

14, 16, 18 and 20 Greenbriar Road - Zoning Amendment Application – Final Report

Date:	May 26, 2017
To:	North York Community Council
From:	Director, Community Planning, North York District
Wards:	Ward 24 – Willowdale
Reference Number:	15 223730 NNY 24 OZ

SUMMARY

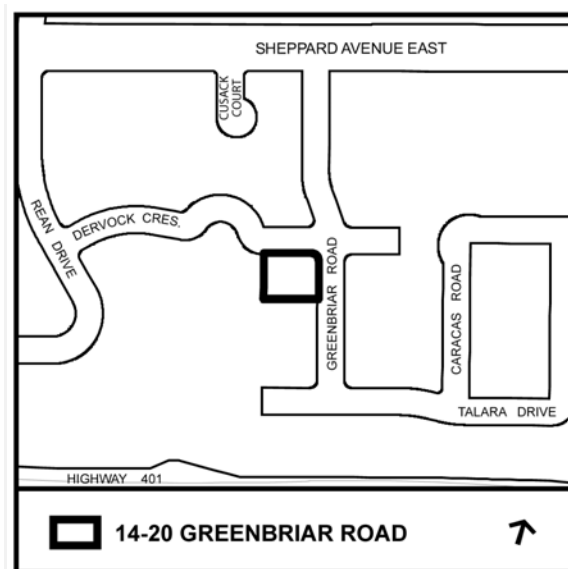
An application has been submitted to amend the zoning by-law for the lands at 14 – 20 Greenbriar Road to permit a three-storey, 14-unit townhouse development. The units would be contained in two parallel blocks. The eastern block would consist of eight back-to-back units, while the western block would consist of six standard units. A total residential gross floor area of 2,603 square metres and an overall floor space index of 1.55 times the area of the lot is proposed.

This proposal represents an appropriate level of intensification in 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 the former North York Zoning By-law No. 7625 for the



lands at 14, 16, 18 and 20 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 14, 16, 18 and 20 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-85242.pdf>

ISSUE BACKGROUND

Proposal

This application proposes to amend the zoning by-law to permit the construction of 14 townhouse units. The units would be contained in two parallel blocks. The eastern block would consist of eight back-to-back units, while the western block would consist of six standard units. A total residential gross floor area of 2,603 square metres and an overall floor space index of 1.55 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 from the exit stairway from the underground parking. The eastern block would be set back approximately 3.8 metres from Greenbriar Road, and both blocks would be set back approximately 2.8 metres from Dervock Crescent. A rear yard setback of 7 metres is proposed 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. Each unit would contain its own elevator and internal stairwell providing direct access to and from the underground parking garage. Each unit would have two tandem parking spaces, one bicycle parking space and one storage locker in the underground parking garage. In addition, two visitor parking spaces and one accessible parking space would be provided in the parking garage containing a total of 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, Attachments 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 on the southwest corner of Dervock Crescent and Greenbriar Road. Together, the site has a frontage of approximately 31 metres along Greenbriar Road, approximately 39 metres along Dervock Crescent, and a total area of 1,675 square metres. The property is currently the site of four two-storey semi-detached dwellings, which would be demolished.

Abutting uses include:

North: Single-detached dwellings of one and two storeys fronting onto Greenbriar Road, and a four-storey residential condominium development located northeast of the subject site. Sheppard Avenue East is located approximately 165 metres north of the subject property. An application has been submitted to rezone the lands at 12-16 Dervock Crescent to permit 24 townhouse units (Application No. 15 230582 NNY24 OZ).

South: Two-storey semi-detached dwellings fronting onto Greenbriar Road, and three-storey, multiple-unit residential buildings located southeast of the site.

East: Two-storey semi-detached dwelling units subject to a concurrent application to amend the zoning by-law (Application No. 15 223760 NNY 24 OZ) and an application for site plan control (Application No. 15 223778 NNY 24 SA).

West: 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 – Official Plan). *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

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 (See 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

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/

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.

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 – Zoning By-law No. 7625). 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 to a maximum lot coverage of 25 percent and a maximum building height of 9.2 metres. 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 7 – Zoning By-law No. 569-2013). 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 is 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 223745 NNY 24 SA) has been submitted and is being reviewed concurrently with this rezoning 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 is 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 storeys; 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 east at 15-21 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 east side of Greenbriar Road.

The proposal provides for a seven metre rear yard setback for the western block adjacent to the four storey apartment to the west, 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 east 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 façade to be parallel to the street and set in line with adjacent buildings. This is achieved with the eastern block of the revised proposal. The western block has been changed to standard through units, from back-to-back. The condition of having back to back units in the west block has been eliminated, and no units will have front doors facing the side yard of the apartment building to the west, 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 west 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 3.7 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 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 10.7 metres to the top of the roof and 14 metres to the top of the rooftop terrace access. The proposal for three storey townhouses at a density of 1.55 FSI is appropriate. The rear yards of the western block are raised 1 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. 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.

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 No. 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 1675 m². 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 213 square metres or 12.74 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 180 metres away from Rean Park, a 10.5 hectare 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 Road 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 eastern 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, require a sidewalk of at least 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 eight 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 frontages. 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 the ten new City trees.

The development proposes the removal of seven privately owned trees having diameters of 30 cm or greater, situated on the subject site, and the injury of one privately owned tree situated within six metres of the subject site. Based on standard requirements, Urban Forestry requires a total of twenty one new trees to replace the seven 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 does not show any large growing canopy trees proposed for planting on private property. The applicant is advised that a payment of \$12,243.00 (at \$583.00 per tree) in lieu of planting the 21 replacement trees on private property, is required.

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 (File No. 15 223745 NNY 24 SA) 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 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; building design to achieve at least EnerGuide 80 energy efficiency rating; 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 dwelling units compatible with the surrounding context. Staff recommend City Council amend Zoning By-law 7625 and Zoning By-law 569-2013, for the lands at 14, 16, 18 and 20 Greenbriar Road substantially in accordance with the draft Zoning By-law Amendments attached as Attachment No.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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SIGNATURE

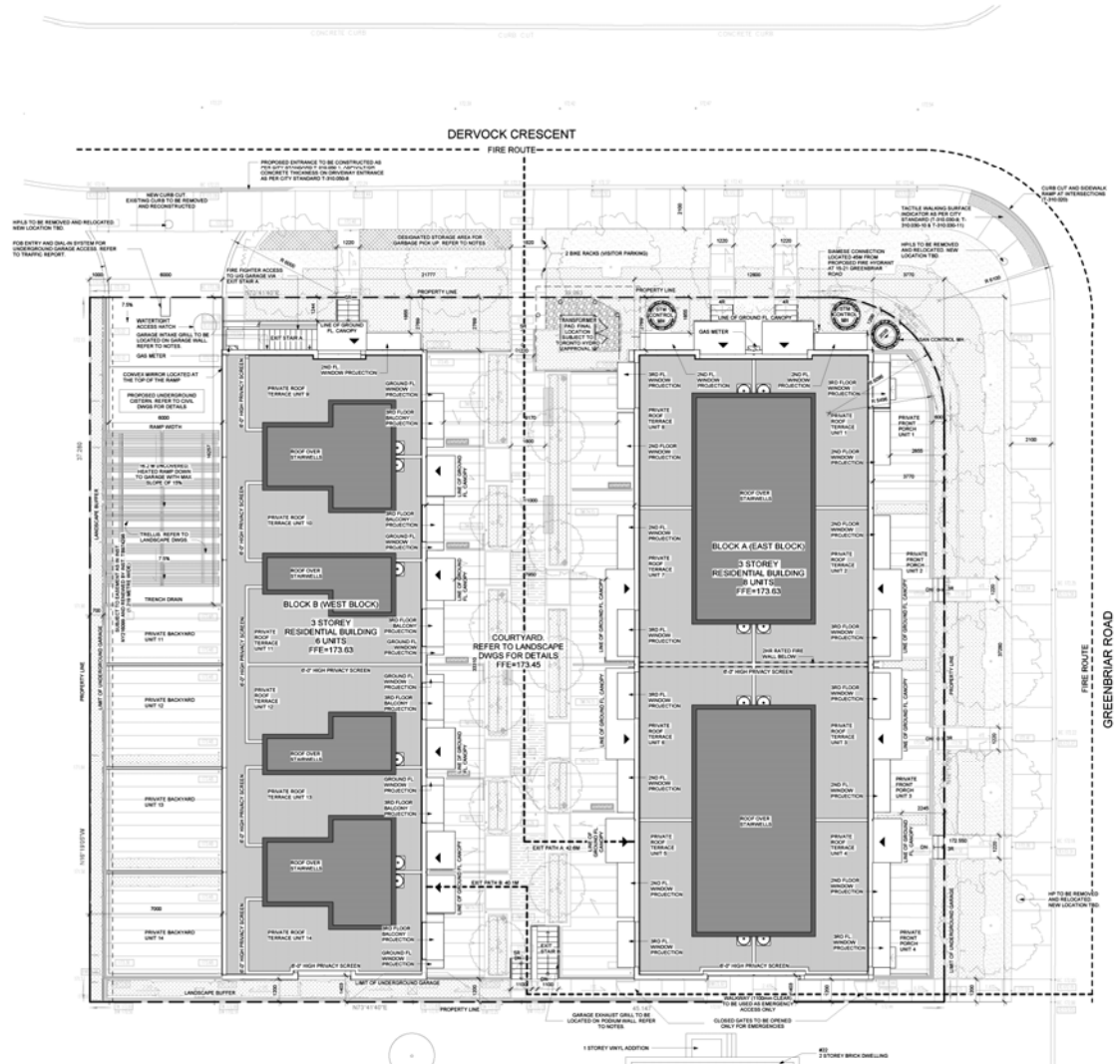
Joe Nanos, Director
Community Planning, North York District

ATTACHMENTS

Attachment 1: Site Plan
Attachment 2: Applicant's Perspective Rendering
Attachment 3a: East Block – East Elevations
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
Application 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



14-20 Greenbriar Road

File # 15 223730 NNY 24 02

Attachment 2: Applicant's Perspective Rendering



Rendering

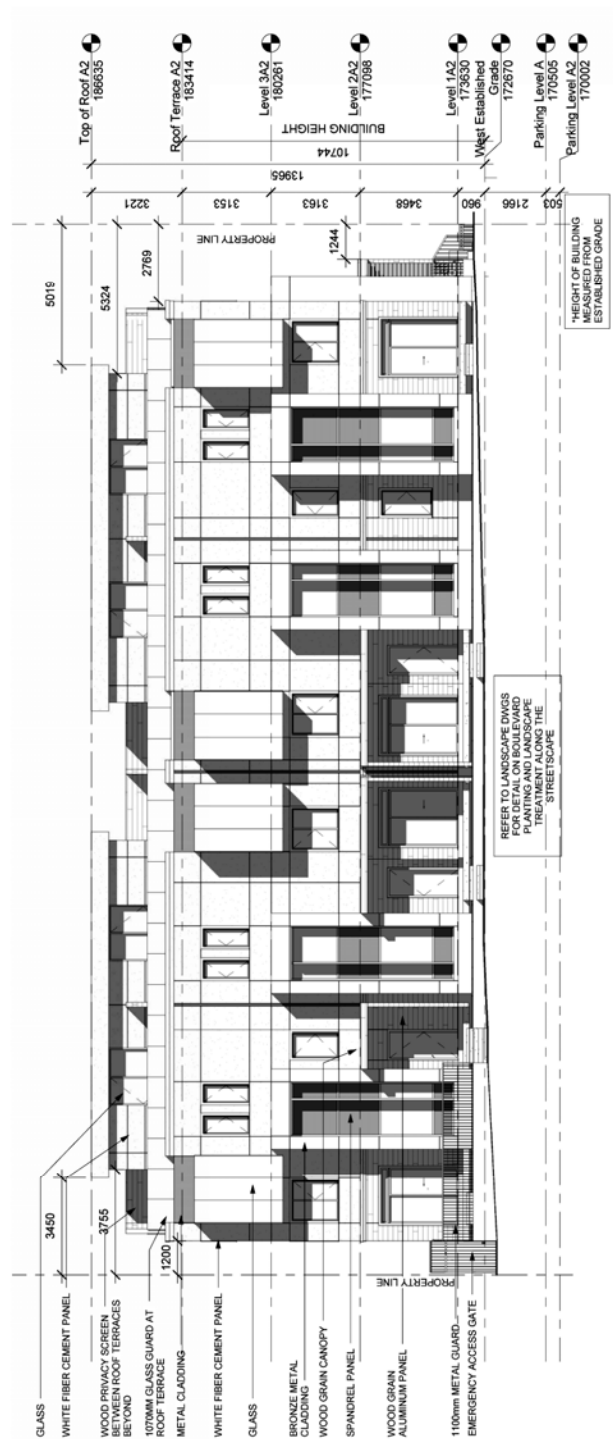
Applicant's Submitted Drawing

Not to Scale
05/15/2017

14-20 Greenbriar Road

File # 15 223730 NNY 24 02

Attachment 3a: East Block – East Elevation



East Block - East Elevation

Applicant's Submitted Drawing

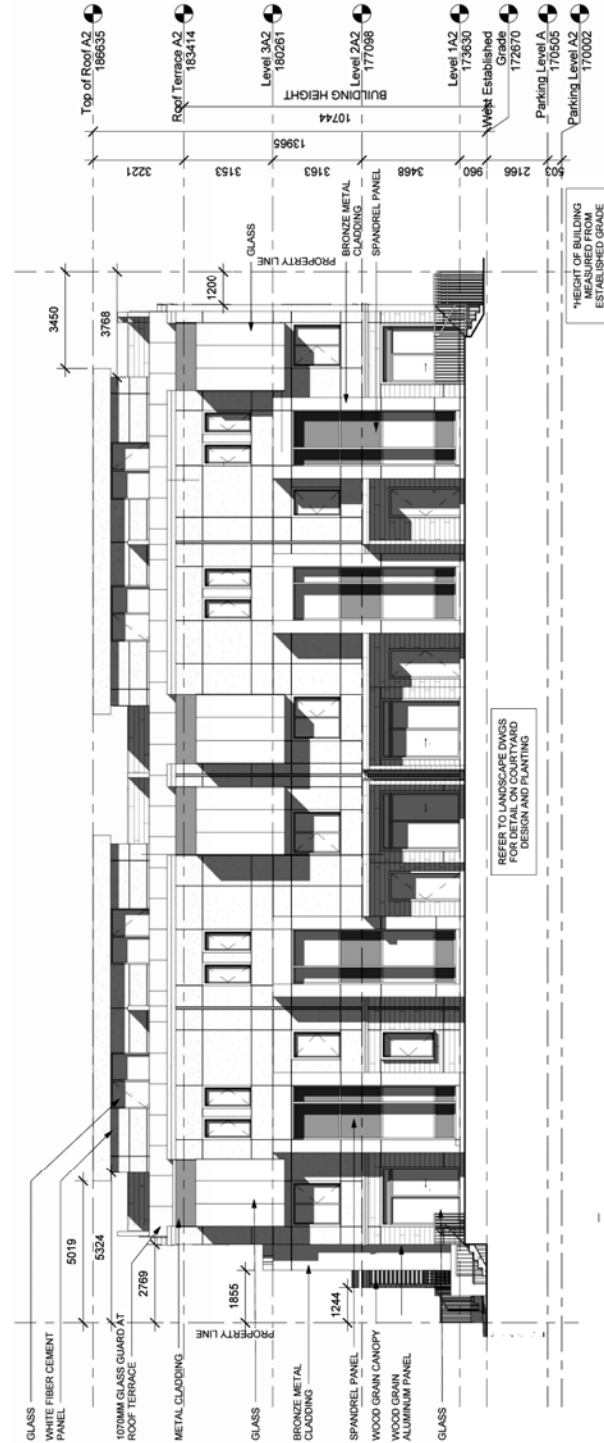
Not to Scale

03/28/2017

14-20 Greenbriar Road

File # 15 223730 NNY 24 0Z

Attachment 3b: East Block – West Elevation



East Block - West Elevation

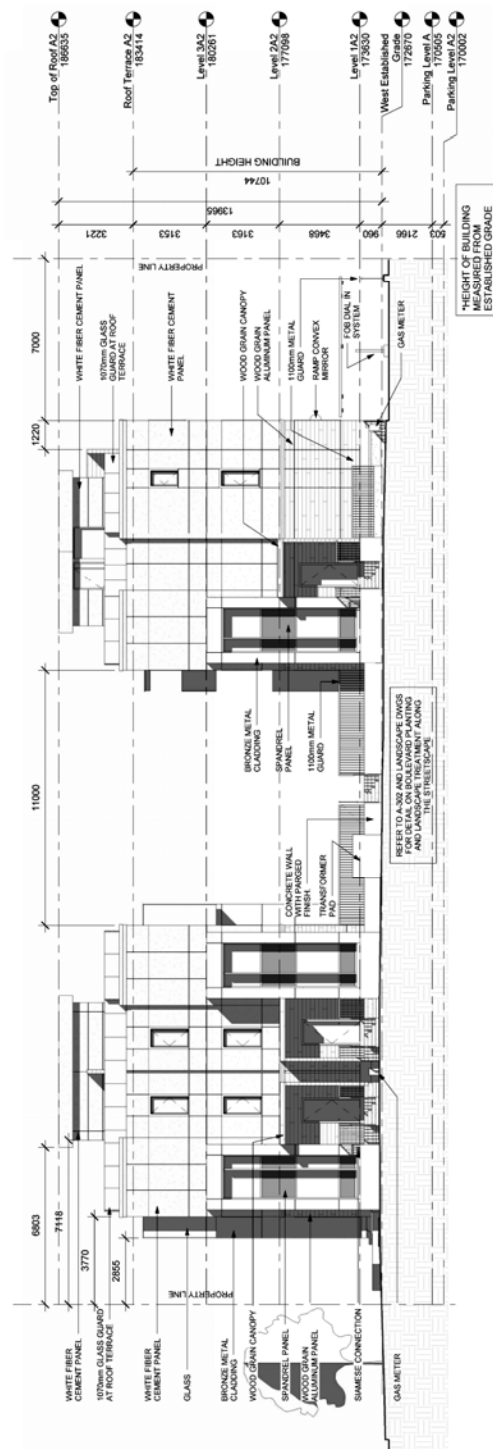
Applicant's Submitted Drawing

Not to Scale
03/28/2017

14-20 Greenbriar Road

File # 15 223730 NNY 24 0Z

Attachment 3c: North Elevation



North Elevation

Applicant's Submitted Drawing

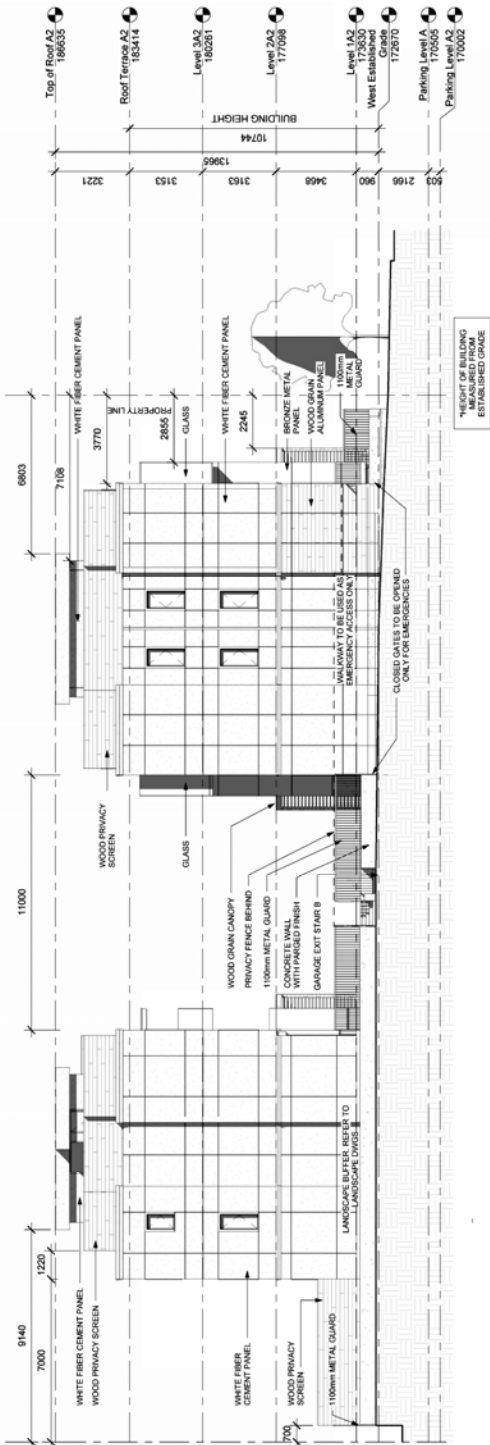
Not to Scale

03/28/2017

14-20 Greenbriar Road

File # 15 223730 NNY 24 0Z

Attachment 3d: South Elevation

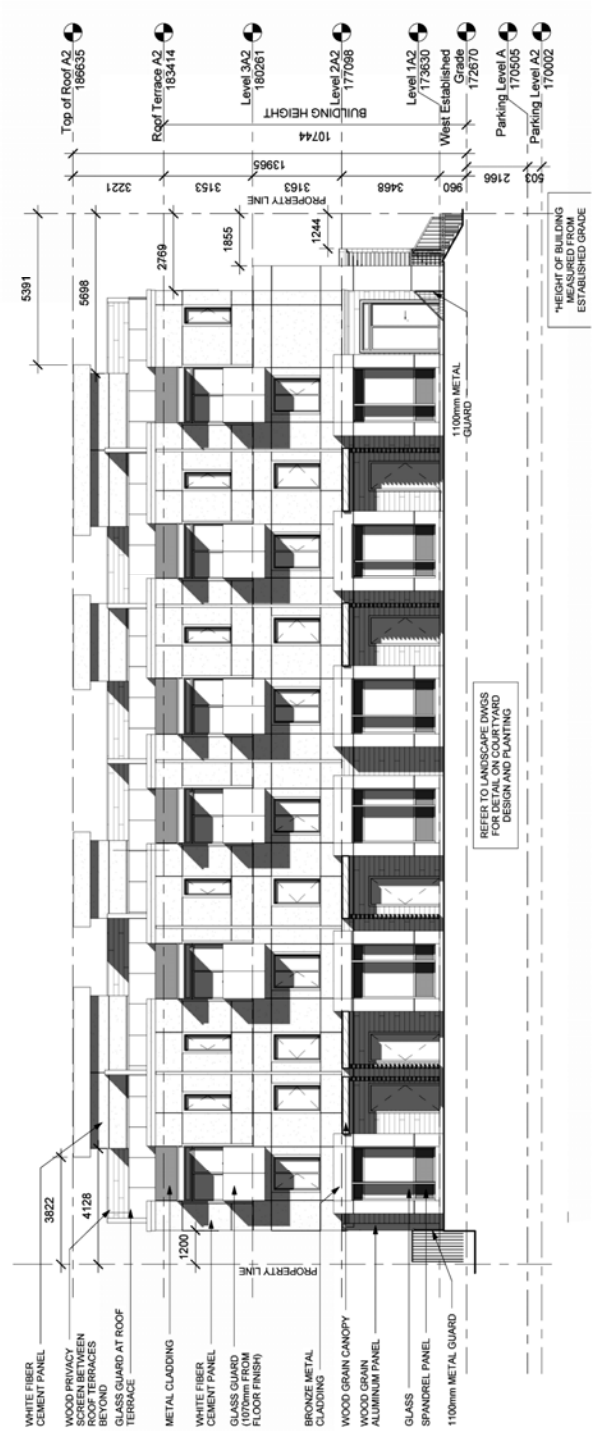


South Elevation
Applicant's Submitted Drawing
Not to Scale
03/28/2017

14-20 Greenbriar Road

File # 15 223730 NNY 24 0Z

Attachment 3e: West Block – East Elevation

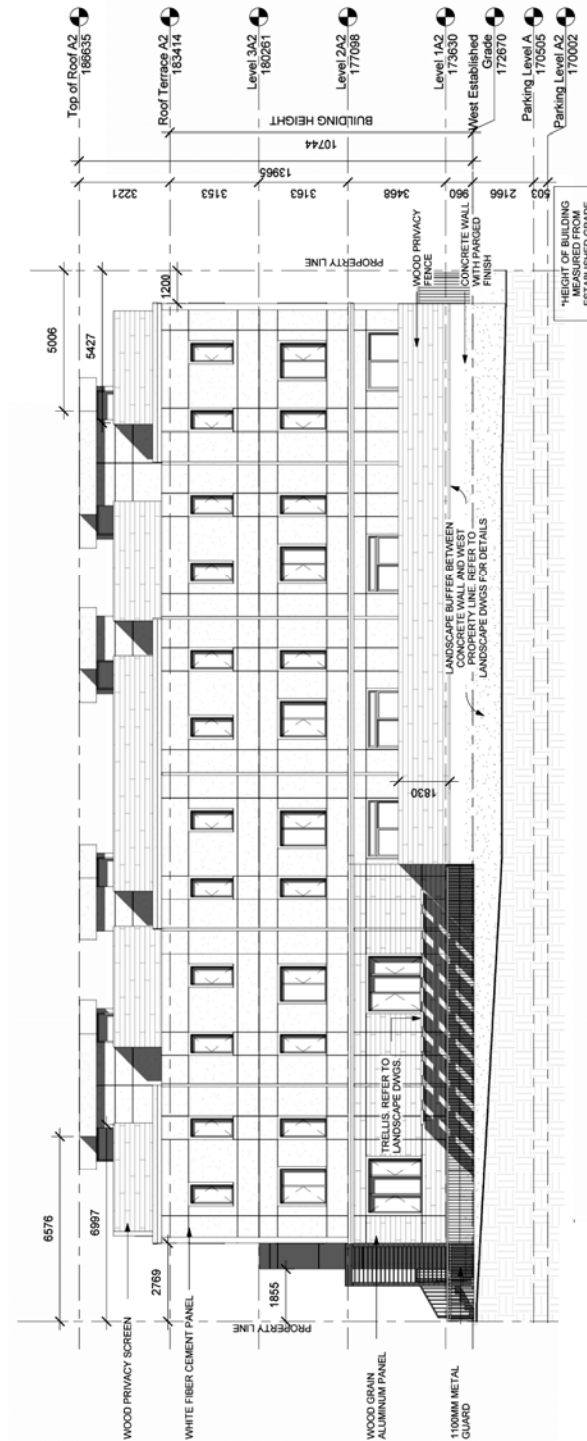


West Block - East Elevation
Applicant's Submitted Drawing
Not to Scale
03/28/2017

14-20 Greenbriar Road

File # 15 223730 NNY 24 0Z

Attachment 3f: West Block – West Elevation



West Block - West Elevation

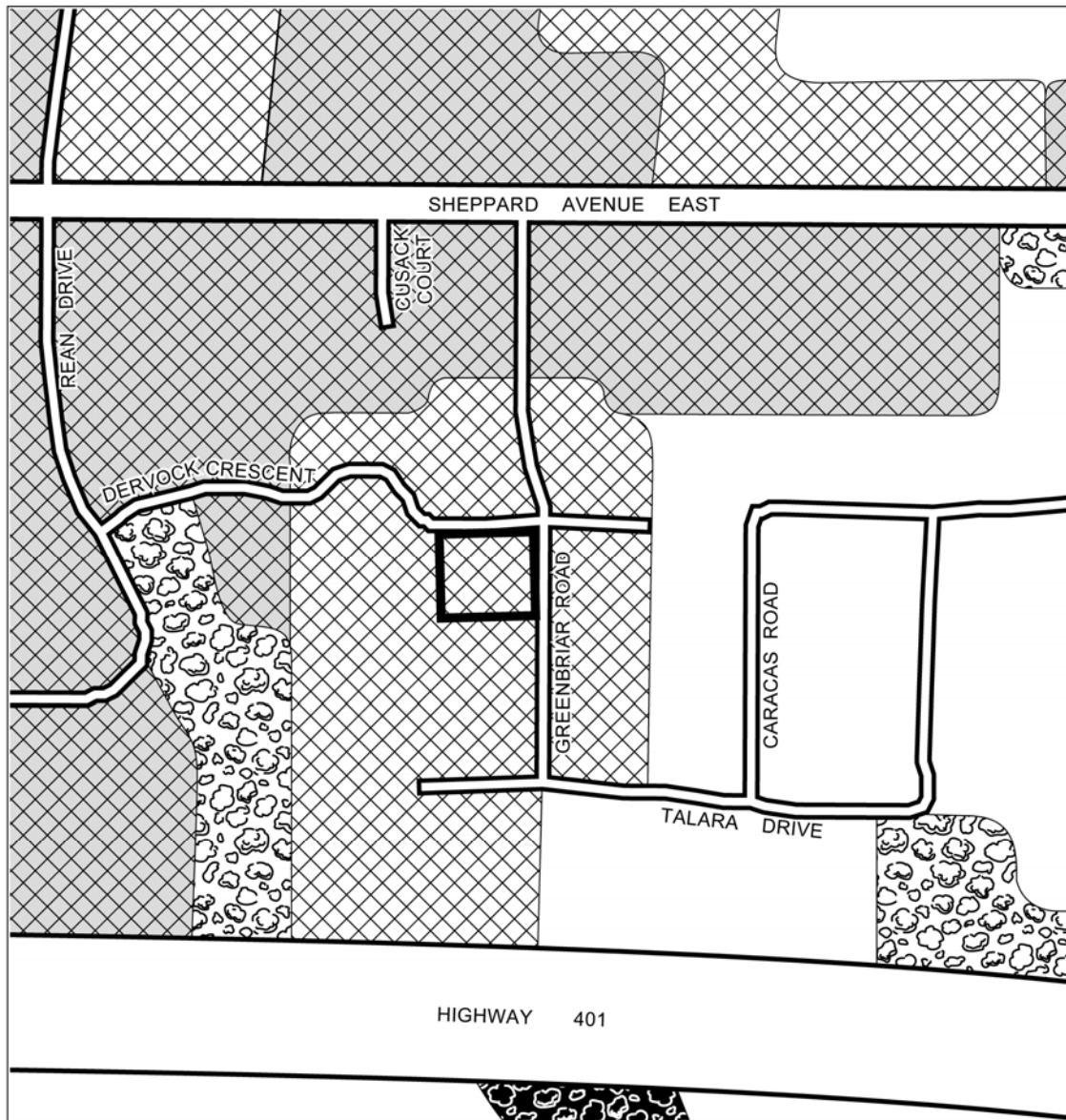
Applicant's Submitted Drawing

Not to Scale
03/28/2017

14-20 Greenbriar Road

File # 15 223730 NNY 24 02








Attachment 4: Official Plan



TORONTO City Planning
Extract from Official Plan

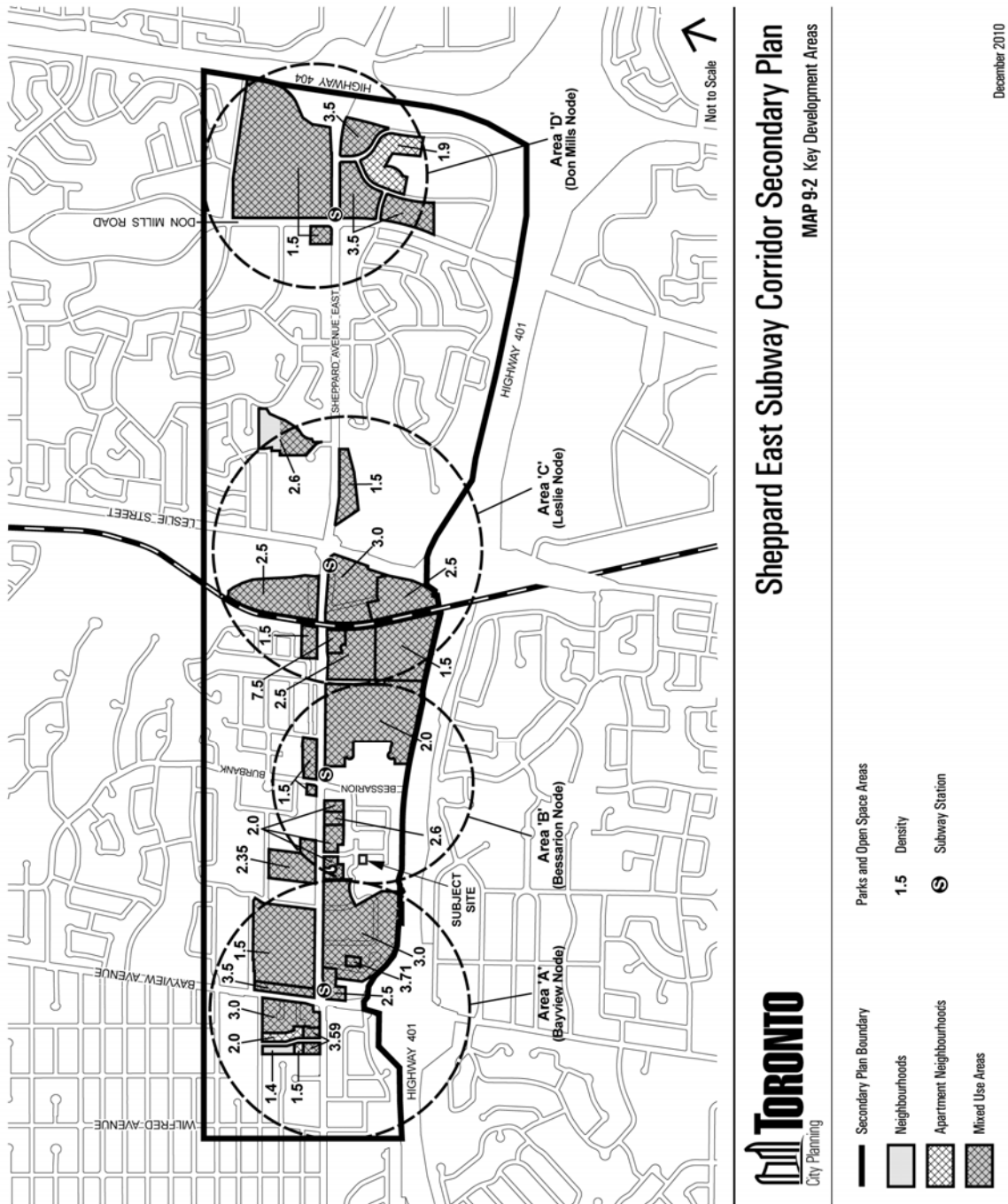
14-20 Greenbriar Road

File # 15 223730 NNY 24 0Z

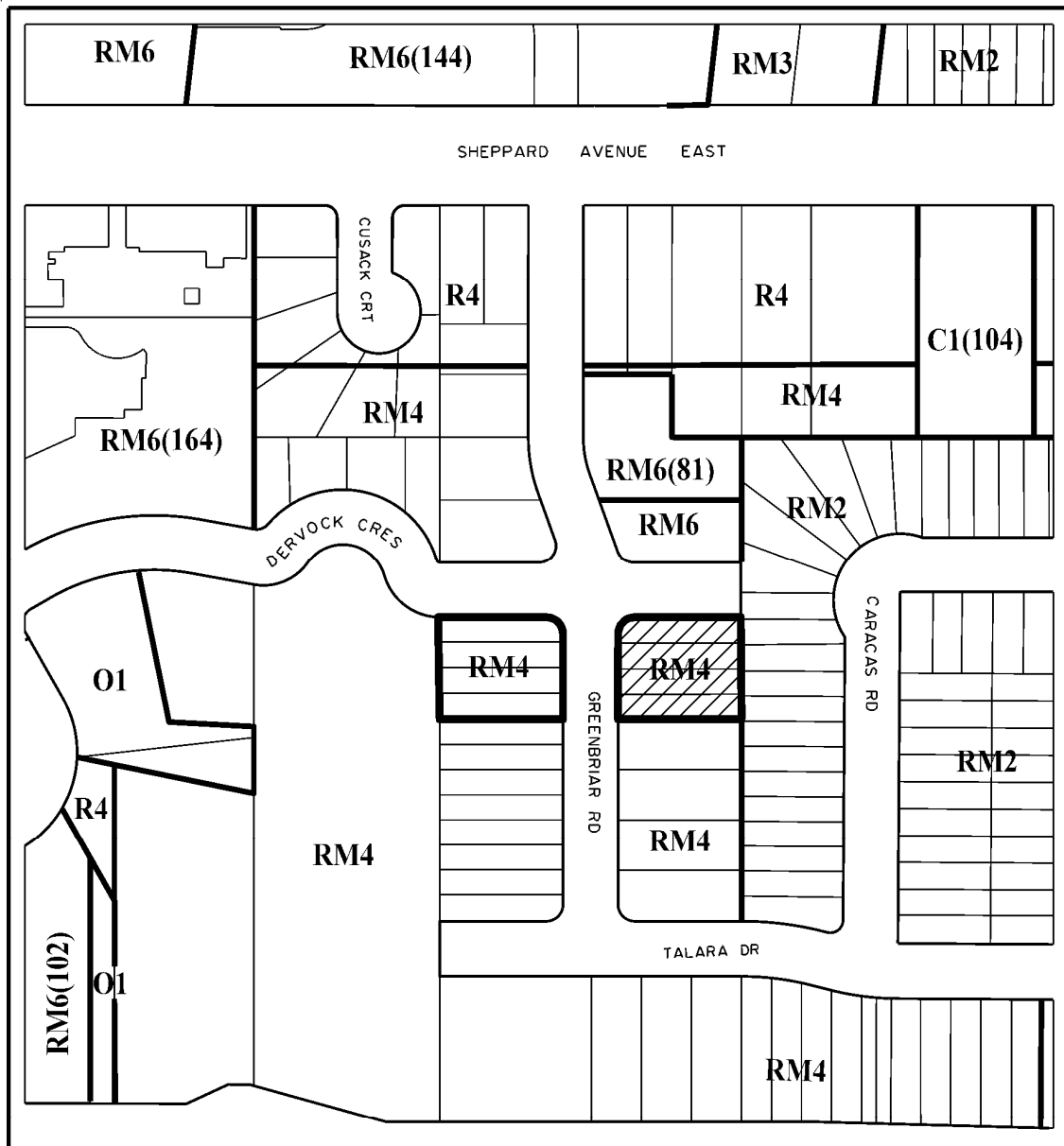
	Site Location		Parks & Open Space Areas
	Neighbourhoods		Natural Areas
	Apartment Neighbourhoods		Parks
	Mixed Use Areas		

↑
Not to Scale
10/01/2015

Attachment 5: Sheppard East Subway Corridor Secondary Plan



Attachment 6: Zoning By-law 7625



TORONTO
Zoning By-law 7625

14-20 & 15-21 Greenbriar Road
File # 15 223730 NNY 24 02 & 15 223760 NNY 24 02

RM2 Multiple-Family Dwellings Second Density Zone
RM3 Multiple-Family Dwellings Third Density Zone
RM4 Multiple-Family Dwellings Fourth Density Zone
RM6 Multiple-Family Dwellings Sixth Density Zone

NOTE: Numbers in Brackets Denote Exceptions to the Zoning Category

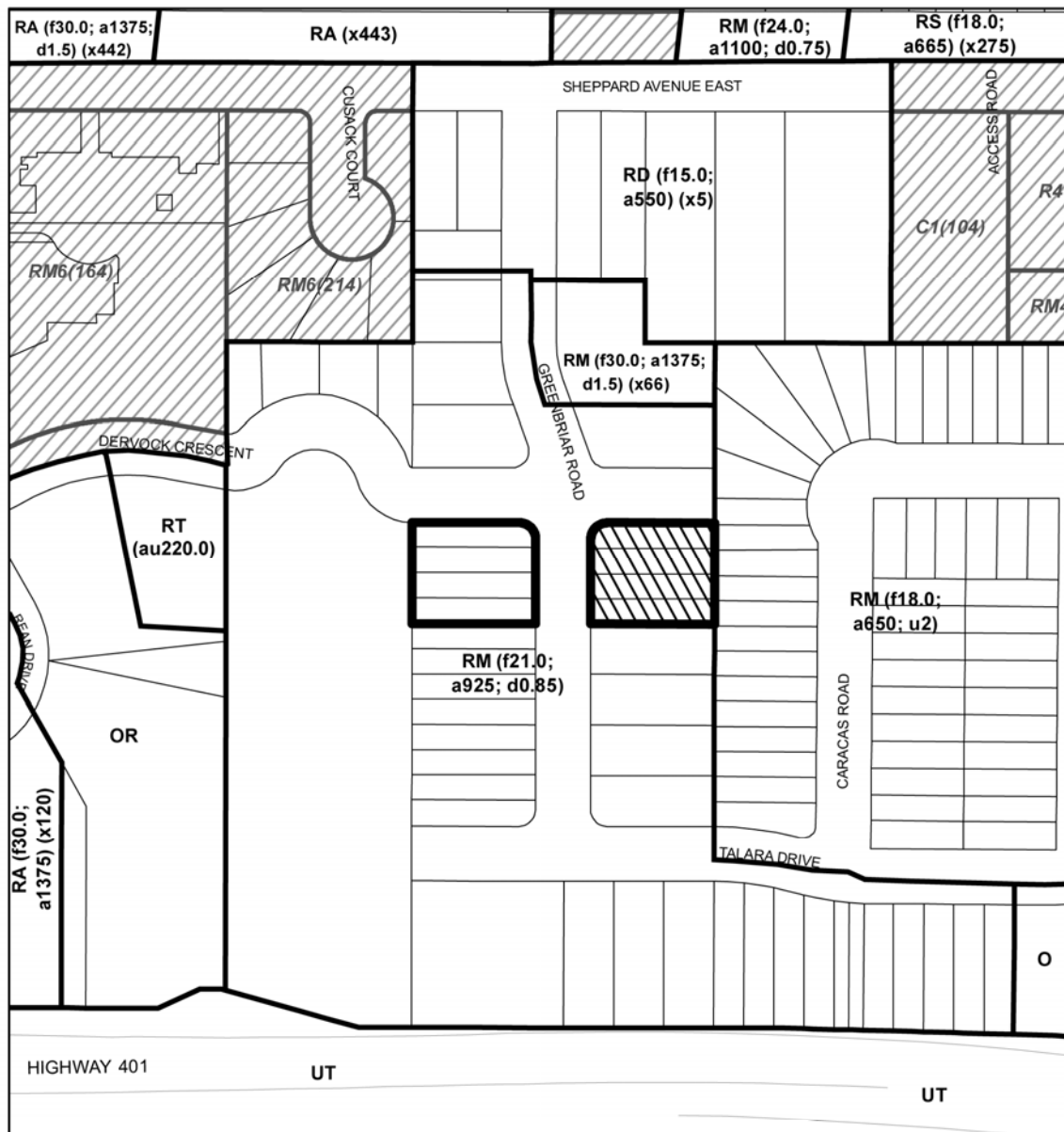
R4 One-Family Detached Dwelling Fourth Density Zone
C1 General Commercial Zone
O1 Open Space Zone

14-20 Greenbriar Rd.
15 223730

15-21 Greenbriar Rd.
15 223760

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

Attachment 7: Zoning By-law 569-2013




Zoning By-Law No. 569-2013

14-20 and 15-21 Greenbriar Road

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

 14-20 Greenbriar Road
15 223730

 15-21 Greenbriar Road
15 223760

 See Former City of North York By-Law No. 7625

RD Residential Detached
RS Residential Semi-Detached
RT Residential Townhouse
RM Residential Multiple

RA Residential Apartment
O Open Space
OR Open Space Recreation
UT Utility and Transportation

R4 One-Family Detached Dwelling Fourth Density Zone
RM4 Multiple-Family Dwellings Fourth Density Zone
RM6 Multiple-Family Dwellings Sixth Density Zone
C1 General Commercial Zone



Not to Scale
Extracted: 03/27/2017

Attachment 8: Application Data Sheet

Application Type	Rezoning	Application Number:	15 223730 NNY 24 OZ
Details	Rezoning, Standard	Application Date:	September 16, 2015

Municipal Address:	14, 16, 18 and 20 GREENBRIAR RD
Location Description:	PLAN 4901 PT LOT 1 **GRID N2406
Project Description:	Construct 14 town homes in two blocks. 8 back to back units with 6 through units. One below grade level of parking with 31 parking spaces and containing a gross floor area of 2,603 square metres.

Applicant:	Agent:	Architect:	Owner:
GREENBRIAR TOWNHOMES INC	Stan Lau, Trolleybus Developments Inc.	Audax Architecture and Design	NANAYAKKARA SUMANASCKERA

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):	1675.4	Height:	Storeys:	3
Frontage (m):	31		Metres:	10.7
Depth (m):	39			
Total Ground Floor Area (sq. m):	821.22			Total
Total Residential GFA (sq. m):	2603.41		Parking Spaces:	31
Total Non-Residential GFA (sq. m):	0		Loading Docks	0
Total GFA (sq. m):	2603.41			
Lot Coverage Ratio (%):	57			
Floor Space Index:	1.55			

DWELLING UNITS

FLOOR AREA BREAKDOWN (upon project completion)

Tenure Type:	Condo		Above Grade	Below Grade
Rooms:	0	Residential GFA (sq. m):	2603.41	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			

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

Attachment 9: Draft Zoning By-law Amendment By-law 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
14, 16, 18 and 20 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 (30) RM4 (30)

DEFINITIONS

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

ESTABLISHED GRADE shall mean 172.67 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 minimum **lot area** shall be 1,670 square metres.

- (b) The minimum **lot frontage** shall be 30 metres.
- (c) The maximum **lot coverage** shall be 57 percent (57%).
- (d) The permitted maximum number of **dwelling units** is 14.
- (e) The minimum **yard** setbacks shall be as shown on Schedule 2; and
- (f) despite subsection (e), walls of an ancillary garage, eaves, intake and exhaust grills, balconies, cornices, lighting fixtures, awnings, canopies, 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**.
- (g) The minimum distance required between **buildings** shall be as shown on Schedule 2
- (h) The maximum **gross floor area** shall be 2,650 square metres.
- (i) 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**.
- (j) A minimum of 1.0 **parking spaces** per **dwelling unit** shall be provided;
- (k) A minimum of 0.2 visitor **parking spaces** per **dwelling unit** shall be provided; and
- (l) Bicycle **parking spaces** must be provided at a rate of 0.75 for each **dwelling unit**;
- (m) Notwithstanding Subsection 6(A)(5)(b)(vii) of By-law 7625, tandem **parking spaces** for individual **dwelling units** shall be permitted.
- (n) A minimum of 40% of the **lot** shall be used for landscaping, of which at least 9% shall be soft landscaping.

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:

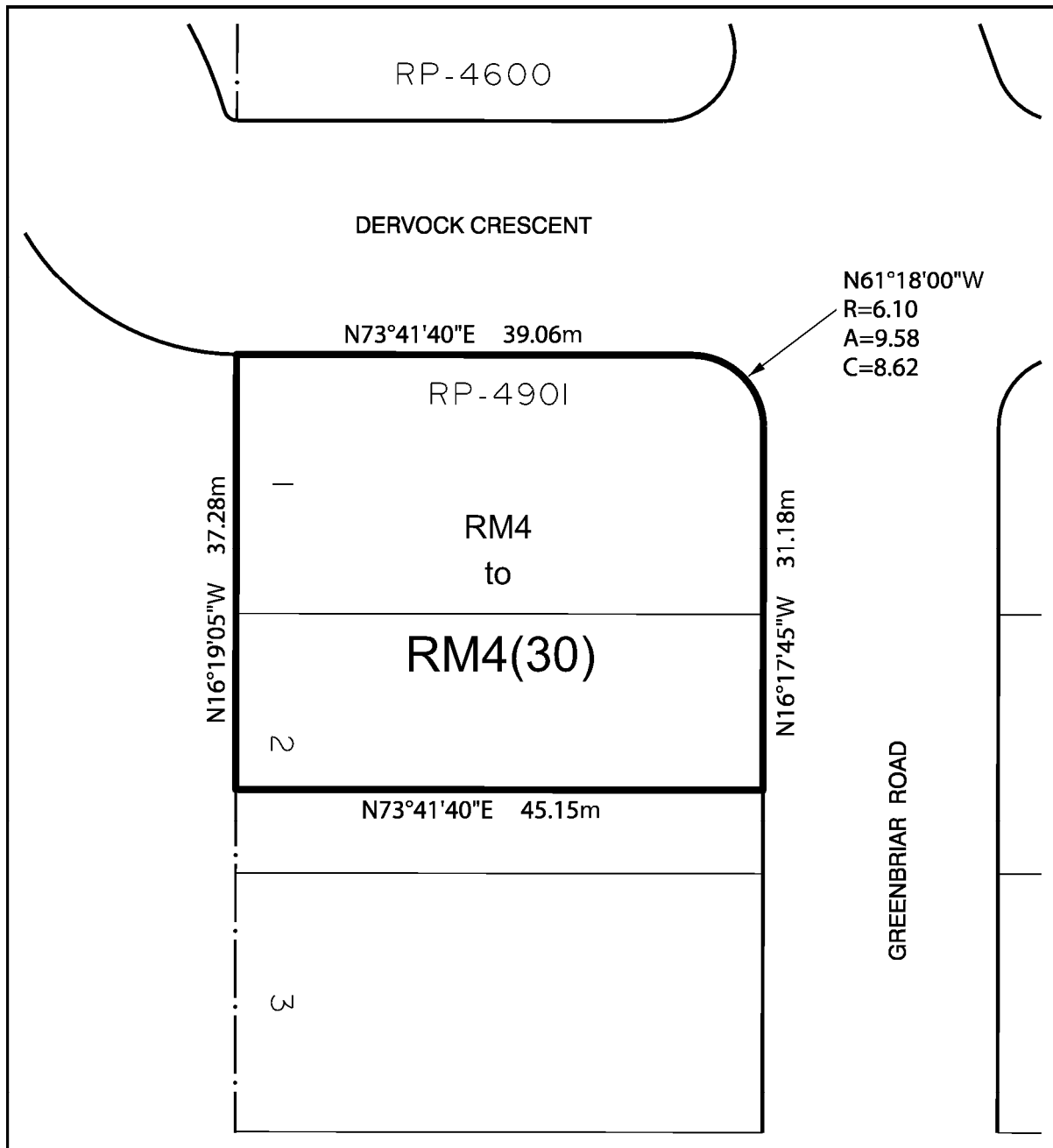
- (a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway, and
- (b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

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

JOHN TORY,
Mayor

ULLI S. WATKISS,
City Clerk

(Corporate Seal)



Schedule 1

Lot 1 and Part of Lot 2, R.P. 4901, City of Toronto

File # 15 223730 NNY 24 02

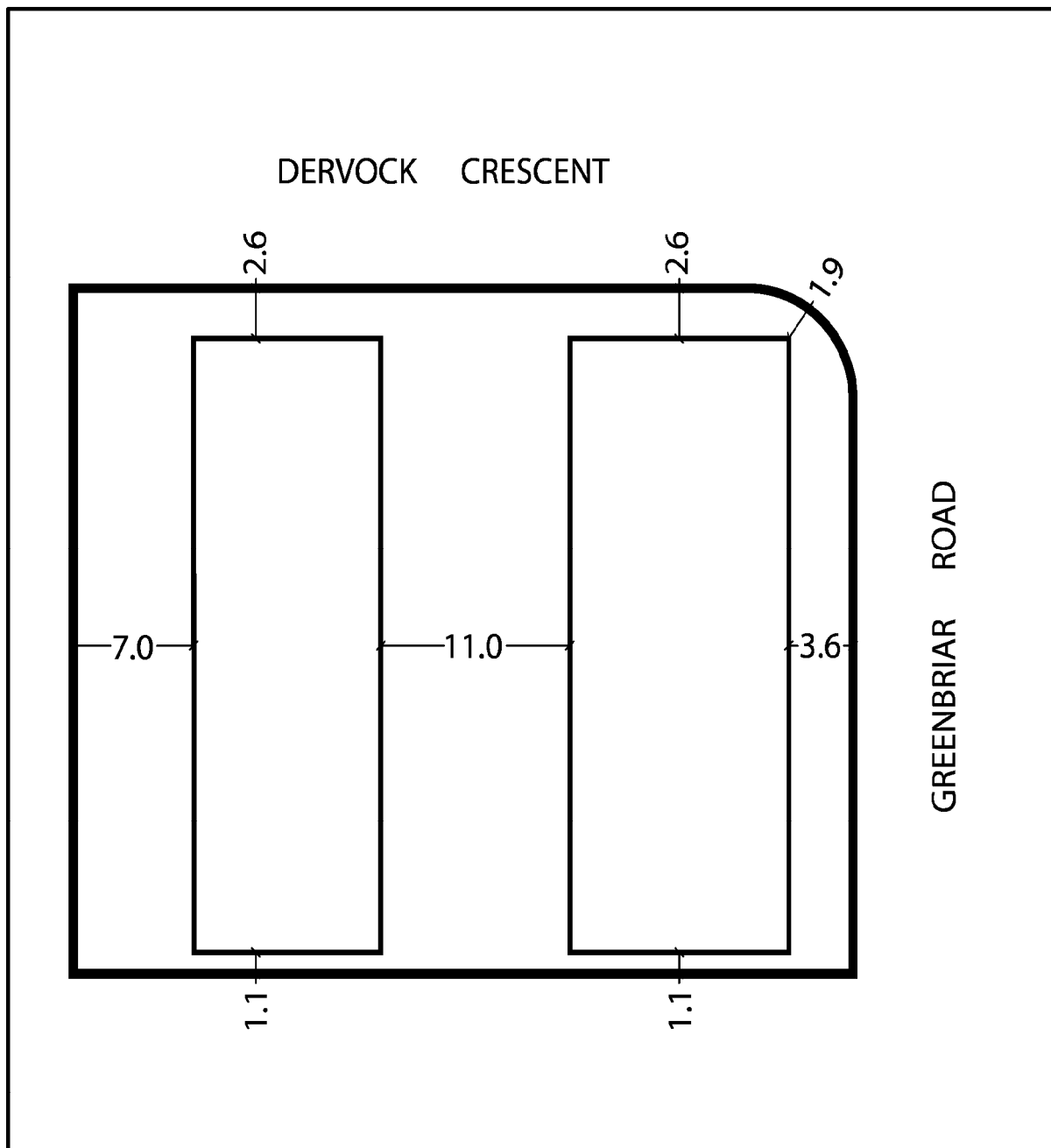
Krcmar Surveyors Ltd.

Date: 05/23/2017

Approved by: J.L.



Not to Scale



Schedule 2

Applicant's submitted drawing

File # 15 223730 NNY 24 02

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

↑
Not to Scale

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

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

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, 14, 16, 18 and 20 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 (x####)]**, 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] [####]

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

Site Specific Provisions:

(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 m 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 2650 m².
- (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 172.67 metres Canadian Geodetic Datum
- (I) **Parking Requirements**
 The walls of the ancillary parking garage may encroach into the minimum yard setbacks.
- i. **Parking spaces** must be provided at the following rates at the following rates:
 - a. Minimum of 1.0 **parking space** per **dwelling unit**; and
 - b. Minimum 0.2 **parking spaces** per **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:
- i. cornices, eaves, vents, lighting fixtures, ornamental elements, window sills, stairs, stair enclosures, wheelchair ramps, awnings and canopies;;
 - ii. 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 9% must be **soft landscaping**
- (M) 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.
- ;

(N)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)

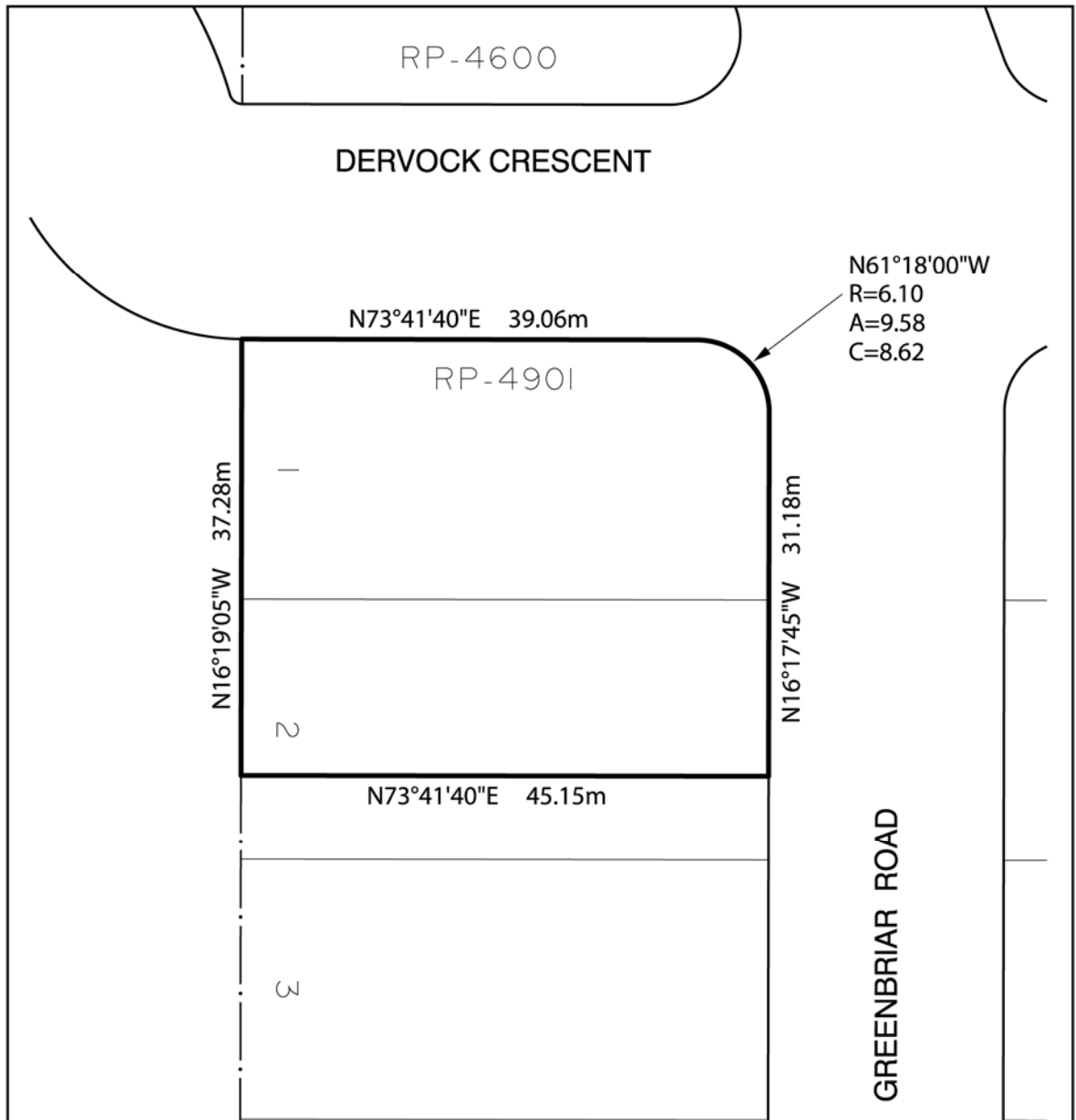
Enacted and passed on month ##, 20##.

Name,

Speaker

Ulli S. Watkiss,
City Clerk

(Seal of the City)



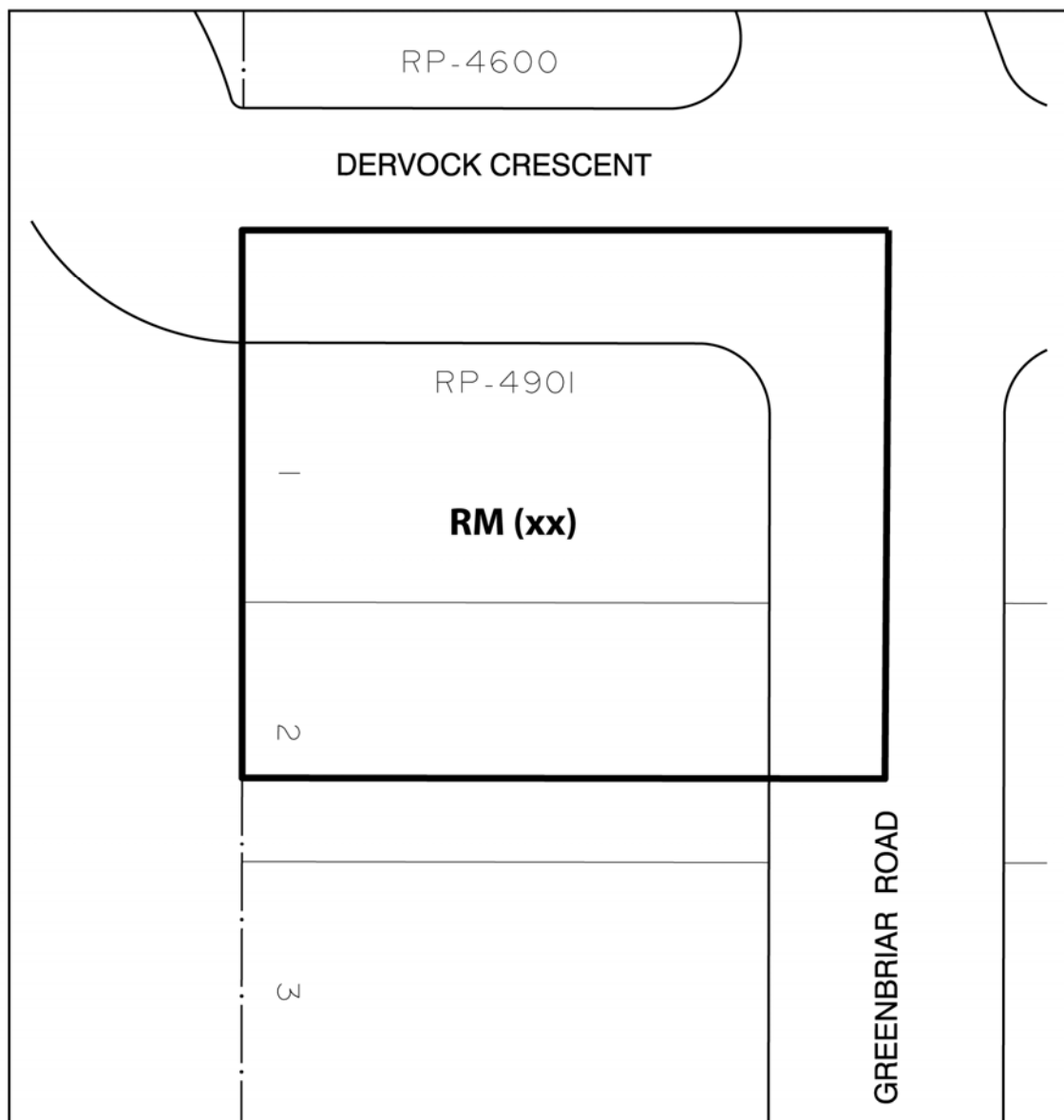
Toronto
Diagram 1

14-20 Greenbriar Road

File # 15 223730 NNY 24 0Z



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



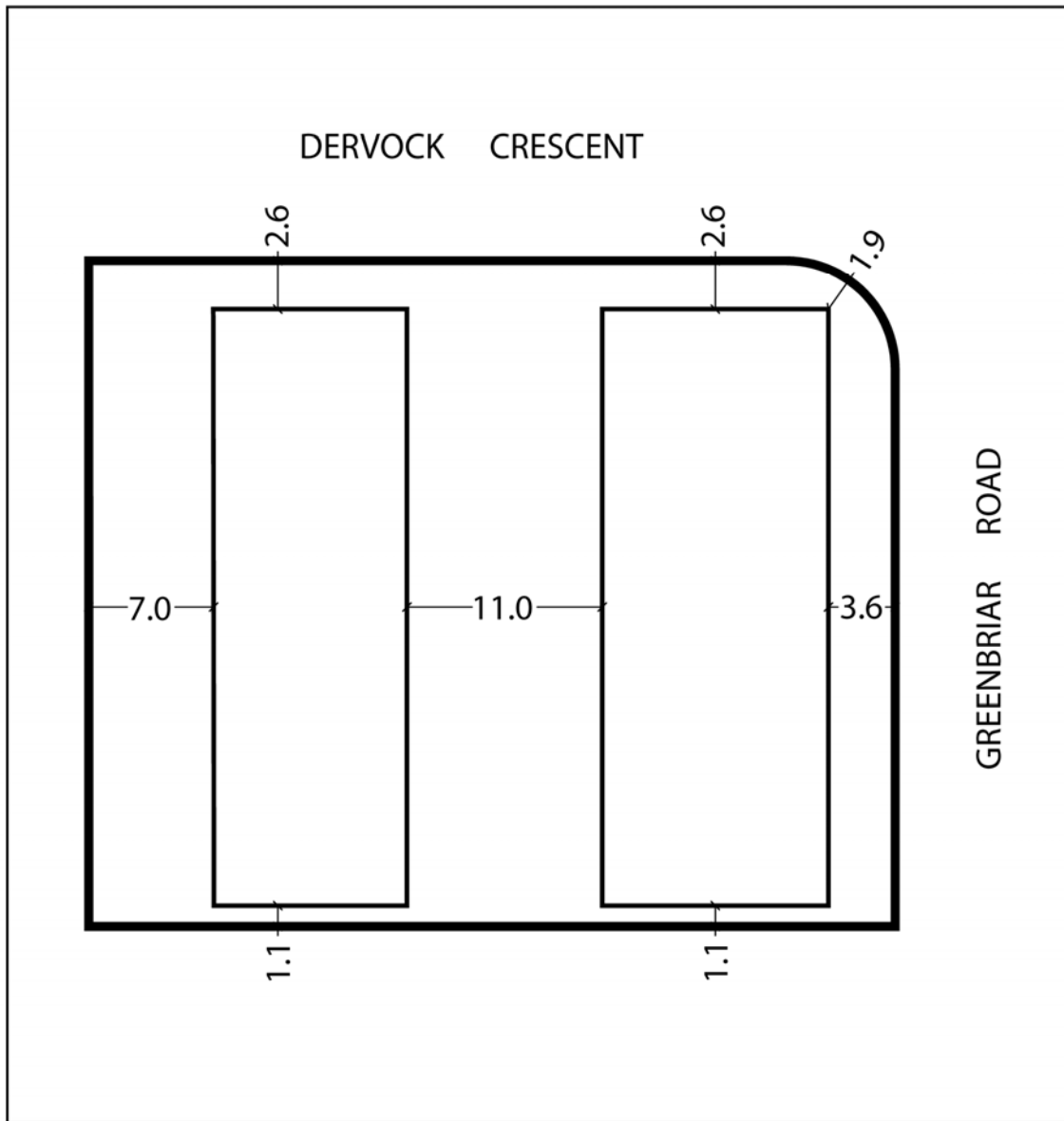
Toronto
Diagram 2

14-20 Greenbriar Road

File # 15 223730 NNY 24 02



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



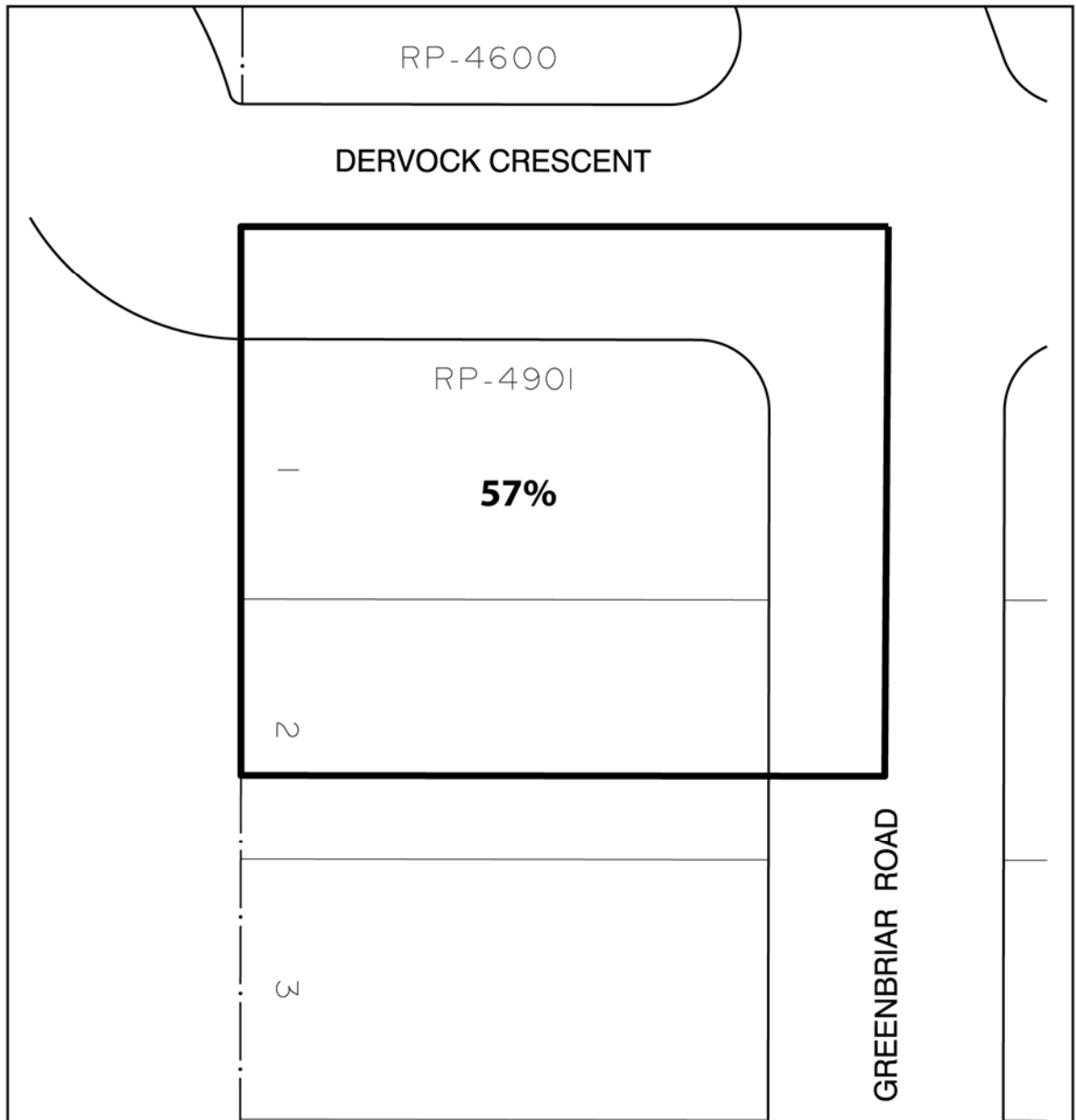
TORONTO
Diagram 3

14-20 Greenbriar Road

File # 15 223730 NNY 24 0Z



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



Toronto
Diagram 4

14-20 Greenbriar Road

File # 15 223730 NNY 24 02



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