

13-21 John Street and 40 South Station Street – Official Plan and Zoning By-law Amendment Application – Decision Report – Approval

Date: May 23, 2025

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 5 - York South-Weston

Planning Application Number: 22 218732 WET 05 OZ

SUMMARY

This Report recommends approval of the application to amend the Official Plan and Zoning By-law to permit the development of a 42-storey mixed-use building with a height of approximately 136 metres. The proposed building would contain 540 residential units and 262 square metres of non-residential space along the John Street frontage.

The owner of the lands also proposes an offer of an off-site in-kind Community Benefits Charge contribution in the form of a land conveyance to the City for a future community cultural space at 36-38 South Station Street for consideration by City Council.

Additionally, the owner has agreed to enter into a Limiting Distance Agreement with the City for the 36-38 South Station Street parcel, to ensure that the lands may not be developed with a tall building, as these lands form part of the tower separation distance for the proposed development.

RECOMMENDATIONS

The Director, Community Planning Etobicoke York District recommends that:

1. City Council amend the Official Plan for the lands municipally known as 13-21 John Street and 40 South Station Street substantially in accordance with the draft Official Plan Amendment included as Attachment 5 to this Report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 13-21 John Street and 40 South Station Street substantially in accordance with the draft Zoning By-law Amendment included as Attachment 6 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 allow the owner of the Lands to convey the lands at 36-38 South Station Street to the City for a future community cultural space or other purpose, subject to the following terms:

a. the owner shall engage with the benefitting parties under Instrument No. TB404341 to seek to obtain confirmation in a form satisfactory to the City Solicitor whether any cantilever of a proposed building on the 36-38 South Street lands over the easement lands would interfere with their easement rights under that Instrument and shall provide notice in writing to the City of the outcome of such engagement and any proposed resolution to enable such cantilever;

b. following provision of the notice in Recommendation 4.a above, the owner will provide the City a minimum of 6 months notice in writing to make a determination of whether the City wishes to proceed with the conveyance;

c. if the City advises the owner that it wishes to proceed with the conveyance:

1. the conveyance of the lands shall be in accordance with the City's policy for accepting potentially contaminated lands; and

2. the lands shall be conveyed prior to the first Above Grade Building Permit for the development;

d. if the City advises that it does not wish to proceed with the conveyance, or does not respond within six (6) months unless otherwise agreed, the Community Benefits Charge shall be payable in accordance with By-law 1139-2022;

all at the sole cost and expense of the owner and at nominal consideration to the City and all to the satisfaction of the Executive Director, Development Review, General Manager, Economic Development and Culture, Executive Director, Corporate Real Estate Management, and the City Solicitor as an in-kind contribution pursuant to subsection 37(6) of the Planning Act.

5. City Council attribute a value to the in-kind contribution set out in Recommendation 4 above, equal to 100 percent of 4 percent of the value of the land (net of any exclusions or exemptions authorized under the Community Benefits Charge By-law), as determined the day before the day the first building permit is issued in respect of the development.

6. City Council authorize the Executive Director, Development Review to enter into an Agreement pursuant to subsection 37(7.1) of the Planning Act to address the provision of the in-kind contribution identified in Recommendation 4, above to the satisfaction of the Executive Director, Development Review, and the City Solicitor, with such agreement to be registered on title to the Lands, which agreement shall be evidence of satisfactory arrangements having been made for the provision of the in-kind contribution that are satisfactory to City Council.

7. Prior to the first Above Grade Building Permit for the development, City Council require the owner to enter into a limiting distance agreement or similar instrument with the owner of 36-38 South Station Street restricting the construction of a building on 36-38 South Station Street within 25 metres of the southeast building face of the tower portion of the development above a height of 8 storeys, in a form satisfactory to the City Solicitor, and register such agreement on title to 36-38 South Station Street.

8. City Council require the owner to provide a legal undertaking to the City, to the satisfaction of the Chief Planner and Executive Director, City Planning and City Solicitor, to secure the required Tenant Relocation and Assistance Plan pertaining to the existing rental dwelling unit proposed to be demolished.

FINANCIAL IMPACT

The Development Review Division confirms that there are no immediate financial implications resulting from the recommendations included in this Report.

Community Benefits Charge

The applicant has made an offer for an in-kind contribution for the Community Benefits Charge, attached as Attachment 7, providing for the option of the conveyance of the lands municipally known as 36-38 South Station Street to accommodate a community cultural space. This Report recommends City Council allow the offer of the in-kind contribution.

Any potential costs related to construction of the community cultural space would need to be identified and submitted for consideration through future budget processes or through additional offer of in-kind contributions for developments within the area of the subject lands.

The value of the proposed CBC in-kind contribution is 100 percent of the 4 percent value of the land that is the subject of the development or redevelopment in accordance with the CBC By-law. The percentage ascribed to the in-kind contribution, should it be accepted by the City, will not be a direct CBC payment to the City. Should the City not exercise the option, in accordance with the recommendations and the offer, the owner would pay the CBC in accordance with the CBC By-law.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact Section.

THE SITE AND SURROUNDING LANDS

Description

The site is located at the south corner of John Street and South Station Street and is a consolidation of five properties fronting onto both of these streets. The site is generally

flat and irregularly shaped with a frontage of approximately 54 metres along John Street and 58 metres along South Station Street. The site is also within the Weston Major Transit Station Area, with the railway line approximately 47 metres away from the site and the transit station approximately 200 metres from the site.

Existing Uses

The site currently consists of a mix of low-rise commercial buildings, a detached house with one rental unit, a place of worship and community centre, automotive uses, and surface parking. See Attachment 2 for the Location Map.

The existing buildings are proposed to be demolished as part of the application.

Surrounding Uses

North of the site is the intersection of John Street and South Station Street, with an apartment building fronting onto John Street and detached and semi-detached houses with commercial businesses fronting onto South Station Street. Further north is the Weston Common Cultural Hub with a large open space at the southeast corner of John Street and South Station Street, and the GO and UP rail corridor with a pedestrian bridge connecting the Weston residential area to the north of the rail corridor.

To the south of the site there are some driveway accesses leading to the rear of commercial buildings which front onto Weston Road, with these buildings featuring commercial uses at grade with some residential uses above. Also adjoining the site to the southeast is a private driveway belonging to a parcel of land fronting onto Weston Road. To the east of the driveway is a smaller parcel owned by the applicant that is proposed to be provided to the City as part of an off-site in-kind CBC contribution for this application at 36-38 Station South Street. Adjacent to 36-38 South Station Street is a 17-storey residential apartment building. Lawrence Avenue West is further southeast, with the Weston GO and UP Express Station further southeast.

To the west of the site, fronting onto John Street there is a surface parking lot and Pantelis Kalamaris Lane which also services commercial buildings fronting onto Weston Road.

THE APPLICATION

Description

A 42-storey mixed-use building with a base building at the corner of John Street and South Station Street. The proposed building would have a height of 136 metres without the mechanical penthouse and 143.6 metres with the mechanical penthouse. The proposed base building is three storeys at the John Street frontage and steps up gradually along South Station Street to six storeys at the southeastern property line, and steps down along John Street to one storey at the southern end of the property. Detailed information on the proposed development can be found in Attachment 1.

Density

The development would have a density of 12.6 times the area of the site.

Residential Component

The proposal includes 540 dwelling units, including 113 studio (21%), 201 one-bedroom (37%), 171 two-bedroom (32%), and 55 three-bedroom units (10%).

Non-Residential Component

The development would include 262 square metres of retail gross floor area to be provided along the ground floor facing John Street and the corner of John Street and South Station Street.

Access, Parking and Loading

Vehicular access, parking and loading would be provided from a driveway accessed from John Street at the southwestern edge of the site. Parking would be provided within two underground parking levels. The proposal includes a total of 29 vehicular parking spaces for visitors, including three accessible spaces, provided across both parking levels; and 416 bicycle parking spaces including 48 short-term spaces provided between the ground floor and the first underground parking level and 368 long-term spaces provided across the first and second underground parking levels. The proposal would also provide one Type "C" loading space and one Type "G" loading space.

Additional Information

See the attachments of this Report for the Application Data Sheet, Location Map, site plan, elevations, and 3D massing views of the proposal. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: www.Toronto.ca/21JohnSt.

Reasons for Application

The proposed height and density is not permitted by Site and Area Specific Policy (SASP) 45, and the proposed use and performance standards are not permitted by City wide Zoning By-law 569-2013. The Official Plan Amendment is required to amend Site and Area Specific Policy 45 to increase the height permitted on the 13-21 John Street and 40 South Station Street lot. The Zoning By-law Amendment is required to amend the site-specific performance standards including building height, setbacks, stepbacks, and parking rates.

APPLICATION BACKGROUND

A pre-application consultation (PAC) meeting was held on July 28, 2022. The current application was submitted on October 31, 2022 and deemed complete on October 31, 2022, satisfying the City's minimum application requirements. The reports and studies

submitted in support of this application are available on the Application Information Centre at www.Toronto.ca/21JohnSt.

The application originally included the 36-38 South Station Street lands as part of the proposed development. As the application evolved, the lands were removed from the development proposal and are instead offered as an off-site in-kind Community Benefits Charge contribution.

Agency Circulation Outcomes

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

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 Planning Statement (2024), and shall conform to provincial plans.

Official Plan

The Official Plan Urban Structure Map 2 identifies the site as being adjacent to *Avenues* along Weston Road. On Map 14, the Official Plan designates the site as *Mixed Use Areas*. See Attachment 3 of this Report for the Land Use Map.

Mixed Use Areas are identified as areas where significant growth is intended to occur, including a broad range of commercial, residential and institutional uses, as well as parks, open spaces and utilities. *Mixed Use Areas* are anticipated to absorb most of the expected increase in retail, office and service employment as well as significant population increases and the need for residential buildings. Development in *Mixed Use Areas* is intended to provide a balanced mix of uses that provide goods and services locally and can support reducing dependency on the automobile. Development should provide appropriate transition to lower-scale areas and limit impact to nearby *Neighbourhoods* lands.

The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

Site and Area Specific Policy (SASP) 45 and SASP 51

SASP 45 applies to the site and limits the height on the subject parcel to 24 metres and 8 storeys, stepping down to a height of 9.0 metres and 3 storeys along the John Street frontage.

SASP 51 (Weston Area) directs that view corridors to the Humber Valley from street intersections along Weston Road be maintained, and that improved pedestrian and cycling linkages be provided between the Weston community and the Humber Valley.

Weston Major Transit Station Area

Council adopted Site and Area Specific Policy 695 which delineates Major Transit Station Areas (MTSAs), including the Weston MTSA, subject to approval by the Minister of Municipal Affairs and Housing. The future Weston MTSA plans for a minimum combined population and employment target of 200 residents and jobs per hectare.

Zoning

The subject site is zoned Commercial Residential (CR) under Zoning By-law 569-2013. There are two zoning exceptions that apply to the site; a site-specific exception limits the height of a building along the street frontage for the properties addressed as 13-21 John Street, and a separate site-specific exception applies to 40 South Station Street that provides regulations to limit the height of a building if there is an adjacent Residential Detached (RD) or Residential Multiple (RM) zoned lot. The CR zoning category permits a range of commercial and residential uses. The By-law permits a building up to 24 metres high with up to 8 storeys. See Attachment 6 of this Report for the existing Zoning By-law Map.

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

The City's Design Guidelines may be found here: <https://www.toronto.ca/city-government/planning-development/official-planguidelines/design-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 and above are voluntary, higher levels of performance with financial incentives (partial development charges refund).

PUBLIC ENGAGEMENT

Community Consultation

On May 16, 2023, an in-person community consultation meeting for this application took place at the Weston Baptist Church at 1871 Weston Road. City staff, the Ward Councillor, the applicant's team, and approximately 16 members of the public were in attendance.

Community comments included:

- Questions about the provision of parking spaces with the development and the impact of the limited parking being provided on the surrounding community;
- Car share parking spaces were requested to be included in the development;
- Comments about the impact of the development on congestion on already busy streets;
- Comments about the lack of bicycle facilities connecting to the development;
- Community members expressed the need for more family-sized units to be included in the development;
- Comments about the size of the small-scale retail spaces being proposed;
- Community members recommended creating a pedestrian strip along the public street frontages to animate the street;
- Questions about the lack of balconies proposed for the development and the proposed provision of outdoor spaces for residents;
- Comments about water and water pressure issues within a tall tower; residents noted that other towers in the area already faced this issue and there is increased pressure on ageing infrastructure;
- Comments about the height of the building and large floorplate of the tower being introduced on a quiet street; and
- Questions about the need for schools and whether funding is collected from new developments to support new school development.

Additionally, community members have communicated to staff via email, phone calls and at in-person community engagement events, their concerns about the displacement of the Hadi Islamic Centre, which is a place of worship and community centre that is well attended by the local community, and currently located on the site. Community members are concerned about the displacement of programs that the Centre provides, as well as the social infrastructure that the Centre represents. Community members raised questions about the use of the Community Benefits Charge contribution and noted that these funds should be used to support local community members currently using the site and to prevent displacement of existing spaces.

The issues raised through the community consultation process have been considered through the review of the application and commented on as necessary in the body of this Report.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have an opportunity to hear the oral submissions made at the statutory public meeting held by the Etobicoke York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Planning Statement and Provincial Plans

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff have reviewed the current proposal and have determined that it is consistent with the Provincial Planning Statement (2024).

Official Plan and Land use

The proposal seeks to redevelop an underutilized site that is within 300 metres of the Weston GO Transit Station, which provides transit connections to Union Station, Pearson International Airport via the UP Express, and stops along the Kitchener GO Transit Line as well as local Toronto Transit Commission transit connections. The site is designated *Mixed Use Areas* in the Official Plan and adjacent to an *Avenue* along Weston Road.

The proposed mixed-use development at this site is appropriate and aligns with Official Plan direction for *Mixed Use Areas* in close proximity to higher order transit, subject to addressing the balance of the comments of this Report.

The site is within SASP 45 and 51. Although the proposed Official Plan Amendment would amend the height limit applicable to the site through amending SASP 45, the base building along John Street respects the principles outlined by SASP 45, which outlines that the base building should be no more than three storeys along John Street before stepping up to a higher height above the base building.

SASP 45 currently limits the height of the lands addressed as 36-38 South Station Street to no more than 24 metres and eight storeys. SASP 45 as it applies to the 36-38 South Station Street site remains in effect. As these lands may not be developed with a tall building, these lands form part of the separation distance required for the proposed development. Included in the offer of the in-kind Community Benefits Charge contribution of these lands is an agreement from the owner to enter into a Limiting Distance Agreement with the City to limit the height of any future potential redevelopment on the site, to ensure that a tall building may not be permitted on 36-38 South Station Street, as these lands form a part of the tower separation distance for the proposed development at 13-21 John Street and 40 South Station Street. This would occur prior to the first Above-Grade Building Permit for the development regardless of whether the conveyance of 36-38 South Station Street is accepted by the City.

SASP 51 requires that view corridors to the Humber Valley from street intersections of Weston Road and links between the Weston community and the Humber Valley to be improved by adding and improving existing pedestrian connections. The proposal would provide a 2.1-metre-wide pedestrian clearway along the John Street and South Station Street frontages of the site, improving the pedestrian infrastructure in the area. View corridors to the Humber Valley are not impacted by this proposal as it is not located on Weston Road.

Housing

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. Guideline 2.1 of the Growing Up: Planning for Children in New Vertical Communities states that a building should provide a minimum of 25% large units (10% of the units should be three-bedroom units and 15% of the units should be two-bedroom units). The application proposes 171 two-bedroom (32%), and 55 three-bedroom units (10%), which satisfies the Guidelines.

The demolition of one rental dwelling unit formed part of the original development application, as it included the 36-38 South Station Street lands, and an existing tenant was impacted. Official Plan policy 3.2.1.12 requires a Tenant Relocation and Assistance Plan be provided to lessen hardship for existing tenants. Staff worked with the applicant to secure a Tenant Relocation and Assistance Plan for the impacted tenant.

Density, Height, Massing

The proposed development is adjacent to an Avenue and within an area of existing and planned high density mixed-use developments. The site is within 300 metres of a higher order transit station (Weston GO Station) and provides an appropriate level of intensification between planned developments to the east, adjacent to the Weston GO Station, and stepping down towards two existing 30-storey buildings to the west. The base building ranges in height from one to six storeys and features a terraced design with multiple setbacks along the street frontage. At the intersection of South Station Street and John Street, the base is proposed at three storeys, increasing to five storeys with a significant setback. As the building extends eastward, a series of stepbacks creates terraces on the fifth, sixth, and seventh floors. Along John Street to the south, multiple setbacks form terraces on the second, third, and fifth floors. This combination of terracing and stepbacks effectively breaks up the massing, resulting in a more dynamic roofline and enhancing visual interest.

Although the tower has a floor plate larger than 750 square metres, it maintains appropriate setbacks: approximately 14 metres from the centerline of South Station Street, 21 metres from the centerline of John Street, and 13 metres from the south lot line. On the east side, the tower is set back 5.2 metres from the lot line adjacent to a private laneway easement with a minimum 3.6 metres in width. The parcel across the laneway (36-38 South Station Street) is under the same ownership and is subject to a legal agreement limiting its height to eight storeys. Combined, the laneway and this adjacent parcel contribute to a total tower setback exceeding 30 metres.

The tower also takes a stepback and offset approach like the base building, helping to further break up its massing. The proposed 42-storey height generally reflects a gradual height transition from the station area (the tallest point) toward the surrounding context, and a transition from the railway corridor to the Humber River. Subject to the agreement, the proposed tower location, massing and height is appropriate for the site.

Public Realm

Official Plan policies related to The Public Realm, Built Form and *Mixed Use Areas*, as well as the Weston Urban Design Guidelines and Tall Building Design Guidelines provide guidance for development that will frame and enhance the public realm and contribute to a comfortable pedestrian experience. The development provides a three-metre setback along both public street frontages and provides space for a minimum 2.1-metre-wide sidewalk and appropriate streetscape treatments between the curb and building face. Locating the tower towards the southeast side of the site also helps to limit shadow and wind impacts on the public realm.

The provision of non-residential space at the ground floor along John Street and at the corner of John Street and South Station Street provides an opportunity for street animation and contributes to the vibrant, pedestrian-friendly streetscape along John Street, which is already a pedestrian route that connects Weston Road to the bridge over the rail corridor.

Official Plan policies and the City's design guidelines also require service areas, ramps and garbage areas to be located away and screened from the pedestrian realm. The development proposes to integrate the parking garage door into the building massing and screen loading, service and garbage areas to the rear of the site, appropriately screened from the view of the public street.

Shadow Impact

A Shadow Study, prepared by 3XN, dated September 27, 2022, with a subsequent revision, dated August 4, 2024, was submitted in support of the application. Official Plan policy seeks to protect sunlight and limit shadowing on *Neighbourhoods* lands and the public realm. The Shadow Study shows that the proposed development would cast net new shadows on the Artscape Weston Commons public space for about 2 hours from 11:18 am to 1:18 pm on March 21st and September 21st. The proposal also casts net new shadows on *Neighbourhoods* lands across the rail corridor from 2:18 pm to 6:18 pm on both March 21st and September 21st. The tower placement towards the southeastern edge of the property, with setbacks and stepbacks that meet those outlined in the Tall Building Design Guidelines, help to mitigate the impact of shadowing on the public realm.

Wind Impact

A Pedestrian Level Wind Study, dated August 23, 2022, and an updated study dated April 17, 2023, with an addendum letter dated October 18, 2024, prepared by Gradient Wind Engineers and Scientists, were submitted in support of the application. The studies predicted that the proposal will not result in any safety failures, however some uncomfortable pedestrian conditions are expected to occur around the site and on the rooftop terrace. A pedestrian level wind tunnel test will be required at the Site Plan Control stage to provide a detailed and comprehensive analysis with the necessary mitigation measures to be secured.

Servicing

A Functional Servicing and Stormwater Management Report by RJ Burnside, dated October 2022, with subsequent revisions dated April 2023 and November 2024, were submitted with the application. Development Engineering staff have reviewed the report and require revisions to the report.

Revisions to the submitted Functional Servicing and Stormwater Management Report are required to demonstrate whether the existing infrastructure can adequately support the development or to determine whether any municipal infrastructure upgrades would be required. The draft Zoning By-law includes a holding provision that will require the applicant to submit a revised Functional Servicing and Stormwater Management Report, Servicing Report Groundwater Summary Form, Hydrological Review Summary Form, and Foundation Drainage Summary Form to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services prior to lifting the Holding Provision.

Traffic Impact

The applicant submitted a Traffic Impact Study, prepared by WSP, dated April 14, 2023; an addendum dated December 5, 2024; and a second addendum dated April 1, 2025. The proposed development will generate a total of 90 and 122 residential two-way vehicle trips during the morning and afternoon peak hour, respectively. Based on the submitted traffic capacity analysis results and suggested signal timing modifications, the proposed traffic impacts of the development are acceptable.

Access, Vehicular and Bicycle Parking and Loading

Vehicular access is proposed to be provided from John Street, at the southwest corner of the site, adjacent to an existing private laneway that provides rear access to the buildings fronting onto Weston Road to the south of the site. The proposed driveway will provide all-moves access to and from the site.

The proposed bicycle parking rates and loading spaces meet the requirements of the City-wide Zoning By-law 569-2013, as amended, and are acceptable. A total of 26 residential visitor parking spaces are proposed for the development, including 3 accessible parking spaces, in two underground parking levels. No parking spaces proposed for residents.

To consider the possible implications of the development on parking demand in nearby neighbourhoods, staff require that a warning clause be included in all agreements of purchase and sale and lease agreements that indicates that no residential parking spaces will be provided with the development and that permit parking may not be available to new residents of the proposed building.

Parkland

In accordance with Section 42 of the Planning Act, the owner is to provide a parkland dedication for this application. Staff reviewed the application and determined that the requirement should be satisfied through cash-in-lieu. As per Toronto Municipal Code

Chapter 415-29, the appraisal of the cash-in-lieu will be determined under the direction of the Executive Director, Corporate Real Estate Management. Additionally, the Toronto Municipal Code Chapter 415-28, requires that the payment be made prior to the issuance of the first above-ground building permit for the land to be developed.

Archaeological Assessment

A Stage One Archaeological Assessment dated September 23, 2022, prepared by Archaeological Services Inc. was submitted in support of the application. Staff have reviewed the findings of the report and concur that no further archaeological assessment is required.

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). As proposed, this project would require the removal of two City owned street trees. The applicant has provided a Landscape Plan indicating five trees to be planted on private property and five trees to be planted within the City's Right of Way.

Noise and Vibration Impacts

A Noise and Vibration Feasibility Study, prepared by HGC Engineering Ltd., dated April 20, 2023 and an addendum letter dated November 20, 2024, were submitted in support of this application. A peer review of this study is required. Completion of the peer review and any recommended updates to the reports, as well as securing mitigation measures to the satisfaction of the Executive Director of Development Review, have been included as conditions of the Holding Provision applied to the draft Zoning By-law Amendment.

Air Quality Impacts

An Air Quality and Land Use Compatibility Assessment prepared by Gradient Wind Engineers and Scientists, dated September 27, 2022, and subsequent addendums dated April 20, 2023 and October 17, 2024, were submitted in support of this application. A peer review of this study is required. Completion of the peer review and any recommended updates to the reports, as well as securing mitigation measures to the satisfaction of the Executive Director of Development Review, have been included as conditions of the Holding Provision applied to the draft Zoning By-law Amendment.

Holding Provision

This Report recommends the adoption of a Zoning By-law Amendment that is subject to a holding provision under Section 36 of the Planning Act, restricting the proposed use of the lands until the conditions to lifting the holding provision, as set out in the By-law, are satisfied. Section 5.1.2 of the Official Plan contemplates the use of a holding provision and outlines the types of conditions that may have to be satisfied prior to the removal of a holding provision.

Conditions to lifting the Holding Provision relate to required revisions including satisfactory Functional Servicing and Stormwater Management Reports, Servicing Groundwater Summary Form, Hydrological Review Summary Form, Foundation Drainage Summary Form, provision of a financially secured agreement for any new or upgraded infrastructure needs identified in the revised reports, and completion of peer reviews of submitted Noise and Vibration Feasibility and Air Quality, and Land Use Compatibility Studies.

Toronto Green Standard

Tier 1 performance measures that will be secured through the site-specific Zoning By-law include rates of vehicular parking spaces and bicycle parking spaces to be equipped with energized outlets and soil volume on the site. Other applicable TGS performance measures, including the possibility of achieving Tier 2 or higher levels of sustainability, would be secured through the Site Plan Control process.

Community Services and Facilities

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 the building blocks of our neighbourhoods, 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.

The application proposes to provide a conveyance of land at 36-38 South Station Street as an off-site in-kind CBC contribution. The intention would be for the lands to be developed as a future community cultural space and more specifically a performing arts centre. To support the community cultural space, the owner drafted a preliminary concept design for 36-38 South Station Street prepared by JLA and Public City, which will support further design work. The Weston in Gear Planning Study, ongoing at the time of this report, will review the community benefits plan for the Weston area and provide policy recommendations to update Site and Area Specific Policy 45 as it relates to these lands, as needed.

The development of new cultural spaces, especially in neighbourhoods outside the downtown core, aligns with the objectives of [Culture Connects](#), the City's 10-year action plan for culture in Toronto. Culture Connects highlights the need for additional purpose-built cultural infrastructure to ensure that all residents have opportunities to participate in cultural programming in their neighbourhoods.

The land conveyance would enable the City to work with community partners and potential funders to help realize the future community cultural space.

City staff will work with community proponents to develop a plan and operational model for the cultural space and will report to Council when required with recommended terms and conditions for its development and operation.

CONTACT

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SIGNATURE

Oren Tamir
Director, Community Planning
Etobicoke York District

ATTACHMENTS

City of Toronto Information/Drawings

Attachment 1: Application Data Sheet
Attachment 2: Location Map
Attachment 3: Official Plan Land Use Map
Attachment 4: Existing Zoning By-law Map
Attachment 5: Draft Official Plan Amendment
Attachment 6: Draft Zoning By-law Amendment
Attachment 7: In-Kind Community Benefits Charge Contribution Offer Letter

Applicant Submitted Drawings

Attachment 8: Site Plan
Attachment 9a: North Elevation
Attachment 9b: West Elevation
Attachment 9c: South Elevation
Attachment 9d: East Elevation
Attachment 10a: 3D Model View Looking Southeast
Attachment 10b: 3D Model View Looking Northwest

Attachment 1: Application Data Sheet

Municipal Address: 13-21 John Street and 40 South Station Street Date Received: October 31, 2022

Application Number: 22 218732 WET 05 OZ

Application Type: OPA & Rezoning

Project Description: A 42-storey mixed-use building with commercial uses at grade along John Street.

Applicant	Architect	Owner
Ryan Doherty	Turner Fleischer	1000100193 ONTARIO
Bousfields Inc.	67 Lesmill Road	INC/ Devron
3 Church Street, Suite 200	Toronto, ON, M3B 2T8	Developments
Toronto, ON, M5E 1M2	And	31 Scarsdale Road, Unit 5
	3XN USA LLC	Toronto, ON, M3B 2R2
	141 Flushing Ave. Bldg. 77, Fl	
	12, STE 07	
	Brooklyn, NY, 11205	

EXISTING PLANNING CONTROLS

Official Plan Designation: Mixed Use Areas Site Specific Provision: x1169 and x2572

Zoning: CR Heritage Designation: No

Height Limit (m): 24m/ 8 storeys Site Plan Control Area: Yes

PROJECT INFORMATION

Site Area (sq m): 2,754 Frontage (m): 61 Depth (m): 56

Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	970		1,477	1,477
Residential GFA (sq m):			34,260	34,351
Non-Residential GFA (sq m):	1,350		262	262
Total GFA (sq m):	1,350		34,521	34,613
Height - Storeys:	2		42	42
Height - Metres:	7		136	136

Lot Coverage Ratio (%) 74.6 Floor Space Index: 12.6

Floor Area Breakdown	Above Grade (sq m)	Below Grade (sq m)
Residential GFA:	34,351	
Retail GFA:	262	
Office GFA:		
Industrial GFA:		
Institutional/Other GFA:		

Residential Units by Tenure	Existing	Retained	Proposed	Total
Rental:				
Freehold:				
Condominium:			540	540
Other:				
Total Units:			540	540

Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		113	201	171	55
Total Units:		113	201	171	55

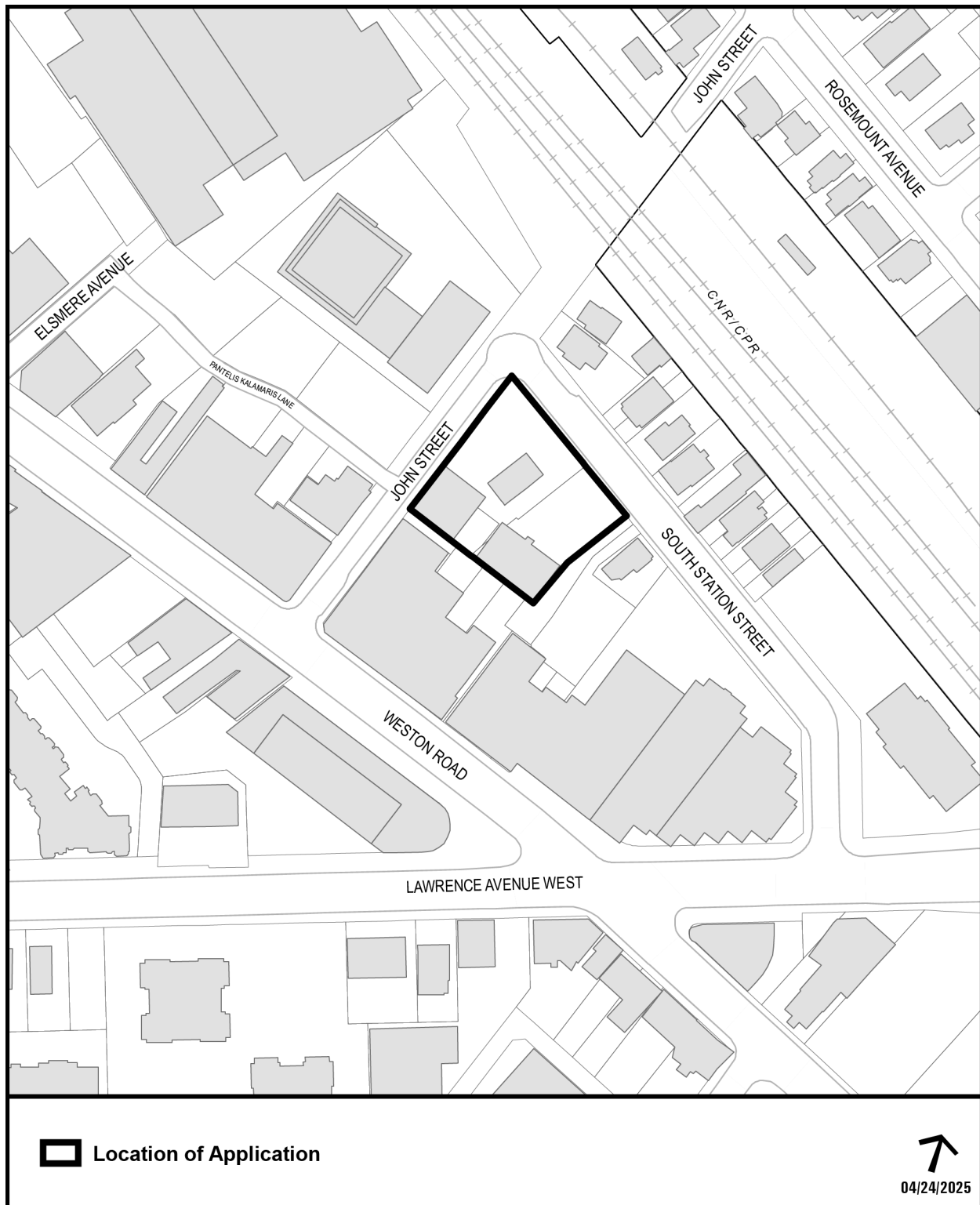
Parking and Loading

Parking Spaces:	29	Bicycle Parking Spaces:	416	Loading Docks:	2
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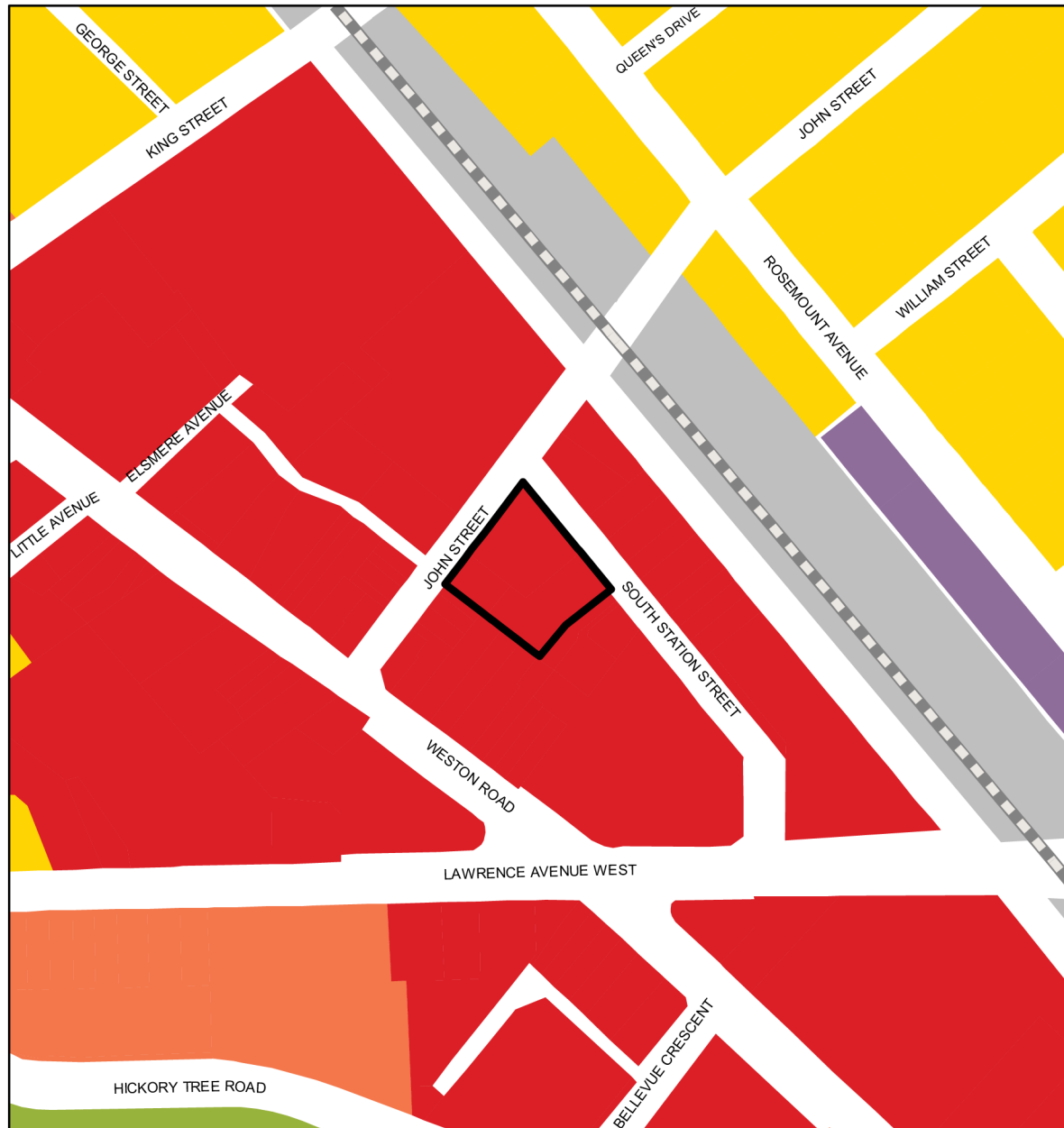
CONTACT:

Rabia Ahmed, Planner, Community Planning
416-392-2821
Rabia.Ahmed@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



13-21 JOHN STREET & 40 SOUTH STATION STREET

Official Plan Land Use Map #14

File # 22 218732 WET 05 02



Location of Application



Neighbourhoods



Apartment Neighbourhoods



Mixed Use Areas



Parks



General Employment Areas

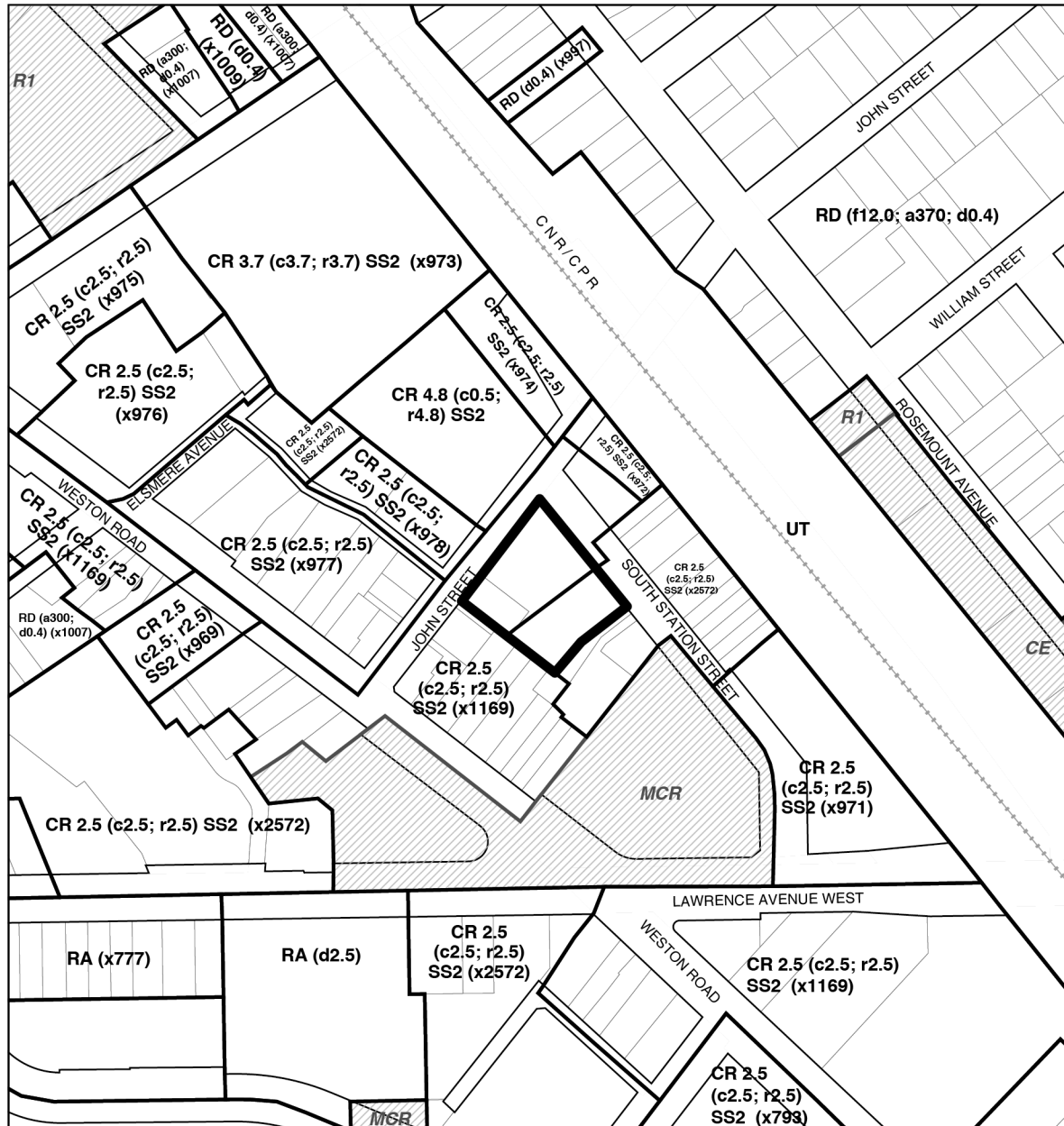


Utility Corridors



Not to Scale
Extracted: 04/24/2025

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

13-21 John Street and
36-40 South Station Street
File # 22 218732 WET 05 0Z



Location of Application

RD Residential Detached
RA Residential Apartment
CR Commercial Residential
ON Open Space Natural
OR Open Space Recreation
UT Utility and Transportation



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



Not to Scale
Extracted: 10/24/2022

Attachment 5: Draft Official Plan Amendment

Attached under separate cover.

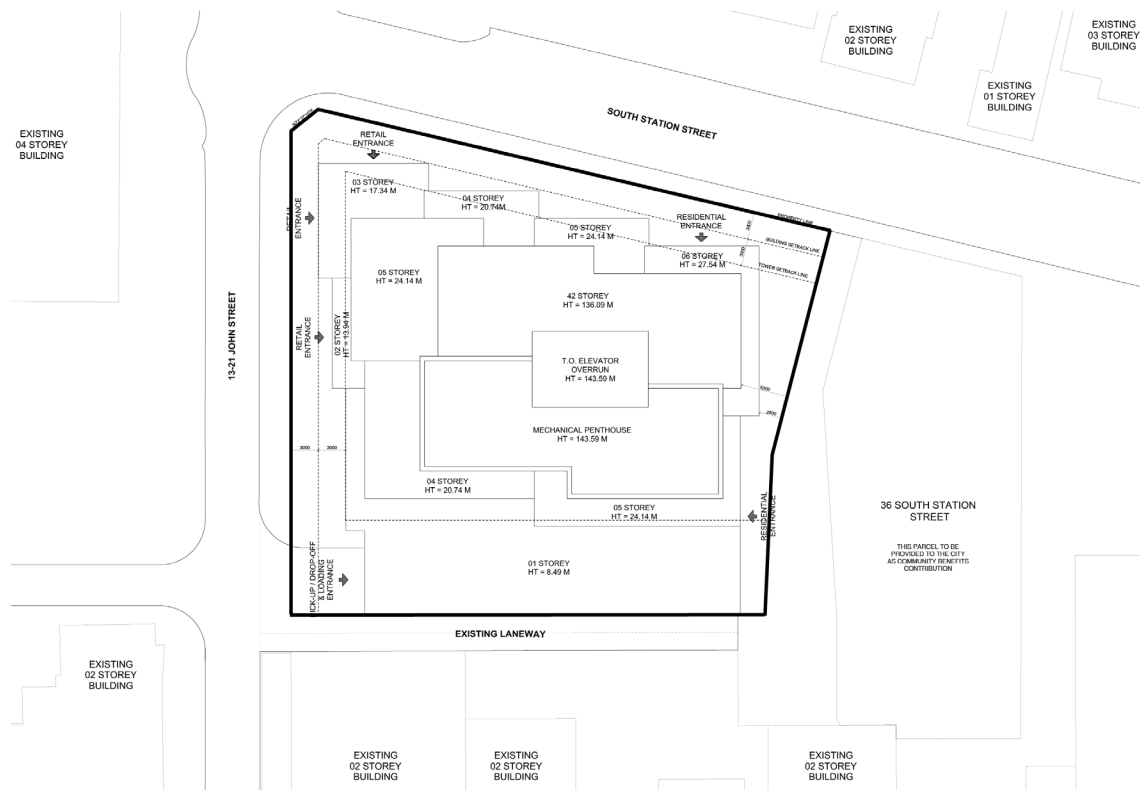
Attachment 6: Draft Zoning By-law Amendment

Attached under separate cover.

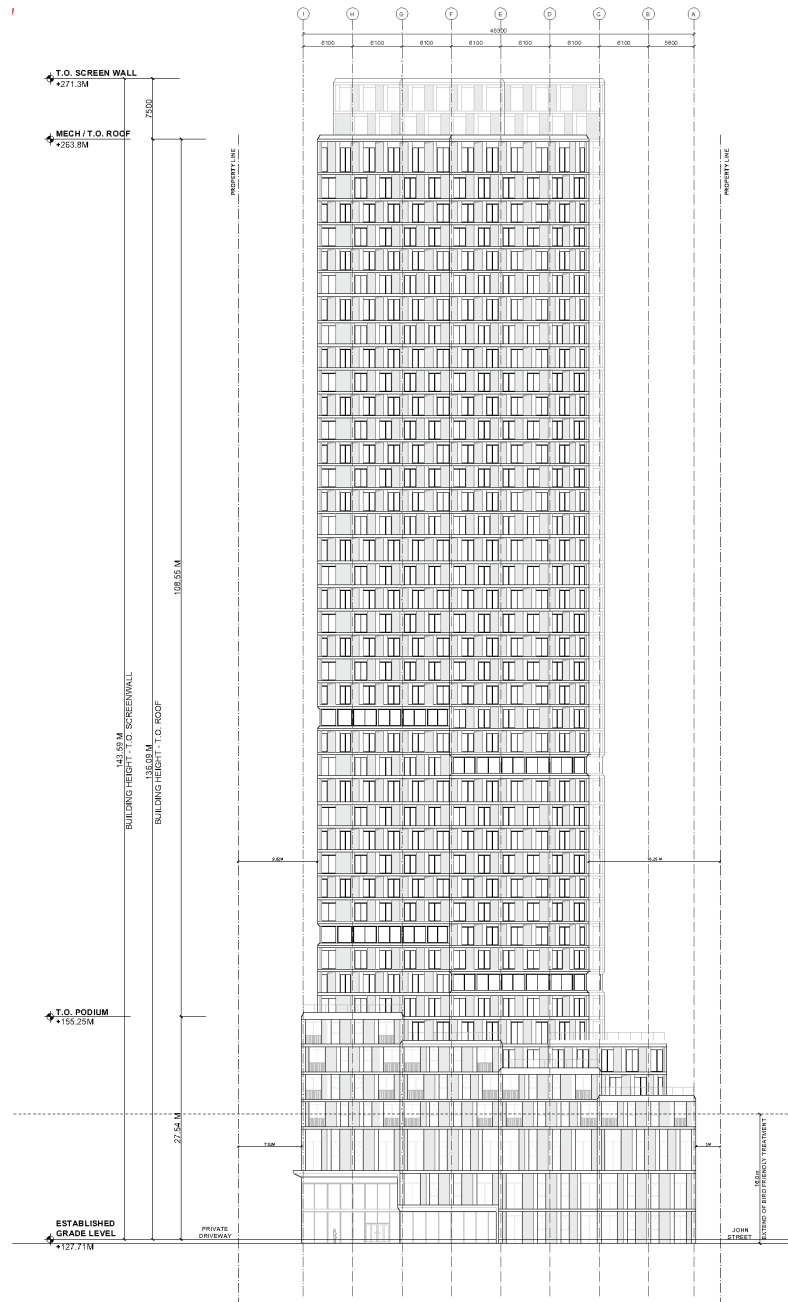
Attachment 7: In-Kind Community Benefits Charge Contribution Offer Letter

Attached under separate cover.

Attachment 8: Site Plan



Attachment 9a: North Elevation

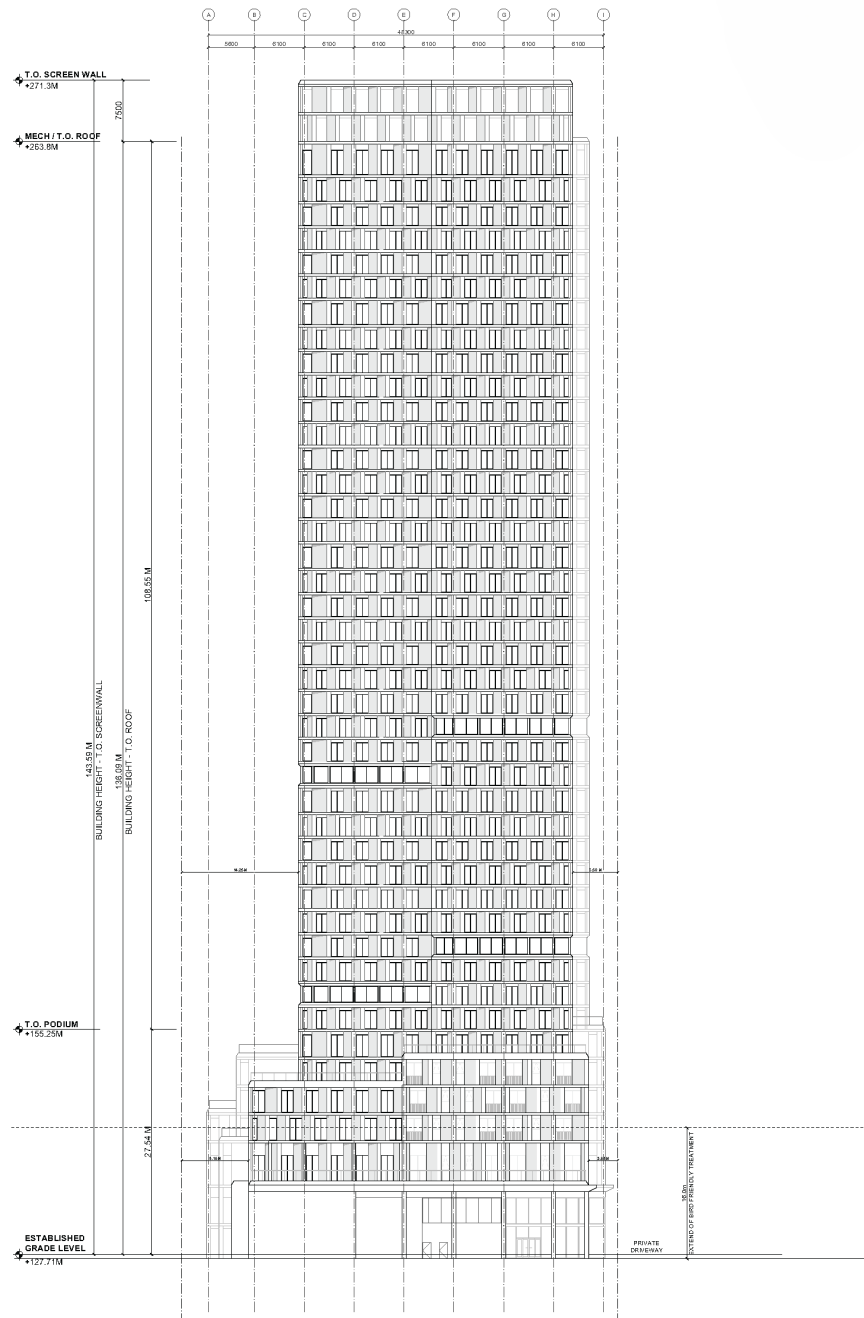


North Elevation

Page 26 of 30

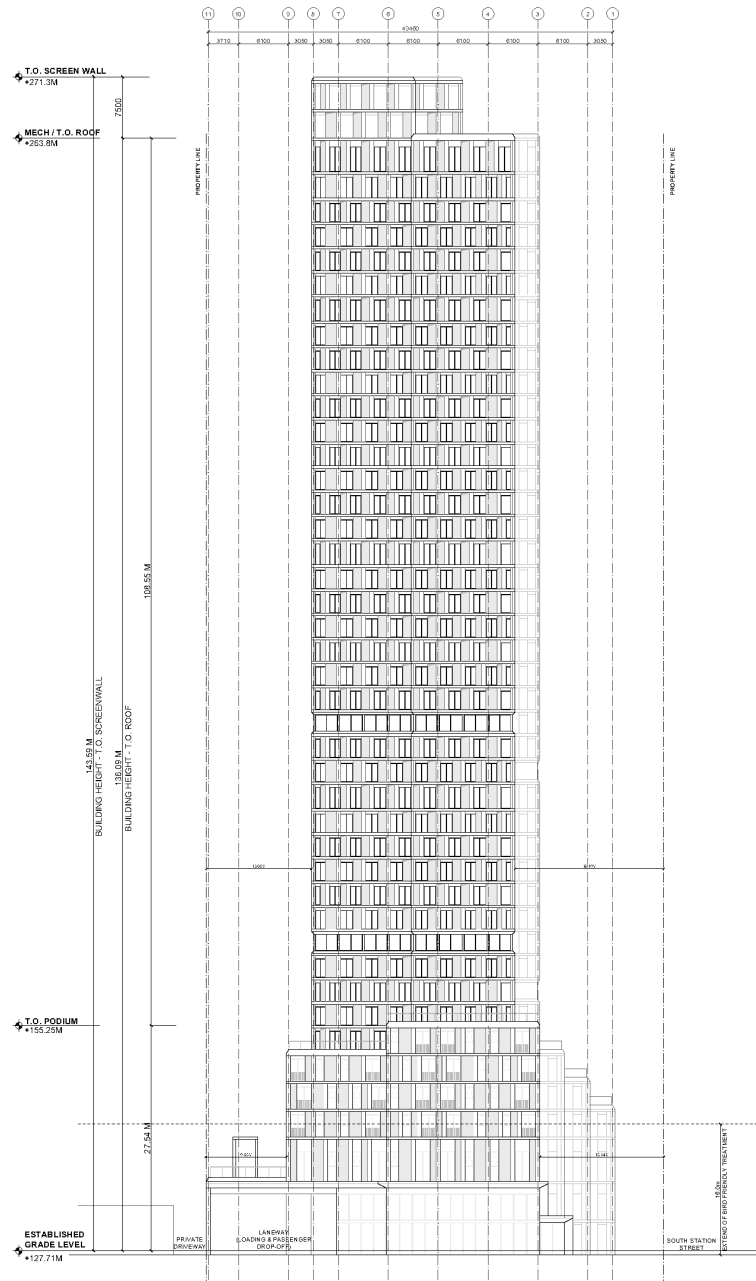


Attachment 9c: South Elevation



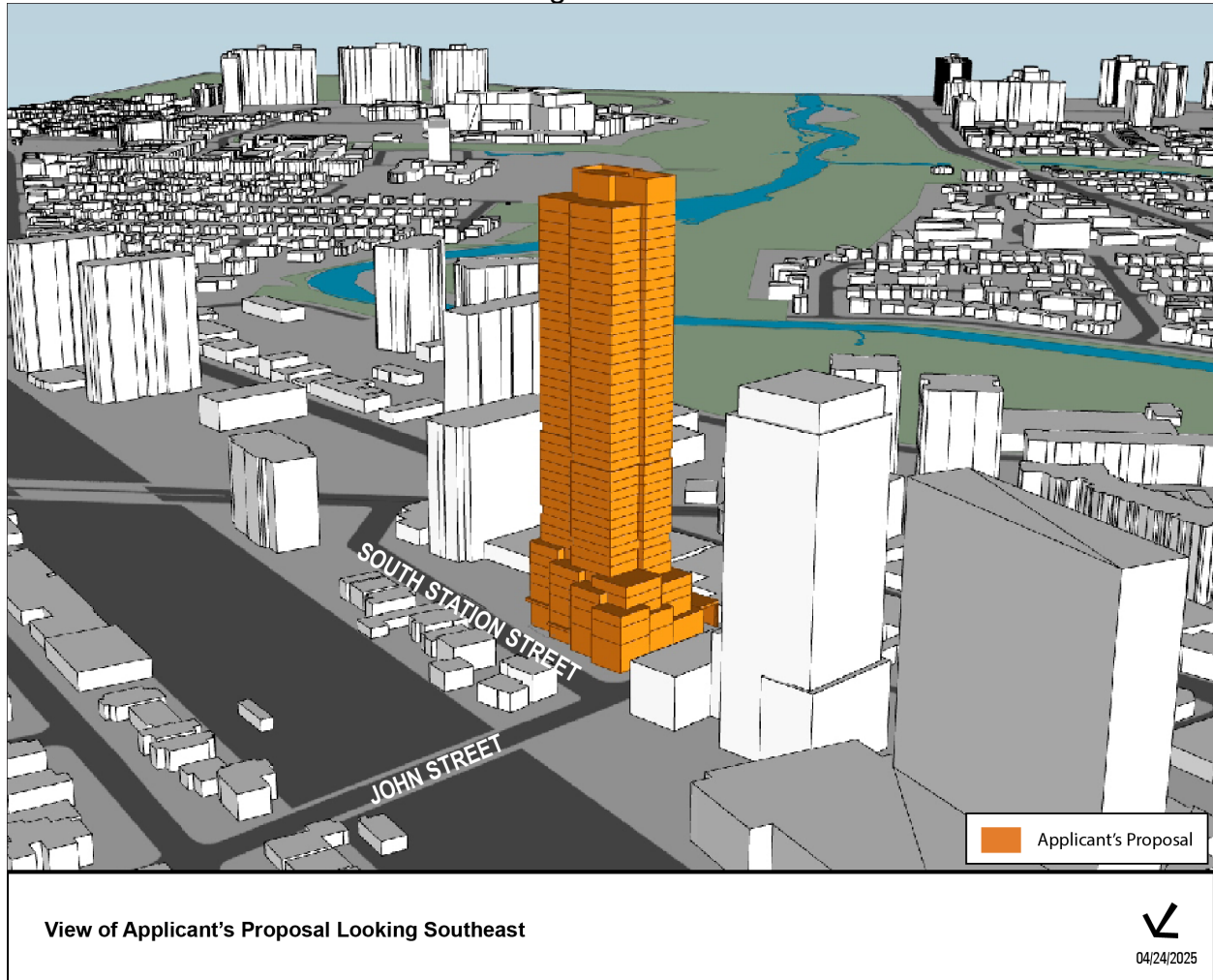
South Elevation

Attachment 9d: East Elevation



East Elevation

Attachment 10a: 3D Model View Looking Southeast



Attachment 10b: 3D Model View Looking Northwest

