public in a transparent and proactive way.
- The website will allow for consistent and quick delivery of key messages to help avoid confusion around the project, and can be easily adapted through the process.

### STAFF TRAINING SESSIONS

- A training session(s) for on-site staff will be held regarding tenant communication and engagement, specifically focusing on the planning application process.
- The session(s) would involve sharing project details, the project narrative and key messages, as well as ensuring that the staff are comfortable speaking to the tenants about the project and the process.

### ONSITE VISUAL DISPLAYS

- Display board(s) with project highlights, phasing approach, process overview, website and project email information will be made available inside the existing buildings.
- Postcards with contact information for the project team can also be used by on-site staff to direct tenants to the team.

### TENANT LETTERS

- Tenant letters will be used to provide tenants with information about the proposed infill development, timeline, and contact information for questions and comments.
- Letters are a quick and easy way to share streamlined information with all existing tenants about the project and what it means for them.
- The project team will communicate with the city's Housing Policy Staff to ensure information is clear and there is no information duplication.

### APPLICANT-LED TENANT MEETINGS

- Quarterly meetings for existing tenants in each building will be held so they can learn about the project, hear from the team, provide feedback, ask questions, and receive regular updates.

### CITY-LED CONSULTATION

- City-led consultations will also be used to determine tenants' experience and interest regarding indoor and outdoor amenities, amongst other matters.
- The Owner will coordinate with City staff to facilitate surveys.

During the development review process, the project team will work closely with the existing tenants potentially through follow-up meetings or written updates to respond to their previously noted concerns and refine the proposed development.

Prior to construction, a Communication Plan will be established that will identify key contacts throughout the construction period and outline how residents will be notified of key stages of the construction schedule that may have adverse impacts. Appropriate notices will be given to all existing tenants when their access to facilities and services may be temporarily impacted or altered.

The Communication Plan will also include an approach for ongoing communication to keep everyone informed of construction progress, scheduling of upcoming construction plans and other related matters. The tenants will also have opportunities to ask questions to the project team.

### **5.3 CONSTRUCTION MITIGATION STRATEGY**

The construction of the proposed development is anticipated to occur in three (3) phases. A detailed construction mitigation strategy will be developed during the Site Plan Approval stage when the design is finalized. The strategy generally will outline an approach to minimize the potential adverse impacts of construction on the Site including, but not limited to, noise, dust and vibration, loss of services and facilities, and parking relocation, if any. As construction occurs, provisions will be made to mitigate or replace services temporarily affected or eliminated.

All existing residents will be provided with emergency contact names and numbers during regular and after hours for noise and construction related inquiries. A construction mitigation strategy for tenants with special needs will be created on a case-by-case basis.

# 6

## SUMMARY ANALYSIS AND OPINION

The proposed Official Plan and Zoning By-law Amendments are consistent with the Provincial Policy Statement, the Growth Plan, and the City of Toronto Official Plan, which promote growth through transit-supportive intensification, efficient use of existing land and infrastructure, the provision of new housing, and a high quality public realm.

The proposed development addresses housing policies by offering new housing options in close proximity to imminent and future higher-order transit.

Through the proposed development, all of the existing 562 rental residential units will be retained and 2,197 new residential units will be introduced, including 802 (37%) two- and three-bedroom units. In addition to providing new housing as an infill development on an underutilized portion of the property, the proposed development includes a series of overall site improvements to create a better public realm and promote a walkable, transit-supportive neighborhood, including a new public park, public realm improvements, and mid-block connections on the Site's open space.

The existing buildings will also be improved by a series of proposed site improvements, which are subject to tenant consultation and may include:

- Enhanced landscape areas and walkways;
- Expanded outdoor amenity areas including better seating areas and areas for passive recreation;
- Enhanced indoor amenity spaces;
- Formalized pick-up and drop-off areas; and
- Improved garbage and servicing areas.

These proposed building and public realm improvements will enhance the overall site condition for the existing apartments. While not part of the proposed development, the existing buildings will also continue to be improved through ongoing maintenance and renovation of key common areas.

*The proposed development represents good planning, exhibits design excellence and supports transit-oriented intensification in the form of tall building development within a Major Transit Station Area. Intensification of the Site through new residential towers will respond to the existing and emerging built form context, offer new housing options, and positively contribute to the revitalization of this high-density, transit-supportive residential neighbourhood adjacent to three (3) higher-order transit stations.*

# APPENDIX A

7 ST. DENNIS SURVEY



## 7 St Dennis Survey Results

April 2022



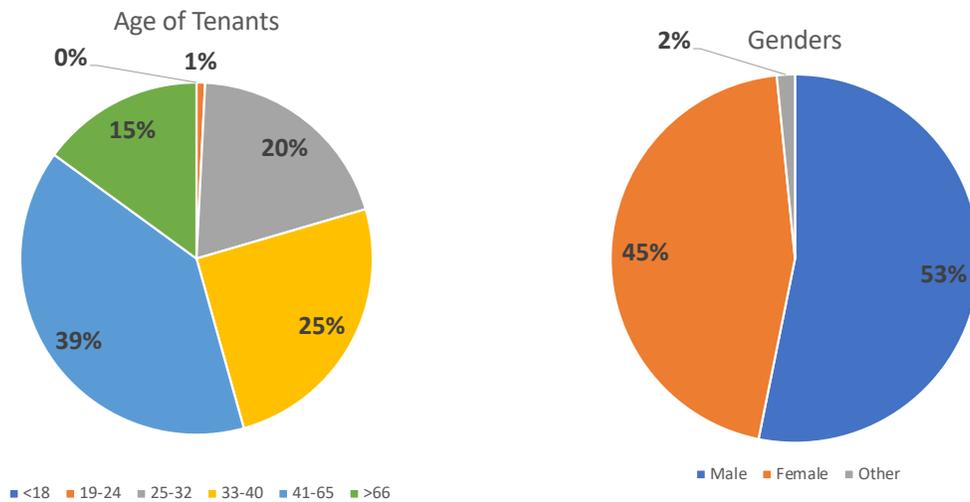
### Survey Overview

Dates: March 31-April 8th

Total # of Digital Responses: 97

Total # of Hard Copy Responses: 36

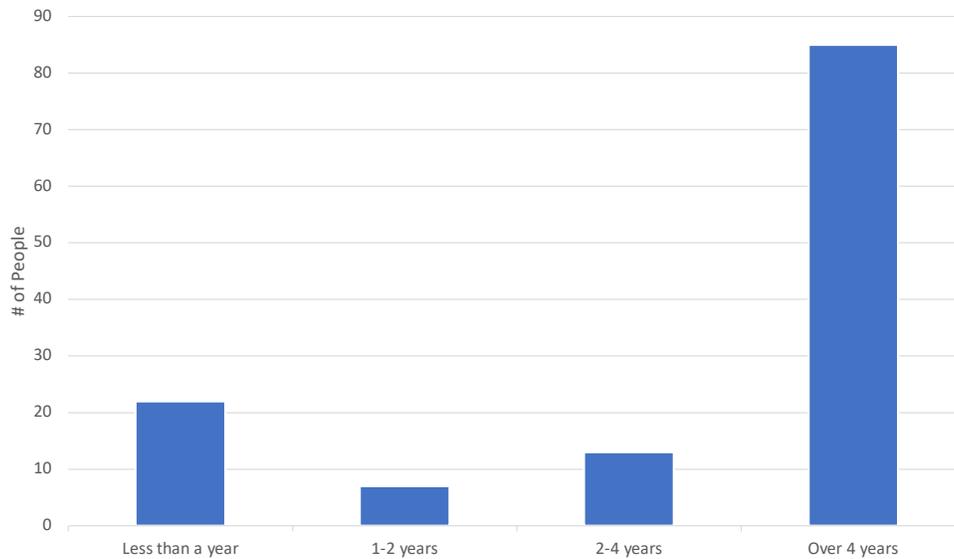
# Demographics



# Languages spoken most often at Home



## How long have you lived in your current apartment?



## Open Ended Responses

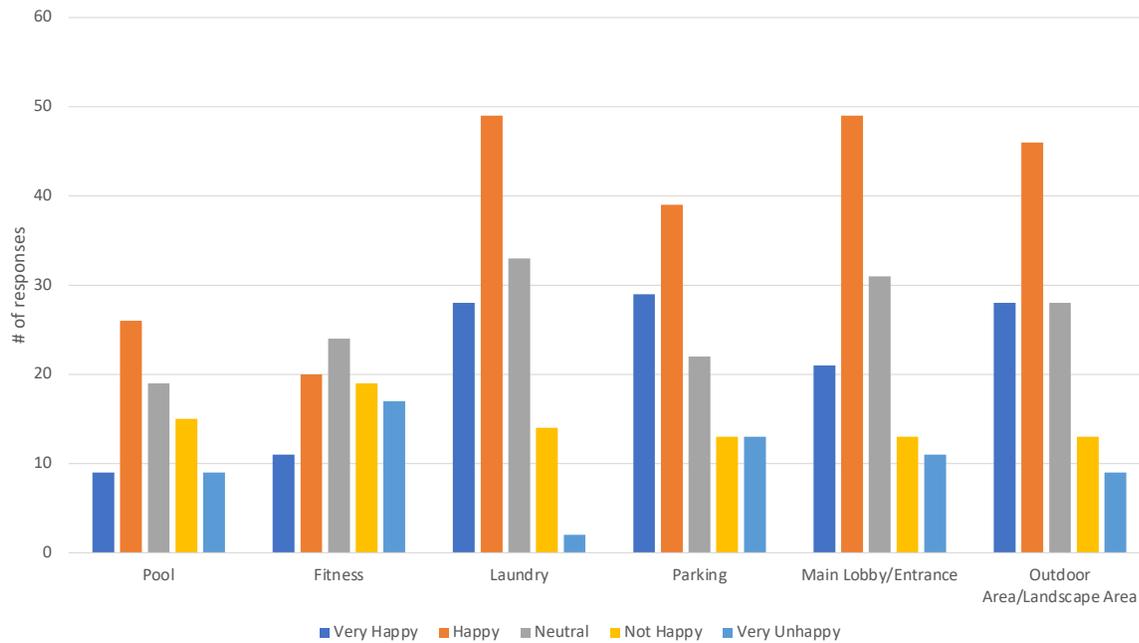
### What tenants like most about living in this building/community

- Great location
- Nice size apartments
- Community
- Friendly building staff

### What tenants think can be improved in this building/community

- Overall cleanliness
- Garbage disposal
- Building security
- Maintenance of common areas

## How satisfied the tenants are with the building amenities



Note: the data does not include those who indicated "I do not use"

## Common comments on the amenities

- Pool/Gym should be open 24/7
- Lack of Cleanliness
- Outdated
- Issue of amenities being closed



# 10 Grenoble Survey Results

April 2022

## Survey Overview



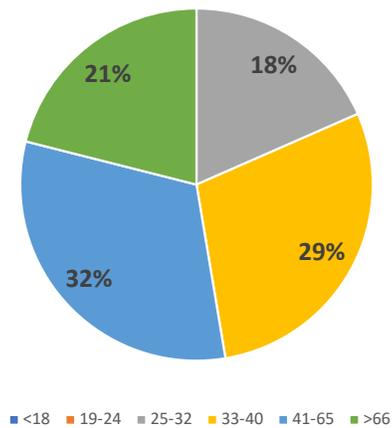
Dates: April 11-April 18th

Total # of Digital Responses: 24

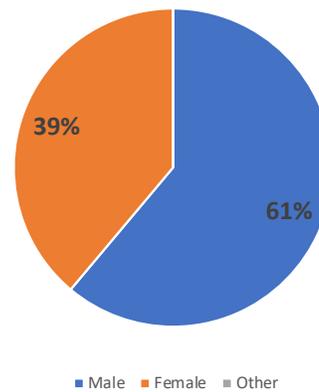
Total # of Hard Copy Responses: 15

# Demographics

Age of Tenants



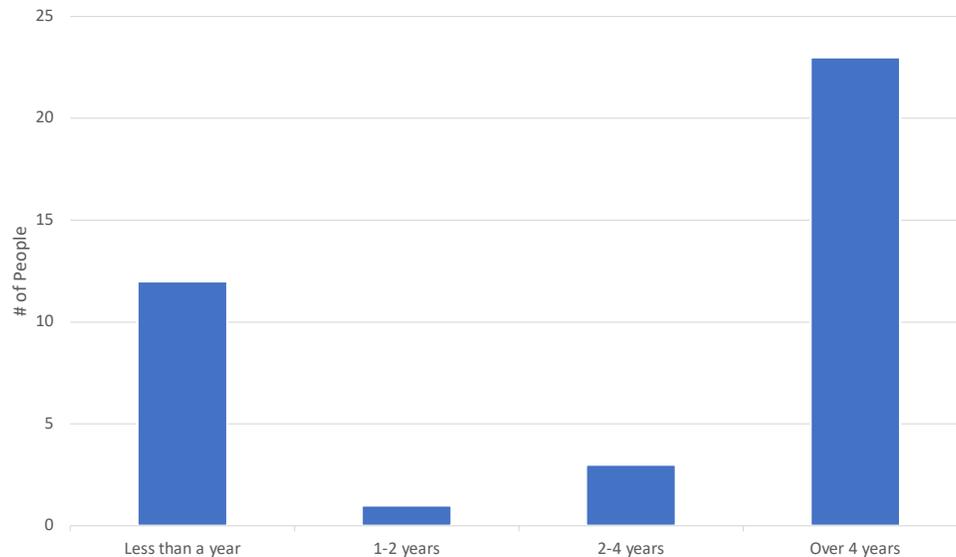
Genders



# Languages spoken most often at Home



## How long have you lived in your current apartment?



## Open Ended Responses

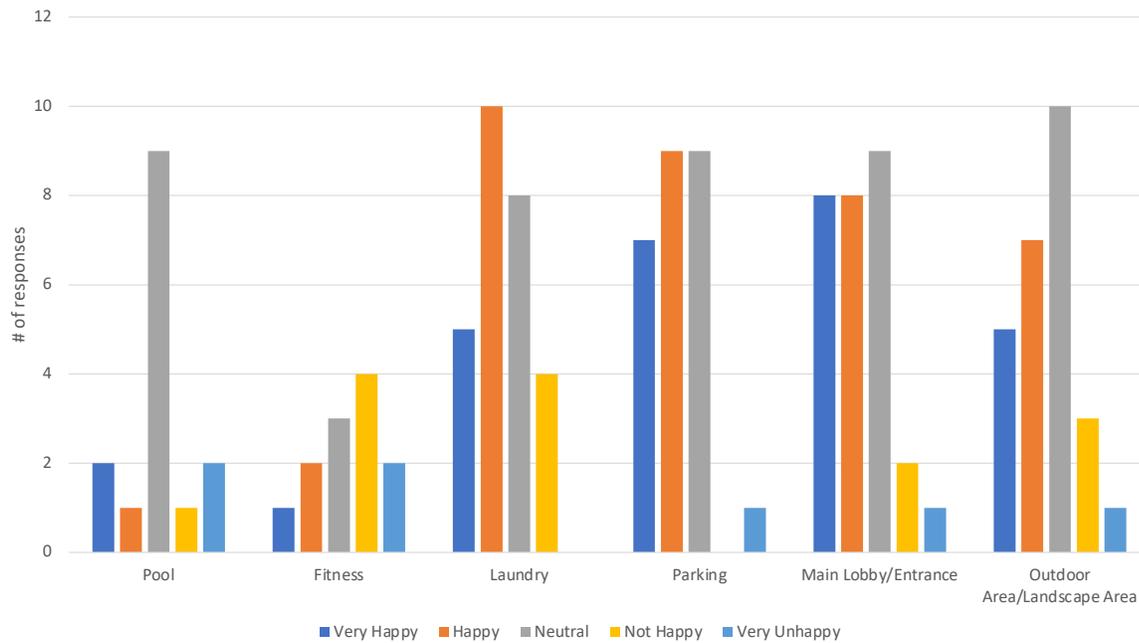
### What tenants like most about living in this building/community

- Great location
- Easy access to the schools
- Community
- Friendly building staff

### What tenants think can be improved in this building/community

- Overall cleanliness
- Garbage disposal
- Building security
- Maintenance of common areas
- Provide outdoor amenities such as a play area
- Seating area in the lobby

## How satisfied the tenants are with the building amenities



Note: the data does not include those who indicated "I do not use"

## Common comments on the amenities

- Pool/Gym should be open 24/7
- Lack of Cleanliness
- Outdated
- Issue of amenities being closed

