

2345 Finch Avenue West and 3415-3499 Weston Road – Official Plan and Zoning By-law Amendment Applications – Decision Report – Approval

Date: October 2, 2025

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 7 - Humber River-Black Creek

Planning Application Number: 20 230600 WET 07 OZ

SUMMARY

This Report recommends approval of the application to amend the Official Plan and Zoning By-law to permit five new mixed use buildings ranging in height from 25-storeys to 48-storeys, with a total of 2,118 residential units, 3,776 square metres of non-residential GFA, and a new public park and Privately Owned Publicly-accessible Spaces (POPS) on a currently vacant site located at 2345 Finch Avenue West and 3415-3499 Weston Road. Two new private streets that terminate in roundabouts will provide access to the site from Finch Avenue West and Zappacosta Drive.

The current development application comprises the final phase of Medallion's multi-phased, mixed use development in this area. Although they are proceeding as separate applications, the previously approved Phase 1 and 2 and the current development application will function together to provide a cohesive public realm and add a significant amount of new residential units, commercial space, and public amenities to this area of Emery Village, in close proximity to higher order transit.

RECOMMENDATIONS

The Director, Community Planning Etobicoke York District, recommends that:

1. City Council amend the Official Plan for the lands municipally known as 2345 Finch Avenue West and 3415-3499 Weston Road substantially in accordance with the draft Official Plan Amendment included as Attachment 5 to this Report.
2. City Council amend City of Toronto Zoning By-law 569-2013 for the lands municipally known as 2345 Finch Avenue West and 3415-3499 Weston Road substantially in accordance with the draft Zoning By-law Amendment included as Attachment 6 to this Report.

3. City Council authorize the City Solicitor to make such stylistic and technical changes to the draft Official Plan Amendment and draft Zoning By-law Amendment as may be required.

4. City Council approve that, in accordance with Section 42 of the *Planning Act*, prior to the issuance of the first above grade building permit for the first building within the first phase of the development, the Owner shall convey to the City, an on-site parkland dedication, having a minimum size of 2,109 square metres, to the satisfaction of the General Manager, Parks and Recreation and the City Solicitor.

5. City Council approve the acceptance of the on-site parkland dedication, subject to the Owner transferring the parkland to the City free and clear, above and below grade, of all easements, encumbrances, and encroachments, in an acceptable environmental condition to the satisfaction of the General Manager, Parks and Recreation.

6. City Council approve a development charge credit against the Parks and Recreation component of the Development Charges for the design and construction by the Owner of the Above Base Park Improvements to the satisfaction of the General Manager, Parks and Recreation. The development charge credit shall be in an amount that is the lesser of the cost to the Owner of designing and constructing the Above Base Park Improvements, as approved by the General Manager, Parks and Recreation, and the Parks and Recreation component of Development Charges payable for the development in accordance with the City's Development Charges By-law, as may be amended from time to time.

7. Before introducing the necessary Bill to City Council for the enactment of the Zoning By-law Amendment, City Council:

a. recommend to the Executive Director, Development Review that the applicant ensure that the submitted Land Use Compatibility Assessment prepared by WSP, dated December 15, 2020 along with the Addendum dated April 7, 2025; the Environmental Noise Feasibility Study prepared by Valcoustics, dated December 10, 2020, along with the Addendums dated April 15, 2021 and February 7, 2025; and the Railway Safety Report prepared by Stantec, dated February 28, 2022, along with the Addendum dated March 24, 2025, have been peer reviewed by a third-party consultant retained by the City at the Owner's expense, and the Owner agrees to implement any necessary control measures and recommendations identified by the peer reviewers, with the control measures to be secured through the Site Plan Control process, to the satisfaction of the Executive Director, Development Review; and

b. require the applicant to submit a revised Transportation Impact Study, to the satisfaction of the Director, Engineering Review, Development Review; and

c. require the applicant to enter into a Municipal Infrastructure Agreement with the City and provide security in the form of a Letter of Credit or other satisfactory security instrument to fund preparation, installation, and maintenance of a new traffic control signal at the intersection at Weston Road and Zappacosta Drive and traffic upgrades at the intersection of Weston Road and Fenmar Drive, with

the new traffic control signal and traffic upgrades to be secured through the Site Plan Control process and/or through the City's Vision Zero Project work Weston Road, as appropriate, to the satisfaction of the City Solicitor and the Director, Engineering Review, Development Review; and

d. require the applicant to submit a revised Functional Servicing and Stormwater Management Report, to the satisfaction of the Director, Engineering Review, Development Review; and

e. require the applicant to enter into a Municipal Infrastructure Agreement with the City to secure the design and construction of, and provide security in the form of a Letter of Credit or other satisfactory security instrument for any new municipal infrastructure or upgrades or improvements to the existing municipal infrastructure that are identified in the accepted Report to support the proposed development, and to ensure that they are constructed and operational, and that this is secured through the Site Plan Control process, to the satisfaction of the City Solicitor and the Director, Engineering Review, Development Review.

FINANCIAL IMPACT

The Development Review Division confirms that there are no financial implications resulting from the recommendations included in this Report in the current budget year or in future years. The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in this section.

DECISION HISTORY

Medallion Realty Holdings, the applicant for the current development application and owner of the lands located southeast of the Finch Avenue West and Weston Road intersection, has received previous approvals for Phase 1 and Phase 2 of their multi-phased, mixed use development in this area. These include an Official Plan and Zoning By-law Amendment (15 266570 WET 07 OZ) that was enacted on March 3, 2020 along with various supporting Consent, Minor Variance, and Site Plan applications approved between 2002 and 2018. Phase 1 and Phase 2 are located directly to the south of the current development site, on lands fronting Weston Road, Vena Way, and Zappacosta Drive. Phase 1 and Phase 2 comprise mid-rise buildings and towers with residential and commercial space, new public streets including Vena Way and Zappacosta Drive, POPS, and community space secured through a Section 37 agreement at the time of approval.

Located north of Zappacosta Drive, the current development application comprises the final phase of Medallion's mixed use development in this area. Although they are proceeding as separate applications, Phase 1 and 2 and the current development application will function together to provide a cohesive public realm, and add a significant amount of new residential units, commercial space, and public amenities to this area of Emery Village, in close proximity to higher order transit with the coming Finch West LRT line.

On May 17, 2021, Etobicoke York Community Council adopted the Preliminary Report for the current development application. The report can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2021.EY24.9>.

On June 26, 2025, City Council adopted the Approval Report for a new mixed-use development at 3406-3434 Weston Road, located in close proximity to the proposed development site, with 832 dwelling units and 1,198 square metres of at-grade retail space. As part of this approval, City Council adopted a Supplementary Report that considered anticipated population statistics, and the amenities and services needed to ensure that Emery Village is developed as a complete community. The reports can be found here: <https://secure.toronto.ca/council/agenda-item.do?item=2025.EY23.1>.

THE SITE AND SURROUNDING LANDS

Description

The site is comprised of an assembly of multiple properties located on the southeast corner of Finch Avenue West and Weston Road. The subject site is generally flat and pentagonal in shape, with a frontage of approximately 174.9 metres along Finch Avenue West, 109.5 metres along Weston Road, and 182.6 metres along Zappacosta Drive. The site area is approximately 24,281 square metres and is currently being used for temporary surface parking for Phase 2 of the Medallion redevelopment. See Attachment 2 for the Location Map.

Surrounding Uses

North of the subject site are gas stations, low-rise commercial buildings, and industrial buildings that contain outdoor truck storage, manufacturing, and warehousing uses.

South of the subject site is the completed Phase 1 of the Medallion redevelopment at 2, 6 and 10 Vena Way, which contains two 10-storey buildings, one 28-storey building, and Phase 2 of the Medallion redevelopment at 15 Vena Way and 5 Zappacosta Drive, which contains two buildings that are 26- and 30-storeys with a shared base building.

East of the subject site is the Canadian Pacific Railway line, as well as low-rise industrial and commercial buildings.

West of the subject site are low-rise commercial plazas with surface parking, four residential buildings that are 13-, 24-, 24-, and 25-storeys, and a low-rise neighbourhood consisting primarily of semi-detached dwellings. Also located west of the site is the recently approved mixed-use development at 3406-3434 Weston Road with two towers at 35- and 39-storeys in height.

THE APPLICATION

Description

The proposed application would amend the Official Plan and Zoning By-law to permit a new mixed use community within the Emery Station PMTSA, located at the intersection of Finch Avenue West and Weston Road. Five new mixed use buildings providing more than 2,000 new rental units would be located on the currently vacant site, along with a new public park, POPS, and a significant amount of at-grade retail space suitable to include a grocery store. With respect to the mixed use towers proposed, Buildings A and B would have heights of 25- and 38-storeys, respectively. Buildings C, D, and E would have heights of 45-, 40-, and 48-storeys, respectively, and would be joined by a 7-storey base building, as well as a 5-storey above ground parking garage located between Buildings D and E, adjacent to the rail corridor. The proposed development would have a total of 2,118 residential rental units, 3,776 square metres of non-residential GFA, and a new public park and POPS. Vehicular access to the site would be from Finch Avenue West and Zappacosta Drive.

Density

The proposal has a gross density of 6.46 times the area of the lot.

Residential Component

The proposal includes 2,118 rental dwelling units, 32 studio (2%), 1,103 one-bedroom (52%), 771 two-bedroom (36%), and 212 three-bedroom units (10%).

Non-Residential Component

The proposal includes 3,776 square metres of non-residential GFA, including a suitably large format space to accommodate a grocery store or similar use.

Amenity Space

The proposal includes 4,503.8 square metres of indoor and 3,968.2 square metres of outdoor amenity space, appropriately distributed among the five new mixed use buildings to meet the City's standard of 2 square metres of each type of amenity space per unit.

Access, Parking and Loading

Two new private streets that terminate in roundabouts will provide access to the site from Finch Avenue West in the north and from Zappacosta Drive in the south. The proposal includes a total of 1,258 vehicular parking spaces located in three levels of underground parking, six surface-level parking spaces, and a 5-storey above grade parking garage at the east end of the base building that connects Building D and E, adjacent to the rail corridor.

A total of 1,640 (1,595 residential and 45 non-residential) bike parking spaces will be provided, which consist of 1,451 long-term (1,444 residential and 7 non-residential) and 175 short-term spaces (151 residential and 24 non-residential), as well as 14 publicly

accessible short-term spaces. The bike parking will be located both at-grade and in the underground parking garage.

With respect to loading, a total of nine loading spaces will be provided, including one Type 'B', 'C', and 'G' loading space that will be shared between Buildings A and B, and one Type 'A', 'B', and 'G' and three Type 'C' loading spaces that will be shared between Buildings C, D, and E. Access to the 5-storey parking garage and three levels of underground parking is proposed from the two-way driveway at the east end of Zappacosta Drive.

Additional Information

See the attachments of this Report for the Application Data Sheet, Location Map, Site Plan, Elevations, and 3D Massing Views of the proposal. Detailed project information including all plans and reports submitted as part of the application can be found on the City's Application Information Centre at: www.toronto.ca/2345FinchAveW.

Reasons for Application

The proposal requires an amendment to the Emery Village Secondary Plan as the building heights and overall density exceed the policy direction of the Secondary Plan. In terms of building heights, the proposal is seeking building heights in the range of 25- to 48-storeys, whereas a range of 8- to 12-storeys are permitted by the in-force Secondary Plan. Also, the proposal is seeking a gross Floor Space Index of 6.46 times the area of the lot, whereas a maximum Floor Space Index of 2.5 times the area of the lot is permitted under the Plan.

The proposal requires amendments to Citywide Zoning By-law 569-2013 to bring the lands into the Citywide By-law from the former City of North York Zoning By-law No. 7625 and place it in a new CR zone. Additionally, the amendment is required to vary several performance standards including, but not limited to, density, height, setbacks, and parking spaces in that zone, among other performance measures.

APPLICATION BACKGROUND

A Pre-application Consultation (PAC) meeting was held on August 28, 2019. The Planning Application Checklist resulting from the PAC meeting is available on the Application Information Centre.

The current application was submitted on December 18, 2020 and deemed complete on March 7, 2022, satisfying the City's minimum application requirements. The reports and studies submitted in support of this application are available on the Application Information Centre www.toronto.ca/2345FinchAveW.

Agency Circulation Outcomes

The application together with the applicable reports noted above, have been circulated to all appropriate agencies and City Divisions. Responses received have been used in

evaluating the application and to formulate appropriate Official Plan and Zoning By-law amendments.

POLICY & REGULATION CONSIDERATIONS

Provincial Land-Use Policies

All decisions of Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Planning Statement (2024) and shall conform to provincial plans.

Official Plan

The Official Plan Urban Structure Map 2 identifies the site as *Avenues* and designates the site as *Mixed Use Areas*. See Attachment 3 of this Report for the Official Plan Land Use Map. The Official Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for priority setting and decision making.

Emery Village Secondary Plan

The Emery Village Secondary Plan identifies the site as Mixed Use Area 'A', which specifies use, height, and density requirements for the site, among other policies to encourage a balanced mixed use community in the Emery Village Area. Within Mixed Use Area 'A' building heights are to be generally in the range of 8- to 12-storeys with a Floor Space Index of 2.5 times the lot area. The Emery Village Secondary Plan encourages a village-like, street oriented, mixed-use pattern of development that promotes transit, pedestrian use, cycling and improvements to the area's streetscape and significant open space system. Along Weston Road, the Secondary Plan encourages street related retail and service commercial uses with residential uses above.

Protected Major Transit Station Areas (PMTSAs)

In August 2025, the Minister of Municipal Affairs and Housing issued Decisions to approve 120 Major Transit Station Areas (MTSAs) and Protected Major Transit Station Areas (PMTSAs), further defining development priorities in relation to areas of higher order transit across the City. The Minister's Decisions make modifications to the height and density in Council-adopted Official Plan policy and land use permissions, remove minimum parking requirements, and bring Inclusionary Zoning into effect in certain PMTSAs.

The site is within a delineated Protected Major Transit Station Area. Specifically, the site is located within the delineated Emery Station PMTSA transit station associated with SASP 701 in Chapter 8 of the Official Plan. The site has a minimum 2.0 FSI. The area is planned for a minimum population and employment target of 160 residents and jobs combined per hectare.

Zoning

The subject site is currently zoned "Mixed Use Commercial" C5 with a (H3) Holding symbol under the former City of North York Zoning By-law No. 7625, as amended by By-law No. 422-2003. The C5 zoning category currently permits residential uses and a range of non-residential uses, with a maximum Floor Space Index of 2.5 times the area of the lot and building heights ranging from 3- to 8-storeys. The former City of North York Zoning By-law includes a Holding symbol (H3) that does not allow for the construction of buildings and land uses until various conditions are fulfilled to the satisfaction of the City, including submission of a traffic impact study, servicing report, noise and vibration study, and development plan. As the intent of the H3 Holding symbol has been satisfied through the submittal of all required plans and studies as part of the complete application requirements for the current Official Plan and Zoning By-law Amendment, the H3 Hold will not be brought forward when the site is placed in the new CR Zone under Citywide Zoning By-law 569-2013. See Attachment 5 of this Report for the existing Zoning By-law Map.

Design Guidelines

The following design guidelines have been used in the evaluation of this application:

- Tall Building Design Guidelines
- Growing Up: Planning for Children in New Vertical Communities
- Design Guidelines for Privately Owned Publicly-Accessible Spaces (POPS)
- Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings

Toronto Green Standard

The Toronto Green Standard (TGS) is a set of performance measures for green development. Applications for Zoning By-law Amendments, Draft Plans of Subdivision and Site Plan Control are required to meet and demonstrate compliance with Tier 1 of the TGS. Tiers 2 and above are voluntary, higher levels of performance with financial incentives (partial development charges refund). Tier 1 performance measures are secured on site plan drawings and through a Site Plan Agreement or Registered Plan of Subdivision.

PUBLIC ENGAGEMENT

Community Consultation

On May 4, 2022, a Community Consultation Meeting was hosted by City staff and attended by the local Councillor, the applicant, and members of the public. At the meeting, Development Review staff presented the planning policy framework and an overview of the application review process, and the applicant presented their proposal. Issues raised included:

- The adequacy of community services to serve existing residents, and concerns that additional pressure will be placed on these services with the additional density from the proposal;

- Overall concern with the rapid pace of development in the City, leading to traffic impacts;
- Concerns of the capacity and accessibility in the Finch West LRT system to support the additional density from the proposal; and
- Adequacy of the amount of proposed vehicle parking.

The issues raised through the community consultation process have been considered through the review of the application and commented on as necessary in the body of this Report.

Statutory Public Meeting Comments

In making their decision with regard to this application, Council members have an opportunity to hear the oral submissions made at the statutory public meeting held by the Etobicoke York Community Council for this application, as these submissions are broadcast live over the internet and recorded for review.

COMMENTS

Provincial Planning Statement and Provincial Plans

Staff's review of this application has had regard for the relevant matters of provincial interest set out in the Planning Act. Staff has reviewed the current proposal for consistency with the PPS (2024). Staff find the proposal consistent with the PPS (2024), and consistent with the August 2025 Minister's Decisions on PMTSA's.

Official Plan Policies and Design Guidelines

This application has been reviewed against the Official Plan policies, Secondary Plan policies, and design guidelines described in the Policy and Regulation Considerations Section of this Report.

Land Use

The application is proposing a mix of commercial and residential uses. The proposed uses are in keeping with the use permissions of the site and area specific policy under the Emery Village Secondary Plan and site specific zoning exemption applicable to the site, both of which permit mixed use buildings.

Housing

The Official Plan directs that a full range of housing in terms of form, tenure and affordability should be provided to meet the needs of current and future residents. This proposal would result in 2,118 new residential rental units with a unit mix that meets the requirements of the Growing Up Guidelines. Inclusionary zoning is now in effect for the Emery Station PMTSA where the proposed development is located. Within this area, developments are required to provide at least five per cent of the total units or total residential gross floor area as affordable rental or ownership housing for at least 25

years. The requirements of Inclusionary zoning with respect to the proposed 2,118 new residential rental units will be determined through the future Building Permit review process.

Density, Height, Massing

The proposed density, height and massing have all been reviewed against the Official Plan policies as well as the design guidelines referenced in the Policy and Regulation Considerations Section of the report. The proposed development conforms with the intent of the *Emery Village Secondary Plan, Mixed Use Areas, Avenues, Built Form* and *Public Realm* policies within the Official Plan which emphasize the importance of creating vibrant, mixed use communities that fit within the existing and planned context while limiting impacts on neighbouring streets, parks, and open spaces. The proposed FSI of 6.46 (gross) and proposed building heights of 25- to 48-storeys are consistent with the heights and densities of the existing and planned context within the Emery Station PMTSA, where City and Provincial initiatives intend to focus growth along corridors with higher order transit and public sector infrastructure investment.

The proposed building heights do not result in significant shadow or wind impacts on adjacent properties or public realm, as the development has been designed to place the tallest elements on the eastern side of the site, adjacent to the rail corridor. With regard to massing, the towers are designed with appropriate stepbacks and the base buildings have been designed with appropriate setbacks to appropriately frame the edge of the Finch Avenue West, Weston Road, and Zappacosta Drive rights-of-way. The setbacks allow sufficient space for new pedestrian amenities including pedestrian clearways, landscaping, and streetscaping to improve the quality of these existing public street frontages.

The proposed 7-storey base building heights are consistent with the goals of the Tall Building Design Guidelines, while the proposed tower separation distances of 30 metres and tower floorplates of 750 square metres are appropriate to ensure adequate sunlight, privacy, and sky views.

The site is located within Land Use Review Type 1B with respect to height restrictions for the Lester B. Pearson International Airport. City staff circulated the application to the Greater Toronto Airport Authority (GTAA) and NavCan for their review and comment. The GTAA did not provide comments on the subject application. NavCan responded that they have no objection to the proposed building heights or safety concerns with the proposal. The applicant will be required to complete the GTAA's formal Airport Land Use Review and permitting process at Site Plan Control stage prior to the commencement of any new construction activities on the site.

Public Realm

The proposed development includes a new public park of 2,110 square metres in size that will be located in the southern portion of the site, with public frontage onto Zappacosta Drive. A 4,900 square metre POPS is located north of the park, to connect the park to adjacent rights-of-way. Taken together, these elements effectively provide public access to the entire central area of the site.

Active uses, including commercial GFA and at-grade units, have been incorporated into the base buildings that frame the central portions of the site in order to animate the public realm. The two private streets that provide access into the site, including to the underground and above-grade parking areas, both terminate in roundabouts in order to avoid bisecting the central public realm with through-traffic. Loading and vehicle parking is placed within the building mass, away from the public realm and public view. Additionally, the above-grade parking structure is appropriately located on the eastern-most side of the site adjacent to the rail corridor.

In addition to providing an integrated and high quality public realm in the central area of the site, the proposal frames the adjacent Finch Avenue West and Weston Road rights-of-way with appropriate built form, setbacks for improved streetscaping, and commercial uses within the base buildings. A landscaped area is proposed along the Finch Avenue West right-of-way that connects to the future expropriation area associated with the sewer easement, as well as pedestrian and cycling improvements that will be undertaken by the City in this area.

Privately Owned Publicly-Accessible Spaces

In accordance with the Official Plan, POPS are spaces that contribute to the public realm, but remain privately owned and maintained. POPS do not replace the need for new public parks and open spaces. As discussed above, a large POPS of approximately 4,900 square metres is being proposed, connecting the public realm at the intersection of Finch Avenue West and Weston Road to the interior of the site, providing additional publicly-accessible frontages for the base building entrances, commercial spaces, and public park included in the proposal. The POPS provides an opportunity for integrated landscaping and significant public realm enhancements. Staff will address and secure the POPS, including its final design, through the Site Plan Control process.

Amenity Space

The Official Plan policies, Growing Up Guidelines, and Pet Friendly Design Guidelines provide guidance for the provision of amenity areas. Two square metres of indoor and two square metres of outdoor amenity space are required per unit, and these areas should be high quality and well-designed spaces that are comfortable in all seasons, providing a variety of programming, with pet-friendly spaces.

The proposal includes 4,503.8 square metres of indoor and 3,968.2 square metres of outdoor amenity space, appropriately distributed among the five new mixed use buildings to meet the needs of residents within each building. The amenity spaces included in the proposal are functional and well-designed, and outdoor spaces are usable year-round given the assessed sun, shadow, and wind conditions. Through the Site Plan Control review process, details on the specific location, layout and programming of amenity space will be reviewed further, including with respect to design that supports pet and child friendly features.

Shadow Impact

The applicant submitted a Sun/Shadow Study, prepared by Arcadis, dated February 21, 2025. The proposed development is located at the southeast corner of the Finch Avenue West and Weston Road intersection, in an area developed with residential towers, retail shopping plazas, and employment uses. The surrounding public realm includes the adjacent public rights-of-way, Lindylou Park, which is located to the west, and the new public park that is proposed onsite. The Study found that on March 21 and September 21, shadows from the proposed development extend across the Finch Avenue West and Weston Road rights-of-way in the morning, and across the Finch Avenue West in the afternoon. Late afternoon shadows extend onto the new public park that is proposed onsite. Overall, shadow impacts on adjacent properties and the public realm are appropriately limited and minimized during the spring/fall equinoxes, and the proposal is acceptable to City staff.

Wind Impact

The applicant submitted a Microclimatic Analysis Addendum Letter, prepared by Theakston Environmental, dated February 10, 2025. The Study found that the proposed building design, including the base buildings and stepbacks, would suitably intercept winds downwashing from the towers before reaching the pedestrian level, mitigating the overall impacts through the seasons. The proposed development site will be generally suitable for walking or standing through the winter and spring, and sitting or standing through the summer and fall. Mitigation measures, to be secured through the future Site Plan Control process, are identified to improve localized wind impacts on the POPS, Park, and Rooftop Outdoor Amenity Spaces in order to achieve suitable conditions in these areas.

Servicing

The applicant submitted a Functional Servicing and Stormwater Management Report, prepared by Husson, dated February 2025. This report evaluated existing subsurface conditions and the effects of the development on the City's municipal servicing infrastructure and watercourses and provided rationale for any possible new infrastructure or upgrades to existing infrastructure necessary to adequately service the proposed development. City staff have reviewed the servicing report and have determined that it is generally acceptable; however, revisions to the Functional Servicing and Stormwater Management Report are required in order to demonstrate sanitary sewer and watermain capacity to serve the proposed development. A condition has been placed on the proposal to ensure that prior to introducing the Bill to City Council for enactment of the Zoning By-law Amendment, the Report will be updated to demonstrate that the sanitary sewer and watermain, and any required improvements to them, have adequate capacity and supply to serve the proposed development, to the satisfaction of the Director, Engineering Review, Development Review.

Further, prior to introducing the Bill to City Council for enactment of the Zoning By-law Amendment, the applicant agrees to secure the design, construction, and provision of financial securities for any new municipal infrastructure or any upgrades or improvements to existing municipal infrastructure identified in the accepted Report, and

to ensure that they are constructed and operational through the Site Plan Control process, to the satisfaction of the Director, Engineering Review, Development Review.

Site-specific improvements and connections to municipal infrastructure will be further reviewed and refined through Site Plan Control application review process.

Traffic Impact

The applicant submitted a Transportation Impact Study, prepared by LEA, dated December 2020, along with an Addendum Letter dated February 14, 2025. Vehicular access to the proposed development would be provided from Finch Avenue West and Zappacosta Drive via two new private streets that terminate in roundabouts. The access from Finch Avenue West would be right in/right out, while the access from Zappacosta Drive would allow full traffic movements. City staff have reviewed the Study and determined that transportation impacts from the proposed development are acceptable with appropriate traffic upgrades and signalization in place, as proposed.

While road capacity has been established to serve the proposed development with conditions in place to secure the required upgrades and signalization for traffic and public transit flow, minor revisions to the Transportation Impact Study are required. A Prior to introducing the Bill to City Council for enactment of the Zoning By-law Amendment, the Report will be updated to include further design details for the underground parking facilities to demonstrate that vehicles can traverse the site through the underground and exit the site at either private streets; and to provide additional information on required parking and loading in the context of recently-approved PMTSA legislation applicable to the site, to the satisfaction of the Director, Engineering Review, Development Review.

As a result of vehicle trips generated by the proposed development, a new traffic control signal is required at the intersection at Weston Road and Zappacosta Drive, along with other traffic upgrades at the intersection of Weston Road and Fenmar Dive including installation of the northbound left-turn advance in that area. Prior to introducing the Bill to City Council for enactment of the Zoning By-law Amendment, the applicant agrees to provide security in the form of a Letter of Credit or other satisfactory security instrument to fund preparation, installation, and maintenance of the required upgrades, with the upgrades to be secured through the Site Plan Control process and/or through the City's Vision Zero Project on Weston Road, as appropriate, to the satisfaction of the Director, Transportation Review, Development Review.

Further, the TTC has identified that vehicle trips generated by the proposed development may result in delays to TTC busses in the area, and has requested that the applicant provide funds for the installation of transit signal priority at the intersection of Weston Road and Zappacosta Drive, and at four intersections in the vicinity. Prior to introducing the Bill to City Council for enactment of the Zoning By-law Amendment, the applicant agrees to provide security in the form of a Letter of Credit or other satisfactory security instrument to fund installation of the required signal priority in these locations, to the satisfaction of the Director, Transportation Review, Development Review and the Toronto Transit Commission. Site specific improvements will be further reviewed and refined through Site Plan Control application review process.

Access, Vehicular and Bicycle Parking and Loading

The proposal is located on a site that is currently vacant, with frontages onto Finch Avenue West in the north and Weston Road in the west. An additional frontage is provided by the new public right-of-way associated with Zappacosta Drive in the south. Two new private streets that terminate in roundabouts will provide access to the proposed development from Finch Avenue West and from Zappacosta Drive. The below-grade parking is designed to be connected below all of the base buildings onsite, providing the opportunity for vehicles to traverse the site through the underground parking structure, and exit the site via either private street, as needed. The proposal includes a total of 1,258 vehicular parking spaces that are located in three levels of underground parking, six surface-level parking spaces, and a 5-storey parking garage at the east end of the base building that connects Building D and E, adjacent to the rail corridor.

A total of 1,640 (1,595 residential and 45 non-residential) bike parking spaces will be provided, including 1,451 long-term (1,444 residential and 7 non-residential) and 175 short-term spaces (151 residential and 24 non-residential), as well as 14 publicly accessible short-term spaces. The bike parking will be located both at-grade and in the underground parking garage. With respect to loading, a total of nine loading spaces will be provided, including one Type 'B', 'C', and 'G' loading space that will be shared between Buildings A and B, and one Type 'A', 'B', and 'G' and three Type 'C' loading spaces that will be shared between Buildings C, D, and E.

Due to the large scale and nature of the proposal, including 2,118 new dwelling units, 3,776 square metres of non-residential GFA including a large format retail space appropriate for a grocery store, and a new public park, traffic signalling upgrades are required by City staff in order to support the application.

Parkland

In accordance with Section 42 of the *Planning Act*, the applicable alternative rate for on-site parkland dedication is 1 hectare per 600 net residential units to a cap of 10 percent of the development site as the site is less than five hectares, with the non-residential uses subject to a 2% parkland dedication. The total parkland dedication requirement for the proposed development site is 2,109 square metres.

The owner is required to satisfy the parkland dedication requirement through an on-site dedication. The park is to be located along Zappacosta Drive, and it complies with Policy 3.2.3.8 of the Official Plan.

This report seeks direction from City Council on authorizing a credit of the Parks and Recreation component of the Development Charges in exchange for Above Base Park Improvement to be provided by the owner upon agreement with the City. The development charge credit shall be in an amount that is the lesser of the cost to the owner of installing the Above Base Park Improvements, as approved by the General Manager, P&R, and the Parks and Recreation component of Development Charges payable for the development in accordance with the City's Development Charges By-

law, as may be amended from time to time. The owner will be required to enter into an agreement with the City to provide for the design and construction of the improvements and will be required to provide financial security to ensure completion of the works.

Tree Preservation

The application is subject to the provisions of the City of Toronto Municipal Code, Chapter 813 Articles II (Street Trees by-law) and III (Private Tree by-law). To address these requirements, the applicant submitted an Arborist Report, prepared by Beacon Environmental, dated December 2020 and a Landscape Plan, prepared by Forec, dated February 18, 2025, detailing their proposal for tree plantings and removals. The proposal will remove one private tree from the site and one City-owned tree from the road allowance due to conflicts with the proposed development area. Additionally, the proposal will plant 60 new trees on private property and 54 new trees in the City road allowance. Through the Site Plan Control approval process the applicant will submit a tree planting deposit to ensure the planting and survival of the 54 new trees that are proposed to be planted within the City road allowance. The proposal has been reviewed and accepted by City staff.

Land Use Compatibility, Noise, Vibration, and Rail

The proposed development is located in a mixed use commercial zone with various commercial and industrial uses nearby, in proximity to Pearson Airport, and adjacent to the CN Rail corridor located east of the site, and the Finch West LRT route located north of the site. To address compatibility and noise concerns for the proposal, the applicant submitted a Land Use Compatibility Assessment prepared by WSP, dated December 15, 2020 and Addendum dated April 7, 2025; an Environmental Noise Feasibility Study prepared by Valcoustics, dated December 10, 2020, and Addendums dated April 15, 2021 and February 7, 2025; and a Railway Safety Report prepared by Stantec, dated February 28, 2022, and Addendum dated March 24, 2025. With regard to the airport, City staff circulated the application and relevant studies to the Greater Toronto Airport Authority (GTAA) for their review and comment, and the applicant will be required to complete the GTAA's formal Airport Land Use Review and permitting process at Site Plan Control stage, prior to the commencement of any new construction activities on the site.

Additionally, the Compatibility and Noise Assessments are currently being peer reviewed by a third-party consultant retained by the City at the owner's expense to ensure that appropriate mitigation measures, to be secured through the Site Plan Control approval process, are determined. While the peer process is currently underway, a condition has been placed on the approval of this proposal to ensure that the peer reviews are fully completed prior to introducing the Bill to City Council for enactment of the Zoning By-law Amendment

Toronto Green Standard

The applicant is required to meet Tier 1 of the TGS in force at the time of a complete application for Site Plan Control. The applicant is encouraged to achieve Tier 2 or

higher to advance the City's objectives for resilience and to achieve net-zero emissions by 2040 or sooner.

Community Services and Facilities

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, liveable, and accessible communities. Community services and facilities are the building blocks of our neighbourhoods, foundational to creating complete communities and include matters such as recreation, libraries, childcare, schools, public health, and human and cultural services. Providing for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

Emery Village already has building blocks in place that are necessary to achieve a complete community, including large-scale public infrastructure investment with the Finch West LRT, Lindylou Park, Habitat Arena, and Emery Collegiate and Adult Learning Centre which includes a daycare, pool, and outdoor track facilities. The current development application will generate a Community Benefits Charge of 4% of the appraised value (assessed prior to building permit issuance) for the City's use in the development of new and upgraded amenities and facilities in the area.

CONTACT

Lisa Hosale, Senior Planner, Community Planning
Tel. No.: 416-396-5793
E-mail: Lisa.Hosale@toronto.ca

SIGNATURE

Alex Teixeira, MCIP, RPP
Director, Community Planning
Etobicoke York District

ATTACHMENTS

City of Toronto Information/Drawings

- Attachment 1: Application Data Sheet
- Attachment 2: Location Map
- Attachment 3: Official Plan Land Use Map
- Attachment 4: Emery Village Secondary Plan Map
- Attachment 5: Existing Zoning By-law Map
- Attachment 6: Draft Official Plan Amendment
- Attachment 7: Draft Zoning By-law Amendment

Applicant Submitted Drawings

Attachment 8: Site Plan
Attachment 9a: North Elevation
Attachment 9b: South Elevation
Attachment 9c: East Elevation
Attachment 9d: West Elevation
Attachment 10a: 3D Massing Model (Looking Northwest)
Attachment 10b: 3D Massing Model (Looking Southwest)

Attachment 1: Application Data Sheet

Municipal Address: 2345 Finch Avenue West & 3415-3499 Weston Road

Date Received: December 18, 2020

Application Number: 20 230600 WET 07 OZ

Application Type: OPA & Rezoning

Project Description: Proposal for Official Plan and Zoning By-law amendments to permit five new mixed use buildings ranging in height from 25-storeys to 48-storeys, with a total of 2,118 residential units, 3,776 square metres of non-residential GFA, and a new public park and POPS on a currently vacant site located at 2345 Finch Avenue West and 3415-3499 Weston Road. Two new private streets that terminate in roundabouts will provide access to the site from Finch Avenue West and Zappacosta Drive.

Applicant

Anna Wynveen,
Bousfields, Inc.

Agent

Bousfields, Inc.

Architect

Arcadis Architects,
Inc.

Owner

Medallion Realty
Holdings

Existing Planning Controls

Official Plan Designation: Mixed Use Areas & Emery Village Secondary Plan

Zoning: Mixed Use
Commercial C5

Site Plan Control Area: Yes

Project Information

Site Area (sq m): 24,281 Frontage (m): 109 Depth (m): 224

Building Data

Proposed Total

Residential GFA (sq m): 156,795

Non-Residential GFA (sq m): 3,776

Total GFA (sq m): 160,571

Maximum Height - Storeys: 48

Maximum Height - Metres: 138 excluding MPH

Lot Coverage Ratio
(%): 40

Floor Space
Index: 6.46 (gross)

Floor Area Breakdown Above Grade (sq m)

Residential GFA: 156,796

Retail GFA: 3,776

**Residential Units
by Tenure Proposed
Total**

Rental Units: 2,118

Total Residential Units by Size

	Bachelor	1 Bedroom	2 Bedroom	3+ Bedroom
Proposed				
Total:	32	1,103	771	212

Parking and Loading

Parking 1,258 Bike Parking Spaces: 1640 Loading Docks: 9
Spaces:

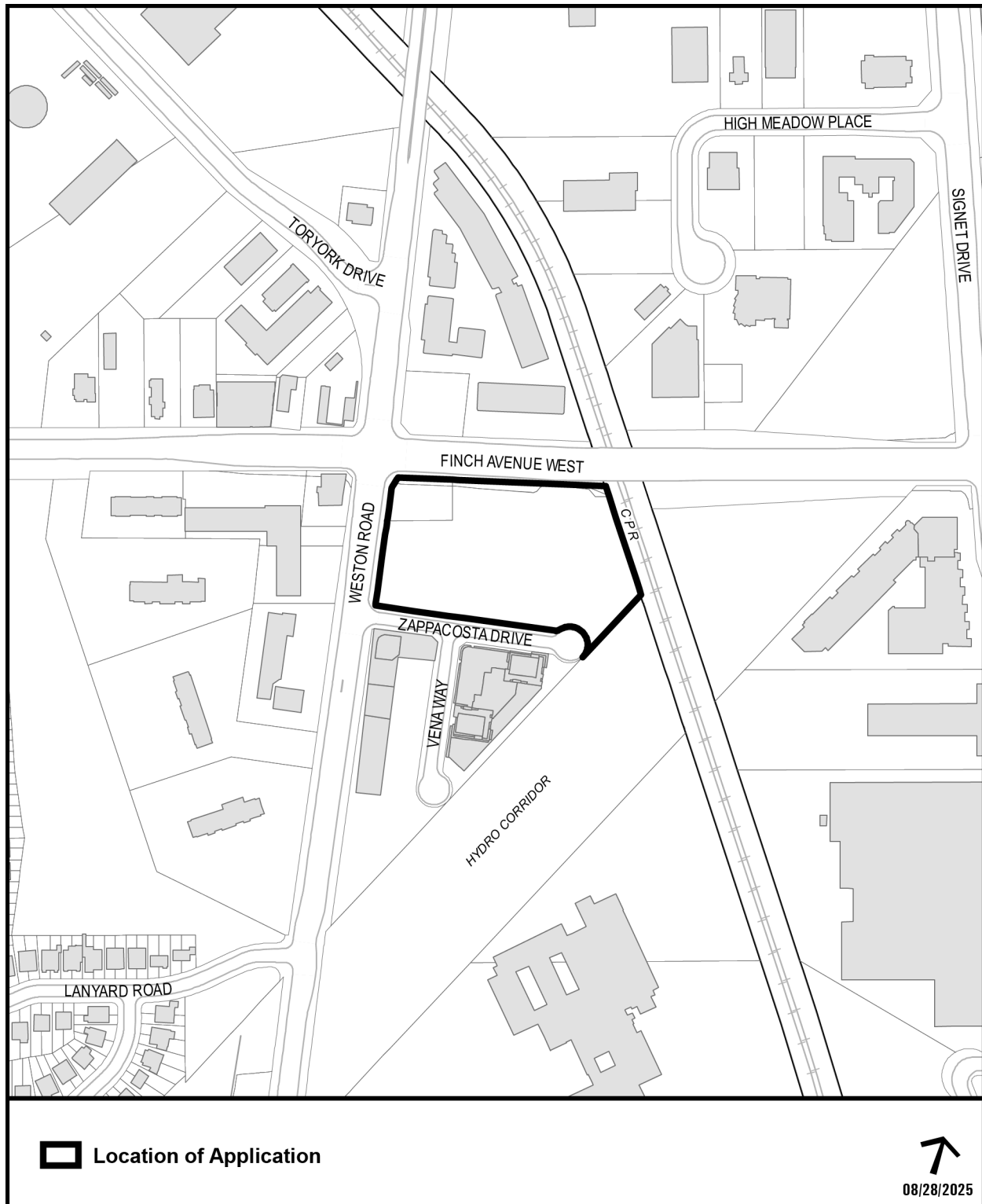
Contact:

Lisa Hosale, Senior Planner

416-396-5793

Lisa.Hosale@toronto.ca

Attachment 2: Location Map



Attachment 3: Official Plan Land Use Map



Official Plan Land Use Map #13

2345 Finch Avenue West and 3415 Weston Road

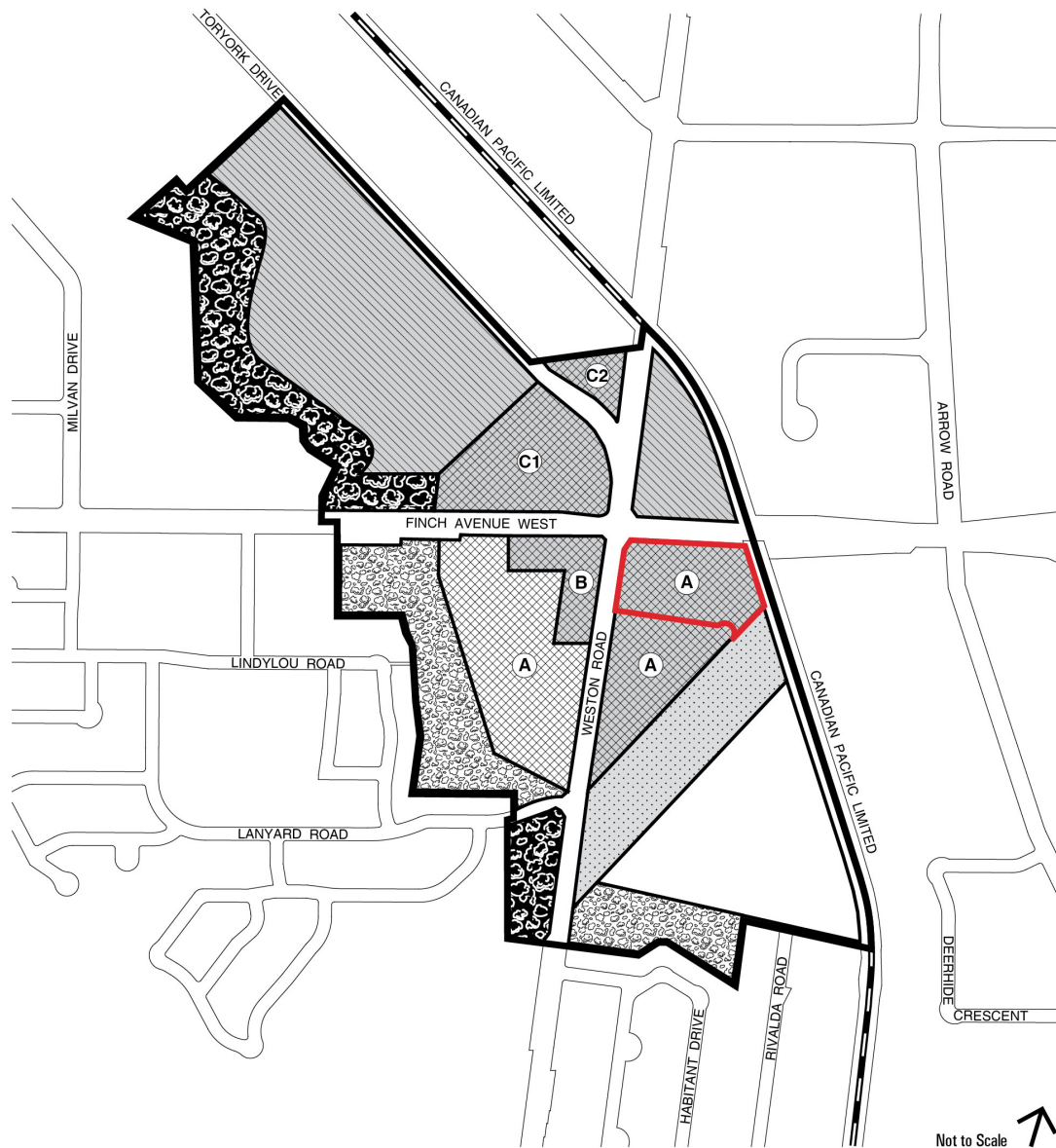
File # 20 230600 WET 07 02

Location of Application	Natural Areas	Utility Corridors
Neighbourhoods	Parks	
Apartment Neighbourhoods	General Employment Areas	
Mixed Use Areas	Core Employment Areas	



Not to Scale
Extracted: 08/28/2025

Attachment 4: Emery Village Secondary Plan Map



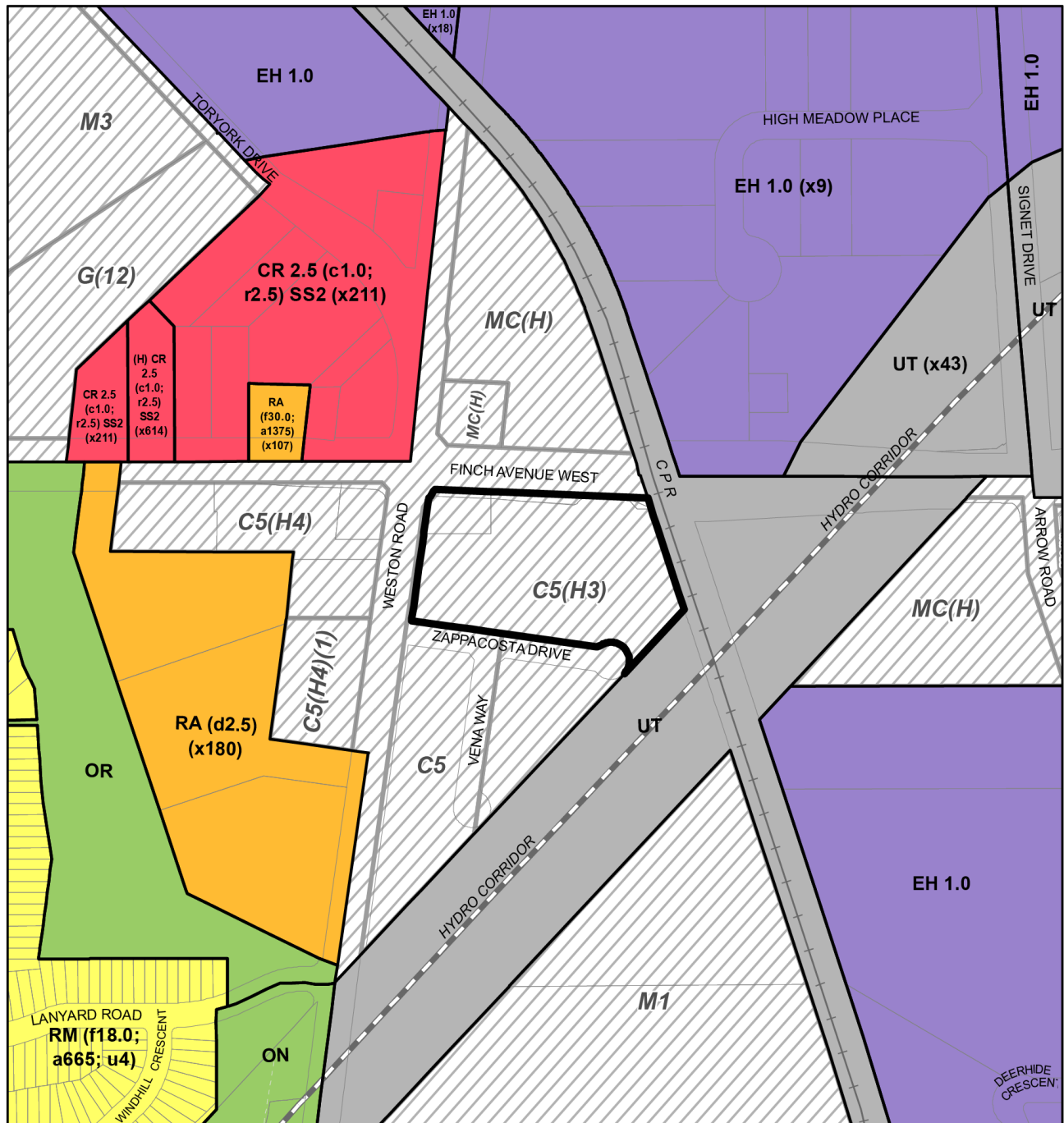
Emery Village Secondary Plan

MAP 26-1 Land Use Areas

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

June 2006

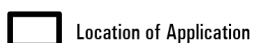
Attachment 5: Existing Zoning By-law Map



Zoning By-law 569-2013

2345 Finch Avenue West and 3415 Weston Road

File # 20 230600 WET 07 0Z



Location of Application

RM Residential Multiple

RA Residential Apartment

CR Commercial Residential

EH Employment Heavy Industrial

ON Open Space Natural

OR Open Space Recreation

UT Utility and Transportation



See Former City of North York By-law No. 7625

C5 Mixed Use Commercial Zone

M1 Industrial Zone One

M3 Industrial Zone Three

MC Industrial-Commercial Zone

G Greenbelt Zone

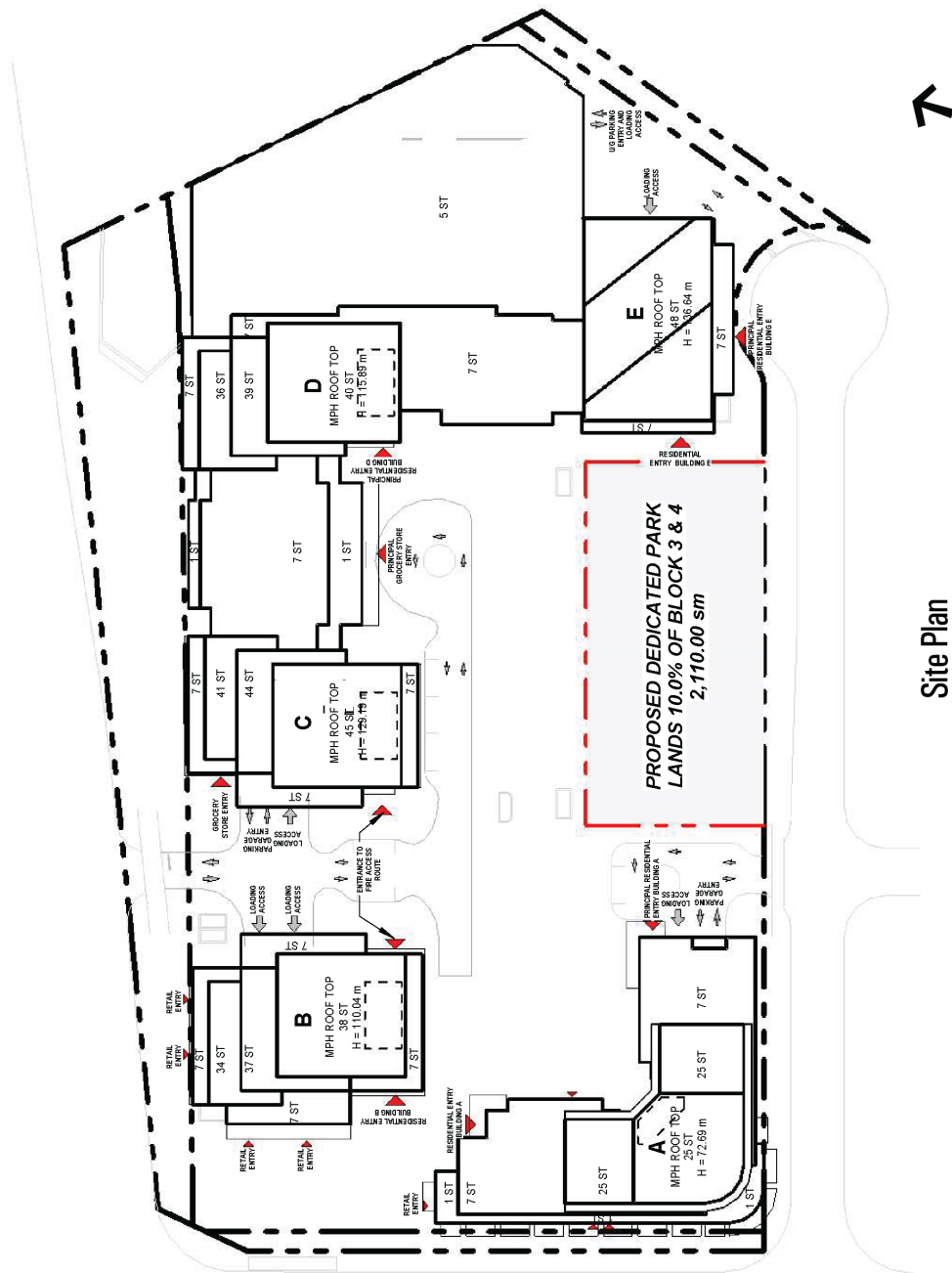


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Extracted: 08/28/2025

Attachment 6: Draft Official Plan Amendment

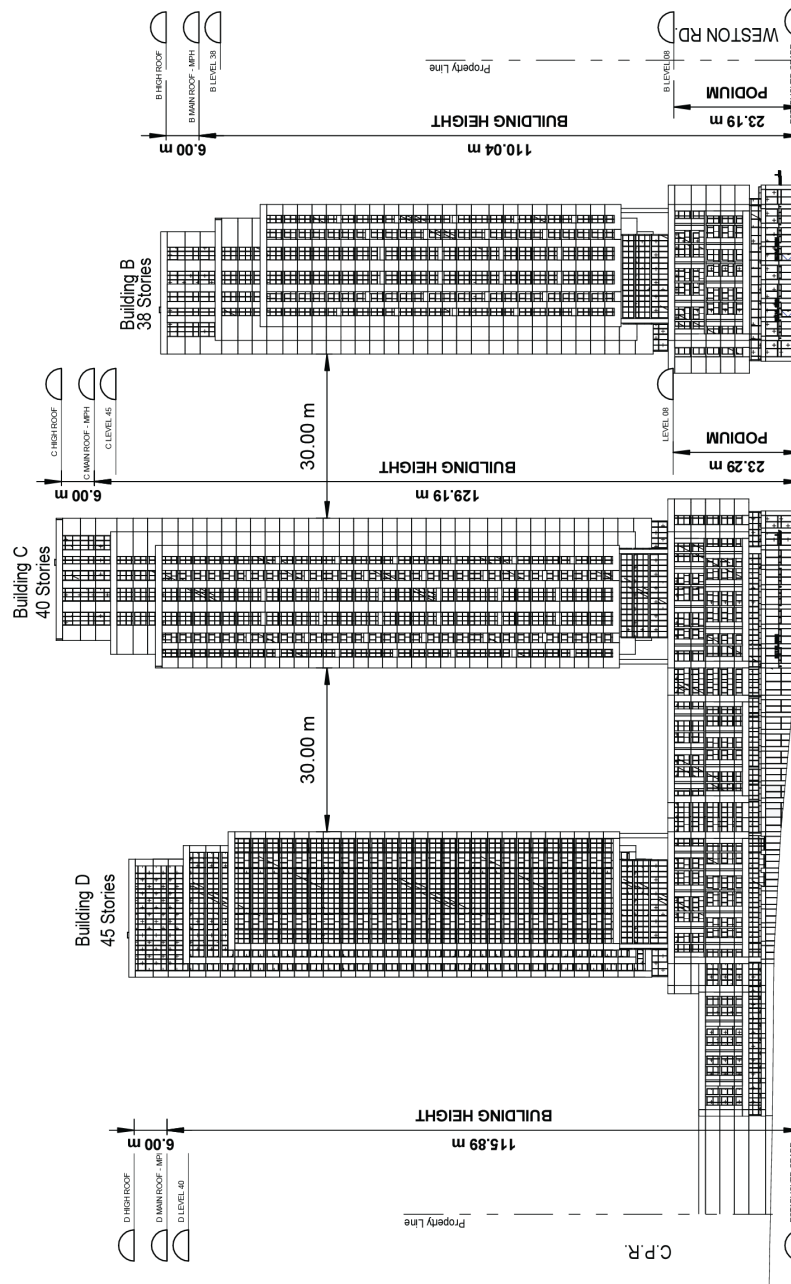
Attachment 7: Draft Zoning By-law Amendment

Attachment 8: Site Plan



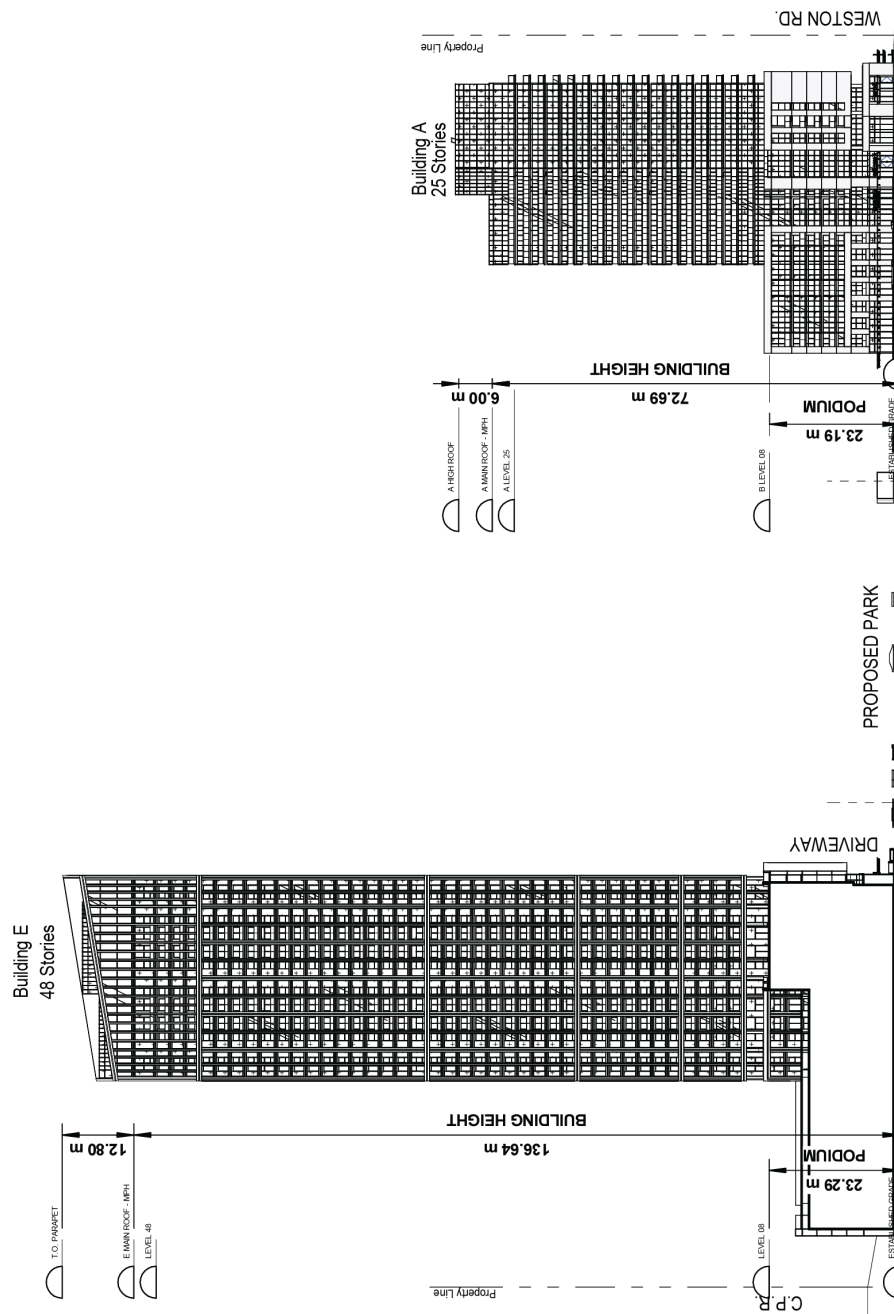
Site Plan

Attachment 9a: North Elevations



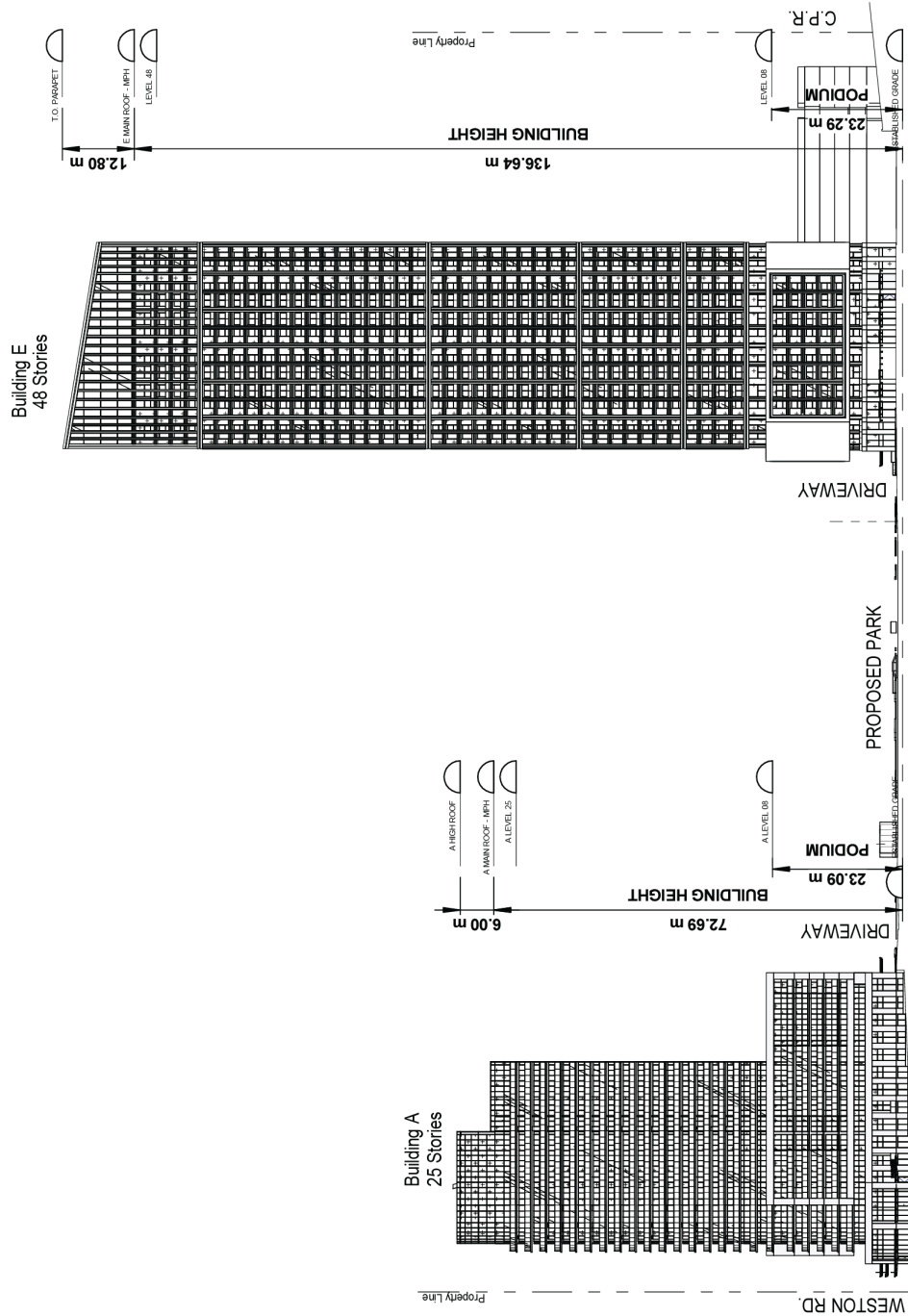
North Elevation - B, C, & D

Attachment 9a: North Elevations



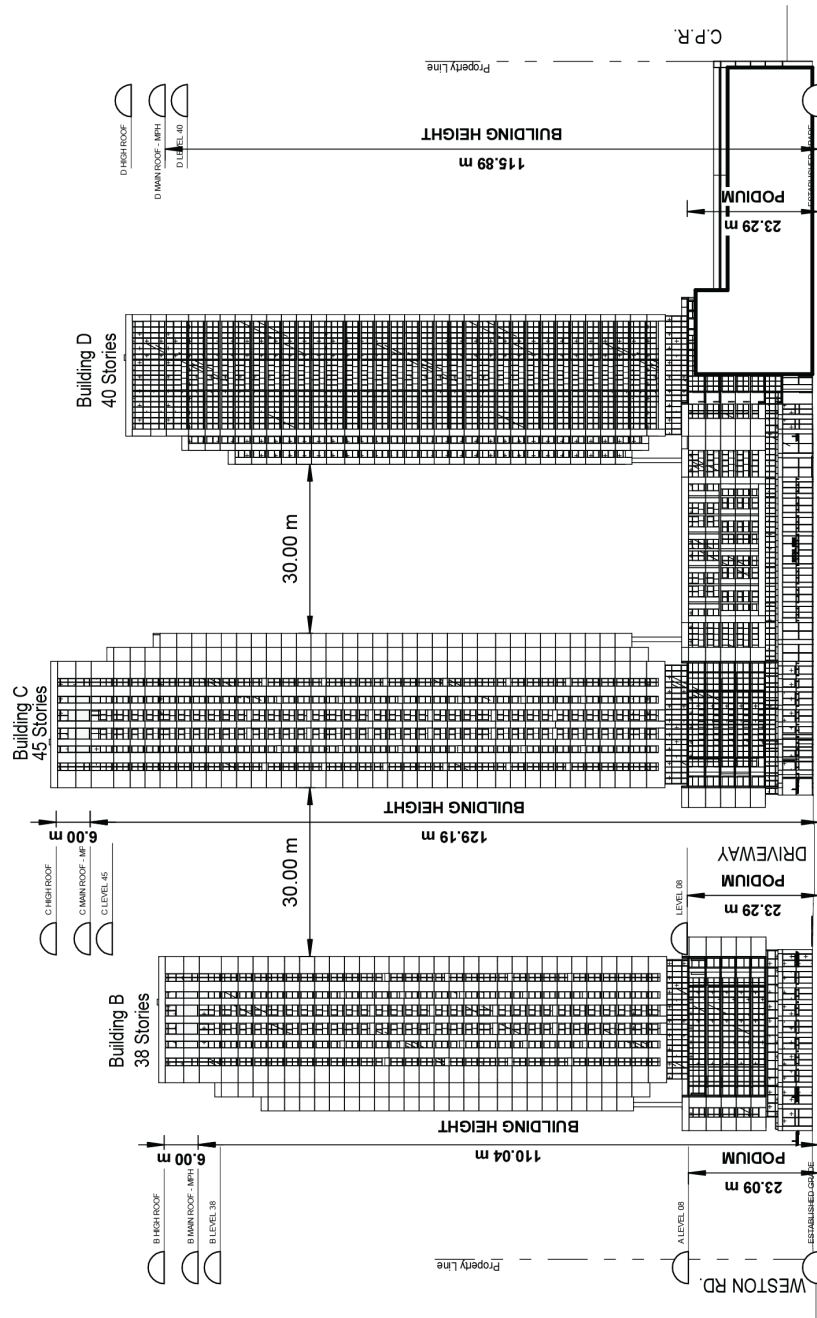
North Elevation - Buildings E & A

Attachment 9b: South Elevations



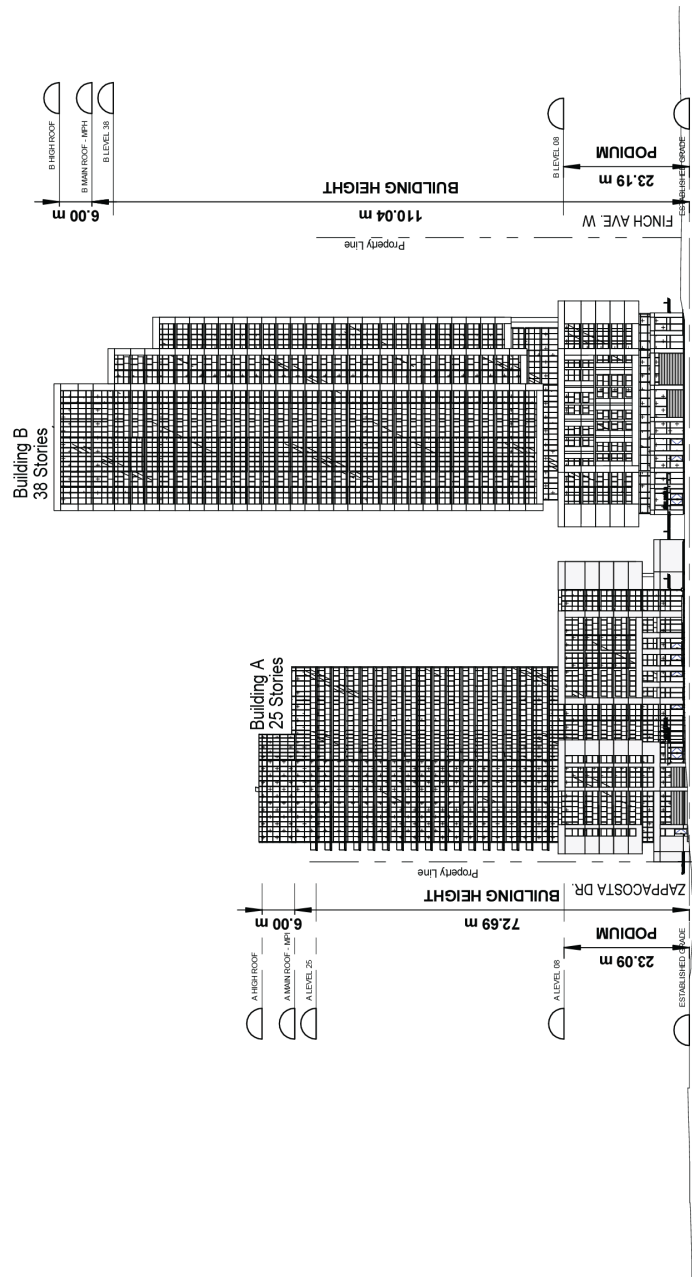
South Elevation - Buildings A & E

Attachment 9b: South Elevations



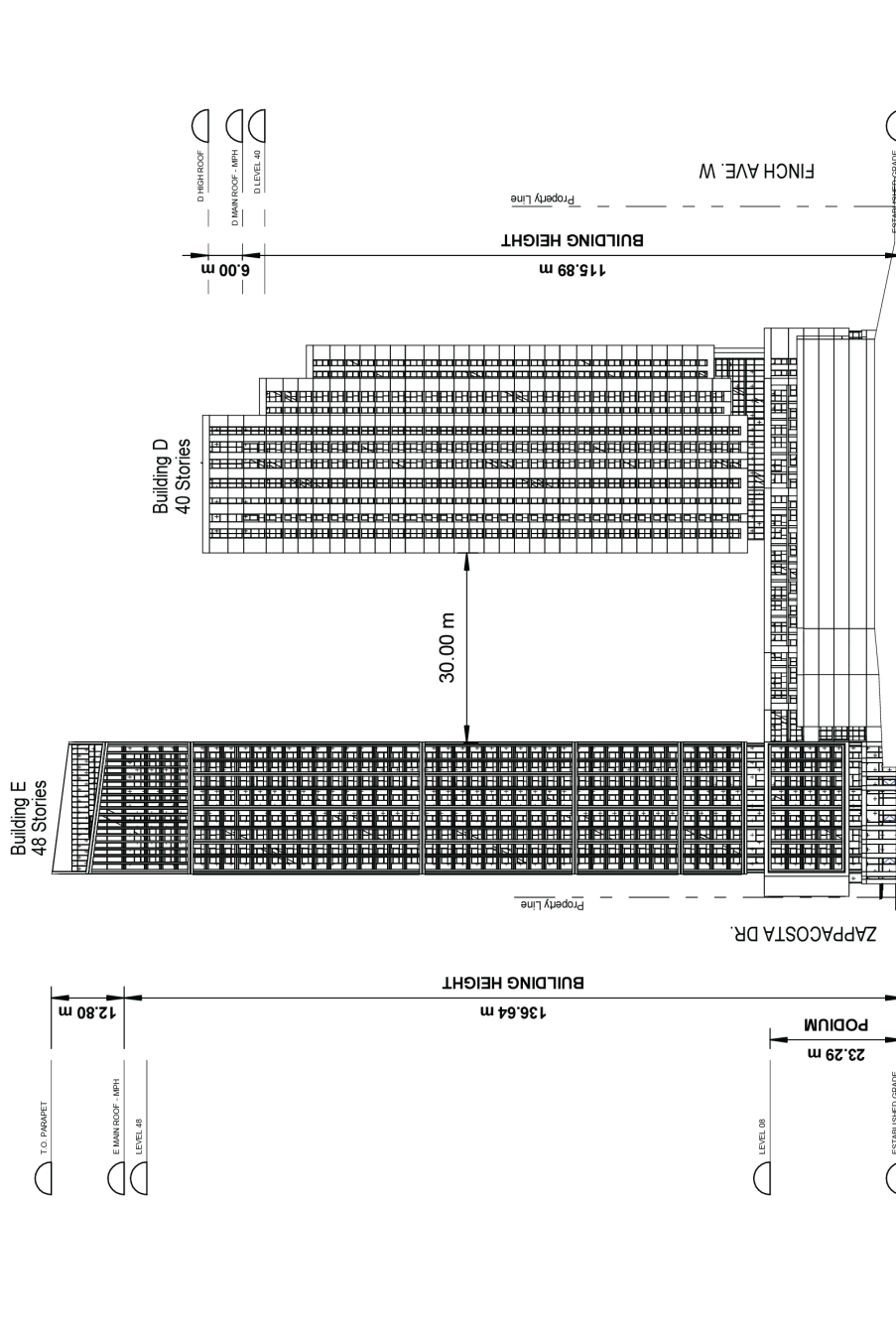
South Elevation - Buildings B, C, & D

Attachment 9c: East Elevations

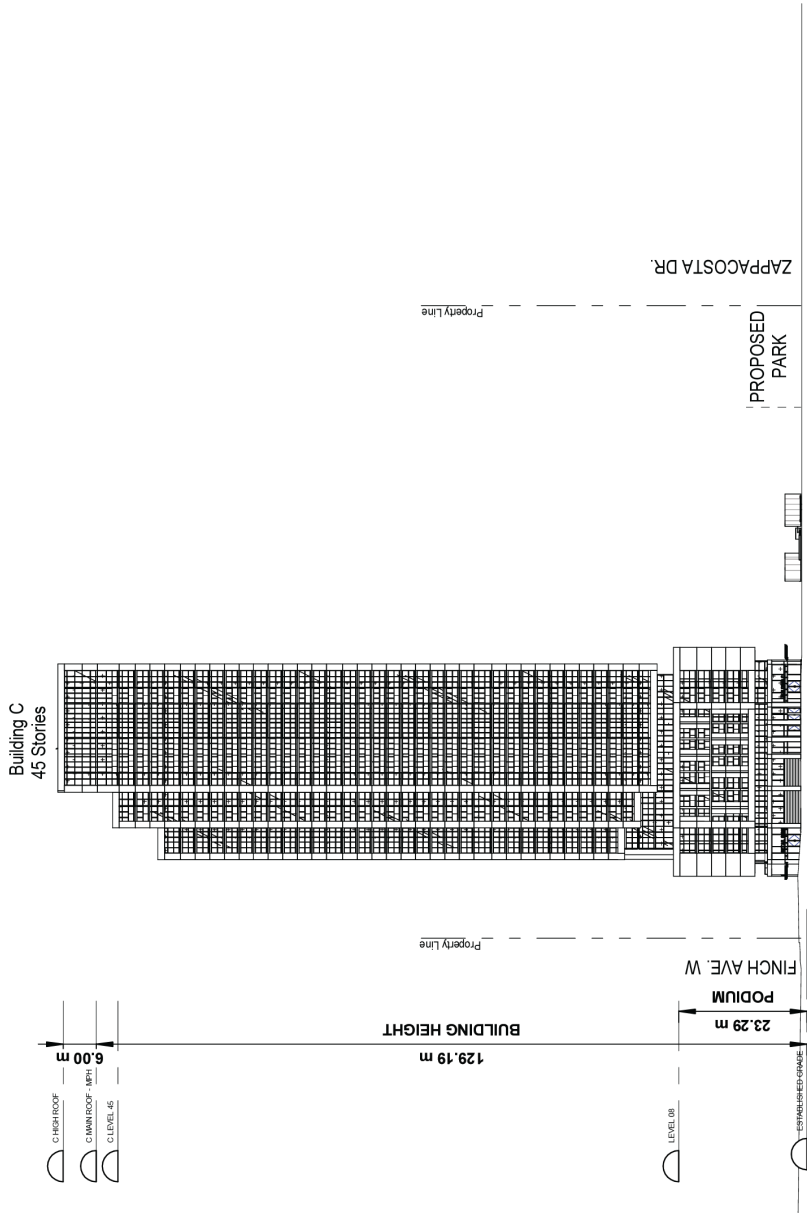


East Elevation - Buildings A & B

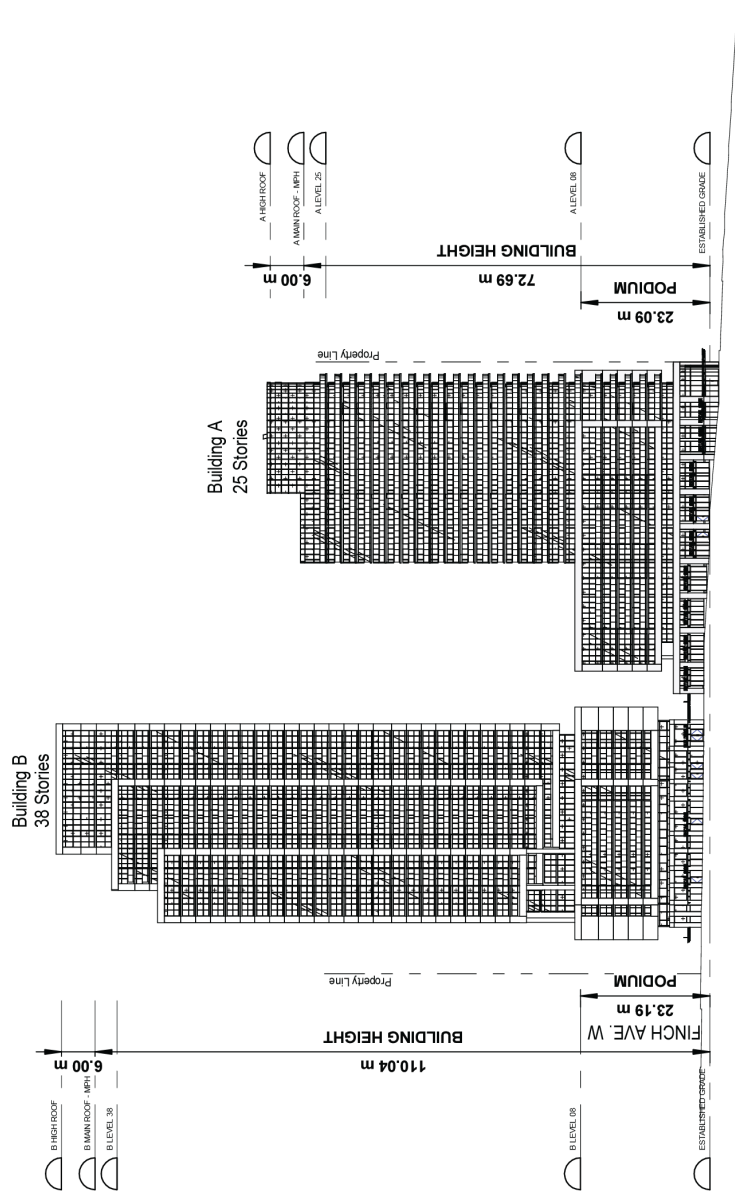
Attachment 9c: East Elevations



East Elevation - Buildings E & D

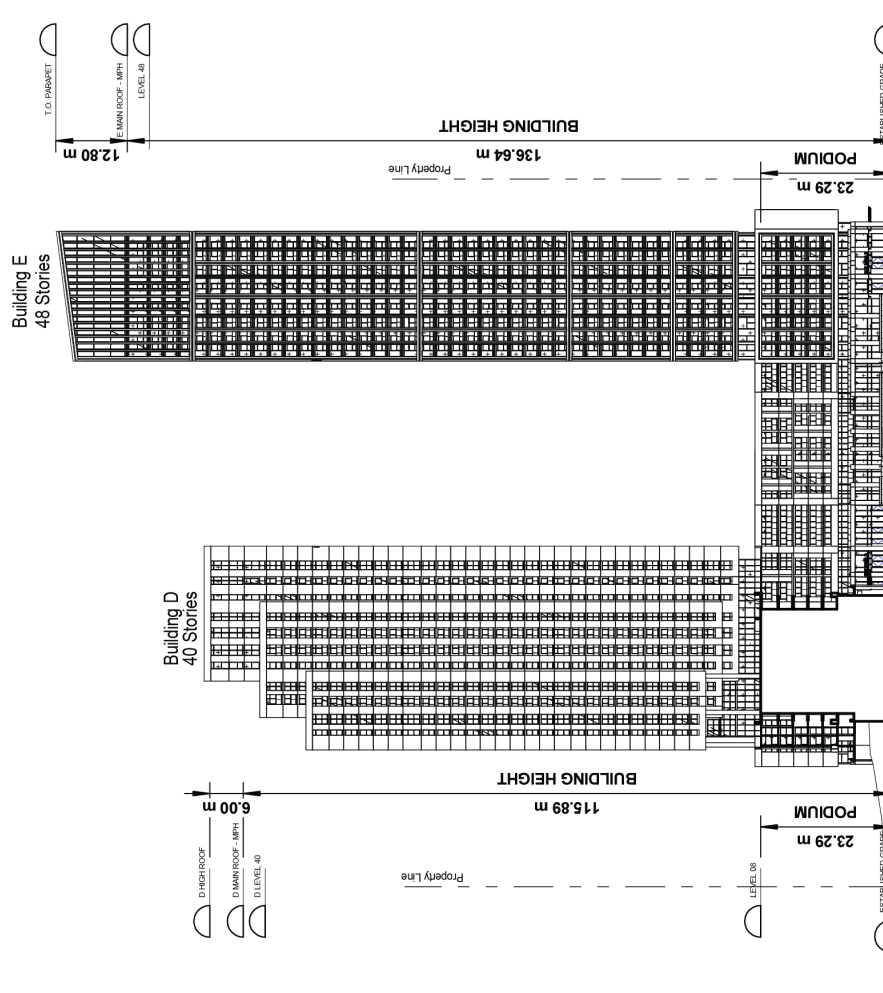


West Elevation - Building C



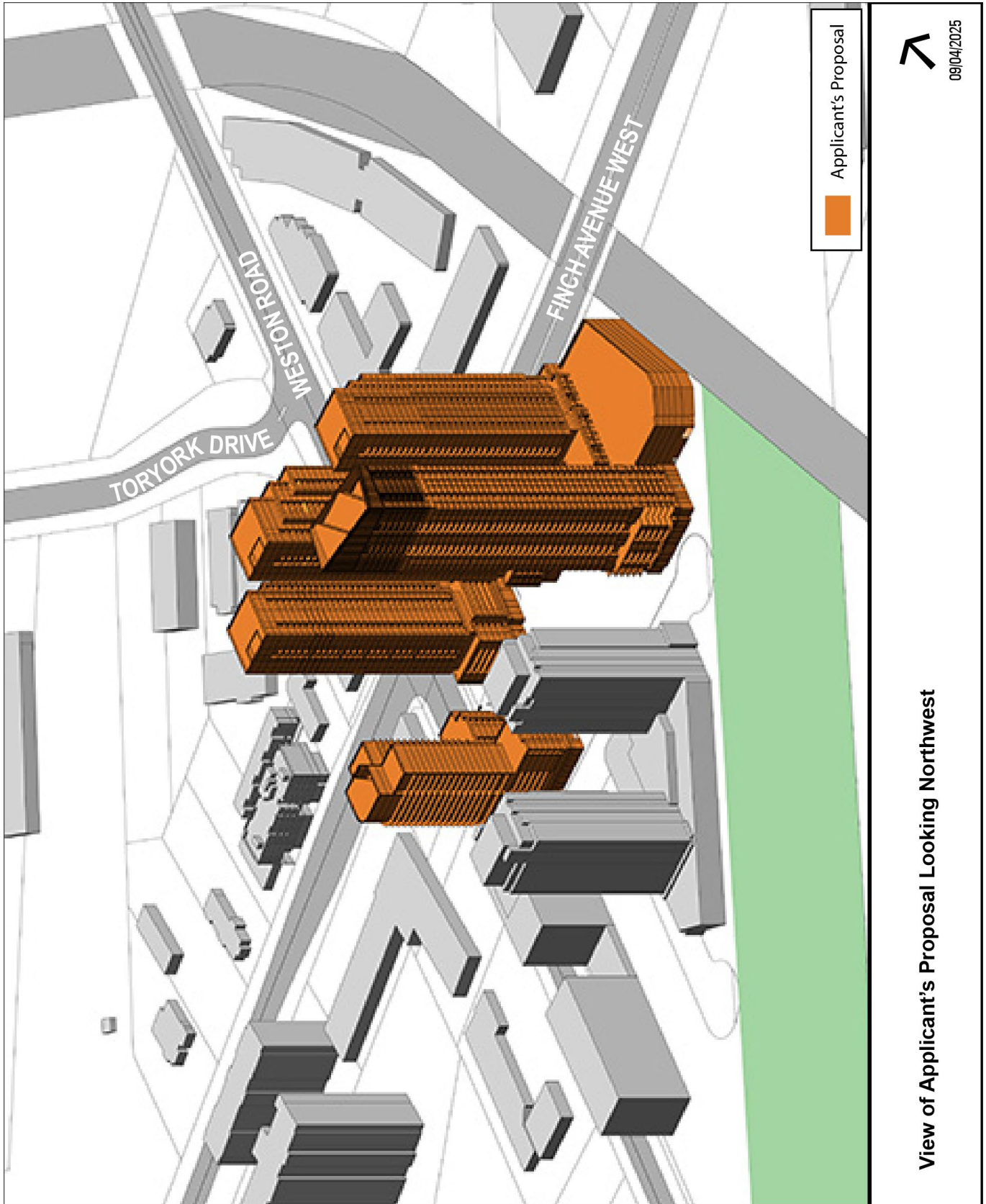
West Elevation - Buildings B & A

Attachment 9d: West Elevations



West Elevation - Buildings D & E

Attachment 10a: 3D Massing Model (Looking Northwest)



Attachment 10b: 3D Massing Model (Looking Southwest)

