

22-36 Greenbriar Road – Official Plan Amendment and Zoning By-law Amendment Application – Decision Report – Approval

Date: January 29, 2026

To: North York Community Council

From: Director, Community Planning, North York District

Ward: 17 - Don Valley North

Planning Application Number: 25 224684 NNY 17 OZ

SUMMARY

This report recommends approval of the application to amend Official Plan Amendment 650 (By-law No. 476-2023) and Site-Specific By-law 478-2023 to permit a 32-storey (105 metres, plus 7.5 metres for the mechanical penthouse) residential building. The proposal includes a total of 517 residential dwelling units and a two-level underground parking garage with 142 parking spaces, including 25 visitor parking spaces. The applicant has indicated that the proposed tenure of the building will be rental housing. Two short-term parking spaces are dedicated to pick-up and drop-off at grade. A related Rental Housing Demolition application was previously approved as the proposal includes the demolition of 8 residential dwelling units, 2 of which are rental (File No.21 252355 NNY 17 RH).

The proposed development is consistent with the Provincial Planning Statement (2024). The proposal 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).

RECOMMENDATIONS

The Director, Community Planning North York District recommends that:

1. City Council amend Official Plan Amendment 650 (By-law No.476-2023) for the lands municipally known as 22-36 Greenbriar Road substantially in accordance with the draft Official Plan Amendment included as Attachment 5 to this Report.
2. City Council amend Site-Specific Zoning By-law 478-2023 for the lands municipally known as 22-36 Greenbriar Road substantially in accordance with the draft Zoning By-law Amendment included as Attachment 6 to this Report.

3. City Council authorizes the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment, as may be required.

4. City Council direct that before introducing the necessary Bills to City Council for enactment, the applicant be required to:

a) Withdraw its appeal of the Renew Sheppard East Secondary Plan (OPA 777) (By-law 1437-2024) to the Ontario Land Tribunal (OLT Case OLT-000068).

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 May 10 - 12, 2023 City Council approved applications for an Official Plan Amendment (OPA), Zoning By-law Amendment and Rental Housing Demolition to permit a 23-storey residential building on the site. The decision can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2023.NY4.9>

At its meeting on December 18, 2024, City Council adopted the Renew Sheppard East Secondary Plan (Official Plan Amendment 777) through By-law 1437-2024. By-law 1437-2024 was appealed to the Ontario Land Tribunal by several landowners, including by the owner of the lands of the subject site at 22-36 Greenbriar Road. 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 Areas (MTSAs) and Protected Major Transit Station Areas (PMTSAs) boundaries and policies through OPAs 540 and 570. The site is located within the Bessarion Station MTSA through SASP 730, as approved by the Minister. [Chapter 8](#) of the Official Plan contains the approved PMTSA and MTSA policies and SASPs and can be found here: <https://www.toronto.ca/wp-content/uploads/2025/08/9465-CityPlanning-Official-Plan-Chapter-8-SASPs.pdf>

THE SITE AND SURROUNDING LANDS

Description

The site is rectangular in shape and fronts onto Greenbriar Road (frontage of 67 metres) and Talara Drive (frontage of 39 metres). The site area is 3,331 square metres. See Attachment 2 for the Location Map.

The site is currently occupied by eight semi-detached houses that collectively contain eight dwelling units, including 2 rental dwelling units which are vacant.

Surrounding Uses

North: On the north side of the site are three-storey townhouses with rooftop amenity space.

West: To the west of the site is the existing "S-shaped", four-storey apartment building and further west is Rean Park.

East: To the east of the site are existing semi-detached houses.

South: 71 Talara Drive is the site of a recently approved Official Plan and Zoning By-law Amendment application for a 23-storey apartment building (File No. 21 113721 NNY 17 OZ). The application was approved on July 19, 2022, and Site-Specific By-laws 891-2022, 892-2022, and 1083-2023 were enacted. The existing four-storey residential rental building is currently occupied on the site.

On December 16 and 17, 2025, City Council adopted an Official Plan and Zoning By-law Amendment application for an additional 13-storeys at 71 Talara Drive for a 36-storey residential building (File No. 25 128634 NNY 17 OZ).

THE APPLICATION

Description

The application proposes a 32-storey (105 metres, plus 7.5 metres tall mechanical penthouse) residential building on a four-storey base building. The application amends the previously approved development on the site through Application No. 21 252354 NNY 17 OZ by adding an additional 9 storeys. The application proposes a total of 517 residential units which the applicant has indicated would be rental.

Density

The proposal has a density of 9.09 times the area of the lot.

Residential Component

The proposal includes 517 dwelling units comprised of 7 studio (1%), 316 one-bedroom (61%), 125 two-bedroom (24%), and 69 three-bedroom units (13%).

Access, Parking and Loading

The proposal includes a total of 142 vehicular parking spaces located in a two-level underground parking garage, inclusive of 25 visitor parking spaces on level one. The development includes a total of 230 bicycle parking spaces, including 208 long-term spaces and 22 short-term spaces.

One Type 'G' and one Type 'C' loading space are provided. Parking and loading would be accessed from a driveway off Talara Drive.

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: toronto.ca/22GreenbriarRd

Reasons for Application

Amendments to Official Plan Amendment 650 (By-law No. 476-2023) and Site-Specific By-law 478-2023 are required to permit increased height and density, revised amenity space rate, bicycle parking requirements and dimensions, the addition of a Type C loading space, and removal of required vehicle parking spaces. A minor increase was made to the lot coverage overlay map to correct the figure from 52 to 54. The change in the lot coverage does not impact the permitted setbacks.

The Prevailing By-laws section of the proposed draft Zoning By-law deletes the Site-Specific By-law 477-2023 for the site which regulates standards under the former City of North York Zoning By-law 7625 which are no longer required.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on June 24, 2025. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on September 12, 2025, and deemed complete on October 7, 2025, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre.

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 Official Plan and/or Zoning By-law amendments.

POLICY AND 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 (2024), and shall conform to provincial plans, including the Greenbelt Plan (2017).

Official Plan

The site is designated *Apartment Neighbourhoods* 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. While significant growth is not anticipated on a city-wide basis, opportunities exist for additional townhouses or apartments on underutilized sites, including new rental housing.

Development in *Apartment Neighbourhoods* are directed to locate and mass new buildings to provide a transition between areas of different development intensity and scale and locate and mass new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces. Development is also directed to provide ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces.

As per the Built Form policies, development will be located and organized to fit with its existing and planned context by generally locating buildings parallel to the street with a consistent front yard setback, providing ground floor uses, clear windows and entrances that allow views from and where possible access to adjacent streets, and providing comfortable wind conditions to preserve the utility and intended use of the public realm, including sitting and standing. These policies provide direction to locate and mass buildings to fit within the existing and planned context.

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. See Attachment 3 of this Report for the Land Use Map.

Major Transit Station Area

The site is within a delineated MTSA. Specifically, the site is entirely within the 500-metre buffer area in the Bessarion MTSA as delineated in SASP 730 in Chapter 8 of the Official Plan. This MTSA has a planned minimum population and employment target of 300 residents and jobs combined per hectare.

Sheppard East Subway Corridor Secondary Plan

The in-force Sheppard East Subway Corridor Secondary Plan (the "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.

The site is subject to Official Plan Amendment 650 (By-law 476-2023) which permits a maximum building height of 23-storeys and a density of 7.28 times the lot area. The application is seeking to amend By-law 476-2023 for increased building height and greater density to permit the 32-storey residential building.

Renew Sheppard East Secondary Plan

The site is located within the Renew Sheppard East Secondary Plan (the "Renew Sheppard Plan") through OPA 777. City Council adopted OPA 777 on December 18, 2024. OPA 777 was subsequently appealed to the Ontario Land Tribunal, and no decision has been made by the Tribunal.

The 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 Edge Character Area which is envisioned to be developed with tall and mid-rise buildings in a green landscaped setting. The Renew Sheppard Plan also contains policies that provide direction for built form standards for tall buildings, including maximum building heights, floorplate size, setbacks, separation distance, and stepbacks. The Renew Sheppard Plan is not determinative as it is under appeal, however, it represents City Council's planning vision for the area.

Zoning

The subject site is subject to site specific By-law 478-2023 under Zoning By-law 569-2013. The site-specific zoning permits a 23-storey residential building, including standards for maximum building height, maximum gross floor area, setbacks and encroachments, amenity space, parking, loading, and unit mix. See Attachment 4 of 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

Toronto Green Standard

The Toronto Green Standard (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, on site plan drawings and through a Site Plan Agreement or the approval of a Plan of Subdivision.

PUBLIC ENGAGEMENT

Community Consultation

Development Review staff hosted a virtual community consultation meeting on November 24, 2025. 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. Approximately 5 members of the public participated in the virtual meeting, along with the local Councillor's office, the applicant, their consulting team and City staff. Some key issues raised by the public at the meeting included:

- Unit mix and affordability; and
- Traffic impacts.

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

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, including new housing units.

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, and Secondary Plan policies, Council-adopted policy and design guidelines described in the Policy and Regulation Considerations section of this report. The analysis of these policies, studies, and guidelines is discussed further below in this report.

Land Use

The site is designated *Apartment Neighbourhoods* in the Official Plan. The *Apartment Neighbourhoods* policies in the Official Plan direct for development to locate and mass

new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*. The *Apartment Neighbourhoods* policies also direct for development to locate and mass new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

The proposal maintains residential uses along Greenbriar Road and partially on Talara Drive that were contemplated through the application that Council previously approved. The residential uses on the ground floor of the base building support the existing residential character on Greenbriar Road, primarily the existing three-storey townhouses that are located directly to the north of the site and planned residential tall buildings. These units would have direct access via a private walkway that is connected to the pedestrian sidewalk on Greenbriar Road. Outdoor patios for these units would face the street to further animate Greenbriar Road and at the intersection with Talara Drive.

Land Use Policy 3 in the Sheppard East Subway Corridor Secondary Plan directs that development on lands designated Apartment Neighbourhoods will be in accordance with the Official Plan.

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. This proposal would result in 517 dwelling units which are intended to be rental in tenure, including 24 percent that are two-bedroom and 13 percent that are three-bedroom units. The proposed unit mix meets the policy direction of the Official Plan 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 a range of two- and three-bedroom units. Staff will continue to work with the applicant through Site Plan Control process to meet other design objectives of the Growing Up Guidelines.

Rental Housing Demolition and Replacement

This application involves the demolition of eight dwelling units, two of which are rental dwelling units. Council previously approved the associated Rental Housing Demolition Application on May 10, 2023, and no change to that approval is required. Replacement of the demolished rental units is not required because the proposed redevelopment will result in the demolition of less than six rental units. The two rental dwelling units are currently vacant, so no tenant assistance plan will be required.

Density, Height and Massing

Staff are satisfied that the proposal which maintains the permitted floorplate size and modifies the previously approved development with an additional 9 storeys conforms with the policies of the existing Sheppard East Subway Corridor Secondary Plan and the Official Plan, has appropriate regard for the Renew Sheppard Plan, including the Edge Character Area policies, and meets the intent of the applicable guidelines. The proposal for a residential tall building is compatible with the existing and planned

context, including existing low-rise buildings, parks and open space areas, and recent approvals for tall buildings on Talara Drive and Greenbriar Road.

The development maintains a maximum base building height and minimum tower stepbacks and setbacks that were approved in By-law 478-2023. The base building height of four-storeys, or 16.7 metres generally corresponds to the adjacent right-of-way width. The base building also maintains a setback of 5.0 metres facing the existing three-storey townhouse buildings to the north. The base building height and setback minimize physical and visual impacts on the existing lower-storey context, in particular the existing three-storey townhouse buildings to the north. The base building height, setbacks and stepbacks are appropriate and meet the policy direction of the *Apartment Neighbourhoods* policies. The base building's height conforms with Policy 4.4.2e) of the existing Secondary Plan which directs that base buildings be generally designed with a maximum height based on a 1:1 height to street width ratio. The base building height is less than the adjacent 20 metre street right-of-way to respond to the local street context and surrounding lower scale context. In assessing the Official Plan, the base building conforms with Policy 3.1.3.6 which directs for buildings to provide good transition in scale between areas of different building heights and/or intensity of use in consideration of both the existing and planned contexts of neighbouring properties and the public realm.

In 2023, Council adopted site specific Official Plan and Zoning By-law amendments to permit a 23-storey residential building with a floorplate of approximately 900 square metres with tower stepbacks of 3.6 metres facing Greenbriar Road and a minimum setback of 3.1 metres facing Talara Drive, a minimum setback of 12.5 metres from the west lot line and a setback of 30.1 metres from the north lot line, adjoining the existing three-storey townhouses; these dimensions are not proposed to be modified. The main difference in the current application is the proposal for an additional 9 storeys for the tower.

Site specific By-law 478-2023 permitted balconies to encroach 2.5 metres into the required setback for the tower. This proposal would maintain these balconies encroachments for the additional 9 storeys and wrap around the corners of the tower. Staff will work with the applicant to explore opportunities to break up the balconies on the tower to reduce the massing of the tower through the Site Plan Control application.

The proposed additional tower height would result in incremental physical and visual impacts that are acceptable in accordance with the existing Secondary Plan, Official Plan, and guidelines. The proposed building's height and density would also conform to the minimum density targets in OPA 730 for the Bessarion MTSA.

Public Realm

The proposed base building fronts both Greenbriar Road and Talara Drive where it provides a minimum setback of 3.5 metres and 4.5 metres. The base building facing Greenbriar Road maintains the permitted 3.5 metre setback in By-law 478-2023, aligns

with the 3.5 metre setback of the existing three-storey townhouses, and preserves an existing tree at the intersection of Greenbriar Road/Talara Drive. A walkway is proposed to connect from the new 2.1 metre sidewalk to the outdoor amenity space facing Greenbriar Road. Eight new public trees and landscaping is proposed on Greenbriar Road.

As noted, a minimum setback of 4.5 metres on Talara Drive is proposed, maintaining the permitted setback in By-law 478-2023. The building is set back for portions of the ground level facing Talara Drive, increasing the setback to approximately 6.0 metres due to small insets in the base building at-grade. The setback area on Talara Drive proposes short-term bicycle parking, new trees and landscaping, and access to the residential lobby. Two existing City trees on Talara Drive would be preserved. The location and details for the plantings and landscaping will be secured as part of the Site Plan Control application.

Map 51-5: Public Realm Plan in the Council-adopted Renew Sheppard Plan identifies the Green Loop fronting the site on Greenbriar Road. The Green Loop will support a sustainable and resilient public realm by prioritizing people walking and using mobility devices, and maximizing soft landscaping, the retention of mature trees and expanding the tree canopy and include green infrastructure, wherever possible. The Green Loop policies outline minimum setbacks that should generally be provided for development that are adjacent to the Green Loop. The proposal includes eight new City trees on Greenbriar Road adjacent to a new 2.1 metre sidewalk. Three existing City trees are preserved on Talara Drive adjacent to a new 2.1 metre sidewalk. Staff will coordinate opportunities to preserve additional City and boundary trees through the Site Plan Control application.

The site is in the Edge Character Area on Map 51-2: Character Areas in the Council-adopted Renew Sheppard Plan which envisions tall and mid-rise buildings in a green landscaped setting. The proposal supports these objectives with the inclusion of a new widened sidewalk on both Talara Drive and Greenbriar Road and preserves several City trees and plants new City and private tree plantings and landscaping along the property's edges. The proposal has appropriate regard for the Renew Sheppard Plan with regards to the objectives of the Edge Character Area policies.

Shadow Impact

The applicant submitted a shadow study for each equinox to illustrate the extent of shadowing for the proposed 32-storey development, overlaid with the as-of-right shadowing.

During the spring/fall seasons, shadows are partially cast on Rean Park at 9:18 AM and completely off by 10:18 AM. This shadowing on Rean Park is comparable to the as-of-right development. The site's location closer to the north end of the park limits shadow impacts on Rean Park. New shadows are cast on the public realm, including near the new parkland at the northwest corner of Dervock Crescent/Greenbriar Road when compared to the previous development. Staff note that the impact on the parkland would be cast on the southeast corner of the park at 1:18 PM and be off the park shortly after.

Shadows on the *Neighbourhoods*-designated lands to the east would begin at 3:18 PM. These lands to the east of the site around Caracas Road, Bessarion Road and a portion of Talara Drive are planned to be designated as *Mixed Use Areas* through the Renew Sheppard Plan where tall and mid-rise buildings are envisioned within the Transit Station Character Area. The shadowing is longer than the as-of-right shadowing into the existing low-rise area. Staff note that proposed built form standards, including the minimum tower setback of 30.1 metres from the north lot line minimizes amount of shadowing cast on the existing low-rise neighbourhood and limits shadowing on the north side of Caracas Road. During the summer solstice, the proposal would result in minimal shadow impacts on Rean Park for one hour at 9:18 AM. No shadowing would be cast on the park at the corner of Dervock Crescent/Greenbriar Road during the summer solstice. The additional number of storeys to the tower would result in acceptable shadows in accordance with the Official Plan.

Wind Impact

A Pedestrian Level Wind Study dated September 16, 2025, was submitted in support of the application for a 31-storey residential building, inclusive of a five-storey base building. An addendum was submitted on January 7, 2026, for the current proposal for a 32-storey building, inclusive of a four-storey base building.

The Wind Study and the Addendum found that the site and surrounding areas to be suitable for the intended use throughout the year, including on Rean Park. The spring and autumn season would result in mostly standing conditions around the site with some walking conditions along Talara Drive where walking is the anticipated activity. The summer season is expected to generate standing conditions in areas around the site with one localized walking condition on the sidewalk on Talara Drive. Comfortable conditions are expected during the winter season with the addition of a few more walking conditions on Talara Drive and to the south of the site close to the proposed Multi-Use Trail. The wind safety criterion is met in all areas, including on and around the site, and near the multiuse trail.

Traffic Impact

The applicant's transportation engineering consultant, Nexttrans Consulting Engineers, submitted a Transportation Impact Study (TIS) and a Travel Demand Management Plan (TDM), dated September 12, 2025, in support of the proposed development, which consists of a 31-storey residential building containing 516 dwelling units. A total of 142 parking spaces is proposed within two levels of underground parking.

The proposed development is anticipated to generate 83 new two-way vehicle trips (23 inbound and 55 outbound) during the AM peak hour and 99 two-way vehicle trips (56 inbound and 43 outbound) during the PM peak hour. The consultant concludes that the proposed development is expected to introduce acceptable traffic impacts to the surrounding road network. Staff note that the additional storey has resulted in one additional unit, as noted above. The TIS is acceptable to Staff, despite the additional unit as the parking supply remains the same and the impacts are similar. A comprehensive on-site vehicular circulation and wayfinding plan will be required at the

Site Plan stage to support safe and efficient access, loading, parking, PUDO activity, and bicycle circulation. This must include signage, pavement markings, and operational details to regulate site traffic activity.

A TDM Plan was included in the TIS, which is intended to help reduce reliance on single-occupant vehicles. Some TDM measures include a travel information package and a bicycle repair station. The extent of application for other proposed measures such as pre-loaded transit passes and monetary contributions for bike-share stations are not acceptable to the City and require further revisions to be coordinated through the Site Plan Control application.

Access, Vehicular and Bicycle Parking and Loading

The proposed Zoning By-law meets the applicable zoning requirements related to loading space provision, with one Type “G” and one Type “C” loading space proposed, however, Transportation Review has concerns with the proposed loading space location and overall site functionality. These matters will be addressed through the Site Plan process, where a detailed review of site circulation, access design, and operational performance will be undertaken. Access to the loading spaces will be via Talara Drive.

The proposal includes 142 vehicle parking spaces, including 25 visitor parking spaces. Two at-grade pick-up and drop-off spaces are proposed near the driveway. The proposal includes a total of 230 bicycle parking spaces, including 208 residential long-term spaces and 22 residential short-term spaces. The short-term spaces are located near the Talara Drive frontage.

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 is to 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.

Servicing

The applicant has provided site servicing plans and Functional Servicing, Stormwater Management, and Hydrogeological reports. Development Review staff have reviewed the submitted materials and have identified outstanding items for review to determine if there is sufficient sanitary service capacity. 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 Director, Engineering Review, Development Review.

Holding Provision

This report recommends the adoption of a Zoning By-law Amendment that is subject to a holding provision under Section 36 of the *Planning Act*, restricting the proposed use of the lands until the conditions to lifting the holding provision, as set out in the By-law, are satisfied. Section 5.1.2 of the Official Plan contemplates the use of a holding provision and outlines the types of conditions that may have to be satisfied prior to the removal of a holding provision. The specific conditions to be met prior to the removal of the proposed holding provisions in the proposed By-law include:

- 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 any required improvements to it, have adequate capacity and supply to accommodate the development of the lands to the satisfaction of the Director, Engineering Review, Development Review.
- 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 Director, Engineering Review, Development Review; 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 Director, Engineering Review, Development Review; and
- iii. all necessary approvals or permits arising from (ii)(a) or (ii)(b) above are obtained, where required all to the satisfaction of the Director, Engineering Review, Development Review

The Executive Director, Development Review and their designate have the authority to make decisions on applications to remove holding provisions, which do not contain financial implications not previously authorized by Council.

Toronto Green Standard

Tier 1 performance measures that will be secured through the site-specific Zoning Bylaw include rates of vehicular parking spaces and bicycle parking spaces to be

equipped with energized outlets and soil volume on the site. Other applicable TGS performance measures, including the possibility of achieving Tier 2 or higher levels of sustainability, would be secured through the Site Plan Control process.

CONTACT

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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 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: 22-36 Greenbriar Road Date Received: September 12, 2025

Application Number: 25 224684 NNY 17 OZ

Application Type: OPA & Rezoning

Project Description: OPA & Rezoning Application proposes the development of a 32-storey rental residential building. The building will provide a total of 517 residential units, being a mix of studio, one-bedroom, two-bedroom, and three-bedroom units. A driveway from Talara Drive along the west property line will be provided, leading to two-levels of below grade parking, providing a total of 142 parking spaces; as well as 230 bicycle parking spaces. The proposed development provides a total GFA of 30,280 square metres and an FSI of 9.09. The proposed development provides 755 square metres of indoor amenity space and 748 square metres of outdoor amenity space.

Applicant	Agent	Architect	Owner
BLOCK (GREENBRIAR) DEVELOPMENTS LIMITED	WND Associates Ltd	RAW Design Inc	BLOCK (GREENBRIAR) DEVELOPMENTS LIMITED

EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhood RM (f21.0; a925: d0.85) (x349)	Site Specific Provision:	478-2023
Zoning:		Heritage Designation:	N
Height Limit (m):	71.7	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m): 3,331 Frontage (m): 74 Depth (m): 45

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	456	0	1,701	1,701
Residential GFA (sq m):	456	0	30,280	30,280
Non-Residential GFA (sqm):				
Total GFA (sq m):	456	0	30,280	30,280
Height - Storeys:	2	0	31	31

Height - Metres: 8 0 101 101

Lot Coverage Ratio (%) 54 Floor Space Index: 9.09

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA: 30,199 162

Retail GFA:

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
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Rental:	8	0	517	517
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Freehold:

Condominium:

Other:

Total Units:	8	0	517	517
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Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
--	-------	----------	-----------	-----------	------------

Retained:

Proposed:	7		316	125	69
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Total Units:	7		316	125	69
--------------	---	--	-----	-----	----

Parking and Loading

Parking Spaces:	142	Bicycle Parking Spaces:	230	Loading Docks:	2
-----------------	-----	-------------------------	-----	----------------	---

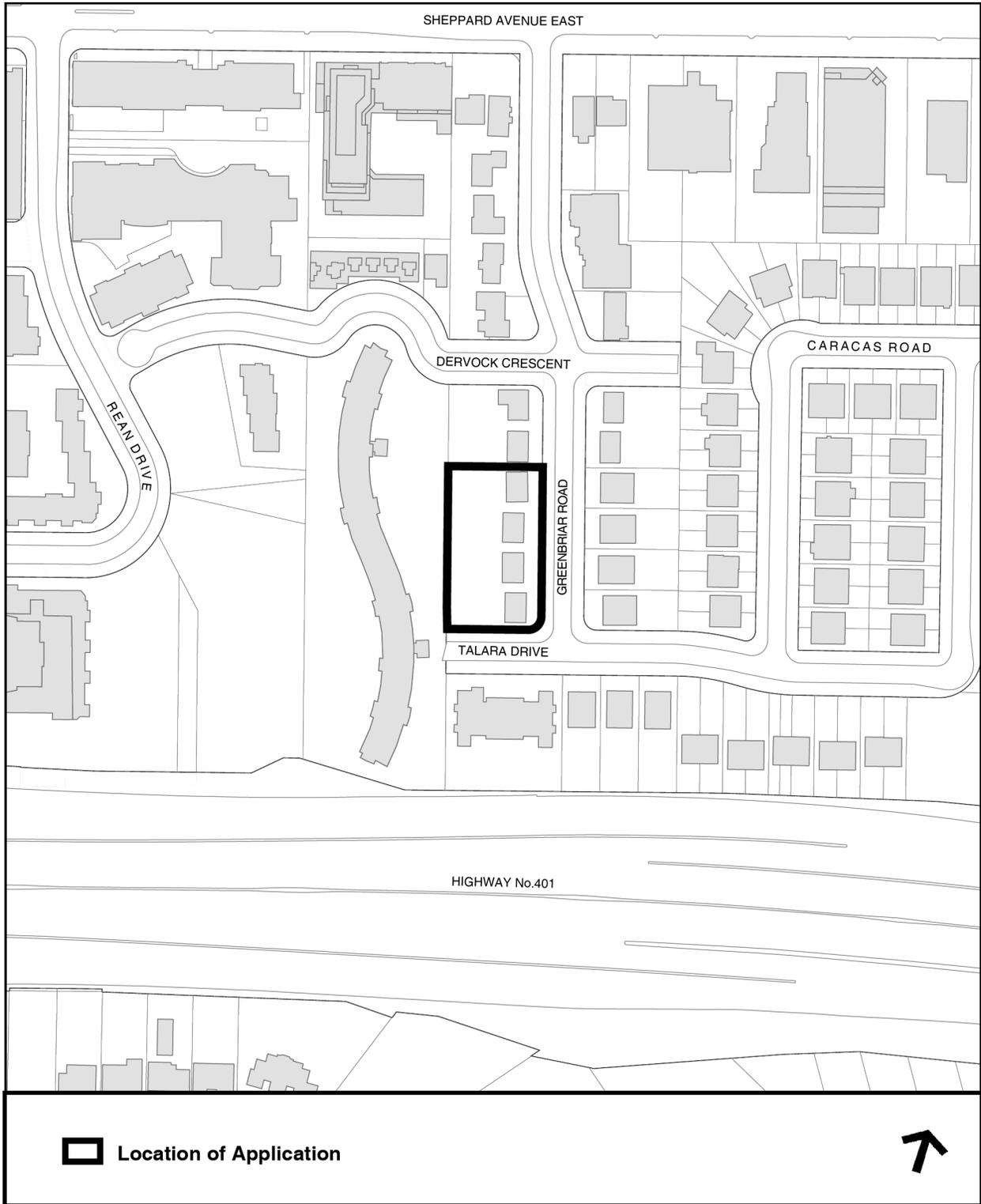
CONTACT:

Michael Romero, Planner

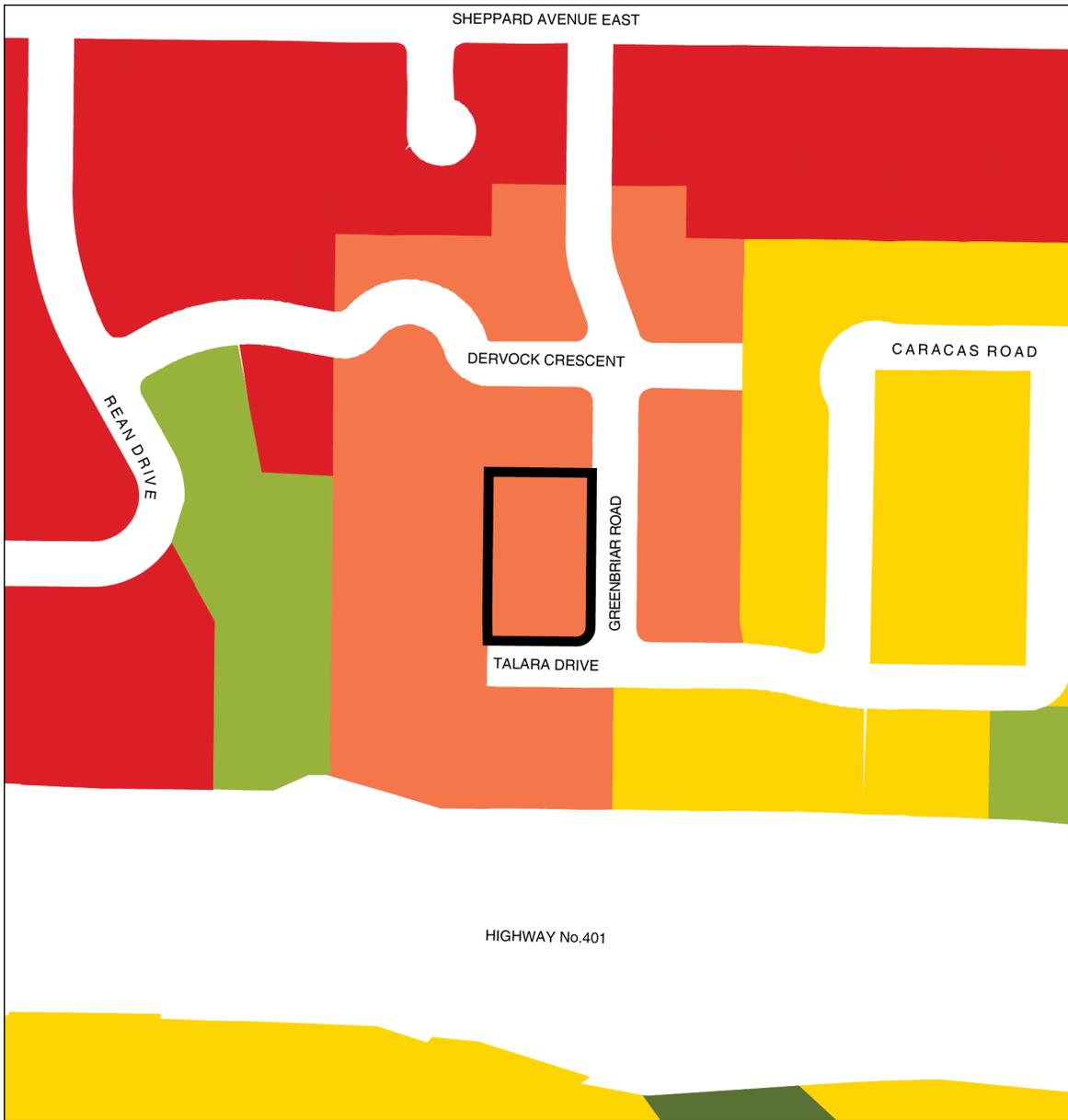
416-395-6747

Michael.Romero@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map 19

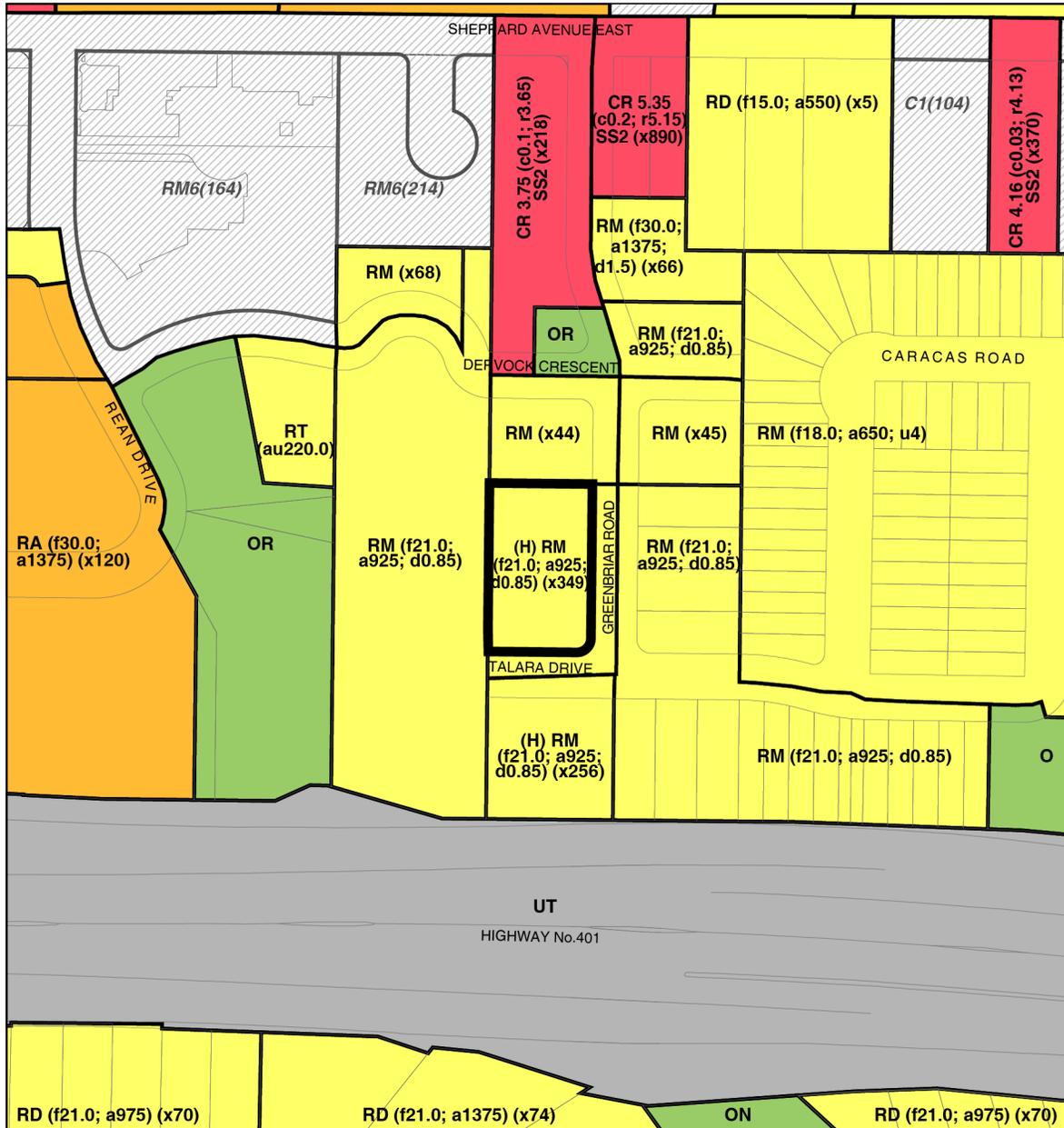
22-36 Greenbriar Road

File # 25 224684 NNY 17 0Z

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


 Not to Scale
 Extracted: 09/15/2025

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

22-36 Greenbriar Road

File # 25 224684 NNY 17 02

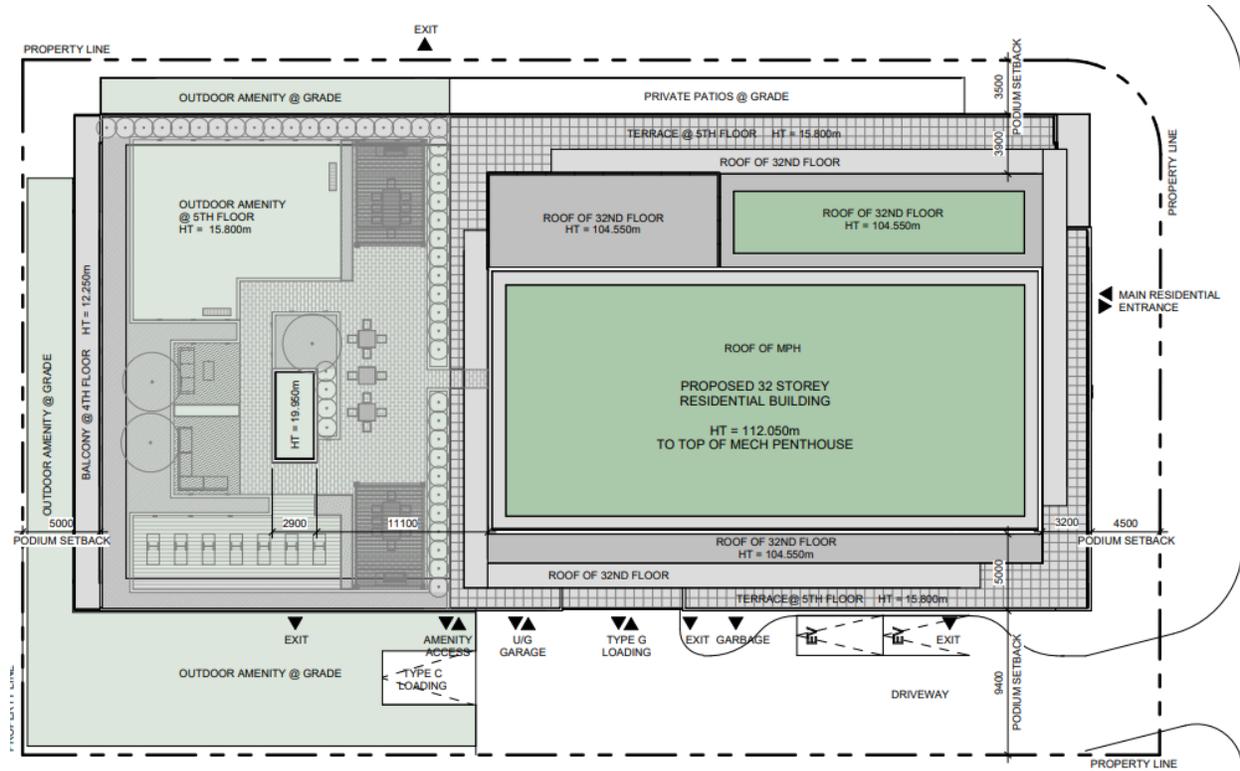
Location of Application	CR Commercial Residential	See Former City of North York By-law No. 7625
RD Residential Detached	O Open Space	RM6 Multiple-Family Dwellings Sixth Density Zone
RT Residential Townhouse	ON Open Space Natural	C1 General Commercial Zone
RM Residential Multiple	OR Open Space Recreation	
RA Residential Apartment	UT Utility and Transportation	

↑
Not to Scale
Extracted: 09/15/2025

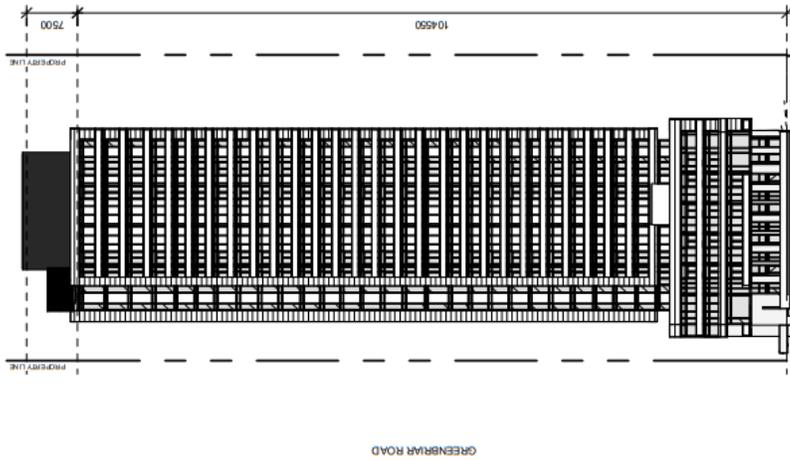
Attachment 5: Draft Official Plan Amendment

Attachment 6: Draft Zoning By-law Amendment

Attachment 7: Site Plan



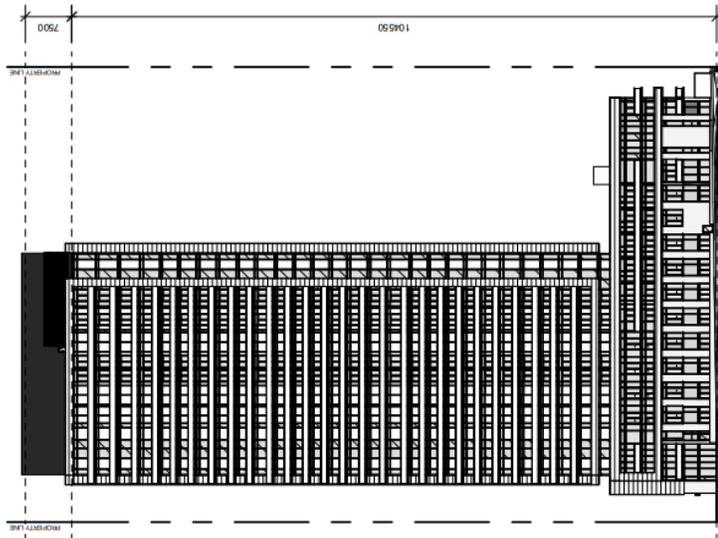
Attachment 8: Elevations



21033 - 22-36 GREENBRIAR
SIMPLIFIED REPORT GRAPHICS
JANUARY 05, 2026



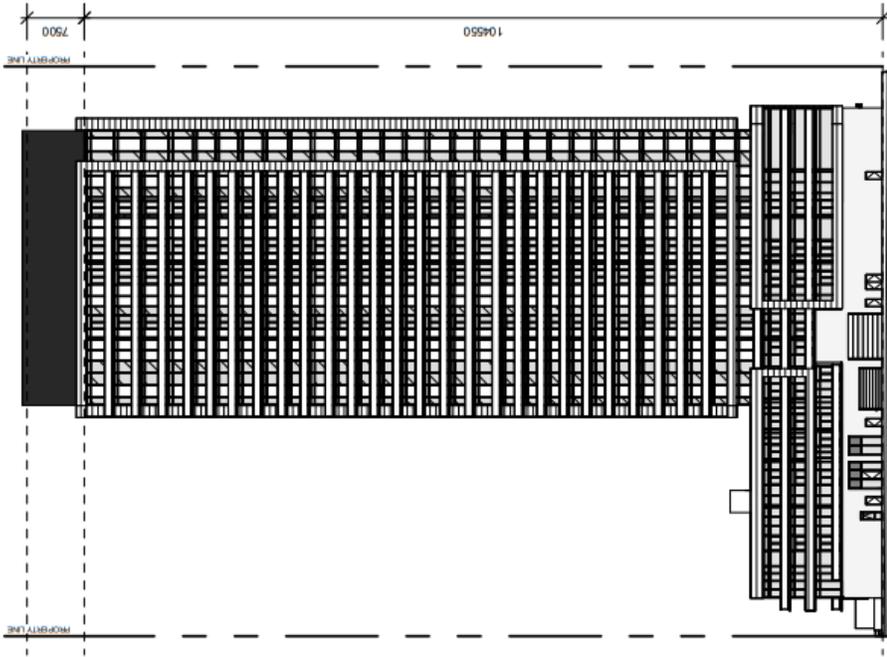
NORTH ELEVATION
1/750



TALARA DR

EAST ELEVATION
1/750

RAW
21033 - 22-36 GREENBRIAR
SIMPLIFIED REPORT GRAPHICS
JANUARY 05, 2026



WEST ELEVATION
1/750

RAW
21033 - 22-36 GREENBRIAR
SIMPLIFIED REPORT GRAPHICS
JANUARY 05, 2026

