

## **2346 and 2352 Weston Road – Zoning By-law Amendment Application – Final Report**

Date: November 4, 2019

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: Ward 5 - York South-Weston

**Planning Application Number:** 18 120119 WET 11 OZ

### **SUMMARY**

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This application seeks to amend the former City of York Zoning By-law No. 1-83 and City-wide Zoning By-law No. 569-2013 to permit a 15-storey (45 m in height, excluding the mechanical penthouse) apartment building containing 127 affordable rental units targeted to older adults and seniors. All the proposed residential rental units would be constructed under the City's Open Door Affordable Rental Housing Program.

The proposed development is consistent with the Provincial Policy Statement (2014) and conforms with the Growth Plan for the Greater Golden Horseshoe (2019). The development represents an appropriate built form along this portion of Weston Road, complies with the *Apartment Neighbourhoods* and *Natural Areas* policies of the Official Plan and is generally consistent with the Weston Urban Design Guidelines. The development promotes the efficient use of land, resources and infrastructure that supports public transit while providing 127 affordable rental units and the protection of the adjacent natural heritage system.

This report reviews and recommends approval of the application to amend the Zoning By-laws subject to conditions before introducing the necessary Bills to City Council for enactment.

### **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council amend former City of York Zoning By-law No. 1-83 for the lands at 2346 and 2352 Weston Road substantially in accordance with the Draft Zoning By-law Amendment attached as Attachment No. 5 to this report.
2. City Council amend City of Toronto Zoning By-law No. 569-2013 for the lands at 2346 and 2352 Weston Road substantially in accordance with the Draft Zoning By-law Amendment attached as Attachment No. 6 to this report.

3. City Council authorize the City Solicitor to make such stylistic and technical changes to the Draft Zoning By-law Amendments as may be required.

4. Before introducing the necessary Bills to City Council for enactment, City Council require the owner to submit the following:

- a. A Waste Management Plan to the satisfaction of the Director, Collection and Litter Operations, Solid Waste Management Services and in accordance with By-law No. 448-2017 and Chapter 354 of the Toronto Municipal Code; and
- b. A letter prepared by a private waste management company to confirm that the company can adequately service the site using trucks of similar size to an LSU-TAC truck, or revised truck turning diagrams illustrating the development can accommodate inbound and outbound maneuvers of a City of Toronto Garbage Vehicle, to the satisfaction of the General Manager of Transportation Services.

## **FINANCIAL IMPACT**

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The recommendations in this report have no financial impact.

## **DECISION HISTORY**

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At its meeting of June 26-29, 2018, City Council considered a Request for Interim Directions Report dated May 16, 2018 from the Director of Community Planning, Etobicoke York District (Item EY31.10). City Council directed City staff to continue to negotiate with the applicant to resolve the outstanding issues detailed in the report. A copy of the Interim Directions Report and decision of City Council can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EY31.10>

At its meeting of July 23-30, 2018, City Council considered a report dated June 11, 2018 from the Director of the Affordable Housing Office (Item EX36.27), outlining the results of the 2018 Open Door Call for Affordable Rental Housing Applications. City Council authorized the Director of the Affordable Housing Office to enter into the necessary agreements to fund and secure the construction and operation of eight development proposals, representing 606 affordable homes across the City. One of the development proposals approved for funding through the Open Door Affordable Housing Program was a proposal for 2346 Weston Road to build a 157 unit apartment building. A copy of this report and decision of City Council can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EX36.27>

## **PROPOSAL**

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This application seeks to amend the former City of York Zoning By-law No. 1-83 and City-wide Zoning By-law No. 569-2013 to permit a 15-storey (45 m in height, excluding the mechanical penthouse) affordable rental apartment building on the west side of

Weston Road, south of St. Phillips Road. The proposed building would contain 127 affordable rental apartment units that have been approved for funding through the City's Open Door Affordable Rental Housing Program.

The proposed development would have a gross floor area of 7,038 m<sup>2</sup>. The proposed building would have a frontage of approximately 22 m along Weston Road, an approximate depth of 29 m on the north side and 22 m on the south side and would be 17 m in width at the rear of the building fronting the Humber River. The rear of the proposed building would be angled to accommodate a 12 m setback from the top-of-bank of the valley. The rear lands of the site abutting the Humber River, which are approximately 980 m<sup>2</sup> in area, are proposed to be conveyed to the Toronto and Region Conservation Authority (TRCA) for public ownership.

The proposed apartment building would contain 42 bachelor units (33%), 70 one bedroom units (55%) and 15 two bedroom units (12%). It is proposed that 28 (22%) of the units would be accessible units. The proposed units would be targeted to older adults and seniors, aged 59 and over in accordance with the City's Open Door Program requirements.

The main pedestrian access would be at grade along the Weston Road frontage. The ground floor of the proposed building would contain a variety of uses including community rooms, a meeting room, a bicycle storage area, an apartment unit, laundry room and a garbage/staging room. Also integrated into the ground floor of the proposed building is a loading area.

The proposed meeting and community rooms on the ground floor would provide 188 m<sup>2</sup> of indoor amenity space. A rooftop amenity space including a seating area, planting area and a walking track is proposed, which would provide a total of 219 m<sup>2</sup> of outdoor amenity space.

Vehicle access is proposed via two driveways off Weston Road. The southern driveway would lead to the loading and service area, and the northern driveway would lead to the underground parking garage. The proposal includes two levels of underground parking that would provide a total of 29 vehicular parking spaces, including 2 accessible parking spaces.

There would be access to TTC bus service on Weston Road (Route 89), which would connect the development to the Weston GO Station at Weston Road and Lawrence Avenue. A road widening of approximately 4.2 m to 4.9 m fronting Weston Road would be conveyed to the City in order to satisfy the Official Plan requirement of a 27 m wide right-of-way in this area.

### **Site and Surrounding Area**

The site is located on the west side of Weston Road, south of St. Philips Road. The site consists of two lots, municipally known as 2346 and 2352 Weston Road, which were merged approximately 15 years ago to form one parcel. Both parcels were previously developed with single detached dwellings and used as such for approximately 50 years. The dwellings have been demolished and the lands are now vacant.

The subject site has a frontage of approximately 36 m and a site area of 2,104 m<sup>2</sup>. The site is pie-shaped and relatively flat at the east end, sloping to the west. The westerly portion of the lot is located within the Humber River valley. The valley area is lightly vegetated with grass, shrubs and trees. There is a timber wall and fence located along the rear of the site that currently separates the valley area from the remainder of the site.

The surrounding land uses are as follows:

- North: Immediately adjacent on the west side of Weston Road is a 6-storey rental apartment building, beyond which is a detached dwelling at the intersection of St. Phillips Road and Weston Road. North of St. Phillips Road is Mallaby Park, which provides a connection to the Humber River Recreational Trail, and low rise detached dwellings on Humberview Crescent. Further north is the Canadian National (CN) Rail corridor and two 27-storey rental apartment buildings.
- East: On the east side of Weston Road is Holley Park with detached dwellings to the east and south of the park. To the north of the park is the Weston Motors dealership and a retail plaza with the Plank Road Building (2371 Weston Road), a designated heritage property on the City of Toronto Heritage Registry. Further north are detached dwellings, a place of worship and Northend Parkette. Further east are Canadian Pacific (CP) and Canadian National (CN) Rail corridors.
- West: Immediately to the west of the property is the Humber River valley system. Further west, on the west side of the Humber River is the Weston Golf and Country Club and detached dwellings.
- South: Immediately adjacent to the south on the west side of Weston Road is a 10-storey rental apartment building. Beyond which are two detached dwellings and apartment buildings with heights ranging between 4 and 10 storeys. On the east side of Weston Road are detached dwellings extending to Rectory Road, beyond which are apartment buildings ranging in height from 4 to 12 storeys.

Please see Attachment 2: Location Map.

### **Reasons for Application**

Amendments to the former City of York Zoning By-law No. 1-83 and City-wide Zoning By-law No. 569-2013 are required to permit the proposed increase in building height and density, number of units, amenity space provision and other development standards necessary to implement the development proposal.

## **APPLICATION BACKGROUND**

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### **Application Submission**

A complete application was submitted on February 22, 2018. A Notification of Complete Application was issued on March 22, 2018.

The following reports/studies were submitted with the application:

- Planning Rationale Report;
- Sun/Shadow Study;
- Community Services and Facilities Study;
- Public Consultation Plan;
- Toronto Green Standard Template and Checklist;
- Pedestrian Wind Assessment;
- Phase 1 Environmental Site Assessment;
- Traffic Operations and Parking Assessment Study;
- Geotechnical Investigation;
- Hydrogeological Assessment;
- Stage 1 and 2 Archaeological Assessment;
- Natural Heritage Impact Statement;
- Noise and Vibration Feasibility Assessment;
- Functional Servicing and Stormwater Management Report; and
- Arborist Report and Tree Inventory and Preservation Plan.

The above reports/studies can be found at the following link:

<http://app.toronto.ca/AIC/index.do?folderRsn=VAVJUn47ldH5rbbXFK5GOw%3D%3D>

### **Agency Circulation Outcomes**

The application together with the applicable reports noted above, were circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application and to formulate appropriate Zoning By-law standards.

### **Community Consultation**

An open house and a community consultation meeting were hosted by the Ward Councillor on April 23, 2018 and March 25, 2019 at the York West Active Living Centre to discuss the development application. In total, approximately 40 members of the public attended along with City staff, the applicant and their consulting team. The residents inquired about the tenure of the affordable units, the tenant selection process, the size of the units, the amount of vehicular parking for the building, the building setback from the Humber River and access to the valley lands.

## **POLICY CONSIDERATIONS**

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### **Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans**

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the

Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

### **The Provincial Policy Statement (2014)**

The Provincial Policy Statement (2014) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the [Planning Act](#) and all decisions of City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by City Council shall also be consistent with the PPS.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that: "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans".

### **Provincial Plans**

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. City Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by City Council shall also be consistent with the PPS and conform with Provincial Plans.

## **A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)**

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) (the "Growth Plan (2019)") came into effect on May 16, 2019. This new plan replaces the previous Growth Plan for the Greater Golden Horseshoe, 2017. The Growth Plan (2019) continues to provide a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan, 2019 establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the *Planning Act* that comprehensively applies the policies and schedules of the Growth Plan (2019), including the establishment of minimum density targets for and the delineation of strategic growth areas, the conversion of provincially significant employment zones, and others.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan (2019) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2019) take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the *Planning Act* all decisions of City Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by City Council shall also conform with the Growth Plan.

## Toronto Official Plan

The eastern portion of the site which fronts Weston Road is designated *Apartment Neighbourhoods* and is located on an *Avenue* on Map 2 of the Official Plan. The western portion of the site abutting the Humber River is a part of the City's Natural Heritage System as identified on Map 9 of the Official Plan and is designated *Natural Areas*. Both designations can be found on Map 14 – Land Use Plan (see Attachment 3: Official Plan Land Use Map). The site is subject to Site and Area Specific Policy 51 (SASP 51) which pertains to the Weston Area.

This application has been reviewed against the policies of the City of Toronto Official Plan as follows:

Chapter 2: Shaping the City  
Chapter 3: Building a Successful City  
Chapter 4: Land Use Designations  
Chapter 7: Site and Area Specific Policies

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

### Chapter 2 – Shaping the City

#### *Section 2.1 Building a More Liveable Urban Region:*

The Official Plan contains principles for steering growth and change to appropriate areas of the City, while protecting the City's neighbourhoods and green spaces from development pressures.

#### *Section 2.2.3 Avenues: Reurbanizing Arterial Corridors:*

The Official Plan states that *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. There is no "one size fits all" program for reurbanizing the *Avenues*. A framework for change will be tailored to the situation of each *Avenue* through a local Avenue Study that will involve local residents, businesses and other stakeholders for each *Avenue*. Development applications which proceed in advance of an Avenue Study are required to complete a study, called an Avenue Segment Study, which will address the impacts of the incremental development of the entire Avenue segment at a similar form, scale and intensity. Related considerations include appropriate built form and massing necessary to protect adjacent *Neighbourhoods* and the adequacy of supporting community facilities and infrastructure.

#### *Section 2.3.1 Healthy Neighbourhoods:*

Policy 2.3.1.2 states that *Apartment Neighbourhoods* are residential areas with taller buildings and higher density than *Neighbourhoods* and are considered to be physically stable. Development in *Apartment Neighbourhoods* will be consistent with this objective and will respect the criteria contained in Section 4.2.2 and other relevant selections in the Plan.



## Chapter 3 - Building a Successful City

### *Section 3.1.1 The Public Realm:*

Public realm policies promote quality architecture, landscape and urban design and construction that ensures that new development enhances the quality of the public realm. The policies also recognize the essential role of the City's streets, open spaces, parks and other key shared public assets in creating a great city. These policies aim to ensure that a high level of quality is achieved in landscaping, urban design and architecture in public works and private developments to ensure that the public realm is beautiful, comfortable, safe and accessible.

### *Section 3.1.2 Built Form:*

The Official Plan states that architects and developers have a civic responsibility to create buildings that not only meet the needs of their clients, tenants and customers, but also the needs of the people who live and work in the area.

New development in Toronto will be located and organized to fit with its existing and/or planned context. It will do this by generally locating buildings parallel to the street with a consistent front yard setback, acknowledge the prominence of corner sites, locate entrances so they are clearly visible and provide ground floor uses that have views into and access from the streets. New development will also locate and organize vehicle parking and vehicular access to minimize their impacts on the public realm. Furthermore, new development will create appropriate transitions in scale to neighbouring existing and/or planned buildings, limit shadowing on streets, properties and open spaces, and minimize any additional shadowing and uncomfortable wind conditions on neighbouring parks as necessary to preserve their utility.

In addition to the policies identified above, new development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing co-ordinated landscape improvements in setbacks to create attractive transitions from the private and public realms.

Further, Policy 3.1.2.6 states that every significant new multi-unit residential development will provide indoor and outdoor amenity space for residents of the new development. Each resident of such development will have access to outdoor amenity spaces such as balconies, terraces, courtyards, rooftop gardens and other types of outdoor spaces.

### *Section 3.2.1 Housing:*

The Official Plan states that current and future residents must be able to access and maintain adequate, affordable and appropriate housing. The City's quality of life, economic competitiveness, social cohesion, as well as its balance and diversity depend on it. Addressing many of the City's housing challenges will require working in partnership with the other levels of government as well as private and non-profit sectors. The City must be positioned to take advantage of key opportunities...to encourage new affordable and social housing production. Policy 3.2.1.1 states that a full range of housing, in terms of form, tenure and affordability, across the City and within

neighbourhoods, will be provided and maintained to meet the current and future needs of residents.

*Section 3.4 The Natural Environment:*

The western (rear) portion of the site is located within the Natural Heritage System as identified on Map 9 of the Official Plan. The Official Plan notes that the Natural Heritage System is made up of areas where protecting, restoring and enhancing the natural features and functions should have high priority in city-building decisions.

Section 3.4 of the Plan contains a number of policies related to development in or near the Natural Heritage System. Policy 3.4.8 states that development will be set back from the following locations by at least 10 metres, or more if warranted by the severity of existing or potential natural hazards:

- a) the top-of-bank of valleys, ravines and bluffs;
- b) toe-of-slope of valleys, ravines and bluffs;
- c) other locations where slope instability, erosion, flooding or other physical conditions present a significant risk to life or property; and
- d) other locations near the shoreline which may be hazardous if developed because of flooding, erosion or dynamic beach processes.

Policy 3.4.11 states that development is generally not permitted in the Natural Heritage System illustrated on Map 9. Where the underlying land use designation provides for development in or near the Natural Heritage System, development will:

- a) recognize natural heritage values and potential impacts on the natural ecosystem as much as is reasonable in the context of other objectives for the area; and
- b) minimize adverse impacts and when possible, restore and enhance the Natural Heritage System.

Policy 3.4.13 states that all proposed development in or near the Natural Heritage System will be evaluated to assess the development's impacts on the system and identify measures to mitigate negative impact on/or improve the Natural Heritage System, taking into account the consequences for:

- a) terrestrial natural habitat features and functions including wetlands and wildlife habitat;
- b) known watercourses and hydrologic functions and features;
- c) significant physical features and land forms;
- d) riparian zones;
- e) buffer areas and functions;
- f) vegetation communities and species of concern; and
- g) aquatic features and functions including the shoreline of Lake Ontario.

To assist this evaluation, the applicant submitted a Natural Heritage Impact Study as part of the application.

## Chapter 4 - Land Use Designations

The subject lands are designated *Apartment Neighbourhoods* (eastern portion of the site) and *Natural Areas* (western portion of the site) on Map 14 of the Official Plan.

Section 4.2 of the Official Plan contains the applicable *Apartment Neighbourhoods* policies. Policy 4.2.1 states that *Apartment Neighbourhoods* are made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents.

Policy 4.2.2 outlines the development criteria within *Apartment Neighbourhoods* including the location and massing of new buildings, which should provide a transition between areas of different development intensity and scale, with adequate setbacks, and minimal shadow impacts on properties in adjacent lower-scale *Neighbourhoods*. The Policy further outlines that new buildings should 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. There should be sufficient off-street motor vehicle and bicycle parking for residents and visitors including locating and screening service areas, ramps and garbage storage to minimize the impact on adjacent streets and residences. The Policy also requires the provision of appropriate indoor and outdoor recreation space for building residents in every significant multi-unit residential development and ground floor uses that enhance the safety, amenity and animation of adjacent streets and open spaces. Buildings are required to conform with the principles of universal design, and wherever possible contain units that are accessible or adaptable for persons with physical disabilities.

As noted, the western (rear) portion of the site is designated *Natural Areas* on Map 14 of the Official Plan. Policy 4.3.3 states that the areas shown as *Natural Areas* on Maps 13-23 will be maintained primarily in a natural state, while allowing for:

- a) compatible recreational, cultural and educational uses and facilities that minimize adverse impacts on natural features and functions; and
- b) conservation projects, public transit, public works and utilities for which no reasonable alternatives are available, that are designed to have only minimal adverse impacts on natural features and functions, and that restore and enhance existing vegetation and other natural heritage features.

## Chapter 7 – Site and Area Specific Policies

The site is subject to Site and Area Specific Policy 51 (SASP 51) which states that the view corridors to the Humber River valley from street intersections of Weston Road in the Weston community should be maintained. The Policy also requires that links between the Weston community and the Humber Valley be improved by adding and improving existing pedestrian connections.

The outcome of staff analysis and review of relevant Official Plan policies and Site and Area Specific Policies noted above, are summarized in the Comments section of the report.

## **Zoning**

The site is zoned Residential Apartment [RA (u49) (x685)] under City-wide Zoning By-law No. 569-2013 (see Attachment 4: Existing Zoning By-law Map). Exception 685 of the By-law states that 2346 and 2352 Weston Road are subject to Section 16(255) of the former City of York Zoning By-law No. 1-83.

Section 16(255) of the former City of York Zoning By-law No. 1-83 sets out site specific zoning for an apartment building on the lands through twenty development standards relating to building height, density, number of units, provision of open space, servicing, parking, site layout, Toronto and Region Conservation Authority (TRCA) requirements and construction management matters, including the following:

- Maximum permitted height of 10 storeys excluding the mechanical penthouse;
- Maximum permitted number of apartment units of 49;
- Average gross floor area of each unit of 88 m<sup>2</sup>;
- No unit shall contain more than 3-bedrooms or fewer than 2-bedrooms and at least 50% of the units shall contain 3-bedrooms;
- Maximum floor space index of the building of 2.55 times the area of the lot;
- Minimum 30% open space ratio of net landscaped on-site open space to gross floor area;
- Minimum of 72 parking spaces with 56 reserved for tenants and 16 for visitors, all to be provided below grade;
- Relocation of hydro poles along the frontage of the site;
- Requirement for TRCA approval for grading, foundation, building permit plans and stormwater management;
- Certificate of Approval from the Ministry of the Environment required for exhaust emissions from cooking facilities, heating apparatus and parking garage; and
- Construction management requirements related to activity on site, time of day when construction is permitted, surface treatment and cleaning and storage, particularly related to the proximity to the Humber River valley.

The western portion of the site, which is adjacent to the Humber River, is zoned Open Space – Natural Zone (ON) under City-wide Zoning By-law No. 569-2013. This zone permits a limited amount of recreational, public utilities and service uses subject to conditions.

## **Weston Urban Design Guidelines**

The Weston Urban Design Guidelines were adopted by City Council in 2004. These Guidelines help manage change within Weston to achieve the following goals:

- 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 River valley as an environmental and recreational asset for the City.

Within the Guidelines, the site falls within the 'Weston Road Corridor' Sub-Area, which is recognized as a potential location for residential intensification. *Apartment Neighbourhoods* uses are encouraged along this corridor in a form that is sensitive to its surroundings and addresses Weston Road directly. One of the key objectives for the 'Weston Road Corridor' is to increase the residential population of the area to support activity within the adjacent Weston Village. This is subject to establishing an appropriate built form and land use pattern for apartment buildings that addresses their relationship to the adjacent neighbourhoods, the Humber Valley and Weston Road. The Weston Urban Design Guidelines can be viewed at the following link:

<https://www.toronto.ca/wp-content/uploads/2017/08/94c1-Toronto-Urban-Design-Guidelines-Weston.pdf>

### **City-Wide Tall Building Design Guidelines**

City Council has adopted City-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The link to the Guidelines is here:

<https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>

### **Avenues and Mid-Rise Buildings Study and Performance Guidelines**

City Council adopted the Avenues and Mid-Rise Buildings Study and an addendum containing performance standards for mid-rise buildings. They identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and step backs, sunlight and sky view, pedestrian realm conditions, transition to *Neighbourhoods* and *Parks and Open Space Areas* and corner sites. The link to the Guidelines is here:

<https://www.toronto.ca/city-government/planning-development/official-planguidelines/design-guidelines/mid-rise-buildings/>

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum in 2016, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. City Council's decision is here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

### **Growing Up: Planning for Children in New Vertical Communities**

In July 2017, Toronto City Council adopted the Growing Up Draft Urban Design Guidelines, and directed City Planning staff to apply the "Growing Up Guidelines" in the evaluation of new and under review multi-unit residential development proposals. The objective of the Growing Up Draft Urban Design Guidelines is that developments deliver

tangible outcomes to increase liveability for larger households, including families with children at the neighbourhood, building and unit scale.

### **Site Plan Control**

The proposed development is subject to Site Plan Control. An application for Site Plan Approval was submitted on September 17, 2019 and is currently under review.

## **COMMENTS**

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### **Provincial Policy Statement and Provincial Plans**

The proposal has been reviewed and evaluated against the *Planning Act*, PPS (2014) and Growth Plan (2019). Policy documents including the PPS, the Growth Plan and the City's Official Plan must be read in their entirety and relevant policies must be applied to each situation. Staff have determined that the proposal is consistent with the PPS (2014), conforms to the Growth Plan (2019), and has regard for matters of provincial interest set out in Section 2 of the *Planning Act* as follows:

#### **Relevant Matters of Provincial Interest:**

Section 2 of the *Planning Act* requires municipalities to have regard for matters of provincial interest, including: (j) the adequate provision of a full range of housing, including affordable housing; (p) the appropriate location of growth and development; (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and (r) the promotion of built form that, (i) is well-designed, (ii) encourages a sense of place, and (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant. The proposed development has regard to relevant matters of Provincial interest in Section 2 of the *Planning Act* as the proposal provides a built form that is well-designed given the constraints of the site, particularly the site's location within the Toronto and Region Conservation Authority (TRCA) and the City's Ravine and Natural Feature Protection By-law area, and accommodates 127 affordable rental units.

#### **PPS (2014):**

The PPS (2014) requires provisions to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents. Section 1.1, Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns, promotes healthy, liveable and safe communities by supporting efficient development and land use patterns, accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment, institutional, recreation, park and open space, and other uses to meet long-term needs, promoting cost-effective development patterns and standards to minimize land consumption and servicing costs and promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate. This proposal would result in a variety of affordable residential unit types (ranging from bachelor to two bedroom units, including accessible units) that would be targeted to seniors, and represents an efficient land use pattern that minimizes land consumption.

Policy 1.4.3 in Section 1.4 of the PPS, pertaining to Housing, states that planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by: (a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households. This proposal would result in 127 affordable rental units funded through the City of Toronto's Open Door Affordable Housing Program.

Section 2.1, Natural Heritage, requires natural features and areas to be protected for the long term. Policy 2.1.2 states that the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

#### Growth Plan (2019):

The Growth Plan contains policies about how land is to be developed, resources are to be managed and protected and public dollars are to be invested. Sections 1.2.1 and 2.2.1 direct municipalities to support the creation of complete communities that provide: a diverse range and mix of housing options to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; to develop mixed use, transit-supportive, pedestrian-friendly urban environments; and to plan for more resilient, low carbon communities. The proposal conforms to the Growth Plan (2019) which states that population growth will be accommodated by directing new growth to built up areas of the community through intensification and making efficient use of land and existing services and infrastructure, including proximity to public and active transportation.

Policy 2.2.6.1 of the Growth Plan (2019) requires municipalities to support housing choice through the achievement of the minimum intensification targets of the Growth Plan, as well as the other policies of the Plan by: identifying a diverse range and mix of housing options, including affordable housing, to meet projected needs of current and future residents; and establishing targets for affordable ownership housing and rental housing. The City's Open Door Affordable Housing Program provides funding to assist in achieving the goals of the Housing Opportunities Toronto Action Plan 2010-2020 (HOT) to approve 5,000 new affordable rental and 2,000 new affordable ownership homes. The proposed development was approved for funding through the Open Door Affordable Housing Program and would provide 127 affordable rental units that would assist in achieving the City's targets for affordable housing.

## Land Use

This application has been reviewed against the policies of the Official Plan as a whole including those described in the Issue Background section of the report. The proposed uses are acceptable for this site and comply with the Official Plan. The eastern portion of the site is designated *Apartment Neighbourhoods* in the Official Plan which permits apartment buildings. The development is proposed to be a residential apartment building, which is a permitted use.

The western portion of the site is designated *Natural Areas*. This area, specifically the lands located 9.7 metres eastward from the long term stable top of slope, will be conveyed to the TRCA for its long term protection in keeping with the intent of the Official Plan, which requires *Natural Areas* to be maintained and preserved in a primarily natural state.

### **Density, Height and Built Form**

This application has been reviewed against the Official Plan policies and design guidelines described in the Issue Background section of this report. The proposed density and building height both exceed the current permissions of the Zoning By-law, which allows for a maximum floor space index of 2.55 times the area of the lot and a maximum height of 10-storeys.

The Official Plan provides for limited infill on underutilized *Apartment Neighbourhoods* sites, while the Weston Urban Design Guidelines encourages *Apartment Neighbourhoods* uses in forms that are sensitive to their surroundings. The Guidelines also state that one of the key objectives for the 'Weston Road Corridor' is to increase the residential population of the area to support activity within the adjacent Weston Village. The site is located within an *Avenues* corridor along Weston Road, which are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment.

The Built Form policies of the Official Plan state that new development is to be massed to fit harmoniously into its existing context, and limit its impact on parks and open spaces. The proposed 15-storey apartment building provides a compatible built form within its surrounding context.

In response to City staff concerns, the applicant revised the original proposal. As a result, the setback of the building from the long term stable top of slope has been increased to approximately 12 m. The revised proposal includes a future open space block, which encompasses the lands located 9.7 m eastward from the long term stable top of slope that would be conveyed to the TRCA to ensure the long term protection of the rear valley lands. Further, the proposal has been revised to include a 2.3 m setback at the rear of the building from the future open space block to accommodate on-going building maintenance (i.e. window washing, foundation repairs, etc.).

The front yard setback of the proposed apartment building has been increased to provide for a required road widening along the Weston Road frontage of the site, as well as to provide an appropriate front yard setback. Due to the proposed road widening dedication and the future open space block conveyance, the floor plate of the building has been reduced. Further, the massing of the building has been revised to provide a 1 m stepback above the sixth storey to mitigate the wind impacts on the pedestrian accesses in front of the building. Given the constraints of the site to the rear, the location of the loading and servicing area has been revised to be provided on the south side of the building. The loading and servicing area has been redesigned, and would be incorporated within the building envelope and screened with an overhead door.



The development proposal has also been revised to include indoor amenity space, including community and meetings rooms, across the entire frontage of the building on the ground floor to enhance the safety and animation of Weston Road and the adjacent park. The location and area of indoor and outdoor amenity space has been revised to provide 1.5 m<sup>2</sup> of indoor amenity and 1.7 m<sup>2</sup> of outdoor amenity space per unit. The application is deficient in meeting the minimum required 2.0 m<sup>2</sup> of indoor and 2.0 m<sup>2</sup> of outdoor amenity space per unit established in the City-wide Zoning By-law No. 569-2013 due to the constraints of this site.

In addition, the development proposal has been approved for funding through the City's Affordable Housing Office's Open Door Affordable Housing Program. As such, the unit sizes have been revised in accordance with the Affordable Rental Housing Design Guidelines, dated January 2015 and the Draft Affordable Housing Design Guidelines, dated May 10, 2018, both prepared by the City of Toronto Affordable Housing Office. Due to the reduction in the floor plate size and the change in unit sizes and mix, the proposed number of residential rental units has decreased from 157 to 127 units.

### **Sun, Shadow and Wind**

Policy 4.2.2(b) of the Official Plan states that development within *Apartment Neighbourhoods* is to contribute to a high quality of life by locating and massing new buildings so as to adequately limit shadow impacts on properties in adjacent lower-scale *Neighbourhoods*, particularly during the spring and fall equinoxes. Policy 4.2.2(c) further states that new buildings should be located and massed to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces.

Shadow studies were submitted with the application illustrating the shadow impacts of the proposed 15-storey building and the 'as-of-right' 10-storey building during March 21<sup>st</sup> and September 21<sup>st</sup> (Spring and Fall Equinoxes), June 21<sup>st</sup> (Summer Solstice) and December 21<sup>st</sup>. These studies illustrate that the proposed development has incremental shadow impacts on the adjacent park, Holley Park, and the lands designated *Neighbourhoods* abutting the park to the northeast in March and September after 3:18 p.m. Planning staff have assessed the incremental shadow impacts resulting from the proposed 15-storey building and are of the opinion that the incremental impacts are acceptable. Staff will continue to work with the applicant through the Site Plan review process to reduce shadow impact wherever possible.

The applicant also submitted a Pedestrian Wind Assessment, dated May 24, 2019, prepared by RWDI Consulting Engineers and Scientists. The study indicates that the proposed recessed main entrance and canopy above are favorable features for wind protection and, therefore, should be retained in the final design. The study also indicated that wind speeds at the roof terrace are generally predicted to be higher than desired for sitting during the summer, and, as such, recommended that mitigation features be incorporated into the terrace area including guardrails with a minimum height of 2 metres, vertical porous wind screens/partitions, dense landscaping, and overhead canopies or trellises. Through the Site Plan review process, the final design of the roof terrace and the wind mitigation measures as detailed in the Pedestrian Wind

Assessment would be implemented to ensure the wind effects are acceptable, should this application be approved.

## **Noise and Vibration**

The applicant retained RWDI Consulting Engineers and Scientists to prepare a Noise and Vibration Feasibility Assessment, dated April 30, 2019 and revised September 10, 2019. As a result of the combined impacts from traffic and rail noise, this Noise and Vibration Feasibility Assessment provided several mitigation recommendations for the proposal including:

- The installation of central air conditioning for all units;
- A minimum 1.0 m height acoustical barrier surrounding the entire roof terrace;
- Noise insulation design of the façade and glazing assembly to meet the NPC-300 indoor limits; and
- Future tenants are to be warned of potentially high sound levels through appropriate warning clauses in their leases.

SS Wilson Associates (SSWA) was retained to peer review this Noise and Vibration Feasibility Assessment and supporting materials on behalf of the City and provide an opinion on the sufficiency and accuracy of the submitted materials, and concurrence with the opinions of the report and associated documentation. SSWA reviewed the RWDI revised study findings and confirm that the study has been prepared in accordance with the MECP and the City of Toronto's procedures and guidelines. The mitigation measures required for noise abatement, the final building design and the applicable warning clauses would be reviewed and secured through the Site Plan review process, should this application be approved.

## **Housing**

The rents of the 127 residential units of this development are proposed to be affordable. Affordable rental housing and affordable rents refers to housing where the total monthly shelter cost (gross monthly rent including utilities – heat, hydro and hot water – but excluding parking and cable television charges) is at or below one times the average City of Toronto rent, by unit type (number of bedrooms), as reported annually by the Canada Mortgage and Housing Corporation.

The development was approved by City Council for funding through the City's Open Door Affordable Housing Program, which provides applicants with incentives related to the waiving of development charges, as well as planning application, building permit and parkland dedication fees. In return, the applicant is obligated to provide 127 affordable rental units within this proposed development for a period of 25 years. The proposed units would be targeted to older adults and seniors, aged 59 and over, and 22% of the units would be fully accessible to tenants with physical disabilities. The applicant is required to submit an Access Plan, which specifies how tenants will be selected, to the satisfaction of the Director of Housing Stability Services. The Access Plan for this development stipulates that all units are to be rented to households with at least one person of 59 years of age and older. The provision of affordable purpose-built rental units within this proposed development would support the City's housing policy

objective to provide for a full range of housing by tenure and affordability within new developments.

### **Solid Waste Management**

In order for the proposed development to be eligible for City collection services, Solid Waste Management Services staff have advised that the proposed development must be redesigned in accordance with the “City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Development and Re-Development” and Chapter 844, Solid Waste, of the Municipal Code. City collection services is subject to a number of standards being met including the provision of a 'Type G' loading space that is 13.0 metres in length, 4.0 metres in width and has an unencumbered vertical clearance of 6.1 metres.

The applicant intends to opt-out of City collection services and proposes to use private waste collection services for the proposed rental apartment building. A 'Type C' loading space, that is 6.0 metres in length, 3.5 metres in width and has an unencumbered vertical clearance of 3.0 metres, is proposed to accommodate an LSU-TAC private pick-up vehicle. However, to-date, the applicant has not submitted a Waste Management Plan to the satisfaction of Solid Waste Management Services in accordance with By-law No. 448-2017 and Chapter 354 of the Toronto Municipal Code. Accordingly, should the application be approved, it is recommended that before introducing the necessary Bills to City Council for enactment, the owner be required to submit a Waste Management Plan to the satisfaction of the Director, Collection and Litter Operations, Solid Waste Management Services. Further, Solid Waste Services staff have advised that the development would be subject to MLS site inspections to ensure that the Waste Management Plan requirements under By-law No. 448-2017 are met in the future operation of the building, should the application be improved.

In addition, the provision of waste storage space and a waste sorting system for garbage, recycling and organics is to be further refined through the Site Plan review process to meet the Toronto Green Standard Tier 1 performance standards for solid waste, should the application be approved.

### **Traffic Impact, Access and Parking**

A Traffic Operations and Parking Assessment Study prepared by Tedesco Engineering, dated March 27, 2019 and subsequent revisions dated June 7, 2019 and August 8, 2019 were submitted assessing the traffic impacts of the proposal. The transportation consultant undertook a proxy survey to provide a better estimate of trip generation for the site. Based on the proxy trip generation rate, the traffic assessment indicated that the proposed development would generate 36 and 40 new two-way trips during the weekday morning and afternoon peak hour, respectively. Transportation Services staff concur with these findings.

Vehicular access is proposed via two driveways off Weston Road. The southern driveway would lead to the loading and servicing area, and the northern driveway would lead to the proposed underground parking garage. Transportation Services staff have advised that through the Site Plan review process, the proposal must be revised to

illustrate the site driveways are designed in accordance with the City design standards and revised to identify the proposed curb flare lengths.

The proposed development is located in 'Policy Area 4' of City-wide Zoning By-law No. 569-2013 and has been designated as 'Assisted Housing' for the purpose of the provision of parking spaces under Zoning By-law No. 569-2013, as confirmed by the City's Affordable Housing Office through a letter dated November 6, 2018. The proposed development would provide a total of 29 parking spaces within a two-level underground parking garage, including 12 spaces in the P1 level and 17 spaces in the P2 level. This parking supply satisfies the minimum number of parking spaces required by Zoning By-law No. 569-2013.

Through the review of the parking ramps, including both the surface ramp to the P1 level and the ramp from the P1 level to the P2 level, Transportation Services staff have advised that the slopes of the ramps must be clearly shown on the site plan and underground parking plans, and are to be designed to maintain a maximum ramp slope of 10% if not covered or heated and a maximum slope of 15% if covered or heated. Further, transition areas measuring a minimum of 3 metres longitudinally must be provided at the top and bottom of each ramp. These transition areas must be half the difference in the slope of the main ramp and the connecting drive ramp. The applicant will be required to amend the proposal accordingly through the Site Plan review process, should this application be approved.

Truck turning diagrams prepared by Chamberlain Architects were also submitted as part of the Traffic Operations and Parking Assessment Study, prepared by Tedesco Engineering. The diagrams illustrate there is inadequate space to accommodate inbound and outbound maneuvers of a City of Toronto Garbage Vehicle and an MSU-TAC truck from the proposed loading area and are therefore unacceptable. As such, the applicant's transportation consultant recommends that waste pick-up be provided by a private collection service using an LSU-TAC truck, which is smaller than a City Garbage Vehicle.

There have been ongoing discussions with Solid Waste Management Services staff and the applicant regarding the proposed private pick-up collection services and associated waste management issues. As these issues have not been fully resolved, staff are recommending that before introducing the necessary Bills to City Council for enactment, the owner be required to submit a letter prepared by a private waste management company to confirm that the company can adequately service the site using trucks of a similar size to an LSU-TAC truck, or revised truck turning diagrams illustrating that the development can accommodate inbound and outbound maneuvers of a City of Toronto Garbage Vehicle, to the satisfaction of the General Manager of Transportation Services.

The site is located within Bicycle Zone 2. According to City-wide Zoning By-law No. 569-2013 and Tier 1 of the Toronto Green Standard, a minimum of 0.68 long-term bicycle parking spaces per dwelling unit and 0.07 short-term bicycle parking spaces per dwelling unit are required. The application proposes a deficiency in the number of long-term bicycle parking spaces required. In anticipation of the changing travel patterns occurring within the City of Toronto, new developments should be "future-proofed" to accommodate these changes. As such, Transportation Planning staff require that the

number of bicycle parking spaces for short and long term bicycle parking be provided in accordance with City-wide Zoning By-law No. 569-2013 and Tier 1 of the Toronto Green Standard. The location and design of the bicycle parking spaces would be further reviewed and secured through the Site Plan review process, should this application be approved.

### **Road Widening**

In order to satisfy the Official Plan requirement of a 27 metre right-of-way for this segment of Weston Road, a 4.2 to 4.9 metre road widening dedication along the frontage of the subject site is required and is proposed to be conveyed to the City through the concurrent Site Plan Control application.

### **Public Sidewalks and Streetscape**

In order to comply with current City standards and the requirements related to the Accessibility of Ontarians with Disabilities Act (AODA), the provision of a continuous linear public sidewalk along the entire Weston Road frontage, including driveways, that measures a minimum width of 2.1 m is required to be provided. The site plan and landscape plans are required to be revised to meet this requirement by, in particular, relocating the existing utility pole that is located in the proposed 2.1 m pedestrian clearway width or illustrating a sidewalk widening around the hydro pole location to allow for a minimum clearway width of 2.1 m. The final design of the minimum 2.1 m wide municipal sidewalk and streetscape treatment would be secured through the Site Plan review process, should this application be approved.

### **Servicing**

Engineering and Construction Services staff reviewed the Functional Servicing and Stormwater Management Report prepared by Clozier and Associates dated August 2019 and find it satisfactory in terms of the sanitary, storm and water supply analysis for this rezoning application. Further, staff confirmed that no upgrades or retrofits are required to the municipal sanitary, storm and water infrastructure to support the proposed development. The detailed Stormwater Management, Groundwater Management, Site Servicing and Grading Plans would be secured through the Site Plan review process, should this application be approved.

### **Open Space/Parkland**

The proposal is exempt from the parkland dedication provisions given its approval under the City's Open Door Affordable Housing Program.

### **Natural Heritage Protection**

The western portion of the site is located within the Natural Heritage System where protecting, restoring and enhancing the natural features and functions should be given high priority in city-building decisions and where impacts of new development in areas near the heritage system are to be carefully assessed. The application proposes to convey the western portion of the site to the Toronto and Region Conservation Authority (TRCA) to ensure the long term protection of these lands.

## **Toronto and Region Conservation Authority (TRCA)**

The western (rear) portion of the site is located within an area that is subject to Toronto and Region Conservation Authority (TRCA) Regulation O. Reg. 166/06, associated with the Humber River Valley. TRCA staff have advised they have no objection to the approval of the Zoning By-law Amendment application provided that the western rear lands, identified as Part 3 on the Draft Reference Plan prepared by Tarasick McMillan Kubicki Limited and dated June 18, 2019, are conveyed to public ownership and secured as a condition of Site Plan Approval or through the appropriate development agreement. TRCA staff also recommended that these lands be placed in an “Open Space – Natural Areas” zoning or equivalent which has the effect of prohibiting structural encroachments, the placement of fill, or the removal or vegetation, except for the purposes of flood or erosion control, or resource management. The Draft Zoning By-law Amendments would rezone the rear valley lands to Open Space – Natural Zone under City-wide Zoning By-law No. 569-2013 and to G – Green Open Space District under the former City of York Zoning By-law No. 1-83, should this application be approved.

TRCA staff have further advised that detailed design comments, including those relating to ecology review, erosion and sediment control, geotechnical and hydrogeological review, are to be addressed and satisfied through the Site Plan review process.

## **Ravine Protection**

The rear portion of the site is also subject to the provisions of the City of Toronto Municipal Code Chapter 658 – Ravine & Natural Feature Protection. The application has been reviewed by Urban Forestry Ravine & Natural Feature Protection (RNFP) staff. RNFP staff do not object to the Zoning By-law Amendment application in principle, subject to obtaining the required planting and cash-in-lieu payments, revised landscape/planting plans, arborist report and tree protection plans, and a stewardship plan for the rear portion of the site to be conveyed to public ownership. These matters would be secured through the Site Plan review process.

## **Archaeological Assessment**

An archaeological resource assessment identifies and evaluates the presence of archaeological resources also known as archaeological sites. The subject site has archaeological resource potential and as such, a Stage 1 and 2 Archaeological Assessment was submitted and has been reviewed by Heritage Planning Services staff. The report determined that there are no further archaeological concerns regarding the subject site. Heritage Planning Services staff concur with this finding.

## **Heritage Impact & Conservation Strategy**

The properties at 2346 and 2352 Weston Road are not located on Toronto's Heritage Register or within the boundaries of the Weston Heritage Conservation District. These properties, however, are in close proximity to the District, and one of the unique characteristics of this District and neighbourhood is the presence of river stone walls, such as the one currently on the frontage of the subject site.

The Weston Heritage Conservation District Plan notes that "the most significant landscape feature that is found throughout the District are the river stone walls constructed in the 1940's and 50's from brown limestone taken from the Humber River. The original walls were constructed as dry stone walls with a row set vertical on top. Pillars were built on the ends of the walls to hold the vertical stones in place. The stones were mortared in place at some point when they were reconstructed. River stone walls are found on Fern Avenue, Weston Road, King Street Crescent, Little Avenue and Lawrence Avenue." Therefore, the retention of these walls is important as they are one of the unique features of this area.

The application proposes to salvage the existing river stones on-site and incorporate them into the proposed concrete planter walls along the frontage of the site to ensure that the proposed development fits harmoniously into its existing context. The incorporation of the existing river stones in a landscape feature wall(s) would be finalized and secured through the Site Plan review process, should this application be approved.

### **Tree Preservation**

This application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law). The Arborist Report updated May 31, 2019 prepared by Strybos Barron King Limited indicated that three protected private trees, located outside the ravine protection limits, would be removed.

Urban Forestry staff do not object to the proposed development and Zoning By-law Amendment, in principle, on the understanding that the applicant would be required to plant new large growing shade trees at a three to one ratio on the private lands to compensate for the loss of the three protected private trees. Where tree planting to replace trees to be removed is not physically possible on-site, the General Manager of Parks, Forestry and Recreation may accept cash-in-lieu payment in an amount equal to 120% of the cost of replanting and maintaining the trees for a period of two years. The current charge for each tree is \$583. The number and location of trees on-site, including the illustration of a sufficient number of proposed tree plantings and soil volume to meet the Toronto Green Standard (TGS) requirements, would be finalized and secured through the Site Plan review process, should this application be approved.

### **Toronto Green Standard**

City Council has adopted the four-tier Toronto Green Standard (TGS). The TGS is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the Toronto Green Standard. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. Performance measures for the Tier 1 development features will be secured through the Zoning By-law by ensuring there is

adequate vehicle parking and cycling infrastructure on the site. Other applicable TGS performance measures will be secured through the Site Plan review process.

### **Community Services Assessment**

Community Services and Facilities (CS&F) are an essential part of vibrant, strong and complete communities. CS&F are the lands, buildings and structures for the provision of programs and services provided or subsidized by the City or other public agencies, boards and commissions, such as recreation, libraries, childcare, schools, public health, human services, cultural services and employment services.

The timely provision of community services and facilities is as important to the livability of the City's neighbourhoods as "hard" services like sewer, water, roads and transit. The City's Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports a healthy, safe, liveable and accessible City. Providing for a full range of community services and facilities in areas experiencing major or incremental growth, is a responsibility shared by the City, public agencies and the development community.

Given that this development proposes a gross floor area less than 10,000 m<sup>2</sup> and therefore does not qualify for the provision of community benefits under Policy 5.1.1.4 of the Official Plan, community benefits will not be secured through this application.

### **Toronto District School Board**

The Toronto District School Board (TDSB) provided comments through the application review process and advised that projected accommodation levels at the local schools warrant the use of warning clauses in agreements of purchase and sale as a result of the additional students arising from all development in the schools' attendance area. TDSB staff advised that an accommodation status would need to be conveyed to potential tenants as well as communicated to the existing community to inform them that children from new development will not displace existing students at local schools. The TDSB requests that the owner erect and maintain signs, at points of egress and ingress to the development site, advising that:

"The Toronto District School Board (the TDSB) makes every effort to accommodate students at local schools. However, due to residential growth, sufficient accommodation may not be available for all students. Students may be accommodated in schools outside this area until space in local schools becomes available.

For information regarding designated school(s), please call (416) 394-7523."

The TDSB also requests that a warning clause be included in all offers of purchase and sale/lease/rental/tenancy agreements of residential units:

"Despite the best efforts of the Toronto District School Board, sufficient accommodation may not be locally available for all students anticipated from the development area and that students may be accommodated in facilities outside the area, and further, that students may later be transferred.



Purchasers agree for the purpose of transportation to school, if bussing is provided by the Toronto District Board in accordance with the TDSB's bussing policy, students will not be bused from their home to the school facility, but will meet the bus at designated locations in or outside of the area."

The requirement for the owner to erect the sign and include the applicable warning clauses requested by TDSB staff will be secured through the Site Plan review process, should this application be approved.

## **Conclusion**

The proposal has been reviewed against the policies of the PPS (2014), the Growth Plan (2019), the matters of Provincial Interest in the *Planning Act* and the Toronto Official Plan. Staff are of the opinion the proposal is consistent with the PPS (2014) and does not conflict with the Growth Plan (2019). Furthermore, the proposal is in keeping with the intent of the Toronto Official Plan, particularly as it relates to the *Apartment Neighbourhoods*, *Natural Areas* and Housing policies. Staff worked with the applicant to address and resolve concerns. The proposal would provide 127 affordable rental units constructed under the City's Open Door Affordable Rental Housing Program.

Staff recommend that City Council approve the application, subject to holding the necessary Bills pending the resolution of the two matters outlined in this report.

## **CONTACT**

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Neil Cresswell, Director, Tel. No. 416-394-8211, Fax No. 416-394-6063,  
Email: Neil.Cresswell@toronto.ca

## **SIGNATURE**

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Neil Cresswell, MCIP, RPP  
Director, Community Planning  
Etobicoke York District

## **ATTACHMENTS**

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### **City of Toronto Data/Drawings**

Attachment 1: Application Data Sheet

Attachment 2: Location Map

Attachment 3: Official Plan Land Use Map

Attachment 4: Existing Zoning By-law Map

Attachment 5: Draft Zoning By-law Amendment to Former City of York Zoning By-law No. 1-83

Attachment 6: Draft Zoning By-law Amendment to City of Toronto Zoning By-law No. 569-2013

## **Applicant Submitted Drawings**

Attachment 7: Site Plan

Attachment 8: Elevations

## APPLICATION DATA SHEET

**Municipal Address:** 2346 & 2352 WESTON ROAD  
**Date Received:** February 22, 2018  
**Application Number:** 18 120119 WET 11 OZ  
**Application Type:** OPA / Rezoning, Rezoning  
**Project Description:** To amend City of Toronto Zoning By-law No. 569-2013 and the former City of York Zoning By-law No. 1-83 to permit a 15-storey apartment building containing 127 residential rental units. The proposed residential units are to be affordable rental housing constructed under the City's Open Door Affordable Housing Program.

<b>Applicant</b>	<b>Agent</b>	<b>Architect</b>	<b>Owner</b>
WE OUGHTRED AND ASSOCIATES INC			2346WESTON.CO M INC.

## EXISTING PLANNING CONTROLS

Official Plan Designation:	Apartment Neighbourhoods	Site Specific Provision:	SASP 51
Zoning:	RA (u49)(x685)	Heritage Designation:	
Height Limit (m):		Site Plan Control Area:	Yes

## PROJECT INFORMATION

Site Area (sq m):	2,104	Frontage (m):	36	Depth (m):	77
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			457	457
Residential GFA (sq m):			7,038	7,038
Non-Residential GFA (sq m):				
<b>Total GFA (sq m):</b>			<b>7,038</b>	<b>7,038</b>
Height - Storeys:			15	15
Height - Metres:			48.5	48.5
Lot Coverage Ratio (%):	21.72	Floor Space Index:	3.35	

<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	7,038	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:			127	127
Freehold:				
Condominium:				
Other:				
<b>Total Units:</b>			<b>127</b>	<b>127</b>

#### **Total Residential Units by Size**

	<b>Rooms</b>	<b>Bachelor</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3+ Bedroom</b>
Retained:					
Proposed:		42	70	15	
<b>Total Units:</b>		<b>42</b>	<b>70</b>	<b>15</b>	

#### **Parking and Loading**

Parking Spaces: 29      Bicycle Parking Spaces: 45      Loading Docks:

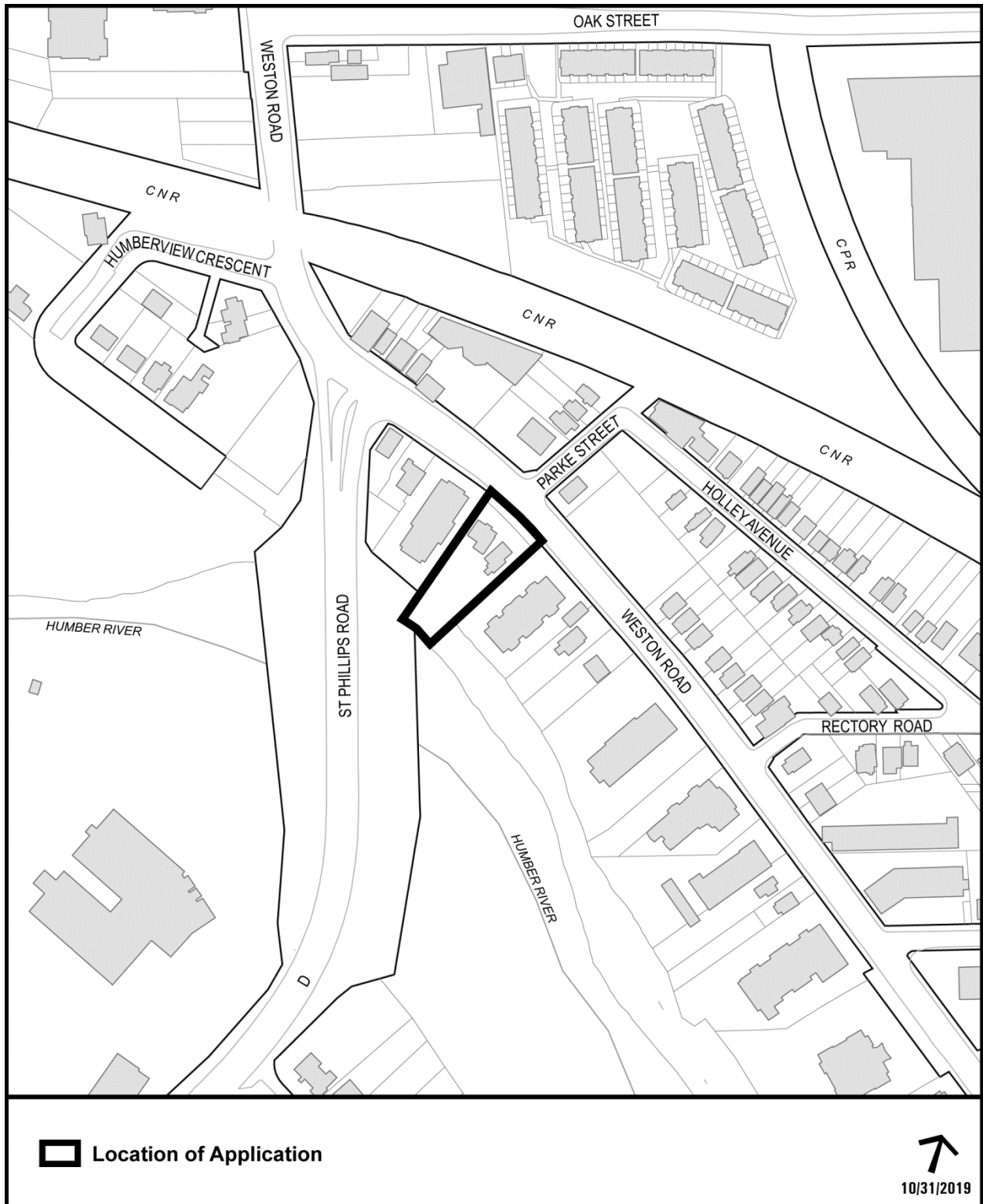
#### **CONTACT:**

Neil Cresswell

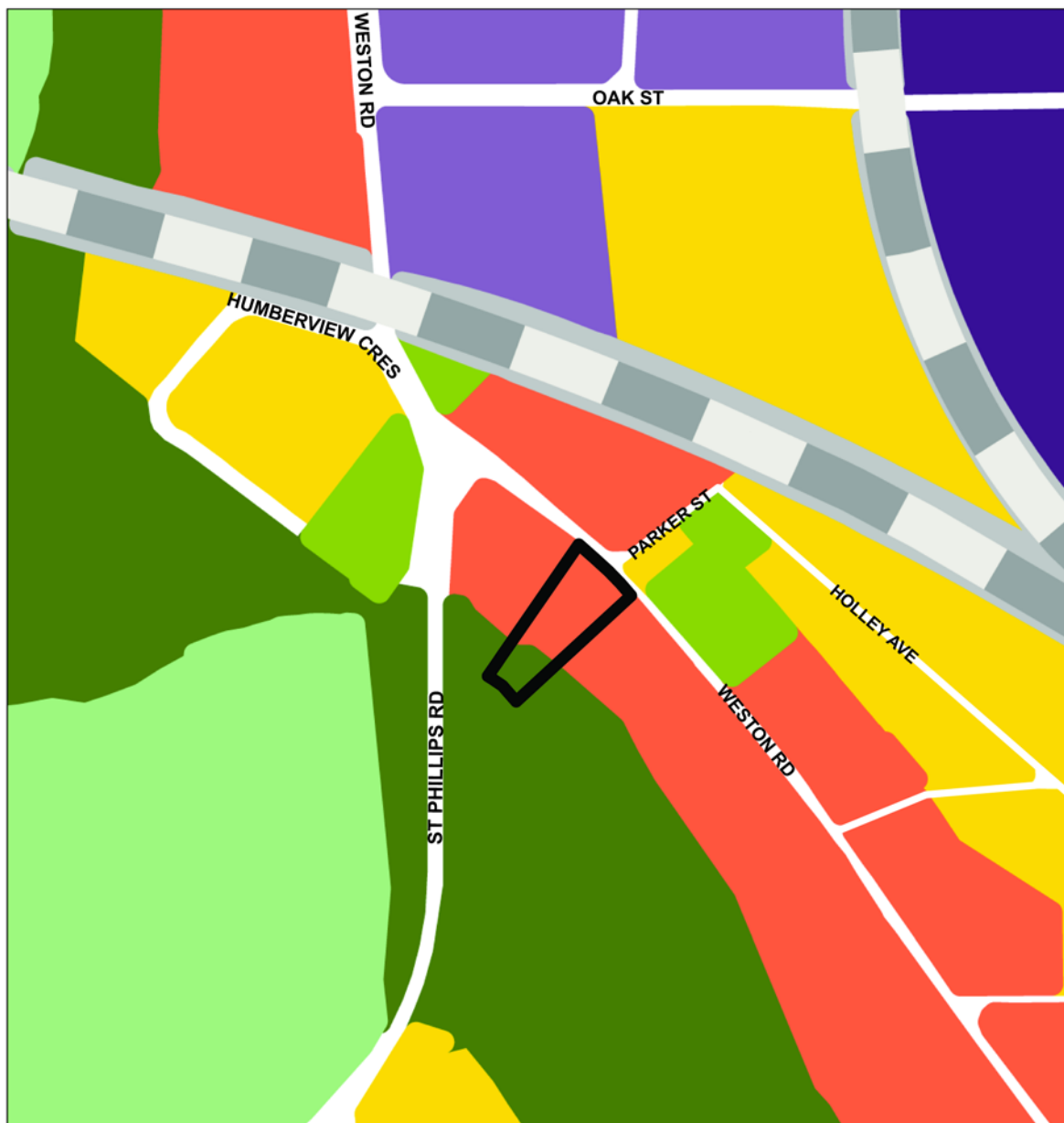
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[Neil.Cresswell@toronto.ca](mailto:Neil.Cresswell@toronto.ca)

## Attachment 2: Location Map



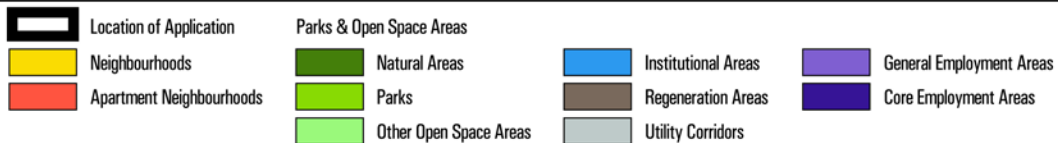
# Attachment 3: Official Plan Land Use Map



## Official Plan Land Use Map #14

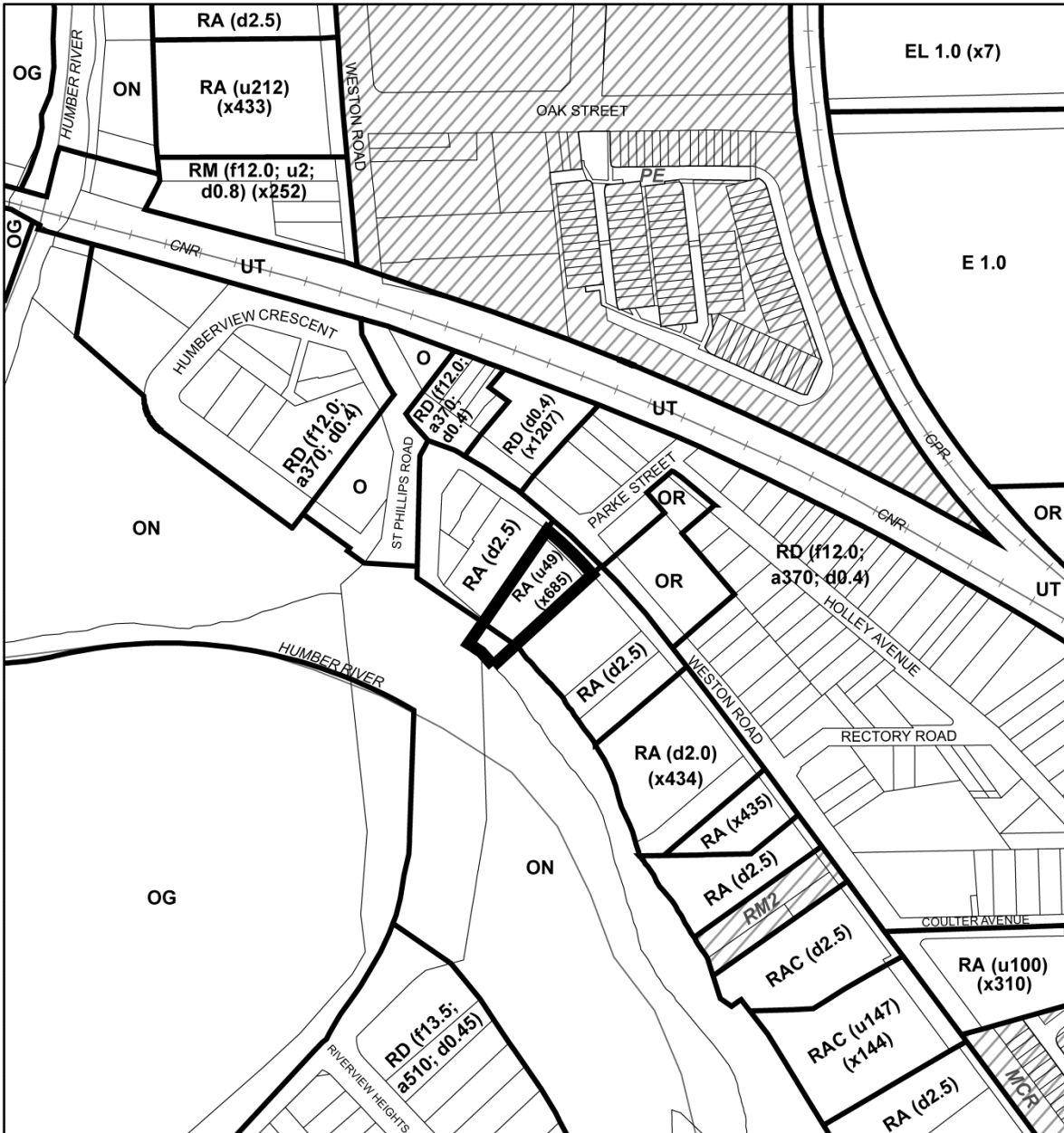
2346 and 2352 Weston Road

File # 18 120119 WET 11 0Z



↑  
Not to Scale  
10/31/2019

# Attachment 4: Existing Zoning By-law Map



**Zoning By-law 569-2013**

**2346 and 2352 Weston Road**

**File # 18 120119 WET 11 0Z**



Location of Application

RD Residential Detached  
RM Residential Multiple  
RA Residential Apartment  
RAC Residential Apartment Commercial  
EL Employment Light Industrial

E Employment Industrial  
O Open Space  
ON Open Space Natural  
OR Open Space Recreation  
OG Open Space Golf Course  
UT Utility and Transportation



See Former City of York By-law No. 1-83

RM2 Residential Multiple Zone  
MCR Mixed Commercial Residential Zone  
PE Prestige Employment Zone



Not to Scale  
Extracted: 10/31/2019

Attachment 5: Draft Zoning By-law Amendment to Former City of York Zoning By-law No. 1-83

Authority: Etobicoke York Community Council Item XX.X, as adopted by City of Toronto Council on Month X, X and X 2019

**CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. ~-2019**

**To amend the former City of York Zoning By-law No. 1-83, as amended,  
with respect to the lands municipally known in the year 2019,  
as 2346 and 2352 Weston Road**

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. Section 6 of the former City of York Zoning By-law No. 1-83, as amended, be further amended by adding the following new Subsection(95):

**"Lands – 2346 and 2352 Weston Road  
(95) Map 2**

By changing that portion of the lands described in Schedule "A" attached hereto presently designated as an RM2 – Residential Multiple Zone District and Section 16 (255) to a G – Green Open Space District, and by changing District Map 2 accordingly.

2. That Section 16 of the former City of York Zoning By-law No. 1-83, as amended, be further amended by deleting and replacing Subsection (255) with the following:

**"(255) Lands – 2346 and 2352 Weston Road**

Notwithstanding the provisions of Sections 3 and 10, the lands municipally known as 2346 and 2352 Weston Road, as shown on Schedule "B" to this By-law and to this Subsection may only be used for the purpose of erecting a 15-storey apartment house, subject to the following conditions:

**MAXIMUM GROSS FLOOR AREA**

- a) The maximum gross floor area of the building shall be 6,910 m<sup>2</sup> and the maximum floor space index shall not apply.



## **MAXIMUM NUMBER OF UNITS**

- b) The maximum number of dwelling units permitted on the lot shall be one hundred and twenty-seven (127).

## **BUILDING HEIGHT**

- c) Height shall be measured from the Geodectic datum value of 136.53 metres.
- d) The maximum height of any building or structure, or portion thereof, shall not exceed the height limits in metres specified by the numbers following the "H" as shown on Schedule "B", attached hereto, except for the following:
  - i. Any appurtenances and equipment serving the building, elevator overruns, chimneys, parapets, pergolas, trellises, eaves, screens, stairs, roof drainage, roof access, window washing equipment, lightening rods, architectural features, landscaping and elements of a green roof, structures for noise attenuation, ornamental elements, terrace and balcony guard rails and dividers, railings, planters, decorative screens, vents and stairs to the roof, provided that the height of the top of such element is no higher than the sum of 1.5 metres plus the height limit other applicable as shown on Schedule "B"; and
  - ii. Despite (i) above, any unenclosed structures providing safety or wind protection to rooftop amenity space provided that the height to the top of such structure is no higher than the sum of 2.0 metres plus the height limit other applicable as shown on Schedule "B".
- e) The maximum number of storeys permitted is the numerical value before the word 'Storeys' as shown on Schedule "B".
- f) Section 10.1 Regulation 3(b)(i) shall not apply.

## **YARD SETBACKS**

- g) No portion of the building or structure erected or used above grade shall be located otherwise than wholly within the areas delineated by the lines as shown on Schedule "B" hereto, as to provide the minimum and maximum setbacks shown, with the exception of the following:
  - i. Rooftop architectural features, canopies, awnings, building cornices, lighting fixtures, ornamental elements, trellises, window sills, balustrades, stairs, stair enclosures, and wheelchair ramps to a maximum of 2 metres;

## **PARKING**

- h) Despite Section 3 Regulation 2.1.D, off street parking shall be provided and maintained on the lot for each assisted housing unit in an apartment house at a minimum rate of:

- i. 0.14 for a bachelor dwelling unit up to 45 square metres and 0.5 for each dwelling unit greater than 45 square metres;
  - ii. 0.24 for a one bedroom unit;
  - iii. 0.4 for a two bedroom dwelling unit; and
  - iv. 0.75 for a three or more bedroom dwelling unit.
- i) For the purpose of calculating parking space requirements, a den is not considered a bedroom.
- j) Accessible parking spaces shall be provided and maintained on the lot as follows:
  - i. Of the parking spaces required in (h) above, a minimum of 2 parking spaces must be provided as accessible parking spaces;
  - ii. An accessible parking space shall have the following minimum dimensions:
    - a. 5.6 metres in length;
    - b. 3.4 metres in width; and
    - c. vertical clearance of 2.1 metres.
  - iii. The entire length of an accessible parking space must be adjacent to a 1.5 metre wide accessible barrier free aisle or path.
  - iv. Accessible parking spaces must be located a maximum of 15 metres to a barrier free entrance to a building and passenger elevator that provides access to the first storey of the building.

## **BICYCLE PARKING**

- k) Bicycle parking spaces shall be provided and maintained on the lot in accordance with the following:
  - i. A minimum of 86 long term bicycle parking spaces;
  - ii. A minimum of 9 short term bicycle parking spaces;
  - iii. The minimum dimension of a bicycle parking space is:
    - a. Minimum length of 1.8 metres;
    - b. Minimum width of 0.6 metres;
    - c. Minimum vertical clearance from the ground of 1.9 metres;
  - iv. The minimum dimension of a bicycle parking space if placed in a vertical position on a wall, structure or mechanical device is:
    - a. Minimum length or vertical clearance of 1.9 metres;
    - b. Minimum width of 0.6 metres;
    - c. Minimum horizontal clearance from the wall of 1.2 metres;
  - v. If a stacked bicycle parking space is provided, the minimum vertical clearance is 1.2 metres

- vi. An area used to provide bicycle parking spaces must have a minimum vertical clearance of:
  - a. 2.4 metres if it is a stacked bicycle parking space; and
  - b. 1.9 metres in all other cases.
- vii. Long term bicycle parking spaces may only be located:
  - a. on the first storey of the building;
  - b. on the second storey of the building; and
  - c. on any levels located below-ground.
- viii. A long term bicycle parking space for a dwelling unit may not be located:
  - a. in a dwelling unit;
  - b. on a balcony;
  - c. in a storage locker; or
  - d. in an area used for commercial space.

## **LOADING**

- l) A minimum of one (1) off-street loading space shall be provided and maintained on the lot in accordance with the following dimensions:
  - i. A minimum length of 13.0 metres; a minimum width of 4.0 metres; and a minimum vertical clearance of 6.1 metres; or
  - ii. A minimum length of 6.0 metres; a minimum width of 3.5 metres; and a minimum vertical clearance of 3.0 metres.

## **AMENITY**

- m) A minimum of 188 square metres of common indoor amenity area shall be provided and maintained.
- n) A minimum of 219 square metres of common outdoor rooftop amenity area shall be provided and maintained.

## **LANDSCAPING**

- o) A minimum of 200.0 square metres must be provided as landscaping and a minimum of 90.0 square metres of landscaping must be provided as soft landscaping.

## **DEFINITIONS**

- p) For the purposes of this By-law, the following definitions shall apply:
  - i. "accessible" means free of a physical, architectural or design barriers that would restrict access or use to a person with a disability as defined in the *Accessibility for Ontarians with Disabilities Act, 2005*, S.O. 2005, c. 11;

- ii. "bicycle parking" means an area used for parking or storing of a bicycle;
- iii. "long-term bicycle parking spaces" mean bicycle parking spaces for use by occupants or tenants of a building;
- iv. "short-term bicycle parking spaces" mean bicycle parking spaces for use by visitors to a building.
- v. "assisted housing" means a dwelling unit operated by a non-profit organization or private sector organization in cooperation with the City of Toronto.
- vi. "landscaping" means an area used for trees, plants, decorative stonework, retaining walls, walkways, or other landscape or architectural elements. Driveways and areas for loading, parking or storing of vehicles are not landscaping.
- vii. "soft landscaping" means landscaping excluding hard-surfaced areas such as decorative stonework, retaining walls, walkways, or other hard-surfaced landscape-architectural elements.

## **OTHER PROVISIONS**

- q) A garbage chute shall be provided for waste management purposes vertically through the building with access to the chute provided on each storey containing a dwelling unit.
  - r) Despite any existing or future severance, partition, or division of the land shown on Schedule "A" of this By-law [Clerks to supply ##], the provisions of this subsection shall apply to the whole of the lands as if no severance, partition or division had occurred.
- 3.** Within the lands shown on Schedule "A" attached to this By-law, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:
- a) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

## **4. REPEAL OF BY-LAW 3682-80 AND 3741-80**

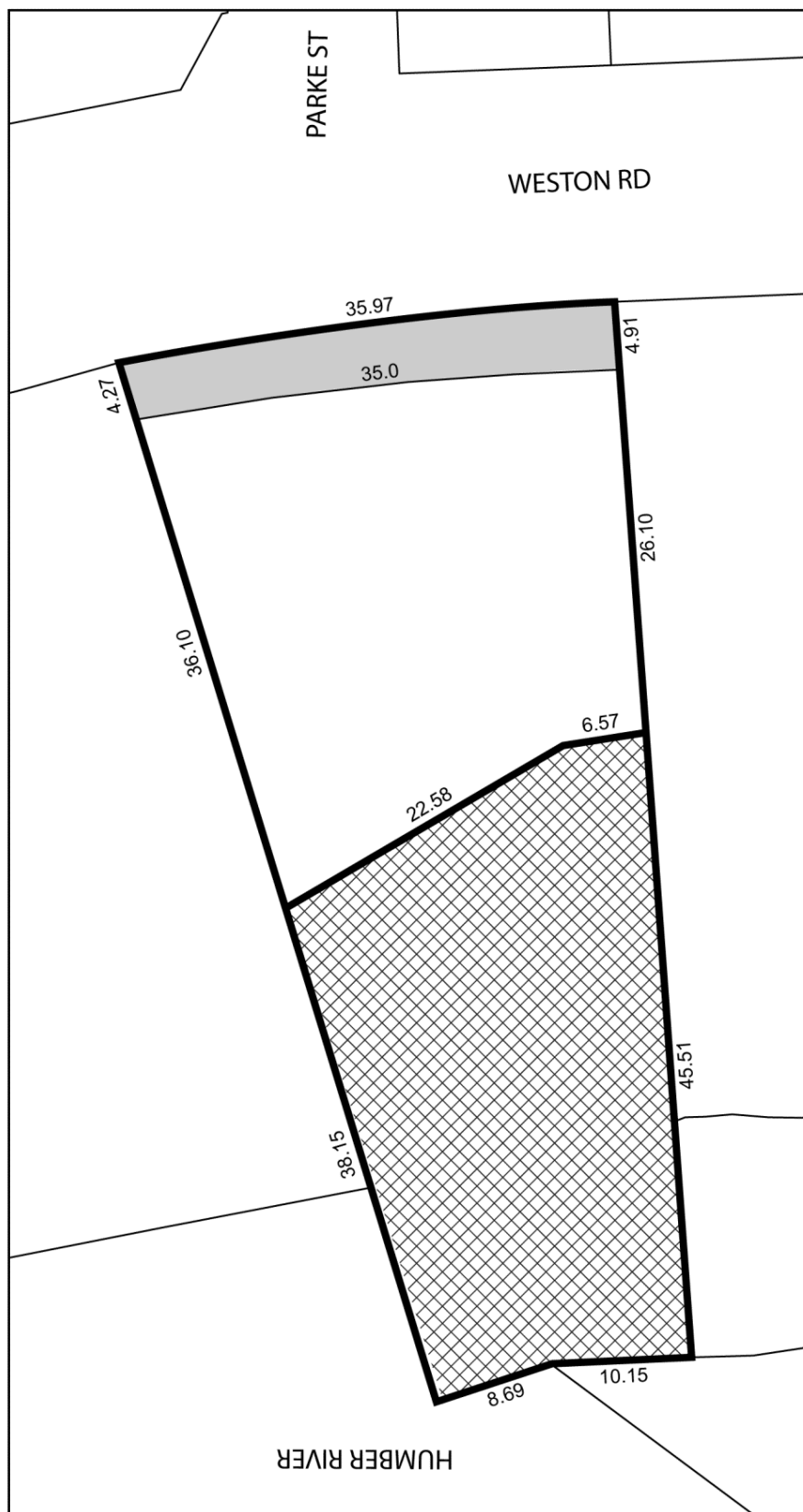
By-law No. 3682-80 and By-law No. 3741-80 of the former Borough of York are repealed.

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,  
Mayor

ULLI S. WATKISS,  
City Clerk

(Corporate Seal)



**Toronto**  
Map 1

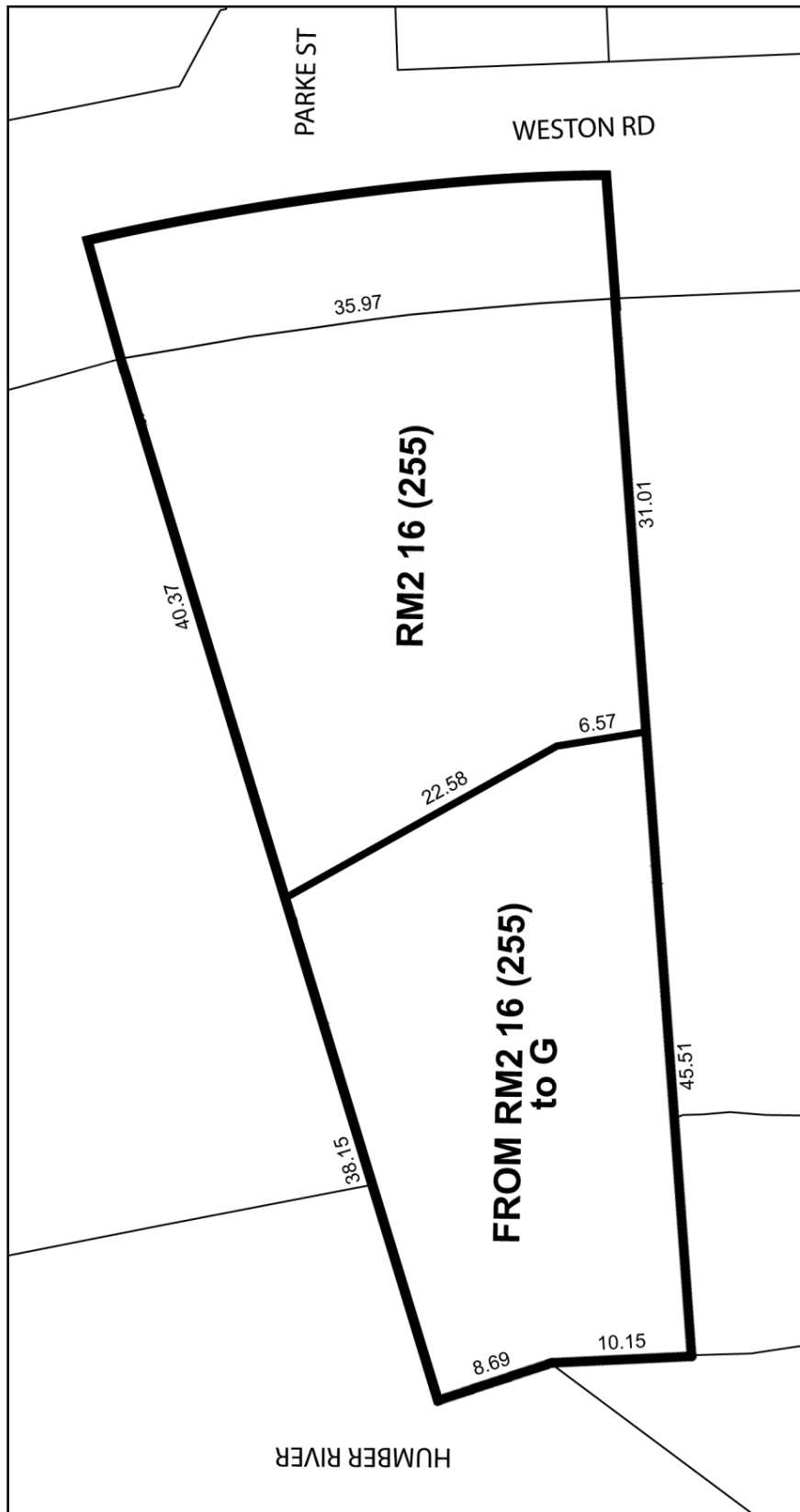
2346 and 2352 Weston Road

File # 18 120119 WET 11 0Z

Lands Conveyed to the City  
 Lands Conveyed to the TRCA



Former City of York By-law No. 1-83  
 Not to Scale  
 10/31/2019



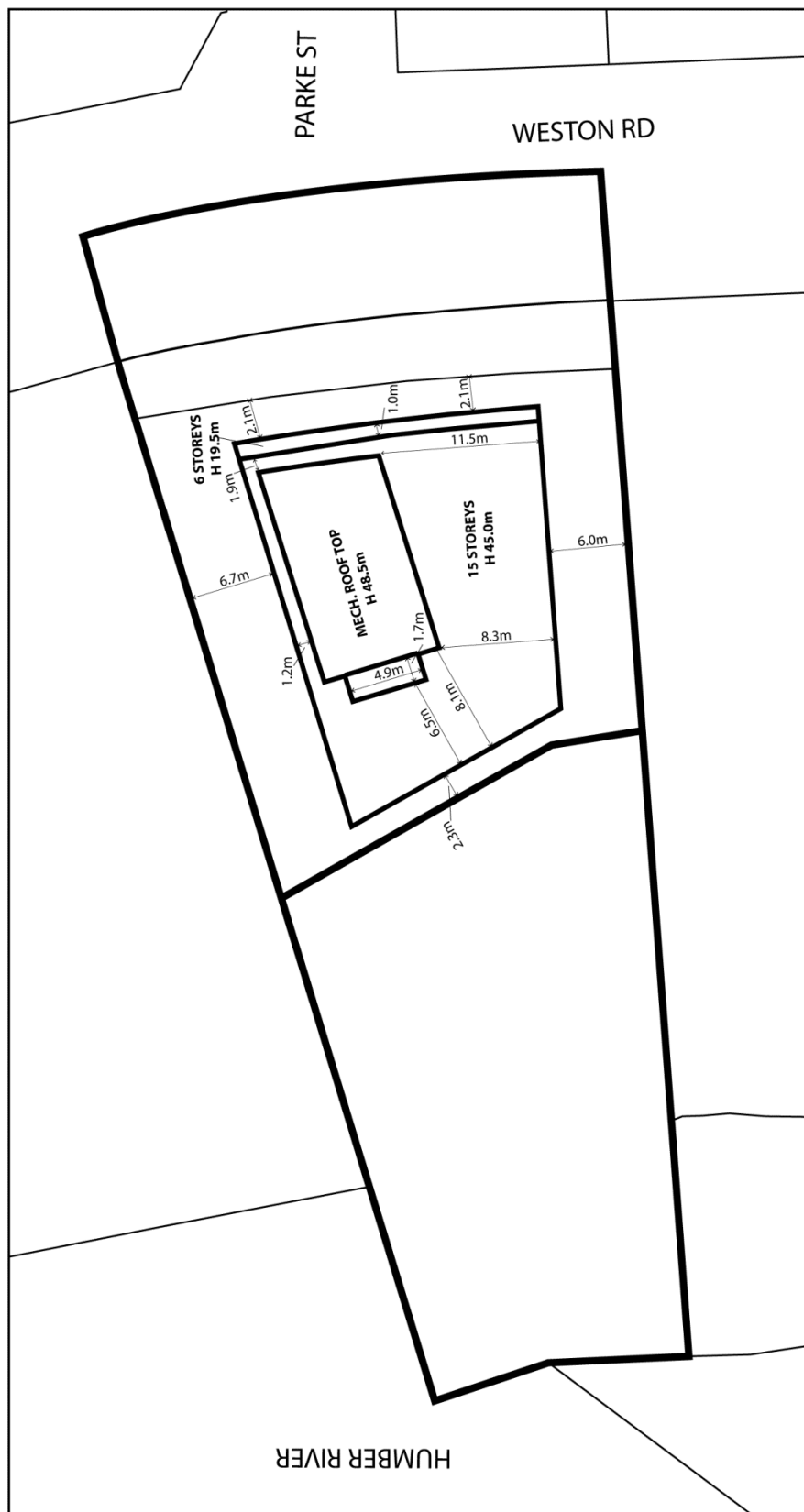
**Toronto**  
Schedule A

2346 and 2352 Weston Road

File # 18 120119 WET 11 0Z



Former City of York By-law No. 1-83  
Not to Scale  
10/31/2019





Attachment 6: Draft Zoning By-law Amendment to City of Toronto Zoning By-law No. 569-2013

Authority: Etobicoke York Community Council Item XX.X, as adopted by City of Toronto Council on Month X, X and X 2019

**CITY OF TORONTO**

**Bill No. ~**

**BY-LAW No. ~-2019**

**To amend the City of Toronto Zoning By-law No. 569-2013, as amended,  
with respect to the lands municipally known in the year 2019,  
as 2346 and 2352 Weston Road**

WHEREAS authority is given to Council by Section 34 of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

WHEREAS Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law 569-2013, Chapter 800 Definitions.
3. Zoning By-law 569-2013, as amended, is further amended by amending the zone labels on the Zoning By-law Map in Section 990.10 respecting the lands outlined by heavy black lines to ON and RA (u127) (x685) as shown on Diagram 2 attached to this By-law.
4. Zoning By-law 569-2013, as amended, is further amended by amending the Policy Areas Overlay Map in Section 995.10.1, the Height Overlay Map in Section 995.20.1, and the Rooming House Overlay Map in Section 995.40.1 to apply a null value to the lands labelled ON on Diagram 2 attached to this By-law.
5. Zoning By-law 569-2013, as amended, is further amended by deleting and replacing Article 900.7.10 Exception Number 685 so that it reads:

**Exception RA 685**

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections:

Site Specific Provisions:

- (A) For the purposes of this exception, **established grade** is the Geodetic Datum elevation of 136.53;
- (B) Despite Regulation 15.10.40.10(1), the permitted maximum height of a **building** or **structure** is the height in metres specified by the number following the symbol HT as shown on Diagram 3 of By-law [Clerks to supply ##];
- (C) Despite Regulation 15.10.40.10(2), the permitted maximum number of **storeys** is the numerical value following the symbol ST as shown on Diagram 3 of By-law [Clerks to supply ##];
- (D) Despite (B) and (C) above and Regulation 15.5.40.10(3), the following **building** elements and **structures** are permitted to project above the permitted maximum height up to 1.5 metres:
  - (i) Any appurtenances and equipment serving the **building**, elevator overruns, chimneys, parapets, pergolas, trellises, eaves, screens stairs, roof drainage, roof access, window washing equipment, lightning rods, architectural features, elements of a **green roof**, **structures** for noise attenuation, ornamental elements, terrace and balcony guard rails and dividers, railings, planters, decorative screens, vents and stairs to the roof;
- (E) Despite (B), (C) and (D) above and Regulation 15.5.40.10(4), unenclosed **structures** providing safety or wind protection to rooftop **amenity space** may exceed the permitted maximum height for that **building** by 2.0 metres.
- (F) The permitted maximum **gross floor area** is 6,630 square metres;
- (G) Despite Regulation 15.10.40.50(1), a minimum of:
  - (i) 188.0 square metres of indoor **amenity space** must be provided; and
  - (ii) 219.0 square metres of outdoor **amenity space** must be provided;
- (H) Despite Regulation 15.5.50.10(1):
  - (i) A minimum of 200.0 square metres must be provided as **landscaping**;
  - (ii) A minimum of 90.0 square metres of **landscaping** required in (i) above, must be provided as **soft landscaping**.
- (I) Despite Regulation 15.10.40.70, the required minimum **building setbacks** are shown on Diagram 3 of By-law [Clerks to supply ##];
- (J) Despite (I) above and Regulation 15.5.40.60, the following are permitted to encroach into a required **building setback** up to 2 metres:

- (i) Rooftop architectural features, canopies, awnings, cornices, lighting fixtures, ornamental elements, trellises, window sills, balustrades, stairs, stair enclosures, and wheelchair ramps.

(K) Regulation 15.5.100.1(2) does not apply;

(L) Despite Section 200.15, accessible **parking spaces** must be provided in accordance with the following:

- (i) an accessible **parking space** must have the following minimum dimensions:
  - (a) length of 5.6 metres;
  - (b) width of 3.4 metres; and
  - (c) vertical clearance of 2.1 metres;
- (ii) the entire length of an accessible **parking space** must be adjacent to a 1.5 metre wide accessible barrier free aisle or path as shown on Diagram 1 of By-law 579-2017;
- (iii) a minimum of two accessible **parking spaces** must be provided;
- (iv) an accessible **parking space** must be located within 15 metres of barrier free entrance to a **building** or passenger elevator that provides access to the first **storey** of the **building**;
- (v) for the purposes of this exception, "accessible" means free of a physical, architectural or design barriers that would restrict access or use to a person with a disability as defined in the *Accessibility for Ontarians with Disabilities Act, 2005*, S.O. 2005, c. 11.;

(M) Despite Regulation 220.5.10.1(2), a minimum of 1 Type "C" **loading space** or 1 Type "G" **loading space** is required;

(N) Despite Regulation 230.5.1.10(9)(B)(iii), **bicycle parking spaces** may be located on any level below-ground;

(O) A garbage chute must be provided for waste management purposes vertically through the **building** with access to the chute provided on each **storey** containing a **dwelling unit**.

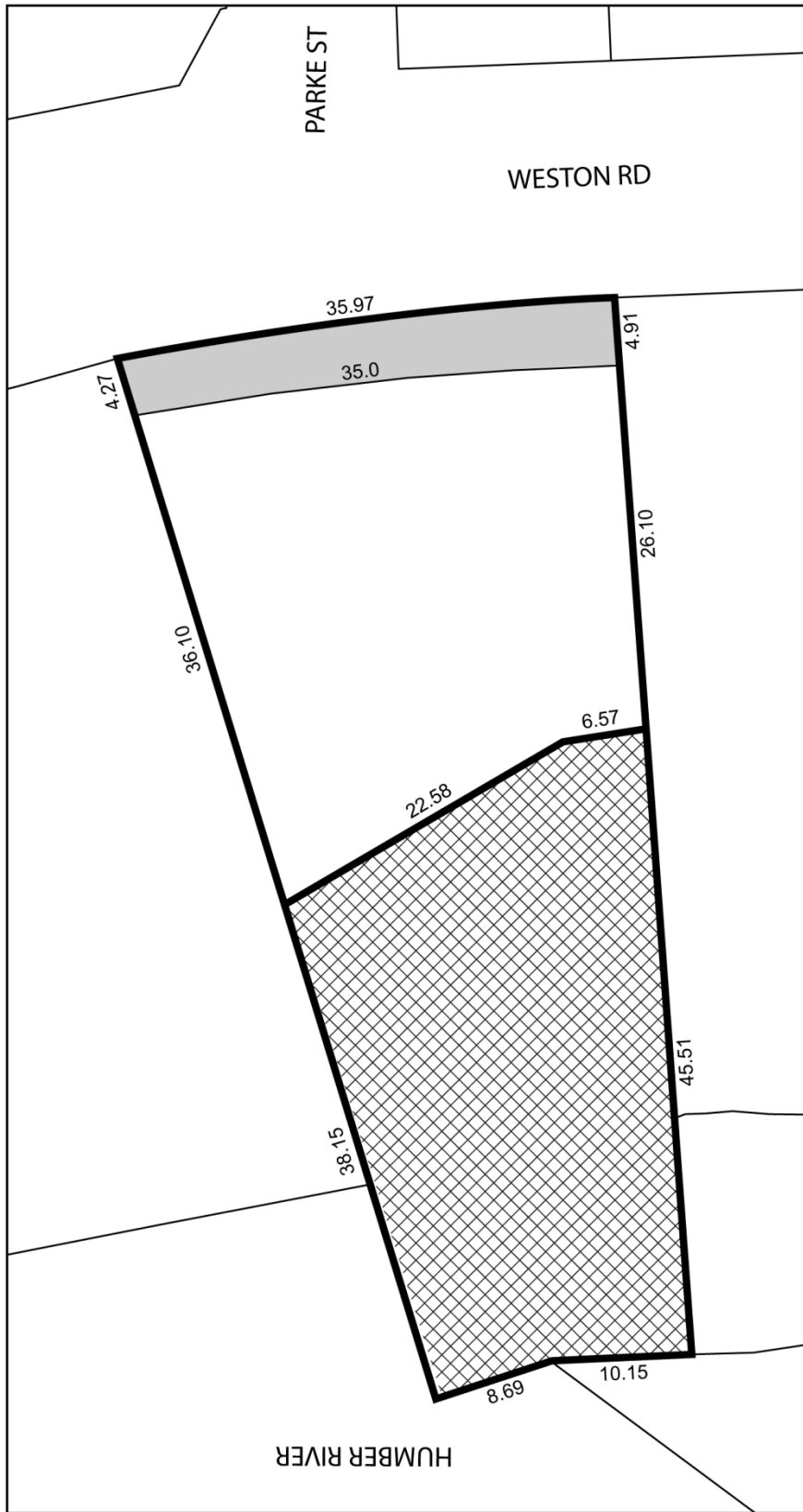
6. Despite any existing or future severance, partition, or division of the lands shown on Diagram 1 of By-law [Clerks to supply ##], the provisions of this Exception and By-law 569-2013 shall apply to the whole of the lands as if no severance, partition or division had occurred;

Prevailing By-laws and Prevailing Sections: (None Apply)

ENACTED AND PASSED this ~ day of ~, A.D. 20~.

JOHN TORY,  
Mayor  
(Corporate Seal)



ULLI S. WATKISS,  
City Clerk




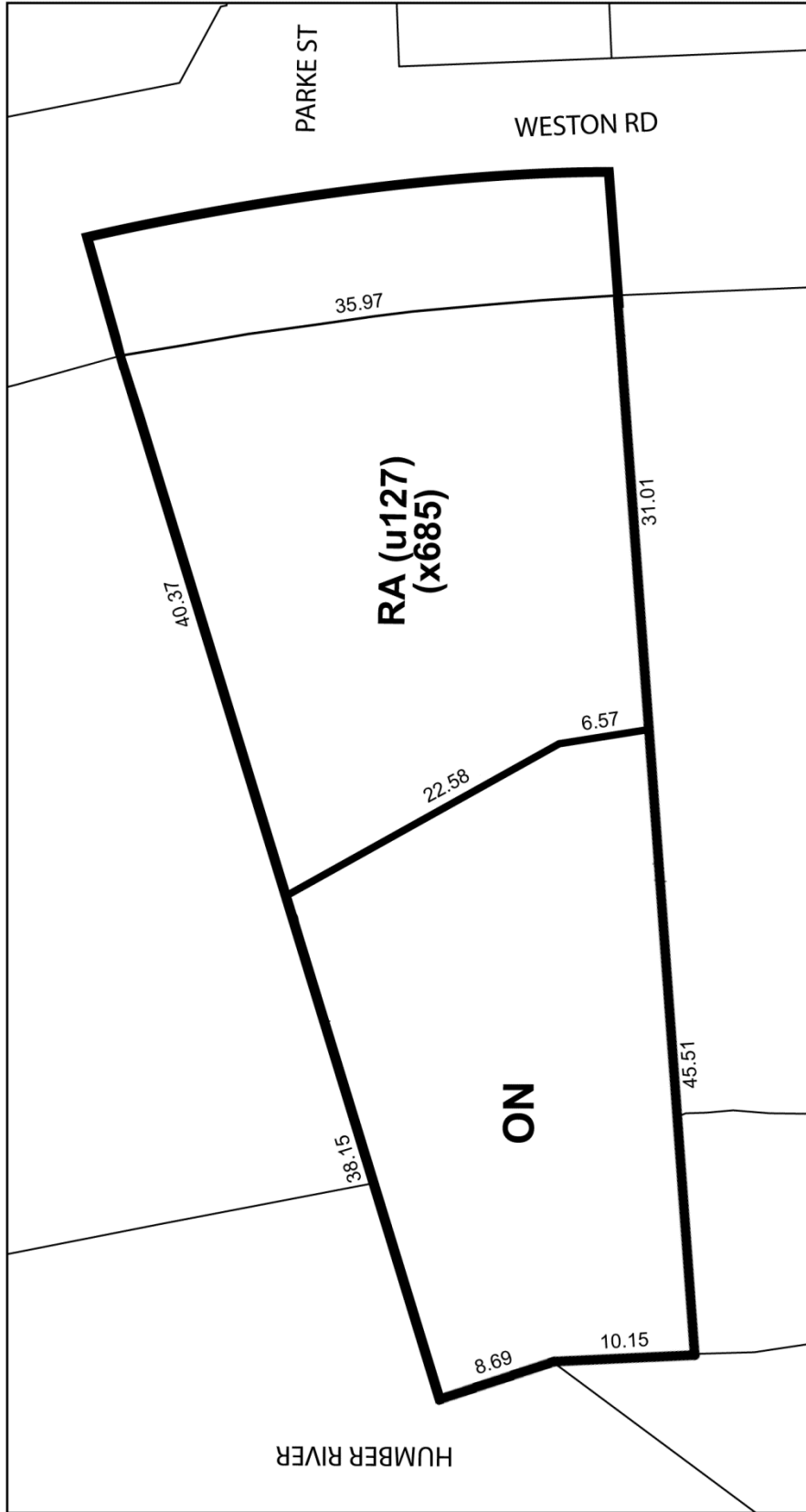
**Toronto**  
Diagram 1

2346 and 2352 Weston Road

File # 18 120119 WET 11 02

 Lands Conveyed to the City  
 Lands Conveyed to the TRCA

  
 City of Toronto By-law 569-2013  
 Not to Scale  
 10/31/2019

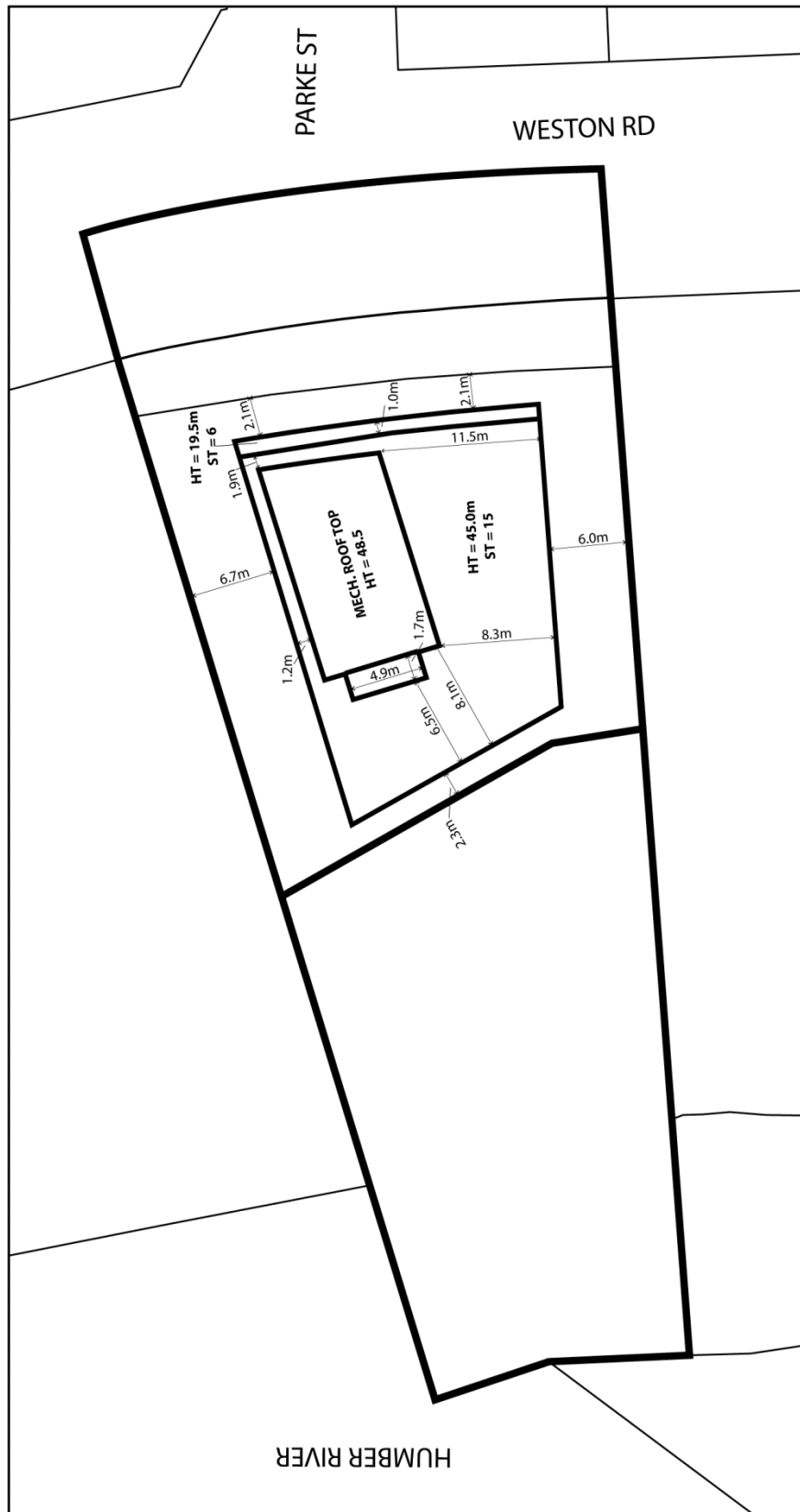


## 2346 and 2352 Weston Road

File # 18 120119 WET 11 02



City of Toronto By-law 569-2013  
Not to Scale  
10/31/2019



**Toronto**  
Diagram 3

2346 and 2352 Weston Road

File # 18 120119 WET 11 0Z

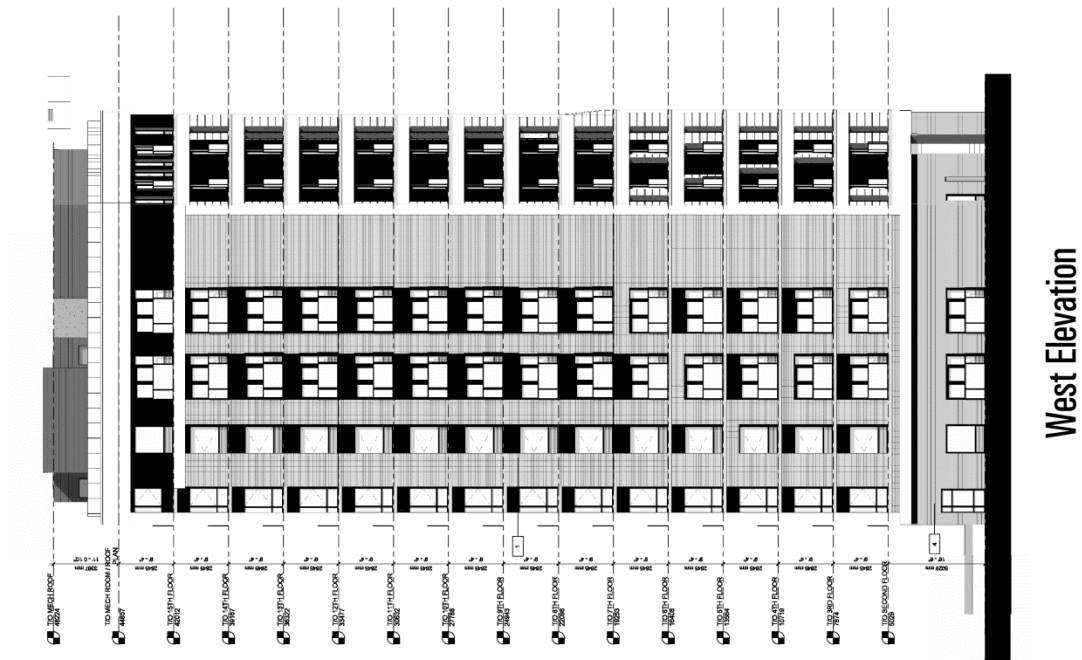
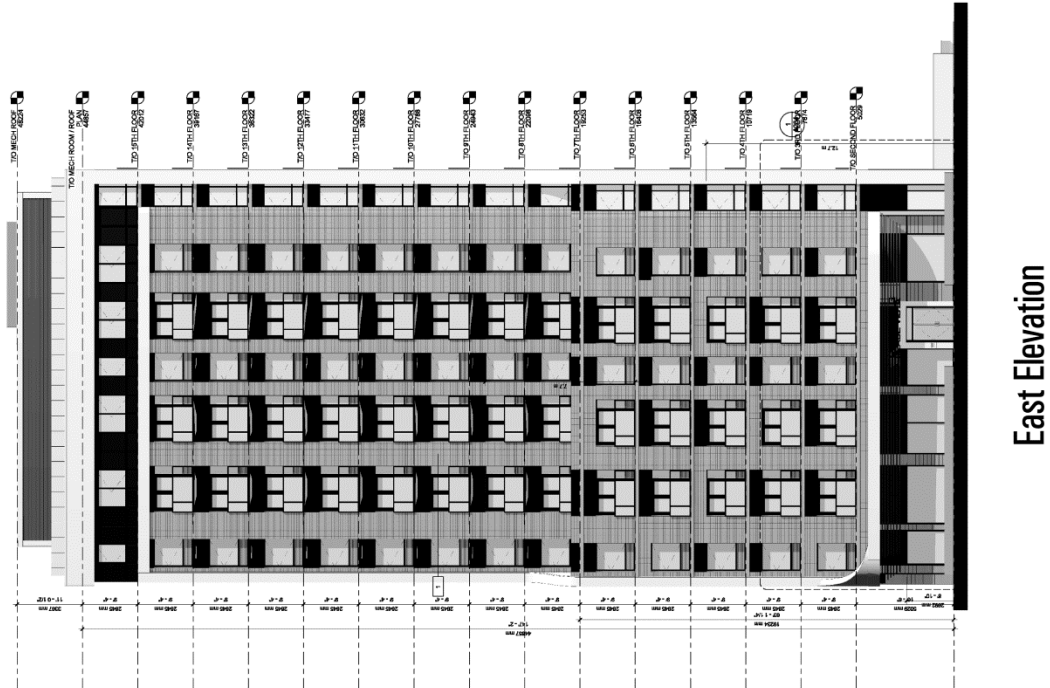


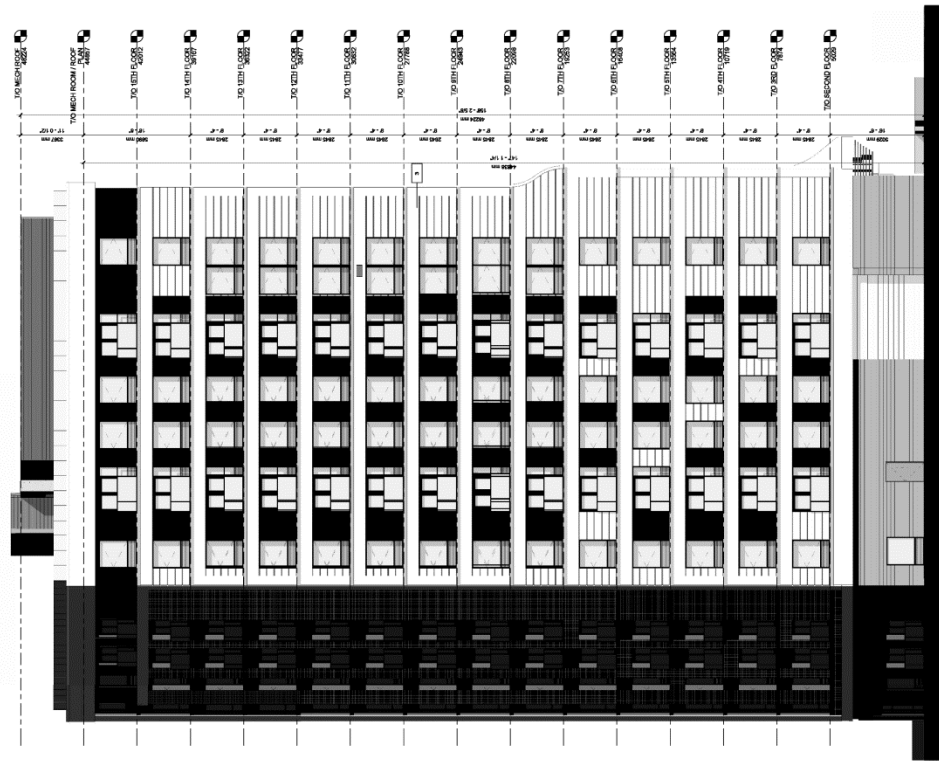
City of Toronto By-law 569-2013  
Not to Scale  
10/31/2019



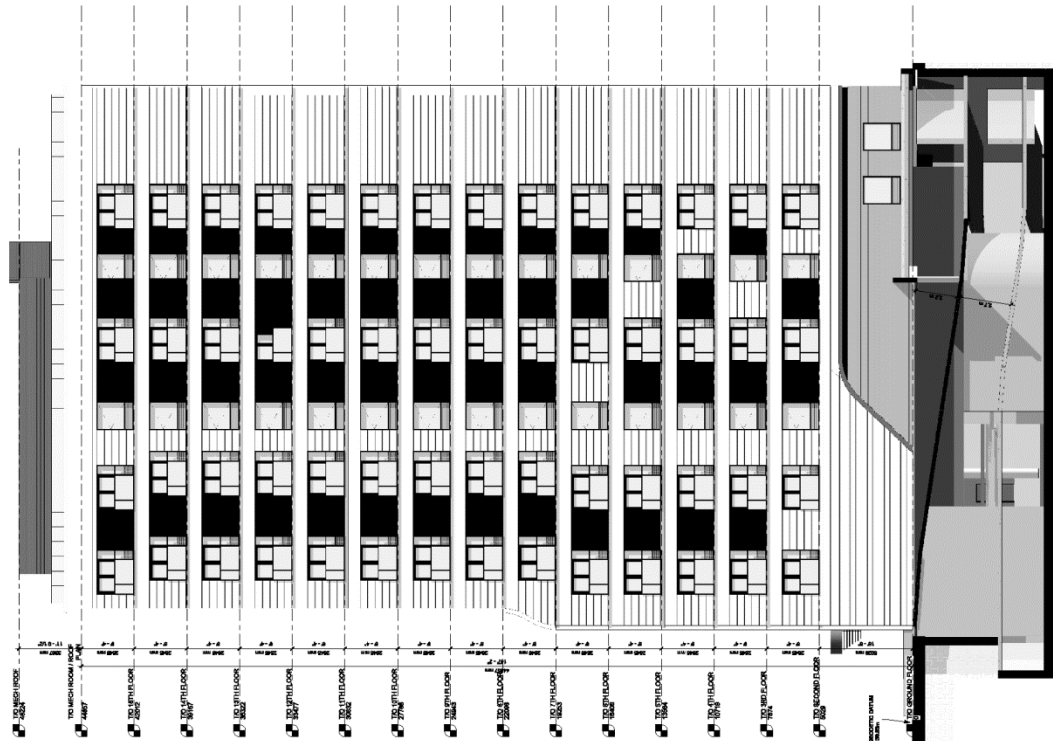


## Attachment 8: Elevations





South Elevation



North Elevation