John Street Pilot Project

Mark Noskiewicz, Goodmans LLP, Chair
ULI Toronto District Council
Toronto, Ontario

Population: Ontario: 12.5 million; GTA 5.5 million; Toronto 2.6 million
Metrolinx’s investment in the High Speed Air Rail Link, with a stop in Weston and promised improvements to GO service, led to the Weston TAPS program (an area with potential to be unlocked).
Study Area for Design Charrette & TAP Program

Weston 2021 Design Charrette Study Area -
aerial perspective looking northeast

Weston 2021 Design Charrette Study Area -
bird’s eye view looking northeast

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ULI Toronto District Council
The Panel was asked to address the following questions and challenges related to Weston Village in general:

1. With the major investment in the rail corridor, what is the potential for market development in the Weston Area?
2. If development is not feasible at this time, what needs to be done to encourage/facilitate development in the future?

The Panel was also asked to address questions related to the following three areas:

1) Weston Town Centre/John St. Area
2) New GO Station Area
3) 1765 and 1775 Weston Rd.

The site specific questions asked of the panel were as follows:

1. Are the design ideas developed during the charrette currently feasible?
2. What is the current development potential for the site?
3. What is the future development potential for the site?
Charrette Perspective vs. TAP Perspective on Revitalization

The Charrette perspective on revitalization:

1. New Transit Investment comes first, with ARL stop and increased GO Service

2. New development is attracted by the increased transit service, and helps build new community assets

3. Current and new residents benefit from public and private investment, and the community thrives

The TAP perspective on revitalization:

1. New Transit AND Public investment in community improvements (CI) – physical, social and economic – and community engagement and development

2. Community thrives & attracts new residents

3. Private development follows thriving community

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Weston Study Area – Existing Conditions vs. Proposal

- Weston Road
- John Street
- Rail Corridor
- Proposed Arts Building
- Pedestrian Bridge
- Farmers Market
- John Street
- Weston Road
ULI Toronto applied for the 75th Anniversary Urban Innovation Fund Grant Application on September 23rd 2011

Title of Project:
John Street Revitalization / Streetscape Plan

Amount Requested: $25,000

The Partners and Matching of Funds
- Metrolinx ($25,000)
- City of Toronto, Planning (in house design assistance)
- City of Toronto, Transportation / Public Realm ($25,000)
- City of Toronto, Economic Development & Culture / Business Services Group ($5,000 - $10,000)
- Weston Rd. BIA, (Business Improvement Area) (community liaison and implementation)

Total Budget for Project: $75,000 - $85,000

ULI Toronto hired DTAH to help with the work.
John Street Transformation – Existing versus Proposal

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The idea of the John Street Pilot Project came from one of the Steering Committee meetings in the Community where DTAH presented a series of inspirations during a Design Workshop.
John Street Pilot Project – Short Term Pilot Project
John Street Pilot Project – Short Term Pilot Project

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The John Street Revitalization Plan was identified as one of the community initiatives in the TAP report which could help attract private development in Weston.

DTAH will create a final report on the Public Realm Improvements in Weston.

ULI Toronto will present this report to the community, BIA and the City of Toronto.

The City of Toronto and BIA will continue dialogue on what the community would like to do in the near future.
John Street Streetscape Plan – Long Term

John Street_entrance to Market area