

Authority: North York Community Council Report No. 12, Clause No. 23,
as adopted by City of Toronto Council on November 26, 27 and 28, 2002
Enacted by Council: November 28, 2002

CITY OF TORONTO

BY-LAW No. 1079-2002

**To adopt Amendment No. 499 of the Official Plan for the City of North York in respect of
Emery Village Secondary Plan.**

WHEREAS authority is given to Council by the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the *Planning Act*;

The Council of the City of Toronto HEREBY ENACTS as follows:

1. Amendment No. 499 to the Official Plan of the City of North York, consisting of the attached text and maps, is hereby adopted.
2. This By-law shall come into force and effect on the day of the final passing thereof.

ENACTED AND PASSED this 28th day of November, A.D. 2002.

CASE OOTES,
Deputy Mayor

ULLI S. WATKISS
City Clerk

(Corporate Seal)

PREFACE AND EXPLANATORY NOTES**TO AMENDMENT NO. 499****TO THE OFFICIAL PLAN OF THE****CITY OF NORTH YORK****LANDS AFFECTED BY THIS AMENDMENT**

This amendment affects the lands located in the general vicinity of the intersection of Finch Avenue and Weston Road. The boundaries of the Secondary Plan are shown on Map D.17.1 of the Plan.

EFFECT OF AMENDMENT

The effect of this amendment is to amend the former City of North York Official Plan to establish Secondary Plan policies for the Emery Village (Finch/Weston area). The purpose of the Secondary Plan is to provide a framework for development that builds on the Emery Village community's historic function as a centre that serves residents in the immediate and surrounding areas. The Plan encourages a more compact, street-oriented, mixed-use pattern of development, establishes permitted height and density of development, encourages transit and pedestrian use and also provides a framework for improvements to the area's streetscape and open space system.

PUBLIC MEETINGS

The North York Community Council considered this amendment at a statutory public meeting held on November 13, 2002, after notice of such meeting was given by publication in a newspaper (Toronto Sun) and notice was given to landowners and residents within 120 metres of the proposed Secondary Plan boundary as well as the Finch Weston Citizen Advisory Committee Panel and persons who expressed interest in the Secondary Plan.

COUNCIL DIRECTION

It was North York Community Council's decision to recommend approval of the amendment. North York Community Council also directed that the Secondary Plan be amended to include policies that will permit Council, pursuant to Section 37 of the *Planning Act*, to consider increases in density and/or height of development, to a maximum density of 3.0 FSI and a maximum building height of 18 storeys and also to amend the policies of Section 4.3 and Map D.17.1. of the Plan.

A meeting to consider this matter was held by Council of the City of Toronto on November 26, 27 and 28, 2002. Council adopted the recommendations of the North York Community Council to approve the Secondary Plan as amended.

On November 28, 2002, Council enacted By-law No. 1079-2002 which approved this amendment.

AMENDMENT NO. 499**TO THE OFFICIAL PLAN FOR THE
CITY OF NORTH YORK****ITEM 1**

Map C.1: Land Use Plan to the Official Plan is hereby amended by outlining the Secondary Plan Boundary as shown on Map D.17.1 to this Amendment, removing the land use designations within the outlined area, and labelling the outlined area as follows:

“Emery Village Secondary Plan: see Map D.17.1”

ITEM 2

Map A-2 POTENTIAL REURBANIZATION AREAS is hereby amended to reflect the Secondary Plan boundaries as shown on Map D.17.1 to this amendment.

ITEM 3

PART D - SECONDARY PLANS of the Official Plan of the former City of North York is amended to include the following new section:

**“PART D.17 EMERY VILLAGE SECONDARY PLAN
(OPA 499)****1. INTERPRETATION**

- 1.1 The lands affected by the Emery Village Secondary Plan are shown on Map D.17.1.
- 1.2 The text and maps of Parts A, B and C of the Official Plan continue to apply to the lands affected by this Secondary Plan. Where there is a conflict between the policies of this Secondary Plan and the policies contained elsewhere in the Official Plan, the policies of this Secondary Plan shall take precedence.

2. INCREMENTAL GROWTH - AVENUES STUDY

Growth opportunities along Finch Avenue West and Weston Road were examined as part of an Incremental Growth – “Avenues Study”. This area was selected due to its potential to accommodate new growth, especially residential development, on an incremental basis, without significant impact on nearby stable residential areas and with the ability to utilize existing infrastructure (ie. transit, sewers and water). The revitalization of and reinvestment in this area is expected to have both local and regional benefits.

The purpose of the study was to establish a framework for change along selected portions of the Finch Avenue West and Weston Road corridors. A 'shared vision' and Concept Plan for the improvement and reurbanization of the Study Area was developed and is contained within "The Avenues – Finch Weston, Phase II Study", dated February 2001. The Concept Plan and the related recommendations for action form the basis for this Secondary Plan.

3. GOALS AND OBJECTIVES

The following are the Goals and Objectives which apply to the Emery Village Secondary Plan:

Goal

- 3.1 To provide a framework for development that encourages a village- like, street oriented, mixed-use pattern of development that promotes transit, pedestrian use and cycling and improvements to the area's streetscape and significant open space system.

Objectives

- 3.2 To reurbanize the Emery Village community by facilitating new mixed use development on an incremental basis consistent with the capacity of existing or planned infrastructure.
- 3.3 Create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community.
- 3.4 Locate and mass new buildings to emphasize the intersection of Finch Avenue and Weston Road and to provide a transition between areas of different development intensity and scale.
- 3.5 Enhance and extend the existing open space network.
- 3.6 Provide a connected, attractive, safe and comfortable system of pedestrian and bicycle routes.
- 3.7 Encourage streetscape improvements in the Secondary Plan area to create an attractive pedestrian environment.
- 3.8 Develop a system of new roads which are intended to service new development, to provide alternate routes to the Finch/Weston intersection, to create new development parcels and to provide access to an enhanced open space network.

4. LAND USE, HEIGHT AND DENSITY

The Plan area consists of four quadrants defined by the intersection of Finch Avenue and Weston Road. This plan permits mixed-use development within three of the four quadrants.

Land use designations are shown on Map D.17.1. Development of those lands designated *Arterial Corridor Area (ACA)* will be in accordance with the policies of the Official Plan, with specific policies for land use, height and density as set out in this Plan for the north-west, south-west and south-east quadrants.

Development of those lands designated *Industrial (IND)*, *General-Institutional (G-INS)*, *Public Utility (PUT)*, *Local Open Space (LOS)* and *Valley Open Space (VOS)* will be in accordance with the policies of the Official Plan.

4.1 South-east Quadrant

Permitted Uses

Street related retail and service commercial uses with residential uses above are encouraged along the Finch Avenue West and Weston Road frontages.

Height and Density

Building heights shall generally range from 8 storeys up to 12 storeys at the intersection of Finch Avenue and Weston Road and adjacent to the Ontario Hydro Utility corridor. A maximum building height of 19 storeys is permitted at the southern apex.

A maximum density of 2.5 FSI is permitted.

4.2 South-West Quadrant

Permitted Uses

- (a) Street related retail and service commercial uses with residential uses above are encouraged along the Finch Avenue and Weston Road frontages in Area A shown on Map D.17.1.
- (b) Only uses permitted in the *Residential Density Four (RD-4)* land use district of the Official Plan are permitted in Area B shown on Map D.17.1.

Height and Density

In Area A shown on Map D.17.1, building heights shall generally range from 8 storeys up to 12 storeys at the intersection of Finch Avenue and Weston Road.

In Area B shown on Map D.17.1, new buildings shall generally range from 3 to 6 storeys in height.

A maximum density of 2.5 FSI is permitted.

4.3 North-west Quadrant

Permitted Uses

Street related retail and service commercial uses with residential uses above are encouraged along the Finch Avenue West and Weston Road frontages.

Height and Density

Building heights shall generally range from 8 storeys up to 12 storeys at the intersection of Finch Avenue and Weston Road and at the intersection of Toryork Drive and Weston Road.

A maximum density of 2.5 FSI is permitted.

Subject to the Density and Height Incentives policies of Section 4.4 of this Plan being fulfilled: in Area C1 on Map D.17.1, building heights shall generally range from 2 to 18 storeys in height and in Area C2 on Map D.17.1 heights shall generally range from 2 to 10 storeys in height. A maximum density of 2.97 FSI will be permitted on the lands located in Areas C1 and C2 on Map D.17.1.

4.4 Density and Height Incentives

- (a) Figure 4.4 shows density incentives for the provision of community benefits in the form of specific uses and facilities on lands designated Arterial Corridor Area (ACA). The gross floor area (g.f.a.) of such facilities is exempted from the calculation of densities to the maximum extent provided in Figure 4.4. These uses and facilities may be secured through various means which may include agreements pursuant to Section 37 of the *Planning Act*.

Density and height incentives are to be achieved through rezoning. Each development proposal involving a density of height incentive will constitute good planning and meet the objectives and development policies of the Official Plan, particularly as they relate to built form and infrastructure.

- (b) The following community benefits, in the form of capital facilities and/or cash contributions toward specific capital facilities, which have not otherwise qualified for a density incentive identified in Figure 4.4, may be secured through agreements pursuant to Section 37 of the *Planning Act*:
- (i) Heritage conservation.
 - (ii) Preservation of existing rental housing or rental housing to replace demolished rental housing.
 - (iii) New social facilities including, but not limited to, daycare, drop-in counselling or crisis centres, libraries, museums, art galleries and cultural heritage centres.
 - (iv) Local parks improvements including Lindylou Park.
 - (v) Provision of public recreational centres or facilities.
 - (vi) Public access to the Emery Creek ravine lands.
 - (vii) Pedestrian and cycling connections.
 - (viii) Streetscape improvements on Weston Road and Finch Avenue not abutting the site.
 - (ix) Significant landscape features or focal points at the intersection of Finch Avenue and Weston Road.
 - (x) Transportation related improvements not required to support development.
- (c) The maximum density of development permitted after qualifying density incentives or other community benefits secured pursuant to Section 37 of the *Planning Act* shall be 3.0 FSI. The maximum height of development permitted after qualifying density incentives or other community benefits secured pursuant to Section 37 of the *Planning Act* shall be 18 storeys.

Figure 4.4 Incentives	
COMMUNITY BENEFIT	INCENTIVE
<p>Private Recreational Use Accessory to a Residential Use</p> <ul style="list-style-type: none"> • must be located in a residential development • must not be a commercial for profit enterprise 	<p>The gross floor area of the private recreational use is exempted from the calculation of g.f.a.</p>
<p>Provision of a Public Recreational Centre</p> <ul style="list-style-type: none"> • to be owned by the City • shall be constructed and equipped to Council's satisfaction 	<p>The gross floor area of the public recreational centre is exempted from the calculation of g.f.a and up to 4 x the g.f.a of the public recreational centre is available as an incentive.</p>
<p>Provision of Social Facility</p> <ul style="list-style-type: none"> • such as but not limited to child-, elder-, or co-generational daycare, drop-in counselling or crisis centre, including but not limited to, Doorsteps Neighbourhood Services and Youth Clinical Services etc. • does not include institutions that are predominately office or residential uses • premises shall be designed and furnished to enable operation of the social facility in compliance with relevant legislation and regulations, and shall be of sufficient size and condition to enable its efficient operation • shall be located close to grade and easily accessible to the public • may include the retention or relocation of existing social facilities • secured through an appropriate agreement pursuant to Section 37 of the Planning Act 	<p>The g.f.a. of the new social facility is exempted from the calculation of g.f.a. and up to 4 x the g.f.a. of the social facility is available as an incentive.</p>
<p>Provision of a Museum, Art Gallery and Cultural Heritage Centre</p> <ul style="list-style-type: none"> • must not be a commercial for profit enterprise 	<p>The g.f.a. of a museum, art gallery or cultural heritage centre is exempted from the calculation of gross floor area.</p>

5. STRUCTURE, FORM AND PHYSICAL AMENITY

The framework for the structure, form and physical amenity of the Emery Village Secondary Plan is as follows:

Structure

- 5.1 The urban design policies contained in this section are intended to provide a framework for redevelopment, to promote a high quality built form and a safe, comfortable and attractive public realm generally in the form shown on Map D.17.2 – Structure Plan.
- 5.2 Development will be focused at the intersection of Finch Avenue and Weston Road. New roads will divide existing blocks into smaller development sites, providing access, address, pedestrian and vehicular connections and frontage for parks and open spaces.

Built Form Principles

5.3 New development will incorporate the following principles:

- (a) Buildings will define and form edges along streets, parks and open spaces and public squares. If located on a corner site, buildings should be located to define both adjacent streets and to give prominence to the corner.
- (b) Buildings should be sited and organized at-grade to enhance and support streets, open spaces and pedestrian routes. Grade related retail and service commercial uses, street oriented residential units and entrance lobbies are encouraged in these building faces to provide for safe, animated streets and open spaces. Building entrances are to be located on road frontages, visible and accessible from the public or common use sidewalk.
- (c) Landscaping, public art and architectural features are intended to add visual interest and are encouraged at locations identified as a Gateway Feature on Map D.17.2 – Structure Plan. Gateway features located on private lands may be secured through the development process.
- (d) Loading and service areas associated with buildings should not face or be located adjacent to parkland or be located adjacent to Finch Avenue or Weston Road. The use of shared lanes, driveways and courts within the block is encouraged. Access from local streets and service lanes is preferred.
- (e) The consolidation of vehicular access points shall be encouraged in order to maximize the efficiency of traffic movement and promote a safer pedestrian environment.
- (f) Parking structures above grade are discouraged adjacent to Finch Avenue, Weston Road and Toryork Road.
- (g) New underground parking entrances or exits onto Finch Avenue or Weston Road are discouraged. Wherever possible vehicular access to these structures shall be from local roads and preferably at the side or rear of buildings fronting onto Finch Avenue or Weston Road.
- (h) Surface parking is discouraged in any front or side yard adjacent to Finch Avenue, Weston Road and Toryork Road.
- (i) Parking facilities and spaces shall, wherever possible, be provided underground or within a structure. Surface parking will be limited in order to maximize the extent of landscaped open space.
- (j) Buildings should be massed to provide adequate street and open space definition, to define urban spaces with good proportion and to provide access to sunlight and sky views.

- (k) Where appropriate, sun/shadow studies and wind tests will be required for developments in order to ensure that impacts on the pedestrian environment and adjacent properties are acceptable.

Physical Amenity

- 5.4 Streetscape improvements that promote a healthy and vibrant pedestrian environment are encouraged in the public rights-of-way and adjacent privately owned lands. Coordinated improvements to sidewalks and boulevards including; decorative paving, a landscaped centre median, street trees, street furniture and transit shelters are to be implemented for the portion of Weston Road between Finch Avenue and Lanyard Road and for the portion of Finch Avenue between the CP Rail line and Lindylou Park.
- 5.5 A coordinated series of landscaped open spaces should be provided at the intersection of Finch Avenue and Weston Road in order to establish a visual focal point and public amenity space. Special corner treatments may include public art or other community amenities.
- 5.6 The set back for new buildings along Finch Avenue, Weston Road and Toryork Road will be sufficient to accommodate streetscape initiatives of the City of Toronto.
- 5.7 The reduction of the effect of wind on pedestrian areas through building design and the provision of remedial elements, such as landscaping, screens, sheltered walkways and canopies is encouraged.
- 5.8 Landscaping should be carefully integrated with on-site surface parking. On-site parking should be arranged so that it does not impede pedestrian movement within or between developments.
- 5.9 All utilities and associated works shall, wherever possible, be located underground.

6. COMMUNITY IMPROVEMENT

- 6.1 The Finch/Weston area has been designated as a Community Improvement Project Area. A Community Improvement Plan may be prepared which will identify improvements to public spaces. Sections 37 and 41 of the *Planning Act* will be used to assist in the implementation of the Community Improvement Plan.
- 6.2 Council will encourage the establishment of a Business Improvement Area and will provide technical assistance in studying the feasibility and implementing selected community improvement initiatives.

7. COMMUNITY SERVICES AND FACILITIES

- 7.1 Council will regularly monitor the need for additional community facilities to serve the residents and employees of the area. The monitoring process may include a community services and facilities study to address the potential need for these facilities and services.
- 7.2 Council will encourage the use of Section 37 of the *Planning Act* to assist in the delivery of community services and facilities.

8. PUBLIC ART

- 8.1 Public art, including but not limited to sculpture, landscape design, structures, architectural treatment, murals, statues and functional elements such as street furniture and related elements is encouraged at all publicly accessible locations in the Plan area.
- 8.2 Public art may be secured in all developments exceeding 20,000 square metres of total gross floor area and Council will seek public art contributions of one percent of the gross construction cost of the development.

9. PARKS AND OPEN SPACE

The plan area contains parks and open spaces which, together with streets, connect to regional open space systems. The parks and open space system includes Lindylou Park, which forms part of the Humber River valley system, the Ontario Hydro Utility corridor that extends east-west across the City and the Emery Creek ravine lands located on the north side of Finch Avenue. The policies in this section identify opportunities for the improvement and expansion of the existing open space network within the Plan area.

- 9.1 Opportunities to provide public access to the Emery Creek ravine and open space lands located on the north side of Finch Avenue will be explored.
- 9.2 Opportunities to provide additional parkland and to develop seasonal amenities, such as an outdoor ice rink, on the portion of the Emery Parks Yard that fronts onto Finch Avenue West will be explored.
- 9.3 The upgrading of Lindylou Park is encouraged. Improvements may include additional planting, seating and signage with an emphasis on the park frontage on Finch Avenue.
- 9.4 Pedestrian and cycling connections throughout the Plan area shall be improved in order to provide greater access to public open space and public uses.

10. TRANSPORTATION

10.1 A network of new and existing roads, pedestrian walkways and bicycle routes will provide access through this area and will be developed in order to support the redevelopment and revitalization of the plan area. The need for and location of new roads will be determined during the review of development proposals.

The network is shown on Map D.17.2 – Structure Plan.

10.2 The schematic layout of new roads as shown on Map D.17.2 – Structure Plan is intended to:

- (a) Balance vehicular and pedestrian needs.
- (b) Create optional routes for traffic and provide alternatives to the Finch-Weston intersection.
- (c) Divide large blocks and create new parcels appropriate to the proposed development.
- (d) Provide street addresses for new and existing development.
- (e) Increase accessibility to parks and open space areas.
- (f) Protect and plan for improved public transit.

10.3 The roads shown schematically on Map D.17.2 – Structure Plan are as follows:

- (a) Local road linking Toryork Drive and Finch Avenue.
- (b) Local road adjacent to Lindylou Park linking Finch Avenue and Weston Road.
- (c) Eastward extension of Lanyard Road through the Ontario Hydro Utility corridor and development lands to connect to Finch Avenue.
- (d) Possible northward extension of Rivalda Road, in part, to service the potential commuter/transit station.
- (e) Possible eastward extension of Rivalda Road to Arrow Road as an alternate route for industrial traffic to Finch Avenue and Highway 400.

10.4 The preferred location for a potential future commuter/transit station is shown on Map D.17.2 – Structure Plan.

10.5 Surface parking lots serving the potential future commuter/transit station will be limited in size and parking structures will be encouraged.

- 10.6 Roads and buildings shall be designed and sited to accommodate transit vehicles and facilitate transit use. Transit shelter stops and facilities shall be provided with direct connections to the pedestrian network in order to encourage the use of public transit.
- 10.7 Developments which exceed 5,000 m² (53,820 sq. ft.) in gross floor area will be required to provide a Traffic Impact Study and traffic certification prepared by a qualified transportation consultant stating that the development meets the following criteria:
- (i) The site layout provides adequately for the movement needs of pedestrians, automobiles and commercial vehicles without disrupting bordering streets and properties.
 - (ii) The development will not increase local residential road traffic so significantly as to produce appreciable new hazards, noise dust and fumes for nearby residential communities.
 - (iii) The project provides sufficient parking while still encouraging the use of public transit, walking and cycling as alternatives to automobile use.
 - (iv) The traffic resulting from occupancy of the proposed development does not significantly contribute to reducing the level of service of nearby arterial roads and their intersections with local roads to below a generally acceptable level.
- 10.8 The City will encourage proponents of major office and employment uses to develop and implement appropriate travel demand management strategies to reduce peak period automobile trips and facilitate non-auto modes of travel such as transit, walking and cycling. In addition, measures to support transit use such as such as reduced parking standards and/or shared parking for development may be considered where supported by a report prepared by a qualified transportation consultant to the satisfaction of the City.
- 10.9 Pedestrian amenities, off-peak parking and cycling routes may be considered within the planned rights-of-way of Finch Avenue, Weston Road and Toryork Road.
- 10.10 A new off-road bike route within the Ontario Hydro Utility Corridor, in accordance with the City of Toronto Bike Plan, is to be developed as shown generally on Map D.17.2 - Structure Plan.

11. MUNICIPAL SERVICING

- 11.1 New infrastructure or improvements to existing infrastructure, including roads, sanitary and storm sewers, municipal water and utilities, required to serve proposed development will be provided and paid for entirely by the developer.

- 11.2 If new infrastructure or improvements to existing infrastructure, including roads, sanitary and storm sewers, municipal water and utilities are required to service Secondary Plan areas, which may be above the specific needs of the proposed development, then the developer will be required to provide and pay for the above services and will be eligible for Development Charge credits.
- 11.3 Development proponents will provide required engineering studies and designs to assess the desirability and feasibility of proposed engineering works and modifications, and all required infrastructure will be designed and built to City standards, be provided at approved locations and be conveyed to the City at nominal cost and free of encumbrances, prior to the occupancy of development requiring that infrastructure.
- 11.4 During the review of studies and designs for development-related engineering works and modifications, opportunities may be explored to enhance the levels of service provided in other areas of the Secondary Plan that may be impacted. Where appropriate and feasible, service improvements may be sought within the context of the proposed development-related engineering works.
- 11.5 Stormwater quantity and quality management will be provided to the satisfaction of the Commissioner of Works and Emergency Services, in consultation with the Toronto and Region Conservation Authority.

12. ENVIRONMENT

- 12.1 The City will use its available powers and will seek the cooperation of land owners and developers involved in the development of Emery Village to ensure that environmental conditions satisfactory to the City of Toronto and the Ministry of Environment and Energy are established for people living and working within the Secondary Plan area.
- 12.2 Where applicable, studies of noise and vibration may be required to be submitted in support of applications proposing the development of residential and other sensitive land uses in proximity to sources of noise vibration, such as the CP Rail line, road corridors or existing industrial operations. These studies will assess existing and forecast conditions, evaluate existing on-site mitigation features, and recommend additional mitigation measures.
- 12.3 Where applicable, studies to ensure satisfactory soil and groundwater conditions, including soil remediation or disposal plans for contaminated soil excavate and remediation measures for methane gas may be required to be submitted in support of applications proposing the development of residential and other sensitive land uses.
- 12.4 The Ministry of the Environment and Energy will be consulted respecting relevant environmental matters referred to in Sections 12.2 and 12.3 and to ensure that all studies are satisfactory to the City and the Ministry of the Environment and Energy.

13. IMPLEMENTATION

13.1 General

This Secondary Plan is to be implemented by the separate or combined actions of both public and private interests and through various actions including:

- (a) Section 37 by-laws, plans of subdivision, part lot control, consents, site plan review and Community Improvement Plans.
- (b) Subdivision agreements, site plan agreements and Section 37 agreements to secure the provision of facilities, services or matters required for the desirable development of the lands or to meet the objectives set out in this Plan.

If a proposed development requires the creation of a public road, then the preferred implementation process will be a plan of subdivision.

13.2 Holding Provision By-laws

- (a) A holding provision, pursuant to Section 36 of the *Planning Act*, may be placed on lands where the ultimate desired use of the lands is specified but development cannot take place until conditions set out in the by-law are satisfied.
- (b) Conditions to be met prior to the removal of the holding provision may include:
 - (i) Traffic impact study, transportation or servicing improvements.
 - (ii) Open space, recreational, and community services and facilities.
 - (iii) Environmental studies, environmental remediation or mitigation measures.
 - (iv) Measures to protect a natural heritage feature or environmentally sensitive natural features.
 - (v) Professional or technical studies to assess potential development impacts.
 - (vi) Submission of development plans.
 - (vii) Entering into agreements, including subdivision agreements, or agreements pursuant to Section 41 of the *Planning Act*, to secure any of the matters required to satisfy the conditions for removal of the holding provision.

13.3 Development Plan

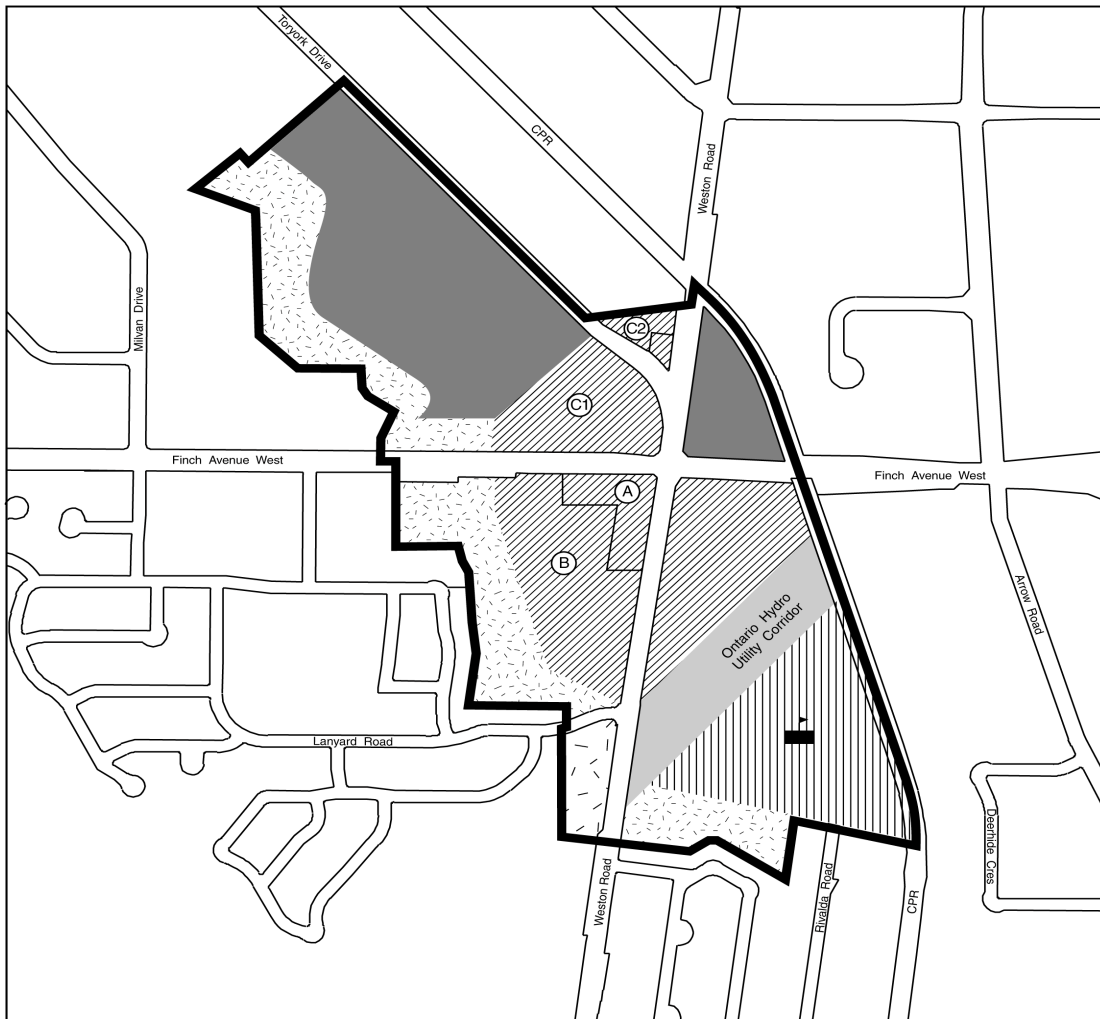
To provide a context for coordinated incremental development and assist Council in evaluating the conformity of proposed development with the relevant provisions of this Secondary Plan, Council may require the submission of a Development Plan prior to approving development on lands located in the north-west, south-east and south-west quadrants.

Development Plans should indicate the relationship of proposed buildings, structures and open spaces to adjacent developments and development sites, public spaces, roadways and pedestrian routes and should demonstrate how the development policies of this Plan will be achieved. More specifically, such plans will show:

- (i) The proposed massing of buildings, building heights, setbacks and distribution of density.
- (ii) The location, dimensions and character of publicly accessible private open spaces and pedestrian routes, showing their continuity and complementary relationship to adjacent public spaces, pedestrian routes and streets.
- (iii) Protection and enhancement of significant views and landscape focal points.
- (iv) The general location, size and treatment of surface parking facilities and vehicular access points in sufficient detail to identify locations where parking amongst different building sites or uses may be shared and to assess the effect of these facilities on public sidewalks and pedestrian routes.
- (v) The location of street-related uses and principle pedestrian entrances to buildings and the relationship of such uses and entrances to street frontages to ensure that the role of the public street and pedestrian movement along the street is supported and reinforced.
- (vi) Possible phasing of development and new infrastructure including roads, parks and opens spaces.

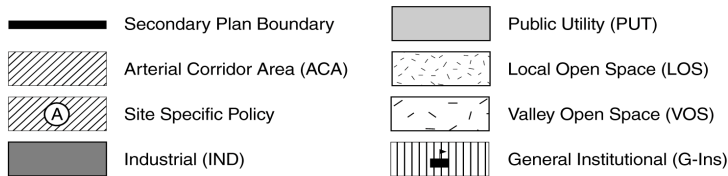
- 13.4 For any alteration or addition to municipal property or works that is required or proposed to implement transportation or sanitary and storm sewer servicing improvements serving proposed development, the developer will enter into agreements with the City as applicable regarding the construction and funding of any such alteration or addition.

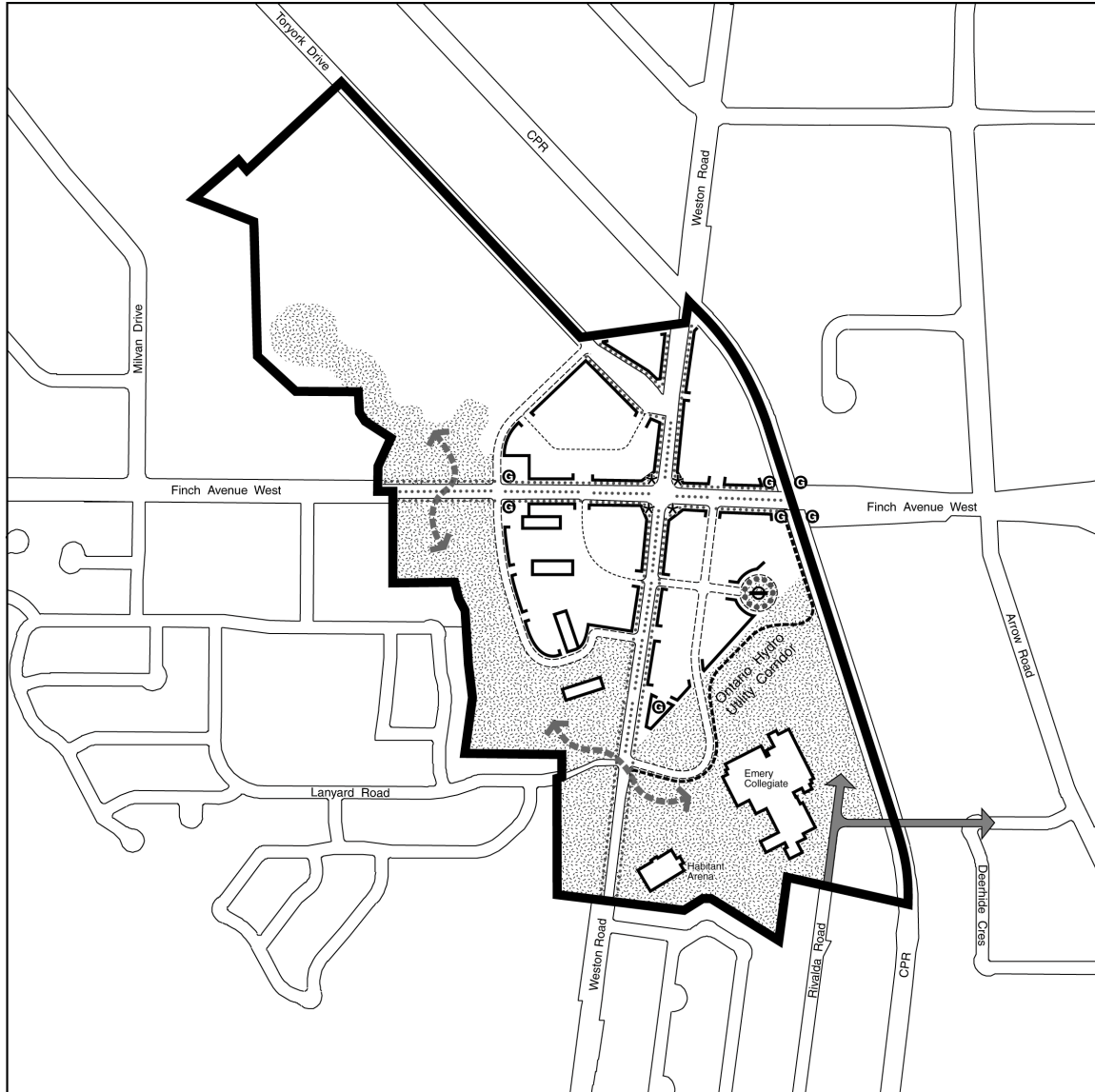
- 13.5 Where a development is proposed in phases, interim uses should be shown on site plans submitted for approval under Section 41 of the Planning Act. Where a development, or a phase of a development, is not to be immediately developed, Council may require, through a site plan agreement, that the lands be landscaped, or used for another purpose permitted by the zoning by-law, in order to reduce the impact of delayed development on surrounding lands and the pedestrian environment.
- 13.6 Council shall acquire lands required for new local roads through the development approval process. It is recognized that the planning and design, acquisition and construction of new roads will be in accordance with relevant legislation including the *Environmental Assessment Act*, the *Planning Act* and the *Municipal Act* or successor legislation”.



**Emery Village Secondary Plan
Land Use Plan**











Map D.17.1





**Emery Village Secondary Plan
Structure Plan**

Map D.17.2

-  Existing & Potential Building Edges
-  Possible Location of Local Roads
-  Possible Rivalda Road Extension
-  Possible Location of Local Lanes
-  Area for Streetscape Improvement
-  Open space
-  Significant Corner
-  Improved Landscape & Pedestrian Connections
-  Gateway Feature
-  Possible Open Space Related to Future Commuter/Transit Station
-  New Off-road Bike Route