

11 Greenbriar Road – Zoning By-law Amendment Application – Decision Report – Approval

Date: December 17, 2025

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 17 - Don Valley North

Planning Application Number: 21 233301 NNY 17 OZ

SUMMARY

This Report recommends approval of the application for a Zoning By-law Amendment to permit a three-storey residential building. The proposal includes one-level of underground parking, accessed from Dervock Crescent, with 24 vehicle parking spaces, including 3 visitor parking spaces and 22 bicycle parking spaces.

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 11 Greenbriar Road substantially in accordance with the draft Zoning By-law Amendment included as Attachment 5 to this Report.
2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Zoning By-law Amendment as may be required.
3. City Council require the owner to provide a Tenant Assistance Plan for tenants of the 1 existing rental dwelling unit proposed to be demolished to the satisfaction of the Chief Planner and Executive Director, City Planning.
4. City Council direct that before introducing the necessary Bills to City Council for enactment, the applicant be required to:
 - a) Provide a lawyer's undertaking to the City, to the satisfaction of the City Solicitor and the Chief Planner and Executive Director, City Planning, securing the

implementation of the Tenant Assistance Plan required by Recommendation 3 above.

- b) Provide updated Vehicle Maneuvering Diagrams demonstrating ingress and egress for each stacked space to the satisfaction of Transportation Review.

FINANCIAL IMPACT

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

On November 23, 2021, North York Community Council considered a Preliminary Report for the application and directed Staff to hold a community consultation meeting. The decision document can be found here: [Agenda Item History - 2022.NY30.22](#)

At its meeting on December 18, 2024, City Council adopted the Renew Sheppard East Secondary Plan (Official Plan Amendment 777) (By-law 4037-2024). By-law 4037-2024 was appealed to the Ontario Land Tribunal by several landowners. Since the appeal, the Tribunal has held two Case Management Conferences (CMC), including one on May 6, 2025, and one on November 14, 2025. The OLT Case Number for the appeal is OLT-25- 000068.

The decision of City Council of the Renew Sheppard East Secondary Plan (“Renew Sheppard Plan”) in December 2024 can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2024.NY19.11>

On August 15, 2025, the Ministry of Municipal Affairs and Housing approved, with modifications, 120 Major Transit Station Area (MTSA) and Protected Major Transit Station Area (PMTSA) boundaries and policies. The site is located within the Bessarion Station MTSA through SASP 730, as approved by the Minister. The Ministry's decision on the MTSA and PMTSAs can be found on the City's Official Plan Review webpage here: [Official Plan Review – City of Toronto](#)

THE SITE AND SURROUNDING LANDS

Description

The subject site is located at the northeast corner of Greenbriar Road and Dervock Crescent. The site has a total lot area of approximately 1,093 square metres with

approximately 23 metres of frontage along Greenbriar Road and 40 metres of frontage along Dervock Crescent.

The site is currently occupied by a one-storey detached dwelling with vehicle access from Dervock Crescent. See Attachment 2 for the Location Map.

Existing Use

The existing detached house contains one vacant unit that was previously owner-occupied, and one occupied residential rental unit.

Surrounding Uses

North: Four-storey residential apartment building.

South: A recently completed three-storey townhouse development.

East: An existing low-rise residential neighbourhood with detached and semi-detached dwellings.

West: The site of a recently completed development of a proposed 10-storey mixed use building, townhouses, and an on-site parkland dedication at 625-627 Sheppard Avenue East & 6-12 Greenbriar Road.

THE APPLICATION

Description

The application proposes a three-storey residential building at 11 Greenbriar Road. The development includes 29 dwelling units accessed directly from the public sidewalk. Each unit would have balcony space. Two units would have access to a rooftop patio space. A total of 24 vehicular parking spaces is proposed, including 21 for residents and three for visitors. A total of 22 bicycle parking spaces is proposed in the underground parking garage.

Density

The proposal has a density of 1.53 times the area of the lot.

Residential Component

The proposal includes 29 proposed dwelling units, 17 studio (58%), four one-bedroom (13%), and 8 two-bedroom (27%).

Access, Parking and Loading

The proposal includes a total of 24 vehicular stacked parking spaces in a one-level underground parking garage. The garage would be accessed from a driveway off Dervock Crescent. A total of 22 bicycle parking spaces is proposed in the underground parking garage with exit stairs leading to Dervock Crescent located adjacent to the bicycle storage room. No loading space is proposed for the building.

Additional Information

See the attachments of this Report for the Application Data Sheet, Location Map, site plan, elevations, and 3D massing views of the proposal. 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/11GreenbriarRd

Reasons for Application

A Zoning By-law Amendment application is required in order to establish site-specific provisions for height, density, setbacks, and other development standards.

APPLICATION BACKGROUND

Pre-application consultation (PAC) meetings were held on December 18, 2020, and June 8, 2021, where the details of this proposal and the application requirements were discussed.

The current application was submitted on November 2, 2021, and deemed complete on December 2, 2021, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre www.toronto.ca/11GreenbriarRd

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 formulate appropriate Zoning By-law amendments.

POLICY & REGULATION CONSIDERATIONS

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 (the “PPS”) (2024), and shall conform to provincial plans, including the Greenbelt Plan (2017), and others.

Official Plan

The Official Plan designates the site as *Apartment Neighbourhoods*. See Attachment 3 of this Report for the Land Use Map. *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.

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.

Major Transit Station Area

The site is within a delineated Major Transit Station Area (“MTSA”), located within 500 metres of the Bessarion Subway Station. The site is within the Bessarion MTSA established by SASP 730 in Chapter 8 of the Official Plan, with a planned density of 300 people and jobs per hectare.

Sheppard East Subway Corridor Secondary Plan

The in-force Sheppard East Subway Corridor Secondary Plan (the “existing Secondary Plan”) 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 parent Official Plan.

Renew Sheppard East Secondary Plan

The site is located within the Renew Sheppard East Secondary Plan (“Renew Sheppard Plan”) through OPA 777. City Council adopted OPA 777 on December 18, 2024. OPA 777 was appealed to the Ontario Land Tribunal (“OLT”) and is not in force.

The Council-adopted Renew Sheppard Plan is intended to replace the Sheppard East Subway Corridor Secondary Plan and provides an updated vision for the area. The site is located within the Sheppard Corridor Character Area which is envisioned to be developed with mid-rise buildings. The Renew Sheppard Plan also contains policies that provide direction for built form standards for tall buildings, including floorplate size,

setbacks, separation distance, and setbacks. The Renew Sheppard Plan is not determinative as it is under appeal, however, the Renew Sheppard Plan represents City Council's vision for the area.

Zoning

The site is zoned Residential Multiple Zone - RM (f21.0; a925; d0.85) under City wide Zoning By-law 569-2013 which permits a maximum height of 12.0 metres and a density of 0.85 times the lot area.

Design Guidelines

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

- Townhouse and Low-Rise Apartment Guidelines
- Growing Up Guidelines for Children in Vertical Communities

The City's design guidelines are available at: [Design Guidelines – City of Toronto](#)

Toronto Green Standard

The Toronto Green Standard (the "TGS") is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the TGS. Tiers 2 and above are voluntary, higher levels of performance with financial incentives (partial development charges refund). Tier 1 performance measures are secured in provisions of the zoning by-law and on site plan drawings.

PUBLIC ENGAGEMENT

Community Consultation

Development Review staff hosted a virtual community consultation meeting on March 31, 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.

- Location for waste pick up and collection;
- Mix of larger bedroom units;
- Efficiency of the car elevator; and
- Accessibility to units due to individual staircases.

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.

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

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 within the Bessarion Station 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 in a low-rise built form to support a mix of housing options in the area. Staff find the proposal consistent with the PPS (2024).

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, Secondary Plan policies, planning studies, and design guidelines described in the Policy and Regulation Considerations Section of this Report.

Land Use

The proposal is for a low-rise residential building that is in a stacked townhouse form on lands designated *Apartment Neighbourhoods*. 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. The proposed stacked townhouse form is in keeping with this policy direction for lands designated *Apartment Neighbourhoods*.

Development in *Apartment Neighbourhoods* will contribute to the quality of life providing buildings that conform to the principles of universal design, and wherever possible contain units that are accessible or adaptable for persons with physical disabilities. The proposal has been designed as a stacked townhouse development with entrances accessed from the public street and a minimum 1.5 metre pedestrian walkway leading to rear units facing the north lot line and units facing both Greenbriar Road and Dervock Crescent. The 1.5 metre pedestrian walkway provides a path for residents from the public sidewalk. Internally, units are accessed via individual sets of staircases leading to the upper floors. One accessible parking space is proposed in the underground parking

garage; however, no elevator has been proposed to enable access to the ground level or the residential units.

Staff have discussed opportunities to implement accessible design features that would facilitate access into the residential units and the public streets from the underground parking garage. Staff will continue to work with the applicant through the Site Plan Control process to secure any accessible design features for the development.

Rental Housing Demolition and Tenant Assistance

The proposed development includes the demolition of 1 occupied rental dwelling unit. Official Plan Policy 3.2.1.12 requires a Tenant Assistance Plan be provided to lessen hardship for existing tenants. The proposed tenant assistance plan is consistent with the City's current practices and will support tenants to access alternative accommodation within the neighbourhood.

This report includes a recommendation that the Chief Planner and Executive Director, City Planning require that the owner provide a lawyer's undertaking to the City, in a form satisfactory to the City Solicitor, to secure the implementation of the required Tenant Assistance Plan, before introducing the necessary Bills to City Council for enactment.

Density, Height, Massing

Staff find that the proposal is compatible with the surrounding context and conforms with the applicable Official Plan policies and meets the intent of the Townhouse and Low-rise Apartment Guidelines.

Townhouse and low-rise apartment buildings will be designed to provide unit and building entrances that have direct access to and are visible from public streets, pedestrian mews and walkways, and integrated with existing grades at the property line and allow for daylight and privacy on occupied ground floor units by providing appropriate facing distances, building heights, angular planes and step-backs.

The proposal for a three-storey building fits into the existing context including the three-storey townhouses located to the south and a four-storey apartment building to the north of the site. The building provides a setback of approximately 2.5 metres on Dervock Crescent and setback of 2 metres to approximately 3 metres and greater on Greenbriar Road. The proposal incorporates landscaping in this setback area and covered porches for access to the individual units. The building has a setback of approximately 4 metres to 5.5 metres facing the north lot line, adjacent to the existing four-storey apartment building. This setback area facing the north lot line includes landscaping, plantings, and a pedestrian walkway leading to unit entrances. The building is proposed to have a side yard setback of 3.0 metres facing the east lot line with limited windows facing the rear yards of the existing low-rise buildings which would

limit privacy and overlook issues. The setback area also provides space for a walkway on the east side of the building, providing access to the rear units.

Staff are satisfied that the proposed built form meets the Official Plan built form policies for townhouse and low-rise apartment buildings and the intent of the Townhouse and Low-Rise Apartment Guidelines.

Public Realm

City staff are satisfied that the proposal conforms with the applicable public realm policies of the Official Plan, including to provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction.

Along Dervock Crescent, unit entrances are oriented toward the public street and will be connected to a new 2.1 metres wide sidewalk on Greenbriar Road. Units facing the north property line will be served by a proposed 1.5 metres internal pedestrian walkway that provides on-site connectivity and links these units to the public street network, and the sidewalk on Dervock Crescent.

Through the review of the proposal, the height of the risers was reduced in order to ensure the unit's entrances have an appropriate relationship with the public realm and are visible from public streets. Facing Dervock Crescent, stairs for the unit entrances were paired to provide opportunity for wider landscape beds and new tree plantings. Staff will continue to seek opportunities for additional tree planting in the City's right-of-way and landscaping through the Site Plan Control application. These details will be secured as part of the Site Plan Control process.

The design and details of the new widened sidewalk and pedestrian walkway will be secured as part of the Site Plan Control process. The existing and proposed grading will continue to be reviewed through the Site Plan process to ensure that unit entrances are accessed from the public sidewalk, that the sidewalk slopes and site grades support safe, universal access to the site and the planting beds are designed to accommodate new plantings.

Servicing

Development Engineering staff have reviewed the submitted materials and are satisfied that there is sufficient capacity to service the proposed development. The submitted materials will be further reviewed, and agreements will be entered into as part of Site Plan Control, as necessary.

Traffic Impact

The Transportation Impact Study (TIS) and Addendum provided by the applicant expects that the proposal would generate approximately 10 two-way auto trips during

the AM Peak Hours and 13 two-way auto trips during the PM Peak Hours. The transportation consultant concludes that the proposed development would have a negligible impact on the future operations of the surrounding road network. Transportation Review staff generally accepts the conclusions outlined in the TIS and Addendum Letter. Transportation Demand Management measures to minimize impacts on the road network will be secured through the Site Plan Control application.

Access, Vehicular and Bicycle Parking and Loading

Vehicular access to the Site is proposed via a six-metre two-way driveway from Dervock Crescent. The proposal incorporates a car elevator to access the underground parking garage. The underground parking garage includes 24 parking spaces, including 21 spaces for residents and 3 spaces for visitors. A total of 29 residential units proposed for the site, as a result, no loading space is required. A total of 22 bicycle parking spaces is proposed in the underground parking space with an exit stairwell located directly beside the bicycle storage area to exit the underground.

Prior to the bills being enacted, Transportation Review require updated Vehicle Maneuvering Diagrams, in order to demonstrate functionality, including ingress and egress for vehicles using the stacked parking system.

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 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). The applicant will be required to submit an application requesting permission to injure or remove trees to Urban Forestry. The applicant must also submit a Tree Planting Deposit to ensure the planting and survival of new City trees. The replacement of existing trees subject for removal and/or injury will be secured as part of the Site Plan Control application.

Urban Forestry encourages the applicant to incorporate a planting area with a minimum width of 2.5 m along the north property line to allow for the planting of large-growing canopy trees within the private property. Additionally, there may be room within the City right-of-way for the planting of additional City trees. These details can be coordinated through the Site Plan Control application.

Toronto Green Standard

The applicant is required to meet Tier 1 of the TGS version in force at the time of a complete application for Site Plan Control. 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.

CONTACT

Michael Romero, Planner, Tel. No. 416-395-6747, E-mail: Michael.Romero@toronto.ca

SIGNATURE

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

ATTACHMENTS

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 Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 6: Site Plan
- Attachment 7: Elevations

Attachment 1: Application Data Sheet

Municipal Address: 11 Greenbriar Road **Date Received:** November 2, 2021

Application Number: 21 233301 NNY 17 OZ

Application Type: Rezoning

Project Description: Zoning By-law Amendment Application for a three-storey residential building having a gross floor area of 1,669.7 square metres. A total of 29 residential units are proposed, including 17 bachelor units, four one-bedroom, and 8 two-bedroom units. A total of 24 below grade parking spaces are proposed, including 3 visitor parking spaces. A total of 22 bicycle parking spaces are proposed.

Applicant	Agent	Architect	Owner
9887725 CANADA INC	C2 PLANNING	Gmb architecture	11 GREENBRIAR HOLDINGS LIMITED

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): 1,093 Frontage (m): 23 Depth (m): 40

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):				
Residential GFA (sq m):	130	0	1,669.7	1,669.7
Non-Residential GFA (sq m):				
Total GFA (sq m):	130		1,669.7	1,669.7
Height - Storeys:	1		3	3
Height - Metres:	6		10.8	10.8

Lot Coverage Ratio (%): 66.6

Floor Space Index: 1.53

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	1,669.7	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:	1	0		
Freehold:				
Condominium:			29	
Other:				
Total Units:	1	0		29

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		17	4	8	
Total Units:		17	4	8	

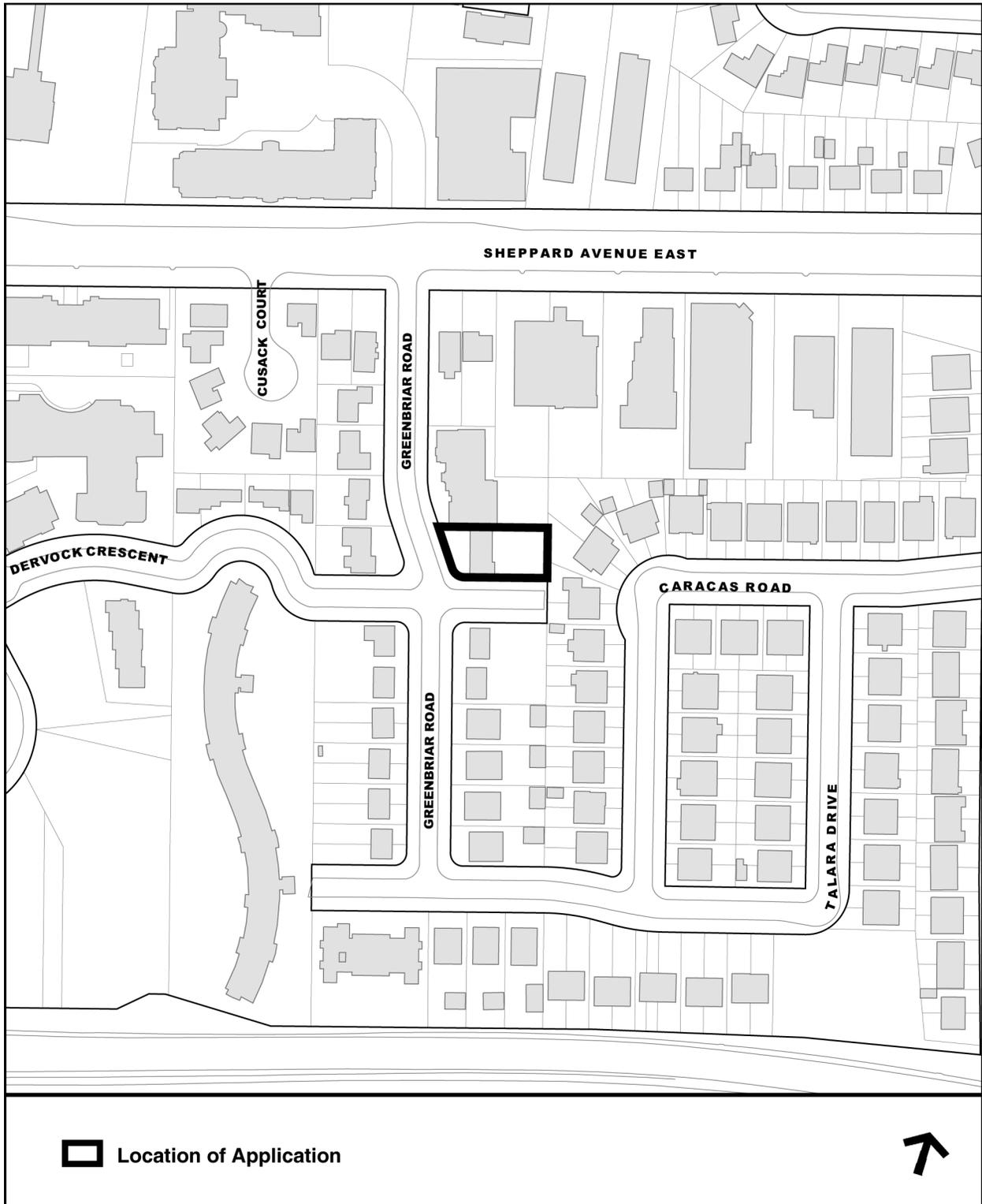
Parking and Loading

Parking Spaces: 24 Bicycle Parking Spaces: 22 Loading Docks: 0

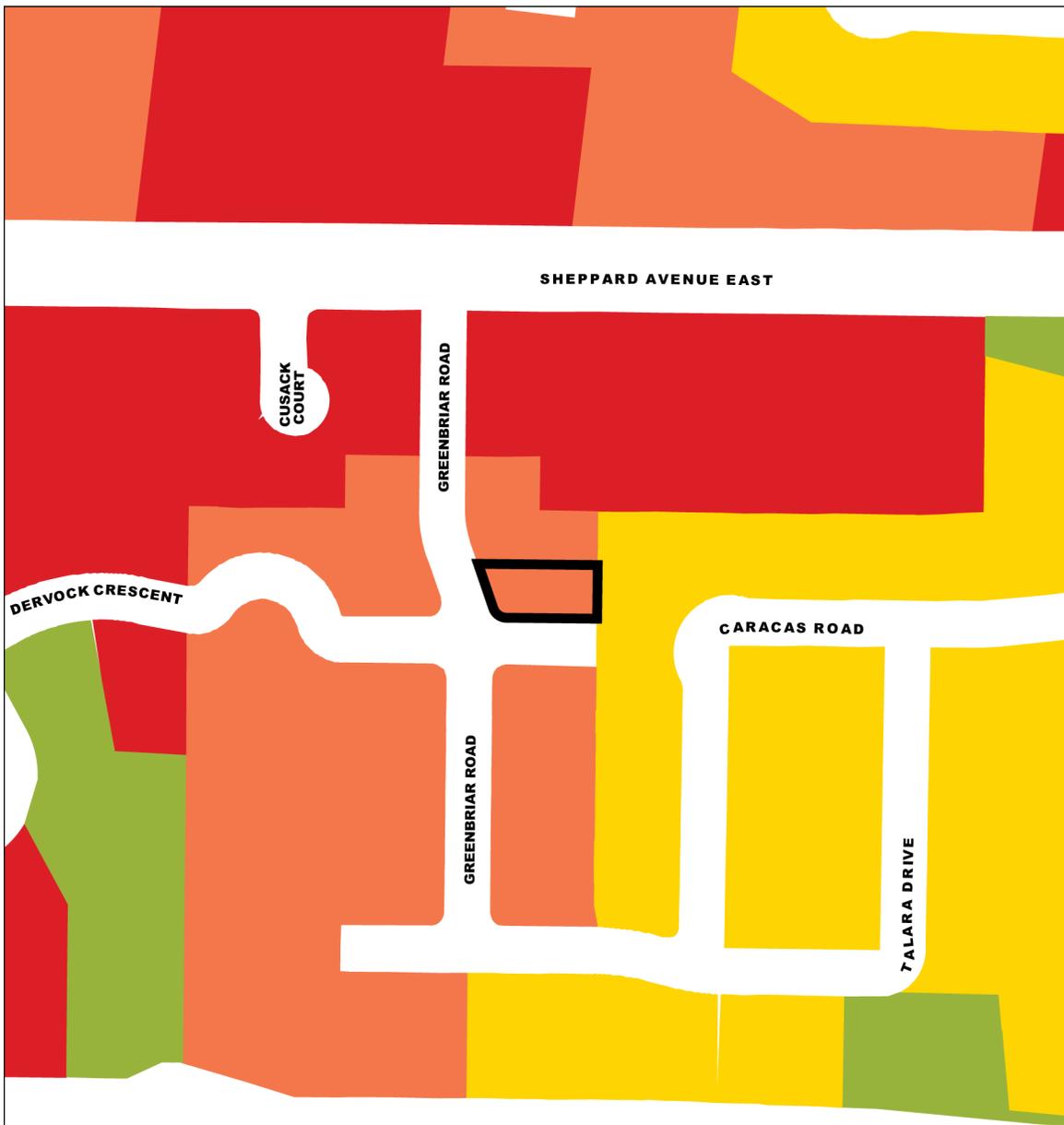
CONTACT:

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

11 Greenbriar Road
File # 21 233301 NNY 17 0Z

-  Location of Application
-  Neighbourhoods
-  Apartment Neighbourhoods
-  Mixed Use Areas
-  Parks


Not to Scale
Extracted: 11/08/2021

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

11 Greenbriar Road

File # 21 233301 NNY 17 0Z

Location of Application

- RD** Residential Detached
- RS** Residential Semi-Detached
- RT** Residential Townhouse
- RM** Residential Multiple
- RA** Residential Apartment
- CR** Commercial Residential

- O** Open Space
- OR** Open Space Recreation
- UT** Utility and Transportation



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

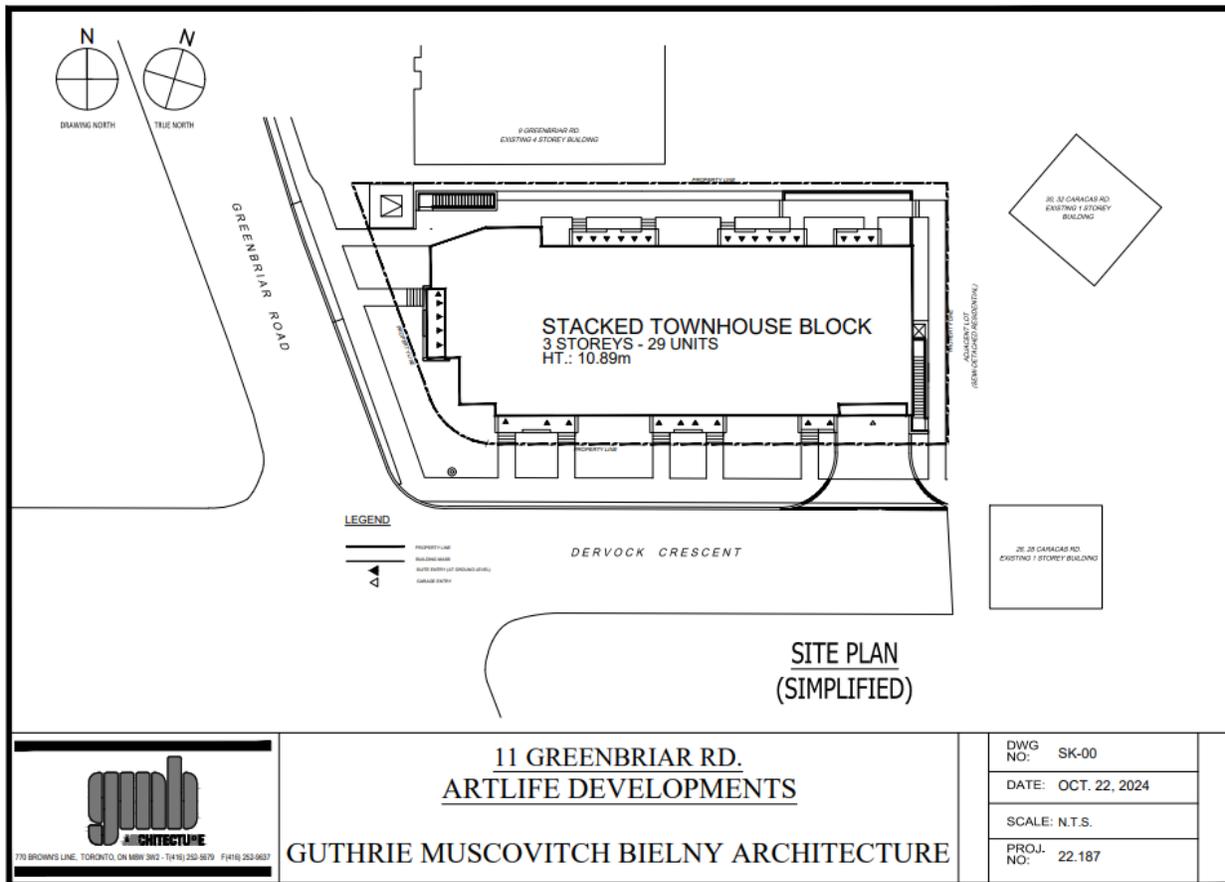
- R4** One-Family Detached Dwelling Fourth Density Zone
- RM4** Multiple-Family Dwellings Fourth Density Zone
- RM6** Multiple-Family Dwellings Sixth Density Zone
- C1** General Commercial Zone



Not to Scale
Extracted: 11/08/2021

Attachment 5: Draft Zoning By-law Amendment

Attachment 6: Site Plan



Attachment 7: Elevations

**SOUTH ELEVATION
(SIMPLIFIED)**

 <small>770 BROWN'S LINE, TORONTO, ON M5W 3K2 T: (416) 252-5879 F: (416) 252-9837</small>	<p>11 GREENBRIAR RD. ARTLIFE DEVELOPMENTS</p>	DWG NO: SK-07
	<p>GUTHRIE MUSCOVITCH BIELNY ARCHITECTURE</p>	DATE: OCT. 22, 2024
	SCALE: 1:200	
	PROJ. NO: 22.187	



WEST ELEVATION
(SIMPLIFIED)



11 GREENBRIAR RD.
ARTLIFE DEVELOPMENTS

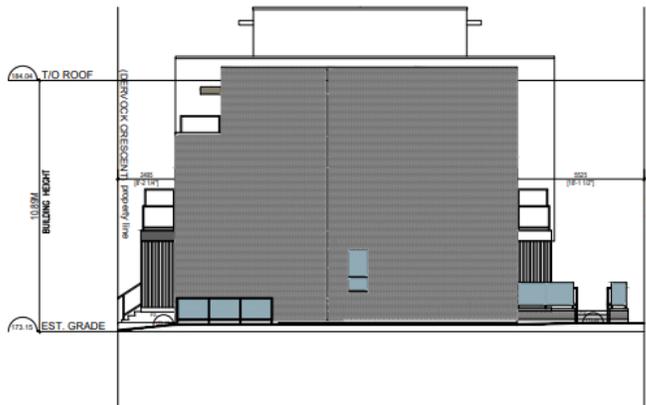
GUTHRIE MUSCOVITCH BIELNY ARCHITECTURE

DWG NO: SK-06

DATE: OCT. 22, 2024

SCALE: 1:200

PROJ. NO: 22.187



EAST ELEVATION
(SIMPLIFIED)



11 GREENBRIAR RD.
ARTLIFE DEVELOPMENTS

GUTHRIE MUSCOVITCH BIELNY ARCHITECTURE

DWG NO: SK-08

DATE: OCT. 22, 2024

SCALE: 1:200

PROJ. NO: 22.187

