

Consolidated Clause in Etobicoke York Community Council Report 7, which was considered by City Council on September 25, 26 and 27, 2006.

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Status Report and Planning Study; Weston Road and Black Creek Drive; Site Specific Official Plan Amendment and Rezoning Application; Applicant: Greg Daly (Ward 11 - York South-Weston)

City Council on September 25, 26 and 27, 2006, adopted this Clause without amendment.

The Etobicoke York Community Council recommends that City Council adopt the staff recommendations in the Recommendations Section of the report (August 25, 2006) from the Director, Community Planning, Etobicoke York District.

Purpose:

To provide an update on the planning study for the Weston Road and Black Creek Drive Area; to seek Council's endorsement in principle to a conversion of a portion of the study area to residential; and to report on the status of the site specific applications on 955-969 Weston Road, Application No. 05 136264 WET 11 OZ.

Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report.

Recommendations:

It is recommended that City Council:

- (1) endorse in principle the findings of the planning study for the Weston Road and Black Creek Drive Area for the redesignation of the northern portion of the lands from Employment Areas to Neighbourhoods, as shown on Attachment 5, and rezoning the lands from CE to R3, as shown on Attachment 6, subject to resolution of the issues addressed in this report;
- (2) request the Director, Community Planning, Etobicoke York District to report to Etobicoke York Community Council with a draft Official Plan Amendment including Site and Area Specific Policies and Urban Design Guidelines and Zoning By-law Amendment for the study area, a draft modification to the Toronto Official Plan for

955-969 Weston Road and a notice for the Public Meeting under the *Planning Act* be given according to the regulations under the *Planning Act*;

- (3) authorize the City Solicitor, City staff and any necessary consultants to attend at a future Ontario Municipal Board hearing to oppose the applications for 955-969 Weston Road in their current form; and
- (4) request staff to continue discussions with the applicant to satisfactorily address the issues raised in the report through revisions to the proposed development and submission of supporting documentation and studies.

Background:

Etobicoke York Community Council at its meeting held on July 5, 2005, considered the Preliminary Report on the applications to amend the former City of York Official Plan and Zoning By-law and to modify the Toronto Official Plan to permit a residential development at 955-969 Weston Road. The preliminary report identified a number of matters that needed to be addressed, including whether the proposed residential use was appropriate within the small employment area for which it was situated.

A community consultation meeting was held September 8, 2005 to discuss the development applications for 955-969 Weston Road.

The applicant appealed the Official Plan and Zoning By-law Amendment applications to the Ontario Municipal Board, on the basis that the City had not made a decision within the statutory period. The City Clerk received the notice of appeal dated February 3, 2006.

City Council at its meeting on April 25, 26 and 27, 2006 adopted the Directions Report from the Director of Community Planning, Etobicoke York District on the application at 955-969 Weston Road and in doing so, authorized the City Solicitor to oppose the applications at the Ontario Municipal Board and requested Planning staff to undertake a planning study for the area east of Weston Road between Brownville Avenue and Black Creek Drive referred to in this report as the Weston Road and Black Creek Drive Study Area.

A second community meeting was held on May 30, 2006 to discuss the planning study and the status of the development applications for 955-969 Weston Road.

At the request of the applicant and with the consent of the City Solicitor, the Ontario Municipal Board deferred the hearing that was originally scheduled for July 4, 2006 in order for the City to undertake the planning study. The applicant has recently requested the Board to schedule a pre-hearing conference for November or December of this year.

Development Applications

There are current development applications for 955-969 Weston Road to permit a residential development of the lands. The applicant proposes the demolition of the existing three industrial buildings and the redevelopment of the property for residential uses. Demolition applications are

on file with the City and are the subject of a separate report to secure beautification measures as a condition of demolition approval. The development would consist of 36 three-storey freehold townhouse dwelling units fronting onto Weston Road and onto an internal private road. A small parkette/landscaped open space is proposed adjacent to the adjacent rail line.

Comments:

Study Area

The study area consists of 9 properties with a total area of approximately 1.9 hectares (4.7 acres) and is located on the east side of Weston Road, bounded by Lambton Avenue to the north, the CP and CN rail corridor to the east, and Black Creek Drive to the south. The properties within the study area range in size from 272 square metres to 6 718 square metres.

Uses within the study area include auto and motorcycle repair shops, a kitchen cabinet outlet, a bake shop, a licensed restaurant and a former clothing manufacturer which is now vacant.

Surrounding Area

The surrounding area is predominantly medium and low density residential, with some small scale commercial uses along Weston Road. The CP/CN rail acts as a boundary between this area and a larger mixed used and employment area concentrated to the northeast along Eglinton Avenue West.

The larger area to the east forms part of the Natural Heritage System, along the Black Creek corridor.

Planning Policy

Provincial Policy Statement

The 2005 Provincial Policy Statement sets out policies to promote the efficient land use and development patterns to support strong, liveable and healthy communities, protect the environment and public health and safety, and facilitate economic growth over the long term. The policy states that conversion of lands within employment areas to non employment uses may be undertaken through a comprehensive review only where it has been demonstrated that the land is not required for employment over the long term and that there is a need for conversion.

Official Plan

On July 6, 2006 the Ontario Municipal Board issued Order No. 1928 bringing the majority of the new Official Plan into full force and effect. The Order also repealed most of the policies of the City of York Official Plan and Metro Plan that were previously in effect. The Order did not bring into force the new Plan policies related to Section 37, Housing and floodplain 'Special Policy Areas'. Policies in the City of York Official Plan and Metro Plan respecting these three policy areas currently remain in effect.

In addition, the OMB did not bring the new Plan into force for those lands subject to applications that were under appeal to the OMB as of July 6, 2006, the approval date. OMB Order No. 1928 therefore exempted the site at 955-969 Weston Road from approval of the new Plan approval (in Attachment 7 to the Order). City of York Official Plan and Metro Plan policies remain in effect for the subject lands for the duration of the hearing of the appeals of these applications.

The Toronto Official Plan designates the study area including 955-969 Weston Road as “Employment Areas”. Employment Areas are places of business and economic activities, and residential uses are not permitted. The site is not within an Employment District on the Urban Structure Map 2.

The Mount Dennis area, in which the study area is located, is subject to Site and Area Specific Policy No. 53. This policy specifies that a development concept plan for an entire development block may be required to assess comprehensive projects. Site and Area Specific Policy No. 53 also indicates that a development concept plan may also be required for a property assembly of a portion of a block.

The southern portion of the study area is located within the Natural Heritage System. Development in or near this system will recognize natural heritage values and potential impacts on the natural ecosystem, and will minimize adverse impacts and when possible, restore and enhance the Natural Heritage System. All proposed development in or near the Natural Heritage System will be evaluated to assess the development’s impacts on the system and identify measures to mitigate negative impact on and/or improve this system.

The property at 955-969 Weston Road is subject to the former City of York Official Plan and located within the Mount Dennis Secondary Plan area within the former City of York Official Plan. The Secondary Plan designates the site Mixed Industrial/Commercial, an employment area designation which permits a wide range of employment activities and residential development is permitted subject to certain development criteria.

The change in land use discussed in this report will require an amendment to the Toronto Official Plan for the study area exclusive of the 955-969 Weston Road lands. A modification to the new Plan will be required for the 955-969 Weston Road lands, given that the Toronto Official Plan is not yet in effect for this site since the applications are under appeal to the Ontario Municipal Board.

Zoning

The former City of York Zoning By-law No. 1-83 zones the study area as Commercial Employment (CE) (see Attachment 2 – Zoning Map). The zoning permits a wide range of non-residential uses including, but not limited to industrial, office, retail, restaurant and recreational uses.

Community Consultation

Community consultation meetings were held to discuss both the site specific development application and the planning study. At the meeting to discuss the site specific application (September 8, 2005) approximately 14 people from the community attended. There was general support for the residential uses, provided it was considered for the entire block. It was commented that any change in this area should be considered in the context of a study of the larger block and should not be undertaken in a piece meal manner. Other issues raised were the form and density of proposed development, the setback from Weston Road and the rail line, the need for a usable park, parking supply, traffic impact and the appearance of the buildings.

At the meeting to discuss the planning study (May 30, 2006) approximately 20 people attended. As with the previous meeting there was general support for residential development within the block. Other issues were raised, including the desire to create a unique focal point for the area, something that keeps the character of the Mount Denis community, but that creates an opportunity to attract new people to the area. Better connections and faster access to downtown through improvements to the public transportations system would also encourage people to move to the neighbourhood.

Comments:

Redesignation of Employment Lands for Residential Purposes

One of the issues identified in the Preliminary and Directions Reports regarding the site specific development applications for 955-969 Weston Road was that of the proposed change in land use from employment to residential. Staff noted that in reviewing the site specific application for residential uses in the interior of this employment area, which is made up of a number of several properties in different ownership and in different uses, that consideration must be given to the larger employment area and potential impacts and how the area might redevelop in the future. In order to look at this block in a comprehensive manner and to avoid piecemeal development staff recommended that a planning study be undertaken.

The Study Area is designated as an Employment Area, but it is not designated on the Urban Structure Map (Map 2 of the Toronto Official Plan) as an Employment District to be protected and promoted exclusively for employment uses. The lands included in Employment District represent employment areas required for the City's long term future development. Since the study area is not designated as an Employment District, a comprehensive review entailing a thorough review and evaluation of the new Official Plan, employment policies and land use designation, as required by the Provincial Policy Statement is not necessary for the consideration of redesignation of these lands to permit residential uses. However, the consideration for conversion in the study area should focus more on the local contextual issues following a local area review, which staff viewed appropriate and ultimately recommended in the Directions Report.

The focus of the local area review provides a broader examination of the land use condition and impact of the potential redesignation of the area to permit non employment land uses. Accordingly, the review examined issues such as: the stability of the employment pocket in

terms of job retention and reinvestment; the role of this employment pocket in the context of a larger residential neighbourhood; adjacency conditions and the potential to rationalize land use boundaries; opportunities to broaden the choice of housing types while having regard for the built form context of the area; and concerns for new residents in proximity to existing businesses. The Economic Development Division has been consulted about this review.

The context of the area surrounding this small employment pocket is dominated by a range of medium and low density residential neighbourhoods and mixed use developments along Weston Road. The study area is also isolated from other larger employment areas and there are no significant linkages between this site and the surrounding larger employment areas to the southwest along Alliance Avenue and to the northeast along Ray Avenue and Industry Street and the smaller employment area to the southeast in the Hyde Avenue/Valley Crescent area across Black Creek. The study area is separated from the commercial and open space area to the east by the CN and CP rail corridor. The commercial and industrial lands within the Study Area interrupt what is otherwise a predominantly residential area which has its focus along Weston Road. As such, the redesignation of these lands would not be expected to have an adverse impact on the stability and viability of other industrial lands in the area.

The employment lands within the study area do not represent a large concentration of employment uses and do not have potential to attract significant employment growth and new investment over the long term for the City. In the study area there are a small number of business establishments with the largest employer being the former clothing manufacturer on the application site, with the remaining businesses employing a small number of workers. A review of the employment statistics for the study area shows that industrial/commercial activities have been declining steadily. For the study area statistics indicate there has been a significant decline in jobs between 1986 and 2005, while the number of establishments remained relatively stable between 14 and 12 establishments. In 1986 there were 798 jobs which declined to 660 in 1991, 610 in 1996, 360 in 2001 and 184 in 2005. The number of jobs will further decrease given the closing of Weston Apparel in July 2005, a clothing manufacturer at 955-969 Weston Road. Visual observation of the properties within the Study Area suggests that reinvestment as evidenced by building and property improvement has not occurred to any great extent over several years.

In addition, from the discussions with the local residents and business owners who attended the community meeting there is no demonstrated interest in investing for future industrial and commercial uses on those lands. There is a need to rejuvenate the area and provide a land use that minimizes the incompatibilities with adjacent lands. The commercial zoned lands along Weston Road for the most part are in need of revitalization to improve the physical and economic aspects of the area, which the residents of Mount Dennis have indicated is affecting their quality of life.

The proposed redesignation of these lands to a primarily residential land use is logical and appropriate for the area, as the residential uses would form an extension of the existing residential communities to the west and north and could support local commercial activities in the surrounding area.

As mentioned earlier, the subject site does not represent a significant employment area within the context of the City, thus its conversion to non-employment uses is not expected to negatively impact the viability of nearby businesses. Given the relatively small size of the area, the loss of these employment lands would not be expected to have an adverse impact on the stability and viability of other employment pockets nearby, and would not affect the City's long term employment objectives.

In addition, an important consideration for this area is the potential to achieve revitalization, and reinvestment of properties in the area and improvements to the public realm especially given the location near the intersection of Black Creek Drive at Weston Road as a gateway to the interior of the City. It has been observed as well as heard that there has been little attention to reinvestment in and improvement of properties in the area, or in the public realm. This contributes to the need to introduce other land uses in the study area. The opportunity to achieve a more suitable termination for Black Creek Drive in keeping with the Natural Heritage location should be explored.

In the context of the City's employment land policies, staff believe the redesignation of this small pocket of employment lands for residential uses will not have a negative impact on City's employment objectives or on the surrounding lands.

As the lands in the southern portion are located within the flood plain, it is recommended that the lands remain designated Employment and zoned to permit commercial uses which are compatible to the adjacent residential uses. Future redevelopment within the flood plain will be subject to the approval of the TRCA. The area to remain Employment will continue to provide opportunities for employment uses, with the zoning broadened to allow commercial uses to serve the needs of the existing and future proposed residents.

Flood Plain

The Toronto and Region Conservation Authority (TRCA) have indicated that the properties in the southerly portion of the study area are located within the limits of the Regulatory Flood Plain associated with the Black Creek (Attachment 4). Policy 3.4.5 of the new Toronto Official Plan prohibits development within the floodplain. Furthermore, Policy 4.2.2 of the TRCA's Valley and Stream Corridor Management Program (VSCMP) does not permit redevelopment or intensification of areas within the floodplain that have not been identified as Special Policy Areas. For those properties currently located within the Regulatory Flood Plain, minor additions up to 50 percent of the existing buildings, or replacement of structures may be permitted, subject to TRCA's approval, and provided that the use associated with the replacement and/or addition does not increase risk to property damage or public safety. Residential development would not be supported, since this type of use presents a higher risk factor.

In addition, all the properties located within the TRCA's Generic Regulation Line (Attachment 4) will be subject to TRCA's review and the approval of an Ontario Regulation 166/06 permit will be required. Any new development shall maintain a minimum setback of 10 m from the Regulatory Flood Plain.

Community Services and Facilities

Another factor that must be considered for the conversion is the cumulative impact that the redesignation of lands would cause on the existing community services, transportation and municipal serving capacities.

The Community Services Report demonstrated that the Mount Dennis area has numerous public community services, and it is not expected that the residential redevelopment of the lands within the study area would cause a negative impact on existing residents and facilities.

Generally the area is relatively well-served by a range of community facilities with some stresses being experienced in the recreation and community service sectors. However, given the limited potential for residential development within the study area (an estimated maximum 150 units), residential development does not warrant the need to secure additional facilities. Parks, Recreation and Forestry is currently investigating the feasibility of developing a community centre at the southeast corner of Black Creek Drive and Eglinton Avenue West.

Transportation

In reviewing the possible redevelopment of the area for low-medium density residential uses in the northern portion of the study area and commercial uses in the southern portion of the study area staff do not anticipate that the change in use from the permitted commercial/industrial uses to residential and commercial uses will have a significant negative impact on the existing road network. This is based on a residential unit count of 150 dwelling units and the assumption that remaining existing commercial uses will be replaced by similar commercial uses. The assessment of transportation impacts may be required should development approvals be sought that are traditionally higher traffic generators.

City Council at its meeting of December 5, 6 and 7, 2005 adopted the report on Development Infrastructure Policy and Standards (DIPS) which requires the proposed roads that serve separate grade related residential buildings to be public and designed to City standards.

Policy 3.1.1 (15) of the new Toronto Official Plan states “New streets should be public streets. Private streets, where they are appropriate, should be designed to integrate into the public realm and meet the design objectives for new streets”. City streets are a significant public open space that serve both pedestrians and vehicles and provide space for public utilities and services; trees and landscaping; building access; and amenities such as view corridors. They provide connections and are public gathering places. On a development parcel of this size, public roads should be provided with sidewalks and trees on both sides to achieve design and policy objectives and to set the framework for development of the site.

In order to realize the Official Plan objectives relating to comprehensive development, integration of the proposal and the proposed road network for this site must be considered in the context of the larger area and should have consideration for the integration and organization of any future redevelopment of the adjacent properties. Also, to ensure any new road connecting onto Weston Road or Lambton Avenue fits into the existing road network, future applicants will

be required to provide a functional road and intersection design. The incorporation of a public road will necessitate the submission of a Draft Plan of Subdivision application.

In addition, as the area is redeveloped the interim condition for the proposed streets (public or private) needs to be shown for each phase of development. The provision of turning spaces for vehicles, particularly large service vehicles for garbage collection, fire service and snow clearing at dead end streets may have significant impact on the street and block layout.

Technical Services has advised, that within the study area Weston Road is to be widened. As each property is developed, dedications ranging from 2.0 metres to 2.8 metres will be required as a condition of approval.

The area is well served by public transportation along Weston Road and Eglinton Avenue West.

Urban Design/ Built Form

The redevelopment of the study area should be integrated into the surrounding built form fabric, fitting with the existing character and scale of the neighbouring residential area and complementing the built form. It should also be designed to efficiently use the existing infrastructure and service facilities.

Since abutting lands to the north and west are medium to low density residential, future development should complement the existing built form context and enhance the range of housing types for the area. New development should be integrated and linked into the fabric of the neighbourhood through the introduction of public roads. Higher density housing forms such as stacked townhouses and/or low-rise apartment buildings in combination with traditional townhouse forms should be explored for the study area.

Transition in the form of building, uses or landscaping should be provided for each phase of the redevelopment of the study area to alleviate the compatibility issue between the proposed residential and existing industrial uses.

Staff will prepare Urban Design Guidelines for the portion of the study area to be designated Neighbourhoods. The guidelines will illustrate and describe urban design concepts for the new residential development, provide a context for development in keeping with the objectives and policies of the plan and will assist in the evaluation of applications for site plan.

In addition, townhouse and stacked townhouse dwellings should be consistent with the City of Toronto Urban Design Guidelines for Infill Townhouses.

Rail Safety

The study area abuts the Canadian National Railway (CNR) Weston Subdivision and Canadian Pacific Railway (CPR) MacTier Subdivision to the north. The CN line is also used by GO Transit. GO Transit has initiated an Individual Environmental Assessment, in accordance with the requirements of the Ontario Environmental Assessment Act, for Georgetown South Corridor Service Expansion and an Airport Transportation link between Lester B. Pearson International

Airport and Union Station. GO Transit is the sole proponent for the portion of the study which is examining possible infrastructure improvements to the Georgetown south rail corridor to meet increasing demands for GO service between Peel Region and the City of Toronto.

GO Transit and Union Pearson AirLink Group (UPAG) are co-proponents examining alternatives, both within and outside the Georgetown south rail corridor, for an airport transportation link between Union Station and Lester B. Pearson International Airport. If a preferred alternative for the airport link is outside the Georgetown south rail corridor, GO Transit will refer the selected alternative to the appropriate agency or jurisdiction for further review.

The standard requirements of CNR and CPR are warning clauses and combination of a 30 metre setback from the right of way, a 5.5 metre high safety berm and 5.5 metre high acoustic fence to mitigate the impact of the railway operation. Alternative measures such as a crash wall can be considered to the satisfaction of the rail company's, which may reduce minimum building setback. The specific mitigation measure will be assessed by the rail companies and secured as each site is developed and the details of the specific mitigation measures are provided by the applicants.

Noise and Vibration

As the properties within the study area are redeveloped, there is the potential that residential developments may be located adjacent to existing industrial/commercial uses and abutting the rail corridor. Any future residential uses need to demonstrate that residential uses can be developed on the site in terms of Ministry of the Environment guidelines for acceptable levels of noise and vibration. It is recommended that where possible, noise attenuation should be achieved through the placement, location and massing of buildings. As each site is developed, the applicant will need to demonstrate that appropriate mitigation measures (either temporary or permanent) are in place to protect the residential uses from any potential noises sources (such as traffic, existing industrial uses and the rail corridor).

Parks

Parks, Forestry and Recreation staff indicated that the minimum size of a public park they would consider in connection with the residential development of the study area would be 800 square metres. The location and configuration of the park would have to be visible and publicly accessible from adjacent public streets, promote the safe use of the park and be of a usable shape, topography and size. Further, the lands are to be free and clear, above and below grade, of all physical obstructions and easements, encumbrances and encroachments, including surface and subsurface easements. In addition, lands to be dedicated for a public park are not to be located within a flood plain or within a rail safety setback zone.

Given the limitation for a public park within the study area, Parks, Forestry and Recreation staff have advised that future residential developments will be subject to a 5 percent cash-in-lieu of parkland.

Plan of Subdivision

Applications for Draft Plan of Subdivision may be required as each site is developed depending on the nature of the development in order to appropriately secure the required public infrastructure including the public roads.

Site Plan Control

Any development of a property for three or more residential units or commercial uses would be subject to Site Plan Approval. As each of blocks is developed, Site Plan Approval applications will be required.

Tree Preservation

The properties within the study area are subject to the provisions of By-law No. 780-2004, regarding tree protection. As each property is developed the applicant will be required to submit an arborist report/tree preservation plan.

Environmental issues

Given the current and previous industrial uses with the study area future residential developments will be required to provide a record of site condition prior to the issuance of a building permit. In addition, any developer will be required to undertake a peer review process for any lands dedicated to the City for roads or parks purposes.

Natural Heritage

The properties within the southern portion of the study area are located within the Natural Heritage System (found on Map 9 of the Official Plan) being part of the valley and stream corridor system associated with the Humber River and the Black Creek tributary. A preliminary review of the area shows that the properties within the study area are fully developed and there does not appear to be terrestrial natural heritage to protect. Other than the valley and stream corridor, no other natural heritage features have been identified for the site (City of Toronto Natural Heritage Study, December 2001). As there is limited or no terrestrial natural heritage to protect, staff are recommending that the natural heritage component of the planning study focus on restoration opportunities.

The recommendations addressing the natural heritage will create an opportunity to begin to look at options for restoring the natural heritage features and functions that formerly existed in the study area and to reinforce the existing natural heritage features and functions of the adjacent Black Creek system. The following goals and objectives are consistent with the City of Toronto Official Plan policies concerning natural heritage, including policy 3.4.1b and policy 3.4.10, and the new Green Development Standard that was recently adopted by City Council. The Green Development Standard proposes a set of enhanced targets, principles and practices for site and building design that are aimed at encouraging more sustainable (green) development in the City.

Natural heritage restoration goals for inclusion in the redevelopment within the study area include:

- (a) focus green space towards the eastern part of the site in the vicinity of valley, stream corridor and rail corridor, consideration should be given to using the rail setback area for private open space or to enhance the natural area;
- (b) use valley context to guide green space planting strategy (e.g., prior to urbanization this area would have been a riparian zone), the species proposed for planting in this area should be native, suitable for a river valley;
- (c) improve north-south natural linkages along the west side of the Black Creek to help to increase connectivity within the Black Creek system;
- (d) establish a target for 40% canopy cover at maturity along streets and on sites (excluding building footprint) in the eastern side of the study area and 20% canopy at maturity on the western side of the study area;
- (e) identify opportunities to encourage infiltration of stormwater especially on the eastern part of the site;
- (f) encourage green roofs, especially on the eastern part of the site; and
- (g) minimize adverse impacts to adjacent natural heritage system, and provide opportunities for restoration.

Archeological Assessment

The properties within the study area have been identified as sites with archeological potential. Staff have reviewed the properties and have determined that given that the sites have already been disturbed, further archaeological assessment would not be required.

Municipal Infrastructure

A preliminary review of the municipal infrastructure shows that existing municipal water and sewer services can accommodate the residential development of approximately 150 units. As each site is developed detail studies may be required to fully assess the need for additional infrastructure.

Development Application

The site specific development applications for 955-969 Weston Road has been the subject of the Preliminary Report (June 2005) and the Directions Report (March 2006). These reports identified a number of issues which needed to be addressed by the applicant. The applicant has been working with staff to address the issues related to the proposed residential use, community services and facilities, noise and vibration impact. However the applicant has failed to address a number of other issues raised by staff and has made no changes to the proposed development from the original submission. The current proposal still contains private roads even though the applicant, in a letter dated June 14, 2005, has advised that the owner "is prepared to consider the idea of public roads on the lands as an alternative to the current form of application".

Issues relating to the consistency of the proposal with the Council approved Infill Townhouse Guidelines need to be addressed as part of this development. These include:

- (a) increasing separation distances between buildings particularly Blocks D and F;
- (b) increasing front to back relationship between Blocks A-B and C-D; and
- (c) improving front yard layout of Blocks A and B to reduce domination by stairs and to increase landscaping;

The main building entrances along Weston Road should be associated with front yard landscaping and not be dominated by staircases. The recommended maximum number of steps to the front door should be limited to 5-6 risers or a maximum of 0.60 metres above the nearest public sidewalk level in order to maintain visual connection between the units and the street. Front yard landscaping highlight the main entrance and provide a discrete barrier for privacy.

The applicant has been requested to submit a number of studies including: a functional servicing plan/report showing public utilities; an environmental assessment report; a functional road and intersection design; a phasing plan (if development is to be phased); a landscape plan; and an arborist report/tree preservation plan. These studies have not been submitted by the applicant and additional issues may arise out of the review of these studies. In principle a low or medium density residential development on the application lands is supportable subject to resolution of form and arrangement of the development including the provision of public roads.

City Council at its meeting on April 25, 26 and 27, 2006 adopted the Directions Report on the application at 955-969 Weston Road and in doing so authorized the City Solicitor to oppose the applications at the Ontario Municipal Board. As the proposal has not changed from the original submission it is recommended that City Council oppose the applications in their current form and requested the applicant to revise the proposal to address the issues identified in this report.

Proposed Official Plan and Zoning By-law Amendments

As abutting lands to the north and west are medium to low density residential, future development should complement the existing built form context and enhance the range of housing types for the area. As such, it is proposed that for the northern portion of the study area, the lands located outside the flood plain, be redesignated Neighbourhoods from Employment, similar to the residential neighbourhoods to the north and west.

It is also proposed area specific policies and urban design guidelines be developed for the study area to provide detailed guidelines for new development, which address the objectives and goals of the Official Plan and to assist in the evaluation of applications for site plan.

It is also proposed that the lands outside the flood plain be rezoned from CE to R3 similar to the residential neighbourhood to the west and north. This zoning would permit a range of housing forms such as stacked townhouses, low-rise apartment buildings, other multiple unit dwelling houses and traditional townhouses. Further review of the use permissions within the area to remain CE is required to ensure compatibility with the new residential uses.

Conclusions:

One of the long term management strategies of the Official Plan is to focus residential development where residential services already exist, and the Provincial Policy Statement also promotes intensification and infill within established settlement areas to accommodate growth. Furthermore, the Official Plan states that growth should be directed to areas with good transit access along public service routes. The strategic location of the site on a major arterial road such as Weston Road, provides an excellent opportunity for intensification and redevelopment. The proposed residential development will strengthen the neighbourhood by improving the streetscape, attracting new residents and investment to the area, benefiting the local commercial uses and all the residents in general. A more rational boundary between the different uses will be achieved.

The findings of the land use study support the redesignation of the northern portion of the study area for residential uses, subject to the resolution of the issues identified above. It is recommended that City Council endorse in principle the findings of the planning study for Weston Road and Black Creek Drive for the redesignation of the lands from Employment to Neighbourhoods and rezone the lands from CE to R3 as shown on Attachment 5 and 6 respectively, subject to resolution of the issues addressed in the report.

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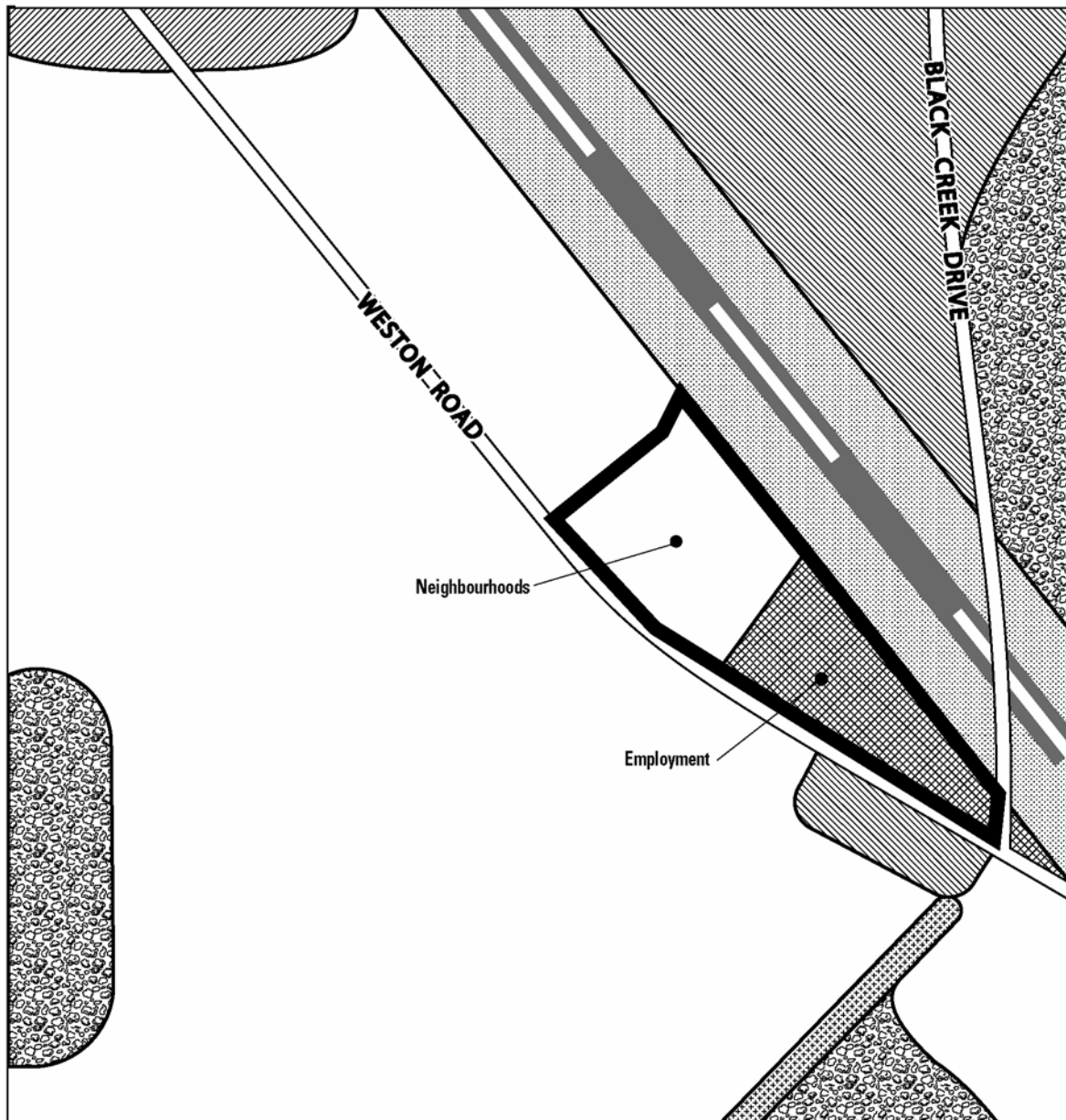
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List of Attachments:

Attachment 1: Toronto Official Plan
Attachment 2; Former City of York Zoning
Attachment 3: Toronto Regional Conservation
Attachment 4: Site Plan for 955-969 Weston Road
Attachment 5: Proposed Official Plan Amendment
Attachment 6: Proposed Zoning By-law Amendment

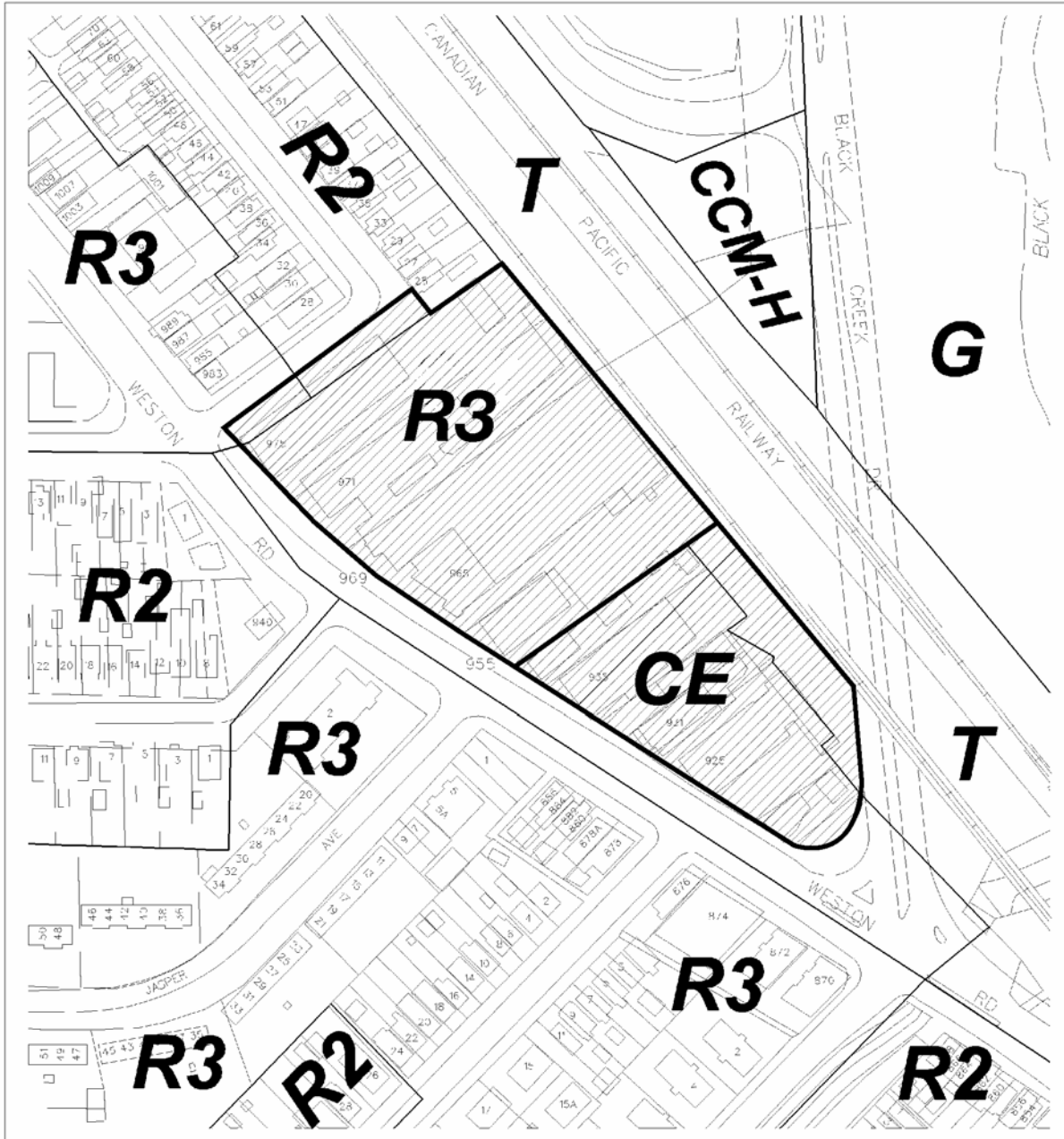
(Attachments 1 to 4, referred to in this report, were forwarded to all Members of the Etobicoke York Community Council with the agenda for its meeting on September 13, 2006, and copies are on file in the City Clerk's Office, Etobicoke Civic Centre.)

Attachment 5: Proposed Official Plan Amendment



Site	Mixed Use Areas	Employment	Study Area
Neighbourhoods	Parks	Utility Corridor	
Apartment Neighbourhoods	Other Open Space Areas	Railway Lines	

Attachment 6: Proposed Zoning By-law Amendment




Proposed Zoning By-Law Amendment

**Weston Road
Black Creek Drive Study**

File # 06_127685_05_136264

- R2 Residential Zone
- R3 Residential Zone
- CCM City Centre Mixed Use District Zone
- CE Commercial Employment Zone

- T Transportation & Utilities
-  Weston Study Area



Not to Scale
Zoning By-law 1-83 as amended
Extracted 01/08/06 - MH