

Planning & Urban Design Rationale

**13-21 John Street and
36-40 South Station Street**
City of Toronto

Prepared For
21 John Dev Inc.

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BOUSFIELDS INC.

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This Planning and Urban Design Rationale report has been prepared in support of an application by 21 John Dev Inc. to amend the City of Toronto Official Plan (Site and Area Specific Policy 45) and the City-wide Zoning By-law 569-2013, as amended, with respect to a property known as 13-21 John Street and 36-40 South Station Street. The requested Official Plan Amendment and Zoning By-law Amendment would permit the redevelopment of the site with a 40-storey residential mixed-use building.



An overhead view of a meeting around a table. Five people in business attire are gathered around a table covered with architectural blueprints, rolled-up documents, and various tools like a yellow T-square, a pencil sharpener, and a color palette. One person is pointing at a tablet displaying a chart. The scene is brightly lit and professional.

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Introduction

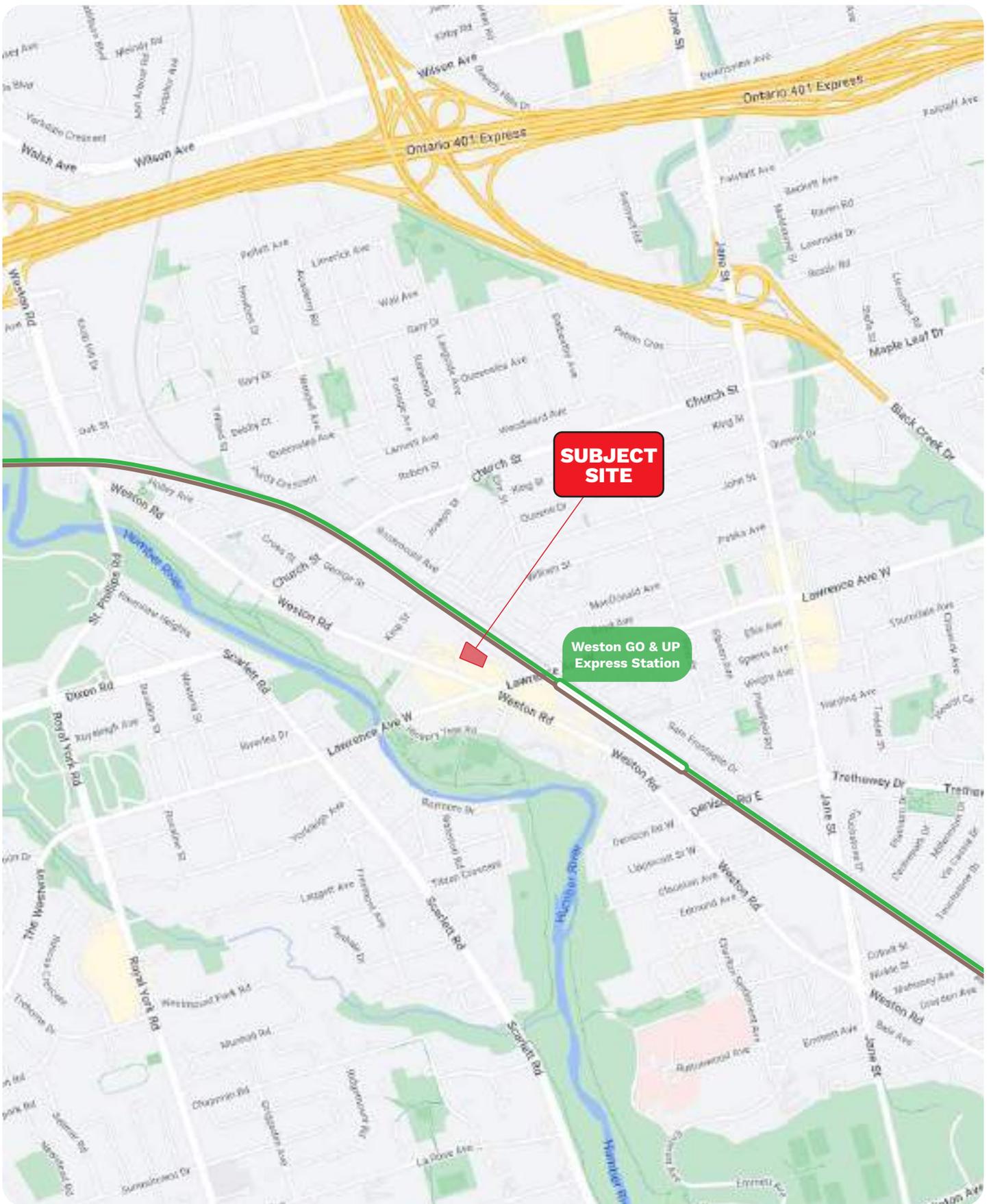


Figure 1 - Location Map

This Planning and Urban Design Rationale report has been prepared in support of an application by 21 John Dev Inc. to amend the City of Toronto Official Plan (Site and Area Specific Policy 45) and the City-wide Zoning By-law 569-2013, as amended, with respect to an 0.38 hectare property located at the southeast corner of John Street and South Station Street, known municipally as 13-21 John Street and 36-40 South Station Street (the "subject site"). The subject site is located approximately 70 metres northwest of the Weston Road and Lawrence Avenue West intersection (see **Figure 1**).

The requested Official Plan Amendment and Zoning By-law Amendment would permit the redevelopment of the site with a 40-storey residential mixed-use building (130.1 metres including mechanical penthouse), comprised of an 8-storey base building and a 32-storey tower element, containing a total of 458 residential dwelling units. The development will have a gross floor area ("GFA") of approximately 36,908 square metres, consisting of 35,188 square metres of residential space and 1,680 square metres of at-grade community, daycare and retail commercial space fronting onto South Station Street and John Street. The resulting density is approximately 9.70 FSI.

The subject site is currently occupied by a mix of low-rise commercial and automotive repair uses, in addition to surface parking and driveway areas. Given its proximity to the Weston GO Station, which provides service along two "higher order transit" lines, in addition to the "frequent transit" service provided along Weston Road and Lawrence Avenue West, the subject site offers an excellent opportunity to create a transit-supportive development and to help support the achievement of a complete community.

From a land use perspective, the proposal is consistent with the Provincial Policy Statement and conforms with policy directions articulated in the Growth Plan and Official Plan promoting the intensification of underutilized sites within built-up urban areas, particularly in locations which are well served by existing municipal infrastructure, including "higher order transit". In this regard, the subject site is located in a "major transit station area", as it is located approximately 215 metres from the Weston GO Station, which provides connections along two "higher order transit" lines i.e. the Kitchener GO Rail Line and the UP Express Line. In our opinion, the proposed mix of residential, community, daycare and retail commercial uses will represent an improvement to the existing condition of the site and will be supportive of Official Plan policies which encourage new housing supply through intensification within lands designated *Mixed Use Areas*.

The proposed Official Plan Amendment would apply a new Site and Area Specific Policy to the site for the purposes of permitting the development of a 40-storey (130.1 metre) building with a streetwall of 4 storeys (16.1 metres) along John Street. In our opinion, the proposed Official Plan Amendment is in keeping with the broader policy goals of the Official Plan as it will provide new housing options, community space and ancillary retailing in immediate proximity to "higher order transit", reducing commute times and helping to address the shortage of housing options in the City. Furthermore, it is our opinion that the policies contained within the applicable Site and Area Specific Policy 45, pertaining to maximum building and streetwall heights are outdated and reflect the previous planned mid-rise context of the area. The subject site is an appropriate location for tall mixed-use intensification, given the surrounding existing and planned tall building context and the site's location in proximity to Weston GO Station and two Arterial roads with frequent transit service.

From an urban design and built form perspective, the proposal will provide for a thoughtfully designed addition to the Weston Village area through its proposed built form, massing and overall articulation. In particular, the proposed 40-storey building will fit within the existing and planned tall building context surrounding the Weston GO Station and respects a downward transition in height with increasing distance away from the station, where the tallest heights of 45 storeys have recently been approved. More locally, the proposed building will enhance the pedestrian and commercial environment along John Street and South Station Street through a mix of wide, landscaped pedestrian boulevards at grade, stepbacks away from the intersection of John Street and South Station Street and active community, daycare and retail commercial uses at grade.

Above the base building, the tower has been comfortably sited on the site so as maintain the setbacks and separation distances set out in the Tall Building Design Guidelines and to limit built form impacts on the public realm and adjacent properties. In this regard, the proposal has been designed to adequately limit shadow impacts on nearby lands designated *Neighbourhoods* to the north, in addition to nearby streets, parks and open spaces.

For the foregoing reasons, it is our opinion that the proposal represents good planning and urban design and will provide for a transit-supportive mixed-use development that will create new housing options and community amenities in the Weston Village area. Accordingly, we recommend approval of the requested Official Plan Amendment and Zoning By-law Amendment.



Site & Surroundings

2.1 Subject Site

The subject site is comprised of six properties located at the southeast corner of John Street and South Station Street, approximately 70 metres north of the Weston Road and Lawrence Avenue West intersection. The subject site is irregular in shape and has frontages of approximately 54 metres on John Street and 80 metres on South Station Street. The resulting site area is approximately 3,805 square metres.

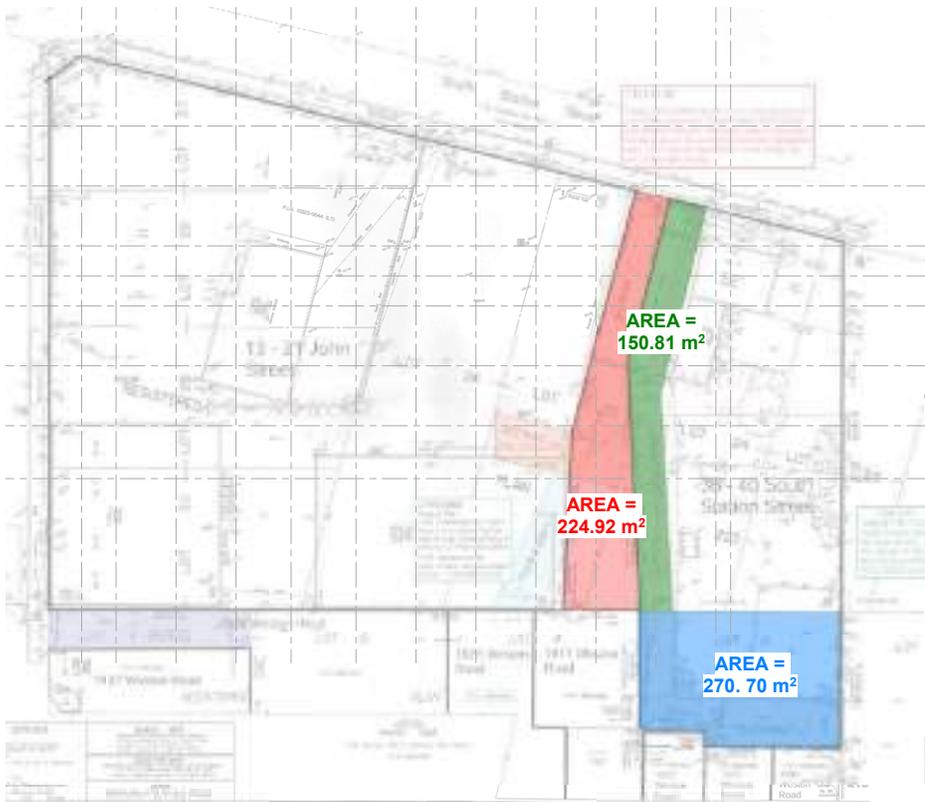
The six property assembly which comprises the subject site is currently occupied by a mix of low-rise commercial and automotive uses, as well as surface parking and driveway areas. There are no existing residential uses on the subject site. Further details with respect to each property are provided below:

- **13-19 John Street** – a 2-storey commercial building containing a mix of retail commercial and personal service uses (i.e. UrbanArts Council, John & Weston Discount Drugs Pharmacy and Majestic Locs on the ground floor and World Link Travel Agency, MSB Driving School and DoReMi School of Music on the second floor);
- **21 John Street** – situated at the corner of John Street and South Station Street. The property is occupied by a one-storey automotive repair shop with surface parking. The existing building is set well back from both street frontages;
- **36 South Station Street** – a 2-storey detached house occupied by an office use on the ground floor and one rental residential unit on the second floor;
- **38 South Station Street** – a surface parking lot located to the rear of 36 South Station Street (as described below, a 273 square metre portion of the 38 South Station Street lands is to be severed as part of a land exchange with the property at 1919 Weston Road, and as such, does not form part of the subject site);
- **40 South Station Street** – a one-storey commercial building occupied by a religious institution (i.e. the Hadi Islamic Association); and
- **1919 Weston Road (rear driveway)** – a rear private driveway associated with the adjacent property at 1919 Weston Road. The private driveway travels in a southwesterly direction from South Station Street, between the 36-38 South Station and 40 South Station Street properties, towards the rear of the existing 2-storey commercial building at 1919 Weston Street. The driveway is approximately 3.6 to 7.8 metres wide, increasing in width as it traverses closer to Weston Road. As described further below, a 225 square metre portion of the private driveway is to be severed from the 1919 Weston Road property and added to the subject site as part of a land exchange with the property at 1919 Weston Road.

To form the above-noted assembly, a land exchange has been agreed to between the owners of 1919 Weston Road and 21 John Dev Inc., whereby the northernmost portion of the 1919 Weston private driveway would be transferred to 21 John Dev Inc. in exchange for the southernmost portion of the property at 38 South Station Street. The private driveway area being transferred to 21 John Dev Inc. is approximately 225 square metres in size, while the portion of 38 South Station Street being transferred to 1919 Weston Road is approximately 271 square metres in size.

As part of the land exchange, the easternmost portion of the subject site will be subject to a surface easement to provide rear access to the adjacent properties at 1911-1919 Weston Road. As discussed further in Section 3.1, the area subject to the surface easement is to consist of the north-south segment of a new private driveway servicing the proposed building. **Figure 2**, below, provides a simplified plan of the land exchange.

Topographically, the subject site is generally flat. In terms of vegetation, there are approximately 11 existing trees on and within approximately 6 metres of the subject site. Of the total number of trees identified, 6 trees are located on the site itself and two trees are located within the public right-of-way along John Street, adjacent to the existing 3.5 metre wide pedestrian boulevard. The remaining three nearby trees are located on adjacent properties to the south.



- Area to be transferred from 1919 Weston to 21 John Dev Inc.
- Area to be transferred from 21 John Dev Inc. to 1919 Weston.
- Area owned by 21 John Dev Inc. with surface access easement to 1911-1919 Weston.

Figure 2 - Land Exchange Between 21 John Dev Inc. and 1919 Weston Road

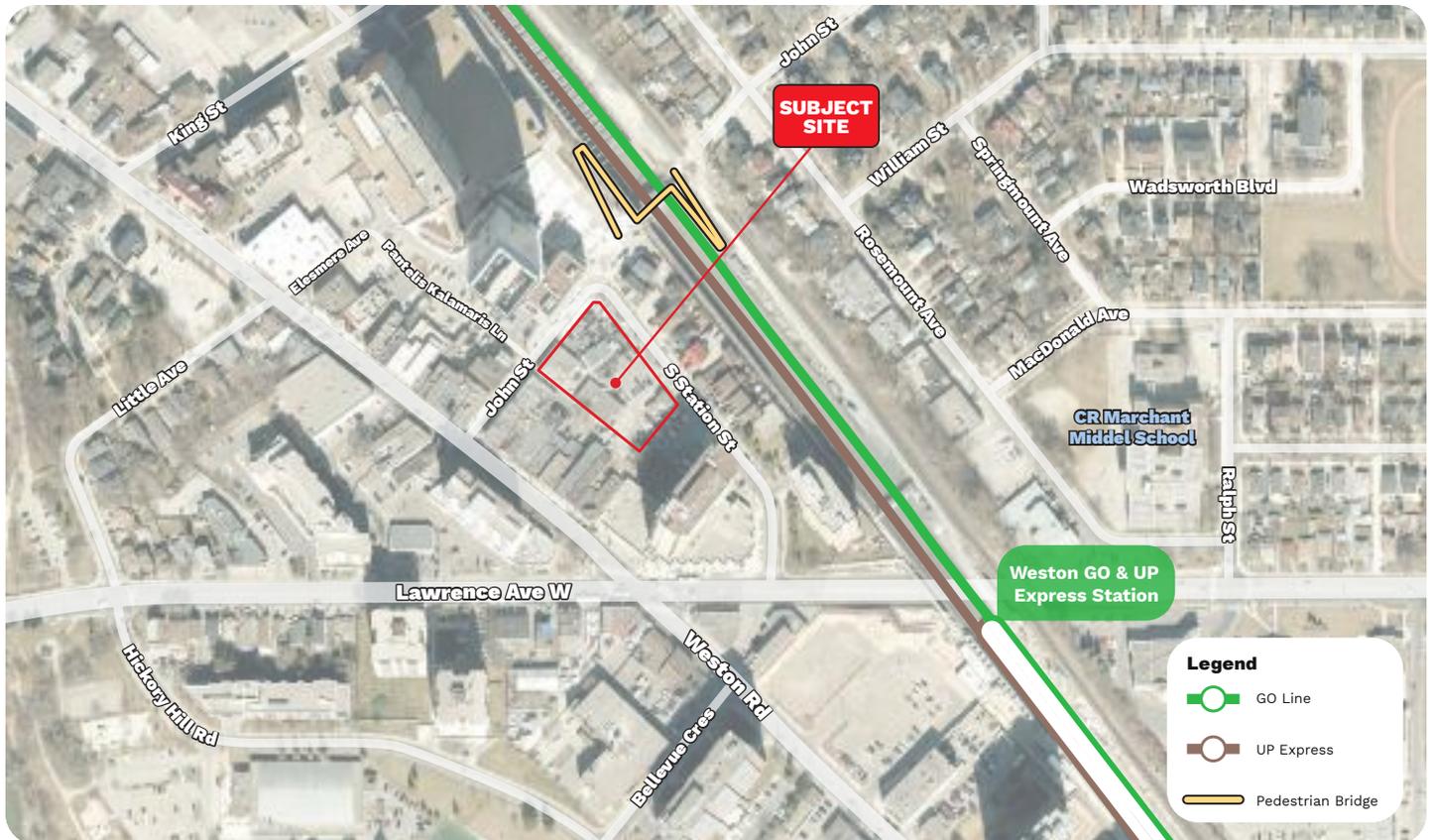


Figure 3 - Aerial Photo of the Subject Site



2-storey building at 13-19 John Street, looking southeast from John Street



Southern portion of parking lot at 38 South Station Street, looking east



Single-storey auto repair shop at 21 John Street, looking east from John Street



Single-storey building at 40 South Station Street, looking south from South Station Street



2-storey building at 36 South Station Street, looking southeast from South Station Street



Rear driveway associated with 1919 Weston Road, looking south from South Station Street

2.2 Area Context

The subject site is located in Weston Village, a mixed-use commercial corridor that generally extends along Weston Road between St. Phillips Road to the north and Edmund Avenue to the south. Weston Village was established in the mid-19th century due in part to the introduction of the Grand Trunk railway (now the Metrolinx GO Rail Corridor) to the east with a stop at what is now the Weston GO Station and in part to the proximity of the Humber River to the west, which supported the development of mills and local industries. The proximity of the railway and the Humber River created conditions that have shaped the evolution of land use and built form in the Weston Village area.

The subject site is located within the heart of the Weston Village neighbourhood, which is located along both sides of Weston Road north of Lawrence Avenue. As it passes through the area, Weston Road is primarily comprised of a main street commercial character, containing a mix of commercial and residential uses within low-rise buildings, in addition to several mid-rise and tall buildings between 6 and 30 storeys in height interspersed throughout. Low-rise residential neighbourhoods within the wider area are predominantly located east of the Metrolinx GO Rail Corridor and west of the Humber River. As it traverses through the area, Weston Road generally runs in a northwest to southeast direction, running parallel to the Metrolinx GO Rail Corridor.

In recent years, the Weston Village area has begun to experience new tall building development activity given the recent investments made in major transit infrastructure. Such improvements include the introduction of a Union Pearson Express Line ("UP Express Line") stop at the Weston GO Station in 2015, in addition to the on-going Kitchener GO Rail Line infrastructure improvements as part of the Metrolinx's Georgetown South Project and the broader Metrolinx Regional Express Rail ("RER") program. Such improvements have provided Weston GO Station with all-day, two-way train service along the Kitchener GO Rail Line and UP Express Line, with the latter providing access to major transportation hubs including Union Station and Pearson International Airport.

With respect to the emerging pattern of development, **Table 1** outlines recent developments that are either completed, under construction, approved or proposed within broader Weston Village area, and in the general vicinity of the subject site.

Table 1 - Surrounding Developments (Including Mechanical Penthouse)

Address	Status	Type	Height (Storeys)	Height (Metres)
1821-1823 Weston Road	Approved (OLT)	Residential, Retail	45 storeys	146.0 metres
1865-1885 Weston Road – Tower B (Weston Park)	Under Review	Residential, Retail, Institutional	38 storeys	135.0 metres
1956-1986 Weston Road – Tower B	Approved	Residential, Retail	35 storeys	120.2 metres
22 John Street, 33 King Street & 2 Elsmere Avenue (West 22)	Built	Residential, Retail, Institutional	30 storeys	107.5 metres
1865-1885 Weston Road – Tower A (Weston Park)	Under Review	Residential, Retail, Institutional	28 storeys	104.5 metres
1956-1986 Weston Road – Tower A	Approved	Residential, Retail	29 storeys	102.2 metres
1736-1746 Weston Road	Under Review	Residential, Retail	25 storeys	84.7 metres
1695-1707 Weston Road (The Charlton Residences)	Approved	Residential, Retail	24 storeys	84.6 metres
10 Wilby Crescent (The Humber)	Under Construction	Residential	22 storeys	68.8 metres
2062 Weston Road	Approved	Residential, Retail	18 storeys	62.6 metres



Legend

- GO Line
- UP Express
- Pedestrian Bridge

Figure 4 - Aerial Photo of the Surrounding Area

2.3 Immediate Surroundings

For the purposes of the following description, South Station Street is generally considered to be to the north of the subject site, with John Street to the west.

To the immediate **north** of the subject site, at the northeast corner of John Street and South Station Street, is a 3-storey house-form commercial building that fronts John Street. A surface parking area is located to the rear which contains 6 parking spaces and has access off South Station Street (27 John Street). The building is currently occupied by medical and commercial offices. To the north of 27 John Street is a 2-storey detached dwelling fronting the east side of John Street (31 John Street). A noise barrier separates the 31 John Street property from the Metrolinx GO Rail Corridor to the north.

Further north, John Street transitions into a pedestrian bridge which spans the Metrolinx GO Rail corridor.



3-storey building at 27 John Street, looking east from John Street



2-storey detached dwelling at 31 John Street, looking east from John Street



Stairs to pedestrian bridge spanning the Metrolinx GO Rail corridor, looking north from John Street

To the east of 27-31 John Street, occupying the north side of South Station Street, are several one-to 3-storey detached and semi-detached dwellings on small lots, 28 to 30.5 metres deep, which back onto the Metrolinx GO Rail Corridor, including:

- two 3-storey semi-detached dwellings with integral garages (45 and 45A South Station Street). The front yard setback of each dwelling is entirely comprised of brick paving to provide surface parking areas;
- a 2-storey detached dwelling with a front porch that spans the width of the dwelling (43 South Station Street). A gravel driveway is located along the west side of the dwelling which provides access to a shed in the rear yard;
- a 2-storey commercial building that contains office and personal service uses (39 South Station Street);
- a one-storey commercial building that is generally built to the front and west lot lines (33 South Station Street). The building is comprised of three parts: a flat-roofed single-storey portion at the front lot line, which is connected to a single-storey portion with a peaked roof and a 2-storey portion at the rear;
- four 3-storey semi-detached dwellings and a detached dwelling with peaked roofs and integral garages (29A, 31 and 31A, 31B and 31C South Station Street).



3-storey semi-detached dwelling and 2-storey detached dwelling at 43, 45, and 45A South Station Street, looking north from South Station Street



Semi-detached dwellings at 31-31C South Station Street, looking north from South Station Street



2-storey commercial building at 39 South Station Street, looking north from South Station Street

Further east, is a large property situated at the northeast corner of South Station Street and Lawrence Avenue West which is occupied by a 13-storey slab-style apartment building known as Weston Place, which was constructed in 1985 and contains a total of 128 units (29 South Station Street). The western portion of the property, which previously contained surface parking and landscaped open space, is currently under construction to provide for a larger surface parking area.

To the north of the above-noted properties is the Metrolinx GO Rail Corridor, which is currently used for rail operations along the Kitchener GO Rail Line and the UP Express Line.

Lands on the north side of the Metrolinx GO Rail Corridor primarily consist of a low-residential neighbourhood; however, there are several one-to 2-storey industrial and commercial buildings situated on the south side of Rosemount Avenue, east of William Street, which back onto the rail corridor.

On the north side of Rosemount Avenue is C.R. Marchant Middle School, which has an outdoor field on the west side of the property (1 Ralph Street).

To the immediate **east** of the subject site is a large property occupying the northeast corner of Weston Road and Lawrence Avenue West between Weston Road and South Station Street. The property is occupied by a 17-storey, slab-style apartment building that is oriented generally north-south and is owned by the Toronto Community Housing Corporation ("TCHC") (1901 Weston Road). The existing 17-storey building is currently set back from its shared lot line with the subject site by approximately 31 metres. Within this setback, occupying the northwestern portion of the property and abutting the east side lot line of the subject site, is a surface parking area, 2-storey above-grade parking structure and underground parking garage ramp accessed from South Station Street.



13-Storey Weston Place apartment building at 29 South Station Street, looking north from South Station Street



C.R. Marchant Middle School at 1 Ralph Street, looking southeast from MacDonald Avenue



17-storey apartment building at 1901 Weston Road, looking southeast from South Station Street



1-storey podium of 1901 Weston Road building, looking north from Weston Road

Facing the intersection of Lawrence Avenue West and Weston Road, the building contains a one-storey podium element which features several street-related commercial units, the majority of which are occupied by a mix of retail, personal service, medical office and institutional uses, including a non-profit organization known as the "York West Active Living Centre". The York West Active Living Centre is a community-based resource centre for persons 55 years of age and older that promotes, encourages and supports healthy, independent living through a wide range of health and wellness programs, educational workshops and social activities.

Further east, occupying the southeast corner of Lawrence Avenue West and Weston Road is a single-storey triangle-shaped commercial building that is built to both street frontages (1885 Weston Road). The building, which was a formerly occupied by a bank, is currently occupied by COSTI employment services. A surface parking lot separates the building from the adjacent Weston Park Baptist Church to east, which fronts onto Weston Road (1871 Weston Road).

To the east of the Weston Park Baptist Church is the "North Metrolinx Property" (1865 Weston Road), which contains the Weston GO Station and its large associated surface parking lot fronting Weston Road. Weston GO Station is currently served by the Kitchener GO Rail Line and the UP Express Line. The station was recently renovated and upgraded to include a new rail platform for GO Transit, including a canopy, heated shelters, snow melt system, platform lighting, fare systems, a mini ramp and tactile platform edges. As part of the upgrades, the existing west and east pedestrian tunnels were extended and connected, including new stairs and elevators and improvements to the existing platform, landscaping, and signage. Further details on the station upgrades are included in Section 4.16.



Weston GO Station looking north from the Weston GO Station parking lot

In November 2021, an Official Plan and Zoning By-law Amendment application was filed to permit a mixed-use development on the 1865-1885 Weston Road properties, including 28- and 38-storey residential towers (104.5 and 135.0 metres, including mechanical penthouse) connected by a shared 4-storey base building. As part of the application, the former bank building at 1885 Weston Road is proposed to be retained and integrated into the design of the proposed podium. Furthermore, the existing Weston Park Baptist Church building is proposed to be relocated to the southeast corner of the lands, and its later additions are proposed to be replaced with a new addition, that will be repurposed to contain a mix of retail commercial uses.

The proposal also contemplates a new community space at grade within the northernmost building. Overall, the proposed development includes a total of 538 dwelling units, with a total gross floor area ("GFA") of approximately 46,154 square metres, comprised of 41,674 square metres of residential space, 1,250 square metres of retail space and 3,230 square metres of community space. The resulting density proposed is 10.38 FSI. This development proposal is currently under review by the City.

Further east, abutting the east side of the Weston GO Station parking lot, is a 3-storey building occupied by Bethel Apostolic Church of Jesus Christ (1831 Weston Road), followed by a 2-storey commercial building (1821-1823 Weston Road). The buildings are separated by a drive aisle, providing access to a rear parking area that extends generally northward to the Metrolinx GO Rail Corridor.

The 1821-1831 Weston Road properties were subject to a Zoning By-law Amendment application that was appealed to the Ontario Land Tribunal ("OLT") on April 19, 2021. The rezoning application was subsequently approved in principle by the OLT on June 10, 2022, on consent with the City, consisting of a 45-storey mixed-use building (146.0 metres including mechanical penthouse) comprising approximately 35,303 square metres of GFA and 485 dwelling units. The final OLT Order was issued on August 11, 2022.

Adjacent to the east are two slab-style 25-storey apartment buildings, completed in 1975, that are surrounded by landscaped open space (1765-1775 Weston Road). These two buildings are oriented perpendicular to Weston Road with no pedestrian entrances or windows facing the street. In between the two buildings is a single-storey community centre known as Community Place Hub (1765 Weston Road).

To the immediate **south** of the subject site is a 4.0 metre wide private laneway which runs easterly from John Street, servicing the properties to the south facing Weston Road (11 John Street). On the south side of the laneway are 2-storey mixed-use buildings fronting John Street that extend to Weston Road, and are generally built to their front and side lot lines (3-7 John Street and 1937 Weston Road). Flanking the east side of 1937 Weston Road, along the Weston Road frontage, are several one-to 2-storey main street commercial buildings (1911-1935 Weston Road). These properties extend eastward along Weston Road from John Street to the 17-storey TCHC building at 1901 Weston Road.



25-storey apartment building at 1775 Weston Road, looking east from Weston Road



Private laneway at 11 John Street, looking southeast from John Street



2-storey mixed-use building at 3-7 John Street, looking southeast from John Street



1- to 2-storey main street commercial buildings along Weston Road, looking north from Weston Road



Public plaza at the corner of Weston Road and Lawrence Avenue West, looking northwest from Lawrence Avenue

Further south is a block bounded by Weston Road to the north, Lawrence Avenue West to the east, and Little Avenue to the south and west. At the northeast corner of the block, situated at the northwest corner of Lawrence Avenue West and Weston Road, is a newly constructed public plaza, followed by a 13-storey slab-style apartment building with a 2-storey base building that is located parallel to Weston Road and contains street-related retail uses and office uses above (1906-1930 Weston Road). A large surface parking lot is located to the rear of the apartment building, accessed via Lawrence Avenue West. South of the surface parking lot, fronting Lawrence Avenue West, are the following land uses:

- a 2-storey mixed-use building that is surrounded by surface parking areas (2070-2080 Lawrence Avenue West);
- an 8- to 11-storey apartment building with street-related retail units occupied by medical offices and take-out restaurants (2088 Lawrence Avenue West);
- a 2-storey multi-unit mixed-use building (2100 Lawrence Avenue West); and
- five 2- and 3-storey detached residential dwellings that extend to Little Avenue (2106-2114 Lawrence Avenue West).

The balance of the block is occupied by:

- several low-rise residential dwellings fronting Little Avenue (3-35 Little Avenue);
- several 2-storey commercial main street type buildings fronting Weston Road (1936-1952 Weston Road). The 2-storey commercial building at 1940 Weston Road is a listed heritage property on the City's Heritage Register, as it is a former Canadian Bank of Commerce building constructed in 1919;
- a large, one-storey Dollarama Store and surface parking lot fronting Weston Road (1956-1966 Weston Road); and
- a mix of one-to 2-storey house-form and main street commercial buildings occupied by a mix of retail and personal service uses at grade (1970-1986 Weston Road).



13-storey apartment building at 1906-1930 Weston Road, looking southeast from Weston Road



2-storey building at listed heritage property at 1940 Weston Road, looking south from John Street

On July 19, 2022, City Council approved an Official Plan and Zoning By-law Amendment application on the 1956-1986 Weston Road lands. The approved applications permit the redevelopment of the lands with a mixed-use development consisting of two tall buildings with heights of 29 and 35 storeys, respectively (102.2 and 120.2 metres, including mechanical penthouse), connected by an 8-storey base building (28.8 metres) fronting Weston Road. The approved base building has a 2- to 3-storey streetwall that includes the retention of the existing heritage buildings at 1974-1978, 1984-1986 Weston Road and 3 Little Avenue. The development will contain a total gross floor area of 55,751 square metres, of which 3,674 square metres would be dedicated to commercial uses on the ground and second floor, and a total of 733 residential units. The total approved density is 9.17 FSI.

To the immediate **west** of the subject site is a 30-storey, 370-unit rental apartment building (107.5 metres including mechanical penthouse), known as "West 22" (18-28 John Street). Completed in 2019, the building features a 5-storey (16.5 metre) podium along John Street, stepping up to a 7-storey (26.0 metre) base element and then the 30-storey tower element. The 7-storey element is stepped back above the height of the 5-storey streetwall along John Street by approximately 17.5 metres, with the 30-storey tower element providing an additional 16.1 metre setback. As a result, the West 22 tower is set back approximately 33.5 metres from John Street. At grade, the building is occupied by residential uses, including 7 at-grade townhouses facing John Street. West 22 also includes several landscaping improvements, including a 1,200 square metre outdoor community open space on the north side of the lands, which is used for the Weston Farmers' Market and public open space.



5-storey podium of West 22 Building, looking north from John Street



30-storey West 22 Building, looking northeast

As part of the development, the West 22 building has an overhead pedestrian connection at the fourth storey to the adjacent 30-storey slab-style apartment building to the west (29-39 King Street and 34 John Street). The 30-storey building, known as the "Residence at Weston", has a large 4-storey base building with frontage on King Street and is occupied by a mix of retail, service commercial, office, self-storage and above-grade parking uses. The northeastern portion of the 4-storey podium, facing towards the community open space area and John Street, is occupied by "Artscape Weston Common" (34 John Street), a 794 square metre Community Cultural Hub that contains 26 affordable artist live/work units.

South of the West 22 building is a linear surface parking lot. The parking lot extends westward from John Street and runs parallel to the abutting Pantelis Kalamaris Lane, which connects John Street and Elsmere Avenue. Adjacent to the public lane are two 2-storey mixed-use buildings occupied by a non-for-profit organization and a law office, and a commercial store and the Weston Village BIA offices (2-4 and 6-8 John Street). A private driveway separates 2 and 4 John Street from a single-storey commercial building located at the northwest corner of John Street and Weston Road, which is currently occupied by a take-out restaurant (1939 Weston Road).



30-storey Residence at Weston building, looking west



Single-storey commercial building at 1939 Weston Road, looking northwest from Weston Road



Artscape Weston Common building at 34 John Street, looking west from John Street

Abutting 1939 Weston Road, fronting the north side of Weston Road, are several 2-storey mixed-use buildings (1941-1971 Weston Road), a single-storey commercial building occupied by a take-out restaurant (1975 Weston Road), and a multi-unit commercial building, which is located at the northeast corner of Weston Road and Elsmere Avenue (1979 Weston Road). The above-mentioned properties all have rear access off Pantelis Kalamaris Lane.

Further west, between Elsmere Avenue and King Street, is a single-storey commercial building occupied by a Shopper's Drug Mart (1995 Weston Road; located at the northwest corner of Weston Road and Elsmere Avenue) and a former 2-storey place of worship building that is occupied by the Weston King Neighbourhood Centre ("WKNC") (2017 Weston Road; located at northeast corner of Weston Road and King Street). The WKNC is a non-profit community centre that provides essential services and support to vulnerable and marginalized individuals. North of the WKNC is a 12-storey slab-style retirement home building that is oriented parallel to King Street and is known as the Central King Seniors Residence (15 King Street).



Single-storey commercial building at 1995 Weston Road, looking northwest from Weston Road



12-storey Central King Seniors Residence building at 15 King Street, looking southeast from King Street



2-storey commercial buildings at 1953-1971 Weston Road, looking northwest from Weston Road

2.4 Transportation Context

Road Network

The subject site has frontage on John Street and South Station Street.

John Street is classified as a two-way Collector road by the City's Road Classification System. The road extends from Weston Road to east of Jane Street but does not provide vehicular access across the Metrolinx GO Rail Corridor. As part of the improved transit service and increased frequency of trains along the corridor, it was determined that it was no longer possible to safely maintain at-grade crossings of the rail lines near Weston GO Station. As a result, the at-grade crossing at John Street was closed to motor vehicles, but a new pedestrian bridge was constructed in 2016 to provide a pedestrian connection over the tracks.

Adjacent to the site, John Street has an existing right-of-way width of approximately 14.6 metres. John Street contains two vehicular lanes, one per direction, plus wide sidewalks on both sides of the street. In the vicinity of the subject site, on-street parking is prohibited at all times of day.

South Station Street is classified as a two-way Local road between by the City's Road Classification System. The road extends from Lawrence Avenue West to John Street. Adjacent to the site, South Station Street has an existing right-of-way width of approximately 15.3 metres. South Station Street contains two vehicular lanes, one per direction, plus sidewalks on both sides of the street. In the vicinity of the subject site, paid parking is in effect on both sides of the street between 8:00 a.m. and 6:00 p.m. from Monday to Saturday.

On the west side of King Street, from south to north, is a 2-storey designated heritage building occupied by the Toronto Public Library – Weston Branch (2 King Street). Adjacent to the library branch is the H.J. Alexander Community School, a 3-storey public primary school which contains outdoor play areas in its north and south side yards, as well as an outdoor sports field in its west rear yard.

North of George Street, along the west side of King Street, are two 2-storey apartment buildings (36 and 38 King Street) and a surface parking lot, which serves the adjacent 3-storey elementary school located to the west. The elementary school, which fronts onto George Street, is known as the St. John the Evangelist School, which serves Kindergarten to Grade 8, and is operated by the Toronto Catholic District School Board ("TCDSB") (23 George Street). The school features an outdoor play area to the rear (north) abutting the Metrolinx GO Rail Corridor.

To the west of the elementary school is a 2-storey church known as the St. John the Evangelist Roman Catholic Church (45 George Street), followed by a 3-storey detached dwelling that is associated with the adjacent church (49 George Street) and a 3-storey detached dwelling that has been split into apartment units, which is located at the northeast corner of George Street and Fern Avenue (57 and 57A George Street).



St. John the Evangelist School at 23 George Street, looking north from George Street

Public Transportation Network

From a public transit perspective, the subject site has excellent access to existing and planned higher-order transit and surface transit services (see **Figure 5**).

The Weston GO Station, which was relocated from its previous location on the north side of Lawrence Avenue West in 2013, is located approximately 215 metres southeast of the subject site, within 260 metres walking distance or a 3- to 4-minute walk. The Weston GO Station is served by the Kitchener GO Rail Line UP Express Line. The Kitchener GO Rail Line operates in both directions during weekdays and on weekends. Service levels on the Kitchener line were increased in late 2016 as part of the Metrolinx Regional Express Rail ("RER") expansion and infrastructure improvements made through the Georgetown South Project. Future service improvements, including electrification and 15-minute all-day service, will continue to improve the connection between Kitchener and Downtown Toronto.

The Weston GO Station is also served by the UP Express Line. The UP Express Line began operation in 2015 and operates between Union Station and Pearson International Airport on 15 minute headways every day of the week between 5:30 AM and 11:00 PM. Originally envisioned a premium service for business travellers, fares on the UP Express Line were reduced in early 2016 to align with the GO train commuter service. As a result of this change, the UP Express Line operates as a convenient commuter transit option for residents within proximity of the Weston GO Station.

In addition to Weston GO Station, the subject site is also located within immediate walking distance of TTC stops 16058 (northbound), 16057 (southbound), 5415 (westbound) and 5414 (eastbound), all of which are located near the intersection of Weston Road and Lawrence Avenue West. The following surface transit routes are accessible from the site:

- **Route 52 (Lawrence West):** This route operates between Lawrence Station on the TTC's Line 1 Yonge-University subway and the area of The Westway and Martin Grove Road, Pearson International Airport and Westwood Mall, generally in an east-west direction. It also serves the Lawrence West Station on the Line 1 (Yonge-University) subway. Service between Lawrence Station and Pearson Airport is part of the 10-Minute Network, which provides 10-minute or better service from 6 a.m. to 1 a.m. Monday to Saturday and operates from 8 a.m. to 1 a.m. on Sundays. The nearest stop for Route 52 is located at the intersection of Weston Road and Lawrence Avenue West, approximately 95 metres southeast of the subject site.
- **Route 79 (Scarlett Road):** This route operates between Runnymede Station on the TTC's Line 2 Bloor-Danforth subway and the area of Lawrence Avenue West and Jane Street, generally in a north-south direction. The nearest stop for Route 79 is at the intersection of Weston Road and Lawrence Avenue, approximately 95 metres southeast of the subject site.
- **Route 89 (Weston):** This route operates between Keele Station on the TTC's Bloor-Danforth Subway line and the area of Weston Road and Albion Road, generally in a north-south direction. This route is part of the 10-Minute Network, which provides 10-minute or better service from 6 a.m. to 1 a.m. Monday to Saturday and operates from 8 a.m. to 1 a.m. on Sundays. The nearest stop for Route 89 is at the intersection of Weston Road and Lawrence Avenue, approximately 70 metres south of the subject site.
- **Route 952** is the Lawrence West Blue Night bus, which operates during the overnight period seven days a week along Lawrence Avenue West between Sunnybrook Hospital and Pearson International Airport. The route provides 30-minute or better service, from approximately 1:30 a.m. to the start of subway service (approximately 6 a.m. on weekdays and Saturdays; 8 a.m. on Sundays). The nearest stop for Route 352 is at the intersection of Weston Road and Lawrence Avenue, approximately 95 metres southeast of the subject site.
- **Route 989** is the Weston Express bus route, which operates between Keele Station on Line 2 Bloor-Danforth and the area of Weston Road and Steeles Avenue West, generally in a north-south direction. The routes operate during peak periods from Monday to Friday only. The nearest stop for Route 989 is at the intersection of Weston Road and Lawrence Avenue, approximately 70 metres south of the subject site.

The subject site is also located approximately 2.8 kilometres northwest of the Mount Dennis Station on the Eglinton Crosstown LRT line. In addition to the Eglinton Crosstown LRT line, Mount Dennis Station, which is currently under construction, will also provide connections along the Kitchener GO Rail Line and UP Express Line, meaning that commuters on these lines boarding at Weston GO Station will also be able to connect to the Eglinton Crosstown LRT line.

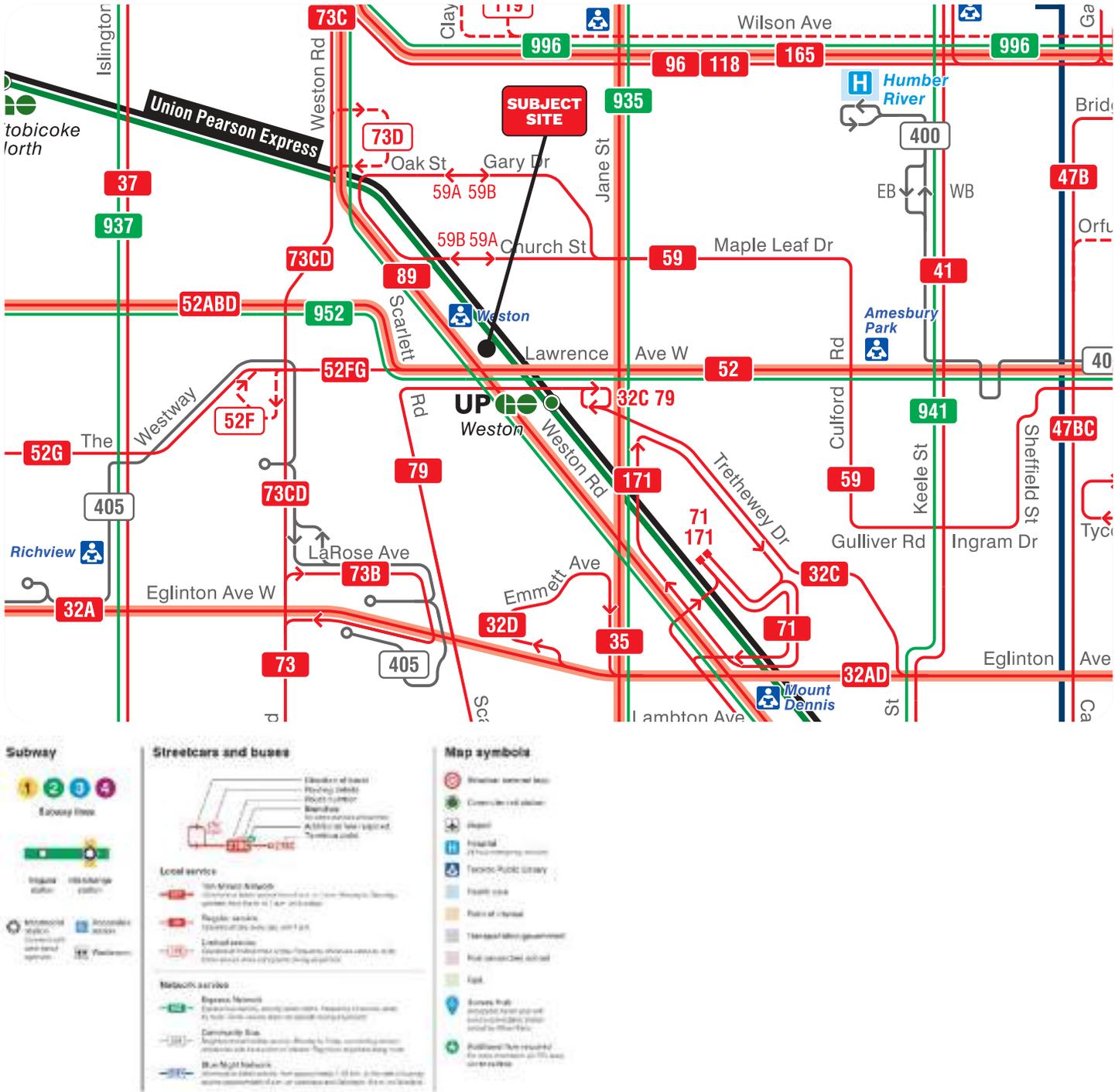


Figure 5 - TTC Transit Map

The Eglinton Crosstown LRT is a 19-kilometre, 25-stop light rail line that will operate between the Mount Dennis station in the west and the Kennedy station in the east and will connect to the Eglinton and Eglinton West TTC subway stations along Line 1 (Yonge-University) as well as several GO Transit routes. Approximately 10 kilometres of line will be tunneled underground between Keele Street and Brentcliffe Road; beyond Brentcliffe Road, the LRT will continue east to the Kennedy subway station within an at-grade right-of-way separated from traffic.

Funded by the Provincial government through Metrolinx, the Eglinton-Crosstown LRT is a key part of a 10-year investment of \$8.4 billion to enhance transit in Toronto. The LRT is scheduled to be completed in 2023.



Figure 6 - Kitchener GO Rail Line Map



Proposal

3.1 Description of the Proposal

The proposal involves the comprehensive redevelopment of the subject site with a 40-storey residential/mixed-use building, containing a mix of community, daycare and retail commercial uses at grade and residential uses above.

The proposed building will be configured with a stepped 8-storey (28.1 metre) base building and a 32-storey tower element, which will have a total height of 124.1 metres to the top of the roof and 130.1 metres to the top of the mechanical penthouse. The building will contain a total of 458 residential units, 35,188 square metres of residential GFA and 1,680 square metres of non-residential GFA consisting of community, daycare and retail commercial space. Overall, the resulting density is 9.70 FSI.

A total of 154 vehicle parking spaces are proposed, consisting of 128 residential occupant spaces and 26 residential visitor spaces. In addition, a total of 344 bicycle parking spaces are proposed, consisting of 320 "long-term" spaces and 24 "short-term" spaces. Two loading spaces are proposed, consisting of 1 Type "G" and 1 Type "C" loading space.

Base Building (Levels 1-8)

The proposal includes an 8-storey (28.1 metre) base building that frames South Station Street in an east-west orientation and John Street in a north-south orientation. The base building will consist of a highly articulated building mass featuring a series of wrapping, corner setbacks as it increases in height and transitions into the tower element above.

Along South Station Street, the base building will be situated on the site in a staggered format, with the building stepping back from the South Station Street property line as it angles inwards towards the site. The result is a non-linear streetwall that provides a varying front yard setback of approximately 3.0 to 6.0 metres, comprised of a series of small forecourts along the frontage. The 3.0 to 6.0 metre front yard setback will provide for a total building face to curb setback of approximately 5.5 to 8.5 metres. At grade, within the building face to curb setback, the pedestrian boulevard will be provided with a minimum 2.1 metre wide pedestrian clearway, in addition to new tree planting, raised planter beds, bicycle parking rings and seating areas, including tiered concrete platforms at the corner with John Street.

To the west along John Street, the base building will front John Street in a linear format and will provide a minimum 3.0 metre setback from the John Street lot line, increasing to approximately 4.0 metres within 12.2 metres of the corner with South Station Street. The above-noted setback will result in a total building face to curb setback of approximately 6.5 to 7.5 metres along John Street. Within the building face to curb setback, the pedestrian boulevard will be treated with a minimum 2.1 metre wide pedestrian clearway, in addition to new tree planting and raised planter beds featuring concrete seating walls.

To the south, the base building will provide a minimum 7.0 metre setback (10.1 to 12.5 metres at grade) to the rear lot line. The rear yard setback will be used to accommodate the east-west segment of the new private driveway, which will extend in an "L"-shape along the south and east lot lines. Adjacent to the driveway will be a pedestrian walkway and vehicle pick-up / drop-off area. The base building will cantilever approximately 5.5 metres over the rear setback provided at grade, up to a height of approximately 7.0 metres.

To the east, the base building will provide a minimum 11.0 metre setback to the east side lot line. The east side yard setback will be used to accommodate the north-south segment of the new private driveway, in addition to a 3.0 metre wide pedestrian walkway extending along the east face of the proposed building at grade.

The base building is articulated with several setbacks, including:

Level 2

- a 5.5 to 16.5 metre setback (viewed from east to west) from the rear (south) lot line;
- a partial 3.5 to 27.9 metre setback (viewed from north to south) from John Street, at the southwest corner of the building;
- a partial 2.5 metre step-back from the east side lot line at the southeast corner of the building;

Level 5

- an "L"-shaped wrapping setback at the northwest corner of the building. The setback has a dimension of approximately 6.1 metres deep by 16.2 metres wide along South Station Street and approximately 3.5 metres deep by 24.9 metres wide along John Street;

Level 6

- beside the above-noted stepback at Level 5, a further stepback with a dimension of 3.1 metres deep by 6.1 metres wide is provided along South Station Street. The eastern half of the stepback will provide an inset along the building main wall, and will have a depth of 6.1 metres;

Level 7

- a large, wrapping stepback at the northwest corner of the building. The stepback will have a dimension of approximately 3.1 metres deep by 18.3 metres wide along South Station Street and approximately 12.2 metres deep by 20.9 metres wide along John Street;
- beside the above-noted stepback at Level 6, a further stepback with a dimension of 3.1 metres deep by 6.1 metres wide is provided along South Station Street. The eastern half of the stepback will provide an inset along the building main wall, and will have a depth of 6.1 metres;

Level 8

- beside the above-noted stepback at Level 7, a further stepback with a dimension of 3.1 metres deep by 6.1 metres wide is provided along South Station Street. The eastern half of the stepback will provide an inset along the building main wall, and will have a depth of 6.1 metres.

The above-noted stepping results in a highly articulated base building mass. In this regard, the base building will provide a 4-storey (16.1 metre) height at the intersection of South Station Street and John Street, gradually stepping up to a maximum of 8 storeys (28.1 metres) as the building extends eastward away from John Street. Along John Street to the west, the aforementioned massing results in a one- to 4-storey (7.0 to 16.1 metre) streetwall height, decreasing in height with increasing distance away from the intersection. To the south and east, the base building will provide a one-storey (7.1 metres) condition, stepping up to 8 storeys (28.1 metres).

The ground floor (including mezzanine) is proposed to have a floor-to-ceiling height of approximately 7.1 metres. In terms of uses, the John Street frontage will be entirely occupied by a proposed community centre use, which will extend to the corner with South Station Street. Turning the corner, from west to east, the South Station Street frontage will be occupied by a daycare centre, a retail commercial unit and the residential lobby, which will also act as a co-working lounge indoor amenity space. Internal areas on the ground floor are proposed to contain the underground parking ramp, internal loading

area, a series of servicing, moving and waste storage rooms, mail and parcel rooms, as well as the central elevator lobby and building access stair.

Above the ground floor and mezzanine level, the west side of Level 2 will consist of the second floor portion of the proposed daycare use. The second floor portion of the daycare will consist of a 674 square metre space at the northwest corner of the floor, in addition to a 275 square metre outdoor amenity terrace, located on the roof of the ground floor at the southwest corner of the building. The remaining areas on Level 2 will consist of 5 residential units facing north towards South Station Street, in addition to an indoor amenity room on the south side of the floor. The indoor amenity room will open out onto a contiguous south-facing outdoor amenity terrace on the roof of the ground floor. The aforementioned uses will flank the internal corridor, stairwell and elevator areas.

Levels 3 and 4 will each feature 21 residential units flanking the internal corridor, stairwell and elevator areas. Nine units will have primary windows facing north, four will have primary windows facing west, nine will have primary windows facing south and three will have primary windows facing west.

Level 5 will contain 20 units around the perimeter of the building, nine of which will have primary windows facing north, four of which will have primary windows facing east, nine of which will have primary windows facing south and two of which will have primary windows facing west. Similarly, Level 6 will contain 19 units, eight of which will have primary windows facing north, four of which will have primary windows facing east, eight of which will have primary windows facing south and two of which will have primary windows facing west.

Level 7 will contain a west-facing indoor amenity room, which will adjoin a west-facing outdoor amenity terrace on the roof of Level 6 below. The remaining area of Level 7 will be occupied by 11 units flanking the internal corridor, stairwell and elevator areas. Four of the units will have primary windows facing north, four units will have primary windows facing east, and five units will have primary windows facing south.

Level 8 will contain a total of 13 units, four of which will have primary windows facing north, four units will have primary windows facing east, seven units will have primary windows facing south and two units will have primary windows facing west.

Given the proposed stepping of the base building, several of the north-facing units on Levels 5 to 8 will be provided with north-facing terraces.

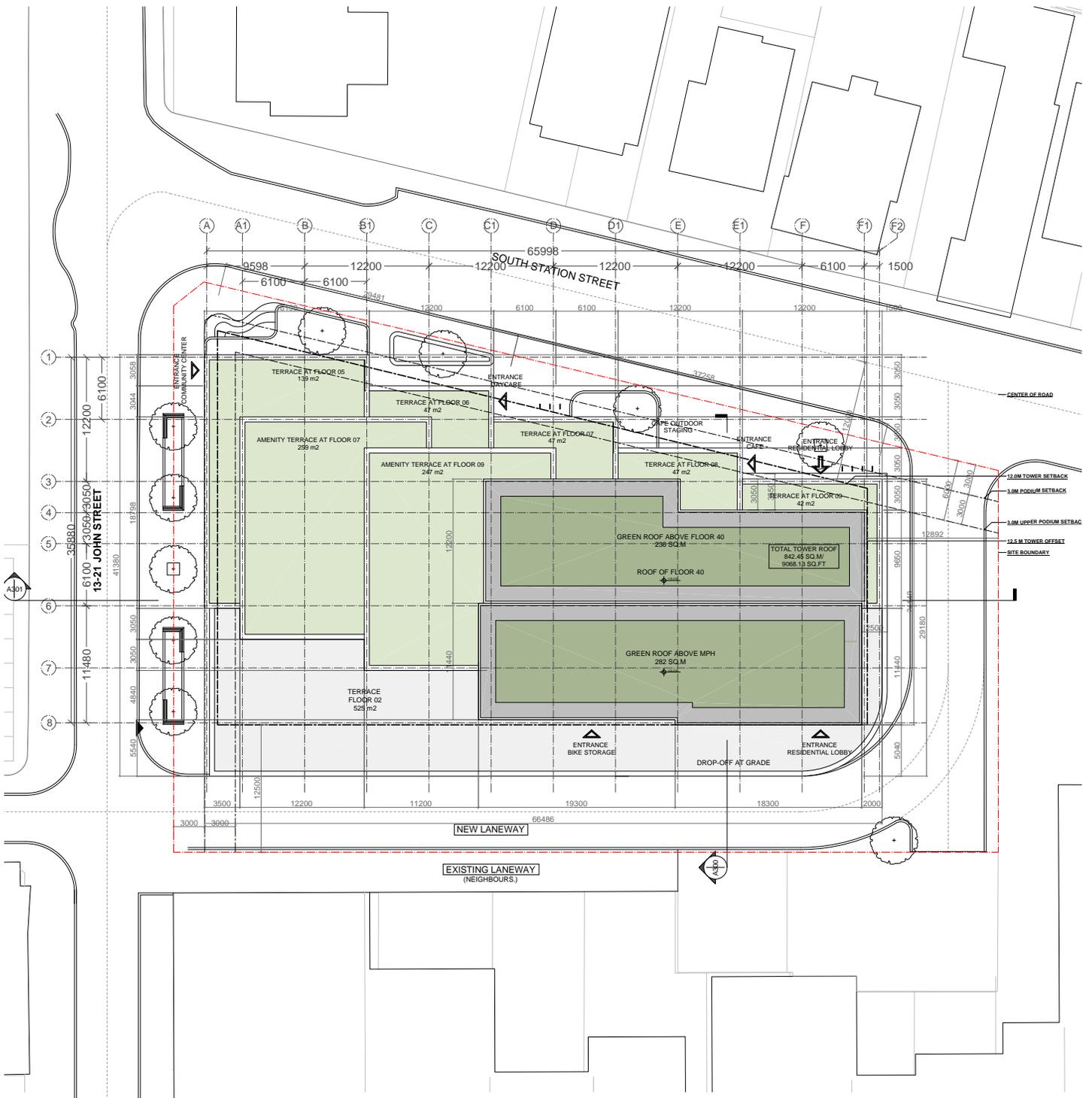


Figure 7 - Roof Plan (Prepared by 3XN USA LLC)

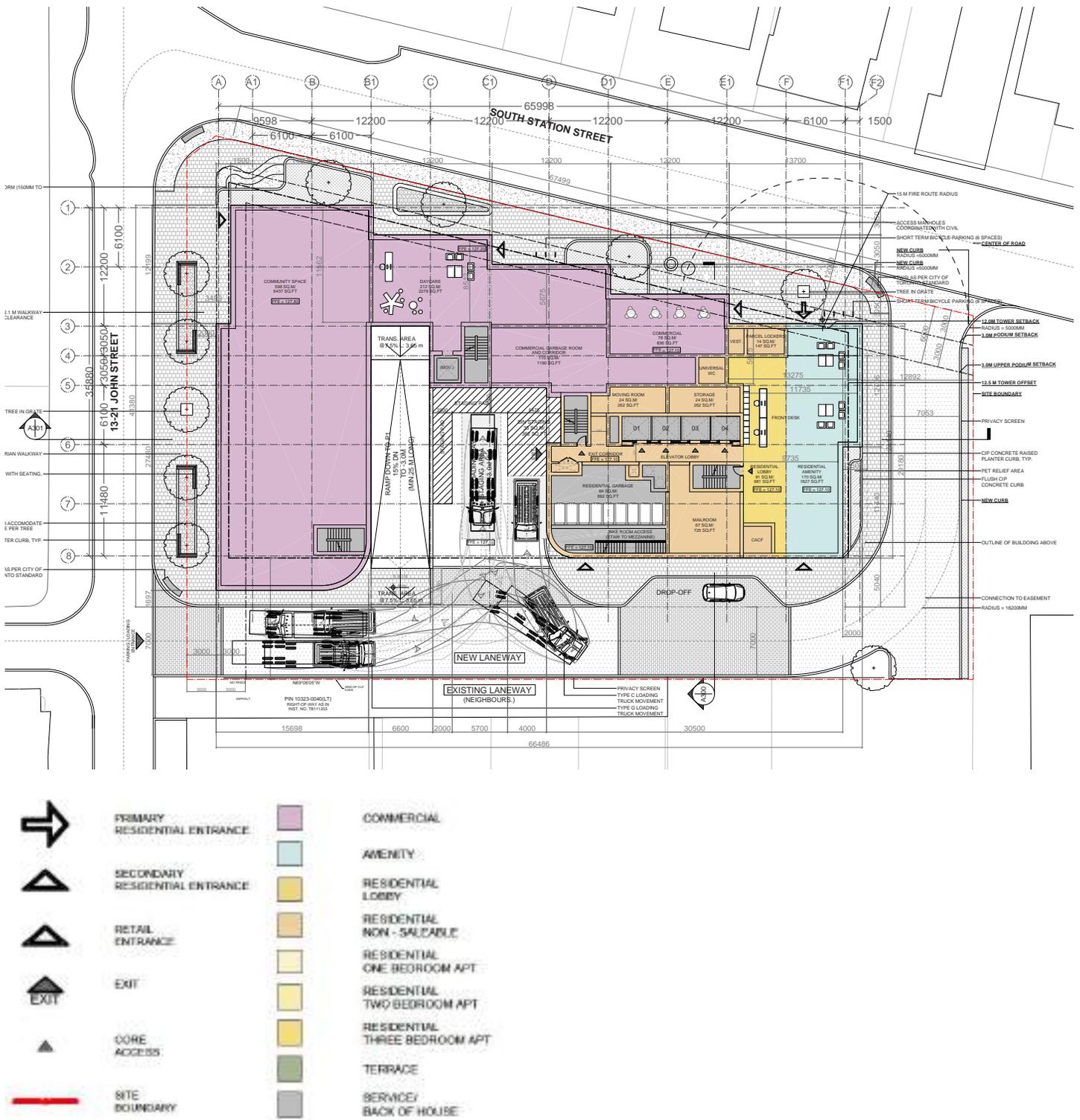


Figure 8 - Ground Floor Plan (Prepared by 3XN USA LLC)

Tower (Levels 9-40)

The tower element is sited southeasterly on top of the base building to allow for appropriate setbacks and separation distances from South Station Street to the north, John Street to the west and the adjacent properties to the south and east. Further, the tower will be expressed as a rectangular building mass that is articulated with a series of stepbacks and shifting main walls to differentiate the tower form from the base building below.

Above the 8-storey base building, the tower element provides an additional 3.1 metre front stepback along South Station Street. Given that the tower has been situated squarely on the subject site and does not run parallel to the angle of South Station Street, this results in a total tower setback of approximately 6.1 to 12.2 metres from the South Station right-of-way, increasing in distance from east to west.

To the west, the tower element will provide an 11.2 metre stepback above the height of the base building, resulting in a total tower setback of 29.9 metres to the lot line along John Street.

To the south (rear), the tower will match the Level 3 to 8 condition of the southeast corner of the base building element. As a result, the tower will provide a minimum 12.5 metre setback to the rear lot line.

To the east, the northeast corner of the tower will partially step back by 1.5 metres above the height of the base building. Overall, the east face of the tower will be set back by a minimum of 12.5 metres from the east side lot line.

Levels 9 to 40 will have a floor plate of approximately 843 square metres gross construction area ("GCA"). The rectilinear floor plate will be oriented east-west, with a width of 37.6 metres and a depth (north-south) of 24.2 metres. The tower will feature a semi-irregular design, with a small shift in the massing along each façade. Level 9 will contain a west-facing indoor amenity room, connected to a west-facing outdoor amenity terrace on the roof of Level 8, below. Level 9 will also contain seven residential units around the north, east and south sides of the tower. Levels 10 to 40 will each contain 11 units, all of which flank a centrally located internal corridor, stairwell and elevator core.

Above Level 40, the tower will also include an integrated mechanical penthouse. The mechanical penthouse will have a height of 6.0 metres and will be stepped back from the face of the tower below by 12.2 metres to the north.

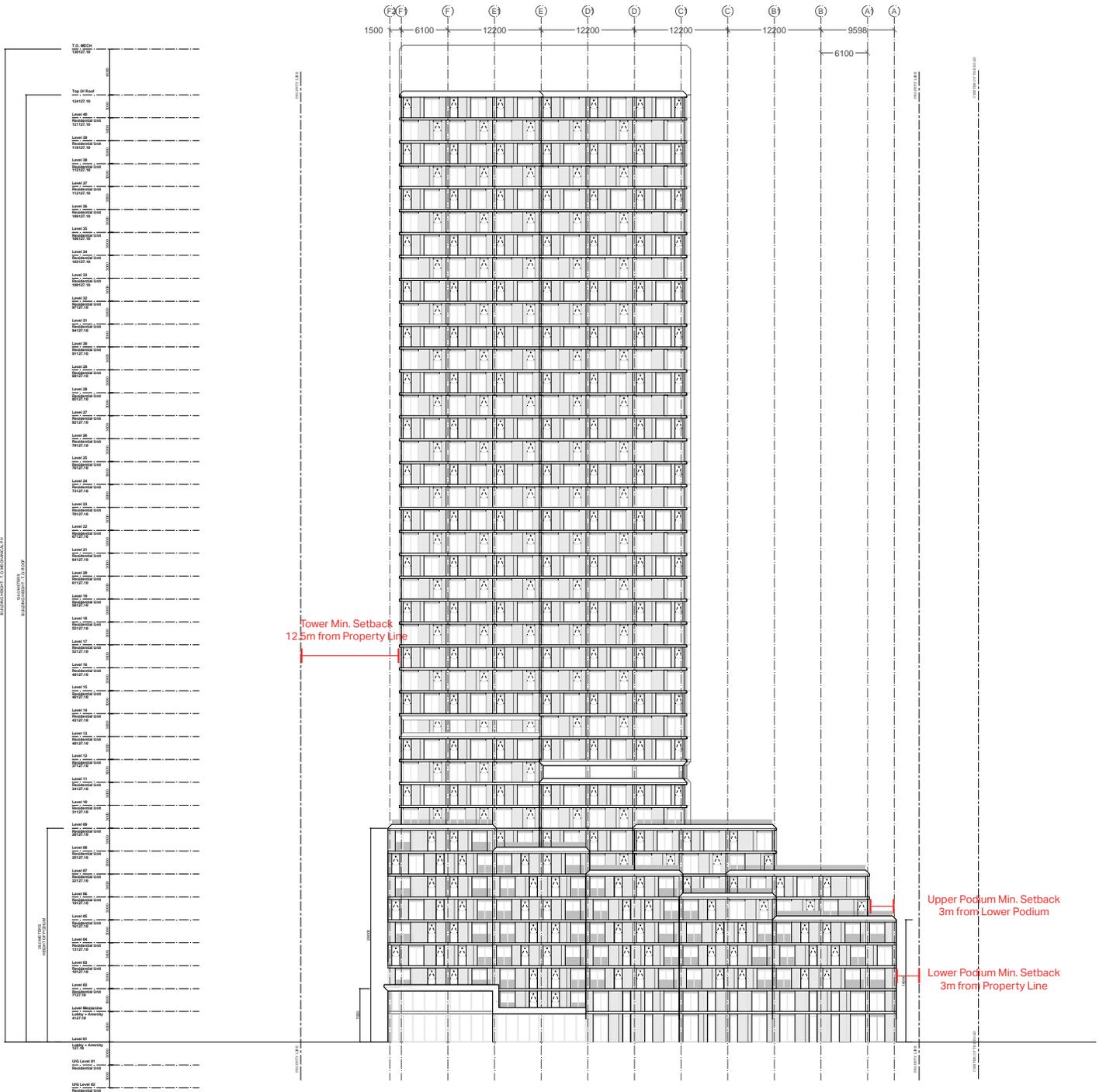


Figure 9 - North Elevation (Prepared by 3XN USA LLC)

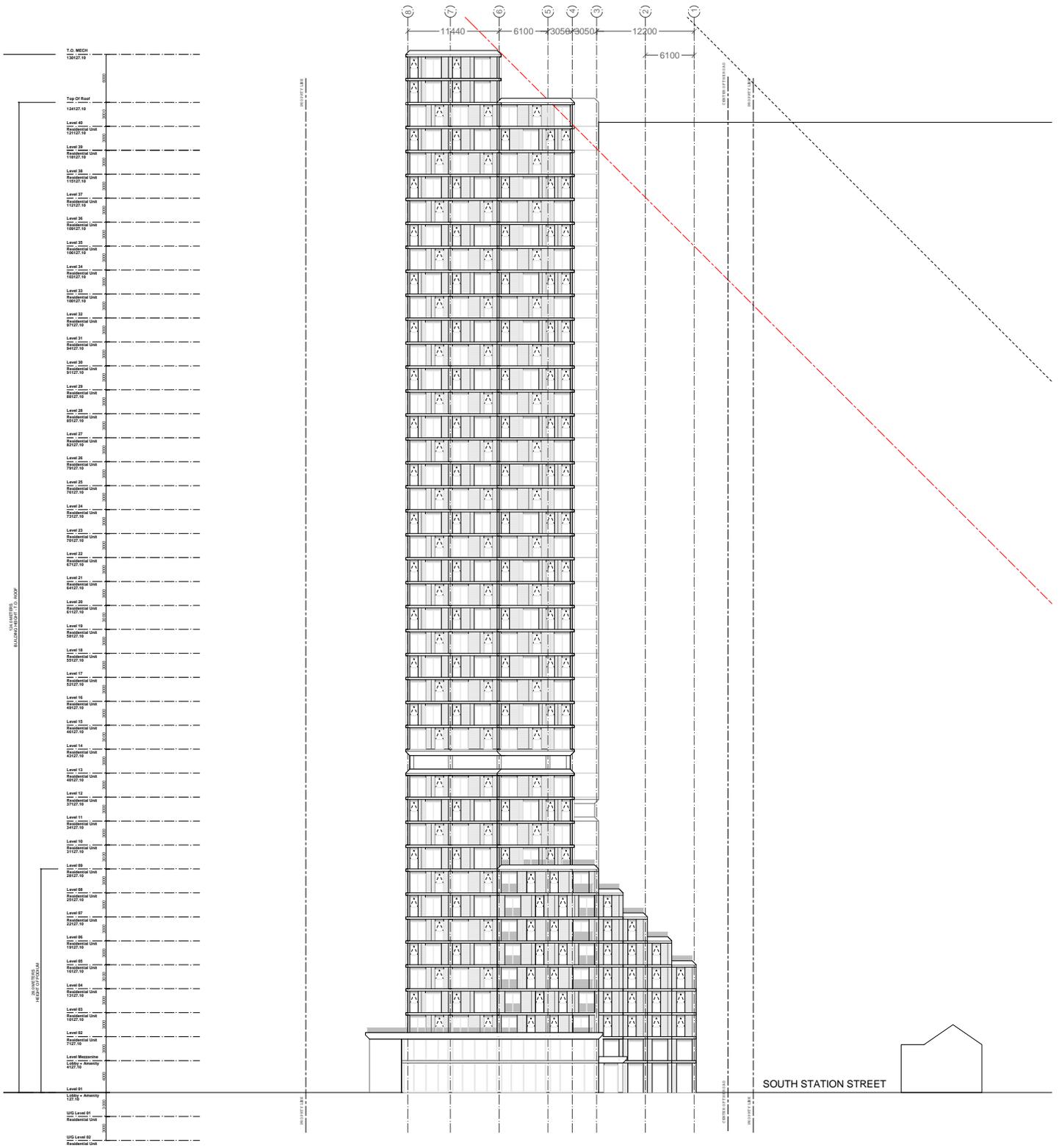


Figure 10 - East Elevation (Prepared by 3XN USA LLC)

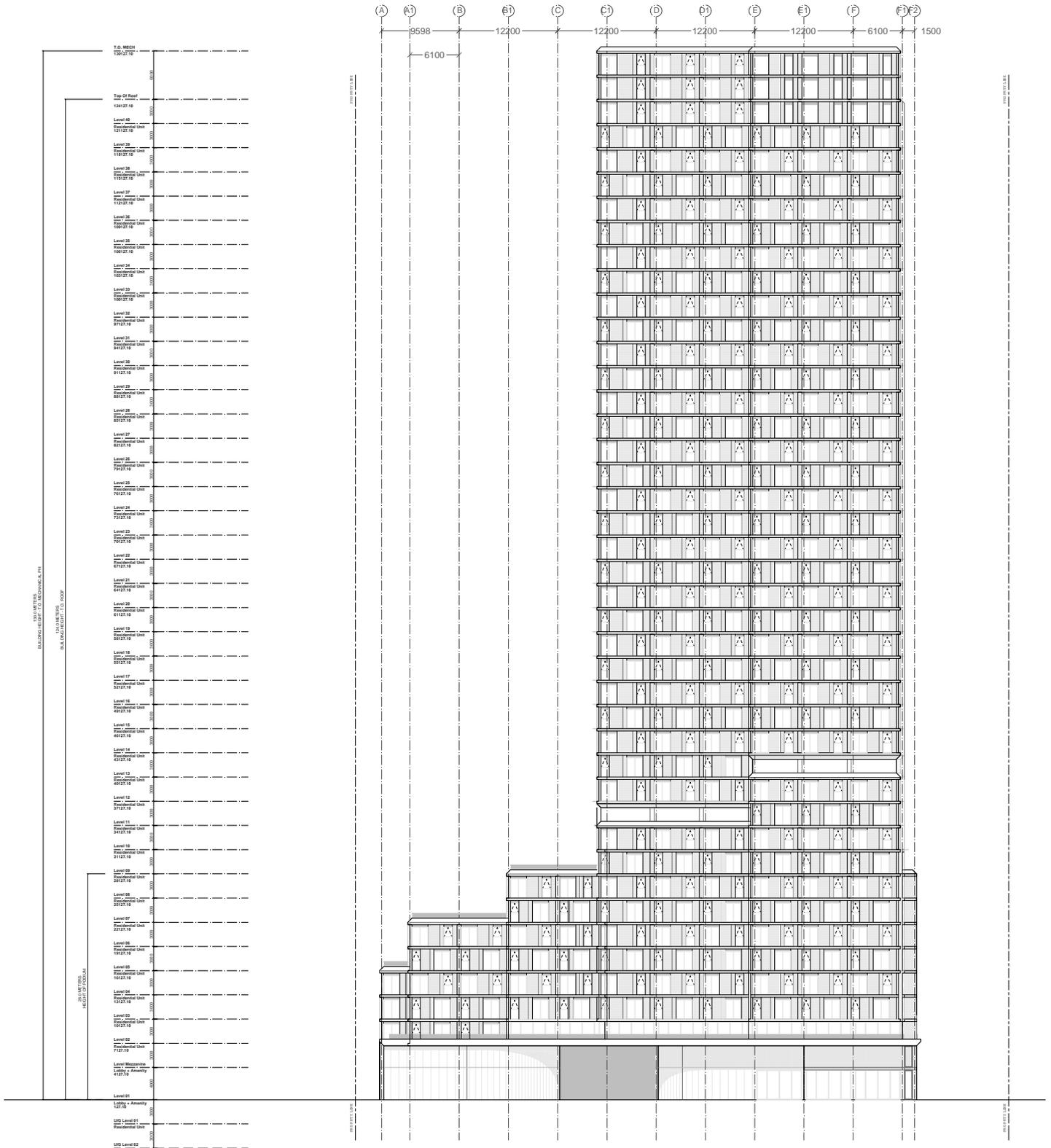


Figure 11 - South Elevation (Prepared by 3XN USA LLC)

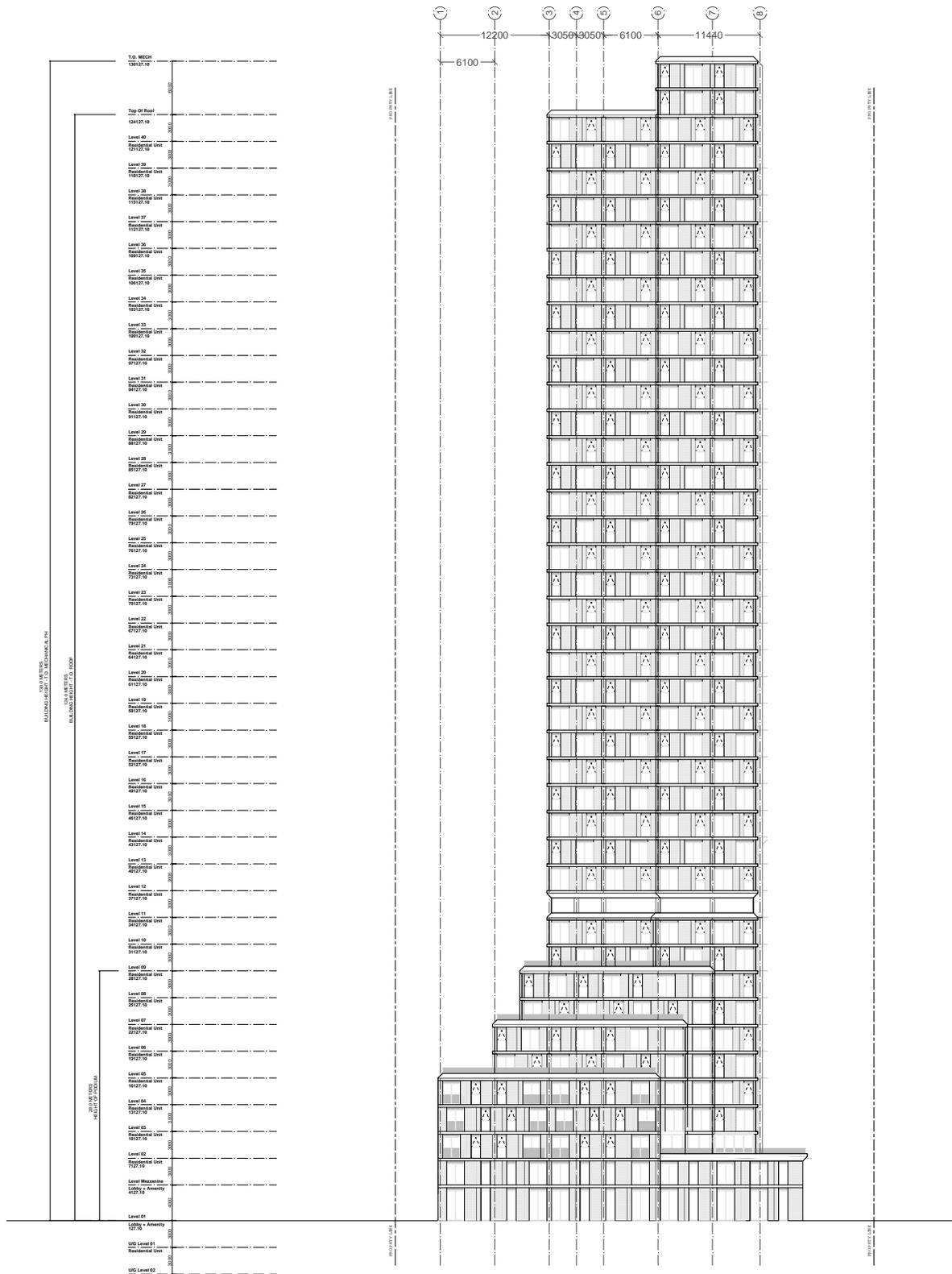


Figure 12 - West Elevation (Prepared by 3XN USA LLC)

Unit Distribution and Amenity Space

A total of 458 residential dwelling units are proposed, comprised of 31 studio units (7%), 197 one-bedroom units (43%), 185 two-bedroom units (40%) and 45 three-bedroom units (10%).

In terms of residential amenity space, a total of approximately 1,235.8 square metres of indoor amenity space will be provided, resulting in a ratio of 2.70 square metres of indoor amenity space per dwelling unit. The proposed indoor amenity space will consist of a 170 square metre co-working and lounge space at grade; a south-facing 508 square metre amenity room on Level 2; a west-facing 291 square metre fitness room on Level 7; and west-facing amenity room on Level 9 totaling 268 square metres.

Additionally, a total of approximately 803.9 square metres of outdoor amenity space will be provided, resulting in a ratio of 1.70 square metres per dwelling unit. The proposed outdoor amenity space will consist of a south-facing 263 square metre terrace on Level 2; a west-facing 266 square metre terrace on Level 7; and a west-facing 274 square metre terrace on Level 9. The outdoor amenity terraces will all be directly accessible from the contiguous indoor amenity rooms noted above.

In addition to residential amenity space, a 275 square metre outdoor amenity terrace will be provided as part of the proposed daycare centre. The daycare amenity terrace will be provided on the roof of the ground floor, at the southwest corner of the building.

Access, Parking and Loading

Vehicle and loading access to the proposed building is intended to be provided through a two-way, 6.0 metre wide "L"-shaped private driveway which will extend along the south and east extents of the site. In particular, the private driveway will extend from John Street, at the southeast corner of the site, in an east-west direction. It will then turn northward, and traverse along the east side lot line in a north-south direction to South Station Street. Pedestrian access to the building is intended to be provided directly from the South Station Street and John Street sidewalks.

The above-noted driveway will provide vehicle access to a south-facing underground parking garage ramp. Overall, a total of 154 parking spaces are proposed within two levels of underground parking, consisting of 128 residential occupant parking spaces (51 located on the P1 Level and 77 located on the P2 Level), in addition to 26 residential visitor parking spaces located on the P1 Level. The proposal does not contemplate any parking spaces for the proposed non-residential uses.

The driveway will also provide access between South Station Street and the rear yards of the properties located at 1911-1919 Weston Road.

Adjacent to the underground parking ramp will be an internal loading, servicing and staging area, also accessed via the private driveway. The loading, servicing and staging area will be completely screened from the public view and will accommodate 1 Type "G" loading space (4.0 metres in width, 11.0 metres in length and 6.1 metres in height) and 1 Type "C" loading space (3.5 metres in width, 6.0 metres in length and 3.0 metres in height). The proposed loading spaces will be located adjacent to several staging and waste storage rooms.

Bicycle parking is intended to be located on the P1 Level and the Mezzanine Level. In particular, the proposed building will provide a total of 344 bicycle parking spaces, comprised of 24 "short-term" spaces and 320 "long-term" spaces. The proposed "long-term" spaces will be located within rooms on the Mezzanine Level and the P1 Level, while the proposed "short-term" spaces will be located exclusively on the P1 Level.

3.2 Key Statistics

Below is a summary of the key proposal statistics:

Table 2 - Key Statistics

Standard	Proposed
Site Area	3,805 square metres
Building Height	
Storeys	40 storeys
Metres (Top of Tower Roof)	124.1 metres
Metres (Top of MPH)	130.1 metres
Gross Floor Area	
Residential GFA	35,188 square metres
Non-residential GFA	1,680 square metres
Total Gross Floor Area	36,908 square metres
Density	9.70 FSI
Dwelling Units	
Studio	31 (7%)
One-bedroom	197 (43%)
Two-bedroom	185 (40%)
Three-bedroom	45 (10%)
Total Units	458 (100%)
Residential Amenity Space	
Indoor Amenity Space	1,235.8 sq. m. (2.70 sq. m. / unit)
Outdoor Amenity Space	803.9 sq. m. (1.70 sq. m. / unit)
Total Amenity Space	2,039.8 sq. m. (4.40 sq. m. / unit)
Vehicular Parking	
Residential Occupant	128 spaces
Residential Visitor	26 spaces
Total Vehicle Parking	154 spaces
Bicycle Parking	
Residential "Long-Term"	320 spaces
Residential "Short-Term"	24 spaces
Total Bicycle Parking	344 spaces
Loading	1 Type "G" space 1 Type "C" space

3.3 Required Approvals

In our opinion, the proposed development conforms with the applicable *Mixed Use Areas* designation in the Official Plan. However, an Official Plan Amendment is required to permit the proposed development, given that the applicable Site and Area Specific Policy ("SASP 45") specifies a maximum building height of 8 storeys (24 metres) for the subject site in addition to a maximum streetwall height of 3 storeys (9.0 metres) along John Street. The draft Official Plan Amendment proposes to introduce a new Site and Area Specific Policy for the site to permit the proposed building height of 40 storeys (130.1 metres including mechanical penthouse) and streetwall height of 4 storeys (16.1 metres) along John Street.

In addition, the proposal also requires an amendment to the City-wide Zoning By-law 569-2013, as amended, to increase the permitted height and density, as well as to revise other development regulations as necessary to accommodate the proposal.



Figure 13 - Rendering, view facing northeast from John Street (Prepared by 3XN USA LLC)



Figure 14 - Rendering, view facing west from South Station Street (Prepared by 3XN USA LLC)



Policy & Regulatory Context

4.1 Overview

As set out below, the proposed redevelopment is supportive of policy directions set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Metrolinx Regional Transportation Plan and the City of Toronto Official Plan. The policy direction of each of these documents promote a range of housing options, as well as the optimization and efficient use of land and infrastructure within built-up areas, particularly in areas that are well served by municipal infrastructure, including higher-order public transit.

4.2 Provincial Policy Statement

On February 28, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Policy Statement, 2020, which came into effect on May 1, 2020 (the "2020 PPS").

The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the Planning Act, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 4.2 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

Part IV of the PPS sets out the Province's vision for Ontario, and promotes the wise management of land use change and efficient development patterns:

"Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region."

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, Part V of the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs; and ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs. In this regard, "public service facilities" are defined as "land, buildings and structures for the provision of programs and services provided or subsidized by a government or other body, such as social assistance, recreation, police and fire protection, health and educational programs, long-term care services, and cultural services".

Policy 1.1.3.2 supports densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and which are transit-supportive, where transit is planned, exists or may be developed. Policy 1.1.3.3 directs planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities.

In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents by, among other matters, permitting and facilitating all types of housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities.

With respect to public spaces, parks and open space, Policy 1.5.1 sets out that healthy, active communities should be promoted by, among other things, planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; and planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces and open space areas.

The efficient use of infrastructure (particularly transit) is a key element of provincial policy (Section 1.6). Section 1.6.3 states that the use of existing infrastructure and public service facilities should be optimized, before consideration is given to developing new infrastructure and public service facilities. With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported through a number of initiatives including: promoting opportunities for economic development and community investment-readiness; encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and a range of housing options for a diverse workforce; optimizing the use of land, resources, infrastructure and public service facilities; maintaining and enhancing the vitality and viability of downtowns and main streets; and encouraging a sense of place by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and preparing for the impacts of a changing climate through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

While Policy 4.6 provides that the Official Plan is “the most important vehicle for implementation of this Provincial Policy Statement”, it goes on to say that “the policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan”. Accordingly, the above-noted PPS policies continue to be relevant and determinative.

For the reasons set out in Sections 5.1 and 5.2 of this report, it is our opinion that the proposed development and in particular the requested Official Plan Amendment and Zoning By-law Amendment are consistent with the PPS, especially the policies relating to intensification, a mix of land uses and the efficient use of land and infrastructure.

4.3 Growth Plan for the Greater Golden Horseshoe

As of May 16, 2019, the Growth Plan for the Greater Golden Horseshoe, 2017 was replaced by *A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019* (the “2019 Growth Plan”). All decisions made on or after May 16, 2019, in respect of the exercise of any authority that affects a planning matter must conform with the 2019 Growth Plan, subject to any legislative or regulatory provisions providing otherwise. Subsequently, on August 28, 2020, the 2019 Growth Plan was amended by Growth Plan Amendment No. 1.

The Growth Plan provides a framework for implementing the Province’s vision for managing growth across the region to the year 2051 and supports the achievement of complete communities. In accordance with Section 1.2.3, the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

The Guiding Principles which are important for the successful realization of the Growth Plan are set out in Section 1.2.1. Key principles relevant to the proposal include:

- supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
- supporting a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes and ages of households; and
- improving the integration of land use planning with planning and investment in infrastructure and public service facilities.

The Growth Plan encourages the development of complete communities, as described in Section 2.1 of the Plan:

“This Plan is about accommodating forecasted growth in complete communities. These are communities that are well designed to meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes.”

The Growth Plan policies also emphasize the importance of integrating land use and infrastructure planning, and the need to optimize the use of the land supply and infrastructure. It includes objectives that support the development of complete communities and promotes transit-supportive development in proximity to higher-order transit. As noted in Section 2.1 of the Plan:

“To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating

new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options... It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change.”

Section 2.1 of the Growth Plan goes on to further emphasize the importance of optimizing land use in urban areas:

“This Plan’s emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area.”

The subject site is located within a “strategic growth area” as defined by the Growth Plan (i.e. a focus for accommodating intensification and higher-density mixed uses in a more compact built form). “Strategic growth areas” include urban growth centres, major transit station areas and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned “frequent transit service” or “higher order transit” corridors may also be identified as “strategic growth areas”.

Based on its location, the subject site is located within a “major transit station area” as defined by the 2019 Growth Plan, given its location within approximately 215 metres from the closest entrance to the Weston GO Station, which provides rail connections along the Kitchener GO Rail Line and UP Express Line. In this regard, the definition of a “major transit station area” is “the area including and around any existing or planned higher order transit station or stop within a settlement area [...] Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk”. In turn, “higher order transit” is defined as transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, including heavy rail (such as subways and inter-city rail), light rail and buses in dedicated rights-of-way.

The City has undertaken its Growth Plan conformity exercise and has delineated the boundaries of "major transit station areas" across the City of Toronto, including Weston GO Station. The subject site is located within the City's delineation of the Weston Major Transit Station Area, as discussed in Section 4.8.

In addition to its location within the boundaries of an "major transit station area", the subject site would be considered as an intensification area pursuant to the 2019 Growth Plan (i.e. a focus for accommodating intensification), given that it is located in proximity to two arterial roads with "frequent transit" service (Lawrence Avenue West and Weston Road). "Frequent transit" is defined in the 2019 Growth Plan as "*a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week*". In this respect, the subject site is located adjacent to the 52 Lawrence West and the 89 Weston bus routes, both of which offer service every 10 minutes or better from 6 a.m. to 1 a.m. Monday to Saturday and operate from 8 a.m. to 1 a.m. on Sundays.

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities. Policy 2.2.1(3)(c) directs municipalities to undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will, among other things, provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the achievement of complete communities through a more compact built form.

With respect to forecasted growth, Schedule 3 of the Growth Plan, as amended by Growth Plan Amendment No. 1, forecasts a population of 3,650,000 and 1,980,000 jobs for the City of Toronto by 2051. Census data from 2016 and 2021 indicate that population growth in Toronto is continuing to fall short of the past and updated Growth Plan forecasts. The City's population growth from 2001 to the 2016 population of 2,822,902 (adjusted for net Census under coverage) represents only 73.2% of the growth that would be necessary on an annualized basis to achieve the population forecast of 3,650,000 by 2051. The 2021 Census population of 2,794,356 represents a 2.3% increase from 2016, and would translate into an estimated population of 2,887,786, applying the same under coverage rate as in 2016 (i.e. 70.2% of the growth required to meet the forecast).

Policy 2.2.1(4) states that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses including residential and employment uses, and convenient access to local stores, services, and public service facilities; improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes; provide a diverse range and mix of housing options; expand convenient access to a range of transportation options and public service facilities; provide for a more compact built form and a vibrant public realm; and mitigate and adapt to climate change impacts, and contribute to environmental sustainability.

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things, identify strategic growth areas to support achievement of the target and recognize them as a key focus for development, identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas, ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities and prioritize planning and investment in infrastructure and public service facilities that will support intensification.

The Growth Plan includes a number of policies applying to "major transit station areas". In particular, Policy 2.2.4(1) requires that "priority transit corridors" shown on Schedule 5 be identified in official plans and that planning will be prioritized for "major transit station areas" on "priority transit corridors", including "zoning in a manner that implements the policies of this Plan". In this regard, Schedule 5 identifies the Kitchener GO Rail Line as a "priority transit corridor".

Policy 2.2.4(2) requires the City of Toronto to delineate the boundaries of "major transit station areas" on priority transit corridors or subway lines "in a transit supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station" (our emphasis). Policy 2.2.4(3)(a) goes on to require that "major transit station areas" on the GO Transit rail network be planned for a minimum density target of 150 residents and jobs combined per hectare.

With regard to targets, Policy 5.2.5(1) provides that the minimum intensification and density targets are minimum standards and municipalities are encouraged to go beyond these minimum targets, where appropriate, except where doing so would conflict with any policy of the Growth Plan, the PPS or any other provincial plan.

Policy 2.2.4(6) states that, within major transit station areas on priority transit corridors or on subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited. Policy 2.2.4(8) provides that all major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate, connections to local and regional transit services, infrastructure to support active transportation and commuter pick-up/drop off areas.

Finally, Policy 2.2.4(9) provides that, within all "major transit station areas", development will be supported, where appropriate, by planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels; providing alternative development standards, such as reduced parking standards; and prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

With respect to "frequent transit" service, Policy 2.2.4(10) states that lands adjacent to or near to existing and planned "frequent transit service" should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

Section 2.2.6 of the Growth Plan deals with housing. Policy 2.2.6(1) requires municipalities to support housing choice through, among other matters, the achievement of the minimum intensification and density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents, including establishing targets for affordable ownership and rental housing. Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in implementing Policy 2.2.6(1), municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality.

Generally, the infrastructure policies set out in Chapter 3 place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

"The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from unmanaged growth to a more compact built form. This Plan is aligned with the Province's approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning."

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit planning and investment will be made according to a number of criteria including prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels, and increasing the capacity of existing transit systems to support strategic growth areas.

Section 3.2.8 provides direction related to public service facilities. Policies 3.2.8(2) and 3.2.8(3) state that public service facilities and public services should be co-located in community hubs and integrated to promote cost-effectiveness, and that priority should be maintaining and adapting existing public service facilities and spaces as community hubs to meet the needs of the community and optimize the long-term viability of public investments. Further, Policy 3.2.8(6) directs that new public service facilities should be located in settlement areas and preference should be given to sites that are easily accessible by active transportation and transit.

With respect to climate change, Policy 4.2.10(1) requires that municipalities develop policies within their official plans that will reduce greenhouse gas emissions and address climate change adaptation goals. Such policies should support the achievement of complete communities as well as the minimum intensification and density targets in the Growth Plan, seek to reduce dependence on the automobile and support existing and planned transit and active transportation systems.

Policy 5.2.5(6) addresses targets and states that, in planning to achieve the minimum intensification and density targets in this Plan, municipalities are to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high-quality public realm and compact built form.

For the reasons set out in Sections 5.1 and 5.2 of this report, it is our opinion that the proposed development, and in particular, the requested Official Plan Amendment and Zoning By-law Amendment conform with the Growth Plan and, in particular, the policies that support the achievement of complete communities and those that seek to optimize the use of land and infrastructure and to encourage growth and intensification in “strategic growth areas”, including “major transit station areas”.

4.4 Metrolinx 2041 Regional Transportation Plan

On March 8, 2018, Metrolinx adopted a new Regional Transportation Plan (the “2041 RTP”) that builds on and replaced the previous RTP (“The Big Move”), adopted in 2008. This section reviews some of the key goals and directions set out in the new 2041 RTP, particularly as they apply to the subject site.

The 2041 RTP goes beyond the Growth Plan to provide more detailed strategies and actions for the Greater Toronto and Hamilton Area’s transportation systems. As a result, it uses the Growth Plan’s planning horizon of 2041, which is ten years later than the 2031 horizon used in The Big Move.

The 2041 RTP provides a vision statement that “the GTHA will have a sustainable transportation system that is aligned with land use, and supports healthy and complete communities/ The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment”. In pursuit of this vision, the 2041 RTP outlines three goals:

- Strong Connections – connecting people to the places that make their lives better, such as homes, jobs, community services, parks and open spaces, recreation, and cultural activities;
- Complete Travel Experiences – designing an easy, safe, accessible, affordable and comfortable door-to-door travel experience that meets the diverse needs of travellers; and
- Sustainable and Healthy Communities – investing in transportation for today and for future generations by supporting land use intensification, climate resiliency and a low-carbon footprint, while leveraging innovation.

The 2041 RTP then sets out a path to achieve this vision and goals by establishing five strategies, each with different priority actions:

- Strategy 1: Complete the delivery of current regional transit projects;
- Strategy 2: Connect more of the region with frequent rapid transit;
- Strategy 3: Optimize the transportation system;
- Strategy 4: Integrate transportation and land use; and
- Strategy 5: Prepare for an uncertain future

Strategy 1: recommends completing regional transit projects that are now In Delivery or In Development, while also modifying some projects from *The Big Move* to reflect more up-to-date information. The RTP emphasizes that GO RER is underway and represents a major focus of the Province's 'Moving Ontario Forward' commitment. It will transform the existing GO rail system from a commuter-focussed service into a two-way, all-day service on core segments of the network by 2025. Map 3 ("Existing and In Delivery Projects") identifies the Kitchener GO Rail Line as "In Delivery Projects"; Map 5 identifies the route as forming part of the frequent rapid transit network, with upcoming two-way, all-day service and 15-minute electrified service between Union Station and Mount Pleasant GO Station in Brampton.

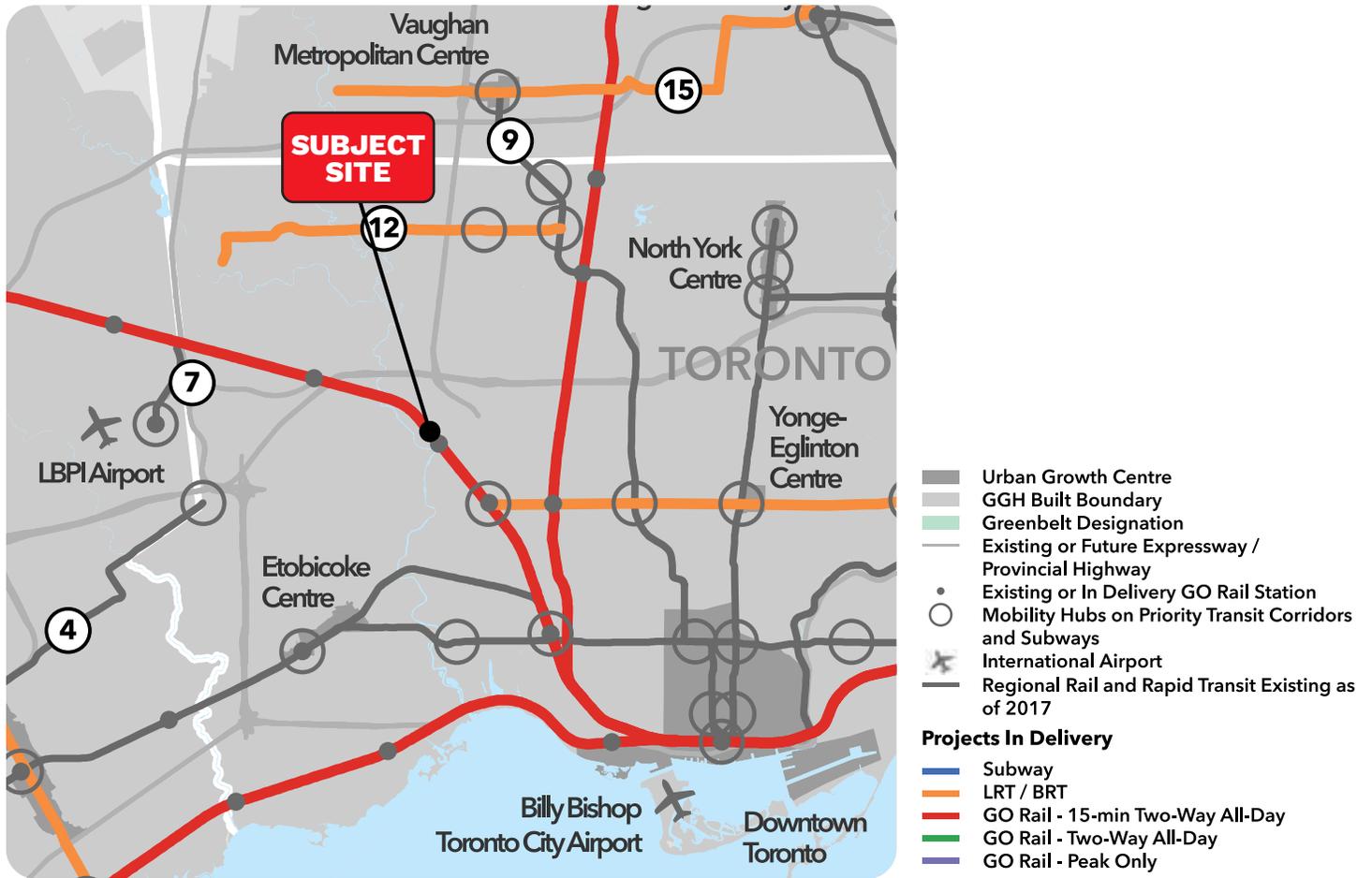


Figure 15 - Transit Map 3, Existing and In Delivery Projects

4.5 City of Toronto Official Plan

Strategy 2: aims to implement a comprehensive and integrated Frequent Rapid Transit Network by 2041. This strategy proposes several additional BRT, LRT, Priority Bus, subway and RER projects, in addition to existing and planned projects to form an integrated network. In this respect, Map 5: Frequent Rapid Transit Network identifies the Mount Dennis Station as a Mobility Hub. The RTP notes that gaps in connectivity will need to be addressed through service integration, and that the Frequent Rapid Transit Network will focus on providing a consistent and seamless traveller experience.

Strategy 3: seeks to optimize the transportation system by, among other things: advancing the integration of transit services and fares; expanding first- and last-mile choices at all transit stations, including improvements to pedestrian and cyclist access and facilities; and prioritizing transportation demand management (TDM) to support all new rapid transit services, transit station areas, and areas impacted by major construction and events.

Strategy 4: encourages the integration of transportation and land use and the creation of a system of connected Mobility Hubs, as introduced in the "Big Move". The 2041 RTP also looks to focus development at Mobility Hubs and Major Transit Station Areas along Priority Transit Corridors. This priority will be achieved by integrating joint development early in rapid transit project planning and in procurement schedules, utilizing new partnerships between the public and private sector; updating the Mobility Hub Guidelines to address emerging challenges and opportunities related to the integration of land use and transportation, and incorporating new tools and guidance for planning Mobility Hubs.

Strategy 5: identifies the need to prepare for an uncertain future and address the need for all levels of government to work together to protect the public interest, while fostering innovation and partnerships that can create new or improved services. This includes, among other things: developing a regional framework for on-demand and shared mobility; co-ordinating across the region to build resilience to climate change; utilizing data to optimize infrastructure and improve services; and developing a region-wide plan for autonomous mobility.

The Official Plan for the amalgamated City of Toronto was adopted on November 26, 2002 and was approved by the Ontario Municipal Board on July 6, 2006. Numerous amendments to the Official Plan have subsequently been approved, including amendments arising out of the Official Plan Review initiated in 2011.

Policy 5.6(1) states that the Plan should be read as a whole "to understand its comprehensive and integrated intent as a policy framework for priority setting and decision making". Policy 5.6(1.1) provides that the Plan is more than a set of individual policies and that "all appropriate policies are to be considered in each situation", the goal being to "appropriately balance and reconcile a range of diverse objectives affecting land use planning in the City".

The Official Plan for the City of Toronto sets out a vision encouraging contextually appropriate growth and intensification which is supported by transit, good architecture, high quality urban design and a vibrant public realm. It recognizes that most new development will be on infill and development sites.

Growth Management Policies

Chapter 2 (Shaping the City) outlines the City's growth management strategy. It recognizes that:

"Toronto's future is one of growth, of rebuilding, of reurbanizing and of regenerating the City within an existing urban structure that is not easy to change. Population growth is needed to support economic growth and social development within the City and to contribute to a better future for the Greater Toronto Area (GTA). A healthier Toronto will grow from a successful strategy to attract more residents and more jobs to the City."

To that end, Policy 2.1(3) provides that Toronto is forecast to accommodate 3.19 million residents and 1.66 million jobs by the year 2031. The marginal note regarding Toronto's growth prospects makes it clear that the population and employment figures are neither targets nor maximums; they are minimums:

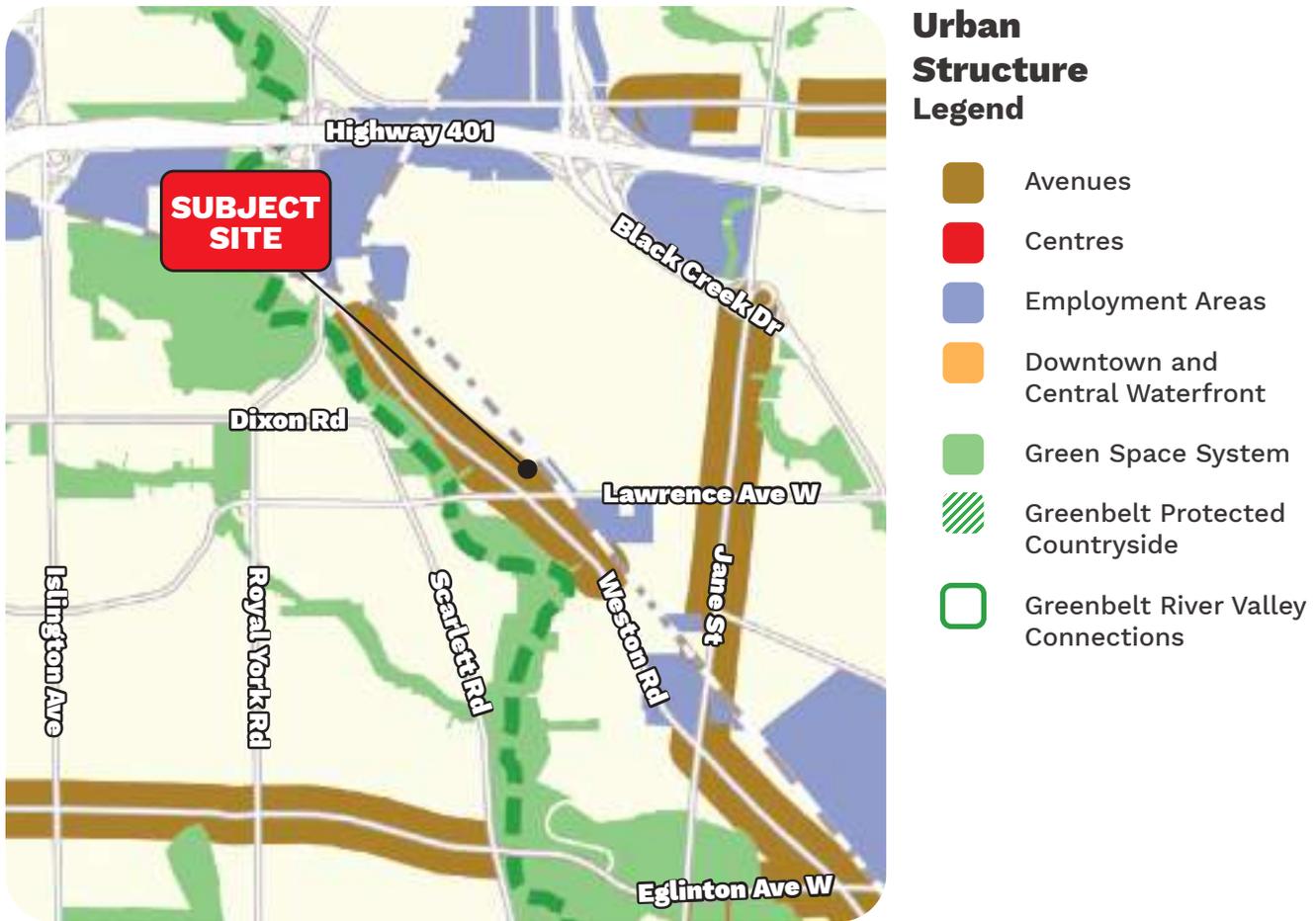


Figure 16 - Toronto Official Plan Map 2 - Urban Structure

“The Greater Toronto Area ... is forecast to grow by 2.7 million residents and 1.8 million jobs by the year 2031. The forecast allocates to Toronto 20 percent of the increase in population (537,000 additional residents) and 30 percent of the employment growth (544,000 additional jobs) ... This Plan takes the current GTA forecast as a minimum expectation, especially in terms of population growth. The policy framework found here prepares the City to realize this growth, or even more, depending on the success of this Plan in creating dynamic transit oriented mixed use centres and corridors.” (Our emphasis.)

The growth management policies of the Official Plan direct growth to identified areas on Map 2, which include Centres, Avenues, Employment Areas and the Downtown and Central Waterfront, where transit services and other infrastructure are available. On Map 2 (Urban Structure), the subject site is located adjacent to the Avenues identification applying to Weston Road (see **Figure 16**).

In Chapter 2, one of the key policy directions is ‘Integrating Land Use and Transportation’ (Section 2.2). The Plan states that:

“... future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, the growth areas are locations where good transit capacity can be provided along frequent bus and streetcar routes and at higher-order transit stations. Areas that can best accommodate this growth are shown on Map 2: Downtown, including the Central Waterfront, the Centres, the Avenues and the Employment Areas. A vibrant mix of residential and employment growth is seen for the Downtown and the Centres. The mixed use Avenues will emphasize residential growth, while the Employment Areas will focus on job intensification.” (our emphasis).

Transportation Policies

From a transportation perspective, Map 4 (Higher Order Transit Corridors) and Map 5 (Enhanced Surface Transit Network) identifies the Kitchener GO Rail Line as an "Existing GO Rail Line" (see **Figures 17** and **18**). In this respect, Policy 2.2(7)(c) provides that the City will work with its partners to improve and expand the higher-order transit network by implementing higher-order transit services on the corridors identified on Map 4 according to the established priorities, as funding becomes available, and the Environmental Assessment and business case analysis processes are completed.

Furthermore, Weston Road and Lawrence Avenue West are also identified as Transit Priority Segments on Map 5. Policy 2.2(8)(a) indicates that the intent is to introduce

transit priority guidelines and measures such as transit signal priority and partially or fully exclusive transit lanes, on transit routes across the city, including those shown on Map 5.

Policy 2.2(4) directs that new development on lands adjacent to existing or planned transportation corridors and facilities is required to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and to be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.

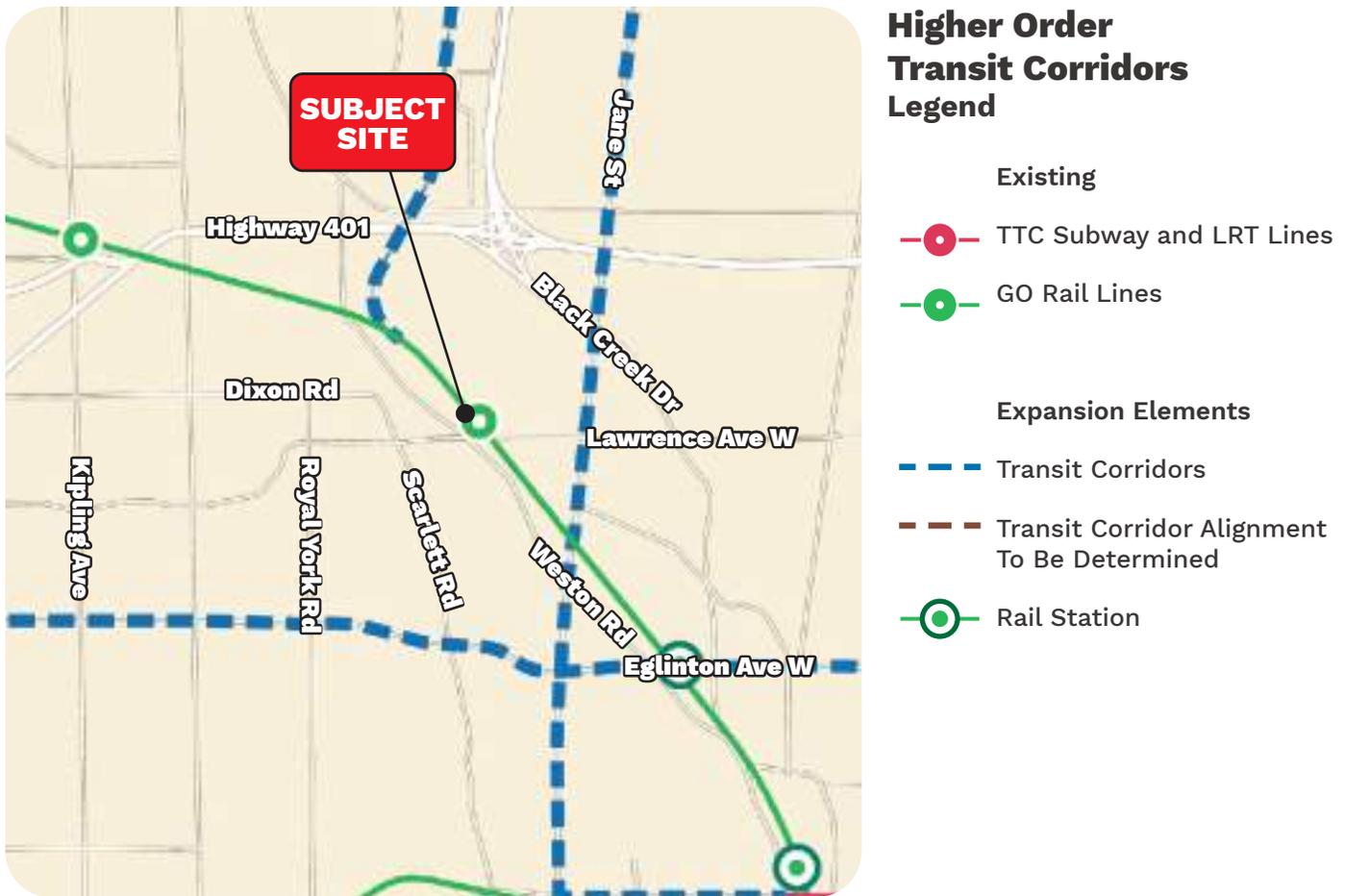
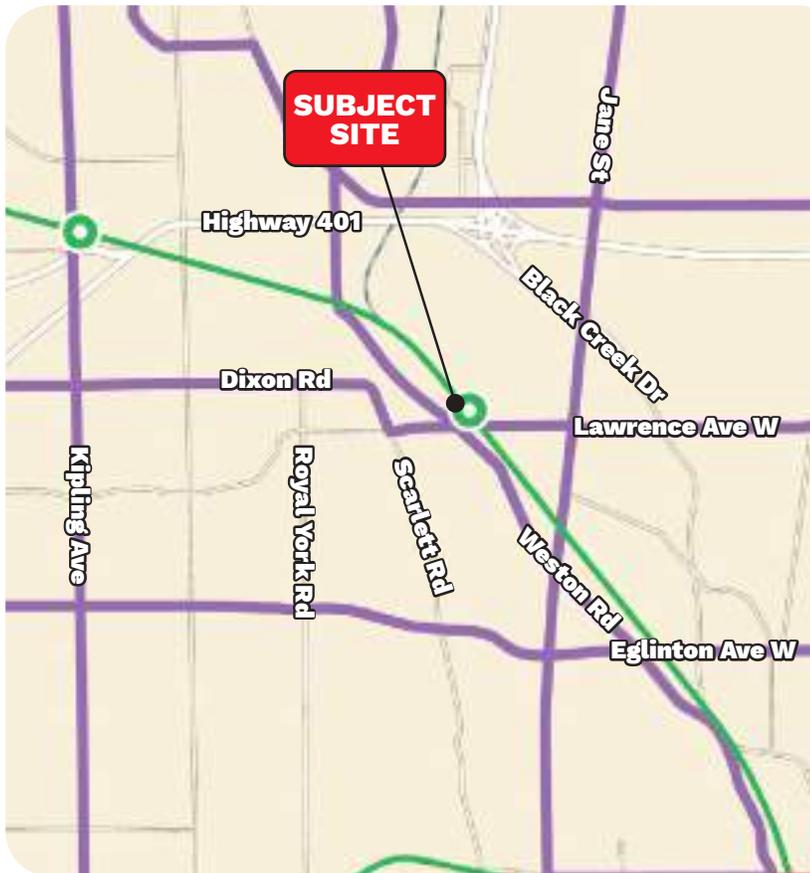


Figure 17 - Toronto Official Plan Map 4 - Higher Order Transit Corridors



Enhanced Surface Transit Network Legend

- Existing**
- TTC Subway and LRT Lines
- GO Rail Lines
- Expansion Elements**
- Transit Priority Segments

Figure 18 - Toronto Official Plan Map 5 - Enhanced Surface Transit Network

The introductory text in Section 2.4 (“Bringing the City Together: A Progressive Agenda of Transportation Change”) notes that:

“The transportation policies, maps and schedules of the Plan make provision for the protection and development of the City’s road, rapid transit and inter-regional rail networks. The Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency throughout the city... Reducing car dependency means being creative and flexible about how we manage urban growth. We have to plan in ‘next generation’ terms to make walking, cycling, and transit increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system.”

Policy 2.2(3) directs that new development on lands adjacent to existing or planned transportation corridors and facilities is required to be compatible with, and supportive of, the long-term purposes of the

corridors and facilities and to be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.

Policy 2.4(4) directs that planning for new development in targeted growth areas be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development will be assessed in terms of the broader social and environmental objectives of the Plan’s reurbanization strategy. Policy 2.4(8) further provides that, for sites in areas well served by transit (such as locations around higher-order transit stations), consideration will be given to establishing minimum density requirements (in addition to maximum density limits), establishing minimum and maximum parking requirements, and limiting surface parking as a non-ancillary use.

Furthermore, Policy 2.4(9)(a) directs that better use will be made of off-street parking by “encouraging the shared use of parking and developing parking standards for mixed use developments which reflect the potential for shared parking among uses that have different peaking characteristics”.

Land Use Policies

The subject site is designated *Mixed Use Areas* on Map 14 (Land Use Plan) of the Official Plan (see **Figure 19**). The *Mixed Use Areas* designation applies to the subject site, as well as the surrounding lands, except for the Metrolinx GO Rail Corridor which is designated *Utility Corridors*. The closest *Neighbourhoods* designated lands are located approximately 115 metres to the north, on the north side of the Metrolinx GO Rail Corridor.

The *Mixed Use Areas* designation is one of four land use designations which are anticipated to accommodate much of Toronto's increased growth in the coming decades, and permits the development of a broad range of commercial, residential and institutional uses in single use or mixed use buildings. Development in *Mixed Use Areas* is intended to create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community and will provide for new jobs and homes for Toronto's growing population on underutilized lands along the *Avenues* and elsewhere.

The introductory text to Section 4.5 of the Official Plan indicates that the intent of the designation is to achieve a multitude of planning objectives by combining a broad range of residential uses, office, retail and services, institutions, entertainment, recreation and cultural activities, as well as parks and open spaces. In particular, the intent is that:

“Torontonians will be able to live, work and shop in the same area, or even within the same building, giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive and safe at all hours of the day and night.”

The Plan also states that *Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing.

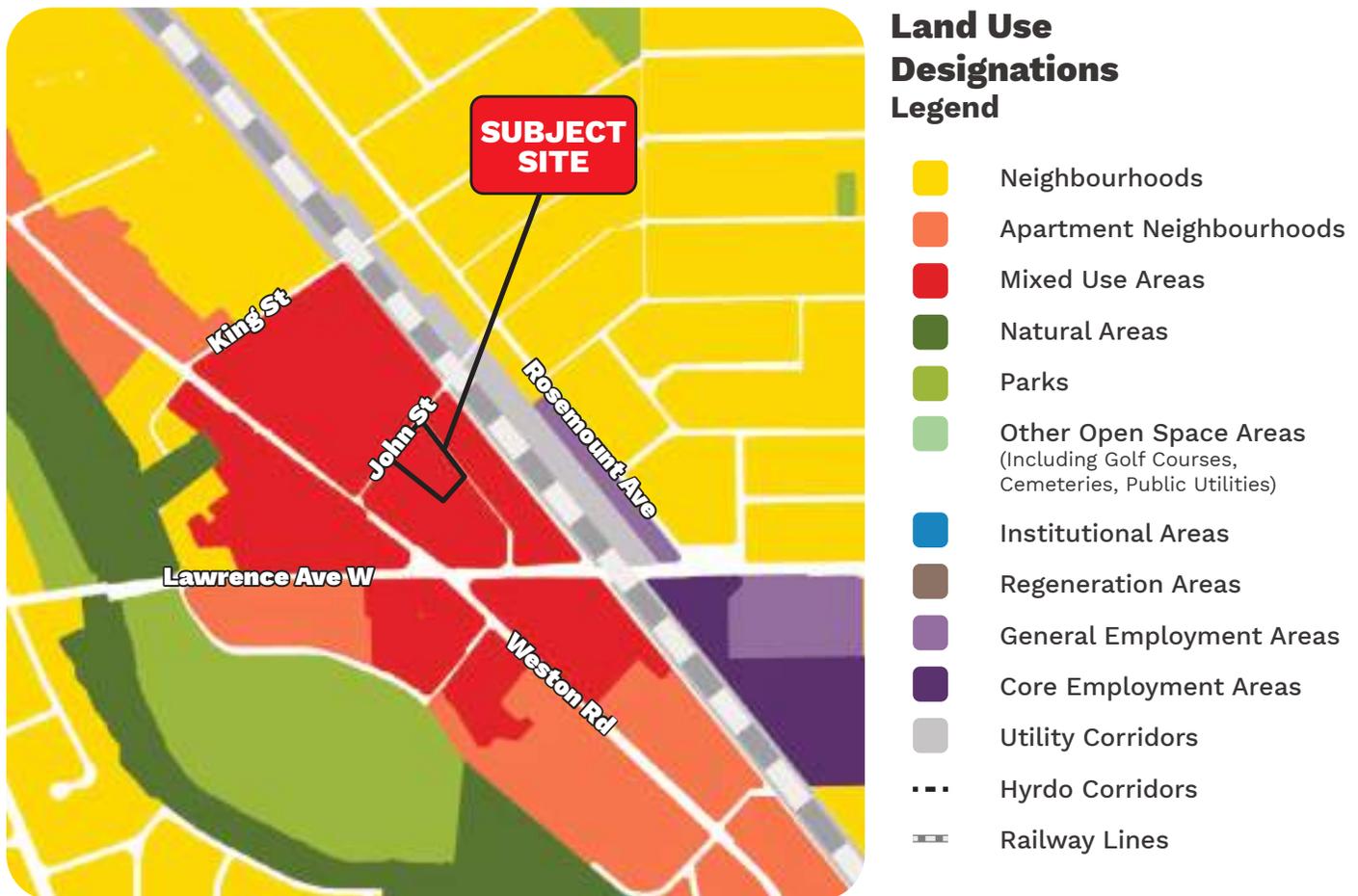


Figure 19 - Toronto Official Plan Map 14 - Land Use

Policy 4.5(2) sets out several criteria for development within the *Mixed Use Areas* designation, including:

- creating a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- providing for new jobs and homes for Toronto's growing population on underutilized lands in the *Downtown* and *Central Waterfront*, *Centres*, *Avenues* and other lands designated *Mixed Use Areas*, creating and sustaining well-paid, stable, safe and fulfilling employment opportunities for all Torontonians;
- locating and massing new buildings to provide a transition between areas of different development intensity and scale, through means such as providing appropriate setbacks and/or a stepping down of heights, particularly towards lower scale *Neighbourhoods*;
- locating and massing new buildings so as to adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes;
- locating and massing new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- providing an attractive, comfortable and safe pedestrian environment;
- taking advantage of nearby transit services;
- providing good site access and circulation and an adequate supply of parking for residents and visitors;
- locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences; and
- providing indoor and outdoor recreation space for building residents.

The foregoing policies are addressed in Section 5.2 of this report.

Public Realm Policies

The Official Plan contains policies that emphasize the public realm as the fundamental organizing element of the city and its neighbourhoods, acknowledging its important role in supporting population and employment growth, health, liveability, social equity and overall quality of life. The public realm is a key shared asset that draws people together and creates strong social bonds at the neighbourhood, city and regional level.

Section 3.1.1 sets out policies applying to the public realm, including streets, parks, open spaces and public buildings. Policy 3.1.1(1) indicates that the public realm is comprised of all public and private spaces to which the public has access.

Policy 3.1.1(2) states that the public realm will, among other things, provide the organizing framework and setting for development; foster complete, well-connected walkable communities and employment areas that meet the daily needs of people and support a mix of activities; provide a comfortable, attractive and vibrant, safe and accessible setting for civic life and daily social interaction; provide opportunities for passive and active recreation; and be functional and fit within a larger network. Policy 3.1.1(3) provides that the City will seek opportunities to expand and enhance the public realm in order to support the needs of existing and future populations.

Policy 3.1.1(6) recognizes that City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. New and existing City streets will incorporate a "Complete Streets" approach by, among other matters, balancing the needs, priorities and safety of all users and uses within the right-of-way, including pedestrians, cyclists and motorists, together with ensuring space for street furniture and green infrastructure; improving the quality and convenience of active transportation options; and serving as community destinations and public gathering places.

Policy 3.1.1(10) states that lanes provide an important function as off-street access for vehicles, parking and servicing. As part of the public realm, lanes will be public and opportunities for lane enhancements should be identified as part of the development approval process. Where appropriate, lanes should be designed with consideration for safe, accessible and comfortable pedestrian and cyclist movement.

Built Form Policies

Policy 3.1.1(11) notes that private shared driveways, where deemed appropriate, will be publicly accessible, designed and considered as part of the broader public street and land network, and meet the design objectives for public lanes.

Policy 3.1.1(13) states that the design of sidewalks and boulevards will provide safe, attractive, interesting and comfortable spaces for users of all ages and abilities through:

- the provision of well-designed and co-ordinated tree planting, landscaping, amenity spaces, setbacks, green infrastructure, pedestrian-scale lighting, street furnishings and decorative paving;
- the location and design of utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural pedestrian and visual environment and enable the planting and growth of trees to maturity; and
- the provision of unobstructed, direct and continuous paths of travel in all seasons with an appropriate width to serve existing and anticipated pedestrian volumes.

Following therefrom, Policy 3.1.1(14) states that design measures which promote pedestrian safety and security will be applied to streetscapes, lanes, parks, other public and private open spaces, and all new and renovated buildings.

Policy 3.1.1(15) provides that new and existing city blocks and development lots within them will be designed to, among other things: expand and enhance the public realm network; have an appropriate size and configuration for the proposed land use, scale of development and intended form of buildings and open space; promote street-oriented development with buildings fronting onto and having access and address from street and park edges; and provide adequate room within the development lot or block for parking and servicing needs, including the provision and extension of public lanes for service and delivery access where technically feasible and appropriate.

Policy 3.1.1(16) states that the preservation, long-term growth and increase in the amount of healthy trees will be a priority of all development.

The Official Plan recognizes the importance of good urban design, not just as an aesthetic overlay, but as an essential ingredient of city building. It demands high quality architecture, landscape architecture and urban design, both within the public realm and within the privately developed built form.

In putting forward policies to guide built form, the Plan states that the scale and massing of buildings should be conceived not only in terms of individual building sites and programs, but also in terms of how sites, buildings and their interface with the public realm fit within the existing and/or planned context of the neighbourhood and the city. The Plan recognizes that, as intensification occurs along the *Avenues* and elsewhere throughout the city, there is an extraordinary opportunity to build the next generation of development that will fit into, reinforce and strengthen the many diverse contexts and character areas of Toronto, enhancing liveability and quality of life for existing and new residents, workers and visitors.

Section 3.1.3 sets out principles that speak to the relationship between the location and organization of development, its massing and appropriate amenity within the existing and planned context to inform the design of built form and ensure each new building will promote and achieve the overall objectives of the Plan.

Policy 3.1.3(1) directs that development will be located and organized to fit with its existing and planned context. It will frame and support adjacent streets, lanes, parks and open spaces to promote civic life and the use of the public realm, and to improve the safety, pedestrian comfort, interest and experience, and casual views to these spaces from the development by:

- generally locating buildings parallel to the street or along the edge of a park or open space with consistent front yard setbacks;
- providing additional setbacks or open spaces at the following locations, where appropriate: street intersections; prominent destinations; parks and open spaces; transit stops; natural areas; sites that end a street corridor; and areas with high pedestrian volumes;
- locating main building entrances on the prominent building facades so that they front onto a public street, park or open space, are clearly visible and directly accessible from a public street;

- providing ground floor uses, clear windows and entrances that allow views from and, where possible access to, adjacent streets, parks and open spaces;
- preserving existing mature trees wherever possible and incorporating them into the development site; and
- providing comfortable wind conditions and air circulation at the street and adjacent open spaces to preserve the utility and intended use of the public realm, including sitting and standing.

Policy 3.1.3(3) requires development to protect privacy within adjacent buildings by providing setbacks and separation distances from neighbouring properties and adjacent building walls containing windows.

Policy 3.1.3(4) requires development to locate and organize vehicle parking, vehicular access and ramps, loading, servicing, storage areas and utilities to minimize their impact and improve the safety and attractiveness of the public realm, the site and surrounding properties by, among other things:

- using shared service areas where possible within development blocks including public lanes, shared private driveways and service courts;
- consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- integrating services and utility functions within buildings where appropriate;
- providing underground parking, where appropriate; and
- limiting new surface parking and vehicle access between the front face of a building and the public street or sidewalk.

Policy 3.1.3(5) directs that development will be located and massed to fit within the existing and planned context, define and frame the edge of the public realm with good street proportion, fit with the character, and ensure access to direct sunlight and daylight on the public realm by: providing streetwall heights and setbacks that fit harmoniously with the existing and/or planned context; and stepping back building mass and reducing building footprints above the streetwall height.

Policy 3.1.3(6) requires development 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 this regard, Policy 3.1.2(7) states that transition in scale will be provided within the development site and measured from shared and adjacent property lines.

Policy 3.1.3(9) directs that the design of new building facades visible from the public realm will consider the scale, proportion, materiality and rhythm of the façade to:

- ensure fit with adjacent building facades;
- contribute to a pedestrian scale by providing a high quality of design on building floors adjacent to and visible from the public realm;
- break up long facades in a manner that respects and reinforces the existing and planned context; and
- ensure grade relationships that provide direct access and views into and from the public realm.

Policy 3.1.3(10) requires that development will promote civic life and provide amenity for pedestrians in the public realm in order to make areas adjacent to streets, parks and open spaces attractive, interesting, comfortable and functional by providing:

- improvements to adjacent boulevards and sidewalks including sustainable design elements, which may include landscaping, permeable paving materials and street furniture;
- co-ordinated landscape improvements in setbacks to enhance local character, fit with public streetscapes, and provide attractive, safe transitions between the private and public realms;
- weather protection such as canopies and awnings; and
- landscaped open space within the development site.

Policy 3.1.3(11) encourages new indoor and outdoor amenity spaces provided as part of multi-unit residential developments to be high-quality, well-designed, and consider the needs of residents of all ages and abilities over time and throughout the year. Policy 3.1.2(13) provides that outdoor amenity spaces should:

- be located at or above grade;
- have access to daylight and access to direct sunlight, where possible;
- provide comfortable wind, shadow and noise conditions;
- be located away from and physically separated from loading and servicing areas;
- have generous and well-designed landscaped areas to offer privacy and an attractive interface with the public realm;
- accommodate existing and mature tree growth; and
- promote use in all seasons.

Section 3.1.4 of the Official Plan recognizes that Toronto is a complex city built over many decades with a diversity of uses, block, lot and building type patterns. The Official Plan further notes that three scales of building types – Townhouse and Low-Rise Apartments, Mid-Rise and Tall – for residential, office and mixed-use intensification have emerged in the recent period of development.

The Official Plan states that tall buildings are the most intensive form of growth and come with both opportunities and challenges. When the quality of architecture and site design is emphasized, tall buildings can become important city landmarks, help to make the city's structure visible, and contribute positively to the skyline. Tall buildings play a role in achieving residential and office growth ambitions in specific areas across the city. However, not every site is appropriate for a tall building. Tall buildings should only be considered where they can fit into the existing or planned context, and where the site's size, configuration and context allows for the appropriate design criteria to be met.

Policy 3.1.4(8) states that tall buildings should typically be designed to consist of three parts – a base, a tower and a top – carefully integrated into a single whole. For the base portion, Policy 3.1.4(9) provides that it should respect and reinforce good street proportion and pedestrian scale, and be lined with active, grade-related uses.

For the tower portion, Policy 3.1.4(10) directs that it should be designed to:

- reduce the physical and visual impacts of the tower onto the public realm;
- limit shadow impacts on the public realm and surrounding properties;
- maximize access to sunlight and open views of the sky from the public realm;
- limit and mitigate pedestrian level wind impacts; and
- provide access to daylight and protect privacy in interior spaces within the tower.

Policy 3.1.4(11) indicates that the objectives in Policy 3.1.4(10) should be achieved by:

- stepping back the tower from the base building;
- generally aligning the tower with, and parallel to, the street;
- limiting and shaping the size of tower floor plates above base buildings;
- providing appropriate separation distances from side and rear lot lines as well as other towers; and
- locating and shaping balconies to limit shadow impacts.

Finally, Policy 3.1.4(12) directs that the top portion of a tall building should be designed to: integrate rooftop mechanical systems into the building design; contribute to the surrounding skyline identity and character; and avoid up-lighting and excessive lighting.

Housing Policies

The Plan's housing policies support a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, to meet the current and future needs of residents (Policy 3.2.1(1)). A full range of housing includes:

“... ownership and rental housing, affordable and mid-range rental and ownership housing, social housing, shared and/or congregate-living housing arrangements, supportive housing, emergency and transitional housing for homeless people and at-risk groups, housing that meets the needs of people with physical disabilities and housing that makes more efficient use of the existing housing stock.”

Policy 3.2.1(2) provides that the existing stock of housing will be maintain and replenished while new housing supply is encouraged through intensification and infill that is consistent with the Plan. In addition, Policy 3.2.1(3) provides that investment in new rental housing, particularly affordable rental housing, will be encouraged by all levels of government.

Community Services and Facilities Policies

Community services and facilities policies are set out in Section 3.2.2. The Official Plan supports investment in a comprehensive social infrastructure for the provision of community services and facilities. In the introductory text, social infrastructure is described as including the whole system of government and community resources, programs, facilities and social networks that contribute to people's health, safety, mobility and well-being.

The introductory text goes on to state that:

“... preserving and improving access to facilities in established neighbourhoods and providing for a full range of community services and facilities in areas experiencing major or incremental physical growth, is a responsibility to be shared by the City, public agencies and the development community. Making the best use of what we have, promoting shared use and shared responsibility and preparing for growth and change are hallmarks of a strong future.”

Policy 3.2.2(1) provides that adequate and equitable access to community services and local institutions will be encouraged by providing and preserving local community service facilities and local institutions across the City dedicated to this purpose, improving and expanding local community service facilities and local institutions in established neighbourhoods that are under- or poorly served, and ensuring that an appropriate range of community services and facilities and local institutions are provided in areas of major or incremental physical growth.

Policy 3.2.2(7) encourages all significant private sector development across the City to include community services and facilities.

Implementation Policies

Policy 5.3.2(1) of the City of Toronto Official Plan provides that, while guidelines and plans express Council policy, they are not part of the Plan unless the Plan has been specifically amended to include them, and do not have the status of policies in the Official Plan adopted under the *Planning Act*. This policy is relevant with respect to the status of the City-wide Tall Building Design Guidelines, Weston Urban Design Guidelines, the Growing Up Guidelines, the Pet-Friendly Design Guidelines and the Guidelines for New Development in Proximity to Railway Operations as discussed in Sections 4.10 to 4.14 below.

Furthermore, given that the proposal involves an Official Plan Amendment, Policy 5.3.1(3) is relevant. It states that amendments to the Official Plan that are not consistent with its intent will be discouraged, and that Council must be satisfied that any development permitted under an Official Plan Amendment is compatible with its physical context and will not affect nearby *Neighbourhoods* or *Apartment Neighbourhoods* in "a manner contrary to the neighbourhood protection policies of this Plan". To that end, the policy states that, when considering a site specific amendment to the Official Plan, consideration shall be given as to whether the application should be evaluated within the immediate planning context or whether a broader review and possible area specific policy or general policy change are required.

4.6 Site and Area Specific Policy 45

Site and Area Specific Policy 45 ("SASP 45") applies to the Weston Village area. The SASP generally applies to the area bounded by King Street to the west, the Metrolinx GO Rail Corridor to the north, the south side of Weston GO Station to the east and Hickory Tree Road to the south. As such, SASP 45 applies to the subject site.

SASP 45 provides that new buildings within the Weston Village area will have a maximum height of 8 storeys and 24 metres. Furthermore, the SASP specifies that buildings along Weston Road or John Street are to have a maximum height of 3 storeys and 9 metres at the street frontage, to correspond to historic heights in Weston Village, but may step back to the 8 storey (24 metre) maximum. New buildings are also to be sited at their respective front lot lines and oriented to adjacent street, similar to the existing low-rise buildings along Weston Road.

SASP 45 also contains policies which aim to reinforce Weston Village as the focus of the Weston community, by strategies such as a streetscape design plan to improve pedestrian spaces, a facade and signage improvement program, the provision of adequate public parking, linking Weston Village to other parts of the Weston community and the Humber Valley through improved pedestrian connections and streetscape improvements, and the improvement and expansion of the Weston GO Station.

4.7 Site and Area Specific Policy 51

SASP 51 applies to the broader Weston community, generally bounded by Fairglen Crescent and Woodward Avenue to the north, Jane Street to the east, Sidney Belsey Crescent to the south, and the Humber River to the west.

SASP 51 directs that view corridors to the Humber Valley from street intersections along Weston Road should be maintained, and that improved pedestrian and cycling linkages will be provided between the Weston community and the Humber Valley. Specifically, the SASP encourages the expansion of the pedestrian and bicycle trail system north of Cruickshank Park and establishment of additional amenities for park users such as a café, retail pavilion and washrooms. The SASP also directs that a significant open space feature be provided in the Lawrence employment area.

4.8 Official Plan Amendment No. 575

In June 2020, the City Planning Division initiated a Growth Plan Conformity exercise and Municipal Comprehensive Review, which included the delineation of approximately 180 potential Major Transit Station Areas ("MTSA's") to meet provincial minimum intensification requirements. A subset of Major Transit Station Areas were to be identified as Protected Major Transit Station Areas ("PMTSA's"), where the Council-approved inclusionary zoning policy framework can be implemented.

On July 22, 2022, City Council adopted four Official Plan Amendments (OPA 540, OPA 544, OPA 570 and OPA 575) regarding 115 MTSA's and PMTSA's and authorized staff to forward these Official Plan Amendments to the Minister of Municipal Affairs and Housing for approval

under the *Planning Act*. OPA 575 was received by the Ministry of Municipal Affairs and Housing on August 9, 2022. Subsequently, on September 12, 2022, the Minister wrote to the City to advise that, pursuant to ss. 17(40.1) of the *Planning Act*, the Minister has suspended the 120-day timeline for OPA 575. Accordingly, OPA 575 is not yet in force.

OPA 575 includes the subject site within the boundary of the MTSA associated with the Weston GO/UP Express Station, as set out in Site and Area Specific Policy 695 ("SASP 695"). Pursuant to SASP 695, the Weston MTSA is planned for a minimum population and employment target of 200 residents and jobs combined per hectare.

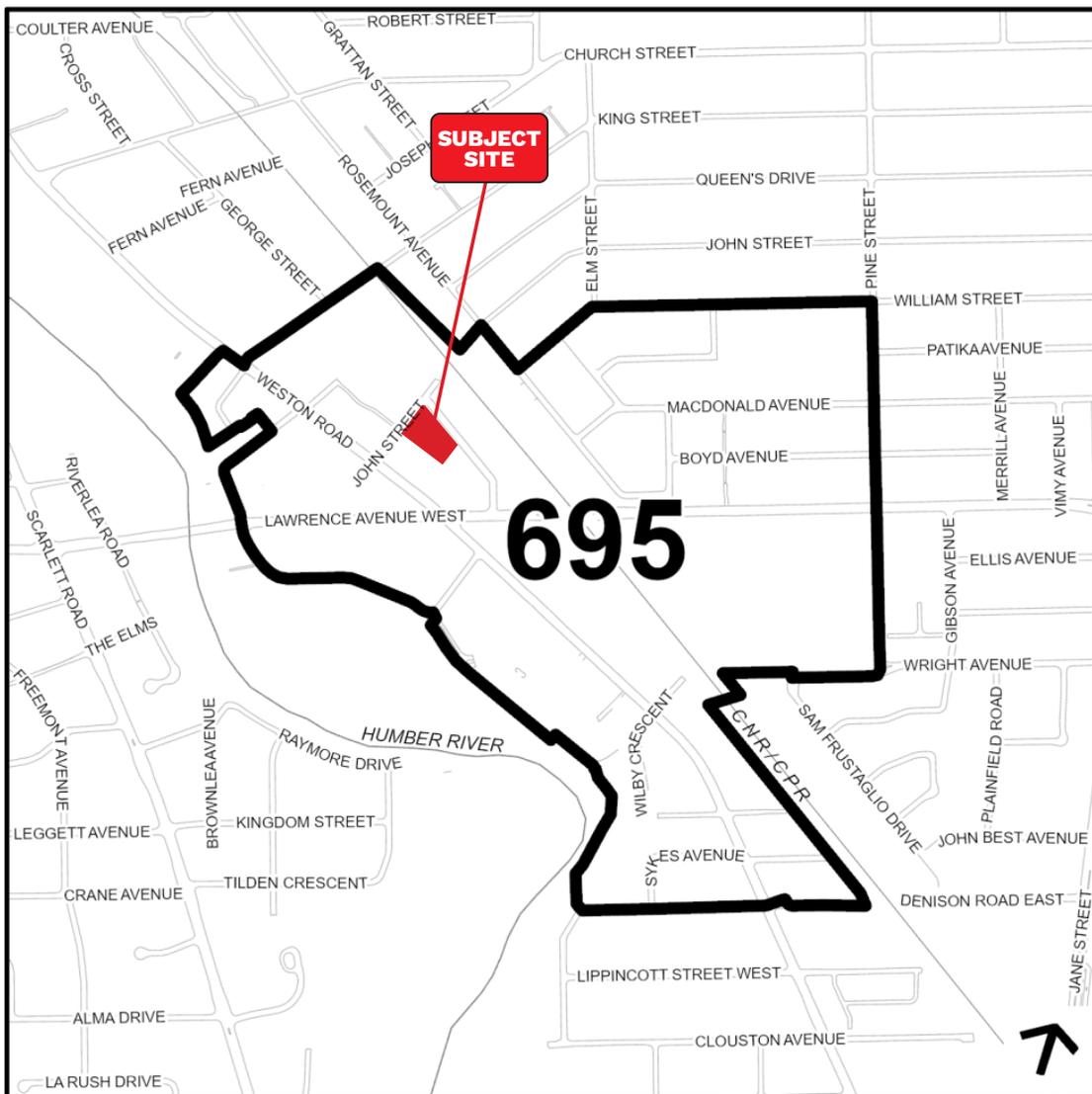


Figure 20 - SASP 695 Map 1, Weston Major Transit Station Area

4.10 Building Design Guidelines

On May 7, 2013, City Council adopted the City-Wide Tall Building Design Guidelines (March 2013), which update and replace the "Design Criteria for the Review of Tall Building Proposals" (2006). The document specifically notes that the Tall Building Design Guidelines are "intended to provide a degree of certainty and clarity of common interpretation, however, as guidelines, they should also be afforded some flexibility in application, particularly when looked at cumulatively".

The Guidelines include sections related to site context, site organization, tall building massing and pedestrian realm. Among other matters, the Guidelines recommend that tower floor plates be limited to 750 square metres and that tall building towers be set back 12.5 metres from side and rear property lines and provide a separation distance of 25 metres between towers on the same site. A tower stepback of 3 metres is specified above the face of the base building, including balconies.

The proposed development is evaluated with respect to the Tall Building Design Guidelines in Sections 5.4, 5.5 and 5.6 of this report.

4.11 Weston Urban Design Guidelines

- The current Weston Urban Design Guidelines were adopted by Council in June 2004. They carried forward the urban design guidelines which were originally adopted by the former City of York in 1994 in conjunction with the Weston Community Secondary Plan. The Guidelines aim to shape new development in a manner that respects the history of the community and the unique character of the Weston area, which is generally defined as being located on either side of the Metrolinx GO Rail Corridor north of Lawrence Avenue West to Oak Street, and south of Lawrence Avenue West to Edmund Avenue. The Guidelines are meant to be read in conjunction with the urban design policies in the Official Plan and correspond to the applicable SASP 45 and SASP 51 policies.
- The Guidelines outline the following goals for the Weston area:
- the revitalization of retail and community activity along Weston Road as the strong and attractive heart of Weston;

- the maintenance of the quality of life in the neighbourhoods;
- the introduction of new residential development along the Weston Road corridor;
- the generation of new employment opportunities on former industrial lands; and
- the enhancement of the Humber Valley as an environmental and recreational asset for the city.

The Guidelines divide the Weston area into 9 sub-areas. The subject site is located within the Weston Village sub-area (see **Figure 23**). The Guidelines note that the Weston Village sub-area is designated "Mixed Use" in the Official Plan.

The Weston Village Sub-Area is described as being concentrated along Weston Road between Bellevue Crescent to the south and King Street to the north, which constitutes the heart of Weston. It is the intent of the Guidelines to ensure that Weston Village be established as the neighbourhood retail and community centre for the area. The objectives for Weston Village are to:

- achieve improvements to the street environment in order to improve the quality of the pedestrian experience;
- create a pedestrian circulation system throughout Weston Village that benefits local merchants and builds on the success of the Farmers' Market;
- encourage the establishment of the linkages to successful features such as the Farmers' Market, the surrounding residential communities and the Humber River Valley; and
- ensure that any new built form is designed sensitively within the existing urban context.

Relevant guidelines specific to Weston Village are as follows:

- Improved pedestrian circulation throughout Weston Village will be encouraged through the development of the existing alleys and lanes as pedestrian streets with retail uses fronting onto these "streets", located either within the adjacent buildings or in vendors' stalls in the "street" allowance.
- Efforts will be made to improve the quality of landscaping along the streets in Weston Village as well as at key open space locations, such as the northwest corner of Lawrence Avenue West and Weston Road. Appropriate street trees will be planted at 10 metre centres and the existing concrete tree planter boxes will be removed.

- Consideration will be given to the development of a facade and signage improvement program utilizing the theme of Weston Village and its historic attributes. Alternatively, individual improvements within the historic Weston Village theme will be encouraged at the time of redevelopment, especially on buildings with architectural or historic interest and/or those buildings situated at key locations. As well, the limestone walls will be preserved wherever possible.
- To encourage stronger linkages to the adjacent Weston neighbourhood, generous street tree planting and good quality streetscape paving will be provided along John Street, King Street and Church Streets.
- To address the street in a fashion similar to the existing historic relationship, all new buildings in Weston Village will be oriented towards the adjacent

street or streets. To allow for the provision of more private open space adjacent to the public sidewalk, a front or side yard setback of no more than 3.0 metres may be permitted and/or required, where appropriate.

- All buildings located in Weston Village will be limited to a maximum height of 24 metres with the following exception:
 - buildings fronting onto Weston Road and/or John Street will be limited to a maximum height of 3 storeys or 9 metres for all portions of the buildings located within 6 metres of the street line. Any additional height above the third storey will be set back a minimum of 3 metres from the face of the base building to a maximum height of 8 storeys (24 metres).

The Weston Urban Design Guidelines are addressed in Section 5.6 below.



Weston Area - Sub-Areas

- ① Weston Village
- ② Jane Street Avenue Area
- ③ Old Weston
- ④ Weston Neighborhood
- ⑤ Jane West Neighbourhood
- ⑥ Denison Road Neighbourhood
- ⑦ King/Little Neighbourhood
- ⑧ Humberview Crescent Neighbourhood
- ⑨ Weston Road Corridor

Figure 23 - Weston Urban Design Guidelines, Map A

4.12 Growing Up: Planning For Children in New Vertical Communities

In 2015, the City initiated a study entitled *Growing Up: Planning for Children in New Vertical Communities* ("Growing Up Guidelines") and produced draft guidelines to direct how new development can better function for larger households. A staff report summarizing the study process and draft guidelines was adopted by Planning and Growth Management Committee on May 31, 2017, and the report and recommendations were considered by City Council at its meeting on July 4, 2017, and adopted without amendments. On July 28, 2020, a final recommendation report was presented to City Council, and the updated Growing Up Guidelines were adopted.

The intent of the Guidelines is to provide for a better integration of family supportive design into the planning of new multi-unit residential developments. The Guidelines are organized at three scales, based on the recognition that each scale contributes positively to how a family experiences living in a vertical community:

- **The Neighbourhood Scale:** At the neighbourhood scale, the Guidelines focus on children's experience in the city, promoting independent mobility, access to parks, schools and community facilities.
- **The Building Scale:** At the building scale, the Guidelines seek to increase the number larger units, encourage the design of functional and flexible amenity and common spaces, and promoting flexible building design for changing unit layouts.
- **The Unit Scale:** At the unit scale, the Guidelines focus on the size and functionality of spaces to ensure dwelling units can accommodate a family's daily needs. Considerations include ensuring inclusivity for larger and multi-generational households, supporting a range of household types and sizes, providing sufficient room for families to gather and share meals, as well as bedrooms that can comfortably accommodate more than one child.

The use of the term "large units" in the Guidelines refers to two- and three-bedroom units that comply with the design parameters set out in the Guidelines. Large units are intended to meet the needs of households with children, as well as multi-generational families, seniors, and groups of students and/or adults who live together. The guidelines seek to achieve a minimum of 25% two- and three-bedroom units, comprised of 15% two-bedroom units and 10% three-bedroom units.

Section 2.0 of the Guidelines focuses on the design of new buildings. Topics covered in this section include building configuration, typology, design and construction, circulation areas and shared spaces, as well as storage and utility needs. Section 3.0 provides guidelines specific to unit design.

In our opinion, the proposal is generally in keeping with the Growing Up Guidelines, as outlined in Section 5.3 of this report.

4.13 Pet Friendly Design Guidelines

The Pet-Friendly Design Guidelines were developed in 2019, through a collaborative process involving consultation and engagement with a broad range of stakeholders. The purpose of the document is to guide new developments in a direction that is supportive of a growing pet population. The document is intended to complement other city initiatives to create and design high-quality pet friendly amenities in private development, including the building, private internal and external open spaces and living spaces.

The Guidelines apply city-wide to all new multi-unit residential buildings that are required to provide amenity space as a condition of their development approval. As guidelines, they are intended to provide direction and guidance, but should be afforded some flexibility in application, and balanced against broad city building objectives.

Similar to the Growing Up Guidelines, the Pet-Friendly Guidelines are structured at three scales: the neighbourhood, the building and the dwelling unit. At the neighbourhood scale, the guidelines encourage new developments to support their on-site pet population with amenities and spaces to meet their needs and reduce the burden on public parks and open spaces, especially in dense neighbourhoods characterized by multi-unit, high-rise buildings where parks and green spaces are heavily used.

At the building scale, the guidelines provide direction as to the types, sizes and general configuration of amenity spaces for pets, and specifies how shared spaces, green spaces, building systems and the public realm can be designed to support pets, their owners and other residents of multi-unit buildings in high-density neighbourhoods. The types of dedicated amenities that could be provided to support pets and their owners include pet relief areas, off-leash areas, pet wash stations and POPS. The guidelines direct that the appropriate size and range of pet amenities in a proposed building be closely considered together with the allocation and configuration of other amenities and also be determined in conjunction with an assessment of current and future anticipated usage, existing and future demographics, and existing neighbourhood facilities.

Finally, the unit scale looks at choices in materials, unit layout, indoor space, outdoor patio space and storage that can enhance a pet's environment and meet day-to-day needs.

4.14 Guidelines for New Development in Proximity to Railway Operations

The subject site is located approximately 46 metres away from the Metrolinx GO Rail Corridor.

In May 2013, Guidelines for New Development in Proximity to Railway Operations were released through a collaboration of the Railway Association of Canada ("RAC") and the Federation of Canadian Municipalities ("FCM"), who work together through the FCM/RAC Proximity Initiative. The guidelines are intended to replace and build on the Proximity Guidelines and Best Practices Report, which was originally prepared and published in 2004, and are intended to address significant changes in both federal legislation and some provincial land use acts. In addition, the 2014 Guidelines include a section that can be applied when converting industrial/commercial property into residential use in proximity to railway operations, as is the case with the subject proposal.

The Guidelines note that "as the shift continues towards curbing urban sprawl and intensifying existing built-up areas, lands close to railway corridors will continue to become more desirable for development". The Guidelines are intended to help anticipate potential conflicts, improve awareness of development issues around railway operations, and clarify the requirements for new development in proximity to railway operations and activities.

The Guidelines outline the common issues and constraints in Section 2.0, noting that the practice of developing land in close proximity to rail operations, as well as the expansion of rail operations in urban areas, have generated a variety of opportunities as well as challenges for municipalities, developers, and railways, who must "work together to balance a variety of sometimes competing goals and aspirations". These include, among others, the growing demand for infill development that promotes the principles of sustainability and smart growth, the need to provide sufficient noise and vibration mitigation and safety measures, the desire of developers for consistency and clarity in the development process, and the necessity of recognizing the significant economic contributions of the railways and of ensuring their continued ability to provide their services unimpeded.

There are a number of specific issues including safety, noise, vibration, the accommodation of safety mitigation measures and the accommodation of residential development near railway corridors. These are briefly described below:

Safety

- Safety concerns include train derailments and crossings. With regard to train derailments, railways have promoted mitigation since the early 1980s in the form of a standard setback and berm. In addition to containing a derailed car and allowing enough room for a derailed train to come to a complete stop, mitigation measures must also allow for the dissipation of noise and vibration. With respect to railway crossings, as urban areas grow in proximity to rail corridors, road traffic at crossings has increased and can lead to demands for additional crossings or grade separations.

Noise and Vibration

- These are the two primary complaints from residents living near railway corridors. The two sources of rail noise are from pass-by trains, which is typically intermittent, and noise from rail yard activities. Ground borne vibration is more difficult to mitigate and is typically based on human response/perception of risk. The effects of vibration on occupants include the fear of damage to the structure, and interference with sleep, conversation and other activities.

Standard Mitigation:

- In order to reduce incompatibility issues associated with locating new development (particularly new residential development) in proximity to railway corridors, the railway operators suggest a package of mitigation measures designed to ameliorate the potential for the occurrence of issues related to safety, security, noise, vibration and trespass. These include a minimum setback, earthen berm and acoustical and/or chain link security fence, as well as additional measures for sound and vibration attenuation. Maintenance of the mitigation infrastructure is identified as a common issue as there is no standard approach in place.

Challenges Associated with New Residential Development

- Residential development is particularly challenging given that safety, noise and vibration issues become more significant when dealing with residential development. This is partly because people are more sensitive to these issues in the context of their own homes but also because the negative effects of noise and vibration become more pronounced when normal sleeping patterns are disturbed. The Guidelines specifically note that mitigation measures such as crash walls and extensive vibration isolation can be costly but can become economically feasible as part of high density development proposals.

Section 3.0 sets out the recommended guidelines, with the main objective being to mitigate railway-oriented impacts such as noise, vibration and safety hazards and to ensure that the quality of life of a building's residents and users is not negatively affected. Principles for mitigation design are outlined, which provide that standard mitigation measures are desired as a minimum requirement, but that where standard mitigation measures are not viable, alternative development solutions may be introduced in keeping with a Development Viability Assessment process.

Following from these principles, guidelines are set out for building setbacks, noise mitigation, vibration mitigation, safety barriers, security fencing, stormwater management and drainage, warning clauses and construction issues, as summarized below:

- Section 3.3 deals with building setbacks for new development. The standard recommended building setback for new residential development in proximity to principal main lines is 30 metres. Under typical conditions, the setback is measured as a straight-line horizontal distance; however, on smaller sites, sites that propose the conversion of commercial and industrial properties, and high density development forms, reduced setbacks should be considered in conjunction with alternative safety measures (i.e. crash wall, larger safety berm, etc.).
- Section 3.4 includes the guidelines related to noise mitigation, which is a key issue in relation to the liveability of residential development in proximity to railway facilities. Guidelines include the submission of a noise impact study early in the development process, avoiding adverse noise impacts through good design, providing noise barriers and consideration of building location, orientation and room layouts, as well as design criteria such as podium, balcony and window design, as well as the provision of vegetation to assist in improving aesthetics and noise levels.
- Section 3.5 deals with vibration mitigation and provides guidelines for new construction, including the submission of a vibration impact study, as well as building design to mitigate vibration impact.
- Section 3.6 provides guidelines for safety barriers, which reduce the risks associated with railway incidents by intercepting or deflecting derailed cars in order to reduce or eliminate potential loss of life and damage to property, as well as to minimize the lateral spread or width in which the rail cars and their contents can travel. The guidelines differentiate between berms, crash berms (reinforced berms – essentially a hybrid of a regular berm and a crash wall) and crash walls.

4.15 Weston 2021 Revitalization Strategy

On March 5, 2012, City Council adopted recommendations outlined in a Request for Direction staff report dated February 1, 2012 to endorse the "Weston 2021 Revitalization Strategy". The staff report provides that the Weston 2021 Revitalization Strategy is a long-term neighbourhood approach aimed at guiding reinvestment, redevelopment and capital improvements. It goes on to explain that the approach will build on existing community services and infrastructure development actions of City divisions and community partners.

The strategy focuses on the area bounded by Humber River to the west, Church Street to the north, Victoria Avenue to the south and Rosemount Avenue / Sam Frustaglio Drive to the east, in the Weston neighbourhood.

Major catalysts of revitalization strategy included the Metrolinx mandate to increase rapid transit service along the Kitchener GO Rail Line, the redevelopment of the existing Weston GO Station to accommodate UP Express Line service and the Weston GO transfer connection to the Mount Dennis Station along the Eglinton Crosstown LRT. The overall strategy aims to focus divisional efforts in a three-pronged approach:

- **Quick Starts** include projects that are planned or underway that can be implemented within six months to one year.
- **Core Projects** will create a strong foundation of service supports and opportunities for the Weston community. These projects will support improved education, training and employment opportunities, enhance community safety and develop community spaces and public realm projects.
- **Signature Initiatives** will have the potential of creating significant neighbourhood impact for area residents. These initiatives, such as a Cultural / Creative Hub, will take time to develop, co-ordinate and deliver, but will result in iconic developments in the community.

The Weston 2021 Revitalization Strategy identified the renewal of John Street as a Quick Start Initiative that would be implemented via a streetscape plan.

As a result, a Revitalization and Public Realm Improvement Plan was developed to provide a vision for John Street with recommendations for transforming the roadway from a secondary commercial street into a vibrant market district. The Plan also prompted the John Street Pilot Project, which was launched in June 2012 and ran through the summer months. During this time, the roadway was temporarily closed to allow for a public sidewalk café with seating areas and planters. The project was designed to demonstrate the potential of John Street to assist with the revitalization of the overall neighbourhood. Some of the recommendations of the Public Realm Improvement Plan include wider sidewalks and curbs, narrowed roadway widths to accommodate wider sidewalks and traffic calming, decorative street lighting, trees and street furniture.

As part of the larger strategy, Weston was selected as the first phase of the revitalization initiative given the high number of apartment buildings and the ability to apply Tower Renewal concepts, as well as because of the infrastructure improvements through Metrolinx and the strength of the social infrastructure. As a result, a number of City and other agency initiatives have examined opportunities for the revitalization of the Weston community. An example of one of these initiatives is the Weston 2021 Design Charrette.

Weston 2021 Design Charrette

In 2011, the Weston 2021 Design Initiative held a three-day design exercise led by the City of Toronto, in co-operation with Metrolinx, the local Councillor and the Urban Land Institute ("ULI"). The aim of this initiative was to create design alternatives to illustrate how the Village of Weston may position itself to grow and thrive over the next decade.

The charrette focused on the community as a whole and developed four key design directions that envision Weston with a main street (i.e. Weston Road) with a fine grain of streets and lanes, as well as a network of open spaces, all of which provide links to key areas such as the Weston GO station and the Weston Farmers' Market.

In terms of built form, the urban structure developed by the group envisioned low-rise buildings (2-3 storeys) along the main street, with taller mid-rise heights at the bookend of the main street (8 storeys) and away from the main street (4-6 storeys). Taller heights (up to 13 storeys) were determined to be more appropriate in and around King Street/Elsmere Avenue and the Weston GO station area.

4.16 Weston Station Master Plan

The Weston Station Master Plan was prepared for Metrolinx in September 2012 to identify the key priorities and strategies intended to guide the short-term design and long-term evolution of the relocated Weston GO Station and adjacent properties. The goal of the Master Plan was to assist Metrolinx in its decision-making with respect to the future development of the lands. Although the Master Plan does not form part of the statutory planning framework, it is useful to understand the potential direction of future redevelopment in the immediate area resulting from the Weston GO Station upgrades.

To support the Weston GO Station relocation, Metrolinx purchased two large properties on either end of the new platform to accommodate the new station building and two new commuter parking lots. As described in Section 2.3 of this report, the North Metrolinx Property is located adjacent to the Weston Road and Lawrence Avenue West intersection and contains the primary station terminal building and surface parking. The South Metrolinx Property is located further south closer to Victoria Avenue East, and presently contains a secondary station building and commuter parking. The Weston GO Station rail platform connects these two properties.

The Master Plan notes that improved transit service and increased frequency of trains along the Georgetown South Rail Corridor portion of the Metrolinx GO Rail Corridor means that it will no longer be possible to safely maintain at-grade crossings of the rail lines. To minimize disruption to the community and preserve connectivity between the two sides of the corridor once the UP Express Line is operational, Metrolinx has tunneled the Kitchener GO Rail Line and UP Express Line tracks north of Lawrence Avenue. This has enabled the existing street level crossings at King Street and Church Street to be maintained. The Master Plan also provided for the closure of John Street to motor vehicles, which was replaced with a new pedestrian bridge over the tracks in 2016.

The Master Plan identifies other improvements that have since been completed, such as a new landscaping and streetscaping around the Weston GO Station and the construction of a pedestrian bridge over Lawrence Avenue West to connect the north sides of Lawrence Avenue with the transit platform. The bridge was designed to complement the John Street pedestrian bridge.



5

Planning & Urban Design Analysis

5.1 Intensification

The proposed residential/mixed-use intensification on the subject site in the form of the proposed 40-storey building is supportive of the policy framework articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Metrolinx Regional Transportation Plan and the City of Toronto Official Plan, all of which support intensification on sites that are well served by municipal infrastructure, particularly "higher order transit". The proposal will redevelop the site with an appropriately scaled transit-supportive development.

The subject site is located approximately 215 metres northwest of the Weston GO Station, which provides exceptional transit connectivity along two "higher order transit" lines providing both local and regional-level service, i.e. the existing Kitchener GO Rail Line and the UP Express Line. As such, the site has direct "higher order transit" connections to major destinations including Union Station and Pearson International Airport, as well as outlying municipalities including the City of Brampton, Georgetown, City of Guelph and City of Kitchener.

Given the site's adjacency to the Weston GO Station, the subject site forms part of a "major transit station area" along a "priority transit corridor" as defined by the 2019 Growth Plan. The 2019 Growth Plan promotes development in "major transit station areas" that supports existing and planned transit service levels and maximizes the number of potential transit users that are within walking distance of the station. Furthermore, the site is served by "frequent transit" service by way of its direct proximity to the 52 (Lawrence West) and 89 (Weston) bus routes, which provide 10-minute service or better. Accordingly, the subject site is within a "strategic growth area", which are planned to be a focus for accommodating intensification and higher-density mixed uses in a more compact built form.

In this regard, the subject site and surrounding area have also been identified through the City's on-going Growth Plan conformity exercise as forming part of the Weston Major Transit Station Area (MTSA). The Council-adopted policies in OPA 575 for the Weston MTSA provide for a minimum density target that is greater than that set out in the 2019 Growth Plan for GO Transit rail stations (i.e. 200 residents and jobs combined per hectare).

While OPA 575 is currently awaiting Ministerial approval, the Growth Plan indicates that, in circumstances where a municipality must decide on a planning matter before its official plan has been amended to conform with the Growth Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of the decision as it relates to the policies of the Growth Plan which require comprehensive municipal implementation. Given the Growth Plan's direction to "maximize" the size of major transit station areas, it would be reasonable and appropriate to apply the Growth Plan policies regarding "major transit station areas" to the subject proposal.

Weston Road is identified as an *Avenue* by the Official Plan, which is planned to accommodate mixed-use development, with an emphasis on residential growth. Strong policy support is expressed in the Official Plan for mixed-use intensification along the *Avenues*, in a form that is intended to make efficient use of land and infrastructure and concentrate population and jobs in areas well served by transit.

Furthermore, the subject site is designated *Mixed Use Areas*, one of four land use designations intended to accommodate most of the increased jobs and population anticipated by the Official Plan's growth strategy. Further, the Official Plan notes that *Mixed Use Areas* will absorb much of the new housing anticipated in the coming decades. Within this policy context, it is important to make efficient use of sites that are well suited for intensification, to reduce the rate of outward urban expansion, minimize the use of the private automobile and support the use of transit.

As it currently exists, the subject site is vastly underutilized given the applicable policy framework and its location within walking distance of the Weston GO Station. In this regard, the site is currently occupied by an array of one-to 2-storey commercial buildings and surface parking areas. While several of the existing buildings are still occupied, including an automotive repair shop and personal service uses, these uses within their current low-rise built form represent a significant underutilization of land and infrastructure given the

5.2 Land Use

site size and corner location, proximity to existing community uses (i.e. Artscape Weston), two Arterial roads in Lawrence Avenue West (major) and Weston Road (minor) and the Weston GO Station. The proposed 40-storey mixed-use intensification of the subject site will be consistent with the surrounding tall building context and will support the broader policy goals of the PPS, Growth Plan and the Official Plan, by furthering the integration of land use and transportation planning within an identified intensification area.

From a broader strategic perspective, planning for nodal intensification around transit stations provides significant potential for integrating land use and transportation planning objectives. In contrast to most “intensification corridors”, nodal intensification has the ability to achieve significantly higher transit modal splits and, accordingly, has tremendous potential to optimize and make efficient use of costly transit infrastructure, while structuring urban intensification in a manner that focuses on a compact area in proximity to “higher order transit” facilities.

In this regard, the proposal provides for the optimization of land and infrastructure in accordance with the policy direction set out in the PPS, the Growth Plan and the Official Plan. In our opinion, optimizing the use of land and infrastructure on the subject site would be consistent with both good planning practice and overarching Provincial and City policy direction, subject to achieving appropriate built form relationships. In this respect, to “optimize” means to make something “as fully perfect, functional, or effective as possible”.

In the non-policy sidebar in Section 2.1 of the Official Plan, it is noted that, by making better use of existing urban infrastructure and services before introducing new ones on the urban fringe, reurbanization helps to reduce demands on nature and improves the liveability of the urban region by: reducing the pace at which the countryside is urbanized; preserving high quality agricultural lands; reducing reliance on the private automobile; reducing greenhouse gas emissions; and reducing consumption of non-renewable resources.

The proposed uses, which include a mix of residential, community, daycare and retail commercial uses, are supportive of overarching policy directions which seek the achievement of complete communities, which among other things, offer and support opportunities for people of all ages and abilities to conveniently access the necessities of daily living, with a diverse mix of land uses including public service facilities and a range and mix of housing options within compact building forms which supports convenient access to public transit. Furthermore, the proposed mix of uses conforms with the land use permissions of the *Mixed Use Areas* designation and the applicable CR zoning, which permits a broad range of residential and commercial uses in single use or mixed-use buildings.

In particular, the introductory text in Section 4.5 states that the intent of the *Mixed Use Areas* designation is to achieve a multitude of planning objectives by combining a broad array of residential uses, offices, retail and services, institutions, entertainment, recreation and cultural activities, and parks and open spaces. In particular, the intent is that:

“Torontonians will be able to live, work, and shop in the same area, or even the same building, giving people an opportunity to depend less on their cars, and create districts along transit routes that are animated, attractive and safe at all hours of the day and night.”

The proposal will fully achieve the intent of the *Mixed Use Areas* designation by providing a mix of new housing, community spaces and ancillary commercial uses that can bring new residents and the necessary supporting soft services to the Weston Village area. In particular, the proposal will replace the existing low-rise commercial uses on the site with a mix of new residential, commercial and community uses that will provide for a compatible relationship with the surrounding context, particularly the abundance of retail, service and office uses along Weston Road. In this regard, the proposal will provide for an increased residential population that can take advantage of the wide array of shops, services and community facilities in the surrounding Weston Village area, and in turn, provide additional population-based support to the existing local businesses and services.

Furthermore, the provision of new retail commercial, community and daycare related uses at grade will further enhance the area by encouraging increased pedestrian foot traffic, helping to enliven the commercial character of John Street and South Station Street, and by extension, Weston Road. The proposed mix of higher density residential and commercial uses on the site in proximity to the Weston GO Station will also promote transit ridership and active forms of transportation and will support the achievement of a true "complete community" as outlined in the 2019 Growth Plan and supported by the *Mixed Use Areas* designation of the Official Plan.

As it relates to the proposed Official Plan Amendment, it is our opinion that the policies contained within the applicable SASP 45 are outdated and reflect the previously planned mid-rise context for the area. As set out in Sections 5.1 and 5.4 of this report, the subject site is an appropriate location for tall mixed-use intensification, given the surrounding existing and planned tall building context and the site's location in proximity to Weston GO Station and two Arterial roads with "frequent transit" service. In this regard, it is our opinion that the requested Official Plan Amendment to permit the redevelopment of the site with a 40-storey mixed-use building with a 4-storey (16.1 metre) streetwall along John Street is appropriate and desirable, and will provide for an appropriately scaled development that fits within the surrounding context.

Land Use Compatibility

From a land use compatibility perspective, the subject site is located directly south of the Metrolinx GO Rail Corridor, which is a "major facility" as defined in the 2020 PPS and Chapter 2 of the Official Plan. Furthermore, the subject site is also located within 150 metres of a strip of lands designated *General Employment Areas* to the northeast, abutting the north side of the Metrolinx GO Rail Corridor.

In order to address PPS Policy 1.2.6.1, which requires that "major facilities" and "sensitive land uses" be planned to minimize and mitigate any potential adverse effects, in addition to the Compatibility/Mitigation policies contained within Section 2.2.4 of the Official Plan, Gradient Wind Engineers and Scientists have prepared an Air Quality and Land Use Compatibility Assessment. This report compliments an Air Quality Assessment prepared by BCX Environmental Consulting and a Noise and Vibration Feasibility Study prepared by HGC Engineering, both of which form part of the application package. The findings and recommendations of the Noise and Vibration Feasibility Study prepared by HGC Engineering are summarized in Section 5.9 of this report.

The proposed development is required to ensure that impacts from the nearby Metrolinx GO Rail Corridor and *General Employment Areas* are minimized and mitigated, while also ensuring that the proposed development mitigates and minimizes negative impacts on these areas. In this regard, the assessment prepared by Gradient Wind Engineers and Scientists considers:

- air quality impacts from surrounding industrial properties and transportation sources;
- transportation noise and vibration impacts; and
- stationary noise impacts from surrounding industrial and commercial properties.

The assessment considers the compatibility of the proposed development in the context of the various policies, legislation and guidelines of the City of Toronto and the Ministry of the Environment Conservation and Parks, as outlined below:

- the Provincial Policy Statement and City of Toronto Official Plan policies (Section 2.2.4);
- the Ministry of the Environment, Conservation and Parks ("MECP") Land Use Compatibility Guidelines (D-series); and
- the City of Toronto Traffic Related Air Pollution Report, October 2017;
- MECP and Municipal regulations, policies, standards and guidelines related to air quality, noise and vibration studies, such as O. Reg. 419 and NPC-300.

Stationary Sources

The relevant air and noise pollution sources surrounding the site include several nearby industrial/commercial facilities. Other facilities which could produce adverse effects on a neighbouring property include railway transportation corridors and associated lands or buildings. The study site is located approximately 45 metres south of the Metrolinx GO Rail Corridor.

With respect to existing industrial/commercial facilities, there are several industrial-use properties within approximately 1.0 kilometre of the subject site. These include three active Class I industries within the respective potential influence area and one obsolete industry. No active Class II or Class III industries were found within the potential influence area. The Class I industries include:

- 26 Pine Street – Waycred Logistics (580 metres from subject site)
- 20 Pine Street – Reverso Manufacturing (606 metres from subject site)
- 4 Pine Street – Ontario Heating (626 metres from subject site)

Due to the setback distance from the subject site and the size of the above-noted Class I facilities, there are no significant sources of emissions, odours or noise which are expected to impact the subject site or proposed development.

In regard to other stationary sources, the site is surrounded by low-rise commercial buildings in all compass directions. The property to the south at 1901 Weston Road is considered to be the property with the largest number of exposed mechanical equipment nearest to the subject site. Based on satellite imagery, the building is serviced by standard HVAC equipment for the building type. The primary mechanical equipment is positioned on the roof deck and the mechanical penthouse. The property is situated approximately 43 metres from the subject site. With that notion, stationary noise impacts from existing properties onto the study site are considered negligible.

Transportation Corridors

With respect to transportation corridors, including Weston Road, Lawrence Avenue West and the Metrolinx GO Rail Corridor, the subject site is considered compatible with existing transportation noise sources with the inclusion of noise mitigation measures. These

measures include upgrading building components, ventilation requirements, and Warning Clauses (see Section 5.9).

From an air quality perspective the dominant sources of transportation emissions include Weston Road, Lawrence Avenue West, the Metrolinx GO Rail Corridor. This is based on their distance relative to the subject site as well as their transportation classifications. Based on the findings of the report, emission impacts due to Lawrence Avenue West are expected to be less significant compared to emission impacts due to Weston Road and the railway corridor primarily due to the separation distance; closer transportation sources typically have greater emission impacts mostly at the lower floors.

In line with standard building practices, appropriate mitigation provisions include the design, installation, operation, and maintenance of air filtration at the fresh air intakes of the mechanical systems serving all habitable areas, including the addition of air conditioning. The areas that would not require filtered air would be parking garages and utility spaces. Minimum Efficiency Reporting Value ("MERV") 8-10 certification filters should be used for this development in all occupied spaces. Details of the air filtration system will be designed by the mechanical engineers during the detailed design phase. Furthermore, it is advised that a detailed assessment be completed at a future design stage to determine the appropriate air quality mitigation specific to the development.

Impact of the Proposed Development on Employment Lands

In recent years, the neighbourhood of the proposed study site has not experienced much change from a development perspective. The area comprises commercial residential uses in all compass directions with utility and transportation areas beyond to the north, as well as residential areas beyond to the south. In addition, there are several proposed and approved residential mixed-use developments surrounding the site which will introduce additional employment and residential opportunities. With that notion, should the proposed development be granted approval for residential use, it is not expected to have any land compatibility issues or conflicts with the existing or future employment lands.

5.3 Housing

The redevelopment of the subject site will result in new housing supply on an underutilized site in a compact urban form that supports the wider policy objectives of the Provincial Policy Statement, the Growth Plan and the Official Plan. More specifically, the proposal will both enhance and add to the existing housing stock in the area, in conformity with the intent of Policies 3.2.1(1) and 3.2.1(2) of the Official Plan and with general regard for the Growing Up Guidelines.

The subject site is located in an area that contains a range of housing types, including low-rise ownership housing interspersed with mid-rise to tall buildings containing a mix of both rental and condominium tenure units. The proposed development of the subject site is intended to be condominium in tenure and will continue to support the provision of a diverse mix of housing options and uses in the Weston Village area through a mix of additional one-bedroom, two-bedroom and three-bedroom apartment units. In this regard, the proposal conforms with the Official Plan's housing policies, including Policy 3.2.1(1), which encourages a full range of housing in terms of form, tenure and affordability, across the City and within neighbourhoods, which are to be provided and maintained to meet the current and future needs of residents.

The proposed range of unit types provides a variety of housing options, including housing suitable for young professionals, families with children and seniors who may be looking to downsize from larger, family size dwellings. In this regard, the proposed unit mix is in accordance with the targets specified in Section 2.1 of the Growing Up Guidelines and provides a total of approximately 230 (50%) larger units consisting of two or more bedrooms, including approximately 185 two-bedroom units (40%) and 45 three-bedroom units (10%).

5.4 Height, Massing and Density

For the reasons noted in Section 5.1 above, it is our opinion that the subject site represents a suitable location for significant residential mixed-use intensification in land use policy terms.

In terms of **height**, it is our opinion that the subject site is an appropriate location for a tall building given its:

- overall size and corner location;
- location within a "major transit station area" as defined by the Growth Plan (i.e. located approximately 215 metres from Weston GO Station, which has connections along the Kitchener GO Rail Line and UP Express Line);
- *Mixed Use Areas* designation in the Official Plan;
- location within the proposed Weston MTSA (Site and Area Specific Policy 695);
- proximity to the intersection of Weston Road and Lawrence Avenue West, two Arterial roads identified by the City's Road Classification System;
- proximity to existing "frequent transit" service in the form of the 52 (Lawrence West) and 89 (Weston) bus routes;
- relation to other existing and approved tall buildings in the Weston Village area, which are generally in the range of 18 storeys (62.6 metres) to 45 storeys (146.0 metres); and
- substantial separation distance (115 metres) from the closest *Neighbourhoods* designated lands to the north.

Based on the foregoing, it is our opinion that the proposal is in keeping with the anticipated locations for tall buildings as set out in Section 3.1.4 of the Official Plan.

From an urban structure perspective, the development of a tall building on the subject site would be in keeping with the emerging pattern of nodal intensification around the Weston GO Station. The proposed scale and form of intensification would also be consistent with the existing and planned tall building heights along the broader Weston Road corridor. Given this context, the proposed 40-storey height (130.1 metres including mechanical penthouse) is in keeping with the pattern of existing, approved and proposed heights around the Weston GO Station, as indicated in **Table 3** below.

Table 3 - Surrounding Developments (Including Mechanical Penthouse)

Address	Status	Type	Height (Storeys)	Height (Metres)
1821-1823 Weston Road	Approved (OLT)	Residential, Retail	45 storeys	146.0 metres
1865-1885 Weston Road – Tower B (Weston Park)	Under Review	Residential, Retail, Institutional	38 storeys	135.0 metres
13-21 John Street & 36-40 South Station Street (Subject Site)	Under Review	Residential, Retail, Institutional	40 storeys	130.1 metres
1956-1986 Weston Road – Tower B	Approved	Residential, Retail	35 storeys	120.2 metres
22 John Street, 33 King Street & 2 Elsmere Avenue (West 22)	Built	Residential, Retail, Institutional	30 storeys	107.5 metres
1865-1885 Weston Road – Tower A (Weston Park)	Under Review	Residential, Retail, Institutional	28 storeys	104.5 metres
1956-1986 Weston Road – Tower A	Approved	Residential, Retail	29 storeys	102.2 metres
29-39 King Street (The Residence at Weston)	Built	Residential, Retail, Self-storage, Institutional	30 storeys	90.0 metres
1736-1746 Weston Road	Under Review	Residential, Retail	25 storeys	84.7 metres
1695-1707 Weston Road (The Charlton Residences)	Approved	Residential, Retail	24 storeys	84.6 metres
10 Wilby Crescent (The Humber)	Under Construction	Residential	22 storeys	68.8 metres
2062 Weston Road	Approved	Residential, Retail	18 storeys	62.6 metres

While it is within the upper end of this range, it is our opinion that the proposed building height of 40 storeys (130.1 metres including mechanical penthouse) fits within the pattern of existing and approved heights in the vicinity of the site. In particular, the subject site is located directly adjacent to a recently constructed 30-storey (107.5 metre) building at 22 John Street. Just south of the site are approved 29- and 35-storey (102.2 and 120.2 metre) buildings fronting Weston Road. Furthermore, there are two proposed buildings of 28 and 38 storeys (104.5 and 135.0 metres) and an

approved 45-storey (146.0 metre) building situated directly adjacent to the Weston GO Station. Further east from Weston GO Station is an approved 24-storey (84.6 metre) building at 1695-1707 Weston Road and an under construction 22-storey (68.8 metre) building at 10 Wilby Crescent.

In this regard, the proposed height of 40 storeys fits within the emerging pattern of heights within the Weston Village Area (18 to 45 storeys) and respects a general reduction in height with increasing distance from Weston GO Station.

Furthermore, as described below in Section 5.5, at 130.1 metres, the proposed tower and mechanical penthouse will generally fall beneath a 45-degree angular plane taken from the closest *Neighbourhoods* designated lands to the north, with the only projection consisting of the northernmost edge of Level 40.

In terms of **massing**, the proposal has been designed to be in keeping with the built form context of the surrounding area. It will include two distinct elements, consisting of a stepped, 8-storey base building that will define the edges of South Station Street and John Street at an appropriate pedestrian scale, and a 32-storey tower element that has been appropriately sized and oriented on the site so as to limit built form impacts.

The 8-storey (28.1 metre) base building will be located parallel to both the South Station Street and John Street frontages and will be articulated by a mix of setbacks and stepbacks which will provide for a comfortable streetwall condition and pedestrian environment. In particular, the base building will provide for minimum 3.0 metre setbacks along South Station Street and John Street, resulting in total curb to building face setbacks of approximately 5.5 to 8.5 metres along South Station Street and 6.5 to 7.5 metres along John Street. In our opinion, the proposed setbacks are appropriate and will provide for sufficiently wide and comfortable pedestrian boulevards between the building and the street edge. The proposed base building does not contemplate any projecting balconies or cantilevering elements within these setbacks along either elevation.

Additionally, the base building will include a 4-storey (16.1 metre) streetwall condition at the corner of South Station Street and John Street, increasing in height to 8 storeys (28.1 metres) as the building extends eastward along South Station Street and decreasing in height to one storey (7.0 metres) as the building extends southward along John Street. As such, the proposed streetwall height has been designed to fit within the existing streetwall context, particularly along John Street, including the existing 5-storey streetwall of the West 22 building to the immediate west (22 John Street), transitioning downwards to the 2-storey context further south along John Street and at Weston Road. Along South Station Street, the streetwall will gradually increase in height to 8 storeys (28.1 metres) through a series of staggered stepbacks, whereby the tallest elements will be located furthest east.

To the rear, the base building will provide a 7.0 metre setback to the south (rear) lot line and will face the properties to the south with a one-storey (7.0 metre) condition, with a 5.5 metre stepback provided at Level 2. Viewed from John Street, the one-storey condition will reflect the existing 2-storey building context of the main street buildings fronting Weston Road, and the 5.5 metre stepback will provide for clear visual and physical separation between this lower building mass and the upper levels of the base building and the tower above.

Above the base building, the proposed tower element will be differentiated from the mass of the base building through a series of stepbacks at Level 9, including a 3.1 metre stepback along the South Station Street elevation, an 11.2 metre stepback along the John Street elevation and a 1.5 metre stepback along the east elevation. The result is a clearly defined tower mass that is set back by a minimum 6.1 metres from the South Station Street frontage, 29.9 metres from the John Street frontage and 12.5 metres from the east side lot line. To the rear (south), the proposed tower will maintain the setback condition of Level 2 to 8 of the base building and will maintain a minimum 12.5 metre setback to the south lot line.

The overall size of the site, together with the aforementioned setbacks and stepbacks, means that a larger tower floor plate of approximately 843 square metres GCA can be comfortably achieved on the site. While larger than the recommended 750 square metres outlined in the City-wide Tall Building Design Guidelines, we note that the proposed tower does not include any projecting balconies, has been articulated in a semi-irregular manner to break up the overall massing and will provide appropriate separation distances and setbacks in accordance with the Tall Building Design Guidelines. More specifically, the proposed tower will achieve a minimum 13.8 metre setback from the centre line of South Station Street, a minimum 33.5 metre setback from the west side lot line along John Street, a minimum 12.5 metre setback to the east side lot line and a minimum 12.5 metre setback to the south lot line. Built form impacts and separation distances from adjacent properties are discussed further below in Section 5.5.

It is our opinion that the proposed tower floor plate of 843 square metres GCA is appropriate in this context given the large size and overall dimensions of the site, as well as the siting and orientation of the tower, allowing for the achievement of comfortable tower setbacks and separation distances that meet and exceed the Tall Building Design Guidelines. Furthermore, the larger tower floor plate is also in keeping within the surrounding context of the site, which includes several older, large slab-style buildings, in addition to newer buildings including the approved 35-storey tower (Tower B) at 1956-1986 Weston Road, which was approved with a floor plate of approximately 850 square metres GCA. In this regard, it is our opinion that the determination of whether the 843 square metre GCA floor plate is appropriate should be based on the site's context, its ability to achieve appropriate setbacks and separation distances as well as any built form impacts (see Section 5.5 below).

Above the height of the residential floors, the proposed tower element will provide for an integrated mechanical penthouse that is stepped back from the north (front) lot line.

From a **density** perspective, it is our opinion that the proposed density of 9.7 FSI is appropriate and desirable. Firstly, it is important from a planning policy perspective to optimize density on the site given its location relative to existing and planned infrastructure including higher-order transit and community services and facilities, and the appropriateness of the proposed height and massing in relation to surrounding existing and evolving built form context. Secondly, it is noted that the Official Plan does not generally include density limitations and specifically does not do so in the case of the subject site. The Official Plan provides that land use designations are generalized, leaving it to the Zoning By-law to "prescribe the precise numerical figures and land use permissions that will reflect the tremendous variety of communities across the City". Accordingly, it is reasonable to establish an appropriate density for the site based on specific built form design, context and urban structure considerations, rather than on the basis of density numbers alone.

That being said, development in the area has proceeded, or is planned to proceed, at similar scales of intensification, including the following:

Table 4 – Comparison of Surrounding Densities

Address	Status	Type	Density
1736-1746 Weston Road	Under Review	Residential, Retail	10.8 FSI
1821-1823 Weston Road	Approved (OLT)	Residential, Retail	10.49 FSI
1865-1885 Weston Road (Weston Park)	Under Review	Residential, Retail, Institutional	10.38 FSI
13-21 John Street & 36-40 South Station Street (Subject Site)	Under Review	Residential, Retail, Institutional	9.70 FSI
1956-1986 Weston Road	Approved	Residential, Retail	9.17 FSI
1695-1707 Weston Road (The Charlton Residences)	Approved	Residential, Retail	5.45 FSI
10 Wilby Crescent (The Humber)	Under Construction	Residential	5.11 FSI
22 John Street, 33 King Street & 2 Elsmere Avenue (West 22)	Built	Residential, Retail, Institutional	4.8 FSI
2062 Weston Road	Approved	Residential, Retail	3.76 FSI

The proposed density of 9.7 FSI is within the range of densities achieved or proposed by nearby developments. In particular, the density proposed is noticeably less than what was achieved at 1821-1823 Weston Road (10.49 FSI) and is comparable to the approved development at 1956-1986 Weston Road (9.17 FSI), located just west of the site at the corner of Weston Road and Little Avenue.

In our opinion, this level of density is appropriate for the site given that the proposed height and massing can be comfortably situated on the site given its overall size. In this regard, the resulting density is deployed in a manner that gives prominence to the corner of John Street and South Station Street, by setting the tower well back from the corner and maintaining a 4-storey pedestrian scale with wide pedestrian boulevards.

Furthermore, the proposed development will also contribute to the on-going mixed-use intensification of the Weston Village area, which is targeted for intensification by the Provincial Policy Statement, the Growth Plan and the Official Plan. The proposal will provide for a mix of new housing, community uses and ancillary retail commercial space in an area with excellent access to higher order transit, achieving the broader goals of the Growth Plan as it relates to "complete communities" as well as the intent of the City's *Mixed Use Areas* designation. Within a policy context that promotes intensification, the optimization of land and infrastructure is a desirable planning outcome, provided that there are no unacceptable impacts either in terms of built form or the adequacy of hard and soft services. As detailed in the following sections, the proposed development has no unacceptable built form impacts, represents good urban design and is supported by hard and soft services, with no significant infrastructure capacity concerns.

5.5 Built Form Impacts

Consideration of potential built form impacts includes light, view and privacy impacts, shadow impacts and wind impacts. The Official Plan development criteria applying to the *Mixed Use Areas* designation have a particular focus on potential built form impacts on adjacent lower-scale *Neighbourhoods*. In particular, Policy 4.5(2)(c) requires buildings to be located and massed to provide a transition through appropriate setbacks and/or stepping down of heights towards lower-scale *Neighbourhoods*, while Policy 4.5(2)(d) requires buildings to be located and massed to adequately limit shadow impacts on adjacent *Neighbourhoods*.

In this case, the closest properties designated *Neighbourhoods* are located approximately 115 metres to the north, on the north side of the Metrolinx GO Rail Corridor. In this regard, the closest *Neighbourhoods* are well separated from the subject site by the South Station Street right-of-way and the intervening properties on the north side of the street, as well as Metrolinx GO Rail Corridor.

The proposed tower height of 40 storeys (124.1 metres to the top of the roof slab) would fall almost entirely beneath a 45-degree angular plane measured from the closest *Neighbourhoods* designated lands to the north. The only projection into the angular plane would consist of the northernmost edge of Level 40. In our opinion, the proposed projection into the angular plane is minor in nature given that the angular plane will not project through the Level 40 floor slab. Furthermore, above the height of the roof slab, the proposed 6.0 metre mechanical penthouse has been oriented toward the south portion of the roof with a 12.2 metre stepback from the north face of the tower. As a result, the proposed mechanical penthouse will fall entirely beneath the 45-degree angular plane.

Based on the foregoing, it is our opinion that the proposed building height and massing is appropriate in relation to the closest *Neighbourhoods* designations, particularly in view of the site's location within a *Mixed Use Areas* designation within approximately 215 metres of the Weston GO Station (i.e. within a "major transit station area"). Within this physical distance, it is our opinion that the proposed development would not have any unacceptable built form impacts.

Light, View, Privacy

Light, view and privacy (LVP) impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings. In this regard, the City, through its Official Plan policies, zoning and applicable urban design guidelines, seeks to ensure that development appropriately limits its impact on the pedestrian realm and the surrounding area, including adjacent properties, parks and low-rise neighbourhoods, specifically with regards to adequate sunlight. As a matter of good urban design practice, a minimum distance of 11 metres is generally used as an appropriate separation distance between main windows for mid-rise buildings and the podiums of tall buildings.

The accepted standard for LVP impacts is based on the CR zoning in Zoning By-law 569-2013 which specifies a minimum setback of 5.5 metres from principal residential windows to property lines that are not street lines, and a separation distance of 11.0 metres between facing windows of principal residential rooms on the same site.

For tower elements, the City-wide Tall Building Design Guidelines recommend a separation distance of 25 metres between tower faces and a tower setback of 12.5 metres from side and rear property lines. The 25-metre separation distance addresses sky view from grade as well as LVP impacts.

Based on the LVP standards and guidelines set out above, we analyzed the siting of the proposed 8-storey base building and 40-storey tower.

Base Building (Levels 1-8)

The proposed 8-storey base building component contains residential units beginning at Level 2, with five units located along the eastern portion of the north building face, four of which face north towards South Station Street and one of which faces north and east. Levels 3 through 8 are entirely comprised of residential units, with the exception of Level 7, which contains indoor amenity space along the west building face.

To the north, the base building is set back a minimum of 3.0 metres from the north lot line along South Station Street. Above Level 4, the base building also features a series of staggered setbacks along South Station Street at Levels 5, 6, 7 and 8, increasing in height as the building extends eastward. Through the proposed setbacks and setbacks, and by virtue of South Station Street's right-of-way width of approximately 15.3 metres, the proposed north-facing residential windows in the base building would have a separation distance of at least 18.3 metres, and up to 22.1 metres, from the low-rise residential and commercial properties on the north side of the street. In our opinion, this separation distance is appropriate for a podium window facing condition and is well in excess of the 11.0 metre standard.

To the west, the base building is set back by a minimum of 3.0 metres from the west side lot line along John Street. Above the height of the ground floor, the proposed base building features a series of setbacks from John Street, including a minimum 3.5 metre partial setback at the southwest corner of Level 2, a 3.5 metre partial setback at the northwest corner of Level 5 and a 12.2 metre setback at Level 7. By virtue of John Street's existing right-of-way width of approximately 14.6 metres, west-facing windows within the base building will be separated by 17.6 to 33.3 metres from the east-facing windows within the podium of the adjacent West 22 building, with the separation distance increasing as the base building increases in height. In our opinion, there would be no unacceptable light, view and privacy impacts given that the separation would far exceed the 11.0 metre standard.

To the south, the base building is set back by a minimum of 7.0 metres from the rear (south) lot line). At Level 2, the base building will provide a 5.5 metre setback from the south lot line, resulting in a setback of 12.5 metres from the rear lot line and 9.0 metres from the centre line of the new private driveway from Levels 2 to 8. As such, the proposed setbacks and setbacks to the south exceed the minimum 5.5 metre separation distance.

To the east, the base building has a varied setback to the east side lot line, as the northern portion of the building face extends an additional 2.0 metres eastward, compared to the southern portion of the face. As a result, the northern portion of the east building face is set back by a minimum 10.5 metres from the east side lot line and the southern portion is set back 12.5 metres. Accordingly, the proposed minimum setbacks to the east side lot line well exceed the minimum 5.5 metre separation distance for main walls with windows facing abutting properties.

Based on the foregoing, the base building will comfortably exceed the recommended 5.5 metre setbacks and 11.0 metre separation distances along all sides of the building. Accordingly, no unacceptable light, view or privacy impacts are anticipated.

Tower (Levels 9-40)

To the north, the proposed tower element is set back between 6.1 to 12.2 metres from the front lot line along South Station Street. Together with the 15.3 metre width of the South Station Street right-of-way, the proposed setback will result in a tower setback of approximately 13.8 to 19.9 metres from the centreline of South Station Street, which exceeds the recommended 12.5 metres set out in the Tall Building Design Guidelines.

Further, the resulting setback will provide for a separation distance of approximately 21.5 to 27.6 metres from the properties on the north side of South Station Street. As set out on the Block Context Plan, prepared by Bousfields Inc., (see below and **Figure 24**), it is not anticipated that the properties on the north side of South Station Street will redevelop with tall buildings, given their shallow depth and immediate proximity to the Metrolinx GO Rail Corridor. However, should some form of residential development occur on the north side of South Station Street, featuring minimum setbacks and stepbacks, a horizontal separation distance of 25.0 metres could be achieved in accordance with the Tall Building Design Guidelines.

To the west, the proposed tower element is set back by a minimum of 29.9 metres from the west side lot line along John Street. This is more than double the recommended setback of 12.5 metres from the centreline of the street, and will result in a generous separation distance from the existing West 22 building to the immediate west. In this regard, the West 22 building has a tower setback of approximately 33.5 metres from John Street, meaning that the proposed tower element will maintain a total 78.0 metre separation distance from the West 22 tower.

To the south, the proposed tower element will match the setback condition of Levels 2 through 8 of the base building and will provide a minimum 12.5 metre setback to the rear (south) lot line. There are no existing or approved towers on the properties to the south, and accordingly, it is our opinion that there would be no light, view or privacy impacts with any future tall building development that may occur on these properties.

To the east, the proposed tower element is partly stepped back by 1.5 metres above Level 8 of the base building. As a result, the east face of the tower element will provide a minimum setback of 12.5 metres from the east side lot line. As such, the tower will maintain a 43.9 metre separation distance from the existing 17-storey TCHC building at 1901 Weston Road, which has an approximate 31 metre setback from the subject site. There are no existing or approved towers on the property immediately east of the subject site, which is currently used as a parking area serving the above-noted TCHC building.

Based on the foregoing analysis, it is our opinion that the aforementioned privacy mitigation measures, including the minimum setbacks, base building stepbacks and tower stepbacks, will limit any privacy and overlook impacts on adjacent properties and are therefore acceptable. Furthermore, it is our opinion that the criteria set out in the Tall Building Design Guidelines as it pertains to spatial separation have been satisfied, as the proposed tower element will exceed the recommended 12.5 metre setbacks from the centre lines of adjacent streets and property lines along all sides of the building.

Block Context Plan

A Block Context Plan ("BCP") was prepared by Bousfields Inc. to illustrate and analyze how the physical form of the proposed development fits within the existing and planned context and to evaluate the proposal within the urban design and built form policy framework of the Official Plan and applicable urban design guidelines. It also identifies any additional conceptual redevelopment sites ("soft sites") within the block and adjacent blocks that may develop in a manner generally consistent with the urban design principles and built form approach proposed on the subject site.

The Block Context Plan studied the area bounded by the Metrolinx GO Rail Corridor to the north, Lawrence Avenue West to the east, Weston Road to the south and John Street to the west.

Sky View Impacts

Based on the above criteria, the BCP identified one potential soft site within the study area. The soft site is located immediately adjacent to the south of the subject site at the northeast corner of Weston Road and John Street and includes the properties at 3-7 John Street and 1921-1937 Weston Road. The assembled property would have approximately 52.7 metres of frontage along Weston Road and approximately 46.3 metres along John Street. With such dimensions, it is our opinion that the property could reasonably accommodate a 35-storey tower with a 750 square metre GCA floorplate and a 6-storey podium that steps down to a 3-storey base element along the majority of Weston Road and a 5-storey base element along the majority of the John Street frontage. In this configuration, the soft-site tower could provide a minimum 20.5 metre tower setback to the south lot line of the subject site, resulting in a total tower separation distance of approximately 34.1 metres between the soft-site tower and the proposed tower on the subject site. Furthermore, the soft-site tower could also be appropriately sited so as to provide a separation distance of approximately 72.0 metres from the existing TCHC tower at the corner of Lawrence Avenue West and Weston Road.

Overall, the Block Context Plan demonstrates that, from a block planning perspective, the proposed development has been appropriately sited and massed on the site so as to be compatible with the height and massing of existing, approved and future development in the Weston Village area. In this regard, while the proposal has been articulated with a larger 843 square metre GCA floorplate that exceeds the 750 square metres set out in the Tall Building Design Guidelines, the proposed setbacks and separation distances will meet and exceed those set out in the Tall Building Design Guidelines and will not preclude the potential for future tall building or intensification on suitable adjacent lands.

In our opinion, the proposed development would not have any unacceptable impacts on sky view from the public realm, due in part to the proposed setbacks, stepbacks and overall articulation of the building mass.

Viewed from the corner of South Station and John Street, the base building would define the scale at the corner with a 4-storey (16.1 metre) streetwall that is in keeping with the existing 5-storey streetwall introduced by the West 22 building to the immediate west. Moving southward along John Street, the 4-storey streetwall will step down to a one-storey (7.0 metre) element, in order to transition downwards to the 2-storey context further south along John Street and at Weston Road. Moving eastward along South Station Street, the proposed streetwall will gradually increase in height to 8 storeys (28.1 metres) through a series of wide, staggered stepbacks. Furthermore, the base building will provide generous setbacks from public rights-of-way, including 3.0 metres from South Station Street (5.5 to 8.5 metres curb to building face) and 3.0 metres from John Street (6.5 to 7.5 metres curb to building face).

The above-mentioned setbacks and stepbacks, particularly those along South Station Street, will provide for clear, unobstructed views of the sky from public spaces, including the corner of South Station Street and John Street.

Above the base building, the proposed tower element would be clearly delineated from the mass of the base building through the incorporation of further stepbacks along the north, east and west facades at Level 9. From Level 9 onwards, the proposed tower element will have an 843 square metre GCA floor plate. While larger than the maximum 750 square metres set out in the Tall Building Design Guidelines, the tower element has been sited at the southeast corner of the site, so that it is set well back from the corner of John Street and South Station Street, minimizing any impact on sky views and providing setbacks and separation distances in accordance with the Tall Building Guidelines. Furthermore, as set out below, the proposed tower has been sited, articulated and massed in a manner that casts a fast-moving shadow that will not unduly impact sunlight and sky views within the surrounding context of streets, parks, public and private open space and other shadow sensitive areas.

Given the proposed tower spacing, along with the proposed articulation between the base building and the tower floors, it is our opinion that there will be no unacceptable sky view impacts.

Shadow Impacts

Official Plan Policy 3.1.3(5) requires that new development be located and massed to ensure access to sunlight and daylight in the public realm. Policy 3.1.4(10) further provides that the tower portion of a tall building should be designed to limit shadow impacts on the public realm and surrounding properties and maximize access to sunlight and sky view from the public realm. The policies specific to the *Mixed Use Areas* designation direct that new buildings will adequately limit shadow impacts on adjacent *Neighbourhoods*, particularly during the spring and fall equinoxes (September / March 21st) (Policy 4.5.2(d)).

A shadow study has been prepared by 3XN USA LLC and Turner Fleischer Architects to assess the shadow impacts of the proposal. In accordance with the City's terms of reference, shadow impacts have been analyzed for the spring/fall equinoxes (March / September 21st) and the summer solstice (June 21st) between the hours of 9:18 a.m. and 6:18 p.m. The study includes shadows for the existing context of the site and surrounding area, as well as the shadows created from the proposed development and surrounding approved buildings.

For the purposes of the following description, shadow impacts have been assessed based on directions generally reflecting true north.

As noted above, the closest *Neighbourhoods* designated lands are located approximately 115 metres to the north, on the northern side of the Metrolinx GO Rail Corridor. The study demonstrates that on March 21st, the proposal will not result in any shadowing on lands designated *Neighbourhoods* until 2:18 p.m., at which time the proposal begins to cast shadows on a portion of the rear yards of four properties located at 66-78 Rosemount Avenue, on the north side of the rail corridor. By 3:18 p.m., shadows from the proposal will have moved off the 76-78 Rosemount Avenue properties but will continue to shadow a portion of the 70 Rosemount Avenue rear yard and will also shadow the rear yard and portion of the detached dwelling at 66 Rosemount Avenue.

By 4:18 p.m., shadows will have moved off the 66-78 Rosemount Avenue properties entirely and will then be limited to the front yards of six detached dwellings on the north side of Rosemount Avenue, addressed 45-55 Rosemount Avenue. By 5:18 p.m., shadows from the proposal will continue to move further east, no longer affecting the 45-55 Rosemount Avenue properties, and will instead shadow three residential properties at 2-6 MacDonald Avenue, a portion of the 6 Springmount Avenue rear yard, as well as the northwestern portion of the C.R. Marchant Middle School schoolyard. The resulting shadows at this time will also affect a small portion of the school building. At 6:18 p.m., shadows from the proposal will have moved off the MacDonald Avenue and Springmount Avenue properties and will shadow the southeastern portion of the schoolyard and school building. Furthermore, shadows from the proposal will also affect approximately 15 properties fronting onto Boyd Avenue, and the rear yards of approximately 9 properties fronting onto Lawrence Avenue West.

On June 21st, the proposal would have no shadow impacts on any lands designated *Neighbourhoods*.

On September 21st, the shadow study demonstrates that, similar to March 21st, the proposal would begin to cast shadows on lands designated *Neighbourhoods* at 2:18 p.m., when the proposal will partially impact the rear yards of the 66-78 Rosemount properties, north of the Metrolinx GO Rail Corridor. At 3:18 p.m., only the southeastern portion of the 66 Rosemount Avenue rear yard is impacted. At 4:18 p.m. the shadows will similarly move further east and will cover the majority of the front yards and detached dwellings of the properties located at 45-55 Rosemount Avenue. By 5:18 p.m. shadows from the proposal are limited to the three residential properties at 2-6 MacDonald Avenue, as well as the northern-most portions of the C.R. Marchant Middle School schoolyard and school building. At 6:18 p.m., the proposal will shadow the southern portion of the schoolyard and school building, in addition to approximately 23 properties fronting onto Boyd Avenue (4 on the north side of the street – portions of the front yards only, and 19 on the south side), and the rear yards of approximately 12 properties fronting onto Lawrence Avenue West.

With respect to nearby parks and open spaces, the proposal would not result in any shadowing impacts on lands designated *Parks, Natural Areas* or *Other Open Space Areas*, including Weston Lions Park and Weston Memorial Park to the south, at any point during the year. In terms of other open space areas, there are two school yards located west of the subject site, west of King Street (H.J. Alexander Community School and St. John The Evangelist School) and one school yard to the northeast of the subject site, north of the Metrolinx GO Rail Corridor (C.R. Marchant Middle School). The shadow study demonstrates that there will be no shadowing impact from the proposal on the H.J. Alexander Community School and St. John The Evangelist School school yards located west of the subject site at any point throughout the year. With respect to the C.R. Marchant Middle School schoolyard, as noted above, during the equinoxes (March/September 21st), the proposal will cast a shadow on the northwestern portion of the schoolyard at 5:18 p.m., which moves to the southern portion of the school yard at 6:18 p.m. On June 21st, there will be no impacts on surrounding school yards.

In terms of impacts on surrounding streets and sidewalks, the shadow study demonstrates that on March/September 21st, the proposal will cast shadows on both sides of John Street between 9:18 a.m. and 12:18 p.m. and on the east side only at 1:18 p.m. Similarly, on June 21st, the proposal will shadow both sides of John Street from 9:18 a.m. to 11:18 a.m. and the east side only at 12:18 p.m. As it relates to South Station Street, the shadow study demonstrates that the proposal will cast a shadow on the south side of South Station Street, near the John Street intersection only, at 11:18 a.m. and on a portion of both sides of the street between 12:18 p.m. and 6:18 p.m. On June 21st, the proposal will shadow the south side of South Station Street, near the John Street intersection only, at 12:18 p.m. and on both sides of the street between 1:18 p.m. and 6:18 p.m. On September 21st, the proposal will shadow both sides of South Station Street between 11:18 a.m. and 6:18 p.m.

With respect to streets and sidewalks in the wider surrounding area, the proposal will cast quick-moving shadows that travel in a north-easterly direction as the day progresses. In this regard, the proposal will not result in any shadowing on Weston Road or Lawrence Avenue West at any of the times studied. Furthermore, shadows cast by the proposal during March/September 21st would result in limited incremental shadowing on:

- a portion of Rosemount Avenue, between William Street and Ralph Street, from 4:18 p.m. to 6:18 p.m.;
- the majority of MacDonald Avenue, at 5:18 p.m.;
- a portion of Ralph Street, between Lawrence Avenue West and MacDonald Avenue at 6:18 p.m.; and
- a portion of Boyd Avenue, near the intersection with Ralph Street, at 6:18 p.m.

Based on the foregoing analysis, it is our opinion that the shadow impacts on surrounding properties and the public realm and minor and acceptable. In particular, shadowing on nearby lands within the *Neighbourhoods* designation would be "adequately limited" in accordance with the Official Plan, as all properties will have access to sunlight for a minimum of six consecutive hours per day throughout the year (i.e. 9:18 a.m. to 2:18 p.m. on September/March 21st and 9:18 a.m. to 6:18 p.m. on June 21st), and that shadow impacts on any individual property would last no longer than two consecutive hours.

Furthermore, the proposal will result in no shadowing on any lands designed *Parks, Natural Areas* or *Other Open Space Areas* at any point throughout the year. While the proposal will result in some net new shadowing on the C.R. Marchant Middle School schoolyard during March/September 21st, it is our opinion that the resulting shadows from the proposal would be limited in terms of their extent and duration (i.e. 5:18 p.m. to 6:18 p.m.) and would not negatively impact the utility of the space. We therefore conclude that the incremental shadow impacts from the proposed development are minor and acceptable.

Wind Impacts

Policy 4.5(2)(e) directs that new buildings be massed to maintain comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

A Pedestrian Level Wind Study has been prepared by Gradient Wind Engineers and Scientists to test the wind comfort conditions of the proposed development. The study investigated pedestrian wind conditions within and surrounding the subject site and identified areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

5.6 Urban Design

The study involves a simulation of wind speeds for 16 wind directions using the computational fluid dynamics (“CFD”) technique to assess pedestrian wind comfort and safety according to the City of Toronto wind comfort and safety criteria. The analysis was undertaken for all four seasons, during appropriate hours of pedestrian usage (i.e. between 06:00 and 23:00) within and surrounding the subject site. It was predicted that all grade-level areas within and surrounding the subject site will experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, walkways, and in the vicinity of building access points are considered acceptable. A summary is provided below:

- Conditions in the vicinity of the single building access point serving the proposed development along John Street are predicted to be suitable for standing during the spring, summer and autumn, becoming suitable for a mix of standing and walking during the winter. The current architectural drawings include a doorway recessed by 1.5 metres within the building façade, which is appropriate to increase comfort levels. On the other hand, conditions over the building access points South Station Street are predicted to be suitable for sitting throughout the year.
- Walkways and sidewalks along the subject site are mostly suitable for sitting throughout the year, apart from the sidewalks along John Street and Pantelis Kalamaris Lane, which are predicted to be suitable for a mix of sitting and standing throughout the year. The noted conditions are considered acceptable.
- The common amenity terrace at Level 2 is predicted to be suitable for a mix of sitting and standing during the typical period. It is suitable for sitting at least 72% of the time during the typical use period. To enhance the sitting comfort criterion to 80% (target level), it is recommended that a wind screen be installed along the west and south perimeters of the outdoor terrace.
- The common amenity terraces at Levels 7 and 9 are mostly suitable for standing with walking conditions along the north end of the terraces during the typical use period. The area should be suitable for sitting at least 55% of the time to the north and at least 60% of the time over the remainder of the terraces. To achieve the sitting comfort class in all areas during the typical use period, it is recommended that wind screens be installed along the full perimeter of the terraces.

From an urban design perspective, the proposed development represents a well-designed addition to the Weston Village area. Furthermore, the proposed development represents a thoughtful design response to the context of the site, adjacent land uses and proximity to “higher order transit” that is in conformity with the intent of applicable built form and urban design policies of the Official Plan. The proposal also has regard for the Tall Building Design Guidelines and the Weston Urban Design Guidelines.

The proposed base building addresses the pedestrian environment with an appropriately scaled base building that reflects the existing streetwall condition and setbacks along John Street, particularly the West 22 building to the west. In this regard, the proposal will provide for a 1-to 4-storey streetwall along John Street, decreasing in height with increasing distance from the intersection of John Street and South Station Street, in concert with a 4-to 8-storey streetwall along South Station Street, increasing in height with increasing distance from the intersection. As such, the base building has been articulated in a manner that will accentuate the prominence of the corner.

Furthermore, at grade, the base building will provide for a comfortable pedestrian environment through the provision of 5.5 to 8.5 metre and 6.5 to 7.5 metre curb to building setbacks along South Station Street and John Street, respectively. These curb to building face setbacks will be enhanced with new tree planting, raised planters, bicycle parking rings and street furniture, and along the South station Street frontage will be provided with a series of small forecourts that will provide for informal spaces of activity. The public realm along both frontages will also be enhanced with active community, daycare and retail commercial uses that will be articulated with tall, transparent glazing elements.

Above the base building, the tower element will represent a distinctive architectural addition to the skyline that is clearly delineated from the base building through tower setbacks on its north, east and west sides. From a locational perspective, the proposed tower height, size and siting will result in a harmonious addition to the existing tall building context in proximity to Weston GO Station and will achieve and, in some cases, exceed the recommended tower separation distances to surrounding buildings and properties. The proposed tower has been designed with an exceptional degree of architectural detailing and materiality and will be articulated with a mix of ceramic tiles and zinc galvanized steel cladding.

Official Plan

In our opinion, the proposed development is appropriate and desirable and conforms with the applicable built form and urban design policies of the Official Plan. In particular, the design of the proposed development conforms with Policies 3.1.1(6), 3.1.1(10), 3.1.1(13), 3.1.1(15), 3.1.1(16), 3.1.3(1), 3.1.3(3), 3.1.3(4), 3.1.3(5), 3.1.3(6), 3.1.3(7), 3.1.3(9), 3.1.3(10), 3.1.3(11), 3.1.3(13), 3.1.4(8), 3.1.4(9), 3.1.4(10), 3.1.4(11), 3.1.4(12) and 4.5(2) of the Official Plan, in that it will:

- locate the building parallel to the street edges and locate the main building entrances along John Street and South Station Street so that they front onto the public streets;
- provide a well-connected setting that meets the daily needs of residents through a mix of activities and uses, including at-grade community, daycare and retail commercial space;
- incorporate a "Complete Streets" approach that complements the proposed mix of uses by providing for minimum 2.1 metre pedestrian clearways that can accommodate the safe and efficient movement of pedestrians of all ages and abilities around the site, in addition to space for trees, raised planters and coordinated landscaping, as well as space for utilities, services, bicycle parking and street furniture;
- provide additional space for pedestrians within the boulevard through the provision of small forecourts along the South Station Street frontage;
- provide a well-designed landscaping program, including new tree planting, raised planters, street furnishings and bicycle parking;
- ensure entrances to the residential lobby and ground floor community, daycare and retail commercial spaces are clearly visible and identifiable with direct access from the public sidewalks and street frontages;
- provide a ground floor height of approximately 7.0 metres that is articulated with clear glazing elements;
- preserve and enhance the existing tree canopy along John Street and South Station Street;
- provide a safe and functional private driveway that is accessible, acts as an extension of the surrounding public road and laneway network, and accommodates vehicle, cycling and pedestrian movement;
- locate and organize vehicle parking, vehicular access, loading, servicing and other back-of-house activities with access off the rear private driveway and away from the public realm in order to minimize their impact and improve the overall safety and attractiveness of the public realm;
- integrate all service and utility functions within the building envelope;
- provide for comfortable wind conditions and employ suitable mitigation measures as per the findings of the Pedestrian Wind Assessment;
- protect privacy within adjacent buildings by providing appropriate setbacks and separation distances from neighbouring properties and adjacent building walls containing windows, in accordance with the Tall Building Design Guidelines;
- provide a comfortable 4- to 8-storey streetwall that frames the edges of adjacent streets with good proportion, and provides for open views of the sky from the John Street and South Station Street sidewalks;
- break down the massing of the base building through a tall ground floor featuring predominantly glazing elements, as well as a series of gradual stepbacks as the massing moves eastward along South Station Street, away from the corner with John Street;
- provide an architecturally distinctive tower element that is clearly delineated from the base building below through a change in materiality and a mix of stepbacks on its north, east and west facades;
- further articulate the tower element through its overall siting and irregular rectangular floorplate;
- provide dedicated indoor and outdoor amenity space for residents of the building;
- provide rooftop outdoor amenity space for the proposed daycare use;
- provide outdoor amenity space above grade so it has access to daylight;
- set the tower back above the base building by a minimum of 3.1 metres along the adjacent street frontages to limit visual massing impacts and to ensure adequate access to sky view from the surrounding public realm;
- locate the tower on the site so as to limit incremental shadow impacts on adjacent parks, open spaces and lands designated *Neighbourhoods*;
- provide stepbacks and a change in materiality between the tower and base building to create an attractive architectural distinction between the building elements that minimizes the visual impact of the tower; and
- provide a rooftop mechanical penthouse that is integrated into the tower design.

Tall Building Design Guidelines

In our opinion, the design of the proposed development is generally in keeping with the applicable guidelines set out in the City-wide Tall Building Design Guidelines as set out below:

Guideline 1.3 – Fit and Transition in Scale: Ensure tall buildings fit within the existing or planned context and provide an appropriate transition in scale down to lower-scaled buildings, parks and open space.

- The proposed building height of 40 storeys (130.1 metres including mechanical penthouse) fits within the existing and planned tall building context in the Weston Village area. In this regard, the proposed height is similar to the heights of other existing and approved buildings in the area, and will respect a downward transition in height from the tallest heights (45 storeys / 146.0 metres) approved at the Weston GO Station.
- Furthermore, at 40 storeys (130.1 metres), the proposed building will fall beneath a 45-degree angular plane taken from the closest *Neighbourhoods* designated lands to the north, with a minor projection consisting of the northernmost portion of Level 40. The proposed mechanical penthouse will not project into the angular plane.

Guideline 1.4 – Sunlight and Sky View: Locate and design tall buildings to protect access to sunlight and sky view within the surrounding context of streets, parks, public and private open space, and other shadow sensitive areas.

- As discussed in Section 5.5 of this report, the tall building has been sited, oriented, and massed such that it casts a slender, fast-moving shadow that will not unduly impact sunlight and sky views within the surrounding context of streets, parks, open space and other shadow sensitive areas.

Guideline 2.1 – Building Placement: Locate the base of tall buildings to frame the edges of streets, parks and open space, to fit harmoniously with the existing context, and to provide opportunities for high-quality landscaped open space on-site. On corner sites, respond to the setback pattern and alignment of neighbouring buildings on both streets.

- The base building has been sited to frame the edges of South Station Street and John Street with minimum 3.0 metre setbacks, providing for wide pedestrian boulevards of 5.5 to 8.5 metres and 6.5 to 7.5 metres, respectively. The proposed staggered setback along South Station Street corresponds to the angle of the street and will provide for several open forecourts along the frontage. Furthermore, the setback along John Street corresponds to the setbacks of adjacent buildings to the immediate south of the proposal, and will increase as the building extends northward towards South Station Street, providing for additional space at the corner. In this respect, a 3.0 metre setback is proposed at the southwest corner of the subject site, adjacent to the buildings at 3-5 John Street which are generally built to the John Street right-of-way. The westerly setback then increases to 4.0 metres near South Station Street.

Guideline 2.2 – Building Address and Entrances: Organize tall buildings to use existing or new public streets for address and building entrances. Ensure primary building entrances front onto public streets, are well defined, clearly visible and universally accessible from the adjacent public sidewalk.

- The primary building entrances to the retail and residential uses are oriented toward John Street and South Station Street and are accessible from the adjacent public sidewalk. Entrances to the proposed community, daycare, retail commercial and residential lobby uses will be well-defined, clearly visible, and easily accessible from the public realm.

Guideline 2.3 – Site Servicing, Access and Parking: Locate “back-of-house” activities, such as loading, servicing, utilities and vehicle parking underground or within the building mass, away from the public realm and public view.

- The proposed development integrates loading, servicing and utility areas within the building envelope, minimizing the visual impact of such spaces from the public realm and ensuring they are screened from public view. These areas are strategically located along the south elevation of the building with access from the proposed private driveway so as to maximize the active frontages along John Street and South Station Street.

Guideline 2.5 – Private Open Space: Provide a range of high-quality, comfortable and shared outdoor amenity space throughout the tall building site.

- A total of approximately 803.9 square metres of residential outdoor amenity space is proposed, consisting of a series of rooftop terraces on Levels 2, 7 and 9. More specifically, these terraces include a south-facing, 250 square metre terrace on Level 2; a west-facing, 266 square metre terrace on Level 7; and a west-facing, 274 square metre terrace on Level 9. The outdoor amenity terraces will all be directly accessible from the contiguous indoor amenity rooms.
- Private residential outdoor terraces will also be provided on north-, west- and east-facing rooftop terraces at Level 5, 6, 7, 8 and 9.
- In addition to residential amenity space, a 275 square metre outdoor amenity terrace will be provided as part of the proposed daycare centre. The daycare amenity terrace will be provided on the roof of the ground floor, at the southwest corner of the building.

Guideline 2.6 Pedestrian and Cycling Connections: Provide comfortable, safe, and accessible pedestrian and cycling routes through and around the tall building site to connect with adjacent routes, streets, parks, open space, and other priority destinations.

- As part of the development, a 5.5 to 8.5 metre curb to building face setback will be provided along South Station Street and a 6.5 to 7.5 metre curb to building face setback will be provided along John Street. Within these setbacks, the proposed landscaping program will incorporate minimum 2.1 metre pedestrian clearways to provide comfortable and accessible pedestrian connections around the site.
- The proposed landscaping program also includes a mix of new street trees, raised planters, street furniture and bicycle racks within the pedestrian boulevard to improve pedestrian and cyclist comfort.
- Overall, the proposal will provide a total of 344 bicycle parking spaces, comprised of 24 "short-term" spaces and 320 "long-term" spaces. The proposed "long-term" spaces will be located within rooms on the Mezzanine Level and the P1 Level, while the proposed "short-term" spaces will be located exclusively on the P1 Level.

Guideline 3.1.1 – Base Building Scale and Height: Design the base building to fit harmoniously within the existing context of the neighbouring building heights at the street and to respect the scale and proportion of adjacent streets, parks and public or private open spaces.

- As outlined in Section 5.4 above, the proposed 8-storey base building and massing is contextually appropriate and relates to the scale and proportion of the West 22 base building, immediately adjacent to the west (22 John Street). In this regard, the proposal provides for an 8-storey base building, stepping down to 4 storeys at the intersection of John Street and South Station Street, where the building has a facing relationship with the adjacent West 22 building. The West 22 building has a 5-storey podium along the John Street frontage, which steps up to a 7-storey base element to the west.

Guideline 3.1.2 – Street Animation: Line the base building with active, grade-related uses to promote a safe and animated public realm.

- The base building will be programmed with active grade-related uses to animate the public realm. In this respect, the base building will include a mix of community space, daycare space and retail commercial space at grade, as well as the residential lobby and residential amenity area.
- The ground floor (plus mezzanine) will have a tall floor-to-ceiling height of approximately 7.0 metres, and will be treated with tall, clear glazing elements to delineate the ground floor from the rest of the base building above and to ensure direct views can be maintained to and from the public realm.

Guideline 3.1.3 – First Floor Height: Provide a minimum first floor height of 4.5 metres, measured floor-to-floor from average grade.

- The first floor height will be 7.0 metres, which exceeds the recommended minimum first floor height and will provide flexibility for future uses.

Guideline 3.1.4 – Façade Articulation and Transparency: Articulate the base building with high-quality materials and design elements that fit with neighbouring buildings and contribute to a pedestrian scale. Provide clear, unobstructed views into and out from ground floor uses facing the public realm.

- The base building will be designed with a mix of high-quality masonry materials, comprised of narrow horizontal brick cladding interspersed with transparent glazing and window elements. As stated above, the ground floor will be articulated with tall, transparent glazing elements to provide direct views to and from the public realm.
- Further details with respect to the overall articulation and materiality of the building will be determined later, during the detailed design stage.

Guideline 3.1.5 – Public-Private Transition: Design the base building and adjacent setback to promote an appropriate level of visual and physical access and overlook reflecting the nature of building use at-grade.

- The proposed entrances along John Street and South Station Street have direct access to the public sidewalk. Although there is a change in grade over the site, the building maintains a consistent grade relationship between the public sidewalk and the ground floor and allows for overlook onto the public realm.

Guideline 3.2.1 – Floor Plate Size and Shape: Limit the tower floor plate to 750 square metres or less per floor, including all built area within the building, but excluding balconies.

- The proposed tower element has a floor plate area of 843 square metres GCA, which exceeds the recommended maximum floor plate size. However, in this regard, the proposed tower element has been sited and massed away from John Street and South Station Street to minimize the shadow impacts and the perception of massing from the public realm and to maximize sky view. Further, the 843 square metre GCA floorplate can be comfortably accommodated on the site while maintaining the recommended 3.0 metre step-backs above the base building along street frontages and minimum 12.5 metre setbacks from the centre line of adjacent streets and abutting property lines.

Guideline 3.2.2 – Tower Placement: Place towers away from streets, parks, open space and neighbouring properties to reduce visual and physical impacts of the tower and allow the base building to be the primary defining element for the site and adjacent public realm.

- The tower is stepped back by a minimum of 3.1 metres above the base building along South Station Street, resulting in a tower setback of approximately 6.1 to 12.2 metres from the South Station Street right-of-way. Along John Street, the tower is stepped back by approximately 11.2 metres above the height of the base building, resulting in a total tower setback of 29.9 metres to the west side lot line along John Street. The generous setbacks and stepbacks will reduce the visual and physical impacts of the tower and will ensure that 25 metre separation distances between existing and future tall buildings is achieved.

Guideline 3.2.3 – Tower Separation: Set back tall building towers 12.5 metres or more from the side and rear property lines or the centre line of an abutting lane. Provide separation distance between towers on the same site of 25 metres or more, measured from the exterior walls of the buildings, excluding balconies.

- The tower has been carefully designed and sited to provide adequate separation distance from existing and potential towers on the neighbouring properties as set out in Section 5.5 above and illustrated in the Block Context Plan, prepared by Bousfields Inc. In this regard, the proposal maintains or exceeds 12.5 metre tower setbacks to the centre line of South Station Street to the north, the centre line of John Street to the west and to the south and east property lines.

Guideline 3.2.4 – Tower Orientation and Articulation: Organize and articulate tall building towers to promote design excellence, innovation, and sustainability.

- The tower promotes design excellence through its unique massing which is comprised and defined by a cascading series of volumes that create a gentle increase in scale away from the public realm. In terms of materiality, the tower element will be differentiated from the articulation of the base building below and will introduce a mix of ceramic tiles and zinc galvanized steel cladding.

Guideline 3.2.5 – Balconies: Design balconies to maximize usability, comfort, and building performance, while minimizing negative impacts on the building mass, public realm, and natural environment.

- No projecting balconies are included in the proposal. Juliette balconies are proposed, which will be encased in the structure of the building to minimize negative impacts on the building mass.

Guideline 3.3 – Tower Top: Design the top of tall buildings to make an appropriate contribution to the quality and character of the city skyline. Balance the use of decorative lighting with energy efficiency objectives, the protection of migratory birds and the management of artificial sky glow.

- The tower top will be fully incorporated into the design of the building through the use of the same ceramic tile and galvanized steel materials that comprise the tower element. It will provide for an appropriate level of visual interest and will contribute to the skyline character within the area.
- Approximately 516 square metres of available roof space will be occupied by green roof elements.

Guideline 4.1 – Streetscape and Landscape Design: Provide high-quality, sustainable streetscape and landscape design between the tall building and adjacent streets, parks and open space.

- The proposal will provide for a co-ordinated landscaping program within the wide pedestrian boulevards along both street frontages. The proposed landscaping program will include a mix of new street trees, raised planters, street furniture, bicycle parking and hardscape unit pavers.

Guideline 4.2 – Sidewalk Zone: Provide adequate space between the front of the building and adjacent street curbs to safely and comfortably accommodate pedestrian movement, streetscape elements and activities related to the uses at grade.

- The base building is set back 3.0 to 4.0 metres along John Street and 3.0 to 6.0 metres along South Station Street, resulting in curb to building face setbacks of 6.5 to 7.5 metres along John Street and 5.5 to 8.5 metres along South Station Street, which will provide adequate space for pedestrian movement. Within these curb to building face setbacks, minimum 2.1 metre pedestrian clearways are proposed along both John Street and South Station Street.

Guideline 4.3 – Pedestrian Level Wind Effects: Locate, orient and design tall buildings to promote air circulation and natural ventilation, yet minimize adverse wind conditions on streets, parks and open space, at building entrances, and in public and private outdoor amenity areas.

- Wind effects are analyzed in detail in Section 5.5 above.

Guideline 4.4 – Pedestrian Weather Protection: Ensure weather protection elements, such as overhangs and canopies, are well integrated into building design, carefully designed and scaled to support the street, and positioned to maximize function and pedestrian comfort.

- Level 2 of the proposed base building will cantilever over the south residential lobby entrance and pick-up / drop off area along the private driveway, and as a result, will provide protection from the elements. Further weather protection measures, including canopies, awnings and wind screens, amongst other features, will be determined later as the design of the building progresses.

Weston Urban Design Guidelines

In our opinion, the built form standards within the Weston Urban Design Guidelines (as formally implemented through SASP 45) are outdated as they were originally adopted in 1994 (readopted in June 2004) and do not reflect the current policy framework promoting intensification on underutilized lands within walking distance of the Weston GO Station. This is evident in the emerging tall building context occurring within immediate proximity to the station, where buildings of up to 30 storeys have been built and buildings of up to 45 storeys have been approved or proposed.

In this regard, while the proposal does not adhere to the overall height and setback requirements set out for Weston Village (Sub-Area 1) in the Weston Urban Design Guidelines, it is our opinion that the proposal has regard for the general direction set out in the Weston Urban Design Guidelines, particularly as it relates to streetscape improvements, in that it will:

- provide minimum 3.0 metre setbacks along John Street and South Station Street;
- improve pedestrian and vehicular circulation in Weston Village by expanding the pedestrian boulevards around the north and west extents of the site and providing a new private driveway around the south and east extents of the site;
- encourage the development of pedestrian streets by locating new community, daycare and retail commercial uses along South Station Street and John Street;
- improve the quality of landscaping along the streets in Weston Village by including new street trees, raised planters, street furniture, bicycle parking and unit pavers along both frontages;
- orient the proposed building along the adjacent streets; and
- provide for informal spaces of activity pedestrian through the provision of small forecourts along the South Station Street frontage and setbacks from the corner of John Street and South Station Street.

5.7 Transportation

A Transportation Impact Study was prepared by WSP Canada Inc. in support of the proposed development. The purpose of the study was to evaluate whether the proposed development would cause any adverse impacts on the local transportation network, as well as the adequacy of the proposed parking, bicycle parking and loading arrangements. The key findings of the study are as follows:

- Vehicular Travel Assessment: 100 and 135 auto trips will be generated during a.m. and p.m. peak hours, respectively. Removal of existing site trips will partially offset this new trip generation. Intersections within the study area continue to operate similarly as under future background conditions. At the Weston Road and Lawrence Avenue intersection for the westbound left-turn and southbound queues, the signalized 95 percentile queue length may be reached a few times during p.m. peak periods. The impact of the queues would be limited. The proposed development is not expected to have an adverse impact on traffic conditions within the study area.
- Multimodal Travel Assessment: Site-generated walking and transit volumes can both be accommodated within the existing infrastructure.
- Parking Assessment: The development proposes a total of 154 parking spaces, which includes 128 spaces for residents and 26 spaces for visitors. The proposed residential parking rate is equivalent to 0.28 spaces per unit, which is within the range of other nearby developments with a similar transportation context. There are no dedicated non-residential parking spaces proposed on site. The proposed bicycle parking supply of 344 spaces satisfies the total minimum by-law requirement for bicycle parking.
- Site Plan Review: Site access and circulation review confirmed that all anticipated auto and truck movements can be accommodated and applicable design standards for driveway, parking, loading and ramps are met. However, it is noted that the proposed driveway onto John Street is located immediately adjacent an existing laneway serving properties on Weston Road.
- Transportation Demand Management ("TDM"): several TDM measures are recommended, including:
 - Provision of facilities that encourage bike usage; bicycle parking on-site, potential bike-share parking spaces, and an on-site bicycle repair station;
 - Unbundling the sale of residential units from auto parking spaces, and apply low parking supply ratio for uses on-site. It is also recommended that the applicant consider providing car-share services on-site; and
 - Encouraging transit and active transportation use; distribute pre-loaded PRESTO cards, organize an information session on active transportation and transit when the building is at a meaningful occupancy, and construct on-site pedestrian infrastructure.
- Toronto Green Standard: The development is expected to comply with Tier 1 of the Toronto Green Standards - Version 4.

5.8 Servicing

A Functional Servicing and Stormwater Management Report was prepared by R.J. Burnside & Associates Limited in support of the proposed development. The purpose of the report is to evaluate and confirm adequate supply and on-site distribution of municipal water to meet domestic and fire flow requirements; to evaluate and confirm capacity for sanitary servicing and to evaluate the stormwater management opportunities and constraints.

The key findings of the report are as follows:

Water Servicing

- Two connections to the existing watermain will be provided to service the proposed redevelopment: one combined fire and domestic connection to the existing 300 mm diameter watermain within South Station Street, and one combined fire and domestic connection to the existing 300 mm watermain within John Street.
- Fire protection will be accommodated through the use of existing hydrants within the John Street and South Station Street ROW, and one proposed private hydrant within the site.
- The proposed redevelopment will be equipped with an adequately designed system conforming to NFP 13 and other NFPA sprinkler standards.
- Hydrant flow testing completed adjacent to the site in June 2022 can confirm that the existing water infrastructure can support the proposed redevelopment and that no upgrades to the existing watermain infrastructure are required.

Stormwater Management

- The site will control the 100-year flows to the pre-development 2-year flows at a runoff coefficient of 0.50 as per the Wet Weather Flow Management Guidelines ("WWFMG").
- Quality control will be achieved through the use of an orifice control downstream of the proposed stormwater storage tank.
- Quality control will be achieved using a treatment train approach and the implementation of an oil and grit separator ("OGS"). An enhanced Total Suspended Solids ("TSS") removal of 80% will be achieved on-site.
- Water balance will be achieved by retaining the 5 mm storm event and the stormwater tank will be designed for stormwater re-use. Re-use methods will be confirmed at the time of Site Plan Application.

Groundwater Management

- The proposed substructure must be designed to be fully waterproof without the need for a Private Water Drainage System ("PWDS"), and there will be no long-term groundwater discharge from the redevelopment to the municipal sewer system.
- Groundwater and rainwater totaling 185,000 L/day will be managed during the construction period either through hauling water from the site or discharge to the sewer. An Environmental Activity and Sector Registry ("EASR") will be required to facilitate the construction dewatering program.
- As it is anticipated that TSS levels and some other parameters exceed the limits of the Sanitary and Storm Sewer Use By-law limits, suitable treatment methods will be implemented to discharge to the applicable sewer system.

Sanitary Servicing

- Sanitary drainage from the proposed redevelopment will be conveyed via two connections to the existing 250 mm diameter sanitary sewer within South Station Street.
- The proposed redevelopment will generate an increase in peak sanitary flows of 9.37 L/s (9.75 L/s – 0.39 L/s), from the existing condition.

Downstream Sanitary Analysis

- A downstream analysis was completed for the subject site based on the information received to date and can confirm that the proposed increase in sanitary flow will not cause a negative impact to the existing sewer system.

5.9 Noise and Vibration

A Noise and Vibration Feasibility Study was prepared by HGC Engineering in support of the proposed development. The purpose of the study was to analyze the level and impact of noise and vibration from the existing and future noise environment, in addition to providing recommendations to mitigate the impact of noise to future residents. The predicted sound levels were evaluated with respect to the guidelines of the City of Toronto and the Ministry of the Environment, Conservation and Parks ("MECP") publication NPC-300, "Environmental Noise Guideline: Stationary and Transportation Sources - Approval and Planning" for road and rail traffic.

The report investigated the level of noise at the proposed development's outdoor living areas and found that the predicted nighttime and daytime sound levels exceed the criteria. Therefore, central air conditioning is required so that windows can remain closed against the noise.

Road traffic on Weston Road and Lawrence Avenue West and rail traffic on the Metrolinx GO Rail Corridor are the primary sources of noise with potential impact on the proposed development. Sound levels from traffic noise at the residential façades of the proposed development were predicted to be up to 70 dBA during daytime hours, and up to 68 dBA during nighttime hours. Typical daytime and nighttime noise levels from the surrounding traffic sources require that the building envelope components have upgraded sound insulation properties to limit traffic noise transmitted into the residential suites to acceptable levels.

The vibration level assessment measures whether a person would perceive tactile vibration while seated. The assessment was benchmarked against the American National Standards Institute and International Standards Organization criteria. All criteria were met, yet this does not guarantee that vibration levels will be imperceptible to all individuals under all conditions. Nevertheless, vibration impacts from train pass-by is reasonable in general. As such, control measures to address ground-borne vibration are not expected to be required. Vibrations at frequencies over 20 Hz are also of concern for re-radiated noise and residents may hear passing train traffic to some extent. The noise impacts may be considered reasonable, if the levels are confined to about NC-30 (35 dBA) or lower in the residential towers.

As outlined above, the criteria for both sound and vibration are considered to be reasonable standards for acceptability. However, conformance with these standards does not imply that vibration levels will be imperceptible and/or sound levels will be inaudible.

The report concludes that appropriate warning clauses within property and tenancy agreements are recommended to advise residents of road and rail traffic noise and vibration.

5.10 Community Services and Facilities

A Community Services and Facilities Study ("CS&F Study") was prepared by Bousfields Inc. and is attached to this report as **Appendix A**.

In assessing the existing and planned community and facilities summarised in the CS&F Study, it was demonstrated that the Study Area is well served by several community services and facilities that may accommodate the proposed development. The Study Area consists of, but is not limited to, 8 local schools, 2 community centres, 1 library, 23 child-care centres, 31 parks and parkettes and at least 15 human service organizations. To supplant these existing community services and facilities, the proposed development will accommodate a new 598 square metre community space and a new 893 square metre daycare centre on-site, which will further contribute to the variety of community facilities in the Study Area.

With respect to local school capacity, the capacity and enrolment data received from the Toronto District School Board ("TDSB") and Toronto Catholic District School Board ("TCDSB") indicates that there may be existing school capacity for the anticipated number of elementary and secondary school students that would arise from the proposed development. However, the statistics and data related to service capacity and enrolment are subject to change, and furthermore, the TDSB has indicated that there may be limited capacity at local schools to accommodate additional students due to the anticipated population growth in the local area. In this regard, the report concludes that while current capacity may exist, this sector may not have the necessary capacity to accommodate the additional population that would be generated by the proposed development in the future. As such, the needs of future residents may need to be accommodated, in part, at facilities located outside of the Study Area.

With respect to demographic trends, the Weston neighbourhood had a population decrease of 2.6 percent from 2011 to 2016. Comparatively, the population of the City of Toronto increased by 4.5 percent during this time. Regarding family composition, the Weston neighbourhood had a lower proportion of couples with and couples with no children, and a higher proportion of lone parent families compared to the City overall. In addition, there was a greater proportion of people living alone in the neighbourhood, especially amongst persons aged 65 years old and above.

With regards to dwelling characteristics, 21 percent of dwellings in the Weston neighbourhood were located in single detached dwellings, while 73 percent were located in apartment dwellings (duplex, <5 storeys and >5 storeys), with semi-detached dwellings and row housing accounting for the remaining 5 percent. In terms of medium household income, the average household in the Weston neighbourhood in 2016 was earning \$45,695, while the average household in the City was earning \$65,829. The Weston neighbourhood had a higher proportion of residents with no certificate, diploma or degree (25 percent) and only a high school diploma (29 percent) compared to the City as a whole. The three most common occupations were: sales and service; trades, transportation and equipment operators; and business, finance and administration occupations. The Weston neighbourhood had a higher proportion of the population who identified as visible minorities (61 percent) than the City as a whole (51 percent), while a majority of residents had English as their mother tongue (60 percent).



Conclusion



Based upon the findings and analysis in this report, it is our opinion that the overarching planning framework is supportive of residential/mixed-use intensification on the subject site, given its location within close walking distance of the Weston GO Station. The proposed redevelopment of the subject site will provide for an architecturally distinctive, transit-oriented development that will create new housing options and dedicated community space in the area.

Accordingly, from a land use planning perspective, the proposal is consistent with the Provincial Policy Statement and would promote the achievement of numerous policy directions in the Growth Plan and Official Plan supporting intensification of underutilized sites within built-up urban areas served by "higher order transit". In this respect, the proposal would result in the redevelopment and intensification of several low-rise commercial properties that are located within 215 metres of the Weston GO Station; the site is accordingly within a "major transit station area" pursuant to the Growth Plan. The site is also located within walking distance of two Arterial roads (Weston Road and Lawrence Avenue West) which feature "frequent transit" service. Accordingly, the subject site is within a "strategic growth area" as defined by the Growth Plan.

Furthermore, the introduction of a tall building containing a wide mix of community, daycare, retail commercial and residential uses implements the planning objectives of the City's *Mixed Use Areas* designation. In this respect, the proposal will result in a desirable mixed-use project, having convenient access to surface transit routes and the variety of retailers, services, and community offerings along, and in the vicinity of, Weston Road. The proposal will also supplement these existing offerings with new high-quality community, daycare and retail commercial spaces.

From a built form and urban design perspective, the proposed development will fit harmoniously within the tall building context of the Weston Village area. In particular, the proposal will be compatible within the pattern of existing and approved development in the surrounding area, respecting a downward transition in height from the Weston GO Station, within which heights of up to 45 storeys have been recently approved.

More locally, the proposed base building height and massing will be contextually appropriate and in concert with improved landscaping and materiality enhancements, and will provide for a comfortable pedestrian environment in and around the site. Such enhancements will improve the pedestrian experience at grade along the South Station Street and John Street frontages and will include the provision of wide pedestrian boulevards with new tree planting in addition to active community, daycare and retail commercial uses that are treated with tall glazing elements.

Above the base building, the proposal will provide an 843 square metre GCA tower floor plate that has been sited and massed to provide setbacks and separation distances in accordance with the Tall Building Design Guidelines and will adequately limit built form impacts on adjacent streets, parks and properties. The proposed tower will be clearly delineated from the base building through the provision of stepbacks along the north, east and west elevations and will provide for an architecturally distinctive addition to the skyline. As such, the proposal conforms with the built form and urban design policies of the Official Plan and has regard for the applicable urban design guidelines.

For the foregoing reasons, it is our opinion that the proposed development is appropriate and desirable in planning and urban design terms and, accordingly, we recommend approval of the requested Official Plan Amendment and Zoning By-law Amendment.

Appendix A

**Community
Services &
Facilities
Study**

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1

Introduction

1.1 Overview

This Community Services and Facilities ("CS&F") Study was prepared by Bousfields Inc. to provide a review of the key community services and facilities that are available to residents in the vicinity of a 3,805 square metre (0.38 hectare) property municipally known as 13-21 John Street & 36-40 South Station Street in the City of Toronto (the "subject site"). Key services include publicly funded schools, childcare facilities, public libraries, parks, community recreation centres and human services. The purpose of this report is to identify the range of existing CS&F resources that are available within the Study Area, as defined in Section 1.4 below, to evaluate the ability of these services to accommodate growth, to identify any existing priorities and to determine the demand for new services resulting from the development proposal for the subject site.

The information and analysis presented in this report is based on the requirements of the modified Community Services and Facilities Scope of Work prepared by Dan Godin, a Planner at City Planning's Strategic Initiatives, Policy & Analysis Section on June 10, 2022.

1.2 Proposed Development

The proposal involves the comprehensive redevelopment of the subject site with a 40-storey residential mixed-use building, containing a mix of community, daycare and retail commercial uses at grade and residential uses above. The proposed building will be configured with a stepped 8-storey (28.1 metre) base building and a 32-storey tower element, which will have a total height of 124.1 metres to the top of the roof and 130.1 metres to the top of the mechanical penthouse. The building will contain a total of 458 residential dwelling units, 35,188 square metres of residential GFA and 1,680 square metres of non-residential GFA consisting of community, daycare and retail commercial space. Overall, the resulting density proposed is 9.70 times the area of the lot.

With regards to community facilities, the ground floor consists of a proposed community centre and daycare centre. The 598 square metres community space will be located on the first floor, fronting onto John Street and extending to the corner with South Station Street. The daycare centre spans across the first and second level. The first floor portion fronts onto South Station Street, directly adjacent to the community space and occupies 212 square metres. The west side of second floor portion consists of daycare use and contains 681 square metres. The proposed daycare will also be provided with a 275 square metre outdoor amenity terrace, located on the roof of the ground floor at the southwest corner of the building.

1.3 Study Area

This report's Facilities Inventory Study Area ("Study Area") (see **Figure A1**), as determined in consultation with City staff, is generally defined by Highway 401 to the north; Eglinton Avenue West to the south; Highway 400/Black Creek Drive to the east and the Humber River/St. Phillips Road/Royal York Road to the west.

The subject site is located within the boundaries of the Weston Neighbourhood (see **Figure A2**). Hence, the Demographic Profile Section (Section 2) is based on the Weston neighbourhood Profile.

The Weston neighbourhood is one of the 31 Toronto neighbourhoods designated as a Neighbourhood Improvement Area ("NIA") under the Toronto Strong Neighbourhoods Strategy 2020 ("TSNS"). The NIAs were selected based on neighbourhood inequality scores across five thematic domains, which relate to economic opportunities, healthy lives, participation in civic decision-making, social development, and physical surroundings. A component of the TSNS is the Neighbourhood Action Plan, which highlights the work that happened in the 31 NIAs, as well as the actions developed by residents, community agencies and City Divisions. The Weston neighbourhood has received support and fundings for programs to enhance equality and expand opportunities in the neighbourhood.



Figure A1 - Study Area



Figure A2 - Weston Neighbourhood

1.4 Methodology

This report includes an inventory of key publicly funded services and facilities in the Study Area including schools, childcare facilities, community centres, parks and libraries, as well as details on other organizations that provide human (i.e., social) services to the public. This information has been collected from a variety of sources including the City of Toronto's website and other online resources. Data on enrolment, capacity, service boundaries and types of programs has been included where available.

The demographic profile in Section 2 of this report is based on the Neighbourhood Profile for the Weston neighbourhood, as prepared by the City of Toronto. This profile includes data from the 2006, 2011 and 2016 Census, and the 2011 National Household Survey ("NHS") as provided by Statistics Canada. Due to methodological issues with the NHS, data from this year should be considered approximate. Section 3 and 4 of this report are based on the Study Area boundaries identified previously.



2

Demographic Profile

2.1 Weston Neighbourhood

The subject site is located within the Weston neighbourhood as defined by the City of Toronto. The following demographic profile is based on the Neighbourhood Profiles prepared by the City of Toronto for the Weston neighbourhood (**Figure A2**), using data from the 2006, 2011 and 2016 Census and the 2011 NHS.

2.2 Population

Between 2011 and 2016, the population of the Weston neighbourhood decreased by approximately 465 persons, which represents a 2.6 percent decrease in population. Comparatively, the population of the City of Toronto increased by 4.5 percent between 2011 and 2016. The neighbourhood's growth trajectory is opposite that of the City of Toronto, as a whole.

In terms of age distribution, in 2016 the Weston neighbourhood had a relatively similar distribution to the City as a whole, with both having similar proportions of youth and working age residents. That being said, the Weston neighbourhood differed from the City as a whole with respect to children (17 percent compared to 15 percent) and pre-retirement residents (14 percent compared to 12 percent). In particular, there was a notable difference between the proportion of senior residents within the Weston neighbourhood (12 percent) and the City (16 percent). Between 2011 and 2016, within the Weston neighbourhood, the proportion of children, youth and working age persons decreased slightly; while the proportion of pre-retirement residents increased slightly, and the proportion of seniors remained generally the same.

Table A1 - Population by Age Group (2011 Census & 2016 Neighbourhood Profiles)

Age Group	Weston (2011)		Weston (2016)		City of Toronto (2011)		City of Toronto (2016)	
	#	%	#	%	#	%	#	%
Children (0-14)	3,200	18%	3,090	17%	400,865	15%	398,135	15%
Youth (15-24)	2,370	13%	2,200	12%	333,510	13%	340,270	12%
Working Age (25-54)	8,235	45%	7,760	44%	1,199,745	46%	1,229,555	45%
Pre-Retirement (55-64)	2,140	12%	2,435	14%	303,500	12%	336,670	12%
Seniors (65 +)	2,200	12%	2,195	12%	377,440	14%	426,945	16%
Total	18,145	100%	17,680	100%	2,615,060	100%	2,731,575	100%

2.3 Family Composition

Table A2 illustrates the family size composition of the Weston neighbourhood. In terms of family composition, between 2011 and 2016, the Weston neighbourhood remained relatively stable with some slight shifts. In 2011 and 2016, compared to the City as a whole, the Weston neighbourhood had a lower proportion of couples with children (36 percent compared to 44 percent) and couples with no children (27 percent compared to 35 percent). The Weston neighbourhood also had a substantially higher proportion of lone parent families (36 percent compared to 21 percent) when compared to Toronto as a whole.

Table A2 - Census Families by Family Type & Size (2011 Census & 2016 Neighbourhood Profiles)

Category	Weston (2011)		Weston (2016)		City of Toronto (2016)	
	#	%	#	%	#	%
Total Number of Census Families	4,585	100%	4,555	100%	718,750	100%
Couples with children	1,755	38%	1,660	36%	316,070	44%
Couples with no children	1,295	28%	1,240	27%	250,085	35%
Lone parent families	1,525	33%	1,655	36%	152,595	21%
2 people	2,195	48%	2,160	47%	344,110	48%
3 people	1,175	26%	1,215	27%	174,600	24%
4 people	835	18%	790	17%	143,250	20%
5 or more people	375	8%	390	9%	56,795	8%

As illustrated in **Table A3** below, the most common marital status in the Weston neighbourhood in 2016 was "Never Married" (37 percent), with the second most common being "Married" (35 percent). Overall, compared to the City as a whole, the Weston neighbourhood has a lower proportion of people that are "Married" and higher proportion of people "Divorced", "Separated" and "Never Married".

Table A3 - Marital Status for the Population over 15 years old (2016 Neighbourhood Profiles)

Marital Status	Weston (2016)		City of Toronto (2016)
	#	%	%
Married	5,100	35%	43%
Common Law	1,100	7%	7%
Never Married	5,500	37%	35%
Separated	700	5%	3%
Divorced	1,500	10%	7%
Widowed	800	5%	5%

Table A4 below showed that a greater proportion of households living alone in the Weston neighbourhood in 2016 (19 percent), compared to 2011 (17 percent). Similarly, the distribution of persons aged 65 years and above living alone decreased from 42 percent in 2011 to 40 percent in 2016. A comparison between the Weston neighbourhood and the City of Toronto in 2016 illustrates that there was a higher percentage of people living alone in the neighbourhood (19 percent versus 16 percent). On the other hand, the difference regarding the proportion of elderly people living alone between the neighbourhood and the City as a whole is relatively significant (40 percent compared to 27 percent).

Table A4 - Households Living Alone (2011 Census & 2016 Census)

Households Living Alone	Weston (2011)		Weston (2016)		City of Toronto (2011)		City of Toronto (2016)	
	#	%	#	%	#	%	#	%
Persons Living Alone	3,060	17%	2,805	19%	331,180	13%	359,955	16%
Persons Aged 65+ Living Alone	2,030	42%	2,210	40%	354,265	27%	402,050	27%

2.4 Dwelling Characteristics

As illustrated in **Table A5**, the majority of dwellings within the Weston neighbourhood in 2016 were located within apartment buildings greater than 5 storeys in height (57 percent). The second most common dwelling type in 2016 was single-detached houses (21 percent).

Between 2011 and 2016, within the neighbourhood, the proportion of single-detached houses stayed the same (21 percent), while the proportion of apartment buildings greater than 5 storeys decreased slightly from 59 percent to 57 percent. Conversely, the proportion of apartment buildings less than 5 storeys increased slightly (11 percent to 13 percent). Compared to Toronto as a whole, the Weston neighbourhood has consistently had higher proportions of dwellings in apartment buildings (73 percent) and a lower proportion of dwellings within houses (26 percent).

Table A5 - Private Dwellings by Structure Type (2011 Census & 2016 Neighbourhood Profiles)

Dwelling Category	Weston (2011)	Weston (2016)	City of Toronto (2016)
	%	%	%
Single-detached house	21%	21%	24%
Semi-detached house	3%	3%	6%
Row house	3%	2%	6%
Apartment, detached duplex	3%	3%	4%
Apartment building, <5 storeys	11%	13%	15%
Apartment building, 5+ storeys	59%	57%	44%

As shown in **Table A6**, between 2006 and 2016, the proportion of renter and owner households in the Weston neighbourhood remained approximately the same. In 2016, the renter households made up 63 percent and 47 percent of the Weston neighbourhood and the City, respectively. The percent of owner households was 37 percent in the Weston neighbourhood and 53 percent in the City. Overall, there was a greater proportion of renter households within the Weston neighbourhood.

Table A6 - Dwelling Tenure (2006 Census & 2016 Neighbourhood Profiles)

Dwelling Tenure	Weston (2006)	Weston (2016)	City of Toronto (2016)
	%	%	%
Renter households	62%	63%	47%
Owner households	38%	37%	53%

2.5 Socio-Economic Characteristics

In terms of neighbourhood income levels, **Table A7** below outlines the number of private households within each income bracket within the neighbourhood. For these purposes, "household" refers to a person or group of persons who occupy the same dwelling. It may consist of a family with or without other non-family members. As household income levels were not accurately captured in the 2011 National Household Survey, **Table A7** compares the values for 2006 and 2016.

According to this data, the proportion of households in the Weston neighbourhood within the lower income brackets have decreased, whereas the proportion of households within the higher income brackets have increased between 2006 and 2016. The Weston neighbourhood had a higher proportion of low-income households when compared to the average of City of Toronto.

Between 2006 and 2016, there was a decrease in the number of households earning under \$10,000 (from 10 percent to 6 percent) and between \$20,000 and \$49,000 (from 37 percent to 33 percent). The overall number of households making \$80,000 or more has increased significantly from 18 percent to 26 percent. Generally, incomes within Weston neighbourhood have increased, with a higher percentage of households within higher income brackets.

When compared to the City of Toronto as a whole, the Weston neighbourhood in 2016 had a higher proportion of residents earning below \$20,000 (21 percent compared to 13 percent), a smaller proportion of residents earning between \$20,000 and \$79,999 (53 percent compared to 46 percent), and a significantly smaller proportion of residents earning \$80,000 and over (26 percent compared to 41 percent). In terms of median household income, the average household income in the Weston neighbourhood in 2016 was \$45,695, while the average income for the City of Toronto was \$65,829.

Table A7 - Household Income (2006 Census & 2016 Neighbourhood Profiles)

Income Level	Weston (2006)	Weston (2016)	City of Toronto (2016)
	%	%	%
Under \$10,000	10%	6%	5%
\$10,000 - \$19,999	17%	15%	8%
\$20,000 - \$49,999	37%	33%	25%
\$50,000 - \$79,999	18%	20%	21%
\$80,000 and over	18%	26%	41%

The data regarding education level and labour force has been recorded from the 2016 Census and presented in **Table A8** below.

In terms of education, in 2016, the Weston neighbourhood had a much higher proportion of residents with no certificate, diploma or degree (25 percent compared to 10 percent) and only a high school diploma compared to the City as a whole (29 percent and 20 percent, respectively). Conversely, the neighbourhood had a lower proportion of residents with a bachelor's degree or a university degree above the bachelor level when compared with the City as whole (12 percent compared to 28 percent and 5 percent compared to 16 percent, respectively).

Table A8 - Highest Educational Attainment for Pop. 25-64 (2016 Neighbourhood Profiles)

Education Level	Weston (2016)	City of Toronto (2016)
	%	%
No certificate, diploma or degree	25%	10%
High School	29%	20%
Apprenticeships or trades	7%	4%
College, CEGEP, other	20%	18%
University certificate or diploma below bachelor level	2%	3%
Bachelors' degree	12%	28%
University above bachelor level	5%	16%

Table A9 illustrates the participation rate, the employment rate and the unemployment rate of residents 15 years or older. In 2016, the Weston neighbourhood had lower participation and employment rates and higher unemployment rates when compared to the City as whole.

Table A9 - Labour Force Status (2016 Neighbourhood Profiles)

Status	Weston (2016)	City of Toronto (2016)
	%	%
Participation Rate	62.1%	64.7%
Employment Rate	55.5%	59.3%
Unemployment Rate	10.6%	8.2%

Table A10 outlines the distribution of most employed occupations and number of people employed in the Weston neighbourhood and the City of Toronto. In 2011 and 2016, sales and service occupations had the highest number of employees in the Weston neighbourhood. The top 5 occupations remained relatively the same, with the exception of the people employed in retail trade, which replaced manufacturing as the fourth most employed occupation in 2016.

The three most common occupations in the neighbourhood were: sales and service; trades, transportation and equipment operators; and business, finance and administration occupations. Sales and service occupation remained the top occupation for both the Weston neighbourhood and Toronto. Comparatively, the neighbourhood had a greater proportion of people working in trades and health care-related occupations, whereas the City had more people working in business, educational/social community and technical occupations.

Table A10 - Occupation (2011 Census & 2016 Census)

Occupation	Weston (2011)	Weston (2016)	City of Toronto (2011)	City of Toronto (2016)
1	Sales and Service Occupations (2,610)	Sales and Service Occupations (2,450)	Sales and Service Occupations (315,905)	Sales and Service Occupations (345,145)
2	Business, Finance and Administration Occupations (1,465)	Trades, Transport and Equipment Operators and Related Occupations (1,600)	Business, Finance and Administration Occupations (256,410)	Business, Finance and Administration Occupations (258,870)

Occupation	Weston (2011)	Weston (2016)	City of Toronto (2011)	City of Toronto (2016)
3	Trades, Transport and Equipment Operators and Related Occupations (1,365)	Business, Finance and Administration Occupations (1,415)	Occupations in Education, Law and Social, Community and Government Services (174,850)	Occupations in Education, Law and Social, Community and Government Services (186,800)
4	Manufacturing (1,285)	Retail Trade (1,015)	Professional, Scientific and Technical Services (155,435)	Professional, Scientific and Technical Services (175,685)
5	Health Care and Social Assistance (1,065)	Health Care and Social Assistance (980)	Management Occupations (153,440)	Management Occupations (163,965)

2.6 Immigration & Diversity

As illustrated in **Table A11**, in 2016, the Weston neighbourhood had a higher proportion of the population who identified as visible minorities (61 percent) than the City as a whole (51 percent). The population that was born in Canada was slightly lower (48 percent) than the City as a whole (49 percent), while the number of neighbourhood residents who identified as 1st generation residents was slightly higher (49 percent), compared to the City as a whole (47 percent).

In 2016, the most prominent ethnic origins in the Weston neighbourhood were: British Isles origins, Jamaican, Canadian, Italian, and English. Comparatively, the top 5 birth countries for recent immigrants are Jamaica, Somalia, Portugal, Philippines, and Vietnam.

Table A11 - Visible Minorities & Period of Immigration (2016 Census)

Measure	Weston (2016)	City of Toronto (2016)
	%	%
Visible Minority as a percentage of the population	61%	51%
Born in Canada	48%	49%
1 st Generation Residents	49%	47%
Immigrants		
Arrived before 2001	30%	28%
Arrived between 2001to 2005	5%	6%
Arrived between 2006 to 2016	14%	13%
Non-permanent Residents	3%	3%

2.7 Mother Tongue

Table A12 indicates that the majority of the population in the Weston neighbourhood had English as their mother tongue language in 2016 (60 percent), a slight decrease from 2011 (61 percent). On the other hand, the proportion of the population with a Non Official Language as a mother tongue increased slightly between 2011 and 2016, from 38 percent to 39 percent. The proportion of the neighbourhood that has French as a mother tongue remained constant at 1 percent. When compared to the City of Toronto as a whole, the Weston neighbourhood had a lower proportion of residents with English as a mother tongue (60 percent and 53 percent, respectively), and a lower proportion of residents with a Non Official Language as their mother tongue (39 percent and 47 percent, respectively). The top five non-English mother tongue languages in the Study Area in 2016 were Spanish, Portuguese, Somali, Italian and Vietnamese.

Table A12 - Mother Tongue (2011 Census & 2016 Census & 2016 Neighbourhood Profiles)

	Weston (2011)	Weston (2016)	City of Toronto (2016)
English	61%	60%	53%
French	1%	1%	1%
Non Official Language	38%	39%	47%
Top 5 non-English mother tongue languages			
1	Spanish (1,400)	Spanish (1,185)	Cantonese (114,670)
2	Portuguese (655)	Portuguese (860)	Mandarin (111,405)
3	Italian (650)	Somali (725)	Tagalog (83,230)
4	Somalian (555)	Italian (540)	Spanish (72,855)
5	Vietnamese (405)	Vietnamese (405)	Italian (62,635)



3

Nearby Development Activity

As of September 2022, there were 31 active or recently approved development applications within and in close proximity to the Study Area. The details of each of these applications is provided in **Table A13** below. **Table A14**, which follows, indicates the details relating to the Section 37 contributions that were recently secured from nearby approved developments.

Table A13 - Nearby Development Applications within the Study Area (City of Toronto)

Address	Development Status	By-law	Unit Count	Type	Tenure	Gross Floor Area (m2)	Height (ST)	Unit Mix	Estimated Population
8 Oak Street	OLT Approved	-	509	Residential Commercial	Condo	45,378	3 (14 THs), 8 (2 APTs), 6	1B 306 2B 189 3B 14	869
180 Gary Drive	Under Review	-	0	Institutional	-	3,028	2	-	0
2270 Weston Road Rear	Under Review	-	107	Residential	Rental	12,576	12	1B 68 2B 39	177
2179 Weston Road	Draft Plan Approved	-	-	Residential	Condo	-	4 (3 THs), 3 (9 Houses)	-	-
954-970 Scarlett Road	Final Approval Completed	-	0	Commercial	-	112	1,1	-	0
2062 Weston Road	Council Approved	-	204	Residential Commercial	Condo	18,484	18	1B 111 2B 93	351
1956-1986 Weston Road (Weston Park)	Council Approved	964-2022 1071-2022	733	Residential Retail	Condo	55,751	35, 29	1B 503 2B 156 3B 74	1,261
23 George Street	NOAC Issued	-	0	Institutional	-	5,293	3	-	0
349 Queens Drive	Under Review	-	28	Residential	Condo	6,968	349 Queens Drive	3B 28	87
1683 Jane Street	Under Review	-	0	Commercial	-	232	2	-	0
1455 Royal York Road	Under Review	205-2022	94	Residential	Rental	7,678	4	B 94	132
4000 Eglinton Avenue West	Under Review	-	1275	Residential Retail	Condo	93,169	25 (3 Towers), 21	B 96 1B 629 2B 422 3B 128	2,298
45 La Rose Avenue	Appeal Received	-	343	Residential	Rental	15,587	7, 16	1B 98 2B 89	324
1 Richview Road	Under Review	-	672	Residential Retail	Rental	68,060	20, 29	1B 188 2B 91 3B 27	538
1865-1886 Weston Road (Weston Park)	Under Review	-	538	Residential Retail	-	46,154	28, 38	1B 253 2B 226 3B 59	1,012
1695 Weston Road (The Charlton Residences)	Under Review	965-2022, 966-2022	254	Residential Retail	Condo	19,903	24	B 10 1B 131 2B 87 3B 26	461
1681 Weston Road	Under Review	-	59	Residential Retail	Rental	6,427	11	1B 23 2B 13 3B 23	131
1821-1823 Weston Road	OLT Approved	-	45	Residential Retail	Condo	35,507	45	B 5 1B 316 2B 111 3B 53	847

Address	Development Status	By-law	Unit Count	Type	Tenure	Gross Floor Area (m2)	Height (ST)	Unit Mix	Estimated Population	
10 Wilby Crescent (The Humber)	NOAC Issued	804-2019	232	Residential	Condo	18,290	22	B 1B 2B 3B	5 91 97 40	462
1552 Weston Road	Under Review	-	79	Residential	Rental	3,177	8	B 1B	14 36	70
82 Buttonwood Avenue	NOAC Issued	836-2017, 837-2017	0	Institutional	-	68,389	6	-	-	0
1391 Weston Avenue	NOAC Issued	25-2021 (LPAT)	0	Commercial	-	62	1	-	-	0
6 Bala Avenue	Under Review	-	0	Institutional	-	12,961	6	-	-	0
1480 Jane Street	Under Review	-	0	Retail Industrial	-	12,961	6	-	-	0
1240 Weston Road	Under Review	-	132	Residential Retail Office	Rental	12,997	19	1B 2B 3B	76 42 14	238
8 Locust Street	Under Review	-	383	Residential	Condo	25,816	36	B 1B 2B 3B	17 188 144 34	695
9 Oxford Drive	Under Review	-	278	Residential	Condo	18,989	26	B 1B 2B 3B	19 151 80 28	493
74 Industry Street	Under Review	-	0	Office	-	4,624	6	-	-	0
100 Industry Street	Under Review	-	0	Institutional	-	8,719	2	-	-	0
22 John Street, 33 King Street & 2 Elsmere Avenue (West 22)	Built	1357-2015, 1358-2015, 1360-2015	828	Residential Other	Rental	35,079	30	B 1B 2B 3B	75 451 292 10	1,381
1736-1746 Weston Road	Under Review	-	253	Residential Commercial	Condo	19,386	25	B 1B 2B 3B	5 135 85 28	461
SUBTOTAL	-	-	7,046	-	-	-	-	-	-	12,286
SUBJECT SITE (13-21 John Street)	-	-	458	Residential Commercial	Condo	36,908	40	B 1B 2B 3B	31 197 185 45	847
GRAND TOTAL	-	-	7,504	-	-	-	-	-	-	13,133

Table A14 - Section 37 Contributions from Nearby Approved Development Application

Address	Section 37 Benefits
1956 Weston Road (964-2022)	<ul style="list-style-type: none"> • The owner shall design, construct, finish and convey in fee simple to the City, in an acceptable environmental condition, for nominal consideration and at no cost to the City, a minimum 315.87 square metres (3,400 square feet) non-profit community cultural space located on level one of the building fronting 3 Little Avenue • The following matters are also recommended to be secured in the Section 37 Agreement as a legal convenience to support development: <ul style="list-style-type: none"> - The owner shall construct and maintain the development in accordance with Tier 1 performance measures of the Toronto Green Standard - The owner shall prepare a Tenant Relocation and Assistance Plan to all Eligible Tenants of the four existing rental dwelling units proposed to be demolished
1695 Weston Road (965-2022) (966-2022)	<ul style="list-style-type: none"> • Prior to the issuance of the first above building permit, the owner shall make a cash contribution to the City in the amount of \$100,000.00 to be used for streetscape and public realm improvements in the vicinity of the site • The owner shall design and construct six (6) affordable rental dwelling units comprising 493.4 square metres of residential Gross Floor Area • The owner shall construct and maintain, at its own expense, an area of not less than 850 square metres north of Victoria Avenue East, abutting the rail corridor, for use by the general public as Privately Owned Publicly Accessible Open Space (POPS)
10 Wilby Crescent (804-2019)	<ul style="list-style-type: none"> • The owner shall expense a cash contribution of \$800,000 to be used for <ul style="list-style-type: none"> - The conversion of the Hickory Tree Road lands abutting the subject property to Parkland conditions - Improvements to local parkland and connectivity of local parkland to the Humber River valley; and - Streetscape improvements along Wilby Crescent, Weston Road and Hickory Tree Road which comply with the Streetscape Manual
82 Buttonwood Avenue (837-2017)	<ul style="list-style-type: none"> • The owner shall provide, at its own expense, not less than one (1.0) hectare of publicly accessible, privately managed open space within Block A • The owner shall convey a public access easement to the City, free and clear of encumbrances and for nominal consideration
1391 Weston Avenue (25-2021)	<ul style="list-style-type: none"> • A total financial contribution of \$20,000.00 for local business improvements, payable to the City prior to issuance of the first above grade building permit • Prior to the issuance of the first above grade building permit for part or all of the lot, the owner shall provide the City with a certified cheque in an amount sufficient to pay all City's costs incurred as a result of the reconfiguration of the intersection at the northwest corner of Jane Street and Weston Road to facilitate the Redevelopment of the lot
22 John Street, 33 King Street & 2 Elsmere Avenue (1358-2015) (1360-2015)	<p>The following section applies only to the Owner of land shown as Site A (22 John Street):</p> <ul style="list-style-type: none"> • The Owner agrees to construct, or cause to be constructed, the following: <ul style="list-style-type: none"> - 26 Artist Live/Work Units and the Artist's Courtyard - The Community/Cultural Hub - The Enhanced Weston Farmer's Market Space <p>The following section applies only to the Owner of land shown as Site B (33 King Street - Existing Building):</p> <ul style="list-style-type: none"> • The Owner covenants and agrees to maintain the 420 existing rental residential units and the 12 additional rental units as rental housing for a minimum period of twenty (20) years

The proposed development is projected to yield approximately 847 persons. The population estimate was calculated by building and unit type according to the City of Toronto's Design Criteria for Sewers and Watermains. The relevant rates are:

- 3.1 ppu for 3-bedroom apartment units;
- 2.1 ppu for 2-bedroom apartment units; and
- 1.4 ppu for 1-bedroom or bachelor apartment units.

In our opinion, the estimated population yield from the subject application is a reasonable estimate considering the proposed unit mix. It should be noted that the projected population increase from the developments detailed in **Table A13** would occur incrementally as these developments are at different points in the review process and will be constructed with different timelines in response to the market demands and other factors. **Table A15** provides a breakdown of the population increase by the status of the developments listed above.

Table A15 - Estimated Population Increase by Development Status (City of Toronto)

Development Status	# of Projects	# of Units	Estimated Population
Proposed (Application Under Review or Appeal)	20	4,495	7,116
Approved	10	1,723	3,790
Under Construction or Built	1	828	1,381
Total	31	7,046	12,286

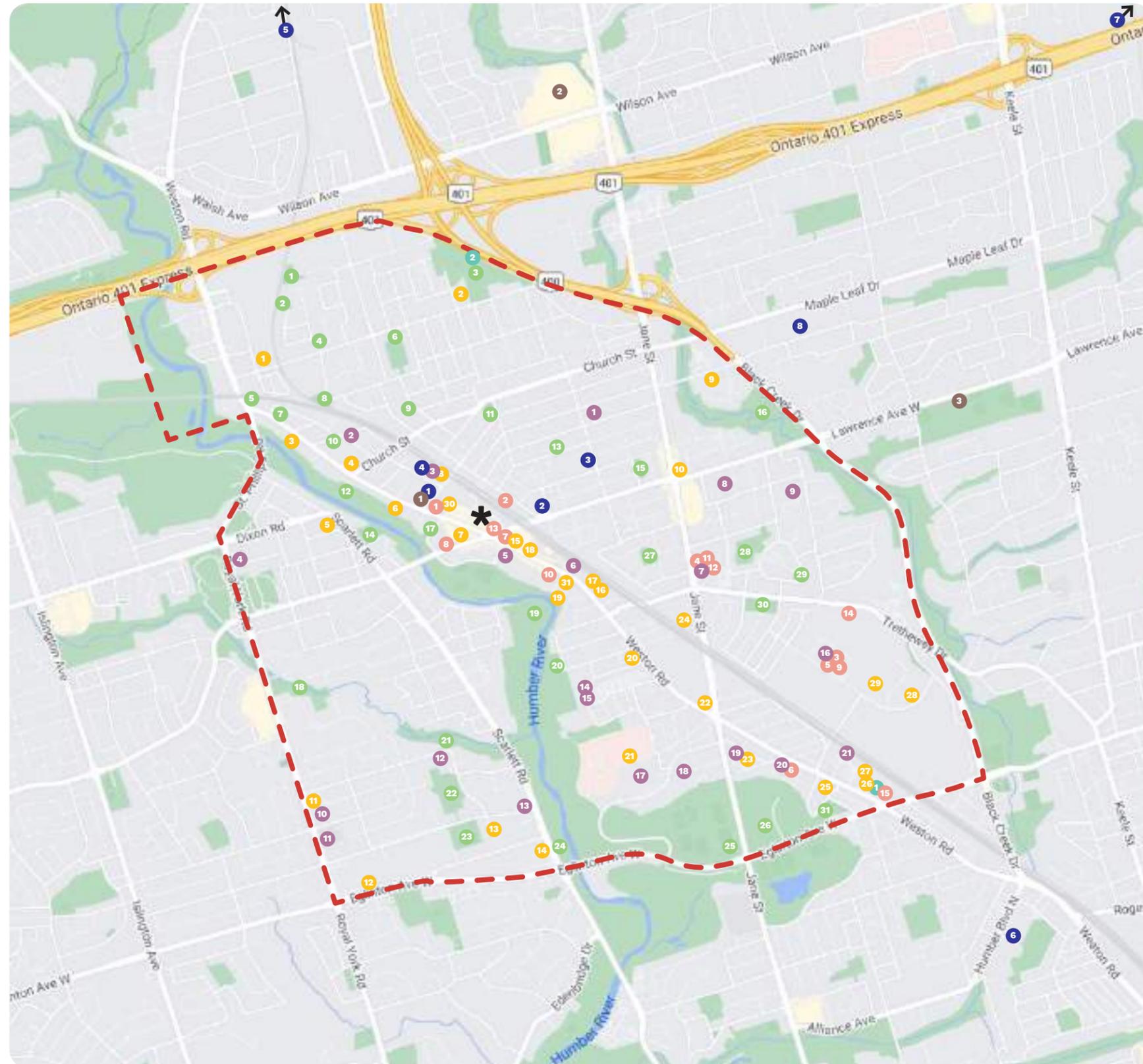
As demonstrated in **Table A15**, the estimated population resulting from the developments in the Study Area is 12,286 persons (excluding the subject site), the majority of which are associated with developments that are proposed (7,116 persons). It is our opinion that the increase in area population resulting from these developments will occur incrementally. With respect to those developments which are under review or appeal, it is noted that in Toronto, the time between filing an application and resident occupation is typically around 5 years. Further, there is a possibility that some of these proposed developments may not be approved as per what is currently proposed.



4

Community Services and Facilities

The following is an inventory of the community facilities and service agencies within or directly adjacent to the Study Area that are available to current and future residents of the subject site and surrounding area. Descriptions of the type of services and programs offered at different organizations or facilities are provided.



Community Services and Facilities Map

Study Area

Subject Site

Surrounding Developments

1. 8 Oak Street
2. 180 Gary Drive
3. 2270 Weston Road Rear
4. 2179 Weston Road
5. 954-970 Scarlett Road
6. 2062 Weston Road
7. 1956-1986 Weston Road (Weston Park)
8. 23 George Street
9. 349 Queens Drive
10. 1683 Jane Street
11. 1455 Royal York Road
12. 4000 Eglinton Avenue West
13. 45 La Rose Avenue
14. 1 Richview Road
15. 1865-1886 Weston Road (Weston Park)
16. 1695 Weston Road (The Charlton Residences)
17. 1681 Weston Road
18. 1821-1823 Weston Road
19. 10 Wilby Crescent (The Humber)
20. 1552 Weston Road
21. 82 Buttonwood Avenue
22. 1391 Weston Road
23. 6 Bala Avenue
24. 1480 Jane Street
25. 1240 Weston Road
26. 8 Locust Street
27. 9 Oxford Drive
28. 74 Industry Street
29. 100 Industry Street
30. 22 John Street, 33 King Street & 2 Elsmere Avenue (West 22)
31. 1736-1746 Weston Road

Child Care Services

1. Weston Memorial B & A School Program
2. TLC - Tender Loving Care
3. McDc/St. John
4. Three R's Schoolhouse Inc.
5. Get Moving! After-School Program
6. Royal Day Care Centre Weston Inc
7. Prodigy Learning Centre
8. Brookhaven Child Care - St. Bernard Site
9. Brookhaven Child Care
10. Humbervale Montessori School Inc (Facility #15068)
11. Plasp All Saints Catholic School
12. Westmount Junior School
13. Etobicoke Montessori School
14. Beyond 3:30
15. Macaulay After School Program
16. Donald C. Macdonald Child Care Centre
17. York Humber Child Care
18. Jubilee Child Care Centre
19. Bala After School Program
20. Mount Dennis Early Learning & Child Care Centre
21. Trimbee Early Learning & Child Care Centre

Parks

1. Pellatt Parkette
2. Weston Village Park
3. Pelmo Park
4. Weston Village Parkette
5. Northend Parkette
6. Wallace C. Swanek Park
7. Holley Park
8. Rosemount Gardens Parkette
9. Grattan Park
10. Coulter Ave Parkette
11. Elm Park - York
12. Cruickshank Park
13. John Street Parkette
14. Riverlea Park
15. Merrill Park
16. Upwood Greenbelt
17. Memorial Park - York
18. Douglas B. Ford Park
19. Raymore Park
20. Denison Park
21. Chapman Valley Park
22. Westmount Park
23. La Rose Park
24. Canadian Ukrainian Memorial Park
25. Eglinton Flats
26. Fergy Brown Park
27. James Trimbee Park
28. Harding Park
29. Hearst Circle Parkette
30. Trethewey Park West
31. Pearen Park

Human Services

1. Weston Area Emergency Support
2. ESS Support Services
3. North York Harvest Food Bank
4. Yorktown Family Services
5. North York Women's Centre
6. Anduhyaun Emergency Women's Shelter
7. COSTI
8. Career Foundation
9. Learning Enrichment Foundation
10. Somali Immigrant and Organization Toronto
11. Unison Health and Community Services
12. Midaynta Community Services
13. York West Active Living Centre
14. Corbrook Awakening Abilities
15. Reconnect Community Health Services

Schools

1. HJ Alexander Community School (JK-5)
2. CR Marchant Middle School (6-8)
3. Weston Collegiate Institute (9-12)
4. St. John the Evangelist (JK-8)
5. St. Basil the Great (9-12)
6. St. Oscar Romero (9-12)
7. Madonna - Female Gender (9-12)
8. Chaminade - Male Gender (9-12)

Libraries

1. Weston Branch
2. Black Creek Branch
3. Amesbury Park Branch

Recreation

1. Mount Dennis Community Hall
2. Pelmo Park Community Centre

Figure A3 - Community Services and Facilities Map

4.1 Schools

Table A16 outlines the capacities, enrolments, and utilization rates for schools within the catchment areas for the Toronto District School Board ("TDSB"), while **Table A17** outlines the same for the Toronto Catholic District School Board ("TCDSB"). Contact with the School Boards was made in August 2022. In addition to the school data, staff provided the yield factor/pupil yield figures for the proposed development based on a total of 458 residential condominium units.

Table A16 - Capacity and Enrolment Number for TDSB Schools

School	Capacity	Full-Time Enrolment	Utilization Rate	Portables
Public Elementary School				
HJ Alexander Community School (JK-5) 30 King Street	602	479	80%	-
CR Marchant Middle School (6-8) 1 Ralph Street	488	361	74%	-
Public Secondary School				
Weston Collegiate Institute (9-12) 100 Pine Street	1,287	1082	84%	-
TOTAL	1,775	1,443	81%	-

According to the data provided by TDSB staff, the two elementary schools in the subject site's catchment area are operating at moderate capacity. HJ Alexander Community School which serves students from junior kindergarten to Grade 5 has a utilization rate of approximately 80 percent. Meanwhile, the CR Marchant Middle School which serves students from Grade 6 to 8 is undersubscribed, with a utilization rate of approximately 74 percent. As for the secondary school, the Weston Collegiate Institute has some capacity since it is operating with a utilization rate of approximately 84 percent. As such, the elementary and secondary schools have capacity to accommodate additional students.

Table A17 - Capacity and Enrolment Number for TCDSB Schools

School	Capacity	Full-Time Enrolment	Utilization Rate	Portables
Catholic Elementary School				
St. John the Evangelist (JK-8) 23 George Street	591	528	89%	0
Mixed Gender Catholic Secondary Schools				
St. Basil the Great (9-12) 20 Starview Lane	1176	1184	101%	0
St. Oscar Romero (9-12) 99 Humber Boulevard	945	695	74%	0
Single Gender Catholic Secondary School				
Madonna - Female Gender (9-12) 20 Dubray Avenue	690	672	97%	0
Chaminade - Male Gender (9-12) 490 Queens Drive	531	906	171%	5
Subtotal - Catholic Secondary School	3,342	3,457	103%	5
TOTAL	3,933	3,985	101%	5

There is one Catholic elementary school serving the subject site, St. John the Evangelist which serves students in junior kindergarten through to Grade 8. Based on current enrolment data, the school is reported to be undersubscribed with a utilization rate of approximately 89 percent.

There are two mixed gender Catholic secondary schools and two single gender secondary schools also serving the subject site. In terms of mixed gender schools, St. Basil the Great is slightly oversubscribed with a utilization rate of approximately 101 percent. Whereas St. Oscar Romero is undersubscribed, with a utilization rate of approximately 74 percent. Catholic secondary students wishing to enroll in a mixed-gender school would likely be able to attend St. Oscar Romero. Madonna is a female-only Catholic secondary school, and is reported to be slightly undersubscribed, with a utilization rate of approximately 97 percent. Chaminade, a male-only Catholic secondary is reported to be operating over capacity, with a utilization rate of approximately 171 percent. Madonna may be able to accommodate additional students while Chaminade is likely unable to accommodate additional students.

4.1.1 Pupil Yield

Pupil yield of the proposed development – TDSB

- Elementary: 19 (figure provided by TDSB)
- Secondary: 10 (figure provided by TDSB)

Based on the pupil yield factor for dwelling units provided by TDSB staff, the proposed development would yield 29 public school students. Response from TDSB provided that there is currently limited capacity at the local schools to accommodate students anticipated, as the subject site is located in a community experiencing residential intensification and population growth. In consideration of future accommodation challenges in the area, TDSB has identified two studies in 2025-2026 to explore boundary changes and redistribution of students to achieve a more efficient allocation of primary school students.

The projected 19 elementary school students generated from the proposed development may be able to be accommodated at the existing elementary (HJ Alexander Community School) and middle school (CR Marchant Middle School) in the catchment area. The projected 10 secondary students may be accommodated at the Weston Collegiate Institute since the school has approximately 205 vacancies.

Pupil yield of the proposed development – TCDSB

- Elementary: 23 (figure supplied by TCDSB)
- Secondary: 7 (figure supplied by TCDSB)

Based on the pupil yield figures provided by TCDSB, the projected 23 Catholic elementary school students generated from the proposed development can be accommodated at St. John the Evangelist, since the school is under capacity and has approximately 63 vacancies.

With regards to Catholic secondary school, students may be able to be accommodated in the mixed gender secondary schools, but not in the single gender secondary schools. For mixed gender school, the projected 7 Catholic secondary school students may be able to be accommodated at St. Oscar Romero, whereas St. Basil the Great is operating over capacity and may not have capacity for additional students. As for the single gender secondary schools, Madonna, the female-only secondary school has capacity to accommodate 18 additional students whereas Chaminade, a male-only secondary school is currently not able to accommodate more students. It should be noted, however, that secondary students residing in Toronto are not limited by a catchment area and they can attend any TCDSB school within the school board.

In light of the conclusions drawn from the above analysis, it is important to note that it has not been determined if potential students from this development will attend the schools listed in Tables A14 and A15. This level of detail will occur later in the application review process, when the TDSB and TCDSB determine where prospective students will attend school. Furthermore, considering that the enrolment analysis is based off of 2021-2022 school year data, it is possible that by the time the proposed development is fully realized, capacity and available student spaces may change from what has been reported in this report.

Given the nature of the proposed development, both the TDSB and TCDSB will have sufficient time and opportunity to make the necessary adjustments to their catchment area boundaries, adjust the grades offered at different schools and make the necessary capital investments in the area – in light of the proposed development on the subject site. Both Boards will also have time to comment on the proposed development, and work with the applicant to respond to and meet the expected demand associated with the proposed development.

4.2 Childcare Services

There are a total of 23 childcare facilities within the Study Area, 20 of which provide subsidized spaces if available. Data pertaining to each child care centre was sourced from the City of Toronto’s Child Care Locator website. While the number of current vacancies is not provided for each child care centre, possible vacancies have been noted with “Yes” and “No.”

Table A18 - Child Care Enrollment in the Study Area

Child Care Facility	Enrolment/Reported Vacant							
	Fee Subsidy Available	Status	Infant (0 to 18 Months)	Toddler (18 Months to 2.5 Years)	Pre-school (2.5 to 5 Years)	Kindergarten	School Age (6 to 12 Years)	Total
Weston Memorial B & A School Program 200 John St	Yes	Capacity				26	30	56
		Vacancy				Yes	Yes	-
Tlc - Tender Loving Care 44 Cross St	Yes	Capacity		10	16	10	24	60
		Vacancy		No	No	No	No	-
McDc/St. John 23 George St	Yes	Capacity	10	10	16	52	60	148
		Vacancy	No	No	No	Yes	Yes	-
Three R’s Schoolhouse Inc. 1577 Royal York Rd	No	Capacity		15	48		30	93
		Vacancy		N/A**	N/A**		N/A**	-
Get Moving! After-School Program 5 Bellevue Cres	Yes	Capacity					N/A**	-
		Vacancy					N/A**	-
Royal Day Care Centre Weston Inc 1737 Weston Rd	Yes	Capacity		10	40	16	39	105
		Vacancy		Yes	Yes	No	Yes	-
Prodigy Learning Centre 1545 Jane St	Yes	Capacity		10	24			34
		Vacancy		Yes	Yes			-

Child Care Facility			Enrolment/Reported Vacant					
	Fee Subsidy Available	Status	Infant (0 to 18 Months)	Toddler (18 Months to 2.5 Years)	Pre-school (2.5 to 5 Years)	Kindergarten	School Age (6 to 12 Years)	Total
Brookhaven Child Care - St. Bernard Site 12 Duckworth St	Yes	Capacity				52	45	97
		Vacancy				Yes	Yes	-
Brookhaven Child Care 70 Brookhaven Dr	Yes	Capacity		15	24	52	60	151
		Vacancy		Yes	No	Yes	Yes	-
Royal Day Care Centre Weston Inc 1737 Weston Rd	Yes	Capacity		10	40	16	39	105
		Vacancy		Yes	Yes	No	Yes	-
Prodigy Learning Centre 1545 Jane St	Yes	Capacity		10	24			34
		Vacancy		Yes	Yes			-
Humbervale Montessori School Inc (Facility #15068) 1447 Royal York Rd	No	Capacity			56			56
		Vacancy			N/A**			-
Plasp All Saints Catholic School* 1435 Royal York Rd	Yes	Capacity						0
		Vacancy						-
Westmount Junior School 95 Chapman Rd	Yes	Capacity				30	30	60
		Vacancy				N/A**	N/A**	-
Etobicoke Montessori School 4 La Rose Ave	No	Capacity		15	32			-
		Vacancy		N/A**	N/A**			-
Beyond 3:30 100 Sidney Belsey Cres	Yes	Capacity					N/A**	-
		Vacancy					N/A**	-
Macaulay After School Program 100 Sidney Belsey Cres	Yes	Capacity					N/A**	-
		Vacancy					N/A**	-
Donald C. Macdonald Child Care Centre 116 Industry St	Yes	Capacity	20	30	16			66
		Vacancy	Yes	No	No			-
York Humber Child Care 100 Emmett Ave	Yes	Capacity	10	15	16			41
		Vacancy	No	No	No			-
Jubilee Child Care Centre 55 Emmett Ave ,109	Yes	Capacity	10	20	32			62
		Vacancy	Yes	Yes	Yes			-
Bala After School Program 6 Bala Ave	Yes	Capacity					N/A**	-
		Vacancy					N/A**	-

Child Care Facility			Enrolment/Reported Vacant					
	Fee Subsidy Available	Status	Infant (0 to 18 Months)	Toddler (18 Months to 2.5 Years)	Pre-school (2.5 to 5 Years)	Kindergarten	School Age (6 to 12 Years)	Total
Mount Dennis Early Learning & Child Care Centre	Yes	Capacity	10	10	16			36
1296 Weston Rd ,2nd Floor		Vacancy	Yes	No	Yes			-
Trimbee Early Learning & Child Care Centre (scheduled to close in December 2022)	Yes	Capacity	10	10				20
30 Denarda St		Vacancy	Yes	Yes				-
*Capacity and enrolment data was unavailable for this childcare centre.								
**This child care centre does not have a service agreement with the City of Toronto and therefore it is not assessed by the City for quality standards and vacancy information is not collected.								
Total Capacity			70	190	400	254	357	1,224

The Study Area contains 23 childcare centres with a total capacity of 1,224 childcare spaces. The distribution of the spaces is as follows:

- 70 infant spaces (6 percent);
- 190 toddler spaces (16 percent);
- 400 pre-school spaces (33 percent);
- 254 spaces for children in full-time kindergarten (21 percent); and
- 357 spaces for school age children (29 percent).

It is estimated that the proposed 458 residential units will generate a demand for 32 childcare spaces. This is based on a residential population increase of 847 people (458 units multiplied by the PPU rates for the proposed unit mix as set out in Section 3), of which 12 percent would be "Children" as shown in the 2016 Weston neighbourhood profiles ("Children" are aged 0-14). The projected number of children is then multiplied by the women's labour force participation rate in the Toronto CMA – 61.7 percent. A further multiplier of 50 percent is used to approximate the number of children needing care at a childcare centre. This is the level of service standard set out by the City's Children's Services Division and is consistently applied to development applications. It is unknown how many vacant childcare spaces are available in the Study Area. As such, the projected number of children generated from the proposed development who will require child care (32 children) may not be able to be fully accommodated by the existing facilities within the Study Area, subject to age and care requirements.

It is noted that the number of available child care spaces, and/ or the capacities of the centres, that have been reported in this CS&F study may change by the time the development has been approved and constructed. Further, there may be additional private home-based child care services offered in the area that would not be captured by this analysis. It is also typical for families with children to travel beyond their immediate community for childcare services. In addition to projected yields and capacities of existing child care centres in these neighbourhood(s), child care needs will be informed by the City of Toronto Children's Services identification of priority child care areas.

4.3 Libraries

There is one public library branch within the Study Area and two other libraries located near the Study Area. The closest library is the Weston Branch, located approximately 260 metres southwest of the subject site. With regards to libraries outside of the study area, the Black Creek Branch library is located approximately 2.2 km north of the subject site; the Amesbury Park Branch library is approximately 2.6 km east of the subject site. The services and materials offered are outlined below, and the information provided is based on branch websites.

Weston Branch

Located at 2 King Street, the Weston Branch is open Monday through Saturday and is closed on Sundays and has seating for 103 visitors. The branch features Wi-Fi, book drop off, equipment for persons with disabilities, and 9 computer workstations that are connected to the internet and include Microsoft Office. The branch also offers an art exhibit place and Youth Hub.

Collections at this branch include:

- Adult literacy materials
- Audiobooks on CD
- Large print collection

The library contains an 851 square foot meeting room which seats 40 persons lecture style and 24 persons classroom style.

Black Creek Branch

Located in North York Sheridan Mall at 1700 Wilson Avenue, the Black Creek Branch is open Monday through Saturday and is closed on Sundays. The branch offers Wi-Fi, after hours book drop off, equipment for persons with disabilities, seating for 32 people, and 6 computer workstations that are connected to the internet and include Microsoft Office. The materials available at the branch are listed below:

- Adult Literacy Materials
- Audiobooks on CD
- Large print collection
- Small collection in Chinese (DVDs only), Italian-Adult, Spanish-Adult, Tagalog (DVDs only), Vietnamese (DVDs only)

The branch has a 1,508 square foot auditorium equipped with a DVD player, flip chart stand, tables, chairs, and seating for 70 people lecture style and 50 people classroom style.

Amesbury Park Branch

Located at 1565 Lawrence Avenue West, the Amesbury Park Branch is open Tuesday through Saturday and is closed on Sundays and Mondays. This branch has seating for 47 visitors, provides free Wi-Fi, 24-hours book drop off, and features 6 computer workstations that are connected to the internet and include Microsoft Office. The branch also provides equipment for persons with disabilities. Collections at this branch include:

- Audiobooks on CD
- Large print collection
- Adult Literacy Materials
- Small collection in Hindi (DVDs Only), Italian-Adult, and Vietnamese (DVDs Only)

The Toronto Public Library Facilities Master Plan ("FMP") was completed in 2019 with consideration of current planning work being undertaken across the City and related future growth. The Plan sets out Toronto Public Library's ("TPL") capital investment priorities to 2028, as well as longer term requirements to account for planning. Appendix A: Facility Condition Index (FCI) Analysis describes current the conditions of TPL branches across the City, ranging from critical, poor, fair, and good. The Black Creek and Amesbury Park branches were classified as being in 'Fair' condition, the second highest designation, with estimated FCIs of 7% and 13%, respectively. Conversely, the Weston Branch was found to be in 'Critical' condition, the lowest designation, with a FCI of 34%.

In order to ensure that equitable and inclusive services are provided to communities of need, Neighbourhood Equity Index scores were collected and used to evaluate community need within the Prioritization Framework. The primary criteria that form the pillars for decision making can be separated into three primary categories: Operational (measures the frequency in which a branch is used and the effectiveness of the physical space that currently serves its users), Investment (considers the financial costs required to meet SOGR, AODA and 21st century library standards), and Market alignment (assesses the congruency between a branch and its external environment, including current and future population, existing footprint, demographics, socio-economic characteristics and location).

A unique score for each of the district and neighbourhood libraries was produced using these criteria, with higher scores indicating a priority for capital investment. The Weston Branch was assigned a score of 4.97, which classifies the library within the top 15 neighbourhood branches seen as priorities for future investment. Revitalization of the branch is needed due to the physical condition of the heritage property. The scheme has been planned and funded by the TPL 2019-2028 Capital Plan. The report also took into consideration that the library is located in a high-needs area within a NIA. The Black Creek branch was assigned a score of 4.45, and the Amesbury Park Branch was assigned a score of 3.54, making them a low priority for investment.

4.4 Recreation

There are two publicly funded recreation centres operated by the City of Toronto's Parks and Recreation Division within the Study Area. It is noted that there may be recreation centres operated by non-profit organizations serving the Study Area; however, these have not been included in this inventory. **Table A19** summarizes the programs and services available at the nearby recreation centre.

Table A19 - Community Recreation Centres within Study Area

Location	Facilities	Services/Programs
Mount Dennis Community Hall (4 Hollis Street)	<ul style="list-style-type: none"> Kitchen Multipurpose Room 	<ul style="list-style-type: none"> Arts programs, such as guitar and piano/ keyboard Fitness programs, such as cardio and yoga General interest programs on science
Pelmo Park Community Centre (171 Pellatt Avenue)	<ul style="list-style-type: none"> Kitchen Multipurpose Room 	<ul style="list-style-type: none"> Arts programs, such as crafts, guitar and piano/ keyboard Fitness program for yoga General interest programs, such as cooking and games

Given the data found in **Table A19**, it is evident that the Study Area offers some services for those of all ages. The recreation facility within the Study Area provides several programs focusing on arts, fitness and science. There are also several facilities situated immediately outside of the study area, such as the Hilltop Community School, Edenbridge Centre, York Recreation Centre and Chris Tonks Arena.

It should be noted that some of the TDSB schools located within the Study Area may permit community groups to rent their facilities (e.g., gymnasiums). In light of this, additional programs may be offered at these locations.

4.5 Parks

Table A20 below lists the parks and available amenities within the Study Area.

Table A20 - Parks and Amenities within the Study Area (City of Toronto)

Park/Parkette	Playground	Bike Trail	Baseball Diamond	Dog Off-Leash Area	Outdoor Basketball Court	Outdoor Bocce Court	Outdoor Fitness Equipment	Outdoor Tennis	Picnic Site	Splash Pad	Other Sports Field/Court
Pellatt Parkette	X										
Weston Village Park	X										
Pelmo Park	X	X	X					X		X	X
Weston Village Parkette											
Northend Parkette											
Wallace C. Swanek Park	X		X								
Holley Park	X										
Rosemount Gardens Parkette	X										
Grattan Park	X										
Coulter Ave Parkette	X										
Elm Park - York	X										
Cruikshank Park	X	X					X		X		
John Street Parkette											
Riverlea Park	X					X					
Merrill Park	X										
Upwood Greenbelt	X					X					
Memorial Park - York		X									
Douglas B. Ford Park	X										
Raymore Park	X	X	X	X							
Denison Park	X		X				X				
Chapman Valley Park											
Westmount Park	X					X		X			
La Rose Park	X										X
Canadian Ukrainian Memorial Park											
Eglinton Flats	X	X				X		X			X
Fergy Brown Park											X
James Trimbee Park	X										
Harding Park	X		X								
Hearst Circle Parkette											
Trethewey Park West	X				X						X
Pearen Park	X		X								

There are a total of 31 parks and parkettes. According to the City of Toronto’s Parks Locator website, common amenities and facilities available in the Study Area include playgrounds, splash pads, outdoor basketball courts as well as miscellaneous sports fields and courts. Of the parks located in the Study Area, 23 contain a children’s playground.

4.6 Human Services

According to the 211 Central and City of Toronto, there are at least 15 human service organizations operating within (and adjacent to) the Study Area; however, it is anticipated that the actual number of service organizations operating within the Study Area is much greater. **Table A21** below outlines the name, location and types of services provided by each of these human service organizations.

Table A21 - Human Services in the Study Area (211 Central & City of Toronto)

Organization	Service Category
Weston Area Emergency Support (1 King Street)	WAES will provide food assistance to those that require help in the Weston Mount Dennis community. It has been operating in this community since 1986
ESS Support Services (48A Rosemount Avenue)	ESS Support Services is a not-for-profit agency committed to supporting seniors in their desire to remain in their own homes and community. The organization provides a range of services, including mobile food bank, in-home respite, adult day program, as well as volunteer visiting and telephone reassurance.
North York Harvest Food Bank (116 Industry Street)	The organization aims to engage the community in meeting the food needs of northern Toronto by providing dignified food assistance, education, focused advocacy, and long-term food solutions.
Yorktown Family Services (1541 Jane Street)	The organization offers mental health counselling, and access to partner agency services such as primary health care, employment, mentorship, harm reduction, and resources
North York Women’s Centre (116 Industry Street)	The organization hosts community-based programs for women’s empowerment and healthy living and community building. They also provide violence prevention and support services
Anduhyaun Emergency Women’s Shelter (1296 Weston Road)	The residence and emergency shelter provides counselling for residents and non-residents, crisis intervention and sexual assault counselling
COSTI (1885 Weston Avenue)	COSTI has a number of comprehensive and job search services, such as job search strategies, information about careers and occupations, as well as on-the-job training
Career Foundation (2100 Lawrence Avenue West)	Career Foundation has a number of comprehensive and job search services, such as job search strategies, information about careers and occupations, as well as on-the-job training
Learning Enrichment Foundation (116 Industry Street)	Learning Enrichment Foundation has a number of comprehensive and job search services, such as job search strategies, information about careers and occupations, as well as on-the-job training
Somali Immigrant and Organization Toronto (1778 Weston Road)	The organization provides settlement services, including language instruction for newcomers to Canada and immigration and sponsorship issues. In addition to that, they also support job training, anti-racism programs, legal information and more

Organization	Service Category
Unison Health and Community Services (1541 Jane Street)	The community health center provides health services (family practice, counselling, seniors health care and more) and health promotion programs (parent support group, chronic disease prevention and management)
Midaynta Community Services (1541 Jane Street)	The organization offers housing assistance, culturally appropriate intervention program, settlement and orientation for newcomers
York West Active Living Centre (1901 Weston Road)	The organization provides social and recreation programs (hearing, diabetes and massage clinic, fitness classes, lunch program, low vision and blind support groups, etc)
Corbrook Awakening Abilities (581 Trethewey Drive)	The center provides a few programs on academic support, day support, employment training
Reconnect Community Health Services (1167 Weston Road)	Reconnect Community Health Services is an organization dedicated to supporting seniors. Programs available include recreational, motivational and therapeutic activities for adults with physical and/or cognitive disabilities and home support services

5

Conclusion

This Community Services and Facilities Study captures key publicly funded services and facilities available to future residents of the subject site, on both a broad and local scale. A summary of the findings of the Study is provided below.

Neighbourhood Demographics

The Weston neighbourhood had a population decrease of 2.6 percent from 2011 to 2016. Comparatively, the population of the City of Toronto increased by 4.5 percent during this time.

In terms of age distribution, in 2016 the Weston neighbourhood had a relatively similar distribution to the City as a whole, with both having similar proportions of Youth and Working Age residents. However, the Weston neighbourhood differed from the City as a whole with respect to Children and Pre-retirement residents, with a notable difference in the proportion of Senior residents (12 percent and 16 percent). The 2016 age distribution of the Weston neighbourhood generally remained consistent with the 2011 distribution.

With respect to family composition, the Weston neighbourhood remained relatively stable with some slight shifts between 2011 and 2016. In 2016, the Weston neighbourhood had a lower proportion of couples with and couples with no children, and a higher proportion of lone parent families compared to the City overall. As well, the most common marital status in the Weston neighbourhood was "Never Married" (37 percent).

Regarding households living alone, the proportion of person living alone increased between 2011 and 2016 in the Weston neighbourhood, from 17 percent to 19 percent. Compared to Toronto, there is a greater proportion of persons living alone in general. Meanwhile, there is a great difference in the persons aged 65 years old and above living alone in the neighbourhood (40 percent), as compared to the city as a whole (27 percent).

In 2016, 21 percent of dwellings in the Weston neighbourhood were located in single detached dwellings, while 73 percent were located in apartment dwellings (duplex, <5 storeys and >5 storeys), with semi-detached dwellings and row housing accounting for the remaining 5 percent. In 2016, approximately 53% of all households in the neighbourhood were owned.

When compared to the City of Toronto as a whole, the Weston neighbourhood in 2016 had a higher proportion of residents earning below \$20,000 (21 percent compared to 13 percent) and smaller proportion of residents earning \$80,000 and over (26 percent compared to 41 percent). In terms of medium household income, the average household in the Weston neighbourhood in 2016 was earning \$45,695, while the average household in the City was earning \$65,829.

In 2016, the Weston neighbourhood had a higher proportion of residents with no certificate, diploma or degree (25 percent) and only a high school diploma (29 percent) compared to the City as a whole. As well, the neighbourhood also had a lower proportion of residents with a bachelor's degree (12 percent) or a university degree above the bachelor level (5 percent) when compared with the City as whole.

With regards to occupation, most people in the Weston neighbourhood are working in sales and service occupations, similar to the City of Toronto. The neighbourhood had a relatively greater proportion of people working in trades and health care positions, while the city had a higher percentage of people working in business, education/ social community and technical positions. The three most common occupations were: sales and service; trades, transportation and equipment operators; and business, finance and administration occupations.

In 2016 the Weston neighbourhood had a higher proportion of the population who identified as visible minorities (61 percent) than the City as a whole (51 percent). Furthermore, the most prominent ethnic origins in the Weston neighbourhood were: British Isles origins, Jamaican, Canadian, Italian, and English. Meanwhile, the top 5 birth countries for recent immigrants are Jamaica, Somalia, Portugal, Philippines, and Vietnam.

With respect to mother tongue, in 2016 the majority of residents within the Weston neighbourhood had English as their mother tongue (60 percent), which represented a slight decrease from 2011 (61 percent). The proportion of the population with a Non Official Language as a mother tongue increased slightly between 2011 and 2016, from 38 percent to 39 percent. When compared to the overall City of Toronto, the neighbourhood had a higher proportion of residents with English as their mother tongue (60 percent versus 53 percent, respectively), and a lower proportion with a Non Official Language as their mother tongue (39 percent versus 47 percent, respectively). The top five non-English mother tongue languages in the Study Area in 2016 were Spanish, Portuguese, Somali, Italian and Vietnamese.

Nearby Development Activity

As of September 2022, there were 31 active or recently approved development applications within or immediately adjacent to the Study Area. The population anticipated to be generated from these developments is approximately 12,286 persons, excluding the subject site. The majority of these applications remain under review, and accordingly, any increase in the population is expected to occur incrementally. The population anticipated to be generated from the proposed development is 847 persons.

Community Services and Facilities

In terms of school accommodation, the TDSB elementary schools in the catchment area may be able to accommodate the projected 19 elementary students. Both elementary schools, HJ Alexander Community School and CR Marchant Middle School are operating at utilization rates of approximately 80 percent and 74 percent, respectively. The secondary school, Weston Collegiate Institute will likely be able to accommodate the projected 10 secondary school students since it is currently operating at a utilization rate of approximately 84 percent, with capacity to accommodate 205 additional students. Nevertheless, TDSB notes that there is limited capacity at local schools to accommodate additional students due to residential intensification and population growth in the area.

With respect to TCDSB schools, the 23 projected elementary students will likely be able to be accommodated at St. John the Evangelist school, which is currently undersubscribed. The 7 projected TCDSB secondary students may be accommodated at St. Oscar Romero, but not St. Basil the Great, which is currently oversubscribed. Additionally, for the single gender secondary schools, Madonna, the female-only secondary school has capacity to accommodate additional students whereas Chaminade, a male-only secondary school, may not be able to accommodate more students. It is noted that conclusions regarding local school capacities are based on the data provided by TDSB and TCDSB staff. The school boards will determine at a later date if students from the proposed development will/can attend the schools listed in this report.

There is a total of 23 childcare facilities within the Study Area, 20 of which provide subsidized spaces when available. This development is expected to produce an estimated 32 children requiring childcare. The estimated number of childcare spaces that the proposed development would generate could be supported by the existing facilities in the area. However, the number of available childcare spaces, and/or the capacities of the centres, that have been reported in this CS&F may change by the time the development has been approved and constructed. In addition, there may be additional home-based childcare services offered in the area that would not be captured by this analysis.

The Weston Public Library is located near the subject site, and there are two other library branches within proximity to the Study Area. The Weston Branch was reported to be in "Critical" condition, whereas the other two branches are operating in a fair state. All libraries offer computer workstations and large print collections, and two libraries own a collection of books or DVDs in non-official languages.

The Study Area contains two public recreation centres, which offer a variety of arts, athletics and general interest programming for residents of all ages. In terms of park space, the Study Area contains 31 parks and parkettes. Amenities commonly found in these parks include playgrounds, splash pads, outdoor basketball courts as well as miscellaneous sports fields and courts. There are at least 15 human service operators providing service to residents within the Study Area; these organizations offer a mix of family support resources, health services, employment support, and services for senior residents and newcomers to Canada.

Conclusion

In conclusion, the Community Services and Facilities Study demonstrates that the Study Area is well served by a number of community services and facilities that may accommodate the proposed development, including, but not limited to, 8 schools, 2 community centres, 15 human service organizations, 1 library, 23 child-care centres and 31 parks and parkettes. We also note that data provided by the Toronto District School Board (TDSB) stated that they have limited capacity to accommodate additional students. While the reported statistics and data related to service capacity and enrolment are subject to change, the report concludes that this sector may not have the necessary capacity to accommodate the additional population that would be generated by the proposed development. As such, the needs of future residents may need to be accommodated, in part, at facilities located outside of the Study Area. Moreover, the proposed development is to provide 598 square metres of community space and 893 square metres of daycare centre use, which will further contribute to the number and range of community infrastructure in the Study Area.

Overall, it is our opinion that the proposed development is not expected to significantly impact the demand on community services and facilities in the Study Area. There is an acceptable range of services and facilities that currently exist within the Study Area.

