

## **189 and 195 Old Weston Road – Official Plan Amendment and Zoning Amendment Application – Preliminary Report**

Date: December 21, 2021  
To: Planning and Housing Committee  
From: Chief Planner and Executive Director, City Planning  
Ward: 9 - Davenport

**Planning Application Number:** 21 199583 STE 09 OZ

**Current Uses on Site:** Storage for construction equipment

### **SUMMARY**

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This report provides information and identifies a preliminary set of issues regarding the application to amend the Official Plan and Zoning By-laws for the properties located at 189 and 195 Old Weston Road. The application proposes the conversion of lands designated *Core Employment Areas* to *Mixed Use Areas* to permit a mixed-use development that includes a five-storey standalone non-residential building, an eight-storey mixed-use building with four-storey podium that is connected to a 14-storey residential building, and a three-storey above-grade parking structure.

Staff are currently reviewing the application. It has been circulated to all appropriate agencies and City divisions for comment. Review of the application will also be informed by the Keele-St. Clair Local Area Study (the "KSC LAS"). Staff will proceed to schedule a community consultation meeting for the application with the Ward Councillor.

### **RECOMMENDATIONS**

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The Chief Planner and Executive Director, City Planning recommends that:

1. Staff schedule a community consultation meeting for the application located at 189 and 195 Old 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.
3. Staff be directed to review the application, which includes the conversion of the subject lands from *Employment Areas* to *Mixed Use Areas* for the purpose of permitting

non-employment uses, concurrently and in the context of the statutory review of the Official Plan, which includes the Municipal Comprehensive Review that has been commenced by the City Planning Division.

## **FINANCIAL IMPACT**

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

## **DECISION HISTORY**

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At its meeting on October 15, 2019, Planning and Housing Committee adopted a report from the Chief Planner and Executive Director, City Planning, on the Growth Plan Conformity Exercise and Municipal Comprehensive Review (MCR) requirements, and directed City Planning to "prioritize the study of the Keele-St. Clair area including lands around McCormack Street where lands are designated as *Employment Areas* and are not identified as a Provincially Significant Employment Zone as part of the upcoming review in order to enable the potential unlocking of the lands in the vicinity of the SmartTrack/GO Kitchener line and planned station located in the area of these lands." The decision history can be accessed at the following link:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH9.2>.

At its meeting on June 28, 2021, Planning and Housing Committee adopted a report from the Chief Planner and Executive Director, City Planning, containing a consultation summary and draft directions for policy and land use considerations for the KSC LAS. A draft Official Plan Amendment (OPA) for the St.Clair-Old Weston Protected Major Transit Station Area (PMTSA) was also included in the report. Staff were directed to further consult on the directions in the report and report back to Planning and Housing Committee with a draft OPA. Staff were also directed to consult with the landowners of 195 Old Weston Road on the feasibility and appropriateness of a *Mixed Use* designation which would include the feasibility of permitting residential uses. This direction was subject to the landowners' submission of a Block Context Plan that demonstrates how a coordinated approach to development could be achieved, to the satisfaction of City staff. The decision history can be accessed at the following link:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH25.8>.

On November 25, 2021, Planning and Housing Committee endorsed the Keele-St.Clair Local Area Study draft Official Plan Amendments as the basis for public consultation. Planning and Housing Committee directed City Planning staff to undertake engagement to obtain comments and feedback on the draft Official Plan Amendments. The Committee also directed the Chief Planner and Executive Director, City Planning to "continue to consult with the landowners of 189 and 195 Old Weston Road on the feasibility and appropriateness of an employment land conversion to a designation(s) that may permit a range of uses, including residential, parks, commercial, retail, and employment uses that are compatible with surrounding residential uses and that can accommodate appropriate rail safety requirements." The Chief Planner and Executive

Director, City Planning was directed to prepare a Final Recommendation Report with a recommended Official Plan Amendment for the Keele-St.Clair Local Area in the second quarter of 2022. The decision history can be accessed at the following link:  
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH29.10>

## ISSUE BACKGROUND

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### Application Description

The subject application proposes to amend the City of Toronto Official Plan and Zoning By-laws to permit a mixed-use development that includes a five-storey standalone non-residential building, an eight-storey mixed-use building with a four-storey podium, a 14-storey residential building, and a three-storey above-grade parking structure. The development as currently proposed provides for a total gross floor area (GFA) of 35,356 square metres, inclusive of 23,243 square metres of residential GFA, 4,282 square metres of non-residential GFA, and 7,831 square metres of parking GFA. The proposed GFA results in a floor space index of 3.45 times the area of the lot, inclusive of the parking GFA.

The five-storey standalone non-residential building would be located at the southeast corner of Old Weston Road and Westport Avenue. To the east of the five-storey building, the primary vehicular access off Westport Avenue would provide access to the non-residential loading space, a pick-up and drop-off loop, and parking garage. A four-storey podium would front Westport Avenue, to the east of the primary vehicular access, and would contain non-residential uses. The eight-storey portion of the mixed-use building would be located to the south of, and connected to, the four-storey podium. The eight-storey portion of the mixed-use building would be connected to the 14-storey residential building via a two-storey amenity bridge that allows for a connection between the two buildings at the second and third floors. The amenity bridge also allows for an east-west pedestrian connection to the north-south public laneway abutting the subject site to the east. A secondary vehicular access would provide access from Miller Street via an east-west City-owned laneway to the 14-storey residential building's loading area and parking garage. The three-storey above-grade parking structure fronts Old Weston Road and is connected to the 14-storey residential building.

Detailed project information is found on the City's Application Information Centre at the following link:

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

See Attachment 1 of this report for a location map, Attachments 2a and 2b for a three dimensional representation of the project in context, and Attachment 3 for the site plan.

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

Any decision of Council related to this application is required to be consistent with the Provincial Policy Statement (2020) (the "PPS"), and to conform with applicable Provincial Plans which, in the case of the City of Toronto, include: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The PPS and all Provincial Plans may be found on the Ministry of Municipal Affairs and Housing website.

## **Growth Plan for the Greater Golden Horseshoe (2020)**

The Growth Plan for the Greater Golden Horseshoe (2019) was prepared and approved under the Places to Grow Act, 2005 to come into effect on May 16, 2019. Amendment 1 (2020) to the 2019 Growth Plan came into effect on August 28, 2020. The updated Growth Plan 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 establishes policies that require implementation through a Municipal Comprehensive Review (MCR) which is a requirement pursuant to Section 26 of the *Planning Act*.

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, and better connected 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, builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the Greater Golden Horseshoe (GGH) region. The policies of the Growth Plan 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 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 Council shall also conform with the Growth Plan.

The Growth Plan contains policies pertaining to minimum 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 MCR, the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs are planned for the prescribed densities. This work is currently underway as part of the Council approved work plan of the MCR. PMTSAs will become a subset of the MTSAs in the City. Policy 2.2.4.5 of the Growth Plan states the City may delineate MTSAs before the MCR is completed provided the delineation is for a PMTSA in accordance with Section 16(15) of the *Planning Act*. The subject site is located outside of the draft PMTSA for the St. Clair-Old Weston Transit/SmartTrack GO Transit station located at the northwest corner of Union Street and Townsley Street.

### **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. Toronto Official Plan policies related to building complete communities, including heritage preservation and environmental stewardship may be applicable to any application. Toronto Official Plan policies can be accessed at the following link: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

The subject site is located on lands shown in the Official Plan as *Employment Areas* on Map 2 Urban Structure and is designated *Core Employment Areas* on Map 17 Land Use, as shown on Attachment 4: Official Plan Land Use Map.

The City's Official Plan contains conversion and removal policies for *Employment Areas* which were approved by the Local Planning Appeal Tribunal (now Ontario Land Tribunal, or OLT) in January 2020. The redesignation of land from an *Employment Areas* designation to any other designation, by way of an Official Plan Amendment, or the introduction of a use that is otherwise not permitted in an *Employment Area* is a conversion of land within an *Employment Area* and is also a removal of land from an *Employment Area*, and may only be permitted by way of a MCR. The conversion of land within an *Employment Area* is only permitted through a City-initiated MCR that comprehensively applies the policies and schedules of the Growth Plan. Applications to convert lands within an *Employment Area* will only be considered at the time of a municipal review of employment policies and designations under Section 26 of the *Planning Act* and a concurrent MCR under the Growth Plan. Applications to convert lands within an *Employment Area* received between such City-initiated Official Plan Reviews will be not be considered unless Council directs that a MCR be initiated.

## **Keele-St.Clair Local Area Study**

The subject site is located at the south end of Old Weston Road and the Keele-St.Clair Local Area (KSC LAS). The property has frontage on both Old Weston Road and Westport Avenue, has access to a public lane along the east side of the property, and is adjacent to the at-grade Canadian Pacific (CP) Railway, including an at-grade crossing, to the west. The site is located outside of the draft PMTSA delineation from the planned GO Transit/SmartTrack station located near the intersection of Union Street and Townsley Street.

The KSC LAS is being conducted as part of the current MCR and Growth Plan Conformity Exercise to provide a planning framework for growth in light of planned transportation, transit, and infrastructure improvements. The draft OPA for the Keele-St. Clair Local Area establishes a new Secondary Plan for the area, inclusive of land use designation changes. The Secondary Plan includes policies to guide growth and the creation of a complete community, including but not limited to policies pertaining to: Indigenous Reconciliation; Environment; Public Realm; Parks and Open Spaces; Community Services and Facilities; Housing; Employment; and Built Form. The draft policies provide a framework for an estimated population and job growth of approximately 22,000 to 24,000 people and approximately 2,400 to 4,600 new jobs.

The review of the subject application will be informed by the KSC LAS.

## **St. Clair Avenue West Area Transportation Master Plan**

The approved St. Clair Avenue West Transportation Master Plan (TMP) identifies four area-wide infrastructure improvements that address traffic congestion on St. Clair Avenue West between Keele Street and Old Weston Road:

- The widening of St. Clair Avenue West between Keele Street and Old Weston Road;
- The extension of Gunns Road easterly from Weston Road under the rail corridor to Union Street;
- The extension of Keele Street south to the Gunns Road extension; and
- The extension of Davenport Road northwest over St. Clair Avenue West to connect to Union Street, with improvements to Union Street north to Turnberry Avenue/Gunns Road.

These transportation infrastructure improvements represent a significant change to the urban structure of the Keele-St. Clair area, creating new public street frontages and connections to and throughout the community, providing new opportunities for the development of a complete community centred on the planned GO Transit/SmartTrack station. The TMP recommendations are expected to be implemented over a period of six to nine years.

## **Zoning By-laws**

The subject site is subject to two different zones within the former City of Toronto Zoning By-law 438-86 as shown on Attachment 5: Zoning Map. The northern portion of the site is zoned Industrial District I2 D2 and the southern portion of the site is zoned

Industrial District I3 D2. The Zoning By-law permits a maximum height of 14 metres and a range of non-residential uses of an industrial and commercial nature.

The subject site is currently exempt from the City-wide Zoning By-law 569-2013.

## **Design Guidelines**

The following design guidelines will be used in the evaluation of this application:

- Tall Building Design Guidelines;
- Mid-Rise Performance Standards;
- Growing Up: Planning for Children in New Vertical Communities;
- Pet-Friendly Design Guidelines for High Density Communities;
- Retail Design Manual;
  
- Toronto Green Standard;
- Best Practices for Bird-Friendly Glass; and
- Toronto Accessibility Design Guidelines.

The City's Design Guidelines can be found at the following link:

<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**

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### **Reasons for the Application**

The Official Plan and Zoning By-law Amendment application proposes a mixed-use development on lands currently identified for employment purposes. An amendment to the Official Plan is required to remove the site from *Employment Areas* on Map 2 Urban Structure Plan and to convert the site from *Core Employment Areas* to *Mixed Use Areas*.

The Zoning By-law Amendment application is required because the proposed development does not comply with the land use permissions and other applicable provisions under the former City of Toronto Zoning By-law 438-86. Should the conversion of the lands be deemed appropriate, the rezoning application would facilitate site-specific permissions related to the proposed development including the land uses, density, building height and building envelope, parking and loading requirements, among other performance standards.

## **ISSUES TO BE RESOLVED**

The application has been circulated to City divisions and public agencies for comment. Staff will proceed to schedule a community consultation meeting for the application together with the Ward Councillor. At this stage in the review, the following preliminary issues have been identified.

### **Consistency/Conformity with Provincial Policies and Plans**

Staff are evaluating the subject applications against the Provincial Policy Statement and the Growth Plan to establish the application's consistency with the PPS and conformity with the Growth Plan.

### **Official Plan Conformity**

The Official Plan states that *Core Employment Areas* are places for business and economic activities and are generally located away from residential and certain commercial uses so as not to disrupt industrial operations that exist and are planned.

Should the proposed non-employment uses be determined appropriate for the subject site, staff will assess more completely the introduction of residential uses and commercial uses as part of the larger *Employment Areas*. Additionally, staff will be reviewing the application based on the City's Official Plan policies including, but not limited to the *Employment Areas* policies in Chapter 2; the Public Realm, Built Form, Housing, and Parks and Open Spaces policies in Chapter 3; and the development criteria for *Core Employment Areas* and *Mixed Use Areas* in Chapter 4.

### **Land Use & Keele-St. Clair Local Area Study**

The June 2021 KSC LAS directions report to Planning and Housing Committee included a Preliminary Assessment for 189-195 Old Weston Road, which concluded that the lands should be retained for employment uses and remain designated *Core Employment Areas*. Planning and Housing Committee directed staff "to continue to consult with the landowners on the feasibility and appropriateness of a *Mixed Use* designation which would include the feasibility of permitting residential uses on the lands known as 195 Old Weston Road. This further consultation is subject to the owners' submission and City staff's review of a Block Context Plan that demonstrates how a coordinated approach to development could be achieved to the satisfaction of City staff."

Following consideration of the November 2021 KSC LAS draft Official Plan Amendment report to Planning and Housing Committee, the Committee directed "the Chief Planner and Executive Director, City Planning to continue to consult with the landowners of 189-195 Old Weston Road on the feasibility and appropriateness of an employment land conversion to a designation(s) that may permit a range of uses, including residential, parks, commercial, retail, and employment uses, that are compatible with surrounding residential uses and that can accommodate appropriate rail safety requirements."



Following the June 2021 Planning and Housing Committee meeting, staff met with the landowners on multiple occasions to discuss the site and area context and the potential for a full or partial conversion of the subject site to support a mixed-use development containing both residential and non-residential uses. The subject application to amend the Official Plan and Zoning By-law contains a Block Context Plan and revised development concept which is currently being reviewed by staff. Staff will continue to consult with the landowners on the development concept and Block Context Plan prior to completing a Final Assessment of the conversion request through the KSC LAS.

### **Built Form, Planned and Built Context**

Should the proposed non-employment uses be determined to be appropriate for this site, the suitability of the proposed built form will be assessed based on the PPS, Growth Plan, the City's Official Plan policies, and urban design guidelines. Staff will evaluate if the proposed development is contextually appropriate and fits within its planned and built context. In particular, staff will be evaluating:

- The proposed built form against the draft built form policies of the KSC LAS, including a review of the range of employment uses, the provision of active uses at-grade, the proposed building types, heights, transition to adjacent low-density areas, building setbacks, and streetwall height;
- The proposed public and private realms;
- Shadow impacts to the existing public realm;
- The location and design of the proposed open spaces; and
- The placement and areas of the proposed mix of land uses.

### **Residential Unit Size and Mix**

Should the proposed residential uses be determined appropriate for the subject site, staff will assess the proposal's residential unit sizes and unit mix, including responding to the City's Growing Up Guidelines.

### **Rail Safety and Risk Mitigation**

The subject site is located on the northeast corner of the West Toronto Diamond, one of Canada's busiest rail intersections, where the CP Railway and Metrolinx operate freight and passenger service.

The Federation of Canadian Municipalities - Rail Proximity Guidelines (FCM-RAC), last updated in 2013, was established to provide best practises and mitigation measures for development in proximity to railway corridors. Informed by the FCM-RAC, City Planning initiated the Guidelines for Development Close to Rail Corridors and Yards Study in 2017 (the "Rail Study"), and established terms of reference for the submission of a Rail Safety and Risk Mitigation Study as part of a development application in proximity to rail infrastructure. On December 8, 2020, Planning and Housing Committee considered the draft Official Plan Amendment to formally identify the Rail Safety and Risk Mitigation Study as part of a complete application, along with associated Zoning By-law Amendments that introduce holding provisions to limit land uses within 30 metres of rail

infrastructure pending the completion and review of the Rail Safety and Risk Mitigation Study. The Committee directed the final Official Plan and Zoning By-law Amendments be brought forward for City Council's consideration after public and stakeholder consultation. The decision document can be found at the following link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH19.2> **Community Services and Facilities.**

The proposal currently contemplates mitigation measures that include a crash wall integrated into the standalone non-residential building and parking structure, an earthen berm, and a 30 metre setback to high occupancy, sensitive use residential units achieved through a combination of horizontal and vertical distances. The applicant submitted a Rail Safety Assessment prepared by Hatch which will be peer reviewed at the applicant's expense.

### **Parkland and Open Space**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces is maintained, enhanced, and expanded. Parkland provision in the vicinity of the subject site is relatively low. Official Plan Map 8B - Local Parkland Provision indicates the local area has 0.0-0.42 hectares of parkland per 1000 people, which represents the lowest quintile of parkland provision in the City.

The KSC LAS has also identified the existing low amount of parkland in the study area and has identified that the parkland deficiency will be exacerbated if no new parks are created within the KSC area. Four principles of the Parkland Strategy will be applied to guide parks planning in the KSC area, including expand/create new parkland, improve access to and functions of existing parkland, better physically and visually connect parks and open spaces, and ensure parks are inclusive and equitably accessible places. The draft public realm plan prepared through the KSC LAS identifies a potential park or open space at the northwest limit of the subject site.

Parks staff have requested that the parkland dedication requirement be satisfied through an on-site dedication with a regular shape, at least 15 metres of frontage on a public road, and not used as a rail safety measure.

### **Community Services and Facilities**

Community Services and Facilities (CS and F) are an essential part of vibrant, strong, and complete communities. CS and 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.

Should the proposed non-employment uses be determined to be appropriate for this site, the application will be informed by the CS and F work currently undertaken as part of the KSC LAS. The study will inform staff on determining whether any capital improvements or expansion of existing facilities are required to accommodate the proposed development.

### **Infrastructure and Servicing Capacity**

The application will be reviewed to determine if there is sufficient infrastructure capacity to accommodate the proposed development. The applicant submitted a Functional Servicing and Stormwater Management Report, a Geotechnical Study and a Hydrogeological Study. The studies are being reviewed by City staff.

Staff are also reviewing a Transportation Impact Study submitted by the applicant, the purpose of which is to evaluate the effects of a development or re-development on the transportation system, but also to suggest any transportation improvements that are necessary to accommodate the travel demands and impacts generated by the development.

### **Toronto Green Standard**

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 intended to advance the City's objectives for resilience and to achieve net-zero emissions by 2050 or sooner. Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant has not yet submitted a completed TGS Checklist, however, the materials submitted in support of the subject application indicate the proposed development is pursuing Tier 1 performance measures. Staff have requested the applicant submit a TGS Checklist and staff will review it for compliance with the Tier 1 performance measures. Planning staff will encourage the applicant to pursue Tier 2, or higher, through the review process.

### **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 at its current height and density will be subject to Section 37 contributions under the *Planning Act*. Section 37 benefits have not yet been discussed, however, City staff may apply Section 37 provisions of the *Planning Act* should the proposal be approved in some form. In the event the applicant provides in-kind benefits pursuant to Section 37 of the *Planning Act*, the City's Fair Wage Policy and Labour Trades Contractual Obligations will apply to such work.

### **Additional Issues**

The application has been circulated to City divisions and public agencies for comment. Additional issues may be identified through the review of the application, agency comments and the community consultation process.

### **Next Steps**

City Planning staff will host a community consultation meeting together with the Ward Councillor.

City staff will work with the applicant to resolve the preliminary issues discussed in this report and any additional issues that may be identified by staff and the public. City Planning staff will report back at the appropriate time in the review of the application. If a Final Report is prepared, the report will proceed to the Planning and Housing Committee meeting which will serve as the Statutory Public Meeting as required by the *Planning Act*, before being considered by City Council for a decision.

### **CONTACT**

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### **SIGNATURE**

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Gregg Lintern, MCIP, RPP  
Chief Planner and Executive Director  
City Planning Division

## **ATTACHMENTS**

### **City of Toronto Drawings**

Attachment 1: Location Map

Attachment 2a: 3D Model of Proposal in Context Looking Northwest

Attachment 2b: 3D Model of Proposal in Context Looking Southeast

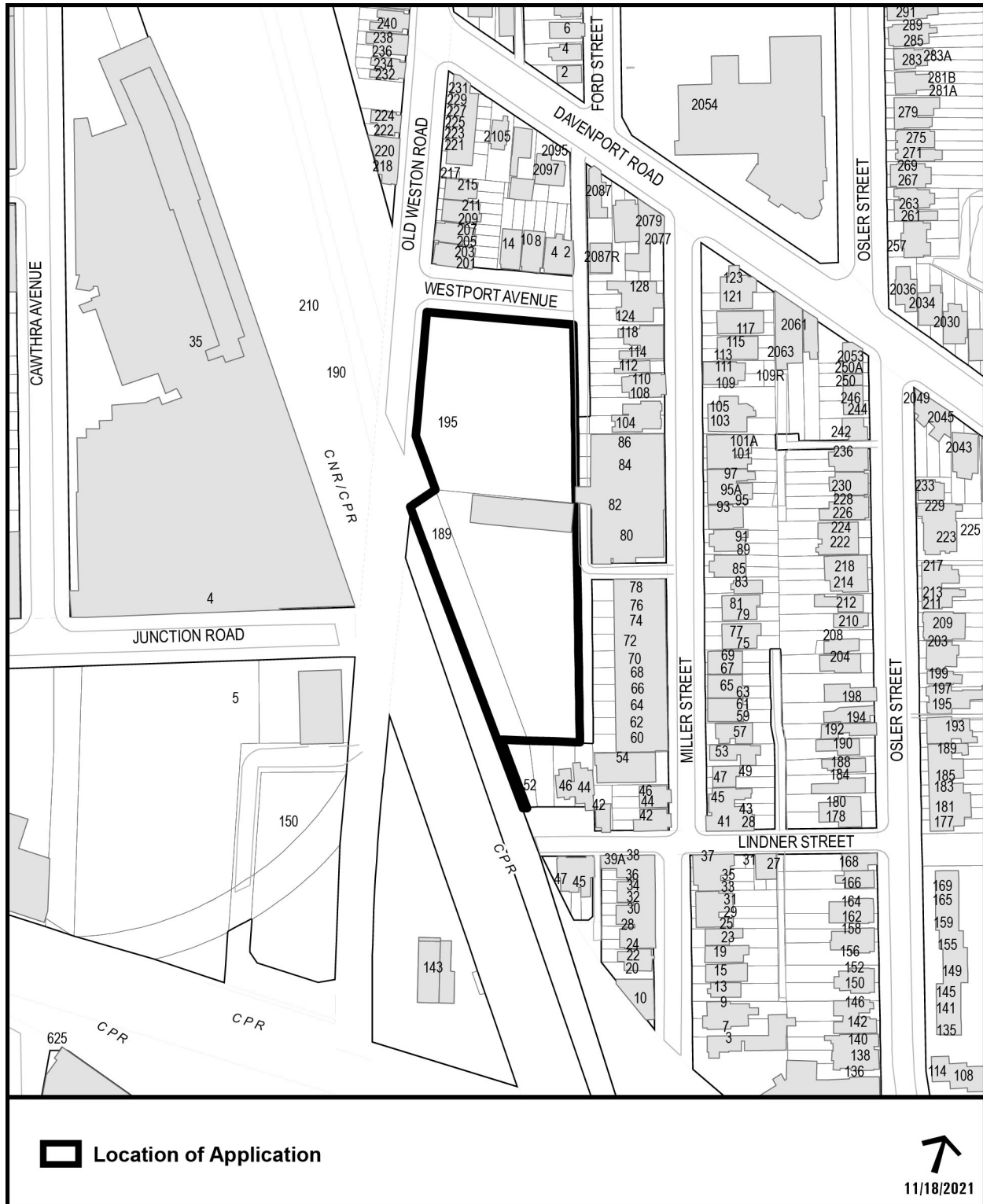
Attachment 3: Site Plan

Attachment 4: Official Plan Land Use Map

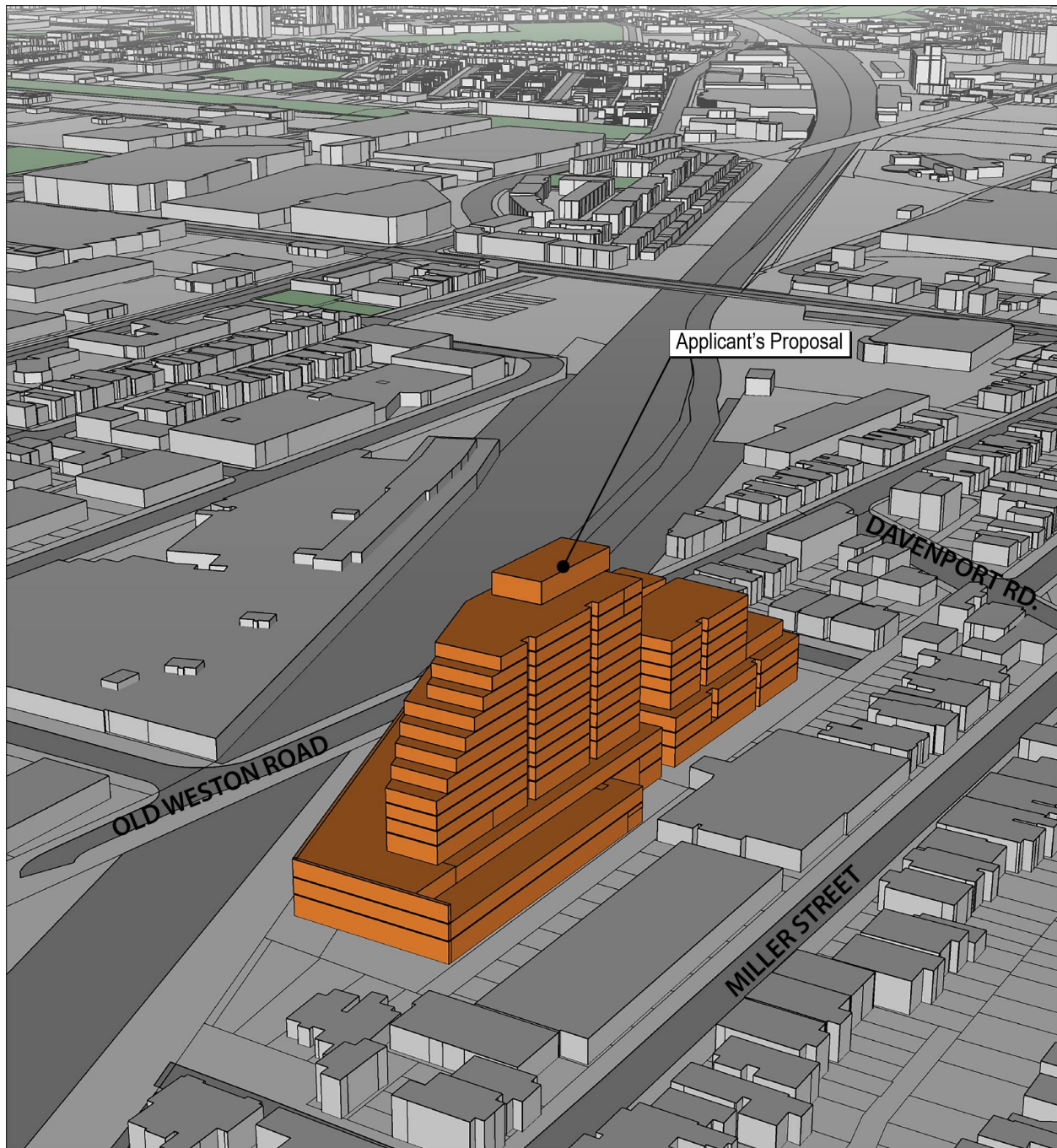
Attachment 5: Zoning Map

Attachment 7: Application Data Sheet

## Attachment 1: Location Map



## Attachment 2a: 3D Model of Proposal in Context Looking Northwest



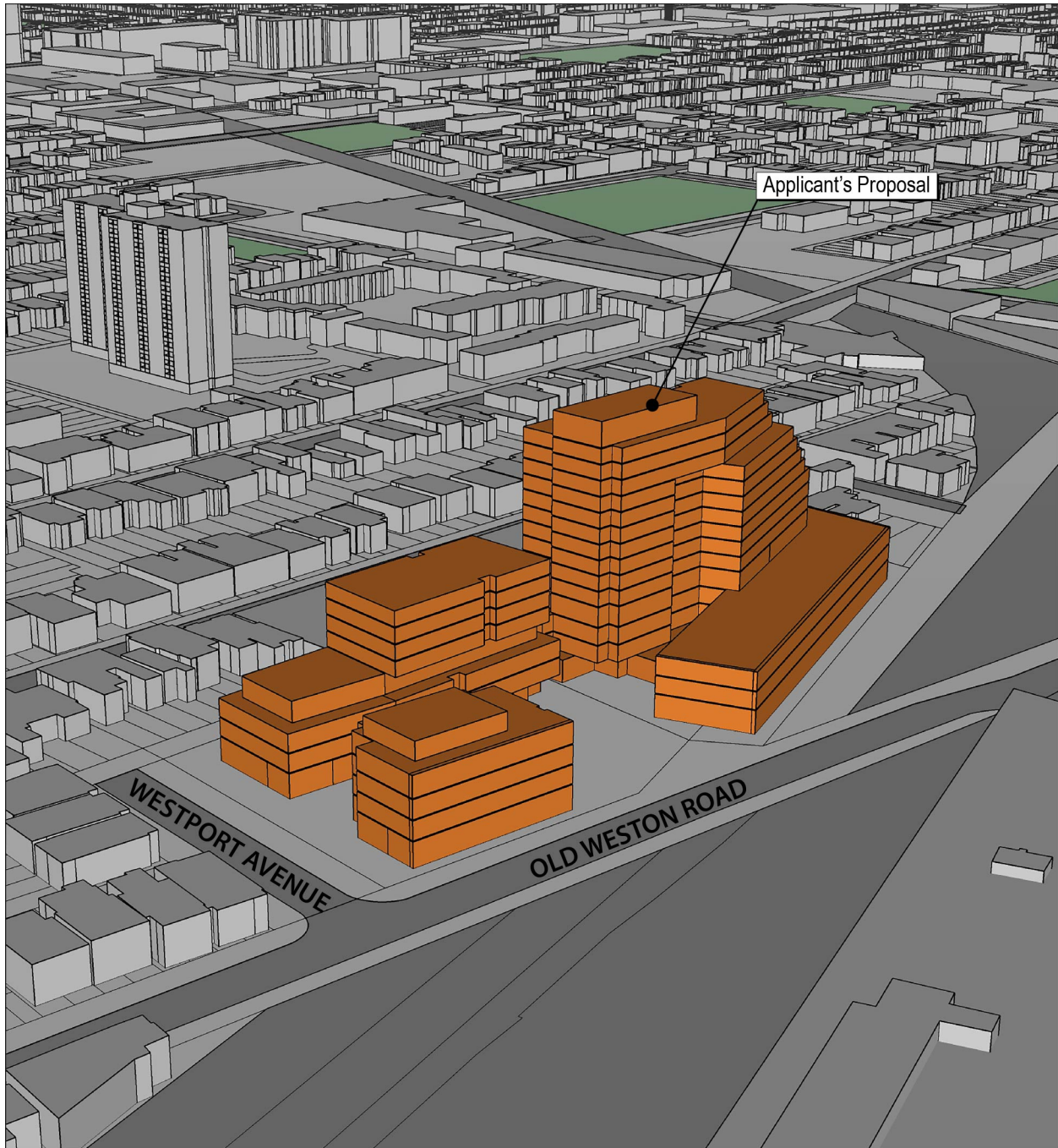
**View of Applicant's Proposal Looking Northwest**



12/09/2021



## Attachment 2b: 3D Model of Proposal in Context Looking Southeast



**View of Applicant's Proposal Looking Southeast**



12/09/2021



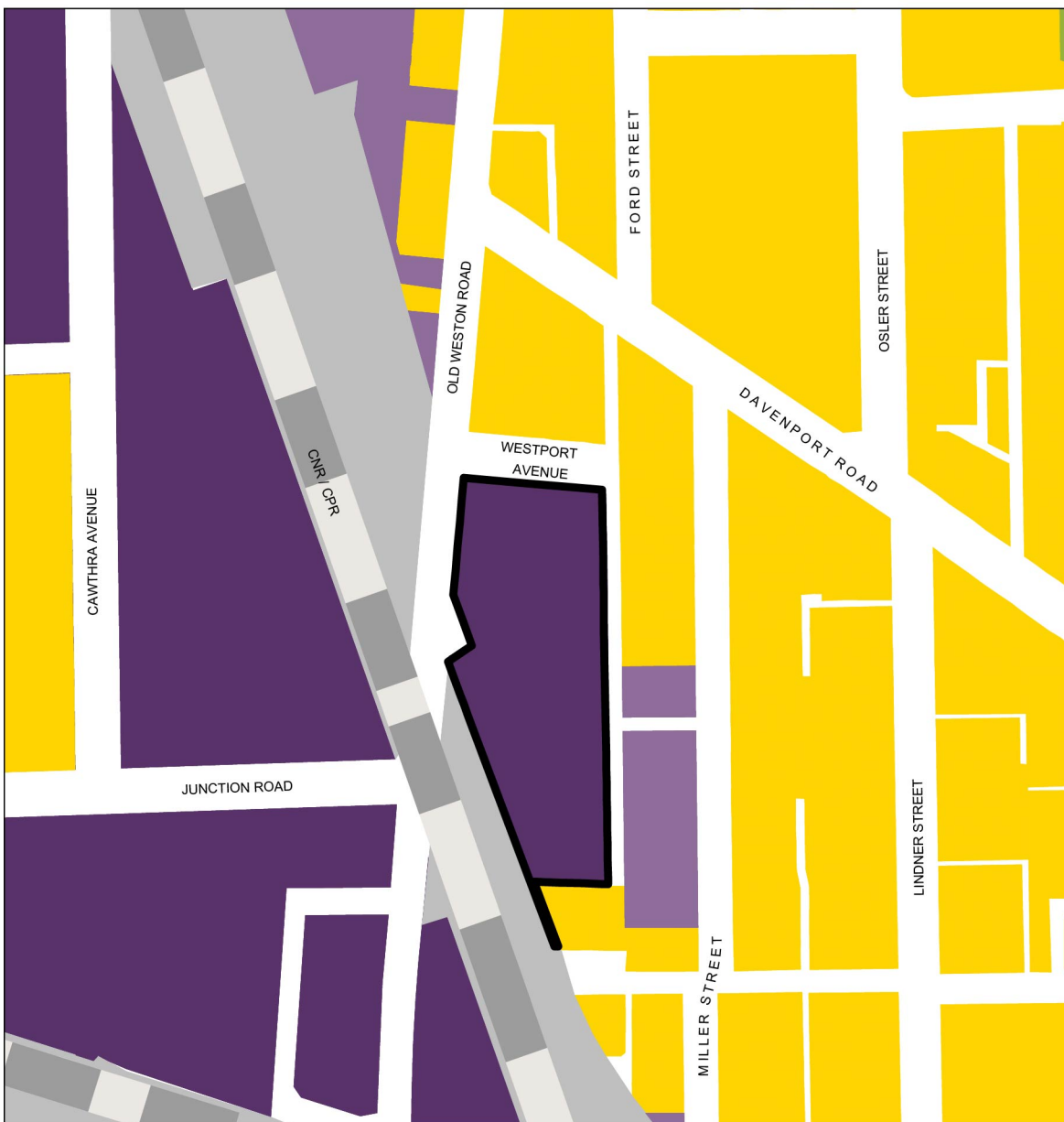
## Attachment 3: Site Plan



Site Plan



## Attachment 4: Official Plan Land Use



Official Plan Land Use Map #17

189-195 Old Weston Road

File # 21 199583 STE 09 02



Location of Application



Neighbourhoods



Parks



Utility Corridors



General Employment Areas

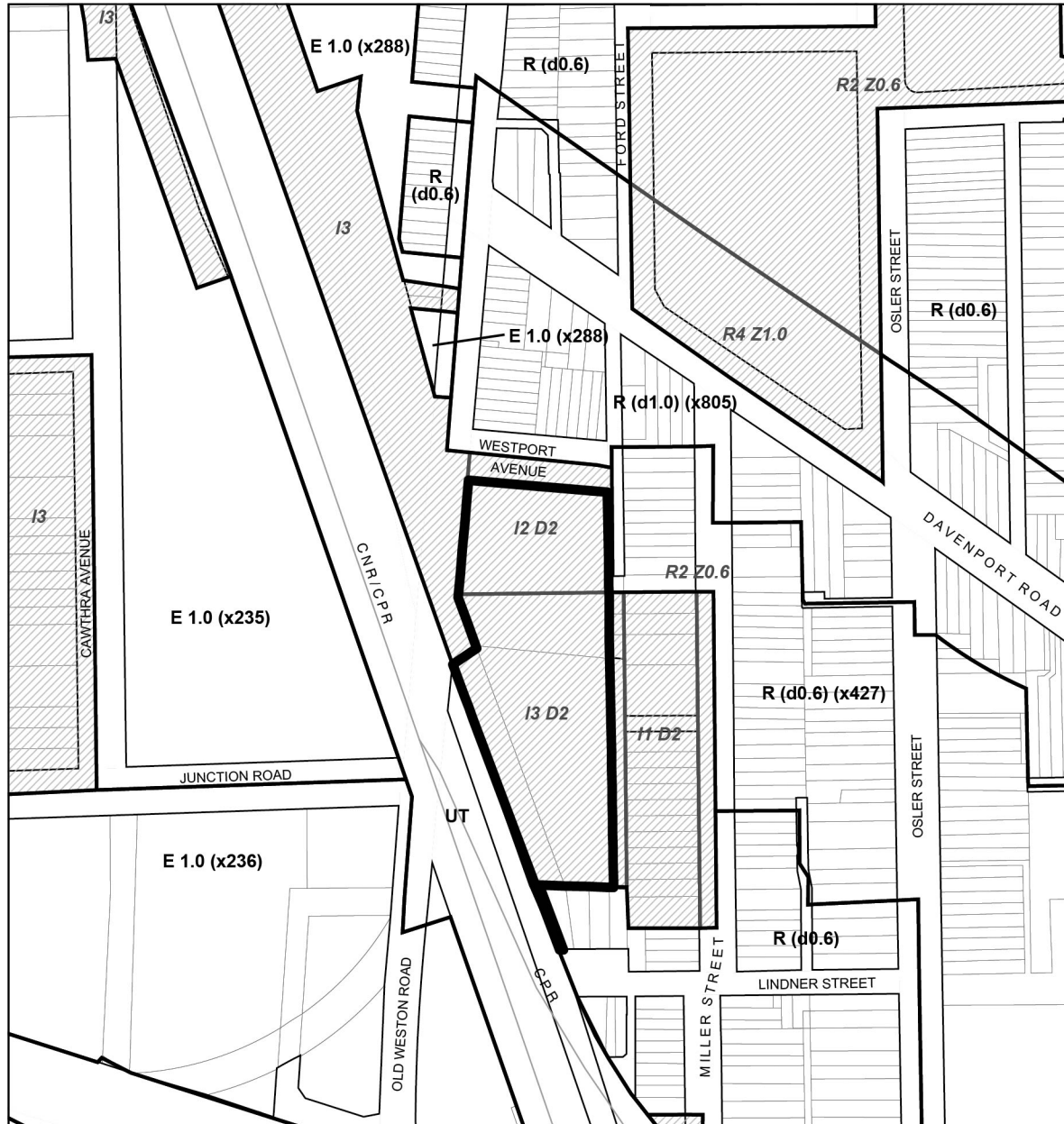


Core Employment Areas



Not to Scale  
Extracted: 08/24/2021

## Attachment 5: Zoning Map



**Zoning By-law 569-2013**

**189-195 Old Weston Road**

**File # 21 199583 STE 09 02**



Location of Application

**R**  
**E**  
**UT**

*Residential*  
*Employment Industrial*  
*Utility and Transportation*



See Former City of Toronto By-law No. 438-86

**R4** Residential District  
**I2** Industrial District



Not to Scale  
Extracted: 08/24/2021

## APPLICATION DATA SHEET

**Municipal Address:** 189 & 195 OLD WESTON RD  
**Date Received:** August 17, 2021  
**Application Number:** 21 199583 STE 09 OZ  
**Application Type:** OPA & Rezoning  
**Project Description:** Official Plan and Zoning By-law amendment application to facilitate the development of the site for 8 and 14-storey towers atop a 4-storey podium, and having a non-residential gross floor area of 1,475 square metres, and a residential gross floor area of 26,257 square metres for a total gross floor area of 27,731 square metres. A total of 346 dwelling units are proposed. The application also proposes to include 243 parking spaces.

<b>Applicant</b>	<b>Agent</b>	<b>Architect</b>	<b>Owner</b>
BOUSFIELDS INC.	BOUSFIELDS INC.	TACT	WESTPORT PROPERTIES DEVELOPMENT LTD

## EXISTING PLANNING CONTROLS

Official Plan Designation:	Employment Areas	Site Specific Provision:	SASP 234
Zoning:	I2 D2	Heritage Designation:	
Height Limit (m):	14	Site Plan Control Area:	Y

## PROJECT INFORMATION

Site Area (sq m):	10,224	Frontage (m):	77	Depth (m):	62
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			6,429	<b>6,429</b>
Residential GFA (sq m):			23,243	<b>23,243</b>
Non-Residential GFA (sq m):			4,282	<b>4,282</b>
<b>Total GFA (sq m):</b>			<b>35,356</b>	<b>35,356</b>
Height - Storeys:			14	<b>14</b>

Floor Space Index: 3.45

<b>Floor Area Breakdown</b>	<b>Above Grade (sq m)</b>	<b>Below Grade (sq m)</b>
Residential GFA:	23,243	
Retail GFA:		
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:	4,282	

<b>Residential Units by Tenure</b>	<b>Existing</b>	<b>Retained</b>	<b>Proposed</b>	<b>Total</b>
Rental:				
Freehold:				
Condominium:			296	<b>296</b>
Other:				
<b>Total Units:</b>			<b>296</b>	<b>296</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:			187	78	31
<b>Total Units:</b>			<b>187</b>	<b>78</b>	<b>31</b>

#### **Parking and Loading**

Parking Spaces: 236      Bicycle Parking Spaces: 347      Loading Docks: 2

#### **CONTACT:**

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