

weston Loop

Appendix C Background Report

November 2025

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8.0 CONCLUSION

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Introduction

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1.1 Study Scope

SvN Architects & Planners were retained by the Weston Developer Group, in partnership with Councillor Frances Nunziata (York South-Weston) the Weston Village Community Association (WVCA), and the Learning Enrichment Foundation (LEF) to develop a Master Plan for five parks along the Humber River that frame the community of Weston. The five parks are (from north to south): Crawford-Jones Park Memorial Park, Mallaby Park, Cruickshank Park, Little Avenue Memorial Park, and Weston Lions Park.

The idea for this project was borne out of discussions between Councillor Nunziata, the WVCA, and the Weston Developer Group. Recognizing the growth that is planned for Weston in the coming decade, it was acknowledged that now is the time to invest in the neighbourhood's green spaces. In July 2024, Councillor Nunziata submitted a motion for Council to endorse a community-led design exercise and Master Plan for the Weston park system. The motion received unanimous support and was adopted without amendment.

A robust, well-connected park system is critical to a great quality of life in Weston for existing residents and new neighbours. This project aims to support the growth occurring in the Weston community with a series of strategic improvements to its green space network. The Weston Loop Master Plan identifies opportunities to improve connectivity, enhance amenities, and encourage a sense of local ownership and stewardship through the creation of a strong, cohesive identity for the parks of Weston. The Master Plan includes recommendations for projects that may be funded through the Capital Budget, as well as through the allocation of Section 42 cash-in-lieu of parkland funds that are collected from new development. There may be opportunities to pool cash-in-lieu contributions from development in Weston to have greater impact for the community.

The Weston Loop Master Plan identifies opportunities to improve connectivity, enhance amenities, and encourage a sense of local ownership and stewardship.



1.2 Project Objectives

Our overall approach to the Weston Loop Master Plan is founded on the following objectives:

Co-create a community-built design that becomes a symbol of renewal and inspiration for years to come.

The Weston Loop will become a world-class park system that is a jewel of the Weston community, and a destination that attracts others from across the city. This initiative will breathe new life into the Weston Loop parks, enhancing their appeal and accessibility for families, residents, and visitors.

Showcase the Loop's natural heritage and celebrate the community's socio-cultural diversity.

The Humber River park network is an important natural system and recreational destination with deep historical, ecological, and cultural significance to the people of Weston. The Humber River also holds significance for Indigenous people, including but not limited to the Mississaugas of the Credit First Nations, who are Rights Holders and have been the stewards of the land and water for thousands of years.

Create an inspirational Master Plan that is also pragmatically implementable.

The Master Plan identifies short, medium, and long-term improvements to the Weston Loop. The Master Plan identifies significant projects that can be implemented through a combination of capital funding and cash-in-lieu of parkland dedication to create a unified identity and range of programming for the Weston Loop.

Figure 114: Councillor Francis Nunziata and community at the Farmers' Market engagement.



Project Team

SvN Architects + Planners is a multidisciplinary, regenerative design practice bringing together a diverse team of architects, urban planners, urban designers, and landscape architects. The Weston Loop Project Team builds on decades of experience in master planning, landscape architecture, and community engagement. In developing the Weston Loop Master Plan, we not only leveraged our in-house expertise but also convened a broad group of stakeholders to provide technical input and guidance. This collaborative approach ensures the plan reflects both professional knowledge and community priorities.

Stakeholder Advisory Group

The Stakeholder Advisory Group (SAG) was formed to provide feedback to the Project Team at regular intervals to ensure that the work is progressing in accordance with the Project Charter, and to review and comment on draft deliverables. The SAG includes representatives from the following:

- City of Toronto Parks & Recreation (P&R)
- Evergreen
- Learning Enrichment Foundation (LEF)
- Office of Councillor Frances Nunziata
- The Public Great
- Toronto and Region Conservation Authority (TRCA)
- Weston Historical Society
- Weston Village Community Association (WVCA)
- Weston Village Developer Group



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Project Location

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2.1 Weston Loop Parks

The five parks that are the focus of the Master Plan are:

- Crawford-Jones Memorial Park (herein referred to as “Crawford-Jones Park”)
- Mallaby Park
- Cruickshank Park
- Little Avenue Memorial Park (herein referred to as “Memorial Park”)
- Weston Lions Park

The parks line the Humber River, and together make up approximately 30 hectares (74 acres) of contiguous green space. Key features of the parks are summarized below in Table 1.

When examining the Weston Loop from a high-level perspective, the parks display a gradient in both the intensity and type of programming. Weston Lions Park (Figure 1) stands out as the most heavily programmed, prioritizing active, sports-focused activities and amenities. In contrast, Crawford-Jones Park, situated at the northernmost part of the Loop, is a more naturalized space. This park primarily attracts cyclists accessing the northern section of the Humber River Recreational Trail (herein referred to as the “Humber River Trail”), picnickers, and nature enthusiasts appreciating the abundant flora and fauna.

Historically, Weston Lions has always served as a hub of activity. Today, the park provides the community with a variety of sports facilities including basketball courts, private tennis courts, two baseball diamonds, a new soccer field, and an indoor hockey arena, as well as a playground and splash pad, pool, skate park, and a variety of seating throughout to promote social gatherings. In contrast to Weston Lions Park, its northern neighbour, Cruickshank Park, provides a more passive experience, providing green space for activities such as picnics, walkers, and group activities.



Figure 115: Aerial image of Weston Lions Park.

Park Name	Park Area (ha)	Access	Parking	Park Size Classification*	Key Park Features & Facilities
Crawford-Jones Memorial Park	9.46	Dee Avenue (direct at-grade access), Cardell Avenue (direct, at-grade access)	Yes, accessed from Dee Avenue	Legacy Park	Humber River Trail, Bridge, Open Water, Benches, Outdoor Parking Lot, Horticulture Bed
Mallaby Park	0.22	Weston Road at St. Phillips Road (direct, at-grade access), Staircase to Humber River Trail	No	Parkette	Pathway, Benches, Stairs, Planted Garden, Bike Share Station
Cruickshank Park	11.94	Weston Road at Conron Place (ramp, ~14.5%), Weston Road at Church Street (staircase)	Yes, accessed from Lawrence Avenue West	Legacy Park	Humber River Trail, Benches, Drinking Water Station, Outdoor Fitness Equipment, Picnic Tables, Playground, Pathway/Trail, Stairs, Horticulture Bed, Bike Share Station, Outdoor Parking Lot
Memorial Park	0.79	Weston Road Little Avenue (direct, at-grade access), King Street Crescent (direct, at-grade access), Staircase to Humber River Trail	Yes, accessed from Lawrence Avenue West	Small Park	Pathway, Bandstand, Benches, Flagpole, Outdoor Parking Lot, Picnic Table, Ramp, Shade Structure, Planted Garden, Planters, Stairs, Weir
Weston Lions Park	7.42	Lawrence Avenue W, Hickory Tree Road, Bellevue Crescent	Yes, accessed from Hickory Tree Road	City Park	Humber Trail, Pan Am Path Route, Paths, Baseball Diamond, Basketball Court, Benches, Bleacher, Bollards, Drinking Water Station, Ornamental Fountain, Outdoor Parking Lot, Outdoor Pool, Outdoor Tennis Court, Picnic Table, Playground, Shade Structure, Skateboard Park, Soccer Field, Splash Pad, Stairs, Tennis Court Area, Horticulture Bed, Public Art, Toboggan Hill

*Classifications based on City of Toronto Parkland Strategy

The Humber River Trail passes through all of the parks, however in order to move from Crawford-Jones Park to Mallaby Park, pedestrians and cyclists must leave the park system and use Weston Road. There is a project underway to complete the trail connection along the river, through the area, known as the Mid-Humber Gap. This initiative is co-led by the City of Toronto and the TRCA. Initial public consultation and technical study was completed in 2022, resulting in a preferred alignment. A consultant team has been retained to undertake detailed design for the trail, with anticipated construction between 2026 and 2028.

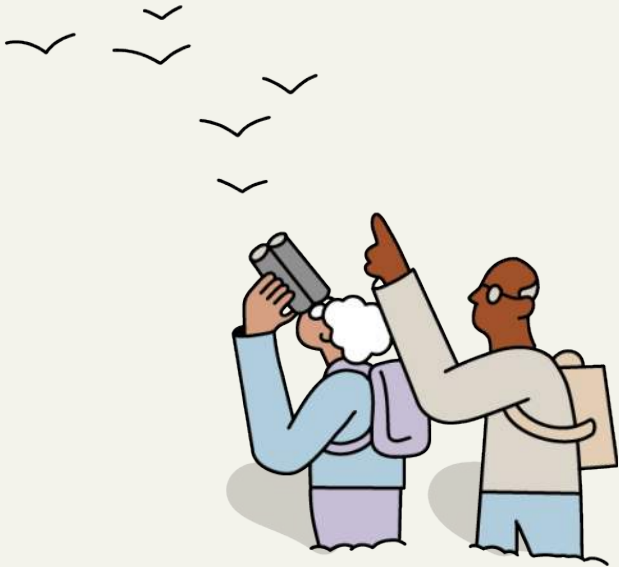


Table 9: Key features of the Weston Loop parks.

LIGHTLY PROGRAMMED
PASSIVE

HEAVILY PROGRAMMED
ACTIVE



Figure 116: Gradient in the intensity and type of existing programming across the five parks. Crawford-Jones Park [top left] is more naturalized with minimal programming, while Weston Lions Park [bottom right] provides a multitude of active programming.

2.2 Weston in the Region

The neighbourhood known as Weston Village was a separate municipality prior to the amalgamation of the City of Toronto. This project uses the boundary created for the City-led Weston In Gear Planning Study (ongoing) to define the larger Study Area, generally representing where the majority of park users live. The Weston in Gear Study Area is an important context for the Weston Loop, as this Study will create the framework for future growth and change in Weston. This geography also corresponds to the lands delineated for the Major Transit Station Area associated with the Weston GO station.

The Study Area (Figure 3) is bounded to the north by the CN Rail Corridor, Queenslea Avenue, Walwyn Avenue, Lamont Avenue, Langside Avenue and Woodward Avenue, to the east by Pine Street, Wright Avenue and Sam Frustaglio Drive, to the west by the Humber River and to the south by Clouston Avenue.

Weston Village is approximately 10 kilometres northwest of Downtown Toronto, which corresponds to an approximately 15 minute journey by GO Train/UP Express, or a 30 minute drive.

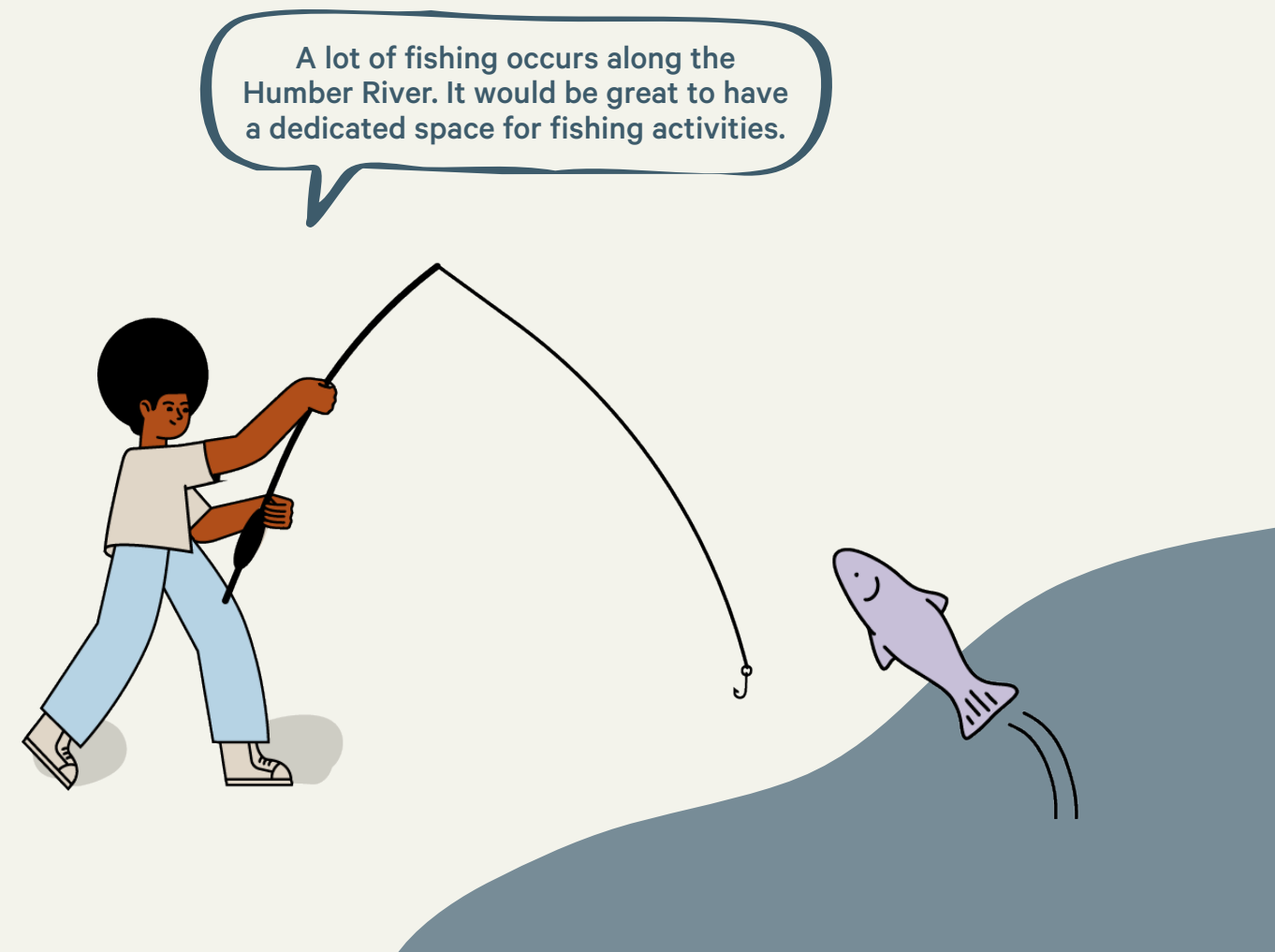
More details on the history of Weston, current demographics, and built form characteristics are included in Section 4 and 5 of this report.

2.3 Weston in the Watershed

The Weston Loop parks were created as a result of Hurricane Hazel, when the Humber River flooded the low-lying areas along its banks. The relationship with the Humber River continues to define and shape park programming opportunities. Because of this, it is important to understand the ecological characteristics of the Humber River watershed.

The Humber River watershed encompasses a total geography of 90,258 hectares that extends from the river's headwaters in Caledon and King Township. The watershed collects surface water from rainfall and snowmelt that flows over its topography and is collected in streams, rivers, lakes, or groundwater. It flows with gravity towards its final outlet, Lake Ontario. The watershed includes a diverse range of ecological features

and green spaces including ravines, creeks, wetlands, and forests, as well as the urban system. The Humber River watershed provides ecosystem services to support one of the largest and most dense population centres in Canada. Its open spaces and plant communities filter our air and water, provide wildlife habitat, mitigate flooding, support biodiversity, and provide a range of recreational opportunities. More details on the topography, hydrology and ecology of the Weston Loop are provided in Section 6 of this report.



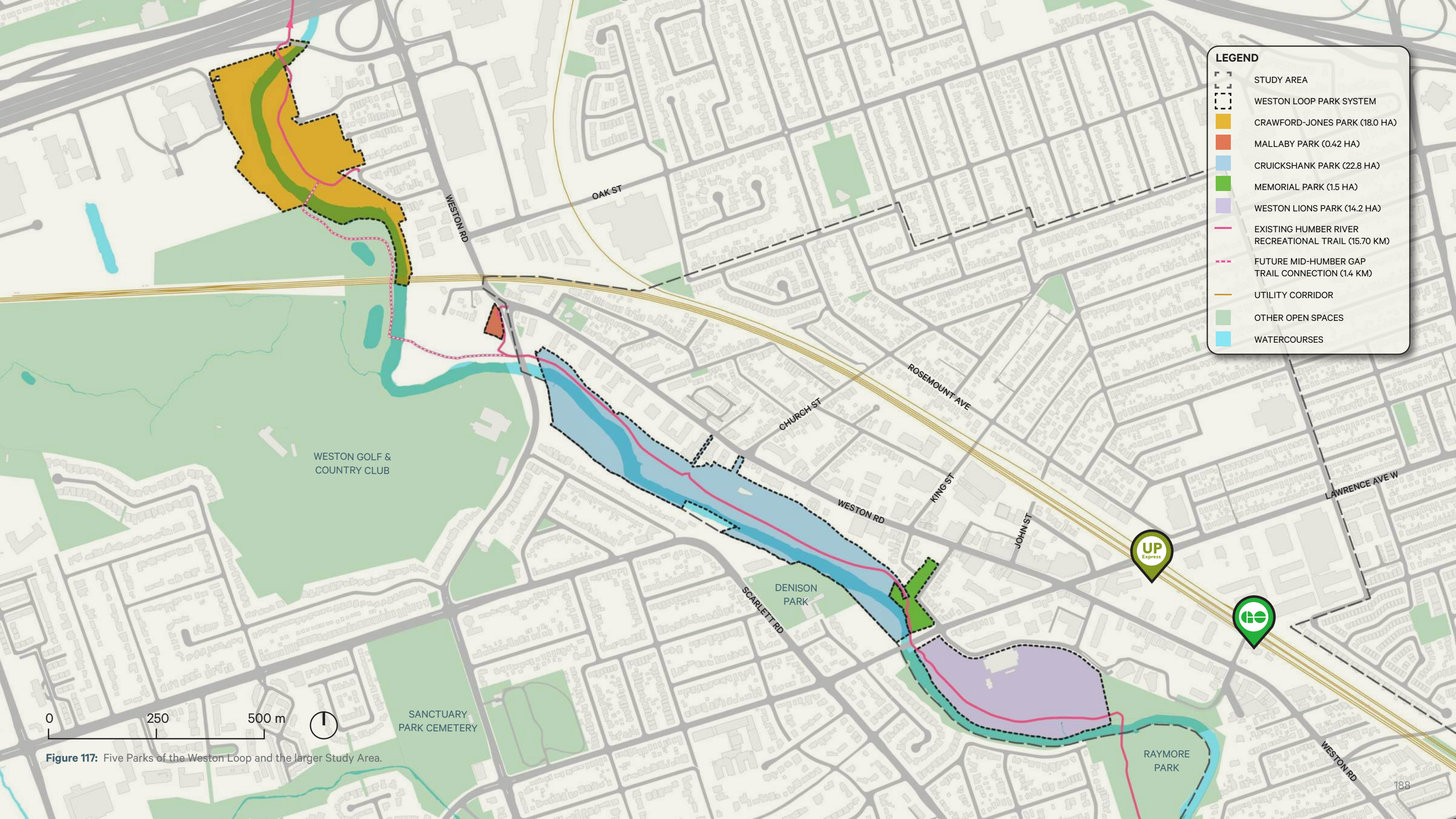


Figure 117: Five Parks of the Weston Loop and the larger Study Area.

2.4 Indigenous Land Acknowledgment

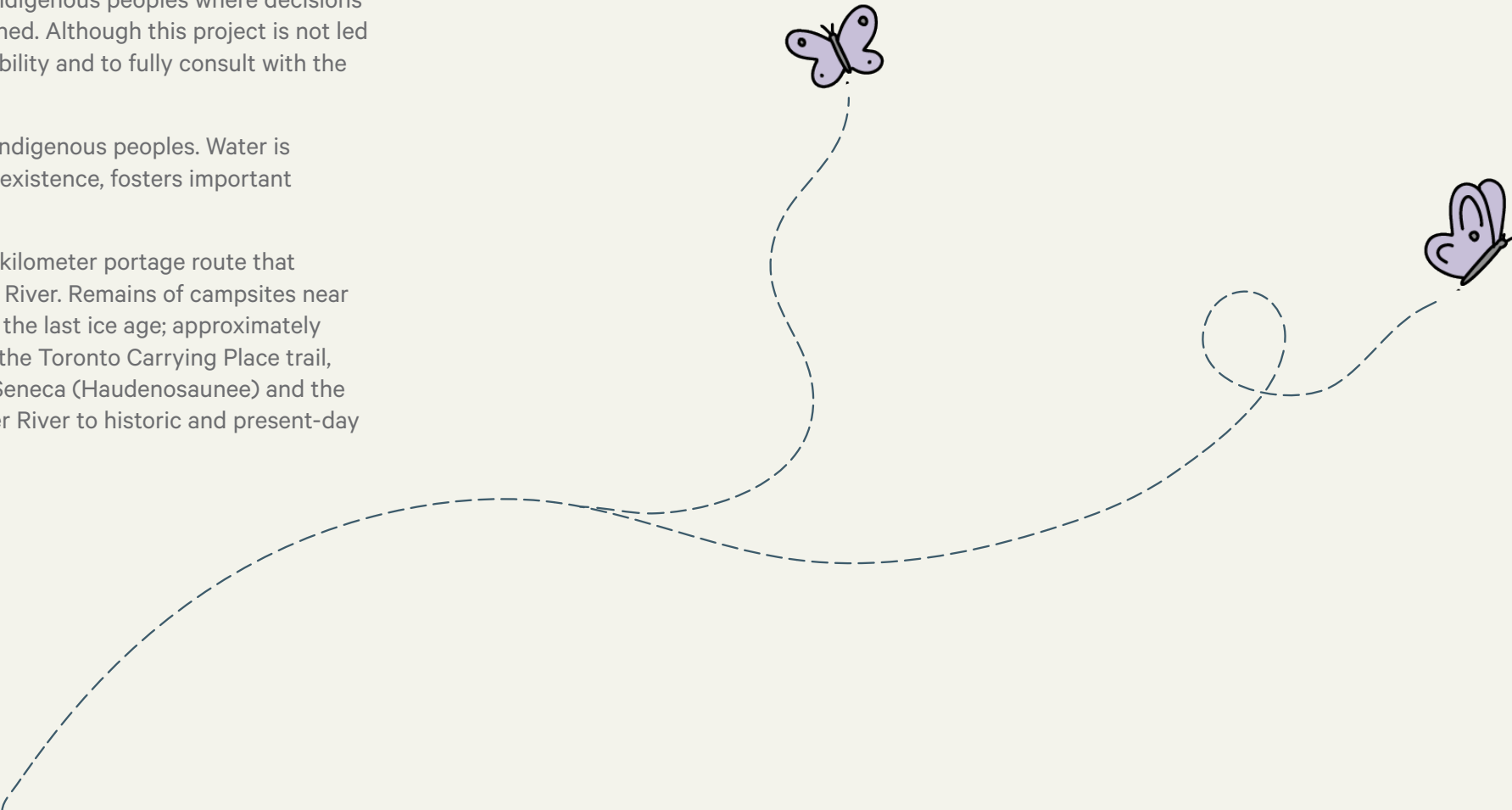
We acknowledge that the Weston Loop Park System falls within the treaty lands of the Mississaugas of the Credit First Nation. The Toronto Purchase (Treaty 13) was signed by the Mississaugas of the Credit and the British Crown in 1787 and amended in 1805, and included the lands from Etobicoke Creek in the west to Ashbridge’s Bay in the east, and from Lake Ontario, north to Lake Simcoe.

We also acknowledge that Mississaugas of the Credit First Nation assert unextinguished Aboriginal title to all water, beds of water, and floodplains within their treaty lands, as stated in the Aboriginal Title Claim that was filed with the Provincial government in 2016. The Mississaugas of the Credit First Nation revere water as a spiritual being that must be accorded respect and dignity as it is vital to the survival of the First Nation, and all other forms of life. Agents of the Crown have an obligation to consult with Indigenous peoples where decisions may adversely impact Aboriginal or treaty rights; either asserted or established. Although this project is not led by a public agency or government, it is our intention to uphold this responsibility and to fully consult with the Mississaugas of the Credit.

We further acknowledge that the Humber River is a sacred entity for many Indigenous peoples. Water is the lifeblood that flows through lakes, rivers and oceans. It supports human existence, fosters important ecosystems, and is used for transportation and trade.

Traversing the Weston Loop park system, the Carrying Place Trail was a 45-kilometer portage route that connected Lake Ontario to Lake Simcoe, following the banks of the Humber River. Remains of campsites near the Carrying Place Trail have been found that date as far back as the end of the last ice age; approximately 12,000 years ago. At the time of contact with Europeans, the Humber River, the Toronto Carrying Place trail, and the lands around them were used and cared for by the Huron-Wendat, Seneca (Haudenosaunee) and the Mississaugas (Anishnaabe). We acknowledge the significance of the Humber River to historic and present-day Indigenous people in the area now known as Toronto.

As dictated by the Great Law of the Haudenosaunee Confederacy, the decisions we make today should create a better world for the next seven generations, while honouring the seven generations that came before us. The Weston Loop Project Team will prioritize ongoing engagement with the Rightsholder and other Indigenous peoples and will seek opportunities to advance reconciliation. Through partnership with Indigenous people, the Weston Loop Master Plan will thoughtfully consider the needs of the future; fostering a harmonious relationship between the river, its ecosystems, and the communities that depend on them, for generations to come.



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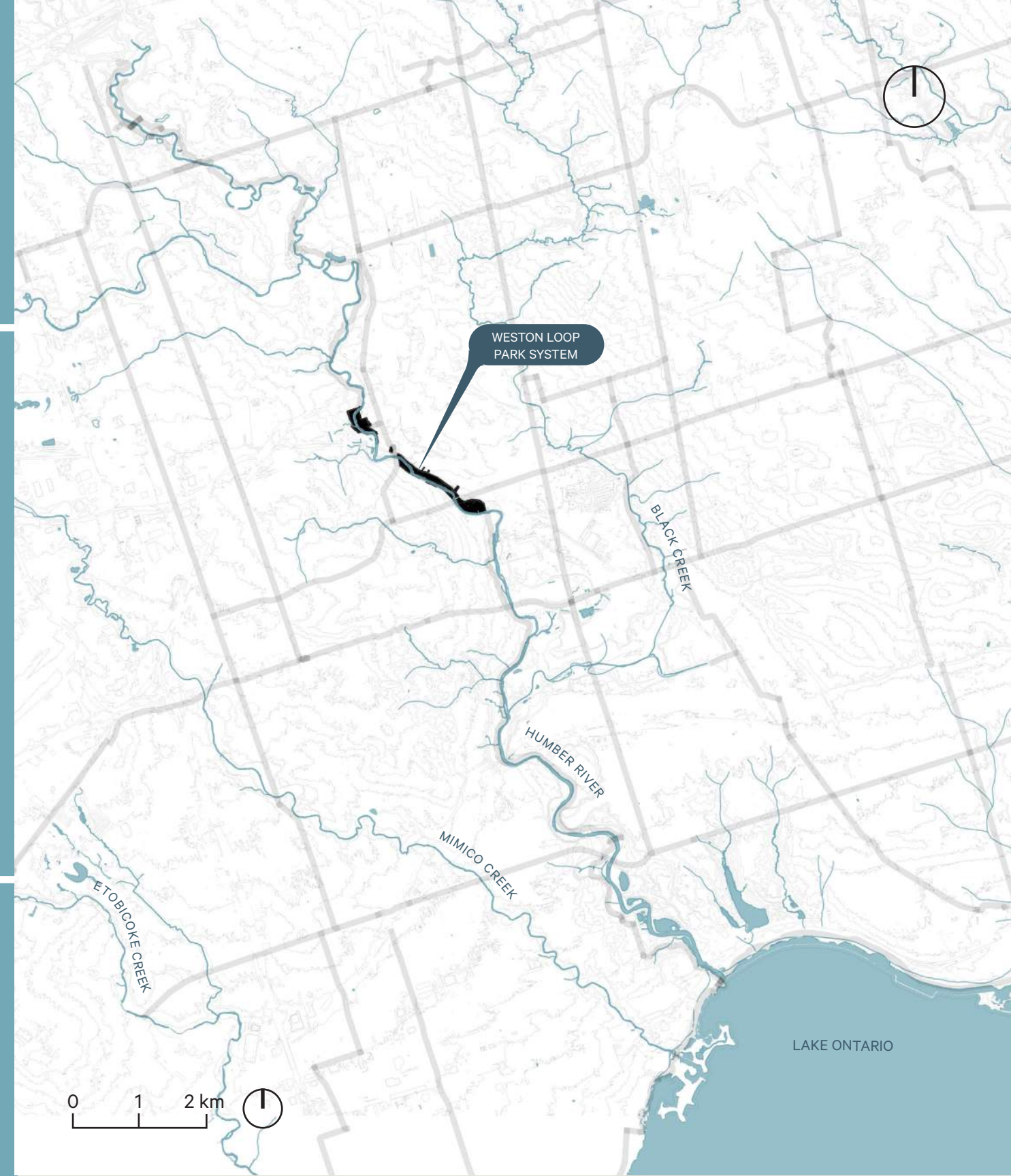
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Area History

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The withdrawal of glaciers left behind Toronto's ravines and river valleys as we know them today. The main branch of the Humber River runs approximately 100 kilometres from its source on the Oak Ridges Moraine, flowing through Weston and into Lake Ontario.

Figure 118: The 126-kilometre extent of the Humber River Valley, from the headwaters on the Oak Ridges Moraine to river mouth of Lake Ontario. The Weston Loop Park System is depicted in black.



Weston has a long and storied history along the Humber River. Indigenous peoples inhabited the Toronto region approximately 12,000 years ago after glacial withdrawal from Lake Iroquois. This section provides a high-level chronology of human activities and settlement in the area now known as Weston.

3.1 Pre-Contact (13,000 B.C.E. - 1600’s)

Based on archaeological records, it is believed that the Huron-Wendat were some of the earliest to settle in villages along the Carrying Place Trail, between 1200 and 1600 CE. There is evidence of Seneca and Mohawk (Haudenosaunee) settlement in the Toronto area between 1600 and 1680. It is believed that the Mississaugas, an Anishnaabe group, established more permanent villages around 1700. As these territorial shifts unfolded, Indigenous communities continued to navigate their changing world by following the Carrying Place Trail, a vital corridor and trade route pathway from Lake Ontario to Lake Simcoe.

Much of the Carrying Place Trail ran along the valley of the Humber River, which was known as Niwa’ah Onega’gaih’ih (Seneca language) or Cobechenonk Zibii (Anishnaabe language). Waterways such as the Humber River held significance for Indigenous communities, providing fresh sources of water, with shorelines and riverbanks serving as platforms for gathering, trading, hunting, fishing, and ceremonies. Indigenous communities and trails existed along the higher grounds east of the river, in the area known today as Weston Village.

Following European contact, the trail continued to be used by both Indigenous peoples and European explorers, connecting trade routes and facilitating movement between families and communities. The trail was extensively used by European explorers, traders, priests, and officials from 1615 until the early 1800s. While the Carrying Place Trail (Figure 5) has been lost through urbanization, its legacy remains in the pattern of infrastructure that was built to support the growth of the city. Weston Road traces the historic path along its trajectory through the area now known as Weston, and elsewhere rail lines, hydro corridors, and highways follow its route.

Figure 119: The Toronto Carrying Place Trail (1619-1793) lined the eastern bank of the Humber River and extended north to Georgian Bay.





3.2 Toronto Purchase and Treaty 13

In 1787, British officials Sir John Johnson and Colonel John Butler met with Mississauga band representatives at the Bay of Quinte to arrange for new settlers to move onto Indigenous lands along Lake Ontario, including Toronto. While the British interpreted this as a land sale, the Mississaugas likely viewed it as a sharing agreement that maintained their hunting and fishing rights, with gifts serving as ongoing rent rather than purchase payment. The terms of the agreement were poorly recorded, resulting in an attempt to clarify the terms of the purchase in 1805 with Treaty 13. Treaty 13 was disputed by Indigenous groups including the Mississaugas of the Credit due to its lack of guarantees around land rights and proper financial compensation. In 2010 the Toronto Purchase Land Claim was settled for \$145 million. Ultimately, the result of the Toronto Purchase and Treaty 13 resulted in the displacement of the Mississauga people to reserve lands to facilitate settlement by the European newcomers. A reality of Indigenous history and activity in the area is that ancestral remains may exist and have yet to be uncovered. For example, Indigenous remains have been discovered near Bellevue Crescent, which is a site that has been flagged for broader archaeological potential.

3.3 Milling History & The Establishment of A Village

European settlers and their descendants established a community in Weston in the late 1700s. Around 1790, a sawmill was established on the west bank of the Humber River, marking the start of the area's early industrial development. The segment of the Humber River that passes through Weston experiences a 20-foot drop over just one mile, creating strong water flows that made it an ideal location for milling operations. A grist mill was added in 1815, and was ultimately sold to William Wadsworth in 1828, whose family operated the mills for the following eighty-seven years (Figure 8). During this period, additions included an enlarged grist mill, another sawmill, a whiskey distillery, a flour mill, and a rolling mill. Weston's growth was propelled by the expansion of mills along the riverbanks, shaping the community's early economy and settlement patterns.

By the early-1800s, Weston Village began to emerge as a small community with roads, stores and churches. While the green spaces along the river were largely undeveloped, the river itself remained an important feature for residents, with the surrounding natural landscapes utilized for recreational purposes and as natural resources for the growing village. An excellent example of this can be seen in the Humberstone walls made of brown siltstone brought up from the Humber River and constructed by stone mason James Gove. Examples of this stonework can be seen in the Weston Loop parks today.

Weston initially developed along both sides of the river until a flood in 1850 destroyed much of the west bank settlement, necessitating the rebuilding of Weston on the higher east bank. Notable developments following the flood included Cruickshank Wagon Works Ltd. (1850), Town Hall (1883), first Fire Hall, and Central United Church (1821, renamed in 1887). The land that is now parkland was originally subdivided into private settlement lots, with some former owners' names still reflected in Weston landmarks today. For example, the boundary of Cruickshank Park is the

Figure 120: The Toronto Carrying Place Trail (1619-1793).

result of the consolidation of private lands along the valley, owned by Ann Rowntree to the south and the Cruickshank family to the north, with a small strip of private land dividing the two. The lands were sold to the Town in 1899 and 1928, respectively, but remained separated until 1952, when the Town Council acquired the private strip of land and merged the lands to create the park. The effects of historic private property delineation remain evident today in the Weston Loop park programming, creating a disjointed experience. The north portion, which is mostly forested with just a trail, extends up to the weir and feels separate and unprogrammed. The central area contains the playground and main entrance, functioning as the park’s primary hub. Meanwhile, the southern portion feels disconnected from the rest of the park, as the path winds around the sewer outfall to the parking lot. The trail between the calisthenics area and sewer outfall creates a transitional zone that can feel like walking through separate parks rather than a continuous, cohesive park space.

3.4 Industrialization and infrastructure

The rise of steam power lessened the demand for water power, and milling in Weston was supplemented with other industries and trades. This coincided with the construction of Grand Trunk Railway (now the Canadian National Railway) in 1856 with a stop in Weston, stimulating unprecedented growth for the area. Weston began to attract major employers, including the Canada Cycle and Motor Company (CCM) which relocated to Weston in 1916, and the Massey-Harris tractor factory, which opened in 1919. Many Weston residents also found employment at the Kodak Heights Industrial Park in Mount Dennis, which began operations in 1912. The influx of industry brought jobs to Weston and surrounding areas, driving further development of housing and infrastructure. As the village grew, there was a gradual realization of the need for public spaces for leisure and community activities.

The early 20th century saw the creation of the first parks and public spaces, especially along the Humber River’s banks, which offered both scenic views and recreational opportunities for residents.

- Dee Avenue Park (later renamed to Crawford-Jones Park) (1920s): This park provided a key green space in Weston. It offered residents access to nature and recreation, including walking paths and open lawns.

Figure 122: Wadsworth Mills on the west side of the Humber River, 1870.

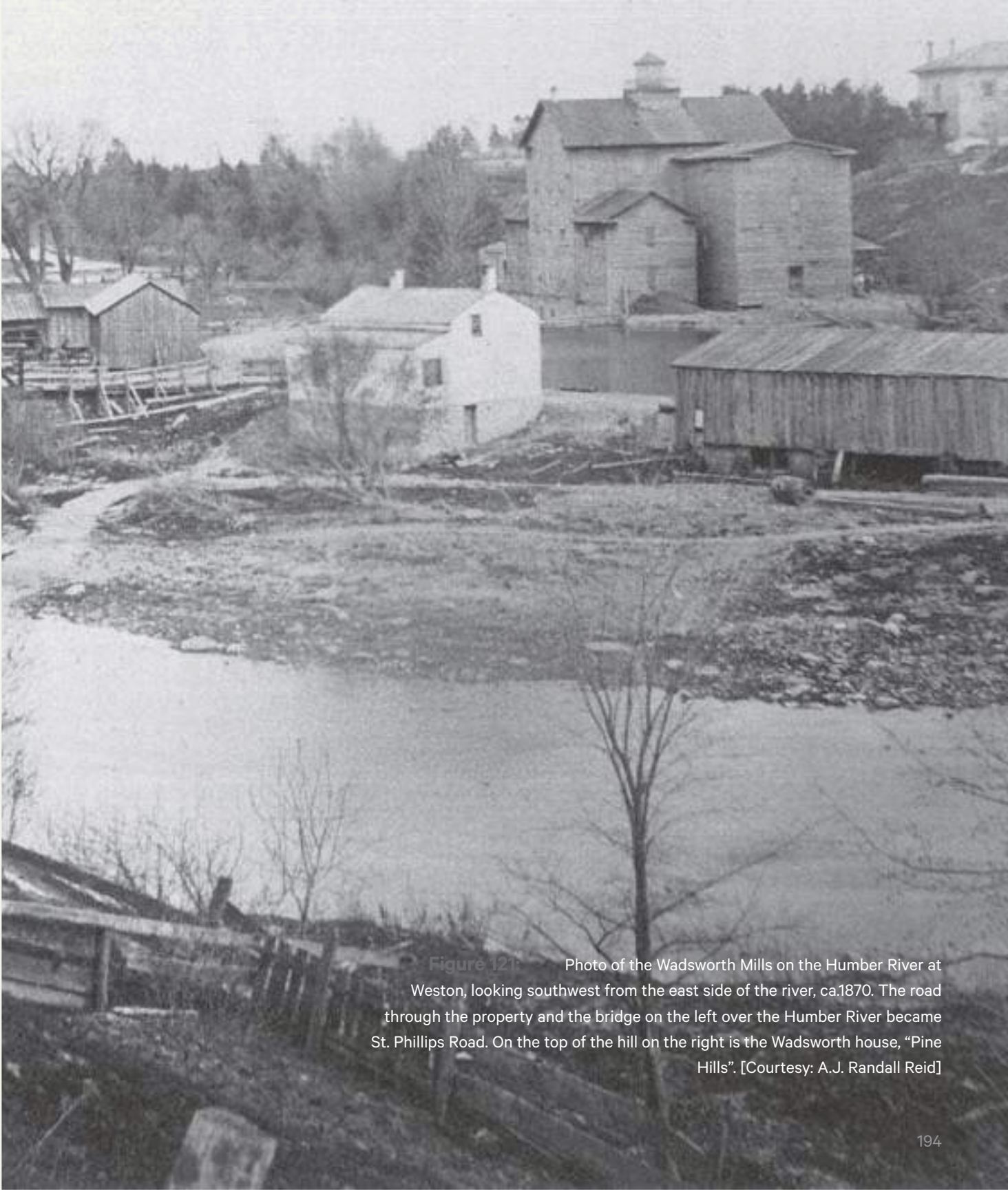


Figure 121: Photo of the Wadsworth Mills on the Humber River at Weston, looking southwest from the east side of the river, ca.1870. The road through the property and the bridge on the left over the Humber River became St. Phillips Road. On the top of the hill on the right is the Wadsworth house, “Pine Hills”. [Courtesy: A.J. Randall Reid]

Late 1700s

The community that became Weston begins roughly in the late 1700s, with the establishment of mills along the banks of the Humber River. The first sawmill was situated on the west bank of the Humber between 1792 and 1803.



Photo of the Wadsworth Mills on the Humber River at Weston, looking southwest from the east side of the river, ca. 1870. The road through the mill property and the bridge on the left over the Humber River fell along what is now St. Phillips Road. On the top of the hill on the right is the Wadsworth house, "Pine Hills".



The community of Weston was incorporated as a village in 1881, and then as a Town in 1915.

1910



A Desire for Public Space

The council should take time by the forelock and secure ample grounds to make a public park that could be used for a general recreation ground and athletic field. The fair ground is a natural park and should be owned by the village, but as these grounds are owned and operated by a private corporation they are not available for park purposes.

In 1850, a significant flood destroyed many of the settlements along the west side of the Humber River. Gradual redevelopment of the community began higher up on the banks.

1856



Cruickshank Wagon Works, 1850.

The railroad opens, and Weston's Grand Trunk Railroad Station helps Weston become a hub for surrounding communities. This prompted the first registered subdivisions in 1846, and coincided with the gradual redevelopment of Weston after the 1850 flood.



The land currently known as Cruickshank Park housed a powerhouse, 1906.



Weston Village Town Hall and the first Fire Hall, 1911.



- Cruickshank Park (1930s): Cruickshank Park was developed in the 1930s as part of a broader movement to create more public parkland in Toronto. Dr. George R. Cruickshank donated his land to the town for \$1, agreeing to fund a right-of-way off of Main Street (present-day Weston Road). In his donation, he stated that the land was only to be used as a public park, and that no trees were to be cut down without his or the Weston Town Council's consent. The park featured lawns, forested areas, and recreational facilities.

During this period, bridges and roadways across the Humber river valley were constructed to better connect the growing neighbourhoods on the east and west side (Figure 9). The construction of the Weston Road Bridge (1927) and later crossings improved accessibility to the riverfront parks and subsequently reinforced the Humber as a central feature of the community.

In the 1950s, the population of Weston grew rapidly as more people moved from Toronto's downtown to the areas now known as the "inner suburbs" in North York, Etobicoke, and Scarborough. This period saw the construction of new residential subdivisions, particularly in the areas surrounding the main commercial district along Weston Road. The expansion of the street network, including improved access to major highways like Highway 401, also made the area more attractive to families and commuters. Along with residential growth, Weston saw the continued development of commercial and industrial sectors. The construction of major industrial facilities, warehouses, and factories in the surrounding areas provided jobs, attracting many working-class families.

Figure 123: The St. Phillips Bridge crossing the Humber River, looking south (1982).

As Weston increasingly became integrated into the larger urban fabric of Toronto, the park network continued to grow and became part of the broader planning strategy for the region. The creation of additional green spaces, such as Mallaby Park (1940s) and Little Avenue Memorial Park (1940s), provided more recreational and social gathering opportunities for residents of Weston. Weston Lions Park (1960s) was later established on the former Weston Fairgrounds (Figure 10) and named in honor of the Weston Lions Club, a service organization that is still active today and is dedicated to community service and philanthropy. The Lions Club played a pivotal role in the development and upkeep of the park, and they maintain a lease with the City for the Weston Lions Arena.

Figure 124: Weston Lions Park originally served as the venue for the Weston Agricultural Fair, founded in 1853. The Fair became an important annual event in the area, showcasing the agricultural products and livestock of local farmers, while also providing a space for community gatherings, entertainment, and socialization. The site also served as a hub for various community events such as horse racing, picnics, and celebrations. It was a site that reflected the rural character of Weston at the time, which was a small, agricultural village situated outside the expanding City of Toronto.



Weston Fairgrounds



The Weston Fairgrounds building historically served as a gathering place for the community. Each winter, the building was converted into a covered skating rink. In the summer, the grounds were used for picnics, church fairs, marathon races, cricket matches, basketball, and lacrosse games.



Original bandshell at Memorial Park, undated.



The Town Hall was used for concerts and social events. When the buildings were demolished in the 1960s, the park’s green space was expanded, and it took over the role as a local event space.

1912

Weston Council purchased the Fairgrounds lands when a sewage plant was being constructed in the lower end of the park. A racetrack was added to the grounds the following year.

1922

The Dunlop Trophy Race attracted 3000 people to the park. The annual Weston Fall Fair also attracted people from miles away.

For many years, the parks fell into disrepair. Weston Lions was underused, and undermanaged, while Cruickshank was divided into north and south portions, with a septic tank polluting the river.

In 1954, the Humber Valley Conservation Authority’s report approved the request to develop Cruickshank Park to its full potential. The private lands between the two portions of the park were acquired.

1929

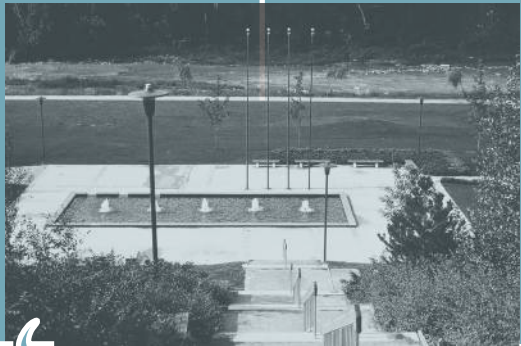
The north end of Cruickshank Park was donated to the Town of Weston by the Cruickshank family for one dollar. The parcel of land between the present day parking lot and Little Avenue was donated by Dr. Eli Franklin.

The land was only to be used for a public park, and no trees were to be cut down without his consent or Weston Council.



In 1944, the Lions Club took over the fairgrounds and made it a place for all to enjoy, adding sports amenities such as a lacrosse box with changerooms, flood lighting, and bleachers.

In 1949, The Weston Lions Arena was added.



Since the area south of Lawrence Ave. leased by Weston Lions Club fills the need for organized sports, Cruickshank Park would be restricted to picnics, walkers, and group activities.

1954



Hurricane Hazel struck the city on October 15, 1954, with some of the hardest hit areas including the neighbourhoods of Raymore Drive and what is now Crawford-Jones Memorial Park.

Hurricane Hazel: A Defining Shift

The fabric of Weston was forever changed when Hurricane Hazel hit in October of 1954. Flooding was not a unique occurrence to Weston: the area witnessed multiple damaging floods in 1851, 1857, and 1878, but none caused as much devastation as Hurricane Hazel. That October was uncharacteristically rainy, receiving almost a month and a half's worth of rain in only sixteen days. As a result, by the time Hurricane Hazel hit the city, the area's clayey soils were already oversaturated. The storm flooded the Humber River valley, inundating the watershed. The dramatic changes in topography in this portion of the river valley created rapid and powerful water flows. When the river's water level rose thirty feet above its typical levels, the additional force destroyed everything in its path, including homes, bridges, and trees.

The most damaging effects of the storm were witnessed at the northernmost and southernmost points of the Weston Loop Park System. Despite a history of floods, many people still lived on the floodplains at the time of the hurricane. All told, thirty-six people lost their lives in this area alone.

In the river flats of what is now Crawford-Jones Park, there used to be a small neighbourhood of about fifteen houses. The force of water lifted homes off of their foundations, but many residents were able to escape and survive the flood. Raymore Park, just south of Weston Lions Park and within the floodplain, used to contained a collection of homes along Raymore Drive (Figure 11). During the storm, a nearby swing bridge redirected water onto Raymore Drive, and swept away these homes. A plaque commemorating the lives and infrastructure lost during Hurricane Hazel sits at the reconstructed Raymore Bridge, beside a bridge abutment from the original swing bridge that was thrust ashore by the force of the storm.

Figure 125: A view of Raymore Drive in the aftermath of Hurricane Hazel. The devastation of the hurricane led to significant policy and regulatory changes to prevent the level of destruction and displacement experienced from happening again. Conservation Authorities were created to direct land use planning and conservation at a watershed level, and floodplain regulations were introduced to prevent new construction in flood-prone areas. Through these initiatives, thousands of acres of vulnerable land have been converted to public parkland. Throughout the Weston Loop, numerous plaques and memorials, such as the Hurricane Hazel Raymore Bridge monument, honour and preserve this legacy.

30

million tonnes
of water

250

km/hr
maximum
speed

81

lives lost in
Ontario from
flooding

1,868

families left
homeless in
Toronto

32

houses washed
away on
Raymore Drive

CAT4

magnitude
prior to landfall



Hurricane Hazel prompted a shift in regional flood management practices, highlighting the critical need for improved flood control measures and coordination at the watershed level. Conservation Authorities were created to strengthen watershed oversight, flood prevention and response capabilities. The Toronto and Region Conservation Authority (TRCA) oversees the watersheds of the Humber, Don, and Rouge Rivers. Since the creation of Conservation Authorities, thousands of acres of vulnerable land along waterways and in floodpains have been transferred to their jurisdiction or converted into public parkland.

The implementation of flood management policies emerged as the key strategy for reducing flood risk exposure. Floodplain mapping also became a crucial tool for the TRCA to help guide urban planning and development decisions following the widespread destruction of Hurricane Hazel. New development within the floodplain has been restricted through Ontario Regulation 166/06, the City’s Official Plan, and zoning bylaws to prevent such a disaster from occurring again.

Figure 126: “Alongside these regulatory measures, the introduction of the Lands Acquisition Program enabled the transfer of private flood plain lands to CAs, reducing liability and facilitating the development of flood protection projects. This initiative played a crucial role in removing at-risk homes from flood plains and converting these areas into green spaces [and] significantly improved flood resiliency in the Toronto region, positioning it to better protect communities from the growing threat of extreme weather events.” - Hurricane Hazel’s Legacy (TRCA) (Associated Press, 1954)



Figure 127: Five Parks of the Weston Loop prior to Hurricane Hazel.



Figure 128: Five Parks of the Weston Loop in the aftermath of Hurricane Hazel.



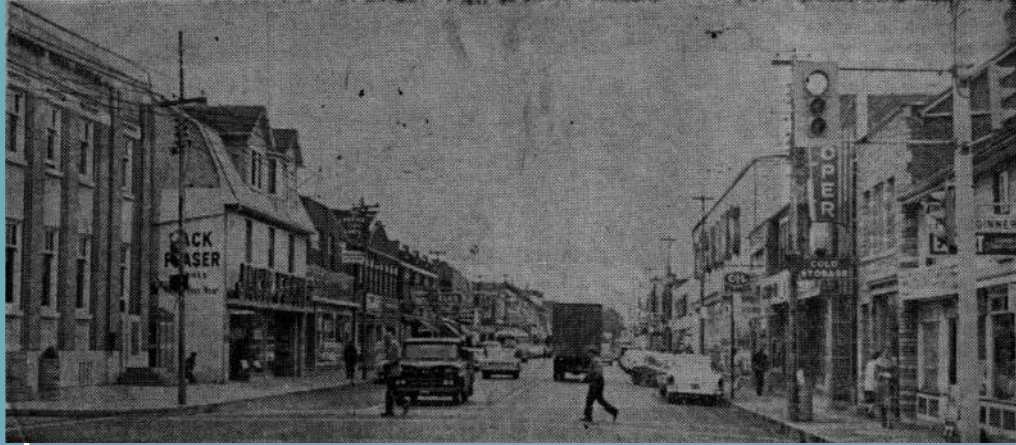
Figure 129: Hurricane Hazel ravaged the Humber Valley in 1954, but Herb Jones, left, and Jim Crawford, right, teamed up then to save dozens of lives.

Figure 130: Images of Crawford-Jones Park before [left] and after [right] Hurricane Hazel. Named after former police officer, Crawford, and contractor, Herbert Jones, for their heroic actions in saving over 50 people by boat in the dark of night during Hurricane Hazel. The park, formerly a residential neighbourhood, is located in one of the most devastated parts of the city.



Figure 131: Hurricane Hazel highlighted the dangers of allowing development in flood plains (Lawrence Avenue West south side, 1954).

Figure 132: Images of Weston Lions Park before [left] and after [right] Hurricane Hazel. While the Weston Lions Arena's structure survived the storm, the tennis courts, lacrosse box, dressing and club rooms, and bleacher seats south of the arena were washed away. Flooding issues in the area still persist today.



Main Street, originally the Albion and Weston Plank Road, is now Weston's primary thoroughfare.

1967

Weston as a town legally ceased to exist, as it was amalgamated with several other municipalities to become the Borough of York.

In 2005, Weston became one of the City's 13 Priority Improvement Areas, through its Neighbourhood Action Plan.



2015

The UP Express was constructed and included a stop in Weston. This provided a critical route for commuters to travel from the downtown core of Toronto to Weston in less than 30 minutes, stimulating development in the area.

In 1974, a new GO Transit route was constructed, which included a stop in Weston.



Mallaby Park, 1984

In 1999, the Humber River was designated a Canadian Heritage River for its significant historical and recreational legacy.

In 1997, the Toronto and Region Conservation Authority (TRCA) completed the Humber River Watershed Plan to inform policies and guide practices supporting environmental protection and stewardship. It was later updated in 2008.



In 2006, Memorial Park and its surrounding community on Little Avenue were designated as a Heritage Conservation District.



2024-25

Weston Loop Masterplan

In July 2024, Councillor Frances Nunziata submitted a Motion to endorse a community-led design exercise and master plan for the Weston park system. The motion received unanimous support and was adopted without amendment.

3.6 Recent History (1970's - Present)

Weston's recent history has seen significant fluctuation in terms of the economic conditions, population, and development activity. The factories that employed Weston residents and contributed to the vitality of the area began to close their doors in the 1970s. One by one, factories shuttered, mirroring the pattern in industrial cities across North America as corporations sought to produce their goods in lower-wage countries. Neighbourhood decline followed.

In 2005, Weston was identified as one of 13 Priority Neighbourhoods as part of a city-wide study conducted by United Way of Greater Toronto and the City of Toronto. Weston's socioeconomic challenges continued, and it remains designated as a Neighbourhood Improvement Area to this day. While this designation continues to single out neighbourhoods for negative characteristics like limited economic opportunities, inadequate social services, and poor health outcomes, it also means that the neighborhood has priority status for funding to advance economic, social, health, community safety, environmental, and participatory outcomes.

In 2010, the Province announced the UP Express, a new rail connection between Union Station and Pearson Airport, with a new GO station in Weston (Figure 19). Over the past two decades, Provincial and City planning policy have prioritized the coordination of land use and transportation planning, with direction for increasing housing in areas that are well served by public transit. This has led to significant development interest in Weston, with proposals for a number of tall buildings over 40 storeys. New development means new patrons for Weston businesses, students for schools, and community members to take part in social and cultural activities. The introduction of new market housing may also increase rents for existing residents and commercial tenants, as part of a larger pattern of gentrification. It is important to protect existing residents and businesses from displacement as these changes occur.

The history of Weston is the story of a place shaped by the movement of goods and people. The Humber River, commuter rail line, and Weston Road connect Weston to the City and the larger region. Through the Weston Loop Master Plan, Weston may also become a destination in its own right, with a signature park system that pays homage to the area's rich history and bright future.

Figure 133: Weston UP Express Station (Metrolinx, 2025).



03

04

Land Use & Mobility

05

4.1 Land Use

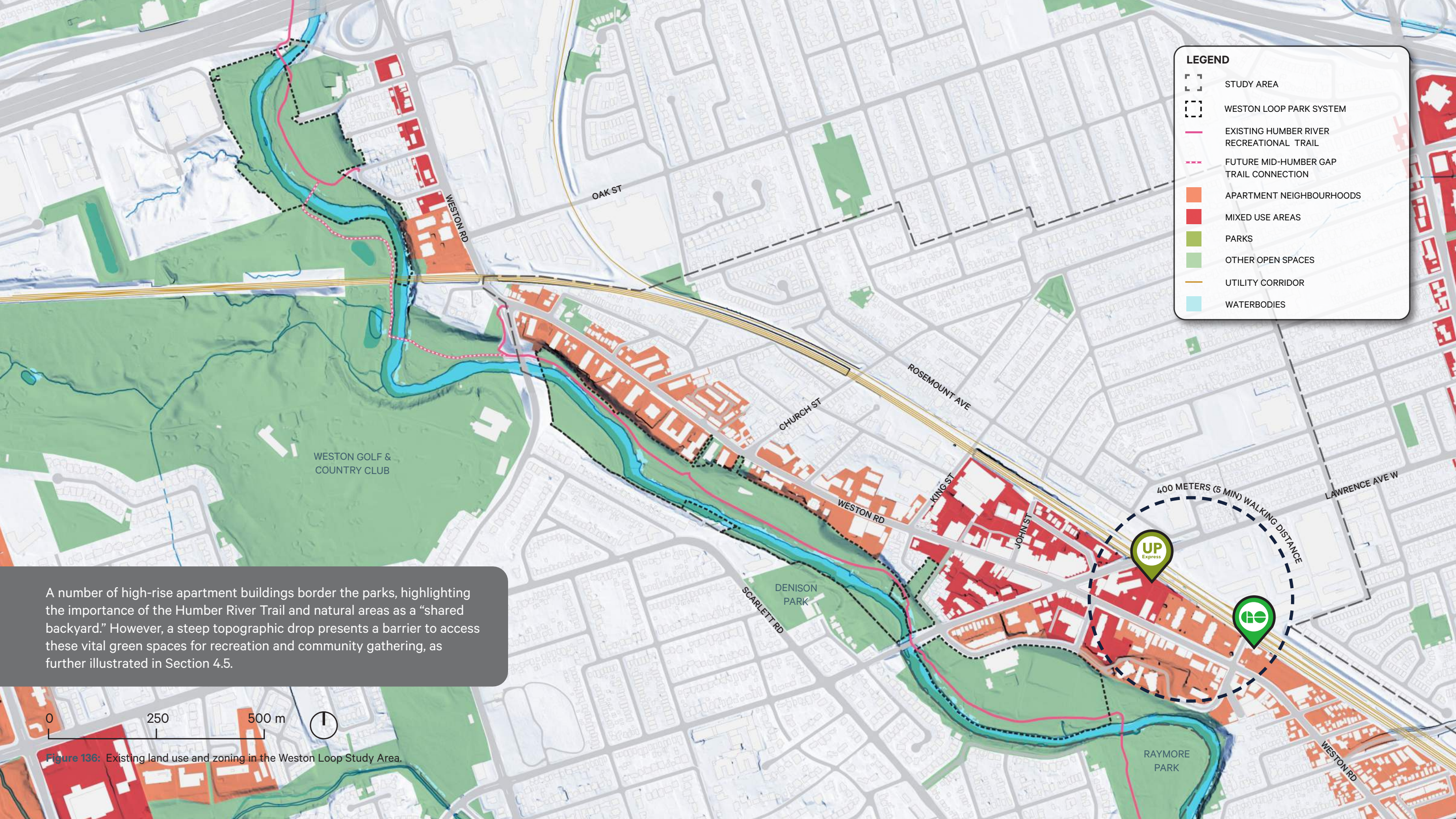
Land use in Weston reflects both the neighbourhood’s historical development and its ongoing evolution. Weston is defined by its main street, Weston Road, which is flanked by a variety of grade-related commercial uses and apartment towers of varying ages. In the Official Plan Land Use Map (Figure 20), these lands are designated as *Mixed Use Areas* and *Apartment Neighborhoods*, denoted by the orange and red areas on the map. The rail corridor serves as a hard edge between these “main street” uses and a more homogenous area of low-scale housing to the east. This is represented by the yellow *Neighbourhood* areas in Figure 20. Some industrial uses remain at the southeast end of the neighbourhood (the purple areas that are designated as *Core Employment* and *General Employment Areas*), with larger plots of employment-focused land found to the north in the vicinity of the Highway 401 interchange. The Humber River valley and associated parks are generally designated *Natural Areas* (dark green), however Weston Lions Park and Mallaby Parks are designated as *Parks* (green).

On the west side of the river, outside of the Weston Loop Park System, the Official Plan land use designation is *Neighbourhoods*, reflecting the predominance of low-scaled housing in the area. The Weston Golf and Country Club, which abuts the west side of the Humber River between Cruickshank Park and Crawford-Jones Park, is designated *Other Open Spaces* (light green), as this is privately owned land.

Recent development activity has been focused in the Mixed Use Areas the Weston GO/UP Express station, along Weston Road. These changes have brought in new housing, retail, and community spaces in the form of mixed use developments, contributing to an evolving urban landscape. Refer to Section 4.5 below for a detailed summary of recent development activity.

Figure 134: Existing land use and zoning in the Weston Loop Study Area.





A number of high-rise apartment buildings border the parks, highlighting the importance of the Humber River Trail and natural areas as a “shared backyard.” However, a steep topographic drop presents a barrier to access these vital green spaces for recreation and community gathering, as further illustrated in Section 4.5.

Figure 136: Existing land use and zoning in the Weston Loop Study Area.

4.2 Built Heritage

A significant portion of Weston has been designated under a Heritage Conservation District Plan. Heritage Conservation Districts (HCDs) are planning instruments designed to manage change in historically significant neighborhoods. Through targeted policies, HCDs work to preserve the character and unique architectural and landscape elements of historic neighborhoods, while identifying suitable opportunities for growth that respects the existing context.

The HCDs in Weston cover portions of the low-rise Neighbourhoods land use designation. Weston has one approved and in-force HCD Plan (the Weston Phase I HCD). The Phase I HCD was established in June 2004 and is located generally east of the Weston Loop Park System. The Phase II HCD was not recommended for adoption, and there are two additional areas (Phase III and Phase IV) that have been identified for further study. It is important to note that the majority of Weston residents do not live in these areas, with nearly 60% of Weston residents living in 5+ storey apartments, which are outside of the HCD areas.



Figure 137: Little Avenue Memorial Park's newly constructed entrance coinciding with the 2009 rededication. The park sits within Weston's Heritage Conservation District.

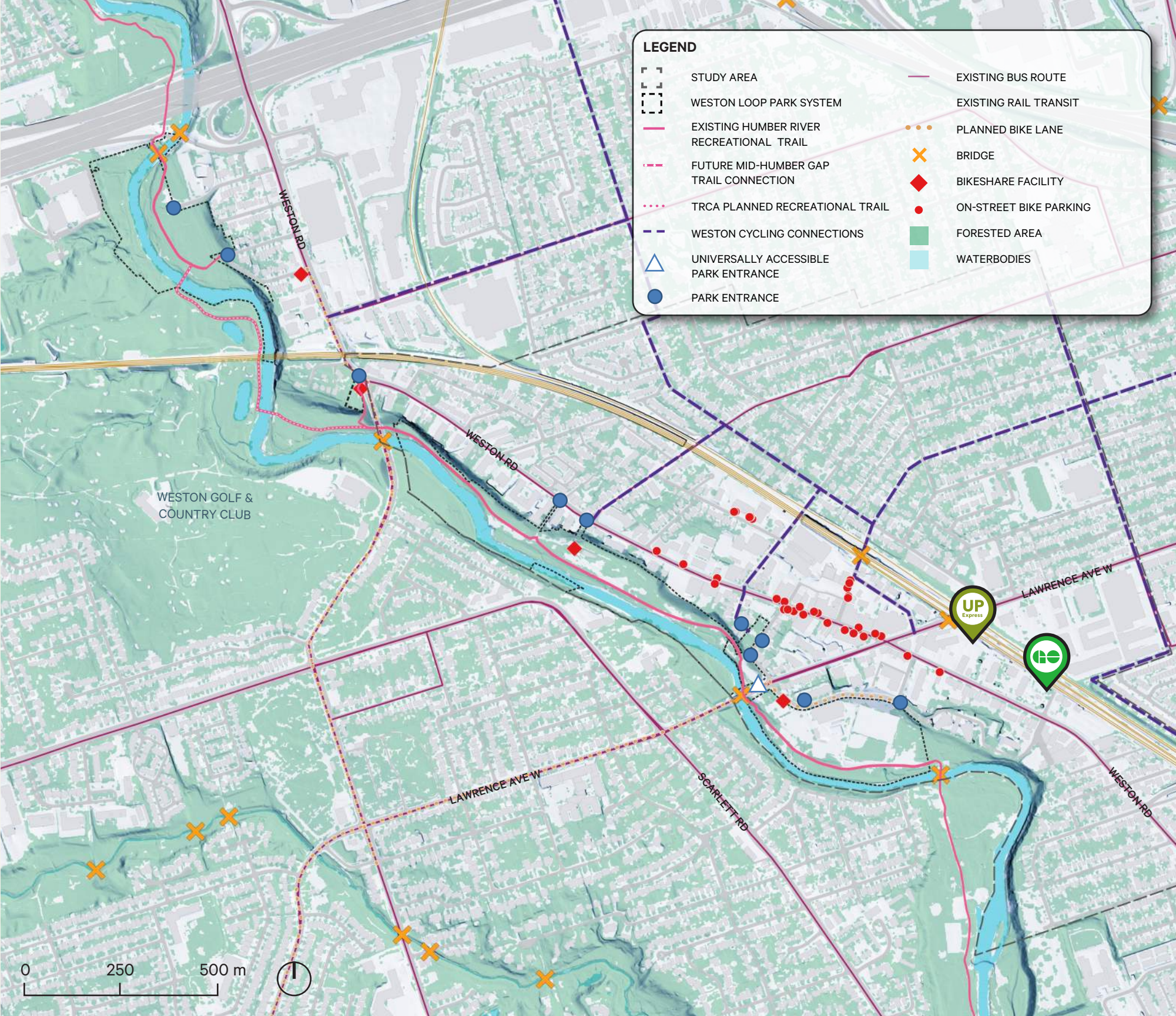
4.3 Transportation Network

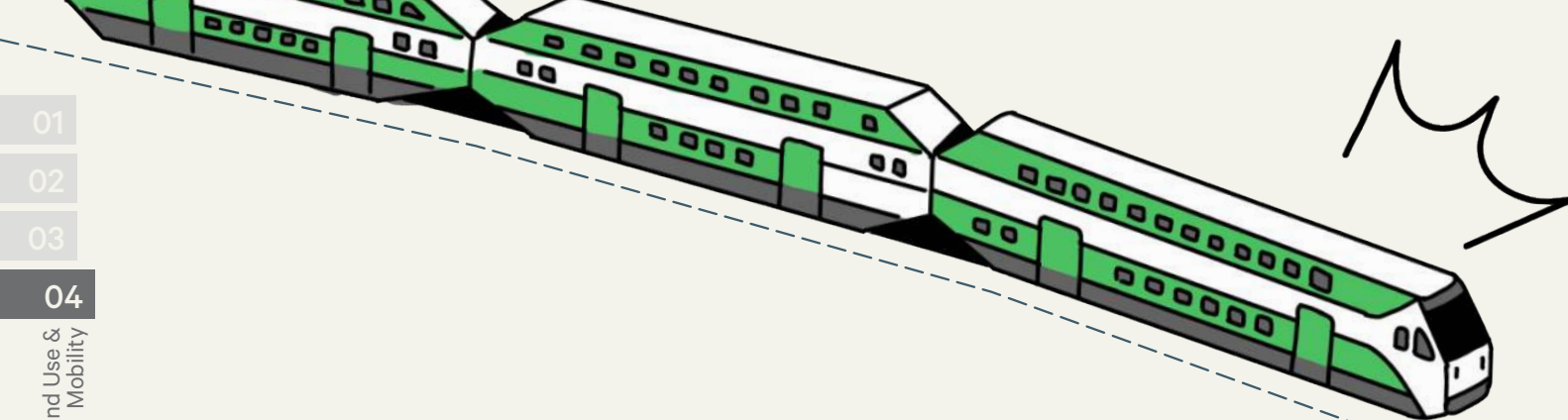
Weston is well-connected to Toronto and the Greater Toronto and Hamilton Area (GTHA). Major roads such as Highway 401, Weston Road, and Lawrence Avenue West provide key connections for car travel, and also serve as commercial corridors. The Weston GO Station and Toronto Transit Commission (TTC) bus routes provide transit connections to destinations in Toronto and the large region.

The Weston GO/UP Express Station is a key transportation hub, serving as a central point for commuters. The station is located on the Kitchener GO Line, which connects residents from Downtown Toronto at Union Station to Brampton, Kitchener, and other points along the way. Weston GO also provides access to GO Bus services, offering connections across the GTA, including North York, Mississauga and Brampton. The Eglinton Crosstown Light Rail Transit line, currently under construction, will provide an additional east-west transit connection at Mount Dennis Station, just south of the Weston Loop Park System. This will significantly improve connectivity to other parts of Toronto, especially the Midtown and Scarborough areas.

Key routes through the neighbourhood are planned for new cycling infrastructure (Figure 24). Phase 1 of the Weston Cycling Connections Project was implemented in 2024 in an effort to enhance cyclist safety, and establish seamless connections to the Humber Multi-Use Trail via Church Street and King Street. Future phases include introducing dedicated bikeways and pavement markings throughout the Weston and Pelmo-Humberlea neighbourhoods.

Figure 138: Existing and planned circulation and connectivity in the Weston Loop Study Area.





- 01
- 02
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- 09

Land Use & Mobility

Currently, there is only one accessible entrance into the parks ... presenting an issue for universal access.

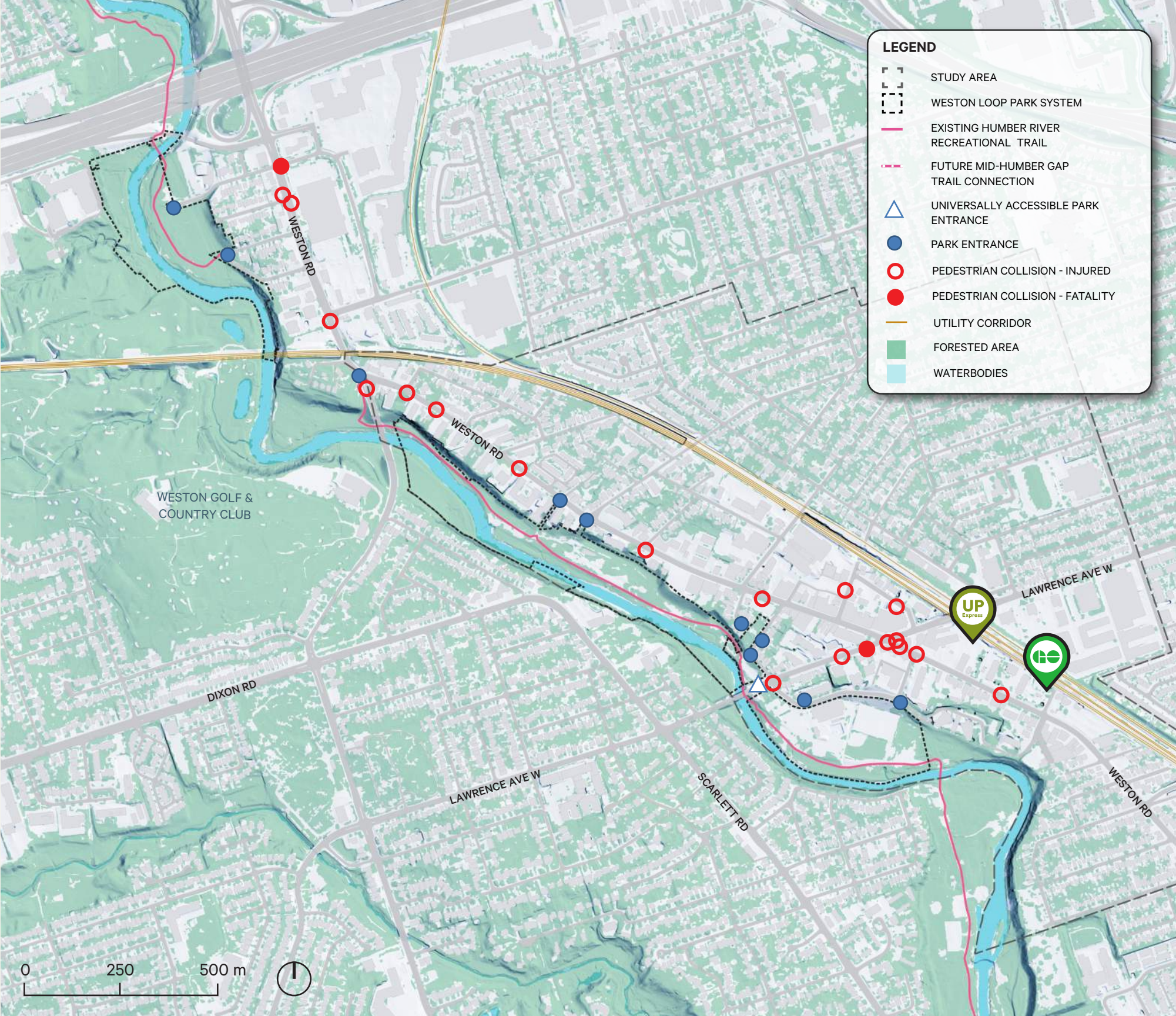


The neighbourhood is quite walkable, with short blocks and sidewalks along most streets. Many local services (grocery, schools, shops), as well as the GO/UP Express Station are within walking distance for residents. The sidewalks along Weston Road can be congested with retail spill-out space, street furniture, and utilities. Some of the residential areas in Weston lack sufficient pedestrian infrastructure with narrow and discontinuous sidewalks, forcing pedestrians to walk along the road, often in close proximity to vehicles. This is particularly dangerous for those with strollers, walkers or mobility challenges.

4.4 Pedestrian Road Safety

Certain road crossings are considered unsafe or challenging for pedestrians and cyclists due to high traffic volumes, lack of infrastructure, and inadequate pedestrian facilities (Figure 25). In some sections along Weston Road, there are no pedestrian signals or crosswalks. This forces pedestrians to cross wide and fast-moving lanes of traffic without adequate safety features. The intersection of Weston Road and Lawrence Avenue West near the Weston GO/UP Express Station sees significant pedestrian traffic during rush hours, as people move to and from the station. Unsafe crossings from the neighbourhood into the Weston Loop Park System have also been reported. The entrances to Mallaby Park, Cruickshank Park and Weston Lions Park from Weston Road are particularly challenging, with multiple lanes of traffic in each direction and frequent turning movements. This creates a hazardous environment for pedestrians, especially when vehicles turn left or right without yielding to pedestrians. Addressing pedestrian safety is key, more residents coming into Weston will mean more people, particularly children and seniors, needing safe crossings into the park.

Figure 139: Safety and Accessibility (Pedestrian Accidents along Weston).



4.5 Development Activity

Public investment in rapid transit (GO/UP Express) has stimulated development interest in Weston, with 14 high density residential and mixed use projects that are recently completed, under construction, or in various stages of planning approvals. Based on the 14 proposals summarized in Table 2, there is approximately 600,000 square metres of new Gross Floor Area proposed for Weston, which will result in approximately 10,300 units, new commercial and retail spaces, and new community amenities such as a gymnasium in the Weston Park development, and performing arts space in the Devron development.

Based on an assumed occupancy of 1.7 people per residential unit, the proposed developments combined could result in approximately 18,000 new neighbours in Weston. An influx of this magnitude will be transformative; influencing the neighborhood's social fabric and physical infrastructure needs. This presents both opportunities and challenges: while it can revitalize the area and support local businesses, it also demands thoughtful planning to ensure adequate community services, green spaces, and social infrastructure are in place.

The Weston Developers Group represents the nine projects shown in Figure 29. It is intended that cash-in-lieu of parkland contributions from these nine developments will constitute an initial pool of funds for investment into the recommendations of the Weston Loop Master Plan. However, the allocation of these funds to specific projects within the Weston Loop still requires Council approval.



Figure 143: Proposed Development Activity in Weston.

No.	Address*	Application Type	Use	Description	Tenure	GFA (M²)	Unit Count	Est. Pop. Increase
1	1871-1885 Weston Road	SPA & ZBA	Mixed-Use	50 and 45-storey mixed-use residential buildings	Other	66,522.00	1032	1806.00
2	1830-1844 Weston Road	ZBA & SPC	Mixed-Use	45 storey mixed use building	Condo + Rental	36,722.31	570	997.50
3	1798-1812 Weston Road	ZBA & SPC	Mixed-Use	40-storey mixed-use rental and condominium building	Condo + Rental	30,416.60	488	854.00
4	1956 Weston Road	OPA & ZBA	Mixed-Use	Two buildings, one 35 storeys and 29 storeys connected by an eight-storey podium	Condo	55,751.00	733	1282.75
5	13-21 John Street & 36-40 South Station Street	OPA & ZBA	Mixed-Use	40 storey mixed-use building	Condo + Rental	35,218.50	485	848.75
6	1821-1831 Weston Road	ZBA	Mixed-Use	45-storey mixed-use condominium building	Condo	35,783.20	487	852.25
7	1736-1746 Weston Road	ZBA	Mixed-Use	40-storey mixed-use development containing 253 dwelling units and 472 square metres of non-residential floor area	Rental	29,607.00	420	735.00
8	1705 Weston Road	SPA	Mixed-Use	43-storey mixed-use building	TBD + Rental	33,933.00	549	960.75
9	16 Wilby Crescent	ZBA	Mixed-Use	43-storey residential tower, inclusive of a 4-storey base building.	Condo	27,100.00	407	712.25
10	300-330 Sidney Belsey Crescent	SPA	Residential	4 commercial and residential towers ranging from 20-24 storeys	Rental	90,272.00	1239	2168.25
11	1552 Weston Road	SPA	Residential	Proposed development for an 8 storey affordable housing residential building, containing a total of 80 residential uses (30 existing) and amenity spaces	Rental	3,177.00	79	138.25
12	1681 Weston Road	SPA	Mixed-Use	Proposal for a 9 storey, mid-rise mixed-use development, inclusive of 59 residential units. The development will feature 6291 square metres of total Gross Floor Area (GFA), a Floor Space Index (FSI) of 3.45 times the lot area	Rental	6,427.00	59	103.25
13	10 Wilby Crescent	SPA	Residential	22-storey residential apartment building with 233 affordable ownership units, 219 parking spaces, and a total gross floor area of 18,355 square metres which equates to an Floor Space Index of 5.11 times the area of the lot	Rental	18,305.00	233	407.75
14	2545 and 2549 Weston Road + 2625 Weston Road	Choice Properties + SmartCentres	Mixed-Use	Council-approved redesignation to Regeneration Areas as part of OPA 653 (awaiting approval by the Minister)	TBD	148,000.00	3600	6300
Total						617,234.61	10,381	18,167

As a condition of approval, all new developments in Ontario are required to provide land for new parks, or a contribution cash-in-lieu that goes towards a centralized fund for purchasing new parkland. In areas like Weston that are already well-endowed with City parkland, the collection of cash-in-lieu can also be used to fund improvements to existing parks. The formula for calculating the value of cash-in-lieu is established in Section 42 of the Planning Act. If the City is able to allocate all of the cash-in-lieu funds from the 9 participating developers, that could mean an investment of approximately \$15 million in the Weston Loop.

It is unique for cash-in-lieu contributions to be pooled together and allocated to existing parks within a shared geography. This investment could be transformational for Weston, a neighbourhood that has seen a sustained period of underinvestment and decline. The Weston Loop Master Plan represents an opportunity for existing residents of Weston to see tangible benefits from new development within the larger community.

Table 10: Proposed development activity in Weston.

* Denotes a project participating in the Weston Developers Group

04

05

Social Context

06

5.1 Demographics

In order to understand potential park users, 2021 demographic information for Weston was obtained from the City Toronto Neighbourhood Profile (Census data collected by Statistics Canada). Overall, Weston is a growing and diverse community, influenced by its history, immigration patterns and proximity to major transportation routes like the commuter rail and Highway 400. From 2016 to 2021, Weston saw a population increase of 3.8% to 18,900 people. If all of the projects that are currently in the development pipeline are constructed, this could mean an additional 18,000 people coming to Weston in the next 10-15 years.

The “Working Age” cohort (age 25-64) comprised the majority of the Neighbourhood’s population in 2021 (Figure 30), with 57.6% (10,750 persons). This is a nearly identical percentage of “Working Age” individuals in comparison to the City of Toronto (58%). Weston has a slightly higher population of children (age 0-14) relative to the City of Toronto, at 16.7% (3,125 persons) in comparison with the City of Toronto (13.9%), which underscores the need for access to quality greenspace for younger Weston residents. Weston has nearly the same proportion of youth (age 15-24) as the City of Toronto (11.4%). Finally, seniors (age 65+) represent a slightly smaller proportion of the population (14.3%) when compared to the City as whole (16.5%).

While the presence of single-family homes and multi-family apartment buildings provides a mix of housing for different age groups, statistics show that the majority of the population in Weston renters (64.5%) and live in apartments over 5-storeys

(59.5%) (Figure 30). This is significantly higher than the City average of those who rent (48.1%) and live in apartments over 5-storeys (46.7%). This information suggests that a substantial number of Weston residents do not have access to private greenspace in the form of a backyard; and thus the parks and natural areas serve as the communal backyards for many.

The unaffordability and unsuitability of housing is a present concern in Weston, with 37% of private households spending more than 30% of their total household income on housing. This compares to 32% in the city as a whole. Moreover, the percentage of private households in unsuitable (overcrowded) housing (21%) and inadequate (in need of major repairs) housing (10%) is higher than the city average (12% and 6% respectively).

Like many areas of Toronto, the cultural identity of Weston has been shaped by consecutive waves of immigration. Weston has seen an influx of immigrants from a variety of backgrounds over the years. Historically, the neighbourhood has had a significant Italian, Portuguese, and Jamaican presence. In recent decades, there has been a population increase from other countries of origin communities, including those from Latin America, Somalia, Portugal, and the Philippines, and countries in Latin America. The top 3 ethnic origins in Weston from the 2021 census were Jamaican, Somali, and Italian (Table 3).

In terms of socio-cultural diversity, both Weston and the City of Toronto are highly diverse places with people from a variety of countries and cultures living together.

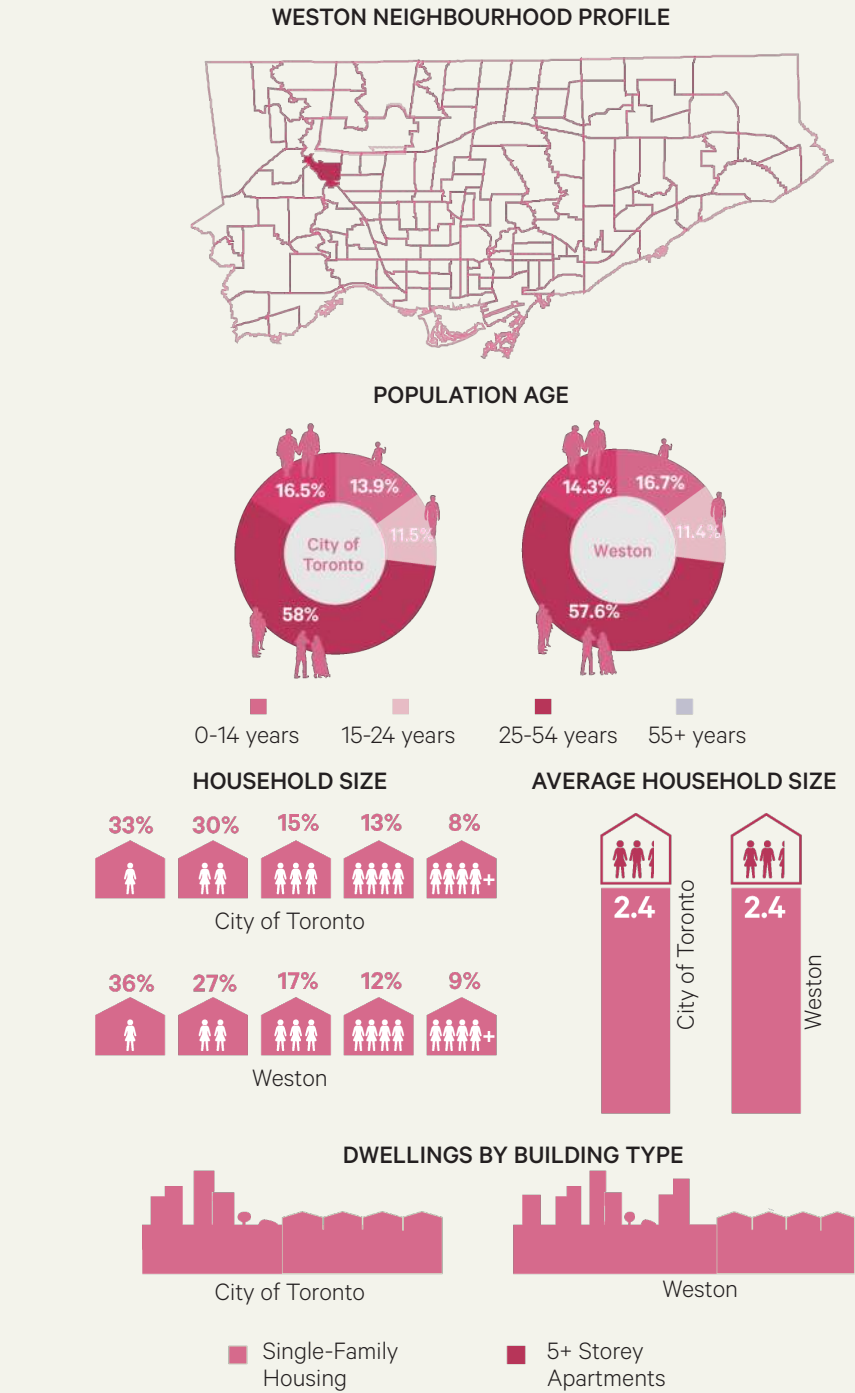
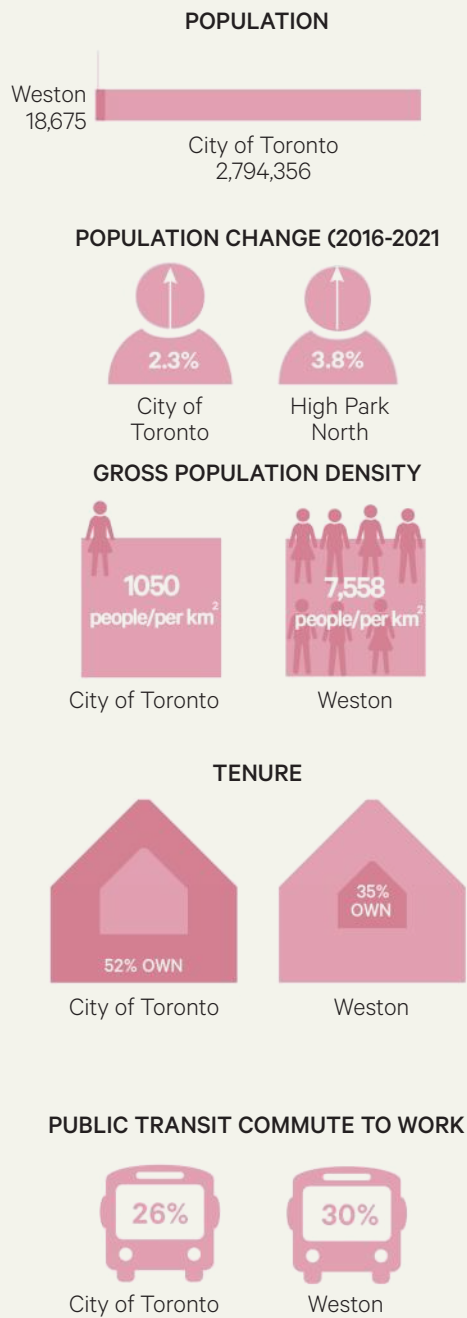


Figure 144: Weston Demographic Data.



Overall, statistics in Weston are relatively similar to those of the City. A difference between the two can be seen in the visible minority category, with Weston having a higher visible minority population, with 64.5% of Weston Residents identifying as a visible minority, compared to 55.7% of Toronto residents.

Table 3 indicates the languages other than English that are spoken most prevalently at home in Weston. Overall, the majority of Weston residents speak English at home (77%), with a minority of residents speaking a foreign language at home (23%), with Somali, Spanish and Portuguese being most prevalent. Consideration of these ethnicities and home languages should be made in the final recommendation for the master plan, particularly around culturally aware implementations that can support Weston’s diverse community. This could primarily look like wayfinding solutions that are easily understandable for non-english and english speakers, through the use of consistent signage with symbology that can be universally understood when navigating the parks.

Weston has historically had a mix of income levels. It is considered a more affordable neighbourhood in comparison to some of Toronto’s

more central areas, with a mean shelter cost (rental) of \$1,211 per month, compared to \$1,562 in the city as a whole. As new development brings higher income residents to the area, gentrification has occurred, causing housing prices and rents to begin increasing in the area.

Overall, Weston has a lower median household income relative to the City of Toronto (Figure 32) Median household income is defined in City of Toronto Neighbourhood Profile data as the median total income for private households. Median household income is 26% lower in Weston than the City as a whole.

Educational attainment is another demographic indicator that can be used to understand a neighbourhood’s socioeconomic profile. While the majority of individuals in Weston have completed high school, a significantly lower percentage of residents in Weston have completed a bachelors degree or higher, when compared to the City as while (22% and 49%, respectively).

TOP 5 NON-ENGLISH HOME LANGUAGES IN WESTON	AMOUNT
Somali	810
Spanish	770
Portuguese	530
Vietnamese	305
Tagalog	260

Table 11: Top-5 Non-English Home Languages in Weston.

TOP 5 ETHNIC ORIGINS IN WESTON	AMOUNT
Jamaican	1,645
Somali	1,480
Italian	1,405
Canadian	1,335
African (written in response)	1,160

Table 12: Top-5 Ethnic Origins in Weston.

Figure 145: Housing Statistics in Weston.

Socioeconomic disparity reinforces the need for access to high-quality public greenspace. Historic under-investment in community amenities, including parks, can exacerbate the impact of income inequality on overall health and quality of life. For instance, low income households may not have the means to travel outside of the community to seek recreational opportunities for their kids. Being able to walk to a park system that is outfitted with a variety of active and passive recreational amenities is very important when a large number of families live in vertical communities without access to private open space. To maintain a truly inclusive community, it is important to prioritize the improvement of public and free facilities throughout Weston. This investment preserves affordable recreation opportunities for all residents, regardless of their economic circumstances, and goes towards keeping the community healthy and active.

5.2 Neighbourhood Improvement Area Status

In 2014, and again in 2020, Weston was designated as a Neighbourhood Improvement Area (NIA) under the Toronto Strong Neighbourhoods Strategy. The NIAs fall below the recommended Neighbourhood Equity Benchmark, a measure that signals that the overall burden of inequities faced by a neighbourhood requires action. This designation provides Weston with priority status for funding to advance economic, social, health, environmental and participation outcomes, as well as community safety.

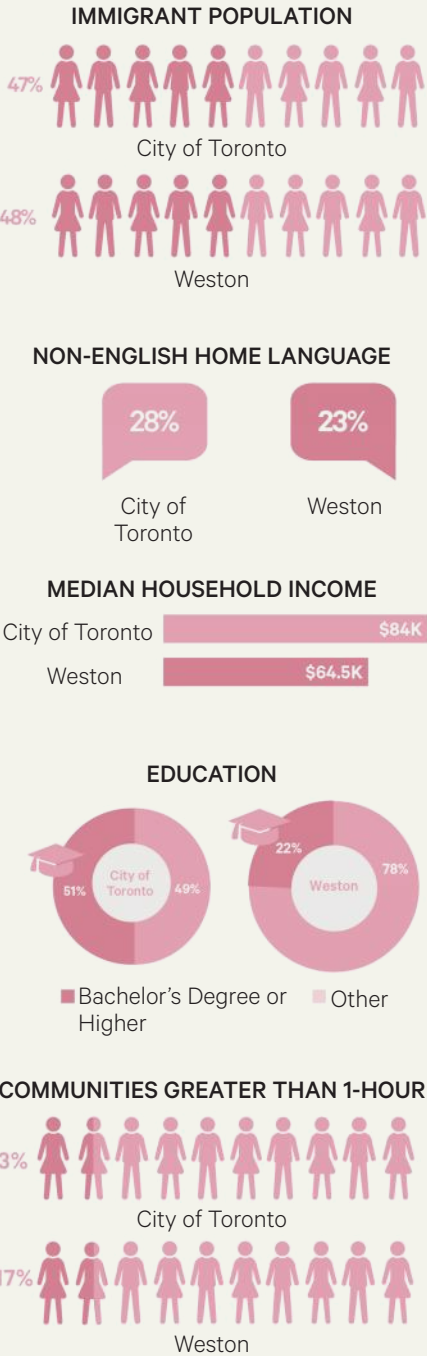
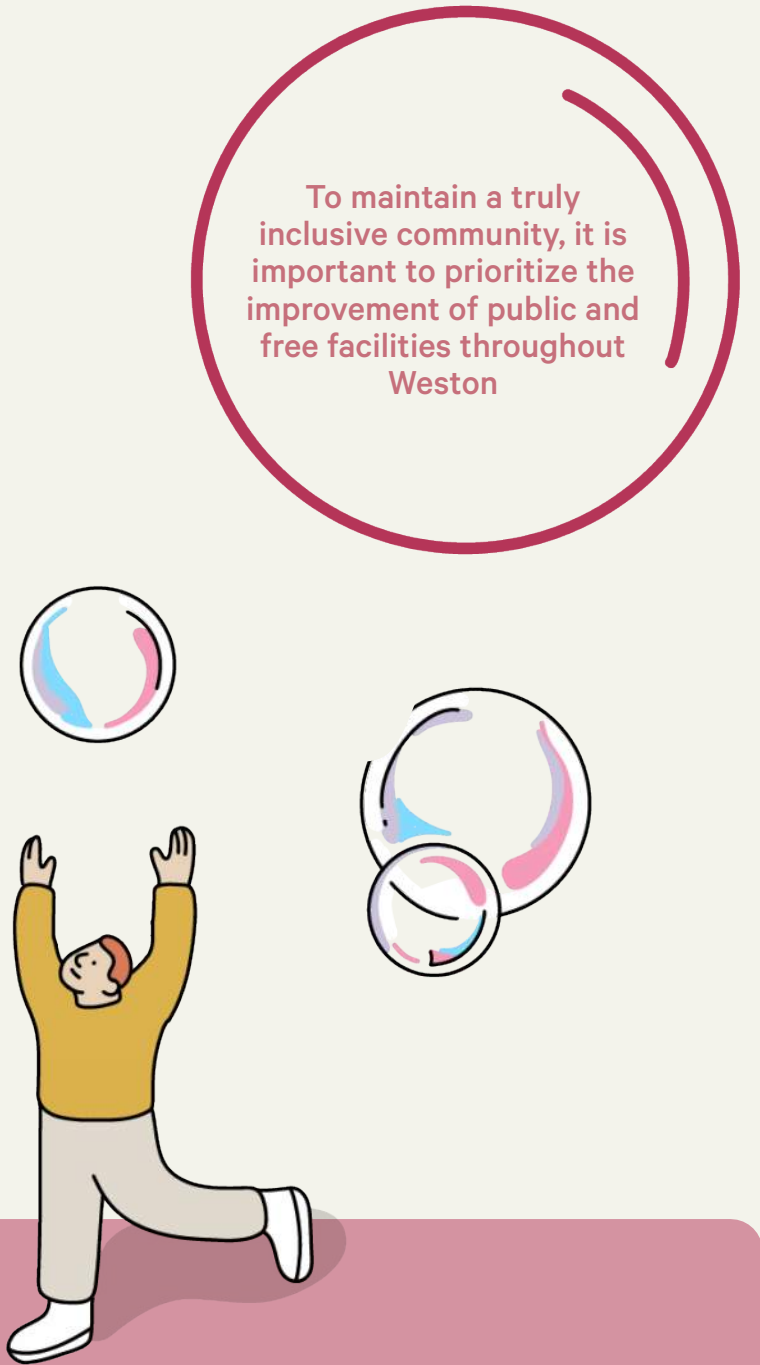
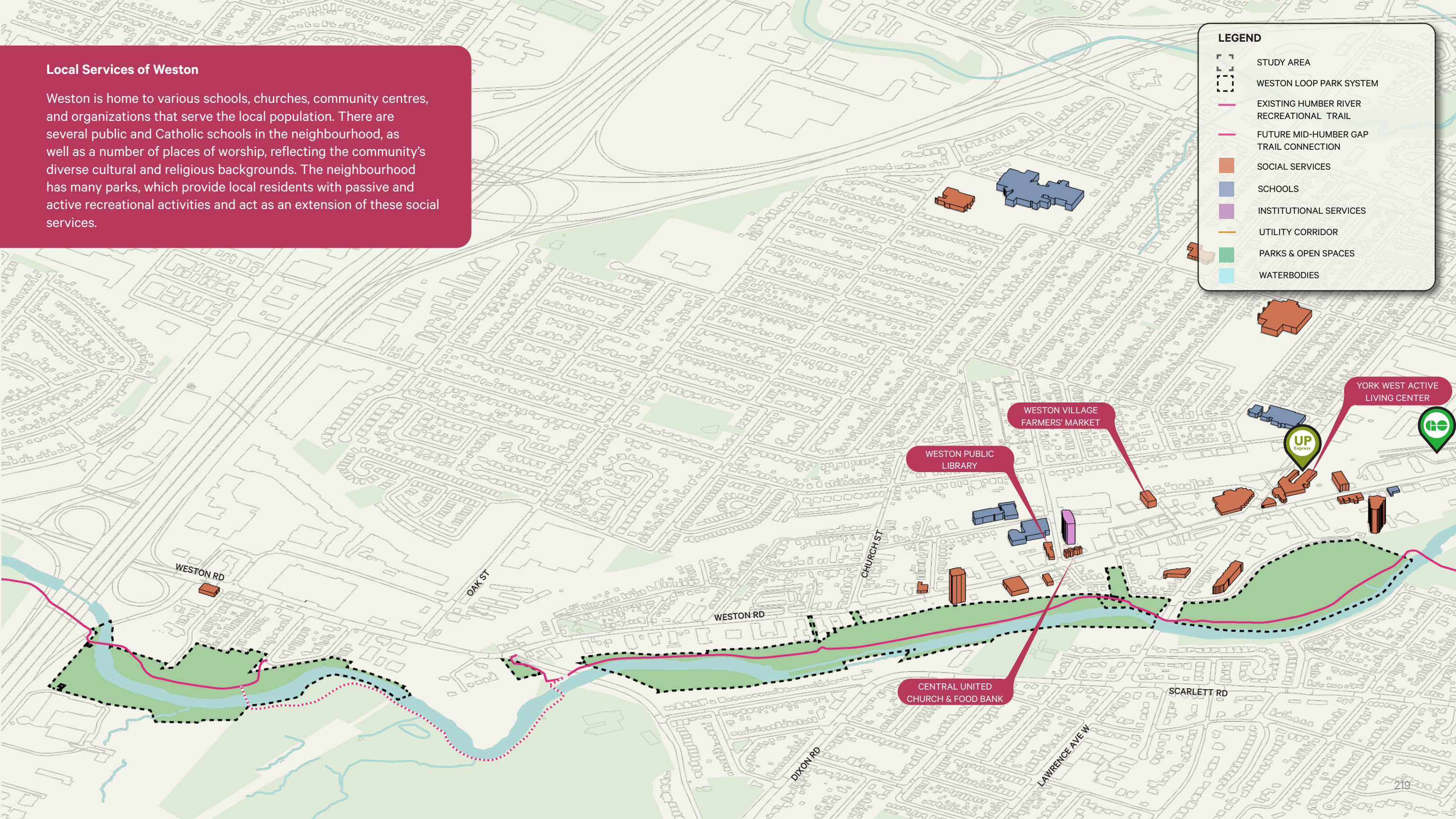


Figure 146: Demographic Statistics in Weston.

Local Services of Weston

Weston is home to various schools, churches, community centres, and organizations that serve the local population. There are several public and Catholic schools in the neighbourhood, as well as a number of places of worship, reflecting the community's diverse cultural and religious backgrounds. The neighbourhood has many parks, which provide local residents with passive and active recreational activities and act as an extension of these social services.



05

06

**Existing Conditions in the
Weston Loop**

07

6.1 Topographic & Slope Analysis

The topography of the Weston Loop Park System is defined by the presence of the Humber River (Figure 33). The river is in a valley (between 18 and 45 metres in width), flanked by a steep escarpment on either side. The neighbourhoods on the table lands are approximately 25 metres above the river. Near the river’s edge, the slope is generally steeper, with sharp drop-offs that can exceed 50% in certain areas. As you move away from the river, the land begins to rise more gradually, but still exhibits a noticeable slope in certain sections. The slope near Weston Road ranges from around 5% to 8%.

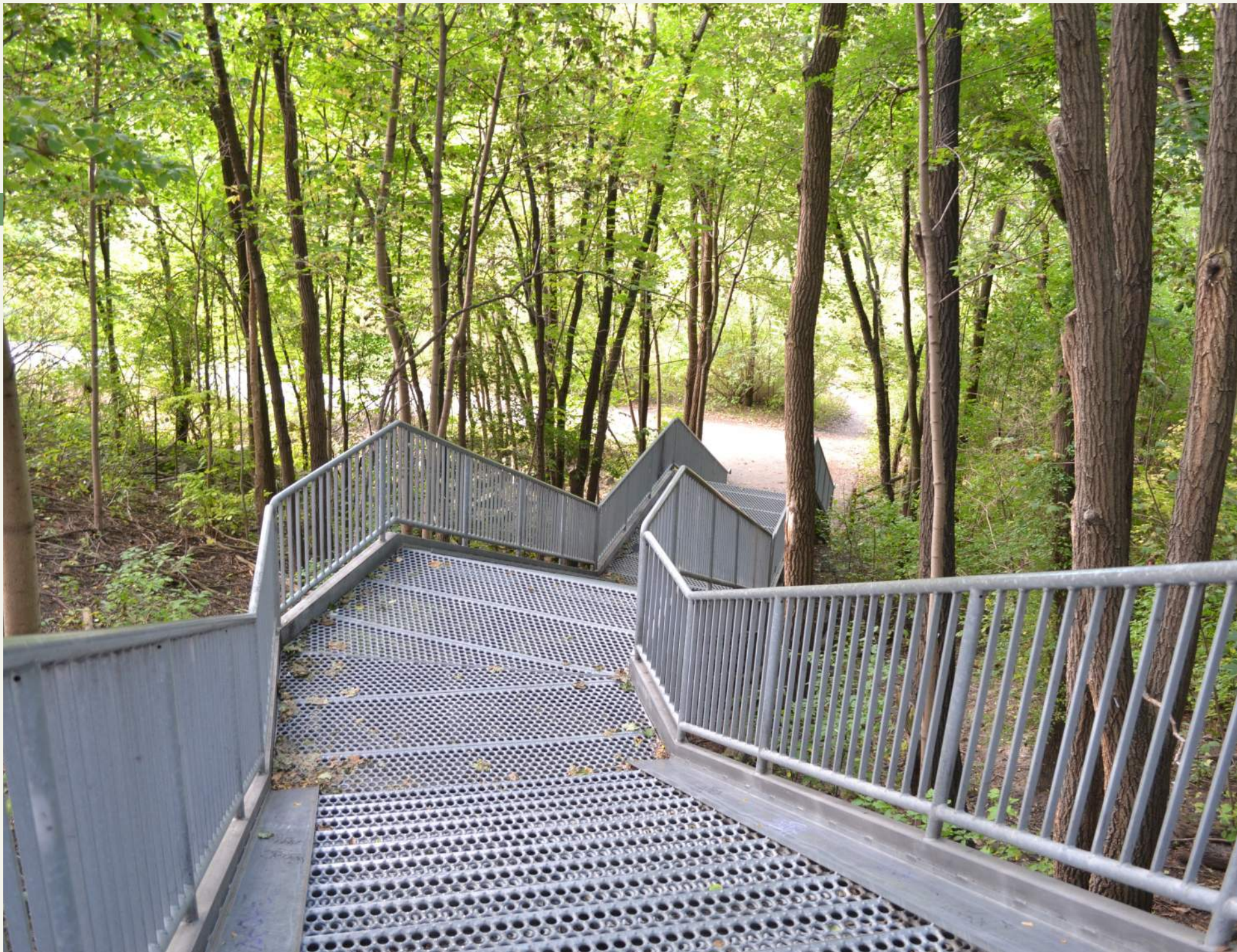
The steepest slopes within the Weston Loop Park System are found in Cruickshank Park and Mallaby Park. The escarpment is quite pronounced in these areas, and access to the Park System is only possible by way of stairs or a steep ramp. The most gradual slopes within the parks are found at Crawford-Jones Park.

6.1.1 Erosion

The Humber River Characterization Report (2023) prepared by the TRCA notes that the river channels in the Weston Loop Park System are more sensitive to erosion due to the force of water expended against the banks, compared to other regions of the Humber River Watershed. Weston is part of the Lower Humber and Black Creek sub-watersheds, which are some of the most urbanized portions of the watershed. Over time, erosion caused by the movement of water can cause a shift in the river, which may result in encroachment and flooding of adjacent properties and parkland.

Figure 147: Topographic Analysis of the Weston Loop Study Area.





Erosion is a natural process that can be sped up with human changes in a watershed. For example, paving the watershed to facilitate urbanization can increase flow volumes and velocity in watercourses. This, in turn, increases the potential for erosion in the receiving watercourses. The Lower Humber portion of the watershed is noted as having a high sensitivity rating in regards to erosion. Consideration of this is important when planning for infrastructure near the edge of the Humber River. The proximity of development to this portion of the Humber has led to interventions to control erosion in close proximity to private property and buried essential infrastructure. Revetments, retaining walls, and weirs are used for erosion control in the Weston Loop Park System.

6.1.2 Topography-Related Accessibility Challenges

Accessing the Weston Loop Park System can be challenging, particularly for those with mobility limitations. Of the 8 entrance points into the Weston Loop Park System, only the entrance point from Lawrence Avenue into Weston Lions can be considered “universally accessible”.

The existing staircases (Figure 34) in the Weston Loop Park System can be slippery, challenging for cyclists and are not consistently maintained in the winter, which limits their utility. Informal pathways are also evident throughout the parks, suggesting that people are trying to access the Weston Loop Park System from other locations besides the official entrance points. These informal access points can be dangerous for park users, and their repeated use can degrade the slope, cause erosion, and damage plants.

Figure 148: The elevation change between the Humber River Valley and the Weston neighbourhood creates accessibility challenges for park visitors.

6.2 Hydrology and Floodplain Analysis

Weston has experienced several devastating flooding events over its history, particularly in low-lying areas near the river. While the risk has been mitigated to some extent by flood control measures and infrastructure under direction from the TRCA (Figure 34), these areas remain vulnerable during periods of heavy rainfall or rapid snowmelt events.

The floodplain depicted in Figure 35 highlights the area of land that would be expected to accommodate overflow from the Humber River during these events. It is based on whichever is greater between the 100-year storm model (a storm with a 1% chance of happening) or the levels seen from Hurricane Hazel in 1954. The extent of the floodplain is continually monitored using land use, land cover, topography, weather data, stream flows, and hydraulic modelling. With climate change, the frequency of the “100 year storm” has increased. Toronto experienced three storms of this magnitude between 2013 and 2024.

As a means to reduce the risk of flooding to human life and public infrastructure, the lands within the floodplain have been gradually acquired by the City or the TRCA. Today, the majority of these lands are open to the public in the form of parks, trails, and greenspaces. The Weston Loop Park System is a positive outcome of the flooding caused by Hurricane Hazel.

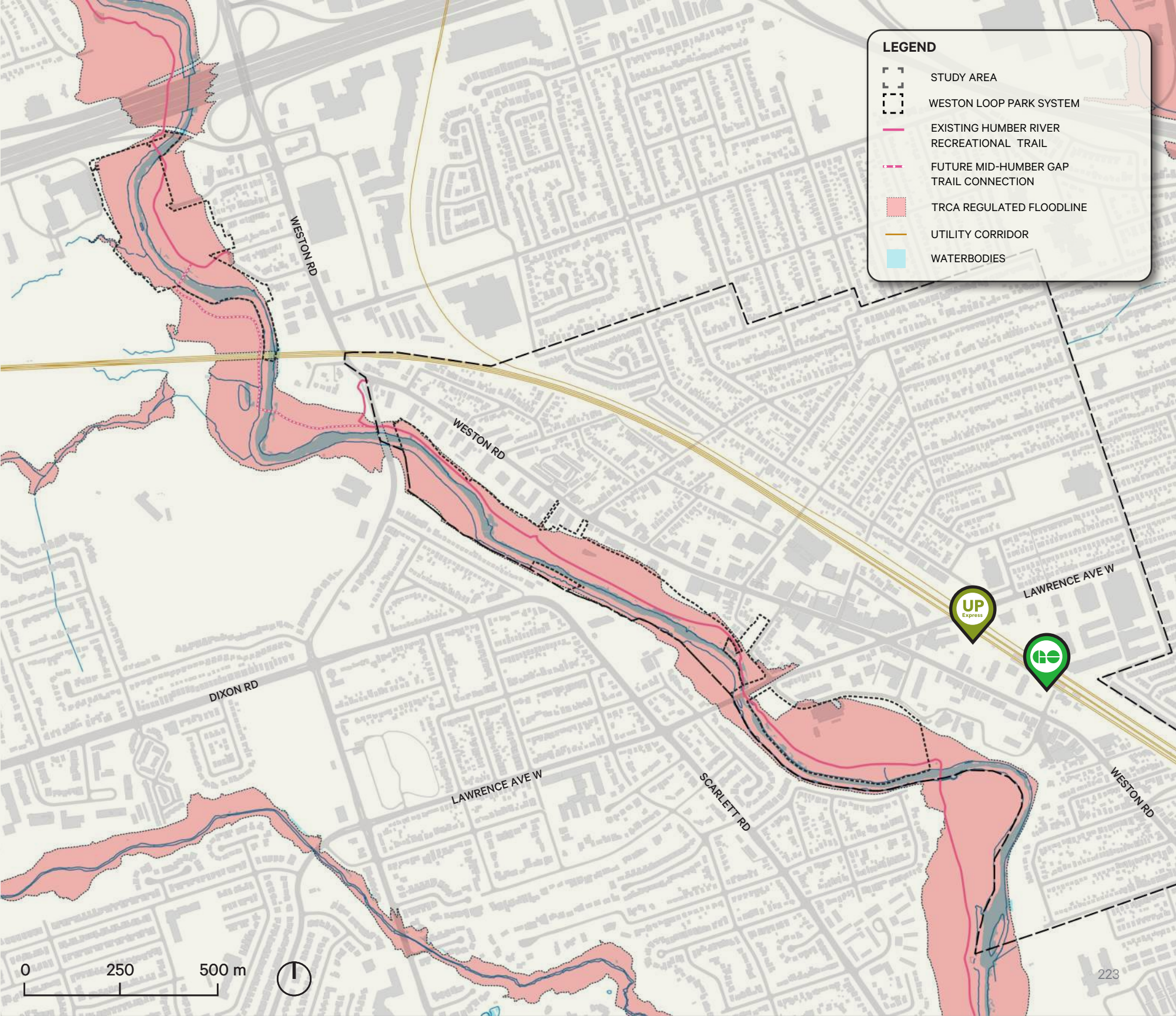


Figure 149: Hydrology and Floodplain Analysis for the Weston Loop Study Area.

6.2.1 Sewer Outfalls

Sewer outfalls are points where stormwater and treated wastewater are discharged into natural waterways like the Humber River. In the majority of the City, the two effluent types are separated, but there are still some older combined sewers, which carry both stormwater runoff and treated wastewater from the city’s sewage treatment plants.

During periods of heavy rainfall, water flows over impervious urban surfaces and picks up pollutants as it flows to low-lying areas such as the Humber River valley. In combined sewers, the sudden volume of stormwater mixes with wastewater. In the absence of sufficient stormwater management infrastructure, the effluent can overwhelm the sewer systems and is discharged directly into adjacent waterways. This is known as a combined sewer overflow (CSOs).

There are two permitted CSOs in the Weston Loop Park System that act as relief points for Weston’s sewer systems (Figure 36 and 37). The combination of more intense storm events caused by climate change and increased urbanization has led to more frequent discharge of untreated sewage, especially in older neighbourhoods with outdated sewer infrastructure. Residents of Weston continue to complain of strong sewage smells emanating from these outfall points within the parks.

Figure 150: Sewer and Outfall Locations for the Weston Loop Study Area.

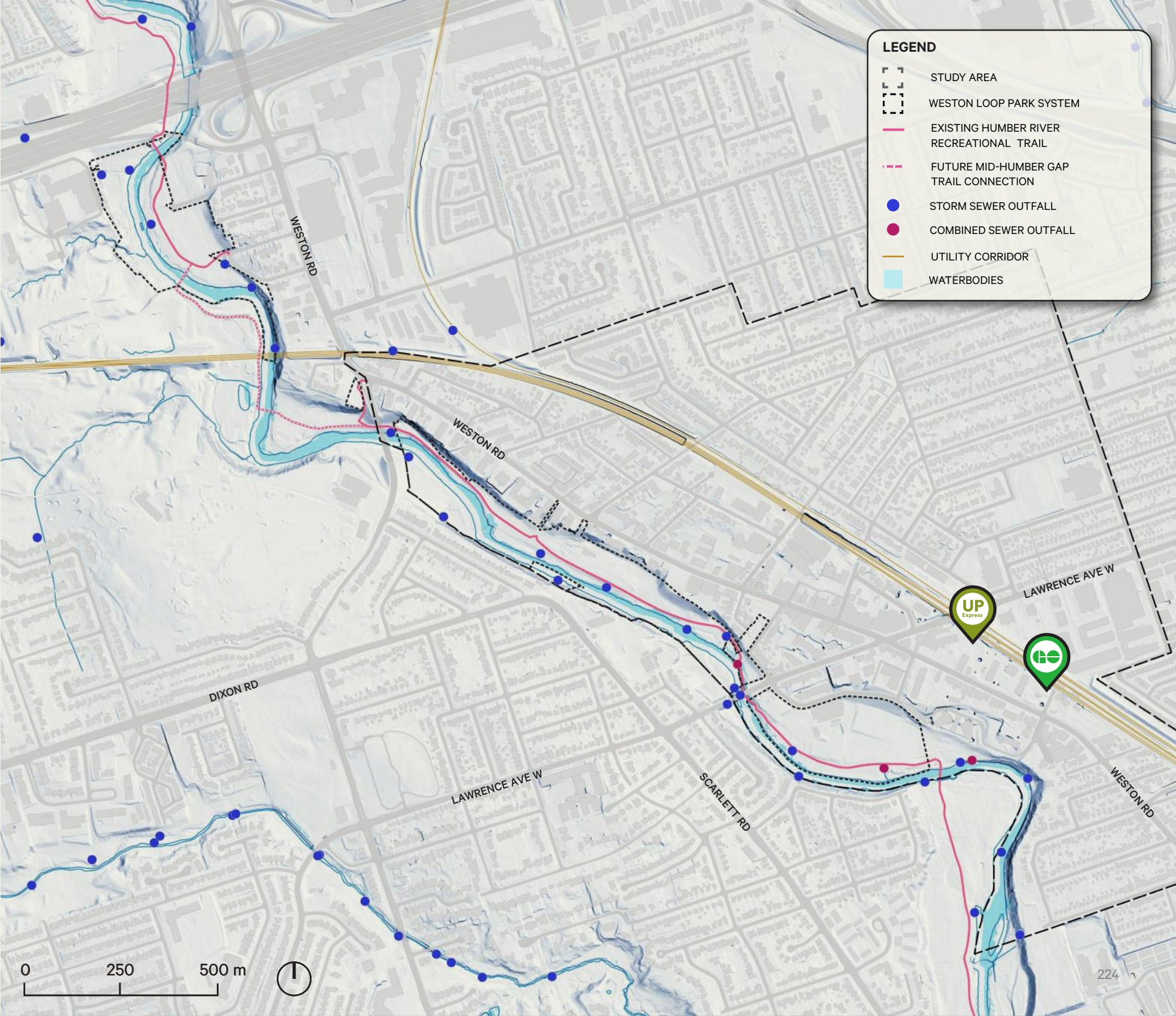




Figure 151: Combined Sewer Outfall at Cruickshank Park.

6.3 Ecology & Environment

The five parks of the Weston Loop are significant green spaces within the Humber River watershed and play a key role in ecosystem connectivity and biodiversity conservation. They connect the northerly parts of the Humber River watershed to Lake Ontario and support the movement of fish and wildlife.

- **Crawford-Jones Park** is a valuable natural space featuring wetland areas, open meadows (Figure 38), and wooded zones that support a variety of plant and animal species. The park provides a buffer to the river, helping with flood mitigation and reducing erosion. The park also helps improve water quality in the region by filtering stormwater runoff before it enters the river. The naturalized areas within the park offer important habitat for bird species and small mammals.
- Situated atop the escarpment of the Humber River Valley, **Mallaby Park** serves as a refuge for birds along Weston Road with its mature tree cover. The park’s landscaping integrates native vegetation, helping to support pollinators such as bees and butterflies. The dense tree canopy along the Humber River Valley escarpment also contributes to erosion control.
- **Cruickshank Park** offers a combination of wooded zones, naturalized areas and manicured lawns. Mature weeping willow trees line the edge of the river (Figure 39). Man-made elements such as the community garden also help to support pollinator species. Additionally, the park’s proximity to the river makes it essential for protecting water quality, mitigating erosion, and supporting aquatic life.

Figure 152: Meadow with mature oak trees at Crawford-Jones Park.





- **Memorial Park** is situated closer to the urban environment, but still contributes to the richness of the Humber River ecosystem. This park provides a mature canopy for bird habitat, particularly waterfowl, which frequent the river’s shores.
- **Weston Lions Park** is one of the largest green spaces in the area and is integral to the ecology of the watershed. It offers a range of natural environments, including forested areas, wetlands, and meadows. Although Weston Lions is the hub for sports and recreational activities, the park has a wooded buffer along the Humber River, providing a transition from highly programmed space to the naturalized area.

While these parks provide many ecological benefits, they also face challenges that are typical of urban environments, such as climate change, invasive species, pollution, and human activity that may disrupt natural habitats.

The Weston Loop Park System falls within “High-Priority” and “Protection-Recommended” Areas, according to the Integrated Restoration Prioritization (IRP) score employed by the TRCA (Figure 40). The IRP framework evaluates areas based on a multitude of factors determining ecosystem health to inform restoration planning efforts. “High-Priority Areas” are those with multiple environmental issues where restoration efforts can yield significant watershed benefits. The protection score is reserved for ecologically valuable natural areas where targeted restoration enhances long-term ecosystem resilience.

Figure 153: Weeping willow trees line the banks of the river at Cruickshank Park.

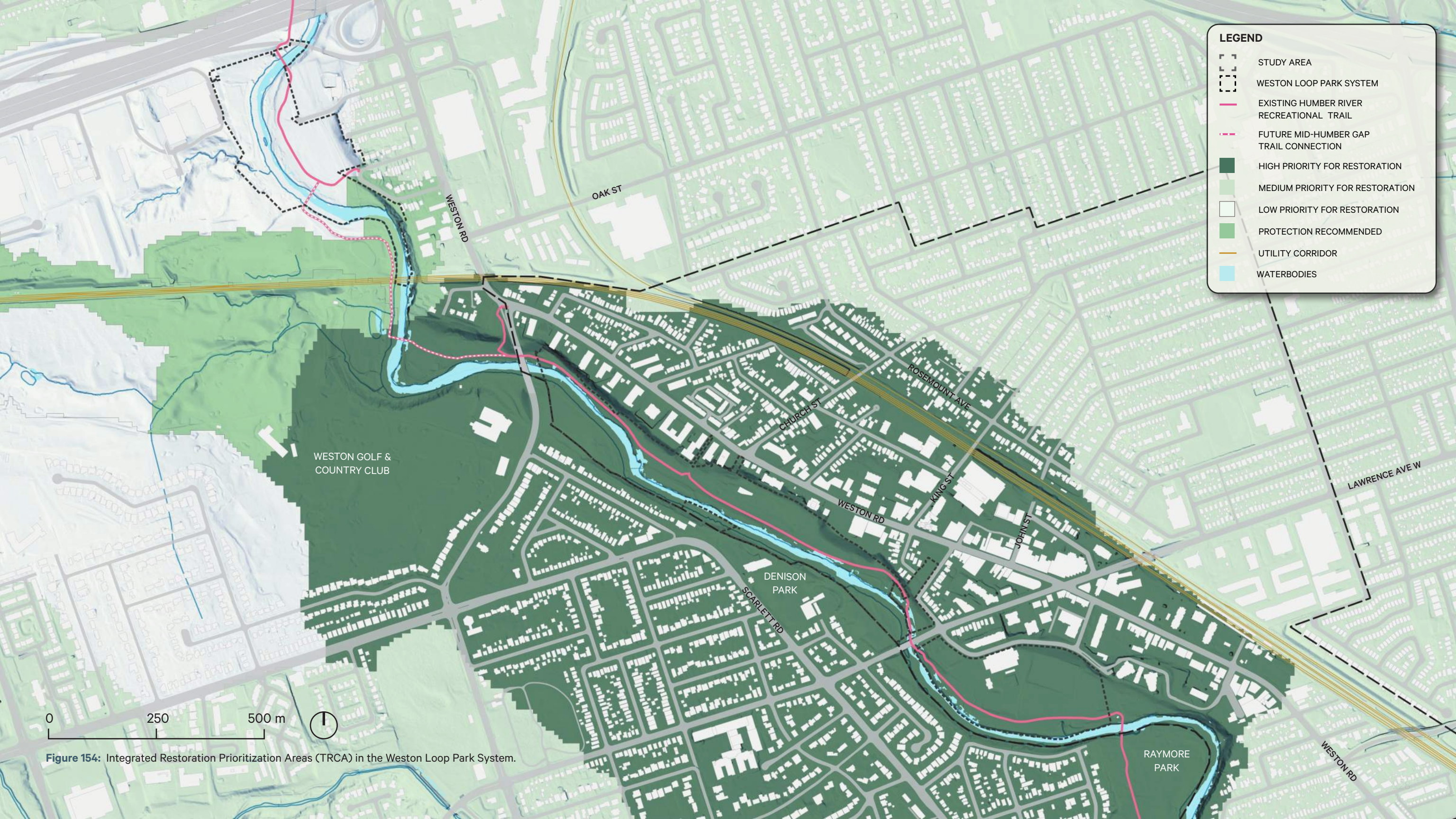


Figure 154: Integrated Restoration Prioritization Areas (TRCA) in the Weston Loop Park System.

6.3.1 Vegetative Communities

Deciduous forest is the most dominant vegetation community in our Study Area. As per the Mid-Humber Gap Terrestrial Biological Inventory Report (2022), the two dominant types of natural forests in the Study Area are lowland deciduous forests, including the Dry-Fresh Willow Lowland Deciduous Forest and Fresh-Moist Manitoba Maple Lowland Deciduous Forest. The three most dominant species within these forests are:

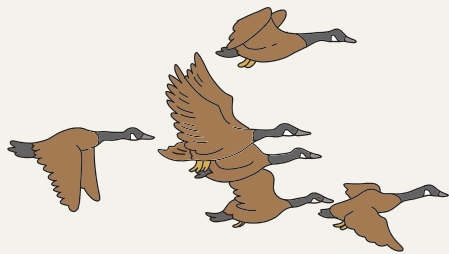
- Crack Willow (*Salix x fragilis*)
- Manitoba Maple (*Acer negundo*)
- Norway Maple (*Acer platanoides*)

All three of these species are exotic, meaning they are not native to the region. Native trees growing in the area are Cottonwood (*Populus deltoides*), Black Walnut (*Juglans nigra*), and White Elm (*Ulmus americana*).

Surveys of vegetation communities within the Study Area reveal a high presence of aggressive non-native species in both the canopy and understory, especially Siberian Elm (*Ulmus pumila*), Manitoba Maple (*Acer negundo*), and Norway Maple (*Acer platanoides*). The significant presence of these aggressive non-native tree species has implications for the future structure of forest and woodland communities, as they create dense shade, reducing the amount of light that reaches the forest floor. Native riparian forests, which currently contain Black Walnut (*Juglans nigra*), Basswood (*Tilia americana*), White Elm (*Ulmus americana*), White Ash (*Fraxinus americana*), and Black Maple (*Acer nigrum*), may gradually transform into more exotic woodlands and forests as these non-native species replace the native ones over time.

Figure 155: Vegetative Cover for the Weston Loop Study Area.





Beneath the canopy, the understory consists of smaller trees and shrub varieties such as Dogwood (*Cornus* spp.), Hawthorn (*Crataegus* spp.), Ironwood (*Ostrya virginiana*) and Hazel (*Corylus* spp.), along with numerous ferns and herbaceous plants. The highly aggressive non-native plants Dog-Strangling Vine (*Vincetoxicum rossicum*) and Garlic Mustard (*Alliaria petiolata*) are spreading through both lowland and upland habitats, posing a significant threat to native biodiversity.

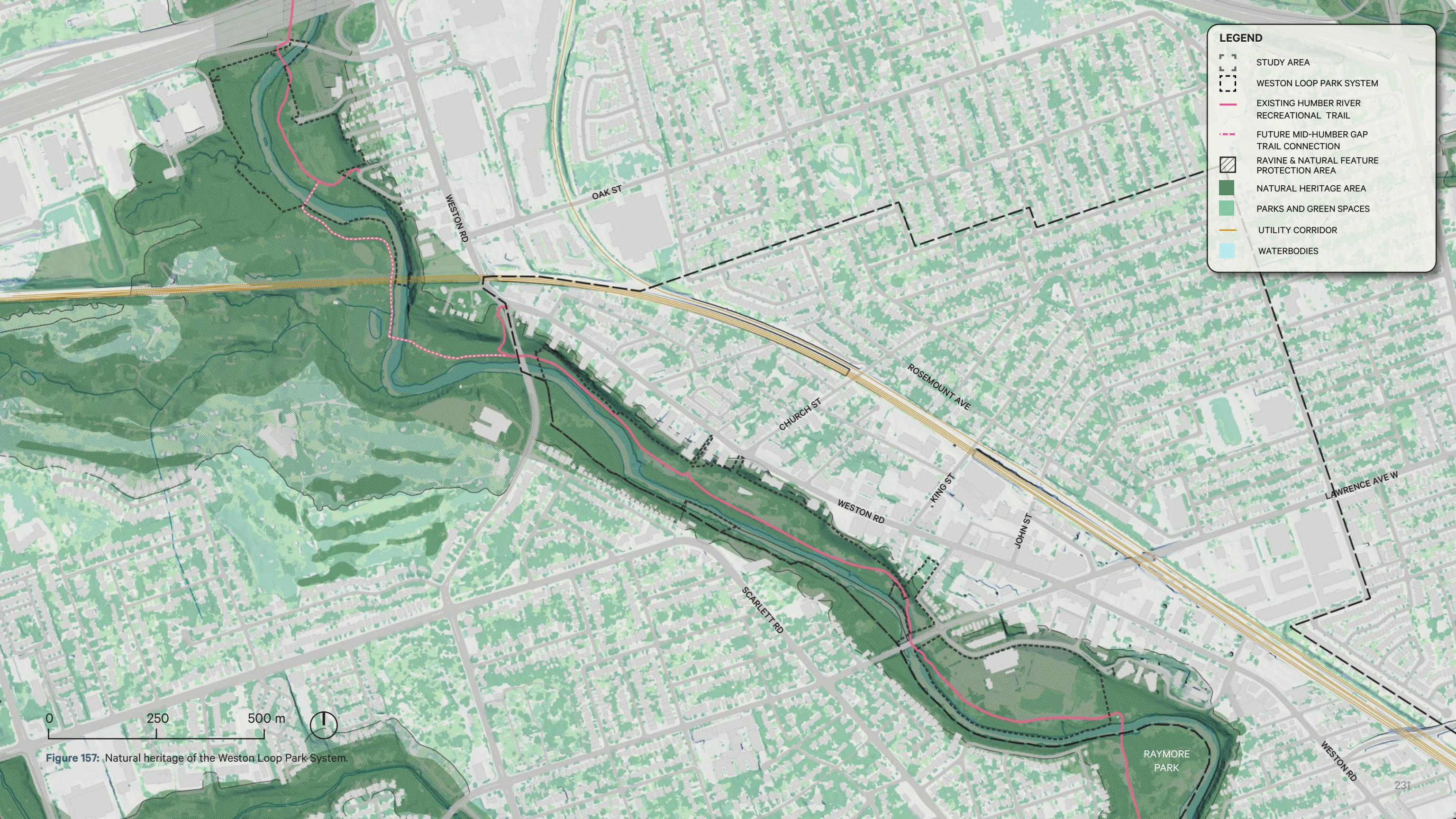
Furthermore, trampling was noted as a significant contributor to plant damage and soil compaction in the forested areas. Disturbance from trampling is heavily associated with informal trails as park visitors traverse throughout the forest in the Study Area.

Through the Toronto Ravine Strategy, efforts to protect, restore, and enhance the forest cover in these ravines are helping to ensure that the ecological health of the area is maintained for future generations. By addressing challenges such as urbanization, invasive species, and climate change, the ravine canopy in the Study Area (Figure 42) can continue to thrive, supporting biodiversity and ecological function.

6.3.2 Fauna

The Humber River Watershed is home to a diverse range of fauna, thriving in both its aquatic and terrestrial ecosystems. This river corridor, which spans woodlands, wetlands and meadows, supports a variety of species, including birds, mammals, amphibians, and fish. Though our Study Area is in the midst of a well-established urban area, higher levels of biodiversity can be found due to its location along the ravine network.

Figure 156: Wetland on the western bank of the river near Weston Lions Park.



LEGEND

- STUDY AREA
- WESTON LOOP PARK SYSTEM
- EXISTING HUMBER RIVER RECREATIONAL TRAIL
- FUTURE MID-HUMBER GAP TRAIL CONNECTION
- RAVINE & NATURAL FEATURE PROTECTION AREA
- NATURAL HERITAGE AREA
- PARKS AND GREEN SPACES
- UTILITY CORRIDOR
- WATERBODIES

Figure 157: Natural heritage of the Weston Loop Park System.

6.4 Active Projects within and Adjacent to the Weston Loop

The Loop Trail Project (ongoing)

The Loop Trail is a planned 72-kilometer trail within Toronto’s ravine system, connecting the Don and Humber valleys, the Finch Hydro Corridor, and the Lake Ontario waterfront into one large loop. A signature component of Toronto’s Ravine Strategy, the project aims to unify fragmented trails into a cohesive network that supports walking, cycling, and running while fostering connections between communities and nature. The project is a collaborative effort between the City of Toronto, Evergreen, the Toronto Foundation, and the Toronto and Region Conservation Authority to create an accessible urban trail system that celebrates Toronto’s unique natural heritage. Sixty-six kilometres of the Loop Trail already exist; 15 kilometres of improvements have been identified to create a seamless circular trail network around the city (including the Mid Humber Gap, noted below).

The Weston Loop project covers a section of the larger Loop Trail, and the two projects have similar and complementary aims. Looking ahead, there may be opportunities for collaboration and synergies between the two.

Planned Mid Humber Gap Trail

This project aims to close an 800-meter gap in the Humber River Trail between Mallaby Park and Crawford-Jones Park, one of the few sections of the trail that is disconnected. The final alignment is to be confirmed, with bridges to connect to Crawford-Jones Park to the north, and Mallaby Park to the south. The project is currently in the detailed design phase.

Cruikshank Park Playground Improvement Project

Playground improvements in Cruikshank Park were completed in Summer 2025. The new playground has been designed to be AODA compliant and includes swings, two play structures with slides, a climbing structure, and additional play features.

The New Hickory Tree Park & Potential Trail Connection

At the south end of the Weston Loop, a number of high density projects are transforming Wilby Crescent. 10 Wilby Crescent is a recently-constructed 22-storey condominium with approximately 230 units. As a condition of its planning approvals in 2016, City Council directed for the adjacent portion of Hickory Tree Road to be closed and converted into a new park. The development contributed \$800,000 for the planning, design, and construction of the new park. This is anticipated to commence in 2026, with the park opening in 2028-2029.

Currently, a number of informal pathways are present along the ravine edge, and there is evidence that these are heavily used. A formal, accessible connection to the valley floor would be an improvement that would benefit both existing and future residents, help to maintain slope stability and protect plants from trampling.

Weston Lions Arena

The City of Toronto and Maple Leaf Sports and Entertainment Foundation (MLSE) are exploring the idea of re-imagining the arena into a new MLSE LaunchPad facility—a space that could bring free, inclusive sport and community programming for youth ages 6–29.

On April 24, 2025, City Council adopted Members Motion 29.9 which directed the General Manager, Parks and Recreation to explore the feasibility of re-imagining Weston Lions Arena to better deliver high-quality and accessible sport and recreation opportunities.

Basement Flooding Protection Program

The City’s Basement Flooding Protection Program is a multi-year program that is helping to reduce the risk of flooding by making improvements to the sewer system and overland drainage routes. In Weston, Project 51-34 and 51-36 have been recommended to support the design interventions illustrated in the Weston Loop Master Plan.



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07

Policy and Regulatory Framework

Land use planning and environmental management are governed by a hierarchy of policies and regulations at the Provincial, regional, and city level. These policies have been reviewed, and policies that are relevant to the Weston Loop Master Plan are summarized at a high-level with key takeaways for the Weston Loop.

7.1 Provincial Policy

At the Provincial level, the 2024 Provincial Planning Policy (PPS) provides high level direction for guiding growth, building a strong economy, supporting the viability of rural areas, as well as protecting agricultural lands, the environment, and public health and safety.

In directing how Ontario will grow and develop, the PPS identifies strategic growth areas to be the priority for intensification and new high-density development (Policy 2.3.1.1). Weston Village is considered a Major Transit Station Area, which is a specific type of strategic growth area, due to the accessibility of rapid transit at the Weston GO/UP Express Station. Major Transit Station Areas are intended to achieve a minimum density of 150 people and jobs per hectare (Policy 2.4.2.2).

This density should be complemented by adequate community infrastructure, including parks. The PPS directs that parks and other public spaces should be safe, should meet the needs of persons of all ages and abilities, foster social interaction, and facilitate active transportation and community connectivity (Policy 3.9.1).

With regard to natural heritage conservation, the PPS directs that the diversity and connectivity of natural features should be supported by

maintaining, restoring, and improving the long-term ecological function and biodiversity of natural heritage systems (Policy 4.1.2). The PPS recognizes the importance of linkages between and among natural heritage features and areas, surface water features and ground water features.

The PPS recognizes the natural hazards posed by flooding and erosion associated with rivers and streams, and directs planning authorities to plan for the impacts of a changing climate that may increase the risk associated with natural hazards (Policy 5.2.4). Development is generally not permitted in flood hazard areas.

The Weston Loop Master Plan is aligned with the policies and principles of the PPS with respect to environmental conservation and creating improved public space within a strategic growth area. The Master Plan will provide due consideration for flood risk for any proposed improvements within the floodplain.

7.2 Regional Policy and Regulation - TRCA

On April 1, 2024, amendments to the Conservation Authorities Act came into effect, revoking a number of region-specific regulations, including Ontario Regulation (“O. Reg.”) 166/06, which governed the activities of the Toronto and Region Conservation Authority (“TRCA”). The amendments included a new O. Reg. 41/24: Prohibited Activities, Exemptions and Permits to harmonize the roles and responsibilities of all Conservation Authorities across the Province.

Conservation Authorities may regulate land use and development activities within the delineated regulated area, which must be mapped,

monitored, and reviewed on a regular basis. The regulated area includes hazardous lands (i.e. steep slopes), wetlands, river or stream valleys, and the shorelines of the Great Lakes-St Lawrence River System, and other inland lakes. A permit is required from the Conservation Authority for development activity within these areas.

The majority of the Weston Loop is within the regulated area under the TRCA’s jurisdiction. As such, TRCA staff participate on the Weston Loop Stakeholder Advisory Committee and have been circulated on all draft materials. Some of the interventions proposed through the Weston Loop Master Plan may be subject to a development permit from the TRCA.

7.2.1 TRCA Planning & Strategies

Trail Strategy for the Greater Toronto Region (2019)

The Trail Strategy for the Greater Toronto Regions is a comprehensive framework for developing, managing, and expanding a connected trail network throughout the Greater Toronto Region’s greenspace system. The strategy aims to create an integrated network of trails connecting communities to nature, culture, and each other while supporting conservation efforts. The geographic scope includes major watersheds, the Oak Ridges Moraine, Lake Ontario Waterfront, and regional infrastructure corridors. The strategy has identified an additional 480 kilometres of trail to be integrated into the greenspace system.

Humber River Watershed Plan (2008)

The Humber River Watershed Plan was developed by TRCA using current data to assess present conditions, forecast future scenarios, and outline conservation strategies throughout the Humber Watershed.

Having completed the initial planning and characterization phases, TRCA has released a comprehensive report detailing the watershed’s current state and changes since 2008. The Watershed Plan provides information broken down into sub-watershed areas. The Weston Loop Park System is part of the Lower Humber and Black Creek sub-watersheds. Updates to the previous plan are in progress, with implementation scheduled for 2026.

TRCA Integrated Restoration Prioritization (2016)

The Weston Loop Park System falls within “High-Priority” and “Protection-Recommended” Areas, according to the Integrated Restoration Prioritization (IRP) score employed by the TRCA. The IRP framework evaluates areas based on a multitude of factors determining ecosystem health to inform restoration planning efforts.

“High-Priority Areas” are those with multiple environmental issues where restoration efforts can yield significant watershed benefits. The protection score is reserved for ecologically valuable natural areas where targeted restoration enhances long-term ecosystem resilience. IRP scores allow the TRCA to strategically identify, plan, implement and monitor projects to protect, restore and enhance natural cover, ecosystem function and wildlife habitat. There are no ongoing restoration projects in Weston but the Protection-Recommended Area designation could lead to future initiatives to conserve, rehabilitate and improve biodiversity and ecological systems in the Weston Loop Park System.

7.3 City of Toronto Official Plan

The Toronto Official Plan (June 2024 Consolidation) applies provincial planning direction at the municipal level. Within the Urban Structure of the City (Map 2), the Humber River valley is part of the Green Space System, which provides habitat for flora and fauna while sustaining

our environment through air purification, groundwater recharge, and limiting the damage that can arise from flooding and soil erosion. These interconnected landscapes link Lake Ontario to the broader region, providing spaces for recreation and reflection.

Section 2.3.2 of the Official Plan contains policies to guide the protection, enhancement, and management of Toronto’s Green Space System, which includes the waterfront, ravines, watercourses, parks and other open spaces. The policies aim to improve public access to and enjoyment of lands under public ownership (Policy 2.3.2.1a) and support the restoration and creation of new links within and between elements of the green space system (Policy 2.3.2.2). The Official Plan also supports a collaborative approach to the stewardship of lands and water through partnerships (Policy 2.3.2.1d).

Specific policies for public parks are contained in Section 3.2.3 of the Official Plan. Public parks range from local and district parks within neighbourhoods and urban centres, to large City parks that are destinations and gathering places for people from different parts of the City. The Official Plan identifies the importance of investing in and maintaining public parks as Toronto grows and changes, through a variety of means. Adding new parks and amenities, while maintaining, improving and expanding existing parks is critical, especially in growth areas (Policy 3.2.3.1). Policy 3.2.3.2 establishes the range of factors which must be considered when determining whether to accept parkland or cash-in-lieu as a condition of development approvals. The proximity of existing parkland, the condition of those parks, and the opportunities and amenities that they provide must all be considered. According to Map 8B, which delineates parkland priority areas, the majority of the Weston Loop Park System has a relatively high rate of parkland provision (at least 1.5 ha per 1,000 people). Areas on the east side of the rail corridor are considered to have lower parkland provision (less than 1.5 ha per 1,000 people). In accordance with Policy 3.2.3.6, the acquisition of new

land for parks is prioritized in areas that are in the two lowest quintiles of parkland provision. Development activity in Weston is presently focused on the west side of the rail corridor, and future residents will benefit from visual and physical connections to the Weston Loop. The acquisition of new land for parks is not a priority in this specific context.

Section 3.4 of the Official Plan includes policies regarding the Natural Environment. The protection, restoration and enhancement of natural features and functions is a high priority in city building decisions, as strong communities and a competitive economy need a healthy natural environment. Measures to protect and improve the health of the natural ecosystem include minimizing pollution, managing stormwater, cleaning up contamination, and minimizing the proliferation of invasive species (Policy 3.4.1a). Furthermore, the Official Plan promotes sustaining, restoring and enhancing the health and integrity of the natural ecosystem, supporting biodiversity in the City and targeting ecological improvements, specifically referencing the ravines (Policy 3.4.1b). With regard to natural hazards and climate change, the Official Plan promotes the maintenance of a healthy urban tree canopy, managing stormwater flows, and reducing flood risk by limiting development activity in proximity to hazard lands (Policy 3.4.8).

The Official Plan underscores the importance of the complimentary elements needed to establish complete communities, with recreation, parks, and open spaces being a key element. Parks and Open Spaces need to provide safe access to greenspace for Torontonians while respecting the natural heritage setting they exist in. The Weston Loop Park System supports the intensification occurring in Weston by improving the connectivity and infrastructure throughout the park system and public realm, to provide a growing community with high-quality, accessible greenspace.



The Weston Loop Master Plan implements the policies and objectives of the Official Plan by guiding investment into an existing park system to support a growing community. The Weston Loop should provide safe access to greenspace for Weston residents while respecting the sensitive ecological features and systems within the parks and the Humber River. The Master Plan will provide direction for restoring and strengthening the natural heritage system, while creating new and enhanced recreational amenities, and be consistent with the policies of the Official Plan.

7.3.1 Planning Studies and Initiatives in the Weston Community

Weston Cycling Connections Project (2024)

The Weston Cycling Connection Project is part of Toronto’s Council-approved Cycling Network Plan, implementing new cycling infrastructure in the Weston neighbourhood. The goal of the project is to systematically develop cycling infrastructure throughout the Weston area by creating safer and more comfortable cycling routes, while connecting key destinations within the community and to neighboring areas with new connections from the existing street network. Bike lanes were installed as part of the project in May 2024

Weston in Gear (2024 - Present)

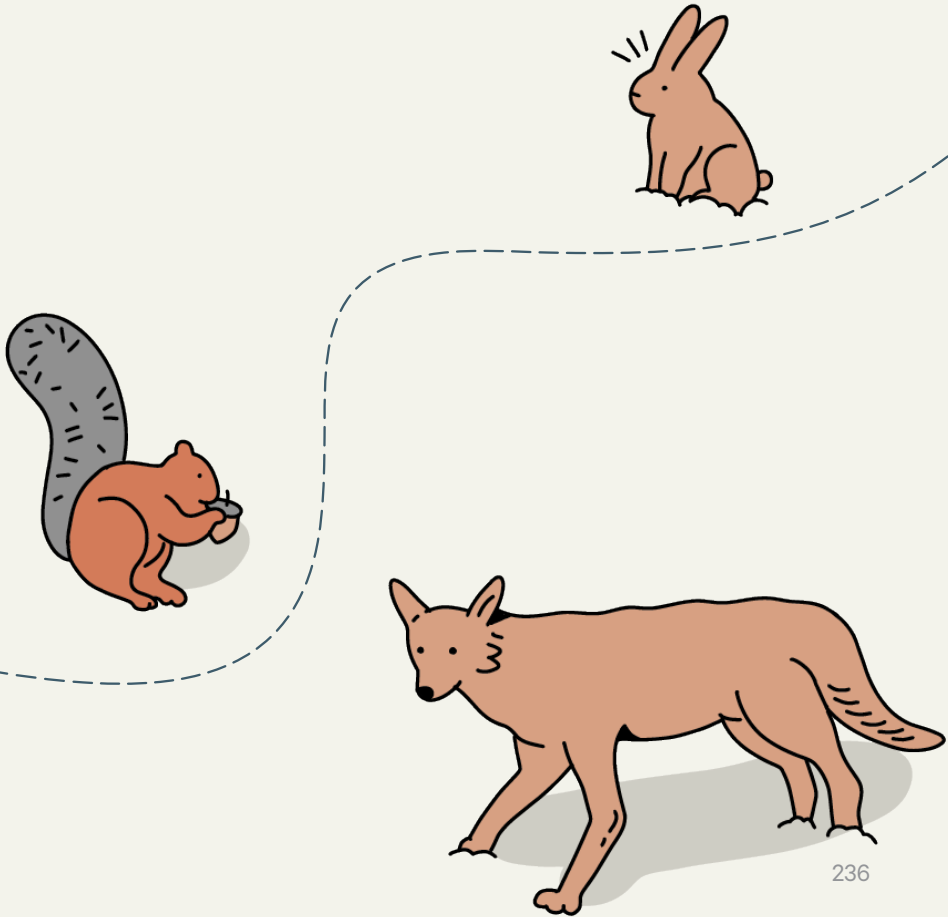
The City launched the Weston in Gear Planning Study in Fall 2024, following a 2016 Council directive. The study aims to develop a comprehensive planning framework for Weston Road, focusing on built form and density guidelines, public realm improvements, community benefits planning, and streetscape enhancements. The study will also focus on cultural heritage and park opportunities, as well as an assessment of the community services and facilities in the area. Each phase includes community engagement with residents, landowners, and

stakeholders to shape the area’s future development vision. The first community consultation meeting took place in September, 2024. The final outcome of the project will be a planning framework report which may include a land use, built form and cultural heritage strategy, parks, open space and public realm strategy, mobility and streets and blocks strategy, and a community services and facilities strategy.

7.4 Ravine and Natural Features By-law and Ravine Strategy

The Ravine and Natural Feature Protection By-law was adopted by City Council on May 27, 2008. The Ravine and Natural Feature Protection By-law is a tool to protect important natural features that are vulnerable to degradation due to removal of trees, changes in grade or lack of management, requiring a permit to undertake any work that may injure a tree or alter a grade of land. This is a key consideration for work that emerges from the Weston Loop Master Plan, as the majority of the Weston Loop Park System is under the By-law protection area and any activity relating to construction, demolition, or renovation of structures swimming pools, decks, fences, terraces, and retaining walls, and drainage and landscaping works will require a permit.

Protection of Toronto’s ravine network is also guided by the City of Toronto Ravine Strategy, adopted by City Council in October 2017, and the Ravine Strategy Implementation Report (adopted by City Council in January 2020). These strategies provide comprehensive guidance for the management, use, enhancement, and protection of Toronto’s extensive ravine network.



The Ravine Strategy is a broad strategy to protect and enhance Toronto’s 300-kilometer ravine system in response to increasing pressures from population growth, development, and climate change. It provides a framework for managing, protecting, and celebrating Toronto’s ravine system while ensuring its resilience and viability for the future.

Toronto’s ravines encompass most of the city’s Environmentally Significant Areas, forests, wetlands, and numerous significant plant and animal species. The ravines play a critical role in human and environmental health, supporting biodiversity, providing essential ecosystem functions, and mitigating climate change impacts. However, they face mounting pressures from recreational use, encroachment from adjacent private properties, and unauthorized activities including waste dumping and off-leash dog use. Without proper investment and protection measures, the ravines risk further degradation.

The five parks of the Weston Loop are part of the Humber River ravine system. This is one of the ten Priority Investment Areas identified in the Ravine Strategy. The Weston Loop Park System also forms part of a larger city-wide multi-use path proposal, known as the Loop Trail initiative. The Loop Trail is a collaborative project led by the City of Toronto, Evergreen, and the Toronto and Region Conservation Authority (TRCA). It aims to establish a continuous 72 km off-road, circular, multi-use trail that connects multiple neighborhoods, ravine priority investment areas, and ravine systems.

7.5 Parks Planning & Strategies

Toronto’s parks system is guided by several comprehensive frameworks that work together to preserve natural ecosystems, expand recreational opportunities, and create sustainable green spaces throughout the city. These integrated strategies direct how parkland is acquired, developed,

and maintained to meet the evolving needs of Toronto’s growing population while protecting critical environmental functions.

Parkland Strategy (2019)

The City of Toronto’s Parkland Strategy, adopted by City Council in November 2019, guides the long-term planning, prioritization, and investment in Toronto’s park system to ensure its strategic expansion and enhancement. This strategy functions as the official Parks Plan under Section 42(4.1) of the Planning Act and undergoes review every five years, with the next assessment currently underway. The Parkland Strategy guides long-term planning for Toronto’s parks, including where the City adds new parkland and improves existing parks. It allows the City to receive parkland from new developments and help address the increasing need for parks as Toronto’s population grows.

The Parkland Strategy employs a methodology that evaluates parkland availability per resident within a walkable distance, defined as approximately 500 metres, and assesses parkland accessibility under various conditions. This approach identifies:

- Walkability gaps in the parks network
- Areas with relatively high or low parkland provision
- Impact of projected growth on park needs
- “Areas of Parkland Need” – priority zones for parkland planning and acquisition, determined by multiple factors including insufficient park supply, lower income demographics, and high development growth

Park planning and investment throughout Toronto, including within the Weston Loop Park System, is shaped by the four foundational principles established in the Parkland Strategy: Expanding the park system, improving the function of existing parks, including everyone by removing barriers, and connecting parks and open space.

Figure 158: Aerial view of the Humber River



Parks & Recreation Facilities Plan (Under Review)

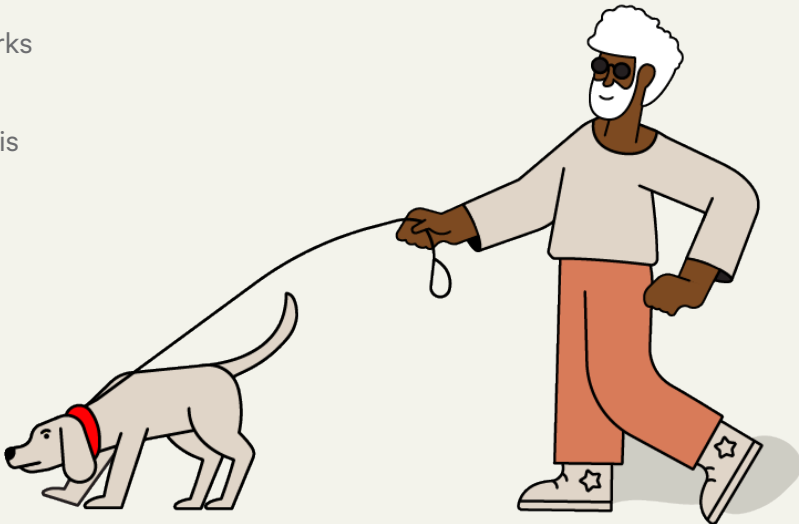
The Parks and Recreation Facilities Plan and its Implementation Strategy help prioritize investments in indoor and outdoor recreation facilities across Toronto. The Strategy provides guidance on a twenty year timeline for decision-making and investment in parks and recreation facilities owned and operated by the City. Facility types include basketball courts, cricket fields, skateparks, splash pads and community recreation centres.

The aim of the Parks and Recreation Facilities Plan is to align demand for facilities with improvements and upgrades to address facility gaps, respond to future needs, and reinvest in future facilities. A city-wide engagement process launched in October 2024.

Parks & Trails Wayfinding Strategy (2022)

The Parks and Trails Wayfinding Strategy is implementing a comprehensive and unified signage system as part of a series of coordinated pedestrian, cycling, and vehicle wayfinding initiatives. The project aims to create a consistent, accessible, and sustainable navigation system that helps users find their way through the city’s parks and trails while enhancing the natural environment.

Phase one of the Wayfinding Strategy was completed in 2014, Phase 2 is currently being piloted to implement a unified signage and wayfinding system across Toronto’s 1,600 public parks and 600-kilometre trail system.



Biodiversity Strategy (2019)

The City’s first Biodiversity Strategy was adopted in alignment with the Toronto Ravine Strategy, outlining ten principles and 23 actions under the themes of protect, restore, design, and engage in order to enhance local ecosystems. The Biodiversity Strategy is intended to recognize and advance the work of the City of Toronto and the Toronto and Region Conservation Authority in protecting and enhancing the quality and quantity of terrestrial and aquatic habitat within the City in order to support healthy, robust biodiversity and increase awareness of nature.

Since adoption, accomplishments associated with the Biodiversity Strategy include funding for invasive species management and 13 restoration projects completed by the TRCA.



7.6 Park Funding

Funding for parks in Toronto is allocated through the Capital and Operating budgets of the Parks and Forestry department. Sources of funding for the Capital and Operating Budgets are shown in (Figures 45 and 46).

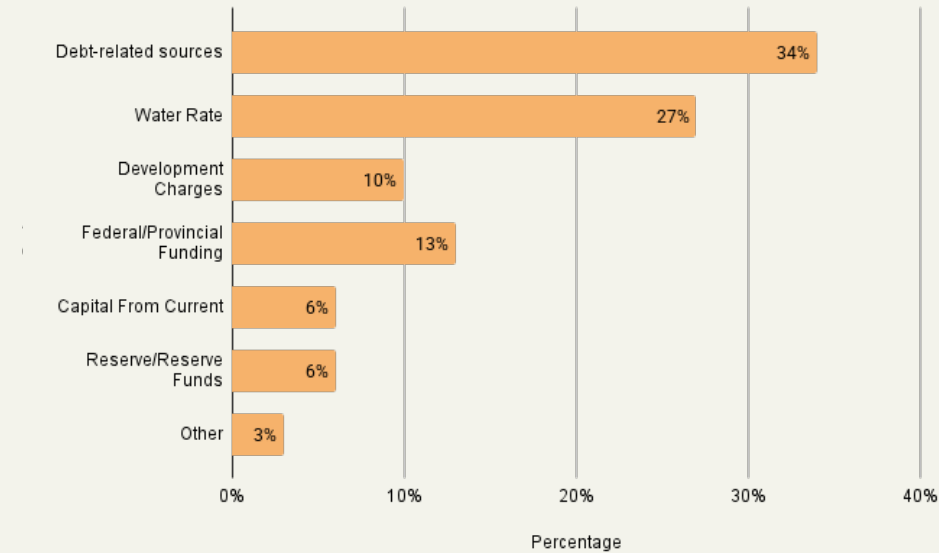
The Capital budget funds the city’s assets that support service delivery for city services, including parks. Priorities for parks are established through the Parkland Acquisition Strategy and the Facilities Master Plan, which are reviewed every year. The 10-year Capital Budget and Plan is updated and presented each year as part of the City of Toronto’s budget process. A large portion of the Capital budget is funded through levies on new development (Section 42 cash-in-lieu, development charges, and community benefits charges),

The Operating budget covers day-to-day spending for services such as parks maintenance, recreation programs, public health, city roads, and emergency services. The operating budget is also reviewed annually as part of the City’s annual budget process. The Operating budget relies on property tax revenue, user fees, and transfers from other levels of government. Other city funding gets directed into parks through the budgets of other divisions, such as Toronto Water, and Transportation Services.

The creation of new parkland in Toronto operates under Section 42 of the Planning Act and Section 3.2.3 of Toronto’s Official Plan, which govern the acquisition of land for new parks as a condition of development approvals. The City establishes and develops parks through the parkland dedication process, purchasing land, and transferring city-owned land. As noted in Section 7.3, the Weston Loop

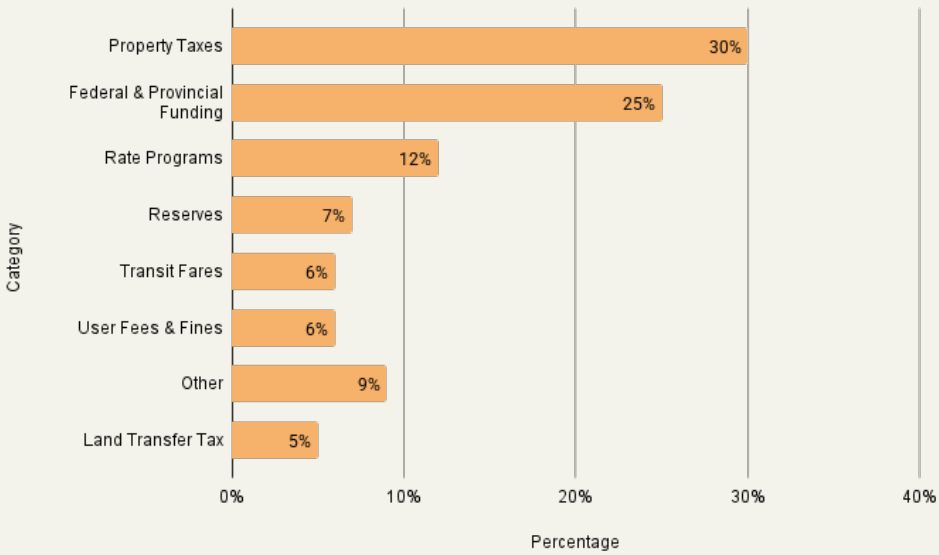
Park System has a relatively high rate of parkland provision (Map 8B).

Under Section 42 of Ontario’s Planning Act, the City can require developers to allocate a specific portion of development land for public parks. Property owners undertaking development projects must transfer either a section of the development site or a suitable nearby location to the City for park purposes.



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Figure 159: 2025 - 2034 Capital Budget Funding Sources



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Figure 160: 2025 Operating Budget Funding Sources

When a development site isn’t appropriate for a public park, the City may instead require payment equivalent to the value of the required parkland, known as cash-in-lieu. These payments are capped at 10% of the land value for sites of five hectares or less, and 15% for larger sites. The payment is calculated based on a rate of one hectare for each 1,000 units proposed.

As shown in Figure 47, any payment of cash-in-lieu of land will be used for the acquisition of new parkland or the improvement of parks and recreational facilities at a rate of 50%, with half of that used to acquire parkland locally and half throughout the City. The other 50% is for the development of parks and recreation facilities (further divided within the district the funds were generated and 50% throughout the City) (Municipal Code 415-24).

The unique aspect of the Weston Loop project, is that there is an opportunity for a significant amount of cash-in-lieu funds to be pooled within the Weston area to fund upgrades to parks and recreation districts, providing a precedent setting opportunity for local development to wholly benefit the community in which it is taking place. This localized reinvestment strategy not only strengthens the existing park system but also demonstrates how development can be leveraged to create tangible improvements in the communities where it occurs.

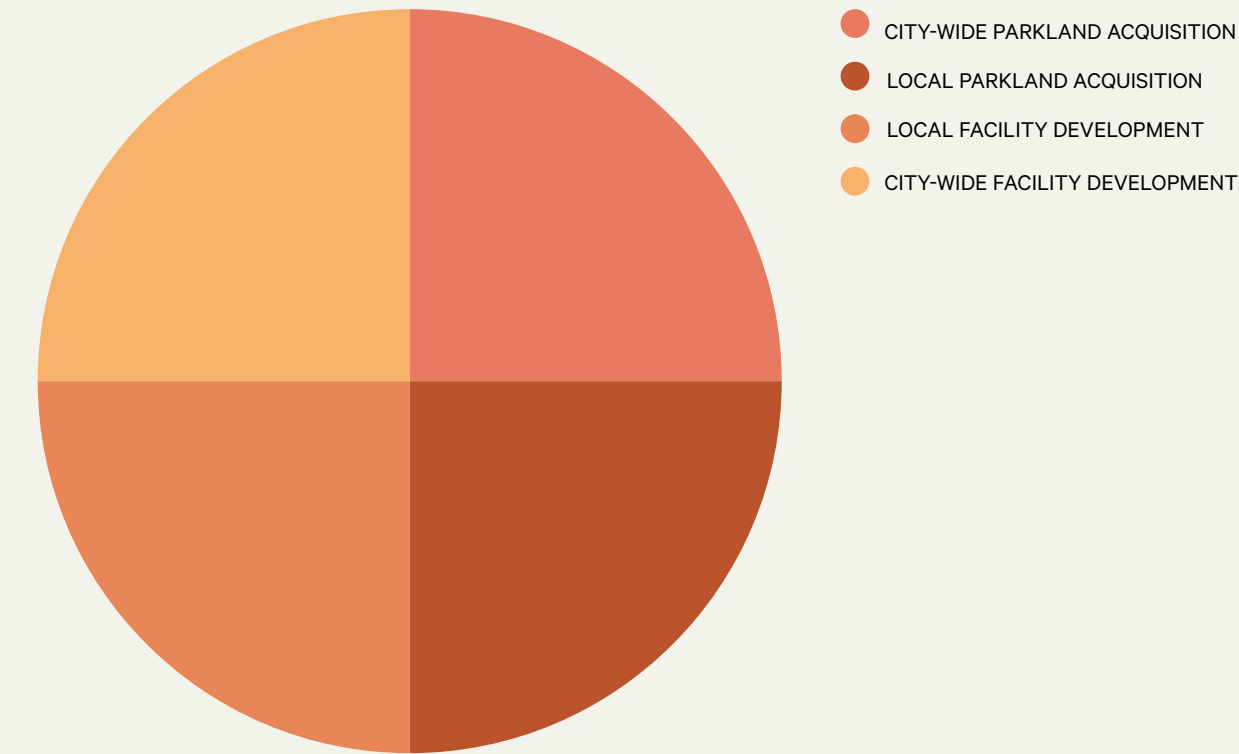


Figure 161: Standard Allocation of Cash-in-Lieu Funding

07

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Conclusion

09

This Background Report establishes a comprehensive context for the Weston Loop Master Plan, focusing on five parks along the Humber River that together are the communal backyard of the Weston community.

This initiative is driven by the significant high-density growth anticipated in Weston. Based on planned or proposed developments, an estimated 18,000 new people could arrive in Weston over the next 10 to 15 years. This necessitates strategic investment to create a robust, well-connected park system that serves existing and future residents of all ages, abilities and cultural backgrounds. The parkland cash-in-lieu funding from these developments could potentially reach \$15 million. A pooling and strategic deployment of these funds to the Weston Loop parks is a once-in-a generation opportunity.

An investigation of the area’s deep history revealed a long relationship between human settlement and the Humber River. Starting with the Carrying Place Trail, an important Indigenous portage route that followed the Humber River, to Weston’s establishment as a milling town, facilitated by the Humber river’s steep drop. The devastating impacts of Hurricane Hazel in 1954 resulted in the conversion of vulnerable low-lying areas into the parkland we see today.

A detailed ecological and topographical analysis of the park system was undertaken, revealing that the steep escarpment creates significant accessibility challenges (with only one park entrance considered universally accessible) and contributes to high erosion sensitivity. This analysis also identified environmental concerns such as persistent sewage smells due to Combined Sewer Outfalls (CSOs) and the proliferation of aggressive non-native tree species within the canopy and understory. These findings have built an understanding for the Project

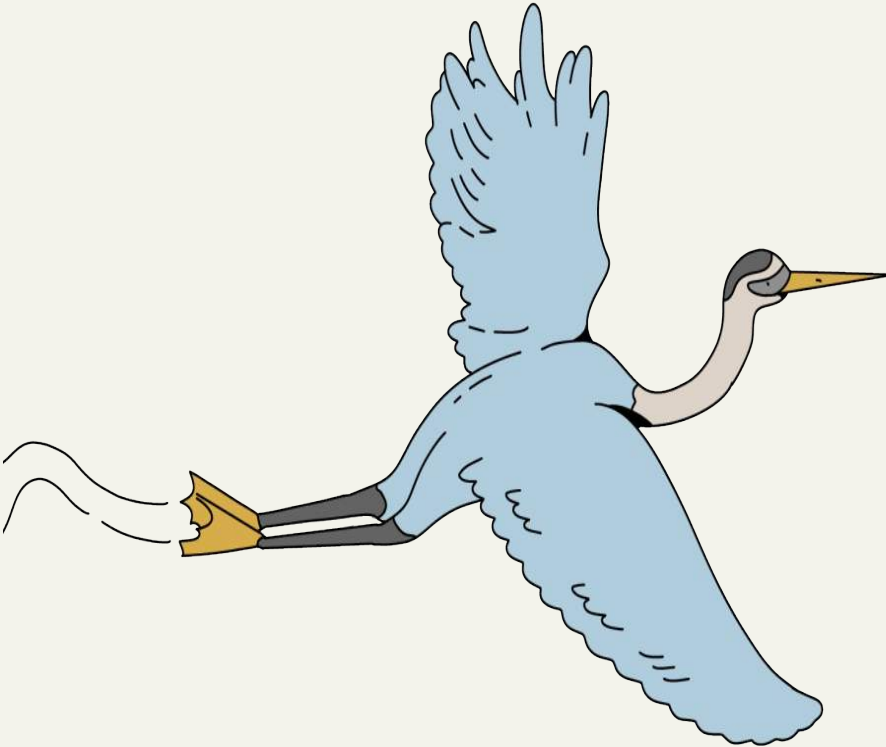
Team that the Master Plan needs to align with City and TRCA policies that mandate protection of the sensitive ravine ecology.

The social, demographic, and planning context was reviewed to better understand park user groups and the City’s policy priorities, noting that Weston is designated as a Neighbourhood Improvement Area (NIA) with a majority renter population. Weston is a diverse and growing community, significantly shaped by successive waves of immigration, historically including Italian, Portuguese, and Jamaican populations, with recent waves of immigrants coming from Latin America, Somalia, and the Philippines.

Some of the key findings from this Background Report that have informed the directions of the Master Plan include:

- **Prioritizing Universal Accessibility:** The steep topographical drop between the tablelands and the river valley currently restricts universal access to the parks, necessitating significant infrastructure investment to formalize paths and create safe, accessible connections for all users.
- **Celebrating Culture and Heritage:** The Master Plan should champion a unifying design element that celebrates the area’s socio-cultural diversity and honors the deep natural and cultural significance of the Humber River, including its connection to Indigenous heritage like the Carrying Place Trail.
- **Enhancing Connectivity:** The Master Plan should include a comprehensive wayfinding strategy, to improve the navigability of the park system. Integration with ongoing City projects, such as the Mid-Humber Gap Trail and the Weston in Gear Planning study, is essential.

- **Addressing Environmental Resilience:** Future development in the parks must adhere strictly to regulations governing ravines and floodplains, with climate change creating more frequent and severe flooding. The Master Plan must also address high erosion sensitivity and the important ravine and riparian ecology of the Weston Loop Park System.



APPENDIX B: TRCA COMMENTS AND PROPONENT RESPONSES

ITEM	DISCIPLINE	TRCA COMMENTS ON PIC (May 26, 2025)	PROPONENT/CONSULTANT RESPONSE (September 24, 2025)	TRCA COMMENTS ON DRAFT MASTER PLAN (November 10, 2025)	PROPONENT/CONSULTANT RESPONSE (insert date)
IEA-2025-00043 – Weston Loop Community Led Master Plan					
1.	Planning	It is appreciated that the Master Plan is considering key elements such as ecological resilience, habitat creation, ravine stewardship, etc. There are certainly several beneficial opportunities for the underutilized valley system at this location. These elements should be expanded and explored further as part of the Master Plan as enhancement and improvement of the valley system and avoiding and mitigating existing natural hazards should take a defined role in balance with other priorities. Please continue to expand on these opportunities as the Master Plan moves forward. Suggestions regarding this include: a) Could green infrastructure become a part of the ideas considered within the park system? (Ex: the master plan appears to look at storm outfall upgrades, there could be other opportunities for raingardens or other Low Impact Development infiltration measures in the area). Green infrastructure can contribute to enhanced stormwater management, reduce flooding and erosion impacts, etc. b) Are there opportunities for nature-based solutions in these parks such as wetland creation or forest restoration throughout the park area to aid in further site stabilization and flood mitigation? (see comment #9 with respect to Planning	A) Yes - in addition to the storm outfall upgrade identified in the Landscape Framework, we're also proposing storm outfall upgrades at the other CSOs within the study area. Our recommendations for Phase 1 under Chapter 5 – Making it Happen include an investment in restoration of the riparian edge, and the proposal for the Park Hub in Crawford-Jones Park supports volunteer stewardship and monitoring activities. B) See above. C) The plan has been revised to limit impact to the riparian edges, established woodlands and ravine edges, prioritizing areas that are currently hardscape impacted or mown for amenity improvements. Additionally, we have adjusted the way we depict access to water: removing a proposed access point in Crawford-Jones Park; showing a monolithic concrete slab construction for the water access in Cruickshank; and a wetland restoration approach to water access in Weston Lion's Park. These refinements reflect our understanding of TRCA's preferred approach to limiting impact to riparian edges while providing a controlled public access to the water, mitigating erosion issues and making the access points more resilient to flooding. D) Community stewardship is an	a) No further comments at this time. Staff advise that any upgrades or replacements proposed to existing storm outfalls must be coordinated and signed off on by Toronto Water and other necessary City agencies. In addition, staff understand that investments will be included for restoration work and green infrastructure. Please refer to TRCA's LID page and the LID Stormwater Management Planning and Design Guide for further details and guidance on potential opportunities for LID implementation. Staff will continue to review and comment on this component as the project progresses. b) No further comments at this time. Based on the responses on 1c, staff understand that opportunities for nature-based solutions are being investigated. Staff will continue to review and comment on this component as the project progresses. c) See response to 1b and additional response to water accesses below. d) No further comments at this time. Staff can be further engaged as the process moves forward. e) No further comments at this time. Staff are happy to have discussions to identify opportunities for potential enhancement and naturalization initiatives for this work as the design progresses.	

		Ecology suggestions). c) As a recommendation, can climate change overall be considered in this community plan to look at solutions to allow the park system to be more climate resilient against erosion or flooding, or address overall adaptation or mitigation? d) As a recommendation, community stewardship could also be tied into these beneficial improvements into the park/valley system mentioned above. e) TRCA's implementation teams may be able to help implement initiatives that look to enhance and improve the valley system throughout these three park areas.	important opportunity for this plan. We've identified Crawford-Jones Park as a stewardship hub for the park system. We've engaged with Toronto Nature Stewards, a volunteer stewardship organization active in the area, to understand how to plan for and accommodate community stewardship. We welcome any further feedback from TRCA regarding how to support and plan for community stewardship. E) If there are any initiatives, or types of initiatives, that TRCA would like represented on the 'Loops of Influence' page under Chapter 5 – Making It Happen, please let us know - we want to show a complete picture of how TRCA can help to support this vision.		
2.	Planning	The Master Plan proposes a significant amount of new park development and infrastructure within the Humber River valley system and within the natural hazards (flood and erosion). This includes the regulatory floodplain and erosion hazards associated with the Humber River. The study area is located entirely within a TRCA regulated area. As mentioned above, TRCA undertakes review and commenting functions in accordance with The Living City Policies. This includes a regulatory role (O.Reg 41/24) to issue permits for proposed development and infrastructure within TRCA regulated areas at the detailed design stage.	Noted. There are portions of the Study Area (Mallaby Park, Memorial Park, and a portion of Weston Lions) which are outside of the regulatory floodplain.	No further comments at this time. It is important to note that the entire study area is not within the regulatory floodplain, however, the entire study is located within TRCA regulation limits. As such, TRCA staff will continue reviewing and commenting on this project in accordance with the Conservation Authorities Act, associated regulations and TRCA's The Living City Policies as the design progresses.	

		There are a number of comments below that align with TRCA’s role in managing impacts to the valley system and the associated natural hazards, and these comments need to be considered in order to allow any development or infrastructure to be built in these areas, at the time of detailed design.			
3.	Planning/Water Resources	The Master Plan proposes to increase publicly usable areas including installation of various recreational amenities and infrastructure. Please note that this study area is entirely in the regulatory floodplain and the hydraulic floodway. The hydraulic floodway is the inner portion of the flood plain where flood depths and velocities are generally higher and faster flowing than those experienced in the outer or fringe portion of the overall flood plain. The hydraulic floodway represents that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a significant threat to life and/or property damages. The maximum flood velocity in this area is 2.16 m/s and the maximum flood depth is approximately 7 m (although values differ throughout study area). For Crawford Jones and Cruickshank Park, the site begins to flood at a 10-year return period event. For Weston Lions, the park begins to flood at a 5-year return period event. The study area is also directly upstream of Raymore Park, where there was significant damage and loss of life during the Hurricane Hazel event. Staff are willing to provide more detailed technical info on this, to aid in the study. a) Given the above, staff have identified concerns with some of the high-risk amenities and infrastructure in the hydraulic floodway including some of the	Crawford Jones: i. We have removed the water access in Crawford-Jones Park. ii. While we are still showing a tower structure within Crawford-Jones Park, we have added a caption to the drawing indicating that it is an artist’s concept and all designs would need to be developed in consultation with the TRCA. We have communicated to City of Toronto stakeholders that TRCA has concerns with the tower as shown, but that we believe the fundamental goals of play, placemaking and providing infrastructure for stewardship can be delivered through a variety of approaches acceptable to TRCA during future design development phases. iii. The gathering areas in Crawford-Jones Park have been relocated to minimize impact to existing meadow and forested areas in accordance with Ecological Land Classification mapping. We can provide a diagram in the Final Report flagging specific areas or elements where TRCA is requesting a risk assessment or feasibility study be conducted by the City of Toronto. iv. We have received conflicting input from our community engagement regarding the fire	Crawford Jones: <u>High Risk Components</u> i. Water Access - No further comments at this time. Staff understand that the water access within this park has been removed. ii. Tower Structure (Park Hub) - Comment not addressed. The proposed structure is located within the floodplain and hydraulic floodway and may present a high risk to life and property. Additionally, washrooms are now proposed in this structure. The hub structure should be removed entirely or revised to ensure the risk associated with the flood hazard is minimized to the extent feasible. TRCA staff are available to work with the Weston Loop team and City staff if the hub concept will be re-imagined or revised to reduce or eliminate the risk. <u>Secondary Risk Components</u> iii. Gathering Areas - Comment not addressed. Staff request that details regarding the elements that require a risk assessment/feasibility study is included in the Final Report. Staff will review this information in the next submission. iv. Fire Pit - No further comments at this time. Fire pits are not provided in the plan anymore. TRCA staff will continue to review and comment on this component as the design progresses. Staff did not identify a fire risk. It is assumed this would be flagged by City/Toronto Fire. Cruickshank: <u>High Risk Components</u> i. Water Access - Comment not addressed. Please note that on July 15, 2025, TRCA staff did not agree to a preferred design option for the water accesses but were rather requesting additional information including Indigenous requests for water access. TRCA staff still have concerns with the proposed water connections/access points and request they be removed. Staff advise that there should not be any watercourse encroachments proposed as part of this work. ii. Bandstand - No further comments at this time. Bandstand is outside of the floodplain. iii. Switchback Structure and Public Washroom (Park Hub) - Comment not addressed. The proposed Cruickshank Park hub is proposed within a high flood risk area, in the hydraulic floodway. Staff are concerned as the structure may be potentially washed away during	

	significant structures and proposed areas directly adjacent to the river. These components for example may need to be removed, re-imagined, or altered, given the high risk to life and property. <u>Highest Risk in Floodplain and Hydraulic Floodway – Components that should be removed, re-imagined, or altered</u> • Crawford Jones ○ Water accesses ○ Tower Structure (Hub) • Cruickshank Memorial ○ Water Accesses ○ Bandstand (depending on temporary or permanent) ○ Switchback Structure (Hub) (fill in the floodplain) • Weston Lions ○ Water Accesses ○ New recreational areas beside river (play space and 400m active loop) b) Staff also have concerns with some of the other amenities and infrastructure that are still within the hydraulic floodway but are at lower risk. These components will need to undergo a risk assessment by the City of Toronto, as the ultimate proponent and owner of these future works. A risk assessment involving the appropriate City agencies (including Emergency Services, Parks, Real Estate, etc.) would be needed to determine the feasibility of these components. <u>Secondary Risk in Floodplain and Hydraulic Floodway – Components that will require risk to be assessed by the City of Toronto to determine whether feasible</u>	pits. From TRCA and Humber River Calling, we've heard that the fire pits represent a fire risk to the natural areas. Weston King Neighbourhood Centre identified fire pits as important amenities for the unhoused population and a means of mitigating risk from fires being made ad hoc. We think this is an important conversation and worth further engagement and discussion during subsequent design phases. Cruickshank: - Our Cruickshank water access sketch has been updated to incorporate TRCA's feedback from the July 15, 2025 meeting, which indicated a preference for water accesses that preserve the riparian edge and utilize monolithic concrete construction. We have added captions to the sketches clarifying that these water access illustrations are conceptual and will be further developed in consultation with TRCA. - While we are still illustrating the Park Hub concept, the lighter columns have been replaced with more robust ones to address TRCA's concerns about resistance to ice flow impacts. As discussed during our July 15, 2025 meeting, the intent of the Park Hub structure is to combine the required AODA accessibility improvements in Cruickshank Park at Conron Place and Weston Road with much-needed park facilities that will remain functional	a large storm event, could catch debris or ice jams and also serve as refuge during a storm because it has a roof structure on the drawing. Additionally, washrooms are now proposed in this structure along with a plaza. The hub structure should be removed entirely or revised to ensure the risk associated with the flood hazard is minimized to the extent feasible. TRCA staff are available to work with the Weston Loop team and City staff if the hub concept will be re-imagined or revised to reduce or eliminate the risk. <u>Secondary Risk Components</u> - Barbeque/Picnic Shelter and Area – No further comments. It appears this shelter has been removed. - Playgrounds and Various Fitness Equipment in existing space - As noted risk assessments are required for existing recreational spaces being improved or enhanced. Weston Lions: <u>High Risk Components</u> - Water Access - Comment not addressed. Please note that on July 15, 2025, TRCA staff did not agree to a preferred design option for the water access points but were rather requesting additional information on the Indigenous requests for water access. TRCA staff have concerns with the proposed water connections/access points and request they be removed. Staff advise that there should not be any watercourse encroachments proposed as part of this work. - New Recreational Areas – Comment not addressed. Staff note that the new recreational areas beside the watercourse are still included in this proposal. The new recreational areas should be removed entirely or revised to ensure the risk associated with the flood hazard is minimized to the extent feasible. TRCA staff are available to work with the Weston Loop team and City staff if the new recreational areas are re-imagined or revised to reduce or eliminate the risk. <u>Secondary Risk Components</u> As noted above, risk assessments will be required for existing recreational spaces being improved or enhanced, including the following components: - Upgrades to Weston Lions Arena - Playgrounds and Various Fitness Equipment in existing space - Public Art Beside Bridge Please see comment 21 for comments on NEW areas added to Master Plan Report.	
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		• Crawford Jones ○ Gateway gathering area and fire pits • Cruickshank Memorial ○ Barbeque/picnic shelter and area (depending on design of shelter structure) ○ Playgrounds and various fitness equipment in existing recreational space, located away from river • Weston Lions ○ Upgrades to Weston lions arena - volleyball courts ○ Playgrounds and various fitness equipment in existing recreational space, located away from river ○ Public Art beside bridge	outside of a future flood event at high water levels. We acknowledge that this concept will require close coordination with TRCA in subsequent design phases, and this has been communicated to the City of Toronto. Importantly, we are not proposing any fill within the floodplain at any location. iii. Playgrounds currently exist in Cruickshank Park and have been recently refurbished as of July 2025. The Master Plan proposes retaining and expanding these existing playgrounds. Little Avenue Memorial The bandstand is an existing structure located outside of the regulatory floodplain. Weston Lions Water access at Weston Lions is being illustrated using the preferred approach discussed during the July 15, 2025 meeting. This approach employs wetland restoration to extend the river toward the water access point, rather than constructing directly at the riparian edge.		
4.	Planning/Water Resources	a) A formal canoe/kayak access is not feasible for this location of the Humber River in comparison to other areas where the conditions of the watercourse are more suitable for launching and using canoe/kayaks - such as Old Mill/Lower Humber River. Canoeing or kayaking can be extremely unsafe in this section of the river due to the many existing weirs, as well as the high velocities and flows from the river that can be experienced.	a) Noted, we will remove reference to canoe/kayak access. b) We have revised water access illustrations as described above per the meeting with TRCA on Tuesday, July 15 2025. All water access points are now proposed either inland from the riparian edge or are paired with wetland restoration to provide access to water inbound of the current shoreline.	a) No further comments. b) Comment not addressed. Please note that on July 15, 2025, TRCA staff indicated that it was appreciated that naturalization and riparian planting ideas were being considered, but staff did not agree to a preferred design option for the water access points but were rather requesting additional information on the Indigenous requests for water access. It was TRCA's understanding that the Weston Loop team were to provide this information after the meeting. TRCA staff would then take that information back once received and provide further input. As noted above, staff have concerns with the proposed water connections/access points and request they be removed. Staff advise that there should not be any watercourse encroachment proposed as part of this work	

		b) Also, ice jams are possible in the Humber River depending upon the weather conditions in the winter/spring. Blockages in the watercourse may support the formation of ice jams and may be damaged if ice jams occur. Therefore, TRCA strongly recommends the proponents remove any blockages to the watercourse such as the proposed boat docks and fishing platforms so that a streamlined flow path is maintained during all weather conditions.			
5.	Planning/Water Resources	Please confirm whether the bandstand is temporary or permanent. The existing conditions slide notes that the bandstand is existing, but this does not appear to show up within existing aerial imagery or on- site. The bandstand (as mentioned above) is within a very high flood risk area.	The band stand is an existing permanent feature within Memorial Park and is outside of the regulatory floodplain.	No further comments at this time. Thank you for the clarification and for providing the new drawing showing the bandstand. Staff note that it shows that the bandstand in Memorial Park is not in the floodplain and is identified for improvement. Note that any improvements to the bandstand will need to be setback from the existing long term stable top of valley slope. This can be managed as the process moves forward.	
6.	Water Resources	Please clarify if there will be any grading changes within the TRCA regulatory floodplain as part of the proposed works. TRCA staff do not want any net fill in the floodplain as that may cause flood impacts to adjacent properties. Additionally, it appears that there is a significant amount of fill proposed for the switchback hub structure in Cruickshank Park which TRCA staff are concerned with.	No significant grade changes are proposed within the regulatory floodplain. Subject to further detailed design, a net cut fill balance should be achievable within the current design proposal.	No further comments at this time. Staff advise that we will not be able to accept any cut/fill impacts from a flooding perspective. TRCA staff will continue to review and comment on this component as the design progresses.	
7.	Water Resources	Please confirm if any new crossings or changes to crossings are proposed under the master plan and ensure they are identified in the draft report. If so, TRCA requires that flow through designs be incorporated for the pedestrian bridges and/or trail connections. TRCA strongly recommends the proponents to use fluvial geomorphology principles to decide the crossing locations. Furthermore, TRCA also strongly	No new crossings are proposed under the Master Plan. Any crossings identified in the Master Plan are existing or planned under the scope of the Mid-Humber Gap Trail Study, an external initiative with the City and TRCA. Inclusion of these crossings in the Master Plan report has been in consultation with the TRCA prior to receipt of May 26, 2025 comments.	No further comments at this time. Mid Humber Gap is being reviewed through a separate design and permitting process.	

		recommends that the trail connections are designed to pass the 25-year return period storm.			
8.	Water Resources	TRCA recommends that signage be placed in the public areas saying the water levels in the river may change rapidly during rain events. TRCA also recommends signage that says Dam upstream and therefore, water levels may change rapidly.	Specific signage content is outside of the scope of this Master Plan, but we note that the opportunity for signage to increase public awareness and safety during flood events is an important opportunity, as discussed with the TRCA on July 15, 2025.	No further comments at this time. TRCA staff will continue to review and comment on this component as the design progresses.	
9.	Planning Ecology	Managing and maintaining ravines in as natural a state as possible contributes significantly to hazard management. The proposal appears to focus primarily on programming opportunities and facilities. As ecological resilience is one of the stated guiding principles, TRCA staff recommend that a more holistic approach be explored that better balances the principle of ecological resiliency with the other guiding principles. This would likely require a reconsideration of the components of the project that may be higher impact (areas where vegetation removals are required and where watercourse banks are hardened/altered) along with greater opportunities for enhancement and expansion of the existing forest communities.	Ecological stewardship is an important programmatic target we are bringing forward in this Master Plan. Please refer to our response above to Item #1. Our approach to planting also includes significant areas of naturalization (ravine restoration, meadows, and gardens). We can look further into opportunities for expanding the existing forest communities. Following conversation with TRCA on July 15, 2025, we have significantly revised the design of Crawford-Jones Park using the Ecological Land Classification layer and aerial underlays to focus interventions within existing mowed areas. We have also shifted all proposed site alterations to occur east of the existing path (with the exception of aforementioned water access points).	No further comments at this time. TRCA staff will continue to review and comment on this component as the design progresses.	
10.	Planning Ecology	The concept plans appear to identify new trail locations on forested slopes. All trail alignments should avoid forested slopes due to hazard related concerns. Formalization of informal trails should also be avoided and the public use of informal trails on forested slopes should be discouraged. Please note that TRCA staff may not be in a position to support these trail alignments as the process moves forward. Please contact us for further discussion or site visits if needed.	All access paths proposed are improvements of existing paths in order to support the accessibility goals of the Master Plan. One exception is the Future Potential Hickory Tree Road Trail. This trail alignment is currently being studied by the City, and we have been asked by the City to include it as a “Future Potential” connection in our Master Plan. This connection has been our most requested item from our community engagement. We will include the Terms of Reference for the study provided by the City of Toronto and have noted that additional studies are required to determine the feasibility of this connection.	Comment not addressed. This response indicates that all trail proposals are improvements to existing trails. The response has not addressed concerns around formalizing and increasing the intensity of use of informal trails and associated significant increases in impacts to vegetation in areas of forested slopes. Reasonable, alternative access opportunities would seem to be abundant and should be utilized given the concerns associated with formalized trails on forested slopes. Please revise the Report by removing proposed trails on the steep, forested slopes while identifying more appropriate, lower risk trail access locations that do not have erosion-related impacts.	

11.	Planning Ecology	Several conceptual water access features appear to be proposed as noted above in comment 4. Please note that TRCA staff are not typically supportive of these types of watercourse bank alterations and recommend that any development of the watercourse banks be avoided. As noted, public safety is a huge factor and water accesses at this location (beside the river) can put people/structures/property at great risk. While the conceptual designs may be appropriate for ponds and lakes, watercourse banks and riparian areas should be maintained and managed in a fully vegetated natural state. Shoreline naturalization/restoration should be undertaken as necessary to support shoreline stability and limit the risks from erosion.	Please refer to above comments regarding our revised approach to water connections and proposed investments in ravine restoration in Phase 1.	Comment not addressed. Hardened and formalized water access points continue to be proposed. TRCA staff are not in a position to support these types of watercourse alterations within the subject lands. Please remove these features from the Report.	
12.	Planning Ecology	Several areas appear to identify proposed development in close proximity to the watercourse banks requiring removal of vegetation. Please note that development should not be proposed adjacent to the watercourse banks especially if it requires removal of vegetation that could undermine the stability of the watercourse banks and exacerbate erosion and river channel movement.	All site improvements, with the exception of the above-noted water access points, have been relocated east of the existing Humber River Recreational Trail.	No further comments at this time. The response appears to indicate that impacts to watercourse banks will be avoided. While not entirely clear within the Report, please note that maintenance and enhancement of riparian vegetation will remain a priority for TRCA staff given the critical importance of riparian vegetation to minimize flood and erosion risks by providing stability for the watercourse and valley system. TRCA staff will continue to review and comment on this component as the design progresses.	
13.	Planning Ecology	The proposed Crawford Jones Loop appears to require significant removals/impacts to existing forested communities. This is inappropriate as these features play an important role in stabilizing the valley corridor and provide erosion protection. Please revisit the concept designs for this area and explore opportunities to better incorporate the existing features.	Please refer to above comments. The concept design for Crawford- Jones Park has been revised to minimize impact to existing forested communities.	Comment not addressed. The response indicates that impacts have been minimized, however trails and programming appear to be proposed within the forest and associated natural community. These features play an important role in stabilizing this valley corridor and provide erosion protection. It's unclear how the existing vegetation will be maintained and protected. If gaps exist between existing vegetated nodes, restoration within this area to connect the nodes may be more appropriate than fitting high intensity programming between existing vegetation patches. Please clarify how these communities will be protected and enhanced to ensure stabilization of the valley corridor and avoid erosion-related impacts.	
14.	TRCA Property and Archaeology	Please confirm who the proposed owner of all the new infrastructure and recreational enhancement will be throughout this park system.	The City is expected to continue to own the new infrastructure and recreational enhancement of the park, but we are proposing a shared management, programming, and fundraising arrangement to be implemented in the form of a future park conservancy,	No further comments at this time. Staff advise that many of the study areas are located on TRCA-owned property under Management Agreement with the City of Toronto. As this project is still in the early stages of design, staff cannot confirm the property requirements at this time. Please note that easements may be required for new infrastructure proposed on TRCA property.	

			including the TRCA. Please refer to Chapter 5 – Making It Happen.	If it is determined that additional easements are required during the detailed design stage/site plan stage, TRCA staff will work with the proponent to complete the process. Please include this information in the final Master Plan Report.	
15.	TRCA Property and Archaeology	Depending on the answer to Comment 14, TRCA-owned lands affected by this project are under management agreement with the City of Toronto. TRCA staff will be seeking a letter from City of Toronto's Park department advising us of the park improvements on TRCA's owned lands in future stages of the project.	Noted.	No further comments at this time.	
16.	TRCA Property and Archaeology	The proposed master plan falls within TRCA owned property. Ground disturbance on TRCA property may necessitate an archaeological assessment, which must be cleared prior to any construction. For future stages of the project , in order to verify archaeological potential, please contact TRCA archaeology staff (Alistair Jolly at Alistair.Jolly@trca.ca or ext. 6405). Please note that a fee may be required for the archaeological assessment.	Noted.	No further comments at this time. TRCA staff expect that City of Toronto will contact TRCA Archaeology staff to determine archaeological requirements as the design/site plan progresses.	
17.	General	Please explain the path for this Master Plan and formal next steps in the planning stage including the involvement of the City of Toronto. TRCA staff would like to review the draft master plan to provide input and feedback to ensure that the work proposed will be able to address future permitting requirements.	The purpose of this Master Plan is to present overarching ideas and recommend specific improvements identified through our community engagement process. At this time, no funding for these improvements has been committed. We anticipate that individual components will be brought forward as funding becomes available, undergoing a detailed design process with additional engagement from all stakeholders.	No further comments at this time. Please see staff's comments on the Draft Master Plan below. Staff will continue to review and comment on this project as the design progresses.	
18.	General	Hickory Tree Road trail should be noted as "potential" or "conceptual". The City is at the beginning stages of assessing access into the ravine from the tablelands and it has not been determined to be feasible yet. Therefore, it is important that this be revised to ensure clarity to those who are viewing the master plan.	Noted, we have identified this as Future Potential Hickory Tree Road Trail and have provided text explaining the requirement for further feasibility assessments, and have provided access to the City of Toronto's Terms of Reference for the study.	Comment not addressed. Please be advised that the delineation of the Potential Hickory Tree Road trail alignment shown in the Draft Master Plan Report was deemed not feasible by TRCA due to the existing slope hazard. Please revise the delineated trail alignment shown in the Draft Master Plan Report as it points to a section of the slope (east side) that is not feasible for implementation.	
19.	General	The Mid Humber Gap trail is identified in the slides. This trail is being commented	Noted.	No further comments at this time.	

		on/reviewed by TRCA staff separate to this study and a number of outstanding comments remain on that trail connection.			
Preliminary Comments for Detailed Design					
20.	General	It remains unclear on what the exact next steps are for this master plan with respect to the adoption and implementation of the subject concepts. Regardless, if this master plan progresses, several detailed design items will need to be provided, depending on the items that progress. This includes but is not limited to: • TRCA permits will be required for all the proposed infrastructure and development that might be proposed out of this master plan. Please review TRCA website for additional information. Additional info can be provided as master plan moves forward including specific requirements. • Geotechnical investigations to support all proposed infrastructure including assessments completed by geotechnical engineers to ensure proposed trails, earthworks, structures, amenities etc., remain stable in the long term. A full geotechnical strategy that encompasses earthworks and grading strategy will need to be developed. Sequencing and construction provisions to protect surrounding area will need to be developed. • Water Resources engineering requirements, including structural engineering letters signed and stamped by a licensed professional engineer confirming that the proposed structures within the floodplain can withstand the floodplain elevation and velocity may be required. Please	There is no scope for detailed design at this time. As specific projects are identified and funding secured, they will progress through detailed design. All of these items will be addressed at the appropriate time. Thank you for specifying, we will be sure to include this information as part of our implementation strategy under Chapter 5 – Making It Happen.	Comment not addressed. Staff are unable to find this information in the Draft Master Plan Report – Chapter 5. Please clarify where this information is located in the report or add to the report appropriately.	

		note that the floodplain elevation and velocity may change for different structures at different locations within the watercourse. • At the detailed design stage, subscription to TRCA flood messages at https://trca.ca/conservation/flood-risk-management/sign-up-for-flood-messages/ • Erosion and Sediment Control (ESC) plans along with TRCA standard ESC notes and detail drawings. The most recent TRCA ESC guide can be found here https://sustainabletechnologies.ca/home/erosion-and-sediment-control/esc-guide/. • Additional technical and permitting requirements as per TRCA website.			
Draft Master Plan Report Comments – November 10, 2025					
21.	Planning/Water Resources			TRCA staff have reviewed the draft Master plan and identified that new areas have been proposed since the PIC review that are within the regulatory floodplain and hydraulic floodway. In line with comment #3, and using the same review framework, please see the below. <u>Highest Risk in Floodplain and Hydraulic Floodway – Components that should be removed, re-imagined, or altered</u> • Cruickshank ○ Dog Off Leash Area - These areas have been added to new recreational space and vegetated areas which will increase flood risk to people and property. ○ Children’s Playground and Gardens • Weston Lions ○ Pump Track and Basketball Court Area – These areas have been added into a new recreational space which will increase flood risk to people and property. <u>Secondary Risk in Floodplain and Hydraulic Floodway – Components that will require risk to be assessed by the City of Toronto to determine whether feasible</u> • Cruickshank ○ Path Improvements to Weir ○ Upgrades to Calisthenics Equipment	

				○ Outdoor Classroom ● Weston Lions ○ New Staircase ● Mallaby ○ Accessible Path – This path has potential to impact floodplain and riverine erosion. However, impacts to the valley slope are the key concern and are identified in comment 33.	
22.	Planning			Please also note that there is a large spill from the Humber River that overtops Lawrence Avenue West. It has been identified in the latest submission that an All-Season Multi-Use Sports Court and Ice Rink is proposed at the northwest end of Weston Lions Park. The feasibility of this facility at the proposed location needs to be determined after a spill assessment is conducted by a water resources engineer.	
23.	Planning			Staff understand that an elevated boardwalk is proposed within Cruickshank Park, south of Conron Place, connecting to the proposed Park Hub. We also understand that the elevated boardwalk is within the same location as an existing pathway connecting to the Humber River Recreational Trail within Cruickshank Park. a) As noted previously, staff have major concerns with a new Park Hub being constructed at this location due to the potential flood hazard and risk to health and safety of people and property. Please clarify the need to construct an elevated boardwalk at this location given the connection to a Park Hub that should be removed given the level of risk. b) Please provide further clarification on why a new boardwalk must be constructed where an existing pathway already exists. TRCA understands the intention is to construct an accessible pathway down into the park, however, note that there are other factors to consider if this component moves forward, including but not limited to, the existing buildings, valley slope impacts, and potential property impacts. Please ensure all factors are considered to ensure the feasibility of the proposal work.	
24.	Planning			Staff understand that a new switchback is being proposed within Little Memorial Park to connect to the existing Humber River Recreational Trail. Staff advise that the proposed switchback is located within the valley and on a steep slope. a) TRCA requests that disturbance into the vegetated valley slope is avoided to the extent feasible. Please investigate other alternative alignments for an accessible path (e.g., existing sidewalks, parking lot, located further away from the vegetated section of the valley slope, etc.) at this location.	

25.	Planning			Please be advised that the existing pathway within the north area of Cruickshank Park is extremely close to the watercourse and there is an existing steep slope on the northeast side. Staff understand that there is a proposal to widen this existing pathway and introduce pedestrian-only portions. Further clarification on how this work will be implemented and how it will not impact the existing hazards at the site will be required. As per TRCA's The Living City Policies, staff must ensure that intrusions into natural hazards are avoided, and site disturbance is minimized to the extent feasible.	
26.	Planning			Please be advised that a TRCA permit was issued to the City of Toronto for various playground and park improvements within Cruickshank Park in July 2024. We understand that this work is underway to redevelop the existing playground, thus impacting the need for the construction of new play equipment. TRCA suggests reevaluating the need for additional playground equipment/enhancements at this location.	
27.	Planning			Staff understand that a switchback south of Bellevue Crescent is being proposed within Weston Lions Park. Please note that there is an existing trail directly east of this location and an existing parking lot connected to Hickory Tree Road which is connected by a sidewalk down from the slope. TRCA suggests reevaluating the proposal given the existing conditions at this location and request that site disturbance is minimized to the extent feasible.	
28.	Planning			Specific features, hazards, regulation limits, etc., will need to be delineated on drawings/plans as the process moves forward to ensure proposed development is sited appropriately.	
29.	Planning			Staff understand that a birch grove and storytelling circle is being proposed within Crawford-Jones Park. Please clarify if this gathering area includes a building/structure to be placed within the floodplain. Staff may have further comments once more information is provided.	
30.	Planning			Please clarify if the multi-use path improvements within Crawford-Jones Park include a bridge widening south of the 401 Highway as noted on page 127. In addition, please clarify if any of the path improvements will require in-water work. Staff may have further comments once more information is provided.	
31.	Planning			Please clarify if the plaza at Raymore Bridge within Weston Lions Park consists of a new building/structure.	
32.	Planning			Staff note that there is an existing trail connection from an existing parking lot directly north of the proposed stair improvements work within Weston Lions Park. TRCA suggests reevaluating the proposal given the existing conditions at this location and request that site disturbance is minimized to the extent feasible.	
33.	Geotechnical Engineering			Staff understand that a new permanent accessible pathway is being proposed off St Phillips Road connecting to the existing Humber River Recreational Trail. TRCA advises that the slope at this location is extremely steep and given the existing grades, the proposed trail alignment may not be feasible at this location. Due to the impacts to the valley and the erosion hazard, TRCA requests that this accessible trail is removed from the proposal and that other alternatives are investigated outside of the valley/erosion hazard.	
34.	Planning Ecology			The proposed Dog Off Leash Area is located within the valley system and a highly vegetated area. Please note that these features play an important role	

				in stabilizing this valley corridor and provide erosion protection. Given this, TRCA requests that this is removed from the proposal or relocated outside of the valley/vegetated area due to the impacts to the natural hazards on site.	
35.	General			Please note that the City of Toronto is in the early stages of developing a new trail connection within Cruickshank Park at the Lawrence Avenue West and Little Avenue intersection that might address/remove the need to build an accessible path as identified through this master plan. Please contact Kelsey Carriere (Kelsey.Carriere@toronto.ca) for project coordination.	
36.	General			Please note that the City of Toronto is proposing a new sewer and outfall replacement project along the existing trail south of Conron Place and within Cruickshank Park. Please contact Talal Antar (talal.antar@toronto.ca) for project coordination.	
37.	General			Staff advise that the review fee of \$14,460.00 remains outstanding. Please confirm who will be paying for the review fee and provide their contact information.	