



REPORT FOR ACTION

189 and 195 Old Weston Road – Official Plan and Zoning By-law Amendment – Appeal Report

Date: October 2, 2025

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District

Ward: 9 - Davenport

Planning Application Number: 21 199583 STE 09 OZ

Related Application: 23 129424 STE 09 SA

SUMMARY

On August 17, 2021 an Official Plan and Zoning By-law Amendment application was submitted to the City for an 8 storey non-residential building, two residential buildings of 11 and 27 storeys, and a 3 storey above grade parking structure at 189 and 195 Old Weston Road. The proposed development includes a total gross floor area of 34,361 square metres, including 4,410 square metres of employment office space and 296 residential units.

On June 11, 2025, the applicant appealed the Official Plan and Zoning By-law Amendment application to the Ontario Land Tribunal ("OLT") due to Council not making a decision within the timeframe prescribed by the Planning Act.

On August 15, 2025, the Minister of Municipal Affairs and Housing issued a Notice of Decision to approve the Keele St. Clair Secondary Plan (OPA 537) without any modifications, which is a final decision that brought OPA 537 into effect as of that date.

This report recommends that the City Solicitor and appropriate City staff attend the OLT to oppose the Official Plan and Zoning By-law Amendment application in its current form and to continue discussions with the applicant in an attempt to resolve outstanding issues.

RECOMMENDATIONS

The Director, Community Planning, Toronto and East York District recommends that:

1. City Council direct the City Solicitor and appropriate City staff to attend the Ontario Land Tribunal in opposition to the current application regarding the Official Plan and Zoning By-law Amendment appeal for the lands at 189-195 Old Weston Road and to continue discussions with the applicant in an attempt to resolve outstanding issues.

2. City Council authorize the City Solicitor and City Staff to take any necessary steps to implement City Council's decision, including requesting any conditions of approval that would be in the City's interest, in the event the Ontario Land Tribunal allows the appeal, in whole or in part.

FINANCIAL IMPACT

The Development Review Division confirms that there are no financial implications resulting from the recommendations included in this Report in the current budget year or in future years.

DECISION HISTORY

In August of 2019, the City completed a Transportation Master Plan (TMP) to examine solutions to relieve traffic congestion, improve connections for pedestrians and cyclists, and increase access to public transit, in the area of St. Clair Avenue West, between Keele Street and Old Weston Road. The TMP followed the Municipal Class Environmental Assessment Study. The recommended improvements documented in the TMP include: the widening of St. Clair Avenue West, the extension of Gunns Road to Union Street, the extension of Keele Street to meet the Gunns Road extension, and the extension of Davenport Road to Union Street. More information related to the St. Clair Avenue West TMP can be accessed at the following link:

<https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/stclairwesttmp/>.

At its meeting on October 15, 2019, Planning and Housing Committee adopted a report from the Chief Planner and Executive Director, City Planning, on the Growth Plan Conformity Exercise and Municipal Comprehensive Review (MCR) requirements, and directed City Planning to "prioritize the study of the Keele-St. Clair area including lands around McCormack Street where lands are designated as *Employment Areas* and are not identified as a Provincially Significant Employment Zone as part of the upcoming review in order to enable the potential unlocking of the lands in the vicinity of the SmartTrack/GO Kitchener line and planned station located in the area of these lands."

The decision history can be accessed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.PH9.2>.

At its meeting on June 28, 2021, Planning and Housing Committee adopted a report from the Chief Planner and Executive Director, City Planning, containing a consultation summary and draft directions for policy and land use considerations for the Keele-St. Clair Local Area Study. A draft Official Plan Amendment (OPA) for the St. Clair-Old Weston Protected Major Transit Station Area (PMTSA) was also included in the report. The decision history can be accessed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH25.8>.

A Preliminary Report on the application at 189-195 Old Weston Road was adopted by Planning and Housing Committee on January 12, 2022. Staff were directed to schedule a community consultation meeting with an expanded notice area and to review the applications, which included the conversion of the majority of the lands from

Employment Areas to Mixed Use Areas for the purpose of permitting non-employment uses, concurrently and in the context of the statutory review of the Official Plan, which included the Municipal Comprehensive Review that had commenced by the City. The Preliminary Report can be accessed at the following link:

<https://secure.toronto.ca/council/agenda-item.do?item=2022.PH30.11>

On July 19, 2022, City Council adopted the recommended Major Transit Station Area and Protected Major Transit Station Area Official Plan Amendments (OPA 540, OPA 544, OPA 570 and OPA 575), which would amend Chapter 8 of the Official Plan pursuant to Sections 16(15) and 26 of the Planning Act. These were approved with modifications by the Minister of Municipal Affairs and Housing on August 15, 2025, and are now in force and effect: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/official-plan-review/>

On July 22, 2022, City Council adopted OPA 537, Keele-St. Clair Secondary Plan, and the enacting By-law was received by the Minister of Municipal Affairs and Housing on August 9, 2022, for approval. On August 15, the Minister of Municipal Affairs and Housing approved the Keele-St. Clair Secondary Plan and implementing OPA 537 without modifications. The decision can be accessed at the following link:
<https://ero.ontario.ca/notice/019-5872?share=zB2IT6BqQv-GI6LQQZwkhKuy-qdVNYI68Upfz6XA0IU>

Description

The site is located south of the intersection of Davenport Road and Old Weston Road, east of the GO/CP Rail corridor. Low rise neighbourhoods are located to the north, east and to the south. The property is irregular in shape and has an area of 10,224 square meters. The site is currently used as a yard to store construction equipment.

Surrounding Uses

North: Westport Avenue and a low rise residential neighbourhood.

South: an auto service shop, a low rise residential neighbourhood and an intersecting rail line.

East: a low rise residential neighbourhood along Miller Street, as well as a series of low rise light industrial and commercial units, including auto service uses, studios and repair shops.

West: the GO/CP rail corridor and industrial uses.

THE APPLICATION

Description

The application proposes to amend the Official Plan to redesignate the site from Core Employment Areas to Mixed Use Areas and to redevelop the site with three mixed-use

buildings. As a result of the Minister's adoption of OPA 537, this land use redesignation has already been effected. The proposal is for a mixed-use development that includes an 8 storey non-residential building, two residential buildings of 11 and 27 storeys respectively, and a 3 storey above grade parking structure.

The development as currently proposed provides for a total gross floor area (GFA) of 34,361 square metres. An access driveway with a turnaround internal to the site is proposed between the two northerly buildings. A parkland dedication of 818 square metres is proposed.

Density: 3.36 times the area of the lot, inclusive of the parking GFA (based on the gross site area of 10,224 square meters).

Residential Component: A residential GFA of 29,951 square metres is proposed with 405 dwelling units, including 282 one-bedroom (70%), 84 two-bedroom (21%) and 39 three-bedroom (10%) units.

Non-Residential Component: A non-residential GFA of 4,410 square metres is proposed as employment uses.

Amenity Space: A total of 1,620 square metres are proposed with 810 square metres provided for each of indoor and outdoor spaces.

Bicycle Parking: A total of 433 bicycle parking spaces, of which 58 would be short term bicycle parking spaces.

Parking and Loading: A total of 183 vehicular parking spaces are proposed in an above-grade parking structure, of which 137 are resident parking spaces and 46 are visitor parking spaces. 1 Type B loading space, 1 Type C loading space, and 1 Type G loading space are also proposed.

Additional Information

See the attachments of this report for the Application Data Sheet, Location Map, site plan, elevations, and 3D massing views of the proposal. Detailed project information including all plans and reports submitted as part of the application can be found on the [City's Application Information Centre](#).

Reasons for Application

At the time of application, an Official Plan Amendment was required to permit mixed-use development on lands then identified for employment purposes. Through the Keele-St. Clair Secondary Plan (OPA 537), the City has removed the site from Employment Areas on Map 2 Urban Structure Plan and converted most of the site from Core Employment Areas to Mixed Use Areas. The subject site does retain a small portion of Core Employment, and includes a Parks designation. The Minister of Municipal Affairs and Housing's August 15, 2025 Notice of Decision to approve OPA 537 without any modifications brought OPA 537 into effect as of the date of Notice. The OPA Application is still required as the proposed development does not conform with all applicable policies of OPA 537.

The Zoning By-law Amendment application is required to facilitate site-specific permissions related to the proposed development including the land uses, density, building heights and building envelope, parking and loading requirements, among other performance standards.

Agency Circulation Outcomes

The application has been circulated to all appropriate agencies and City Divisions. Responses received have been used to assist in evaluating the application.

POLICY AND REGULATION CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024), and shall conform to provincial plans.

Keele-St. Clair Secondary Plan

The site is located in the Keele-St. Clair Local Area Study (KSC LAS) area, which resulted in OPA 537, the Keele-St. Clair Secondary Plan and SASP 630. The Keele-St. Clair Secondary Plan was adopted by City Council in July of 2022, and referred to the Minister of Municipal Affairs and Housing for approval. A decision from the Minister was issued on August 15, 2025, which approved OPA 537 without any modifications.

The KSC LAS was initiated by City staff as part of a Municipal Comprehensive Review and Growth Plan conformity exercise. The purpose of the KSC LAS was to create a new Secondary Plan for the area, inclusive of land use designations and policies to guide growth and the creation of a complete community. Attachment 3 in this report shows the Land Use Plan in the Keele-St. Clair Secondary Plan and represents the in-force land use designation for the site as a predominantly Mixed Use Area with some smaller Core Employment and Parks designated areas.

Protected Major Transit Station Area

The site is located within a Protected Major Transit Station Area (PMTSA), within 500m of the St. Clair-Old Weston station area associated with Site and Area Specific Policy (SASP) 630 in Chapter 8 of the Official Plan. The site has a minimum floor space index (FSI) of 1.5 times the area of the lot. The area is planned for a minimum population and employment target of 200 residents and jobs combined per hectare. SASP 630 was approved by the Minister on August 15, 2025 and is now in full force and effect.

St. Clair Avenue West Area Transportation Master Plan

The approved St. Clair Avenue West Transportation Master Plan (TMP) identifies the following four area-wide infrastructure improvements that address traffic congestion on

St. Clair Avenue West between Keele Street and Old Weston Road and expand multi-modal travel options:

- The extension of Gunns Road easterly from Weston Road under the rail corridor to Union Street;
- The extension of Keele Street south to the Gunns Road extension;
- The northerly extension of Davenport Road; and
- The widening of St. Clair Avenue West between Keele Street and Old Weston Road.

Zoning

The site is currently split zoned I2 D2 (to the north) and I3 D2 (to the south) under the former City of Toronto Zoning By-law No. 438-86. A height limit of 14 metres applies across the site (see Attachment 4). The site is currently not subject to By-law 569-2013.

Design Guidelines

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

- Tall Building Design Guidelines;
- Growing Up Guidelines for Children in Vertical Communities;
- Pet Friendly Design Guidelines for High Density Communities;
- Best Practices for Bird Friendly Glass; and
- Toronto Accessibility Design Guidelines

Toronto Green Standard

The Toronto Green Standard (TGS) is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the TGS. Tiers 2 and above are voluntary, higher levels of performance with financial incentives (partial development charges refund). Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

ENGAGEMENT

Indigenous Engagement

OPA 537 directs that Rights-Holders First Nations in the Keele-St. Clair area be engaged with on all publicly and privately initiated development proposals. In accordance with this direction, City staff invited members of the Six Nations of the Grand River, Haudenosaunee Confederacy, Huron-Wendat, and Mississaugas of the Credit to participate in a workshop to discuss this application along with other nearby development applications.

On April 26, 2022, staff met with members of the Six Nations of the Grand River and discussed matters related to archaeology, protection and improvements of the natural

environment, tree replacement, impacts to wildlife, and climate change mitigation and adaptation.

Statutory Public Meeting Comments

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

COMMENTS

Provincial Planning Statement

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff have reviewed the current proposal for consistency with recent provincial policy direction and provincial plans. This application generally conforms to the Provincial Planning Statement in the opinion of staff.

Land Use

This site is designated an Employment Priority Area in the Keele-St. Clair Secondary Plan, requiring that development provide a minimum non-residential gross floor area equivalent to 1.0 times the site area, excluding lands to be conveyed or 15 percent of the total GFA of the proposed development, whichever is less. A maximum of 49 percent of the non-residential GFA can be in the form of retail and personal service uses. In this instance, the proposed residential and commercial uses conform with the Keele-St. Clair Secondary Plan, as adopted, but the ratio of non-residential uses does not conform to Secondary Plan policies Policy 7.1, 7.2, and 7.3. The applicant proposes 4,410 square metres of non-residential gross floor area, which does not meet the non-residential requirements of OPA 537. Further to this, Provincial Planning Statement policy 2.1.6 also notes the importance of providing an appropriate mix of uses.

Additionally, the Keele-St. Clair Secondary Plan also requires that the minimum non-residential GFA be developed prior to or concurrent with residential development, to ensure a balance of residential and non-residential growth. Staff recommend that the Tribunal's final Orders be withheld until the owner submits a phasing plan to demonstrate the order in which the various elements of development would be delivered.

The OPA application must also be revised to reflect the partial conversion of the site. The site is predominantly Mixed Use Area with some smaller Core Employment and Parks designated areas.

Density, Height, Massing

The site is located in Rail Corridor South on Map 2 - Structure Plan, of the Keele-St. Clair Secondary Plan. The Secondary Plan speaks to the need for variation in massing

and features a variety of building types. In its current form, the application requires further refinement to its built form, site organization, massing, lane, street and park frontages in order to conform to Secondary Plan Policy 8.16. Evolution of the application must also address Policy 8.5, which speaks to building setbacks as they relate to adjacent neighbourhoods.

The application exceeds the minimum density of 1.5 FSI for the site within the PMTSA.

Public Realm

The expansion and enhancement of the public realm is a priority of the Keele-St. Clair Secondary Plan. The Secondary Plan speaks to setbacks that provide for pedestrian amenity, adequate soil volumes and attractive interface with public realm elements. It also seeks additional tree plantings to create a comfortable pedestrian environment and mitigate impacts of busy streets and blank walls. Additional refinement of these elements is required to ensure conformity with the Secondary Plan.

The frontage of the proposed development on the future pedestrianized rail path connection requires further consideration to protect for a consistent and attractive interface with the public realm. The proposed width of the pedestrianized rail path connection may not be adequate to accommodate for multi-modal users and plantings. Additional refinements to the proposal are required to conform to Secondary Plan Policies 4.5 and 8.16f.

Housing

The Official Plan directs that a full range of housing in terms of form, tenure and affordability be provided to meet the current and future needs of residents. The development proposes 282 one-bedroom (70%), 84 two-bedroom (21%) and 39 three-bedroom (10%) units, resulting in a unit mix that meets the Growing Up Guidelines.

Secondary Plan Policy 6.1 directs that affordable housing provided by development be maximized in accordance with the provisions of the Official Plan and provincial policy, regulatory and program requirements. The Planning Rationale submitted in support of the applications indicates that 20 units are proposed as affordable housing (5% of total units). Additional details from the applicant are required to evaluate the affordable housing proposal and how it is proposed to be secured.

Indigenous History and Cultural and Natural Heritage

The City of Toronto Official Plan commits to listen and learn from Indigenous Peoples as we plan for growth and development of our city with and for Indigenous Peoples. In turn, the Keele-St. Clair Secondary Plan directs that Rights-Holders First Nations be engaged on all development proposals in the Keele-St. Clair area. Indigenous culture of the past, present, and future is to be celebrated and implemented through place making, public art, and other initiatives. Further to the workshop held on April 26, 2022, with some Rights-Holders First Nations, the applicant is encouraged to celebrate Indigenous culture through the incorporation of Indigenous place making and public art.

Servicing

Engineering Review staff have reviewed the submitted materials and have identified several outstanding items related to Functional Servicing and Stormwater Management.

In the event that the Ontario Land Tribunal allows the Official Plan and Zoning By-law Amendment appeal in whole or in part, staff recommend the final Order be withheld until the owner, at their sole cost and expense, has submitted a revised Functional Servicing and Stormwater Management Report, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services. Staff also recommend that a final Order be conditional upon the owner entering into a financially secured agreement for the construction of any improvements to the municipal infrastructure in connection with the accepted Functional Servicing Report with the Chief Engineer and Executive Director, Engineering and Construction Services, should it be determined that improvements to such infrastructure are required.

Rail Safety

The lands are located adjacent to the GO/CP rail corridor with Metrolinx tracks located just west of the site. In order to ensure that the appropriate setback and derailment protection is proposed, the Rail Safety Assessment Report submitted with the development proposal will be subject to a peer review process which has not yet been initiated. In the event that the OLT allows the appeal in part or in whole, it is recommended that City Council direct the City Solicitor to request that the OLT withhold its final Order until the Rail Safety Assessment Report has been peer reviewed and is satisfactory to the peer reviewer.

Traffic Impact, Access, Parking and Loading

A Transportation Impact Study was submitted to assess the traffic impact, access, parking and loading arrangements for this development. Transportation Review staff have reviewed the study and accepted the conclusions but advise that a Transportation Demand Management Plan must be prepared. Staff recommend that the Tribunal's final Orders be withheld until the Transportation Demand Management Plan has been accepted to the satisfaction of the General Manager of Transportation Services and the Executive Director, Development Review.

Site access arrangement, site circulation and layout and the design of the proposed site entrance driveways may be explored further through the OLT process as well as through the site plan review process.

Parkland

In accordance with Section 42 of the Planning Act, the applicable alternative rate for on-site parkland dedication is one hectare per 600 net residential units to a cap of 10 percent of the development site as the site is less than five hectares, with the non-residential uses subject to a two percent parkland dedication. The parkland dedication requirement on this site is 917 square metres. The proposed parkland dedication is 818 square metres (8% of site area). Further design work is required to ensure that the

required parkland dedication is achieved in order to advance the City's objectives for parkland dedication.

Toronto Green Standard

The applicant is encouraged to explore and consider the incorporation of high energy performance measures in order to achieve a zero emissions development and green infrastructure solutions to maximize the retention and absorption of stormwater.

Additionally, the current development proposal does not meet the minimum soil volume requirements. Should the design of the proposed development evolve through the appeal process, the applicant is encouraged identify opportunities for additional tree planting and to consider site design, siting and orientation, massing, building envelope, and mechanical systems that reduce energy demands and improve stormwater management, reduce heat island impact, enhance biodiversity, and improve pedestrian comfort.

Community Services and Facilities

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

Further Issues

Should staff be required to evaluate supplementary or revised materials submitted by the applicant after the date of this report, additional issues may be identified.

Conditions to Any Tribunal Order

Should the Ontario Land Tribunal allow the appeal, in whole or in part, the following include a preliminary list of conditions that should be imposed on the issuance of any final order of the Tribunal to the satisfaction of the appropriate City Officials:

- the final form and content of the draft Official Plan Amendment is to the satisfaction of the Executive Director, Development Review and the City Solicitor;
- the final form and content of the draft Zoning By-law Amendment is to the satisfaction of the Executive Director Development Review and the City Solicitor;
- the Owner has as its sole cost and expense:
 - submitted a revised Functional Servicing and Stormwater Management Report for review and acceptance, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services;

- made arrangements with the City for the design and construction of any improvements to the municipal infrastructure, should it be determined that upgrades are required to the infrastructure to support this development, according to the revised Functional Servicing and Stormwater Management Report accepted by the Chief Engineer and Executive Director, Engineering and Construction Services, and revised Transportation Impact Study accepted by the General Manager, Transportation Services;
- submitted a revised Transportation Impact Study and Transportation Demand Management Plan to the satisfaction of the General Manager, Transportation Services;
- submitted a revised Rail Safety Assessment including peer review by a third-party consultant, to the satisfaction of the Executive Director, Development Review;
- submitted a revised Noise and Vibration Study including peer review by a third-party consultant, to the satisfaction of the Executive Director, Development Review;
- submitted a phasing plan to demonstrate the order in which the various elements of development would be delivered, to the satisfaction of the Executive Director, Development Review;
- made revisions to meet the Toronto Green Standard requirements to the satisfaction of the Executive Director, Development Review.
- Should it be determined that infrastructure upgrades are required to support the development according to the accepted Functional Servicing and Stormwater Management Report and the Transportation Impact Study, or until such time as the planned improvements identified in the St. Clair Avenue West Area Transportation Master Plan are delivered, City Council direct the City Solicitor and appropriate City staff to request that a Holding Provision be included in the final form of the site-specific Zoning By-law Amendment, and the Holding Provision not be lifted until such a time as the owner has made satisfactory arrangements, including entering into appropriate agreement(s) with the City for the design and construction of any improvements to municipal infrastructure and the provision of financial securities, to the satisfaction of the Chief Engineer and Executive Director, Engineering and Construction Services, and the General Manager, Transportation Services.

CONTACT

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SIGNATURE

A handwritten signature in black ink, appearing to read "Carly R".

Carly Bowman, M.Sc.PI., MCIP, RPP
Director, Community Planning
Toronto and East York District

ATTACHMENTS

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: Site Plan

Attachment 1: Application Data Sheet

Municipal Address: 189-195 OLD WESTON RD Date Received: August 17, 2021
Application Number: 21 199583 STE 09 OZ
Application Type: OPA and Rezoning
Project Description: Official Plan and Zoning By-law amendment application to facilitate the development of the site for two mid-rise buildings that range from 8 to 11-storeys in height, a 27-storey tall building and three storey parking structure. The proposed development includes a total gross floor area of 34,361 square metres, including 4,410 square metres of employment office space and 405 residential units.

| Applicant | Agent | Architect | Owner |
|---------------|-------|-----------|-------------------------------------|
| BOUSFIELD INC | | | WESTPORT PROPERTIES DEVELOPMENT LTD |

EXISTING PLANNING CONTROLS

| | | | |
|----------------------------|-----------------|--------------------------|---------------------|
| Official Plan Designation: | Mixed Use Areas | Site Specific Provision: | SASP 630 OPA 537 |
| Zoning: | I2 D2 | Heritage Designation: | N |
| Height Limit (m): | 14 | Site Plan Control Area: | Y |

PROJECT INFORMATION

| | | | | | |
|-------------------|--------|---------------|----|------------|----|
| Site Area (sq m): | 10,224 | Frontage (m): | 77 | Depth (m): | 62 |
|-------------------|--------|---------------|----|------------|----|

| Building Data | Existing | Retained | Proposed | Total |
|-----------------------------|----------|----------|----------|--------|
| Ground Floor Area (sq m): | | | 6,429 | 6,429 |
| Residential GFA (sq m): | | | 29,951 | 29,951 |
| Non-Residential GFA (sq m): | | | 4,410 | 4,410 |
| Total GFA (sq m): | | | 34,361 | 34,361 |
| Height - Storeys: | | | 27 | 27 |
| Height - Metres: | | | 86 | 86 |

| | | | |
|-------------------------|-------|--------------------|------|
| Lot Coverage Ratio (%): | 62.88 | Floor Space Index: | 3.36 |
|-------------------------|-------|--------------------|------|

| Floor Area Breakdown | Above Grade (sq m) | Below Grade (sq m) |
|--------------------------|--------------------|--------------------|
| Residential GFA: | 29,951 | |
| Retail GFA: | | |
| Office GFA: | | |
| Industrial GFA: | | |
| Institutional/Other GFA: | 4,410 | |

| Residential Units by Tenure | Existing | Retained | Proposed | Total |
|-----------------------------|----------|----------|----------|-------|
| Rental: | | | | |
| Freehold: | | | | |
| Condominium: | | | 405 | 405 |
| Other: | | | | |
| Total Units: | | | 405 | 405 |

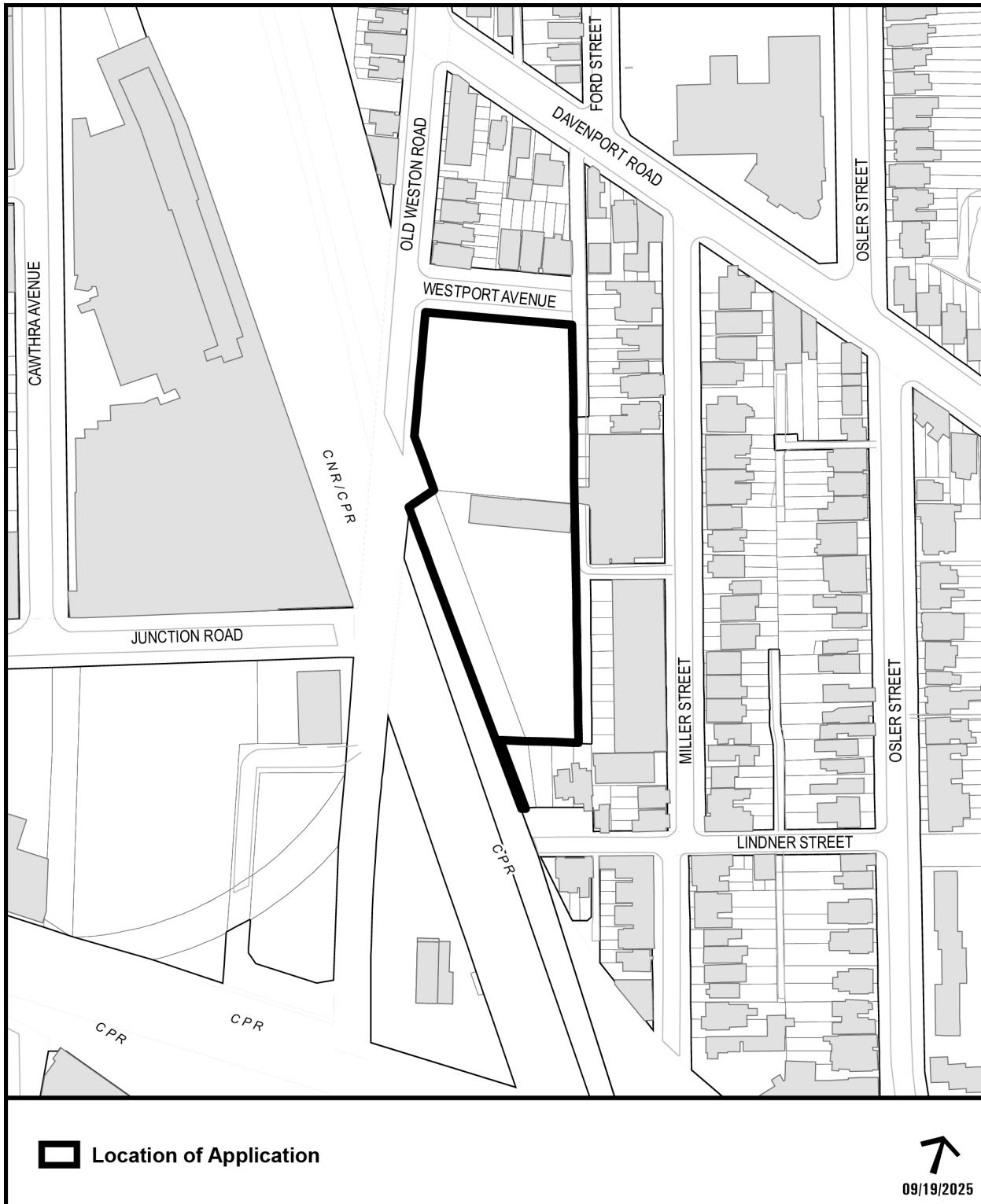
Total Residential Units by Size

| | Rooms | Bachelor | 1 Bedroom | 2 Bedroom | 3+ Bedroom |
|--------------|-------|----------|-----------|-----------|------------|
| Retained: | | | | | |
| Proposed: | | | 282 | 84 | 39 |
| Total Units: | | | 282 | 84 | 39 |

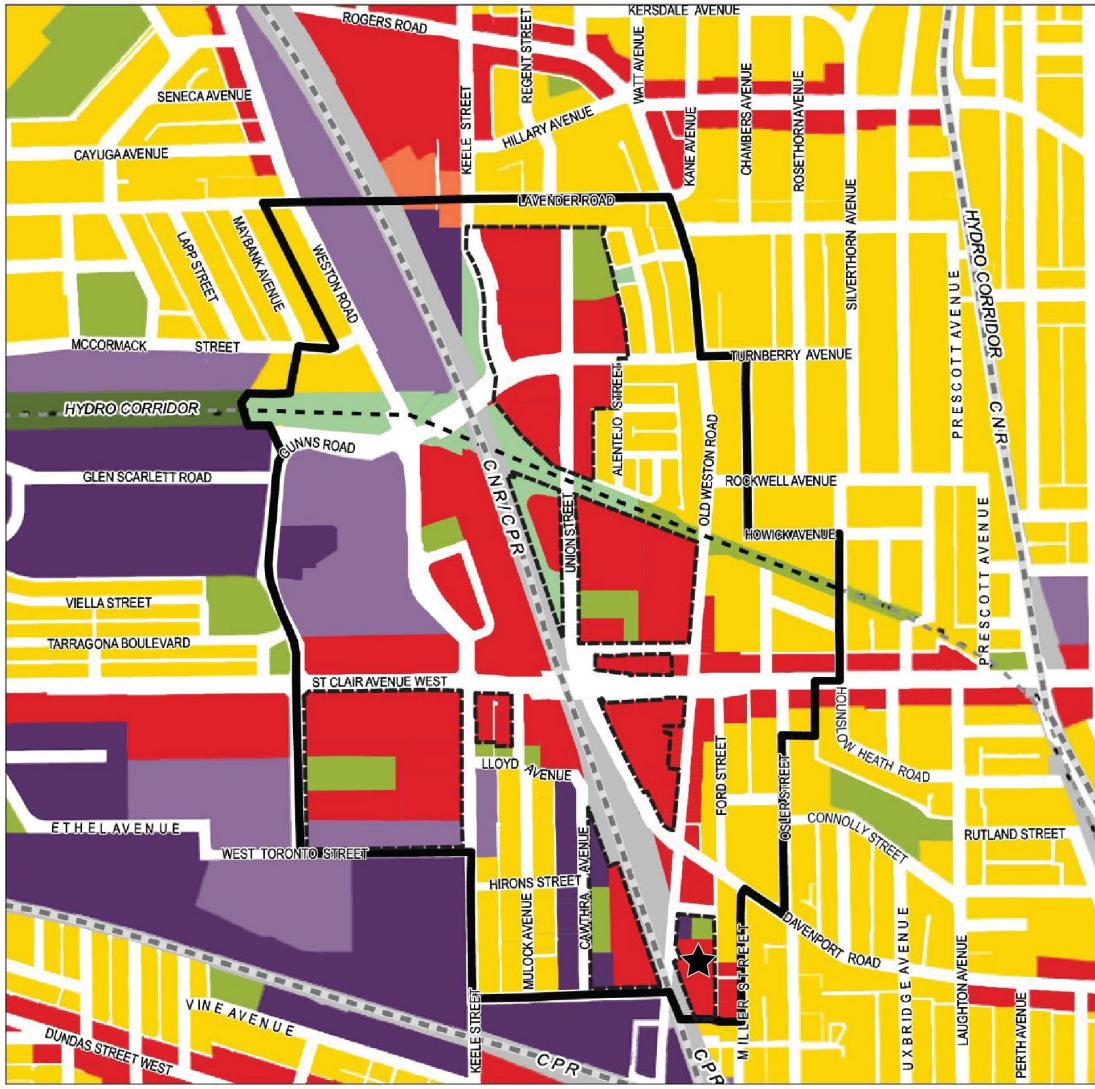
Parking and Loading

| | | | | | |
|-----------------|-----|-------------------------|-----|----------------|---|
| Parking Spaces: | 183 | Bicycle Parking Spaces: | 433 | Loading Docks: | 3 |
|-----------------|-----|-------------------------|-----|----------------|---|

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



TORONTO Keele St. Clair Secondary Plan MAP 1 Land Use Plan

189-195 Old Weston Road
File # 21 199583 STE 09 0Z



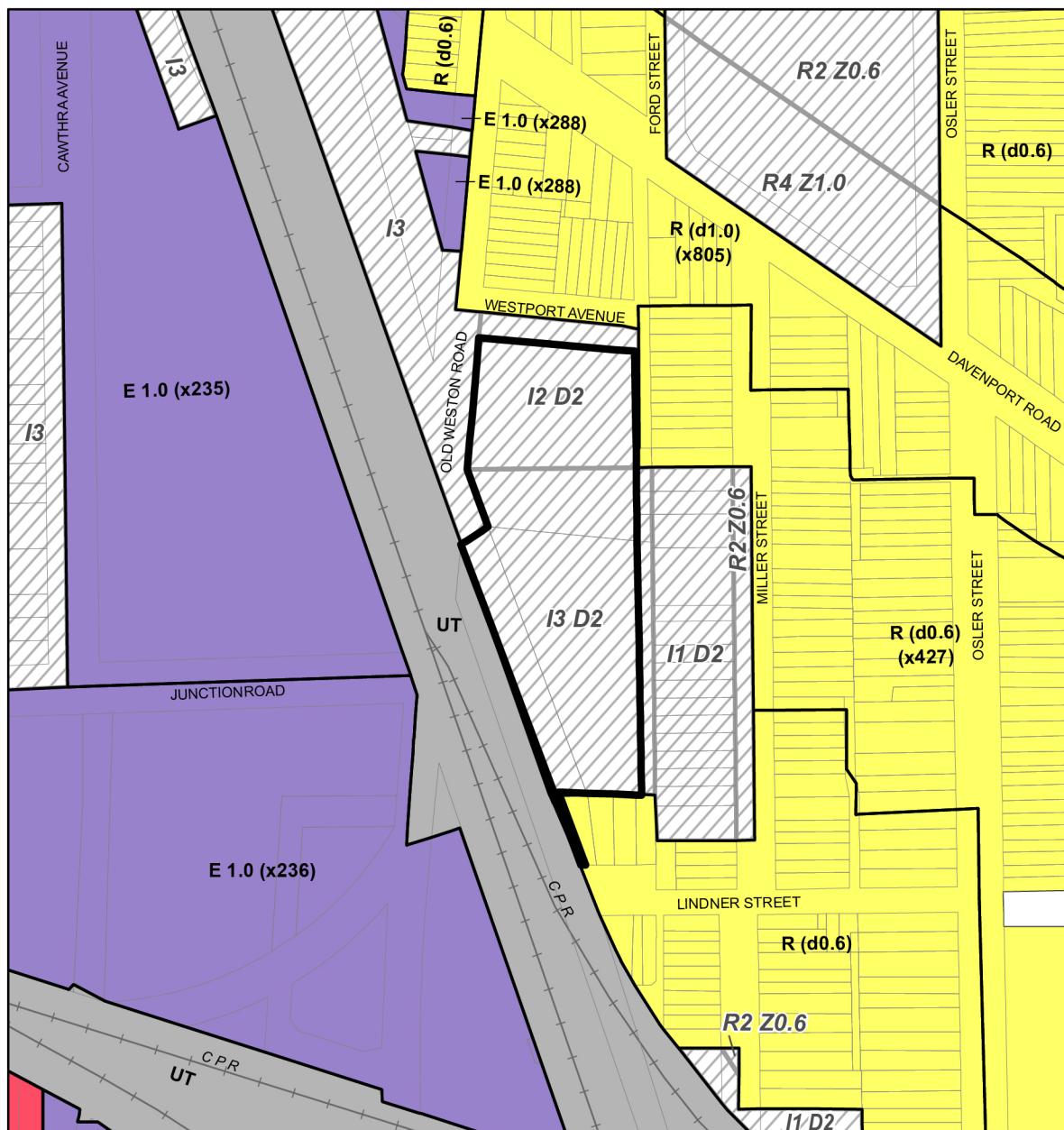
Location of Application

| | | | | | |
|--|--|--|------------------------|--|--------------------------|
| | Keele-St.Clair Secondary Plan Boundary | | Institutional Areas | | General Employment Areas |
| | Neighbourhoods | | Natural Areas | | Core Employment Areas |
| | Apartment Neighbourhoods | | Parks | | Regeneration Areas |
| | Mixed Use Areas | | Other Open Space Areas | | Utility Corridors |



Not to Scale
Extracted: 09/22/2025

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

189-195 Old Weston Road

File # 21 199583 STE 09 OZ

Location of Application

R Residential

CR Commercial Residential

EL Employment Light Industrial

E Employment Industrial

UT Utility and Transportation

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

R2 Residential District

R4 Residential District

I1 Industrial District

I2 Industrial District

I3 Industrial District



Not to Scale
Extracted: 09/19/2025

Attachment 5: Site Plan



Site Plan

