

## **1736-1746 Weston Road - Zoning By-law Amendment Application - Appeal Report**

Date: March 13, 2023

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Wards: 5 -York South-Weston

**Planning Application Number:** 22 111715 WET 05 OZ

### **SUMMARY**

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On February 7, 2022, a Zoning By-law Amendment application was submitted to permit a 25-storey mixed-use development containing 253 dwelling units and 472 square metres of non-residential floor area.

On November 24, 2022, the applicant appealed the application to the Ontario Land Tribunal (OLT) due to Council not making a decision within the prescribed time frame set out in the Planning Act. A Case Management Conference has been scheduled for March 31, 2023.

On February 8, 2023, the applicant provided a With Prejudice resubmission of the application to permit a 40-storey mixed-use development containing 446 residential units and 444 square metres of non-residential floor area.

This report recommends that the City Solicitor with the appropriate City staff attend the OLT hearing to oppose the application in its current form and to continue discussions with the applicant to resolve outstanding issues.

### **RECOMMENDATIONS**

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The City Planning Division recommends that:

1. City Council direct the City Solicitor and appropriate staff to attend the Ontario Land Tribunal in opposition to the Zoning By-law Amendment application in its current form for the lands at 1736-1746 Weston Road and to continue discussions with the applicant in an attempt to resolve outstanding issues.
2. In the event that the Ontario Land Tribunal allows the appeal, in whole or in part, City Council authorize the City Solicitor to request that the Ontario Land Tribunal withhold the issuance of a final Order until such time as the Ontario Land Tribunal has been advised by the City Solicitor that:

a. The owner has submitted a revised Transportation Impact Study including all requested revisions to the satisfaction of the General Manager of Transportation Services;

b. The owner has submitted a revised Functional Servicing Report to determine the stormwater runoff, sanitary flow and water supply demand resulting from this development and whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development, to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services;

c. The Noise and Vibration Report has been peer reviewed at the cost of the applicant and the report has been revised to the satisfaction of the Chief Planner and Director, City Planning;

d. The owner has provided a revised Pedestrian Wind Study, such report to be reviewed with recommendations implemented as part of the amending Zoning By-law(s) and/or secured in a development agreement, to the satisfaction of the Chief Planner and Executive Director, City Planning; and

e. The form and content of Zoning By-law Amendment is satisfactory to the Chief Planner and Executive Director, City Planning and the City Solicitor.

3. Should it be determined that upgrades are required to the infrastructure to support the development according to the accepted Functional Servicing Report and/or the Transportation Impact Study, City Council direct the City Solicitor and appropriate City staff to request that a Holding Provision be included in the final form of the site-specific Zoning By-law Amendment, not to be lifted until such time as the owner has made satisfactory arrangements, including entering into appropriate agreement(s) with the City for the design and construction of any improvements to the municipal infrastructure and the provision of financial securities to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services and General Manager of Transportation Services.

4. City Council authorize the City Solicitor and other City staff to take any necessary steps to implement City Council's decision.

## **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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On August 24, 2021, a pre-application consultation meeting was held between City Planning staff and the applicant regarding a proposed 25-storey mixed-use building with a six-storey base building, a gross floor area of 19,900 square metres and a floor space index of 10.8 times the lot area at 1736-1746 Weston Road. Staff raised concerns with the appropriateness of a high-rise building in this location, the ability of the proposal to

meet the intent of the design guidelines, insufficient setbacks from property lines and stepbacks of the building, floorplate sizes, shadowing impacts, and how the building addresses Wilby Crescent.

A Preliminary Report, dated April 29, 2022, was considered by Etobicoke York Community Council on May 27, 2022 authorizing staff to schedule a community consultation meeting together with the Ward Councillor. The community consultation meeting is summarized in the Comments section of this report. The Preliminary Report can be found here:

<https://www.toronto.ca/legdocs/mmis/2022/ey/bgrd/backgroundfile-225954.pdf>

## **THE SITE**

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### **Description**

The site is relatively flat and is located at the southeast corner of Weston Road and Wilby Crescent. It includes properties municipally known as 1736 Weston Road and 1746 Weston Road. The site is irregular in shape and has an area of 1849 square metres, with frontages of 41.45 metres along Weston Road and approximately 72 metres along Wilby Crescent.

### **Existing Uses**

The site contains a two-storey commercial building, including a place of worship, at 1736 Weston Road and a one-storey commercial building at 1746 Weston Road.

## **THE APPLICATION**

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### **Proposed Use**

The application proposes a mixed-use development containing 446 dwelling units and 444 square metres of non-residential floor area.

### **Height and Massing**

The proposed building is 40 storeys (137 metres, including a six-metre tall mechanical penthouse with elevator access to roof).

The building is proposed to be set back from Weston Road and Wilby Crescent by one metre at grade level, and from the rear lot line by 0.91 metre.

The below-grade parking is proposed to be set back one metre from Weston Road, 0.75 metre from Wilby Crescent and 0.7 metre from the rear property line.

Above the third floor, the podium is proposed to be stepped back an additional one metre from Weston Road and one metre from Wilby Crescent, with a setback of nine metres to the rear lot line. The tower portion of the building, from levels nine to 40, is proposed to be further stepped back by an additional one metre along Weston Road and Wilby Crescent, with a 12.5-metre setback to the rear lot line.

## **Density (Floor Space Index)**

The proposal has a density of 17.4 times the area of the lot.

## **Unit Breakdown**

The proposed 446 dwelling units comprise 287 one-bedroom (64%); 114 two-bedroom (26%); and 45 three-bedroom (10%) units.

## **Access, Parking and Loading**

Access to the four-level underground parking garage containing 139 vehicle parking spaces (113 residential, 25 visitor, one car-share and zero commercial) would be from a driveway off Wilby Crescent. In addition, one Type 'G' loading space and 447 bicycle parking spaces are proposed.

## **Additional Information**

See Attachments 2, 3, 4, and 5 of this report for the Application Data Sheet, a three-dimensional representation of the proposal in context, and a site plan of the proposal, respectively. Detailed project information including all plans and reports submitted as part of the applicant can be found on the City's Application Information Centre at [www.toronto.ca/1746WestonRd](http://www.toronto.ca/1746WestonRd).

## **Reasons for the Application**

The proposal requires an amendment to the former City of York By-law 1-83 as amended by By-law 3507-97 in order to increase the permitted height, permitted floor space index, and revise other development standards as necessary to reflect the proposal, as well an amendment to city-wide Zoning By-law 569-2013 to bring the site into that by-law with corresponding development standards.

## **Site Plan Control**

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

## **POLICY CONSIDERATIONS**

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### **Provincial Land-use Policies**

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (PPS), and shall conform to provincial plans.

### **Official Plan**

The site is designated *Apartment Neighbourhoods* on Map 14 - Land Use and identified as *Avenues* on Map 2 - Urban Structure of the Official Plan. *Apartment Neighbourhoods* are stable areas of the city consisting of apartment buildings, parks, local institutions, cultural and recreational facilities, and small-scale retail, services and office uses that

serve the needs of area residents. Significant growth is not anticipated in these areas, however, opportunities for infill opportunities are recognized. *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.

Official Plan Map 3 - Right-of-Way Widths Associated with Existing Major Streets, identifies Weston Road as a Major Street with a planned right-of-way width of 27 metres.

The site is located within the Weston Major Transit Station Area (MTSA) and is subject to Site and Area Specific Policy (SASP) 695, Major Transit Station Area - Weston Station, in Chapter 8 of the Official Plan (part of OPA 575) and is not yet in force. SASP 695 states that this MTSA is planned for a minimum population and employment target of 200 residents and jobs combined per hectare. The SASP also directs that authorized uses of land are as identified by the land use designations on Map 14 - Land Use and associated land use permissions in Chapter 4 of the Official Plan, applicable Secondary Plans and Site and Area Specific policies.

The site is also within SASP 51 which applies to lands located in the Weston Area (as identified on Map 25 in the Official Plan). SASP 51 seeks to maintain view corridors to the Humber Valley from street intersections of Weston Road in the Weston community. It also seeks to improve links between the Weston community and the Humber Valley by adding and improving existing pedestrian connections.

Toronto Official Plan policies may be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

## **Zoning**

The site is zoned Main Street Commercial/Residential (MCR) under former City of York By-law 1-83 as amended by By-law 3507-97, which permits townhouses, apartment buildings, offices, retail stores, recreational uses, restaurants, and limited institutional uses. The maximum permitted height in the MCR zone is eight storeys or 24 metres and the maximum floor space index is 2.5 times the area of the lot. Any construction within six metres of the front lot line is limited to nine metres in height.

The site is not subject to city-wide Zoning By-law 569-2013. With a supportable proposal, the intent is to bring this site into the city-wide by-law within the Commercial Residential (CR) zone.

## **Design Guidelines**

The following design guidelines are relevant in the consideration of the proposal:

- Weston Urban Design Guidelines;
- Tall Building Design Guidelines;

- Growing Up: Planning for Children in New Vertical Communities Urban Design Guidelines; and
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings.

Design guidelines can be found here:

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

<https://www.toronto.ca/wp-content/uploads/2018/01/96ea-cityplanning-tall-buildings-may2013-final-AODA.pdf> (Tall Building Design Guidelines)

<https://www.toronto.ca/legdocs/mmis/2020/ph/bgrd/backgroundfile-148362.pdf> (Growing Up Guidelines)

<https://www.toronto.ca/wp-content/uploads/2019/12/94d3-CityPlanning-Pet-Friendly-Guidelines.pdf>

(Pet Friendly Guidelines)

### **Toronto Green Standard**

The Toronto Green Standard (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 TGS. Tiers 2, 3 and 4 are voluntary, higher levels of performance with financial incentives. The TGS can be found here:

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/>

### **COMMUNITY CONSULTATION**

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A virtual Community Consultation Meeting was hosted by City staff on June 21, 2022 to discuss the original proposal submitted on February 7, 2022. The meeting was attended by approximately 17 members of the public along with the local Councillor, the applicant and their consulting team.

Following a presentations by City staff and the applicant, the following concerns and questions were raised by the community:

- Provision and type of ground floor retail uses, including the potential to maintain the existing grocery store on-site;
- Potential relocation of the existing place of worship use on-site;
- Potential shadowing impacts of the tall building on the public realm;
- Adjacent road infrastructure improvements necessary to accommodate increased traffic levels;
- Type and size of dwelling units proposed;
- Provision of pedestrian walkways and streetscaping along Wilby Crescent;
- Pedestrian-level wind impacts; and
- Improved connections to Weston Lions Park from the site.

### **COMMENTS**

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## **Provincial Framework**

Staff have reviewed the current proposal for consistency with the Provincial Policy Statement (PPS), and conformity with the Growth Plan. The proposal is not consistent with the PPS policies concerning appropriate development performance standards through the Official Plan and other supporting documents.

## **Land Use**

This application has been reviewed against the Official Plan. The proposed mixed-use development at 1736-1746 Weston Road is consistent with the *Apartment Neighbourhoods* designation in the Official Plan, but the scale is not.

## **Built Form**

City Planning staff have reviewed the proposed built form, including building placement, height, massing and transition, against the policies of the Official Plan, Weston Urban Design Guidelines and the Tall Building Design Guidelines.

The site is located within Sub-area 9 (Apartment Neighbourhood - Weston Road Corridor) of the Weston Urban Design Guidelines. This area is recognized as a potential location for residential intensification, with infill development encouraged along the corridor that is sensitive to transition in scale to adjacent low density residential neighbourhoods and that addresses Weston Road directly. Preserving the integrity of the Humber Valley edge, including views and linkages are also included as objectives for this sub-area.

The Official Plan directs that development will be located and massed to fit within the existing and planned context. In the immediate existing context there are buildings with heights of 26, 22 and 19 storeys, an approved 45-storey tower adjoining the Weston GO Transit Station and an approved 24-storey building at the intersection of Weston Road and Victoria Avenue East. Buildings within the Sub-area 9 of the Weston Urban Design Guidelines are permitted to have a maximum height of eight storeys or 24 metres along the Weston Road frontage, with a minimum three-metre setback required above the sixth floor. In its current form, the proposal does not fit with the existing and planned context.

The Official Plan directs that development in *Apartment Neighbourhoods* should provide a transition in scale through means such as providing setbacks from, and/or stepping down of heights towards lower scale neighbourhoods. The proposed tall building would encroach significantly into the 45-degree angular plane, as measured to the area to the south of the site, along Victoria Avenue West that is designated *Neighbourhoods*. A reduced building height is required in order for the building to fit within the existing and planned context, and to provide a more appropriate transition in scale to the neighbourhood area.

The Official Plan and the Tall Building Design Guidelines direct tall building towers to limit physical and visual impacts, including through limiting and shaping the size of tower floorplates above base buildings. The Tall Building Design Guidelines provide

detailed direction that floorplates should generally not exceed 750 square metres. The proposed floorplates in levels nine through 40 of the tower are approximately 830 square metres, exceeding the recommended floorplate sizes. The proposed size of the floorplates are of concern and should be reduced.

The Tall Building Design Guidelines indicate that tower portions of buildings should be set back 12.5 metres or greater from all side and rear property lines. However, for larger tower floorplates, greater setbacks proportionate to the increase in floorplate size are to be provided. The current tower setback does not account for the proposed increased floorplate size. The tower is also not sufficiently stepped back above the main wall of the base building to reinforce the base building as the defining element of the street along Weston Road and Wilby Crescent, and to assist in wind mitigation and limiting visual impact of the tower at grade.

### **Shadow and Wind**

As a result of the building height and massing there would be street level shadow impacts on both sides of Weston Road. Additionally, there would be impacts on the low density residential neighbourhood to the east of the Canadian Pacific Rail line during the evening at the Spring and Fall equinoxes. A reduction in height and massing as per the built form issues identified above would also reduce the shadow impacts on the surrounding public realm and properties.

A Pedestrian Level Wind Assessment prepared by Gradient Wind, dated November 1, 2021 and revised January 31, 2023, was submitted as part of the proposal. This study predicts that most future wind conditions in grade-level pedestrian wind-sensitive areas and surrounding the study site would be acceptable, with the exception of the sidewalk at the northwest corner of the study site and the outdoor amenity space along the southwest side of the development where significant and dangerous wind conditions are predicted. Revisions to the proposed height, massing, and tower placement, as outlined above, would result in improved pedestrian level wind, with further mitigation to be secured through the Site Plan Control process.

Revised shadow impact and wind assessment studies would be requested with a redesign for review to ensure acceptable conditions.

### **Amenity Areas**

A total of 1784 square metres of amenity space is proposed for the building, of which 892 square metres would be indoor amenity space, provided on levels one, three, and eight and 892 square metres of outdoor amenity space would also be provided, to be split between podium terrace levels three and eight. The proposal meets the requirements for amenity space provision of a minimum of two square metres of indoor amenity space and a minimum of two square metres of outdoor amenity space per unit.

The Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings direct developments over 200 units to provide a pet relief area, wash station and an outdoor off-leash area (dog run) with a minimum size of approximately 40 square metres, or 5% of the total outdoor amenity space. The application proposes a dog run to



be located on the outdoor amenity space on the eighth floor terrace. The plans currently do not depict a pet wash station or designated outdoor pet relief area. The proposal should be revised to meet the Pet Friendly Design Guidelines.

### **Transportation, Access and Parking**

A Transportation Impact Study, prepared by WSP Canada, dated February 3, 2022 and revised January 31, 2023, was submitted as part of the proposal. Transportation Services staff have identified concerns and requested revisions as noted below.

The proposal is anticipated to generate approximately 38 inbound automobile trips and 127 outbound automobile trips during the morning peak hour, and 122 inbound automobile trips and 111 outbound automobile trips during the afternoon peak hour respectively. The traffic analysis indicates that the projected vehicular volumes can be accommodated on the adjacent road network. The consultant does not recommend any road improvements, which staff concur with.

Vehicular access to the development is proposed to be off a single driveway entrance from Wilby Crescent leading to a parking ramp of the underground parking level and a surface loading space. Staff are satisfied with this location.

Pedestrian access is proposed to be at grade from public sidewalks along Weston Road and Wilby Crescent. These sidewalks must be reconstructed and illustrated in the plans as 2.1-metre wide concrete public sidewalks.

The proposal includes 139 vehicle parking spaces consisting of 113 resident parking spaces, 25 visitor parking spaces, and one car-share parking space. No retail parking spaces are proposed. By-law 89-2022 requires a total of 504 vehicle parking spaces making the proposal deficient by 365 parking spaces. Additional supporting information is required to justify the proposed parking supply.

A total of 447 bicycle parking spaces would be provided on-site for the project in the form of single and stacked bicycle parking spaces. A total of 45 of the bicycle parking spaces would be short-term spaces and 402 of the bicycle parking spaces would be long-term spaces. The proposal satisfies the requirements of By-law 839-2022 for Bicycle Zone 1.

The proposal includes one Type 'G' loading space at ground level. In addition to this loading space, one Type 'C' loading space is required. In the event that a Type 'C' cannot be provided, a Type 'A', Type 'B' or a second Type 'G' may be provided instead.

Transportation Services staff recommend that should the appeal be allowed in part by the OLT, a revised Transportation Impact Study has to be provided to the satisfaction of the General Manager of Transportation Services indicating the need for infrastructure upgrades; a holding provision be included in the final form of the Zoning By-law to be lifted at such time that the owner has made satisfactory arrangements, including entering into appropriate agreement(s) with the City of the design and construction of any improvements to the municipal infrastructure; and the provision of financial securities.

## **Streetscape**

The proposed building has frontages along both Weston Road and Wilby Crescent. The ground floor height of the building is proposed to be 5.2 metres (floor to ceiling height), in accordance with the Tall Building Design Guidelines. Two ground-level retail spaces are proposed to front Weston Road. The Tall Building Design Guidelines direct the inclusion of weather protection elements along commercial frontages. Weather protection is proposed for the retail spaces in the form of a canopy located above these retail spaces. The canopy is proposed to extend by 1.8 metres from the building face (less than the preferred three metres). Opportunities to enhance weather protection at grade should be explored.

The Tall Building Design Guidelines direct that sidewalk zones measured from curb to building face should be at least six metres wide. A 7.3-metre wide sidewalk zone is proposed from the ground level building face to the curb of Weston Road. This setback provides sufficient space for a pedestrian clearway and appropriate streetscaping. Along Wilby Crescent, only a 5.5-metre wide sidewalk zone is proposed. An additional 0.5-metre setback should be provided to accommodate for sidewalk and public realm enhancements.

Also, tree plantings in soil cells are proposed within both the Weston Road and Wilby Crescent rights-of-way.

## **Right-of-Way Widening**

A conveyance of 0.8-metre along the Weston Road property frontage is required. This requirement is being illustrated on the current Site Plan and Landscape Plan.

## **Servicing and Stormwater Management**

A Functional Servicing and Stormwater Management Report and associated plans prepared by Schaeffers Consulting Engineers, dated January 2022 and revised August 2022 and January 2023, was submitted in support of this proposal. Engineering and Construction Services staff have not accepted the findings of these reports, and require that the applicant submit reports that accurately determine the stormwater runoff, sanitary flow and water supply demand resulting from this development and that determine whether there is adequate capacity in the existing municipal infrastructure to accommodate the proposed development.

Engineering and Construction Services staff recommend that should the appeal be allowed in part by the OLT, a revised Functional Servicing Report has to be provided to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services indicating the need for infrastructure upgrades; a holding provision be included in the final form of the Zoning by-law to be lifted at such time that the owner has made satisfactory arrangements, including entering into appropriate agreement(s) with the City of the design and construction of any improvements to the municipal infrastructure; and the provision of financial securities.

## **Noise and Vibration**

A Transportation Noise and Vibration Assessment prepared by Gradient Wind, dated January 26, 2022 and revised January 20, 2023, was submitted in support of this proposal. City Planning staff will need to engage the services of a qualified peer reviewer to determine whether the findings are appropriate. The peer review would be at the cost of the applicant.

## **Housing Issues**

The Council-adopted Growing Up: Planning for Children in New Vertical Communities (Growing Up Guidelines) urban design guidelines provide guidance on the proportion and size of larger units recommended in new multi-unit developments. While the proposal is too dense and tall, the provision of 26% two-bedroom units and 10% three bedroom units responds to the unit mix objectives.

## **Parkland**

The Official Plan contains policies to ensure that Toronto's system of parks and open spaces are maintained, enhanced, and expanded. Map 8B of the Toronto Official Plan illustrates local parkland provisions across the city. In accordance with Chapter 415, Article III of the Toronto Municipal Code, the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. The residential component of this proposal is subject to a cap of 10% parkland dedication while the non-residential component is subject to a 2% parkland dedication. The value of the cash-in-lieu of parkland dedication will be appraised through Real Estate Services.

## **Tree Preservation**

An Arborist Report prepared by Kuntz Forestry Consulting Inc., dated November 1, 2021 and revised January 27, 2023, was submitted in support of this proposal. Urban Forestry staff reviewed the arborist report and have requested revisions and additional information. The report indicated that there are four city street trees, all proposed to be removed.

Urban Forestry, Tree Protection & Plan Review requires the applicant to meet the TGS planting requirements. Additional information is required by Urban Forestry, including: soil specifications for tree planting, a Soil Volume Plan indicating the soil area number, soil depth, soil volume and soil volume per tree, and a Composite Utility Plan indicating all existing and proposed above and below ground utility locations along with proposed tree plantings in order to complete their review. The applicant would be further required to replace trees with a different species.

## **Toronto Green Standard**

TGS measures such as bicycle parking and soil volume would need to be secured in the Zoning By-law should the application be approved.

## **School Boards**

The Toronto District School Board (TSB) and the Toronto Catholic District School Board (TCDSB) have determined that sufficient space exists within both local elementary and secondary schools.

## **Community Services Assessment**

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Community services and facilities are foundational to creating complete communities and include matters such as recreation, libraries, childcare, schools, public health, and human and cultural services. Providing for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

Based on the Mount Dennis Community Services & Facilities (CS&F) Study, and review of the applicant's submitted CS&F Study, new development will create demand for new or expanded childcare facilities and community agency space. While these community infrastructure components are not being provided on the development site as part of this approval, such development will provide development-related charges to support the delivery of community service facilities in the area.

## **Conclusion**

City Planning continues to receive additional information regarding this application as a result of ongoing review by City commenting divisions and materials submitted in response to the proposal. City Planning staff may also be required to evaluate supplementary or revised plans and supporting materials submitted by the applicant after the date of this report. As a result, City Planning staff may continue to identify further issues or supplement the reasons provided in this report. Where substantive changes to the proposal are made by the applicant, staff may report back to City Council as necessary.

This report recommends that the City Solicitor, with appropriate staff, attend the OLT in opposition to the application in its current form and to continue discussions with the applicant in an attempt to resolve outstanding issues.

## **CONTACT**

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## **SIGNATURE**

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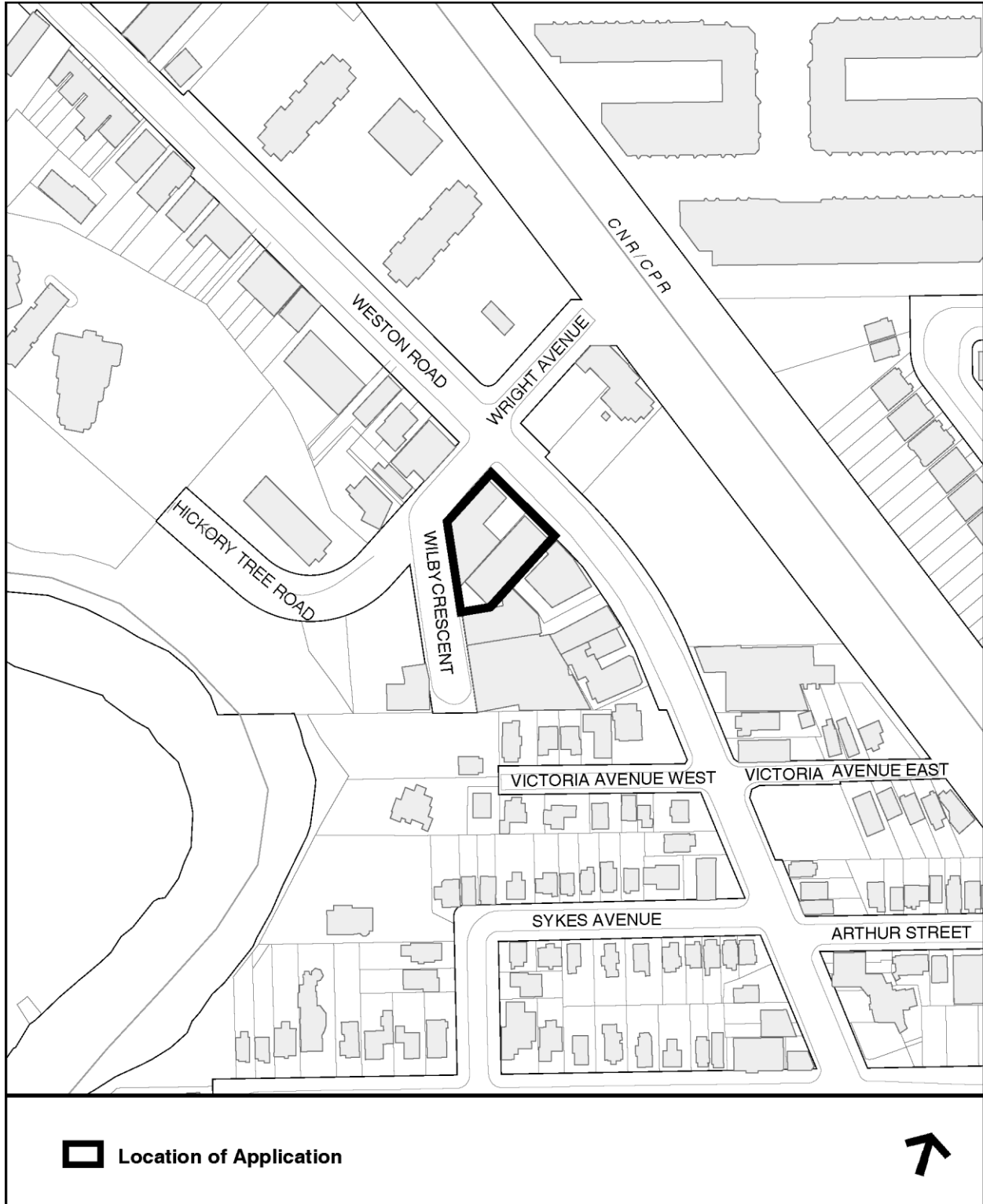
Michael Mizzi, MCIP, RPP  
Director, Community Planning  
Etobicoke York District

## **ATTACHMENTS**

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Attachment 1: Location Map  
Attachment 2: Application Data Sheet  
Attachment 3: 3D Model of Proposal - Looking Northwest  
Attachment 4: 3D Model of Proposal - Looking Northeast  
Attachment 5: Site Plan  
Attachment 6: Official Plan Land Use Map  
Attachment 7: Existing Zoning By-law Map

**Attachment 1: Location Map**



## Attachment 2: Application Data Sheet

### APPLICATION DATA SHEET

Municipal Address: 1736-1746 WESTON RD Date Received: February 7, 2022

Application Number: 22 111715 WET 05 OZ

Application Type: OPA / Rezoning, Rezoning

Project Description: Zoning By-law Amendment application to permit a 40-storey mixed-use building with a seven-storey base building, containing 446 residential units.

Applicant	Agent	Architect	Owner
Goldberg Group	Goldberg Group	Dialog A1	Hickory Tree Towers GP Inc.
2098 Avenue Rd	2098 Avenue Rd	35 John St	75 Scarsdale Rd
Toronto, ON	Toronto, ON	Suite 500	Suite 203
M5M 4A8	M5M 4A8	Toronto, ON	Toronto, ON
		M5V 3G6	M3B 2R2

### EXISTING PLANNING CONTROLS

Official Plan Designation: *Apartment Neighbourhoods* Site Specific Provision: No

Zoning: Main Street Commercial/Residential (MCR) Heritage Designation: No

Height Limit (m): 24 Site Plan Control Area: Yes

### PROJECT INFORMATION

Site Area (sq m): 1,849 Frontage (m): 41 Depth (m): 53

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	736			
Residential GFA (sq m):			31,151	31,151
Non-Residential GFA (sq m):	716		444	444
Total GFA (sq m):	716		31,595	31,595
Height - Storeys:	1 and 2		40	40
Height - Metres:	4 and 7		137	137

Lot Coverage Ratio (%): 88.4% Floor Space Index: 17.4

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	31,151	
Retail GFA:	444	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units				
by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			446	446
Other:				
Total Units:			446	446

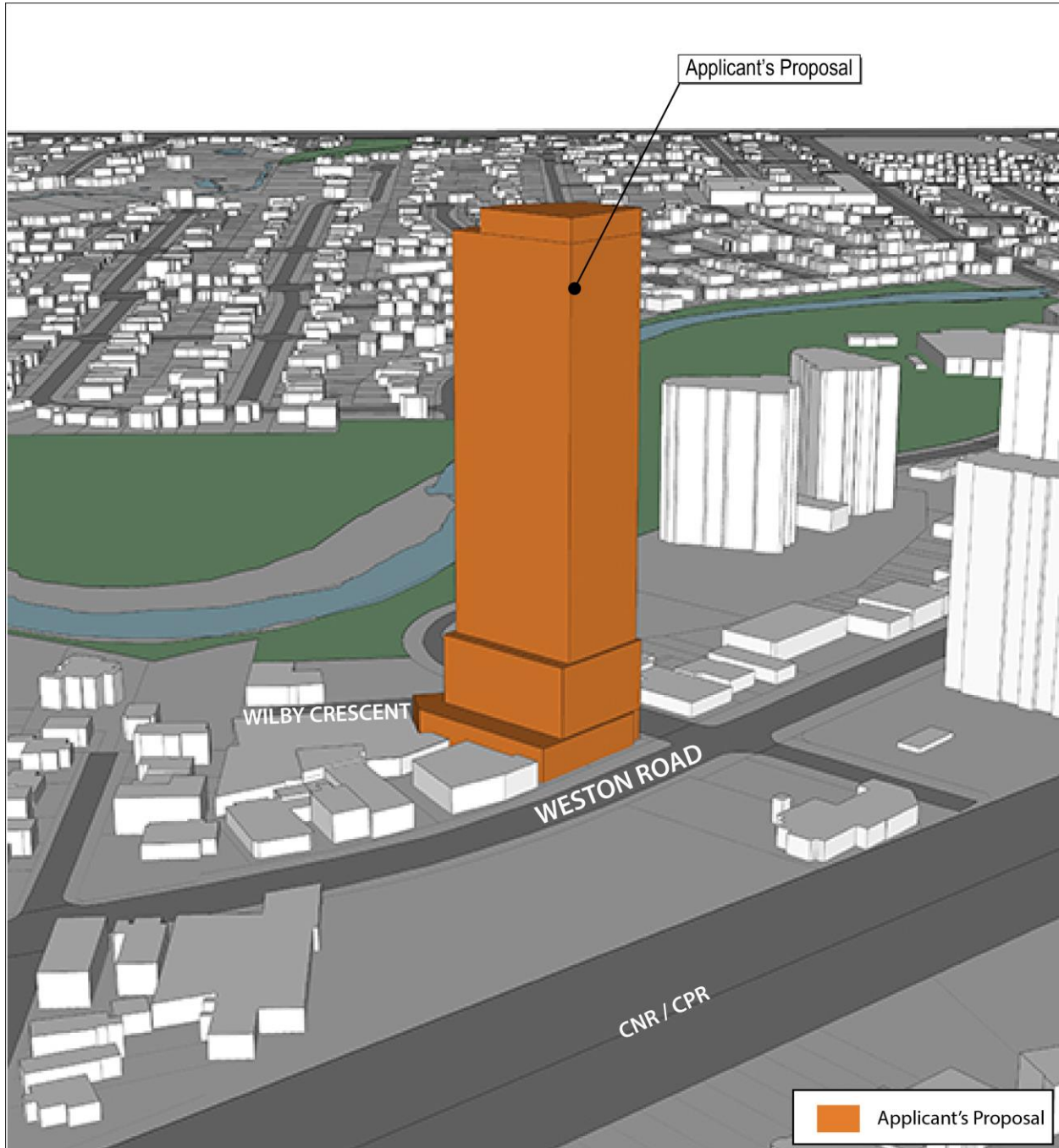
Total Residential Units by Size				
Rooms	Studio 1	Bedroom	2 Bedroom	3+ Bedroom
Retained:				
Proposed:		287	114	45
Total Units:		287	114	45

Parking and Loading  
 Parking Spaces: 139    Bicycle Parking Spaces: 447    Loading Docks: 1

**CONTACT:**  
 Nicholas Deibler, Planner  
 416-394-2946  
 Nicholas.Deibler@toronto.ca



### Attachment 3: 3D Model of Proposal - Looking Northwest

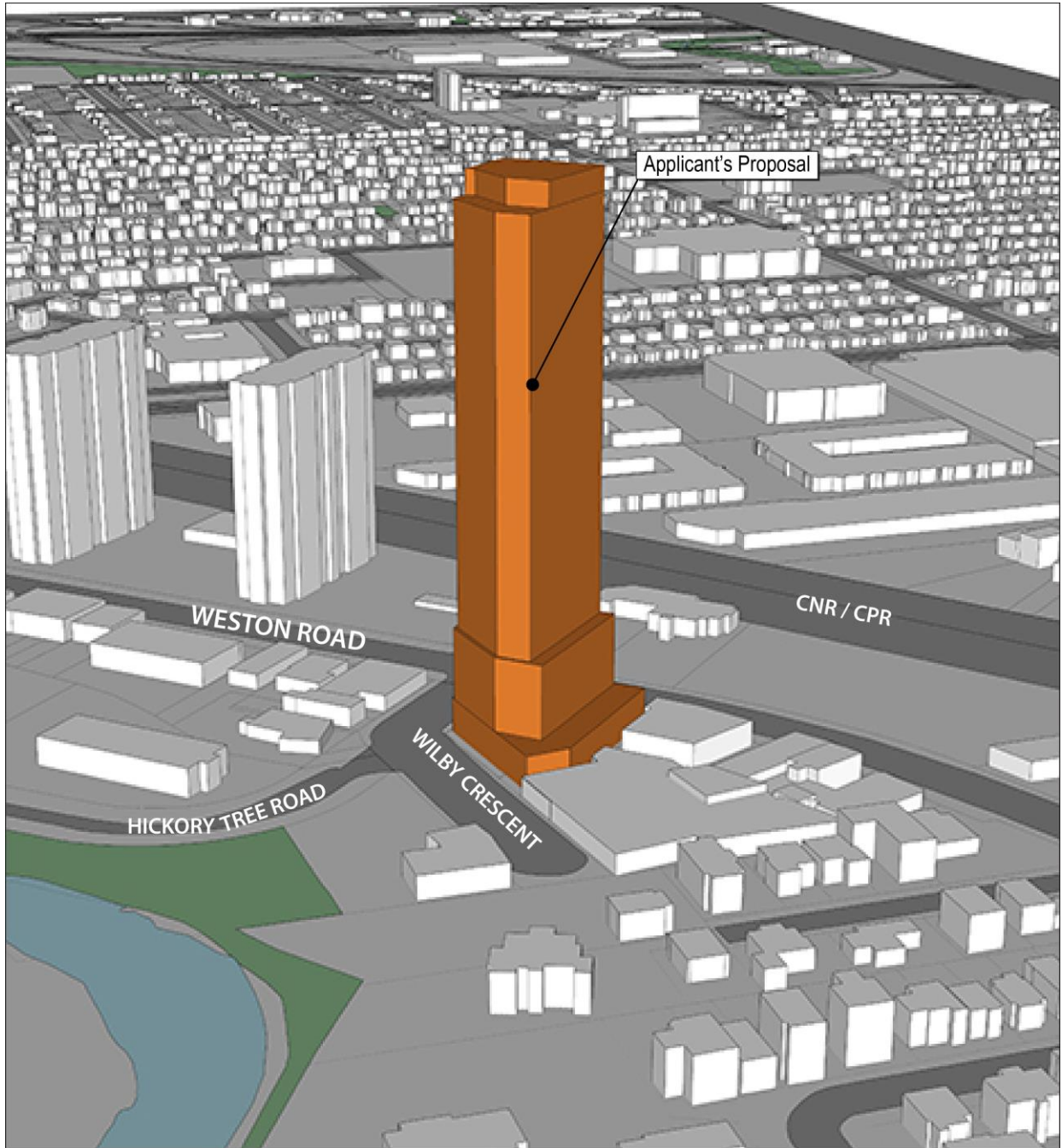


View of Applicant's Proposal Looking Northeast



02/27/2023

# Attachment 4: 3D Model of Proposal - Looking Northwest

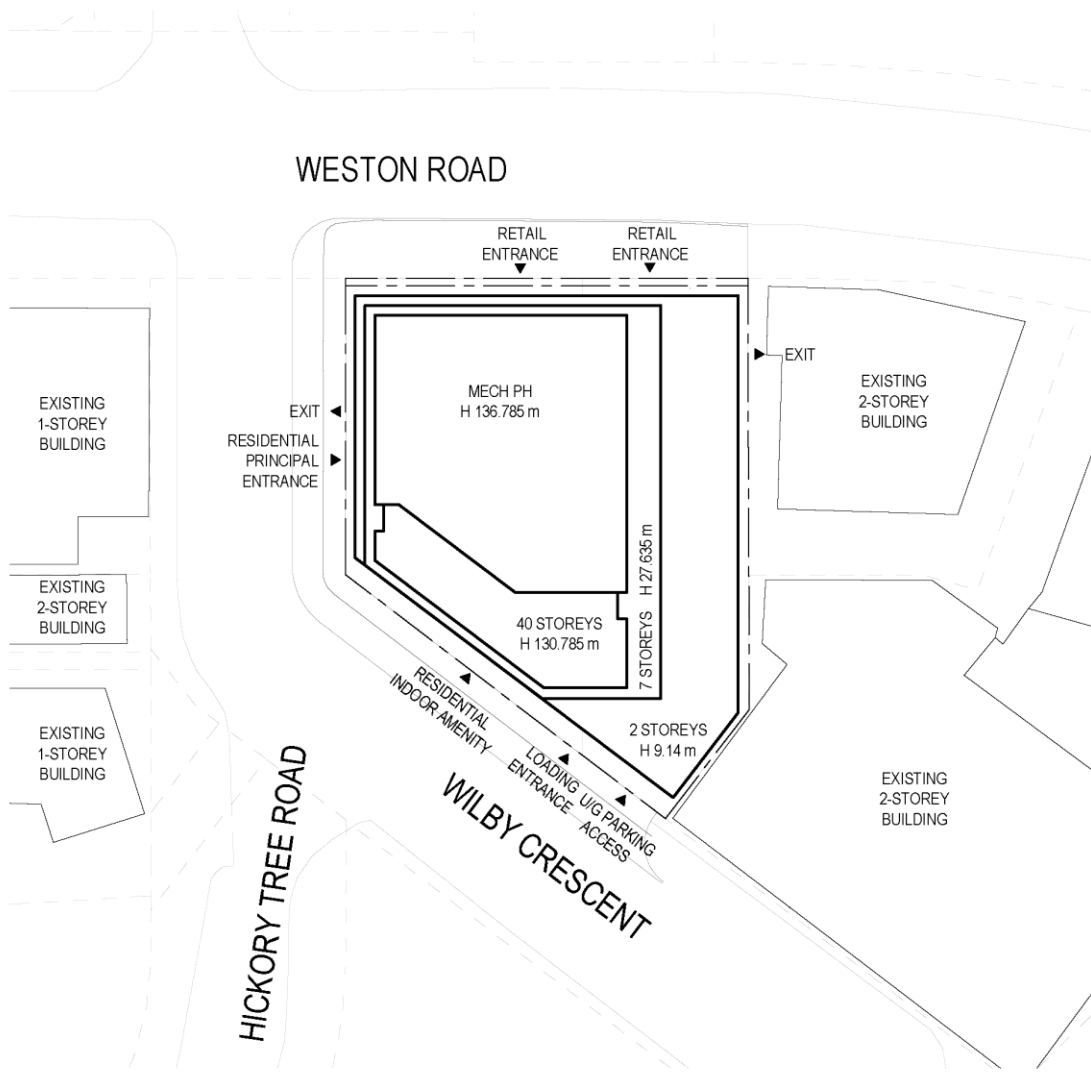


View of Applicant's Proposal Looking Southeast



02/27/2023

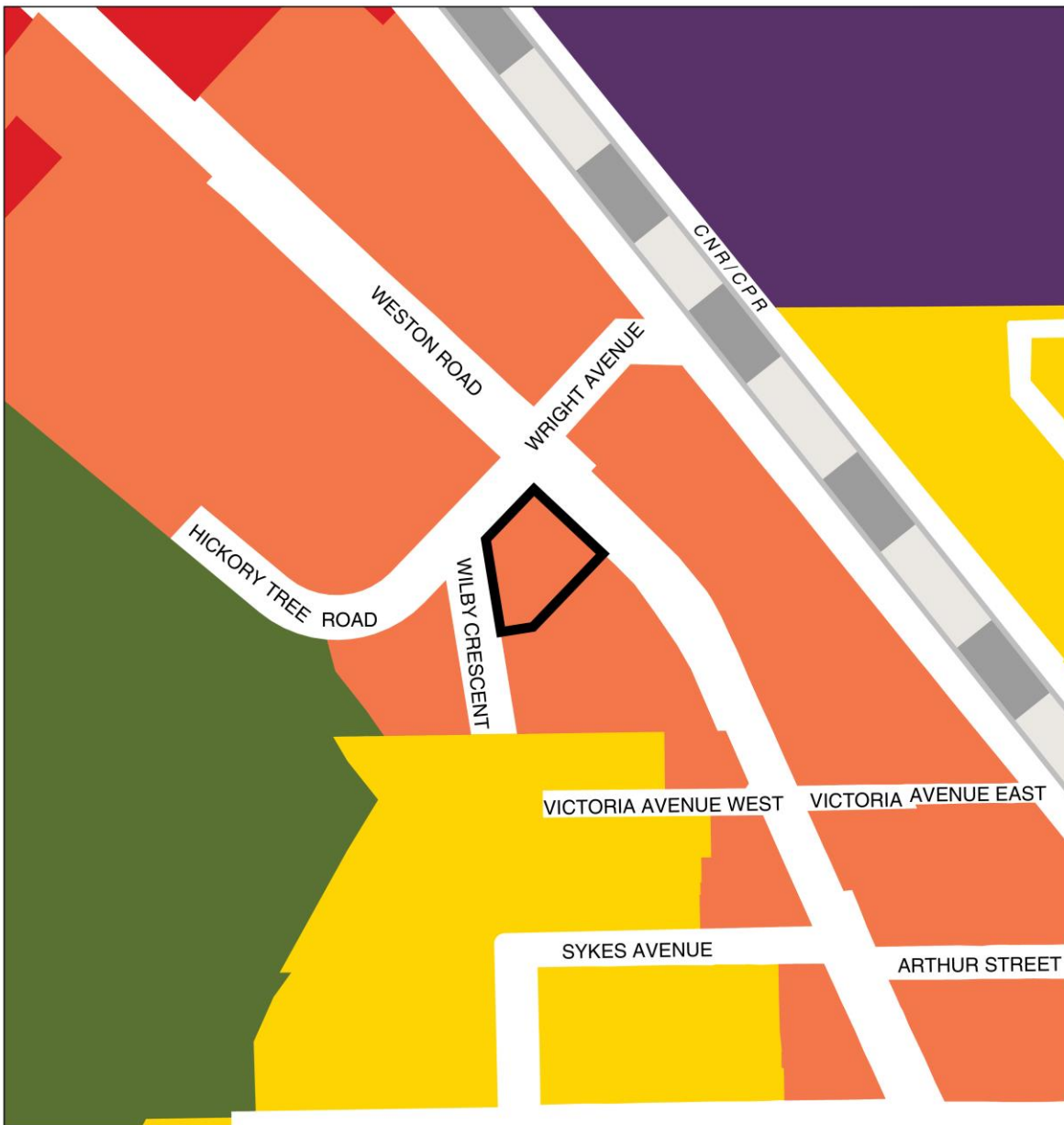
# Attachment 5: Site Plan



Site Plan



**Attachment 6: Official Plan Land Use Map**



**Official Plan Land Use Map #14**

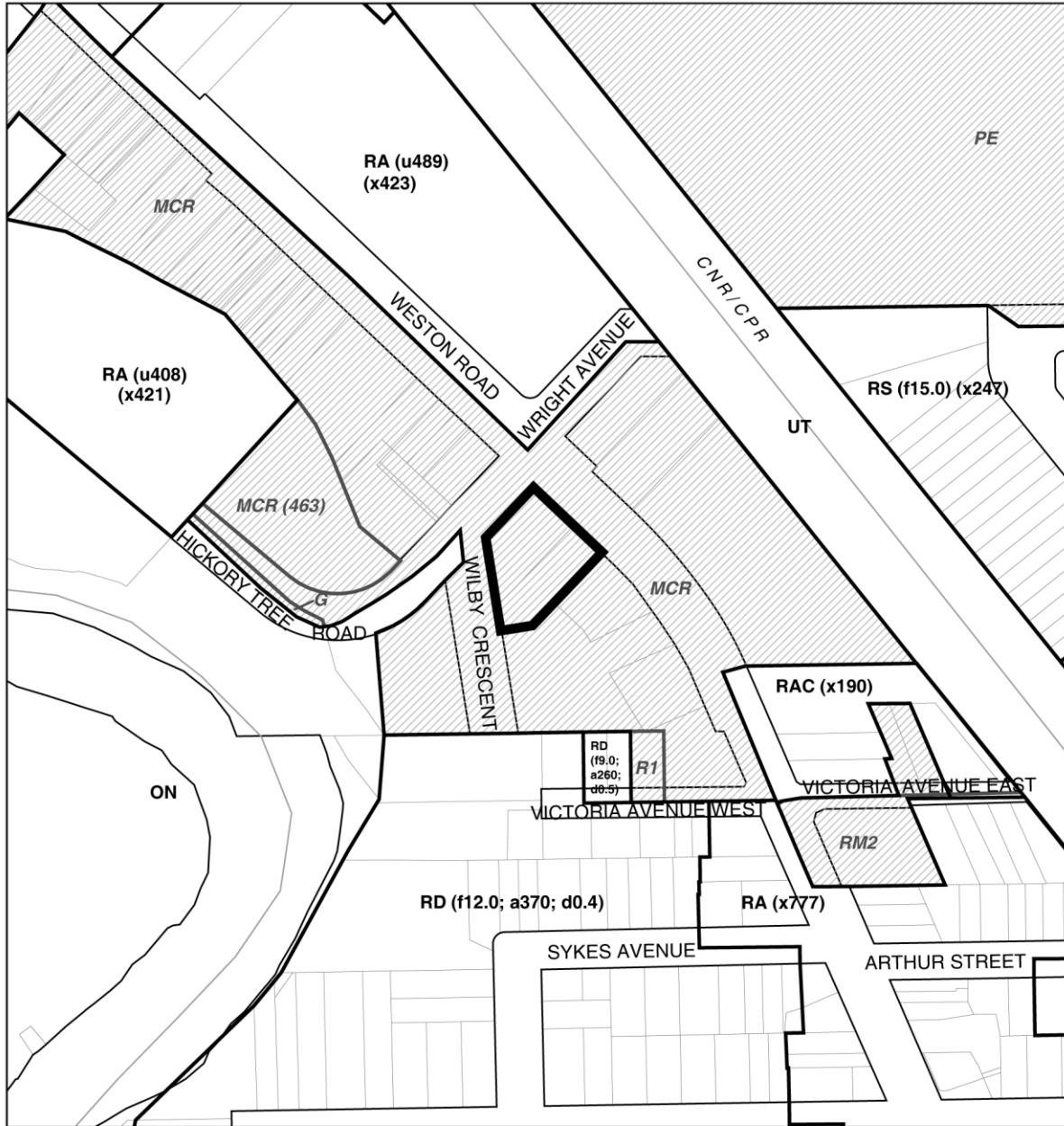
**1736-1746 Weston Road**

File # 22 111715 WET 05 0Z



↑  
Not to Scale  
Extracted: 02/14/2022

# Attachment 7: Existing Zoning By-law Map



**Zoning By-law 569-2013**

**1736-1746 Weston Road**

**File # 22 111715 WET 05 0Z**

- Location of Application
- RD** Residential Detached
- RS** Residential Semi-Detached
- RA** Residential Apartment
- RAC** Residential Apartment Commercial
- ON** Open Space Natural
- UT** Utility and Transportation

- See Former City of York By-law No. 1-83
- R1** Residential Districts
- RM2** Residential Multiple Zone
- MCR** Mixed Commercial Residential
- PE** Prestige Employment Zone
- CE** Commercial Employment Zone
- G** Green Open Space

Not to Scale  
 Extracted: 02/14/2022