

## 15, 17, 19 and 21 Greenbriar Road - Zoning Amendment Application – Final Report

<b>Date:</b>	May 26, 2017
<b>To:</b>	North York Community Council
<b>From:</b>	Director, Community Planning, North York District
<b>Wards:</b>	Ward 24 – Willowdale
<b>Reference Number:</b>	15 223760 NNY 24 OZ

### SUMMARY

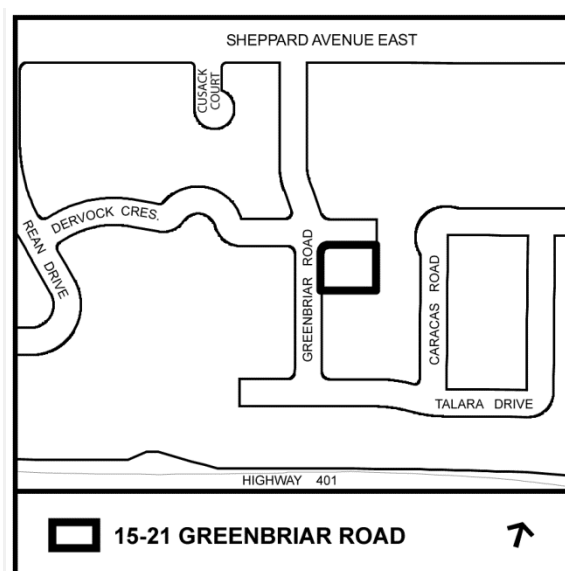
An application has been submitted to amend the zoning by-law for the lands at 15, 17, 19 and 21 Greenbriar Road to permit a three-storey, 14-unit townhouse development. The units would be contained in two parallel blocks. The western block fronting on Greenbriar Road would consist of eight back-to-back units, while the eastern block would consist of six through units. A total residential gross floor area of 2,553 square metres and an overall floor space index of 1.53 is proposed.

This proposal represents an appropriate level of intensification near the Bessarion node of the Sheppard East Subway Corridor Secondary Plan. Family sized units will be provided in a built form that is compatible with the surrounding context. This report reviews and recommends approval of the application to amend the Zoning By-law.

### RECOMMENDATIONS

**The City Planning Division recommends that:**

1. City Council amend Zoning By-law No. 7625 for the lands at 15, 17, 19 and 21 Greenbriar Road substantially in



accordance with the draft Zoning By-law Amendment attached as Attachment No. 9 to report dated May 26, 2017.

2. City Council amend City of Toronto Zoning By-law No. 569-2013 for the lands at 15, 17, 19 and 21 Greenbriar Road substantially in accordance with the draft Zoning By-law Amendment attached as Attachment No.10 to report dated May 26, 2017.
3. Before introducing the necessary Bills to City Council for enactment, the Owner shall:
  - (i) submit a revised Functional Servicing Report and Geotechnical/Hydrogeological Report to the satisfaction of the Executive Director, Engineering and Construction Services; and
  - (ii) the Report in (i) above must demonstrate that there will be no risk of sanitary sewer surcharging under Dry Weather Flow conditions and no risk of basement and/or surface flooding under Wet Weather Flow conditions as a result of additional discharges from the new development, taking into account all other approved developments in the area, to the satisfaction of the Executive Director, Engineering and Construction Services.
4. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendments as may be required.

### **Financial Impact**

The recommendations in this report have no financial impact.

### **DECISION HISTORY**

The Preliminary Report for this proposal was adopted by North York Community Council on November 10, 2015 and is available on the City's website at:

<http://www.toronto.ca/legdocs/mmis/2015/ny/bgrd/backgroundfile-85243.pdf>

### **ISSUE BACKGROUND**

#### **Proposal**

This application proposes to amend the zoning by-law to permit the construction of 14 three-storey townhouses. The units would be contained in two parallel blocks. The western block fronting Greenbriar Road would consist of eight back-to-back units, while the eastern block would consist of six through units. A total residential gross floor area of 2,553 square metres and an overall floor space index of 1.53 times the lot area are proposed. Both the east and west townhouse blocks are proposed at a height of three-storeys, measuring approximately 10.7 metres to the top of the roof and 14 metres to the top of the rooftop terrace access.

The two townhouse blocks would be separated by 11 metres. This space would also contain a landscaped internal courtyard which would include both private amenity and shared space, which would be accessible from Dervock Crescent and the exit stairway from the underground parking. The western block is set back approximately 3.8 metres from Greenbriar Road, and both blocks are set back approximately 2.8 metres from Dervock Crescent. A rear yard setback of 7.5

metres is provided to the adjacent property to the west, and a 1.2 metre side yard setback is proposed to the south. Soft landscaping and new trees are proposed along both street frontages.

Each townhouse unit would contain three bedrooms, an at-grade porch and private rooftop amenity space. All units would have their own elevator and internal stairwell providing direct access to and from the underground parking garage. Each unit would include two tandem parking spaces, one bicycle parking space and one storage locker in the underground parking garage which would be accessed from the private elevator and internal stairwell. In addition, two visitor parking spaces and one accessible parking space are provided, in the parking garage containing 31 parking spaces, 14 bicycle parking spaces, 14 storage lockers and a garbage room (See Attachment 1 – Site Plan, Attachment 2 – Applicant’s Perspective Rendering, Attachment 3a-3f – Elevations and Attachment 8 – Application Data Sheet).

## **Site and Surrounding Area**

The development site is a land assembly of four residential properties located at the southeast quadrant of Dervock Crescent and Greenbriar Road. Together, the site has a frontage of approximately 31 metres along Greenbriar Road and approximately 39 metres along Dervock Crescent, and a total area of 1,674 square metres. The property is currently the site of four two-storey semi-detached dwellings, which are proposed to be demolished.

Abutting uses include:

North: Single detached house at northeast corner of Greenbriar Road and Dervock Crescent, then a four-storey residential condominium development (7-9 Greenbriar Road), and single-detached dwellings of one and two storeys fronting onto Caracas Road northeast of the subject site. Sheppard Avenue East is located approximately 160 metres north of the subject property. An application has been submitted (and is now under appeal to the Ontario Municipal Board) to rezone the lands at 625-627 Sheppard Avenue East and 6-12 Greenbriar Road (Application No. 16 118618 NNY24 OZ) to permit a development that includes a three-storey, 4 unit townhouse block and a mixed-use building which steps from 6 to 11 storeys containing 184 residential units.

South: Three-storey multiple-unit residential buildings and two-storey semi-detached dwellings fronting onto Greenbriar Road located south of the site.

East: One and a half-storey single-detached dwellings fronting onto Caracas Road.

West: Two-storey semi-detached dwelling units subject to concurrent applications to amend the zoning by-law (Application No. 15 223730 NNY 24 OZ) and for site plan control (Application No. 15 223745 NNY 24 SA). Further west is a four-storey apartment building, beyond which lies a three-storey condominium townhouse development accessible from a private driveway off of Dervock Crescent.

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

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong healthy communities; wise use and management of resources; efficient use of existing and planned infrastructure; and protecting public health and safety. The PPS states that a land use pattern,

density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation. New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities. The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. City Council's planning decisions are required, by the *Planning Act*, to be consistent with the PPS.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. The Growth Plan directs a significant portion of new growth to *built-up areas* of the community through intensification. It also provides for reducing dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments. City Council's planning decisions are required, by the *Planning Act*, to conform, or not conflict, as the case may be, with the Growth Plan for the Greater Golden Horseshoe.

## **Official Plan**

The subject site is designated *Apartment Neighbourhoods* on Land Use Map 19 of the Official Plan (see Attachment 7). *Apartment Neighbourhoods* are considered to be physically stable areas of the City where significant growth is generally not anticipated. The Official Plan does, however, set out criteria to evaluate situations where there are opportunities for additional townhouses or apartment buildings on underutilized sites.

In addition to all land uses provided for in the *Neighbourhoods* designation, including townhouses, *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. *Apartment Neighbourhoods* are distinguished from low-rise *Neighbourhoods* because a greater scale of building is permitted and different scale-related criteria are needed to guide development.

Policy 4.2.2 of the Official Plan requires development in *Apartment Neighbourhoods* to contribute to quality of life by locating and massing new buildings to provide for transition, to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, and to frame the edge of streets and parks with good proportion. New development is also to include sufficient off-street vehicle and bicycle parking for both residents and visitors, locate and screen service areas, ramps and garbage storage, provide indoor and outdoor recreation space for residents, provide ground floor uses to enhance adjacent streets and open spaces, and provide buildings that conform to the principles of universal design and wherever possible to contain units that are accessible or adaptable for persons with physical disabilities.

The Built Form policies in section 3.1.2 of the Official Plan relate to ensuring that new development in the City can fit harmoniously within the existing and/or planned context of the neighbourhood. This includes the following:

- locating and organizing new development to frame and support adjacent streets, parks and open spaces
- locating and organizing vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and surrounding properties

- massing new development and its exterior façade to fit into the existing and/or planned context
- massing new development to define the edges of streets, parks and open spaces at good proportion
- providing for amenity for adjacent streets and open spaces; and
- providing indoor and outdoor amenity space for the residents of new development.

Sheppard Avenue East is designated as a Higher Order Transit Corridor on Map 4 of the Official Plan. The Official Plan stipulates that future urban growth within the City should be channelled towards areas that are well served by public transit, the existing road network, and which have a number of properties with redevelopment potential. Growth areas are locations where good transit access can be provided along bus and streetcar routes and at rapid transit stations.

A goal of the Official Plan is to create a better urban environment, competitive local economy and a more socially cohesive and equitable city. This can be achieved through the integration and coordination of transportation planning and land use planning by attracting more people to targeted growth areas in the City that are supported by good and affordable transit services and other infrastructure. The Plan aims to increase accessibility throughout the City by taking advantage of the combined travel benefits afforded by improved mobility and increased proximity to transit.

The Official Plan is available on the City's website at:  
[www.toronto.ca/planning/official\\_plan/introduction.htm](http://www.toronto.ca/planning/official_plan/introduction.htm)

## **Sheppard East Subway Corridor Secondary Plan**

The subject lands are located within the Sheppard East Subway Corridor Secondary Plan as set out in Chapter 6, Section 9 of the Official Plan. The site is located in the Bessarion Node of the Secondary Plan (Attachment 4). Although the lands are designated as Key Development Areas within the Bessarion Node, most of the key development areas are designated as Mixed Use Areas and are focussed within walking distance of subway stations. The objective of the Sheppard East Subway Corridor Secondary Plan is to promote and encourage "appropriate, high quality development in the Sheppard East Subway Corridor in support of, and to take advantage of, the large public investment in rapid transit".

Development within the Sheppard East Subway Corridor is to be supportive of the existing goals and objectives of the Official Plan, including the urban structure and *Neighbourhoods* and *Apartment Neighbourhoods* policies, which limit intensification in residential areas to protect and enhance stable residential communities. New development will be of high quality urban design, and will create compatible transitions in height and scale between higher density mixed use areas and those existing designated stable residential areas which are to be protected and retained.

The Sheppard East Subway Corridor Secondary Plan is available on the City's website at:  
[www1.toronto.ca/static\\_files/CityPlanning/PDF/9\\_sheppard\\_subway\\_dec2010.pdf](http://www1.toronto.ca/static_files/CityPlanning/PDF/9_sheppard_subway_dec2010.pdf)

## **Design Guidelines**

The Urban Design Guidelines for Infill Townhouses (2003) articulate and clarify the City's interest in addressing townhouse development impacts, with a focus on protecting streetscapes,

adjacent properties and seamlessly integrating new development into the existing context. The Guidelines provide a framework for site design and built form to achieve good urban design and an appropriate scale and form of development for applications proposing low-rise, grade related residential units constructed in rows or blocks. The Guidelines can be viewed at:

[www1.toronto.ca/city\\_of\\_toronto/city\\_planning/urban\\_design/files/pdf/](http://www1.toronto.ca/city_of_toronto/city_planning/urban_design/files/pdf/)

A comprehensive update to the Townhouse Guidelines is currently underway. Updated Townhouse and Low-Rise Apartment Guidelines further clarify and expand upon the Council-approved 2003 Guidelines to reflect current trends and best practices for a broader range of multi-dwelling development up to four storeys in height. The latest draft of the Townhouse and Low-Rise Apartment Guidelines can be viewed online at:

[www1.toronto.ca/wps/portal/contentonly?vgnextoid=f3064af89de0c410VgnVCM10000071d60f89RCRD](http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=f3064af89de0c410VgnVCM10000071d60f89RCRD).

Prior to presenting a finalized version of these Guidelines for Council consideration, City Staff are currently refining and consulting upon the draft Guidelines, in part through their use during the review of Development Applications.

## **Zoning**

The subject lands are currently zoned RM4 (Residential Multiple-Family) under former City of North York Zoning By-law No. 7625 (see Attachment 6). The RM4 zone permits residential buildings, including multiple attached dwellings (townhouses), limited home occupations, and a range of recreational and institutional uses. Multiple attached dwellings are required to have a minimum lot area of 220 square metres per dwelling unit and a minimum street frontage of 30 metres per building. Multiple attached dwellings are permitted, and a maximum lot coverage of 25 percent and a maximum building height of 9.2 metres are permitted. Townhouses should provide a minimum front yard setback of 7.5 metres, minimum side yard setbacks of 6 metres or one fifth of the length of the building, whichever is the greater, and a minimum rear yard setback of 7.5 metres.

The subject lands are also zoned RM (f21.0; a925; d0.85) (Residential Multiple Dwelling Zone) under City of Toronto Zoning By-law No. 569-2013 (see attachment 5). The RM zone permits a variety of residential building types including: detached houses, semi-detached houses, duplexes, triplexes, fourplexes and apartment buildings, in addition to a range of home occupations, recreational and institutional uses. Townhouses are not a permitted building type.

In the RM zone, a maximum height of 10 metres is permitted for a detached house or semi-detached house and a maximum height of 12 metres are permitted for any other building or structure. The maximum permitted lot coverage is 35 percent and the maximum permitted FSI is 0.85. Separation distances and setbacks also apply.

## **Site Plan Control**

This proposal is subject to Site Plan Control under section 114 of the City of Toronto Act. A Site Plan Control application (Application No. 15 223778 NNY 24 SA) has been submitted and is being reviewed concurrently with this application.

## Reasons for the Application

The proposed development will require an amendment to former City of North York Zoning By-law No. 7625 to permit the proposed lot area, street frontage, lot coverage, building height, and setbacks.

An amendment to City of Toronto Zoning By-law 569-2013 will be required to permit the proposed building type, in addition to the proposed height, setbacks, coverage and density of the development.

## Community Consultation

A community consultation meeting was held on January 19, 2016 attended by approximately 35 people. The following comments/concerns were raised:

- Storage and collection of garbage;
- Questions regarding permitted uses on the subject lands;
- Number of parking spaces proposed, visitor parking, and legality of on street parking;
- Height and number of stories; and
- Potential flooding issues in the underground parking with the reverse slope driveway.

## Agency Circulation

The application was circulated to all appropriate agencies and City divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate By-law standards.

## COMMENTS

### Provincial Policy Statement and Growth Plan

Both the PPS and the Growth Plan encourage intensification and redevelopment in urban areas. The proposed townhouse development promotes intensification through a compact urban form. The proposal will make efficient use of land and resources, infrastructure and public service facilities. The proposal is in close proximity to higher order transit along Sheppard Avenue East, and is within a ten minute walk to both the Bessarion and Sheppard subway stations. The proposal is consistent with the Provincial Policy Statement and conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe.

### Land Use

The lands on both sides of Greenbriar Road are designated as Apartment Neighbourhoods in the Official Plan from just north of Dervock Road to south of Talara Drive. This application proposes residential intensification in a built up, serviced area, that is well served by public transit. The proposed townhouses are a permitted use under the *Apartment Neighbourhoods* designation of the Official Plan, and are an appropriate use for the site. A townhouse development is proposed to the immediate west at 14-20 Greenbriar Road, and to the northwest at 12-16 Dervock Road.

Policy 4.2.2 of the Official Plan requires development in *Apartment Neighbourhoods* to contribute to the quality of life by locating and massing new buildings to provide for transition, and to frame the edge of streets and parks with good proportion. New development is also to

include sufficient off-street vehicle and bicycle parking for both residents and visitors, locate and screen service areas, ramps and garbage storage. This development frames and supports both Greenbriar Road and Dervock Crescent, and the three storey massing is in context with the surrounding community, including 2 storey semi-detached dwellings to the south, and a similar three storey massing proposed on the west side of Greenbriar Road.

The proposal provides for a 7.5 metre rear yard setback for the eastern block adjacent to the Neighbourhoods designation to the east, including a 1.2 metre landscaped buffer, and a 1.2 metre side yard setback to the south. This provides for appropriate transition to the adjacent properties, providing adequate light, view and privacy. The proposal for townhouses along Greenbriar Road is in keeping with the emerging character along Greenbriar Road in the *Apartment Neighbourhoods* designation. The proposal frames the street in good proportion to the existing neighbouring properties, and the proposed townhouses on the west side of Greenbriar Road, while respecting the lower-scale character of the semi-detached dwellings to the south.

## **Site Layout**

The original proposal included two blocks of eight townhouse units each in back-to-back form. The City's Infill Townhouse Guidelines call for the location of the main facade to be parallel to the street and set in line with adjacent buildings. This is achieved with the western block of the revised proposal. The eastern block has been changed to standard units, from back-to-back. The condition of having back to back units in the east block has been eliminated, and no units will have front doors facing the rear yards of the existing single family dwellings on Caracas Road to the east, thus removing an undesirable interface condition.

The originally submitted plans proposed access to underground parking from Dervock Crescent between the two blocks of proposed townhouses. This would have created an unsightly layout of townhouse blocks with front yards fronting onto a ramp accessing the underground parking. Through discussions with City Planning staff, the access was moved to the east so that the underground ramp is under the rear yards of the rear townhouse block, except for a portion towards Dervock Crescent, which will be screened with a trellis and other screening methods. The driveway accessing the proposal has been widened from the original proposal to the required six metre width.

A 3.8 metre setback along the Greenbriar Road frontage is proposed, and this is appropriate and fits within the existing context. This development frames and supports both Greenbriar Road and Dervock Crescent and locates the vehicle parking, vehicular access, and service areas in underground parking to minimize their impact on the property and surrounding properties. The underground parking provides for garbage storage, which will comply with City of Toronto Guidelines. Garbage collection is proposed to be curbside by the City of Toronto, and bins will be rolled to a designated curbside area on Dervock Crescent by on site staff on collection day only and returned to the storage room after collection.

This application proposes a facing distance of 11 metres between the two blocks, and provides for a landscaped courtyard connecting the development to Dervock Road. The landscape plan proposes the planting of deciduous trees on the public boulevard, and generous landscaping within the courtyard. Additional landscaping opportunities will be reviewed in further detail at the Site Plan Control stage, and secured through the Site Plan Agreement.



Concern was expressed at the community consultation meeting regarding potential flooding issues in the underground parking with the reverse slope driveway. There will be a large trench drain at the bottom of the parking ramp, and area drains throughout the garage as required to mitigate the potential for flooding.

## **Height, Massing and Density**

The Official Plan's built form policies indicate that new development should be designed to fit with its existing and/or planned context; frame and support adjacent streets, parks and open spaces; and limit its impact on neighbouring streets, parks and properties. Both the east and west townhouse blocks are proposed at a height of three-storeys, measuring approximately 10.3 metres for the west block and 10.7 metres for the east block to the top of the roof and 13.5 metres for the west block and 13.9 metres for the east block to the top of the rooftop terrace access. The proposal for three storey townhouses at a density of 1.53 FSI is appropriate. The lands are in the Bessarion Node of the Sheppard East Subway Corridor Secondary Plan, where intensification is encouraged. The lands are designated *Apartment Neighbourhoods* in the Official Plan where some intensification is anticipated. The three-storey townhouses provide for an appropriate building height that is in context with surrounding properties. The 7.5 metre rear yard setback, including a 1.2 metre landscaped buffer, from the eastern block provides for appropriate transition, and adequate light, views and privacy to the *Neighbourhoods* to the east on Caracas Road. The rear yards of the eastern block are raised 1.3 m above grade, or where no rear yards are provided, due to the underground ramp location, a trellis and other screening will be provided. During the site plan approval process, staff will ensure proper landscaping and screening to mitigate privacy and overlook issues. Roof top terraces on the eastern block have been located approximately 10 metres from the *Neighbourhoods* to the east to further provide transition, and privacy, and will be secured in the site plan agreement.

## **Access, Parking, Bike Parking**

A Parking and Site Accessibility study, dated September, 2015, prepared by Cole Engineering has been reviewed by Transportation Services staff. The proposed development is in an area well served by public transit. The subject site is less than a 10 minute walk to Bayview and Bessarion stations on the Sheppard Subway line, as well as a two minute walk to the Route 85 Sheppard East bus stops. Transportation Services staff concur with the study that the traffic impact from the proposed development on the adjacent road network will be minimal.

The location of the driveway is appropriate as it locates the ramp, parking area and garbage storage to the rear of the site, and underground so as to minimize noise, odour and visual impact on the surrounding community.

Staff expressed concern that the original proposal provided no visitor parking. A total of 31 parking spaces (29 resident and two visitor parking spaces) are now proposed to be provided in one level of underground parking. Transportation Services staff are recommending a minimum parking rate of 1 space per unit plus 0.2 spaces per unit for visitors as set out in Zoning By-law 569-2013. There is currently on street parking permitted on the east side of Greenbriar Road at this location.

A total of 16 bicycle parking spaces (14 resident spaces in the underground parking and 2 visitor spaces above ground) are proposed to be provided. Discussions are ongoing about the location of the proposed bicycle parking and will be resolved through the site plan approval process.

## **Servicing**

The applicant submitted a Functional Servicing and Storm Water Management Report in support of the application to amend the Zoning By-law. Engineering and Construction Services staff have advised that further information is necessary regarding sanitary sewer, storm water management, and Geotechnical/Hydrogeological matters. Planning staff recommend that prior to introducing the bills to City Council for enactment, the applicant be required to submit a revised Functional Servicing and Geotechnical/Hydrogeological report. Among other technical matters, the report must demonstrate, to the satisfaction of the Executive Director, Engineering and Construction Services, that there will be no risk of sanitary sewer surcharging under Dry Weather Flow conditions and no risk of basement and/or surface flooding under Wet Weather Flow conditions as a result of additional discharges from the new development, taking into account all other approved developments in the area.

## **Outdoor Amenity Space**

The proposal includes a 325 square metre landscaped courtyard between the two townhouse blocks to serve the residents of this new development, which includes a 1.8 m pedestrian walkway. The walkway provides access from the underground parking stairwell access at the southern end of the site to the dwelling units, and connects to the public sidewalk on the northern end of the site. There are also private porches extending from the first floor of each unit. The open space will include landscaped planters and benches which will be secured through the site plan control process. In addition, each townhouse unit has its own outdoor rooftop patio amenity space. The outdoor amenity space provided exceeds the required two square metres per unit as per Zoning By-law No. 569-2013.

## **Parkland**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Toronto Official Plan shows local parkland provisions across the City. The area has a provision of 0.43 to 0.79 hectares of parkland per 1000 people. The site is in the second lowest quintile of current provision of parkland. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

The application proposes 14 residential units on a site of 1674 m<sup>2</sup>. At the alternative rate of 0.4 hectares per 300 units specified in Chapter 415, Article III of the Toronto Municipal Code, the parkland dedication requirement would be 187 square metres or 11 percent of the site area. However, for sites that are less than 1 hectare in size, a cap of 10% of the development site is applied to the residential use. In total, the parkland dedication requirement is 167.5 square metres.

The applicant is required to satisfy the parkland dedication requirement through a cash in lieu payment. This is appropriate as the parkland dedication of 167.5 square metres would not create a substantial park and the site is located in close proximity to existing city parkland. The site is 190 m away from Rean Park, a 10.5 ha park with walking trails, landscaped areas and a playground.

## **Streetscape**

The design of the proposal would result in an attractive, pedestrian-oriented edge with townhouses lining Greenbriar Drive, and Dervock Crescent with front entrances onto the street. The side elevations of the corner units on Dervock Crescent will be well integrated onto the

Dervock Crescent streetscape by architectural treatment including front door pedestrian entrances on Dervock Crescent. The western block is set back approximately 3.8 metres from Greenbriar Road, and both blocks are set back approximately 2.8 metres from Dervock Crescent. The Townhouse Guidelines (2003) suggest the provision of a minimum of 2-3 metres setback from the front property line for services and privacy when parking is at the back. This provides space for an entry, front stoop and landscaping between the public sidewalk and the townhouses. The townhouses include landscaping and trees along the street frontages. Engineering and Construction Services, as per the Toronto Green Standard, requires a sidewalk of 2.1 metres wide be provided along the site frontage of Greenbriar Road and Dervock Crescent. The sidewalk will connect with the sidewalk fronting adjacent sites and will be secured through the site plan control agreement.

## **Tree Preservation**

A permit is required to remove, cut down or injure a tree with a diameter of 30 cm or more on City or private property. An arborist report has been received and reviewed. The development proposes the removal of 11 city owned trees having diameters of 30 cm or more situated adjacent to the subject property. However, ten new city trees are proposed to be planted along the Greenbriar Road and Dervock Crescent frontage. The spacing of the proposed City trees meets City standards. Urban Forestry requires a Tree Planting Deposit in the amount of \$5,830.00 (\$583.00 per tree) to ensure the planting and survival of ten new City trees.

The development proposes the removal of 16 privately-owned trees having diameters of 30 cm or greater, situated on the subject site; Based on standard requirements, Urban Forestry requires a total of 48 new trees to replace the 16 privately-owned trees proposed for removal at a replacement ratio of 3:1. Where tree planting to replace trees to be removed is not physically possible on site, the General Manager of Parks, Forestry & Recreation will accept cash in lieu payment in an amount equal to 120 percent of the cost of replanting and maintaining the trees for a period of two years. For this development, the Landscape Plan shows the planting of 7 large growing canopy trees proposed for planting on private property. The applicant is advised that a payment of \$23,903.00 (at \$583.00 per tree) in lieu of planting the balance of the 41 replacement trees on private property.

The requirements of Urban Forestry will be dealt with through the Site Plan process.

## **Schools**

The Toronto District School Board has advised that there is currently sufficient space at the local schools to accommodate students anticipated from the proposed development. The schools anticipated to serve the development are Crestview Public School, Woodbine Junior High School, and Georges Vanier Secondary School. The Toronto Catholic District School Board did not respond to a request for comments.

## **Condominium**

The proposed development includes a number of common elements including a parking garage underneath the entire site for visitor and resident parking, walkways through the site, and a private outdoor amenity area to serve all the residents from this proposal. The proposal will require the submission of a common elements condominium application.

## **Site Plan**

A site plan control application has been submitted and is under review. Final details are being reviewed on matters such as garbage collection, building materials, landscaping including tree planting and fencing, open space amenities and streetscape details.

## **Toronto Green Standard**

In 2013 City Council updated the two-tiered Toronto Green Standard (TGS) that was adopted by City Council on October 27, 2009. The TGS is a set of performance measures for green development. Tier 1 is required for new development. Tier 2 is a voluntary, higher level of performance with financial incentives. Achieving the Toronto Green Standard will improve air and water quality, reduce green house gas emissions and enhance the natural environment. The applicant is required to meet Tier 1 of the TGS.

The Zoning By-law will secure performance measures for the following Tier 1 development features: securing weather protected bicycle parking spaces below grade. Other applicable TGS performance measures would be secured through the site plan approval process including: green roofing techniques to reduce the urban heat island effect; incorporating landscaped areas with water efficient plants and native species; the provision of user-friendly and accessible handling and storage facilities for recyclable materials and organic waste; the provision of pedestrian scale lighting that is shielded to prevent glare and/or light trespass; and storm water management/retention.

## **Conclusion**

This proposal has been reviewed through the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, and the Toronto Official Plan. Staff are of the opinion that the proposal is consistent with the PPS, as required by Section 3 of the *Planning Act*, and conforms and does not conflict with the Growth Plan for the Greater Golden Horseshoe. Further, the proposal is in keeping with the intent of the Toronto Official Plan, the Infill Townhouse Guidelines, and the draft Townhouse and Low-Rise Apartment Guidelines. This proposal would provide much needed family sized units, in an area well served by public transit in a built form compatible with the surrounding context. Staff recommend City Council amend Zoning By-law 7625 and Zoning By-law 569-2013, for the lands at 15, 17, 19 and 21 Greenbriar Road substantially in accordance with the draft Zoning By-law Amendments attached as Attachment Nos. 9 and 10 to this report. Staff are recommending that the bills be withheld until such time as the servicing matters as outlined in this report are resolved to the satisfaction of the Director, Engineering and Construction Services.

## **CONTACT**

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E-mail: john.lyon@toronto.ca

## **SIGNATURE**

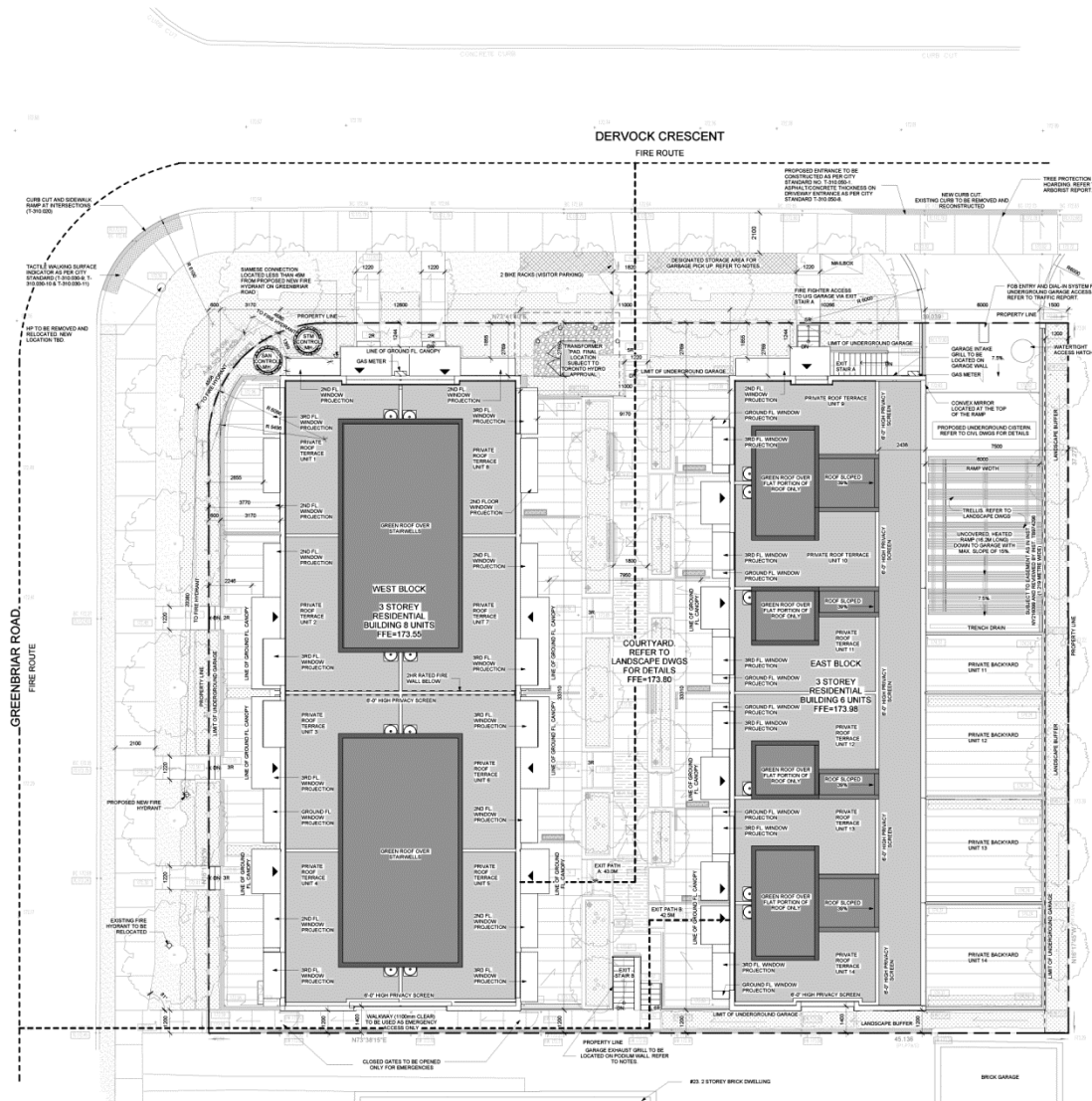
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Joe Nanos, Director  
Community Planning, North York District

## **ATTACHMENTS**

- Attachment 1: Site Plan
- Attachment 2: Applicant's Perspective Rendering Looking Southeast
- Attachment 3a: East Block – East Elevation
- Attachment 3b: East Block – West Elevation
- Attachment 3c: North Elevation
- Attachment 3d: South Elevation
- Attachment 3e: West Block – East Elevation
- Attachment 3f: West Block – West Elevation
- Attachment 4: Official Plan
- Attachment 5: Sheppard East Subway Corridor Secondary Plan
- Attachment 6: Zoning By-law 7625
- Attachment 7: Zoning By-law 569-2013
- Attachment 8: Application Data Sheet
- Attachment 9: Draft Zoning By-law Amendment No. 7625
- Attachment 10: Draft Zoning By-law Amendment No. 569-2013

## Attachment 1: Site Plan



## Site Plan

### Applicant's Submitted Drawing

Not to Scale  
03/27/2017

**15-21 Greenbriar Road**

File # 15 223760 NNY 24 0Z

## Attachment 2: Applicant's Perspective Rendering Looking Southeast



**Applicant's Perspective**

Applicant's Submitted Drawing

Not to Scale  
05/15/2017

**15-21 Greenbriar Road**

File # 15 223760 NNY 24 0Z

Architectural elevation drawing of a building facade. The drawing includes the following annotations and level markers:

- Left Side Annotations:**
  - WOOD PRIVACY SCREEN
  - WHITE FIBER CEMENT PANEL
  - WOOD PRIVACY SCREEN
  - CONCRETE WALL WITH PARSED FINISH
- Right Side Annotations:**
  - LANDSCAPE BUFFER TO BE PROVIDED BETWEEN CONCRETE WALL AND EAST PROPERTY LINE. REFER TO LANDSCAPE DWGS FOR DETAILS
  - TRELLIS. REFER TO LANDSCAPE DWGS.
  - 1100mm METAL GUARD
  - WOOD GRANT FINISH ALUMINUM PANEL
- Level Markers (Right Side):**
  - Top of Roof B: 186985
  - Roof Terrace B: 183764
  - Level 3B: 180611
  - Level 2B: 177448
  - Backyard Level: 174368
  - Level 1B: 173980
  - Earth Established Grade: 173100
  - Parking Level B: 171005
  - Parking Level B2: 170021
- Dimensions and Measurements:**
  - Overall height: 5701
  - Section height: 5391
  - Section height: 2769
  - Section height: 1200
  - Section height: 4129
  - Section height: 3822
  - Overall width: 10664
  - Section width: 13885
  - Section width: 3153
  - Section width: 3153
  - Section width: 3221
- Other Labels:**
  - PROPERTY LINE
  - BUILDING HEIGHT
  - \*HEIGHT OF BUILDING ESTABLISHED GRADE

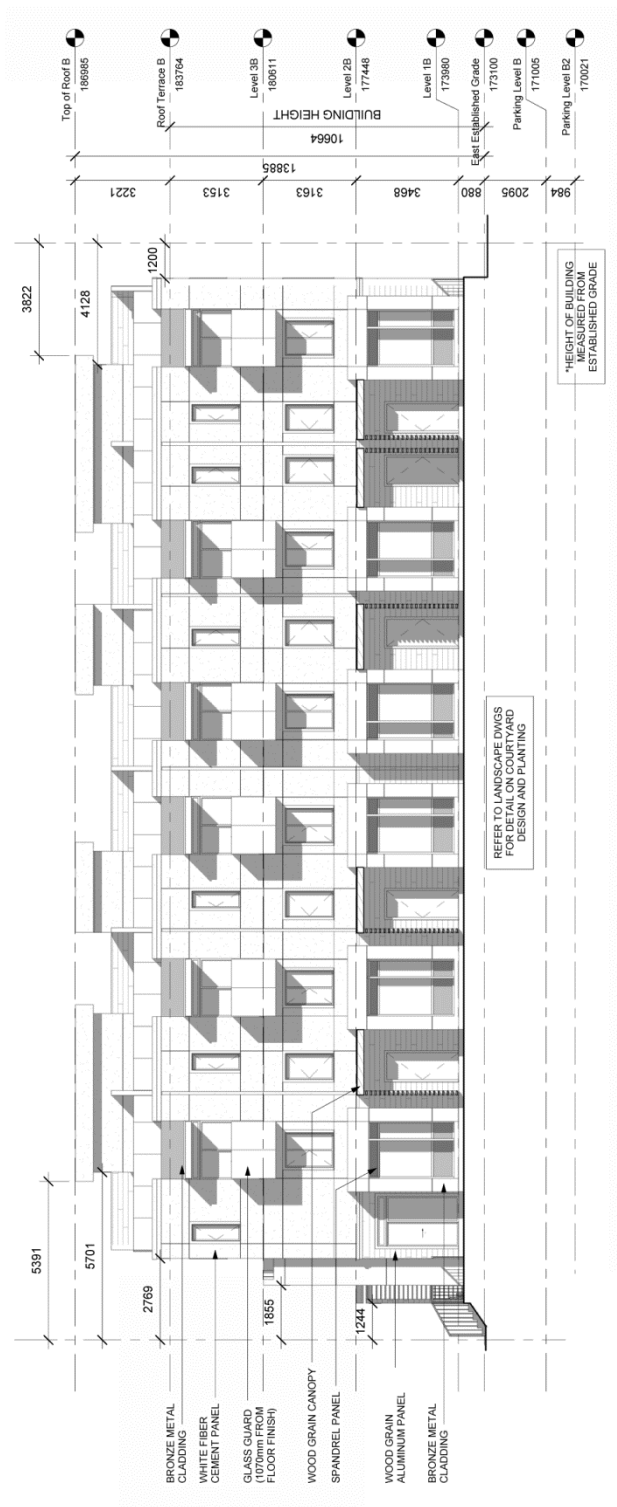
**15-21 Greenbriar Road**

Not to Scale  
03/28/2017

16



Attachment 3b: East Block – West Elevation



East Block - West Elevation  
Applicant's Submitted Drawing  
Not to Scale  
03/28/2017

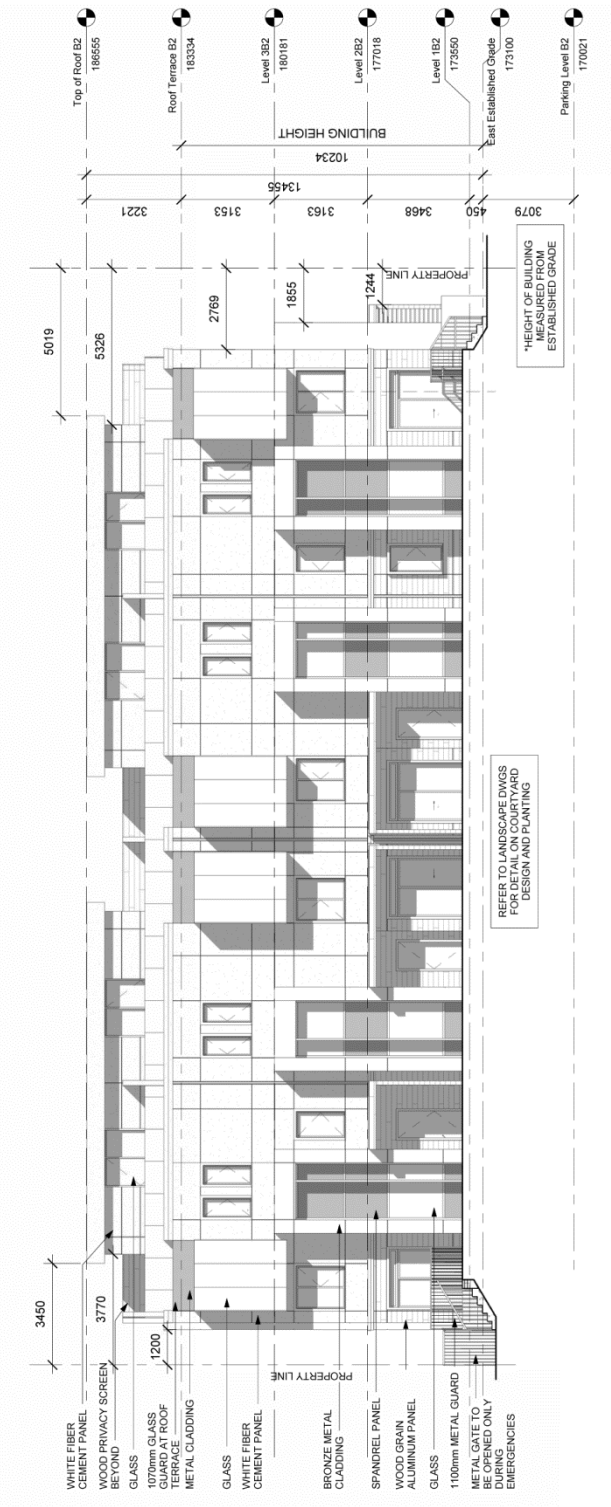
15-21 Greenbriar Road

File # 15 223760 NNY 24 0Z





Attachment 3e: West Block – East Elevation



West Block - East Elevation

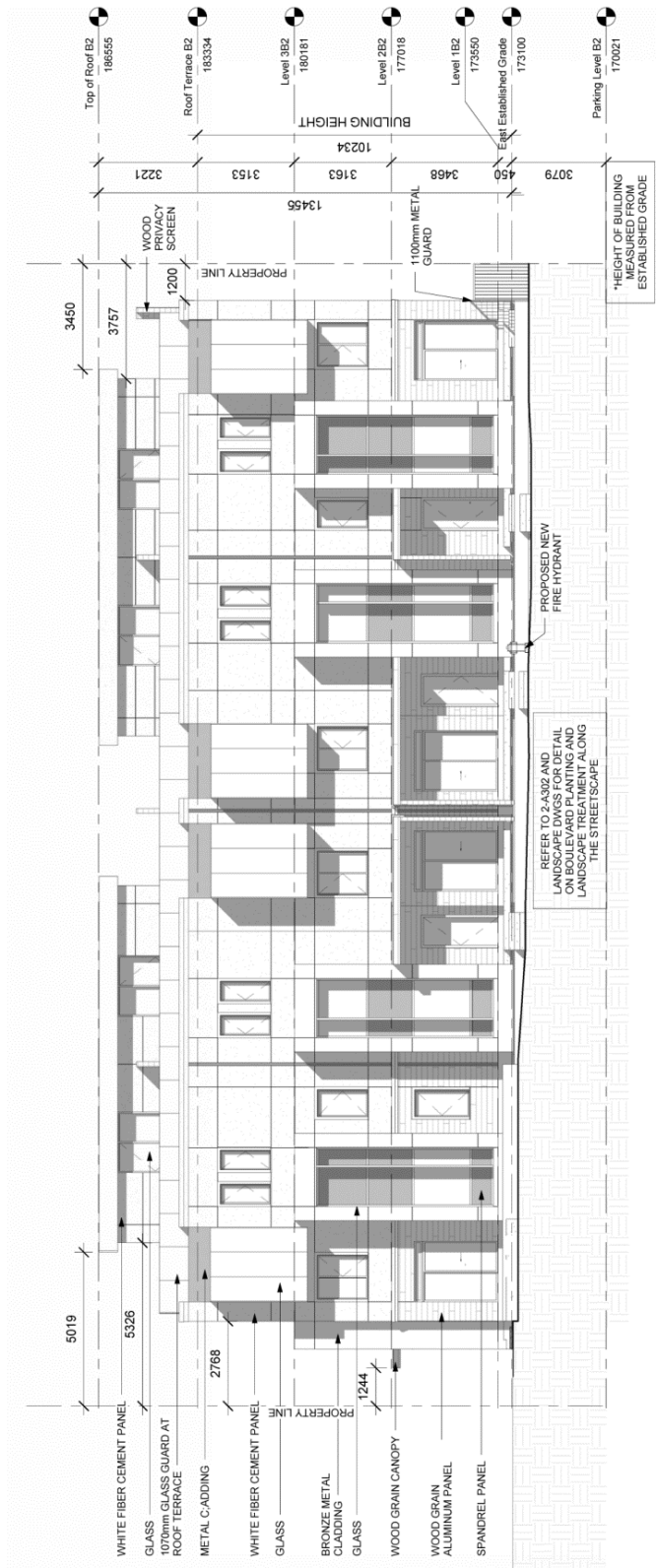
Applicant's Submitted Drawing

Not to Scale  
03/28/2017

15-21 Greenbriar Road

File # 15 223760 NNY 24 0Z

## Attachment 3f: West Block – West Elevation

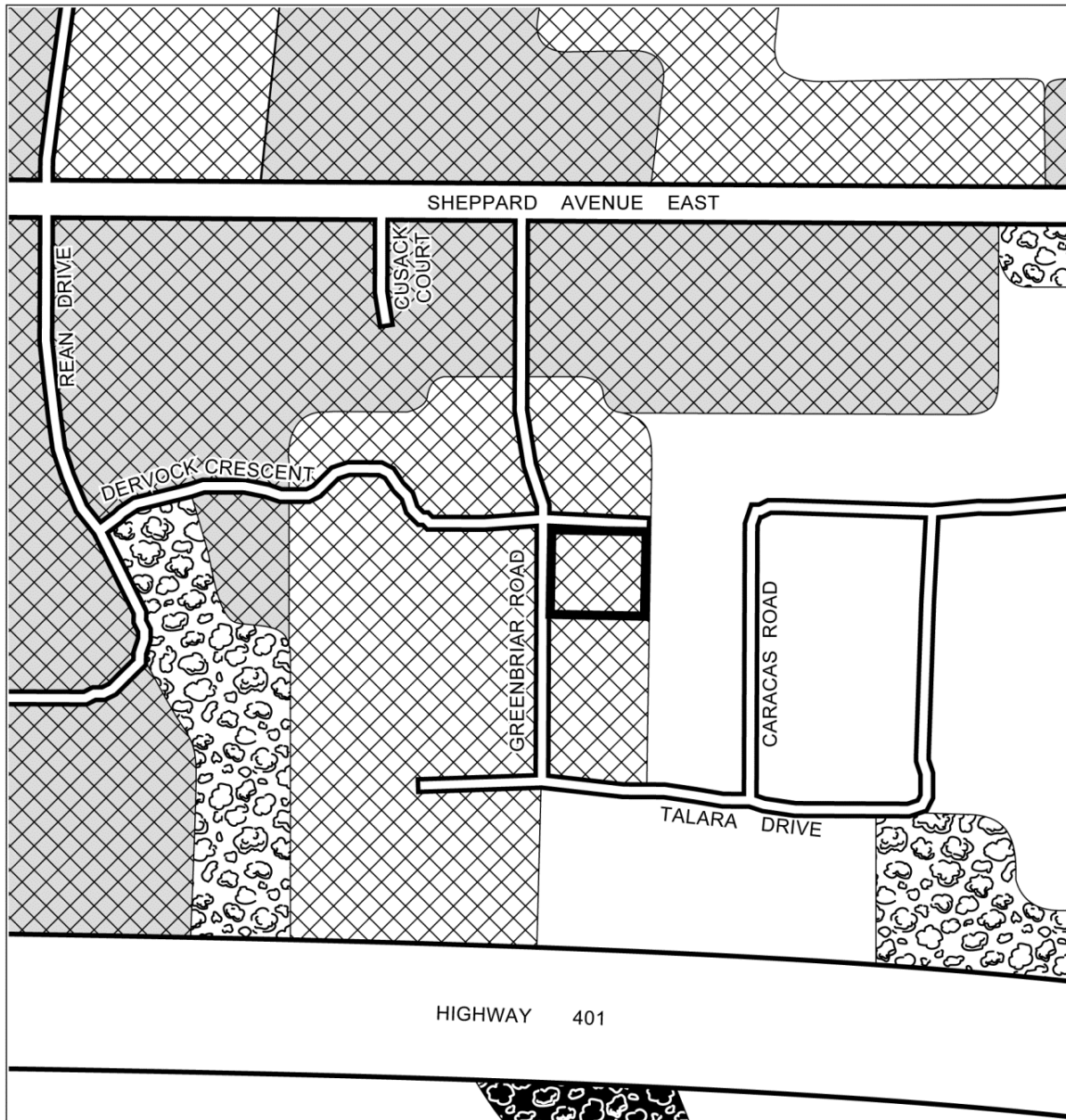


**West Block - West Elevation**  
 Applicant's Submitted Drawing  
 Not to Scale  
 03/28/2017

**15-21 Greenbriar Road**

File # 15 223760 NNY 24 02

## Attachment 4: Official Plan



**Toronto** City Planning  
Extract from Official Plan

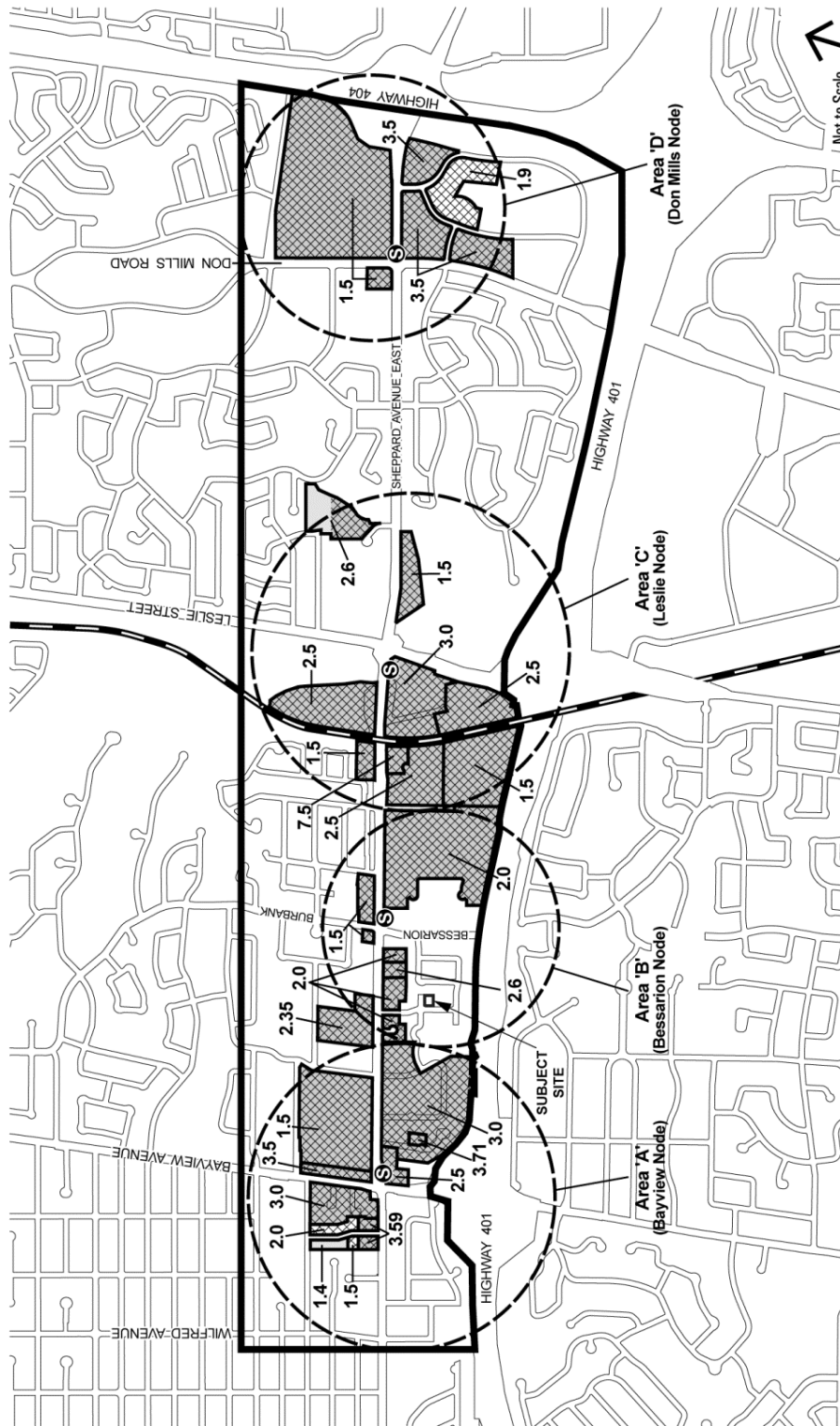
15-21 Greenbriar Road

File # 15 223760 NNY 24 02



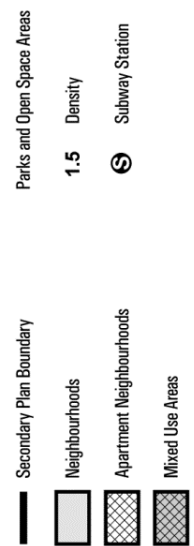
Not to Scale  
10/01/2015

## Attachment 5: Sheppard East Subway Corridor Secondary Plan



### Sheppard East Subway Corridor Secondary Plan

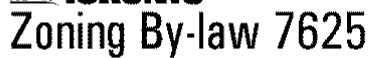
MAP 9-2 Key Development Areas



December 2010

The map displays the following land use designations and street names:

- Land Use Designations:** RM6, RM6(144), RM3, RM2, R4, RM4, RM6(164), RM6(81), RM6, RM2, C1(104), O1, RM4, RM6(102), RM4, RM2, RM4.
- Streets:** SHEPPARD AVENUE EAST, CUSACK CRT, DERVOCK CRES, GREENBRIAR RD, CARACAS RD, TALARA DR.
- Highlighted Parcel:** A parcel located on Greenbriar Rd, south of Talara Dr, is highlighted with a hatched pattern and labeled RM4.

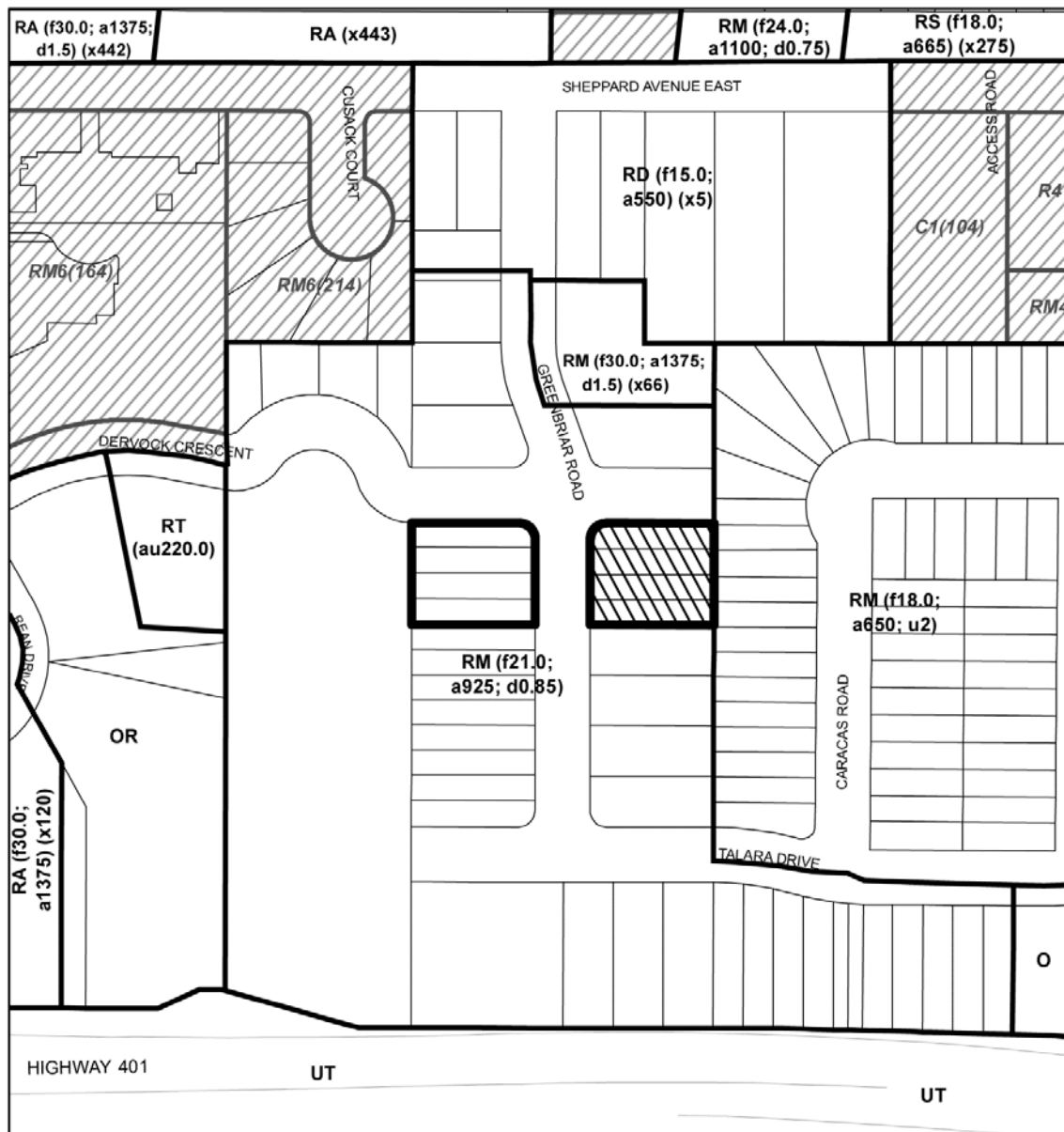


**File # 15 223730 NNY 24 OZ & 15 223760 NNY 24 OZ**

Not to Scale  
Zoning By-law 7625  
Extracted 03/28/2017



## Attachment 7: Zoning By-law No. 569-2013



## Attachment 8: Application Data Sheet

Application Type	Rezoning	Application Number:	15 223760 NNY 24 OZ
Details	Rezoning, Standard	Application Date:	September 16, 2015

Municipal Address: 15, 17, 19 and 21 GREENBRIAR RD

Location Description: PLAN 4901 PT LOT 15 \*\*GRID N2406

Project Description: Application to amend the zoning by-law to permit 14 townhouse units in two blocks. The westerly block would have 8 back-to-back units while the easterly block would have 6 through units.. A total of 31 parking spaces, including tandem spaces, are proposed. 2 visitor parking spaces are proposed.

<b>Applicant:</b>	<b>Agent:</b>	<b>Architect:</b>	<b>Owner:</b>
GREENBRIAR TOWNHOMES INC	Stan Lau, Trolleybus Developments Inc.	Audax Architecture and Design	HONGYI CHEN

### PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood	Site Specific Provision:	N
Zoning:	RM (f21.0; a925; d0.85)	Historical Status:	N
Height Limit (m):	12	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq. m):	1674.3	Height:	Storeys:	3
Frontage (m):	31		Metres:	10.6
Depth (m):	39			
Total Ground Floor Area (sq. m):	804.2			<b>Total</b>
Total Residential GFA (sq. m):	2552.7		Parking Spaces:	31
Total Non-Residential GFA (sq. m):	0		Loading Docks	0
Total GFA (sq. m):	2552.7			
Lot Coverage Ratio (%):	56			
Floor Space Index:	1.52			

### DWELLING UNITS

### FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condo		<b>Above Grade</b>	<b>Below Grade</b>
Rooms:	0	Residential GFA (sq. m):	2552.7	0
Bachelor:	0	Retail GFA (sq. m):	0	0
1 Bedroom:	0	Office GFA (sq. m):	0	0
2 Bedroom:	0	Industrial GFA (sq. m):	0	0
3 + Bedroom:	14	Institutional/Other GFA (sq. m):	0	0
Total Units:	14			

<b>CONTACT:</b>	<b>PLANNER NAME:</b>	<b>John Lyon, Senior Planner</b>
	<b>TELEPHONE/EMAIL:</b>	<b>(416) 395-7095/john.lyon@toronto.ca</b>

## **Attachment 9: Draft Zoning By-law No. Amendment 7625**

Authority: North York Community Council Item ~ as adopted by City of Toronto Council on  
~, 20~

Enacted by Council: ~, 2017

### **CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. ~-20~**

**To amend ~ Zoning By-law No. 7625, as amended,  
With respect to the lands municipally known as,  
15, 17, 19 and 21 Greenbriar Rd**

WHEREAS authority is given to Council by 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*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. Schedules “B” and “C” of By-law No. 7625 are amended in accordance with Schedule 1 of this By-law.
2. Section 64.19 of By-law No. 7625 of the former City of North York is amended by adding the following subsection:

**“64.19 (31) RM4 (31)**

### **DEFINITIONS**

- (a) For the purpose of this exception the following definitions will apply:

**ESTABLISHED GRADE** shall mean 173.10 metres Canadian Geodetic Datum.

**LOT** shall mean the area identified within the heavy black lines on Schedule 1 of this By-law, known as Lot 1 and Part of Lot 2 of Registered Plan 4901.

### **PERMITTED USES**

- (a) The only permitted uses on the lot shall be **multiple attached dwelling units**.

### **EXCEPTION REGULATIONS**

- (a) The maximum **lot coverage** shall be 57 percent (57%).

- (b) The permitted maximum number of **dwelling units** is 14.
- (c) The minimum **yard** setbacks shall be as shown on Schedule 2; and
- (d) despite subsection (e), walls of an ancillary garage, eaves, intake and exhaust grills, balconies, cornices, lighting fixtures, awnings, canopies, porches, windows, access stairs for parking garage and other minor architectural projections are permitted to project into the minimum **yard** setbacks and setbacks between **buildings** on the **lot**.
- (e) The minimum distance required between **buildings** shall be as shown on Schedule 2
- (f) The maximum **gross floor area** shall be 2600 square metres.
- (g) The maximum **building height** shall be 10.8 metres to the bottom of the rooftop terrace and 14.0 metres to the top of the rooftop terrace, and 3 **storeys**.
- (h) A minimum of 1.0 **parking spaces** per **dwelling unit** shall be provided;
- (i) A minimum of 0.2 visitor **parking spaces** per **dwelling unit** shall be provided; and
- (j) Notwithstanding Subsection 6(A)(5)(b)(vii) of By-law 7625, tandem **parking spaces** for individual **dwelling units** shall be permitted.
- (k) Bicycle **parking spaces** must be provided at a rate of 0.75 for each **dwelling unit**.
- (l) A minimum of 40% of the **lot** shall be used for landscaping, of which at least 10% shall be soft landscaping.
- (m) A minimum 1.2 m landscaped buffer must be provided adjacent to the east property line

## **LAND DIVISION**

- (a) Notwithstanding any severance, partition or division of the **lot**, the regulations of this exception shall continue to apply to the whole of said **lot** as if no severance, partition or division has occurred.

## **PROVISIONS NOT APPLICABLE**

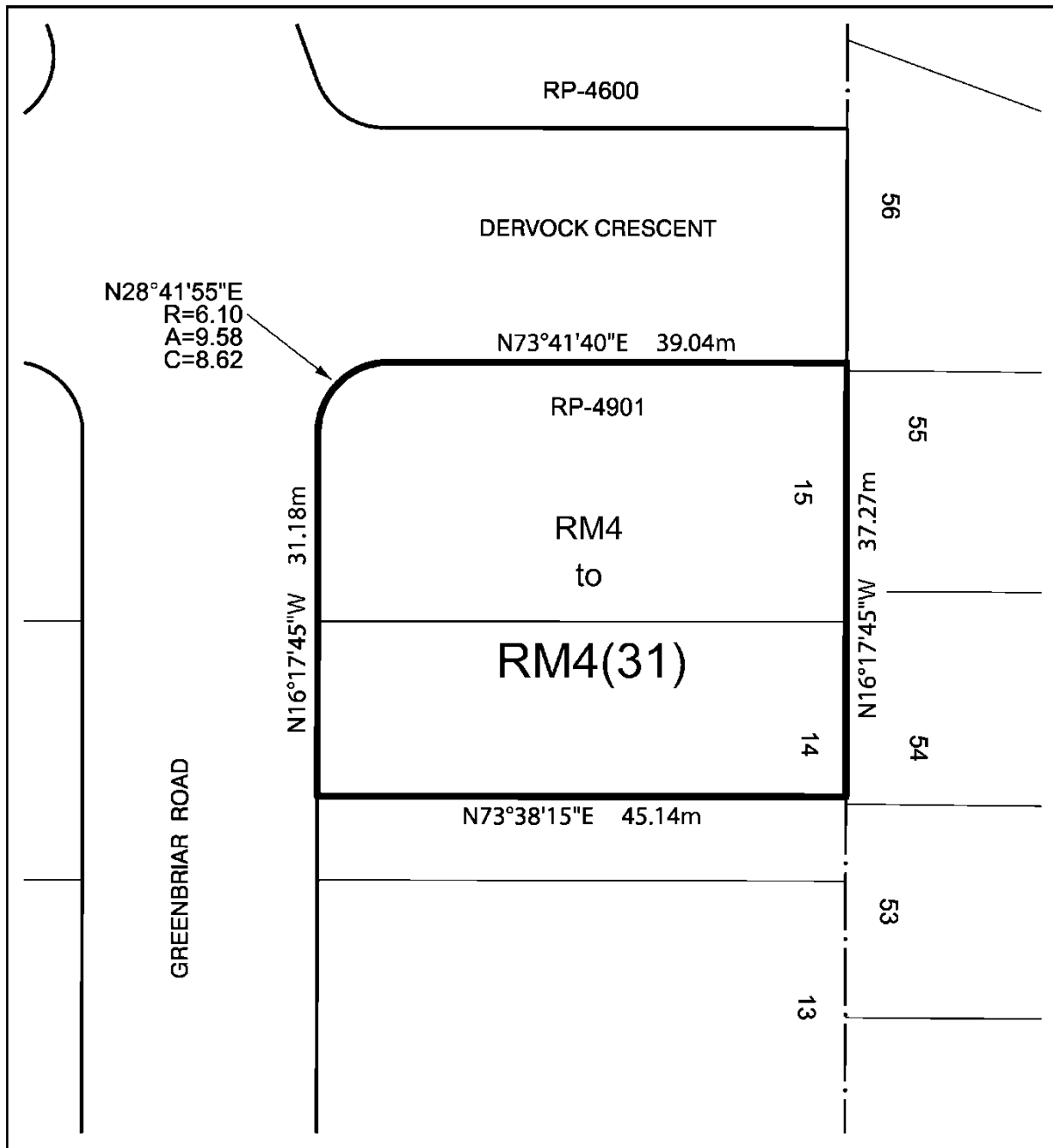
- (a) The provisions of Sections 16 and 19 shall not apply to the lot shown on Schedule 1.
3. Section 64.19 of By-law 7625 is amended by adding Schedule “1” and “2” attached.
  4. Within the lands shown on Schedule "1 attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the **lot** line and the following provisions are complied with:
    - a. all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and

- b. all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,  
Mayor  
(Corporate Seal)

ULLI S. WATKISS,  
City Clerk



Schedule 1

Lot 15 and Part of Lot 14, R.P. 4901, City of Toronto

File # 15 223760 NNY 24 OZ

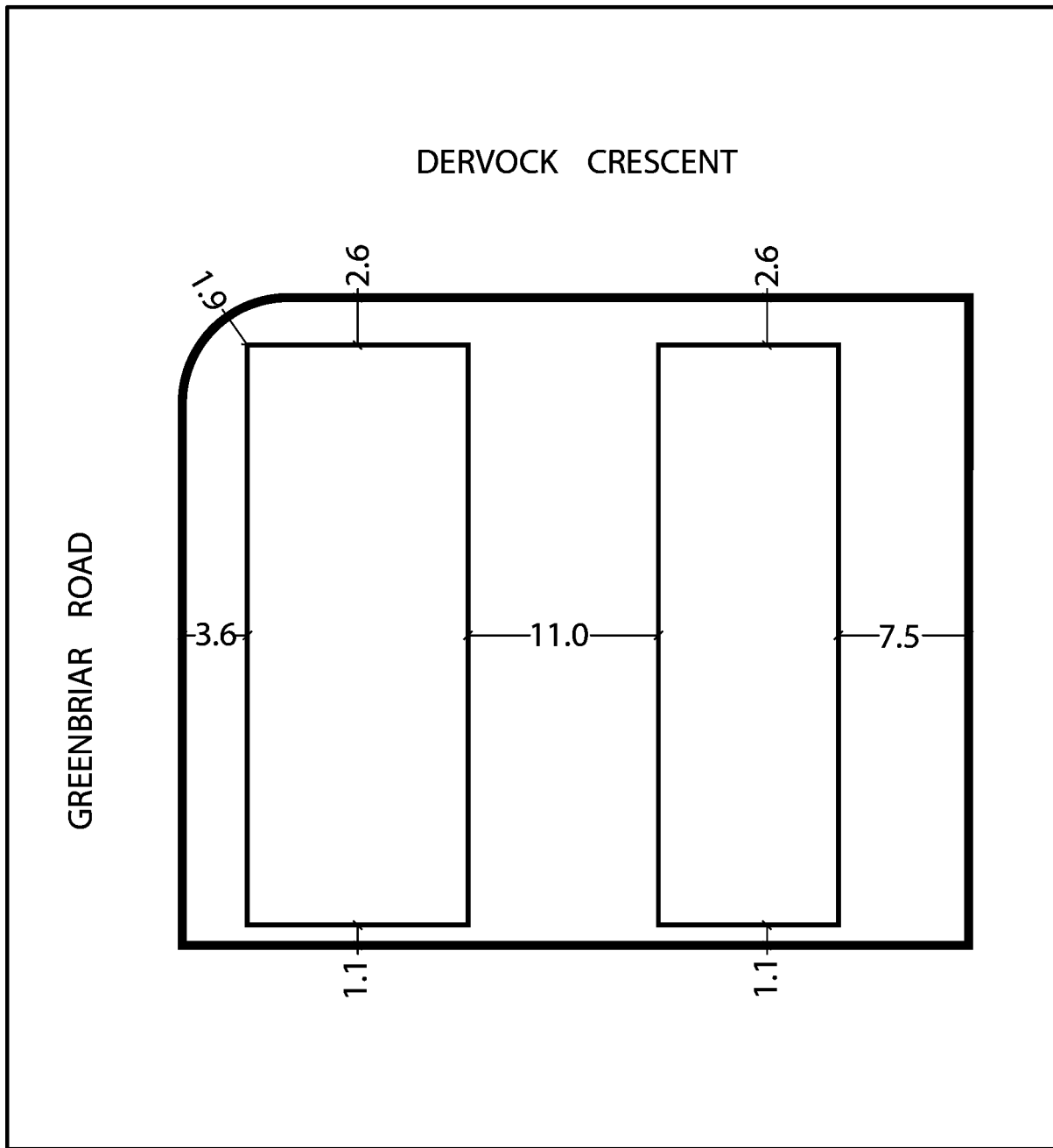
Krcmar Surveyors Ltd.

Date: 05/23/2017

Approved by: J.L.



Not to Scale



## Schedule 2

Applicant's submitted drawing

File # 15 223760 NNY 24 02

Date: 05/23/2017  
Approved by: J.L.



Not to Scale

**Attachment 10: Draft Zoning By-law Amendment 569-2013**

Authority: North York Community Council ##, as adopted by City of Toronto Council on ~, 2017

**CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. [XXXX- 2017]**

**To amend Zoning By-law No. 569-2013, as amended, with respect to the lands municipally known in the year 2017 as, 15, 17, 19 and 21 Greenbriar Rd**

Whereas Council of the City of Toronto has the authority to 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*; and

:

The Council of the City of Toronto enacts:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law;
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions;
3. Zoning By-law No. 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands outlined by heavy black lines to [RM ###], as shown on Diagram 2 attached to this By-law;
4. Zoning By-law No. 569 -2013, as amended, is further amended by amending the Lot Coverage Overlay Map in Section 995.30. respecting the lot outlined in heavy black lines to 57% for the lands shown on Diagram 4 attached to this by-law.
5. Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.5.100 by adding Exception Number [###] so that it reads:

(##) Exception [RM] [#####]

Site Specific Provisions:

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provision, prevailing by-laws and prevailing sections

- (A) Despite the uses listed in Article 10.80.20, and the permitted building types in Article 10.80.20.40, the only permitted use and **building** type is **townhouses**.
- (B) The maximum number of **dwelling units** permitted is 14.



- (C) The maximum **building** height is 10.8 metres to the bottom of the rooftop terraces and 14 m to the top of the rooftop terraces, and 3 **storeys**.
- (D) The permitted maximum **gross floor area** of all **buildings** is 2,600 m<sup>2</sup>.
- (E) The permitted maximum **lot coverage** is 57% of the lot area.
- (F) The minimum **building setbacks** are as shown on Diagram 3 of By-law xxx (Clerks to insert by-law No)
- (G) The minimum separation distance between **buildings** is as shown on Diagram 3 of By-law xxx (Clerks to insert by-law No.).
- (H) Notwithstanding Chapter 800 of Zoning By-law 569-2013, as amended, for the purposes of this By-law, **established grade** shall be 173.10 metres Canadian Geodetic Datum
- (I) **Parking Requirements**  
The walls of the ancillary parking garage may encroach into the minimum yard setbacks.
  - a. **Parking spaces** must be provided at the following rates:
    - i. Minimum of 1.0 **parking spaces** per **dwelling unit**; and
    - ii. Minimum 0.2 **parking spaces** for each **dwelling unit** for visitors.
- (J) No portion of any **building** or structure to be erected or used above grade on the **lot** may extend beyond the lines delineated by the heavy lines on Map 2 attached to and forming part of this By-law, with the exception of the following:
  - a. cornices, eaves, vents, ornamental elements, stairs, stair enclosures, wheelchair ramps, awnings and canopies, all of which may project beyond the building envelope;
  - b. ornamental cladding on the roof may project beyond the building envelope to a maximum of 1.0 metres;
- (K) Bicycle **parking spaces** must be provided at a rate of 0.75 for each **dwelling unit**;
- (L) A minimum of 40% of the lot must be **landscaping**, of which at least 10% shall be **soft landscaping**;
- (M) A minimum 1.2 m landscaped buffer must be provided adjacent to the east property line.
- (N) A temporary sales presentation centre may be permitted on the lot, and none of the other provisions of this By-law apply to such use.
- (O) Despite any existing or future severance, partition, or division of the lot, the provisions of this by-law must apply to the whole of the lot as if no severance, partition or division occurred.

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

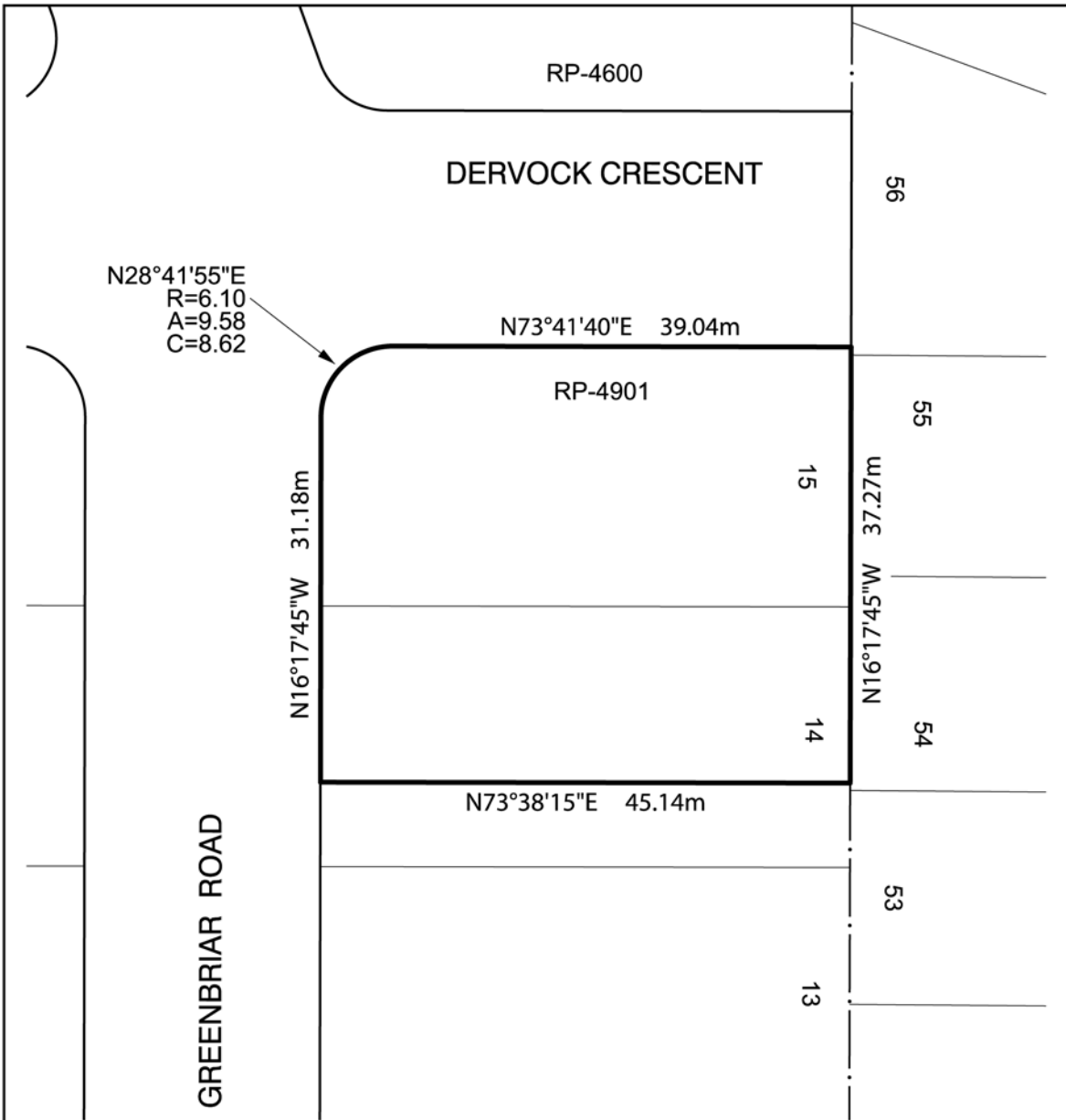
Enacted and passed on month ##, 20##.

Name,

Speaker

Ulli S. Watkiss,  
City Clerk

(Seal of the City)



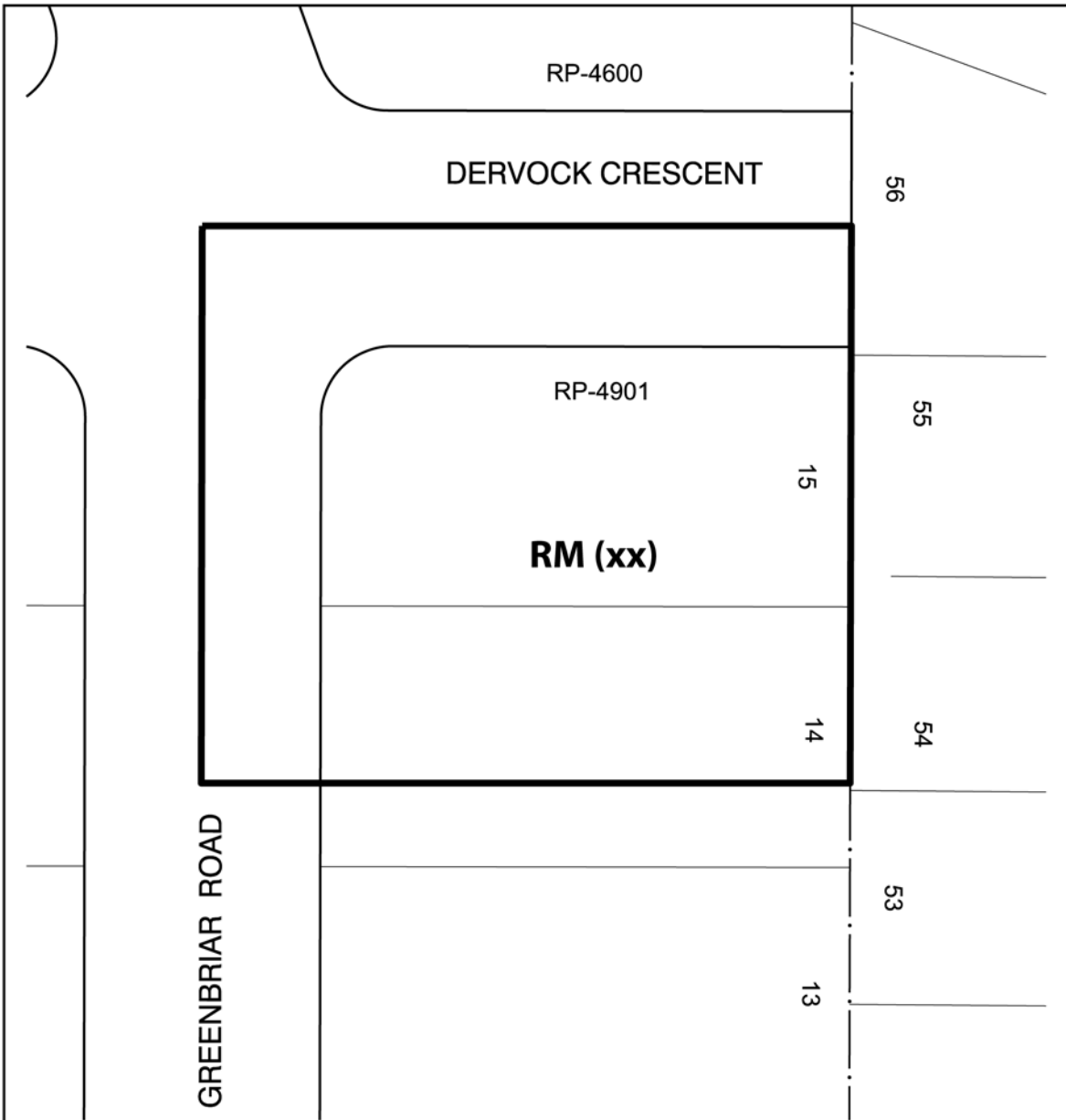
**Toronto**  
Diagram 1

15-21 Greenbriar Road

File # 15 223760 NNY 24 02



City of Toronto By-Law 569-2013  
Not to Scale  
05/23/2017



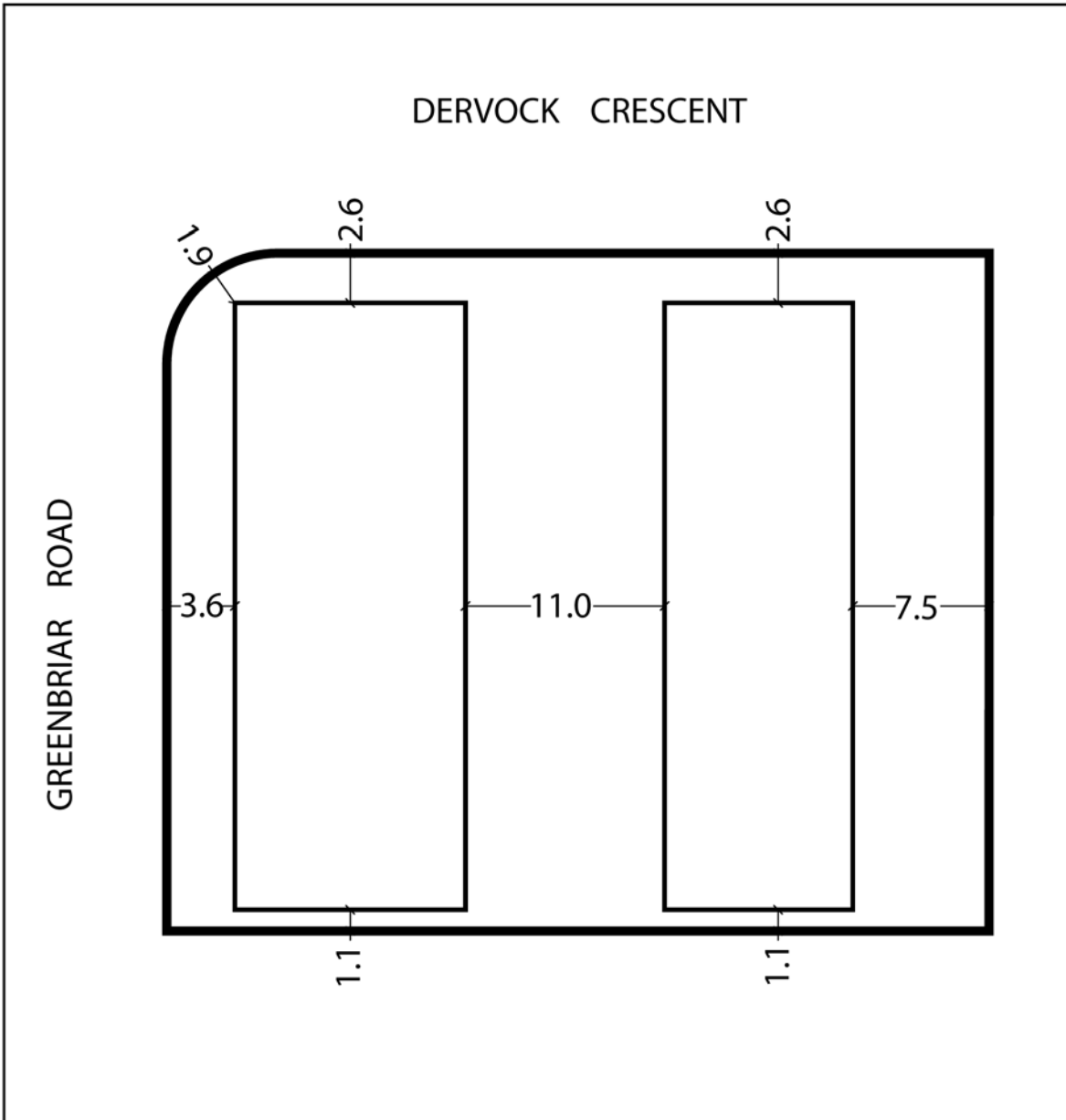
 **TORONTO**  
Diagram 2

15-21 Greenbriar Road

File # 15 223760 NNY 24 02



City of Toronto By-Law 569-2013  
Not to Scale  
05/23/2017



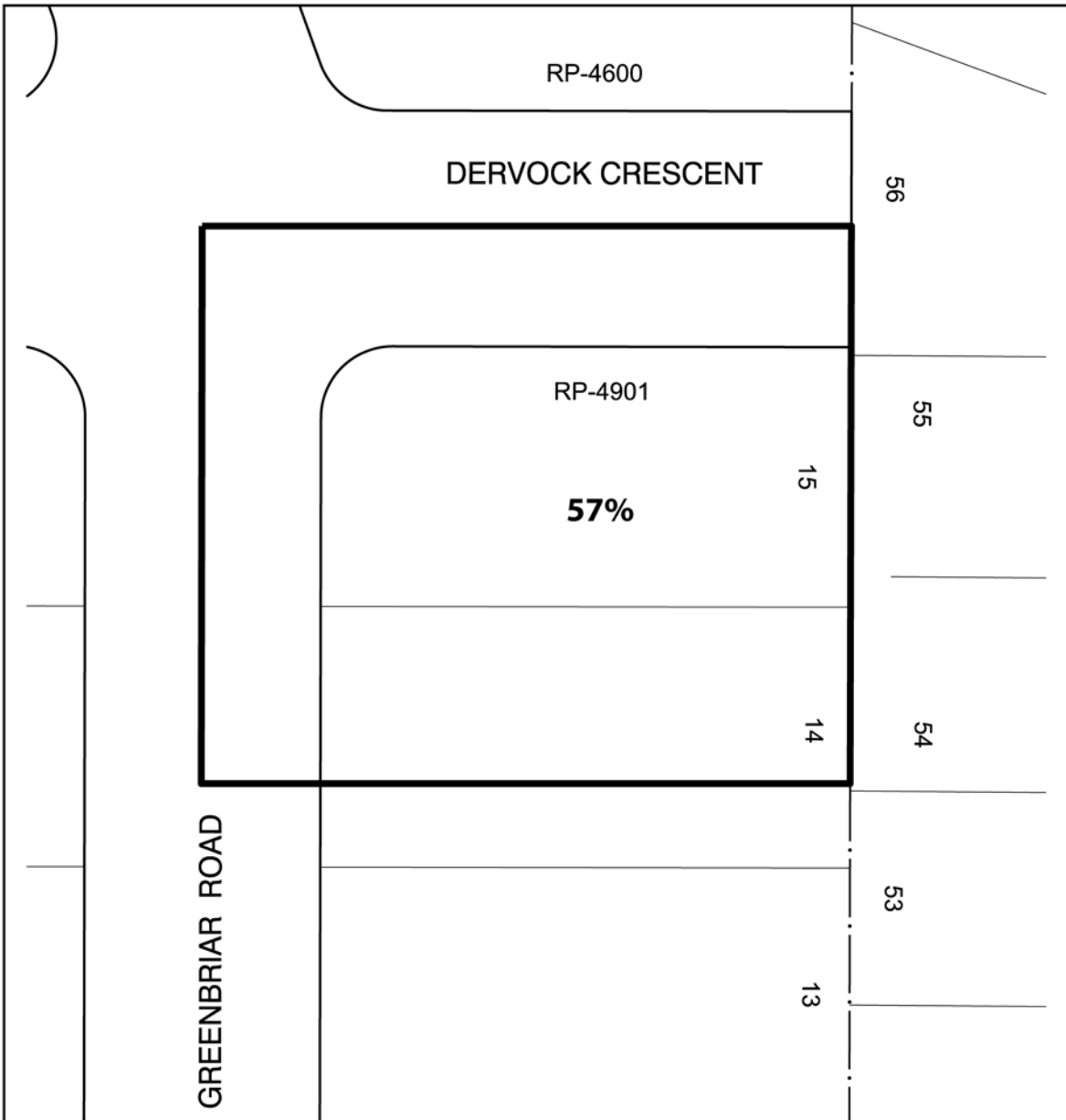
**Toronto**  
Diagram 3

15-21 Greenbriar Road

File # 15 223760 NNY 24 02



City of Toronto By-Law 569-2013  
Not to Scale  
05/23/2017



**Toronto**  
Diagram 4

15-21 Greenbriar Road

File # 15 223760 NNY 24 02



City of Toronto By-Law 569-2013  
Not to Scale  
05/23/2017