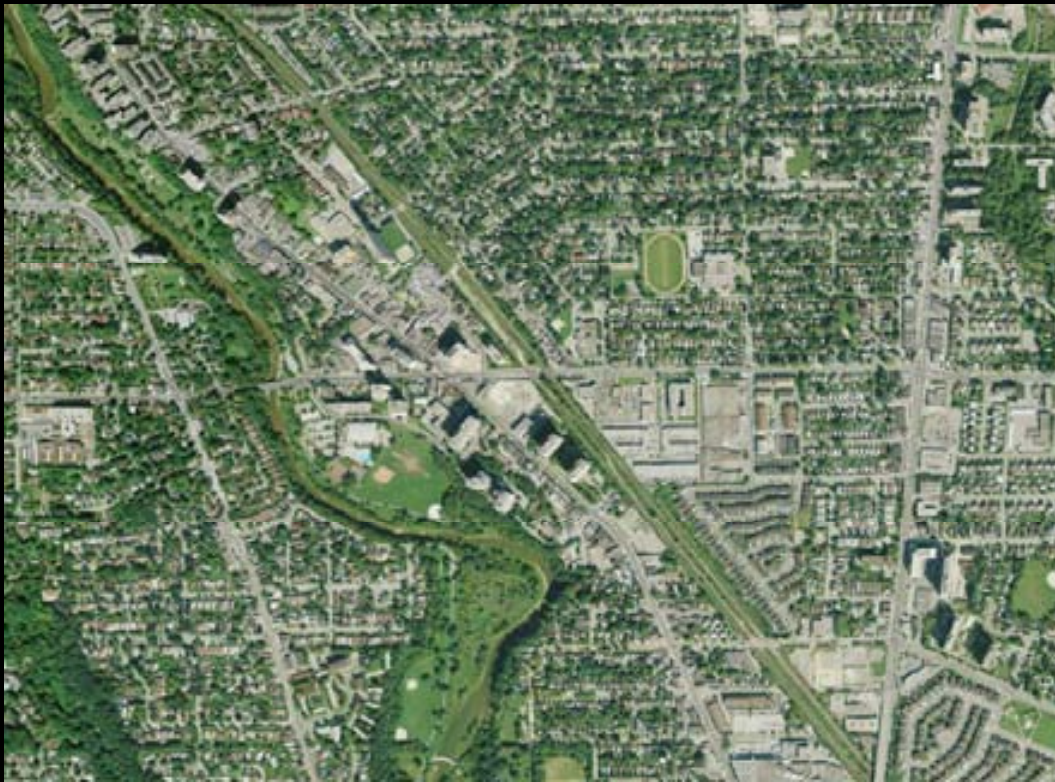


Weston 2021: Design Initiative Overview



Robert Freedman - City of Toronto, Urban Design

Thursday, May 5, 2011 – Wrap-Up Presentation



Main & Dufferin (Weston & Lawrence) 1907



Weston







Weston & Lawrence Today







WESTON 2021 DESIGN INITIATIVE

A collaborative, **long-range, action-oriented** neighbourhood **revitalization** effort being coordinated by the City of Toronto in cooperation with Metrolinx, and The Toronto Chapter of the Urban Land Institute (ULI).

The **goal** of the initiative is to provide **inspiration** and **constructive ideas** for how the Village of Weston may position itself to **grow and thrive** over the next decade.

The Design Initiative has two parts, each with a different purpose:

1. **Design Charrette**
2. **ULI Technical Assistance Panel**

1. Design Charrette

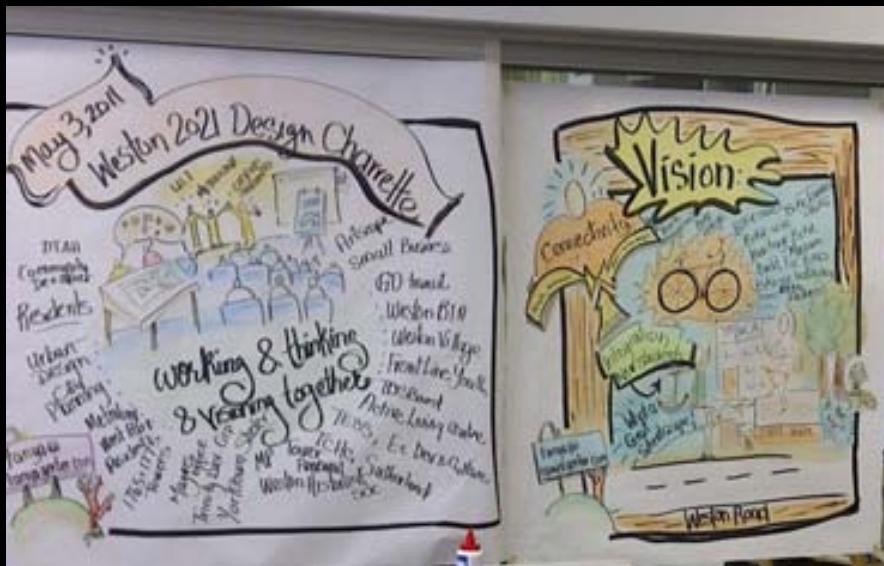


- A Charrette is a multi-day design workshop conducted on-site by a group of designers along with the local community, City Staff and other key stakeholders.

- This focused 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.



Weston 2021 Kick-Off Meeting



Work In-Progress



2. ULI Technical Assistance Panel (TAP)

- **ULI** is a **not-for-profit** organization founded in 1936
- Mission: to provide leadership in **the responsible use of land** and in creating and sustaining thriving communities worldwide
- ULI Toronto was founded in 2005 and now has over 500 members



- **The TAP workshop** is a 2-day intensive working session.
 - A panel of ULI **real estate experts** will examine key neighbourhood sites to test **development opportunities** and address specific development issues or policy barriers.
 - If there is no immediate market potential the panel will **explore potential incentives** to help make development feasible.
- **Product:** A written ULI TAP Summary Report highlighting key recommendations

Getting Oriented



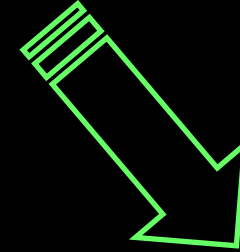
Getting Oriented

32 Towers
4538 Units (mainly rental)
10,000+ people

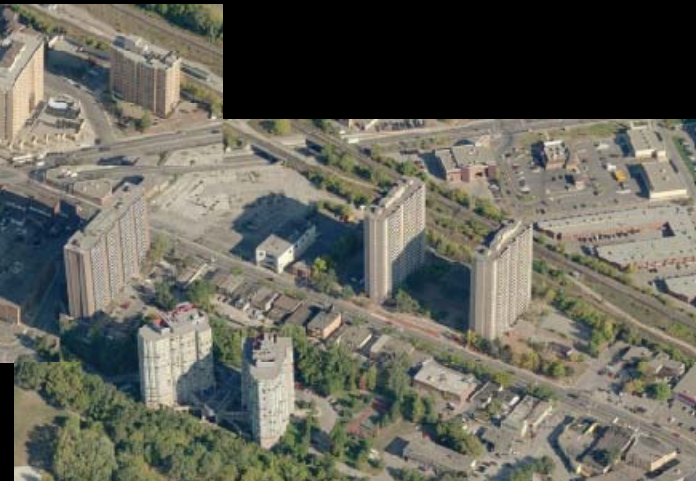


Why Revitalize Weston?

employment 2002-2008



- 5,882



Why Revitalize Weston?

24.5% low income

Why Revitalize Weston?

24.5% low income

\$16,660 less income/HH

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Newcomers need support

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Lack of cohesion

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\$16,660 less income/HH

Newcomers need support

Limited transit access

Lack of cohesion

Priority Neighbourhood

But ...things are starting to happen...

Weston / Mt Dennis Revitalisation Initiatives

Rail Platform

- A portion of the rail corridor will be in a covered tunnel as part of the Metrolinx Georgetown South Project.
- offers new potential community use

Urban Land Institute

- ULI is conducting a Technical Assistance Panel in early June 2011, building on the results of the May 3-5 Design Carrette.

GO / ARL Station

- new, regular counter flow service between Union and Pearson will start by 2015
- a new train station will open in Weston to accommodate this

Canada Post Processing Centre

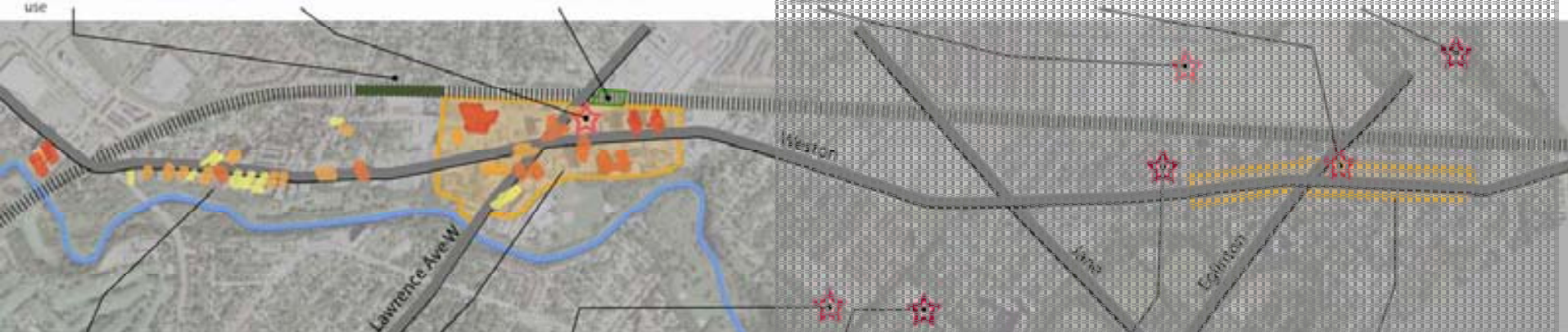
- an application is pending for a new processing centre for Canada Post, which will house about 100 jobs

Mt Dennis Library Renovation

- renovation of the Mt Dennis Library is scheduled for completion in 2012

York Community Centre

- a new addition to the York Community Centre is scheduled for completion in 2012



Tower Neighbourhood Renewal Initiative

- the Tower Neighbourhood Office is investigating the possibilities for cluster town neighbourhood renewal

Weston BIA

- the Weston BIA is among the oldest continuously operating BIAs in the city
- roughly bounded by the orange area

Riverboat Landing Subd'n (Formerly Clarkson Settlement - 1400 Weston Road)

- development potential for up to approximately 1,200 additional residential units + 18,000 m² of commercial development

+ 1,195

Area-wide Initiatives

Integrated Local Labour Market

- one of 5 pilot for the local labour market of the community
- 2008-2009

Action Team / Action

- 2008-2009

Local Immigration

- 2008-2009

Priority Neighbourhood

- 2008-2009

Artscape Creative/

- 2008-2009

Supported by the funding of the
Local Labour Market through the
Local Labour Market Fund
of the City of Toronto

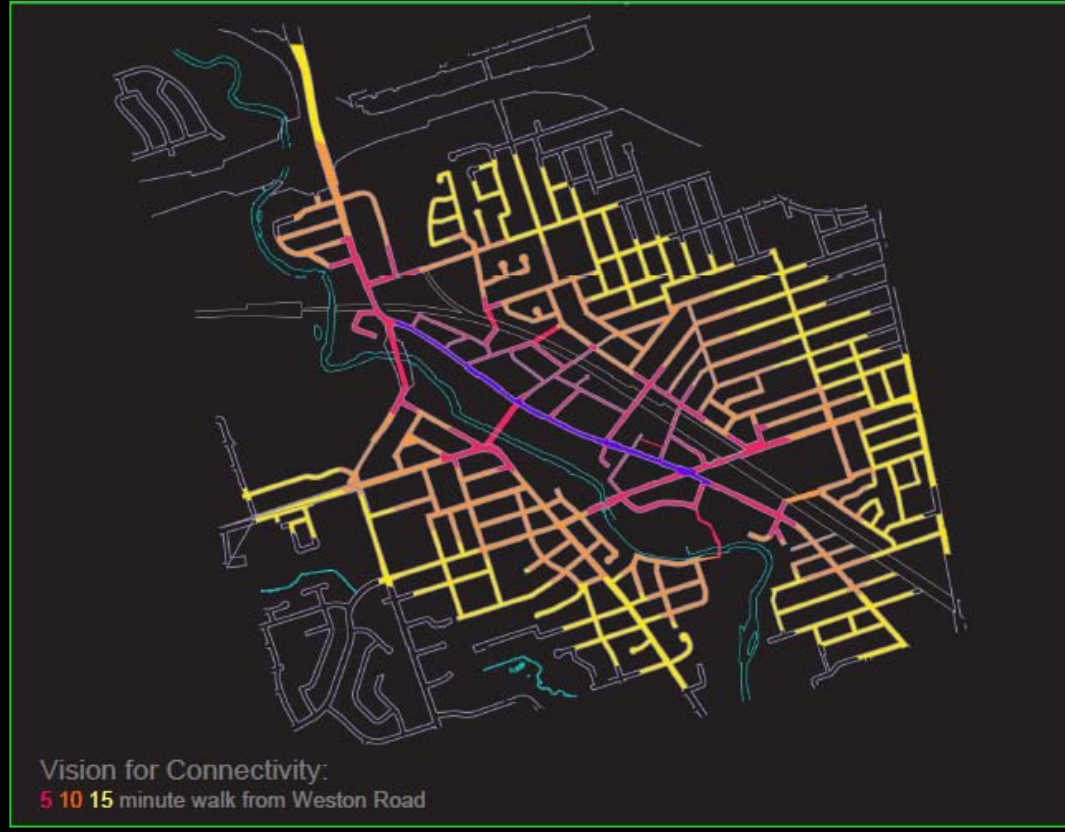


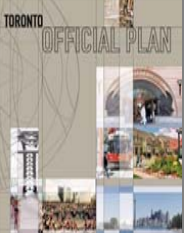
employment 2008-2009



TOP TEN IDEAS:

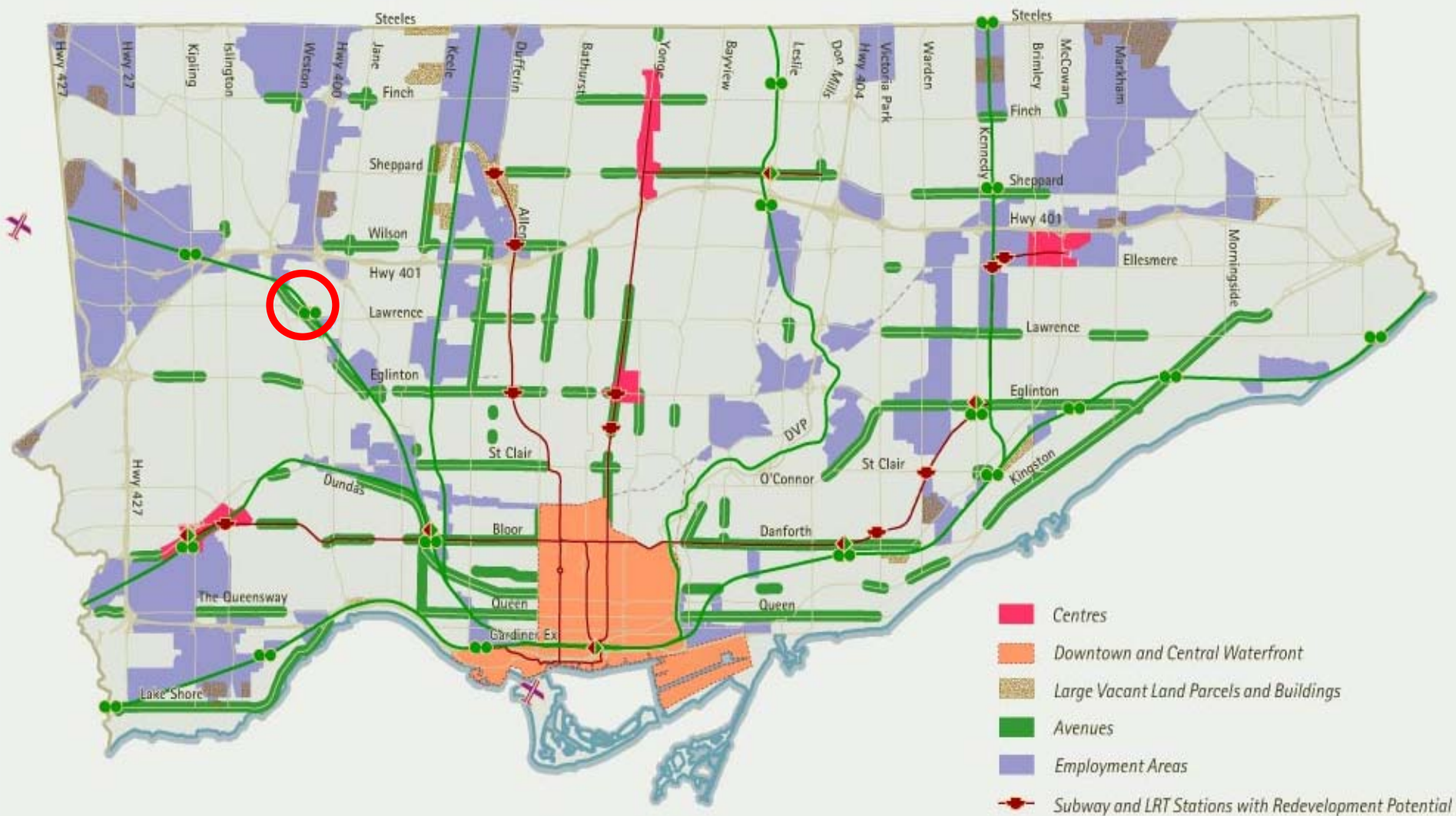
WESTON VISION AND ACTION PLANS – U of T Planning





Toronto Official Plan - 101

75% Stable / 25% Growth





Growth is on the highrise

Good jobs and high-rise
growth rates are
driving the
city's expansion.

And the facts

The city's population is growing at a rate of 1.5 per cent a year, which is faster than the national average of 1.2 per cent. This growth is being driven by a combination of factors, including a strong economy and a high level of immigration. The city's high-rise construction is also a key factor in its growth, as it provides a way to increase the density of the city's core.



SUNDAY COVER STORY

Toronto's growing sky high

SKYSCRAPER | Intensification is the new mantra as our population grows in a fixed space. Condos may be the answer, but quality of life depends on how we connect with each other in new vertical 'neighbourhoods' *By Christian Calkins*

In only 10 years, the city's population is expected to grow by 1.5 million people. That's a lot of people to squeeze into a city that's already one of the most densely populated in the world. The answer, many say, is to build more high-rise buildings. But is it? And if so, how? The city's high-rise construction is a key factor in its growth, as it provides a way to increase the density of the city's core. But it's not just about building more buildings. It's about building better buildings. Buildings that are energy-efficient, that have green roofs, that have bike racks, that have parking for cars and bikes. Buildings that are part of a larger vision of a sustainable, livable city.

Safety remains at the top of the list for many residents. But the city's high-rise construction is also a key factor in its growth, as it provides a way to increase the density of the city's core. But it's not just about building more buildings. It's about building better buildings. Buildings that are energy-efficient, that have green roofs, that have bike racks, that have parking for cars and bikes. Buildings that are part of a larger vision of a sustainable, livable city.

What is it? It's the city's high-rise construction. It's the city's growth. It's the city's future. It's the city's hope. It's the city's dream. It's the city's vision. It's the city's reality. It's the city's story. It's the city's life. It's the city's love. It's the city's joy. It's the city's peace. It's the city's harmony. It's the city's unity. It's the city's strength. It's the city's power. It's the city's glory. It's the city's triumph. It's the city's success. It's the city's destiny. It's the city's fate. It's the city's destiny. It's the city's fate. It's the city's destiny. It's the city's fate.



Avenues & Mid-Rise Building Study:

Brook McIlroy Urban Design

With: ERA Architects / Quadrangle Architects /
Urban Marketing Collaborative

Study Purposes:

1. **Expedite development** along the Avenues
2. Encourage **more** and **better-designed** mid-rise buildings
3. Support transit / transportation improvements



What We're Hearing - Key Issues

- 1. Connectivity:** Improvement of connectivity for vehicles, pedestrians and bikes is a high priority of the community.
- 2. Public Safety:** The creation of safe streets & public spaces is a priority.
- 3. Streetscape:** The pedestrian realm around Weston Road has been described as being in a poor state of repair.
- 4. Tunnel Roof:** Various community uses for the roof of the Weston Tunnel have been proposed (including an extension to the existing school yard and a public pathway running the length of the tunnel).
- 5. Farmers Market:** The market is a significant feature of the community that should continue to operate and thrive into the future.
- 6. Heritage:** Weston has a rich history with settlement dating back to the early 1800s, and as a significant site of industry up until the 1970s. Weston's history should be preserved and commemorated.

Red Dot – Green Dot



Red Dot – Green Dot Summary

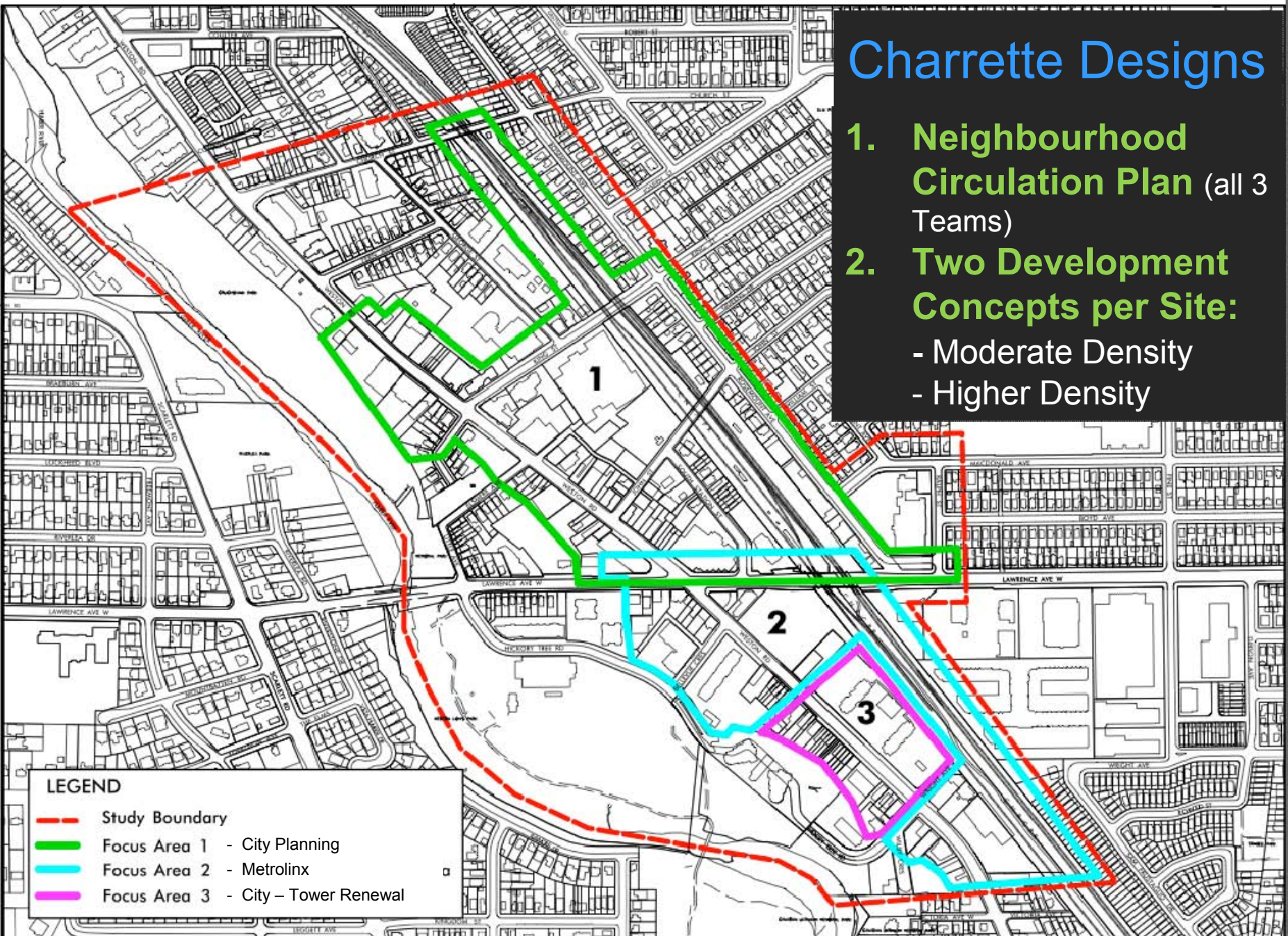


Charrette Designs

1. **Neighbourhood Circulation Plan** (all 3 Teams)
2. **Two Development Concepts per Site:**
 - Moderate Density
 - Higher Density

LEGEND

- Study Boundary
- Focus Area 1 - City Planning
- Focus Area 2 - Metrolinx
- Focus Area 3 - City - Tower Renewal

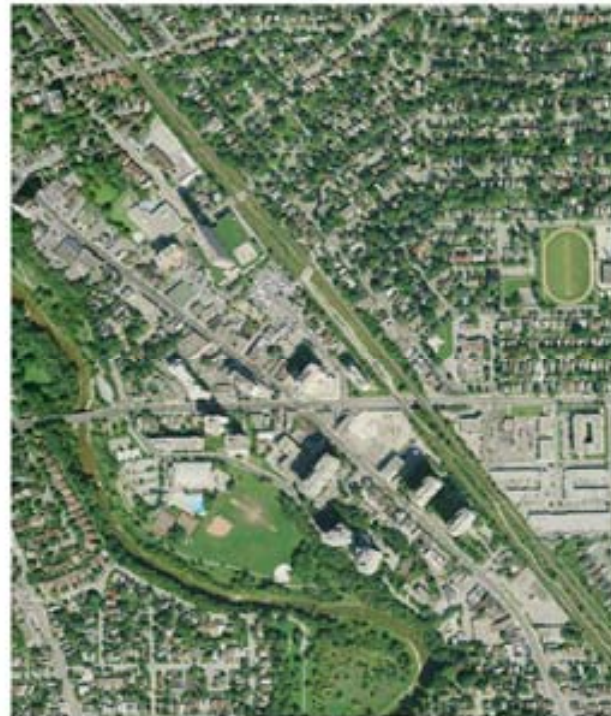
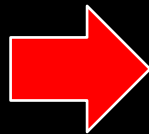


Weston 2021 Deliverables

1. City of Toronto Charrette Report



2. ULI TAP Report



Weston 2021 Action Plan



APPENDIX 4
PARTICIPANT FEEDBACK SUMMARY

WESTON 2021 DESIGN CHARRETTE

Community Feedback Summary



Photo Courtesy Tanya Gerber, tanya.gerber@rogers.com



Photo Courtesy Nicole Swerhun

From May 3rd – 5th, 2011, the City of Toronto – with the participation of Metrolinx and the Toronto Chapter of the Urban Land Institute (ULI) – hosted the **Weston 2021 Design Charrette**. This charrette, in combination with the ULI's Technical Assistance Panel (TAP), forms the **Weston 2021 Design Initiative – the overall aim of which is to provide inspiration for how the Village of Weston can position itself to grow and thrive over the next decade**. Generally, a charrette quickly explores a large number of design ideas which are then distilled into a few key, practical, short and long-term design alternatives. Critical to the success of a charrette is the extent to which these design alternatives are informed by extensive public participation. The following report provides a summary of public feedback from all three days of the charrette.

The content of this report reflects public discussions at the **Kick-off Public Meeting** (May 3rd), **Focus Group Meetings** (May 4th – May 5th), and the **Wrap-up Public Workshop** (May 5th) and participant comments from 40 submitted participant workbooks. Rather than serving as a verbatim transcript of these meetings, public feedback has been organized into 10 key messages. An appendix is also attached offering a more detailed and chronological account of the public discussions.

The Weston 2021 Design Charrette was hosted by Ward 11 York South-Weston Councillor Frances Nunziata and independently facilitated by Nicole Swerhun and Alex Heath, with the support of Tanya Gerber who provided visual recording at the kick-off public workshop. This report was written by Alex Heath with guidance provided by Nicole Swerhun. If you have any questions or comments on the report, please contact Alex or Nicole at:

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Appendix A – Day by Day Summary
Appendix B – Participant List

Key Messages from the Community

Over 200 people attended the Weston 2021 charrette from May 3rd – 5th, including host Councillor Frances Nunziata, members of the community, City of Toronto staff, Metrolinx, and architects, planners, urban designers, and developers (see appendix for full participant list). People at the charrette discussed the major changes coming to Weston and the opportunities and challenges these changes will bring. There was a lot of energy and optimism at the charrette and appreciation for the work of the design teams. A number of key messages consistently emerged over all three days of the charrette. These key messages are presented below in summary and in greater detail over the following pages. A chronological presentation of discussions can be found in the appendix.

Main Street

Weston Road is a key community asset. People like its historical and low-rise scale but some feel that the local business mix could be better. People are not satisfied with the existing streetscape and pedestrian environment, and it could be greatly improved through new lighting, wider sidewalks, and better street furniture.

Connecting Places and Spaces

Connecting places and spaces for all modes of transportation (walking, cycling, driving and transit) is a priority issue. The rail corridor is viewed as a barrier between neighbourhoods. People would like to see better access to the Humber Valley. Some are avoiding Weston Road because of traffic and they do not like that the overflow passes through adjacent neighbourhoods. That being said, Weston does have connections to the 400-series highways, GO and TTC, although frequency and integration of transit could be improved.

Connecting People

Weston is a neighbourhood of diverse communities (income, culture, religion, age, length of time in the community, etc.) and some feel that there needs to be more interaction between different groups. How a neighbourhood is designed (i.e. St. Lawrence) can give people the opportunity to interact if they choose to.

Anchor Redevelopment

As Weston undergoes revitalization, it is critical that the Farmers Market continues to have a home. Many are excited by the potential for catalyst redevelopment of the TPA parking lot and the new GO Station. There is a need to integrate community uses, open space and condo/office development at these two sites.

Development

The reality is that public money is tight and so community improvement needs to be supported by private investment. The City has a key role to play through offering key real estate assets for public-private development. The City can also increase the likelihood of private redevelopment through clarifying the rules and expectations for developers, minimizing uncertainty.

Building Height

There is a range of opinion on the appropriate level of height for new development. Some people are concerned about high-rises while for others towers are fine as long as they are owner condominiums rather than rental apartments and they properly relate to the street. Generally, people would prefer high-rises at major intersections and mid-rises on side streets. In one of the focus groups, it was suggested that height was not a concern as long as towers were placed on mid-rise podiums and stepped back from the property line above a certain height.

Community and Cultural Spaces

There are a number of community organizations that work in Weston and many feel that space for these groups is at a premium. People would like to see more space dedicated for youth and senior programs, arts and cultural uses, and family entertainment. A few organizations (i.e. Frontlines, Artists to Artists Foundation, West Park Health Centre) expressed interest in partnering with the City/Metrolinx on new developments.

Heritage

Weston is “not just another intersection” – it is defined by its historic main street and residential neighbourhoods. This heritage is a link between Weston’s past and future and it should be promoted through the restoration of key sites. The wealth of stories and images from Weston’s history have a key role to play in revitalization.

The Role of Schools

Both the public and catholic school boards are local fixtures and they are interested in playing a leadership role in Weston. The schools draw students from all over Weston and beyond. Certain roads and intersections close to the schools could use an upgrade to make it safer for students walking to and from school.

Safety

Concerns about safety in Weston were raised repeatedly throughout the charrette. There are certain parts of Weston in which people feel unsafe. Improving sightlines, improved lighting, and more active uses all would go a long way to making these areas feel safer.

Expanded Key Messages

1. Mainstreet/Streetscape:

Weston Road is the historical mainstreet of the Village of Weston. The low rise scale and collection of heritage buildings immediately signals to visitors and residents alike that Weston “is unmistakably a town”. A number of concerns about main street were also raised. The streetscape of Weston Road is unfriendly and needs more trees, wider sidewalks, and better benches. Despite the presence of retail as a positive example of local entrepreneurship and relatively few vacant storefronts, some participants felt that Weston Road features an overall poor product mix, too many service industries, and clusters of questionable businesses that are hard to remove. While local business owners are concerned that local residents do not frequent Weston Road often enough, some local residents feel that there are too few business to draw them to Weston Road. High rents, high property taxes, absentee landlords, and a general perception of a lack of safety on Weston Road exacerbate these conditions.

Despite these perceived shortcomings, participants also said that there have been some small improvements to Weston Road over the years. One notable example is the creation of the York West Active Living Centre and renovations to the exterior of the building. It was felt that further small and incremental improvements to the main street would restore Weston Road as an exciting and vibrant area to shop and enjoy. Some quick and simple fixes for the streets and public spaces were suggested, including improved lighting, highly visible street cleaning, and a return to foot/mounted patrols by police (look to Hamilton’s Clean & Safe Task Force). Active laneways, streetscaping treatments (e.g. cobblestones), active uses for dead-end streets, and the creation of patio space through increased setbacks were all offered as means of improving small urban spaces.

The vision for Weston is to have a main street similar to areas like The Junction or Roncesvalles with improved streetscapes, local support for retailers, and year-round activities like art, festivals and cafes.

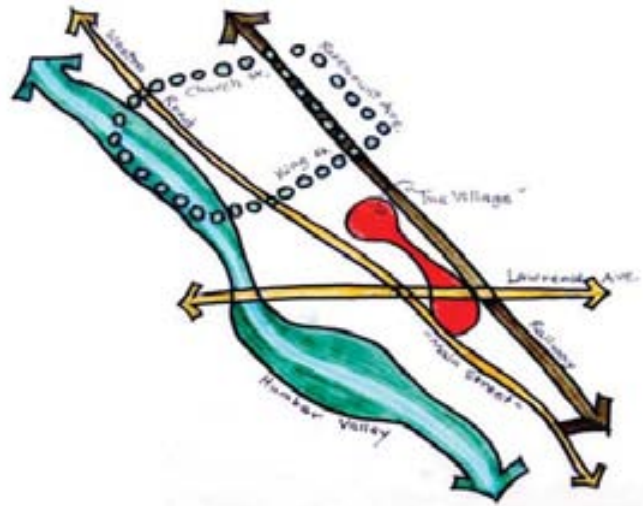


Cross-section of Weston Road Potential ROW – Design Team 2

2. Connecting Places and Spaces:

Connecting places and spaces for all modes of transportation (walking, cycling, driving and transit) is a priority. While the fine-grain street pattern of historic Weston was celebrated for its walkability, there were concerns over a lack of accessibility to specific community uses, such as access to the Humber River Valley. Increasing vehicular traffic along Weston Road, and the “poor configuration” of the intersection of Weston Road and Lawrence Avenue West impeded the movement of vehicles through Weston and forced people to use neighbouring streets and alleys as cut-through routes. Weston does have connections to the 400-series highways, GO and TTC, although frequency and integration of transit were also offered as an example of strained connectivity within Weston.

In order to improve connectivity, it was suggested that the existing pattern of blocks and streets should be maintained and enhanced, potentially through the creation of new streets. The enhanced street grid, use of mews, and improved connections to parks presented by the design teams were well received. Connectivity across the rail corridor was also of significant concern. It was suggested that this improved connectivity could take the form of new pedestrian bridges in addition to the planned John Street Pedestrian Bridge, as well as improving the condition of the Lawrence Avenue West rail underpass. Participants like the idea of providing access to the new GO station from both sides of the rail corridor. One means of accomplishing this is through adding and widening pedestrian sidewalks over Lawrence Avenue West, adjacent to the rail corridor. Lastly, participants liked the idea of an “emerald necklace” of parks presented by one of the design teams.



Connections Map – Design Team 1

3. Connecting People:

The community that self-identifies as a part of Weston is much broader than the area in the immediate vicinity of Weston Road and Lawrence Avenues West. Connections between the east and west half of the community are just as important as those between the north and south. Participants also spoke of an “old, mid, and new guard” in Weston, alluding to difference based on duration of residence. Generally, Weston is a neighbourhood of diverse communities (income, culture, religion, age, length of time in the community, etc.).

Participants expressed a range of views about promoting community connections between different groups in Weston. Some people thought that neighbourhoods like St. Lawrence are a model for Weston to follow. Others felt that well designed and furnished public spaces gave people the opportunity to connect if they chose to.

4. Anchor Redevelopment:

The Farmers Market on the TPA parking lot at John and South Station Streets is of central significance to the community and there is a strong interest and expectation to see it continue. Participating developers felt that this type of catalyst use is critical to the revitalization of Weston. Specifically, both the TPA parking lot and the new Weston GO station were identified by many as potential sites for catalyst redevelopment. Many participants felt strongly that these sites should integrate community uses (e.g. Farmers Market, a college campus, bicycle museum), GO/TTC connections, condo/office development, and an open space use (i.e. public plaza/square). Whatever the types of uses present on these sites, there was support for the new development being green/sustainable.

South Station Street was seen by many as a natural connection between these two catalyst redevelopment sites. There was a lot of interest in the potential of South Station Street being transformed into an important urban connection with improved streetscaping and more active uses (e.g. cafes, retailers, etc.). The new Weston GO station in particular as a catalyst for revitalization because it creates the opportunity to bring people from all over the GTA to Weston, and further on to local attractions like the Farmers Market and the Humber River Valley.



Key Neighbourhood Drivers – Design Team 2

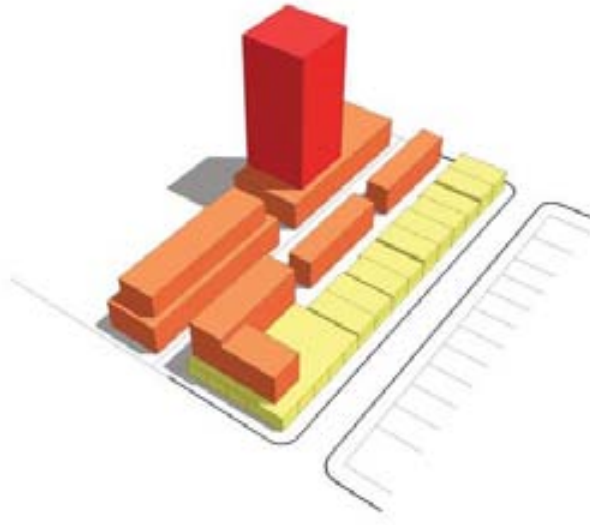
5. Development and Revitalization:

The reality is that public money is tight and so community improvement needs to be supported by private investment. Some participants suggested that the City can still play a key role through offering key real estate assets for public-private development. Property development was described as a risk-averse venture, and any means through which uncertainty could be minimized would be welcomed by private developers. Participants thought that clarifying the rules and expectations for developers was one way the City could reduce uncertainty and thus encourage private redevelopment.

6. Building Height:

Several participants expressed concerns about the towers. One person noted that the development of these high-rise towers is often associated with the decline of Weston's industrial base. Some participants felt that the apartment towers on the west side of Weston Road blocked access to the Humber River.

There was a range of perspectives on the appropriate level of density for new developments in Weston. While some people were concerned about new high-rise development, others felt that high-rise development was acceptable under certain conditions. Generally people would prefer to see condo rather than rental lower buildings on side streets and higher ones at major intersections and buildings that are engaging at the street level (e.g. towers on mid-rise podiums – see picture below)



Building Typology Study – Design Team 1

7. Community and Cultural Spaces:

Participants felt that Weston features a lack of space for a variety of community uses, including those serving youth and seniors. Some participants said they would like to see more space for the food bank, seniors' affordable housing, mental health supportive housing, and the lawn bowling club. Some felt that additional space for cultural and artistic uses was required, and the value of introducing public art and murals throughout Weston was raised. Several existing community service and cultural organizations based in Weston expressed interest in partnering with the City and/or Metrolinx to develop a community centre or cultural uses on one of the catalyst development site (i.e. Frontlines, Artists for Artists).

People also thought that there was a lack of family entertainment space (i.e. movie theatres) in Weston, and that residents often had to travel far to access this type of space. One suggestion was to consider developing a business incubator to support Weston's small businesses and cottage industries.

8. Heritage:

Participants repeatedly said that Weston is “not just another intersection”. In order to preserve Weston’s heritage as a key community asset into the future, participants suggested that the low-scale nature of the historic main street be maintained. In the recent past, there have been attempts to celebrate the heritage of Weston’s main street through special signage and facade improvements. However, participants felt that this effort had had only limited success as a number of “absentee landlords” did not participate in the program and those that did were not provide with heritage guidelines.

There are specific sites on Weston Road with significant historical meaning that should be creatively restored and repurposed. One example of such a site is the former town hall and fire station, where participants suggested the possible extension of the Humber valley park system up to Weston Road. Lastly, it was suggested that the huge wealth of heritage images possessed by the Weston Heritage Conservation District and Weston Historical Society could be used for public art installations at the new Weston GO station, crash wall barrier, and/or John Street Pedestrian Bridge.



Intersection of Weston and Lawrence (1907) – Weston Historical Society/Heritage Conservation District

9. The Role of Schools:

Both the school boards were active participants throughout the charrette. They draw children from all parts of Weston and beyond. Weston is well-served with five schools between the two boards, and some of these schools face significant pressures from overcrowding. Both the public and catholic schools are striving to take a leadership role in the community.

Participants suggested that access to the school could be improved, with Lawrence, John and King Streets, and the intersection of King and George Streets as specific sites for upgrading. The use of the Air-Rail Link (ARL) tunnel cover by St. John the Evangelist School and the broader community was also discussed. While the current configuration of the school and especially the portables were mentioned as a potential safety issue in terms of sightlines to the planned tunnel cover, it was suggested that St. John the Evangelist and H.J. Alexander should explore a partnership to share open space, potentially offering new options for the placement of portables.

10. Safety:

Concerns about safety in Weston were raised repeatedly throughout the charrette. The perception of crime is both pervasive and localized, with specific sections of Weston identified as particularly problematic. Beyond increased police patrols, several participants suggested that changes to the physical design of the community could perhaps increase safety. The improvement of sightlines (e.g. placement of portables), improved lighting, and more active uses for underused areas were all mentioned as elements of crime prevention through environmental design that could be implemented in Weston.

Appendix A – Day by Day Summary

DAY 1 PUBLIC WORKSHOP

| Strengths | Challenges/Weaknesses |
|--|--|
| <ul style="list-style-type: none"> Weston's heritage "This is not just another intersection" Low rise scale of main street on Weston: This is unmistakably a town (when people drive through they know they are in a place that was something) Shops aren't vacant Farmers Market/TPA lot: Site is a meeting place, to connect It's walkable Residential base – Community oriented Connectivity: To downtown, 400 series highways, 11 bus routes Humber River park and trail, incredible green spaces, connection to Lake Shore – city-wide recreational asset | <ul style="list-style-type: none"> Lack of connectivity, not only physical connections (loss of vehicle connection on John), but transit (between TTC and GO), social, economic, cultural Streetscape isn't friendly, doesn't facilitate discussion – Lacks trees, sidewalks too narrow for pedestrian-friendly atmosphere, street furniture doesn't facilitate discussion Concerns about safety: Crime and the perception of crime is a growing concern – especially for women alone Lack of community space/cultural activities: For children, for youth, for seniors Loss of businesses along Weston, "there's no where I want to go" and "no place I'd be happy to sit" There's an excess of through traffic on Weston and Lawrence, but are not stopping here Poor configuration of corner of Weston and Lawrence - also certain corners of this intersection have a lot of unsafe activity (including along South Station Street), worry it will get worse when close John Many schools, but overcrowded Poor food accessibility – lack of grocery stores |

VISION

- More connectivity (including across the tracks), not less
- Improved access to parks, especially for mothers with buggies, older adults. Could include beautiful theatre space, open air dance, theatre
- Strengthen communities on east and west side of tracks, create meaningful connections, think big
- Pedestrian bridges at a number of places along the corridor (e.g. from the towers to the residential community)
- Create a bicycle identity for the area – retail, bike transit, and bike repair
- Something that increases day-to-day activity and integrates people – could be a YMCA, George Brown College, community centre (e.g.) that bring in people who buy things at lunch, go to the river to take a walk, enjoy the landscape
- Weston Road business area rejuvenated into an exciting vibrant area to shop and enjoy
- Reinstate pattern of blocks and streets and populate with mid-rise residential and commercial infill
- Provide bike lockers
- Something to address the darker gloomier tunnel that will result under the tracks at Lawrence
- More employment in Weston; maybe have high school partner with other organizations/businesses in community to foster employment opportunities for youth

FOCUS GROUP FEEDBACK

FOCUS GROUP 1: LOCAL BUSINESSES

- Concerns about Weston Road “Main Street”: Clusters of questionable businesses that are hard to get rid of, concern that it’s not safe (debate whether that’s true), high rents, high taxes, absentee landlords, poor product mix (e.g. number of convenience stores), too many service industries, lack of shopping by local residents.
- Small Improvements (past/future): There have been some small-scale revitalization successes over the years such as the creation of the York West Active Living Centre and renovations to the exterior of the building housing it.
- “Old guard, mid guard, new guard” – the old guard and new guard don’t mix well.

What the area needs

- Need to revamp Main Street. Keep it simple – make it well lit, clean, and policed. Ideas included: bringing back foot/mounted police patrols (look to Hamilton “Clean & Safe Task Force” as example); improve lighting; improve street cleaning. There’s a mix of opinion on the value of encouraging chain restaurants/retail to locate on Weston (although these should not compete with independent business). The vision is to have a main street like The Junction or Roncesvalles (especially because of improved streetscapes, retailers supported by local community, and year-round activities like art, festivals, cafes).
- Need catalyst development. It’s critical that the new Weston GO station and future development on the TPA lot serve as catalysts for revitalization. There’s a natural connection along South Station Street connecting the two (South Station Street is the “something in the middle”, and this will become an important connection. These sites need to integrate community uses (i.e. college campus, bicycle museum), GO/TTC connections, condos/office development, and an open space use (i.e. public plaza/square). Also an opportunity on the southwest corner of Weston road to acquire number of small properties and have signature development.
- Need catalyst public spaces. The need for some type of common, urban gathering space or square was identified, likely in the area around Lawrence and Weston. Examples included Nathan Phillips Square, Mel Lastman Square.

FOCUS GROUP 2: DEVELOPMENT COMMUNITY

1. Change the zoning first. This ensures the current owner gets a fair return. Don’t worry about height, worry about how the development relates to pedestrians. The design of the podiums is critical – there needs to be commercial at street level, parking below, tower above.
2. Focus on the markers that trigger investment. The markers typically start with social drivers – the artists that move in, the coffee culture, etc. Focus on the markers first.
3. Provide investment certainty. Setting out the green space, providing certainty on density will both help.
4. Small urban spaces are important. Building setbacks should create space for patios and outdoor cafes, active laneways, streetscaping treatments (i.e. cobblestones) and active uses for dead-end streets. The presence retail stores run by new Canadians was offered as an example of local entrepreneurship that should be encouraged.
5. Examples of creating development potential. The West Queen West Triangle and the Junction neighbourhoods are both good examples of art-led neighbourhood redevelopment. Destination uses such as the Drake and Gladstone Hotels cited as drivers of redevelopment.
6. The City can make a difference with key pieces of real estate (e.g. Richmond & Sherbourne) – but public investment will need to be funded by private sector (e.g. through selling air rights).

FOCUS GROUP 3: RESIDENT LEADERS

1. Important larger area that considers itself Weston – north (Pelmo-Swanwick) and south. Natural connections to community centre to north, schools.
2. Traffic and other concerns along Weston mean people use neighbouring streets to cut through (and alleys).
3. Need mix – successful community like St. Lawrence
4. We don’t want a ghetto
5. Need Weston Road Rebirth
6. Not 8 storey podium – current scale and architecture of Main Street is beautiful (little avenue).
7. Area/outdoor pool/parking lot – park is unknown gem.
8. Station should be something green, sustainable, iconic.

FOCUS GROUP 4: COMMUNITY SERVICES

1. Crime prevention through environmental design
2. NEED COMMUNITY SPACE – for youth, children, seniors (lawn bowling), for food bank
3. Need space for cottage industries (baking 300 samosas at home every day) along with retail
4. Need to beautify Weston
5. NEED SPACE FOR CULTURAL AND ARTISTIC - Rather than central space, spread it throughout (fill space with art rather than crime, art alley rather than drug alley)
6. Highlight heritage – unearth original workmanship
7. Lighting, green
8. Design new Station so that has mix of uses – “people can take the train from downtown, pick up groceries, go to parked car and head home”
9. Integrate old and new
10. Seats are important – people stroll up and down street in the evenings
11. Need jobs
12. Need affordable housing, especially for seniors. Need supportive housing – mental health.
13. Create an incubator here? Business development loans for small business.
14. Poverty is growing.

FOCUS GROUP 5: HERITAGE COMMUNITY

1. Weston Road is the historical main street – it was formerly named Main Street.
2. Weston was a self-sustaining, complete community; railway brought industry, connections to downtown Toronto; people could walk to work or commute downtown.
3. Many of the modernist apartment towers replaced single-family homes dating back to the old village of Weston. Some people feel that these towers block access to the Humber River valley.
4. Two examples of significant properties are the site of the arena and the site of the funeral home. The arena used to be a fairgrounds that would attract people from the surrounding agricultural communities. The funeral home is the site of the old town hall and fire station. One suggestion for this property is a park extension, bringing a park up to the edge of Weston Road.
5. Suggestion that main street should be upgraded with signage, incentives for maintaining and restoring heritage elements of facades. Absentee landlords might be a problem though.
6. Community groups in Weston possess a huge wealth of heritage photographs. These pictures could be incorporated or displayed as public art in the new GO station, on the crash wall, or the John Street Pedestrian Bridge.

FOCUS GROUP 6: LOCAL SCHOOLS

1. The TDCSB is in negotiations with Metrolinx for the use of the Weston tunnel cover as a school yard extension. The City is interested in a partnership with the TDCSB in order to enable community uses of the tunnel cover. The requirements for a secure school yard during school hours means that this public area may not be consistently permeable. The current playground at St. John the Evangelist is small, paved, and filled with portables; the portables create a safety concern as people in the school yard are not visible from the street.
2. Both the TDCSB and TDSB are optimistic about Weston and would like to play a leadership role. Both boards have had a long-term presence in Weston, with schools in the neighbourhood since at least 1856. Between the two boards, Weston is extremely well served, with at least five schools in the vicinity of the neighbourhood. Some of these schools are oversubscribed.
3. Connections between the community and schools are important. There are certain roads leading to the schools that could use some upgrading. These include Lawrence Avenue, John and King Streets and the intersection of King and George. Connections between the schools are also important; it was suggested that H.J. Alexander and St. John the Evangelist should be viewed as one whole asset and that they could potentially share yards and program open space together.
4. The schools were identified as places where diverse groups interact; students at the schools come from all parts of Weston. There was a range of opinion expressed about how and to what extent different people should be encouraged to interact.

DAY 3 WRAP-UP MEETING

COMMUNITY OF WESTON

1. Overall, participants were excited by the ideas presented by the design teams, with people talking about “the energy created” and seeing “the potential of Weston” through participating in the charrette.
2. Many people liked the idea of new parks and connections between parks, particularly the “emerald necklace” on top of the tunnel cover.
3. There was a range of opinion about the appropriate height of new buildings. Some felt that as long as the historic scale of the “old town” part of Weston Road was preserved, taller towers to the north and south of this area were acceptable. Others thought that the area already had enough towers and did not need any more.
4. Many people liked the idea of an enhanced street grid in the old part of town, and specifically the idea of South Station Street as an extension of the market and the conversion of laneways into active “mews”.
5. Some people felt that drawing people to Weston was critical for revitalization efforts. The new GO station was viewed as an opportunity to bring visitors to Weston.

TOWER RENEWAL AREA

1. The idea of a new road running behind the two towers and adjacent to the railway tracks was supported by participants, although it was suggested that this road should be more than simply a new route to a parking lot. Many people liked the proposed connections over the railway tracks south of Lawrence Avenue West though Metrolinx confirmed that only pedestrian (and not vehicular) connections at these points were feasible.
2. Participants expressed a range of opinion about new tower development. Some people felt that new development on the tower renewal site should occur to the north and south of the existing buildings rather than on the central green space. Others felt that new towers should only be permitted if they are privately owned condominiums rather than apartment rental housing.
3. Some people felt that more active uses for the spaces between towers should be encouraged. Participants suggested removing solid walls to improve sightlines, and encouraging public uses like pools, play areas/structures and community gardens in order to bring “eyes on the street” to improve safety.
4. Regardless of the particular form of development, participants recognized that private development was necessary in order to secure public benefits.

STATION AREA

1. People strongly felt that the station site should integrate many uses – it should contain more than just residential. Participants generally noted that there is a lack of community space in Weston and that the station site, due to its large size, could accommodate many different uses (e.g. a community centre). Several community groups (i.e. Frontlines and Artists to Artists) expressed interest in partnering with the City/Metrolinx for space in any new development on the station site. Some people felt that a use that would draw people to Weston – a destination use – was appropriate for the site. Several people liked the design concept that integrated the existing buildings at the corner of Lawrence and Weston (i.e. the bank and the church) into the new development.
2. People liked the idea of higher density development at the new station site and medium density development on side streets. Some people felt that it was good that the design teams considered high density development as this was the most likely scenario that private developers would follow.
3. Many people expressed concern about connections across the rail corridor. Participants wanted to ensure that once the new rail infrastructure was built that there was still the opportunity to cross the tracks, and that flexibility for future connections could be maintained. In response to this concern, Metrolinx confirmed that the tunnel would maintain full road connections on Church and King Streets, while a pedestrian bridge would be constructed at John Street. Some participants were also interested in connections across the rail corridor throughout the study area and were happy that access to the new station from both sides of the corridor was being considered.

Appendix B – Participant List

| | | | | |
|--------------------------------|---------------|--------------------------------|---------------|-------------------|
| 1765 - 1775 Weston Road | R Brown | GO Transit | A Perez | R D'Andrea |
| Artists to Artists Foundation | G Fantu | GO Transit | M Taylor | C Darling |
| Artists to Artists Foundation | J Shamas | Goodmans LLP (ULI) | M Noskiewicz | D Dell'Agnese |
| Artists to Artists Foundation | J Thomas | HOK (ULI) | M Guslits | M DelZotto |
| Artscape | T Jones | Lancer Developments | I Rayman | M Dodaro |
| Artscape | P Robey | Lancer Developments | T Rayman | M Dos Reis |
| Build Toronto | J Svec | Lanterra | L Worth | B Estrela |
| Central King Seniors Residence | L Moffat | Learning Enrichment Foundation | JM Boutot | A Farrington |
| City Institute | W Poppe | Mayor's Office | S Petrujik | |
| City of Toronto | J Alderdice | Metrolinx | J Engel-Yan | R Faulds |
| City of Toronto | Y Ang | Metrolinx | D Graser | J Fioretta |
| City of Toronto | M Armstrong | Metrolinx | D Hauschild | J Frogley-Rawson |
| City of Toronto | R Beck | Metrolinx | D Sajecki | D Geldart |
| City of Toronto | C Bologna | MMM Group Ltd | N Boodram | A Glinski |
| City of Toronto | M Brown | MMM Group Ltd | N Hibbert | C Gribben |
| City of Toronto | B Carou | MMM Group Ltd | K Shortall | L Haller |
| City of Toronto | E Cuvin | MP | M Sullivan | B Haller |
| City of Toronto | L Day | MPP | L Albanese | D Hamilton |
| City of Toronto | J Dunston | Scotiabank | M McKiel | K Harris |
| City of Toronto | E Floro | Sutherland and Associates | M DiMambro | D Harris |
| City of Toronto | F Fortunato | SWERHUN | A Heath | V Heuse |
| City of Toronto | R Freedman | SWERHUN | N Swerhun | S Jn-Francois |
| City of Toronto | L Galli | Tanya Gerber and Associates | T Gerber | D King |
| City of Toronto | N Garristo | TAS Design Build | M Mortazavi | M Kulow |
| City of Toronto | A Hanna | TCDSB | M Femia | S Laking |
| City of Toronto | M.C. Hudakoc | TCDSB | M Loberto | F Levy |
| City of Toronto | E Hug | TCHC | K Jacobs | S MacDonald |
| City of Toronto | J Hyland | TCHC | B Sherwood | M Maie |
| City of Toronto | M Jacobs | TCHC | K Thompson | D Mariage |
| City of Toronto | B Caroun | TCHC | A Warsame | G Matthews |
| City of Toronto | T Keefe | TDL Group Comp (Tim Hortons) | S Rosales | D McCult |
| City of Toronto | A Kerr | TDSB | M Silva | M McGourty |
| City of Toronto | J Krubnik | The Planning Partnership | R Merrill | K Milburn |
| City of Toronto | G Kuich | Toronto Parking Authority | P Pearsall | S Mitchell |
| City of Toronto | G Kuida | Toronto Parking Authority | L Persiko | P Moir |
| City of Toronto | N Laing | Toronto Police | J Lambe | J Monk |
| City of Toronto | J Marricande | Toronto Police | B Spyropolous | A Normand |
| City of Toronto | E McAteer | Toronto Public Library | L Cibic | M O'Sullivan |
| City of Toronto | V Miladnovic | Toronto Public Library | E Piatkowski | A Parker |
| City of Toronto | L Moretto | Trinity Dev Grp | B Caco | A Phillips |
| City of Toronto | L Pawlowski | TTC | S Haskill | A Polsinzy |
| City of Toronto | J Parakh | Turner Fleischer Architects | M Mehdi | A Reeves |
| City of Toronto | J Perdue | Turner Fleischer Architects | N Orofino | D Riordan |
| City of Toronto | K Pezzack | Turner Fleischer Architects | P Turner | J Robinson |
| City of Toronto | A Popper | ULI Toronto | A Rybak | S Rothery |
| City of Toronto | E Presta | Urban Arts | M McKintosh | D Salisbury |
| City of Toronto | E Pyatt | Urban Strategies | J Berridge | B Shiels |
| City of Toronto | C Rubio-Reyes | Urban Strategies | P Dionne | B Shiels |
| City of Toronto | S Schijns | Urban Strategies | C Lametti | J Simalchik |
| City of Toronto | P Simon | Urban Strategies | I Stromberg | D Stapleton |
| City of Toronto | M Singh | Volunteer | N Cheng | W Stonehouse |
| City of Toronto | H Sousa | Volunteer | S Payne | R Styles |
| City of Toronto | N Stewart | Volunteer | E Tsarev | M Swift |
| City of Toronto | J Taylor | West Park Health Centre | D Garlin | M Thomson |
| City of Toronto | S Terry | West Park Health Centre | J Huber | J Trott |
| City of Toronto | G Tom | WHCD | C Hurst | H Vaillancourt |
| City of Toronto | C Ueta | Weston Historical Society | ML Ashbourne | I Verner |
| City of Toronto | M Van Elsberg | Weston Village BIA | M Hossain | S Weinberg-Linsky |
| City of Toronto | G Weiler | Weston Village BIA | M McDonald | M Yikuno |
| Councillor – Ward 11 | F Nunziata | WKNC | B Bisgrove | A Young |
| Councillor's Office – Ward 11 | J Cicchelli | WVRA | D McBride | B Young |
| Crown Realty (ULI) | J Christie | York West Active Living Centre | M Knap | L Yuan |
| Daniels Corp | R Agostino | Yorktown Shelter | F Valentim | G Zidner |
| DTAH | R Du Toit | | A Akande | |
| DTAH | A Nicklin | | L Alderson | |
| DTAH | G Paez | | H Ali | |
| DTAH | B Raymond | | J Amodeo | |
| DTAH | C Veres | | H Armstrong | |
| ERA Architects | M Clovey | | V Azonwanna | |
| ERA Architects | W MacIvor | | J Bates | |
| ERA Architects | G Stewart | | R Broom | |
| Fram BuildingGroup | C Giannone | | D Brockstone | |
| Frontlines Weston | K Opoku | | N Bull | |
| Frontlines Weston | T Smith | | E Carew | |
| George Brown | L Ferrara | | D Chrapek | |
| GO Transit | K Hanford | | J Cimpric | |
| GO Transit | M Igna | | M Conway | |
| GO Transit | S Lipkus | | M Daley | |

APPENDIX 5

DESIGN GROUP PRESENTATIONS

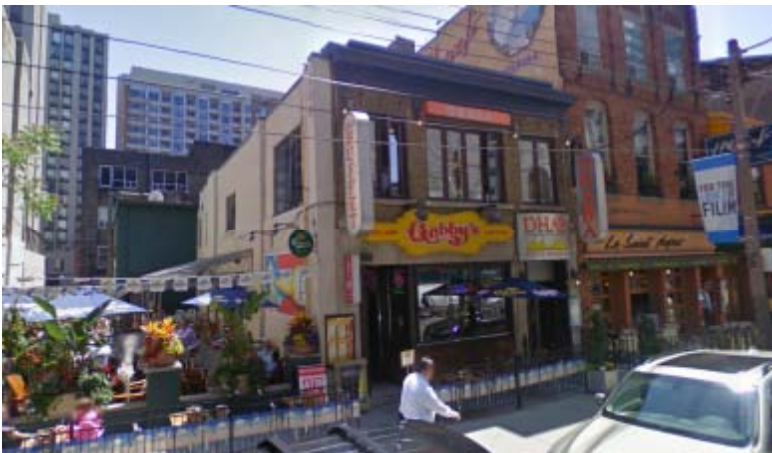
FOCUS AREA 1 - WESTON TOWN CENTRE

“You know when you
have arrived”



Toronto's Streets

Dundas
King
College
Queen
The Junction
Etc...



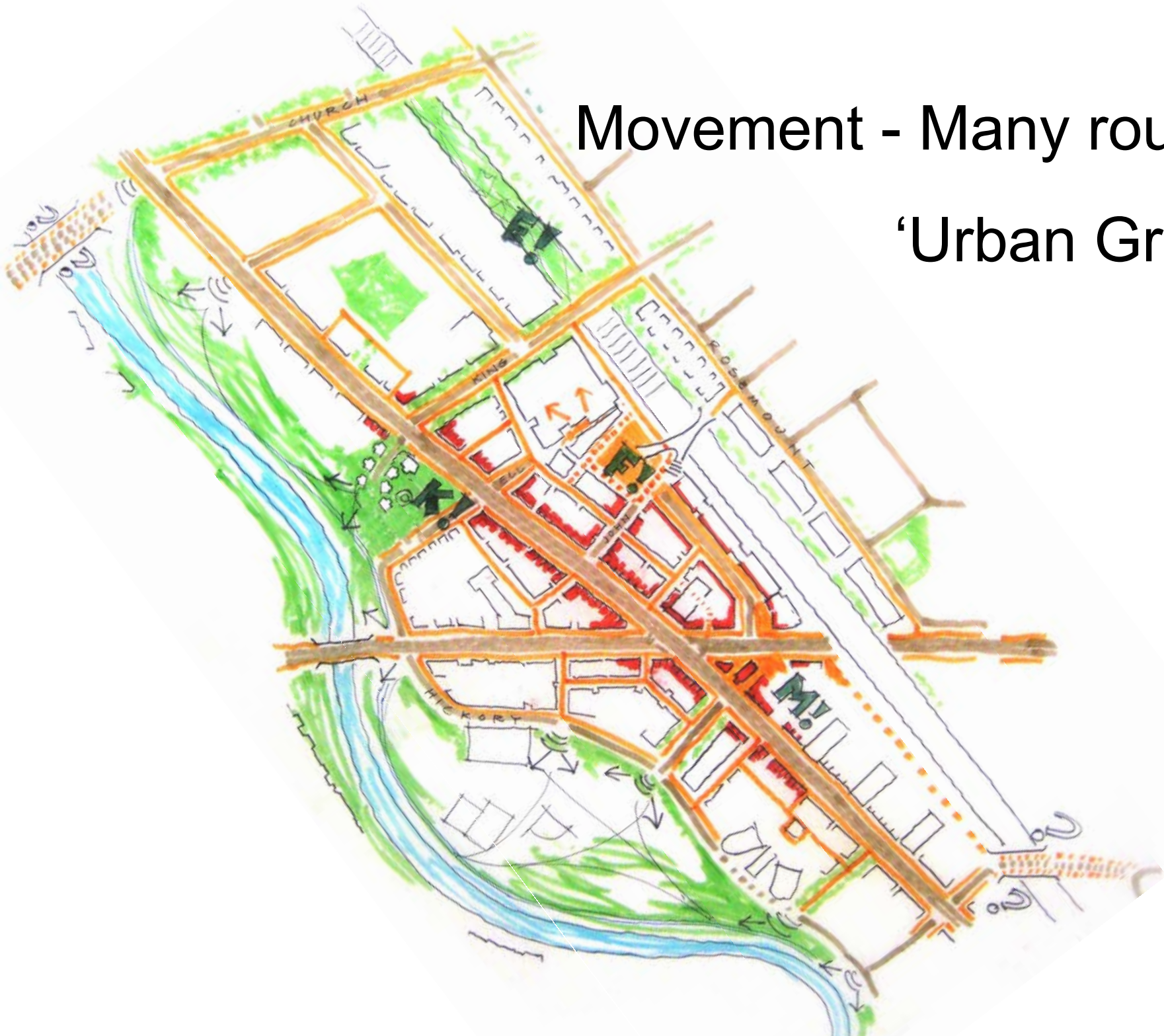
Weston Road – ‘Main Street’

Many communities... **One High Street**



- Incremental
- Customers
- Context

Movement - Many routes
'Urban Grain'





Streets



Mews

Unlocking potential

Streets hierarchy



Weston Road



Mews

Four Opportunities?







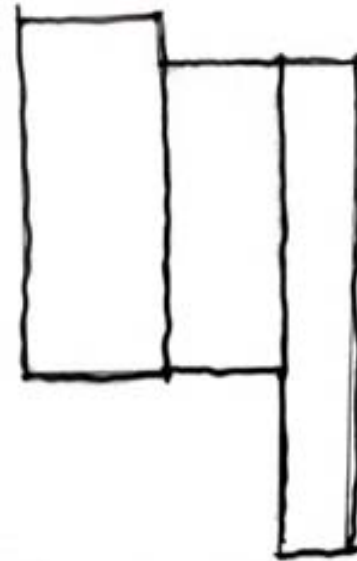


Wychwood Barns, Toronto

Culture and art



Weston



Wychwood







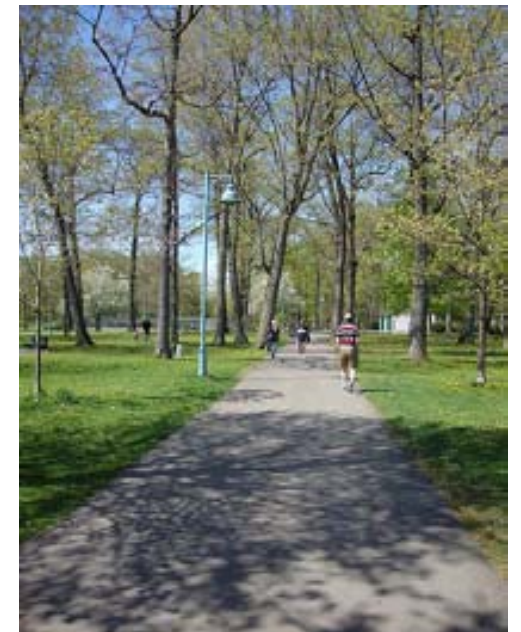


Landscape over
infrastructure





Memorial Gardens

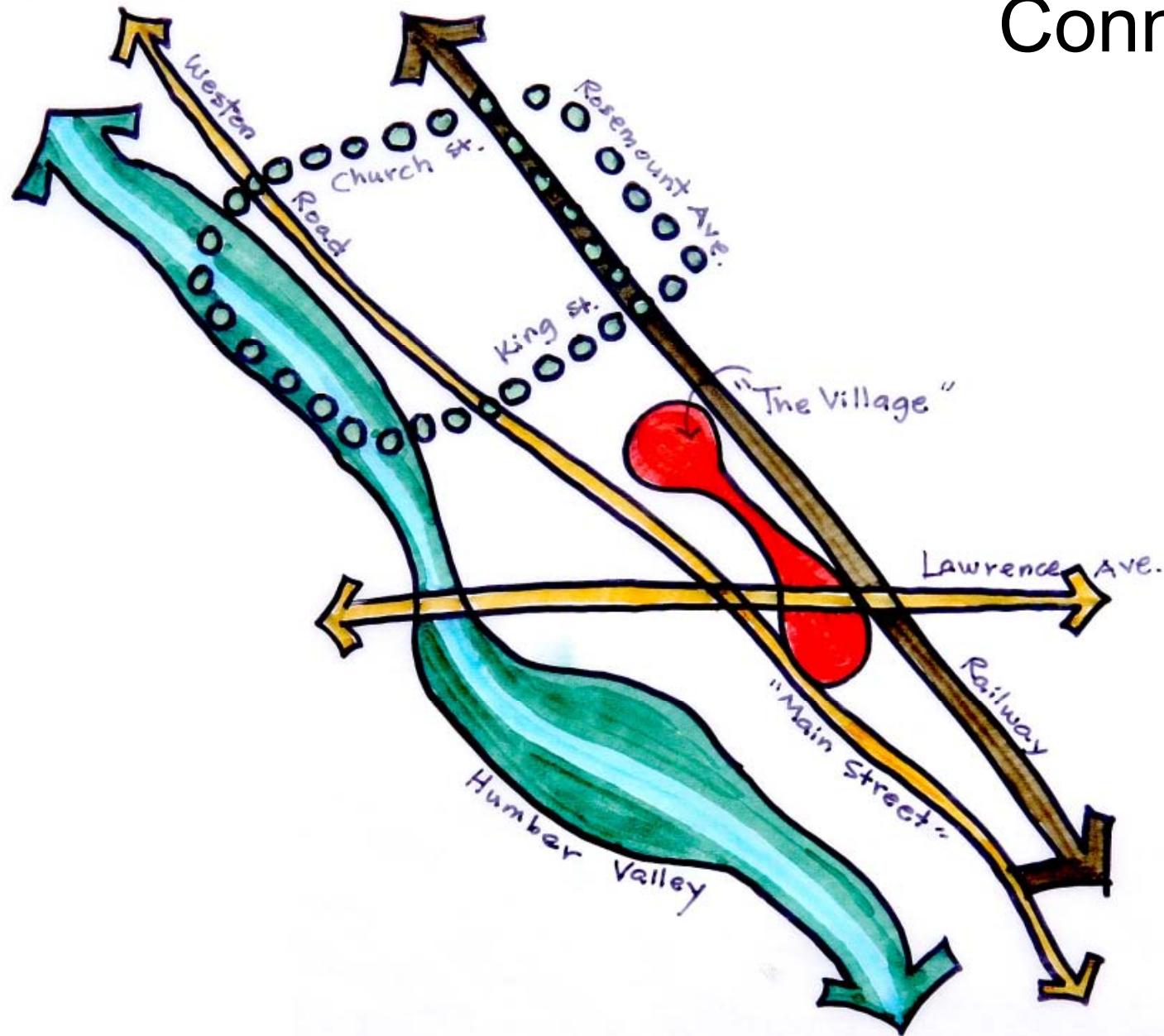


Kew Gardens, Toronto



The Humber

Connections



Grain

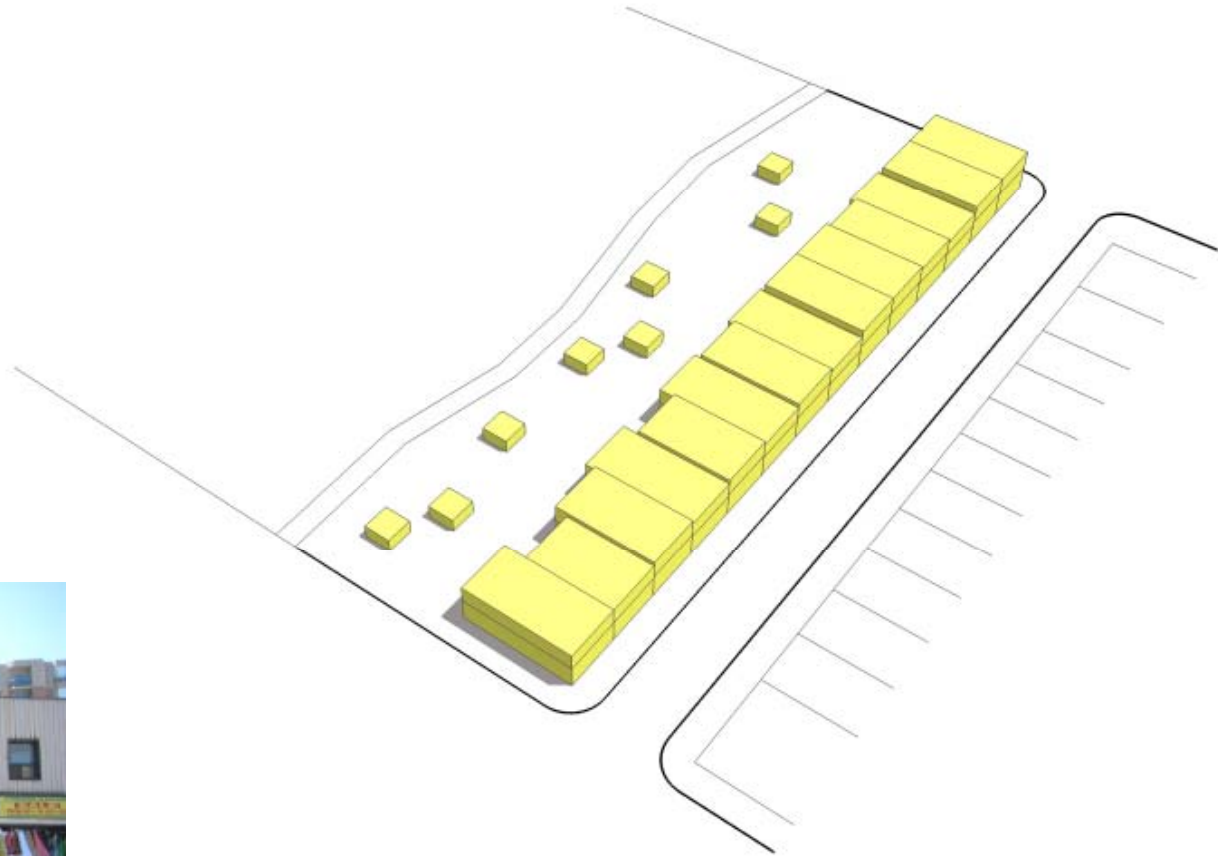


Green Links

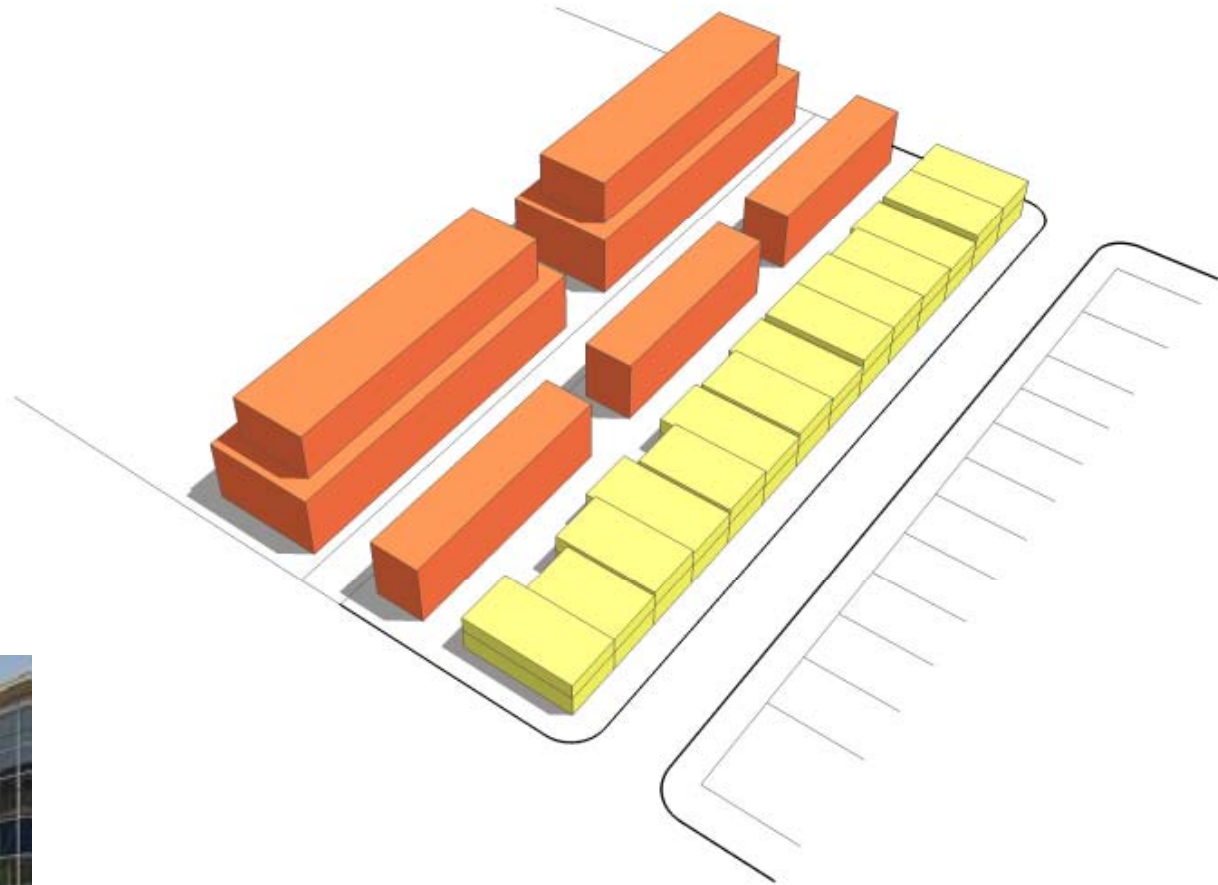




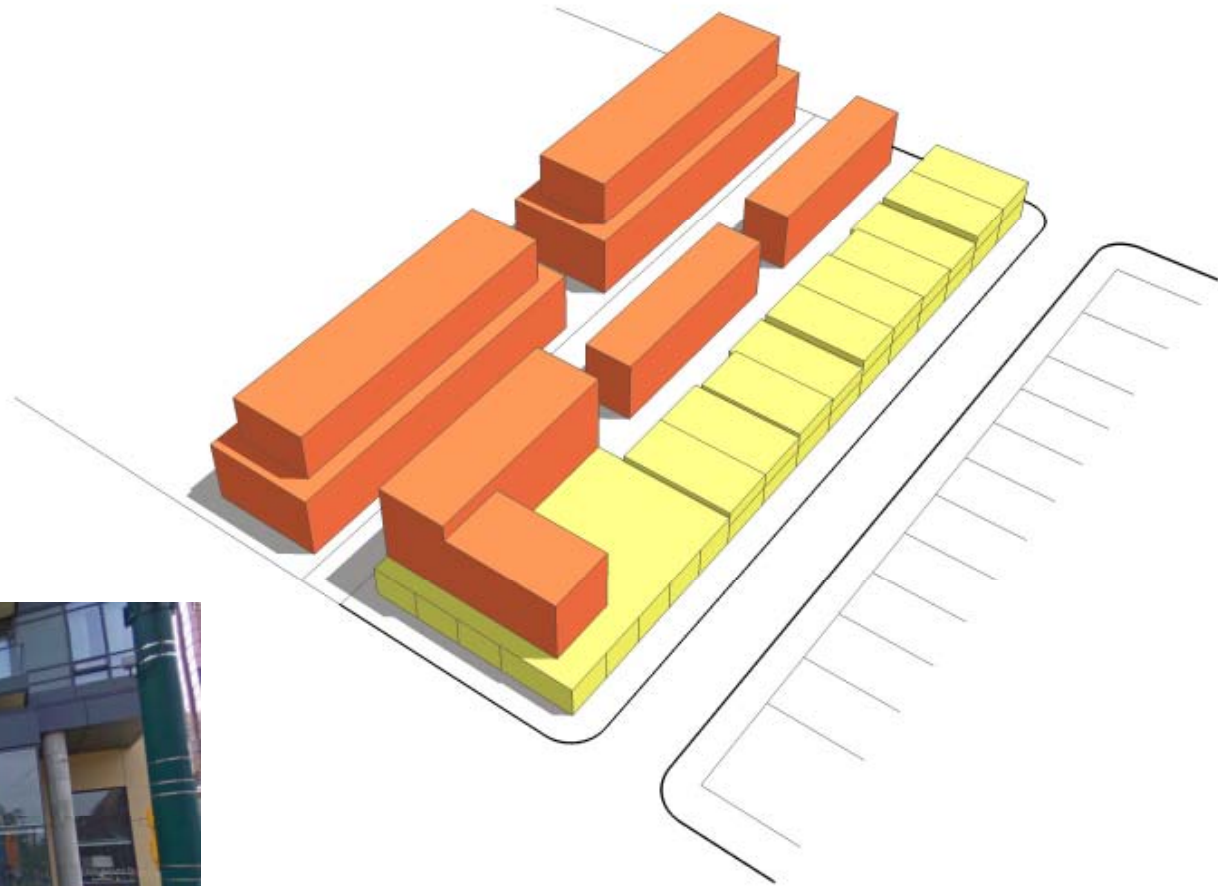
Building typology –Weston



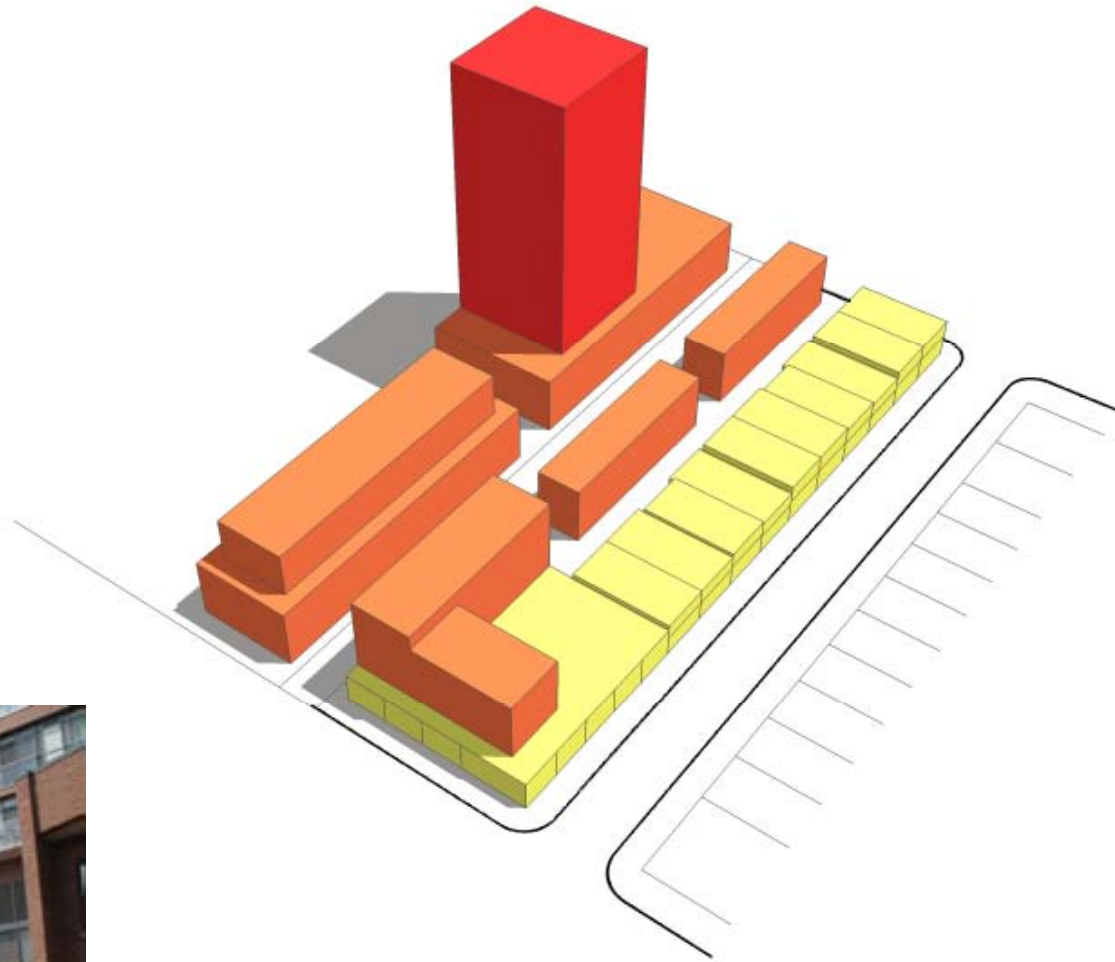
Building typology - potential



Building typology - potential



Building typology - potential





Station Street Urban Village



Station Street Urban Village



(30m)





Before - perspective view



After- perspective view



Before

Animating blank walls



The big picture



The big picture: The Village



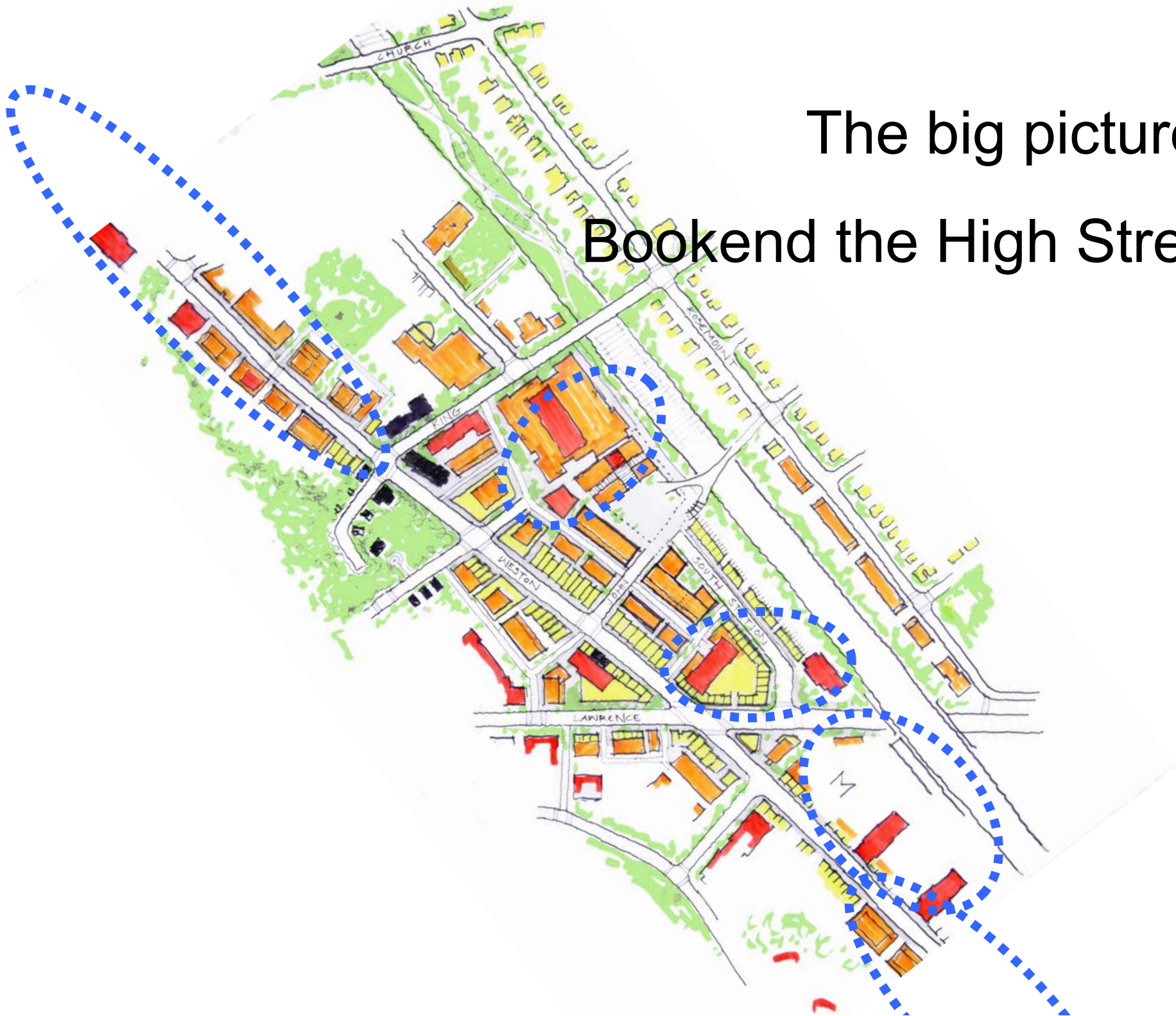
The big picture:
Enclose the village



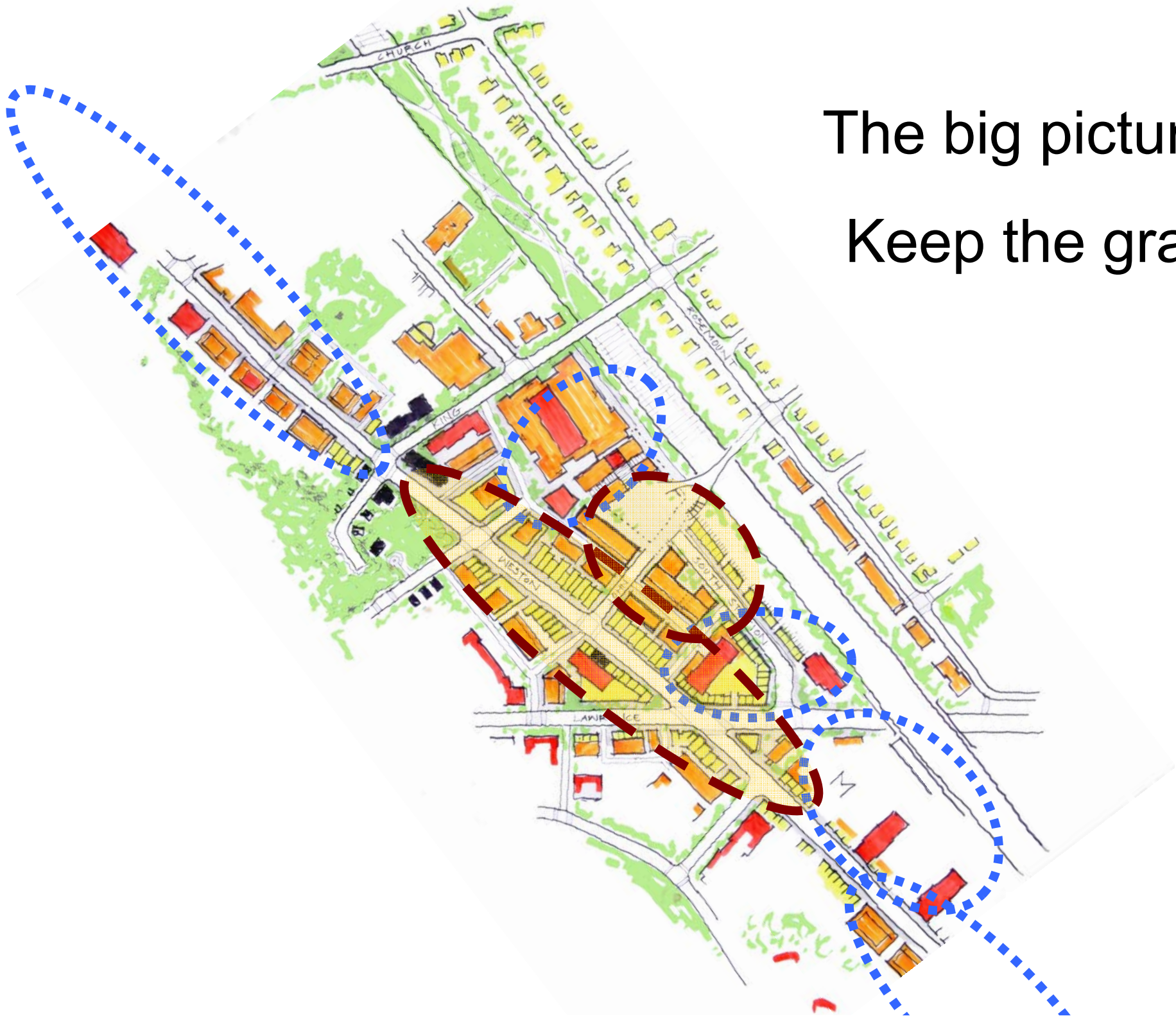
The big picture: The Hub



The big picture :
Bookend the High Street



The big picture:
Keep the grain



Many Communities... **One** High Street



FOCUS AREA 2 - METROLINX STATION AREA

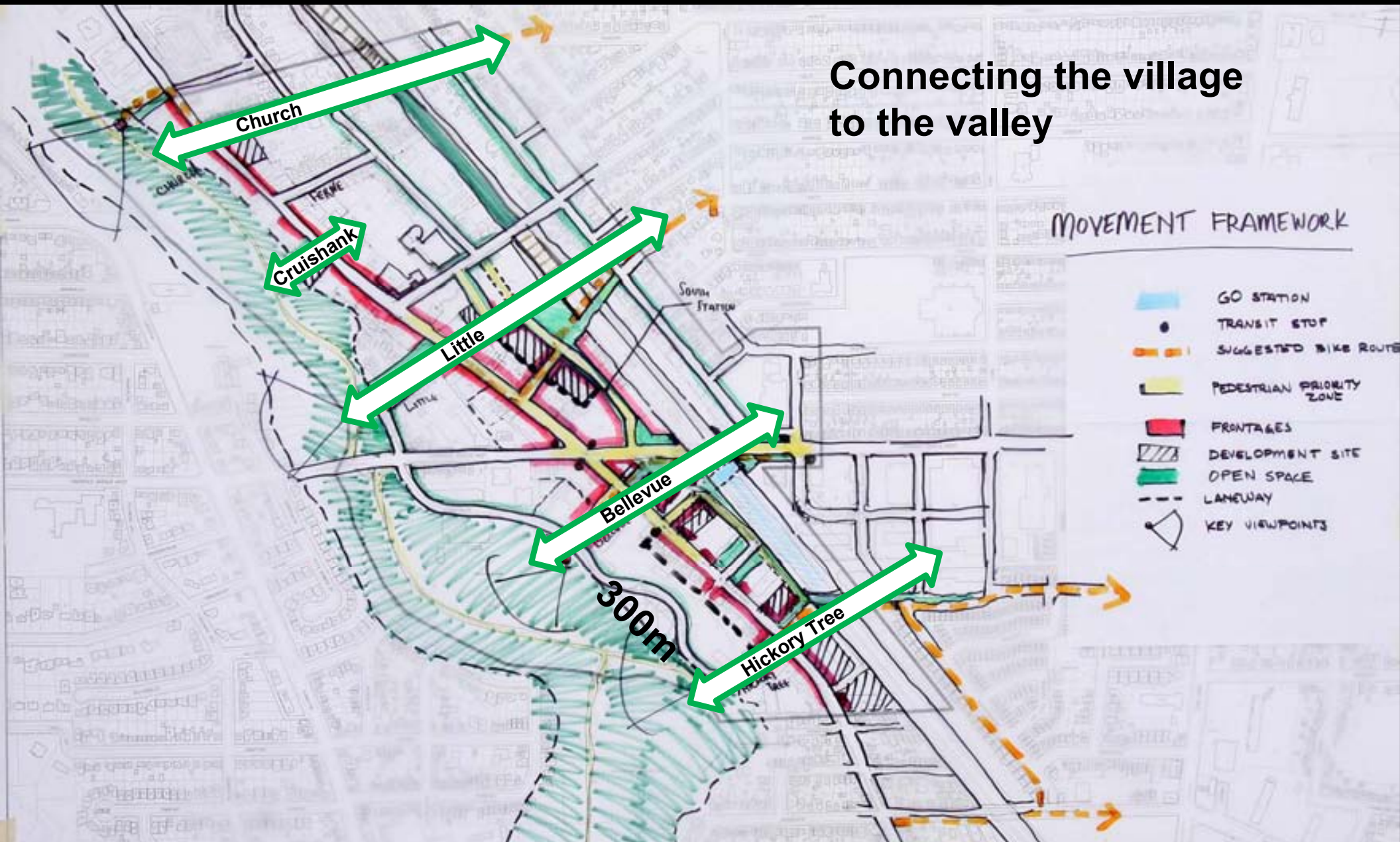
Key Neighbourhood Drivers

A Village Core



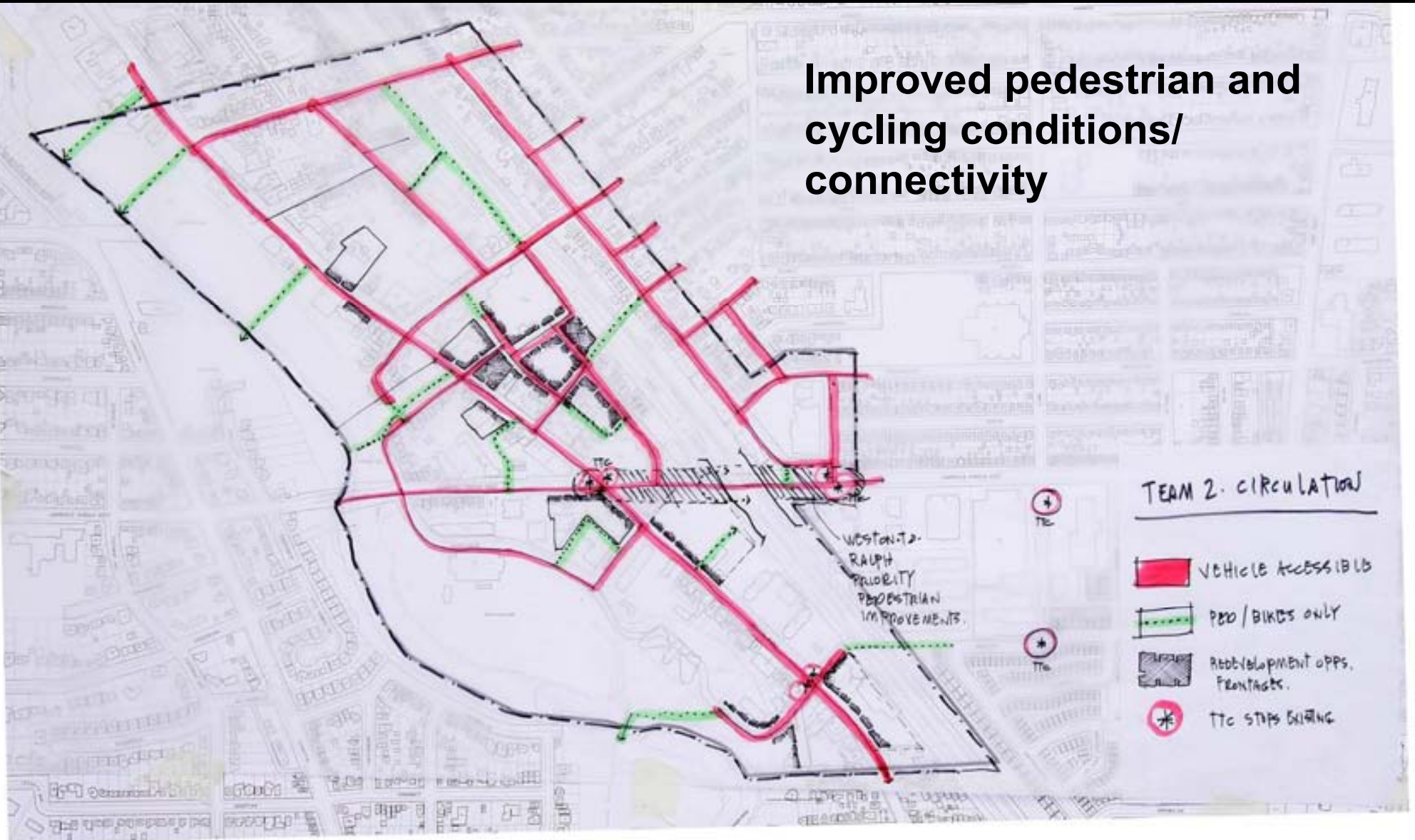
Key Neighbourhood Drivers

Connecting the village to the valley



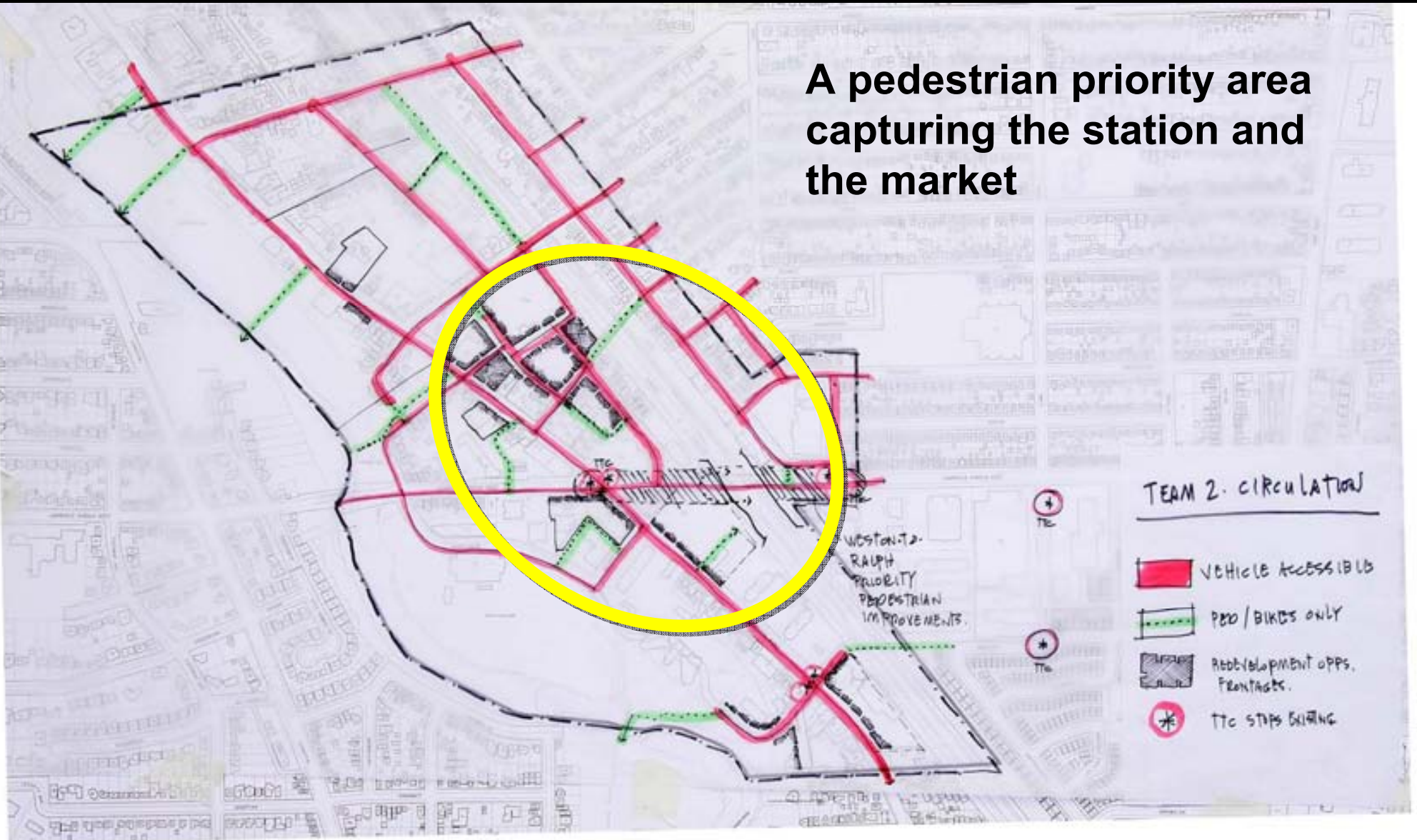
Key Neighbourhood Drivers

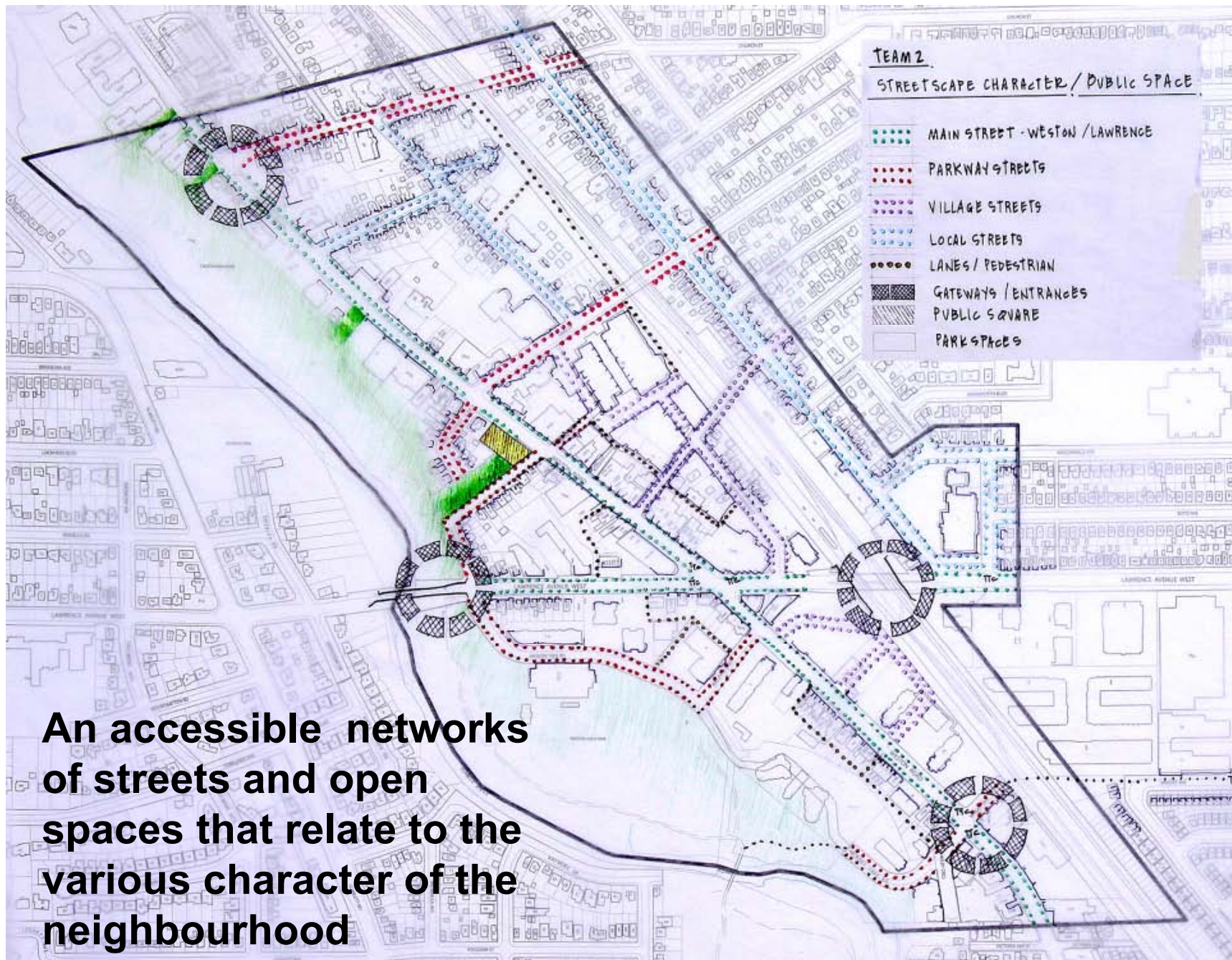
Improved pedestrian and cycling conditions/ connectivity

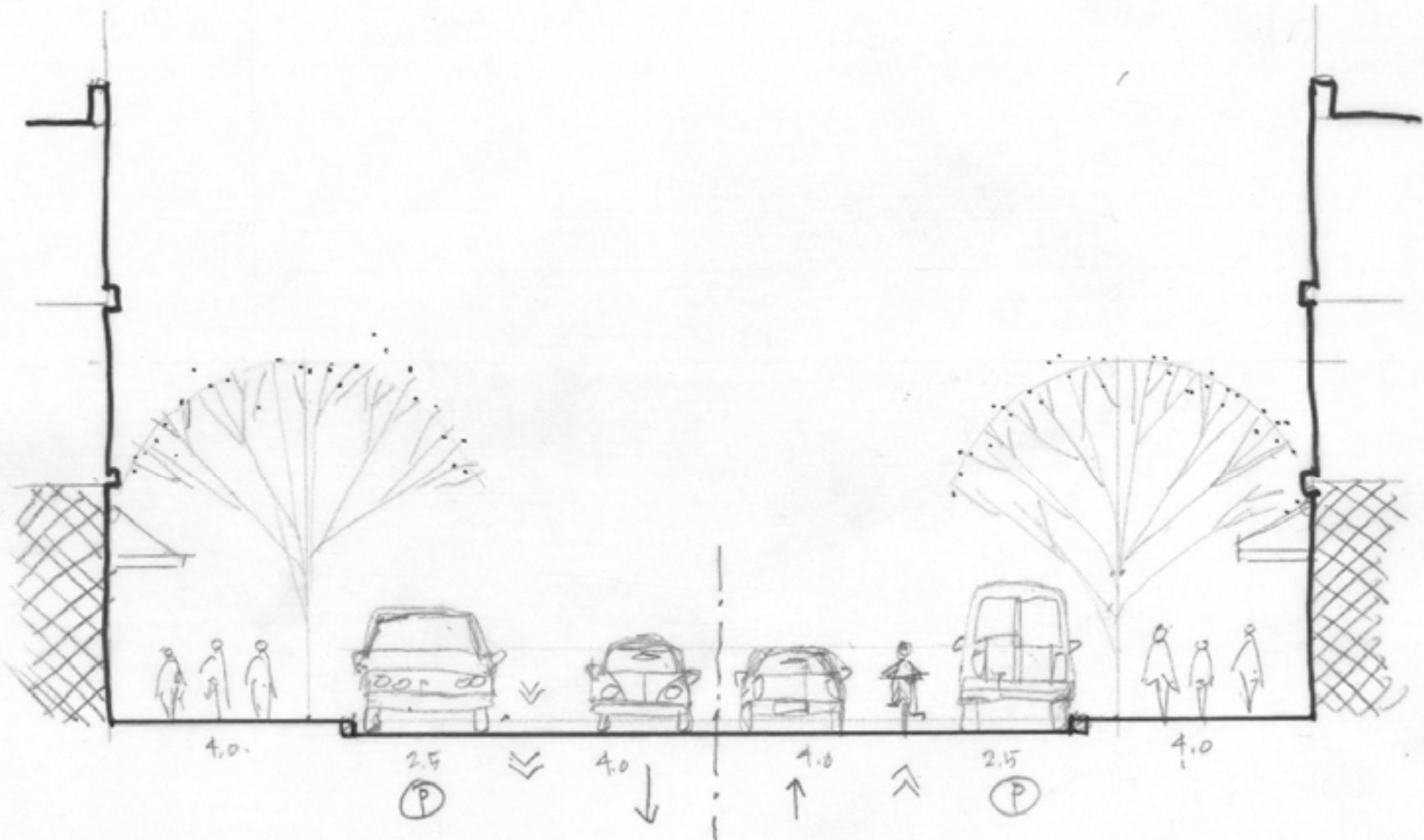


Key Neighbourhood Drivers

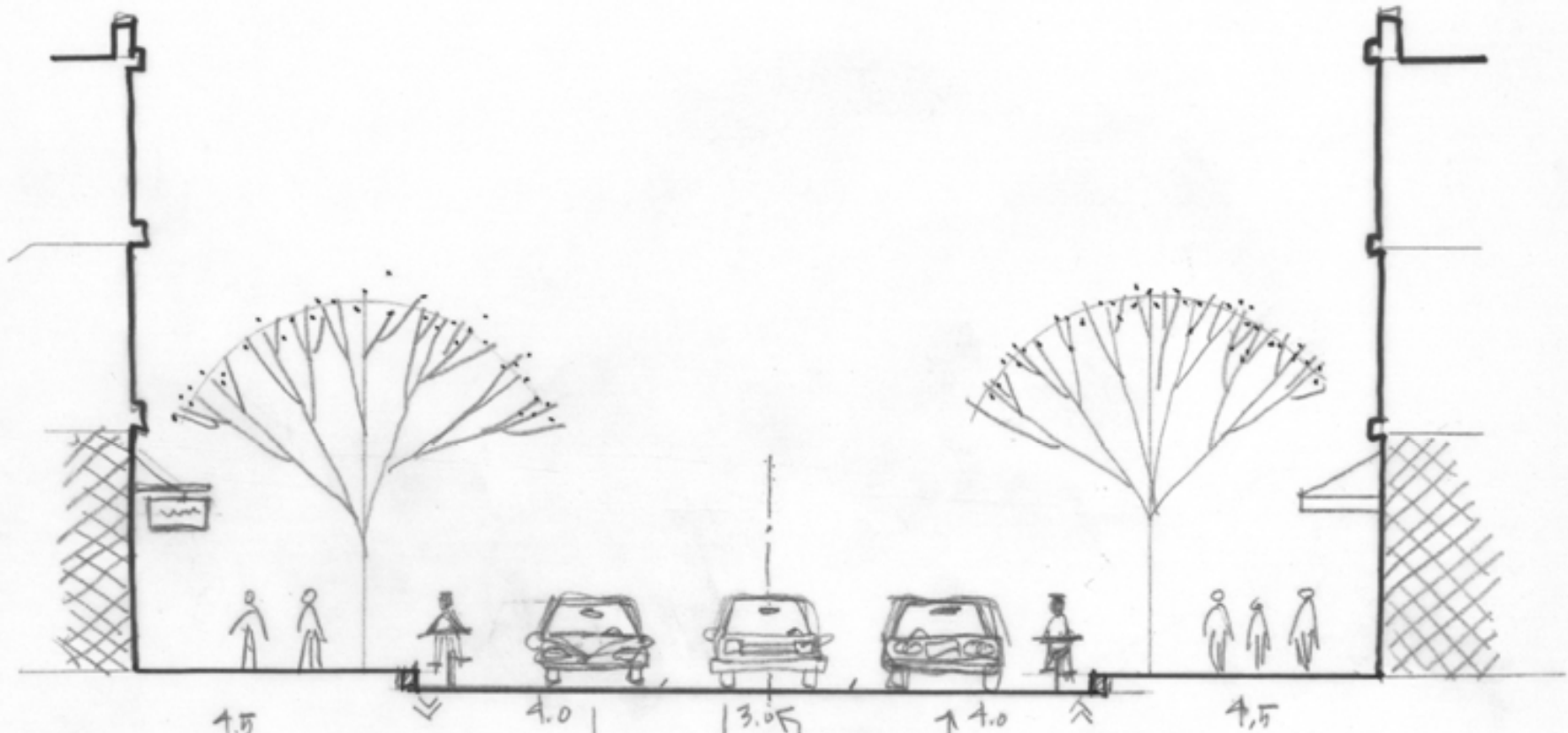
A pedestrian priority area capturing the station and the market



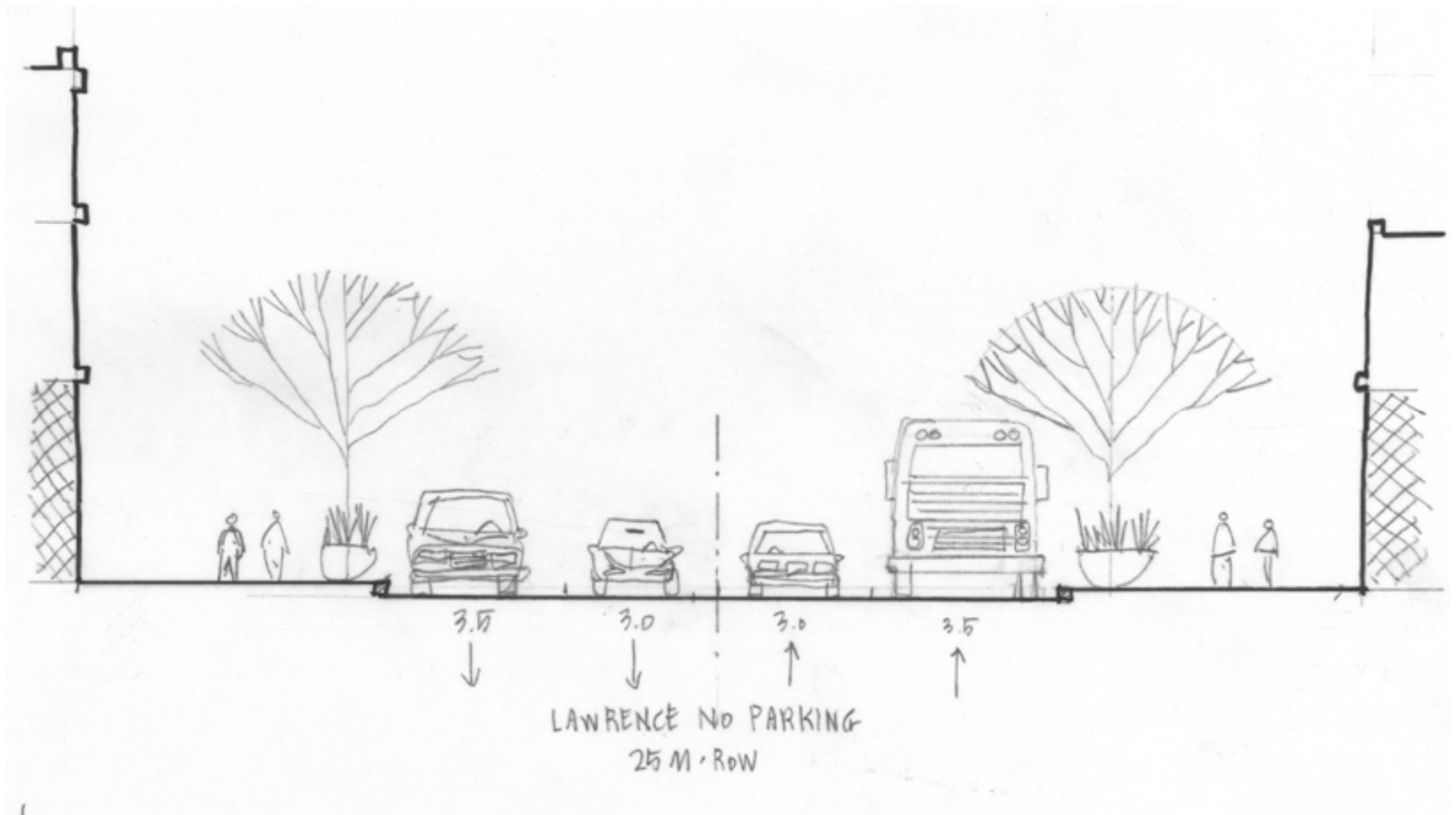


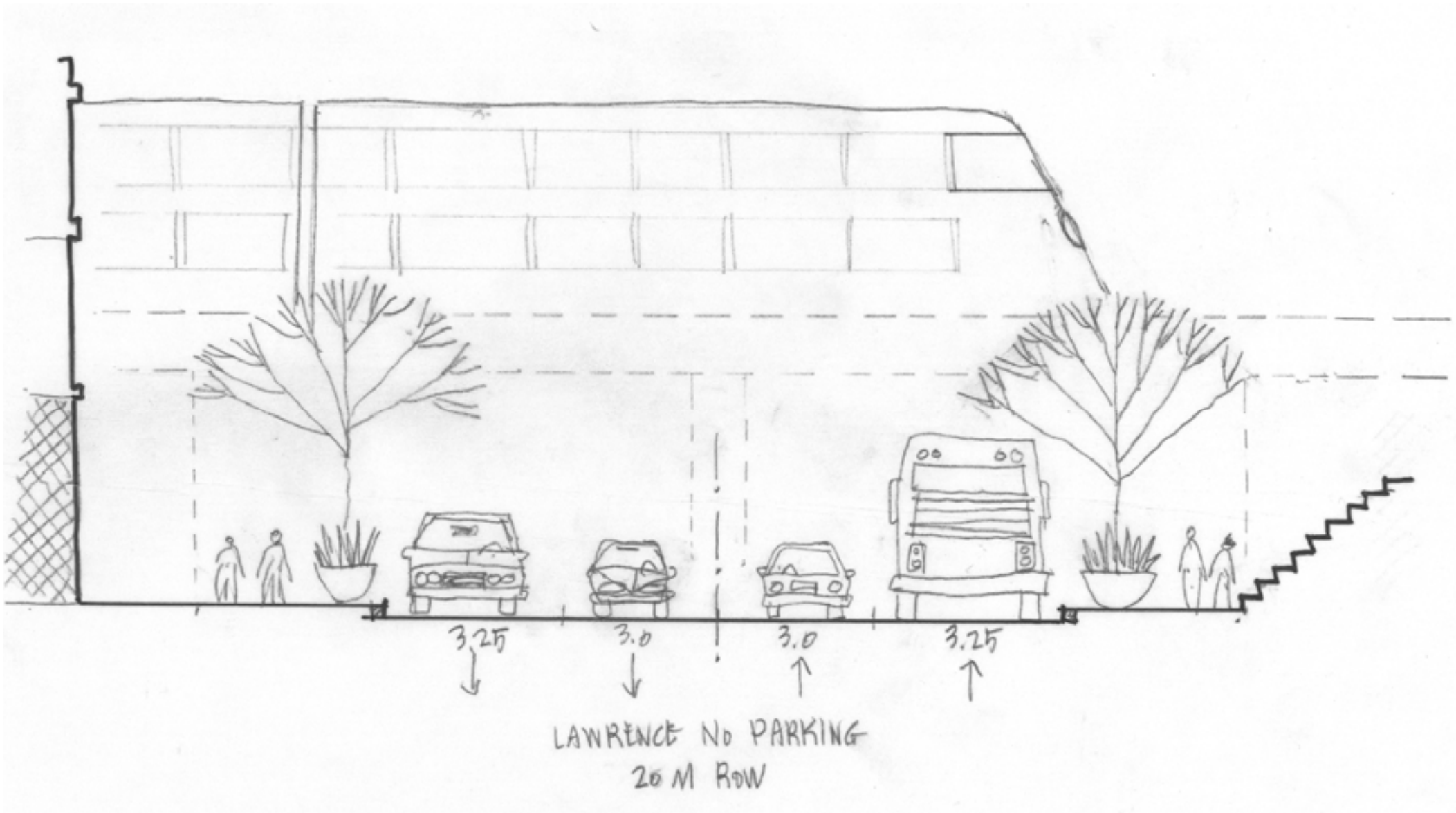


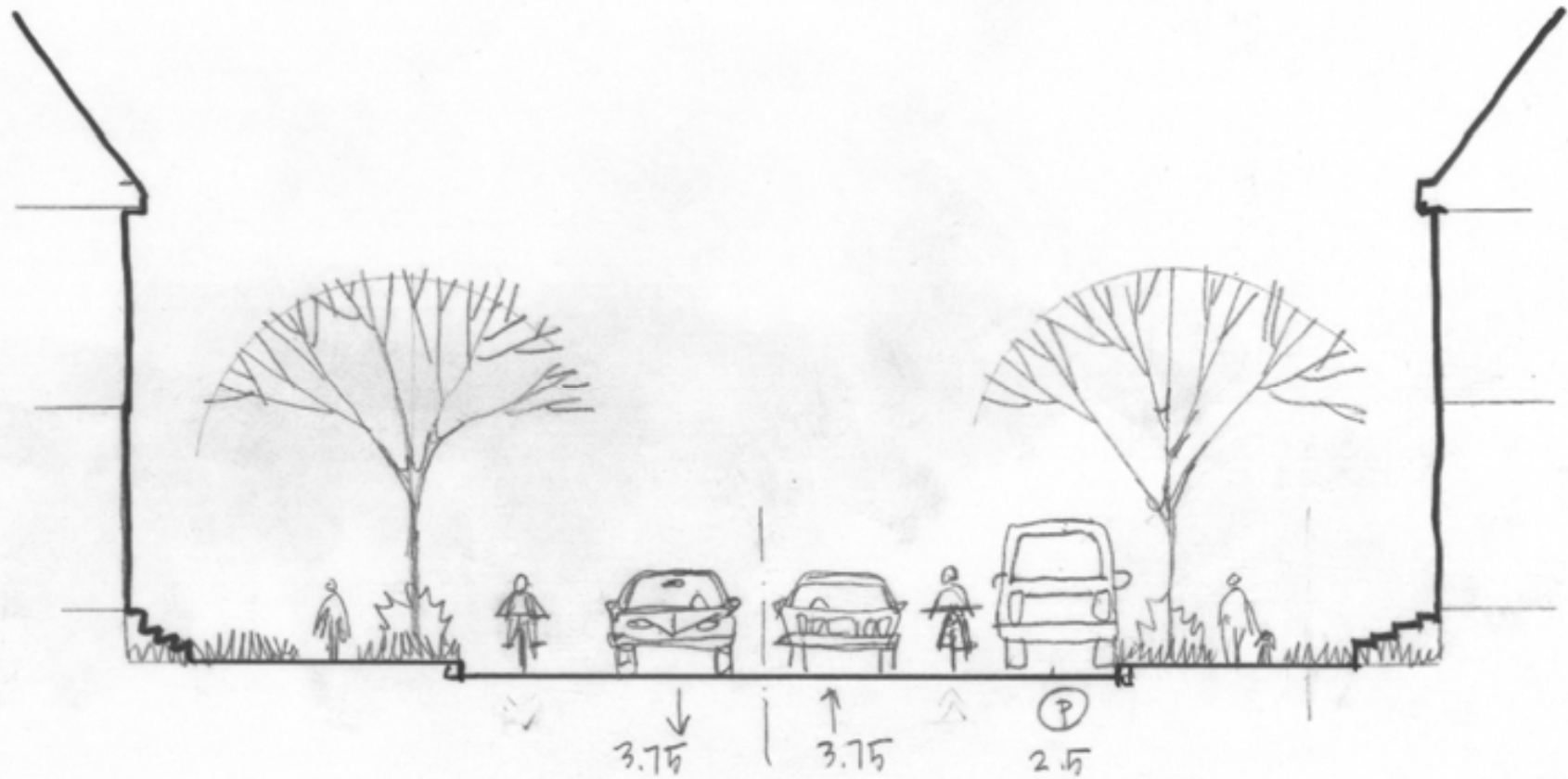
WESTON - w/ PARKING
 20.M - ROW



WESTON - NO PARKING
 20.0M. ROW

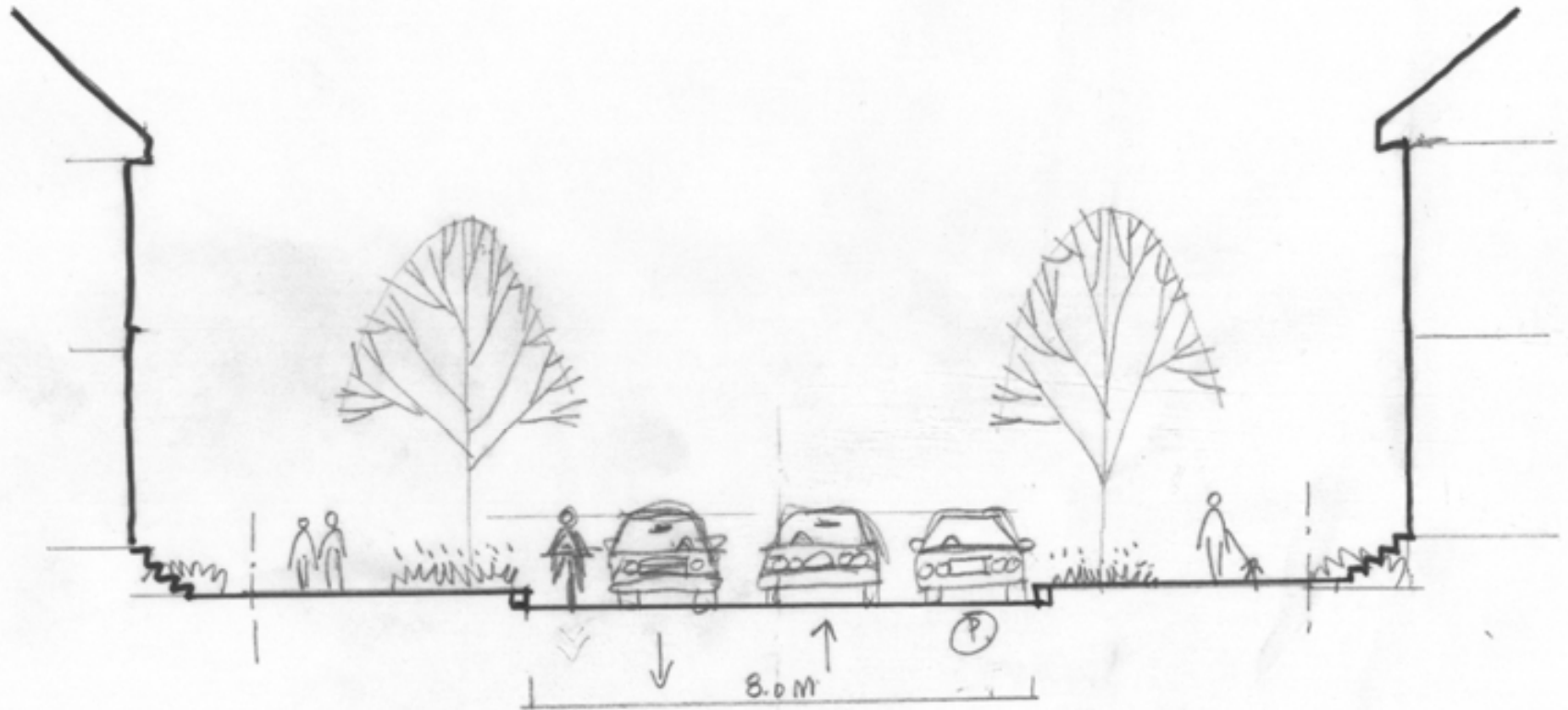




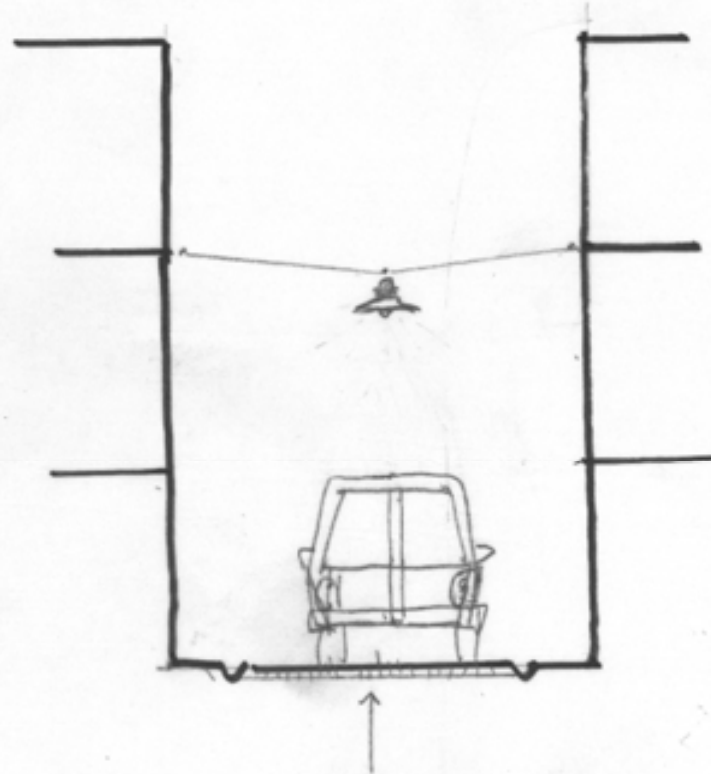


PARKWAY STREETS
 20M ROW





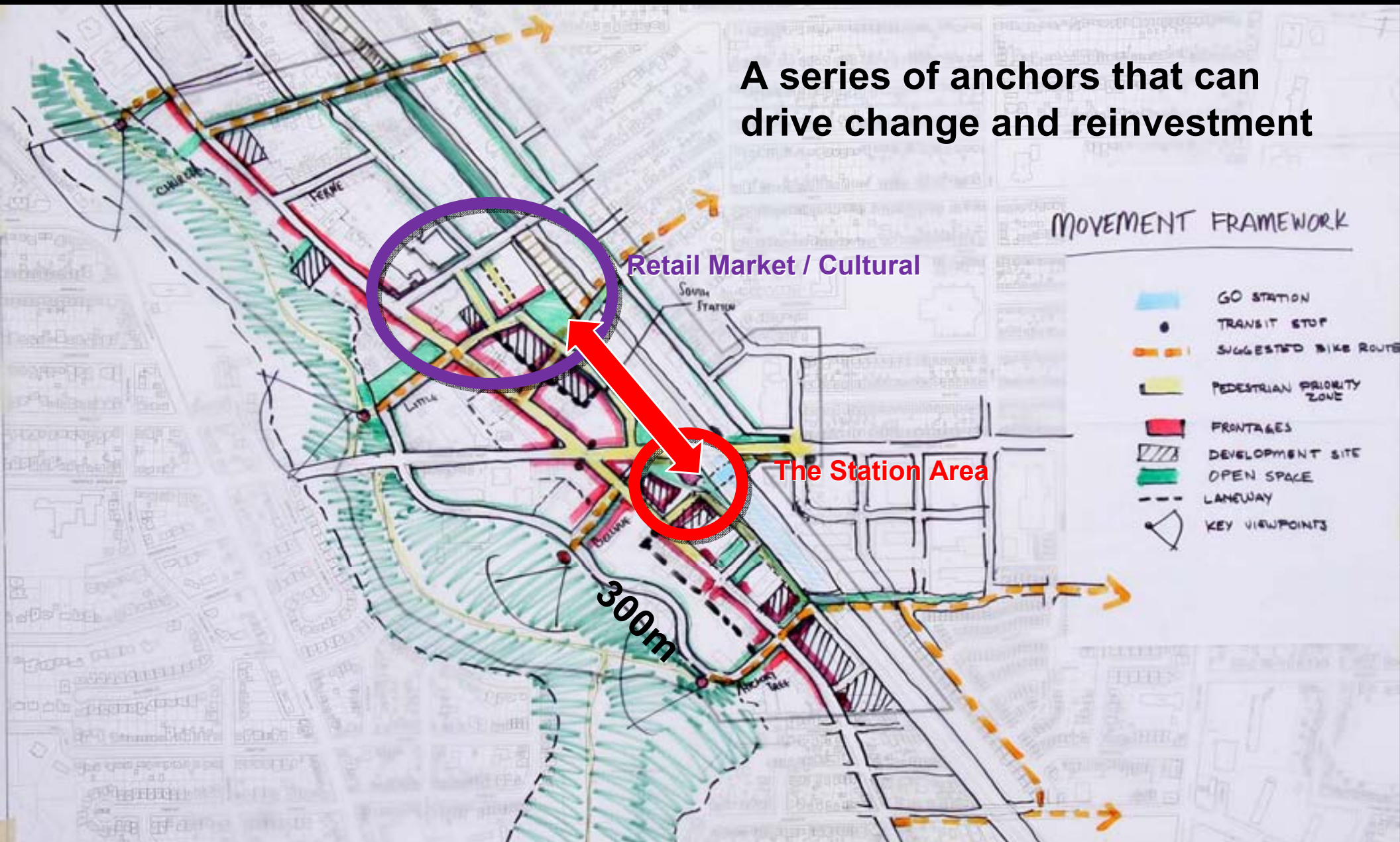
LOCAL STREET
16.5 M ROW



↑
LANE / PED PATH
5-6 M ROW


Key Neighbourhood Drivers

A series of anchors that can drive change and reinvestment



The Station Area

The Station Area Concept

- 
- An aerial map showing the station area, with a yellow rectangle highlighting the area of interest.
- Integrated:** Strengthening connections to the community
 - Flexible:** Supporting a range of possibilities
 - Functional:** Supporting operations, passenger pick-up and drop off



The Station Area Concept



The Station Area Concept



The Station Area Concept



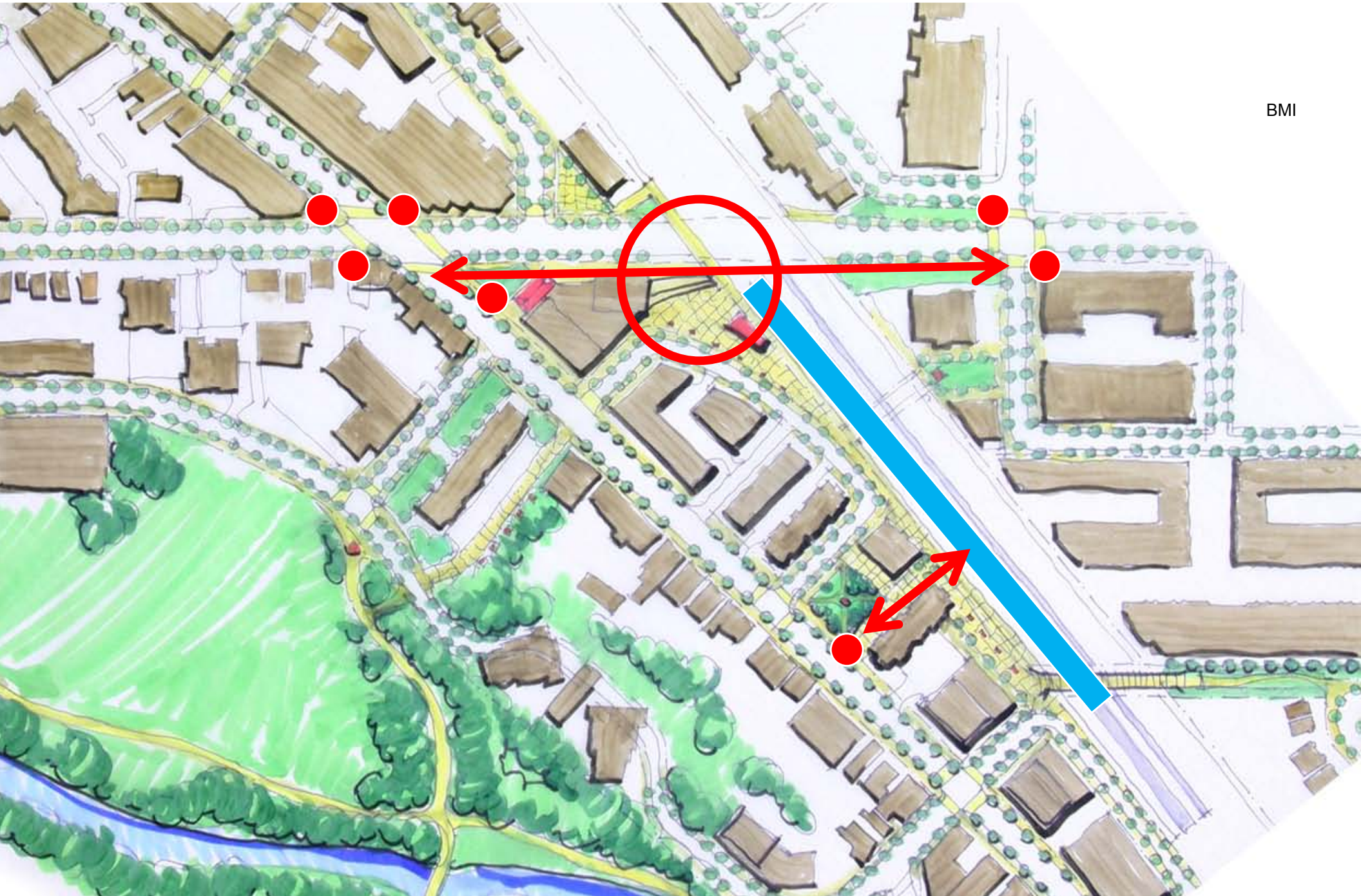


BMI



BMI

BMI



Integrated: With the community



BMI

