

Development in the Weston area will be consistent with the following urban design guidelines. The guidelines correspond to Site and Area Specific Policies 45, 46, 47, 48, 49, 51, 52 and 232 in Chapter 7 of the Official Plan. They are to be read in conjunction with the urban design policies in the Official Plan.

### **LOCATION:**

Weston is located generally on either side of the CN Rail corridor north of Lawrence Avenue West to Oak Street, and south of Lawrence Avenue West to Edmund Avenue.

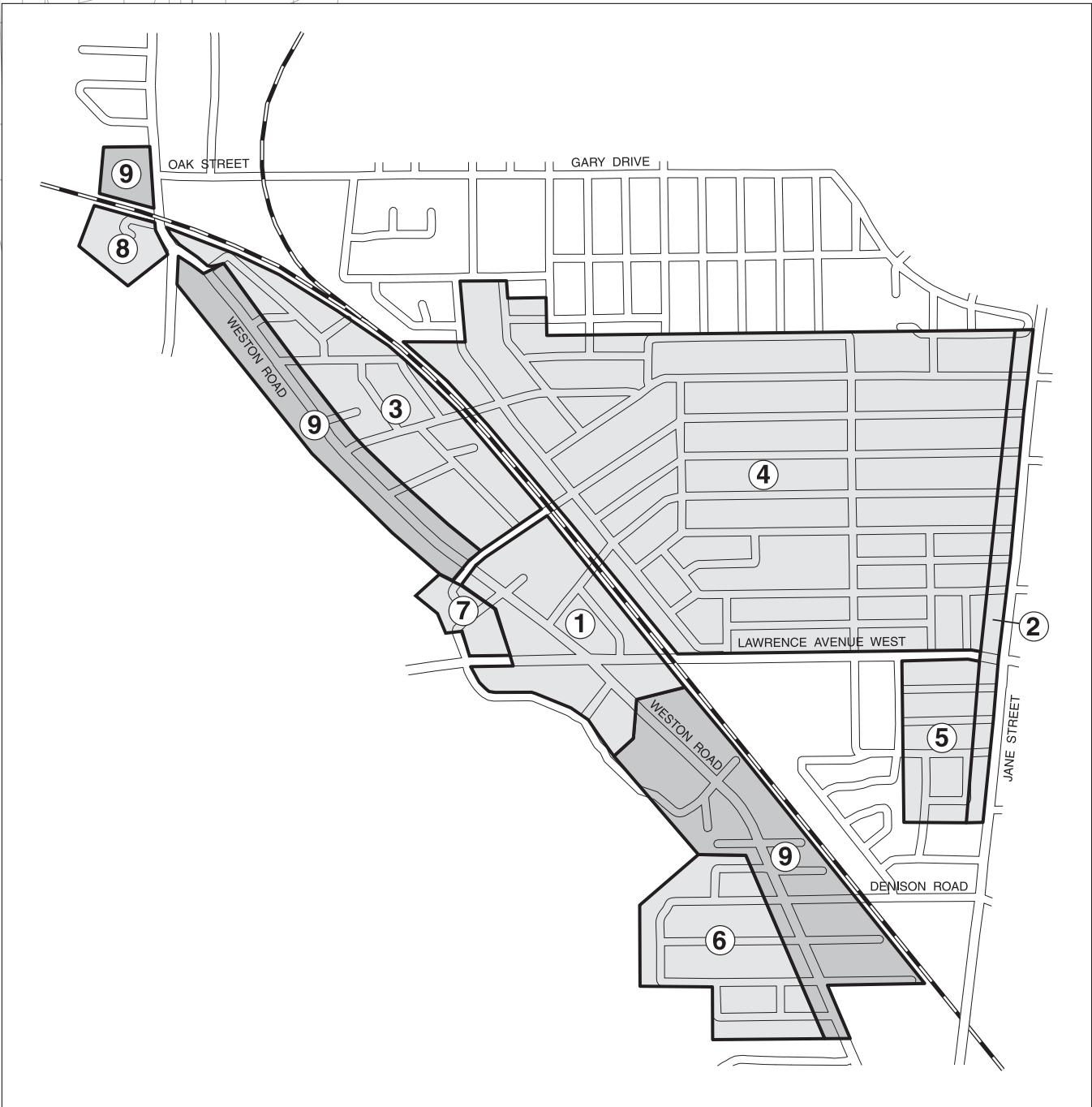
### **GUIDELINES**

The following general objectives have been established for the Weston area.

Weston will be recognized as a distinct and significant community within the City of Toronto, as a community rooted in its history. Weston has experienced considerable change in land use, employment, retail activity and residential character and will continue to experience these changes in the future. The challenge is to recapture Weston's unique character of the past within a greatly changed urban area and reality. These guidelines will help manage any future change within Weston in order to achieve the following goals:

- The revitalization of retail and community activity along Weston Road as the strong and attractive heart of Weston
- The maintenance of the quality of life in the neighbourhoods
- The introduction of new residential development along the Weston Road corridor
- The generation of new employment opportunities on former industrial lands
- The enhancement of the Humber Valley as an environmental and recreational asset for the city.

Within the Weston area, a number of sub-areas have been identified. These sub-areas are illustrated on Figure A (Weston Sub-Areas). Many of the areas are relatively stable and require little attention; in others, fundamental and extensive change may take place. The urban design guidelines outlined below are elaborated by sub-area as follows.



Weston Area - Sub-Areas

MAP A

- ① Weston Village
- ② Jane Street Avenue Area
- ③ Old Weston
- ④ Weston Neighbourhood
- ⑤ Jane West Neighbourhood
- ⑥ Denison Road Neighbourhood
- ⑦ King/Little Neighbourhood
- ⑧ Humberview Crescent Neighbourhood
- ⑨ Weston Road Corridor



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## MIXED USE AREAS

The following two areas are designated Mixed Use in the Official Plan:

- Weston Village
- Jane Street “Avenue”

### Area Weston Village (Sub–Area 1)

Weston Village, which is concentrated along Weston Road between Bellevue Crescent to the south and King Street to the north, constitutes the heart of Weston. It is the intent of these guidelines to ensure that Weston Village be established as the neighbourhood retail and community centre for the area.

#### OBJECTIVES FOR WESTON VILLAGE

- To achieve improvements to the street environment in order to improve the quality of the pedestrian experience.
- To create a pedestrian circulation system throughout Weston Village that benefits local merchants and builds on the success of the Farmer’s Market.
- To encourage the establishment of the linkages to successful features such as the Farmer’s Market, the surrounding residential communities and the Humber River Valley.
- To ensure that any new built form is designed sensitively within the existing urban context.

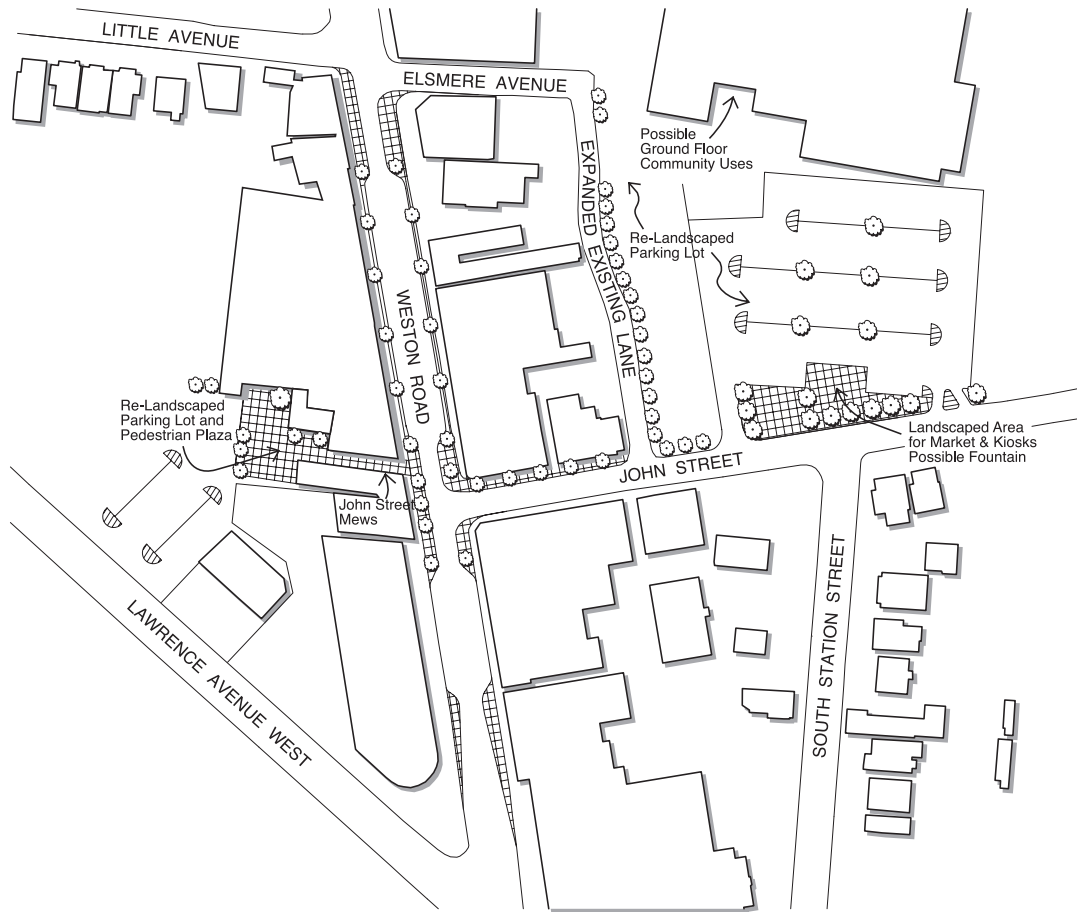
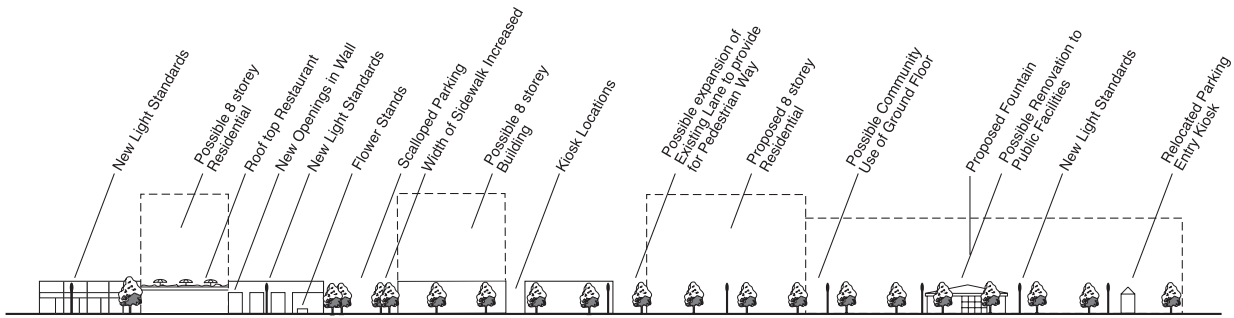
#### GUIDELINES FOR WESTON VILLAGE

##### Streetscape

- For the portion of Weston Road north of Lawrence Avenue West, consideration will be given to reducing Weston Road to a three-lane cross-section and widening the sidewalks by approximately 1 metre, particularly along the west side of Weston Road, in order to provide more space for pedestrians and landscaping. The degree and particular design of the proposed sidewalk widening will be resolved in conjunction with the City of Toronto and the Weston B.I.A.

- The sidewalk widening along Weston Road will be designed to accommodate on-street parking. Consideration will be given to “scalloping” the street curb so that the major widenings of the sidewalk area are located as close to the street intersections as possible.
- Improved pedestrian circulation throughout Weston Village will be encouraged through the development of the existing alleys and lanes as pedestrian streets with retail uses fronting onto these “streets”, located either within the adjacent buildings or in vendors’ stalls in the “street” allowance.
- Efforts will be made to improve the quality of landscaping along the streets in Weston Village as well as at key open space locations, such as the north-west corner of Lawrence Avenue West and Weston Road. Appropriate street trees will be planted at 10 metre centres and the existing concrete tree planter boxes will be removed.
- Consideration will be given to the installation of new sidewalk paving and tree-grates along Weston Road with sidewalk details carried across Weston Road at significant intersections, particularly Lawrence Avenue, John Street, Elsmere–Little Avenue and King Street.
- Consideration will be given to the development of a façade and signage improvement program utilizing the theme of Weston Village and its historic attributes. Alternatively, individual improvements within the historic Weston Village theme will be encouraged at the time of redevelopment, especially on buildings with architectural or historic interest and/or those buildings situated at key locations. As well, the limestone walls will be preserved wherever possible.
- In the consideration of redevelopment opportunities for 1956 and 1966 Weston Road, (formerly the K-Mart/Loblaws site) and/or the site immediately south, efforts will be made to develop a strong east-west pedestrian connection linking Weston Road and Lawrence Avenue West to the Humber River.

# WESTON

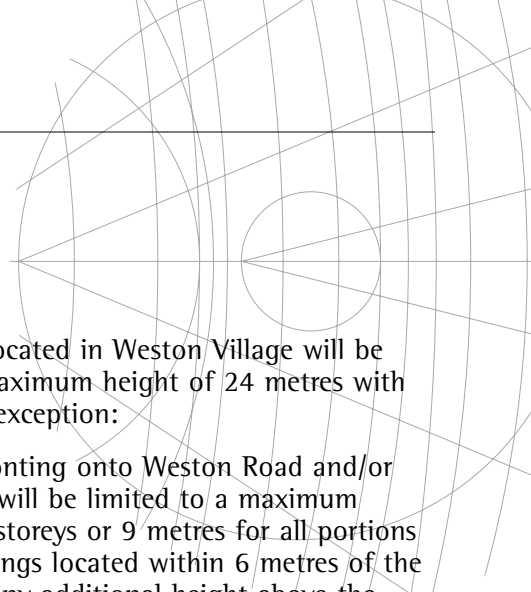


Weston Area

FIGURE B



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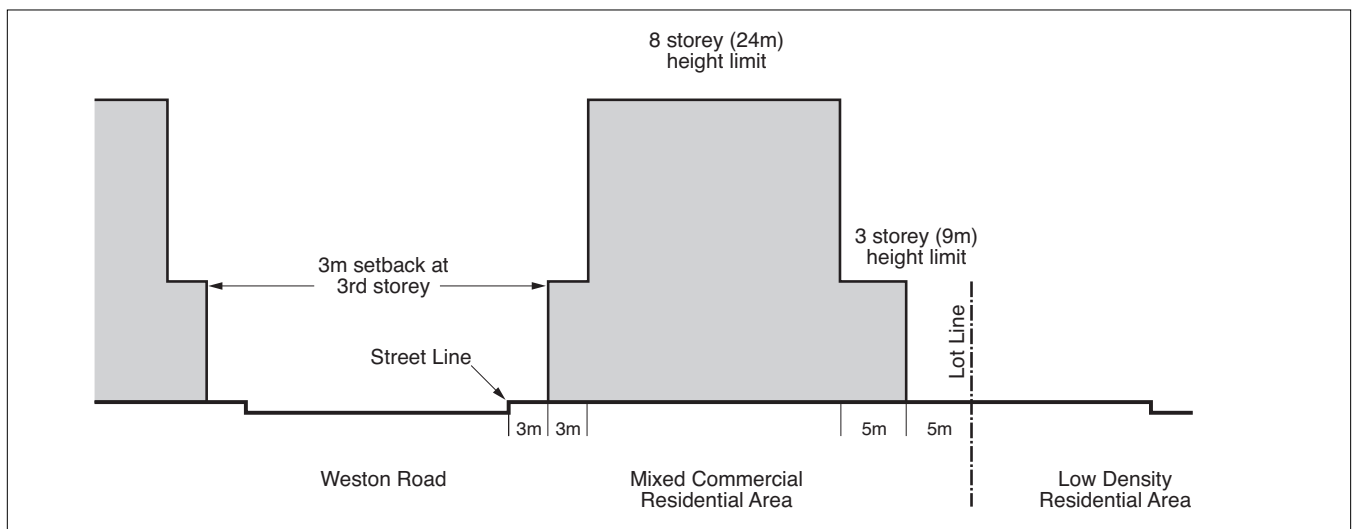
- In order to encourage stronger linkages to the adjacent Weston Neighbourhood, generous street tree planting and good quality streetscape paving will be provided along John, King and Church Streets.
- Connections from Weston Village to the Humber Valley will be encouraged through clear signage along Weston Road.
- Little Avenue connects Lawrence Avenue West and Weston Road, providing access to Memorial Gardens, and is proposed to be a signed bicycle route in the Toronto Bike Plan “Shifting Gears” Figure 5.1 (May, 2001). The proposed bike connection from Little Avenue to the Humber Trail system will occur via a bike lane on Lawrence Avenue West east of Weston Road.

**Height**

- All buildings located in Weston Village will be limited to a maximum height of 24 metres with the following exception:
  - buildings fronting onto Weston Road and/or John Street will be limited to a maximum height of 3 storeys or 9 metres for all portions of the buildings located within 6 metres of the street line. Any additional height above the third storey will be set back a minimum of 3 metres from the face of the base building to a maximum height of 8 storeys (24 metres) (Figure C).

**Setbacks**

- In order to address the street in a fashion similar to the existing historic relationship, all new buildings in Weston Village will be oriented towards the adjacent street or streets. To allow for the provision of more private open space adjacent to the public sidewalk, a front or side yard setback of no more than a 3.0 metres may be permitted and/or required, where appropriate.
- All buildings located on lots adjacent to neighbourhood areas will be subject to a minimum yard setback of 5 metres measured from the mutual lot line between the two areas.



Built Form Guidelines – Weston Village

Figure C

## The Jane Street “Avenue” Area (Sub-Area 2)

The Jane Street “Avenue” Area is located on the west side of Jane Street between John Best Avenue on the south and Woodward Avenue on the north. The area is characterized by a wide variety of vibrant retail establishments situated in strip retail plazas with parking located between the retail stores and the street.

### OBJECTIVES FOR THE JANE STREET “AVENUE” AREA

- To encourage a more intense mixed use type of development in this area as redevelopment occurs.
- To co-ordinate policy development to ensure that similar initiatives occur on both sides of the street.
- To develop a streetscape program for the area.

### GUIDELINES FOR THE JANE STREET “AVENUE” AREA

#### Streetscape

- In considering applications in the Jane Street “Avenue” Area, measures will be taken to encourage the provision of adequate landscaping along Jane Street in the form of street furniture, trees and/or planters and stone or brick sidewalks. Alternatively, a streetscape program will be established along Jane Street in order to ensure a uniform approach to improved landscaping and streetscape design.

#### Setbacks

- All new development within this area will be oriented towards the adjacent street or streets with no more than a 4 metre setback from the front and/or side street line.
- Buildings located on lots abutting a Neighbourhood designation will be subject to a minimum yard setback of 5.0 metres measured from the mutual lot line between the two areas.

#### Height

- Building heights will generally not exceed 18 metres (6 storeys) in height. However, on lots located adjacent to a Neighbourhood designation, all portions of the building within 10 metres of the mutual lot line will be restricted to 9 metres (3 storeys) in height.

## NEIGHBOURHOOD AREAS

Six areas have been identified as Neighbourhood areas in Weston, including:

- Old Weston (Sub-area 3);
- Weston Neighbourhood (Sub-area 4);
- Jane West Neighbourhood (Sub-area 5);
- Denison Road Neighbourhood (Sub-area 6);
- King-Little Neighbourhood (Sub-area 7); and
- Humberview Crescent Neighbourhood (Sub-area 8).

The specific location of each neighbourhood is illustrated on Figure A.

The objectives and guidelines for the Neighbourhoods are outlined below. Due to the unique nature and characteristics of the Humberview Crescent Neighbourhood, the objectives and guidelines related to that neighbourhood are specified separately.

### OBJECTIVES FOR NEIGHBOURHOOD AREAS

The general objectives for the Neighbourhoods include the following.

- To preserve the existing character and integrity of the Neighbourhoods through the preservation of existing built forms.
- To protect against incursion by other uses and more intense forms of development.
- To reinforce the existing neighbourhoods through the introduction of sensitive residential infill that is compatible with existing uses and can be accommodated within the existing infrastructure constraints. (road capacity and municipal services), specifically applicable in Old Weston.

### GUIDELINES FOR NEIGHBOURHOOD AREAS

#### Streetscape

- Existing healthy mature trees will be maintained and the planting of additional large caliper street trees in the public right-of-way and the front yards of private property will be encouraged.

#### Built Form

- The retention of existing houseform buildings will be encouraged.

- New development will reflect the general form and character of the existing buildings in terms of height, proportions and roof lines.
- Sloped belowgrade driveways will be discouraged due to the associated flooding problems and in consideration of the general form and character of the existing houseform buildings.
- Redevelopment of individual properties, rather than land assembly for development, will be encouraged.

#### **Height and Setbacks**

- All development will be limited to a maximum of 9 metres (3 storeys) in height.
- Existing residential front yard, side yard and rear yard setbacks will be maintained.

#### **SPECIAL NEIGHBOURHOOD AREAS**

The lands of the Weston Presbyterian Church, except that portion of the property occupied by the Church building and the surrounding required open space, are subject to Site and Area Specific Policies 47 and 51 in Chapter 7 of the Official Plan. The following guidelines will apply to any redevelopment of this property.

#### **GUIDELINES FOR SPECIAL NEIGHBOURHOOD AREAS**

##### **Streetscape**

- Existing healthy mature trees will be maintained and the planting of additional large caliper street trees in the public right-of-way and the front yards of private property will be encouraged.

##### **Built Form**

- All development will reflect the general form and character of the existing houseform buildings in terms of height, proportions and roof lines. Buildings will be low rise with individual unit design. Each unit will have direct access to a front and rear yard area and shall have a maximum of 3 floors of habitable space.
- The Church building will remain as a stand-alone entity on its own property with green space surrounding it in order to separate it from adjacent residential development.

##### **Height and Setbacks**

- All development will be limited to a maximum of 3 storeys (9 metres) in height.

## SPECIAL RESIDENTIAL AREAS

In addition to the lands of the Weston Presbyterian Church, there are other special residential areas. Consideration will be given to reinforcing select edges of the Neighbourhood areas with uses and building scales compatible with adjacent areas. The following areas are designated subject to Site and Area Specific Policies 48, 49 and 51 in Chapter 7 of the Official Plan.

- The west side of Rosemount Avenue between Lawrence Avenue West and John Street
- The north side of Lawrence Avenue West between the Jane Street “Avenue” Area and Ralph Street
- The south side of Lawrence Avenue West between the Jane Street “Avenue” Area and Gibson Street
- Lots 1 – 6 (inclusive) and Lots 15 and 16 of Registered Plan 2332, of the former City of York, located within the Humberview Crescent Neighbourhood.

The guidelines related to these areas are elaborated below, with the exception of the Humberview Crescent Neighbourhood guidelines which are found in the next section.

## GUIDELINES FOR SPECIAL RESIDENTIAL AREAS

### Streetscape

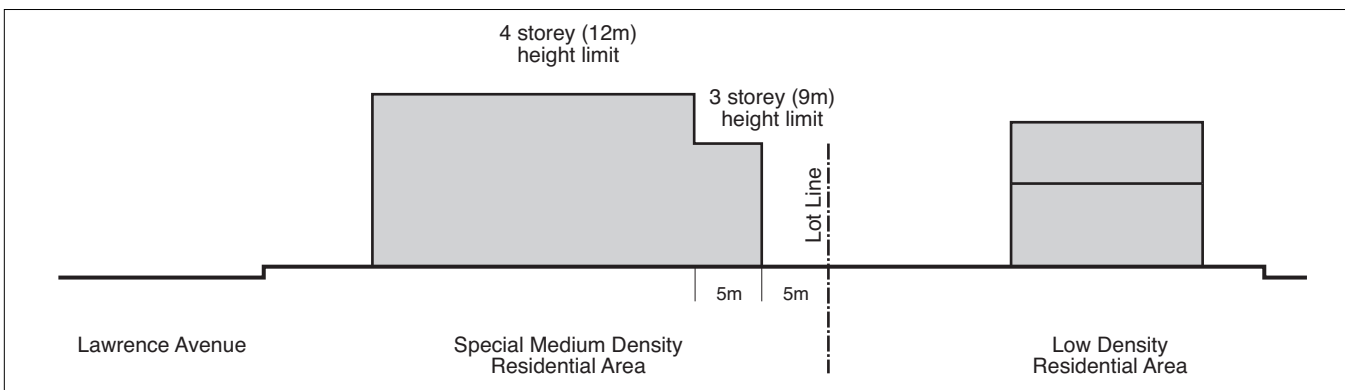
- Existing healthy mature trees will be maintained and the planting of additional large caliper street trees in the public right-of-way and the front yards of private properties will be encouraged.

### Setbacks

- On all lots where the “Special Residential Area” abuts a Neighbourhood area, all buildings will be subject to a 5 metre rear yard setback.

### Height

- Within the “Special Residential Areas” along Rosemount Avenue and Lawrence Avenue West, development will be generally low to medium-rise in scale ranging from 2 to 4 storeys (6 to 12 metres) in height. However, all portions of the buildings that fall within 10 metres of a Neighbourhood area will be limited to a maximum height of 3 storeys (9 metres) (Figure D).



Built Form Guidelines – Special Residential Areas

Figure D



## HUMBERVIEW CRESCENT NEIGHBOURHOOD (Sub-Area 8)

The Humberview Crescent Neighbourhood is located on the west side of Weston Road between St. Phillips Road and the railway viaduct. Humberview Crescent presents an extremely attractive natural and architectural landscape with a unique character. It is recognized that any redevelopment of the site must be approached with extreme sensitivity in order to respect the character of the site. These lands are subject to Site and Area Specific Policy 232 in Chapter 7 of the Official Plan.

### OBJECTIVES FOR THE HUMBERVIEW CRESCENT NEIGHBOURHOOD

- To permit moderate intensification on the site that respects the unique character of the site.
- To ensure that any development of the site respects the existing quality of views both outwardly from the site as well as views of the site from the valley bottom and from the south.
- To ensure that the landscape treatment of the site reflects its location as the effective northern gateway to Weston and its relationship to adjacent City parks.
- To provide safe access from the site to Weston Road.
- To consider measures to ensure that the unique historic and architectural features are protected.

### GUIDELINES FOR THE HUMBERVIEW CRESCENT NEIGHBOURHOOD

#### Landscaping and Special Features

- All development of the site will respect the unique character of the site with its arrangement of architecturally and historically interesting buildings, its mature trees and the natural environment of the river bluff, flood plain and wild life.
- All redevelopment proposals will ensure that there is minimal disruption of existing mature trees in the subject area.

- Consideration will be given to the use of appropriate powers under the Ontario Heritage Act to preserve the unique historic features on the site, including the Holley House, the river stone walls, the “windmill” garage and the “grass street” to Mallaby Park.
- In considering any redevelopment proposal in this area, the relationship of the site to Mallaby Park and the Humber River Valley will be evaluated. Means of improving access to the park from the existing grass road on the site will be examined. As well, improved pedestrian and bicycle access to the Valley will be addressed.

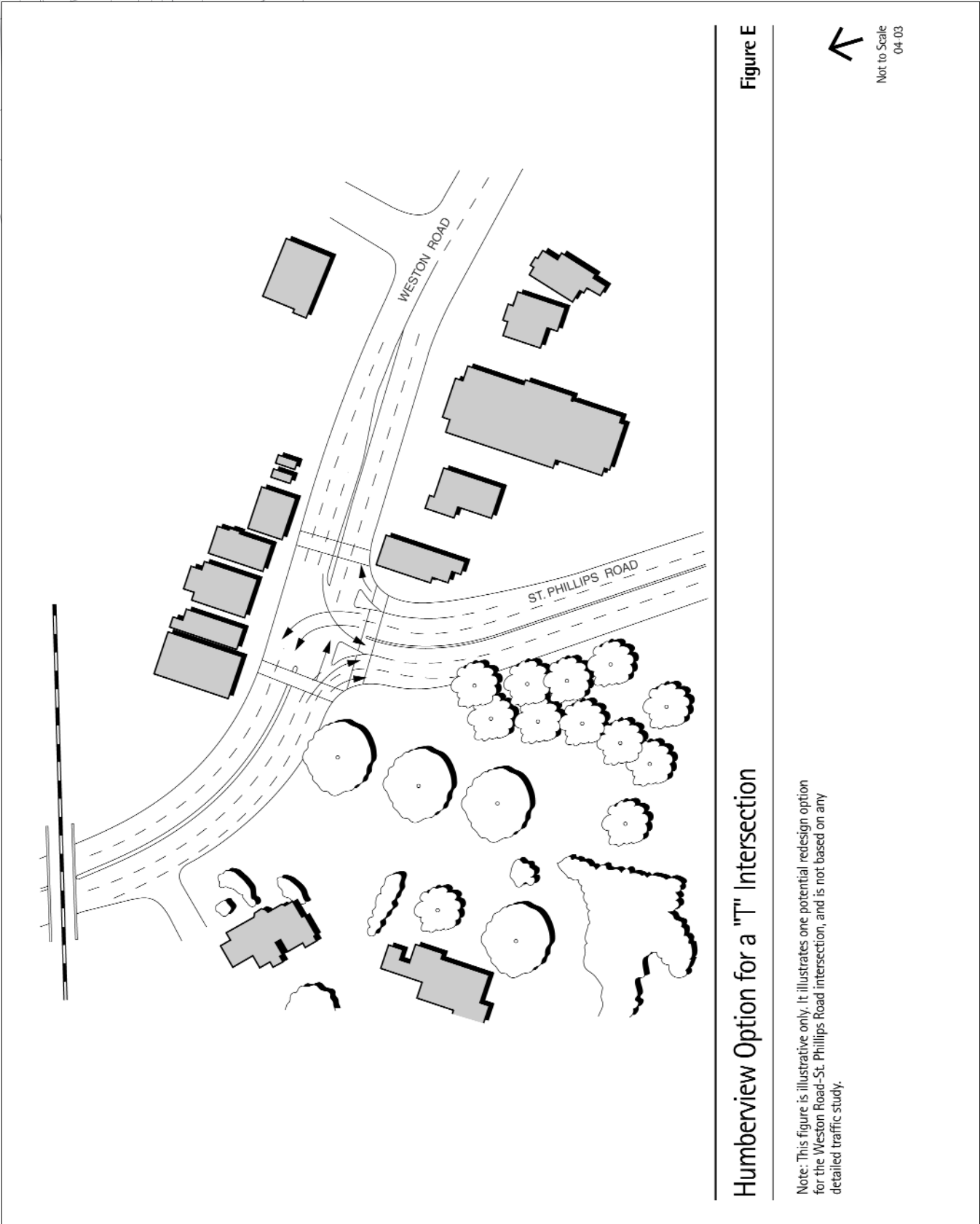
#### Streetscape

In order to create a more desirable and safe pedestrian environment, consideration will be given to:

- The redesign of the Weston Road–St. Phillips Road intersection in order to reduce traffic speed (Figure E)
- The relocation of the signal lights and introduction of appropriate roadway signage to require all turning traffic to stop at the intersection
- Appropriate landscaping to enhance the pedestrian environment.

#### Height and Setbacks

- Residential buildings in designated Neighbourhood Area, will be restricted to a maximum height of 4 storeys (12 metres).
- The subdivision of the site into smaller lots will be permitted, subject to the condition that a minimum lot width of 15 metres will be provided for any lot with a detached dwelling and a minimum lot width of 12 metres must be provided for any lot with a semi-detached dwelling.



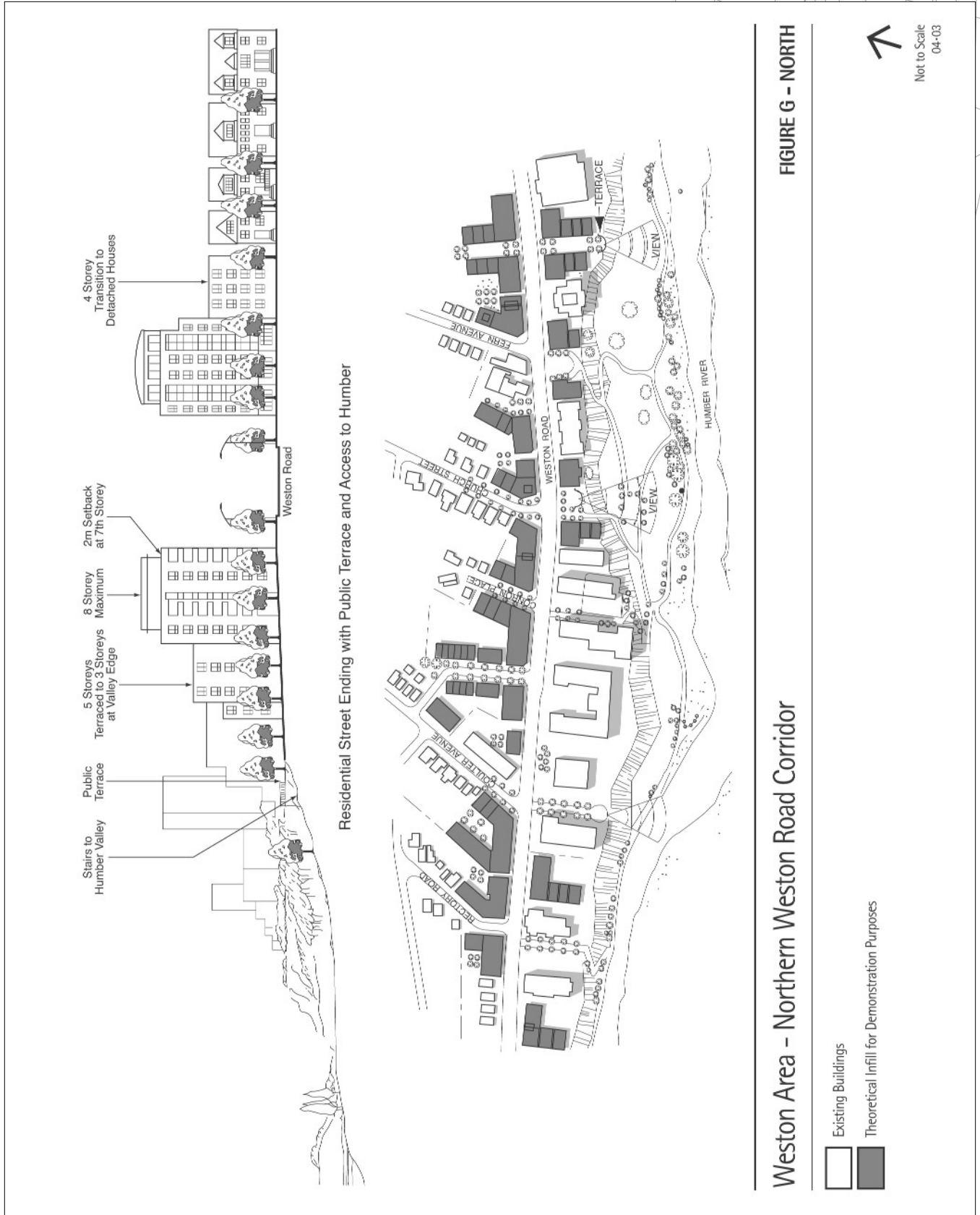
Humberview Option for a "T" Intersection

Figure E

Note: This figure is illustrative only. It illustrates one potential redesign option for the Weston Road-St. Phillips Road intersection, and is not based on any detailed traffic study.



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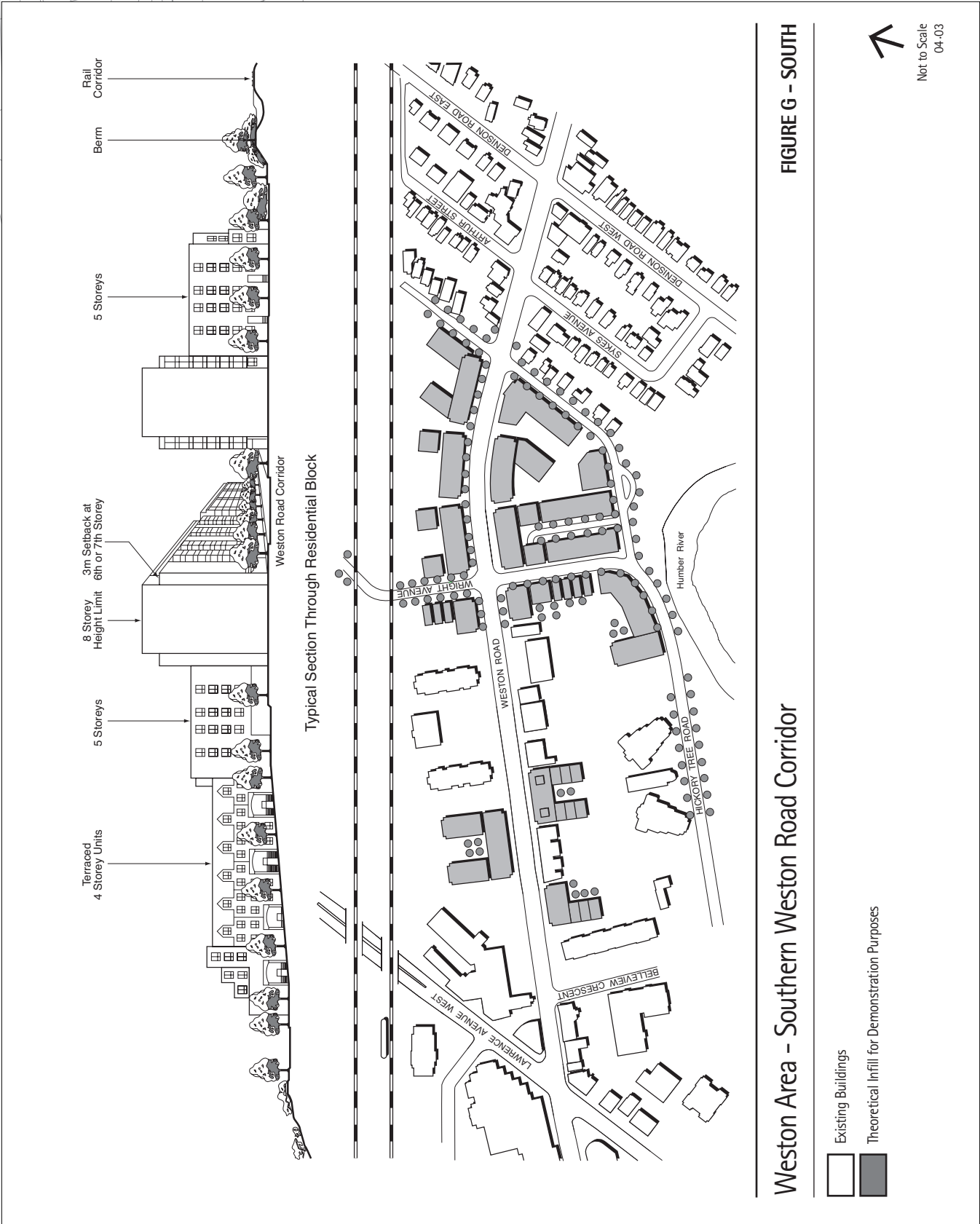


FIGURE G - SOUTH

Weston Area - Southern Weston Road Corridor

- Existing Buildings
- Theoretical Infill for Demonstration Purposes



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## APARTMENT NEIGHBOURHOOD-WESTON ROAD CORRIDOR (Sub-area 9)

The Apartment Neighbourhoods along Lawrence Avenue West and along Weston Road to the north and south of Weston Village are known as the Weston Road Corridor. The Weston Road Corridor is recognized as a potential location for residential intensification. Apartment Neighbourhood uses will be encouraged along the Weston Road Corridor, in a form that is sensitive to its surroundings, and addresses Weston Road directly. Infill development along Weston Road will provide a transition in scale to adjacent low density residential neighbourhoods, create a comfortable, safe and attractive street environment and preserve the integrity of the Humber Valley edge and views to that magnificent natural resource (Figure G North and South).

### OBJECTIVES FOR APARTMENT NEIGHBOURHOODS

- To increase the residential population of the Weston Road Corridor in order to help to expand the market base for the retail activity within Weston Village.
- To provide needed residential accommodation in a very desirable place to live.
- To establish an appropriate built form and land use pattern for apartment buildings that addresses their relationship to the adjacent neighbourhoods, the Humber Valley and Weston Road, such that:
  - a transition in scale occurs adjacent to the low-rise neighbourhoods
  - a comfortable, safe and attractive street environment is created along Weston Road; and the integrity of the Humber Valley edge is preserved along with the views of the valley from Weston Road.

## GUIDELINES WESTON ROAD CORRIDOR

### Streetscape

- All new development along Weston Road will be required to provide appropriate landscaping along the street frontage in order to enhance the Weston Road streetscape.
- Consideration will be given to new and improved linkages to the Humber River Valley, including the potential creation of a new link on the sites that terminate Fern Avenue and improving the linkages at Church Street, Bellevue Crescent, Wright Avenue and Denison Park.

### Setbacks

- All buildings fronting onto Weston Road will be oriented towards the adjacent street or streets with no more than a 4 metre yard setback from the street line. Wherever possible, primary pedestrian access to these buildings will be from Weston Road.
- All buildings located on lots abutting a Neighbourhood Area will be subject to a minimum yard setback of 5 metres from the mutual lot line between these two areas.
- Any development adjacent to existing industrial uses will be subject to appropriate siting, separation distances and landscaping requirements in order to protect the integrity of the industrial uses and avoid potential conflict.
- View corridors to the Humber River Valley will be unobstructed at or opposite any street intersection with Weston Road as illustrated in Figure G. The minimum width of the view corridor will equal the width the local street plus all required building setbacks against the street edge.
- All rooftop mechanical equipment will be set back and/or screened so that it is not visible from street level and from adjacent low density residential areas.

**Height**

- Buildings within the Weston Road Corridor will be permitted a maximum height of eight storeys (24 metres) along the Weston Road frontage with a minimum 3 metre setback required above the sixth floor (Figure H).
- All buildings located on lots abutting a Neighbourhood designation will be restricted to a base height of 3 storeys (9 metres) for all portions of the building within 10 metres of the mutual lot line. Additional height to a maximum of 8 storeys (24 metres) will be permitted only for those portions of the building located further than 10 metres from the mutual lot line with a lot in a Neighbourhood designation.
- Buildings located on lots adjacent to the Humber Valley will be restricted to a maximum height of 5 storeys (15 metres) within 20 metres of the top of bank; no below grade portions of these buildings will penetrate through the line of the bluff forming the eastern edge of the Humber Valley.

**Exceptions**

- Due to the anomalous lot shapes and slope profiles, any rezoning and site-plan applications in the Wilby Crescent area will specifically address appropriate siting and built form considerations in a manner compatible with the unique topographic features in the area.

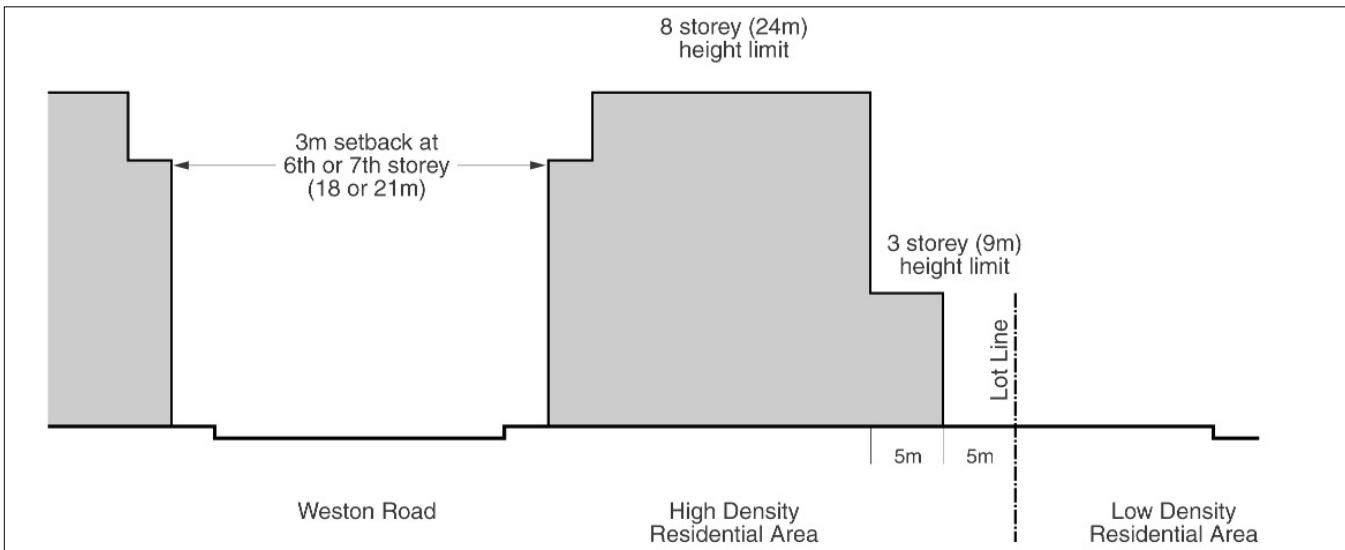
**PARKS AND OPEN SPACE**

**HUMBER VALLEY**

The Humber Valley represents the most unique asset in Weston, an asset that has not received the recognition that its deserves. Connections between Weston and the Humber Valley have been compromised over the years to the extent that the Valley has become the “hidden asset” of Weston.

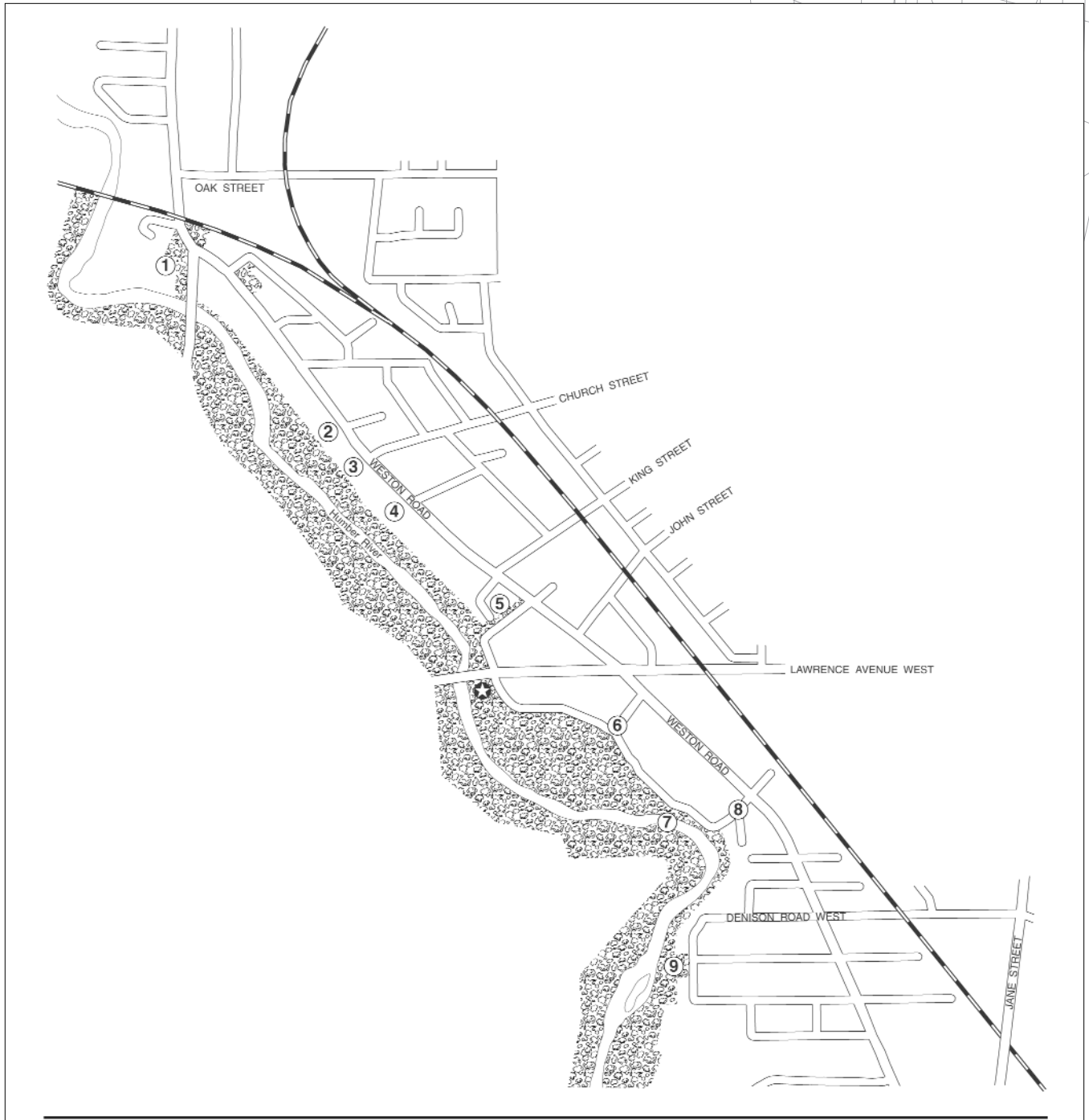
**OBJECTIVES FOR HUMBER VALLEY**

- To protect the integrity of the Valley from encroachment of outside uses.
- To establish additional linkages between the Valley and Weston.
- To improve existing linkages.
- To promote the continuity of the trail system within the Valley.
- To investigate the possibility of additional amenities to service and attract park users.
- To improve existing view corridors and establish new view corridors between the Valley and Weston.



Built Form Guidelines – Weston Residential Corridor

Figure H



Weston Area - Key Linkages to Humber Valley

Figure 1

- |                               |  |  |
|-------------------------------|--|--|
| ① Improved Mallaby Park Link  | ⑤ Improved Little Street - Memorial Gardens Link | ⑨ Denison Park Link                                    |
| ② Improved Conron Place Link  | ⑥ Improved Bellevue Crescent Link                | ★ Potential Location for Retail/Restaurant Development |
| ③ Improved Church Street Link | ⑦ Future Raymore Bridge                          |  |
| ④ Possible Fern Avenue Link   | ⑧ Improved Wright Avenue Link                    |  |

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## GUIDELINES FOR THE HUMBER VALLEY

Within and adjacent to the Humber River Valley, the following urban design guidelines will be applied.

- That new linkages be established in appropriate locations between Weston Road and the Humber River Valley as illustrated on Figure I. Any new linkages will be clearly marked and visible from both Weston Road and the Humber River Valley and will be constructed in a safe manner with appropriate lighting. Consideration will be given to avoiding any dark or hidden areas within these linkages.
  - In conjunction with this effort, consideration will be given to improving existing linkages through appropriate signage and repairs to existing facilities. Consideration will be given to eliminating any dark or hidden areas within or adjacent to these facilities.
  - Efforts will be made to improve the quality of the landscaping in the municipal parks within the Humber Valley. It is suggested that the local government contact local garden clubs, schools and/or senior's organizations to investigate ways and means of employing their efforts to achieve these improvements.
  - The valley system provides both aquatic and terrestrial wildlife habitat. Efforts will be made to restore and enhance both aquatic and terrestrial habitats through appropriate planting of native species and maintenance practices, such as establishing no-tend/no-mow areas in low use areas in order to encourage native regeneration.
- Efforts will be made to improve the trail system within the Humber Valley through the creation of new links between various portions of the existing trail and through improvements to the existing connections between the various segments of the trail system. Key areas of consideration include the construction of Raymore Bridge, improvements to the connection beneath the Lawrence Avenue West bridge and further expansion of the trails to the north of Cruickshank Park.
  - The provision of additional amenities for park users within the Humber Valley will be encouraged. These could include a café, retail pavilion, washrooms and related facilities. A potential site for this type of facility has been identified on the south side of Lawrence Avenue West at Hickory Tree Road, where the flood plain runs close to the river's edge and sufficient table land is available for such use.