

WESTON EXISTING MOBILITY CONDITIONS REPORT

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1. Introduction / Purpose of this Report

The purpose of this report is to provide an overview of the relevant policies, document the existing mobility conditions and planned improvements for the Weston Area, provide context to those policies, conditions, and improvements to aid in the development of the three (3) interrelated initiatives.

A mobility strategy that will address ongoing and future challenges in the Weston Village area as part of the City Planning led Weston in Gear Planning Study.

The Weston & Mount Dennis Implementation Plan and Feasibility Assessment, a joint City Planning and Transportation Services project intended to develop cross-section designs (of a minimum 10% design) of key transportation corridors in, including Weston Road in the adjacent neighbourhoods of Weston Village and Mount Dennis.

City of Toronto input into Metrolinx-led initiatives occurring on and around the Weston GO/UP station site, mainly the Station Access Plan and the Transit Oriented Communities program.

This report will build on the work that was done as part of the Picture Mount Dennis Planning Framework Study which culminated in the Mount Dennis Secondary Plan and the identification of Weston Road, Black Creek Drive and Ray Avenue as priority complete streets with conceptual design options for reconfiguration. Other transportation corridors identified in the broader area but out of the scope of this report include: Todd Baylis Boulevard and Industry Street as well as Jane Street and Eglinton Avenue West.

1.1. History of Weston

The Study Area is located along the Carrying Place Trail, an Indigenous footpath and portage route that has and continues to be of great significance to the Haudenosaunee Confederacy, the Wendat, Mississauga Nations, and urban Indigenous communities. The trail represents an important transportation route

between Lake Ontario and Lake Simcoe and Georgian Bay for Indigenous Peoples for thousands of years, and later for early settlers (prior to the construction of Yonge Street). European settlement in Weston began in the early 1800s, with several mills being founded. Weston Road became the Main Street for the growing community and featured civic buildings, religious institutions, and the commercial centre near Lawrence Avenue and Weston Road. Over the 19th century, after the arrival of the CP and CN railway, Weston became an important industrial centre in the Toronto area. Weston was incorporated as a Village in 1881, a Town in 1914, joined Metropolitan Toronto in 1954 and the City of Toronto in 1998. As the area continued to evolve over the twentieth century, Weston Road remained the Main Street of the community.

The Weston area has begun to experience significant growth and development since the opening of the new combined Union Pearson (UP) Express and Weston GO station in 2015 and the addition of regular 15-minute interval service providing rapid connections to Union Station and to the Bloor-Danforth Toronto subway line (Line 2). Since July 2019, there have been numerous development applications within the proposed Study Area that were identified as having an active or under review application status along Weston Road.

1.2. Council Direction & History

On March 10, 2016, City Council directed staff via items 2016.EY12.30 and 2016.EY12.31 to undertake planning studies along Weston Road in the adjacent neighbourhoods of Weston Village and Mount Dennis to guide future growth and leverage community improvements through the development anticipated to follow public investment in transit infrastructure. The studies were to include the following:

- a. Undertake a review of the current planning framework for the Study Areas including built-form, density, height, and public realm of the properties on Weston Road in a collective area between Parke Street in the north and Humber Boulevard to the south;
- b. Consult with the community, including landowners and other stakeholder groups, together with the Ward Councillor, to understand the community's concerns and to develop a vision for future development in the Study Area; and
- c. Report back on the findings of the review and to provide recommendations for changes, if necessary, to the planning framework for the Study Area.

The work program of Etobicoke-York City Planning staff determined that the Mount Dennis study would proceed first, and the Weston Village work would follow.

Mount Dennis Council Direction:

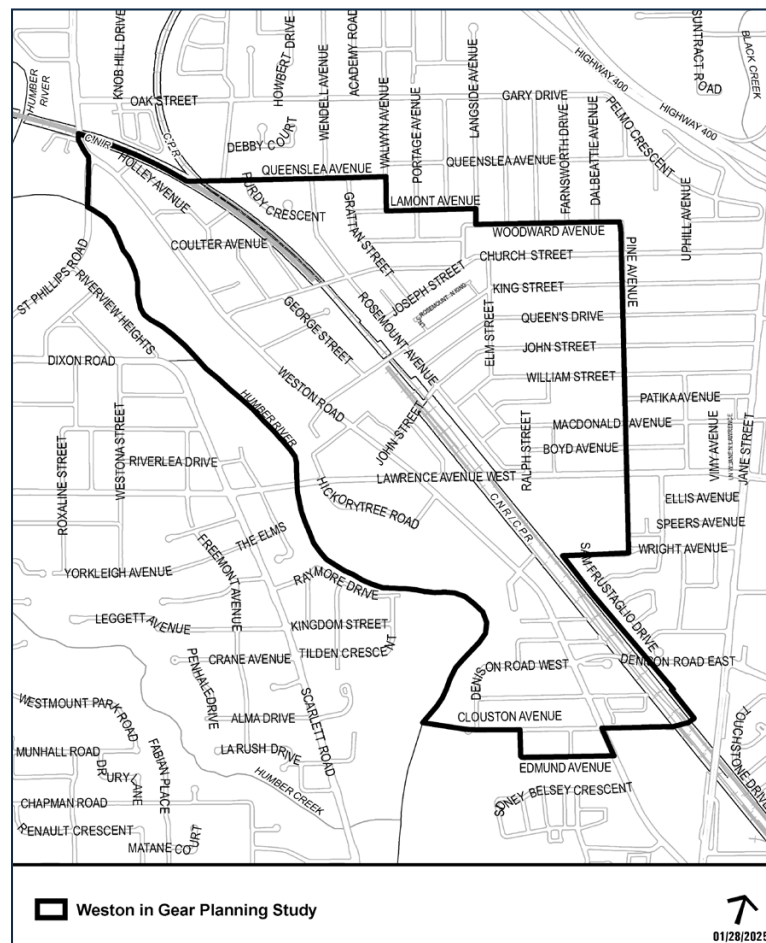
On July 19, 2022, City Council adopted the Official Plan Amendment 571 including the Mount Dennis Secondary Plan which requested the Chief Planner and Executive Director of City Planning to bring

forward a Zoning By-law Amendment and urban design guidelines. This directed the General Manager of Transportation Services to conduct further work with respect to mobility and the public realm for the Primary Network identified in the Mount Dennis Secondary Plan (Map 6 – Mobility Network Plan). It was also requested the Deputy City Manager, Community and Social Services to direct Social Development, Finance and Administration, Economic Development and Culture, Housing Secretariat and other appropriate City Divisions in consultation with the Chief Planner and Executive Director of City Planning, to work with the Councillor for Ward 5 York-South Weston and local community organizations, residents and businesses to develop a Mount Dennis community development plan: Community for All Action Plan.

1.3. Study Area

The Study Area for this report will primarily cover the area bounded to the north by the CN Rail Corridor, Queenslea Avenue, Walwyn Avenue, Lamont Avenue, Langside Avenue and Woodward Avenue, to the east by Pine Street, Wright Avenue and Sam Frustaglio Drive, to the west by the Humber River and to the south by Clouston Avenue and Edmund Avenue. The boundary of the study area is illustrated below in Figure 1-1: Weston Study Area.

Figure 1-1: Weston In Gear Study Area



Not to Scale

2. | Policy Overview

2.1. Province of Ontario

At the provincial level, transportation planning is informed by several key planning policies and programs, including:

- Provincial Policy Planning Statement, 2024
- 2041 Regional Transportation Plan (Metrolinx)
- Bill 212, Reducing Gridlock Saving You Time Act, 2024
- Province Of Ontario-City Of Toronto Memorandum Of Understanding (MOU) On Transit-Oriented Development (TOD)
- Transit-Oriented Communities

The following section outlines the main provincial policies that impact the Weston Study Area.

2.1.1. Provincial Planning Statement, 2024

On October 20th, 2024, the Provincial Planning Statement(PPS) came into effect. This statement is a consolidation of the government's policies on land use planning. It aims to update provincial land use planning frameworks by replacing the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2024). This was done to tackle the ongoing housing shortage.

The aim of the PPS is to help municipalities build more homes while supporting strong, competitive communities by aligning development with existing infrastructure. It also seeks to protect agricultural lands and promote the long-term sustainability of rural areas, the environment, and public health. Additionally, the PPS supports increasing the housing supply by making land available for development and encouraging economic growth and job creation.

Sections 3.2 and 3.3 address Transportation Systems and Transportation and Infrastructure Corridors, respectively and emphasize the importance of developing safe, efficient, and sustainable transportation systems that meet current and future needs while supporting the use of low- and zero-emission vehicles. It highlights the need for multimodal connectivity, protection and efficient use of infrastructure corridors, and compatibility of nearby development with long-term transportation goals. The preservation, reuse, and co-location of infrastructure corridors are also encouraged to maximize land use and maintain system integrity.

2.1.2. 2041 Regional Transportation Plan (Metrolinx)

The Regional Transportation Plan aims to provide access to fast and reliable transit while also accommodating travelling by walking or biking. It supports the integration of a multimodal regional transportation system in the Greater Toronto and Hamilton Area (GTHA). The jurisdiction of this plan is vast, including 30 regional and local governments. Moreover, this plan builds on The Big Move (2008), which was the first regional transportation plan for the GTHA. It lays the framework for broader regional connections to new routes, such as the Finch West and Eglinton Crosstown LRTs, and improvements impacting the operational and land use elements relating to the Weston GO/UP Station, which is on the GO Kitchener / UP Express line.

2.1.3. Bill 212, Reducing Gridlock Saving You Time Act, 2024

Bill 212, known as the Reducing Gridlock, Saving You Time Act, 2024, was introduced to tackle traffic congestion and enhance transportation infrastructure. Within the bill are amendments to the Traffic Act (HTA), specifically as they relate to the province's proposed Bike Lane Framework.

Elements of the framework include municipalities being required to seek provincial approval for cycling projects that would see a reduction in the number of lanes available for motor vehicles and as well as submitting periodic information about such projects. For the Weston area, this means that certain cycling and complete streets projects along streets like Weston Road may require provincial approval before they can be implemented.

2.1.4. Province Of Ontario-City Of Toronto Memorandum Of Understanding (MOU) On Transit-Oriented Development (TOD)

The Memorandum of Understanding (MOU) between the Province of Ontario and the City of Toronto, signed on February 14, 2020, sets out a framework for the development of Transit-Oriented Communities (TOC) around major transit stations. The shared objectives of the Province and City include creating accessible, complete communities that support higher-order transit, increasing housing supply (including affordable housing), improving transit ridership, and enhancing transit access to employment areas. The MOU also aims to offset the costs of building and operating transit, while ensuring the coordinated delivery of key transit projects like GO Expansion/SmartTrack and provincial subway initiatives.

Infrastructure Ontario is responsible for defining the parameters of TOC proposals and managing negotiations with developers. The Province collaborates with the City to ensure proposals align with city-building goals and identifies community benefits and amenities. Public engagement is led by Infrastructure Ontario to gather community input. Through this MOU, the Province and City commit to working together to develop sustainable, transit-integrated communities that will enhance urban living and support the broader transit network.

2.1.5. Transit-Oriented Communities

The Transit-Oriented Communities (TOC) program is designed to promote mixed-use, high-density developments around major transit stations often on public land, most notably parking lots. Basic parameters for TOC proposals are defined and negotiated with Infrastructure Ontario before it is marketed to a development partner.

Key objectives of the TOC program include creating complete communities with a mix of residential and employment densities that support high-order transit, increasing the supply of market and affordable housing while increasing transit ridership. In addition to Infrastructure Ontario's TOC program, Metrolinx can also negotiate commercial agreements for redevelopment and delivery of transit infrastructure such as station connections, transit plazas and other station facilities. Regarding the Weston GO station, the north and south parking lots have been identified as candidate TOCs sites. Further sections of this report will go into additional detail regarding this program and City Planning objectives.

2.2. City of Toronto

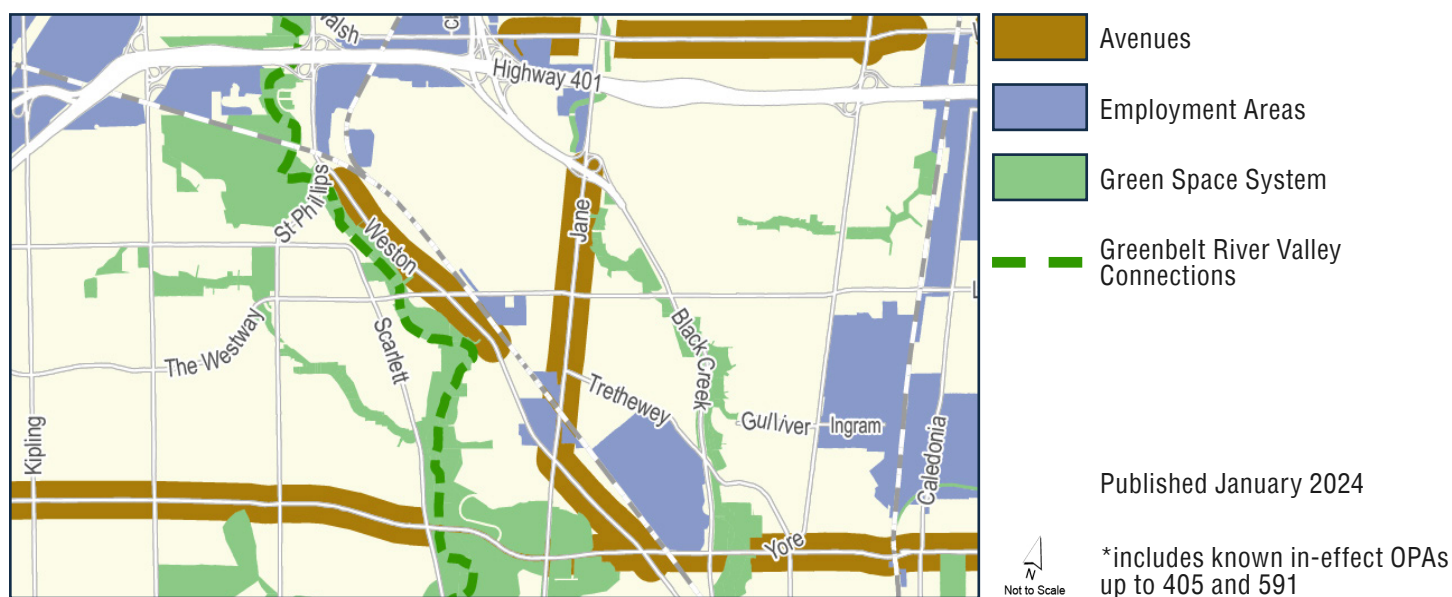
This section will review the range of policies at the municipal level that impact the study area. Reflecting the interdivisional and interdisciplinary nature of municipal policy, Section 2.2.1 focuses on City Planning policies, Section 2.2.2 explores policies from partner divisions, and Section 2.2.3 highlights ongoing City initiatives.

2.2.1. City Planning Policies

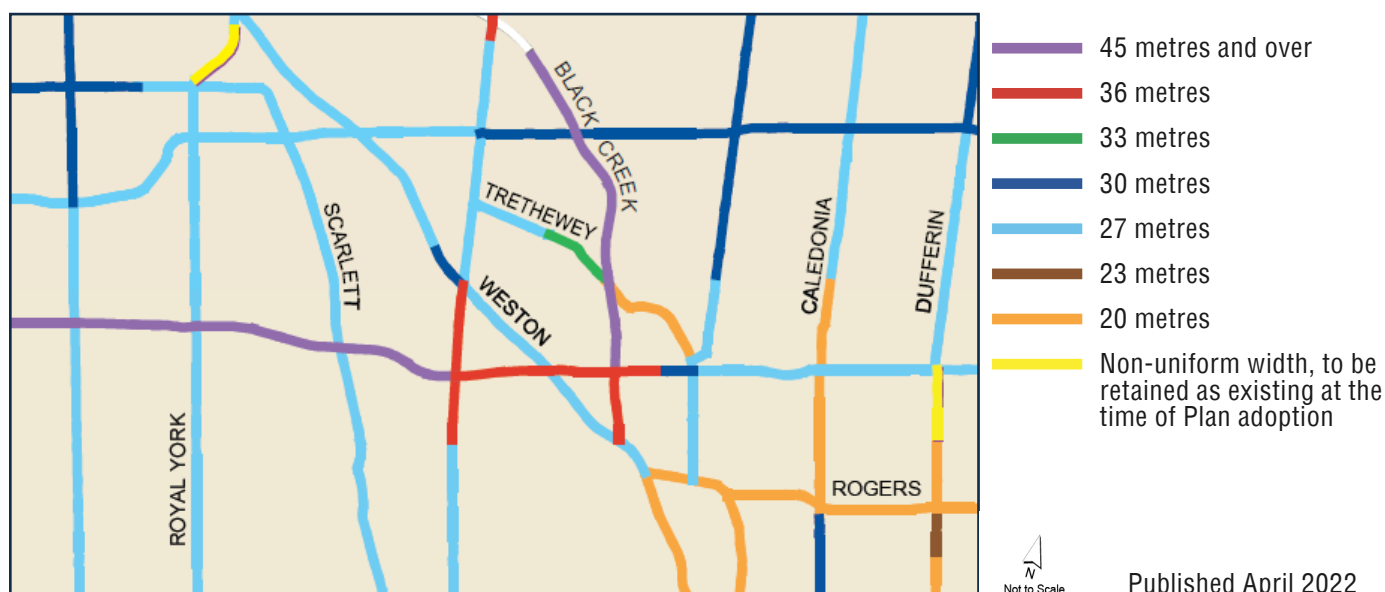
2.2.1.1. Official Plan

The Official Plan is intended to ensure that the City of Toronto evolves, improves and realises its full potential in areas such as transit, land use development, and the environment. The most recent official plan consolidation of Chapters 1 to 5 is in effect as of June 2024. Spanning 7 Chapters, the Official Plan is an extensive document that covers numerous elements of land use and transportation planning for the purposes of brevity, this section will focus on Official Plan Maps 2-5 and how the Weston Study area is legislated.

Map 2 identifies the City's Urban Structure indicating the areas of the City where intense growth will be concentrated. Weston Road in the study area is designated as an Avenue, a growth and intensification designation that is supported by enhancement to transit and other multi-modal infrastructure. The area east of the Weston GO station is designated as Employment lands. This designation intends to secure diverse employment opportunities and encourage job growth in the area.

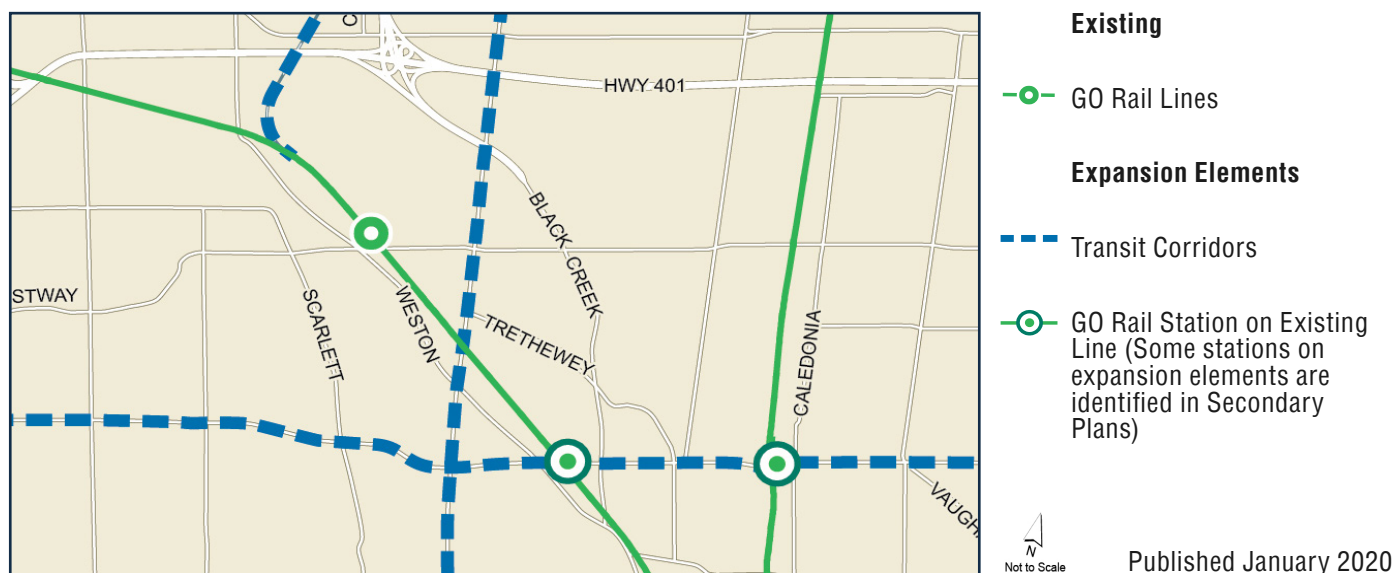
Figure 2-1: OP Map 2: Urban Structure

Map 3 identifies the proposed right-of-way (ROW) for major streets across the city. The ROW represents the public land area required for the operation and maintenance of roads, sidewalks, and public utilities and maintenance of roads, sidewalks, and utilities. In the study area major streets Weston Rd and Lawrence Ave have proposed ROW widths of 27 metres. In areas where existing ROW widths do not align with the Official Plan specifications outlined in Map 3, redevelopment provides an opportunity to achieve the required widths by securing additional land for conveyance to the City. Where roads that have an existing ROW width that is less than what is identified in Map 3, the redevelopment of lands adjacent to the ROW presents the opportunity for additional land to be conveyed to the City to meet the required width.

Figure 2-2: OP Map 3: Right-Of-Way Width Associated with Existing Major Streets

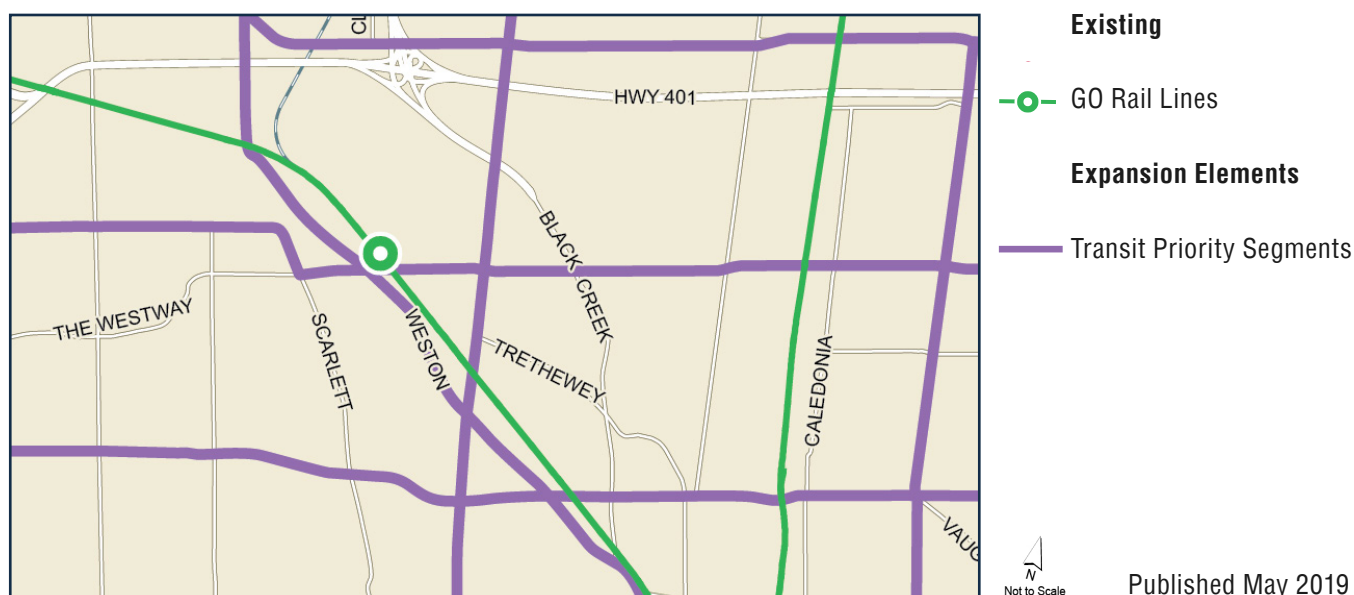
Map 4 identifies the key corridors in the City of Toronto where higher-order transit is either existing or planned for future implementation. Higher-order transit refers to public transit systems that are more frequent and efficient, such as rapid transit, light rail transit (LRT) and heavy rail transit. Weston GO Station and the Kitchener GO line are identified as part of high order transit network.

Figure 2-3: OP Map 4: Higher Order Transit Corridors



Map 5 identifies key corridors in the city where transit priority measures are either existing or planned for implementation. These corridors are designated to give public transportation priority over other modes of transportation to enhance service reliability. Measures such as dedicated transit lanes, prioritizing transit via traffic signals and other strategies may be considered. Weston Road and Lawrence Ave within the study area are identified as transit priority segments.

Figure 2-4: OP Map 5: Enhanced Surface Transit Network



2.2.1.2. Picture Mount Dennis Secondary Plan

In July 2022, City Council approved Official Plan Amendment (OPA) 571, which introduced the Mount Dennis Secondary Plan and implemented other related changes to the Official Plan. This decision followed the Picture Mount Dennis Planning Framework Study and outlined the next steps needed to fully implement the study's findings.

The Mount Dennis Planning Framework Study was an initiative by the City of Toronto to develop a comprehensive vision for the future of the Mount Dennis neighborhood, which was directly adjacent to the Weston neighborhood. Due to its proximity to the Weston Study Area, the Mount Dennis Planning Framework had an impact on the Weston neighborhood. The study focused on planning for the area's growth and transformation, particularly with the expansion of public transit infrastructure, including the Eglinton Crosstown LRT and the Toronto Pearson International Airport Rail Link.

The study involved a detailed analysis of the existing conditions in Mount Dennis, including land use, infrastructure, transportation, community facilities and cultural heritage. It identified opportunities for growth and areas requiring improvement. Additionally, planning principles were established to ensure that any future development aligned with the community's vision, emphasizing transit-oriented development (TOD) and enhanced accessibility through the expansion of transit infrastructure, such as the Eglinton Crosstown LRT.

The completed work included planning recommendations centered on sustainable development, creating more public spaces, enhancing infrastructure, and increasing housing availability, especially affordable housing. These recommendations focused on economic development strategies, such as creating jobs and promoting a mixed-use environment.

2.2.1.3. Major Transit Station Area (MTSA)

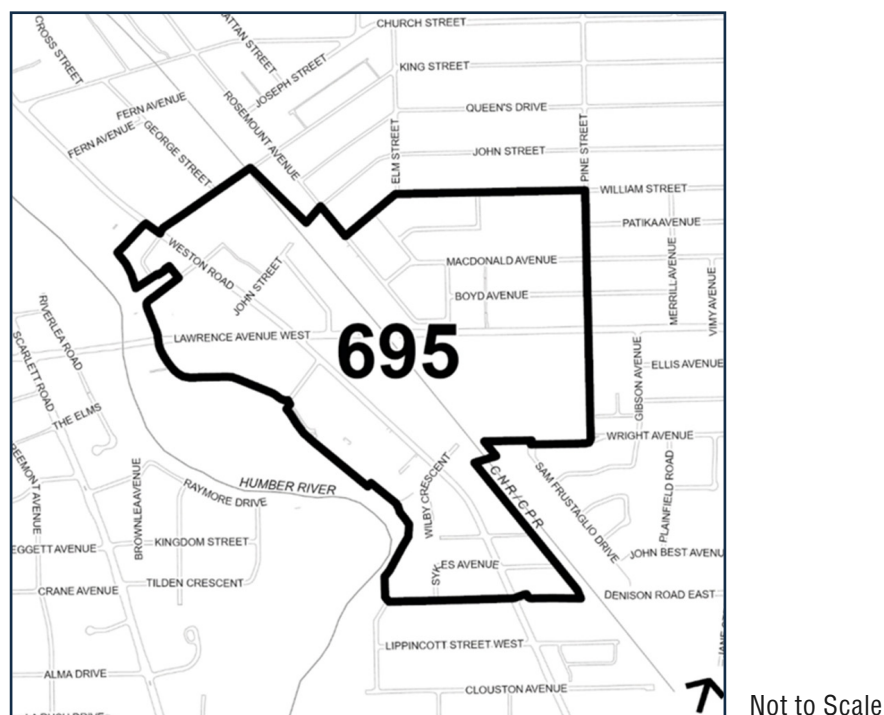
The Major Transit Station Area (MTSA) policies were adopted by City Council on February 2, 2022, through Official Plan Amendment 524 (OPA 524), however, they have not yet been approved by the Province of Ontario. The City of Toronto was required to update its Official Plan through the Municipal Comprehensive Review (MCR) to include the 141 potential MTSA's identified across the City. MTSA's are lands generally within a 500 to 800 metre radius (a 10 minute-walk) of a transit station or stop, primarily located along existing or planned transit corridors, such as GO Train, Light Rail Transit or Bus Rapid Transit. The Growth Plan directed that MTSA's maximize the size of the area and number of potential transit users within walking distance of the station. The Official Plan prioritized the planning of MTSA's in alignment with the Growth Plan, including directing growth, protecting natural heritage, and supporting transit-oriented development.

As part of the Growth Plan, municipalities were required to demonstrate that plans were, or would be, in place to meet the following MTSA minimum density targets:

- 200 residents and jobs per hectare for subways
- 160 residents and jobs per hectare for light rail transit
- 150 residents and jobs per hectare for GO Transit rail

The Weston neighbourhood is classified as a MTSA due to the Weston GO station and UP Express servicing the area. Council has approved the Site and Area Specific Policy 695, shown in Figure 2-5, which includes the Weston Major Transit Station Area (MTSA). The plan for the Weston MTSA sets a minimum target of 200 residents and jobs per hectare for the combined population and employment.

Figure 2-5: SASP 695 Weston MTSA



2.2.1.4. Site and Area Specific Policies

Site and Area Specific Policies (SASPs) are policies that vary from one or more of the provisions of the Official Plan and may require a further layer of local policy direction for an area. These site and area specific policies generally reflect unique historic conditions for approval that must be recognized for specific development sites or provide a further layer of local policy direction for an area. In most cases, the site and area specific policies provide direction on land use. Citywide Official Plan policies apply to these lands, except where the site and area specific policies vary from them. In specific, the Weston Study area includes SASP 45 and 51, described below.

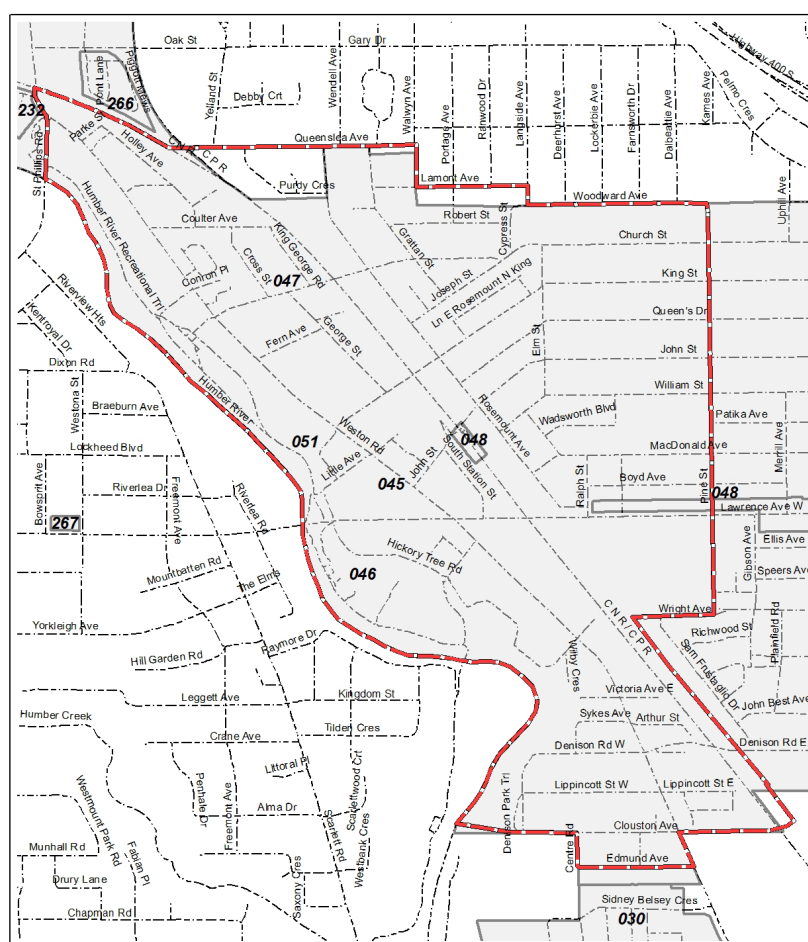
SASP 45 – Lands Located within the Village of Weston

SASP 45 applies to the historic Village of Weston, where it limits building height to eight storeys (24 metres) and encourages development that reinforces the area's heritage character. It includes strategies such as improved streetscaping, façade and signage enhancements, public parking, relocating the Farmers' Market, and strengthening pedestrian connections to the Humber River Valley. The policy also supports enhancing the GO Station to better serve the community.

SASP 51 – Weston Area

SASP 51 provides policies by guiding transit-supportive development and encouraging a mix of land uses. It promotes stronger connections to the Weston GO/UP Station and public realm enhancements that support a vibrant, walkable community. The policy also highlights the importance of improving links between the Weston community and the Humber River Valley through upgraded pedestrian routes, an expanded trail network

Figure 2-6: Map 25 Site and Area Specific Policies



Official Plan Chapter 7 Site and Area Specific (SASP)

Weston Study Area

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- Study Area
- OP Chapter 7 SASP

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north of Cruickshank Park, and additional amenities for park users, such as a café, retail pavilion, and washrooms.

2.2.2. Partner Divisional Studies

Various partner divisions, like Transportation Services & Parks, Forestry and Recreation have strategic plans and work programs that contribute in the running of the city. These divisions will conduct studies that have goals that aligned with adjacent City Planning initiatives. By being informed about these studies and where necessary, offering support, efforts can be aligned to achieve mutual objectives. The section below highlights various studies being undertaken by partner Divisions that may have an impact in the Weston study area.

2.2.2.1. Parks & Recreation Facilities Plan

The Parks and Recreation Facilities Master Plan is a long-term strategy developed by the City of Toronto to guide the development, enhancement, and maintenance of parks and recreation facilities across the city. The plan focuses on creating accessible, high-quality public spaces that meet the needs of a growing and diverse population. It aims to provide equitable access to green spaces, improve the variety of recreational opportunities, and promote sustainability through the integration of climate-resilient features in park design.

For the Weston Study Area, the Master Plan will support the ongoing revitalization of the neighborhood by improving existing parks and recreational facilities, making them better suited to the needs of residents. As the area undergoes transit-oriented development and increased population density, the plan will help guide the creation of new parks and recreational spaces, ensuring that the community has access to green spaces and opportunities for outdoor activities. The Master Plan's focus on sustainability and inclusivity will guide development to create vibrant, connected spaces in Weston, adopting a healthier and more livable environment for its residents.

2.2.2.2. TRCA (Toronto and Region Conservation Authority)

The Toronto and Region Conservation Authority (TRCA) has several relevant plans and policies that directly impact the Weston area, particularly related to the Humber River and watershed management. TRCA's policies aim to protect, restore, and enhance natural features and ecological systems, ensuring the sustainability of water resources and the surrounding environment.

One key policy is the TRCA's Watershed Management Strategy, which applies to the Humber River watershed and focuses on maintaining ecological health, reducing flood risks, and managing water quality. This strategy includes guidelines for managing stormwater, protecting riparian zones, and addressing erosion along the river. As development continues in Weston, the TRCA's policy ensures that any new development adheres to guidelines that minimize negative environmental impacts and enhance green spaces.

Additionally, the TRCA's Natural Heritage System Strategy is significant for the Weston area, as it seeks to protect and enhance natural habitats, including forests, wetlands, and riparian zones within the Humber River watershed. This policy promotes the restoration of degraded natural features, addresses invasive species, and encourages the creation of green corridors that connect natural areas, improving biodiversity and ecosystem resilience. The TRCA also implements Floodplain Management Policies, which are important for flood risk reduction along the Humber River, particularly in flood-prone areas of Weston.

The TRCA's policies and strategies work together to ensure the long-term ecological health of the Humber River and its surrounding watershed, while supporting sustainable development in the Weston area. These policies also promote collaboration with the City of Toronto and other stakeholders to balance growth with environmental stewardship.

2.2.2.3. Cycling Network Plan

The Cycling Network Plan (CNP) acts as a comprehensive guide and action plan for the City's investments in cycling infrastructure, both in the near term and long term. It is aligned with several key City policies and strategies, including the Official Plan, the Road to Health, Vision Zero Road Safety Plan, TransformTO Climate Action Strategy, Complete Streets, and the Toronto Office of Recovery and Rebuild's Impacts and Opportunities report.

Building on the Ten-Year Cycling Network Plan, which was approved in June 2016, the CNP has evolved through extensive research, analysis, and public consultation. The plan has been updated in 2019, 2021, and 2024 to incorporate new data, refine short-term and long-term strategies, and improve coordination and feasibility assessments. It also emphasizes enhanced safety, equity, and connectivity, with a refined prioritization framework. The CNP's objectives include closing gaps in Toronto's existing cycling network, expanding cycling routes into new areas, and improving the quality of existing bike lanes. The plan is structured around three main components: the Long-Term Cycling Network Vision, Major City-Wide Cycling Routes, and a rolling three-year Near-Term Implementation Program. For details on the planned cycling routes within the Weston Study Area, refer to Chapter 3 – Section XX. The routes identified in that section are intended to guide future infrastructure planning and enhance safe, connected cycling throughout the community.

2.2.2.4. Strong Neighbourhoods Strategy

The Toronto Strong Neighbourhoods Strategy (TSNS) is an action plan to build partnerships withing Toronto's neighbourhoods so that the communities can thrive. This is accomplished by partnering with residents, community agencies and businesses to invest in Neighbourhood Improvement Areas (NIAs). A Neighbourhood Improvement Area (NIA) in the City of Toronto is a designated geographic area identified through the Toronto Strong Neighbourhoods Strategy (TSNS 2020) as needing targeted investment and support to improve residents' well-being and overall quality of life. These areas are selected based on a composite Neighbourhood Equity Score, which measures how well a neighbourhood is doing across multiple indicators such as income, education, employment, housing quality, health, and access to services.

The TSNS Mission is to provide equitable opportunities and support community well-being through:

- Activating people
- Activating resources
- Activating neighbourhood friendly policies

The TSNS Advisory Group is made up of leaders from different NIAs and are a part of the civic decision making. This allows for more equitable and inclusive approach to the decision-making process. To support the work of TSNS 2020, the City of Toronto produces Neighbourhood Profiles for the City's 158 neighbourhoods.

The Weston Study Area is identified as Neighbourhood Number 113 and as a NIA, scoring below average on in the following categories: economic opportunities, social development, participation in decision making, healthy lives, and physical surroundings.

2.2.2.5. Vision Zero

Toronto's Vision Zero Road Safety Plan was adopted by City Council in July 2016, with an updated version, Vision Zero 2.0, approved in June 2019. The plan aims to eliminate traffic-related deaths and serious injuries through safer street design, lower speed limits, and improved enforcement. The focus of Vision Zero is on protecting vulnerable road users. Additional information on Vision Zero and KSI in the Weston Study Area is provided in Chapter 3 of this report.

2.2.3. Ongoing Initiatives

2.2.3.1. Weston in Gear Planning Study

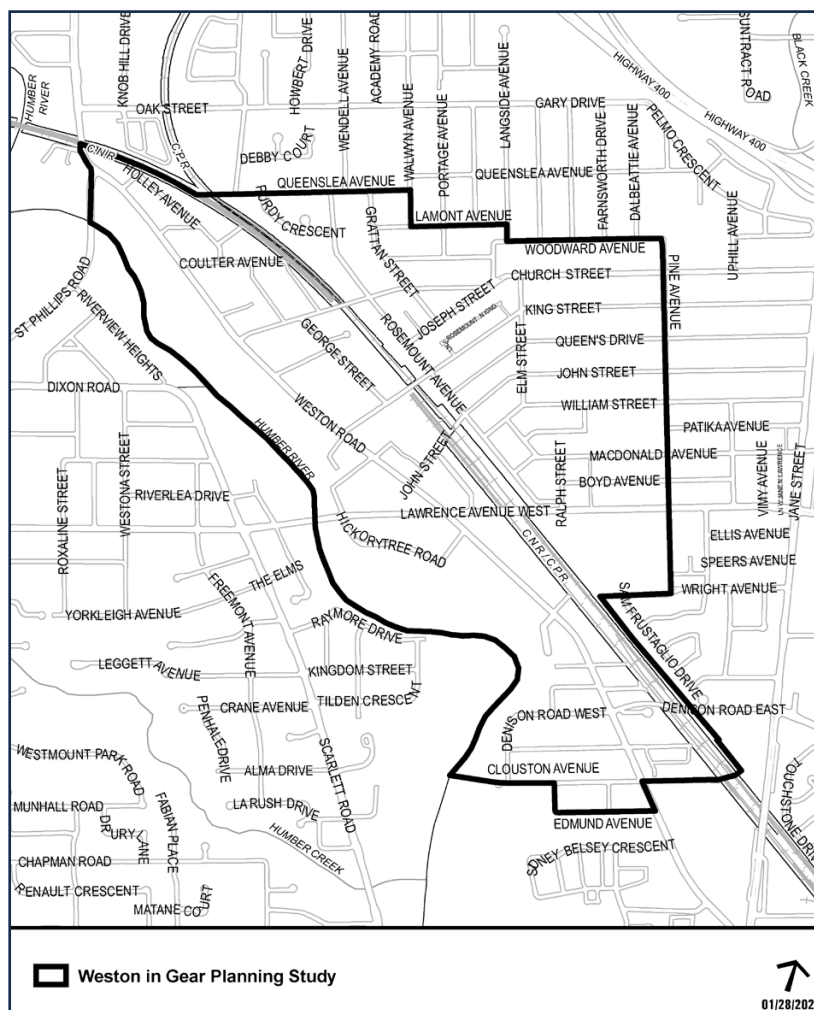
On March 10th, 2016, City Council directed staff to initiate a planning framework study focused on the built form, density, height, and public realm of properties along Weston Road. The City of Toronto is studying the Weston Area, which is defined by the CN Rail Corridor, Queenslea Avenue, Walwyn Avenue, Lamont Avenue, Langside Avenue, and Woodward Avenue to the north; Pine Street, Wright Avenue, and Sam Frustaglio Drive to the east; the Humber River to the west; and Clouston Avenue to the south. A Cultural Heritage Resource Assessment and Thermal Comfort Study focusing on the Weston Road corridor is also being undertaken as part of the Weston in Gear Planning Study. The Weston in Gear Planning Study will be conducted in three phases, with public engagement and consultation activities planned for each phase to inform the study's outcomes. The study is currently on-going and includes the following phases:

- Phase 1 – Background Review: This will involve a policy and existing conditions assessment and be done in collaboration with residents and stakeholders to identify opportunities and challenges, develop a vision and guiding principles, and propose evaluation criteria for assessing development options. Through this research and engagement, a background report will be compiled.

- Phase 2 – Options and Recommendations: This will focus on creating a Land Use Plan and Area Structure Plan to guide the development and evaluation of potential development options. This phase will be documented in an Emerging Framework Report, accompanied by supporting technical reports.
- Phase 3 – Emerging Plan and Policy: This will result in the Final Planning Framework Report, that may include strategies for Land Use, Built Form, and Cultural Heritage, as well as Parks, Open Space, and Public Realm, Mobility and Streets and Blocks, and Community Services and Facilities. In parallel with the Weston in Gear Planning Study, Toronto Water will conduct a servicing assessment. The Final Functional Servicing Assessment Report will be included in the final framework report for the study.

The outcomes of this study will shape the future vision for the Weston Area, ensuring that the community's needs and aspirations are reflected in the planning process.

Figure 2-7: Weston In Gear Study Area Boundary



Not to Scale

2.2.3.2. The Mount Dennis Community for All Action Plan

In 2022, City Council requested City staff to develop a community focused plan for the Mount Dennis area, which will propose specific actions, strategies and quantifiable targets to build affordable housing and plan for upgraded infrastructure including enhanced community and social services, retaining and expanding local businesses as well as upgrading parks and outdoor amenities. City Council has also requested that the Deputy City Manager of Community and Social Services provide biannual reports on the development and implementation of the Mount Dennis Community for All Action Plan.

The Community For All Action Plan develops specific actions and policies to safeguard displacement of small local businesses, in particular Black-owned and Black-serving businesses, that might be at risk due to the rapid growth and development in the area. The Plan is proposed to align with the Reconciliation Action Plan and the Action Plan to Confront Anti-Black Racism. During the development of this plan, City staff will work in tandem with local organizations, including the Learning Enrichment Foundation, residents and businesses to ensure representation throughout the process.

This plan consists of the following nine transformative moves:

- Connect People to the Land;
- Celebrate Indigenous Cultures;
- Support Black and Afro-Caribbean Cultures;
- Expand the Community Heart;
- Revitalize Weston Road;
- Connect Across the Rail Corridor;
- A Mount Dennis for Everyone;
- Develop an Eco-Neighbourhood; and
- Facilitate Local Job Growth.

2.2.3.3. Rapid TO: Surface Transit Network Plan

The RapidTO: Surface Transit Network Plan is a strategic initiative by the City of Toronto aimed at improving the city's surface transit system. The plan focuses on creating faster, more reliable, and efficient public transit services across the city. It is designed to enhance surface transit, including buses and streetcars, by implementing dedicated bus lanes, improving traffic signal prioritization, and improve transit routes to reduce delays and congestion.

A key aspect of the RapidTO plan is its focus on providing rapid transit alternatives to complement the city's existing subway network, with the goal of improving connectivity and transit access, particularly in high-density areas and corridors that are currently underserved by the subway system. The plan identifies priority routes for implementation, focusing on corridors with high ridership potential and where transit improvements can lead to significant reductions in travel times.

Within the study area, Weston Road, Jane Street, and Lawrence Avenue have been identified as long-term priority transportation corridors as outlined in Map 4 of the City of Toronto's Official Plan. This designation developed from an evaluation process focused on identifying higher-order transit corridors with strong potential for ridership growth and significant opportunities to improve network efficiency. The analysis prioritized routes where targeted transit investments could lead to meaningful reductions in travel times and better connectivity across the city. As such, the inclusion of these corridors reflects their critical role in supporting future transit expansion and accommodating the city's growing transportation needs.

3. Existing Conditions and Planned Improvements

This chapter aims to provide a comprehensive understanding of the existing conditions and planned improvements within the Weston study area in three key sections. Collectively, this information forms the foundational context for identifying issues and opportunities with the transportation infrastructure. (network and supports informed decision-making for future mobility strategies)

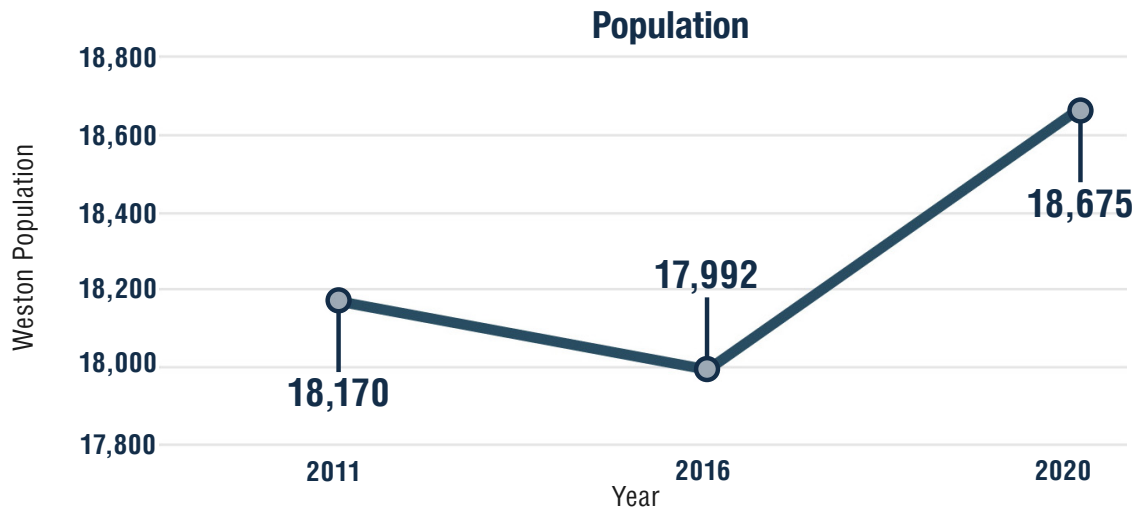
The first section examines the socio-economic and demographic characteristics of the area with information from Neighbourhood Profiles. Neighbourhood Profiles are prepared by the City's Social Policy Analysis & Research Unit based on data from Statistics Canada Census. These Profiles offer detailed demographic information about each of Toronto's 150 neighbourhoods, with updates to the information occurring every five years. No explicit information from the Neighbourhood Profiles is currently available for Lesbian, Gay, Bisexual, Trans, Queer, Two-Spirit Communities (LGBTQ2S), Persons with Disabilities, or Undocumented Individuals. The study area boundaries are within the area of the Weston neighbourhood, an Neighbourhood Improvement Area (NIA).

The second section looks at existing travel behaviour and concerns utilizing data from the Transportation Tomorrow Survey (TTS) and feedback from community consultations held in 2024. The TTS is a comprehensive travel survey conducted every five years within the Greater Golden Horseshoe Area. Its goal is to collect essential data that helps inform transportation planning for roads, transit, and facilities for cyclists and pedestrians. This survey is a collaborative effort involving multiple agencies, including the Cities of Toronto and Hamilton, the Regional Municipalities of Durham, Halton, Peel, and York, GO Transit, the Toronto Transit Commission, the University of Toronto, and the Ontario Ministry of Transportation. The 2021 TTS was initially delayed due to the COVID-19 pandemic, was conducted in late 2022 and early 2023. Participation was voluntary and confidential, and respondents had the option to complete the survey online or over the phone. The 2022 data has been recently released for use, allowing for comparison between pre- and post-pandemic travel behaviors with the 2016 and 2022 survey years. To understand the surveyed travel behavior within the study area a series of queries were completed of travel behaviour across a variety of modes and demographics. The results of these queries are not definitive answers regarding travel behaviour but offer insight into some of the existing mobility conditions in the Weston area. Two community consultations were held by City Planning staff during the fall of 2024 with the purpose of raising awareness of the Weston in Gear Planning Study and receiving initial community and stakeholder feedback on transportation and public realm issues. Feedback from these consultations is analyzed by mode and incorporated into Section 3.1 of this report. As part of the Weston in Gear planning study, there will be additional consultation with the community and various stakeholder groups.

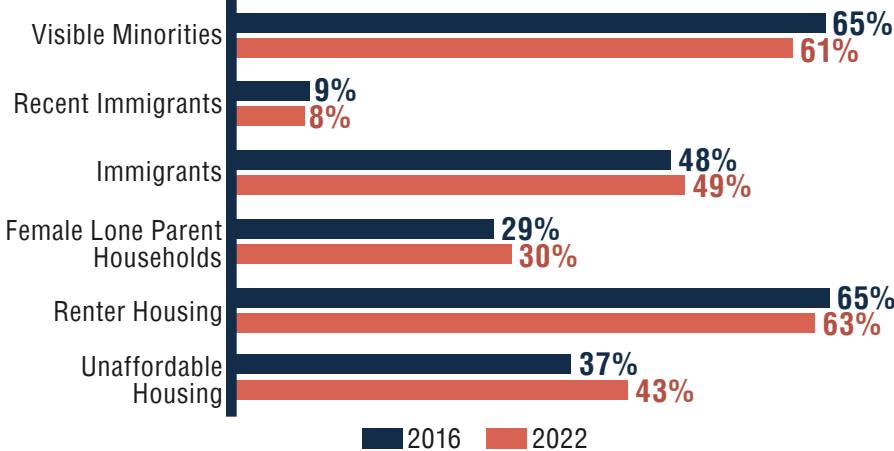
The third section of this chapter presents an overview of the existing conditions and planned improvements for all key modes of transportation including: automotive, cycling, pedestrian, and public

transit. This overview includes identifying key infrastructure, projects, programs, and metrics. When collecting existing conditions data by time of day, the following time periods were used to define peak and off-peak hours, based on typical traffic patterns and transit demand: AM Off-Peak (4:00 a.m. – 6:20 a.m.), AM Peak (6:30 a.m. – 9:59 a.m.), Midday (10:00 a.m. – 3:29 p.m.), PM Peak (3:30 p.m. – 6:59 p.m.), and PM Off-Peak (7:00 p.m. – 11:59 p.m.). These classifications help ensure consistency in analyzing transportation trends throughout the day.

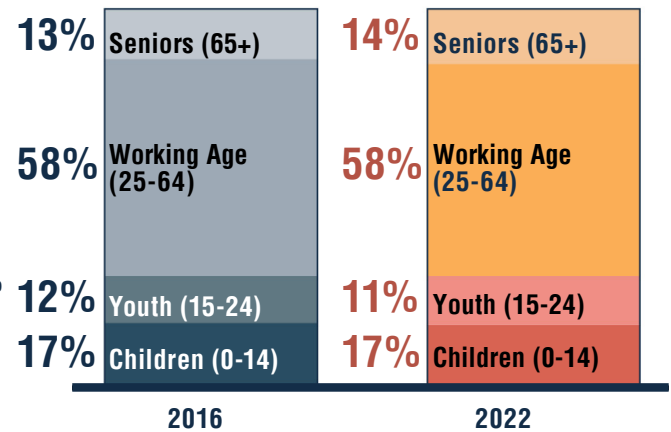
3.1. Socio-Economic Conditions and Travel Behaviour



Population Demographics



Population Age Distribution



Other Census Statistics

	Employment	Public Transit to Work	60+ Minute Commute	Median Household Income	Median Family Income	% of Income from Gov't Transfers
2016	56%	38%	22%	\$45,700	\$64,700	19%
2022	50%	30%	17%	\$64,500	\$86,000	28%

Between 2016 and 2020, Weston saw a slight population increase of approximately 4%. From 2016 to 2022 slight decreases in the percentage of visible minorities, recent (within the last 5 years) immigrants and renter housing were observed in the area. Over the same period, the percentage of unaffordable housing (housing costs greater than 30% of gross income) increased.

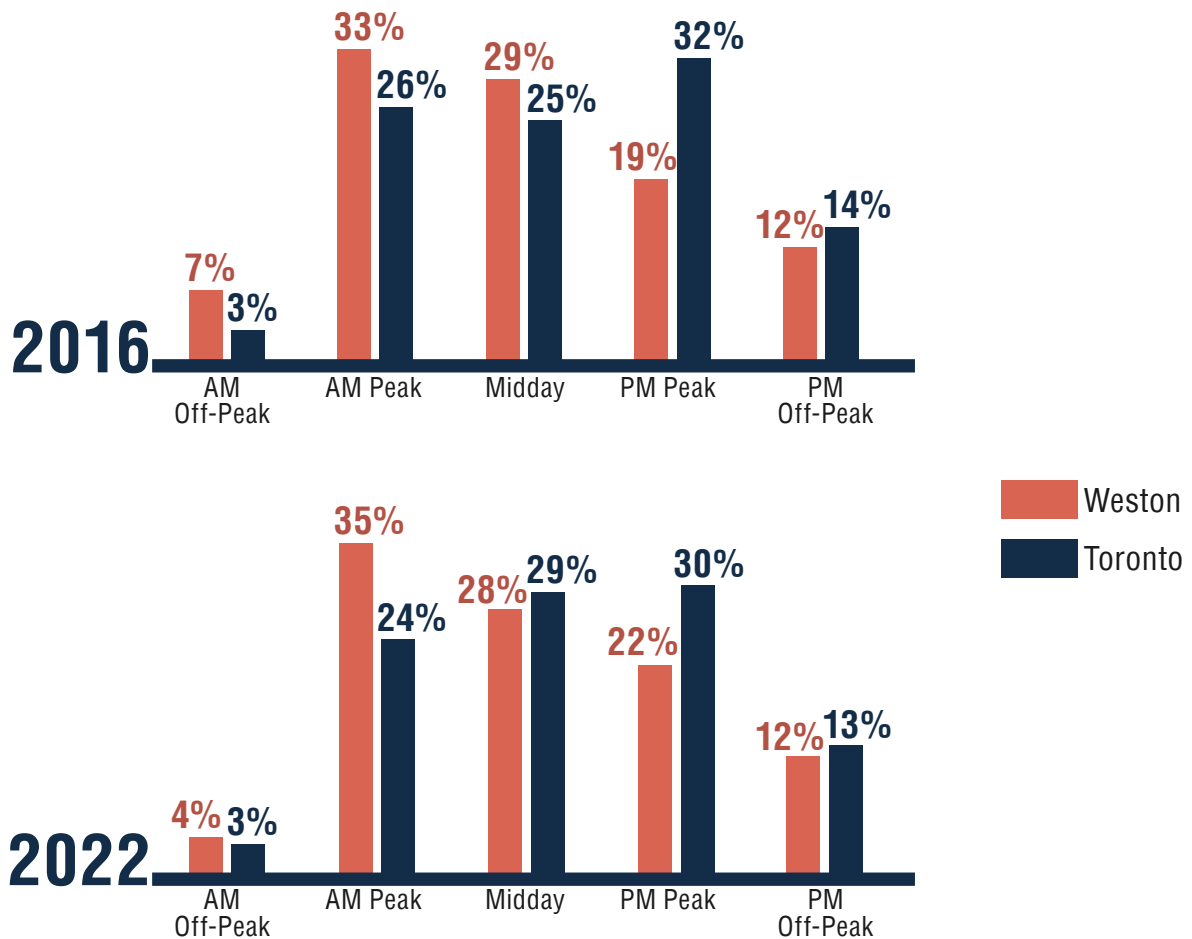
While median household and family incomes increased, an increase of individuals who rely on government transfers was also observed. The rate of employment for Weston decreased as well as households who take public transit to work and have general commutes over 60 minutes over the same period. The age distribution remained stable, with working-age residents still comprising 58% of the population.

Mode Share of Surveyed Trips

	Auto	Transit	Walk	Cycle	Passenger		Other	Total
					Auto/ School Bus	Taxi/ Paid Rideshare		
2016	58%	20%	6%	0%	15%	1%	0%	100%
2022	57%	17%	8%	2%	13%	2%	0%	100%

Between 2016 and 2022, the two largest modes of travel (auto and public transit), saw decreases of 1% and 3%, respectively. In contrast, active modes of travel, specifically walking and cycling, both saw increases of 2%. Passenger modes of travel (auto trips/school trips and taxi or paid rides) increased by 2% and 1%, respectively. Overall, the changes in all modes of travel between 2016 and 2022 were under 5%.

Time of Day Surveyed Trip Distribution



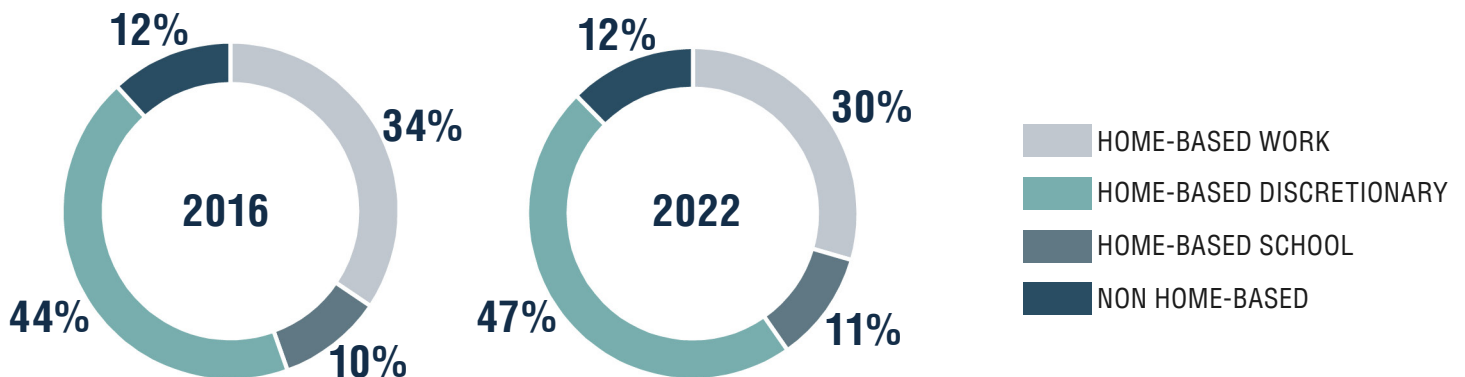
Regarding trip distribution by time of day in the Weston Study Area, increases were observed during the AM Peak, Midday, and PM Peak periods between 2016 and 2022. There was a 3% decrease during the AM Off-Peak, while PM Off-Peak travel remained unchanged. In the City of Toronto, increases were observed during the Midday periods, decreases were observed in the AM Peak and PM Peak and Off-Peak periods. The AM Off-Peak period showed no change between 2016 and 2022.

Distance By Mode Share of Surveyed Trips

Distance	Auto		Transit		Walk		Cycle		Passenger				Other	
									Auto/ School Bus		Taxi/ Paid Rideshare			
	2016	2022	2016	2022	2016	2022	2016	2022	2016	2022	2016	2022	2016	2022
1 km	45%	38%	7%	10%	30%	36%	2%	4%	16%	13%	0%	0%	0%	0%
1-2 km	50%	42%	23%	24%	15%	17%	0%	0%	10%	11%	1%	6%	0%	0%
2-3 km	53%	50%	21%	6%	3%	10%	0%	15%	21%	18%	3%	0%	0%	0%
3-4 km	69%	79%	13%	17%	2%	0%	0%	0%	14%	5%	1%	0%	1%	0%
4-5 km	55%	68%	17%	8%	0%	0%	0%	0%	27%	18%	0%	6%	0%	0%
5-10 km	59%	63%	23%	13%	0%	0%	1%	1%	17%	21%	1%	2%	0%	0%
10-20 km	59%	63%	26%	32%	0%	0%	0%	0%	14%	4%	1%	0%	0%	0%

Between 2016 and 2022, auto usage decreased at shorter distances, with a 7% decrease observed for trips 0-1 km, while an increase of 10% was observed at the 3–4 km range. Transit trips increased at the shortest distances (0-1 km and 1–2 km) and for longer trips (10–20 km) however, decreases were noted at mid-range distances (2–3 km to 5–10 km). Walking increased at short distances, with a joint 8% increase for trips up to 2km trips. Cycling activity saw a notable increase of 15% at the 2–3 km distance. Passenger travel by auto or school bus decreased overall, whereas taxi and paid rideshare usage increased modestly at shorter distances, particularly 1–2 km. Other travel modes at the listed distances saw minimal changes over both time periods.

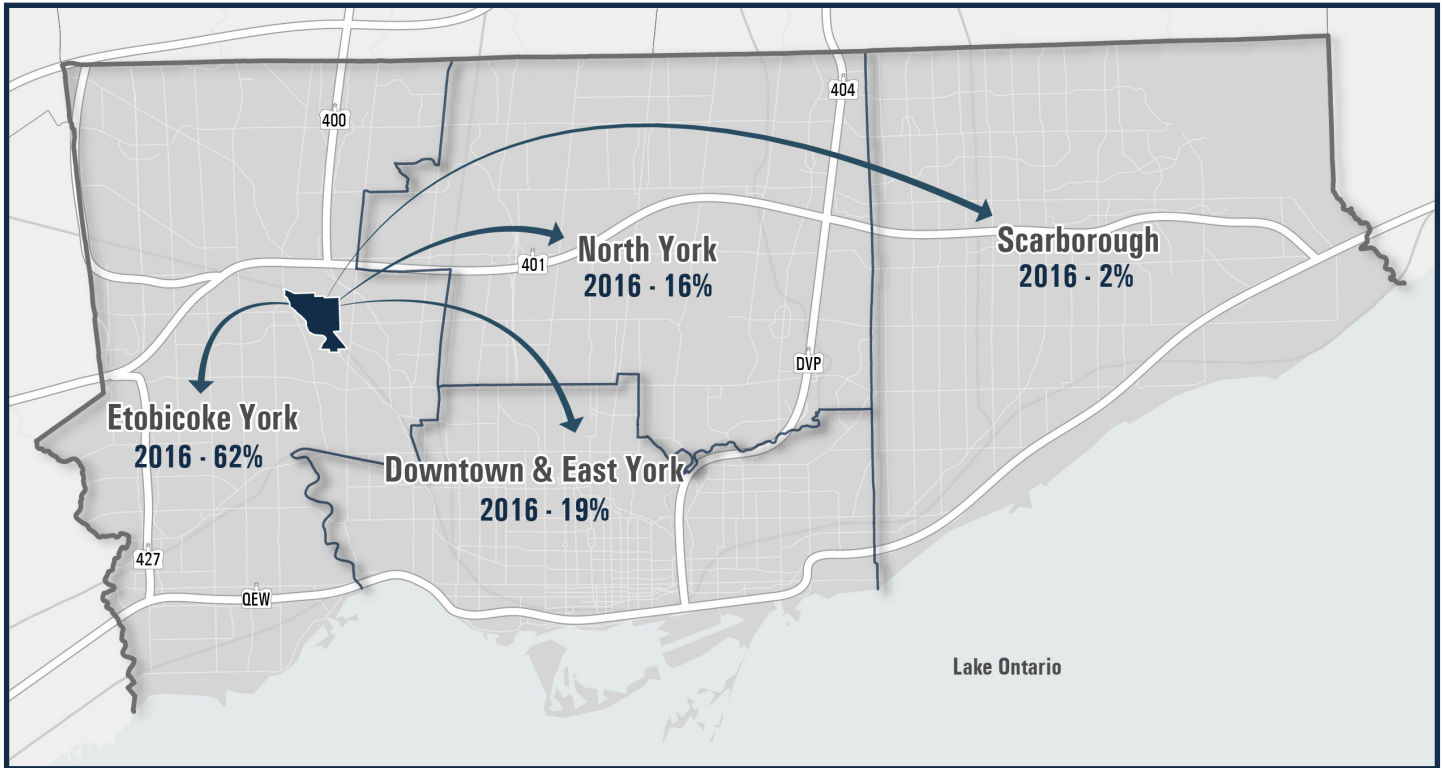
Trip Purpose of Surveyed Trips



Between 2016 and 2022 the order of surveyed trip purposes remained unchanged, 1) Home-Based Discretionary, 2) Home-Based Work, 3) Non-Home-based and 4) Home-Based School. Increases in Home-based Discretionary, Home-based school, and Non Home-Based were observed with decreases in the share of Home-Based work trips.

2016

Destination within the City of Toronto (All-Day Trips)



Regarding all-day surveyed trips within the City of Toronto in 2016, most trips starting in Weston study area had a destination of the Etobicoke-York area of Toronto. The remaining trips were headed to Downtown & East York, North York and Scarborough, in that order.

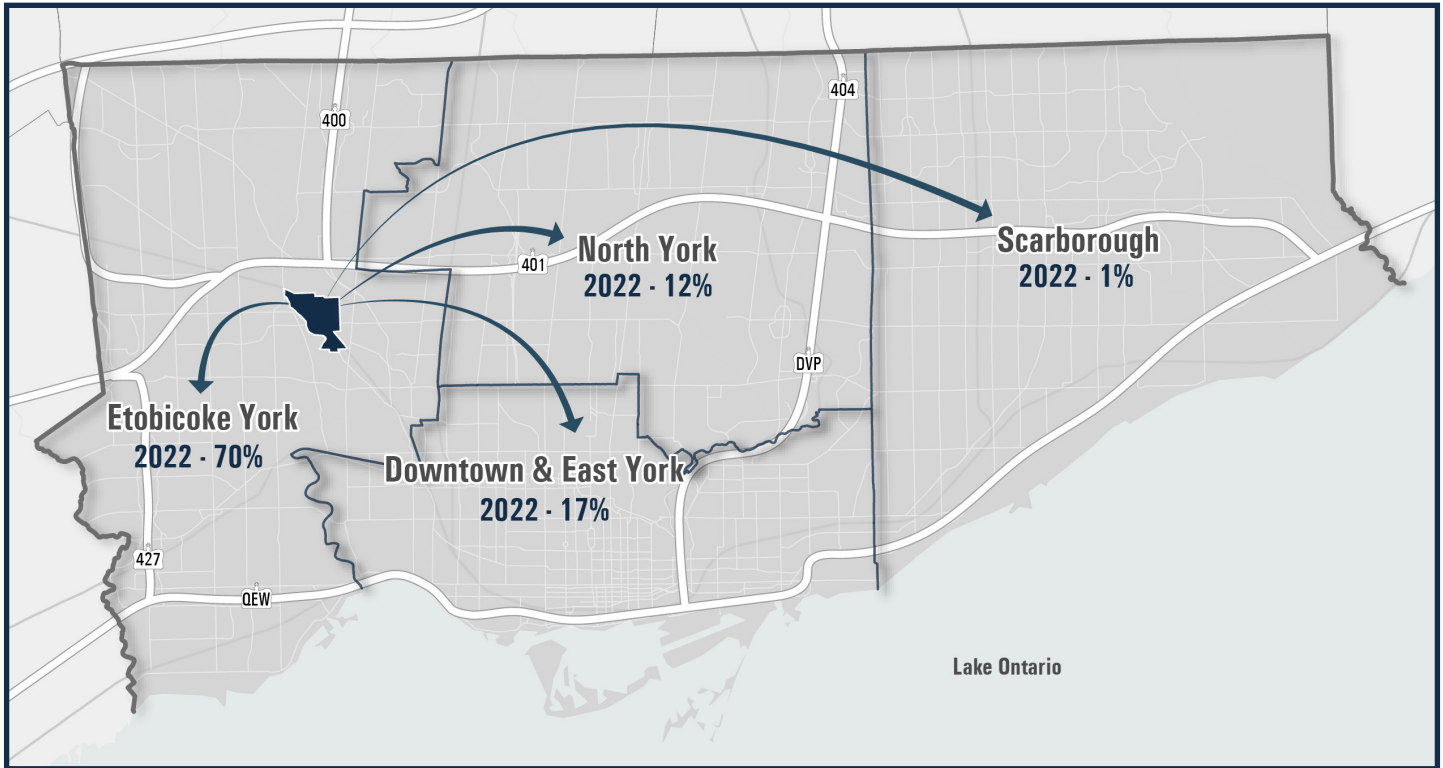
Time of Day Destinations to Greater Toronto Area

	Toronto	Durham	York	Peel	Halton	Hamilton	Total
AM Off-Peak	67%	0%	19%	12%	2%	0%	100%
AM Peak	86%	0%	5%	8%	0%	0%	100%
Midday	90%	0%	5%	4%	0%	0%	100%
PM Peak	83%	1%	7%	8%	0%	0%	100%
PM Off-Peak	86%	1%	6%	7%	0%	1%	100%

Regarding all-day surveyed trips within the Greater Toronto Area in 2016, the City of Toronto ranked as the most travelled destination with shares of at least 67% over all time periods. Notable (more than 10%) destinations and time periods include AM Off-Peak travel to York and Peel Region

2022

Destination within the City of Toronto (All-Day Trips)



Regarding all-day surveyed trips within the City of Toronto in 2022, similarities were noted to the 2016 findings with most trips starting in Weston study area had a destination of the Etobicoke-York part of Toronto. The remaining trips were headed to Downtown & East York, North York and Scarborough, in that order.

Time of Day Destinations to Greater Toronto Area

	Toronto	Durham	York	Peel	Halton	Hamilton	Total
AM Off-Peak	76%	0%	18%	3%	3%	0%	100%
AM Peak	88%	1%	5%	5%	0%	0%	100%
Midday	87%	0%	9%	4%	0%	0%	100%
PM Peak	86%	0%	7%	7%	0%	0%	100%
PM Off-Peak	77%	0%	11%	12%	1%	0%	100%

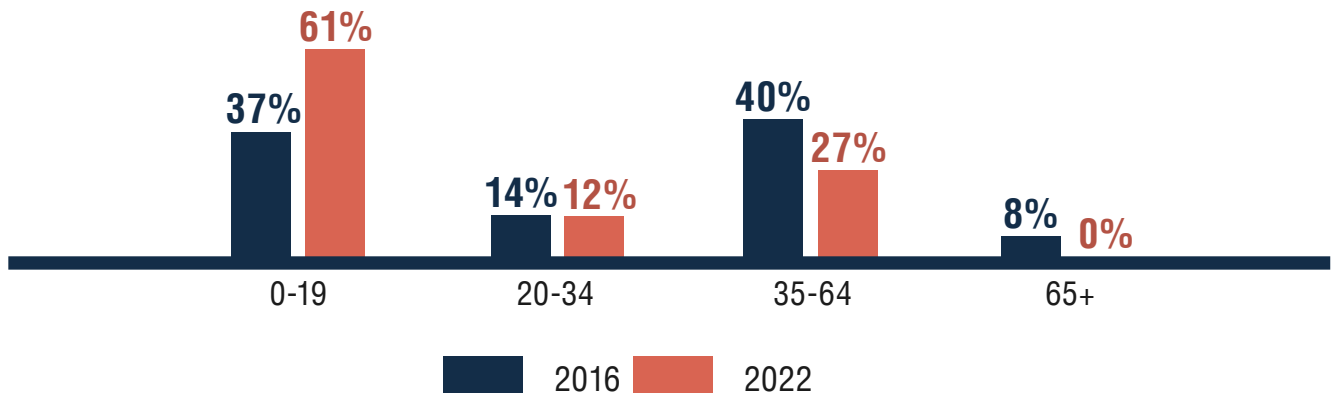
Regarding all-day surveyed trips within the Greater Toronto Area in 2022, the City of Toronto ranked as the most travelled destination with shares of at least 76% over all time periods. Notable (more than 10%) destinations and time periods include AM Off-Peak travel to York Region and PM Off-Peak Travel to York and Peel Regions. These findings are generally consistent with the same findings from 2016.

Pedestrian Trips

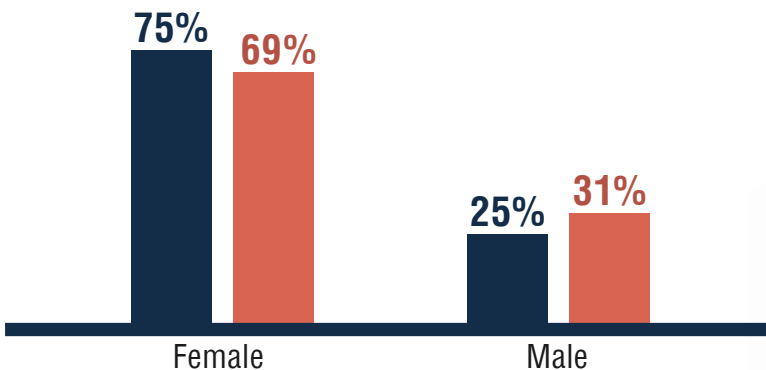
Average Distance of Surveyed Pedestrian Trips

	0-1 km	1-2 km	2-3 km	3-4 km	4-5 km	5-10 km	10-20 km	Total
2016	43%	44%	5%	5%	2%	0%	0%	100%
2022	46%	29%	25%	0%	0%	0%	0%	100%

Age Distribution of Surveyed Pedestrian Trips



Gender Distribution of Surveyed Pedestrian Trips



What We Heard From the Public:

39% Use Walking to get Around

- Wider sidewalks on Weston needed
- Increased need for lighting
- Crosswalk at Weston Lions Park

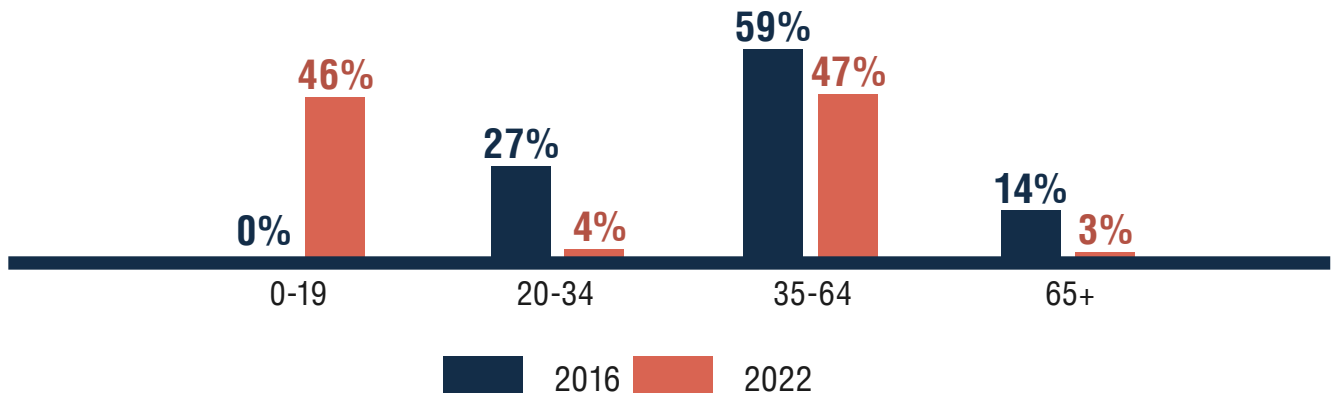


Cycling Trips

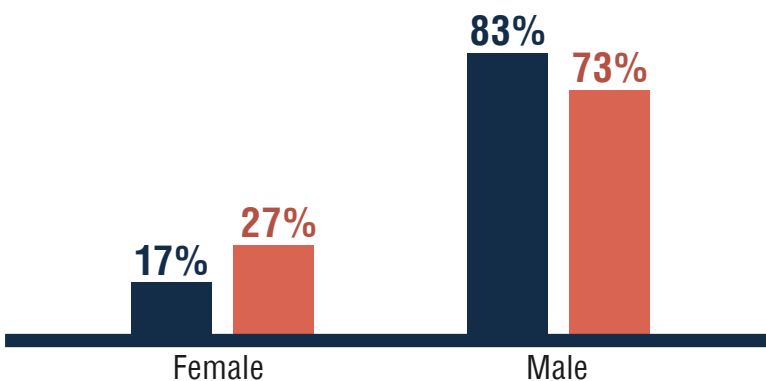
Average Distance of Surveyed Cycling Trips

	0-1 km	1-2 km	2-3 km	3-4 km	4-5 km	5-10 km	10-20 km	Total
2016	37%	17%	0%	0%	0%	27%	19%	100%
2022	23%	0%	46%	23%	0%	7%	1%	100%

Age Distribution of Surveyed Cycling Trips



Gender Distribution of Surveyed Cycling Trips



What We Heard From the Public:

12% Use Cycling to get Around

Concerns with Church and Pine Facilities

Humber Trail is Important

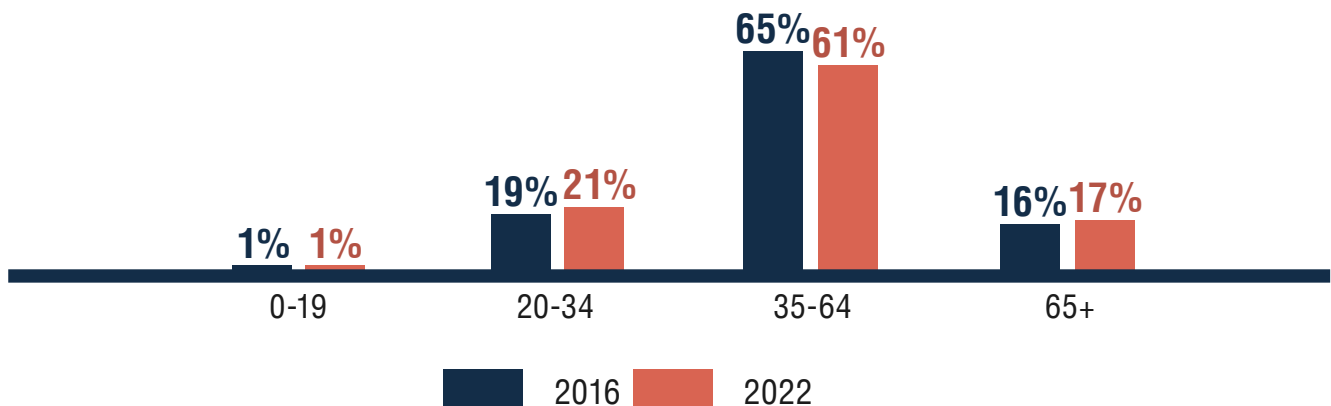


Auto Trips

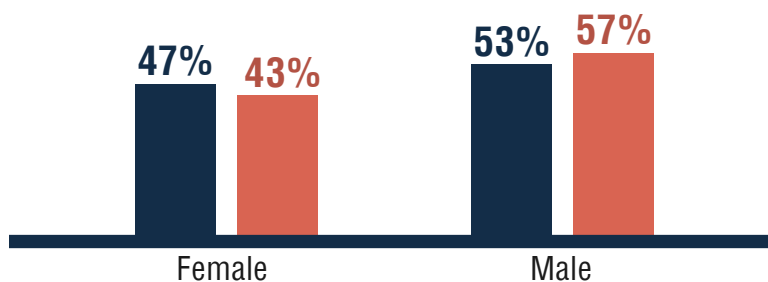
Average Distance of Surveyed Auto Trips

	0-1 km	1-2 km	2-3 km	3-4 km	4-5 km	5-10 km	10-20 km	Total
2016	5%	11%	11%	7%	7%	28%	30%	100%
2022	9%	9%	9%	8%	4%	30%	31%	100%

Age Distribution of Surveyed Auto Trips



Gender Distribution of Surveyed Auto Trips



What We Heard From the Public:

29% Use Cars to get Around

Weston and Lawrence Intersection and Church Street is very busy

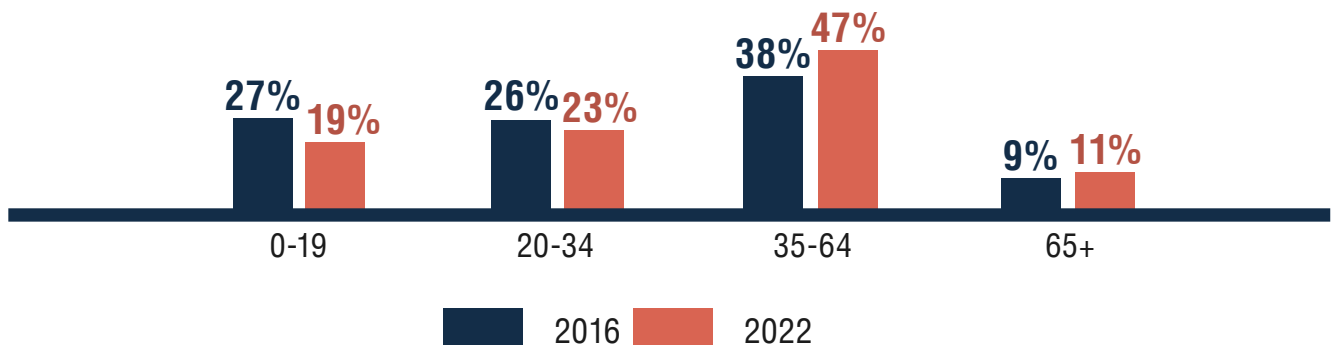


Transit Trips

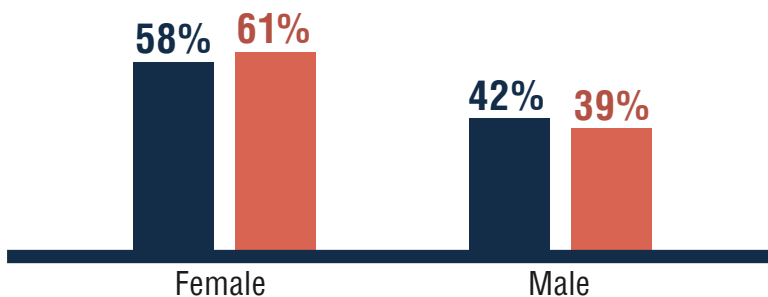
Average Distance of Surveyed Transit Trips

	0-1 km	1-2 km	2-3 km	3-4 km	4-5 km	5-10 km	10-20 km	Total
2016	2%	7%	19%	3%	6%	25%	38%	100%
2022	2%	23%	9%	1%	4%	19%	42%	100%

Age Distribution of Surveyed Transit Trips



Gender Distribution of Surveyed Transit Trips



What We Heard From the Public:

20% Use Transit to get Around

TTC routes 89,52, are busy during rush hour



3.2. Roadways and Parking

The busiest streets in the study area are the arterial roads: Weston Rd, and Lawrence Ave, both have full or partial connections to the 400 series network of highways. Collector roads in the study area both provide access to retail, employment and residential areas and have a standard 20m right of way (ROW) width. Table 3-1 below presents the various road classifications along with their corresponding details, providing an overview of the existing and proposed rights-of-way (ROW).

Table 3-1: Arterial and Collectors Roads in the Study Area

Category	Road Name	# of Lanes ¹	Posted Speed Limit (km/h)	Existing ROW Width (m) ¹	Planned ROW Width (m) ²	Approx. AADT 2019 ³	Last Year of Rehabilitation Activity
Major Arterial	Lawrence Ave	4	50	varies	27	22 000	2015
Minor Arterial	Weston Rd	4	50	varies	27	11 000	1989
Collector	Church St	2	30	20	N/A	4 000 (2017)	1993
	Little Ave	2	30	20	N/A	10 000 (2017)	2014
	John St	2	30	20	N/A	18 000 (2017)	1994
	Rosemount Ave	2	30	20	N/A	4 000	1989
	Pine St	2	30	20	N/A	5 000	1985
	Denison Rd E	2	40	20	N/A	5 000 (2017)	2014
	Hickory Tree Rd	2	30	20	N/A	5 000 (2017)	2008
	Bellevue Cres	2	30	20	N/A	5 000 (2017)	2008

Notes:

1. Source: Transportation Asset Management Portal.

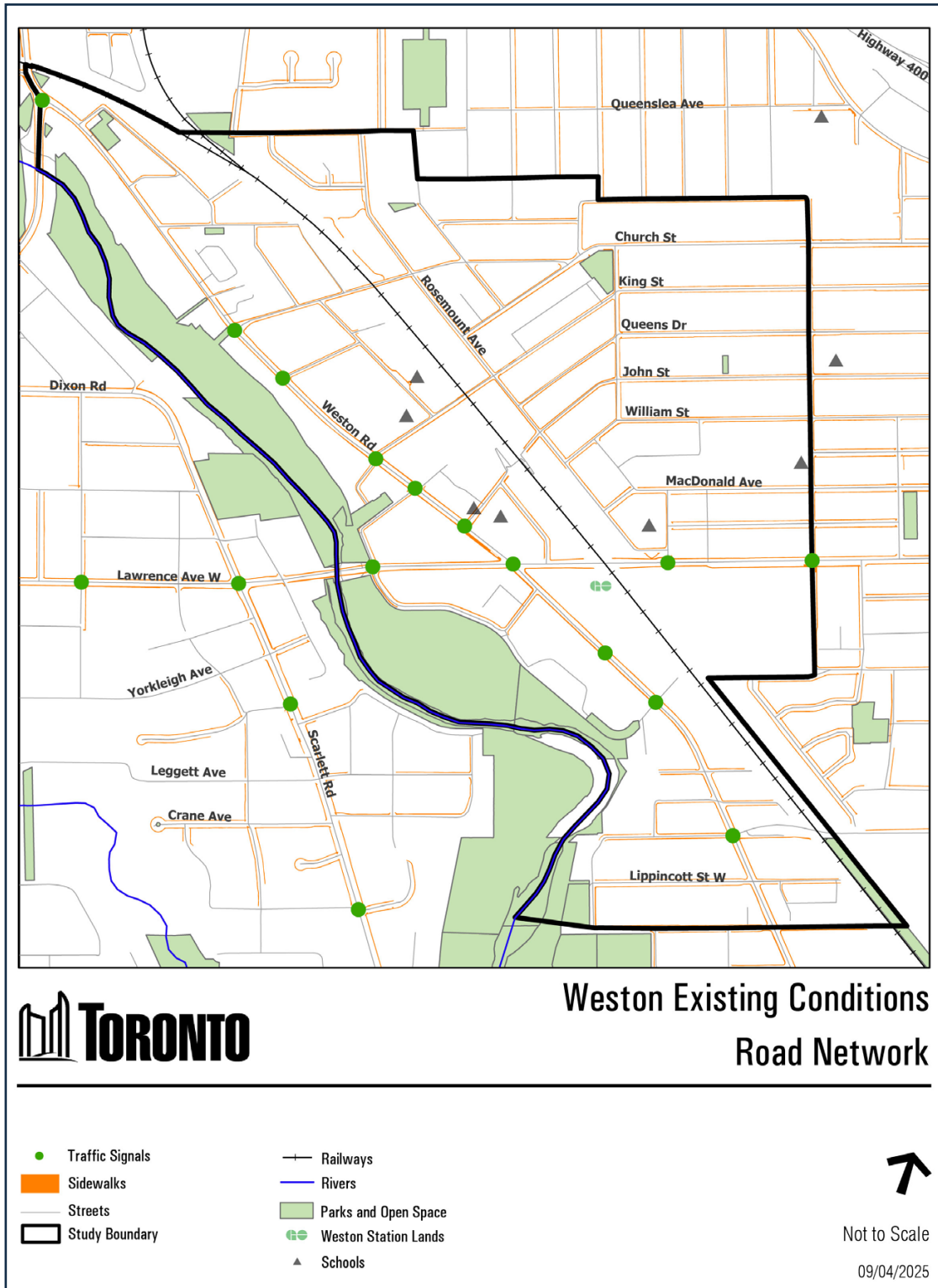
2. Source: Map 3, Right-of-Way Widths Associated with Existing Major Streets. City of Toronto Official Plan (2010)

3. AADT – Average Annual Daily Traffic. Source: Transportation Asset Management Portal. Data reflects 2019 travel patterns and does not account for any changes that have occurred during the pandemic.

4. Source: Transportation Asset Management Portal. Years shown in (XXXX) format denotes scheduled rehabilitation.

Figure 3-1 depicts the Weston Village road network, highlighting streets and key roadway characteristics within the area.

Figure 3-1: Road Network



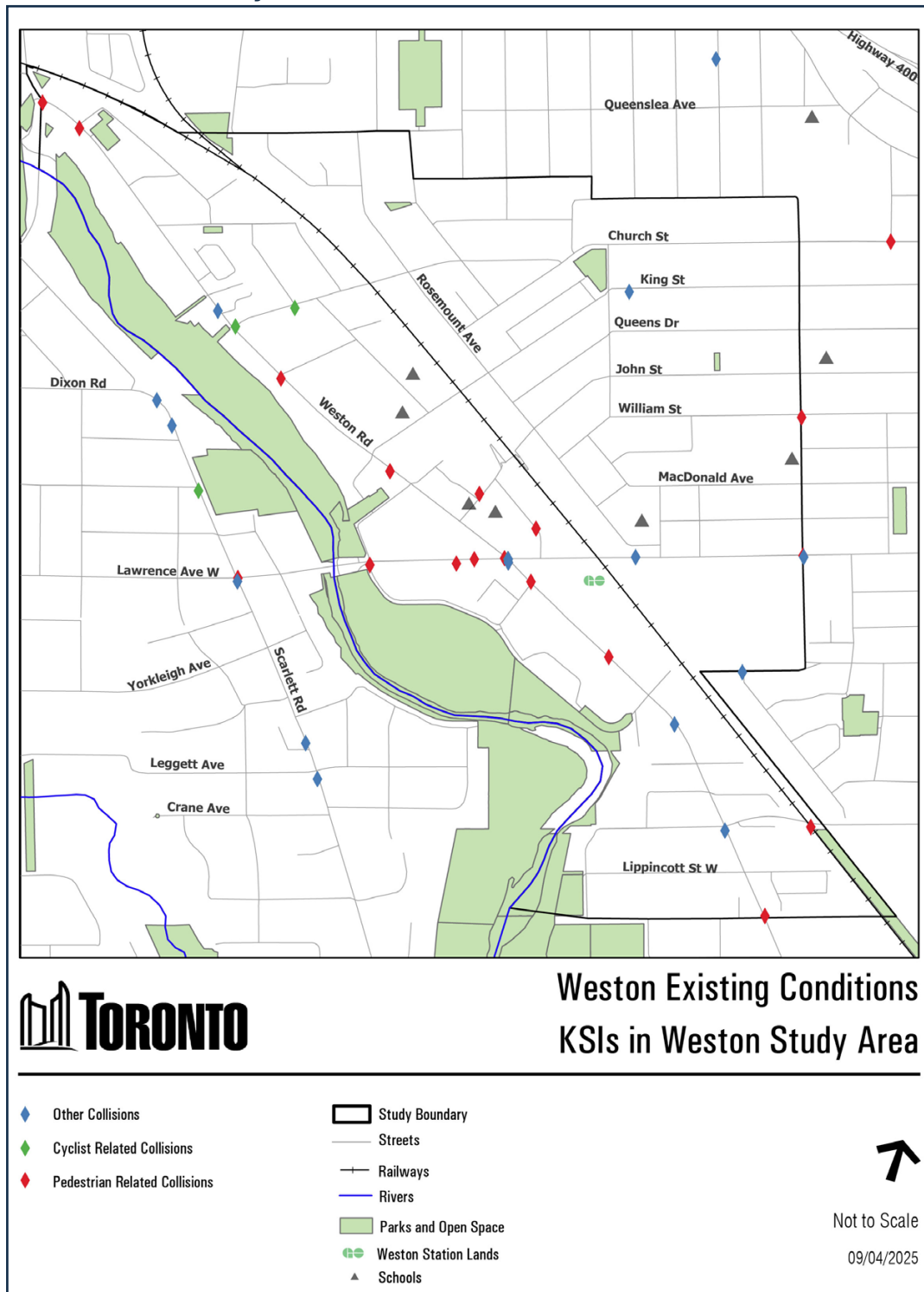
The Toronto Parking Authority (TPA) provides off street paid parking at Carpark 650 located at 16 John St. On street parking is available on Weston Road, with no parking and stopping during peak hours and 1 hour parking at other times.

On-street paid parking is enforced along Weston Road from Monday to Friday 9:00am to 4:00pm and on Saturday from 8:00am to 6:00pm in locations immediately north and south of the Weston and Lawrence intersection. On street EV parking is also available within these areas.

Local streets in the area offer free parking for up to 3 hours unless otherwise is indicated. Numerous businesses along Weston Rd and in the study area offer limited amounts of paid off street parking, typically to serve customers.

As part of the City's ongoing work with Vision Zero in protecting vulnerable road users, all traffic collisions events where a person was either Killed or Seriously Injured (KSI) since 2006 are recorded and documented. The location of crime occurrences have been deliberately offset to the nearest road intersection node to protect the privacy of parties involved in the occurrence. Mapping shows that most KSI incidents in Weston occur along the major arterial roads and at signalized intersections rather than on quiet residential side-streets. Figure 3-2 shows all KSI occurrences in Weston.

Figure 3-2: KSIs in Weston Study Area



3.3. Pedestrian and Cycling Infrastructure

The Ontario Provincial Standard guided by the 2012 Provincial Accessibility for Ontarians with Disabilities Act (AODA) calls for a minimum 1.5 m clearway on exterior paths of travel that are outdoor sidewalks or walkways designed and constructed for pedestrian travel. The current City of Toronto standard calls for all new sidewalks to have a minimum 2.1 m clearway on all roads.

According to the City's Transportation Asset Management Portal, all arterial and collector roads in the study area have sidewalks on both sides. Most local streets that do not terminate in cul-de-sacs also have sidewalks on both sides.

Toronto's multi-use trails form a dense network throughout the city and are utilized by residents and visitors throughout the year. Taken together with the City's parks and open spaces, sidewalks and on-road bicycle facilities, this trail network forms part of a greater network of active transportation and recreation choices for Toronto's residents and visitors.

The Weston study area is served heavily by the Humber River Recreational Trail running along the Humber River and through adjacent parks; Mallaby Park, Cruickshank Park, Weston Lions Park, and Raymore Park. Local parks and parkettes within the study area have internal trail systems that offer alternatives to the road network.

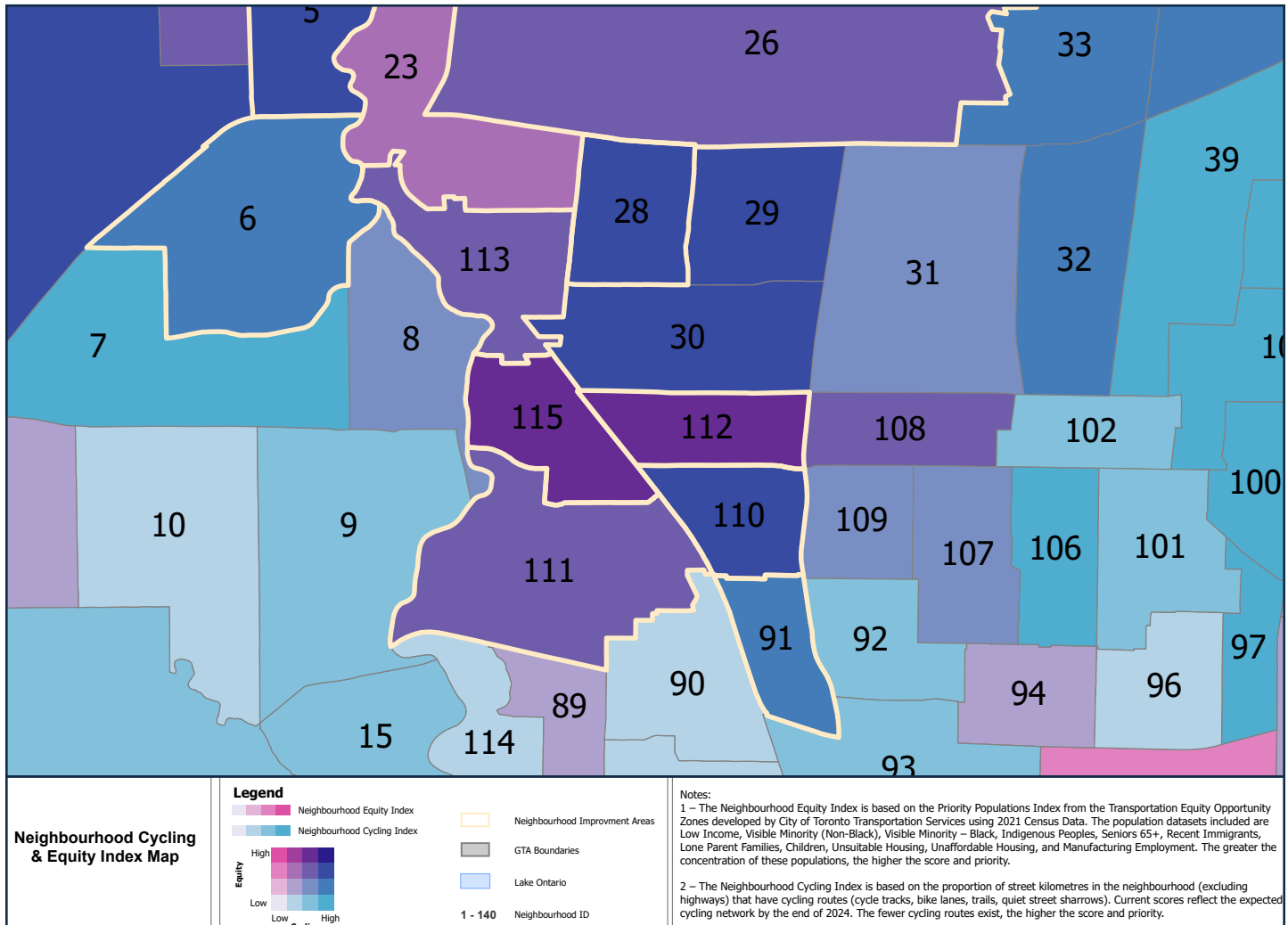
The study area is served by numerous active transportation bridges at the following locations:

- John St Pedestrian Bridge connecting John St over the Kitchener GO Rail Corridor,
- Raymore Bridge crossing the Humber River in Raymore Park; and
- Weston GO Station Bridge connecting the western platform (Platform 1) to the corner of South Station St and Lawrence Ave over Lawrence Ave.

The Cycling Network Plan has a rolling three-year near-term implementation program. This approach is flexible and adaptable to the realities of the City's infrastructure planning and capital coordination challenges. The implementation program is regularly reviewed, and every three years new routes are selected based on the cycling network's near-term program prioritization framework.

The framework includes strategic alignment with the state-of-good-repair road program, road safety focus areas, and planning focus areas; extensive cycling impact analyses (such as collision analysis and transit access); and considers the feasibility, complexity, and delivery methods of proposed design options. The framework applies an equity lens - informed by community engagement, geographic distribution, and a neighbourhood cycling and equity index. The study area of Weston, identified as Neighbourhood 113 on Figure 3-3, scores high on both the neighbourhood cycling and equity indexes, indicating an increased need for cycling infrastructure and an increased presence of priority populations.

Figure 3-3: Neighbourhood Equity Index Map



Currently, the study area is served by on-street cycling facilities on Church and Pine St, in addition to the Humber River Recreational Trail.

As part of the 2022-24 Near Term Implementation Program bike lanes, shared lane markings, and other road safety improvements were installed on Pine Street from Church Street to Wright Avenue, on Wright Avenue from Pine Street to Sam Frustaglio Drive, and on Sam Frustaglio Drive from Wright Avenue to Denison Road East. This work completes Phase 1 of the Weston Cycling Connections project.

The current Near-Term Implementation Program was adopted for 2025-2027. The program commits to delivering 100 km of new and major upgrade bikeways, 40 km of renew projects, and many studies for future implementation.

Among the projects listed for Near-Term Implementation in and adjacent to the study area include Phases 2 & 3 of the Weston Cycling Connections, the Trethewey Drive Complete Street, the Maple Leaf

& Rustic Neighbourhood Streets Plan, and the Mid-Humber Gap Trail Study. Figures 3-4 and 3-5 shows the adjacent active transportation studies to the Weston study area and the existing and planned cycling infrastructure in the Weston study area, respectively.

Figure 3-4: Adjacent Active Transportation Studies

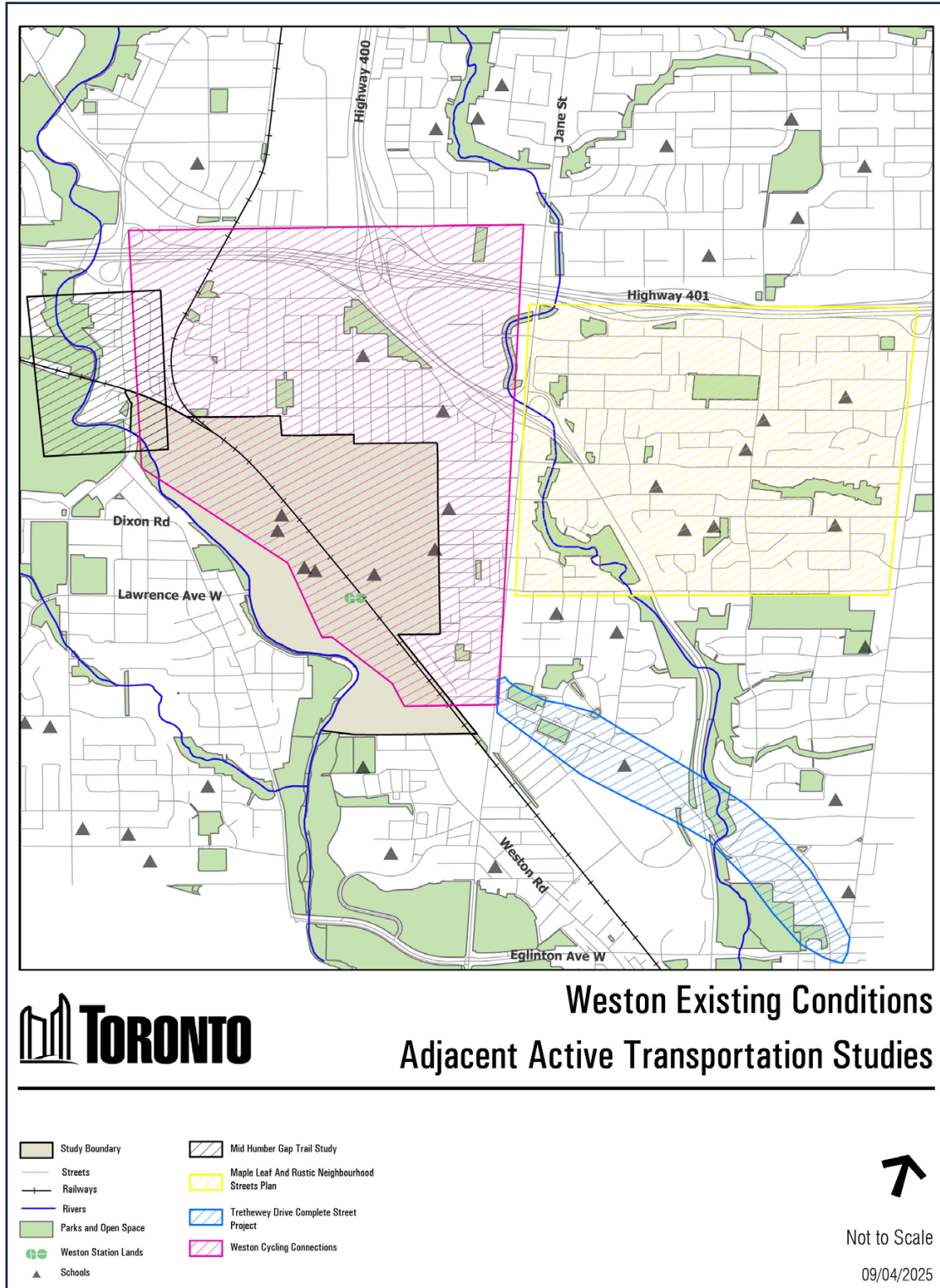
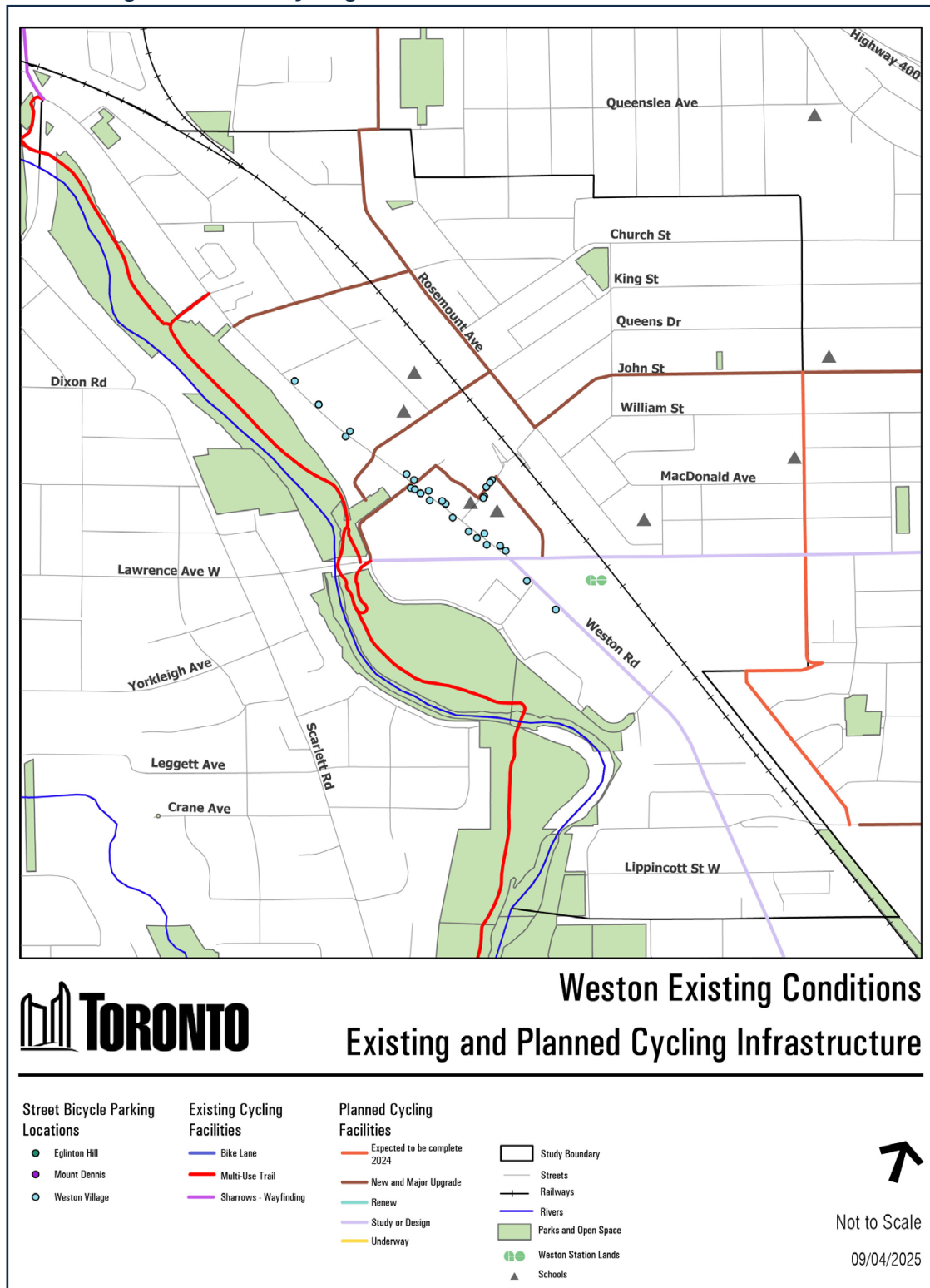


Figure 3-5: Existing and Planned Cycling Infrastructure



In 2020, Bike Share Toronto began operating in the Weston study area, with a station located at the Weston Lions Park. At start of 2024, 2 additional stations were added at Cruickshank Park and Mallaby Park.

3.4. Transit Infrastructure

3.4.1. Toronto Transit Commission (TTC)

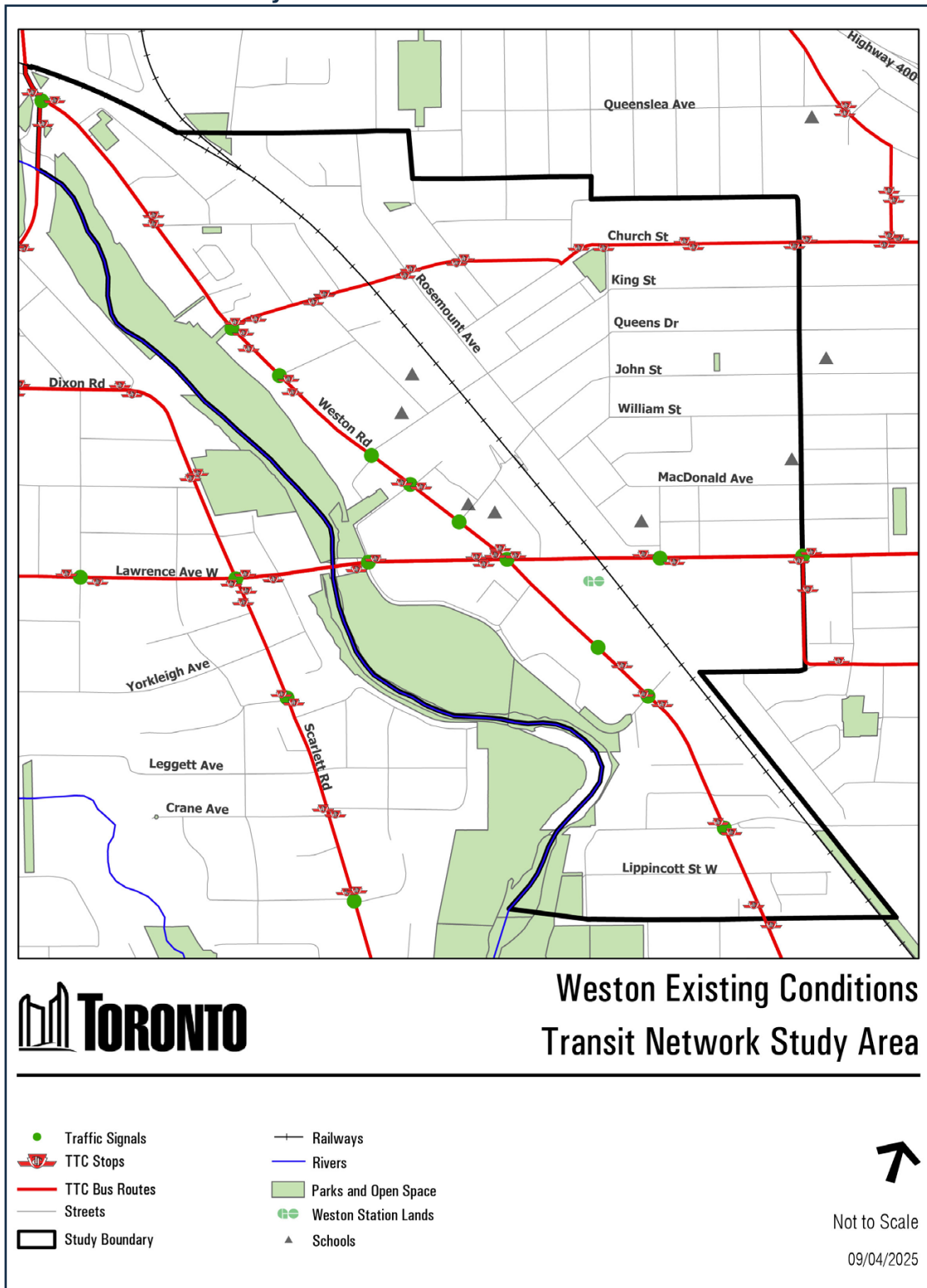
The study area is served by eight TTC bus routes with routes offering connections to various stations on Line 1 Yonge-University-Spadina and Line 2 Bloor-Danforth, as detailed in Table 3-2. All buses in use along these routes are equipped with bike racks and accessible low floor entry. All local stops on routes in the study area are serviced unless where otherwise noted. Figure 3-6 shows TTC routes and bus stops in the study area.

Table 3-2: TTC Route Information

Route Name & Number	Branches	Stations Served	Level of Service
89 Weston	N/A	Keele – Line 2	10 - Minute
989 Weston	N/A	Keele – Line 2	Express
52 Lawrence West	52A to Pearson Airport 52B to Westwood 52D to McNaughton 52F to Royal York 52G to Martin Grove	Lawrence West – Line 1 Lawrence – Line 1	10 – Minute
952 Lawrence West	N/A	Lawrence West – Line 1 Lawrence – Line 1	Express
59 Maple Leaf	59A to Weston Rd via Culford and Benton and Gary Dr 59B to Weston Rd via Culford and Benton and Church	Lawrence West – Line 1	Regular
79 Scarlett	79A to Lawrence & Jane via Pritchard/Foxwell 79B to Lawrence & Jane via St. Clair	Runnymede – Line 2	Regular

The busiest routes that serve the study area are regular and express buses that run along Weston Rd and Lawrence Ave. In analysis of ridership stats from March 2024, the top 5 stops for all day boardings and top 4 stops for all day alightings are stops associated with the Weston Rd and Lawrence Ave intersection.

Figure 3-6: Transit Network Study Area



Approximately 4,000 total daily boardings occur at the Weston Rd and Lawrence Ave intersection. Table 3-3 show the top ten(10) stops for boarding in the study area.

Table 3-3: Top TTC Stop Locations in Study Area

Stop Location	Daily Boardings	Routes Served	Route Direction(s)
Weston Rd at Lawrence Ave W (North Side)	1090	89, 989	SB
Lawrence Ave W at Weston Rd (West Side)	1001	52, 79	EB, NB
Lawrence Ave W at Weston Rd (West Side)	683	52, 79	WB, SB
Weston Rd at Lawrence Ave W (North Side)	666	89, 989	NB
Lawrence Ave W at Weston Rd (Weston GO)	563	52, 79	WB, SB
Weston Rd at Oak	449	89, 989	SB
Weston Rd at Church	339	89	SB
Weston Rd at Wilby	335	89	SB
Lawrence Ave W at Ralph	329	52, 79	EB, NB
Weston Rd at Coulter	313	89, 989	SB

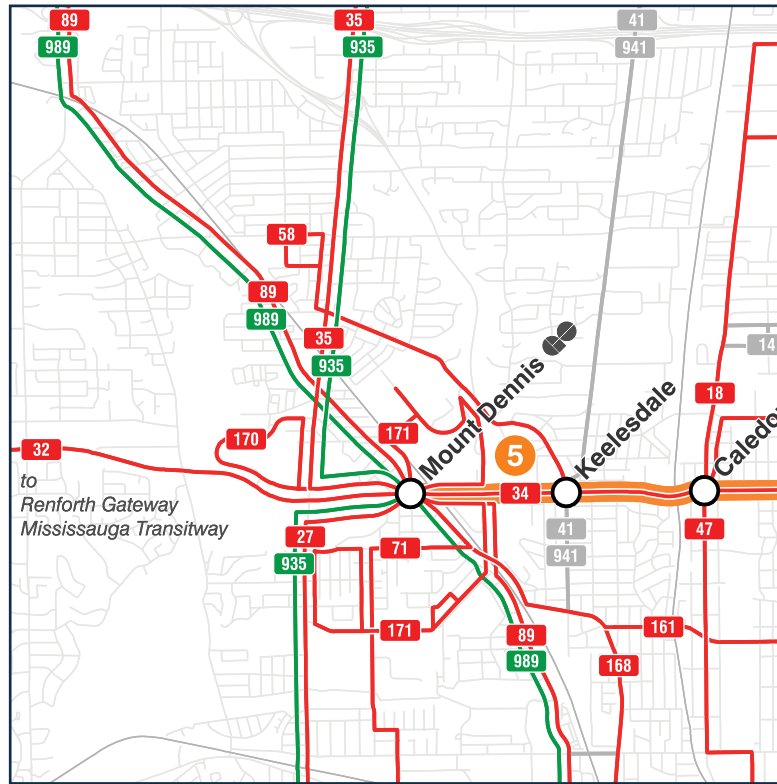
Source: TTC 5 year Service Plan. 2022.

3.4.2. Eglinton Crosstown LRT

Line 5, the Eglinton Crosstown LRT, is scheduled for completion in 2025. Upon completion the line will serve 25 stations and stops along Eglinton Ave running for 19 km. Up to 54 existing and new TTC bus routes will service Line 5 city-wide. Figure 3-7 shows the possible routing for TTC routes within the study area per the TTC's 5-Year Service and Customer Experience Action Plan.

The TTC's 5-Year Service and Customer Experience Action Plan was developed based on the 2022 Annual Service Plan, which outlined a strategic framework for transit service in Toronto for the 2020–2024 period.

Construction is ongoing for the Eglinton Crosstown West Extension (ECWE) which will extend the Eglinton Crosstown LRT 9.2 km further west, creating a continuous rapid transit line along Eglinton Ave into Mississauga. The ECWE will travel underground from Mount Dennis Station onto an elevated guideway between Jane Street and Scarlett Road, then continue underground to Renforth Drive.

Figure 3-7: Proposed TTC Routing with Line 5 Opening

Source: TTC 5 year Service Plan. 2022.

3.4.3. GO Transit & Union Pearson Express (UPX)

The study area is served by the Weston GO & UPX station, which runs on the GO Kitchener line, located on the southeast corner of Weston and Lawrence intersection. The station has served the community since 1974 moving from its original location north of Lawrence Avenue towards John Street. On weekdays during peak periods in the peak direction, approximately two trains per hour operate the full route between Toronto and Kitchener, while additional trips operate shorter segments to and from Toronto. Express trains typically serve all stations between Kitchener and Bramalea and operate non-stop between Bramalea and Union.

Connections to Line 1(Union) can be made at Union Station, Line 2 (Dundas West) at Bloor GO station and upon completion of the intermodal Mount Dennis station in the Weston & Eglinton area can be made to Line 5. Upon completion of the St Clair- Old Weston GO station, currently scheduled for 2029, a connection can also be made to the Route 512 St Clair streetcar.

Connections to regional transit services can be made at numerous stations that serve Brampton, Mississauga, Guelph and Kitchener and connections to VIA Rail are available at Union and Malton GO Stations. The UPX, which began operation in 2015, offers 25-minute service between Union and Pearson Airport with additional stops at Bloor and a future stop at Mount Dennis. The station also offers 325 parking spots in two locations with entrances along Weston Road adjacent to the station.

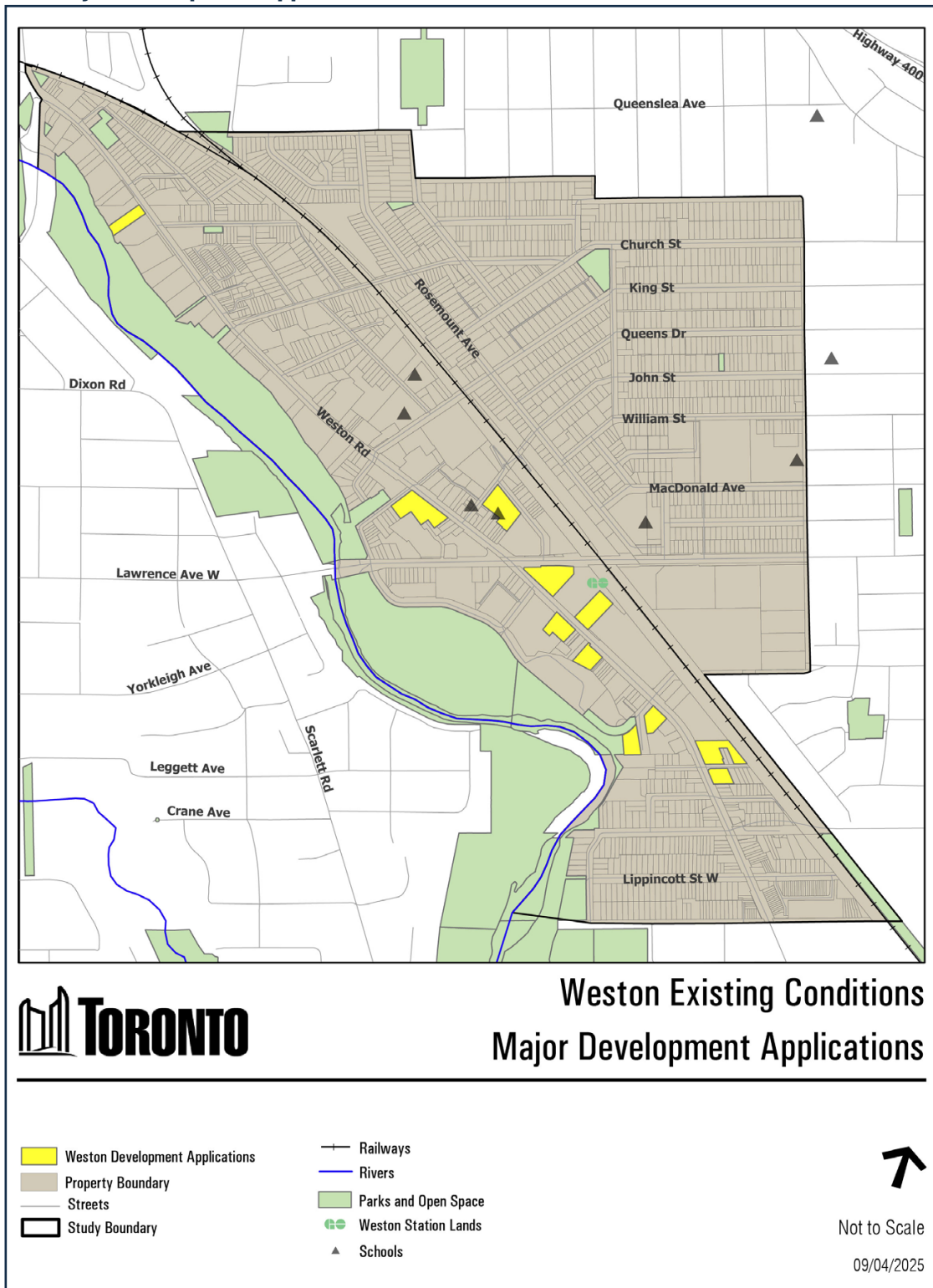
3.5. Development Activity

The 2025 Q1 Development Pipeline consists of Development Pipeline projects with any development activity in the five-year window between April 1, 2020, and March 31, 2025. A Development Pipeline project is a collection of Planning Applications and related Building Permit Applications pertaining to a single site. Within the Weston in Gear Study Area, the 2025 Q1 Development Pipeline had 16 Development Pipeline projects.

Of those, 10 projects have a status of Under Review, three are Active, and three have been Built. Built projects are those which became ready for occupancy and/or were completed. Active projects are those which have been approved, for which Building Permits have been applied or have been issued, and/or those which are under construction. Projects under review are those which have not yet been approved or refused and those which are under appeal. All but one of these sixteen projects is proposing residential, which could result in over 6,400 proposed residential units.

Figure 3-8 shows major residential development applications in the Weston study area that have had development activity in the last 5 years.

Figure 3-8: Major Development Applications



4. | Context, Issues & Opportunities

This section of the report seeks to provide context to the material discussed in Sections 2 and 3. Given the three objectives of the report stated in Section 1, context will be provided at three levels of focus each corresponding to a level of focus. Identified issues and opportunities will be presented in question format to help advance next steps at the respective levels.

4.1. Village of Weston

In contrast to its southern neighbour, Mount Dennis, a fair amount of study has occurred in the Weston area in addition to an increase in development activity. The work of the various neighbouring cycling projects such as the Weston Cycling Connections project, the Mid-Humber Trail Gap Study and the Rustic-Maple Leaf Neighbourhoods Streets Plan place a focus on developing cycling connections in green spaces and along local streets in the broader area. A mobility strategy that will be developed for Weston Village will need to focus on the remaining gaps that previous studies have not addressed. The strategy must also pay attention to the travel patterns of the non-automotive modes identified in Section 3 of the report. Some initial elements a strategy should consider the following:

Can bike share stations be installed in low rise residential neighbourhoods of the Weston area?

Currently, the only bike share stations in the study area are located within the parks along the Humber River trail and connections are lacking when considering local schools and community places of interest. Destinations like Weston Collegiate Institute and Pelmo Park Community Recreation Centre (located in Pelmo Park) would complete missing service gaps in the area between Jane St and Weston Road north of Lawrence Ave.

Can improvements to the street furniture be made at TTC bus stops?

While most of the boarding activity occurs at the Weston Rd & Lawrence Ave intersection consideration should be given to the other stops in the area to ensure they meet accessibility needs for the wide range of users that live, work and commute through the study area.

Can cycling and pedestrian infrastructure around schools, community centres and other local places of interest be improved?

The Weston Cycling Connections project starts to address this issue with their current phase of work, but additional work can be done. Weston Lions Park has been identified as community concerns.

4.2. Weston Road

Weston Road has numerous planning and transportation planning contexts to contend with. Approximately 11 000 vehicles use Weston daily and it offers a full interchange with Highway 401 just north of the study area and further south where Weston Road turns into Parkside Drive (after turning into Keele St) offer connections to Lakeshore Blvd. and the Gardiner Expressway making on the few routes in Ward 5 to offer that level of connectivity to the highway system.

From a City Planning perspective Weston Road has an Avenue designation regarding Urban Structure which indicates growth and development are encouraged, a Transit Priority segment when looking at the Enhanced Surface Transit Network. As the historic Main Street for the Village of Weston, Weston Road also features several properties that are within the Weston Phase I Heritage Conservation District, are on the City's Heritage Register due to their cultural heritage value, or properties which may be identified as having potential cultural heritage value through the ongoing Cultural Heritage Resource Assessment. All these elements currently need to be managed within a planned ROW width of 27m. Consistent issues from active development applications along Weston Road include exploring the feasibility of developing rear lane network(s) to mitigate curb cuts along Weston Road.

Other modal factors along Weston Road that must be considered include Weston Road's presence on the Cycling Network Plan. Currently, over 8000 daily boardings and alightings occur with TTC routes that travel through the Weston and Lawrence intersection. Upon completion of ongoing transit projects, Weston Road will be adjacent to heavy rail corridor that will offer frequent transit connections at Lawrence, Eglinton and St Clair Avenues West as well as at Bloor Street. Additionally, Jane Street, Weston Road and Lawrence Ave west have been identified as candidate routes for the City's RapidTO initiative. The work of the various neighbouring cycling projects such as the Mid-Humber Trail Gap Study and the Rustic-Maple Leaf Neighbourhoods Streets Plan look to place a focus on developing cycling connections in green spaces and along local streets in the broader area. TPA has recent initiatives of installing E-V parking along portions of Weston Road. Lastly, Weston Road features prominently for the Weston Village BIA in the provision of parking and public realm standpoint.

What should the modal priorities be for Weston Road?

Cycling, transit and auto travel compete for limited space along Weston Rd. The surrounding context for each of the modes needs to be considered when determining how the street will operate in the future.

Considering the previous question, is 27m wide enough?

In addition to the modal priority question, there are Parking, Heritage and Public Realm considerations that either limit or will compete for space in the limited ROW. The redevelopment of lands adjacent to Weston Road presents the best opportunity to convey land to the city.

Can information on how local businesses and their patrons utilize on the street parking on Weston Road be captured?

The landmark study *Economic Impact Study of Bike Lanes in Toronto's Bloor Annex and Korea Town Neighbourhoods* done by the Toronto Centre of Active Transportation with funding from the Korea Town and Bloor Annex BIAs provided great insight into how various modes of users interacted with the business along Bloor Street, consideration should be given towards whether a similar type of study could be conducted in Weston.

Can operational and public realm improvements be considered for the Weston Rd and Lawrence Ave intersection?

The Weston Road and Lawrence Ave intersection is the historic and current centre of the Weston Village neighbourhood, the busiest roads and most use transit routes in the area travel can be found here. Traffic impact studies of area development applications have indicated critical movements of traffic volume that occur at this intersection. With population and job growth forecasted for the area, some consideration must be given to determine if improvements can be made.

4.3. Weston GO / UP Express Station

The station site is a significant driver of development within the study area. The policy designating the area as MTSA mandates a certain level of jobs and development and analysis done as part of the city-wide MTSA planning study showed that planned density in the area exceeds the minimum target. The Weston

In Gear Planning study and other ongoing initiatives presents a perfect opportunity for Metrolinx and their respective partners to engage with the City concurrently to address land use and transportation planning issues in the area.

**Are there opportunities for alignment between
City & Metrolinx initiatives?**

Ongoing initiatives such as the Weston in Gear Planning Study, the Weston Cycling Connections project present opportunities for alignment with Metrolinx initiatives, name the Station Access Planning work focus route and development-related public realm to areas that are currently, and future identified as part of the Station Access Plan. Specific attention should be paid to the city owned lands south of Lawrence and east of the rail corridor.

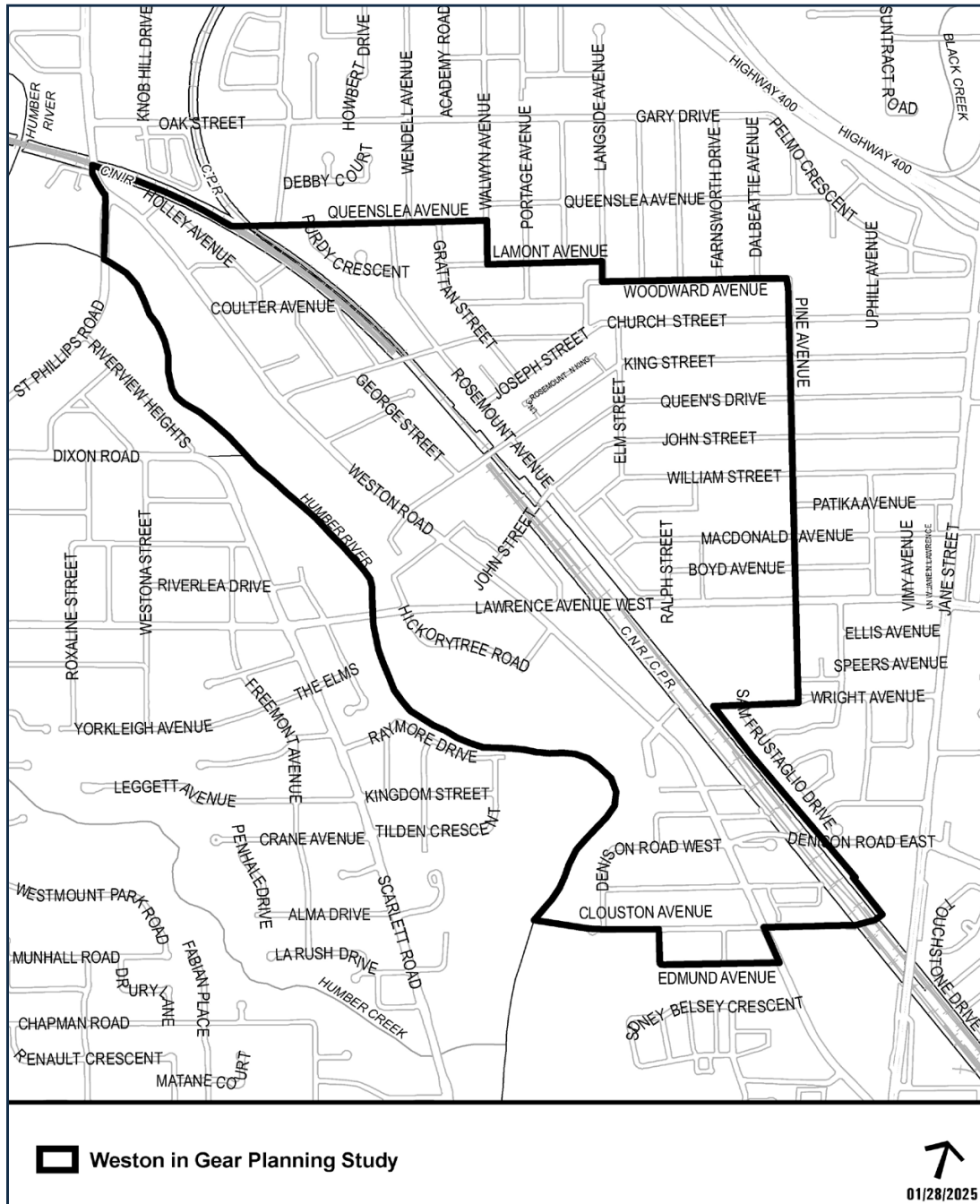
**What do City Planning, Partner Divisions and
the community need from the potential
TOC sites at Weston GO Station?**

From a preliminary Transportation Planning perspective, the potential TOC sites would need to consider the following: a road network that provides connections to Weston Road and the station site offering the ability for pickup and drop off, development sites that are able to handle pickup and drop off activity on site as well as meet City guidelines for loading and servicing and secure placements for bike/e-bike share stations, enhance opportunities to establish new connections from the stations to the existing neighbourhoods located east of the railway corridor and adjacent lands with planned and/or existing developments.

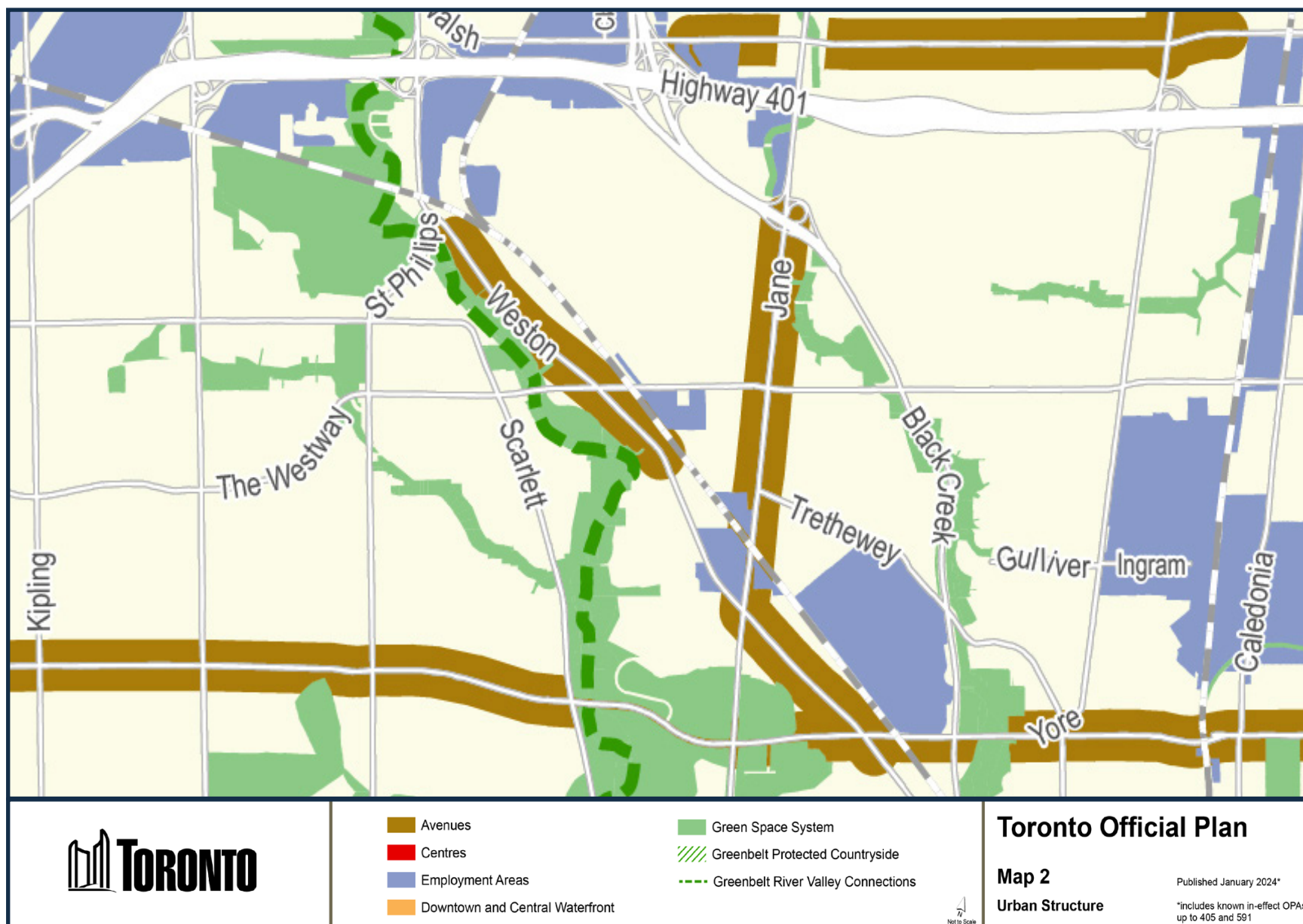
A.

Appendix – Maps

A.1. Figure 1-1: Weston in Gear Study Area Boundary



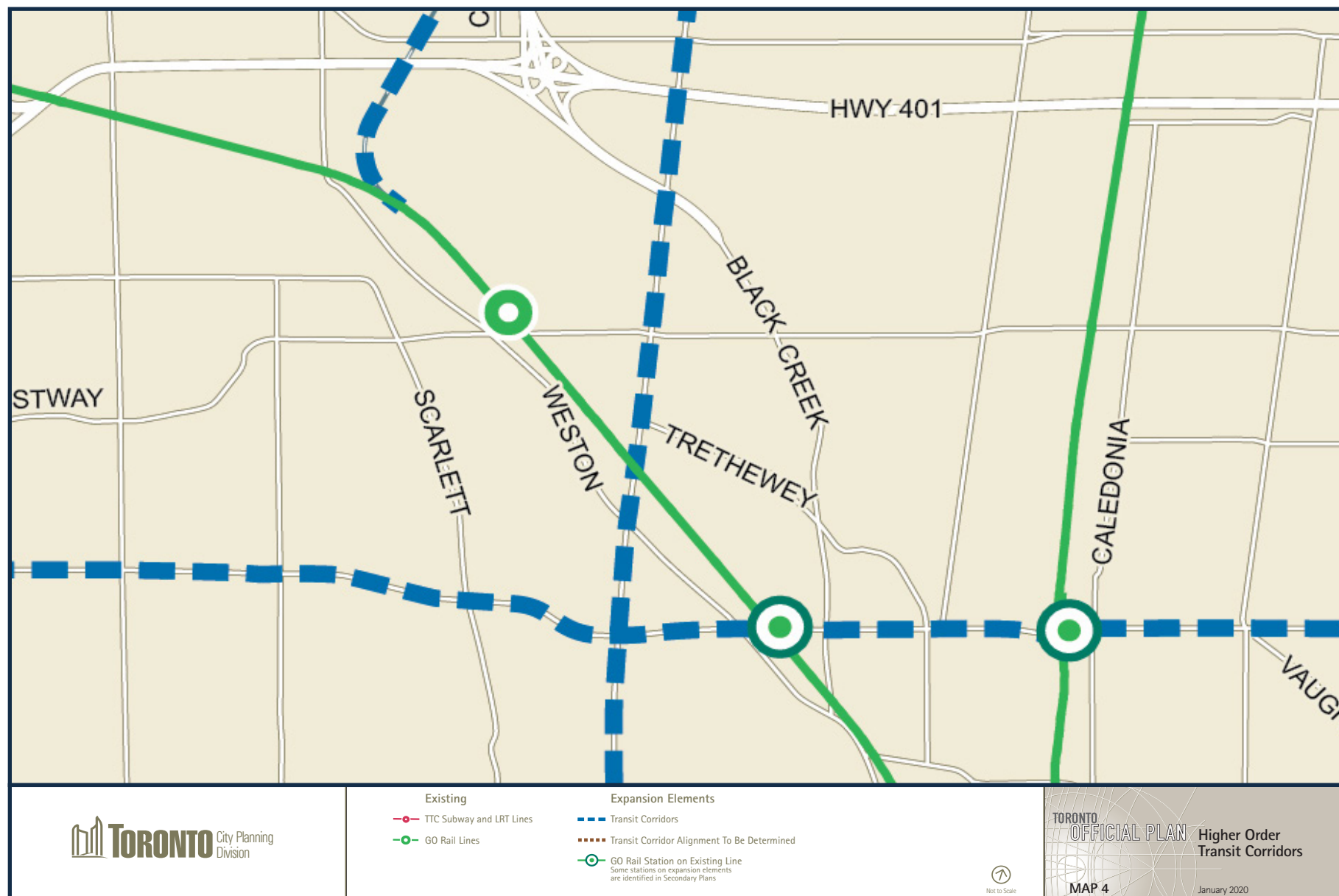
A.2. Figure 2-1: OP Map 2: Urban Structure



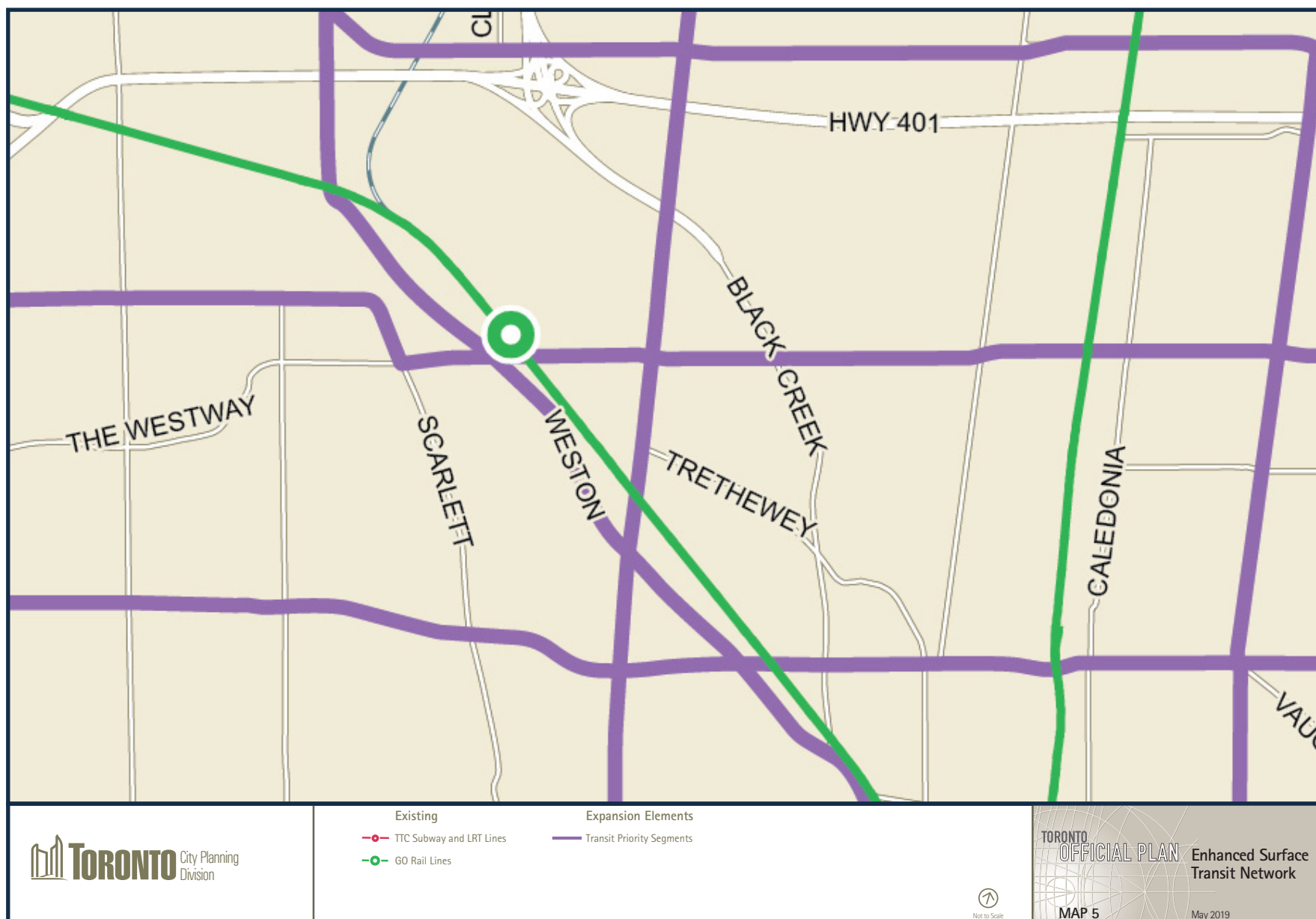
A.3. Figure 2-2: OP Map 3: Right-Of-Way Width Associated with Existing Major Streets



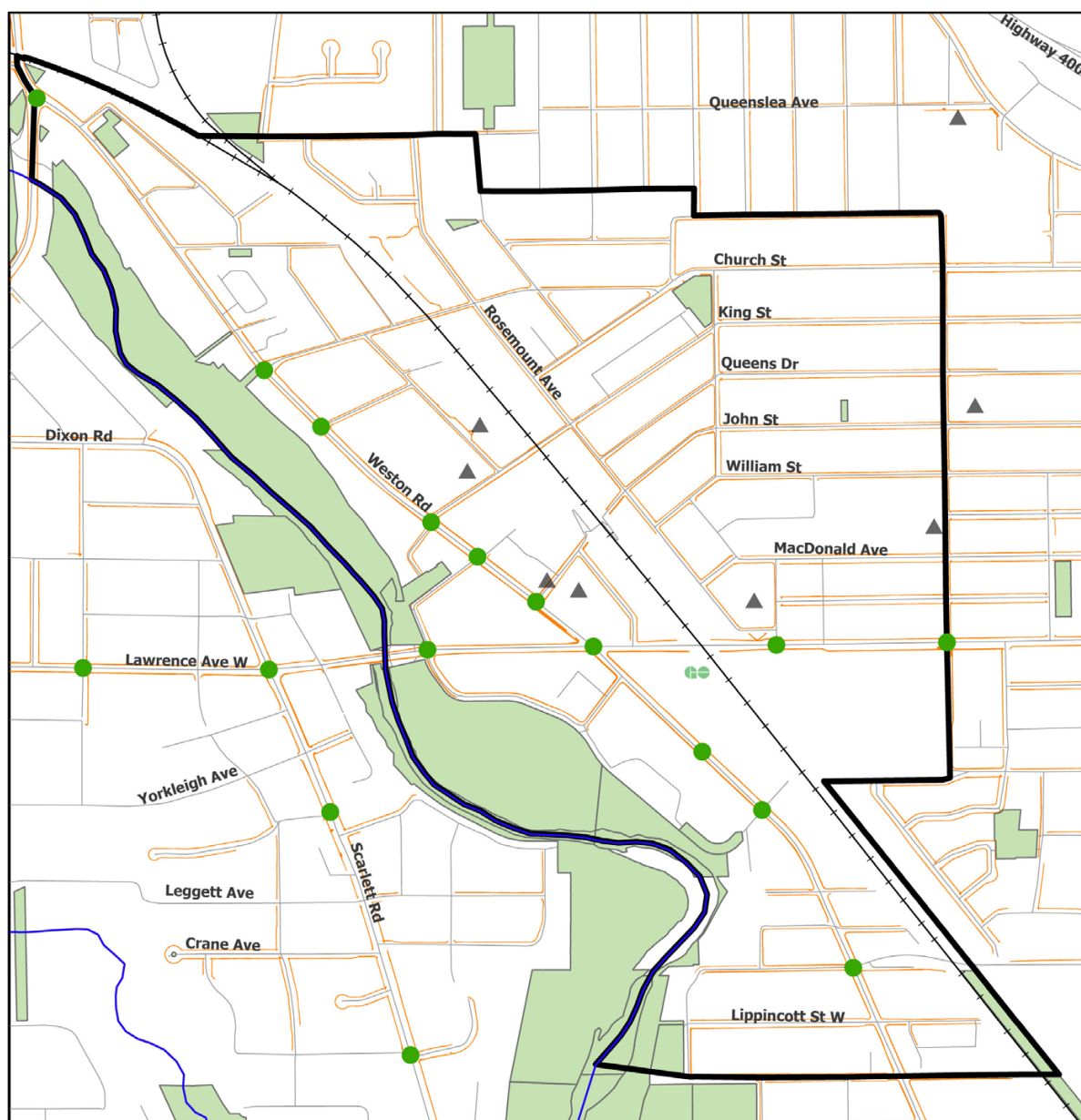
A.4. Figure 2-3: OP Map 4: Higher Order Transit Corridors



A.5. Figure 2-4: OP Map 5: Enhanced Surface Transit Network



A.6. Figure 3-1: Road Network



Weston Existing Conditions Road Network

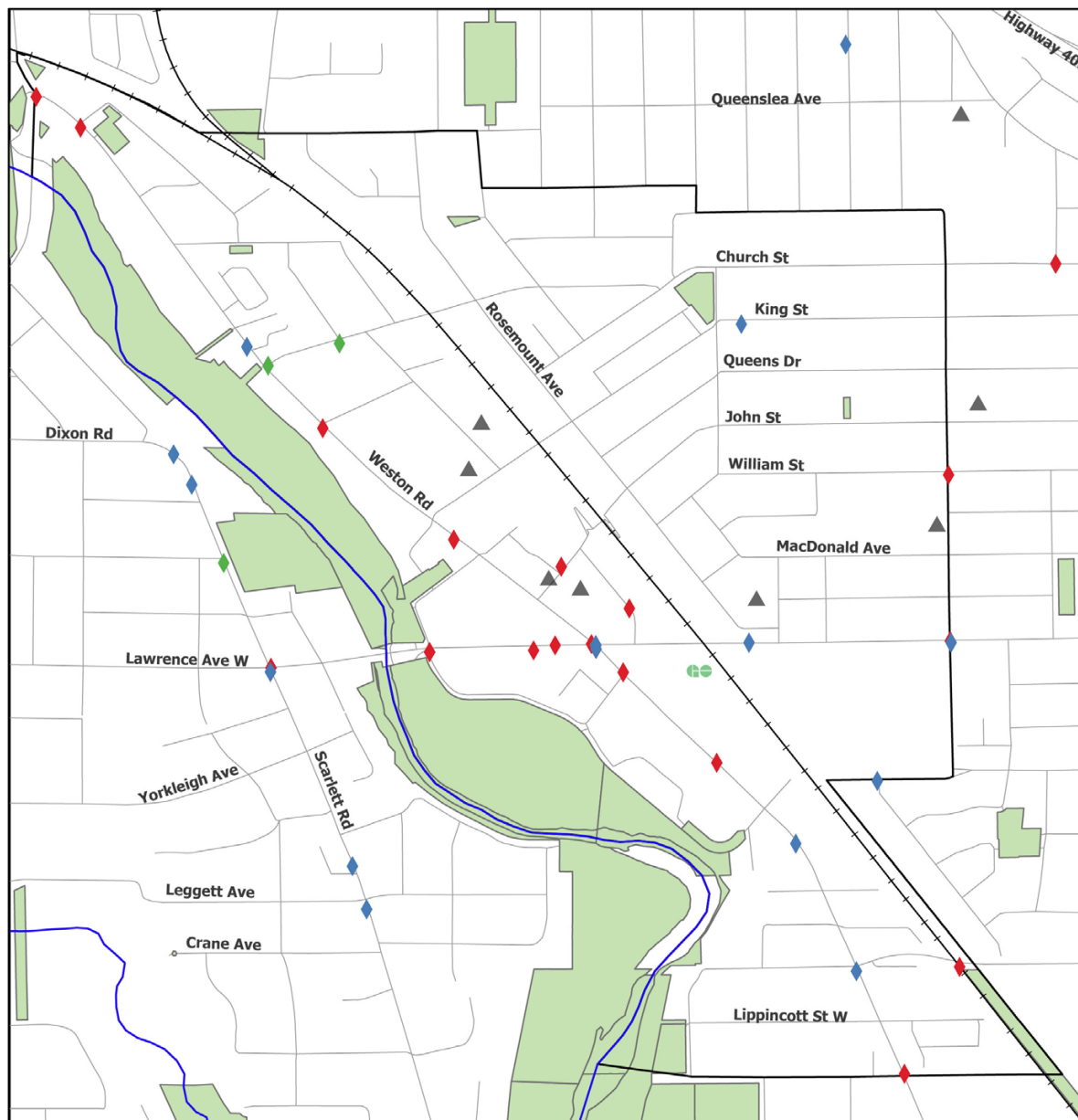
- | | |
|-------------------|------------------------|
| ● Traffic Signals | —+— Railways |
| ■ Sidewalks | — Rivers |
| — Streets | ■ Parks and Open Space |
| ▭ Study Boundary | ■ Weston Station Lands |
| | ▲ Schools |



Not to Scale

09/04/2025

A.7. Figure 3-2: KSIs in Weston Study Area



Weston Existing Conditions
KSIs in Weston Study Area

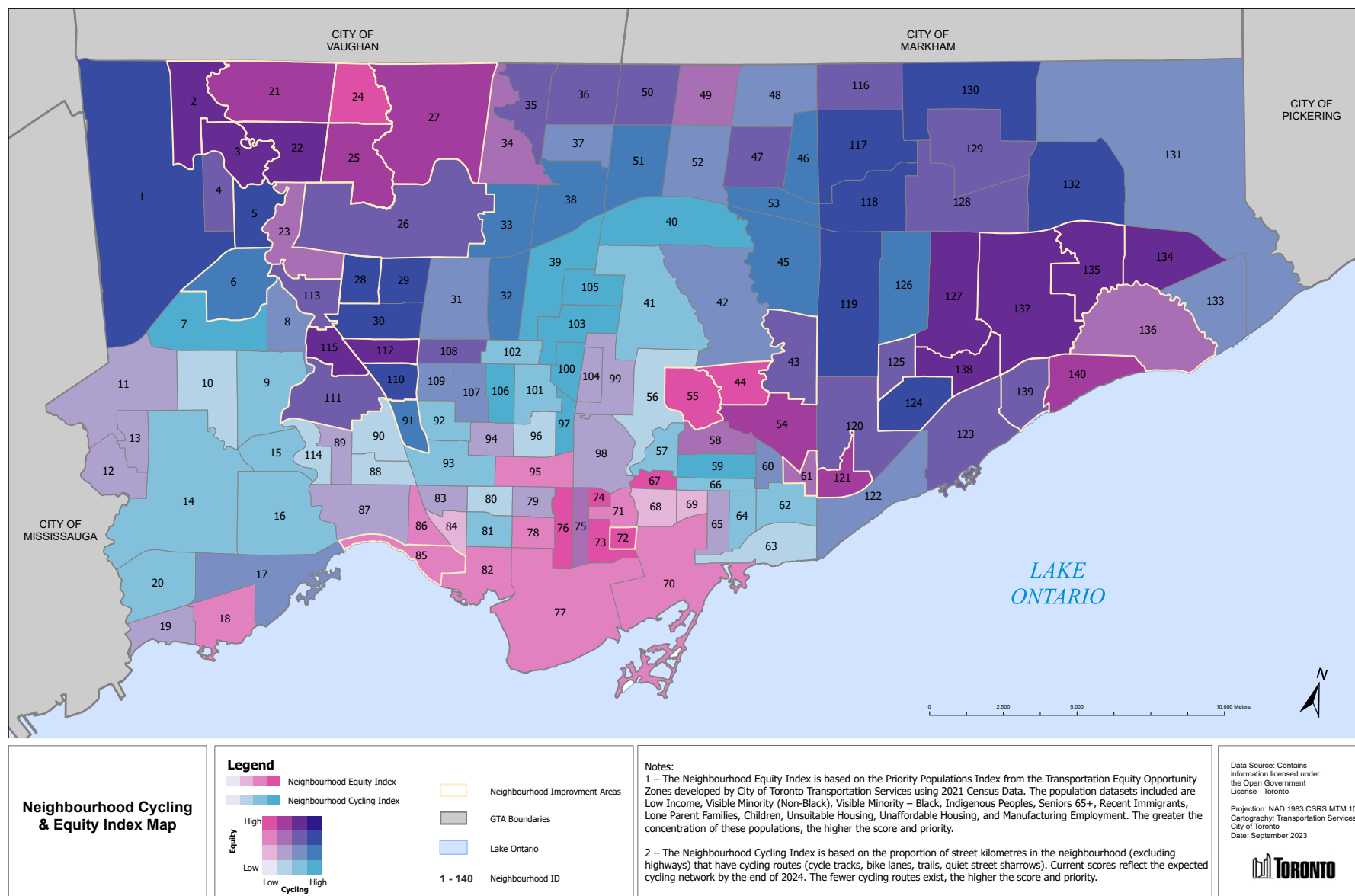
- ◆ Other Collisions
- ◆ Cyclist Related Collisions
- ◆ Pedestrian Related Collisions
- Study Boundary
- Streets
- Railways
- Rivers
- Parks and Open Space
- Weston Station Lands
- Schools



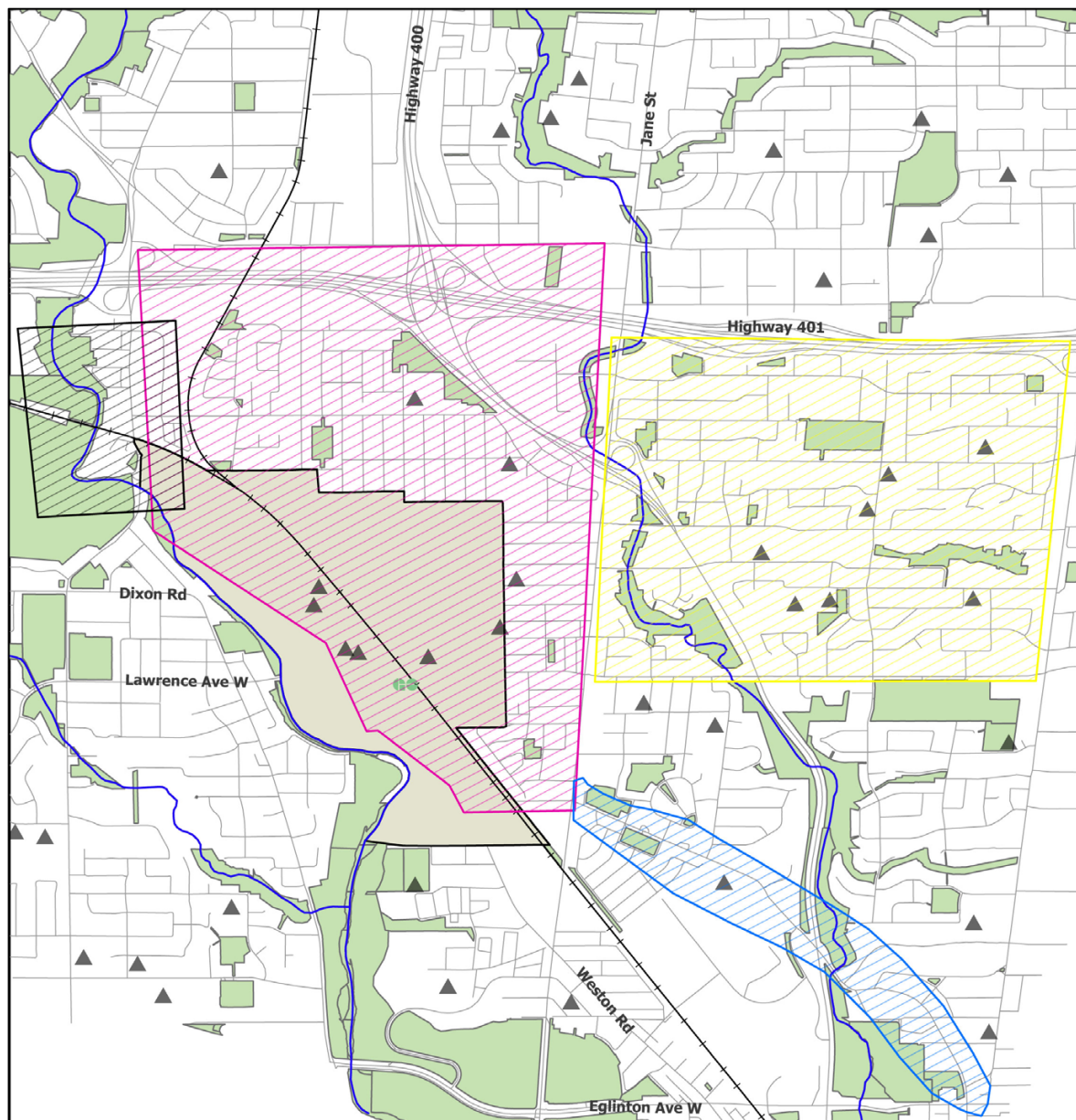
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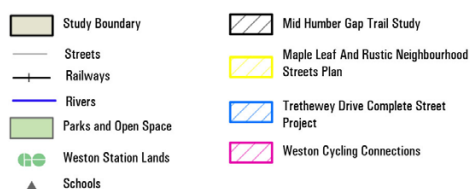
A.8. Figure 3-3: Neighbourhood Equity Index Map



A.9. Figure 3-4: Adjacent Active Transportation Studies



Weston Existing Conditions Adjacent Active Transportation Studies



Not to Scale

09/04/2025

A.10. Figure 3-5: Existing and Planning Cycling Infrastructure



Weston Existing Conditions Existing and Planned Cycling Infrastructure

Street Bicycle Parking Locations

- Eglinton Hill
- Mount Dennis
- Weston Village

Existing Cycling Facilities

- Bike Lane
- Multi-Use Trail
- Sharrows - Wayfinding

Planned Cycling Facilities

- Expected to be complete 2024
- New and Major Upgrade
- Renew
- Study or Design
- Underway

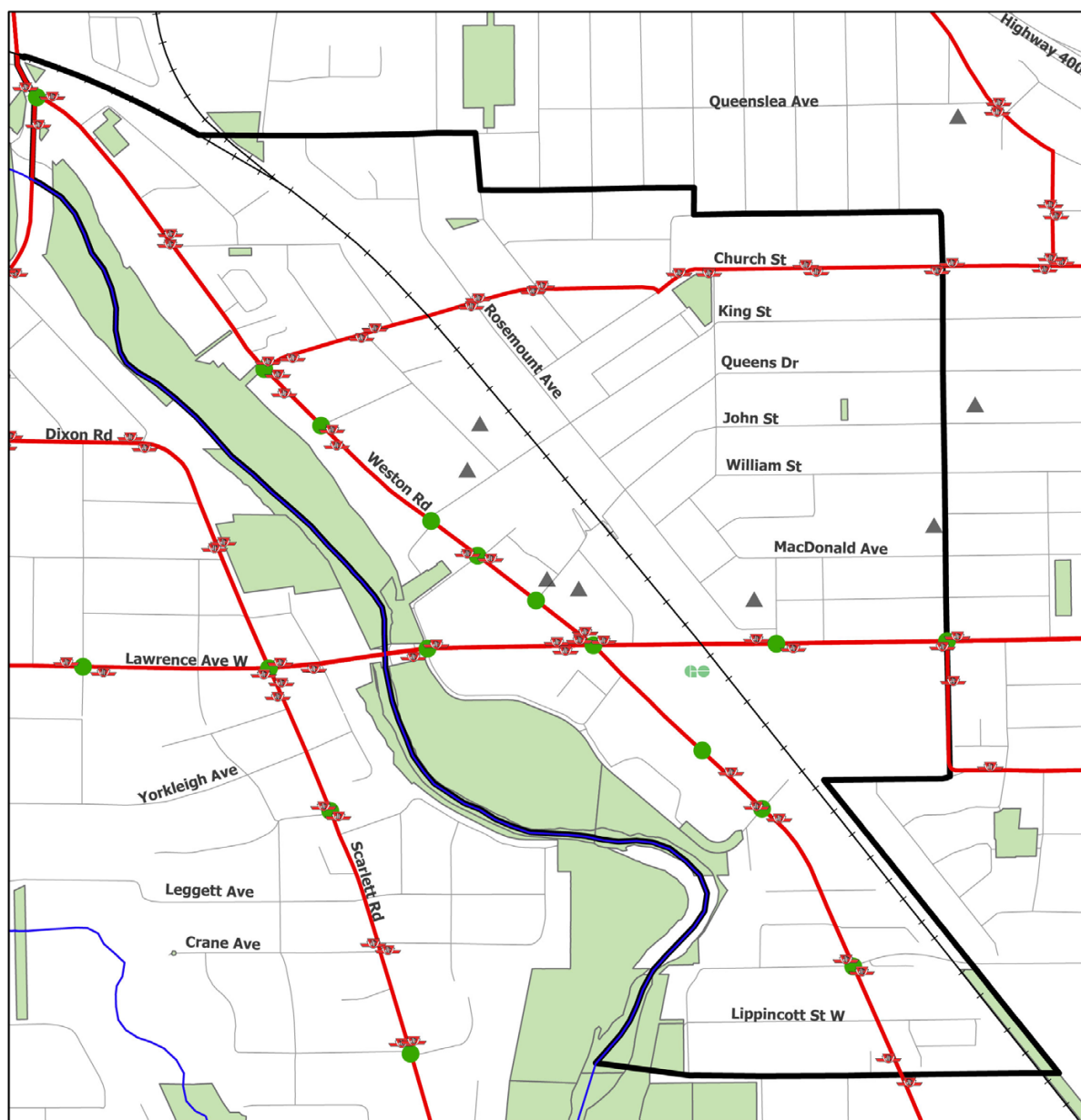
- Study Boundary
- Streets
- Railways
- Rivers
- Parks and Open Space
- Weston Station Lands
- ▲ Schools



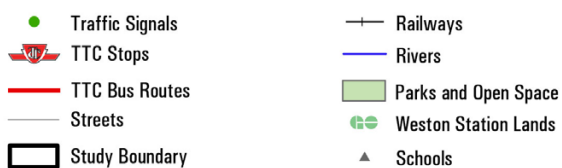
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A.11. Figure 3-6: Transit Network Study Area

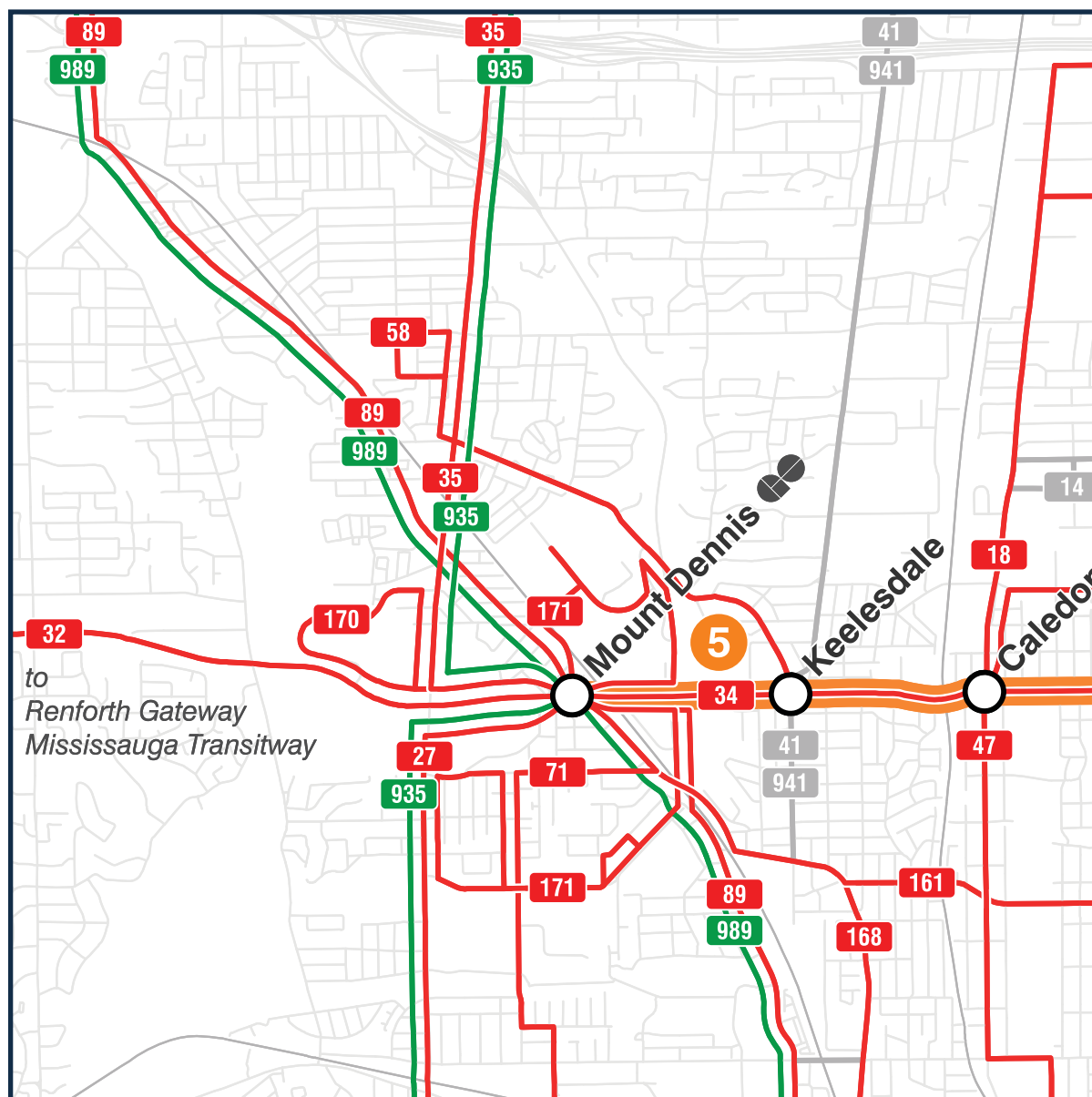


Weston Existing Conditions
Transit Network Study Area



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09/04/2025



Source: TTC 5 year Service Plan. 2022.

A.13. Figure 3-8: Major Development Applications



Weston Existing Conditions Major Development Applications

- | | |
|--|--|
| Weston Development Applications | + Railways |
| Property Boundary | Rivers |
| Streets | Parks and Open Space |
| Study Boundary | + Weston Station Lands |
| | ▲ Schools |



Not to Scale

09/04/2025