

Clause embodied in Report No. 9 of the North York Community Council, as adopted by the Council of the City of Toronto at its meeting held on December 4, 5, and 6, 2001.

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**Emery Village Secondary Plan -
Finch Avenue West and Weston Road - UD03 - FW -
Ward 7 - York West**

(City Council on December 4, 5 and 6, 2001, adopted this Clause, without amendment.)

The North York Community Council recommends the adoption of the report (November 8, 2001) from the Director, Community Planning, North District, Urban Development Services, subject to amending Recommendation No. (3) by adding thereto, the following words, “and that such Notice of the Statutory Public Meeting only be given following Council’s consideration of the Policy and Finance Committee’s recommendations respecting the Resolution submitted by Councillor Mammoliti regarding the expenditure for a Municipal Class Environmental Assessment Study”, so that Recommendation (3) shall now read as follows:

“(3) Notice for the community consultation meeting and the Statutory Public Meeting be given to landowners and residents within 120 metres of the proposed Secondary Plan boundary as well as the Finch Weston Citizen Advisory Panel and persons who have expressed interest in the Finch Weston Study; and that such Notice of the Statutory Public Meeting only be given following Council’s consideration of the Policy and Finance Committee’s recommendations respecting the Resolution submitted by Councillor Mammoliti regarding the expenditure for a Municipal Class Environmental Assessment Study.”

The North York Community Council, also reports, for the information of Council, having referred the following items, due to the financial implications related thereto, to the Policy and Finance Committee for its consideration and report thereon to Council:

(A) The following Resolution submitted by Councillor Mammoliti, Ward 7 – York West:

“WHEREAS the Finch/Weston area is subject to heavy traffic and significant truck traffic;

AND WHEREAS the City is undertaking initiatives to revitalize and redevelop the Finch and Weston area;

THEREFORE BE IT RESOLVED THAT:

- (1) City Council authorize the expenditure of \$150,000.00 to initiate a Municipal Class Environmental Assessment Study to include an investigation of the feasibility of re-routing or diverting north-south traffic around the Finch/Weston intersection and to review the feasibility of closing the south leg of the intersection;
 - (2) the aforementioned Environmental Assessment Study also include a review of the feasibility of extending Rivalda Road north to connect with Weston Road via an overpass across Finch Avenue;
 - (3) that the aforementioned Environmental Assessment Study also include a review of the feasibility of establishing a “traffic roundabout” at the Finch/Weston intersection, which would replace the existing signals.”
- (B) the following motion moved by Councillor Mammoliti, Ward 7 – York West:

“That the City provide assistance, in the amount of \$5,000.00, to partially cover the cost of producing a virtual reality video currently being developed by a local video producer, such video to depict the planning and public participation process for the Emery Village planning area.”

The North York Community Council submits the following report (November 8, 2001) from the Director, Community Planning, North District, Urban Development Services:

Purpose:

This report presents the draft Emery Village Secondary Plan.

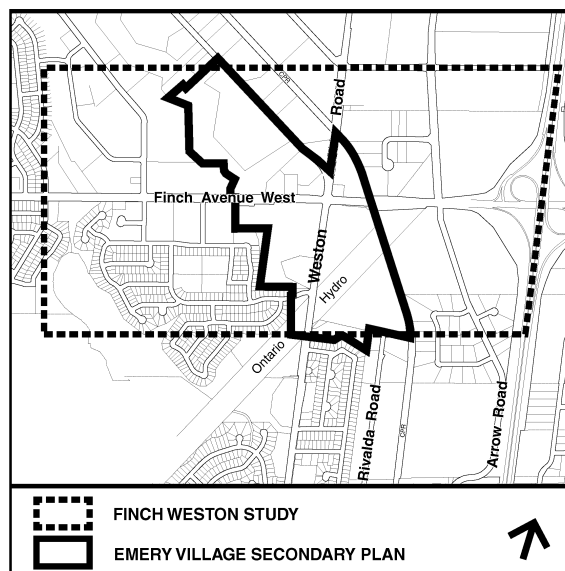
Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report. The capital and operating costs that may be associated with implementation items contained in the proposed secondary plan will be identified during the appropriate Capital Budget and Operating Budget review process.

Recommendations:

It is recommended that:

- (1) City Council receive this report and the attached Finch Weston Study Phase II report dated February 2001;



- (2) Staff be directed to schedule a community consultation meeting, and at the appropriate time, a Statutory Public Meeting together with the Ward Councillor on the draft Emery Village Secondary Plan.
- (3) Notice for the community consultation meeting and the Statutory Public Meeting be given to landowners and residents within 120 metres of the proposed Secondary Plan boundary as well as the Finch Weston Citizen Advisory Panel and persons who have expressed interest in the Finch Weston Study.
- (4) The Commissioner of Economic Development, Culture and Tourism be requested to report to the Economic Development and Parks Committee on the feasibility and budget implications of the following Emery Village Plan implementation items:
 - (a) developing an outdoor ice rink in the Emery Parks Yard;
 - (b) additional seating and planting for Lindylou Park;
- (5) The Commissioner of Economic Development, Culture and Tourism and the Commissioner of Works and Emergency Services be requested to report to the Economic Development and Parks Committee and the Works Committee on the feasibility and budget implications of the development of a walking trail along Emery Creek in the ravine and open space located in the western portion of Emery Parks Yard on the north side of Finch Avenue;
- (6) The Commissioner of Economic Development, Culture and Tourism be requested to report to the Economic Development and Parks Committee on the feasibility and budget implications of the following Emery Village Plan implementation items:
 - (a) exploring the level of interest in the community for the establishment of a Business Improvement Area; and
 - (b) investigate the feasibility of establishing a Farmer's Market in Emery Village and investigating possible locations for such a market.
- (7) The Commissioner of Urban Development Services identify Weston Road between Finch Avenue and Lanyard Road for streetscape improvements in conjunction with the resurfacing of Weston Road planned for 2004-2006 and report to North York Community Council on a strategy for other streetscape improvements in the Plan area;
- (8) The Commissioner of Works and Emergency Services report to the Works Committee on the feasibility and budget implications of a pedestrian bridge over Weston Road at Lanyard Road to be undertaken with the redevelopment of the Finch West Mall site;
- (9) The Director of Community Planning, North District be directed to prepare a model zoning by-law suitable for the implementation of the Emery Village Secondary Plan, in whole or in part, to be brought forward at the time of the Statutory Public Meeting on the Secondary Plan; and,

- (10) The draft Emery Village Secondary Plan be circulated to other departments and agencies for comments.

Background:

This section summarizes applications for development, studies and the associated public participation process in the Finch Weston community that resulted in the preparation of the draft Emery Village Secondary Plan.

Applications

A proposal to redevelop the Finch West Mall, located at the south-east corner of Finch Avenue West and Weston Road was filed in 1999 (see Attachment 1). The applications for Official Plan and zoning amendments and subdivision approval propose 1,235 residential units and 42,248 sq. metres (454,768 sq. ft) of commercial floor space. The proposal to redevelop the Finch West Mall is a significant application and is considered to be a catalyst for the rejuvenation of the Finch Weston community. Prior to the application being filed, in 1998, the local Councillor established a community working group to review the proposed development and to consider its implications on future development and potential improvements to the Finch Weston community. The local Councillor and the Councillor's working group envisage a pedestrian friendly, mixed use area similar to a European village as part of the proposed redevelopment of the Finch West Mall.

In the fall of 1999, City Council approved recommendations that the Finch West Mall application be processed and that community consultation meetings be held. Council also approved a by-law designating the Finch Weston area as a Community Improvement Plan Area. Since then, the issues of height, density and infrastructure requirements for this application have been discussed between the applicant and City staff. Further information on these discussions is contained at the end of this report.

A second redevelopment is proposed for the former Fire Hall on the north side of Finch Avenue west of Weston Road (see Attachment 2). This proposal is for a six storey, 48 unit apartment building with commercial uses on the ground floor under the City's Let's Build program for affordable housing and was filed in 2001.

Pilot Studies (Incremental Growth Areas)

In December 1999, the Finch Avenue and Weston Road area was selected by Urban Development Services as one of four Pilot Studies to develop a framework for future development and local improvements for selected arterials, known as "Avenues" as discussed in the Directions Report - Toronto at the Crossroads: Shaping Our Future. The other studies include Bloor-Lansdowne, Kingston Road and the Queensway. These four areas were selected because of opportunities to accommodate growth along what is a major transit route without having a significant impact on established residential neighbourhoods. There is also a need for community improvement in these areas.

Finch Weston Incremental Growth Area Study

The Finch Weston Study makes recommendations concerning land use, transportation, urban design and community infrastructure and is contained in Attachment 4. The implementation strategies will require the participation and input of other civic departments such as Works and Emergency Services and Economic Development, Culture and Tourism. These departments have been involved in and provided advice and assistance in the Finch Weston Study.

Prior to the finalization of the Study, proposals for land use for the Emery Village plan area were discussed in a report from the Director of Community Planning, North District dated August 23, 2000 and received by City Council at its meeting of October 3 – 5, 2000.

The study, entitled “The Avenues – Finch Weston, Phase II” was completed in February 2001. The study establishes guidelines and principles to direct and manage change in the Finch Weston community. The study proposes a Master Concept Plan and makes nine recommendations which form the basis for the Emery Village Secondary Plan. The Finch Weston Study was presented to the public at a community consultation meeting held on March 26, 2001. All four Official Plan Pilot Studies were received by City Council at the meeting of July 24 – 26, 2001.

Community Consultation

A citizen advisory panel was established in January 2000 including representatives involved in the community consultation that was undertaken in 1998 and 1999 and also including representatives of residents groups, business and community stakeholders. During 2000, presentation and feedback sessions and a community based, “vision workshop”, or “design charette” were held where community members had an opportunity to develop and share their ideas about the future of their community. Residents and stakeholders recognized that redevelopment with residential and commercial uses would improve the living environment and appearance of the community and expressed a desire for reinvestment in the public realm. The results of the Design Charette are contained in Appendix 1 of the Finch Weston Study (Attachment 4).

Next Steps

Implementation of the Pilot Studies is to take a variety of forms including Secondary Plans, Official Plan Amendments, zoning by-laws and initiatives by civic departments such as streetscape improvements, parks and open space improvements and technical assistance for BIA's. In the North District, an amendment to the North York Official Plan, in the form of a secondary plan, is required because the area is designated as a Sub-centre, the existing Official Plan designations do not fully allow for redevelopment and the new structural elements that are envisioned by the Finch Weston Study.

As described previously in this report, the four area Pilot Studies were initiated to provide a new way of planning areas with significant growth potential. The four pilot studies established guidelines and principles for future development and community improvement. One of the purposes of the Pilot Studies was to provide a model for a flexible regulatory system with zoning that features predetermined as-of-right building permissions that would allow development to

proceed in a timely manner. This will encourage redevelopment within the framework of the Emery Village Secondary Plan. Therefore it is recommended that a model zoning by-law for lands within the Emery Village Secondary Plan be prepared.

Draft Emery Village Secondary Plan

The Emery Village Plan Area is focused on the intersection of Finch Avenue West and Weston Road and is shown on the location map on the first page of this report. A vision for the future of this area based on the concept of a “village” is desired and is illustrated on Map D.17.3 - Structure Plan contained in the Emery Village Secondary Plan contained in Attachment 5.

The Secondary Plan replaces the existing commercial, high density residential and industrial Official Plan designations with Arterial Corridor Area, Valley Open Space and Local Open Space land use designations. The proposed Arterial Corridor Area designation is similar to the Arterial Corridor Area designation in the Official Plan but has been adapted to reflect the vision and development objectives proposed for the Emery Village area.

The plan area today consists of mid and high rise residential buildings and commercial plazas on large single use lots that are dominated by automobile parking. In order to create a pedestrian friendly, mixed use area that characterizes the “village” concept, the Secondary Plan contains policies to guide redevelopment and for community improvement. With the proposed redevelopment of the Finch West Mall, Weston Road, between Finch Avenue and Lanyard Road is to be the primary public place within the plan area in the short term. Development is to feature café’s and retail uses which attract pedestrians and promote street activity. Distinctive, co-ordinated improvements to the sidewalks and boulevards including decorative paving, a landscaped centre median, street trees and street furniture are proposed for this portion of Weston Road to accomplish this objective. An urban square or other public amenity spaces are to be located close to the focus of Emery Village in order to provide locations for community events and gatherings.

Policies in the Plan are intended to provide a framework for redevelopment, ensure a high quality built form and promote a safe, comfortable and attractive public realm. While the Planning Act does not provide for architectural control, particular policies in the Plan provide guidance in evaluating applications for development and in planning for civic improvements.

Over the long term, redevelopment is expected that will result in new street and block patterns and substantial new building. Residential development with commercial uses on the ground floor is proposed for the north west, south west and south east quadrants of the Finch Weston intersection.

The north east quadrant is proposed to remain as industrial. Low rise and mid-rise development up to eight storeys is recommended along the arterials with up to 12 storeys permitted at Finch Avenue and Weston Road to mark the significance of this intersection and up to 19 storeys at the end of the south east quadrant which is on a high point of land and terminates a vista.

Implementation

The vision for the future of the Emery Village community is to create a village like, pedestrian oriented community. To achieve this, upgrading the Weston Road streetscape, improving existing open space and parks, including an outdoor ice rink on the Emery Parks Yard and providing technical assistance to local businesses in organizing a business association are proposed. Potential community improvements have been identified in consultation with the Finch Weston Advisory Panel and other City Departments. City Council designated the Emery Village area as a Community Improvement Project Area in November 1999. A Community Improvement Plan which identifies improvements to public lands, public/private partnerships, timelines and funding sources is to be prepared during the first quarter of 2002.

Redevelopment of key sites within the Plan area is critical to achieving revitalization and development is inherently long-term, given the nature of private sector investment markets. As noted earlier, new zoning, in keeping with the Plan's objectives, will encourage redevelopment. While policies of the Emery Village Secondary Plan are designed to attract and guide new reinvestment activity on private lands, community improvement for public lands is intended, in a complementary way to help encourage new investment activity on an ongoing and long term basis.

Parks and Open Space Improvements

(i) Emery Parks Yard

The Emery Parks Yard is included within the Emery Village Secondary Plan and is shown on Attachment 3. It is located on Toryork Drive and has frontage on Finch Avenue. The facility contains a Yard building, parking lot and storage areas.

The western portion of the Parks yard consists of a ravine and creek (Emery Creek) with mature trees and is over 8 hectares (20 acres) in area. This natural area can be seen by pedestrians walking on the north side of Finch Avenue but is presently fenced off at the Finch Avenue frontage. This publicly owned, natural area was identified as a community asset during the Design Charette. Accordingly, it is recommended that the feasibility and budget implications of public access to the natural area be studied.

Participants in the Design Charette considered further opportunities for residents of the area to participate in community activities. The flat, cleared lands on the south east portion of the Parks Yard provide the opportunity for an outdoor, constructed ice rink. It is recommended that the feasibility and budget implications of this proposal be examined.

(ii) Lindylou Park

Lindylou Park is located in the south west quadrant of the plan area, extending in a north to south east direction and has frontage on both Finch Avenue and Weston Road. The park has a "face" on both Finch Avenue and on Weston Road and participants in the Design Charette identified that this presence on an arterial should be upgraded with additional planting, signage and benches. Similar improvements were also proposed for the small portion of city-owned land that

is located south of Lanyard Road and is visually linked to Lindylou Park. It is recommended that the feasibility and budget implications of these improvements be studied.

New Streets

A network of new streets, to be developed over the long term, is desirable in order to support the redevelopment and revitalization of this plan area. The conceptual location of new streets is shown on Map D.17.3 – Structure Plan contained in the draft Secondary Plan. The purpose of the new street network is to:

- provide an alternative route to the Finch and Weston intersection, which includes truck traffic destined for Highway 400;
- improve overall traffic operations;
- create access for development parcels; and
- create smaller development blocks which provide the opportunity for street and pedestrian oriented development and better connections between parks and open spaces.

It is proposed that Lanyard Road be connected across Weston Road to a new road on the Hydro Corridor right-of-way which would service the proposed redevelopment of the Finch West Mall site. The redevelopment of the Finch West Mall will require new public local streets for the development and for access to the potential future commuter transit station identified on the CPR rail line.

Rivalda Road is a collector road that originates at Sheppard Avenue West, runs parallel to Weston Road and presently dead-ends south of Emery Collegiate. To provide an alternative to the Finch and Weston intersection for truck traffic, it is proposed that a new road be developed from the end point of Rivalda Road, across the CPR rail line and then eastward to Arrow Road which provides the connection to Finch Avenue at a signalized intersection and to Highway 400. The undertaking of the road project would be subject to a Municipal Class Environmental Assessment. Crossing the CPR rail line triggers a Federal Environmental Assessment.

A new local street is proposed along the parkland edge of the south west quadrant of the plan area to facilitate low rise infill development which would overlook Lindylou Park, to provide better access into that block of land and to improve the relationship of the existing buildings to the street.

A new local street is proposed in the north west quadrant of the plan area between the Emery Parks Yard and the existing development. This street would provide an alternative to the Finch Weston intersection for Weston Road truck traffic that is destined to Finch Avenue to access Highway 400.

Streetscape Improvements

Undertaking streetscape improvements is the most common way of improving the physical amenity of public spaces in an area. Generally, streetscape improvements are undertaken as part of planned public works improvements to public roads or through the redevelopment process. Streetscape improvements can also involve local Business Improvements Associations.

Streetscape improvements are recommended for the Emery Village Plan area. Weston Road is recommended for streetscape improvements first, because Weston Road is scheduled by the Works and Emergency Services Department to be resurfaced in the 2004 – 2006 timeframe. As well, an application for Official Plan and zoning by-law amendments and subdivision approval has been filed for the Finch West Mall on the southeast corner of Finch Avenue and Weston Road. The application has 345 metres of frontage on Weston Road and staff will recommend that the Weston Road frontage include the proposed streetscape improvements and be secured through the development approval process. Streetscape improvements can occur on other streets in the Plan area as development and road construction occur and through Community Improvement initiatives and the participation of a BIA, if established.

Local Business Area

Many initiatives that would assist in the revitalization of Emery Village could be implemented by local business. A Business Improvement Area is a tool that can help business people join together to build a stronger business area. Under the direction of a Board of Management, the program for a BIA usually involves improvements to the physical environment and appearance of the business area, and, economic redevelopment programs such as area wide promotions and advertising campaigns. One such initiative is the establishment of a Farmers Market and specialty food centre in the plan area which could provide a region – wide draw. A BIA could also be involved in streetscape improvements that are proposed for the plan area. It is recommended that the feasibility of establishing a BIA be investigated by Economic Development, Culture & Tourism.

Bonusing and Interim Use Provisions

The basis and options for bonusing provisions in the plan area and the types of interim uses that would be permitted are to be considered during the consultation process on the draft plan.

Finch West Mall Development Application

As indicated earlier in this report, an application to redevelop the Finch West Mall was filed in March 1999. The original proposal included a 28 storey tower at the southern apex of the site, several four to nine storey apartment buildings, two 15 storey office/mixed use buildings and additional commercial development. The overall proposed density was 2.9 FSI. The application showed a new road on the adjacent Ontario Hydro right-of-way and the applicant provided a letter from Ontario Hydro granting approval in principle for the new road.

A Preliminary Report was presented to North York Community Council in November 1999 and direction to process the application was received. A Traffic Impact Study was submitted in

April 2000 and indicated that a road on the Hydro right-of-way was required to support the full development of the site as originally proposed.

Representatives of City Departments met with the applicant throughout 2000 to try to resolve issues including urban design, traffic circulation, the road on the Hydro Corridor and proposed density and height. In discussions with staff, the applicant has since proposed a height of 19 storeys for the southern apex of the site, residential heights of four to six storeys, office development at 13 to 15 storeys and proceeding with the development in phases to allow roads to be built to accommodate the full density proposed.

In September 2000, a Proposals Report outlining the land use implications of the Finch Weston Study was presented to North York Community Council. The report discussed recommended densities for the plan area and identified an FSI of 2.5 as appropriate for the south east quadrant containing the redevelopment site.

The applicant has indicated that a revised application and revised Traffic Impact Study which is intended to address concerns identified by City Departments will be submitted shortly. Staff will review the application and Traffic Study within the framework of the draft Emery Village Secondary Plan and identified issues which include density, transportation infrastructure, traffic circulation and phasing of development.

Ghana Amansie (Lets Build) Application

The property at 2350 Finch Avenue West is owned by the City of Toronto and previously housed a Fire Hall. With the construction of a new fire station the site was identified for affordable housing and the Ghana Amansie Canadian Multicultural Association was selected to develop the site. An application to amend the Official Plan and zoning by-law was filed on March 1, 2001 for a five storey, 48 unit apartment building with a central courtyard. A Preliminary Report was presented to North York Community Council on April 4, 2001 and direction to process the application was received. The Preliminary Report outlined a Reporting and Decision Schedule that saw a Statutory Public Meeting on the application held in October 2001. This schedule has been delayed due to changes to the design of the building required for garbage pick up and fire vehicle access and the requirement to submit a Parking Study which justifies the lower parking standard requested for this development. The design issues are being resolved and, upon receipt of the revised application and the Parking Study and a second circulation of the application, the Statutory Public Meeting can be scheduled. The proposal conforms to the objectives and policies of the Emery Village Secondary Plan.

Community Consultation

Consultation between City staff and the local community has been undertaken at all stages of the planning process beginning in 1998. This includes the previous establishment of a Councillor's working group, prior to the filing of the application to redevelop the Finch West Mall, meetings of the Citizen Advisory Panel, a Design Charette and a community consultation meeting to provide input to the Finch Weston Study which forms the basis for the Emery Village Secondary Plan. Through public consultation, community issues were clarified and alternative solutions proposed and discussed. Throughout the process, local groups were encouraged to bring forward

ideas for community improvements. It is recommended that City staff continue working with the Citizen Advisory Panel in developing the community improvement initiatives contained in the Emery Village Secondary Plan. Input from the broader community will be achieved through the community consultation meeting and Statutory Public Meeting that is recommended for the Secondary Plan.

Conclusions:

This report introduces a Secondary Plan for the Emery Village community and seeks direction to hold a community consultation meeting and statutory public meeting on the draft Emery Village Secondary Plan during 2002. The draft plan is to be circulated to Departments, Boards and Agencies for comments. The Departments of Works and Emergency Services and Economic Development Culture and Tourism have been consulted in the preparation of this report.

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(Attachments 1 – 4 referred to in the foregoing report, were forwarded to all Members of the North York Community Council with the agenda for its meeting on November 21, 2001; and copies thereof are on file in the office of the City Clerk, North York Civic Centre).

Attachment 5: Draft - Emery Village Secondary Plan

Preamble

The Emery Village sub-centre plan area is focused on the intersection of Finch Avenue West and Weston Road. It is designated as a sub-centre in the North York Official Plan in recognition of its historic function as a focal point and distinctive place in the community. Emery Village was first settled in the late 1700's and remained rural until the 1960's.

The plan area today consists of mid and high rise residential development, commercial uses serving local and regional needs employment uses, significant open spaces and major transportation corridors. Valleylands associated with tributaries of the Humber River form the western boundary, the 100 metre wide Ontario Hydro Corridor traverses the community and the CPR rail line forms the eastern boundary of the plan area. The intersection at Finch Avenue and Weston Road is the focus of the community. The plan area is characterized by single use, residential towers and commercial malls on large blocks that are dominated by automobile parking.

Both Finch Avenue and Weston Road are directly served by surface public transit. As a major arterial in the City, Finch Avenue West has an important role that is defined by its connection to Highway 400 (to the east) and level of truck activity. A CPR rail line defines the eastern boundary of the plan area.

The low density, residential neighbourhood of Humbermede is located to the south of the plan area on both sides of Weston Road. Light industrial uses, which are part of the Highway 400 Industrial Corridor are located outside the plan area to the north and to the east of the CRP rail line.

The purpose of the Plan is to build on the Emery community's historic function as a centre that serves residents in the immediate and surrounding areas and to enhance the area's significant open space system. There are opportunities for development and community revitalization to create a pedestrian oriented, village-like mixed use area along Weston Road and with large blocks south of the Finch-Weston intersection with enhancements to the existing open space system.

A more compact, mixed use pattern of development will favour transit use and make it easier for people to walk and cycle in Emery Village. Over the long term, redevelopment is expected that will create new street and block patterns and substantial new building.

The portion of Finch Avenue West between Signet Drive and Milvan Drive and south to Lanyard Road was selected as a Pilot Study for the new City of Toronto Official Plan. It was selected because it is an area where development is expected to occur in increments, over the long term. The purpose of the study was to prepare policies to guide redevelopment and revitalization within the study area as well as the development of a generic approach for redevelopment and revitalization that could be applied to other arterials in the City. The study, entitled "The Avenues - Finch Weston, Phase II" was completed in February 2001. The recommendations of the Finch Weston Study have been drawn upon and evaluated as the basis for this Plan and include; encouraging mixed use development, enhancing open space assets, planning for a distinctive place and implementing a new system of streets and laneways.

Part D.17 Emery Village Sub-Centre Secondary Plan (OPA 499)

Part D.17 contains policies that provide for development and revitalization within the Emery Village community as identified on Map D.17.1 – Emery Village Secondary Plan. This Secondary Plan amends the policies of Part C.10 Section 2 of the North York Official Plan. Policies in Parts A, B, and all other policies of Part C of the Official Plan apply.

Section 1 General Concept and Objectives

The purpose of the Plan is to provide a framework for development that provides for a more compact, street oriented, mixed use pattern of development that will encourage transit, pedestrian use and cycling. Over the long term, redevelopment is expected to focus on the intersection of Weston Road and Finch Avenue. Additional development will be addressed by dividing the large sites at the edge of this intersection and by creating new streets that will provide for a pedestrian oriented, village-like, mixed use area. The Plan also provides a framework for improvements to the area's streetscape and significant open space system.

Accordingly, it is the objective of this Plan to:

- 1.1 encourage mixed use development consisting of residential, commercial, institutional and employment uses;
- 1.2 promote mixed use development along Finch Avenue and Weston Road and encourage a range in the form and type of residential development while maintaining the stable, low density residential neighbourhood of Humbermede located south of the plan area on both sides of Weston Road;
- 1.3 provide for heights which are appropriate for the community, mark the Finch Weston intersection and locations which terminate a vista;
- 1.4 structure new development on existing and new: streets, parks and open spaces, and provide a high quality of urban design in new development;
- 1.5 protect for a potential GO station, parking and pedestrian connections on the CPR line to further enhance the viability of the Emery Village area and to reduce dependency on automobile use;
- 1.6 provide a connected, attractive, safe and comfortable pedestrian realm consisting of new and future streets and parks and open spaces that recognize the unique site characteristics and the history of the Emery Village area including:
 - 1.6.1 streetscape improvements on Weston Road between Finch Avenue and Lanyard Road and Finch Avenue between the Canadian Pacific Rail line and Lindylou Park;
 - 1.6.2 improvements to Emery Parks Yard and Lindylou Park, including providing connections for cyclists and pedestrians in order to increase useable parkland and to upgrade amenities within existing parkland;
 - 1.6.3 enhancing pedestrian and cycling connections and access to the Habitat Arena, Ontario Hydro Corridor and Emery Collegiate school grounds;
 - 1.6.4 public buildings and community facilities within the park system.
- 1.7 provide for the development of a new road network as an alternative to the Finch and Weston intersection, to increase traffic capacity, for site circulation and to create developable parcels.
- 1.8 protect lands identified as employment areas from pressures to convert them to other non-employment land uses.

Section 2 Land Use

The Plan area consists of four quadrants defined by Finch Avenue and Weston Road which are arterial roads. This plan provides for mixed use redevelopment on three of the four quadrants, leaving the existing Industrial designation on the north east quadrant. Heights are limited to eight storeys except in landmark or locations that terminate a vista where higher heights are permitted as specified in this Plan. Land use designations are shown on Map D.17.2.

2.1 South-east Quadrant

The lands designated Arterial Corridor Area (ACA), General Institutional (G-INS), Local Open Space (LOS) and Public Utility (PUT) are shown on Map D.17.2. A potential future commuter/transit station is identified in the vicinity of the Finch and Weston intersection. A shopping centre, the Finch West Mall, is designated Arterial Corridor Area. A Toronto District High School, Emery Collegiate, retains the existing designation of General- Institutional and an indoor arena, Habitant Arena, retains the existing designation of Local Open Space. New roads are proposed and include; (1) a connection from Lanyard Road through the Ontario Hydro corridor through the property at the south east quadrant to Finch Avenue, (2) the extension of Rivalda Road northward into the property in the south east quadrant in order to service the potential commuter station. and (3) the extension of Rivalda Road eastward to Arrow Road which provides a route to Finch Avenue and to Highway 400. Proposed new roads are shown conceptually on Map D.17.3 – Structure Plan.

Permitted Uses

The Arterial Corridor Area designation permits residential, retail, service-commercial and office uses and institutional uses in single or mixed-use buildings. Street related retail and service commercial uses with residential uses above are encouraged along the Finch Avenue West and Weston Road frontages. Office uses with retail and service commercial at grade are encouraged at the intersection of Finch Avenue and Weston Road.

Height and Density

The maximum permitted height in the Arterial Corridor Area is 8 storeys except for the south east corner of Finch Avenue and Weston Road where a maximum height of 12 storeys is permitted in order to mark this significant intersection and the southern tip of the Arterial Corridor Area where a maximum height of 19 storeys is permitted in a location which terminates a vista. A maximum density of 2.5 FSI is permitted in the Arterial Corridor Area.

2.2 South-West Quadrant

The lands designated Arterial Corridor Area (ACA), Local Open Space (LOS) and Valley Open Space (VOS) are shown on Map D.17.2. Large properties containing high rise

residential development set in the centre of the lot and commercial plazas that face Finch Avenue and Weston Road are designated Arterial Corridor Area. Lindylou Park retains the existing Local Open Space designation. The portion of ravine lands south of Lanyard Road retains the existing Valley Open Space designation. A new local street is proposed adjacent Lindylou Park which provides for new infill development facing the park.

Permitted Uses

The Arterial Corridor Area designation permits residential, retail- service commercial and office uses, and institutional uses in single or mixed-use buildings. Street related retail and service commercial uses with residential uses above are permitted along the Finch Avenue and Weston Road frontages in Area A shown on Map D.17.2. New infill townhouses or stacked townhouses fronting on a new local road adjacent to Lindylou Park are permitted in Area B shown on Map D.17.2.

Height and Density

In the Arterial Corridor Area the maximum height for new development in Area A shown on Map D.17.2 is 8 storeys with a maximum of 12 storeys at Finch Avenue and Weston Road to identify this significant intersection. The maximum height for new development in Area B shown on Map D.17.2 is 6 storeys. The maximum permitted density for the Arterial Corridor Area is 2.5 FSI.

2.3 North-east Quadrant

These lands retain the existing designation of Industrial. This quadrant consists of relatively new one storey, commercial and industrial use buildings, which are in good condition and redevelopment is not expected over the long term.

2.4 North-west Quadrant

The lands designated Arterial Corridor Area (ACA), Industrial (IND), Valley Open Space (VOS) and Local Open Space (LOS) are shown on Map D.17.2. Commercial uses, one storey in height, front onto Finch Avenue. One of these properties, the former Fire Hall, is identified for affordable housing under the City's "Lets Build" program. These properties are designated Arterial Corridor Area. Existing uses including two banquet halls, a wholesale outlet and a Post Office front onto Toryork Drive and retain the existing Industrial designation.

Emery Creek is designated Valley Open Space and extends from Finch Avenue on the south to Toryork Drive on the north. The east and west boundaries of the Valley Open Space designation are shown schematically on Map D.17.2 and are to be identified based on the location of top-of-bank and an appropriate setback to be determined by the City in consultation with the Toronto Regional Conservation Authority. A portion of the Emery Parks Yard that fronts onto Finch Avenue is designated Local Open Space.

Abutting lands, to the north and northwest, outside the Plan area, are designated Industrial and it is the policy of this Plan that those lands remain industrial. Upon redevelopment, lands designated Arterial Corridor Area will incorporate buffering measures including sound barriers, fencing, setbacks and landscaping to be secured through appropriate development approvals.

A new local road linking Toryork Drive and Finch Avenue is proposed within the quadrant and will provide an alternative route to the Finch and Weston intersection. A laneway is also proposed between the Arterial Corridor Area and the area designated Industrial. The purpose of the laneway is to provide for servicing for the properties which front Finch Avenue and is to function as a buffer and land use boundary between the mixed use and industrial land uses.

Permitted Uses

The Arterial Corridor Area designation permits residential, retail- service commercial and office uses, and institutional uses in single or mixed-use buildings. These lands front onto Finch Avenue and street related retail and service commercial uses with residential uses above are encouraged.

Height and Density

The maximum permitted height in the Arterial Corridor Area designation is eight storeys except at Finch Avenue and Weston Road where a maximum height of 12 storeys is permitted in order to mark this significant intersection. The maximum permitted density is 2.5 FSI in the Arterial Corridor Area.

Section 3 Urban Structure and Built Form

Urban Structure

- 3.1 A structure plan for the future of the Emery Village community is shown on Map D.17.3 and was derived from the Avenues – Finch Weston Study dated February 2001. 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.
- 3.2 Redevelopment in Emery Village will be structured on a framework of connected, safe, amenable and high quality public streets, parks and open spaces, generally in the form shown on the structure plan shown on Map D.17.3 including:
 - 3.2.1 the arterials Finch Avenue and Weston Road provide connections for this neighbourhood to the rest of the city and the intersection of these two significant streets will be the focus of the redevelopment area;

- 3.2.2 a fine grain of new roads dividing the existing large development sites into smaller development sites providing access, address, connections and frontage for parks and open spaces;
- 3.2.3 the parks and open space network including Lindylou Park, parts of the Emery Yard, the Hydro Corridor and the Emery Collegiate school yard.

Built Form Principles

In order to achieve the objectives of Council regarding a high quality public realm the following built form principles will be applied to development applications:

- 3.3 New buildings will generally be located parallel to the street or along the edge of a park or open space with a consistent front setback to provide definition, enclosure and overlook to the adjacent space. If located on a corner site, the development should be located to define both adjacent streets and to give prominence to the corner.
- 3.4 New development will generally have uses at grade with direct connections along the edges of streets, parks and open space that promote their safe use. Retail and service uses should be provided at grade level, with doors and windows on the edges of Finch Avenue and Weston Road sidewalks to visually and physically connect the commercial uses with the street.
- 3.5 Landscaping, public art and/or architectural features are intended to add visual interest and are encouraged at locations identified as gateway features on Map D.17.3 – Structure Plan. Gateway features located on private lands can be secured through the development process. Gateway features may be located on public lands.
- 3.6 Loading and service areas associated with buildings should not face or be located adjacent to parkland or be located adjacent to the arterial roads; rather access should be from local streets.
- 3.7 Vehicular access points to arterial roads will be coordinated in order to improve the pedestrian circulation system.
- 3.8 Parking structures shall not be located adjacent to Finch Avenue or Weston Road.
- 3.9 The location of new underground garage entrances or exits onto Finch Avenue or Weston Road shall be discouraged. Wherever possible vehicular access to these structures shall be from local roads at the side or rear of buildings fronting onto Finch Avenue or Weston Road.
- 3.10 Surface parking will not be permitted in any front or side yard that is adjacent to Finch Avenue or Weston Road.

- 3.11 Parking facilities and spaces shall, wherever possible, be provided underground or within a structure and surface parking will be limited in order to maximize the extent of landscaped open space.

Building Massing

- 3.12 Buildings should be massed to provide adequate street and open space definition, defining urban spaces with good proportion, access to sunlight and skyview.
- 3.13 Higher rise landmark buildings and special built features are to be located at the Finch and Weston intersection and locations that terminate a vista.
- 3.14 Sun shadow studies and wind tests are required for development proposals that exceed eight storeys in height to ensure that impacts of taller buildings on the pedestrian realm and adjacent properties are acceptable.

Pedestrian Amenity

- 3.15 Coordinated streetscape improvements should be provided on all streets, in particular, Weston Road and Finch Avenue, which are to be the primary public places within the plan area. Distinctive, 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.
- 3.16 In order to establish a visual focal point and public amenity space, a coordinated series of landscaped open spaces will be provided at the four corners of the Finch and Weston intersection and special corner treatments could include public artwork or other community amenities.
- 3.17 The set back for new buildings along Weston Road and Finch Avenue will be sufficient to accommodate streetscape initiatives of the City of Toronto.
- 3.18 The reduction of the effect of wind in important pedestrian areas through the provision of remedial elements, such as landscaping, screens, sheltered walkways and canopies is encouraged.
- 3.19 Landscaping shall be carefully integrated with on-site parking. On-site parking shall be arranged so that it does not impede pedestrian movement within or between developments.
- 3.20 All utilities and associated works shall, wherever possible, be located underground or away from the public streets and accessible open spaces.

Section 4 Public Art

- 4.1 Public art, in publicly accessible locations in the Plan area is encouraged and can include sculpture, landscape design, architectural treatment, murals, statues and functional elements such as street furniture and related elements.
- 4.2 Public art is to 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.

Section 5 Parks and Open Space

The plan area contains significant open spaces, which, together with streets, connects to regional open space systems. These include Lindylou Park, which forms part of the Humber River valley system, the Ontario Hydro right-of-way corridor that extends east-west across the city and the Emery Creek ravine lands that extend north-south through the plan area. The policies in this section identify opportunities for, and provide for the improvement and expansion of, existing open space within the Plan area.

- 5.1 New and existing parks and open spaces are to provide a safe, attractive, interesting and comfortable setting for neighbourhood cultural and social events, active and passive recreation and individual use.
- 5.2 Increased planting and seating with an emphasis on the Finch Avenue frontage is to be implemented for Lindylou Park subject to funding considerations.
- 5.3 New parkland is to be created by opening the portion of the Emery Parks Yard that fronts onto Finch Avenue West to the public with pedestrian access and the feasibility of developing seasonal amenities including picnic tables and an outdoor ice rink is to be evaluated.
- 5.4 In consultation with the property owners, investigate the feasibility of improved pedestrian and cycling access and connections through the Habitant Arena, Emery Collegiate and Ontario Hydro Corridor properties to the rest of the plan area to provide public access to open space and to increase the presence of the public uses.

Section 6 Transportation

- 6.1 The right-of-way width for Finch Avenue is 36 metres and the right-of-way for Weston Road is 30 metres. Pedestrian amenities, off-peak parking and cycling routes may be considered within the planned right-of-way.
- 6.2 A system of new roads is to be developed over the long term in order to support the redevelopment and revitalization of this plan area. The schematic location of these roads is shown on Map D.17.3 - Structure Plan.

- 6.3 The preferred location for a potential future commuter/transit station is on the CRP line in the south-east quadrant of the plan area as shown on Map D.17.3 – Structure Plan.
- 6.4 Surface parking lots serving the potential future commuter/transit station will be limited in size and parking structures will be encouraged.
- 6.5 Roads and buildings shall be designed and sited to accommodate transit vehicles and facilitate transit use. Transit shelters stops and facilities shall be provided with direct connections to the pedestrian network in order to encourage the use of public transit.
- 6.6 Applicants proposing rezonings for developments which exceed 5,000 m² (53,820 sq. ft.) in Gross Floor Area will be required to provide a Traffic Impact Study prepared by a transportation consultant stating that 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.
- 6.7 The City will encourage proponents of major office and employment uses to reduce peak period automobile trips and facilitate non-auto modes of travel through the development and implementation of travel demand strategies.
- 6.8 Reduced 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.
- 6.9 A new off-road bike route, on the Ontario Hydro right-of-way, from Finch Avenue to Lanyard Road is to be developed as shown generally on Map D.17.3 - Structure Plan.

Section 7 Implementation

- 7.1 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.

- 7.2 Plans of subdivision, Section 37 of the Planning Act, the Environmental Assessment process and holding zones may be used as mechanisms to ensure that large developments proceed in step with infrastructure and services.

Basis for use of these mechanisms to be included at time of Statutory Public Meeting

- 7.3 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.

Interim uses to be identified at time of Statutory Public Meeting

- 7.4 Council shall endeavor to 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.
- 7.5 To pursue restoration and protection measures for Emery Creek and the ravine lands located in the Emery Parks Yard the feasibility and costs is to be reviewed and reported back to Council with a recommendation on whether the proposed improvements should be pursued.
- 7.6 Redevelopment in the Emery Village Plan area provides an opportunity to improve the living and working environment. A Community Improvement Plan may be prepared for the Community Improvement Project Area designated under By-law 789-1999 and would identify opportunities for public projects and public/private partnership initiatives.
- 7.7 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 contained in the “The Avenues Finch-Weston Study – Phase II” dated February 2001.

A staff presentation was made by Ms. Lynn Poole, Planner, Community Planning, North District, Urban Development Services.