

1151 Weston Road – Official Plan and Zoning By-law Amendment Application – Decision Report – Approval

Date: June 18, 2026

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 5 - York South-Weston

Planning Application Number: 25 188115 WET 05 OZ

SUMMARY

This report recommends approval of the application to amend the Official Plan and Zoning By-law to permit a 46-storey mixed-use development on a Part IV designated heritage property. The single-storey former bank building on the designated property will be reoriented, relocated within the property, conserved, and integrated with the new development. The development will provide approximately 296 square metres of ground-floor non-residential space and 509 residential units. A related report seeking approval for the proposals under Part IV, Sections 33 and 34(1)1 of the Ontario Heritage Act is also provided for Etobicoke York Community Council consideration.

The proposed Official Plan and Zoning By-law Amendment are consistent with the Provincial Planning Statement (2024) and conform to the City's Official Plan. The proposal provides housing and ground-floor commercial space while conserving and incorporating a heritage building adjacent to a new transit station. The proposal aligns with the vision of the Mount Dennis Secondary Plan for this area.

RECOMMENDATIONS

The Director, Community Planning Etobicoke York District recommends that:

1. City Council amend the Official Plan for the lands municipally known as 1151 Weston Road substantially in accordance with the draft Official Plan Amendment included as Attachment 5 to this Report.

2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 1151 Weston Road substantially in accordance with the draft Zoning By-law Amendment included as Attachment 6 to this Report.

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

FINANCIAL IMPACT

There are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

DECISION HISTORY

At its meeting of November 13, 14, 15, and 18, 2013, City Council included the Bank of Nova Scotia building, located at the property at 1151 Weston Road, on the City of Toronto's Heritage Register, for its cultural heritage value. City Council's decision can be found here: [Agenda Item History - 2013.EY28.8](#).

On October 8 and 9, 2025, City Council stated its intention to designate a property under Part IV, Section 29 of the Ontario Heritage Act for the property at 1151 Weston Road. On December 17, 2025, City Council adopted by-law 1500-2025, designating the property at 1151 Weston Road as being of cultural heritage value or interest. City Council's decision can be found here: [Agenda Item History - 2025.PH24.8](#).

THE SITE AND SURROUNDING LANDS

Description

The site is approximately 1,311 square metres in size with frontages along three public streets. The site is triangular in shape, with the narrowest point located at the northeast intersection of Weston Road and Eglinton Avenue. The site also has frontage along the east side of Hollis Street. The Eglinton Avenue frontage is approximately 36 metres, the Weston Road frontage is approximately 3.65 metres, and the frontage along Hollis Street is approximately 52 metres. The topography of the site is irregular, with the property line at grade along Hollis Street, sloping up towards the centre of the site and then down toward Eglinton Avenue. The site is adjacent to the west station entrance of the Mount Dennis LRT Station. See Attachment 2 for the Location Map.

There is currently a one-storey Bank of Nova Scotia building on the site, which is a designated heritage building. The building was constructed in 1949, repositioned on the lot in 1967, and a side extension was added in 1982. The proposal will move, reorient and conserve two façades of the heritage building, incorporating them into the base building of the proposed development.

Surrounding Uses

North: To the north of the site is 9 Hollis Street, which is a parcel of land owned by Metrolinx, and further north are low-rise residential buildings and the rail corridor beyond. There are a number of approved development applications ranging in height from 35 storeys to 48 storeys between Weston Road and the rail corridor to the north and west of the site.

South: The intersection of Weston Road with Eglinton Avenue is directly to the south of the site with low-rise commercial uses at the west and south corners of the intersection and the St. Mary and St. Martha Anglican Church at the east corner of the intersection. Further south is a low-rise neighbourhood.

East: Adjacent to the site, to the east, is the west station entrance to the Mount Dennis LRT Station. Further east along Weston Road is the St. Mary and St. Martha Anglican Church, the Toronto Public Library - Mount Dennis Branch and low-rise residential buildings.

West: To the west of the site is the intersection of Weston Road with Hollis Street. Further west along Weston Road are low-rise buildings with commercial units on the ground floor and residential units above. The area to the west of the site is largely residential, with low-rise buildings and some taller buildings between Weston Road and the rail corridor. A number of taller buildings, ranging in height from 35 storeys to 48 storeys have been approved between Weston Road and the rail corridor, bounded by Ray Avenue to the northwest.

THE APPLICATION

Description

The application proposes to redesignate the lands from *Parks* to *Mixed Use Areas* and to relocate and reorient two façades of the Bank of Nova Scotia building, a heritage building designated under Part IV of the Ontario Heritage Act, to develop a 46-storey mixed-use tower with non-residential uses on the ground floor and residential units above. The conserved heritage building will be incorporated into the base building of the tower and provide approximately 296 square metres of non-residential space. The proposed building would contain approximately 509 residential units, totaling approximately 32,421 square metres of residential gross floor area. The building would be 153 metres tall including the mechanical penthouse. A total of 22 parking spaces, 319 bicycle parking spaces and 2 loading docks are proposed.

Density

The proposal has a density of 24.9 times the area of the lot.

Residential Component

The proposal includes 509 residential dwelling units, 18 studio (3.5%), 313 one-bedroom (61.5%), 127 two-bedroom (25%), and 51 three-bedroom units (10%).

Non-Residential Component

The proposal includes 296 square metres of commercial or retail use on the ground floor.

Amenity Space

The proposed development provides a total of 1,155 square metres of indoor amenity space on the third and fourth floors, and 358 square metres of outdoor amenity space, located on a terrace accessed on the fourth floor.

Landscaped Area

The proposal includes a small area for an enhanced landscape area with potential public access at the corner of Weston Road and Eglinton Avenue West. Details of this area will be determined at the Site Plan Control stage.

Access, Parking and Loading

Parking and loading will be accessed from two side-by-side driveways off Hollis Street near the rear of the site.

The proposal includes a total of 22 vehicular parking spaces, including 15 residential spaces and seven residential visitor spaces. Ten of the residential spaces will be provided as accessible spaces and one of the visitor spaces will be provided as accessible. The proposal provides a total of 319 bike parking spaces, including 285 residential long-term spaces, 30 residential short-term spaces, and four retail short-term spaces. Vehicular and bicycle parking spaces are provided within three levels of underground parking. Additional bicycle parking spaces are provided on the second storey of the building.

Two loading spaces, a Type 'G' and Type 'C' space, are also provided at the ground level.

Heritage

The existing Part IV Designated property is proposed to be moved and reoriented within the property. The façades of the building that contain the heritage attributes will be conserved and incorporated into the base building of the development. A report for the related approvals under Part IV, Sections 33 and 34(1)1 of the Ontario Heritage Act is also provided on the Etobicoke York Community Council Agenda for consideration for this property.

Metrolinx Interface

The site fronts onto the Metrolinx property at 3520 Eglinton Avenue West along its southern property line, approximately parallel to Eglinton Avenue West. A small portion of the site abutting the Metrolinx property line, below the surface, is required to be conveyed to Metrolinx. The conveyance will be addressed at the Site Plan Control stage.

Additional Information

See the attachments of this Report for the Application Data Sheet, Location Map, Site Plan, Elevations, and 3D Massing views of the proposal. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: www.toronto.ca/1151WestonRd.

Reasons for Application

An application to amend the Official Plan is required to redesignate the land use designation of the site from *Parks* to *Mixed-Use Areas* to permit the proposed development, to remove the subject site from Site and Area Specific Policy 43, to amend the Mount Dennis Secondary Plan to redesignate the site from *Parks* to *Mixed-Use Areas* and remove the site from District 4b, and to create a new Site and Area Specific Policy to permit the reorientation of the heritage building on the site and provide flexibility for the provision of family-sized units.

An amendment to the city-wide Zoning By-law 569-2013 is required to bring the site into the city-wide Zoning By-law and establish site-specific provisions for height, setbacks, step-backs and other performance standards to facilitate the proposed development.

APPLICATION BACKGROUND

Pre-application consultation (PAC) meetings were held in June 2024 and June 2025. The Planning Application Checklist Package resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on July 7, 2025 and deemed complete as of September 4, 2025, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre: www.toronto.ca/1151WestonRd.

Agency Circulation Outcomes

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

Official Plan

The Official Plan Urban Structure Map 2 identifies this site as an *Avenue*, and Map 14 designates the site as *Parks*. See Attachment 3 of this Report for the Land Use Map. This site is also along sections of Eglinton Avenue West and Weston Road which are identified on Map 3 as Major Streets with Right-of-Way widths of 36 metres and 27 metres respectively. Map 4 (Higher Order Transit Corridor) of the Official Plan identifies this site as being at the intersection of an expanding Go Rail Line and an expanding Transit Corridor along Eglinton Avenue West. Map 5 (Surface Transit Priority Network) of the Official Plan identifies this site as being along two Transit Priority Segments set for expansion along both Weston Road and Eglinton Avenue West.

As major streets that are well served by public transit, *Avenues* will provide a full range of housing options and contribute to Toronto's fabric of complete communities.

Policies within section 3.1.6 apply to this site and provide direction for the protection, management, and adaptive reuse of the designated heritage building on the site. Cultural Heritage is an important component of sustainable development and place making. The preservation of Toronto's cultural heritage is essential to the character of this urban and liveable city that can contribute to other social cultural, economic and environmental goals of the City.

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

Protected Major Transit Station Area

At the time of writing this report, the site is within draft Site and Area Specific Policy 671 Mount Dennis PMTSA Area associated with the Mount Dennis Station located near the intersection of Eglinton Avenue West and Weston Road. This preliminary draft PMTSA boundary was presented to City Council in July of 2022 and identified as requiring further consultation. The Picture Mount Dennis Planning Framework Study final report recommended a minimum population and employment target of 160 residents and jobs combined per hectare for the future Mount Dennis PMTSA area and a minimum density of zero times the area of the lot for this site.

Secondary Plan

The [Mount Dennis Secondary Plan](#) identifies the site as *Parks*. Map 2 of the Secondary Plan, which outlines the Districts within the Secondary Plan area, identifies the site as

being within the *Mixed-Use Main Street – North Core District* and the *Mixed-Use Growth District*, and Map 5, the Parks and Public Realm Plan, does not identify the site as a park. The Mount Dennis Secondary Plan is in effect as of October 11, 2024, save for a few site-specific appeals. The Mount Dennis Secondary Plan is in effect for the subject site.

Site and Area Specific Policy 43 and 53

SASP 43 applies to the subject site and provides that a public street connecting Locust Street and Hollis Street should be considered within development plans for the lands.

SASP 53 applies to the Mount Dennis Area defined as being bounded by Rutherford Avenue in the north, the rail corridor to the east, Bushey Avenue to the south and Fergy Brown Park to the west. Staff note that the boundary of the Mount Dennis Area defined by SASP 53 does not correspond directly to the Mount Dennis Secondary Plan, which covers a larger area. SASP 53 provides that development concept plans may be required to assess the appropriate assembly of land and comprehensiveness of a development proposal within a block. The policy directs that the assembly will be comprehensive enough to allow for a distribution of density, uses and massing that is both internally functional and externally compatible, and does not preclude workable and compatible redevelopment of the rest of the block or block face intended for redevelopment.

The Official Plan, including the Mount Dennis Secondary Plan, and Site and Area Specific Policies 43 and 53, should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

Zoning

The subject site is zoned Mainstreet Commercial/ Residential (MCR) within the former City of York Zoning By-law 1-83. The zoning category permits residential, home occupation, office, retail, restaurant, recreational, institutional, commercial school, public garage, and hotel uses in building with heights of up to 9 metres along Weston Road, and heights of up to 8 storeys and 24 metres further than 6 metres back from Weston Road. See Attachment 4 of this Report for the existing Zoning By-law Map.

Design Guidelines

The following [design guidelines](#) have been used in the evaluation of this application:

- Tall Building Design Guidelines
- Growing Up: Planning for Children in New Vertical Communities
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings
- Percent for Public Art Program
- Retail Design Manual
- Toronto Accessibility Design Guidelines

Toronto Green Standard

The Toronto Green Standard is a set of performance measures for green development. In place since 2010, the Toronto Green Standard has contributed to building resilient communities and advanced matters related to public health, safety, sustainability and energy efficiency. Development proposals address the updated Toronto Green Standard Tier 1 as part of application materials. Development achieving higher levels of performance (Tier 2 and above) are eligible for a partial refund of development charges. Information on the Toronto Green Standard may be found at <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/>

PUBLIC ENGAGEMENT

Community Consultation

On November 4, 2025, an in-person community consultation meeting (CCM) took place at the Learning Enrichment Foundation in Mount Dennis. The meeting was attended by approximately 20 members of the public, the local Councillor and staff office, the applicant, and City staff. Comments raised at the CCM included:

- Questions about affordability of the proposed housing;
- Concerns about congestion impacts on neighbouring streets;
- Questions regarding parking demand, comparable parking rates in neighbouring developments and the overall impact of high-density development and low parking provision on the community;
- Construction management concerns, especially relating to the Weston Road and Eglinton Avenue West intersection;
- Questions regarding the future tenure of the proposed building;
- Questions about the planning approvals process and timeline;
- Concerns about the lack of facilities and services for new and existing residents, especially for families; and
- Concerns about displacement of existing residents in Mount Dennis.

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

Statutory Public Meeting Comments

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

COMMENTS

Provincial Planning Statement and Provincial Plans

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff has reviewed the current proposal for consistency with the PPS (2024). Staff find the proposal consistent with the PPS (2024).

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, SASPs, Secondary Plan policies, and design guidelines described in the Policy and Regulation Considerations Section of this report.

Land Use

The site is designated as *Parks* in the Official Plan and *Parks* in the Mount Dennis Secondary Plan. The site is also within the *Mixed-Use Main Street – North Core District* and the *Mixed-Use Growth District*, and is adjacent to the Mount Dennis Station west entrance. Official Plan policy 4.3.7 applies to this site, which outlines that if a privately-owned parcel of land designated *Parks* in the Official Plan is not intended to be purchased by the City or a public agency and the City does not wish to extend the public open space system on those lands, a development application should be considered on the basis of its consistency with the Official Plan.

Due to site constraints, including the grading and shape of the site, and the presence of a designated heritage building, Parks Development Staff have determined this site is not a viable location for a new public park. In addition, the Mount Dennis Secondary Plan Parks and Public Realm Plan does not identify this site for a public park. Considering the balance of policies within the Official Plan and Secondary Plan, which provide for the intensification of lands close to higher order transit, the proposed land use change from *Parks* to *Mixed Use Areas* is appropriate.

Height and Massing

The Mount Dennis Secondary Plan permits a maximum height of approximately 45 storeys surrounding the Mount Dennis Station. The proposed development, at 46 storeys, would introduce an appropriate scale of development given the location of the site adjacent to a higher order transit station and the height permissions of the Mount Dennis Secondary Plan.

The building's massing is informed by the irregular shape of the site, the site's size, the need to conserve the heritage building on the site and maintain its prominence as a historical landmark at this prominent location within Mount Dennis. The proposed development incorporates the conserved heritage building into the four-storey base building and includes an approximately 10-metre reveal above the first storey of the building, and an additional stepback at the fourth storey, to emphasize the visual

prominence of the heritage building from the public realm. The tower cantilevers back over the base building at the fifth storey. The policies of the Mount Dennis Secondary Plan, *Mixed-Use Growth District* provide for base building heights of generally four storeys for base buildings of tall buildings. The proposed base building height aligns with the applicable policies of the *Mixed-Use Growth District*.

A small portion of the site also falls within the *Mixed-Use Main Street – North Core District*. The *Mixed-Use Main Street – North Core District* provides for a mid-rise character along Weston Road, allowing for a few taller buildings up to 25 storeys, set back from Weston Road. The Official Plan Amendment removes the small portion of the site from the *Mixed-Use Main Street – North Core District* as the majority of the site falls within the *Mixed-use Growth District*.

The rear tower setback ranges from 4.2 metres towards the east and increases to 4.6 metres at the west due to the irregular rear lot line. The abutting lot, 9 Hollis Street, to the rear is owned by Metrolinx and operated as a service vehicle access to Mount Dennis Station. The lot is vacant and is approximately 11 metres wide. The reduced tower setback to the lot line is considered acceptable due to the lack of tall building development potential on the 9 Hollis Street property. The tower separation distance to the approved development at 11-23 Hollis Street is approximately 31 metres, which provides adequate tower separation distance between this proposal and the other approved tower on the block, aligning with the policies of the Mount Dennis Secondary Plan.

Heritage Conservation

The existing one-storey Bank of Nova Scotia building on the site is designated on the Toronto Heritage Register under Part IV of the Ontario Heritage Act and must be conserved under the City's Official Plan policies. A Heritage Impact Assessment (HIA) was submitted in support of the proposed application, and has been reviewed by Heritage Planning staff. A Heritage Permit application for the required approvals under Part IV, Sections 33 and 34(1)1 of the Ontario Heritage Act has been submitted. A related report dealing with the required approvals under the Ontario Heritage Act is also provided for Etobicoke York Community Council consideration for this property.

Heritage staff have reviewed the proposed application and HIA, and determined that the reorientation of the heritage designated building does not comply with Policy 3.1.6.29(b) of the Official Plan. This policy permits heritage buildings to be moved only in the case where the orientation is not a heritage attribute noted in a designation by-law. In this case the orientation of the former bank building is identified as a heritage attribute, and as such, an Official Plan Amendment is required. The orientation of the principal façade towards Weston Road is a heritage attribute that visually connects the front of the bank with the other commercial premises along Weston Road and thereby supports "the small-town commercial main street character of Weston Road" as noted in the designation by-law.

Heritage Planning Staff determined that the proposed change is supportable as the heritage building was relocated on the site in the past, and originally abutted the sidewalk along Weston Road. Relocating the building closer to the property line will give it increased visual prominence and a closer visual connection to the other commercial buildings along Weston Road. The proposed relocation and reorientation plan for the heritage building also includes the conservation and restoration of heritage attributes on its exterior and new massing with stepbacks that ensure that the heritage values of this property are appropriately conserved and reflected in the new development.

Public Realm

The proposed application will provide a retail entrance at the intersection of Weston Road, Eglinton Avenue West and Hollis Street, to continue the main street retail frontage along Weston Road.

The existing streetscape along Eglinton Avenue West was recently updated with the opening of the Mount Dennis LRT Station. The subject site's property line facing towards Eglinton Avenue West does not directly abut the public right-of-way for Eglinton Avenue West. This section of the site abuts a portion of Metrolinx lands that are part of the Mount Dennis Station west entrance property addressed as 3520 Eglinton Avenue West and functions as a public sidewalk with a width of approximately 3.8 metres. The distance to the curb from the subject site is an additional approximately 6 metres, and includes a pad for a bus stop and a bicycle lane.

Along this property line running approximately parallel to Eglinton Avenue West, the proposed building is offset from the property line at an angle to facilitate conservation of the heritage building's main façades and existing entrance vestibule, which would be reoriented and relocated along Eglinton Avenue West. The offset from the property line enables the entrance doors to remain operable within the property. Partial return walls will be reconstructed adjacent to the retained façades to visually separate the heritage building from the new construction and give it a three-dimensional form when viewed from the public realm. The entrance vestibule will function as a secondary retail entrance, provided with stairs to address the slope of the site. The primary retail entrance at the Weston Road and Eglinton Avenue West intersection is at grade and will be a fully accessible entrance.

The application proposes improvements to the Hollis Street streetscape, which would provide a minimum 6.1-metre distance from the curb to the base building. A new public sidewalk with a minimum 2.1-metre wide clearway would be provided, along with 5 new street trees. The residential entrance is provided along Hollis Street, towards the rear of the building.

A small enhanced landscaped area space is being proposed at the corner of Weston Road and Eglinton Avenue West, in front of the main retail entrance. Staff consider the proposed landscaped area to be a positive element of the proposal. It will emphasize the prominent corner of the intersection between Weston Road and Eglinton Avenue

West, and help to preserve a portion of the existing public realm at this prominent street corner. Staff will address and secure the details of this area, including a potential Public Art installation, through the Site Plan Control approval process.

Amenity Space

The proposed development provides a total of 1,513 square metres of amenity space, which includes 1,155 square metres of indoor space and 358 square metres of outdoor space. This is a provision of approximately 3 square metres per unit, which is below the City-wide zoning by-law requirement of 4 square metres per unit. While the quantity of the amenity space is below the by-law requirement, the development provides one and a half floors of indoor amenity space with a wraparound outdoor terrace connected to the full floor of amenity space on the fourth floor which allows for a diversity of programming to be provided.

Residential Units

The proposed development provides 35% of residential units as 2 bedroom and 3 bedroom units. The Mount Dennis Secondary Plan policy 9.7 requires that all developments providing 80 or more new residential units must provide a minimum of 40% of the units as 2 and 3 bedroom units. The remaining 5% of 2 and 3 bedroom units to meet the 40% requirement in the Secondary Plan will be provided as flexible units that can be converted to 2 or 3 bedroom units as needed. The Official Plan Amendment reflects this modification to the Secondary Plan policy and the overall intent of the Secondary Plan policy, which is to provide an appropriate amount of family-sized units in new developments, is satisfied.

Shadow Impact

A Sun/Shadow Study prepared by SvN Architects and dated May 26, 2025, was submitted in support of the proposed application. The study shows no net new shadows from the proposed development on Weston Road or Eglinton Avenue West between 10:18am and 6:18pm on September 21st and March 21st. There are no parks or *Neighbourhoods* designated lands being impacted by the shadow from the proposed development.

Wind Impact

A Pedestrian Level Wind Study, prepared by Gradient Wind Engineering, dated June 5, 2025, and a subsequent updated study dated April 6, 2026, was submitted in support of this application. The wind study identified some areas of uncomfortable wind conditions along the Eglinton Avenue West frontage, at the Weston Road and Eglinton Avenue West intersection, and at a location in the adjacent lot to the rear of the site. Staff have reviewed the study and determined that the area of uncomfortable wind conditions can be addressed through mitigation measures at the Site Plan Control stage.

Servicing

A Functional Servicing and Stormwater Management Report by Lithos Group Inc., dated August 28, 2025, and revisions dated April 8, 2026 and May 22, 2026, were submitted with the application. Development Engineering staff have reviewed the latest report and the report is acceptable to Development Engineering.

As the Functional Servicing Report identifies that municipal infrastructure upgrade is required to support the development, the draft Zoning By-law includes a holding provision that will require the applicant to enter into a financially secured Municipal Infrastructure Agreement, to the satisfaction of the Director, Engineering Review, Development Review prior to lifting the Holding Provision.

Access, Vehicular and Bicycle Parking and Loading

The development proposes two access driveways at the east end of the Hollis Street frontage: one serving the underground parking garage ramp and one serving the at-grade loading area. Both accesses are located away from Weston Road, which minimizes potential conflicts at the Weston Road and Hollis Street intersection. Based on the submitted justification, the proposed driveway configuration is acceptable.

The proposal includes a total of 22 vehicular parking spaces, including 15 residential spaces and seven residential visitor spaces. Ten of the residential spaces will be provided as accessible spaces and one of the visitor spaces will be provided as accessible. The proposal provides a total of 319 bike parking spaces, including 285 residential long-term spaces, 30 residential short-term spaces, and four retail short-term spaces. Vehicular and bicycle parking spaces are provided within three levels of underground parking. Additional bicycle parking spaces are provided on the second storey of the building. Two loading spaces, a Type 'G' and Type 'C' are also provided at the ground level.

The proposed vehicular parking, long-term bicycle parking rates and loading spaces meet the requirements of the City-wide Zoning By-law 569-2013, as amended, and are acceptable. As per by-law 89-2022, vehicular parking spaces are not required except for accessible spaces. The short-term bicycle parking supply is below the requirements of the zoning by-law; at the Site Plan Control stage, the proposed development will be required to demonstrate compliance with by-law 233-2025.

The following Transportation Demand Management measures reducing the need for single occupant vehicle trips are proposed to be provided within the development:

- 319 bicycle parking spaces, including 15% (44 spaces) of spaces with Energized Outlets to accommodate electric bicycles; and
- 10 additional publicly accessible bike parking spaces are provided since the site is within 500 metres of a transit station

Traffic Impact

A Traffic Operation Study, prepared by WSP, dated June 27, 2025, and an addendum dated March 27, 2026, was submitted in support of the application. The site is located immediately adjacent to Mount Dennis Station, which will provide direct access to Line 5 Crosstown LRT, the Kitchener GO Transit line, and several TTC bus routes. The study identifies the area as highly transit-oriented, with limited reliance on private auto trips anticipated given the low parking supply. Staff are satisfied with the conclusions of the report.

Parkland

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

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter, 813 Articles II (Street Trees By-law) and III (Private Tree By-law). As proposed, this project would require the removal of two City owned street trees and two privately-owned trees. The applicant has provided a Landscape Plan indicating five trees to be planted on private property and five trees to be planted within the City's Right-of-Way along Hollis Street.

Metrolinx

The proposed development directly abuts Metrolinx lands at 3520 Eglinton Avenue West, and is adjacent to the future Eglinton Crosstown West Extension tunnel. Metrolinx has identified that a small portion of the subject site is required for a buffer between the Eglinton Crosstown West Extension tunnel and the subject site. The easement lands will be conveyed at the Site Plan stage.

Land Use Compatibility and Noise Feasibility Study

A Land Use Compatibility Assessment, prepared by Gradient Wind Engineers and Scientists, dated June 5, 2025, and a revision dated May 25, 2026 was submitted in support of the application. An Environmental Noise and Vibration Feasibility Assessment, prepared by Gradient Wind Engineers and Scientists, dated June 5, 2025, and a revision dated April 1, 2026, was submitted in support of the application. A Stationary Noise Assessment, also prepared by Gradient Wind Engineers and Scientists, dated April 1, 2026 was also submitted in support of the application.

The Land Use Compatibility and Noise and Vibration Assessments were peer reviewed by a third party expert. The peer reviewer determined that the proposed development is compatible with the surrounding uses, and identified noise and vibration mitigation measures should be further reviewed and secured at the Site Plan Control stage.

Holding Provision

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

- As the accepted Functional Servicing and Stormwater Management Report identifies upgrades to existing municipal infrastructure are required to support the development, then one of the following must be satisfied:
 - the owner or applicant has secured the design, construction, and provision of financial securities for any new municipal infrastructure, or any upgrades or required improvements to the existing municipal infrastructure identified in the accepted Functional Servicing and Stormwater Management Report, to support the development, in a financial secured agreement, all to the satisfaction of the Director, Engineering Review, Development Review; or,
 - the required upgrades to existing municipal infrastructure to support the development in the accepted and satisfactory Functional Servicing and Stormwater Management Report in the point above are constructed and operational, all to the satisfaction to the Director, Engineering Review, Development Review.
- The owner shall provide a detailed Relocation and Conservation Plan, prepared by a qualified heritage consultant for the property at 1151 Weston Road that is substantially in accordance with the conservation strategy set out in the Heritage Impact Assessment prepared by Giaimo Architects, dated March 27, 2026, all on file with the Senior Manager, Heritage Planning to the satisfaction of the Senior Manager, Heritage Planning; and
- The owner shall have entered into and registered on title to the lands a Heritage Easement Agreement for 1151 Weston Road pursuant to Section 37 of the Ontario Heritage Act acceptable and satisfactory to the Executive Director, Development Review, in consultation with the Senior Manager, Heritage Planning and the City Solicitor

The Executive Director, Development Review and their designate have the authority to make decisions on applications to remove holding provisions, which do not contain financial implications not previously authorized by Council.

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SIGNATURE

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Etobicoke York District

ATTACHMENTS

City of Toronto Information/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Existing Zoning By-law Map
- Attachment 5: Draft Official Plan Amendment
- Attachment 6: Draft Zoning By-law Amendment

Applicant Submitted Drawings

- Attachment 7: Site Plan
- Attachment 8a: South Elevation
- Attachment 8b: West Elevation
- Attachment 9: 3D Massing Model

Attachment 1: Application Data Sheet

APPLICATION DATA SHEET

Municipal Address: 1151 Weston Road Date Received: July 4, 2025

Application Number: 25 188115 WET 05 OZ

Application Type: OPA & Rezoning

Project Description: Proposal to replace the existing low-rise commercial building and associated surface parking area with a 46-storey (147 metre, plus mechanical space) building that incorporates the heritage building onsite into the proposed base building. The proposal would have approximately 509-residential units.

Applicant	Architect	Owner
Batory Planning and Management	SvN Architects and Planners	2629964 Ontario Inc.

EXISTING PLANNING CONTROLS

Official Plan Designation:	Parks	Site Specific Provision:	N/A
Zoning:	MCR in former City of York By-law 1-83	Heritage Designation:	Y
Height Limit (m):	9-24	Site Plan Control Area:	Y

PROJECT INFORMATION

Site Area (sq m):	1,314	Frontage (m):	36	Depth (m):	40
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Building Data	Existing	Retained	Proposed	Total
Ground Floor Area (sq m):	340		1,110	1,110
Residential GFA (sq m):			32,421	32,421
Non-Residential GFA (sq m):	340		296	296
Total GFA (sq m):	340		32,717	32,717
Height - Storeys:	1	1	46	46
Height - Metres:			147	147

Lot Coverage Ratio 84.5 Floor Space Index: 24.9
(%):

Floor Area Breakdown Above Grade (sq m) Below Grade (sq m)

Residential GFA: 32,421

Retail GFA: 296

Office GFA:

Industrial GFA:

Institutional/Other GFA:

Residential Units by Tenure	Existing	Retained	Proposed	Total
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Rental:

Freehold:

Condominium:

Other:			509	509
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Total Units:			509	509
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Total Residential Units by Size

	Rooms	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Retained:					
Proposed:		18	313	127	51
Total Units:		18	313	127	51

Parking and Loading

Parking Spaces:	22	Bicycle Parking Spaces:	319	Loading Docks:	2
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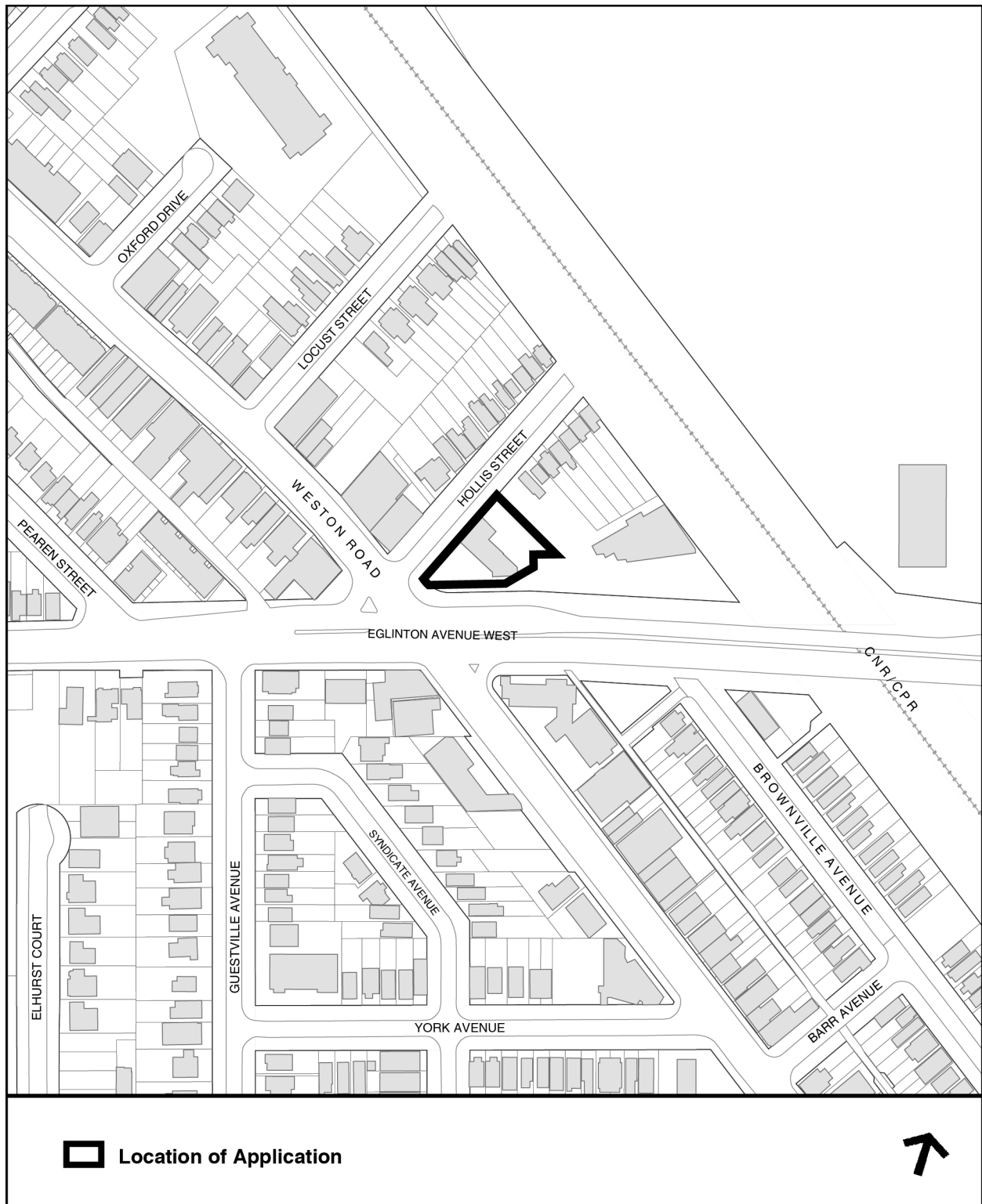
CONTACT:

Rabia Ahmed, Planner, Community Planning

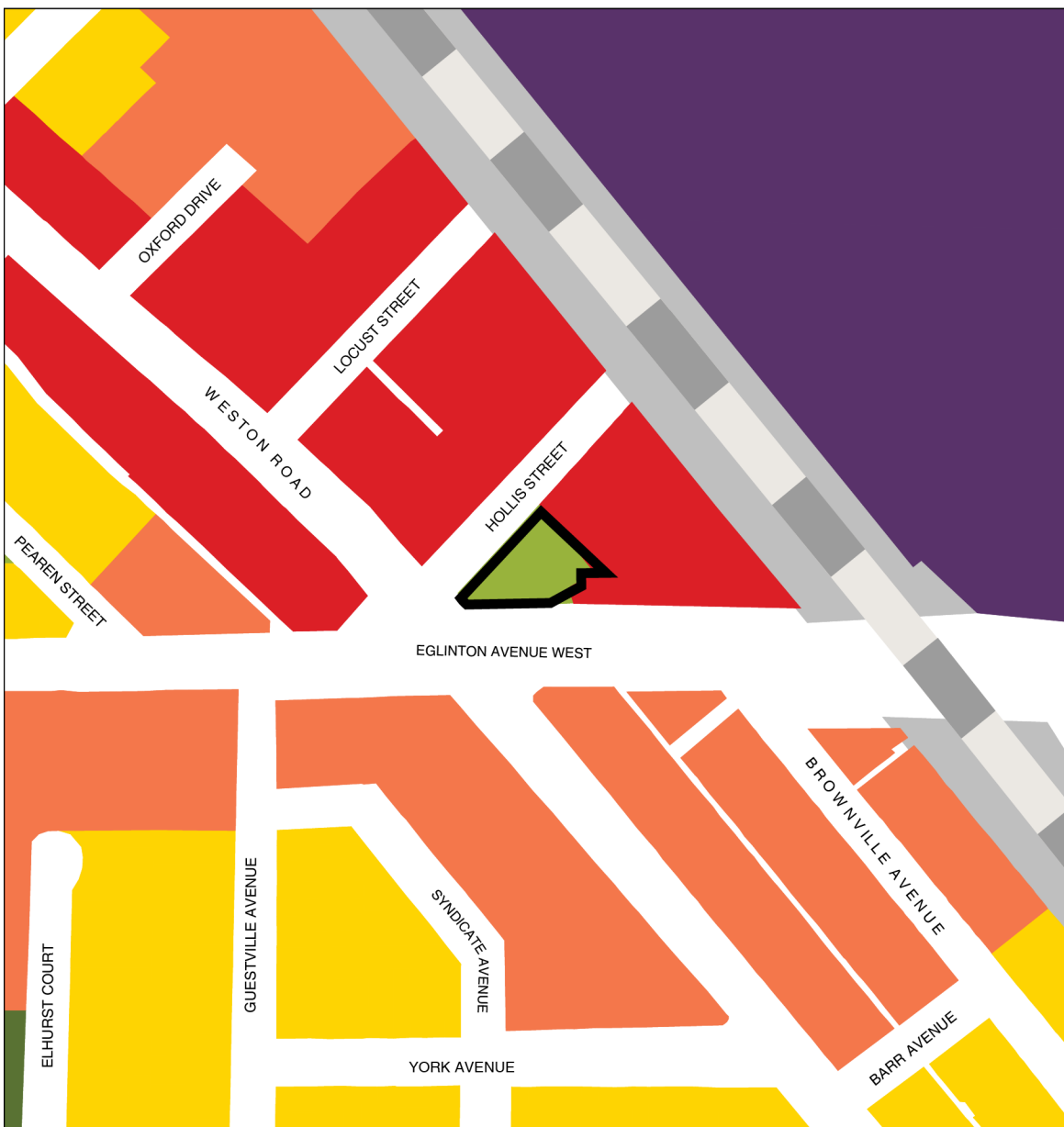
416-392-2821

Rabia.Ahmed@toronto.ca

Attachment 2: Location Map



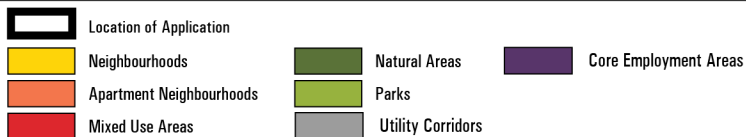
Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #14

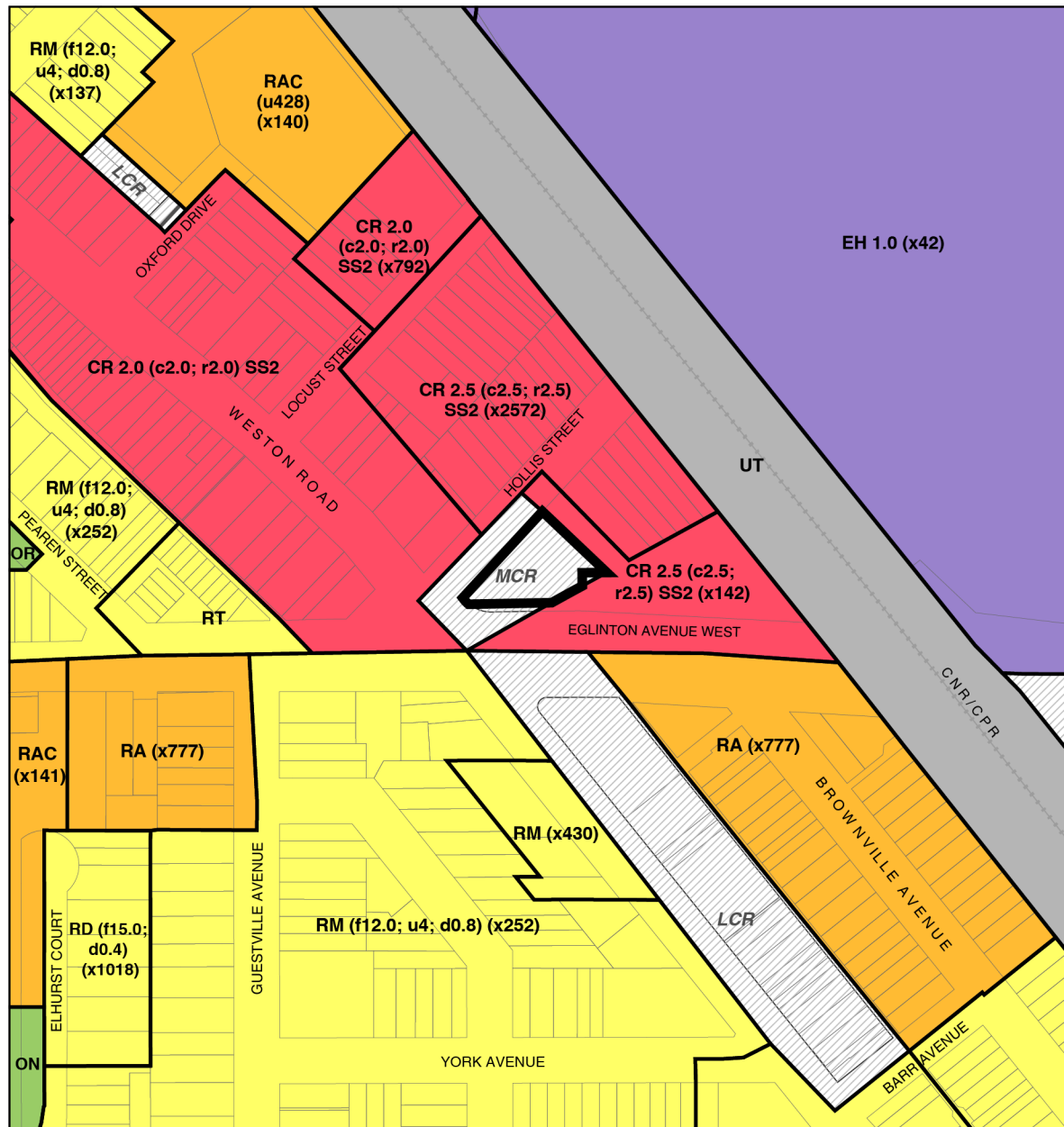
1151 Weston Road

File # 25 188115 WET 05 0Z



Not to Scale
 Extracted: 07/07/2025

Attachment 4: Existing Zoning By-law Map



Zoning By-law 569-2013

1151 Weston Road

File # 25 188115 WET 05 0Z

- Location of Application
- RD Residential Detached
- RT Residential Townhouse
- RM Residential Multiple
- RA Residential Apartment

- RAC Residential Apartment Commercial
- CR Commercial Residential
- EH Employment Heavy Industrial
- ON Open Space Natural
- OR Open Space Recreation

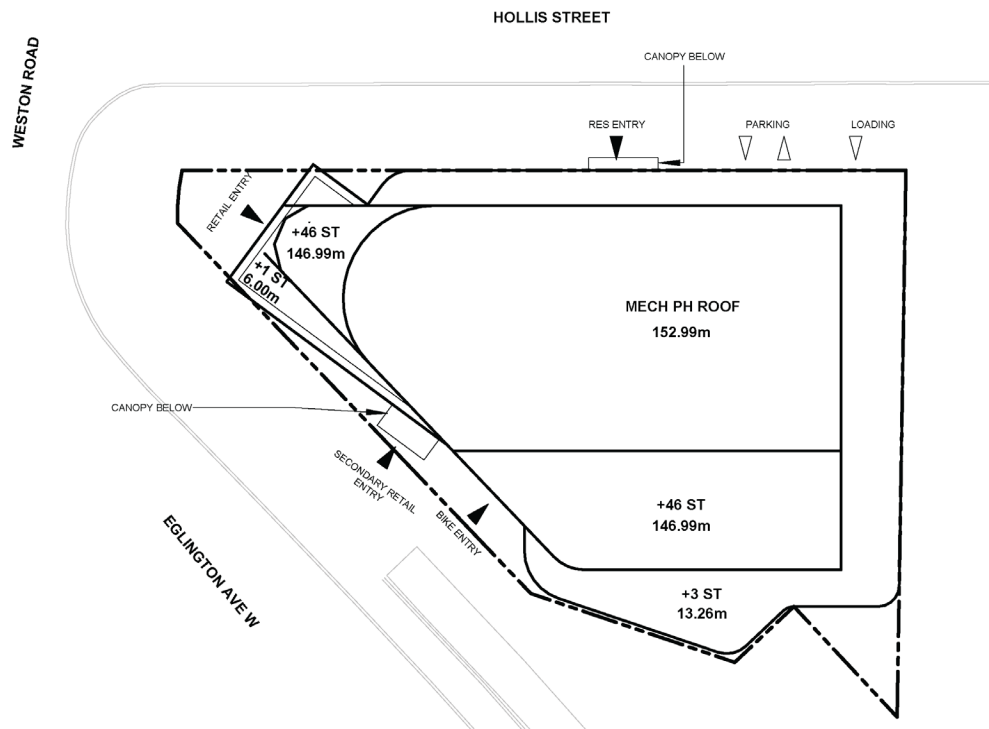
- UT Utility and Transportation
- See Former City of York By-law No. 1-83
- R3 Residential
- LCR Local Commercial Residential
- MCR Mixed Commercial Residential
- CCM City Centre Mixed Use District Zone

Not to Scale
Extracted: 07/07/2025

Attachment 5: Draft Official Plan Amendment
(Attached under separate cover)

Attachment 6: Draft Zoning By-law Amendment
(Attached under separate cover)

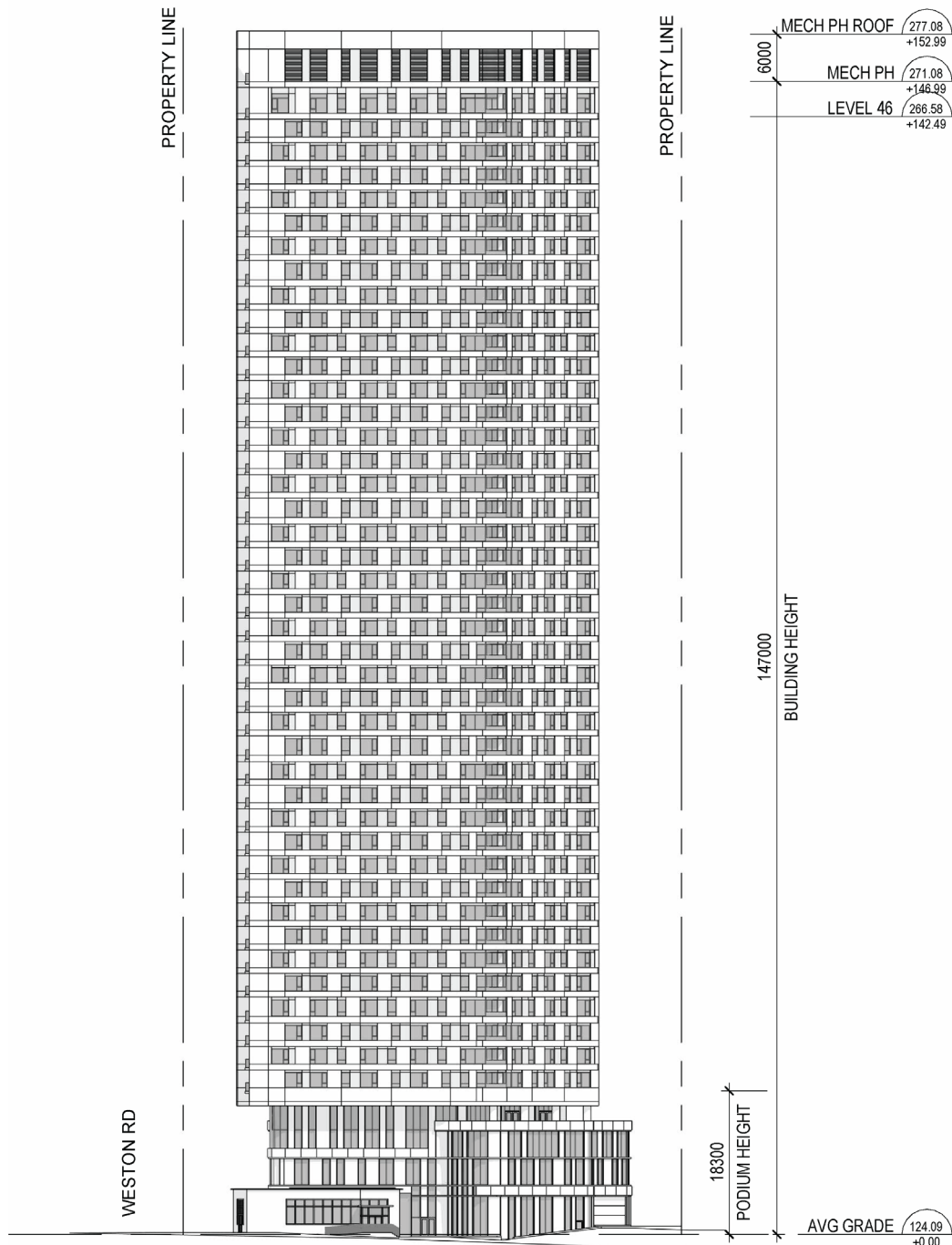
Attachment 7: Site Plan



Site Plan

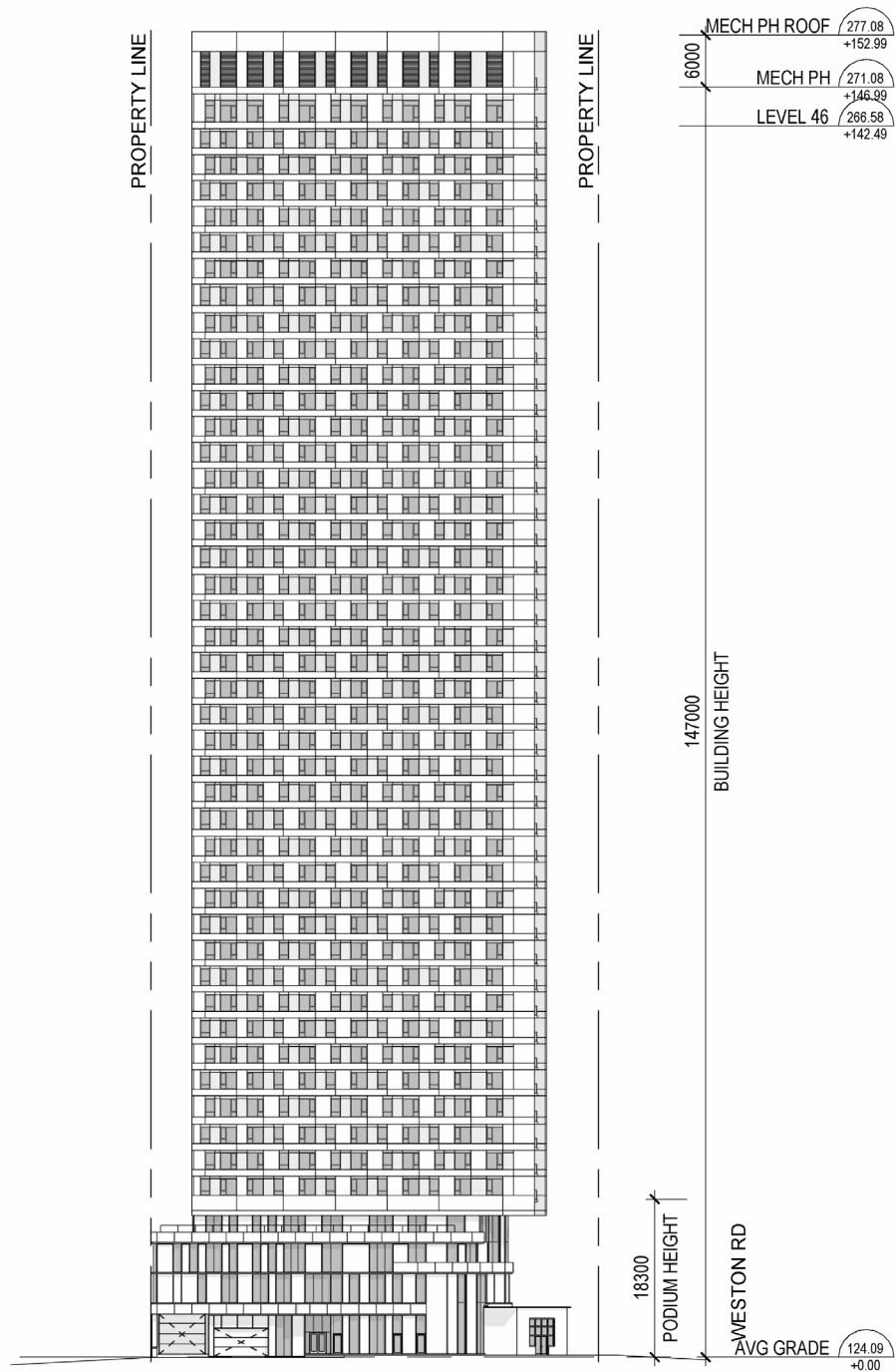


Attachment 8a: South Elevation



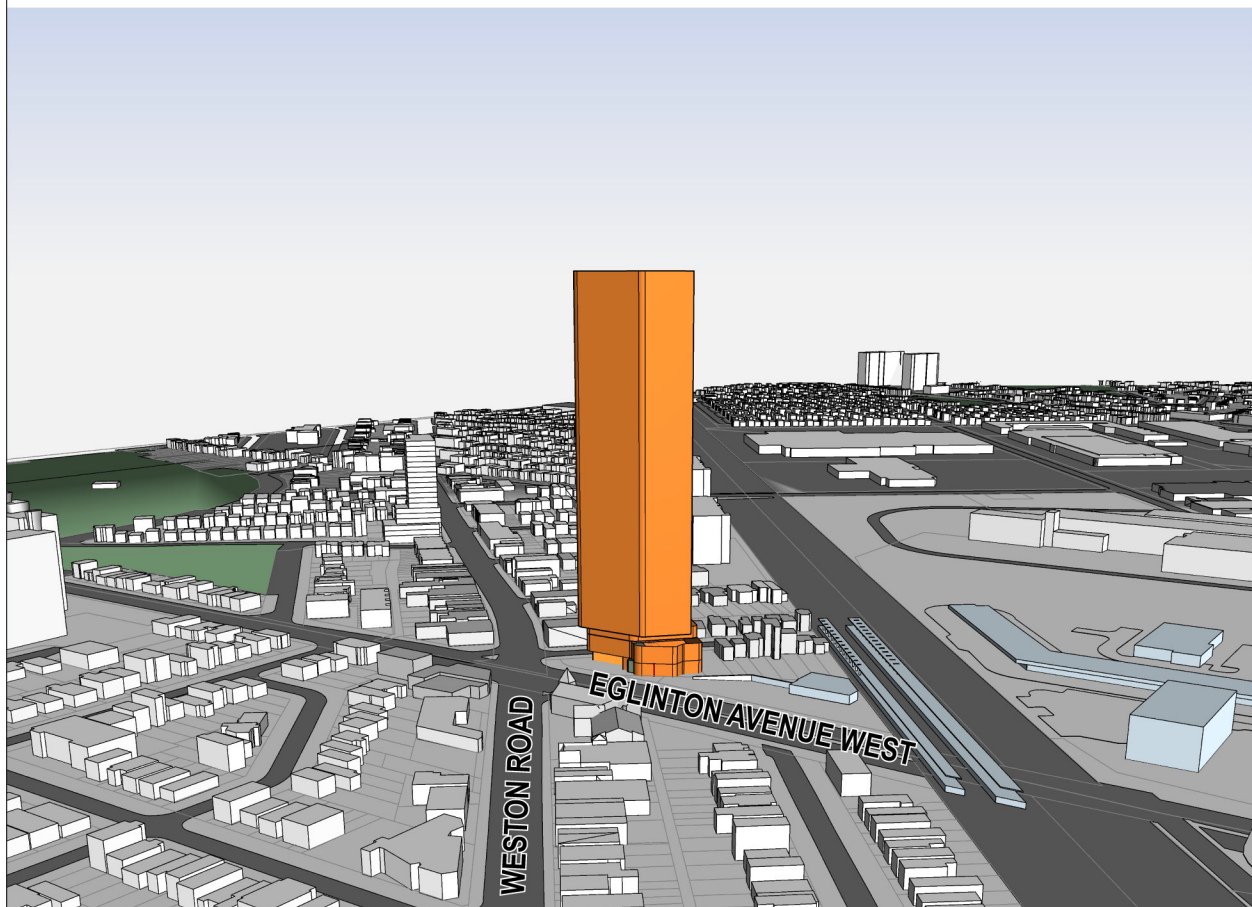
South Elevation

Attachment 8b: West Elevation



West Elevation

Attachment 9: 3D Massing Model



 Applicant's Proposal

View of Applicant's Proposal Looking Northeast



09/25/2025