

Official Plan Amendment for Proposed New Infrastructure Associated with the Emery Village Transportation Master Plan – Final Report

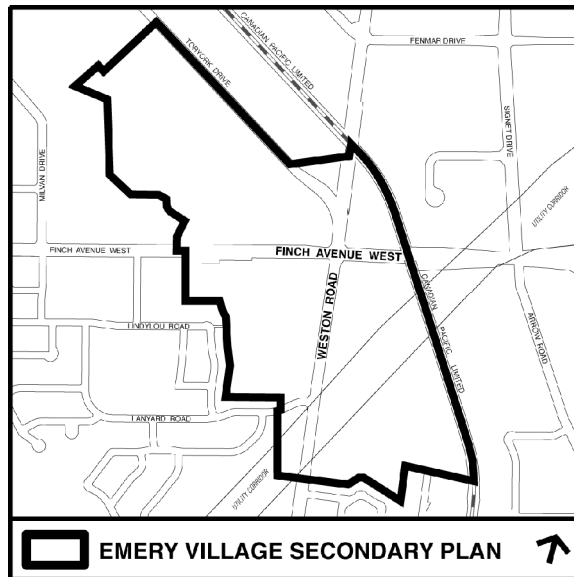
Date:	July 28, 2010
To:	Planning and Growth Management Committee
From:	Chief Planner and Executive Director, City Planning Division
Wards:	Ward 7 – York West
Reference Number:	pg10046 (10 151883 WPS 00 OZ)

SUMMARY

This City-initiated amendment is subject to the new provisions of the Planning Act and the City of Toronto Act, 2006.

This report recommends an amendment to the Emery Village Secondary Plan in the Official Plan to provide for the revised infrastructure network identified in the Emery Village Transportation Master Plan (Master Plan) approved by City Council in August 2009.

The Official Plan Amendment will enable the City to protect, and/or require property dedications for the infrastructure noted in the Master Plan through the development review process.



RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council amend the Official Plan substantially in accordance with the draft Official Plan Amendment attached as Attachment No. 4, to provide for a new

structure plan and associated revised text description of the transportation infrastructure for the Emery Village Secondary Plan Area.

2. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment as may be required.

Financial Impact

The recommendations in this report have no financial impact.

DECISION HISTORY

At its June 4, 2009 meeting, Planning and Growth Management Committee directed the Chief Planner and Executive Director, City Planning, to prepare an Official Plan Amendment that would provide for the proposed transportation infrastructure identified in the Master Plan. This report responds to the Committee's direction; available on-line at:

www.toronto.ca/legdocs/mmis/2009/pg/decisions/2009-06-04-pg26-ds.htm

ISSUE BACKGROUND

The goal of the Emery Village Secondary Plan (EVSP) is to provide a framework for development that encourages a “village-like, street oriented, mixed-use pattern of development that promotes transit, pedestrian use, cycling ...” EVSP's Map 26-2, Structure Plan, identifies the transportation infrastructure required to support this vision (see Attachment No 2).

Emery Village Transportation Master Plan

In 2006, a Transportation Master Plan Study for the EVSP area was initiated to develop a long range plan that identifies the required transportation infrastructure to support existing and future development in Emery Village. The Master Plan followed Approach #1, for Master Plans as detailed in the Municipal Class Environmental Assessment document dated October 2000. The Master Plan study involved the evaluation of a reasonable number of alternative solutions, and included consultation with the public and review agencies, resulting in a recommended Transportation Network, shown on Attachment No. 3.

At its meeting on August 5 and 6, 2009, City Council approved the Master Plan, which identified the need for an Official Plan Amendment (OPA) to the EVSP to provide for the Master Plan recommendations.

COMMENTS

Official Plan

The EVSP identifies a network of new and existing roads, lanes, pedestrian walkways and bicycle routes to provide access to the area. These new and existing connections will be secured through the development review process in order to support the redevelopment and revitalization of the EVSP area.

Through the above-noted Master Plan, the infrastructure requirements were analyzed in more detail, resulting in some minor modifications to the proposed street network identified in the EVSP's Map 26-2, Structure Plan. An OPA is required to amend the policies and Map 26-2 to provide for the infrastructure elements identified in the Council-approved Master Plan.

Proposed Official Plan Amendment

Attachment No. 4 provides the proposed OPA. Highlights of the proposed amendments to EVSP's policies and Map 26-2, Structure Plan, are outlined below, broken down by quadrant centred on the Weston Road/Finch Avenue West intersection.

Northwest Quadrant

No changes proposed - a new road connecting Finch Avenue West and Toryork Road is still recommended.

Southwest Quadrant

No changes proposed – the new link between Finch Avenue West and Weston Road, adjacent to Lindy Lou Park, was not recommended in the Master Plan. This was primarily due to the connection providing little benefit to traffic operations. However, this road connection provides significant planning benefits and is being retained at this time. The opportunity to achieve this connection will be reassessed in conjunction with future redevelopment proposals.

Northeast Quadrant

No changes proposed.

Southeast Quadrant

Rivalda Road Extension – the Master Plan identified the operational benefits (traffic, transit, pedestrian) of connecting the employment district along Rivalda Road to those on the east side of the CP corridor via a connection with Arrow Road. This link would connect the employment areas on both sides of the CP rail corridor, providing improved

access to Highway 400 as an alternate truck route. This connection is being identified with a large arrow that is contained within the EVSP boundary.

The transportation benefits of a northern extension of Rivalda Road, parallel to the CP corridor toward Finch Avenue West, scored low in the Master Plan process and is no longer being identified.

Lanyard Road Extension – this connection is being maintained and has the potential to connect to a future commuter rail station. Depending on the station design (commuter parking, bus facilities, etc) and location, it is possible to make a connection east of the CP rail corridor, providing a more direct link to Highway 400 and bypassing the Weston Road/Finch Avenue West intersection. Due to elevation changes between Weston Road and the Hydro Corridor, an alternative connection from Weston Road and the Medallion site south through the Hydro Corridor was identified in the Master Plan and is reflected in the revised structure plan.

Local road connections within the Medallion property are being maintained. The connection between the new east-west road on the Medallion site and Finch Avenue West is now being shown as a possible local lane, instead of a local road.

Bicycle facilities along Finch Avenue West were identified in the Etobicoke-Finch LRT EA and will be implemented as part of this initiative. Facilities on new road links will be explored at such a time that these links are deemed to be required. Off-road bicycle connections will be pursued separately, in accordance with Transportation Service bicycle network and recommendations contained in the Master Plan.

Textual Changes to Map 26-2

The notation on pedestrian connections has been modified to include pedestrian bridges crossing Weston Road and Finch Avenue West, and a notation has been added indicating that the implementation of the individual road links identified in the Master Plan will require completion of the Environmental Assessments for each link.

Community Consultation

Planning and Growth Management Committee directed staff to schedule a public information centre concerning the proposed Official Plan Amendment prior to the statutory public meeting.

A community open house was held on June 21, 2010, at the Carmine Stefano Community Centre, 3100 Weston Road. Approximately 2200 meeting notices were mailed to residents, business and property owners within 120m of the Emery Village Secondary Plan Boundary. Approximately 10 people attended the meeting, primarily representing businesses in the area or land owners. The overall public reaction was favourable. No comment sheets were submitted.

In addition to the community open house, meetings were held with property owners who may be impacted directly by potential new road links beyond the Secondary Plan Boundary. Knoll Industries (1000 Arrow Road) had expressed concern that the proposed extension of Rivalda Road to connect with Deerhide Crescent would severely impact their operations, potentially displacing staff parking and access to their loading and parking facilities. The proposed amendment to the secondary plan recommends the easterly extension of Rivalda Road to connect with Arrow Road, but does not identify an alignment beyond the secondary plan boundary. Knoll's Planning Consultant, Urban Strategies Inc., indicated the proposed amendments were acceptable and an improvement over what is currently identified on Map 26-2. At such a time as the extension is deemed to be required, the exact alignment will be determined through completion of Phases 3 and 4 of the Municipal Class Environmental Assessment (EA) process. As a requirement of this process, alternative alignments will be developed and, if deemed necessary, mitigating measures will be investigated. Consultation with impacted property owners, interested parties, etc, will be a key component of this process. In Phase 4 of the EA process, an Environmental Study Report (ESR) identifying the preferred alignment will be prepared. The recommendation(s) of the ESR will be reported to City Council for approval. If City Council approves the recommended alignment, the ESR will be filed in the public record for the mandatory 30 day review period.

Provincial Policy Statement and Provincial Plans

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. The key objectives include: building strong communities; wise use and management of resources; and, protecting public health and safety. City Council's planning decisions must be consistent with the PPS.

The proposed OPA is consistent with the PPS in that it promotes transit supportive intensification thereby supporting policy objectives related to managing and directing land use to achieve efficient development and land use patterns and the efficient use of existing and planned infrastructure.

The Growth Plan for the Greater Golden Horseshoe provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. City Council's planning decisions are required by the Planning Act, to conform, or not conflict, with the Growth Plan for the Greater Golden Horseshoe.

The proposed OPA conforms with the Growth Plan for the Greater Golden Horseshoe in that the proposed road infrastructure network promotes compact and efficient urban form within Emery Village.

CONTACT

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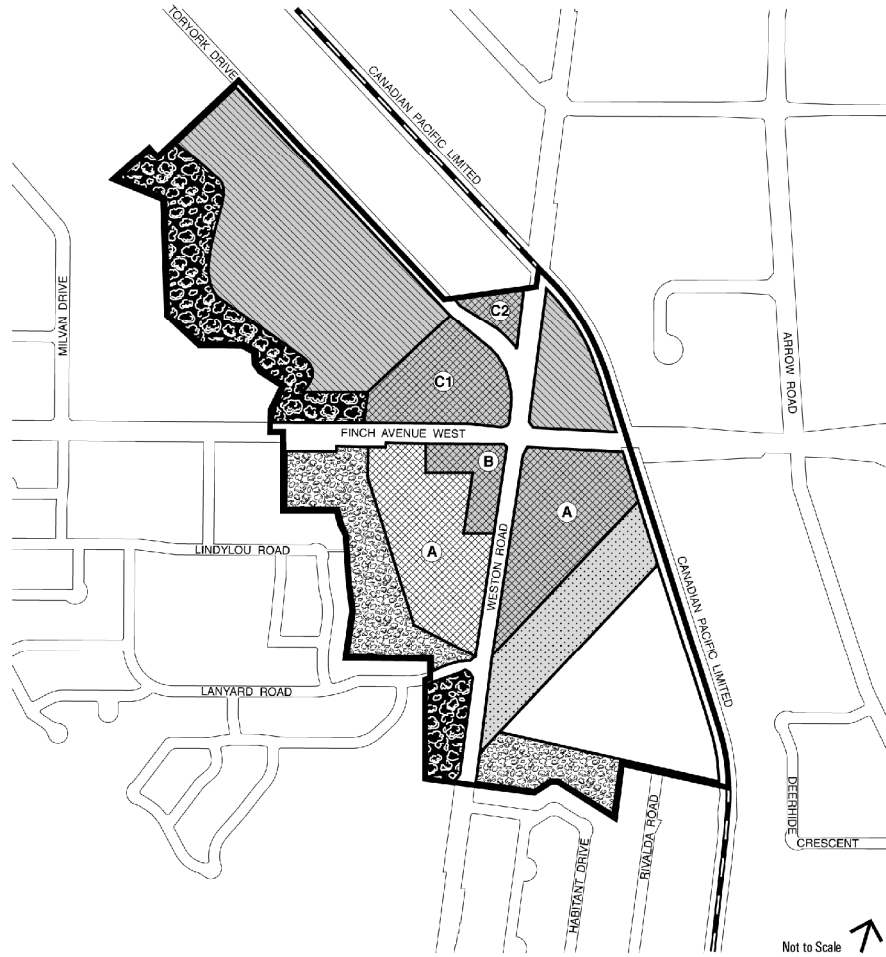
SIGNATURE

Gary Wright
Chief Planner & Executive Director
City Planning Division

ATTACHMENTS

Attachment 1: Emery Village Secondary Plan Map 26-1 – Land Use Areas
Attachment 2: Emery Village Secondary Plan Map 26-2 – Structure Plan
Attachment 3: Council Approved Emery Village Transportation Master Plan
Attachment 4: Draft Official Plan Amendment No. 136

Attachment 1: Emery Village Secondary Plan – Map 26-1 Land Use Areas



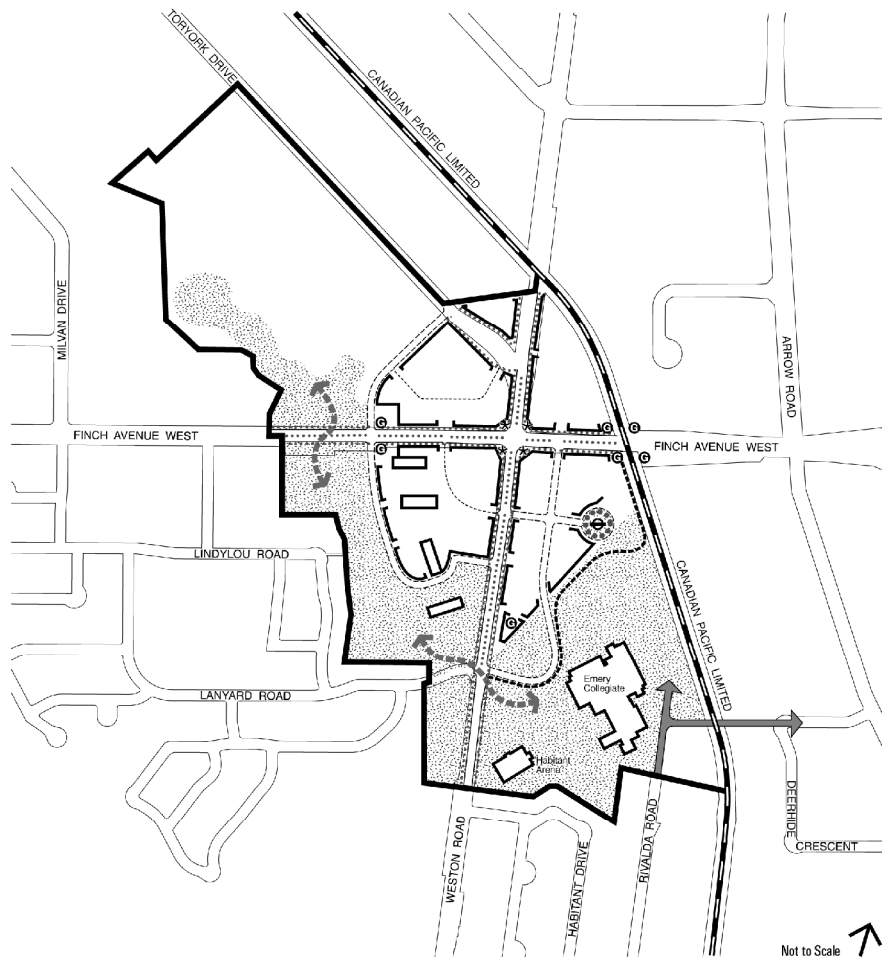
Emery Village Secondary Plan

MAP 26-1 Land Use Areas

- | | |
|---|---------------------|
| Secondary Plan Boundary | Institutional Areas |
| Apartment Neighbourhoods | Employment Areas |
| Mixed Use Areas | Utility Corridors |
| Parks and Open Space Areas - Park | |
| Parks and Open Space Areas - Natural Area | |

June 2006

Attachment 2: Existing Emery Village Secondary Plan Map 26-2 Structure Plan



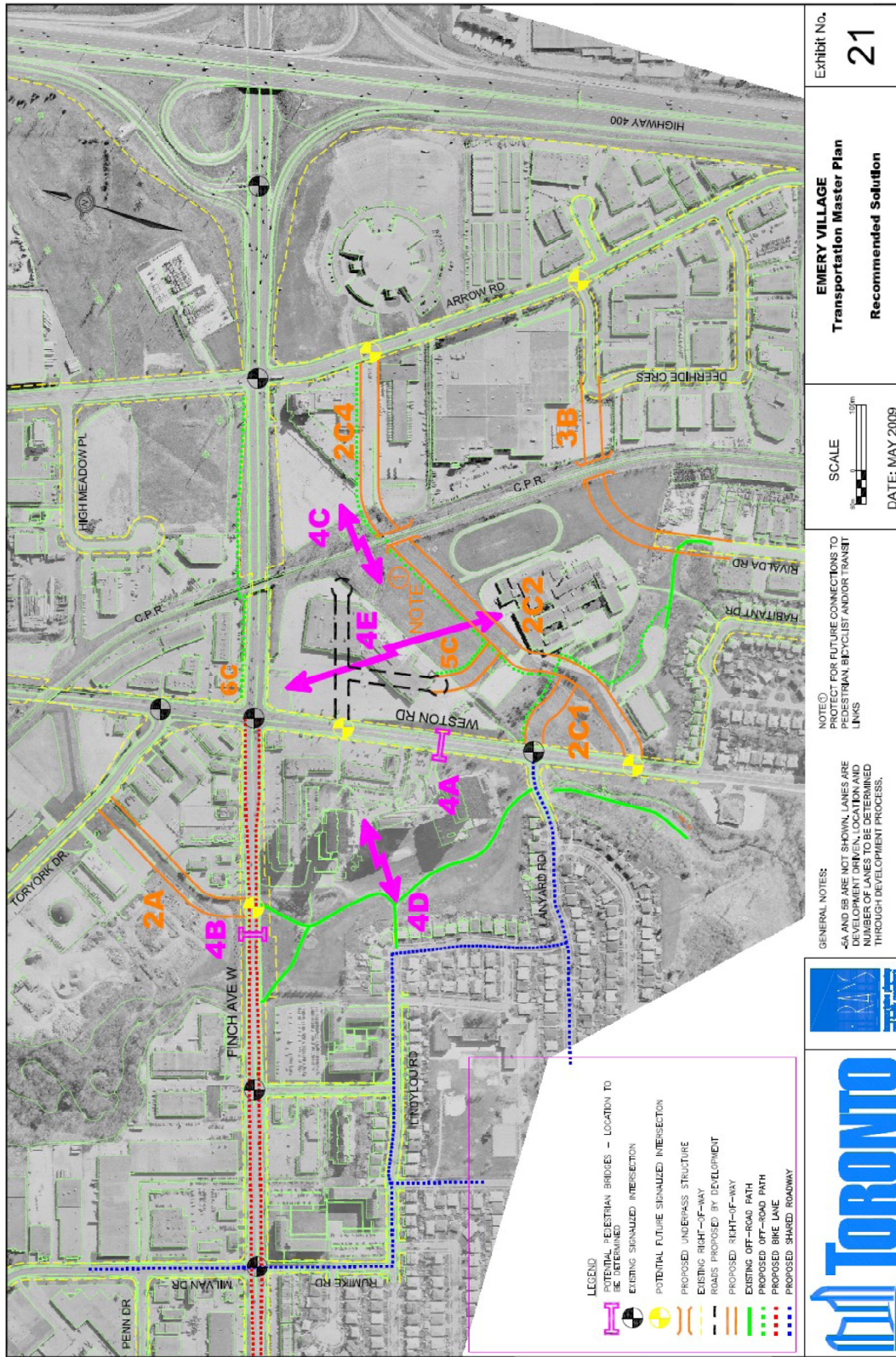
Emery Village Secondary Plan

MAP 26-2 Structure Plan

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

June 2006

Attachment 3: Council Approved Transportation Master Plan



Attachment 4: Draft Official Plan Amendment

Authority: Planning and Growth Management Committee Item No. ~,
as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

**To adopt Amendment No. 136 to the Official Plan for City of Toronto
with respect to the Emery Village Secondary Plan**

WHEREAS authority is given to Council under 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. The attached Amendment No. 136 to the Official Plan is hereby adopted pursuant to the *Planning Act*, R.S.O. 1990, c.P. 13, as amended.

ENACTED AND PASSED this ~ day of ~ , A.D. 20~.

DAVID R. MILLER,
Mayor

ULLI S. WATKISS
City Clerk

(Corporate Seal)

**AMENDMENT No. 136 TO THE OFFICIAL PLAN
OF THE CITY OF TORONTO**

EMERY VILLAGE SECONDARY PLAN

The following text and schedule constitute Amendment No. 136 to the Official Plan for the City of Toronto, being an amendment to the provisions of Chapter 6, Section 26, Emery Village Secondary Plan.

OFFICIAL PLAN AMENDMENT

The Official Plan of the City of Toronto is amended as follows:

1. Chapter 6, Section 26, Emery Village Secondary Plan, is amended by deleting Map 26-2, Structure Plan and replacing it with Map 26-2 shown in Schedule 1.
2. Chapter 6, Section 26, Emery Village Secondary Plan, is amended by deleting Section 9.3 and replacing it with the following text:

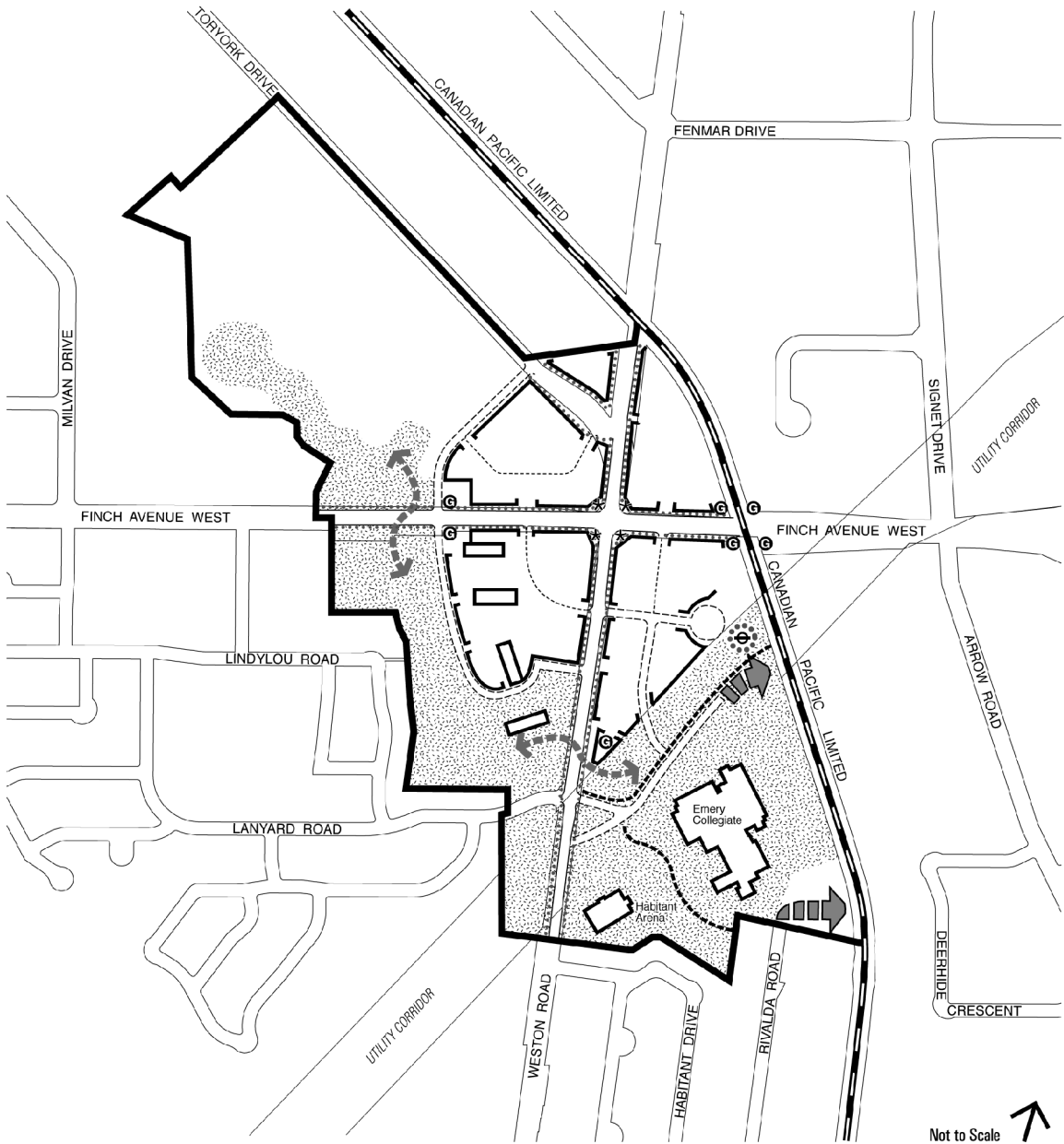
“9.3 The roads shown schematically on Map 26-2, Structure Plan are as follow:

- a) a local road linking Toryork Drive and Finch Avenue West;
- b) a local road adjacent to Lindylou Park linking Finch Avenue West and Weston Road;
- c) an eastward extension(s) from Weston Road through the Ontario Hydro Utility corridor to service the potential commuter/transit station, and a potential extension east of the CP rail corridor to access Highway 400, with a local road connection to the north to serve the adjacent lands; and
- d) a potential eastward extension of Rivalda Road to Arrow Road as an alternate route for industrial traffic to access Highway 400.”

3. Chapter 6, Section 26, Emery Village Secondary Plan, is amended by deleting Section 9.9 and replacing it with the following text:

“9.9 Pedestrian amenities, pedestrian bridges, off-peak parking and cycling routes may be considered within the planned right-of-way of Finch Avenue West, Weston Road and Toryork Road”

Schedule 1



Emery Village Secondary Plan

MAP 26-2 Structure Plan

- | | | |
|---|--|---|
| Secondary Plan Boundary | Area for Streetscape Improvement | Possible Future Commuter/Transit Station |
| Existing and Potential Building Edges | Open Space | New Off-Road Bike Route |
| Possible Location of Local Roads | Significant Corner | <p>Note: The proposed alignment and location of specific projects remains conceptual at this time. These concepts are subject to further review through the applicable environmental assessment process established under the EA Act.</p> |
| Possible Road Extensions beyond Secondary Plan Boundary | Improved Landscape and Pedestrian Connections and Potential Pedestrian Bridges | |
| Possible Location of Local Lanes | Gateway Feature | |

Revised June 2010