

1821-1823 and 1831 Weston Road – Zoning By-law Amendment Application – Preliminary Report

Date: February 18, 2020

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 5 - York South-Weston

Planning Application Number: 19 254711 WET 05 OZ

Notice of Complete Application Issued: December 27, 2019

Current Uses on Site: The subject site is comprised of two lots with municipal addresses of 1821-1823 Weston Road and 1831 Weston Road. A 2-storey mixed-use building is located at 1821-1823 Weston Road and 1831 Weston Road is currently occupied by a 3-storey place of worship.

SUMMARY

This report provides information and identifies a preliminary set of issues regarding the application to amend the former City of York Zoning By-law No. 1-83 and City-wide Zoning By-law No. 569-2013, for the lands municipally known as 1821-1823 and 1831 Weston Road. The application proposes a 36-storey (119 m in height, including the mechanical penthouse) mixed-use building including a 6-storey podium.

The proposed building would contain 581 m² of non-residential floor area on the first floor and 454 residential units above. The building would have a gross floor area of approximately 31,752 m², yielding a Floor Space Index (FSI) of approximately 9.4 times the area of the lot. A total of 261 parking spaces would be provided within a three-level below-grade parking garage. Vehicular access would be provided via Weston Road.

Staff are currently reviewing the application. It has been circulated to all appropriate agencies and City divisions for comment. Staff will proceed to schedule a community consultation meeting for the application with the Ward Councillor.

RECOMMENDATIONS

The City Planning Division recommends that:

1. Staff schedule a community consultation meeting for the application located at 1821 – 1823 and 1831 Weston Road together with the Ward Councillor.
2. Notice for the community consultation meeting be given to landowners and residents within 120 metres of the application site, and to additional residents, institutions and owners to be determined in consultation with the Ward Councillor, with any additional mailing costs to be borne by the applicant.

FINANCIAL IMPACT

City Planning confirms there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

On March 10, 2016, City Council adopted a motion requesting that City Planning staff undertake a review of the current planning framework for Weston Village, generally between Parke Street and Wilby Crescent/Wright Avenue. The motion can be found here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EY12.31>.

The subject site is located within this area. It should be noted that the planning framework study is on the City Planning Division work program, although a start date for this work has yet to be identified.

ISSUE BACKGROUND

Pre-Application Consultation

A pre-application consultation meeting was held on August 23, 2018 between Planning staff and the applicant to discuss complete application submission requirements and to identify issues with the proposal. The applicant proposed a 34-storey mixed-use building including a 9-storey podium. Staff expressed concern regarding the proposal's conformity to the Official Plan and the Weston Area Site and Area Specific Policies (SASP) of the Official Plan, the height of the tower, height of the podium, shadow impacts, compliance with angular planes, separation distances, setbacks, proximity to the rail corridor and the relationship of the proposal to the context of the area.

On November 27, 2019, the applicant submitted the subject application for a 36-storey building including a 6-storey podium.

Application Description

This application proposes 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 mixed-use development with a height of 36-storeys (119 m in height, including the mechanical penthouse) including a 6-storey podium (23 m in height). The proposal would have a gross floor area of 31,752 m², of which 581 m² would be used for retail space. The retail space use would be located at-grade fronting Weston Road, while the residential lobby would be accessible from the east side of the building. A road widening approximately 3.4 m wide along the Weston Road frontage is identified on the submitted plans.

The applicant is proposing 454 residential units, of which: 93 (20.5%) would be studio units, 243 (53.5%) would be 1-bedroom units, 71 (15.6%) would be 2-bedroom units, and 47 (10.4%) would be 3-bedroom units.

The proposed podium would be 'T'-shaped with the front of the podium stretched across the frontage of the site to each side yard and an elongated extension into the rear yard with 10.0 m and 6.5 m side yard setbacks from the east and west side, respectively. The side yard setback at the front of the podium on the west side is 0 m from the ground floor to the 6th floor. On the east side, the side yard setback at the front of the podium is 9 m on the ground floor, then 0 m from the 2nd to 6th floors. The front (south) yard setback along Weston Road would be approximately 0.3 to 0.6 m from the new property line (after the road widening), and the rear (north) yard setback would be 18.6 m.

Above the 4th floor, the front portion of the podium would step back 2.6 m from the south and 3.0 m from the east and west. Above the 6th floor, the front portion of the podium would step back an additional 4.9 m from the south, 6.7 m from the west and 8.5 m from the east. The rear of the podium would step back 20.6 m above the 6th floor to the tower component of the building.

The tower component would be located within the centre of the 'T' and would have a floor plate size of approximately 820 m². The tower would be setback approximately 7.5 m from the new south property line (after the road widening), 10.0 m from the east property line, 7.5 m from the west property line and 37.7 m from the north property line.

Vehicular access would be provided via Weston Road, with the driveway to run perpendicular to Weston Road along the east property line. The driveway would provide access to the loading/servicing area (containing one combined Type 'G' and Type 'B' loading space) enclosed in the rear of the building, and the below-grade parking garage. The applicant proposes 227 resident parking spaces, 29 visitor parking spaces and 5 parking spaces for retail uses, all within a three-level below-grade parking garage. A total of 463 bicycle parking spaces would be provided at-grade and within the parking garage.

The proposed building would contain 908 m² (2 m² per unit) of indoor amenity space on the ground floor, second floor and seventh floor and 908 m² (2 m² per unit) of outdoor amenity space located primarily on the roof of the podium with direct access to the indoor amenity space on the seventh floor.

See Attachments 1 and 2 for 3D views of the proposal and Attachment 3 for the proposed Site Plan.

Detailed project information can be found on the City's Application Information Centre at:

<https://www.toronto.ca/city-government/planning-development/application-information-centre/>.

Site and Surrounding Area

The subject site is located on the north side of Weston Road, south of Lawrence Avenue West (see Attachment 4: Location Map). The site is rectangular in shape and is approximately 3,365 m² in area. The site is bounded by Weston Road to the south, existing development to the east (1765 - 1775 Weston Road), a Metrolinx parking lot to the west (1865 Weston Road) and the Weston GO/UP Station and rail corridor to the north. The site is currently occupied by a 3-storey place of worship (the Bethel Apostolic Church of Jesus Christ) and a 2-storey mixed-use building containing a restaurant and office use at-grade and two residential units above.

Surrounding land uses include:

- North: Adjacent to the lands is the Weston GO/UP Station and Metrolinx rail corridor. Across the rail corridor is a 2-storey Toronto EMS Station, and three 1-storey restaurant/retail buildings, all fronting Lawrence Avenue West. Further north is a residential area consisting of 1 to 2-storey detached dwellings. To the northeast are a variety of employment and retail/service uses located within three 1-storey multi-unit buildings.
- East: Adjacent to the lands are two 25-storey apartment buildings, the Weston Mount Dennis Community Place Hub and associated open-space. Further east across Wright Avenue is a gas station, 1-storey car dealership, 2-storey day care centre, and the southeastern extension of the Weston GO/UP Station.
- South: Across Weston Road are 2-storey mixed-use buildings and a place of worship fronting Weston Road. Further south are two 20-storey apartment buildings fronting Hickory Tree Road, and the Humber River Valley. To the southwest is a 21-storey apartment building fronting Weston Road.
- West: Adjacent to the lands is the parking lot for the Weston GO/UP Station. Further west is a 2-storey place of worship and a 1-storey bank located on the northeast corner of the intersection of Lawrence Avenue West and Weston Road. Across Lawrence Avenue West is a 17-storey mixed-use building with a 1-storey podium.

Provincial Policy Statement and Provincial Plans

Land use planning in the Province of Ontario is a policy led system. Any decision of City Council related to this application is required to be consistent with the Provincial Policy Statement (2014) (the "PPS"), and to conform with applicable Provincial Plans which, in the case of the City of Toronto, include: the Growth Plan for the Greater Golden Horseshoe (2019) and, where applicable, the Greenbelt Plan (2017). The PPS and all Provincial Plans can be found on the Ministry of Municipal Affairs and Housing website.

The Growth Plan (2019) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500 to 800 metre radius of a transit station, representing about a 10-minute walk. The Growth Plan requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs achieve appropriate densities.

The subject site is located along a priority transit corridor associated with the UP Express and Kitchener GO Line. The Weston GO/UP Station is located directly adjacent to the north of the subject site. MTSAs relating to higher-order transit stations have not yet been delineated in the Toronto Official Plan.

Toronto Official Plan Policies and Planning Studies

The City of Toronto Official Plan is a comprehensive policy document that guides development in the City, providing direction for managing the size, location and built form compatibility of different land uses and the provision of municipal services and facilities. Authority for the Official Plan derives from the *Planning Act* of Ontario. The PPS recognizes the Official Plan as the most important document for its implementation.

The subject site is located on an *Avenues* as identified on Map 2 – Urban Structure. *Avenues* are identified as areas of growth and reurbanization. Map 14 – Land Use Plan identifies the site as *Mixed Use Areas* (see Attachment 5: Official Plan Land Use Map) which are made up of a broad range of residential, commercial and institutional uses, in single use or mixed use buildings, as well as parks and open spaces and utilities. The Official Plan directs new development to fit harmoniously into its existing and/or planned context by creating appropriate transitions in scale to existing and/or planned buildings. Further, development in *Mixed Use Areas* will locate and mass new buildings to provide appropriate transition towards areas of different intensity and scale.

Other Official Plan policies that will provide guidance in the review of this application include Site and Area Specific Policy No. 51 which applies to lands located in the Weston Area (as identified on SASP Map 25 in the Official Plan).

SASP 51 states that view corridors to the Humber Valley from street intersections of Weston Road in the Weston community should be maintained. Links between the Weston community and the Humber Valley will be improved by adding and improving

existing pedestrian connections including: an expansion of the pedestrian/bicycle trail system north of Cruickshank Park and establishing additional amenities for park users such as a café, retail pavilion and washrooms. Part (b) of this Policy states that a significant open space feature should be provided in the Lawrence employment area (see Attachment 6: Site and Area Specific Policy 51).

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

Zoning By-laws

The site is zoned RM2 (Residential Multiple) by the former City of York Zoning By-law No. 1-83, with site specific Zoning By-law No. 865. By-law No. 865 appearing to provide site-specific zoning provisions exclusively for the adjacent property to the east (1765 - 1775 Weston Road). The RM2 zone allows for a range of residential uses including apartment buildings.

The site is also zoned RA (Residential Apartment) by City-wide Zoning By-law No. 569-2013. The site is subject to Exception 423 (see Attachment 7: Zoning Map), which identifies the former City of York By-law No. 865 as the prevailing by-law.

City-wide Zoning By-law No. 569-2013 can be found here: <https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>.

Design Guidelines

The following Design Guideline(s) will be used in the evaluation of this application:

- Weston Urban Design Guidelines;
- City-Wide Tall Buildings Design Guidelines;
- Growing Up: Planning for Children in New Vertical Communities;
- Bird Friendly Development Guidelines; and
- Toronto Green Standard.

The application may be subject to further Design Guidelines as the review of the application progresses.

The City's Design Guidelines can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/>.

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application has not been submitted.

COMMENTS

Reasons for the Application

An application to amend the former City of York Zoning By-law No. 1-83 and City-wide Zoning By-law No. 569-2013 is required to establish zoning standards to facilitate the development of the proposal such as building height and setbacks. Other areas of non-compliance may be identified through the review of the application.

ISSUES TO BE RESOLVED

The application has been circulated to City divisions and public agencies for comment. At this stage in the review, the following preliminary issues have been identified:

Provincial Policies and Plans Consistency/Conformity

The application will be evaluated against the *Planning Act* and applicable Provincial Plans to establish the application's consistency with the Provincial Policy Statement (PPS) and conformity with the Growth Plan (2019), especially with regard to ensuring that the development recognizes the local context in terms of appropriate intensification, the promotion of well-designed built form, housing options and whether the proposal complies with the municipal direction for growth.

Section 2 of the *Planning Act* sets out matters of provincial interest that City Council shall have regard to in making any decision under the *Planning Act*. Relevant matters of provincial interest are: (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 is well designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

The PPS contains policies related to managing and directing development. It requires that sufficient lands be made available for intensification and redevelopment, and that planning authorities identify and promote opportunities for intensification and redevelopment, where this can be accommodated taking into account, among other things, the existing building stock and surrounding area.

While the PPS encourages intensification and efficient development, it recognizes that local context is important and that well-designed built form contributes to overall long-term economic prosperity. The PPS indicates that the Official Plan is the most important vehicle for implementing the PPS and planning authorities shall identify appropriate locations for intensification and redevelopment. Policy 4.8 states that zoning and development permit by-laws are important for implementation of the PPS and that planning authorities shall keep their zoning and development permit by-laws up-to-date with their Official Plan and the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) emphasizes the importance of complete communities where a range of housing options are to be provided, and that new development should provide high quality compact built form and an attractive and vibrant public realm. The Growth Plan (2019) provides municipalities the authority to define the location and nature of growth that will occur in intensification areas in a flexible manner suitable to the local context, while still meeting the overriding objectives of the Growth Plan.

Through its Official Plan, the City has identified appropriate locations and opportunities for intensification. Although growth is intended to occur on this particular site given its land use designation, the level of intensification of this site must reflect the existing and planned context as established by the implementing zoning by-laws and Official Plan policies.

Official Plan Conformity

The Official Plan states that *Mixed Use Areas* will absorb most of the anticipated increase in retail, office and service employment in Toronto in the coming decades, as well as much of the new housing. However, not all *Mixed Use Areas* will experience the same scale or intensity of development. Development along the *Avenues* will generally be at a much lower scale than in the Downtown and most often at a lower scale than in the *Centres*.

Avenues are identified as areas of growth and reurbanization in the Official Plan. However, each Avenue is different in terms of the level of anticipated growth with respect to lot sizes and configuration, street width, existing uses, neighbouring uses, transit service and streetscape potential. As such, the Official Plan requires a vision and implementation plan for *Avenues* to be established through an Avenue Study.

Development in *Mixed Use Areas* prior to an Avenue Study has the potential to set a precedent for the form and scale of reurbanization along the *Avenues*. Where development is proposed in these areas, applicants are required to examine the implications for the segment in which the proposed development is located. This review would:

- a) Include an assessment of the impacts of the incremental development of the entire *Avenues* segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;
- b) Consider whether incremental development of the entire *Avenues* segment as identified in the above assessment would adversely impact any adjacent *Neighbourhoods* or *Apartment Neighbourhoods*;
- c) Consider whether the proposed development is supportable by available infrastructure; and
- d) Be considered together with any amendment to the Official Plan or Zoning By-law at the statutory public meeting for the proposed development.

The applicant submitted a Planning and Urban Design Rationale Report and an Avenue Segment Study both prepared by Bousfields Inc. and dated November, 2019. Staff are reviewing the submitted reports.

One of the key objectives of the Official Plan is for new development to provide built form transition and minimize shadow impacts from areas designated *Mixed Use Areas* to areas with different development intensity and scale. Other development criteria for *Mixed Use Areas* establish that new development should provide good site access, circulation and parking as well as provide indoor and outdoor recreation space for building residents in every significant multi-unit residential development.

Site and Area Specific Policy No. 51 is applicable to the subject property and surrounding area. SASP 51 provides policy direction to protect view corridors to the Humber Valley from street intersections of Weston Road.

The subject site is located at the edge of the *Mixed Use Areas* identified with Weston Village. The lands adjacent to the east, occupied by two 25-storey buildings, are designated *Apartment Neighbourhoods*. The Metrolinx lands adjacent to the west are within Site and Area Specific Policy No. 45, which provides policy direction and establishes the planned context for new development within Weston Village, including that new buildings within Weston Village would have a maximum height of 8-storeys (24 m in height) and should be sited at the front property line and oriented to the adjacent street, similar to existing low-rise buildings along Weston Road.

Affordable Housing and Smart Urban Growth are key Strategic Actions for the City of Toronto. Section 3.2.1 of the City's Official Plan states that a full range of housing will be provided and maintained to meet the needs of current and future residents.

City-Wide Tall Buildings Design Guidelines

In May 2013, Toronto City Council adopted the updated City-wide Tall Buildings Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of all new and current 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.

Tall buildings are defined as buildings having a height that is greater than the width of the adjacent street right-of-way. Weston Road has a planned right-of-way width of 27 m at this location and the proposed tower height is 119 m, including the mechanical penthouse.

The Tall Buildings Design Guidelines identify separation distances, setbacks and floor plate size as key factors affecting sky view, privacy, wind and the amount of sunlight and shadows that reach the public realm and neighbouring properties. Towers must be built to minimize impact on surrounding streets, parks, public and private open space, as well as existing or future buildings on adjacent sites.

The Guidelines direct tower floor plates to be limited to 750 m² or less, and provides flexibility for non-residential or very tall buildings, where adequate tower separation, setbacks and stepbacks are achieved. The Guidelines direct towers to be setback a minimum of 12.5 m from side and rear property lines. One of the goals of this requirement is to ensure that a minimum separation distance of 25 m is established between tall buildings on different properties. This ensures that new development does not restrict adjacent sites from developing in a similar manner.

Staff note that the proposed tower floor plate size of 820 m² and side yard setbacks of 10.0 m and 7.5 m from the east and west property lines, respectively, do not meet the requirements of the Tall Buildings Design Guidelines. The Tall Buildings Design Guidelines indicate that sites that cannot provide the minimum tower setbacks and stepbacks may not be appropriate for tall buildings.

The City-wide Tall Buildings Design Guidelines are available at:
<http://www.toronto.ca/planning/tallbuildingdesign.htm>.

Weston Station Master Plan

The Weston GO/UP Station was moved to its current location on the south side of Lawrence Avenue West in 2012. In preparation for the move, Metrolinx initiated a Master Plan process to assess the issues and opportunities associated with the relocated Weston Station and its long-term development potential. The resulting Weston Station Master Plan provides a vision for the short and long term development of the station and adjacent properties, including the subject site.

The preferred long-term concept identified in the Weston Station Master Plan incorporates the subject site into a mixed-use multi-building development including a tall building and several mid-rise buildings. Another concept identifies two tall buildings on the lands. These concepts are predicated on the joint redevelopment of both the Metrolinx lands and the subject site.

The application was circulated to Metrolinx staff who provided comments dated January 13, 2020. Metrolinx staff have raised concern with the proposed tower setback of 7.5 m from the shared lot line as limiting the development potential of the Metrolinx lands. Metrolinx has requested that the proposal increase the tower setback to 12.5 m, in line with City standards.

Built Form, Planned and Built Context

The suitability of the proposed height and massing and other built form issues will be assessed based on Section 2 of the *Planning Act*, particularly Sections 2 (p), (q) and (r) and Section 2 of A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019). The built form will also be assessed based on the City's Official Plan policies, the Weston Urban Design Guidelines, other City Urban Design Guidelines. An evaluation will be made to confirm whether the proposal fits within its planned and built context. In particular, staff will be evaluating:

- Appropriateness of the proposed tower and podium heights;
- Appropriateness of the proposed density;
- Appropriateness of the proposed building massing including transition to lower scale adjacent lots, angular planes, setbacks and stepbacks;
- Potential shadow impacts of the development; and
- Potential wind impacts of the development and any required mitigation measures.

Staff have reviewed the submitted Shadow Study prepared by Turner Fleischer Architects Inc. and have concerns regarding the shadow impacts on the future station plaza associated with the Weston GO/UP Station.

The Weston Urban Design Guidelines identify the site as being located within the Weston Road Corridor and adjacent to the Weston Village Sub-Area to the north. A key objective for the Weston Road Corridor established by the Guidelines is to establish 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. Provisions to guide development in the Weston Road Corridor include the following:

- All buildings fronting onto Weston Road will be oriented towards the adjacent street or streets with no more than a 4 m setback from the street line. Wherever possible, primary pedestrian access to these buildings will be from Weston Road.
- Buildings will be permitted to a maximum height of eight storeys (24 metres) along the Weston Road frontage with a minimum 3 m setback required above the sixth floor.

The site is located in proximity to buildings with varying heights, which includes the two 25 storey apartment buildings to the east and the 2-storey mixed use buildings to the south. The existing built form, the SASPs in the area, the Weston Urban Design Guidelines and the Weston Station Master Plan provide the existing and planned context for the neighbourhood. Staff recognize that the Weston area is a neighbourhood in transition. While existing policies speak to building heights of 8-storeys, there may be sites in the area with the potential for heights in excess of 8-storeys. However, especially in the absence of a completed Avenue study or other comprehensive planning study, development must be in a form that respects the development potential of adjacent sites.

The proposed tower setbacks of 10.0 m and 7.5 m from the east and west side yards, and the proposed 820 m² floor plate, creates a development that may limit the development potential of properties to both the east and west. Adequate minimum separation distances are required to ensure that privacy, daylight and at-grade access to sunlight and sky view is protected as the surrounding lands are redeveloped. In its current form, the proposal fails to appropriately address its existing and planned context.

Wind Assessment

The applicant submitted a Pedestrian Wind Study prepared by Novus Environmental and dated November 21, 2019. The study indicates that some uncomfortable wind

conditions would occur as a result of the proposed development. Additionally, wind and weather impacts on the proposed seventh storey rooftop amenity space would result in uncomfortable and potentially unsafe conditions. The wind study identifies that wind mitigation measures for the rooftop amenity space would be required to ensure comfortable conditions are provided. Planning staff are of the opinion that the building massing should respond to minimize the negative impact of wind on the public realm and outdoor amenity space.

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. The Growing Up Draft Urban Design Guidelines will be considered in the review of this proposal.

Staff note that the unit sizes of the proposed two- and three-bedroom units do not adequately support the unit size objectives of the Growing Up Guidelines to accommodate a broad range of households, including families with children, within new development. The applicant will be requested to reduce the number of bachelor and one-bedroom units to provide for larger two and three-bedroom units.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees By-law) and III (Private Tree By-law).

Additionally, City Council has adopted the objective of increasing the existing 27 percent tree canopy coverage to 40 percent. Policy 3.4.1 (d) of the Official Plan states that "to support strong communities, a competitive economy and a high quality of life, public and private city-building activities and changes to the built environment, including public works, will be environmentally friendly based on: d) preserving and enhancing the urban forest by: i) providing suitable growing environments for trees; ii) increasing tree canopy coverage and diversity, especially of long-lived native and large shade trees; and iii) regulating the injury and destruction of trees".

The applicant has submitted an Arborist and Preservation Report and a Tree Inventory and Preservation Plan both prepared by MEP Design and dated November 21, 2019, which are under review by City staff. The Arborist and Preservation Report indicates that the development proposes to preserve 3 protected private trees. However, due to the proposed construction activities within the minimum tree protection zone, Urban Forestry staff require an *Application to Injure or Destroy Trees* for two of the subject trees.

The applicant has submitted a Landscape Plan that proposes 6 new trees on private property. Staff would work with the applicant to address the provision of trees and the requirement to add to the City's tree canopy.

Archaeological Assessment

An archaeological resource assessment identifies and evaluates the presence of archaeological resources also known as archaeological sites. Whether a property has archaeological resource potential can be confirmed at the searchable database TO maps. An archaeological assessment may also be required if a property is identified on the City of Toronto's Inventory of Heritage Properties as part of the Heritage Impact Assessment process.

The site is identified as having archaeological resource potential. The applicant has submitted a Stage 1 Archaeological Assessment prepared by ASI Archaeological & Cultural Heritage Services and dated November 18, 2019. Staff are reviewing the submitted report.

Community Services and Facilities

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

The applicant has submitted a Community Services & Facilities Study prepared by Bousfields Inc. and dated November, 2019. Staff have reviewed the study in conjunction with City data and have identified the following priorities in the review of the application:

- Exploring the potential for securing a non-profit, licensed child care facility to be integrated within the proposed development in accordance with the Child Care Development Guideline; or alternatively, funding contributions towards new child care facilities;
- Funding contributions towards the revitalization of Weston Library Branch; and
- Funding contributions towards the replacement of the Falstaff Community Recreation Centre.

Housing

Staff note that the Planning and Urban Design Rationale prepared by Bousfields Inc. and dated November, 2019 identifies two existing residential units on the site. The applicant is required to submit a Rental Housing Declaration of Use and Screening Form for formal confirmation that existing rental units or dwellings rooms within the subject lands would be lost due to the development proposal.

Air Quality, Odour and Noise

The applicant submitted an Air Quality and Noise Compatibility Study prepared by Novus Environmental and dated November 21, 2019 to determine potential air quality, odour and noise impacts on the proposed development and compliance with provincial regulations and guidelines. The applicant also submitted an Environmental Noise and Vibration Assessment prepared by Novus Environmental and dated November 21, 2019 to determine noise impacts on and from the proposal. City staff will retain a third party consultant to undertake a peer review of these studies, at the cost of the applicant, upon receiving a revised resubmission that addresses staff's concerns related to built form.

Derailment Protection

The subject site is located adjacent to the Metrolinx/CP Rail Corridor to the north. Metrolinx and other rail companies have established a set of criteria for new development adjacent to rail corridors, including minimum setbacks and the requirement for safety barriers. The applicant submitted a Derailment Protection Report prepared by JSW+Associates and dated November, 2019 to demonstrate how the proposed development would provide protection to the residential component of the site. City staff will retain a third party consultant to undertake a peer review of this study, at the cost of the applicant, upon receiving a revised resubmission that addresses staff's concerns related to built form.

Section 37 Community Benefits

The Official Plan provides for the use of Section 37 of the *Planning Act* to pass by-laws for increases in height and/or density not otherwise permitted by the Zoning By-law in return for the provision by the applicant of community benefits in the form of capital facilities. It is standard to secure community benefits in a Section 37 Agreement which is then registered on title.

The proposal meets the Official Plan minimum size threshold of 10,000 m² for consideration of Section 37 benefits. Should the application be considered for approval, Section 37 contributions could be secured towards specific benefits for the surrounding local community, including: affordable housing or the securing of purpose-built rental housing at mid-range or affordable rent level categories; funding for new and existing child care facilities; contributions towards the replacement of the Falstaff Community Centre; contributions to the revitalization of the Weston Library Branch; and improvements to local parks and facilities. Given the site's location near an existing

major transit investment, there is a significant public interest in including affordable rental housing units within the proposed development. Other facilities and/or service needs may arise during the review of the application and in consultation with the Ward Councillor.

Infrastructure/Servicing Capacity

The applicant submitted a Geohydrology Assessment and a Geotechnical Report both prepared by McClymont & Rak and dated November, 2019 and a Functional Servicing and Stormwater Management Implementation Report prepared by R.J. Burnside & Associates Limited and dated November, 2019.

The purpose of these reports is to evaluate existing subsurface conditions and the effects of the development on the City's municipal servicing infrastructure and watercourses, and to identify and provide the rationale for any new infrastructure or upgrades to existing infrastructure necessary to adequately service the proposed development. Staff are reviewing the submitted reports and plans.

The applicant submitted a Transportation Impact Study prepared by LEA Consulting and dated November, 2019 in order to evaluate the effects of the proposal on the transportation system and suggest any transportation improvements that are necessary to accommodate the travel demands and impacts generated by the proposed development. The study determined that the proposed development would generate a total of 71 net new two-way trips in the morning peak hours and a total of 76 net new two-way trips in the afternoon peak hours. Transportation Services staff have reviewed the submitted study and advise that additional information is required.

In addition, the proposed supply of 261 parking spaces is deficient with respect to the minimum parking space requirements of City-wide Zoning By-law No. 569-2013. The applicant provided a vehicle parking justification as part of the Transportation Impact Study which Transportation Services staff are reviewing. Additionally, Transportation Services staff require more information prior to accepting the proposed sharing of the Type 'G' and Type 'B' loading spaces.

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 submitted a TGS Checklist with this application and it is currently being reviewed by staff. The applicant will be encouraged to meet Tier 2 or higher performance measures.

Other Matters

Staff have identified the additional following issues:

- The tenure proposed in the current application is unclear. Staff will strongly encourage the applicant to provide purpose-built rental units at mid-range or affordable rent levels and/or affordable ownership units within this proposed development to support the City's and Growth Plan's housing policy objectives to provide for a full range of housing by tenure and affordability within new developments.
- The entrance to the residential lobby is proposed to be provided via the east side yard. Residential access to the building should be provided via the public sidewalk on the Weston Road frontage.
- Although not designated or listed, the existing building located at 1821-1823 Weston Road appears to be of potential heritage value. Heritage Preservation Services staff will be engaged to determine the building's value.
- Given the current increase in dog-owning populations, the applicant is strongly encouraged to provide dog amenities on-site with proper disposal facilities such as dog relief stations. This would alleviate pressure on neighbourhood parks.
- Parks, Forestry and Recreation staff advise that the applicant would be required to satisfy the parkland dedication requirement through cash-in-lieu.

Additional issues may be identified through the review of the application, agency comments and the community consultation process.

Staff have discussed the issues outlined in this report with the applicant. Given the nature and extent of the issues raised, staff have advised the applicant to revisit the design of the site and submit a revised concept more in keeping with the Official Plan vision and other requirements.

CONTACT

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SIGNATURE

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

ATTACHMENTS

City of Toronto Drawings

Attachment 1: 3D Model of Proposal in Context, Looking Southwest

Attachment 2: 3D Model of Proposal in Context, Looking Northeast

Attachment 3: Site Plan

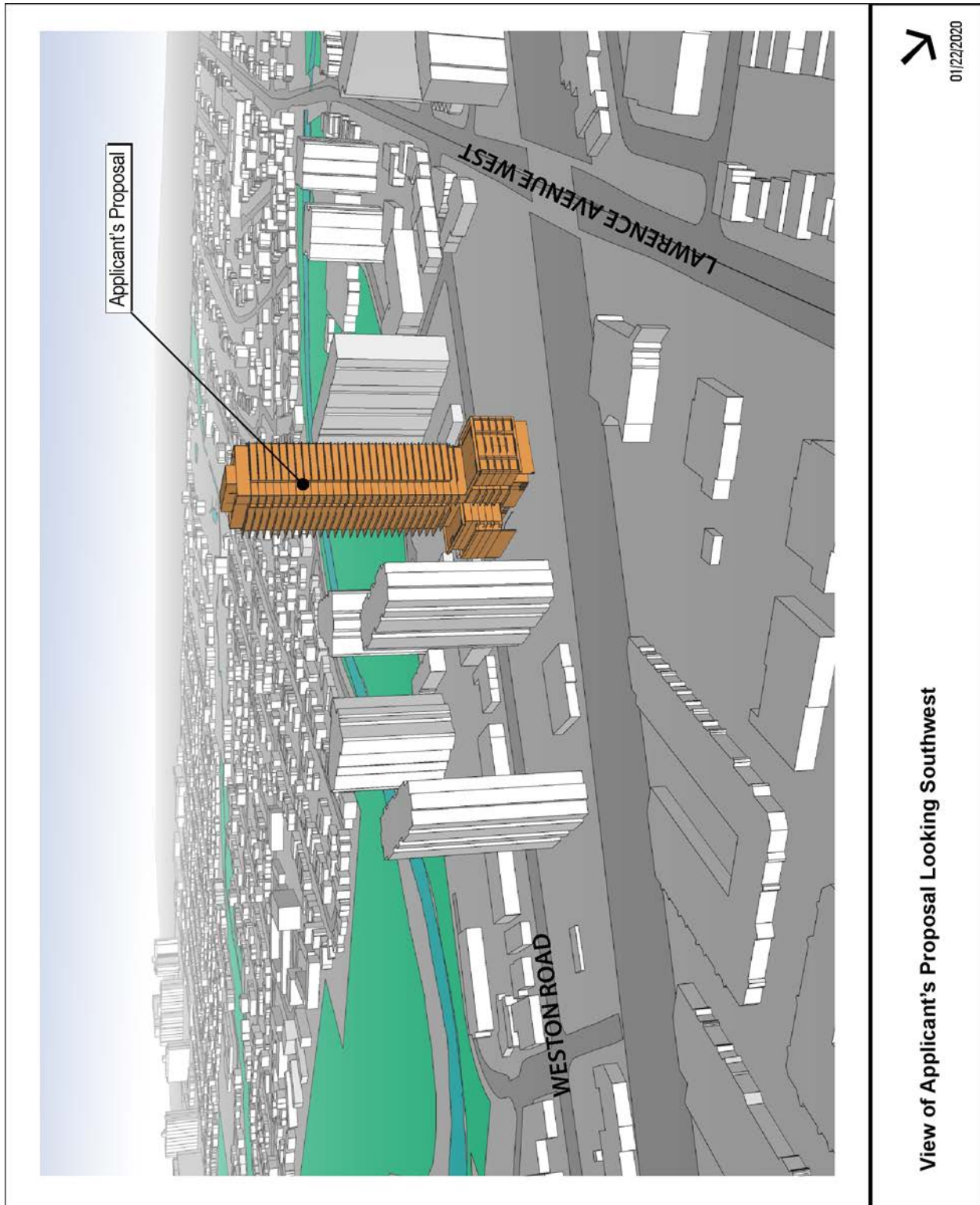
Attachment 4: Location Map

Attachment 5: Official Plan Land Use Map

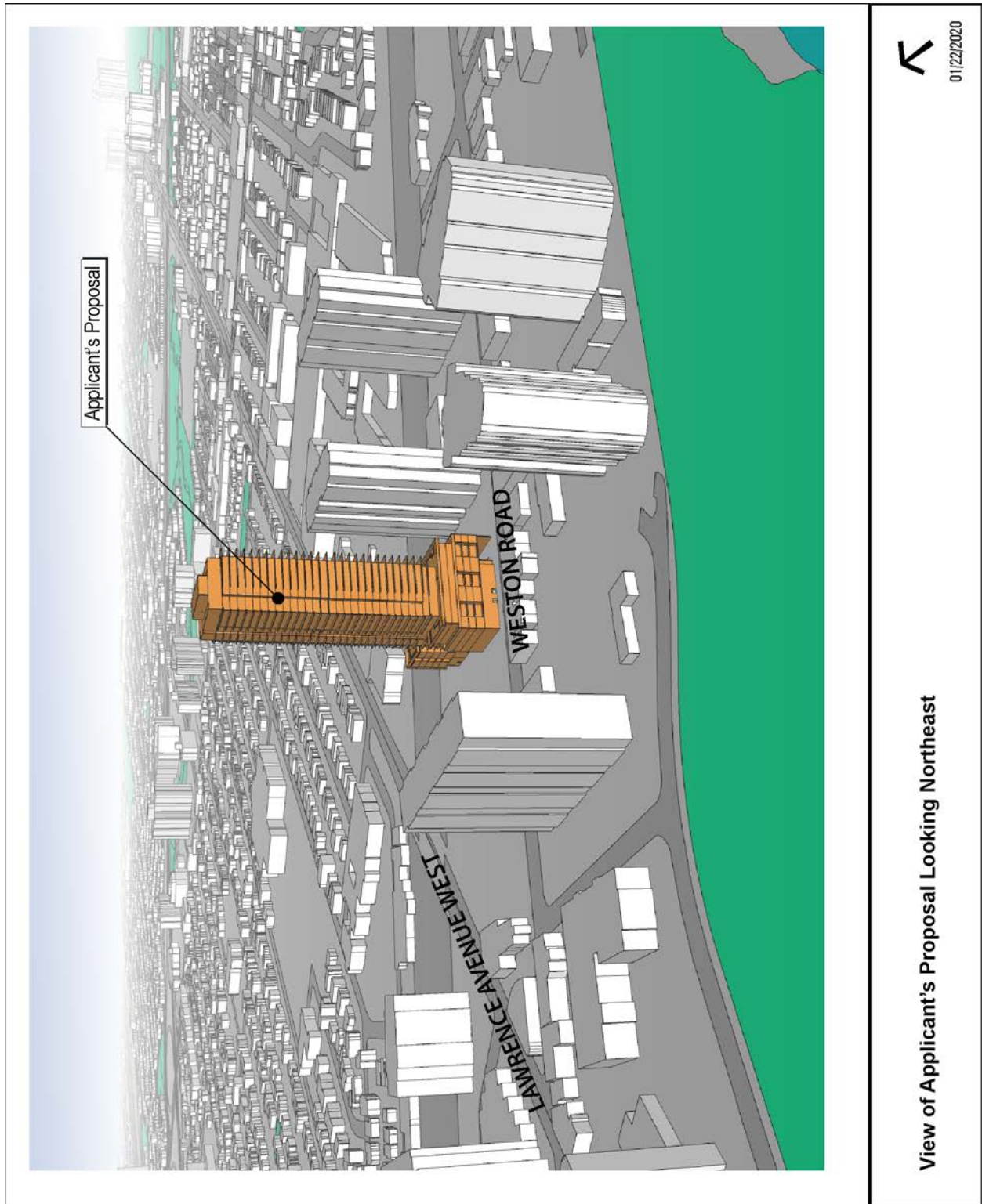
Attachment 6: Site and Area Specific Policy 51

Attachment 7: Zoning Map

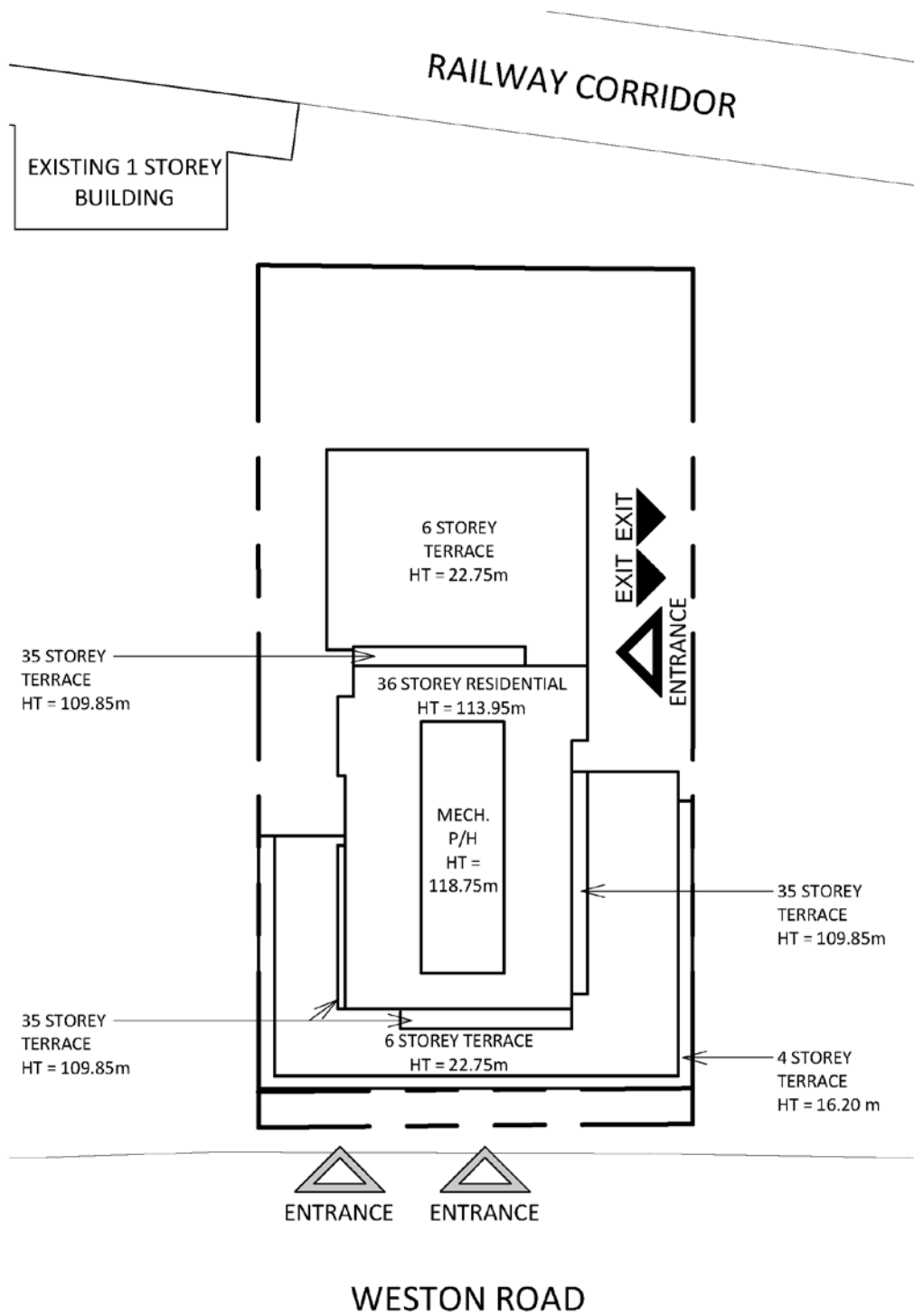
Attachment 1: 3D Model of Proposal in Context, Looking Southwest



Attachment 2: 3D Model of Proposal in Context, Looking Northeast



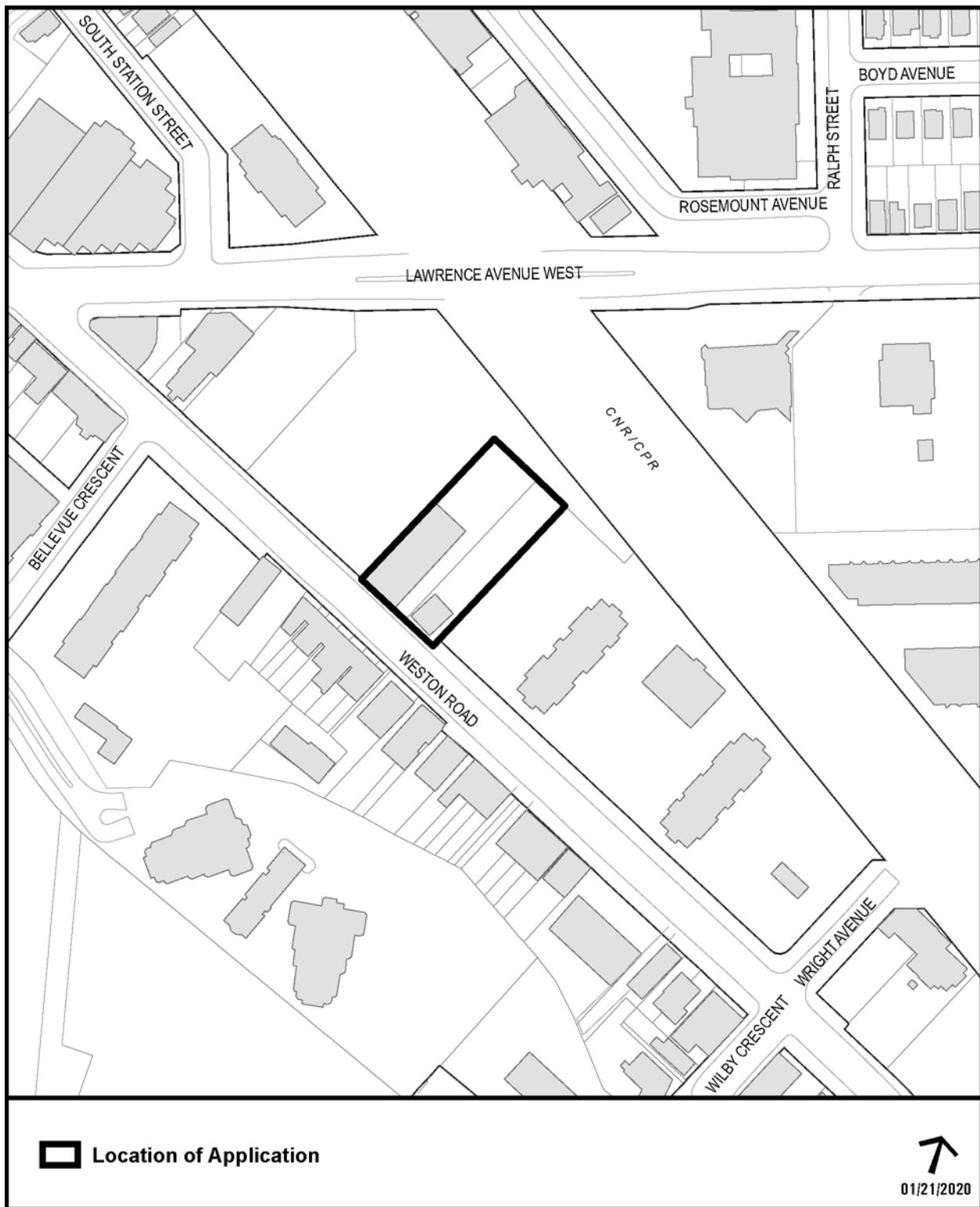
Attachment 3: Site Plan



Site Plan



Attachment 4: Location Map



Attachment 5: Official Plan Land Use Map



1821-1823 & 1831 Weston Road

Official Plan Land Use Map #14

File # 19 254711 WET 05 02

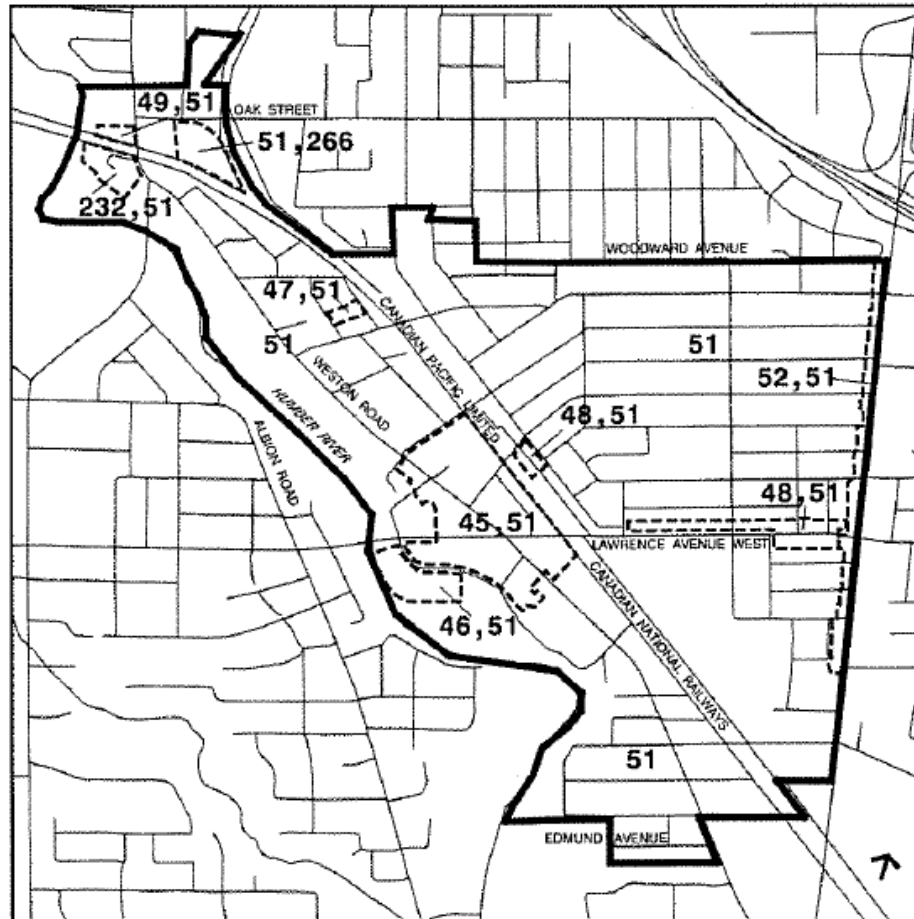
	Location of Application		Natural Areas		Institutional Areas		General Employment Areas
	Neighbourhoods		Parks		Regeneration Areas		Core Employment Areas
	Apartment Neighbourhoods		Other Open Space Areas		Utility Corridors		Special Policy Area
	Mixed Use Areas						

↑
Not to Scale
01/20/2020

Attachment 6: Site and Area Specific Policy 51

51. Weston Area

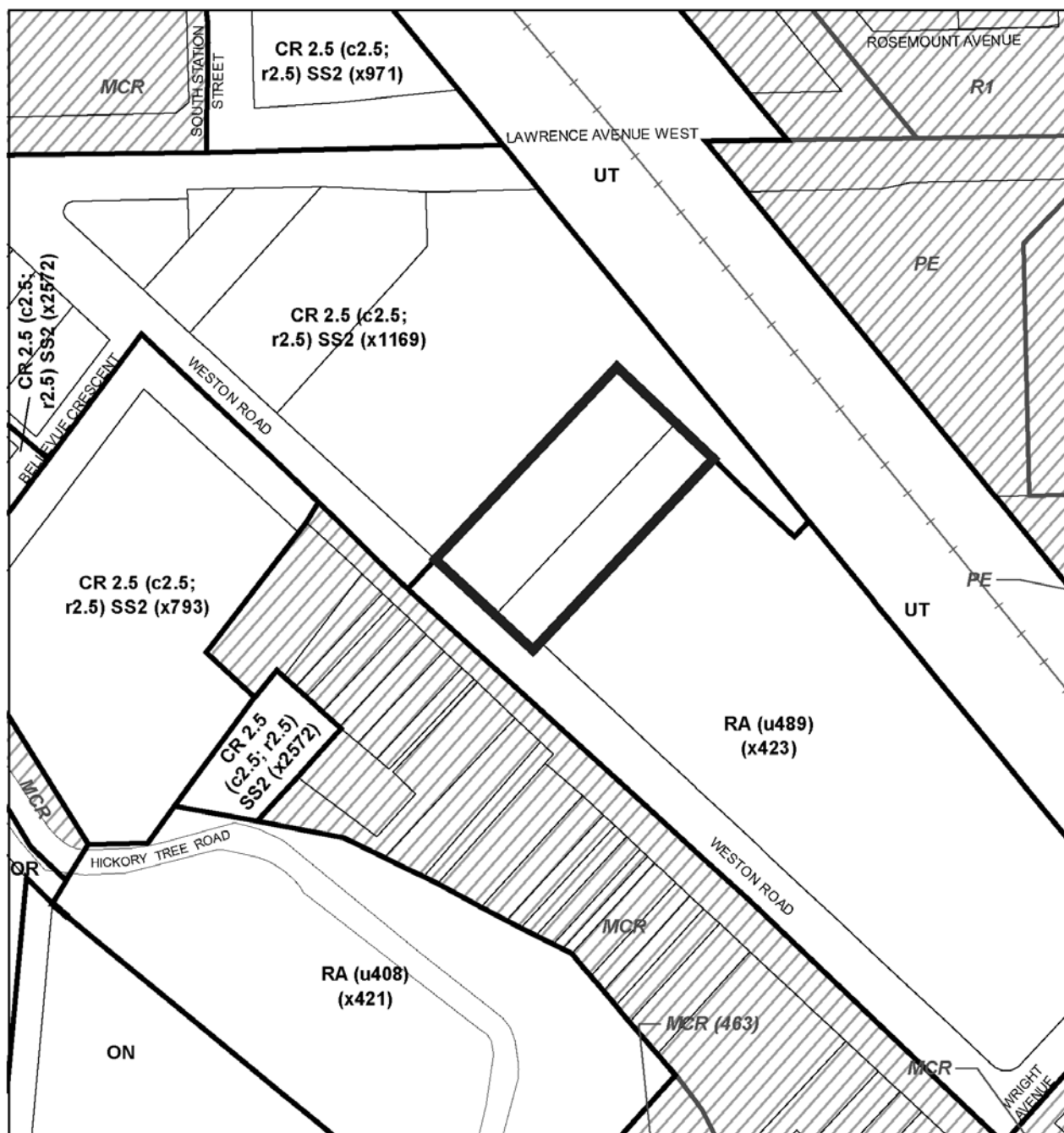
- a) View corridors to the Humber Valley from street intersections of Weston Road in the Weston community should be maintained. Links between the Weston community and the Humber Valley will be improved by adding and improving existing pedestrian connections including: an expansion of the pedestrian/bicycle trail system north of Cruickshank Park and establishing additional amenities for park users such as a café, retail pavilion, and washrooms.



45

- b) A significant open space feature should be provided in the Lawrence employment area.

Attachment 7: Zoning Map



Zoning By-law 569-2013

1821-1823 & 1831 Weston Road

File # 19 254711 WET 05 02



Location of Application

RA Residential Apartment
CR Commercial Residential

ON Open Space Natural
OR Open Space Recreation
UT Utility and Transportation



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

R1 Residential Zone
MCR Mixed Commercial Residential Zone
PE Prestige Employment Zone
CE Commercial Employment Zone



Not to Scale
Extracted: 01/21/2020