

1871, 1879, 1885 Weston Road and PIN 10324-0541 – Official Plan Amendment and Zoning By-law Amendment – Decision Report – Approval

Date: October 25, 2023

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Wards: Ward 5 - York South-Weston

Planning Application Number: 21 234039 WET 05 OZ

SUMMARY

This application proposes to amend the Official Plan and Zoning By-law to permit two new 50- and 46-storey towers, on a shared four-storey base building. The proposed development will consist of 1032 residential dwelling units, commercial uses, and a 400-person worship/performance hall and a full-sized gymnasium. The existing church building on the site would be relocated to the southeast corner and repurposed to contain retail and commercial uses. The proposed tower heights would be 162 metres plus two storeys of mechanical penthouse and 150 metres plus a one-storey of mechanical penthouse. A Floor Space Index of 15 times the area of the lot is proposed.

This report reviews and recommends approval of the application to amend the Official Plan and Zoning By-law subject to conditions listed in the holding provisions.

RECOMMENDATIONS

The Director, Community Planning, Etobicoke York District recommends that:

1. City Council amend the Official Plan for the lands at 1871, 1879, 1885 Weston Road and the lands identified as PIN 10324-0541 substantially-in-accordance with the Draft Official Plan Amendment attached as Attachment 6 to this report.

2. City Council amend Zoning By-law 569-2013 for the lands at 1871, 1879, 1885 Weston Road and the lands identified as PIN 10324-0541 substantially-in-accordance with the draft Zoning By-law Amendment attached as Attachment 7 to this report.

3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.

4. City Council recommend that the Chief Planner and Executive Director, City Planning secure through the Site Plan Control process for the proposed development, pursuant to Section 114 of the City of Toronto Act, 2006, the following:

a. Rail safety mitigation measures, recommended by Hatch in the Rail Safety and Development Viability Assessment, dated August 2023, to be confirmed by the City's peer review process, for rail safety matters; and

b. Noise and vibration mitigation measures, recommended by HGC Engineering in reports, dated October 2021 and updated August 2023, to be confirmed by the City's peer review process, for noise and vibration matters.

FINANCIAL IMPACT

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

A pre-application consultation meeting was held on August 17, 2021. The application was received and deemed complete as of November 4, 2021. A Preliminary Report, dated January 30, 2022, was considered by Etobicoke Community Council on February 24, 2022 and is available [here](#). Staff conducted a Community Consultation Meeting for this application on June 14, 2022, details of which are summarized in the Comments section of this report.

On May 23, 2023, the Toronto Preservation Board recommended that the buildings located at 1871 and 1879-1885 Weston Road each be designated under Part IV of the Ontario Heritage Act: <https://secure.toronto.ca/council/agenda-item.do?item=2023.PB6.1>. On June 14, 2023, City Council stated its intention to designate both properties under Part IV of the OHA and directed the City Solicitor to introduce Bills giving effect to the designation should there be no objections. The properties were subsequently designated through by-laws 802-2023 and 803-2023:

PROPOSAL

Application Description

This application proposes to amend the Official Plan and Zoning By-law to permit two towers, 46 and 50 storeys tall, on a shared four-storey base building. The proposed development will consist of residential dwelling units, commercial uses, and a 400-person capacity worship/performance hall and a full-sized gymnasium. The existing church building on the site would be relocated to the southeast corner and repurposed to contain retail and commercial uses. The proposed building heights would be 162 metres plus a two-storey mechanical penthouse and 150 metres plus a one-storey mechanical penthouse.

The existing former bank building located at 1885 Weston Road would be retained and integrated in the base building, which would contain retail spaces at-grade, as well as community spaces at-grade and on the second storey. The existing church building at 1871 Weston Road is proposed to be relocated to the southeast corner of the site with new additions and repurposed to contain retail uses.

A total of 66,747 square metres gross floor area (GFA) is proposed of which 61,778 square metres would be used for residential uses, 3622 square metres would be used for community space uses and 1347 square metres would be used for retail uses, resulting in a proposed Floor Space Index of 15 times the area of the lot. The proposed community space would include a gymnasium, gallery, performance hall and multi-purpose spaces, and would be privately-owned and operated.

The proposed development would have 1032 residential dwelling units of which 80 (eight percent) would be studio units, 694 (67 percent) would be one-bedroom units, 155 (15 percent) would be two-bedroom units and 103 (10 percent) would be three-bedroom units.

A total of 1119 square metres (1.1 square metres per unit) of outdoor amenity space would be provided on terraces on the third and fourth floors of the mixed-use building. The proposal also includes 3009 square metres (2.9 square metres per unit) of indoor amenity space on the third, fourth and 24th floors. The indoor amenity space on the third floor would adjoin the outdoor amenity area on the terrace.

Vehicular and loading access to the proposed development would be provided by new driveway entrances on Weston Road and Lawrence Avenue West that would connect through the site. A total of 224 vehicular parking spaces are proposed within a five-level below-grade parking garage and one Type G and one Type C loading spaces are

proposed at-grade within the shared base building. A total of 1043 bicycle parking spaces are proposed in the below-grade parking garage and at-grade, 929 of which would be long-term spaces, 103 would be short-term spaces and 11 would be for non-residential spaces. There would also be a pedestrian mews area located in the south corner of the site from Weston Road towards the Weston Transit GO station.

Site and Surrounding Area

The site is located on the southeast corner of Weston Road and Lawrence Avenue West (see Attachment 2: Location Map). The site is triangular in shape with an area of approximately 4447 square metres. The development site is comprised of 1871, 1879 and 1885 Weston Road and the lands identified as PIN 10324-0541. The site contains a one-storey former bank building, currently occupied with commercial uses, at 1879-1885 Weston Road, and a one-storey church building occupied by the Weston Park Baptist Church at 1871 Weston Road with associated surface parking. Both the former bank building and the church building are designated under Part IV of the Ontario Heritage Act with by-laws 2023-802 and 2023-803. The remainder of the site contains the lands identified as PIN 10324-0541 which is currently used as a parking lot.

The surrounding land uses include:

North: Immediately to the north adjoining the site is Lawrence Avenue West which is a major street on Map 3 of the Official Plan. On the northeast corner of Weston Road and Lawrence Avenue West is an 18-storey apartment building with commercial uses at grade. East of this building is a 13-storey apartment building on the northeast corner of South Station Street and Lawrence Avenue West. Further north on Weston Road are two-storey buildings with commercial uses at grade and residential units above.

East: Abutting the subject site to the northeast is the Canadian National Railway, Canadian Pacific Railway and Metrolinx rail corridor. Across the rail corridor is a two-storey Toronto Paramedic Services Station and three one-storey restaurant and retail buildings fronting Lawrence Avenue West. Further northeast is a residential area comprised of one and two-storey detached dwellings. Immediately east of the subject site is the Weston GO Transit/UP transit station with a commuter surface parking lot. Southeast of the commuter parking lot, is a two-storey mixed-use building at 1821-1823 Weston Road and a three-storey place of worship building at 1831 Weston Road. These lands are the subject of a development application to permit a 45-storey mixed-use building. Southeast of these lands are two 25-storey apartment buildings.

South: On the south corner of Weston Road and Lawrence Avenue West is a cluster of buildings ranging from one to three storeys in height with commercial uses at grade and residential units above. On the south side of Weston Road is a 22-storey apartment building and a row of low-rise buildings with commercial uses at grade and residential units above. Further south on Hickory Tree Road are two 20-storey apartment buildings and the Humber River Valley.

West: Across from the site on the northwest corner of Weston Road and Lawrence Avenue West, is a 14-storey apartment building with a two-storey base building containing commercial uses. Further west on the north side of Lawrence Avenue West is a two-storey mixed-use building and a nine-storey apartment building with commercial uses at-grade. On the south side of Lawrence Avenue West are two 18-storey apartment buildings that back onto Hickory Tree Road.

Reasons for Application

The proposed use and performance standards are not permitted by in-force city-wide Zoning By-law 569-2013 and SASP 45. The application proposes to permit the proposed mixed-use development by establishing site-specific performance standards to reflect the proposal.

APPLICATION BACKGROUND

Application Requirements

The materials and studies submitted in support of the application can be found by visiting the [Application Information Centre](#).

Agency Circulation Outcomes

The application, together with applicable materials and submitted studies, have been circulated to all appropriate agencies and City Divisions. Responses received have been used in evaluating the application and to formulate appropriate Zoning By-law standards.

POLICY AND REGULATION CONSIDERATIONS

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 (2020) (PPS), and shall conform or not conflict with to provincial plans, including the Growth Plan for the Greater Golden Horseshoe (2020) (Growth Plan).

Official Plan

The site is located on an *Avenue* as identified on Map 2 - Urban Structure. *Avenues* are identified as areas of growth and reurbanization. The land use designation, shown on

Map 14 - Land Use Plan, is *Mixed Use Areas* (see Attachment 3: 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. Development in *Mixed Use Areas* will locate and mass new buildings to provide appropriate transition towards areas of different intensity and scale, and particularly towards lower scale *Neighbourhoods*.

Site and Area Specific Policy 45 (SASP 45) of the Official Plan includes the site as within Weston Village. SASP 45 requires new buildings to have a maximum height of eight storeys (24 metres) and to be sited at the front lot line and oriented to the adjacent street, similar to existing low-rise buildings along Weston Road. On Weston Road, building heights are to be limited to three storeys or nine metres at the street frontage, to correspond to historic heights in Weston Village, but may step back to a maximum of eight storeys (24 metres). SASP 45 also provides additional provisions for the reinforcement of Weston Village as a focal point of Weston community.

Site and Area Specific Policy 51 (SASP 51) of the Official Plan includes the site as within the Weston Area. SASP 51 requires that view corridors to the Humber Valley from street intersections of Weston Road in the Weston community be maintained. Links between the Weston community and the Humber Valley are to 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. SASP 51 also requires that a significant open space feature be provided in the Lawrence employment area.

Council-adopted Site and Area Specific Policy 695 of the of the Official Plan delineates the Major Transit Station Area – Weston Station and includes the site, subject to approval by the Minister of Municipal Affairs and Housing. The Major Transit Station Area – Weston Station is planned for a minimum population and employment target of 200 residents and jobs combined per hectare.

The Official Plan should be read to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making. The Official Plan can be found [here](#).

Zoning

The site is zoned Commercial Residential [CR 2.5 (c2.5; r2.5) SS2 (x1169)] under city-wide Zoning By-law 569-2013, which permits a range of commercial and residential uses and a maximum Floor Space Index of 2.5 times the lot area. A maximum building height of eight storeys or 24 metres is permitted. Site Specific Exception 1169 requires the height of any portion of a building or structure constructed within six metres of the front lot line to be limited to nine metres in height.

City-wide Zoning By-law 569-2013 can be found here: [Zoning By-law 569-2013](#).

Design Guidelines

The following design guidelines have been used in the evaluation of this application:

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

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 3 of the TGS.

Site Plan Control

The application is subject to Site Plan Control. A Site Plan Control application has been received (file number 22 242949 WET 05 SA) and is currently under review.

COMMENTS

Provincial Policy Statement and Provincial Plans

Staff have reviewed the current proposal for consistency with the Provincial Policy Statement (2020) and conformity with the Growth Plan (2020), and find the proposal is consistent with the PPS and conforms with the Growth Plan.

Land Use

The site is designated *Mixed Use Areas*. The proposed development including residential towers, community space and commercial uses, conform with the land use provisions of *Mixed Use Areas* designations.

Given the site's accessibility to high-order transit and its current underutilized state, it is well-positioned to accommodate intensification and further contribute to the creation of complete communities along the Weston Road corridor. The draft Official Plan Amendment (OPA) amends SASP 45 to facilitate the appropriate redevelopment of this site. The draft OPA also includes provision of a pedestrian walkway through the site to facilitate access to the Weston GO Transit/UP Express transit station, and to retain and conserve two existing heritage buildings on site as part of the mixed use development.

The land uses proposed are considered appropriate and are supported by staff.

Density, Height, Massing

The proposed density of 15 FSI and 1032 units represent appropriate development for the existing and planned context. The proposal provides an appropriate level of land use intensification in direct proximity to the higher order transit station. Through the review of this application, it has been determined that the proposed increase in units would not result in any impacts on the servicing and transportation infrastructure in the area.

Policy 4.5.2(e) of the Official Plan states that development within *Mixed Use Areas* is to contribute to the quality of life by locating and massing new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks, and open spaces. The site constraints, such as the existing heritage buildings, the easement, the retaining wall along Lawrence Avenue, and the large community spaces in the base building, create significant design challenges in building layout, tower placement, floorplate configuration, tower step back and setbacks. The proposal responds to these unique challenges and addresses the intent of the relevant design policies.

The current proposal includes two towers with proposed heights of 46 and 50 storeys. Both towers have 750-square-metre floorplates and provide for a minimum 25 metre or greater tower separation distance for all locations. The proposal complies with the Tall Building Design Guidelines, with one exception in relation to a limited portion of Tower B (illustrated in Attachment 10) where the irregular lot geometry, an existing diagonal easement through the property and the large space requirements of the proposed gymnasium and worship/performance hall within the base building constrain the site and building configuration. The setback of Tower B reduces from a maximum of 17.5 metres down to 7.5 metres within this very limited area. The draft zoning by-law would further restrict this reduced separation area by not permitting projecting balconies. The proposed base building massing and integration of heritage buildings into the proposal promote a pedestrian scale that relates appropriately to the existing main street context.

Site Organization and Streetscape

The proposal has been designed to incorporate appropriate setbacks and stepping down of heights along all existing and planned street frontages. Additionally, the proposed building design will help to frame the abutting public streets to ensure an attractive, comfortable pedestrian environment with adequate site access, ground floor animation, and pedestrian and vehicular circulation. Additional streetscape and ground floor design details will be secured through the Site Plan Control application.

The proposal incorporates two heritage buildings into the development which provide for attractive historical facades and active uses along the streetscape. The walls of the existing heritage bank building would be retained in-situ at the intersection of Lawrence Avenue West and Weston Road and would then be integrated into the three-storey base building of the proposed development. The existing church building on Weston Road would be relocated to the southeast corner of the site fronting Weston Road and re-purposed to contain retail and commercial uses to further activate the streetscape. The development also proposes a new pedestrian mews area which provides for pedestrian access from Weston Road towards the Weston GO Transit station which may be a catalyst for additional active uses along the mews through the site. City Planning will work with Metrolinx to connect the pedestrian mews to the transit station through future development on those lands.

Vehicular and loading access to the proposed development would be provided by new driveway entrances on Weston Road and Lawrence Avenue West that would connect through the site. All parking proposed within the site will be enclosed within the building mass and screened from view by the buildings. Waste storage rooms would be located at the rear of the buildings and below grade, appropriately screened from view.

Sun, Shadow and Wind

The Official Plan requires new development to locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks, and open spaces. Shadow Studies by Urban Strategies Inc., dated October 2021, and revised December 12, 2023, and August 24, 2023, were submitted in support of the application. The studies show that shadow impacts on neighbourhoods across the railway would be limited to the evening hours during all times of the year. Similarly, shadows on the surrounding public realm and neighbouring properties would be limited. There would be shadow impacts on the school yard across the railway, but these would occur at 3:18 pm, near the end of the school hours. Slender tower floorplates along with adequate tower separation distances allow for access to sunlight, daylight and sky view within the site and its surroundings.

The Official Plan policies require tall buildings to minimize negative wind impacts on adjacent streets and surrounding areas. A Pedestrian Level Wind Study was prepared by Gradient Wind, dated October 20, 2021. An updated study was prepared on December 12, 2022 and a further addendum letter was prepared by Gradient Wind dated August 14, 2023 in response to the changes in the building massing and conclude that all grade-level areas within and surrounding the subject site were predicted to be acceptable for the intended pedestrian uses throughout the year, inclusive of the nearby public sidewalks, walkways, existing surface parking, and in the vicinity of building access points. The sole exception was the pedestrian mews, where conditions during the typical use period (May to October inclusive) were predicted to be suitable for a mix of sitting and standing and mitigation measures are recommended for

seating areas that are programmed within the windier areas of the pedestrian mews. Wind mitigation measures would be secured through the Site Plan Control process.

Heritage

The Official Plan requires heritage properties of cultural heritage value or interest be protected by being designated under the Ontario Heritage Act and/or included on the Heritage Register. The Official Plan encourages the adaptive re-use of properties on the Heritage Register for new uses permitted in the applicable Official Plan land use designation, consistent with the Standards and Guidelines for the Conservation of Historic Places in Canada.

Located at the southeast corner of Weston Road and Lawrence Avenue West, 1871 Weston Road contains a 1947 solid masonry church structure in the Modern Gothic style fronting onto Weston Road, designed by the notable Toronto architect, Francis Bruce Brown for the Weston Park Baptist Church congregation. The property at 1885 Weston Road contains a modernist style single-storey bank building constructed in 1962 by the well-known architectural firm of Page & Steele. The former Bank of Nova Scotia Weston Branch operated at this location from 1910 to 2016. The properties at 1879-1885 Weston Road are designated under Part IV, Section 29 of the Ontario Heritage Act through By-laws 802-2023 and 803-2023 respectively. As no objections were received within the statutory timeframe, the designations are in full force and effect.

The applicant has submitted an application to alter these heritage resources, which are the subject of a report to the Toronto Preservation Board.

The street-facing facades of the former bank building at 1879-1885 Weston Road, would be retained. Part of its rear wall would be documented, salvaged, and reconstructed. The retained structure would then be integrated into the three-storey base building of the proposed new building. The new construction is proposed to be setback where it meets the former bank building to ensure the visibility of the return walls. General masonry and stone conservation and repairs would be undertaken to the retained facades. The windows and doors that are designed to match the original profiles would be installed into the existing window and door openings.

The existing church building at 1871 Weston Road is proposed to be relocated to the corner of the proposed development site along Weston Road and adapted for retail use. The relocation is required to facilitate the proposed development and considers a sewer right-of-way that runs through the site. As part of the relocation, the basement level of the 1947 main structure would be dismantled and reconstructed at the new location. The church's later side and front additions would be removed, and a new glazed side addition would be constructed to support the proposed new retail use. The church would retain the sixth bay at the rear that was added in 1962, the gable roof with its wood hammer beam trusses and the vestibule front façade.

General masonry and stone conservation and repairs would be undertaken to the church building. The existing stained-glass windows along the sides of the church and the central rose window would be removed during the relocation but repaired and reinstated as part of the proposed restoration works. Two new windows are proposed to be installed into the front wall that would match the profiles of the original that were removed to accommodate the current vestibule.

Unit Mix

The Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2020) acknowledge the importance of providing a full range of housing as a matter of Provincial interest. 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. The proposal provides for 15% (155) two-bedroom units and 10% (103) three-bedroom units, responding to the unit mix objectives to accommodate within new development a broad range of households, including families with children.

Amenity Areas

The current proposal would provide 2.9 square metres of indoor amenity space and 1.1 square metres of outdoor amenity space per dwelling unit. These minimum amenity space requirements will be secured in the draft zoning by-law. As per the Official Plan, outdoor amenity spaces are to be located at or above grade, in locations with access to sunlight. The proposed indoor amenity spaces for the new building would be located on the third, fourth and 24th storeys. The indoor amenity space on the third floor would adjoin the outdoor amenity area on the terrace. The proposed amenity space is acceptable.

Transportation Impact, Parking, Loading and Bicycle Parking

A Transportation Impact Study (TIS) prepared by BA Group, dated October 27, 2021, and Transportation Update Letters, dated December 21, 2022, and August 28, 2023, were submitted in support of the rezoning application. Staff are satisfied that the projected increase in vehicular traffic generated by the proposed development can be accommodated by the existing road network, however, the applicant is required to revise drawings for acceptance. Staff are proposing a holding (H) provision in the zoning for the subject lands, and the holding provision is to remain until such time that required revised drawings and plans are submitted, to the satisfaction of the General Manager, Transportation Services.

A total of 224 parking spaces are proposed of which 147 residential parking spaces are proposed to support the residential parking needs, and a total of 75 parking spaces would support the non-resident parking needs of the retail, community space, Weston

Park Baptist Church, and visitor components of the proposed development. The non-resident spaces would be located on the P1 and P2 levels of the underground parking garage, within a shared commercial parking area. The proposal would incorporate a total of 25 accessible parking spaces near the elevator core, allowing convenient pedestrian access to and from the space.

Two car-share parking spaces would also be provided to be available for residents and visitors. The proposed residential, visitor parking and accessible parking rate are consistent with the Zoning By-law 569-2013, as amended by Zoning By-law 89-2022.

A total of 1043 bicycle parking spaces would be included in the proposal, including 932 long-term bicycle parking spaces and 111 short-term bicycle parking spaces. The long-term bicycle parking supply meets requirements. The current proposal also would include a bicycle repair station, in a secure room.

One Type G and one Type C loading space are proposed to support the loading and servicing needs of the residential, retail, and community space / church components of the proposed development.

The proposed vehicular and bicycle parking and loading area are acceptable.

Road Widening

While road widenings would be required for the site, which include a 3.65-metre road widening along the Weston Road frontage, a 2.74-metre widening along Lawrence Avenue West frontage and a six-metre corner rounding, Transportation Services advise that such will not be sought because heritage buildings are being preserved along the frontages.

Servicing

The applicant submitted a Functional Servicing and Stormwater Management Report, dated October 25, 2021, and subsequent revisions to these reports dated December 20, 2022 August 29, 2023, and a Hydrogeological Investigation, dated August 17, 2021, and subsequent revisions to these reports dated June 29, 2023, in support of this development application. Engineering and Construction Services staff have reviewed the servicing reports and require revisions prior to accepting the reports. Staff are recommending the inclusion of including a holding provision in the zoning for the subject lands, to remain until such time that a revised Functional Servicing Report to determine the storm water 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 is submitted to the satisfaction of the Chief Engineer and Executive Director of Engineering and Construction Services. The holding provision will also stipulate that satisfactory arrangements are to be made with Engineering and Construction Services and that the

owner enters into the appropriate agreement with the City to secure for the design and construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, according to the accepted Functional Servicing Report and Traffic Impact Study accepted by the Chief Engineer and Executive Director, Engineering and Construction Services.

Open Space/Parkland

The Official Plan contains policies to ensure that Toronto's systems of parks and open spaces are maintained, enhanced and expanded. Map 8B of the Official Plan shows local parkland provisions across the city. The lands are in an area with more than 28 square metres of local parkland per 1000 people, comparable to the city-wide average provision of 28 square metres of parkland per 1000 people. The site is in a parkland priority area, as per Chapter 415, Article III, of the Toronto Municipal Code.

In accordance with Section 42 of the *Planning Act*, the owner is required to satisfy the parkland dedication requirement through cash-in-lieu. As per Toronto Municipal Code Chapter 415-29, the appraisal of the cash-in-lieu will be determined by the Executive Director, Corporate Real Estate Management. Additionally, Toronto Municipal Code Chapter 415-28 requires that the payment will be made prior to the issuance of the first above-ground building permit.

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).

The Arborist Report and Tree Protection Plan, drawing no. TPP-1, prepared by Cohen & Master Tree and Shrub Services, dated October 4, 2021, and revised October 20, 2021, indicates that four City-owned by-law protected trees are proposed to be removed or injured due to construction. The applicant will be required to apply to injure or destroy trees. Removal or injury of by-law protected trees may not occur without the written approval of the General Manager, Parks Forestry and Recreation. Staff are proposing a holding provision in the draft zoning by-law for the subject lands, and the holding provision is to remain until such time that an application to injure or destroy trees is submitted, to the satisfaction of the Supervisor, Tree Protection and Plan Review. The applicant has provided a Landscape Plan indicating eight trees to be planted on private property.

Additional opportunities for tree planting would be secured through the Site Plan Control application review process. The application is also required to comply with the Tier 1: Ecology elements of the Toronto Green Standard (TGS), Version 3. The submission of satisfactory plans/revisions will be a condition of Urban Forestry's approval of the subsequent Site Plan Control application.

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. Tier 1 performance measures are secured on site plan control drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

The applicant is required to meet Tier 1 of the TGS. The applicant is encouraged to achieve Tier 2 or higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner. Performance measures for the Tier 1 development features such as cycling infrastructure will be secured through the site specific Zoning By-law. Other applicable TGS performance measures will be secured through the Site Plan Control process.

School Boards

The Toronto District School Board (TDSB) and Toronto Catholic District School Board (TCDSB) have reviewed the development proposal. The local TDSB schools in the area include HJ Alexander Community School, Portage Trail Community School and Weston Collegiate Institute. Local TCDSB schools include St. John Evangelist Catholic School, St. Oscar Romero Catholic Secondary School and St. Basil the Great Catholic Secondary School.

The TDSB has determined that there may be insufficient capacity within the local schools to accommodate new students from the proposed development, and has requested that the owner be required to erect signs on site to communicate the accommodation situation. The TCDSB indicated that projections for local area schools surrounding this development proposal remain consistent.

The TCDSB requested that the owner be required to notify of any modifications, community consultations, appeals or notices of decision relating to this development application or related applications. Both the TDSB and TCDSB request that warning clauses be included in agreements of purchase and sale/lease/rental/tenancy for units in the proposed development, and both will continue to monitor residential development to understand the cumulative impact on local schools and to determine where prospective students will attend school.

Metrolinx

Metrolinx have reviewed the development proposal due to its relation to the rail corridor, as well as being an adjacent landowner. A pedestrian connection from the proposed

development to Weston GO Transit Station will be provided via a diagonal pedestrian mews between Tower B and the relocated church. Metrolinx supports the pedestrian connection to the station facilities. The design of this connection requires further coordination with Metrolinx. While Metrolinx appreciates the applicant's revised proposal now showing a limited portion of tower B at 7.5 metres setback from the mutual property line, it still does not meet tower separation distance setback guidelines (12.5 metres), thus limiting Metrolinx's development potential (for Metrolinx-owned lands at 1865 Weston Road, PIN 103240542). To address this condition, Metrolinx indicated they are in discussion with the applicant to advance a Limiting Distance Agreement.

Metrolinx is requesting that sufficient room be provided for building maintenance without encroaching on Metrolinx-owned lands for both the proposed tower base building development and the relocated heritage church. Metrolinx request that the applicant include warning clauses into all Development Agreements, Offers to Purchase, and Agreements of Purchase and Sale or Lease of each unit within 300 metres of the railway corridor. This can be addressed through the Site Plan Control process.

Noise and Vibration

The applicant submitted a Noise and Vibration Feasibility Study prepared for the proposed development, dated October 26, 2021, by HGC Engineering, to determine the proposal's compliance with Provincial regulations and guidelines. Updated studies, dated August 30, 2023, were provided in support of the revised proposal. The studies recommend that with recommended mitigation measures integrated into the site and building design, the proposal would be acceptable from a noise and vibration perspective. The City retained a peer review consultant to review these studies at the cost of the applicant. The peer review of these reports is currently ongoing. Staff are recommending the mitigation measures identified by these studies, as confirmed by the peer review, be applied through the Site Plan Control application.

Rail Safety and Risk Mitigation

The applicant submitted a Rail Safety and Development Viability Assessment prepared by Hatch for the proposed development, dated October 22, 2021, and updated on August 30, 2023, in support of the revised proposal. The study identified an alternative mitigation for the design of the base of Tower B. The City retained a peer review consultant to review this study, and the peer review is underway. Staff are recommending the results of the study, as confirmed by the peer review, be applied through the Site Plan Control application.

Community Consultation

A virtual Community Consultation Meeting was held for this application on June 14, 2022. The meeting was attended by city staff, the Ward Councillor, the applicant, along with 40 members of the public. Community members also wrote to City staff with

comments following the community consultation meeting. Key comments and concerns raised by the public included:

- Concerns about preserving heritage buildings;
- Concerns about the provision of family sized apartment units;
- Concerns about access to the site;
- Concerns about ensuring schools and recreation facilities would be available for the intended increase in population; and
- Concerns about the lack of affordable housing options.

City Planning staff worked with the applicant to address these concerns, where feasible, including conserving both heritage buildings on the site, increasing the number of two- and three-bedroom units and addressing safety concerns regarding access to the site.

CONCLUSION

Staff recommend that Council support the approval of this application.

CONTACT

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SIGNATURE

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Director, Community Planning
Etobicoke York District

ATTACHMENTS

City of Toronto Data/Drawings

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- Attachment 6: Draft Official Plan Amendment

Decision Report - Approval - 1871, 1879, 1885 Weston Road
and PIN 10324-0541

Attachment 7: Draft Zoning By-law Amendment

Applicant Submitted Drawings

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Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 1871, 1879, 1885 Weston Road and PIN 10324-0541 Date Received: November 4, 2021

Application Number: 21 234039 WET 05 OZ

Application Type: OPA and Rezoning

Project Description: Official Plan and Zoning By-law Amendment application to permit two new residential towers, 46 and 50 storeys tall, on a shared base building containing commercial uses, a 400-person worship/performance hall and a full-sized gymnasium. The existing church building on the site would be relocated to the southeast corner and repurposed to contain retail and commercial uses.

Applicant	Agent	Architect	Owner
Castlepoint Numa Inc. Weston Baptist Church c/o Benjamin Hoff 197 Spadina Avenue, Suite 600, Toronto, Ontario, M5T 2C8	Urban Strategies Inc. c/o Benjamin Hoff 197 Spadina Avenue, Suite 600, Toronto, Ontario, M5T 2C8	SvN Architects + Planners 10 Adelaide Street East, Toronto, Ontario, M5C 1L7	Castlepoint Numa Inc., 180 Bloor Street West, Toronto, Ontario, M5S 1T6 Weston Baptist Church, 1871 Weston Road, York, Ontario, M9N 1V9

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: SASP 45 and SASP 51

Zoning: CR City-wide Heritage Designation: Yes
Zoning By-law 569-2013

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

PROJECT INFORMATION

Site Area (sq m): 4,447 Frontage (m): 91 Depth (m): 82

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):			2,720	2,720
Residential GFA (sq m):			61,778	61,778
Non-Residential GFA (sq m):	466		4,969	4,969
Total GFA (sq m):	466		66,747	66,747
Height - Storeys:	1		46 and 50	46 and 50
			161.98	161.98
Height - Metres:	9		Tower A and 150.23	Tower A and 150.23
			Tower B	Tower B

Lot Coverage Ratio (%) : 61.16 Floor Space Index: 15.01

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	61,778	
Retail GFA:	1,347	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:	3,622	

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			1,032	1,032
Other:				
Total Units:			1,032	1,032

Total Residential Units by Size

	Rooms	Studio	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		80	694	155	103
Total Units:		80	694	155	103

Parking and Loading

Parking Spaces: 224 Bicycle Parking Spaces: 1043 Loading Docks: 2

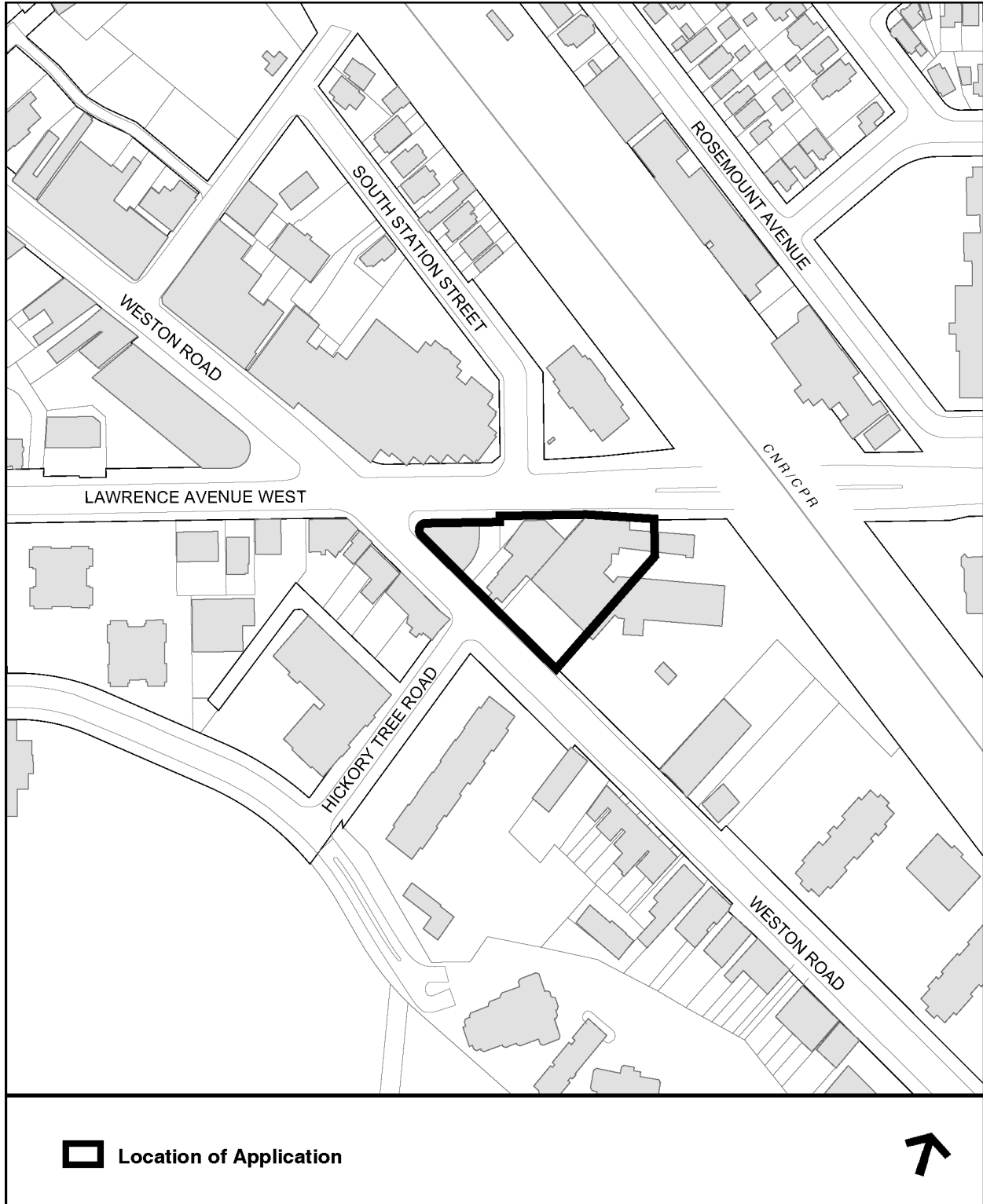
CONTACT:

Ali Meghani, Planner

416-394-8236

Ali.Meghani@toronto.ca

Attachment 2: Location Map












Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #14

1871, 1879, 1885 Weston Road and PIN 10324-0541

File # 21 234039 WET 05 0Z

- | | | |
|--|---|--|
|  Location of Application |  Natural Areas |  Utility Corridors |
|  Neighbourhoods |  Parks |  General Employment Areas |
|  Apartment Neighbourhoods | |  Core Employment Areas |
|  Mixed Use Areas | | |

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Not to Scale
Extracted: 11/08/2021


Attachment 4: Official Plan Urban Structure Map




Official Plan Urban Structure Map 2

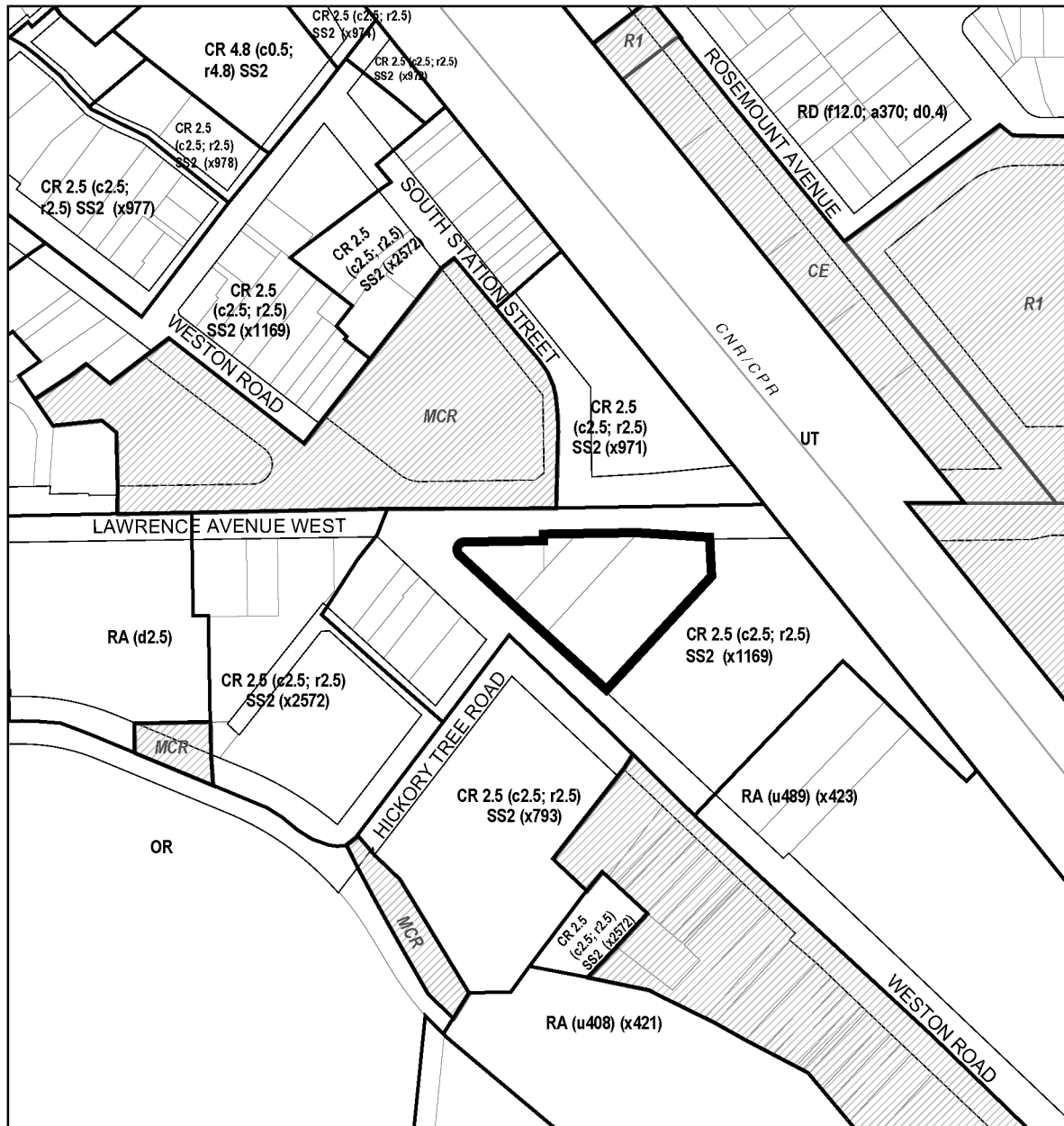
1871, 1879, 1885 Weston Road
and PIN 10324-0541

File # 21 234039 WET 05 0Z

-  Location of Application
-  Avenues
-  Green Space System
-  Employment Areas


Not to Scale
Extracted: 06/13/2022

Attachment 5: Existing Zoning By-law Map



Zoning By-law 569-2013

1871, 1879, 1885 Weston Road
and PIN 10324-0541

File # 21 234039 WET 05 0Z

- Location of Application
- RD** Residential Detached
- RA** Residential Apartment
- CR** Commercial Residential
- OR** Open Space Natural
- UT** Open Space Recreation
- UT** Utility and Transportation

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

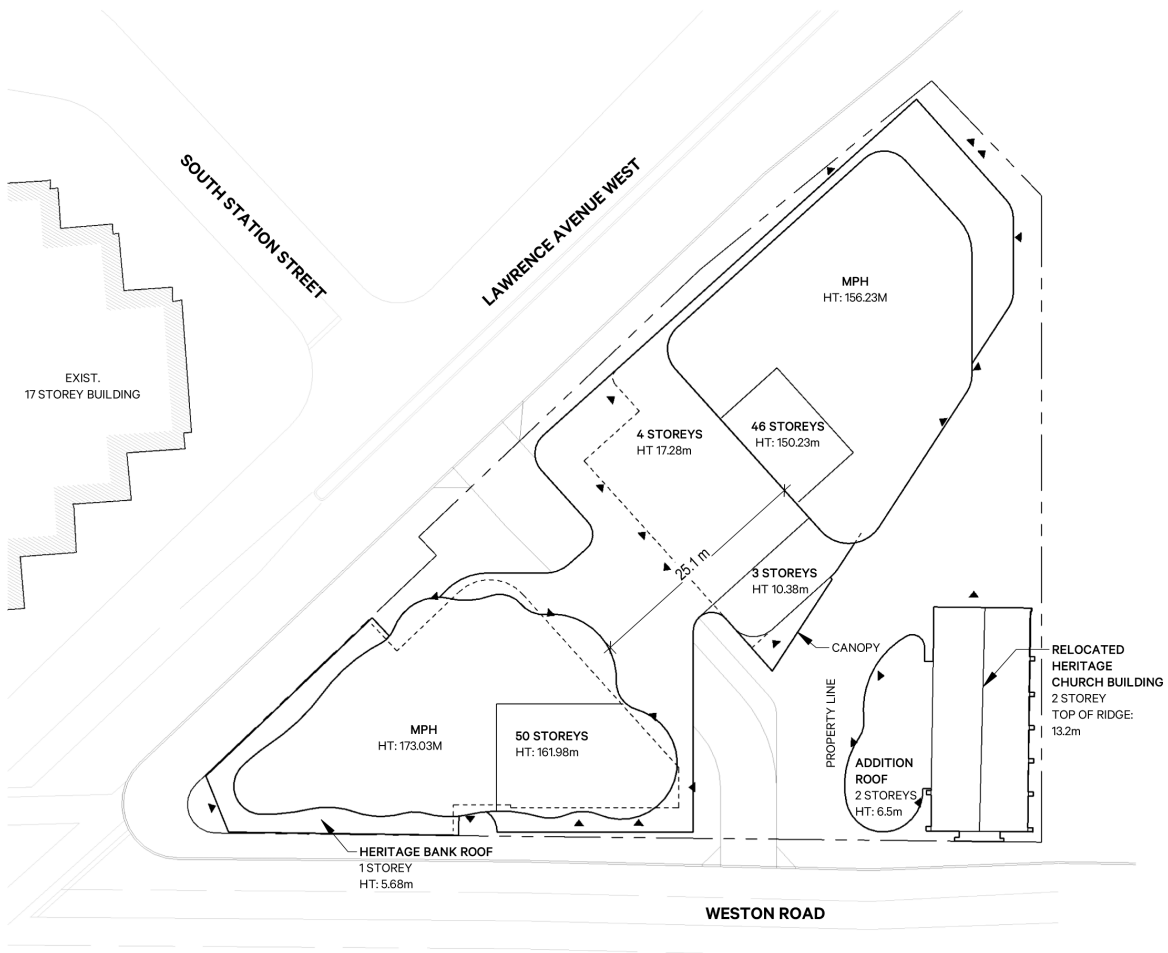
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Attachment 6: Draft Official Plan Amendment

Attached under separate cover.

Attachment 7: Draft Zoning By-law Amendment

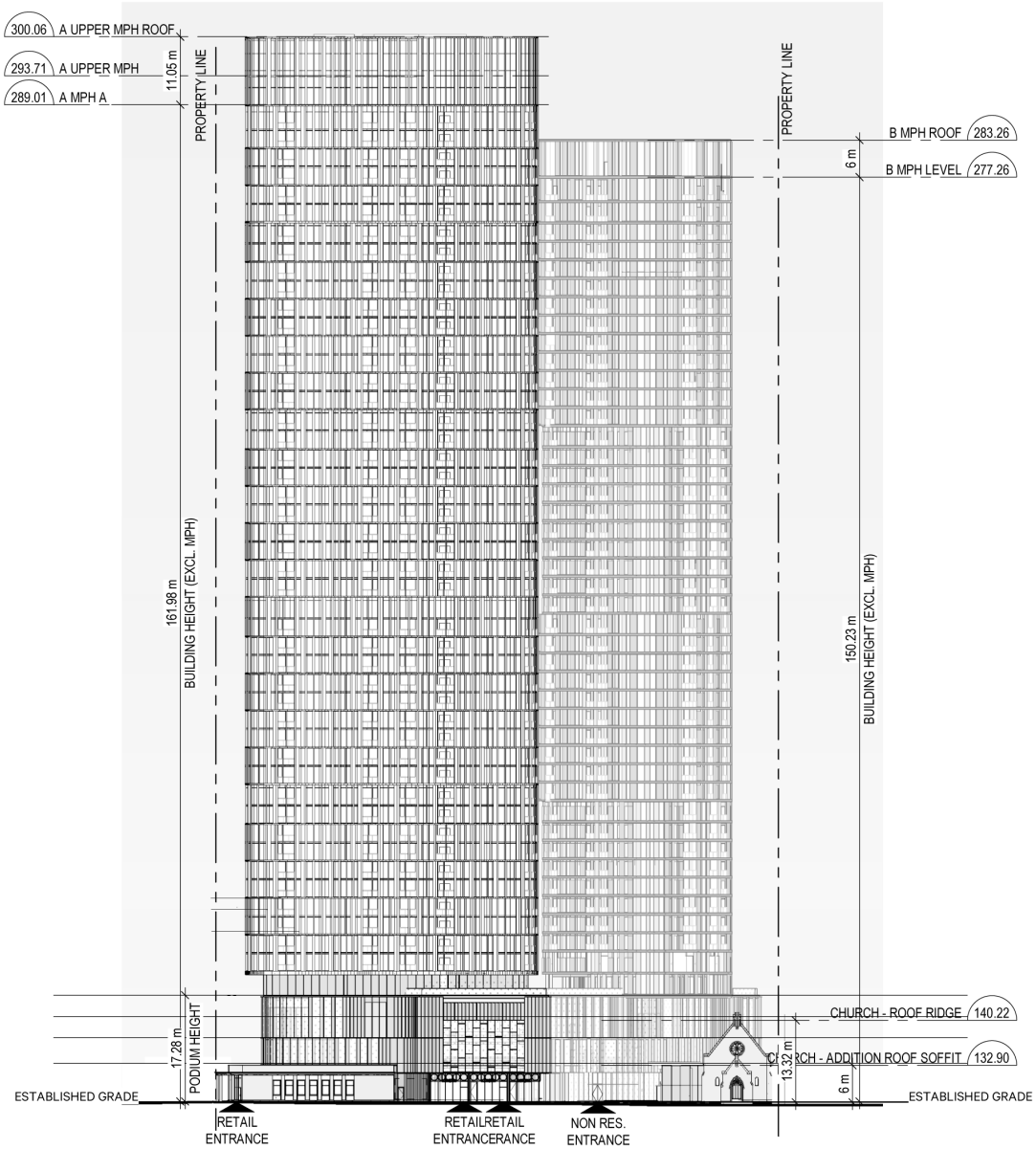
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Site Plan

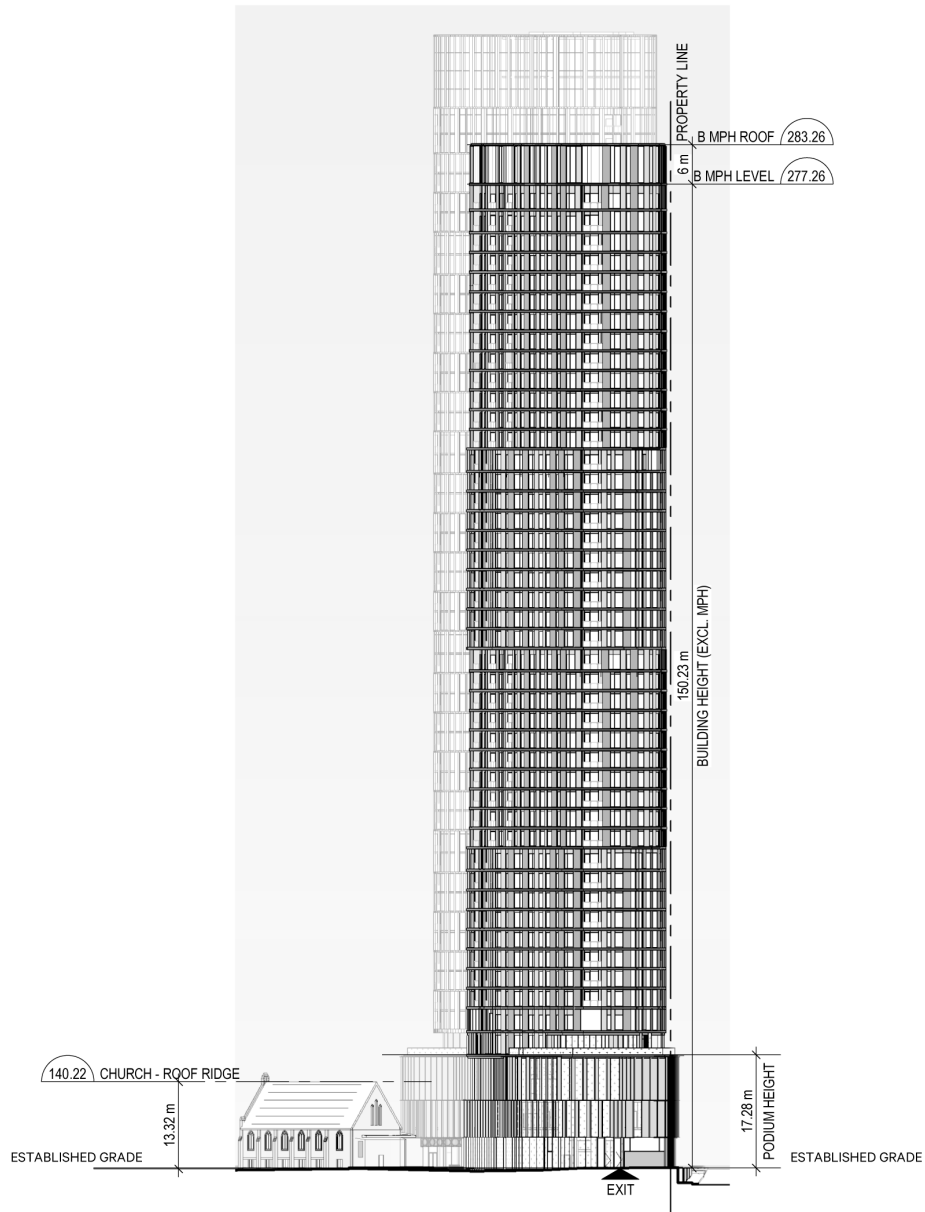


Attachment 9a: South West Elevation



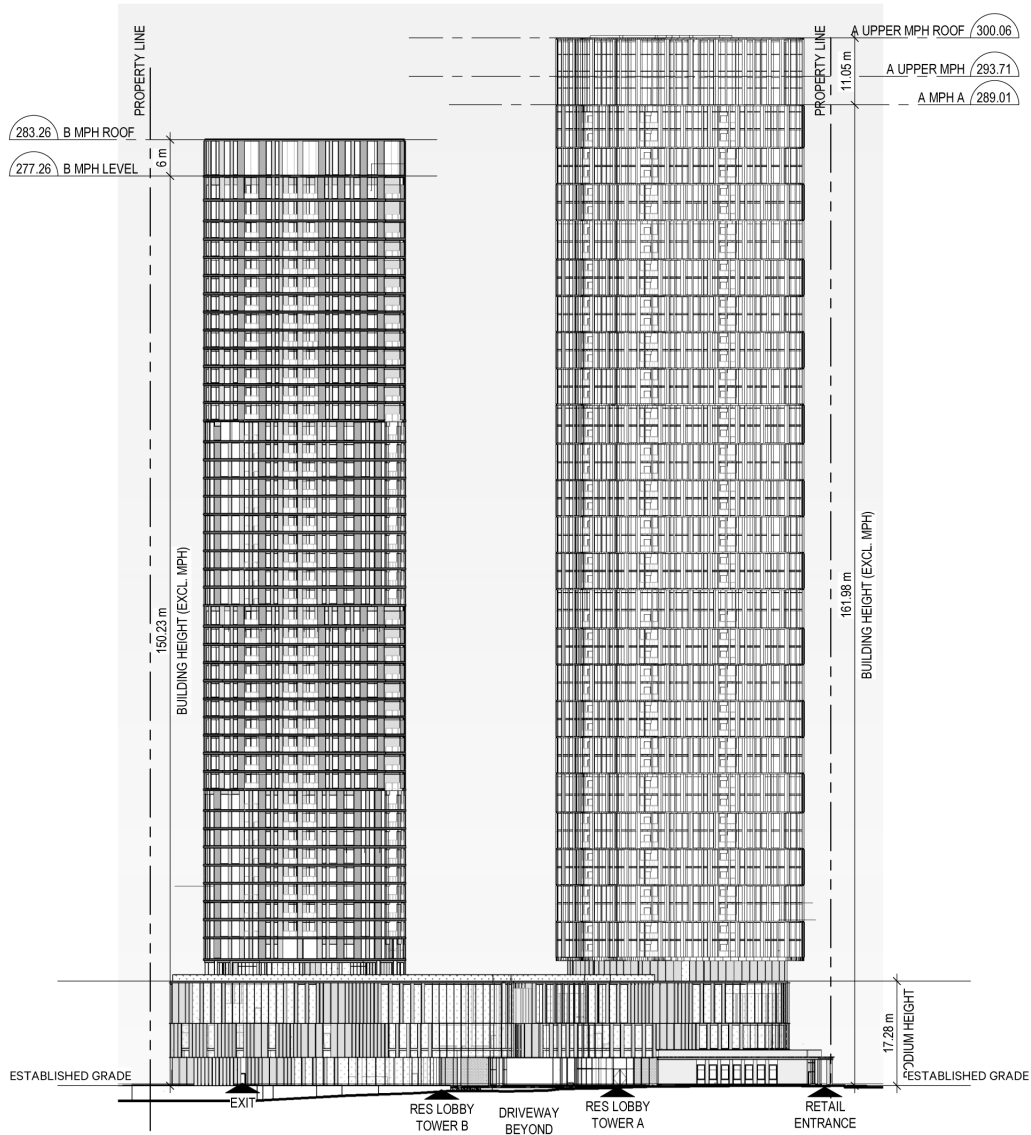
South West Elevation

Attachment 9b: North East Elevation



North East Elevation

Attachment 9c: North Elevation



North Elevation

Attachment 10: Sketch showing proposed separation distance

