



## REPORT FOR ACTION

# 23-29 Greenbriar Road – Official Plan Amendment and Zoning By-law Amendment Applications – Decision Report – Approval

Date: April 9, 2024

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 17 - Don Valley North

### Planning Application Number:

22 113864 NNY 17 OZ

### Related Planning Application Number:

22 113863 NNY 17 SA

22 113874 NNY 17 RH

## SUMMARY

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This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law to permit a 25-storey (79.6 metres, plus mechanical penthouse) residential building. The proposal includes 325 dwelling units, including 22 rental replacement units.

The proposal represents an efficient use of the lands while contributing to the range and mix of housing in the area and provides rental replacement units in a compact built form with access to new amenities. The intensification of the site with the proposed residential building is appropriate given that it addresses the relevant development criteria for *Apartment Neighbourhoods*, as well as other relevant policy directions. The development fits with the existing and planned context and provides enhancements to the public realm.

The proposed development is consistent with the Provincial Planning Statement (2024). The proposal is also conforms with the general intent of the City's Official Plan, and has appropriate regard for the Council-adopted Renew Sheppard East Secondary Plan (OPA 777).

A related Rental Housing Demolition application (22 113874 NNY 17 RH) has also been submitted as the proposed development includes the demolition of 22 rental dwelling

units. The proposal includes replacement of all 22 units with new units of the same type and of similar size, and a Tenant Assistance Plan that addresses the right for eligible tenants to return to replacement rental dwelling units at similar rents and financial assistance to lessen hardship. An approval report for the Rental Housing Demolition application has been advanced concurrently with this Official Plan Amendment and Zoning By-law Amendment approval report.

## **RECOMMENDATIONS**

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The Director, Community Planning North York District recommends that:

1. City Council amend the Official Plan for the lands municipally known as 23-29 Greenbriar Road substantially in accordance with the draft Official Plan Amendment included as Attachment 5 to this Report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 23-29 Greenbriar Road substantially in accordance with the draft Zoning By-law Amendment included as Attachment 6 to this Report.
3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and/or draft Zoning By-law Amendment as may be required.

## **FINANCIAL IMPACT**

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The Development Review Division confirms that there are no financial implications resulting from the recommendations included in this Report in the current budget year or in future years.

## **DECISION HISTORY**

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A pre-application consultation (PAC) meeting was held on September 16, 2021. The current application was submitted on February 14, 2022, and deemed complete as of February 24, 2022. The original proposal was considered by North York Community Council on May 24, 2022. NYCC's decision and a copy of the Preliminary Report may be found here: [23-29 Greenbriar Road - Preliminary Report at North York Community Council](#)

Staff conducted a virtual Community Consultation Meeting for the application on June 20, 2022. Community feedback is summarized in the Comments section of this report.

## THE SITE

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The site consists of four 2.5 storey rental apartment buildings. The lots were assembled to create a 3,330 square metre development site. The site is generally flat.

Along the site's northerly edge are three-storey townhouses that were recently constructed. Located west of the site is a recent Council-adopted Official Plan and Zoning By-law Amendment application at 22-36 Greenbriar Road (File No. 21 252354 NNY 17 OZ) for a 23-storey residential apartment building. Located south of the site are existing three-storey rental apartment buildings and the site of a recent City Council-adopted Official Plan Amendment and Zoning By-law Amendment application at 71 Talara Drive for a 23-storey residential building (File No. 21 113721 NNY 17 OZ).

## THE APPLICATION

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### Description

The application proposes a 25-storey residential building. To implement the proposal, an Official Plan Amendment is proposed to amend Map 9-2 of the Sheppard East Subway Corridor Secondary Plan (the "Secondary Plan") to assign a maximum density of 6.75 times the lot area for the properties between 23 - 29 Greenbriar Road. Map 9-3 of the Secondary Plan would also be amended to establish a Specific Development Policy for the site.

The rezoning would introduce regulations and performance standards to permit the proposed development on the site. In total, there are 325 residential units, of which 22 would be purpose-built rental replacement units (four one-bedroom and 18 two-bedroom units). The rental replacement units would be located in the base building between the ground floor and the fifth storey. The unit mix comprises a range of unit types and sizes to accommodate various households types. In total, the proposal includes 20 studio (6.2 percent), 175 one-bedroom (53.8 percent), 97 two-bedroom (29.8 percent), and 33 three-bedroom units (10.2 percent), inclusive of the rental replacement units. The rental replacement units are proposed to be supported by common shared indoor and outdoor amenity spaces, pet amenities, continuous street tree plantings and landscaping on-site, and widened sidewalks on the public frontages.

The proposal would provide 110 vehicle parking spaces within a two-level underground parking garage, including 90 resident parking spaces and 20 visitor parking spaces. The proposal includes seven accessible parking spaces. The proposal includes a total of 246 bicycle parking spaces, including 222 residential long-term spaces and 24 residential short-term spaces. One Type G loading space is proposed for the development. The underground parking and servicing would be accessed from Talara Drive. Two pick-up and drop-off spaces are proposed on the site with access from Talara Drive.

## **Additional Information**

See the attachments of this Report for the Application Data Sheet (Attachment 1), Location Map (Attachment 2), Official Plan Land Use Map (Attachment 3), Existing Zoning By-law Map (Attachment 4), Draft Official Plan Amendment (Attachment 4), Draft Zoning By-law Amendment (Attachment 6), Site Plan (Attachment 7), and Elevations (Attachment 8). Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: [www.toronto.ca/23Greenbriar](http://www.toronto.ca/23Greenbriar)

## **APPLICATION BACKGROUND**

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A pre-application consultation meeting was conducted with the applicant in August 2021 to discuss complete application submission requirements and to identify issues with the proposed development.

The application was submitted for a 10-storey mid-rise building on February 14, 2022, and deemed complete on February 24, 2022, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre at [www.toronto.ca/23Greenbriar](http://www.toronto.ca/23Greenbriar).

At its meeting of May 24, 2022, North York Community Council considered a Preliminary Report ([Item 2022.NY32.12](#)) which identified a set of preliminary issues for the application. Community Council directed staff to hold a community consultation in order to inform the community about that application and receive their input.

In October 2024, the applicant submitted revised plans that modified the previous mid-rise proposal to the current 25-storey tall building concept.

## **Agency Circulation Outcomes**

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to draft the appropriate Official Plan and Zoning By-law amendments.

## **POLICY & REGULATION CONSIDERATIONS**

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### **Provincial Land-Use Policies**

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

## Official Plan

The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. The Official Plan can be found at: [Official Plan – City of Toronto](#)

**Urban Structure:** Chapter 2 of the Official Plan sets out the urban structure of the City, develops a strategy for directing growth within the urban structure and sets out policies for the management of change. The subject lands are designated *Apartment Neighbourhoods* in the Official Plan. Section 2.3.1 Healthy Neighbourhoods of the Official Plan recognizes most of Toronto's existing apartment buildings are located within built up *Apartment Neighbourhoods* where significant growth is not anticipated on a city-wide basis. There may be sites within *Apartment Neighbourhoods* that contain space that is not well-utilized by the residents of existing apartment buildings. In some instances, these sites could be improved through the addition of infill development that will provide additional housing options, including new rental housing while maintaining and/or improving on-site amenities and conditions for both new and existing residents. In other instances, redevelopment of vacant or underutilized sites in *Apartment Neighbourhoods* that meets the Plan's policies can create new housing options in Toronto.

**Land Use Plan Map 19:** *Apartment Neighbourhoods* are distinguished from low-rise *Neighbourhoods* because a greater scale of buildings is permitted, and different scale-related criteria are needed to guide development. While built up *Apartment Neighbourhoods* are stable areas of the City where significant growth is not anticipated on a city-wide basis, opportunities exist for additional townhouses or apartments on underutilized sites, including new rental housing. This Plan sets out criteria to evaluate these situations.

**Secondary Plan:** The in-force Sheppard East Subway Corridor Secondary Plan ("SESCSP") identifies the site as being within the Bessarion Development Node and designated *Apartment Neighbourhoods*. The Secondary Plan indicates that development on lands designated *Apartment Neighbourhoods* will be in accordance with the Official Plan.

**Renew Sheppard East Secondary Plan:** The site is located within the Renew Sheppard East Secondary Plan ("RSESP") through Official Plan Amendment 777. City Council adopted OPA 777 on December 18, 2024. OPA 777 was appealed to the Ontario Land Tribunal ("OLT").

The Council-adopted RSESP is intended to replace the SESCSP and provides an updated vision for the area. The site is located within the Edge Character Area which is envisioned to be developed predominately with tall and mid-rise buildings in a green landscaped setting. The RSESP also contains policies that provide direction for built

form standards. The RSESP is not determinative as it is under appeal, however, the RSESP represents City Council's vision for the area.

The RSESP can be found here: [OPA 777 - Renew Sheppard East Secondary Plan](#).

The first Case Management Conference for the RSESP is scheduled on May 6, 2025. A link to the OLT Case Information can be found here: [Case Information](#)

## **Zoning**

The site is Residential Multiple Dwelling Zone - RM (f21.0; a925; d0.85) under Zoning By-law 569-2013. The zone permits a range of building types including detached and semi-detached houses, duplex, triplex, fourplex, and apartment buildings. A maximum density of 0.85 times the area of the lot is permitted. See Attachment No. 4 to this report for the Existing Zoning By-law Map.

## **Design Guidelines**

The following design guidelines have been used in the evaluation of this application:

- Tall Building Design Guidelines
- Growing Up Guidelines for Children in Vertical Communities
- Pet Friendly Design Guidelines for High Density Communities
- Toronto Accessibility Design Guidelines

The City's Design Guidelines can be found here: [Design Guidelines – City of Toronto](#)

## **Toronto Green Standard**

The Toronto Green Standard (TGS) is a set of performance measures for green development. Applications for Zoning By-law Amendments are required to meet and demonstrate compliance with Tier 1 of the TGS.

## **Site Plan Control**

A Site Plan Control application (File No. 22 113863 NNY 17 SA) was submitted and deemed incomplete on March 28, 2022.

## **PUBLIC ENGAGEMENT**

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City Planning staff hosted a virtual community consultation meeting on June 20, 2022. In accordance with the direction of North York Community Council, notice was sent to the notification area of 120 metres, plus an extended radius to additional residents, institutions and landowners. The public participated in the virtual meeting, along with the

local Councillor's office, the applicant, their consulting team and City staff. City Planning staff presented the planning policy framework and an overview of the application for a 10-storey residential proposal.

- Shadowing caused by built form;
- Traffic impacts by proposed development;
- Impacts to existing tree canopy;
- Impacts on community services and facilities.

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

In October 2024, the applicant submitted revised plans that modified the previous 10-storey mid-rise proposal to the current tall building concept. An email was sent to participants that registered for the June 2022 virtual public consultation meeting to notify the public of the new submission concept. No additional comments were made for the revised development concept.

### **Statutory Public Meeting Comments**

In making their decision with regard to this application, Council members have an opportunity to hear the oral submissions made at the statutory public meeting held by the North York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

## **COMMENTS**

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### **Provincial Planning Statement and Provincial Plans**

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the *Planning Act*. The site is located within the Council-adopted Bessarion MTSA, which has a minimum planned density of 300 people and jobs combined per hectare. The proposed development is transit-supportive and adds to the range of housing options in proximity to transit, including new housing units and the replacement of existing affordable and mid-range rental units. Staff find the proposal consistent with the PPS (2024).

### **Housing**

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. The RSESP supports the provision of a minimum 40 percent of the total number of new units be a combination of two-, three- or more bedrooms units. The application proposes a minimum of approximately 40 percent of the total number of dwelling units be in the

form of two- and three-bedroom units. The unit mix will be secured in the proposed Zoning By-law Amendment.

The proposed unit mix included in the Zoning By-law Amendment meets the policy direction of the Official Plan and RSESP and meets the intent of the unit mix objectives of the Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines by providing additional supply of large, family-sized units. Through the Site Plan application, Staff will continue to work with the applicant to meet other design objectives of the Growing Up Guidelines.

### **Rental Housing Demolition and Replacement**

This application involves the demolition of 22 rental dwelling units. Chapter 667 of the City's Municipal Code, the Rental Housing Demolition and Conversion By-law requires the applicant to obtain a permit from the City allowing the demolition of the existing rental housing units. The City may impose conditions that must be satisfied before a demolition permit is issued. More information and analysis is available in the related Rental Housing Demolition Application staff report, to be considered at the same North York Community Council meeting (April 30, 2025) as this report.

### **Land Use**

The site is in an *Apartment Neighbourhoods* designation in the Official Plan. *Apartment Neighbourhoods* are distinguished from low-rise *Neighbourhoods* because a greater scale of buildings is permitted, and different scale-related criteria are needed to guide development, including transition between areas of different development intensity and scale. The proposal is compatible with the existing and planned context for lands in the surrounding area, including recent approvals for residential tall buildings on Greenbriar Road and on Talara Drive, while providing appropriate setbacks and landscaping features to buffer from existing low-rise buildings.

The Council-adopted Renew Sheppard East Secondary Plan envisions tall and mid-rise buildings in the Edge Character Area in a green landscaped setting. The proposal provides an enhanced public realm with widened sidewalks, new tree plantings, and landscaping along the property's edges to support the Plan's vision to be walkable, attractive, and sustainable. The proposal seeks to preserve two existing trees on the site, including one private and one City-owned tree. The proposal also provides an active streetscape with a mix of at-grade residential units accessed from Greenbriar Road. The proposal has appropriate regard for the Council-adopted Renew Sheppard East Secondary Plan.

### **Height and Massing**

The proposal meets the built form objectives in the Renew Sheppard East Secondary Plan and intent of the Tall Building Design Guidelines. While no specific height is



prescribed for the Edge Character Area, the RSESP envisions tall and mid-rise buildings in this area of the Plan. The proposed building height of 25-storeys with a five-storey base building fits into the planned context of tall buildings in the surrounding area. The tower and base building incorporates separation distances and setbacks that appropriately transition to the existing low rise context has been massed with stepbacks and setbacks to transition from the existing lower-scale context.

The RSESP and Tall Building Design Guidelines provides direction for tower floorplate sizes, tower separation distances, setbacks, and the design of base buildings. The proposed tower would have a floorplate size of 766 square metres which slightly exceeds the standard in the Guidelines. Both the RSESP and Guidelines provide flexibility for floorplate size in consideration of separation distances, stepbacks, the design of balconies, and other design measures for the tower and base building. The proposed tower floorplate size is appropriate as the development incorporates an appropriate tower separation distance for a tall building, providing a minimum tower setback of 12.5 metres from the east property line that adjoins the planned *Mixed Use Areas* and a 31 metre setback, adjoining the property line with the existing three-storey townhouse development to the north. These separation distances are appropriate and reduce the physical and visual impacts from the tower on the existing lower scale context and the planned context to the east of the site. The tower incorporates a stepback of 3.0 metres facing Greenbriar Road and exceeds the minimum standard in the Guidelines with a 5.6 metres facing Talara Drive. These stepbacks appropriately define the base building and tower at the street level and support suitable wind conditions and access to sunlight, in accordance with the objectives of the Tall Building Design Guidelines, policies of the Official Plan, and objectives of the RSESP.

The proposal incorporates a five-storey base building that generally corresponds to the adjacent right-of-way width, appropriately relates to the existing lower-scale context, and fits with the planned context. The base building incorporates a 5.5 metre setback at the grade level facing the existing three-storey townhouses to the north and provides a stepback above the fourth storey for a setback of 9.4 metres from the north lot line. These setbacks ensure an appropriate separation distance from the three-storey townhouses to minimize privacy and overlook impacts. The at-grade 5.5 metre setback provides space for pedestrian circulation and on-site landscaping. The base building provides a rear setback that ranges from 8.1 metres to 10.1 metres from the east lot line. The rear yard proposes an at-grade outdoor amenity space and landscaping to buffer from the existing properties to the east, while supporting the preservation of existing boundary trees and space for new tree plantings.

## **Public Realm**

The proposal includes a setback of 5 metres along the Greenbriar Road frontage with ground floor units accessed directly from the public sidewalk. The proposal incorporates a pedestrian walkway that connects to the public sidewalk on Greenbriar Road. The walkway wraps around the ground floor units on the north side of the building. The

ground floor units facing Greenbriar Road provide active uses on the street and the pedestrian walkway supports good circulation on the site that is accessible from the public sidewalk.

The proposed building provides a greater setback at the corner of Greenbriar Road and Talara Drive to create additional space for pedestrians near the building lobby. Along the Talara Drive frontage, a 3.5 metre setback is provided to include space for landscaping and the preservation of one City-owned tree and one private tree. A pathway is provided on Talara Drive to access short-term bicycle parking spaces and a bicycle elevator for long-term bicycle parking spaces.

The RSESP identifies a “Green Loop”, which extends along the Greenbriar Road and Talara Drive frontages of the site. The Green Loop is envisioned to support a sustainable and resilient public realm for people and maximizing soft landscaping and the retention of mature trees and expanding the tree canopy. The proposed base building setbacks support the Green Loop with space for landscaped setbacks, new tree plantings, the preservation of existing trees, and a mix of residential units, indoor amenity, space for pedestrians, and lobby space to animate the streetscape. Streetscape and ground floor design details will be secured through the Site Plan Control application.

## **Shadow Impact**

The applicant submitted a shadow study that illustrates the extent of shadowing that would result from the proposed development on the public realm, including the public streets such as Dervock Crescent and the public park at the intersection of Greenbriar Road and Dervock Crescent secured as part of the development application at 625 & 627 Sheppard Avenue East & 6-12 Greenbriar Road (File No. 16 118618 NNY 24). The shadow study shows shadowing during the spring/fall equinoxes (March/September 21st), the summer solstice (June 21st) and the winter solstice (December 21st) from 9:18am to 6:18pm. The massing of the proposed tower and mechanical penthouse result in fast moving shadowing on the public realm.

The shadow study shows no shadowing on Rean Park throughout the year. Initial proposals for the tall building concept resulted in shadows on the north side of Dervock Crescent and the future public park near the intersection of Greenbriar Road and Dervock Crescent, due, in part, to the size and massing of the mechanical penthouse. The massing of the base building also resulted in additional shadowing on Greenbriar Road. The plans were revised to reduce the rectangular shape of the mechanical penthouse to be more slender. As a result, the shadow study shows reduced shadowing on the north side of Dervock Crescent and reduced shadowing on the future park during the spring and fall equinoxes, in particular between 11:18 AM and 12:18 PM. The massing of the base building was reduced above the fourth storey to minimize

shadowing on Greenbriar Road. During the summer season there would be no shadowing on the future park and minimal shadowing on the public realm.

Overall, the proposed development's base building, tower component, and reduced massing of the mechanical penthouse help to minimize shadow impacts on the public realm. The resulting shadows are limited in accordance with Official Plan policies.

### **Wind Impact**

A Pedestrian Level Wind Study was submitted in support of the application. The Wind Study found that the site and surrounding areas to be generally comfortable and appropriate for the intended purposes such as standing or sitting throughout the year with localized walking conditions in the winter and fall/spring seasons near Greenbriar Road/Talara Drive, the driveway, and the northeast corner of the site near the pedestrian walkway. The Study recommends a mitigation plan for the rear at-grade outdoor amenity space if sitting conditions are desired throughout the entire area. Mitigation measures including railings, canopies, coarse plantings, porous wind screens, and others will be further explored, designed and secured through the Site Plan Control application.

### **Parkland**

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

### **Tree Preservation**

The Arborist Report and the Tree Preservation Plan have been reviewed by Urban Forestry staff. The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law). Urban Forestry staff requires revisions to the Soil Volume Plan to identify open tree planting areas, and tree width and tree depths, in accordance with the TGS.

### **Transportation and Mobility,**

The applicant submitted a Transportation Impact Study ("TIS") and a Transportation Demand Management Plan ("TDM") prepared by Nextrans Consulting Engineers. The existing individual driveways on Greenbriar Road would be consolidated into a single driveway access off Talara Drive. The proposal includes 110 vehicle parking spaces within a two-level underground parking garage, including 90 resident parking spaces

and 20 visitor parking spaces. The proposal includes a total of 246 bicycle parking spaces, including 222 residential long-term spaces and 24 residential short-term spaces. One Type G loading space is proposed for the development. The underground parking and servicing would be accessed from Talara Drive. Staff are recommending that the Zoning By-law be subject to a holding provision pending the revision, review, and acceptance of the Traffic Operations Assessment to the satisfaction of the General Manager, Transportation Services. Additional work on the Transportation Demand Management (TDM) Plan will be undertaken through the Site Plan Control process.

## **Servicing**

The applicant has provided site servicing plans and Functional Servicing, Stormwater Management, and Hydrogeological reports. Engineering Review staff have reviewed the submitted materials and have identified outstanding items for review. Staff are recommending that the Zoning By-law be subject to a holding provision pending the revision, review, and acceptance of the Functional Servicing and Stormwater Management Report to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services.

## **Toronto Green Standard**

Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments are required to meet and demonstrate compliance with Tier 1 of the TGS. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner. Performance measures for the Tier 1 development features will be secured as part of the Site Plan Control application.

## **Conclusion**

The proposal has been reviewed against of the PPS, the City of Toronto Official Plan, and the Council-adopted Renew Sheppard East Secondary Plan. Staff are of the opinion that the proposal is consistent with the PPS and conforms with the intent of the Official Plan. The proposal also has regard for and begins to implement the vision of the Council-adopted Renew Sheppard East Secondary Plan with respect of the built form, planned context, and public realm elements such as landscaping and tree plantings facing the Green Loop. Staff recommend that Council approve the application.

## **CONTACT**

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E-mail: Michael.Romero@toronto.ca

## **SIGNATURE**

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David Sit, MCIP, RPP  
Director, Community Planning  
North York District

## **ATTACHMENTS**

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### **City of Toronto Information/Drawings**

Attachment 1: Application Data Sheet  
Attachment 2: Location Map  
Attachment 3: Official Plan Land Use Map  
Attachment 4: Existing Zoning By-law Map  
Attachment 5: Draft Official Plan Amendment  
Attachment 6: Draft Zoning By-law Amendment

### **Applicant Submitted Drawings**

Attachment 7: Site Plan  
Attachment 8: Elevations

## Attachment 1: Application Data Sheet

Municipal Address: 23-29 Greenbriar Road      Date Received: Updated Concept Submission October 21, 2024

Application Number: 22 113864 NNY 17 OZ

Application Type: OPA / Rezoning

Project Description: Official Plan and Zoning by-law Amendment application to facilitate the redevelopment of the site for a 25-storey residential building containing 325 dwelling units, of which, 22 units are replacement purpose-built rentals. The proposed residential gross floor area on the lot is 22,131 square metres.

Applicant	Agent	Architect	Owner
MHBC Planning LTD	David McKay	BDP Quadrangle	Greenbriar Road Inc

### EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood	Site Specific Provision:	N
Zoning:	RM (f21.0; a925; d0.85)	Heritage Designation:	N
Height Limit (m):	12.0	Site Plan Control Area:	Y

### PROJECT INFORMATION

Site Area (sq m):	3,331	Frontage (m):	68	Depth (m):	39
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	664	0	1,541	1,541
Residential GFA (sq m):	1,837	0	22,131	22,131
Non-Residential GFA (sq m):	0	0	0	0
Total GFA (sq m):	1,837		22,131	22,131
Height - Storeys:	2		25	25
Height - Metres:			79.6	79.6

Lot Coverage Ratio  
(%): 57

Floor Space Index: 6.64

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	22,131	150.3
Retail GFA:	0	0
Office GFA:	0	0
Industrial GFA:	0	0
Institutional/Other GFA:	0	0

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	22	0	22	22
Freehold:	0	0	0	0
Condominium:	0	0	303	303
Other:	0	0	0	0
Total Units:	22		303	325

#### Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:	0	0	4	18	0
Proposed:	0	20	171	79	33
Total Units:	0	20	175	97	33

#### Parking and Loading

Parking Spaces: 110      Bicycle Parking Spaces: 246      Loading Docks: 1

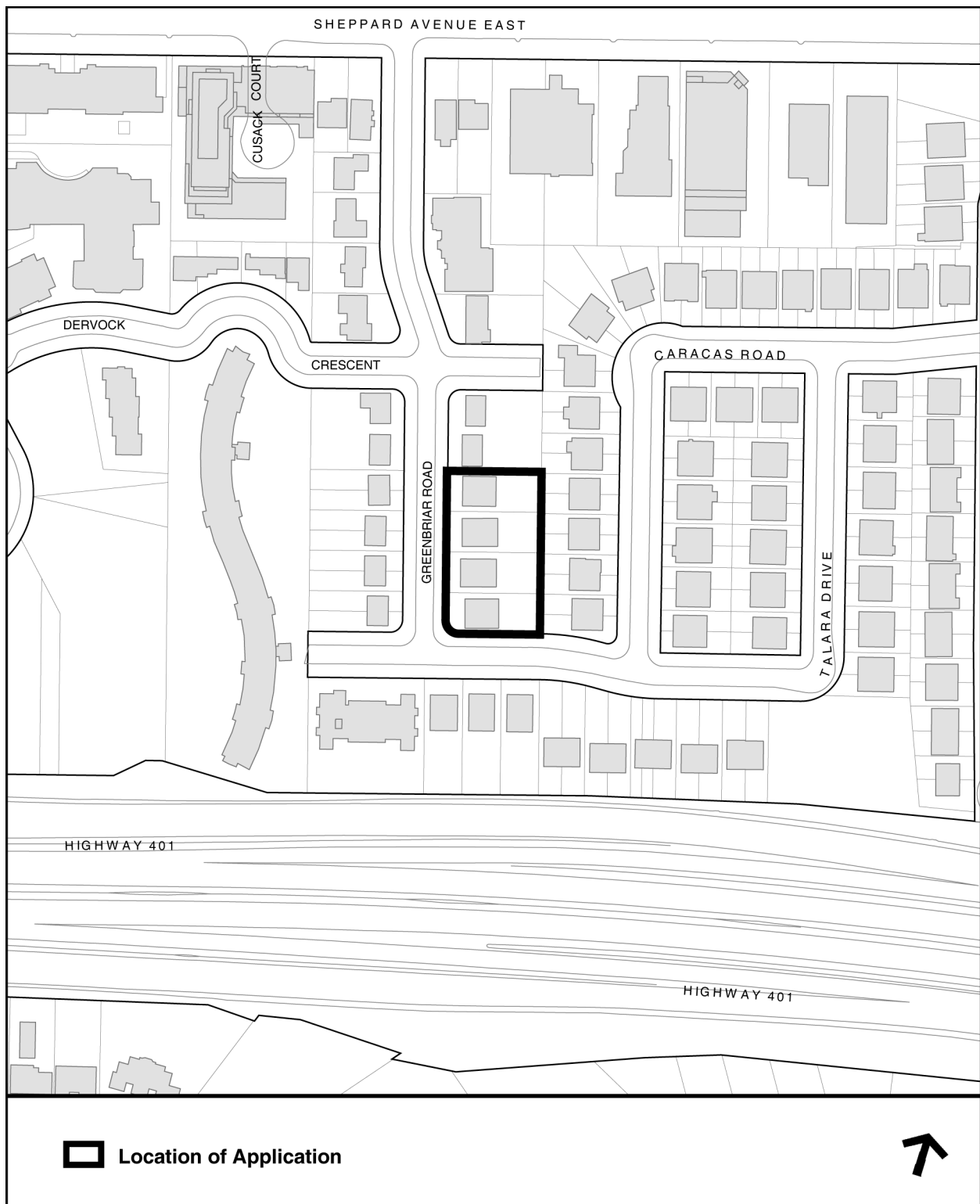
#### CONTACT:

Michael Romero, Planner

416-395-6747

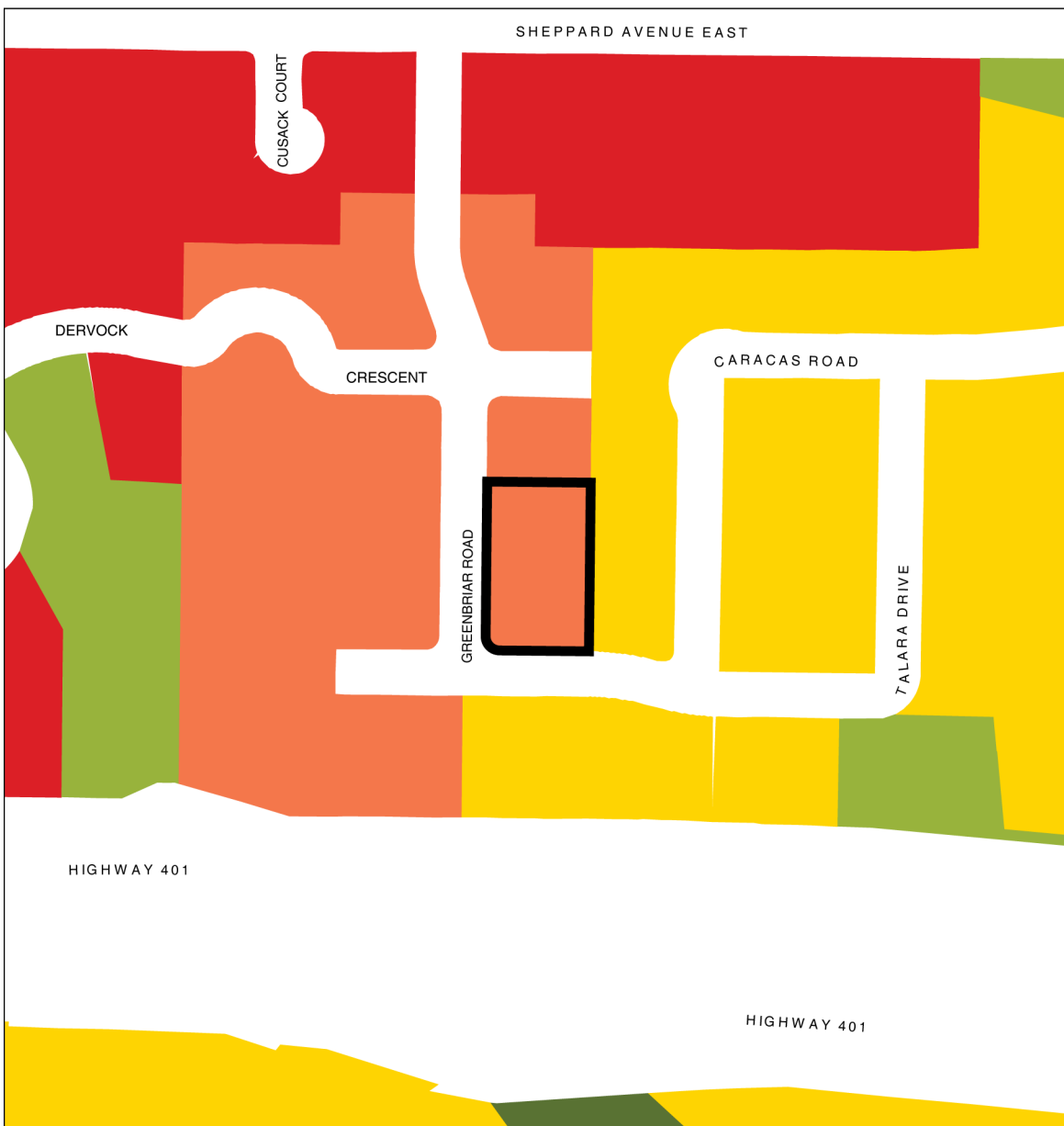
Michael.Romero@toronto.ca

## Attachment 2: Location Map





## Attachment 3: Official Plan Land Use Map




Official Plan Land Use Map #19

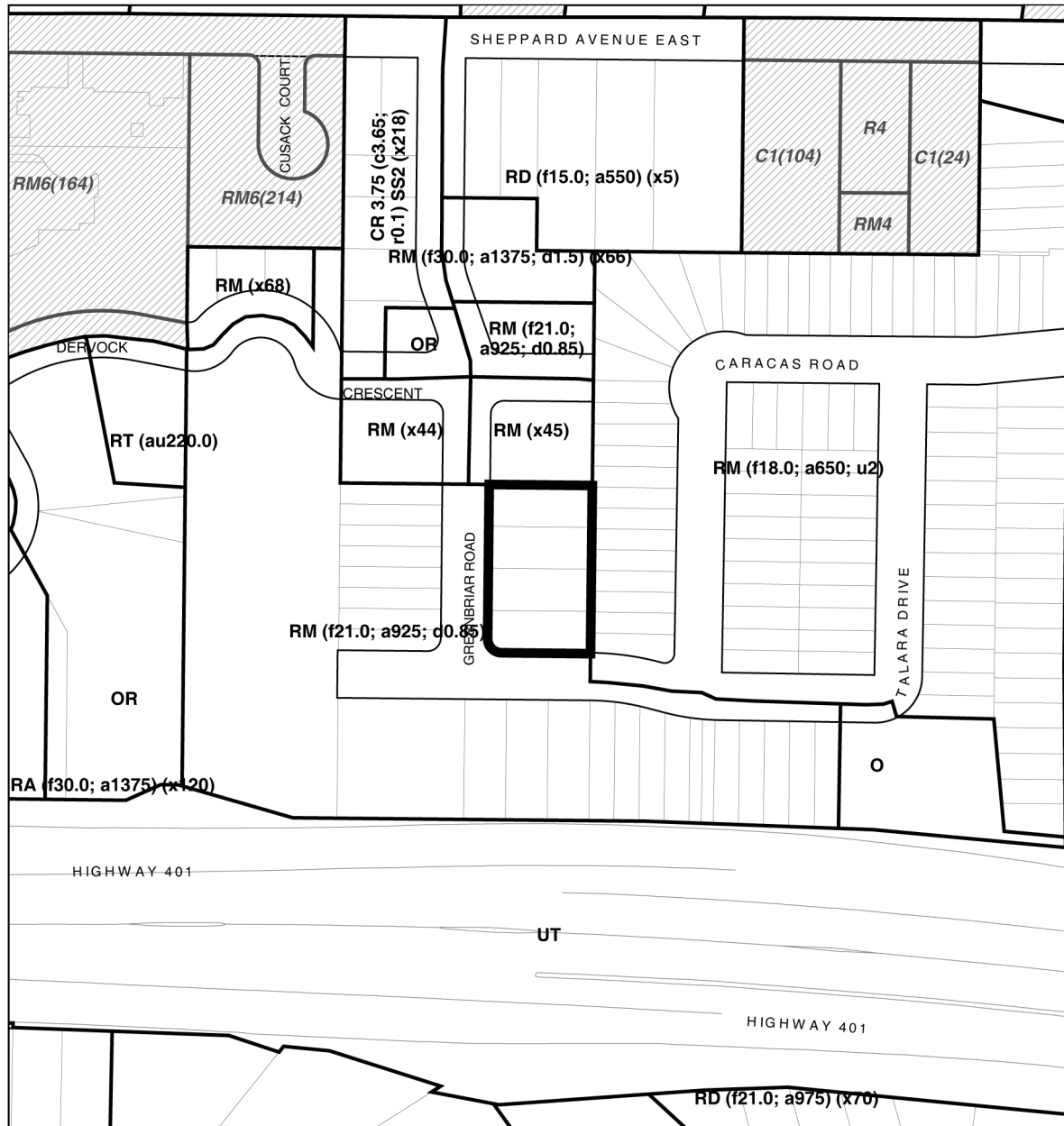
23-29 Greenbriar Road

File # 22 113864 NNY 17 0Z



  
 Not to Scale  
 Extracted: 02/22/2022

## Attachment 4: Existing Zoning By-law Map



**Zoning By-law 569-2013**

**23-29 Greenbriar Road**

**File # 22 113864 NNY 17 02**



Location of Application

**RD** Residential Detached  
**RT** Residential Townhouse  
**RM** Residential Multiple  
**RA** Residential Apartment  
**CR** Commercial Residential  
**O** Open Space

**ON** Open Space Natural  
**OR** Open Space Recreation  
**UT** Utility and Transportation



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

**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  
**O1** Open Space Zone



Not to Scale  
 Extracted: 02/22/2022

Attachment 5: Draft Official Plan Amendment

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

Enacted by Council: ~, 20~

**CITY OF TORONTO**

**Bill XXX**

**BY-LAW ###**

To adopt Official Plan Amendment 803 for the City of Toronto respecting the lands known municipally in the year 2024 as 23, 25, 27, 29 Greenbriar Road

Whereas authority is given to Council under 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 enacts:

1. The attached Amendment No. 803 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Enacted and Passed this ~ day of ~, A.D. 20~.

Frances Nunziata,  
Speaker

John D. Elvidge,  
City Clerk

(Seal of the City)

**AMENDMENT NO. 803 TO THE OFFICIAL PLAN**

**LANDS MUNICIPALLY KNOWN IN THE YEAR 2024 AS 23, 25, 27, 29  
GREENBRIAR ROAD**

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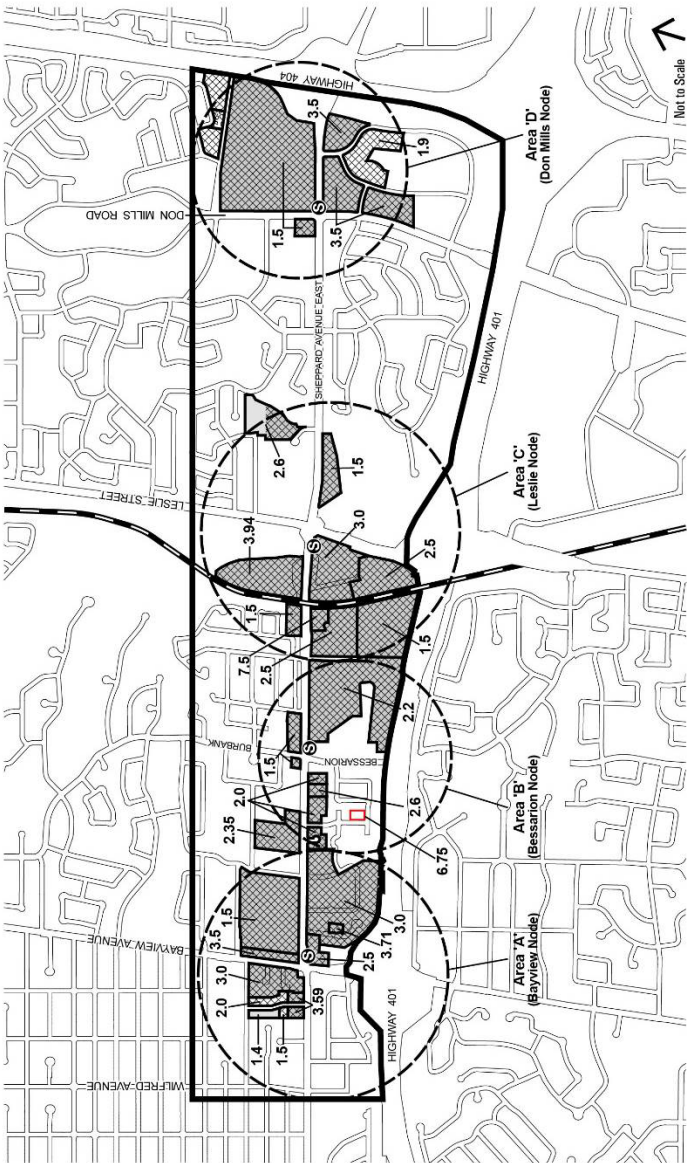
The Official Plan of the City of Toronto is amended as follows:

1. Chapter 6, Section 9, Sheppard East Subway Corridor Secondary Plan is amended by adding the following subsection to Section 4.2 Development Nodes, Subsection B – Bessarion Node:

**4.2.B.10. 23, 25, 27, and 29 Greenbriar Road**

A maximum density of 6.75 times the lot area and a maximum building height of 25-storeys is permitted.

2. Chapter 6, Section 9, Sheppard East Subway Corridor Secondary Plan, Map 9-2, Key Development Areas, is amended to show a density of 6.75 times the lot area for the lands municipally known as 23, 25, 27, 29 Greenbriar Road as shown on Appendix 1.
3. Chapter 6, Section 9, Sheppard East Subway Corridor Secondary Plan, Map 9-3, Specific Development Policies, is amended to show the lands municipally known in 2024 as 23, 25, 27, 29 Greenbriar Road as Specific Development Policy Area 4.2.B.10, as shown on Appendix 2.

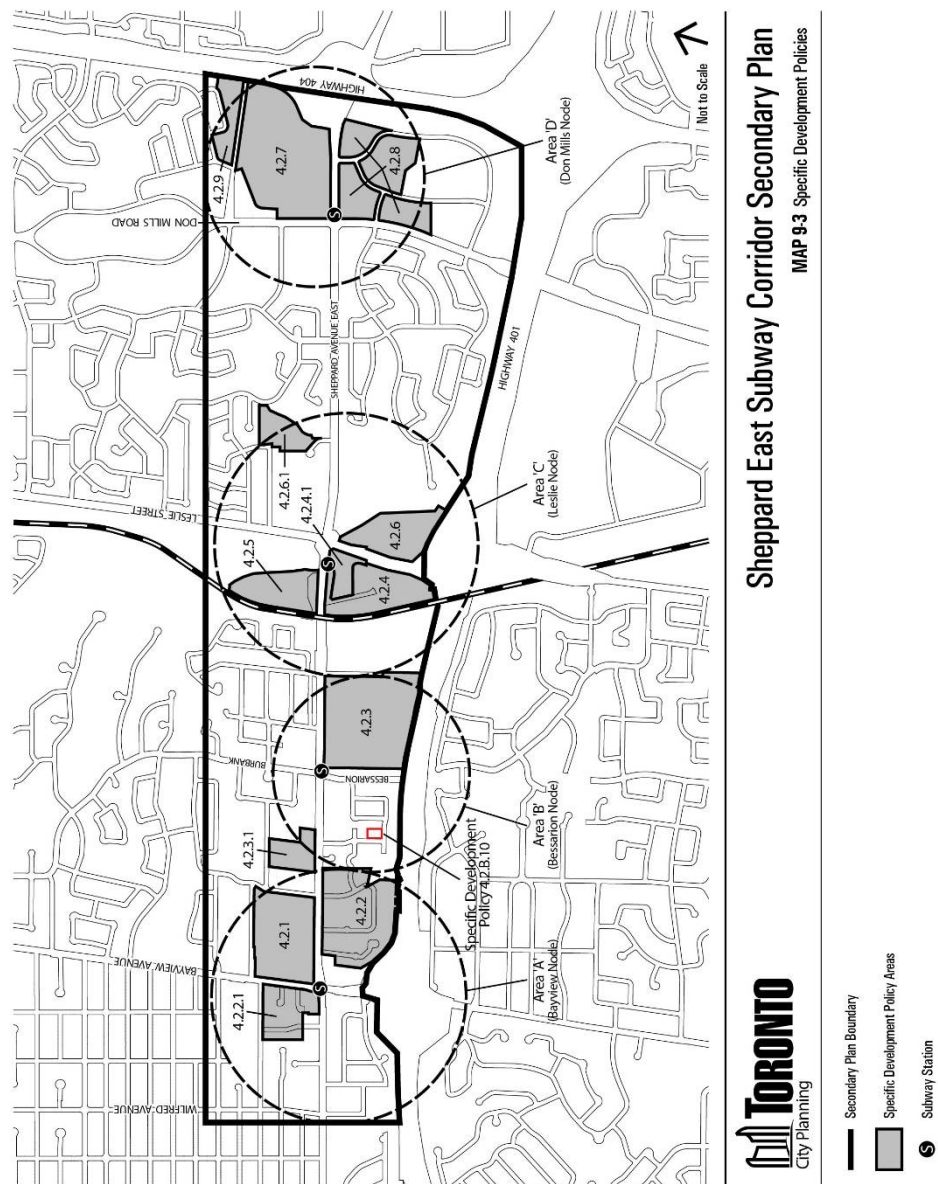


**Toronto**  
City Planning

**Sheppard East Subway Corridor Secondary Plan**  
**MAP 9.2 Key Development Areas**

- Secondary Plan Boundary
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Parks & Open Space Areas
- Parks
- Density
- Subway Station

November 2015



## Attachment 6: Draft Zoning By-law Amendment

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

### CITY OF TORONTO

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

**To amend Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2024 as 23, 25, 27, and 29 Greenbriar Road**

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

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

Whereas pursuant to Section 36 of the Planning Act, as amended, the council of a municipality may, in a by-law passed under Section 34 of the Planning Act, use a holding symbol "(H)" in conjunction with any use designation to specify the use to which lands, buildings or structures may be put once the holding symbol "(H)" is removed by amendment to the by-law; and

Whereas the Official Plan for the City of Toronto contains provisions relating to the use of holding symbol "(H)"; 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 569-2013, as amended, Chapter 800 Definitions.
3. Zoning By-law 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10(1) respecting the lands outlined by heavy black lines from a zone label of RM (f21.0; a925; d0.85) to a zone label of RA (f39.0; a3330; d6.75) (270) as shown on Diagram 2 attached to this By-law.
4. Zoning By-law 569-2013, as amended, is further amended by adding Article 900.7.10 Exception Number 270 so that it reads:

(270) Exception RA 270

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

Site Specific Provisions:

- (A) On 23, 25, 27, and 29 Greenbriar Road, if the requirements of By-law [Clerks to insert By-law number] are complied with, none of the provisions of By-law 569-2013 shall apply to prevent the erection or use of a **building** or **structure** permitted in compliance with Regulations (B) to (K) below;
- (B) Despite Regulation 15.5.40.10(1), the height of a **building** or **structure** is the distance between the Canadian Geodetic Datum of 171.70 metres and the elevation of the highest point of the **building** or **structure**;
- (C) Despite Regulation 15.10.30.40(1), the permitted maximum **lot coverage**, as a percentage of the **lot area**, is 60 percent;
- (D) Despite Regulation 15.5.40.10(1), the maximum height of a **building** or **structure** is the number in metres following the letters “HT” and **storeys** specific specifies by the letters “ST” as shown on Diagram 3 attached to this By-law;
- (E) Despite Regulation 15.5.40.10(2) to (6), and (D) above, the following equipment and **structures** may project beyond the permitted maximum height shown on Diagram 3 attached to this By-law;
  - (i) equipment used for the functional operation of the **building**, including electrical, utility, mechanical and ventilation equipment, as well as enclosed stairwells, roof access, maintenance equipment storage, elevator shafts, chimneys, and vents, by:
    - (a) a maximum of 6.0 metres for the “Lower MPH,” as shown on Diagram 3;
    - (b) a maximum of 6.8 metres for the “Upper MPH,” as shown on Diagram 3;
  - (ii) **structures** that enclose, screen, or cover the equipment, **structures** and parts of a **building** listed in (i) above, by:
    - (a) a maximum of 6.0 metres for the “Lower MPH,” as shown on Diagram 3; and
    - (b) a maximum of 6.8 metres for the “Upper MPH,” as shown on Diagram 3;
  - (iii) architectural features, parapets, and elements and **structures** associated with a **green roof**, by a maximum of 3.0 metres;



- (iv) **building** maintenance units and window washing equipment, by a maximum of 7.5 metres;
  - (v) planters, **landscaping** features, guard rails, and divider screens on a balcony and/or terrace, by a maximum of 3.0 metres;
  - (vi) antennae, flagpoles and satellite dishes, by a maximum of 5.0 metres; and
  - (vii) trellises, pergolas, and unenclosed **structures** providing safety or wind protection to rooftop **amenity space**, by a maximum of 5.0 metres;
- (F) Despite Regulation 15.5.40.40(1), the permitted maximum **gross floor area** of all **buildings** and **structures** is 22,500 square metres;
- (G) Despite Clause 15.5.40.70, the required minimum **building setbacks** are shown in metres on Diagram 3 attached to this By-law;
- (H) Despite Clause 15.5.60.20 and (G) above, the elements may encroach into the required minimum **building setbacks** and **main wall** separation distances as follows:
- (i) canopies and awnings, by a maximum of 4.0 metres;
  - (ii) exterior stairs, access ramps and elevating devices, by a maximum of 2.5 metres;
  - (iii) architectural features, such as pilaster, decorative column, cornice, sill, belt course, or chimney breast, by a maximum of 1.0 metres;
  - (iv) window projections, including bay windows and box windows, by a maximum of 2.0 metres;
  - (v) eaves, by a maximum of 2.0 metres;
  - (vi) dormers, by a maximum of 2.0 metres; and
  - (vii) air conditioners, satellite dishes, antennae, vents, and pipes, by a maximum of 2.0 metres;
- (I) The provision of **amenity space** must be provided at the following rate:
- (i) at least 1.99 square metres for each **dwelling unit** as indoor **amenity space**;
  - (ii) at least 2.0 square metres for each **dwelling unit** as outdoor **amenity space**;
- (J) The provision of **dwelling units** is subject to the following:

- (i) a minimum of 29 percent of the total number of **dwelling units must have 2** or more bedrooms;
  - (ii) a minimum of 10 percent of the total number of **dwelling units** must have 3 bedrooms;
  - (iii) if the calculation of the number of dwelling units in (i) and (ii) above results in a number with a decimal, the number may be rounded to the nearest whole number.
- (K) Despite Regulation 220.5.1(2) and Clause 220.5.10.1, a minimum of 1 “Type G” **loading space** must be provided and maintained on the **lot** for the new **building** or **structure** as shown on Diagram 1 of this By-law with the following dimensions:
- (i) minimum length of 13.0 metres;
  - (ii) minimum width of 4.0 metres
  - (iii) minimum vertical clearance of 6.1 metres.

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

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

5. Despite any severance, partition or division of the lands, the provisions of this By-law shall apply as if no severance, partition or division occurred.
6. Space for maintenance access holes and sampling ports is required on private property, as close to the property line as possible, for both the storm and sanitary service connections, in accordance with the City of Toronto Sewers By-law Chapter 681.
7. Holding Symbol Provisions:
  - (A) The lands zoned with the holding symbol "(H)" delineated by heavy lines on Diagram 1 attached to this By-law must not be used for any purpose other than those uses and buildings existing as of the date of the passing of this By-law, until the holding symbol "(H)" has been removed; and
  - (B) An amending by-law to remove the holding symbol "(H)" referred to in (A) above may be enacted when the following are fulfilled:
    - (i) The owner or applicant, at their sole cost and expense has submitted a revised Functional Servicing and Stormwater Management Report to demonstrate that the existing sanitary sewer system and watermain and any required improvements to them, have adequate capacity and supply to accommodate the

development of the lands to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;

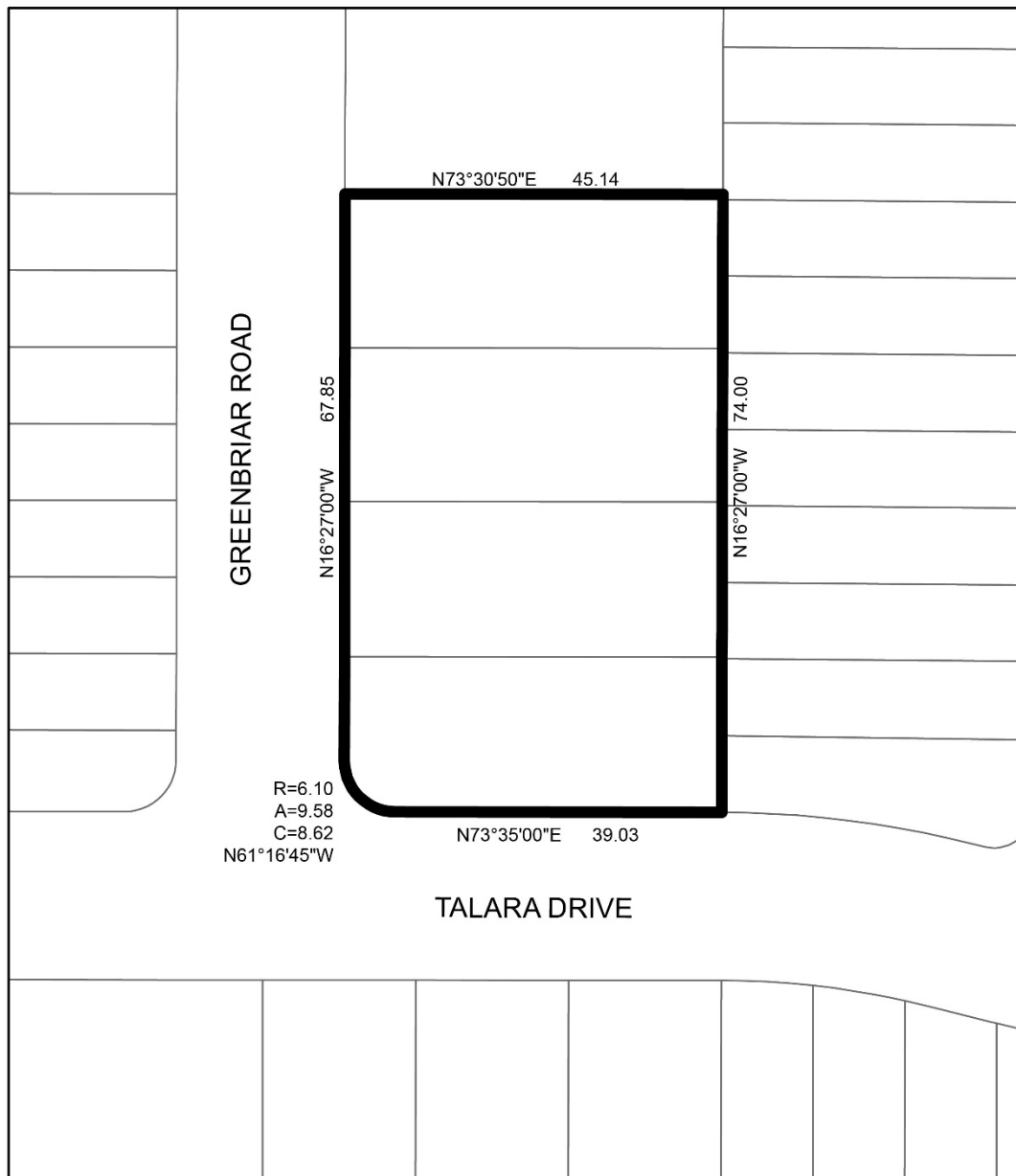
- (ii) If the Functional Servicing and Stormwater Management Report accepted and satisfactory from (i) above require any new municipal infrastructure or upgrades to existing municipal infrastructure to support the development, then either:
  - (a) The owner or applicant has secured the design, construction, and provision of financial securities for any new municipal infrastructure, or any upgrades, or required improvements to the existing municipal infrastructure identified in the accepted Functional Servicing and Stormwater Management Report, to support the development, in a financial secured agreement, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; or
  - (b) The required new municipal infrastructure or upgrades to existing municipal infrastructure to support the development in the accepted and satisfactory Functional Servicing and Stormwater Management Report in (i) above are constructed and operational, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services; and
  - (c) All necessary approvals or permits arising from B(ii)(a) or (B)(ii)(b) above are obtained, where required, all to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;
- (iii) The City has received, reviewed, and accepted a Transportation Impact Study with supporting drawings and plans as required, demonstrating that the City requirements can be met to accommodate the proposed development, all to the satisfaction of the General Manager, Transportation Services;
  - (a) Should the above identify the need for modifications or improvements to existing transportation related infrastructure and/or municipal infrastructure is required, the Owner shall make satisfactory arrangements with Transportation Services, including providing financial securities and payments, all to the satisfaction to the General Manager, Transportation Services;

Enacted and passed on **[Clerks to insert date]**.

[full name],  
Speaker

(Seal of the City)

[full name],  
City Clerk

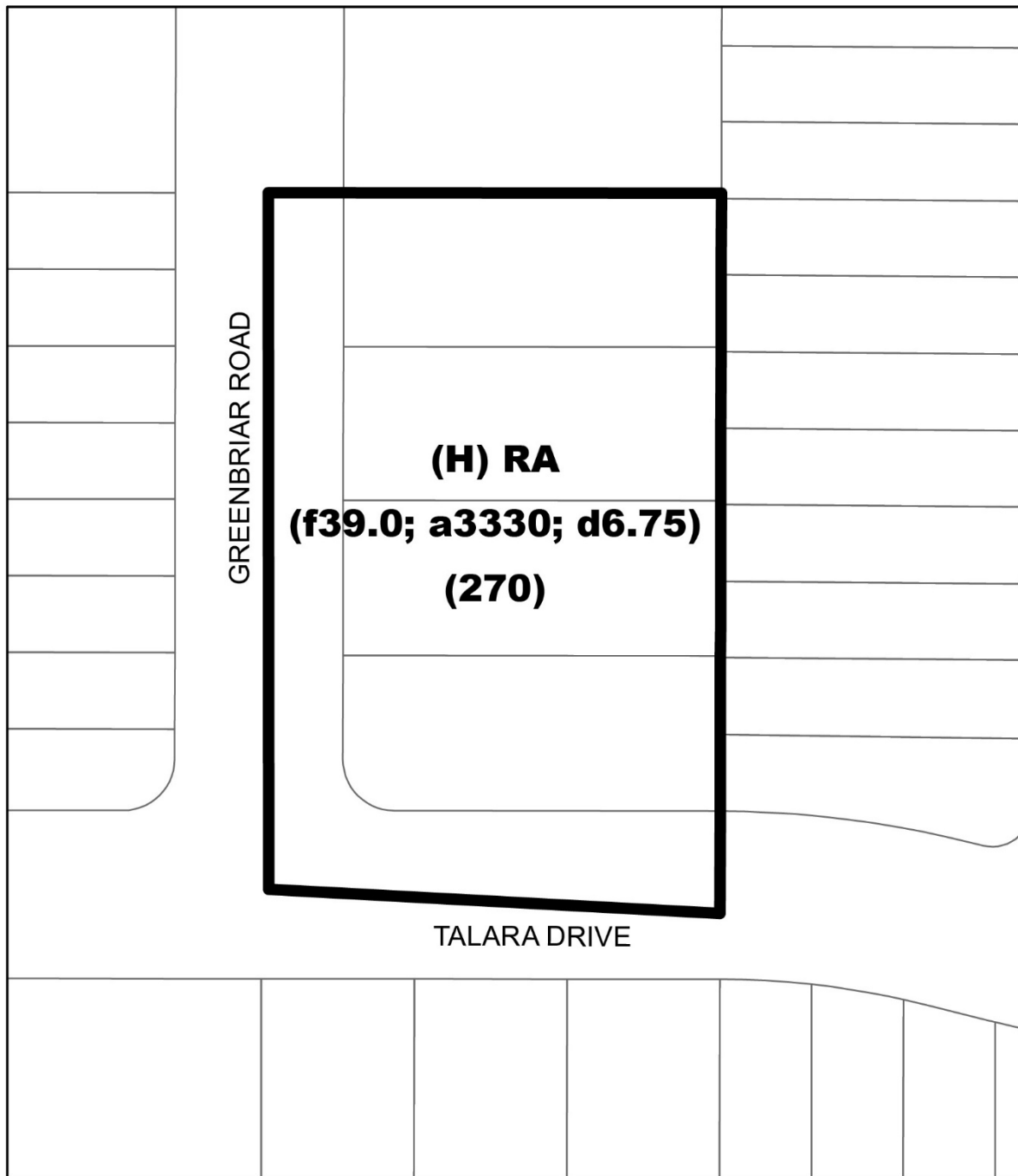


**TORONTO**  
Diagram 1

**23-29 Greenbriar Road**

File # 22 113864 NNY 17 0Z


City of Toronto By-law 569-2013  
Not to Scale  
03/03/2025

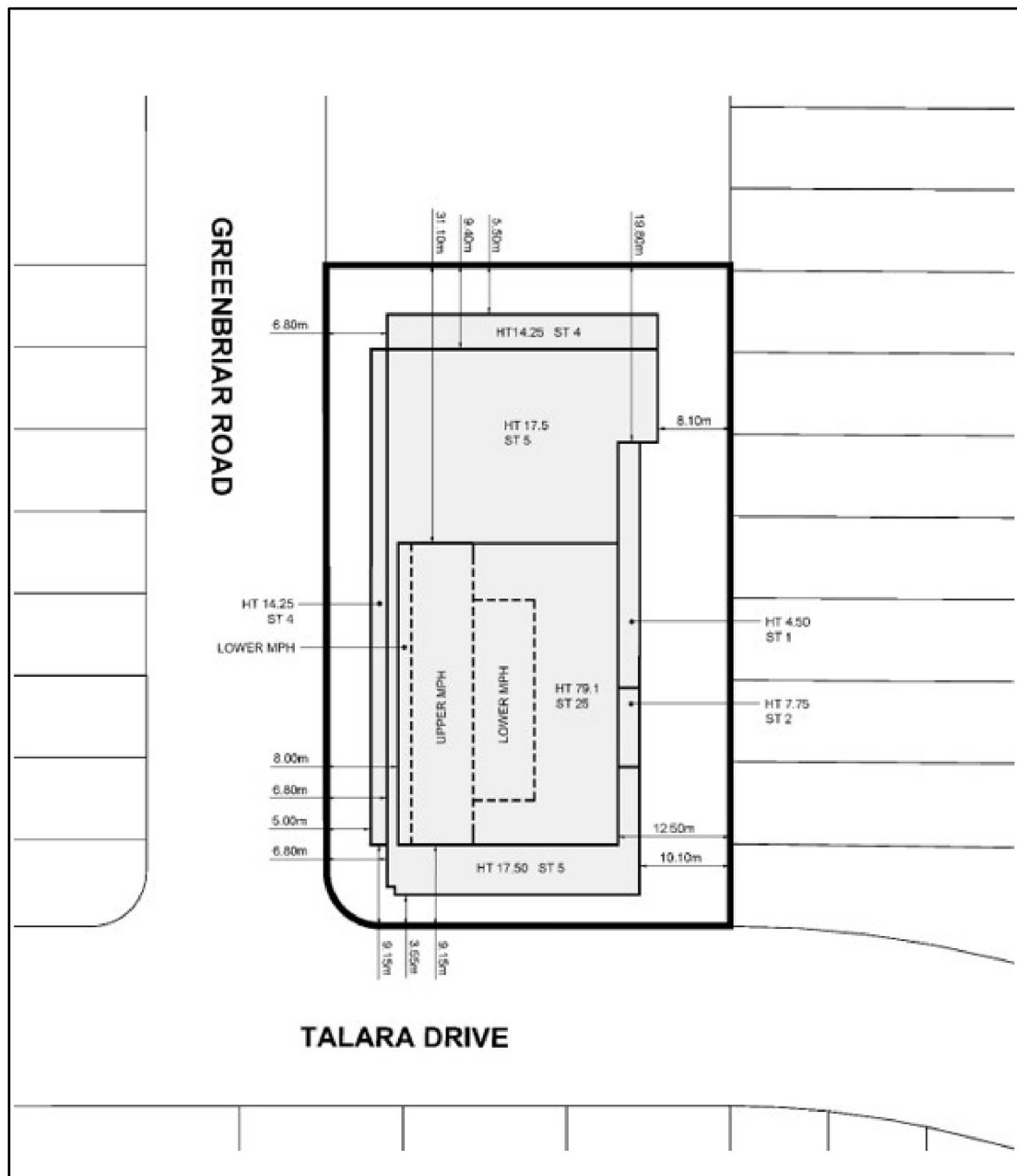


**Toronto**  
Diagram 2

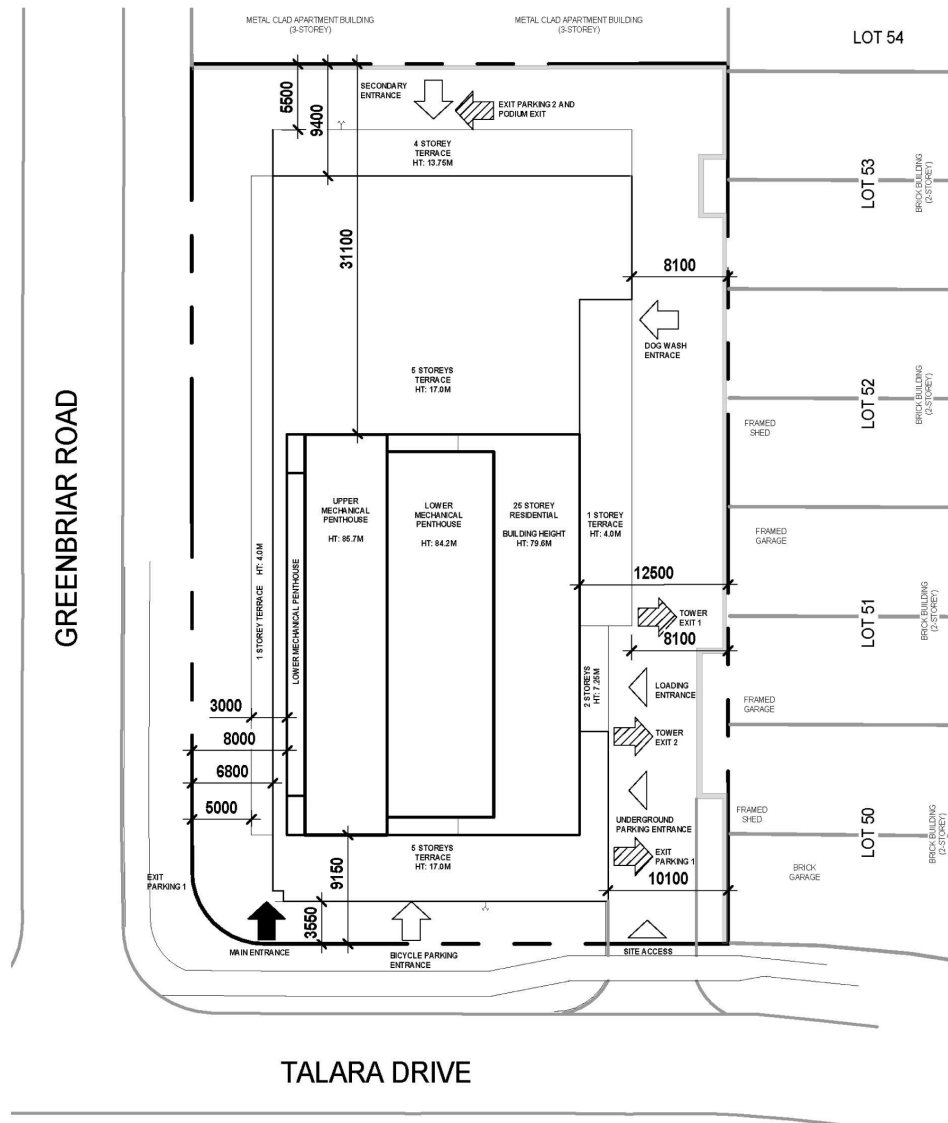
**23-29 Greenbriar Road**

File # 22 113864 NNY 17 0Z

  
 City of Toronto By-law 569-2013  
 Not to Scale  
 03/03/2025



## Attachment 7: Site Plan



Site Plan





## Attachment 8: Elevations



West Elevation

