

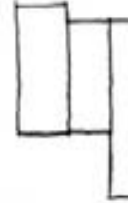
TPA SITE - DESIGN OPTIONS

- A creative convergence centre as the catalyst to encourage future business growth and neighbourhood revitalization. Successful examples in Toronto include Artscape Wychwood Barns and the Evergreen Brickworks.
- Potential uses include: commercial or retail along ground floor, live/ work and residential on upper floors.
- New open space in the form of a plaza or square for the farmers market, performances, and gatherings etc. Covered market space for year round market or artist's sales. Future potential for the market to spill out into John Street and South Station Street.
- Integrate the landing of the proposed John Street Bridge (new pedestrian bridge crossing the tracks as part of the Future Go Corridor) into a new open space.
- Future potential to activate the ground level of 31-35 King Street podium with retail/ cultural uses through an arcade connected to the development on the TPA site.
- Connect the Market to King Street with a new lane along railway corridor.

TPA Parking Lot Site



Wychwood Barns



Footprint of a new building on the TPA site (design concept 2) compared to Artscape Wychwood Barns, Toronto



Design concept 1



Artscape Wychwood Barns



Design concept 2



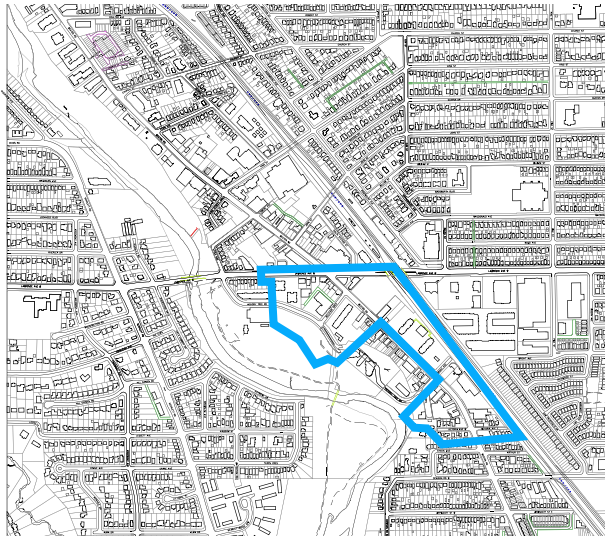
Before - view from South Station Street



After - view of the Market from South Station Street

FOCUS AREA 2: WESTON METROLINX STATION AREA

KEY DESIGN DIRECTIONS



Location plan

1. Position the station as a key driver of neighbourhood change

For change to occur there will have to be a significant new catalyst that can attract investment and elevate the profile of the community. The station was viewed as a new anchor with the potential to accommodate a major educational/institutional presence that could act as a catalyst for neighbourhood investment and regeneration. In the workshop, it was envisioned that the station would act as a southern point of a new pedestrian oriented South Station Street connecting north to a new retail and cultural destination centred upon the site of the existing farmers market.

Direction

- Potential for major educational/ institutional uses.
- Position station to act as the southern point of a key new pedestrian oriented South Station Street connecting the retail/ cultural centre destination at the TPA site.

2. Re-integrate the station into its surroundings

The workshop identified a conceptual design for the station area that sought to reintegrate the station into the community through the addition of new streets and blocks, buildings that re-engaged both the Lawrence and Weston street frontages and pedestrian connections linking the station area with key neighbourhood destinations.

Direction

- Flexible street and block pattern to facilitate a range of uses and investment opportunities.
- New streets and built form that re-engages with Lawrence Avenue and Weston Road.
- New pedestrian connections to link the station with key neighbourhood destinations.
- Recognize that full re-development of the station area to a place of higher densities and a mix of uses will be incremental and take time.

3. Create a station layout that supports passenger pick-up and drop-off.

GO stations have unique user characteristics that see pulses of activity throughout the day as commuters arrive to catch their train in the morning or depart from the station in the evening. In the future, while there will continue to be peak hour surges, higher service frequencies and greater bi-directional service will mean that there will be an increase in two way traffic throughout the day. To enhance these operational characteristics and mitigate neighbourhood impacts the workshop explored opportunities to disperse access points throughout the station area and create designated drop-off streets that could permit smooth traffic operations.

Direction

- Create designated drop-off streets to facilitate smooth traffic operations.



Connect the Station Area to the Farmers Market



Potential drop-off / pick up locations



Metrolinx Station re-integrated into the neighbourhood



Existing view of the corner of Weston Road and Lawrence Avenue

DESIGN OPTION 1 - MID-RISE



Option 1 - Mid-rise developments with the Scotiabank remaining



Option 2 - Mid-rise development with a new open space at the Corner of Weston Road and Lawrence Avenue

DESIGN OPTION 2 - HIGH DENSITY



Option 1 - Higher density - A tall building located along the view axis of South Station Street



Option 2 - Highest density option

FOCUS AREA 3 - TOWER RENEWAL AREA

KEY DESIGN DIRECTIONS



Location plan

Public benefit

The public benefit for redevelopment of the property lie in three primary areas:

- Street animation
- Finer grain of streets and lanes
- Personal safety

Private benefit

By following these directions, the owners will benefit by:

- A safer, more animated environment attractive to potential tenants – a general upgrading of the project’s marketability
- Additional development capacity
- Better service access

1. Street animation

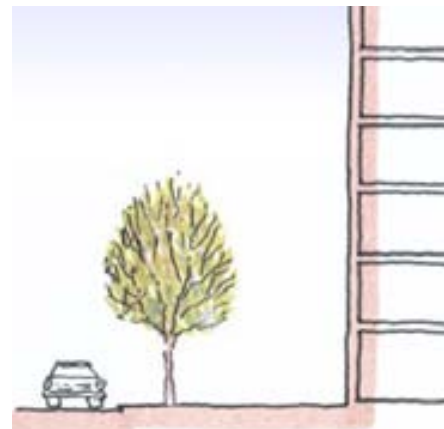
Adding street level related development or other public uses at grade which delivers the street level animation objectives of the City’s Avenues Study include mid-rise buildings with active uses at grade and a comfortable public realm of generous sidewalks, trees and street furniture.

At present, these objectives are obstructed by:

- The blank street facades of the buildings
- The long unanimated spaces between them

Direction

- Re-working of the blank facades of the buildings into street-related lobbies.
- Break up the long unanimated space between the towers through the introduction of built form.



Existing blank facade onto the street



Proposed street oriented ground-floor uses

2. Create a finer grain of streets and lanes

Creating a finer grain of streets and lanes through the block to open it up to greater public use and access, further supporting animation and public safety.

At present this objective is obstructed by:

- Single ownership, fear of liability issues
- The existing underground parking garage

Direction

- Create a finer grain of streets and lanes through and behind the towers to open them up to greater public use and access, further supporting animation and public safety.

3. Personal safety

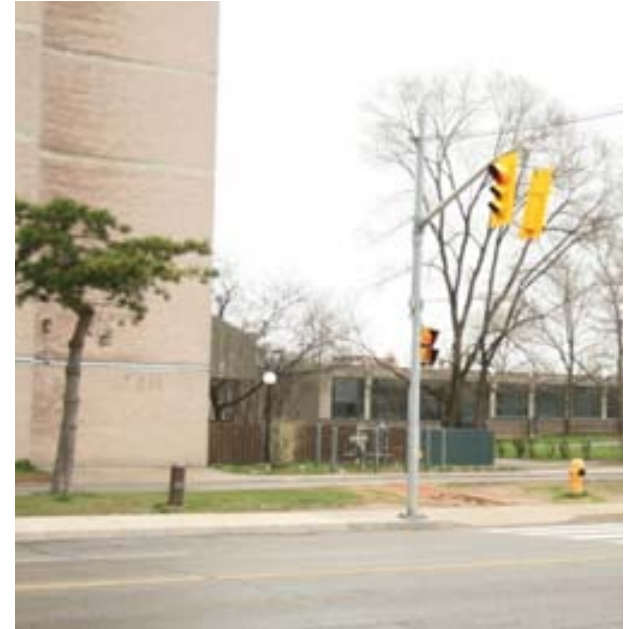
Bringing a sense of personal safety to the grounds by “eyes on the ground” and residents “taking ownership” of public or semi-public space in the project.

At present this objective is obstructed by:

- The vacant amenity building and blank walls at building ends behind which potentially dangerous activities can occur out of sight.
- Limited sense of tenant ownership and surveillance of the green spaces.

Direction

- Open up the ground floor units, preferably in two-story “townhouse” forms.
- New private yards that overlook the main quad and rear property.
- Demolishing or repurposing the amenity building in a way that adds every-day long term eyes to the ground.
- Bringing the public to the rear of the property by incorporating a roadway used by vehicles and pedestrians going to the station.
- Provide facilities within open spaces to encourage people to use the outdoor space between the buildings. Examples could include: tots play area, older kids play, picnic tables, garden plots and bbqs.

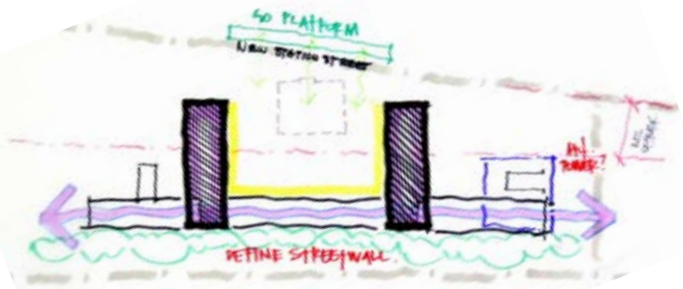


Blank facade along Weston Road



Aerial view of the site

CONCEPT 1 - REINFORCE THE STREET



Concept Sketch

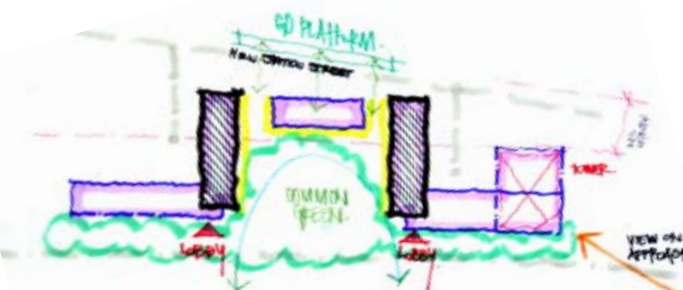


Option 1 - Mid-rise



Option 2 - High Density

CONCEPT 2 - COMMUNAL GREEN



Concept Sketch



Option 1 - Mid-rise



Option 2 - High Density



Concept 1 - Plan View



Concept 1 - Reinforce the Street Showing Mid-rise Option



Concept 2 - Plan View



Concept 2 - Communal Green Showing High Density Option

APPENDIX 1

CHARRETTE AGENDA AND INVITATION



WESTON 2021 DESIGN CHARRETTE

The **Weston 2021 Design Charrette** is part of a collaborative, long-range, action-oriented neighbourhood revitalization effort being led by the City of Toronto with the participation of Metrolinx and The Toronto Chapter of the Urban Land Institute.

Community Feedback is Key – Please Join Us!

All activities are taking place at:
York West Active Living Centre, 1901 Weston Road.

Design Charrette: May 3 - 5, 2011.

A Charrette is an intense, multi-day design workshop conducted on-site by a group of designers in conjunction with the local community, City Staff and other key stakeholders. This focussed effort allows a large number of design ideas to be quickly explored and then distilled into a few key, practical, short and long-term design alternatives.

May 3rd Kick-Off Public Meeting

4:00pm Walking Tour - Optional
6:30pm - 8:45pm Kick-Off Public Workshop

May 4th Public Open House

1:30pm - 5:30pm Feel free to drop in and provide feedback

May 5th Final Public Presentation

6:00pm - 8:30pm Wrap-Up Public Workshop

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APPENDIX 2

DESIGN CHARRETTE INFORMATION SHEETS

BACKGROUND & FAQs

May 3, 6:30 pm Kick-Off Public Meeting
May 4, 1:30-5:30pm Public Drop-In
May 5, 6:00pm Wrap-Up Public Workshop

Welcome!

The **Weston 2021 Design Initiative** is a collaborative, long-range, neighbourhood revitalization effort being coordinated by the City of Toronto with the participation of Metrolinx and the Toronto Chapter of the Urban Land Institute (ULI). **The overall aim of the initiative is to provide inspiration for how the Village of Weston may position itself to grow and thrive over the next decade.** The design initiative consists of two parts – a design charrette (May 3rd – 5th), and a ULI Technical Assistance Panel (Early June).

An Overview of the Design Charrette

A design charrette is a focused effort that allows a large number of design ideas to be quickly explored and then distilled into a few key, practical, short and long-term design alternatives. The design work will be performed by three teams working in three different areas (see map on page 3):

- 1** City of Toronto – Planning
COMMUNITY OF WESTON
The area around Weston Rd north of Lawrence Ave West
- 2** Metrolinx
WESTON GO STATION AREA
The area of the new GO station southeast of Weston Rd and Lawrence Ave West
- 3** City of Toronto – Tower Renewal
TOWER RENEWAL AREA
The apartment towers at 1765-1775 Weston Rd

Each design team will produce:

- **A Circulation, Parks and Open Space, and Streetscaping plan** for the whole community; and
- **Two development scenarios** – one with a moderate density abiding by the existing zoning which reflects a previous secondary plan, and another with a higher density of development, having regard for existing development policies and guidelines.

The work of the design teams will be guided and informed by feedback from the community, key stakeholders and City staff.

Day-by-Day Charrette Details

- **Tuesday May 3rd**
The charrette starts at 6:30pm with a kick-off public meeting to identify key issues that should be considered by the design teams, along with the current strengths and weaknesses of Weston, and your vision of Weston's future.
- **Wednesday May 4th**
Guided by feedback received during the kick off workshop, the three design teams will start their work. An informal public open house will be held from 1:30 – 5:30 pm at which time the community can drop in and review the work that is unfolding.
- **Thursday May 5th**
Throughout the morning and afternoon of the third day, the teams will finalize their development scenarios. The results will be presented at the wrap-up public workshop at 6:00pm and feedback sought.

See Inside for
Frequently Asked Questions

An Overview of the ULI Technical Assistance Panel

Design Charrettes can be very inspirational, but sometimes result in images and ideas for a community that are not feasible because the real estate market does not exist for what is being proposed. In order to ground this exercise in reality the Urban Land Institute (ULI) was approached to conduct a Technical Assistance Panel workshop in Weston. The ULI is an international nonprofit research and education organization whose mission is to provide leadership in the responsible use of land. Its membership is composed of volunteers who are experts in the fields of real estate, finance, land development, law, design and planning. In addition to functioning as a multidisciplinary forum for the exchange of ideas, information and experience, the ULI participates in revitalization initiatives through Technical Assistance Panels. Technical Assistance Panels assist communities by bringing together a group of volunteer ULI members that examine the development opportunities of one or more key neighbourhood development sites. If there is no immediate market potential for the site(s), the panel explores what kind of incentives might be necessary in order to make development feasible. The results of this study are then presented to the sponsoring organizations (the City of Toronto and Metrolinx) through a TAP report.

What Inspired this Initiative?

The initiative was inspired by a creative planning study of Weston undertaken by a University of Toronto Planning Class under the direction of Paul Bedford. The conclusions of that study – “The Top 10 Ideas for Weston” – were presented to a group of City of Toronto Staff in April, 2010. Following that presentation, the City’s Urban Design group, along with Councillor Nunziata, began exploring the possibility of coordinating a design initiative in Weston as a means of turning some of the creative ideas into reality.

Frequently Asked Questions

- **How can the local community participate in the Charrette?**

The local community has a critical role to play in the success of the charrette. Local perspectives, priorities and knowledge are essential to shaping a successful Weston of the Future. There are opportunities for the local community to participate on every day of the charrette.

- **How will the results of the *Weston 2021 Design Initiative* be used?**

In addition to the City Planning Charrette Report which will be publicly available, the results of the design initiative will be used to produce an Action Plan that will play a role in informing the Metrolinx Station Master Plan, future Tower Renewal efforts in Weston, and any future local zoning amendments or secondary plans.

- **Will the charrette address issues of connectivity?**

Yes. Feedback about connectivity from previous Weston Tunnel Design community meetings will be shared with the design teams. This feedback will be incorporated into the circulation plans which will focus on connectivity throughout Weston.

- **What is planned for the Farmers Market?**

The Farmers Market is recognized as an important part of the Weston community and the design teams are aware that its continued operation is a priority. One of the design teams will consider different development scenarios for the Toronto Parking Authority parking lot where the Farmers Market is held.

- **What is planned for the former Price Choppers property?**

The property is currently owned by Metrolinx and is intended to be a parking lot serving the relocated Weston GO/ARL station after 2015. The long-term use of this property is not finalized and it will be examined by the design teams. This property – in addition to the property owned by Metrolinx at the southeast corner of Weston Road and Lawrence Avenue West – will be included in the Station Master Plan. Metrolinx is committed to involving the public in the development of the Station Master Plan, and you are encouraged to attend future meetings in late 2011.

MAP OF WESTON 2021 DESIGN CHARRETTE FOCUS AREAS



- How will development help Weston?**
 New development means more people living and working in Weston, making for a more vibrant neighbourhood and increasing the market base of local retailers and the Farmer's Market. New development can also provide community benefits, like new community spaces, improved streetscaping, and improved parks/open space.
- When will development occur?**
 It is hard to predict. Some of the development envisioned by the charrette is market-led so conditions need to be such that there is an economic case for a private developer to enter the market. Nevertheless, there are certain incentives that the City of Toronto can provide to encourage (but not cause) market-led development.
- How does the charrette consider existing City policies and by-laws?**
 The design teams will develop two scenarios for each of the focus areas: moderate development abiding by existing zoning and Official Plan policies, and a more intensive development slightly above existing zoning and that has regard for Official Plan policies. The design teams will also consider broader Official Plan policies that may apply to the Weston area as a whole, as well as the historical planning context of the Weston area, including previous City planning/revitalization initiatives.
- Will potential uses for the cover of the Weston Tunnel be part of the charrette?**
 Yes. The Toronto Catholic District School Board (TCDSB) is currently negotiating with Metrolinx to extend the school yard for St. John the Evangelist School onto

the cover. The design teams will consider various uses for the remaining portion of the Weston Tunnel cover as well as the overall connectivity between King and Church Streets. Feedback from previous Weston Tunnel Design community meetings will be shared with the design teams. Note that there are certain design elements that cannot be changed including: the length of the tunnel, the use of struts for a certain portion of the structure, the length of the cover, the depth of the tunnel, the need for a crash barrier, and that structures or parking cannot be allowed on the cover.

- **Will the CP train tracks be placed in the Tunnel?**
No. CP freight trains are significantly longer and heavier than the passenger trains. As a result they are not able to ascend or descend the same track grades. In order for the CP tracks to be included in the Weston Tunnel, a significantly longer tunnel would be required.
- **Will the John Street Pedestrian Bridge be designed during the charrette?**
No. The scope of work for the physical design of the John Street Pedestrian Bridge is being delivered by Metrolinx with advice from the John Street Pedestrian Bridge Community Advisory Committee.
- **Will the air-rail link (ARL) stop in Weston?**
Yes. The air-rail link will stop at the Weston GO/ARL Station in Weston.
- **Where is the station going to be located?**
The Weston GO/ARL station is being moved from its current location to a new location at the site of the former West-End Dodge/Chrysler southeast of Lawrence Avenue and Weston Road.
- **Will the charrette address community concerns about noise and vibration from the air-rail link?**
The design teams will not specifically deal with the issue of noise and vibration. Metrolinx is currently conducting a noise and vibration study that will recommend mitigation measures if warranted. They will be sharing the results with the local community when they are available.
- **What Happens Next?**
Following the wrap-up public workshop, the results of the charrette and feedback from the community will be compiled into an illustrated City Planning Charrette Report that will be publicly available and used to inform future planning and development in the area. The findings will also be used as background information for the ULI Technical Assistance Panel workshop.

For more information about the Weston 2021 Design Initiative, please contact:

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APPENDIX 3

WESTON 2021 DESIGN INITIATIVE OVERVIEW