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November 8, 2023

City of Toronto, City Planning Division
Community Planning – North York District – West Section
5100 Yonge Street, Ground Floor
Toronto, ON M2N 5V7

Attn: Marty Rokos
Senior Planner, **Community Planning**

Dear Mr. Rokos,

Re: 155 Antibes Drive
2nd Submission of Zoning By-law Amendment application
File No. 21 234538 NNY 06 OZ

Urban Strategies is pleased to make this resubmission of a Zoning By-law Amendment "**ZBA**" application for the property at 155 Antibes Drive, in the City of Toronto (the "**Site**"). On November 5, 2021, Urban Strategies submitted a ZBA application on behalf of the owner, Tenblock (the "**Applicant**") proposing an infill development on the 19,014 square metre (1.9 hectare) property, which presently contains a 16-storey apartment building with 259 rental units. The infill development, which would retain the existing building and rental units, would add two new towers of 32 and 34 storeys, 24 3-storey back-to-back townhouses, an on-site parkland dedication, and a multi-use path ("**MUP**") (altogether, the "**Original Submission**"). The ZBA application was deemed complete by the City on April 27, 2022.

Since the filing of the Original Submission, the application has undergone full City and Agency review, with comments provided to the Applicant between May 2022 and May 2023. The Applicant also held several meetings with City staff, existing tenants of 155 Antibes Drive, and the local community. The totality of this feedback and engagement has informed the development of a refined development concept for the Site, henceforth known as the "**Revised Proposal**".

The Revised Proposal continues to retain the existing building and rental units, and proposes two new tall buildings in the northeast and southeast corners of the Site, as well as a new mid-rise building on the northwest corner of the Site. The Revised Proposal and its various attributes are described in greater detail in the following sections of this Cover Letter.

On behalf of Tenblock, we are excited to share the Revised Proposal with the City to help advance this exciting redevelopment project that will deliver much-needed new housing and other city-building benefits. Tenblock and its consultant team have worked closely over many months to prepare the Revised Proposal in a matter that comprehensively addresses the extensive comments that have been provided by the City and other public agencies.

Description of Revised Proposal

The Revised Proposal continues to propose the retention of the existing 16-storey 259-unit rental apartment building and new infill intensification on underutilized portions of the Site, including:

- Tower A: a 34-storey (113.1m to top of MPH) tower with a stepped 4-to-6 storey podium element, containing 432 residential units as well as at-grade commercial space.
- Tower B: A 30-storey (101.3m to top of MPH) tower with a stepped 4-to-6 storey podium element, containing 355 residential units and at-grade non-residential space.
- Building C: An 8-storey (33.3m to top of MPH) residential mid-rise building containing 105 residential units.

Other attributes of the Revised Proposal are described below.

Revised Development Site Area

As a result of eliminating the townhouse blocks that were proposed in the Original Submission, the Revised Proposal has a reduced net Site area of 12,357 square meters that excludes the existing 16-storey apartment building and the lands west of it. Based on the **Net New Development Area**, which further excludes the proposed land conveyances for future MUP and 6.0m corner rounding at the southeast corner of the Site, the parkland dedication requirement is now 568 square metres (being 5% of the net Site area). An on-Site parkland dedication of 598 square metres is proposed in the northwest corner.

Height & Density

The Revised Proposal incorporates several revisions to the height and density of the proposed new buildings. A comparison between the Original Submission and the Revised Proposal is outlined in the following table:

	ORIGINAL SUBMISSION	REVISED PROPOSAL
Existing Building Height	16 ST	16 ST
Tower A Height	34 ST / 111.4 M	34 ST / 113.1 M
Tower B Height	32 ST / 106.5 M	30 ST / 101.3 M
Building C Height	*N/A*	8 ST / 33.3 M
Townhouses	3 ST / 11.9 M	*Eliminated*
Total GFA	84,760 sq. m.	84,750 sq. m.
Gross Density	4.46	4.46

Tower A has been maintained at 34 storeys, with a minor metric height increase of 1.7 metres due to preliminary mechanical design requirements. Tower B has been reduced by 2 storeys, representing a metric height decrease of 5.2 metres. The height reduction to Tower B reduces the net new shadow impact, both on the proposed on-Site public park, and on the surrounding area, as described further in the revised Sun-Shadow Study included in this resubmission.

Total GFA for the Revised Proposal remains unchanged as a result of careful massing modifications and efficient space layouts despite addition of 873 square metres of non-residential area and additional servicing areas.

We note that the Applicant intends to pursue a geo-exchange heating and cooling system for Tower A and Tower B and Midrise C, which eliminates the need for a full-floor mechanical penthouse. As a result, two-storey residential units are shown on the architectural plans at the MPH level of Tower A and Tower B, which provides for additional housing with no change to the overall built form. If it is determined at a future date that geo-exchange system is not feasible for the Site, the Applicant will not proceed with the MPH level residential units, as a conventional mechanical facility occupying the entire MPH level will be required.

Built Form

In response to direction provided by City Planning and Urban Design staff, the Applicant has made revisions to the massing of Tower A and Tower B to reduce their impacts and maximize spatial openness to the existing apartment building. Key massing revisions include:

- Reducing the height of Tower B from 32 to 30 storeys (a metric height reduction of 5.2 metres) to reduce shadow impacts on the Site and surrounding area and also create an enhanced height transition from Tower A (34-storey) to the existing 26-storey apartment on 115 Antibes Drive to the south;

- Reducing the size and height of podium massing on Tower A and Tower B from continuous 7-storey podiums to stepped 4-to-6 storey podiums that step down towards the central POPS and achieve increased spatial openness to the east elevation of the existing building;

- Rounding of key building corners of Tower A and Tower B to soften the massing and provide both real and perceived separation to the existing building;

- A revised orientation of Tower B, that results in improved building and tower separation between the tower and the existing building. The reorientation of Tower B now provides for a corner-to-corner relationship to the existing building, whereas the Original Submission had a greater facing condition between the two buildings. A small portion of Tower B is +/- 22 metres from the corner of the existing apartment building; however this condition is limited to the corner units in 10 floors only (level 7 to 16) and the Tower B corner is curved in this location to improve the spatial separation; and

- Introducing Building C, a residential mid-rise, to provide a variety of different building scales and also contribute to improved wind mitigation on the future parkland.

The floorplate sizes of Tower A and Tower B are 775 and 750 square meters, respectively. Tower A's modest exceedance of the Tall Building Design Guidelines' 750 square metre maximum floorplate is appropriate given the significant tower separation to the existing building from previously 25m to 30m in the Revised Proposal at corner-to-corner, as well as to the development in the north at 5950 Bathurst Street.

Shadow Impacts

The built form revisions made in the Revised Proposal have the effect of reducing net new shadowing compared to the Original Submission. Notably, the reduced Tower B height lessens the net new shadow on the proposed on-Site parkland dedication, as well as on the neighbourhood east of Bathurst Street.

In the Sun-Shadow Study prepared for the Original Submission in 2021, Urban Strategies' opined that the proposal's shadow impacts were minor, met the intent of the applicable policies and urban design guidelines, and did not unduly diminish sunlight access on the surrounding area. Given that the Revised Proposal has a relative reduction for improvement in net new shadow, we maintain our opinion that shadow impacts are adequately limited. See the Sun-Shadow Study addendum for additional information and analysis.

Dwelling Units

A comparison between number of residential units proposed the Original Submission and the Revised Proposal is outlined in the following table:

	ORIGINAL SUBMISSION	REVISED PROPOSAL
Existing Building	259	259
Tower A	389	432
Tower B	352	355
Building C	n/a	105
Townhouses	24	n/a
Net New	765	892
Overall Grand Total	**1,024**	**1,151**

Overall, the Revised Proposal accommodates a net increase of 127 additional residential units on the Site. While the new gross floor area remains virtually the same as in the Original Proposal, the unit count has increased as a result of re-demising the space and optimizing the size of the new residential units to more closely align with current market offerings. The Revised Proposal continues to accommodate a generous proportion of larger (2 and 3 bedroom) unit sizes, as further discussed under the heading "Unit Mix" below.

Unit Mix

The Revised Proposal contains a balanced mix of unit sizes, including a generous proportion of larger (2 and 3 bedroom) unit sizes, as indicated in the table below. The proposed unit mix contributes to housing options for a range of family sizes and also a greater support for larger households, which contributes to the achievement of a complete community with a range of housing types.

PROPOSED NEW DEVELOPMENT					
	Bachelor	1B	2B	3B	Total
Building A	1	266	123	42	432
Building B	0	167	152	36	355
Building C	0	64	31	10	105
Total	1	497	306	88	892
% of Total	**<1%**	**56%**	**34%**	**10%**	**100%**
EXISTING BUILDING					
		1B	2B	3B	
Total	1	0	96	162	259
% of Total	**0%**	**0%**	**37%**	**63%**	**100%**

Non-Residential Uses

In response to City comments, the Revised Proposal incorporates at-grade non-residential space in the base of Tower A and Tower B, with frontage along Bathurst Street and wrapping the northeast and southeast corners onto the MUP and Don Lake Gate. Four separate non-residential spaces are proposed, comprising a total of 873 square metres.

The inclusion of non-residential uses at grade achieves the objective of increased animation at the base of the new buildings along Bathurst Street, at the south-east corner at Don Lake Gate and the MUP, as well as providing the potential for new locally-serving retail uses and a potential bike café, a concept that Tenblock is exploring in several of its proposals across Toronto that provides bicycle repair, amenity and retail activities.

Access, Parking and Loading

Based on comments provided by the City, the Applicant has removed the previously-proposed new driveway accesses from Bathurst Street and Don Lake Gate in favor of maintaining a single access from Antibes Drive. The proposed driveway will include a pedestrian and cyclist-friendly woonerf design that provides safe access to the existing and new buildings, underground garages, and loading and servicing spaces. It will also serve as a connection for pedestrians and cyclists between the MUP and the POPS along Bathurst Street with the City's future cycle track. By eliminating the proposed access off Bathurst Street, the Revised Proposal better-supports the City's planned Bathurst Street cycling track by minimizing potential conflicts between cars and bikes.

Underground parking for the existing building will be provided in a retained portion of the existing underground parking garage on the west side of the Site, with a new entry ramp accessible from the new driveway, a short distance into the Site from Antibes Drive. Underground parking for the new buildings will be accessed via a ramp integrated into the base of Tower A. Each new building will have direct elevator access to the underground parking levels. The number of parking ramps for new buildings has been reduced from two in the Original Proposal to one in the Revised Proposal to improve the pedestrian safety and consolidate vehicle traffic. Compared to the Original Submission which had 875 parking spaces, the Revised Proposal contains a reduced total of 804 vehicle parking spaces, including 744 resident spaces and 60 visitor spaces. The reduction in parking spaces and increase in bicycle parking spaces supports transit ridership and active transportation options and is consistent with the City's recent zoning amendments to eliminate most mandatory minimum parking requirements for new development.

One dedicated loading space per each building is proposed, including a new Type G enclosed loading space for the existing building to be constructed at the south end of the building, with direct interior access to the main building corridor and elevators. Tower A and Tower B will each have their own Type G loading spaces integrated into the podium, and Building C will have a smaller Type C loading space reflecting the more modest mid-rise scale of that building.

Bicycle Parking and Amenities

The Revised Proposal incorporates a total of 923 bicycle parking spaces for residents and visitors, including 211 bike parking spaces for the existing building, 840 long-term bike parking spaces for the new buildings, and 83 short-term bike parking spaces for the new buildings.

A secure indoor bicycle parking and repair room for the dedicated use of the existing building is proposed on the lower ground floor level with direct exterior access on the north side of the building. Secure bicycle parking rooms with maintenance stations and e-bike charging for the new buildings are proposed at- and below-grade, either with direct exterior access or located nearby the parking ramp.

The Applicant proposes a range of additional amenities to encourage and support cycling, including a potential bike café space in the base of Tower A, as described earlier, as well as publicly accessible Bikeshare stations located in the proposed POPS along Bathurst Street with potentially up to 45 docks for e-bikes.

Amenity Space

The Revised Proposal provides common amenity spaces for the new residential buildings at a minimum rate of 2.0 square metres of outdoor amenity space per dwelling unit, and a minimum rate of 1.5 square metres of indoor amenity space per dwelling units. A variety of indoor and outdoor amenity spaces will be proposed within each of the new buildings and on rooftop areas, as well as at the ground plane.

The Applicant is proposing a series of enhancements to the existing building, including renovated indoor amenity space at the lower ground floor level with direct access to outdoor terrace space (with programming to be informed by ongoing tenant engagement) as well as landscape enhancements and outdoor amenities to the open space to the west.

Parkland Dedication and POPS

The Revised Proposal incorporates full (more than 5% net Site area) parkland dedication in the form of a 598 square metres public park located in the northwest corner of the Site. This location affords the park a good frontage along Antibes Drive and the future MUP adjacent to the neighbouring properties. The park is of a sufficient area to accommodate a potential range of active and passive functions, as well as hard and soft landscaped areas.

Building C incorporates a 5.0 metre setback from the eastern edge of the park to ensure that building maintenance and at-grade pedestrian circulation can occur fully on private property without encroachment into the park.

In addition to the park, the Applicant also proposes an 870 square metre Privately-Owned Publicly-Accessible Space (POPS) along Bathurst Street between Tower A and Tower B. This POPS is envisioned by the Applicant as a “Cycling Hub” to support cycling and multi-modal transportation options for the community. The POPS is proposed to include Bikeshare stations, as well as other related amenities, including visitor bike parking spaces, water bottle fill station, bike maintenance and e-bike charging stations, and a sculptural canopy providing shelter and shade over a portion of POPS.

Multi-Use Path

The Revised Proposal continues to include a land dedication along the north property line for the purpose of creating a future MUP, in combination with lands proposed to be conveyed on the development sites to the north at 5950 Bathurst Street and 25 Cedarcroft Boulevard. The Applicant's proposed MUP conveyance totals 987 square metres, consisting of a 4.6-metre-wide strip along the northerly edge of the proposed park, widening to 6.1 metres along the remainder of the north edge of the Site.

The MUP, which will be bookended by the new public parks at 155 Antibes Drive and 5950 Bathurst Street, will provide a safe and attractive pedestrian and cyclist link between the Bathurst Street cycle tracks and Antibes Drive, which connects to the Westminster Creek trail system further west. In conjunction with the conveyed lands to the north, the MUP width will vary between 7.6 metres at the west end to 9.1 metres at the east end, which is sufficient to accommodate a primary trail connection per the City's Multi Use Trail Design Guidelines with additional landscape buffer on both sides.

Other Public Realm Enhancements

In addition to the proposed park, POPS and MUP outlined above, the Applicant is proposing comprehensive landscape enhancements across the entirety of the Site. Whereas the existing open space is unstructured and unprogrammed with surface parking, the Revised Proposal involves a pastoral landscape design concept that promotes ecological resilience, improved pedestrian circulation for safety and access, and provides a range of community-oriented active uses. This includes more-active zones that provide space for children's play, pet amenity, and community gardens / congregation, as well as passive zones with more intensive concentrations of planting and resting areas.

The Revised Proposal will maintain numerous existing trees along Don Lake Gate and Antibes Drive, which in the Original Submission would have been removed to accommodate the two townhouse blocks. Moreover, new street trees have been proposed along the sidewalk boulevards around the Site to maintain a green streetscape and help enhancing the pedestrian experience.

Community Consultation

A Community Consultation Meeting ("**CCM**") was hosted by City Planning on July 4, 2023, with 30 members of the public in attendance. While some members of the public in attendance expressed concern over aspects of the proposal, others indicated support for the proposed changes. Questions asked, and feedback provided during the CCM meeting included:

- Support for intensification on portions of the Site that are currently under-used
- Support for removing existing perimeter fencing and improved accessibility
- Support for active transportation improvements
- Support for additional housing in the community
- Questions about the costs of the new housing, and whether it will be rental or condo tenure
- Will there be enough parking to meet the demand?
- Concerns over traffic congestion due to the cumulative impact of development in the area
- What are the impacts to existing tenants of 155 Antibes?
- Is affordable housing proposed?
- Concerns about existing issues with loitering, and how the new proposal could address this

- Desire to see upgrades to the Antibes community centre, or other community infrastructure
- Is there enough infrastructure capacity to accommodate the development?

Consultation with City Staff

In addition to the July 4, 2023 CCM, the Applicant has met with City staff on numerous occasions since the Original Submission to present the evolving design concept and obtain additional input. These meetings, which are outlined in the table below, have helped to shape the Revised Proposal in a manner that implements the key feedback provided by City staff.

Date	Audience	Purpose/Subject Matter
October 31, 2023	City Planning, Urban Design, Heritage Planning	Discuss City comments on Original Submission
January 30, 2023	Community Planning, Urban Design, Parks Planning	Site Plan workshop
August 9, 2023	Community Planning & Urban Design staff	Development of Revised Proposal
September 27, 2023	Community Planning & Urban Design staff	Development of Revised Proposal

Sustainability and TGS

The Applicant is committed to sustainable city-building and reducing the environmental impacts of its developments. In this regard, the Applicant intends to pursue Toronto Green Standard Version 4, Tier 1 or higher, including geo-exchange heating and cooling for the proposed new buildings. Further, the Revised Proposal incorporates 172 parking spaces for electric vehicles outfitted with charging outlets (25 % of total parking) as well as 174 spaces for electric bicycles (25% of total bike parking).

The anticipated embodied carbon performance of the development exceeds minimum performance requirements for TGS Version 4, Tier 2. Some of the key drivers of this performance include:

- There have been significant reductions in the number of balconies from the Original Submission;
- The tower floor plates are relatively compact resulting in a more effective design of envelope material qualities;
- No transfer slabs are included in the project's design resulting in a reduction in concrete and rebar from comparable buildings with transfer slabs;
- Estimates for concrete are based on the latest Ontario baseline concrete mix types, which are approximately 20% lower than previous Canada baseline concrete mix types; and
- Rebar is based on Ontario baseline of 95% recycled steel.

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Wind Impacts

A pedestrian level wind study was undertaken for the Revised Proposal, and includes the following findings:

- Grade-level areas are predicted to experience acceptable wind conditions for intended pedestrian uses throughout the year, subject to various proposed mitigation measures.
- The introduction of the mid-rise Building C at the east of the park dedication is predicted to improve comfort levels within the park dedication as compared to the predicted wind conditions under the previous architectural massing, particularly during the spring, autumn and winter.
- With the wind mitigations considered in the study, the wind conditions within the common amenity terraces serving Buildings A and B at Level 5 are predicted to significantly improve as compared to the previously reported wind conditions under the previous architectural design.
- The allocation of programming during the Site Plan Approval stage corresponding to the predicted wind conditions within the amenity terraces servicing Buildings A and B will improve the usability of these terraces.

Community Services and Facilities

As an in-kind Community Benefits Charge ("**CBC**") contribution, the Applicant proposes a 987 square metre land conveyance (approximately 8% of the net Site area) along the north edge of the Site for the purpose of creating the MUP, with lands to be conveyed on adjoining development sites.

In addition to its on-site parkland dedication, the Applicant is also proposing the 870 square metres POPS along Bathurst Street as an additional private open space seamlessly integrated with the Bathurst Street sidewalk that is envisioned as accommodating a Bikeshare station with up to 45 docks for e-bikes, as well as short-term bicycle parking and other amenities to support cycling. This is an additional benefit being proposed by the Applicant over and above its CBC contribution.

Materials in Support of Resubmission

The following materials have been provided in this submission:

1. **Development Approval Application Resubmission Form**;
2. **Comment Response Matrix** with comments and responses to 1st ZBA submission;
3. **Project Data Sheet**;
4. **Draft Zoning By-law amendments**;
5. **Toronto Green Standards, Version 4 Checklist**;
6. **Boundary and Topographical Survey** by JD Barnes;
7. **Planning Rationale Addendum letter** by Urban Strategies Inc.;
8. **Housing Issues Report Addendum** by Urban Strategies Inc.;
9. **Updated Sun-Shadow Study** by Urban Strategies Inc.;
10. **Architectural Drawing Set** by BDP Quadrangle;

11. **Accessibility Design Standards Checklist** by BDP Quadrangle;
12. **Computer Generated Building Mass Model** by BDP Quadrangle;
13. **Perspective Drawings** by BDP Quadrangle and SVN Architects + Planners;
14. **Landscape Drawing Set** by SvN Architects + Planners;
15. **Energy Strategy Report** by EQ Building Performance;
16. **Pedestrian Level Wind Study** by Gradient Wind;
17. **Transportation Impact Study Response Letter,** by RJ Burnside & Associates;
18. **FSR/SWM Report (including Servicing Report Groundwater Summary)** by Lithos Group;
19. **Civil Engineering Drawing Set** by Lithos Group;
20. **Arborist Report (including Tree Protection Plan)** by Kuntz Forestry Consulting Inc.
21. **Geotechnical Report,** by Grounded Engineering;
22. **Hydrogeological Review Report (including Hydrological Review Summary),** by Grounded Engineering;
23. **Letter for Environmental Reports**, by Grounded Engineering;
24. **Downstream Sanitary Capacity Analysis Report** by Lithos Group;
25. **Downstream Storm Capacity Analysis Report** by Lithos Group; and
26. **Water Distribution Analysis Report** by Lithos Group.

Overall, this comprehensive zoning re-submission for the Revised Proposal has made significant improvements from the Original Submission by having incorporated constructive feedback from City Staff, existing tenants at 155 Antibes, and the general public.

The Applicant is looking forward to advancing this development proposal to the next stages of the implementation process. We trust that this submission is complete for your review. If you have any questions or require additional information, please feel free to contact me at 416-340-9004 ext. 257, or by email, cfang@urbanstrategies.com.

Sincerely,

Christine Fang-Denissov, Partner
M. Arch., MCIP, RPP, MRAIC
URBAN STRATEGIES INC.