

## **26. EMERY VILLAGE SECONDARY PLAN**

### **1. INTERPRETATION**

1.1 The lands affected by the Emery Village Secondary Plan are shown on Map 26-1.

### **2. GOAL AND OBJECTIVES**

#### **2.1 Goal**

The Emery Village Secondary Plan will provide a framework for development that 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.

#### **2.2 Objectives**

The objectives of the Emery Village Secondary Plan are to:

- (a) reurbanize the Emery Village community by facilitating new mixed use development on an incremental basis consistent with the capacity of existing or planned infrastructure;
- (b) create a balance of high quality commercial, residential, institutional and open space uses that reduces automobile dependency and meets the needs of the local community;
- (c) locate and mass new buildings to emphasize the intersection of Finch Avenue and Weston Road, and to provide transitions between areas of different development intensity and scale;
- (d) enhance and extend the existing open space network;
- (e) provide a connected, attractive, safe and comfortable system of pedestrian and bicycle routes;
- (f) encourage streetscape improvements to create an attractive pedestrian environment; and
- (g) develop a system of new roads which are intended to service new development, to provide alternate routes to the Finch/Weston intersection, to create new development parcels and to provide access to an enhanced open space network.

### **3. LAND USE, HEIGHT AND DENSITY**

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

Land use designations are shown on Map 26-1. Development of those lands designated *Mixed Use Areas* and *Apartment Neighbourhoods* will be in accordance with the policies for land use, height and density as set out in this Secondary Plan for the northwest, southwest and southeast quadrants.

### 3.1 *Mixed Use Area 'A': Southeast Quadrant*

#### 3.1.1 Permitted Uses

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

#### 3.1.2 Height and Density

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

A maximum density of 2.5 times the lot area is permitted, exclusive of any incentives discussed in Section 3.5.

### 3.2 *Mixed Use Area 'B': Southwest Quadrant*

#### 3.2.1 Permitted Uses

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

#### 3.2.2 Height and Density

Building heights will generally range from 8 storeys up to 12 storeys at the intersection of Finch Avenue and Weston Road and a maximum density of 2.5 times the lot area is permitted, exclusive of any incentives discussed in Section 3.5.

### 3.3 *Apartment Neighbourhood 'A': Southwest Quadrant*

In *Apartment Neighbourhood 'A'* new buildings will generally range from 3 to 6 storeys in height and a maximum density of 2.5 times the lot area is permitted, exclusive of any incentives discussed in Section 3.5.

### 3.4 *Mixed Use Area 'C': Northwest Quadrant*

#### 3.4.1 Permitted Uses

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

#### 3.4.2 Height and Density

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

A maximum density of 2.5 times the lot area is permitted, exclusive of any incentives discussed in Section 3.5.

Subject to the Density and Height Incentives policies of Section 3.5 of this Plan being fulfilled: in *Mixed Use Area 'C1'* on Map 26-1, building heights will generally range from 2 to 18 storeys in height and in *Mixed Use Area 'C2'* on Map 26-1, heights will generally range from 2 to 10 storeys in height. A maximum density of 2.97 times the lot area will be permitted on the lands located in *Mixed Use Areas 'C1'* and *'C2'* on Map 26-1.

### 3.5 Density and Height Incentives

- (a) Figure 3.5 shows density incentives for the provision of community benefits in the form of specific uses and facilities on lands designated *Mixed Use Areas* and *Apartment Neighbourhoods*. The gross floor area of such facilities are exempted from the calculation of densities to the extent provided in Figure 3.5, to a maximum development density of 3.0 times the lot area and a maximum height of 18 storeys. The provision and maintenance of such facilities will be secured by appropriate legal agreements, which may include agreements pursuant to Section 37 of the *Planning Act*.
- (b) The following community benefits, in the form of capital facilities and/or cash contributions toward specific capital facilities, which have not otherwise qualified for a density incentive identified in Figure 3.5, may be secured through legal agreements pursuant to Section 37 of the *Planning Act*:
  - (i) heritage conservation;
  - (ii) preservation of existing rental housing or rental housing to replace demolished rental housing;
  - (iii) new social facilities including, but not limited to, daycare, drop-in counselling or crisis centres, libraries, museums, art galleries and cultural heritage centres;
  - (iv) local parks improvements including Lindylou Park;
  - (v) provision of public recreational centres or facilities;
  - (vi) public access to the Emery Creek ravine lands;
  - (vii) pedestrian and cycling connections;
  - (viii) streetscape improvements on Weston Road and Finch Avenue not abutting the site;
  - (ix) significant landscape features or focal points at the intersection of Finch Avenue and Weston Road; and
  - (x) transportation related improvements not required to support development.

<b>Figure 3.5 Incentives</b>	
<b>COMMUNITY BENEFIT</b>	<b>INCENTIVE</b>
<p><b>Private Recreational Use Accessory to a Residential Use</b></p> <ul style="list-style-type: none"> <li>• must be located in a residential development</li> <li>• must not be a commercial for-profit enterprise</li> </ul>	<p>The gross floor area of private recreational uses, in excess of the requirement of the Zoning By-law for the lands for each of indoor and outdoor recreational amenity area per dwelling unit, is exempted from the calculation of gross floor area to a maximum of 1.5 square metres per dwelling unit.</p>
<p><b>Provision of a Public Recreational Centre</b></p> <ul style="list-style-type: none"> <li>• to be owned by the City</li> <li>• will be constructed and equipped to Council's satisfaction</li> </ul>	<p>The gross floor area of the public recreational centre is exempted from the calculation of gross floor area and up to 4 times the gross floor area of the public recreational centre is available as an incentive.</p>
<p><b>Provision of Social Facility</b></p> <ul style="list-style-type: none"> <li>• such as but not limited to child-, elder-, or co-generational daycare, drop-in counselling or crisis centre, including but not limited to, Doorsteps Neighbourhood Services and Youth Clinical Services etc.</li> <li>• does not include institutions that are predominately office or residential uses</li> <li>• premises will be designed and furnished to enable operation of the social facility in compliance with relevant legislation and regulations, and will be of sufficient size and condition to enable its efficient operation</li> <li>• will be located close to grade and easily accessible to the public</li> <li>• may include the retention or relocation of existing social facilities</li> <li>• secured through an appropriate legal agreement pursuant to Section 37 of the <i>Planning Act</i></li> </ul>	<p>The gross floor area of the new social facility is exempted from the calculation of gross floor area and up to 4 times the gross floor area of the social facility is available as an incentive.</p>
<p><b>Provision of a Museum, Art Gallery and Cultural Heritage Centre</b></p> <ul style="list-style-type: none"> <li>• must not be a commercial for-profit enterprise</li> </ul>	<p>The gross floor area of a museum, art gallery or cultural heritage centre is exempted from the calculation of gross floor area.</p>

#### **4. STRUCTURE, FORM AND PHYSICAL AMENITY**

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

##### **4.1 Structure**

4.1.1 The urban design policies contained in this section are intended to provide a framework for

redevelopment, to promote a high quality built form and a safe, comfortable and attractive public realm generally in the form shown on Map 26-2 – Structure Plan.

- 4.1.2 Development will be focused at the intersection of Finch Avenue and Weston Road. New roads will divide existing blocks into smaller development sites, providing access, address, pedestrian and vehicular connections and frontage for parks and open spaces.

#### 4.2 Built Form Principles

New development will incorporate the following principles:

- (a) buildings will define and form edges along streets, parks and open spaces and public squares. If located on a corner site, buildings should be located to define both adjacent streets and to give prominence to the corner;
- (b) buildings should be sited and organized at-grade to enhance and support streets, open spaces and pedestrian routes. Grade-related retail and service commercial uses, street oriented residential units and entrance lobbies are encouraged in these building faces to provide for safe, animated streets and open spaces. Building entrances are to be located on road frontages, visible and accessible from the public or common use sidewalk;
- (c) landscaping, public art and architectural features are intended to add visual interest and are encouraged at locations identified as a Gateway Feature on Map 26-2 – Structure Plan. Gateway features located on private lands may be secured through the development process;
- (d) loading and service areas associated with buildings should not face or be located adjacent to parkland or be located adjacent to Finch Avenue or Weston Road. The use of shared lanes, driveways and courts within the block is encouraged. Access from local streets and service lanes is preferred;
- (e) the consolidation of vehicular access points will be encouraged in order to maximize the efficiency of traffic movement and promote a safer pedestrian environment;
- (f) parking structures above grade are discouraged adjacent to Finch Avenue, Weston Road and Toryork Road;
- (g) new underground parking entrances or exits onto Finch Avenue or Weston Road are discouraged. Wherever possible, vehicular access to these structures will be from local roads and preferably at the side or rear of buildings fronting onto Finch Avenue or Weston Road;
- (h) surface parking is discouraged in any front or side yard adjacent to Finch Avenue, Weston Road and Toryork Road;
- (i) parking facilities and spaces will, wherever possible, be provided underground or within a structure. Surface parking will be limited in order to maximize the extent of landscaped open space;
- (j) buildings should be massed to provide adequate street and open space definition, to define urban spaces with good proportion and to provide access to sunlight and sky views; and

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

#### 4.3 Physical Amenity

- 4.3.1 Streetscape improvements that promote a healthy and vibrant pedestrian environment are encouraged in the public rights-of-way and adjacent privately owned lands. Co-ordinated 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.
- 4.3.2 A co-ordinated series of landscaped open spaces should be provided at the intersection of Finch Avenue and Weston Road in order to establish a visual focal point and public amenity space. Special corner treatments may include public art or other community amenities.
- 4.3.3 The setback for new buildings along Finch Avenue, Weston Road and Toryork Road will be sufficient to accommodate streetscape initiatives of the City.
- 4.3.4 The reduction of the effect of wind on pedestrian areas through building design and the provision of remedial elements, such as landscaping, screens, sheltered walkways and canopies is encouraged.
- 4.3.5 Landscaping should be carefully integrated with on-site surface parking. On-site parking should be arranged so that it does not impede pedestrian movement within or between developments.
- 4.3.6 All utilities and associated works will, wherever possible, be located underground.

### 5. **COMMUNITY IMPROVEMENT**

- 5.1 The Finch/Weston area is a Community Improvement Project Area. A Community Improvement Plan may be prepared which will identify improvements to public spaces. Sections 37 and 45 of the *Planning Act* will be used to assist in the implementation of the Community Improvement Plan.
- 5.2 The establishment of a Business Improvement Area will be encouraged by Council and will provide technical assistance in studying the feasibility and implementing selected community improvement initiatives.

### 6. **COMMUNITY SERVICES AND FACILITIES**

- 6.1 The need for additional community facilities to serve the residents and employees of the area will be regularly monitored. The monitoring process may include a community services and facilities study to address the potential need for these facilities and services.
- 6.2 The use of Section 37 of the *Planning Act* to assist in the delivery of community services and facilities will be encouraged.

## **7. PUBLIC ART**

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

## **8. PARKS AND OPEN SPACE**

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

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

## **9. TRANSPORTATION**

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

The network is shown on Map 26-2, Structure Plan.

- 9.2 The schematic layout of new roads as shown on Map 26-2, Structure Plan is intended to:

- (a) balance vehicular and pedestrian needs;
- (b) create optional routes for traffic and provide alternatives to the Finch-Weston intersection;
- (c) divide large blocks and create new parcels appropriate to the proposed development;
- (d) provide street addresses for new and existing development;

- (e) increase accessibility to parks and open space areas; and
  - (f) protect and plan for improved public transit.
- 9.3 The roads shown schematically on Map 26-2, Structure Plan are as follow:
- (a) a local road linking Toryork Drive and Finch Avenue West;
  - (b) a local road adjacent to Lindylou Park linking Finch Avenue West and Weston Road;
  - (c) an eastward extension(s) from Weston Road through the Ontario Hydro Utility corridor to service the potential commuter/transit station, and a potential extension east of the CP rail corridor to access Highway 400, with a local road connection to the north to serve the adjacent lands; and
  - (d) a potential eastward extension of Rivalda Road to Arrow Road as an alternate route for industrial traffic to access Highway 400.
- 9.4 The preferred location for a potential future commuter/transit station is shown on Map 26-2 – Structure Plan.
- 9.5 Surface parking lots serving the potential future commuter/transit station will be limited in size and parking structures will be encouraged.
- 9.6 Roads and buildings will be designed and sited to accommodate transit vehicles and facilitate transit use. Transit shelter stops and facilities will be provided with direct connections to the pedestrian network in order to encourage the use of public transit.
- 9.7 Developments which exceed 5,000 square metres in gross floor area will be required to provide a Transportation Impact Study and transportation certification prepared by a qualified transportation consultant stating that the development meets the following criteria:
- (i) the site layout provides adequately for the movement needs of pedestrians, automobiles and commercial vehicles without disrupting bordering streets and properties;
  - (ii) the development will not increase local residential road traffic so significantly as to produce appreciable new hazards, noise dust and fumes for nearby residential communities;
  - (iii) the project provides sufficient parking, while still encouraging the use of public transit, walking and cycling as alternatives to automobile use; and
  - (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.
- 9.8 Proponents of major office and employment uses will be encouraged to develop and implement appropriate travel demand management strategies to reduce peak period automobile trips and facilitate non-auto modes of travel such as transit, walking and cycling. In addition, measures to support transit use such as reduced parking standards and/or shared parking for development may be considered where supported by a report prepared by a qualified transportation consultant to the satisfaction of the City.



- 9.9 Pedestrian amenities, pedestrian bridges, off-peak parking and cycling routes may be considered within the planned right-of-way of Finch Avenue, Weston Road and Toryork Road.
- 9.10 A new off-road bike route within the Ontario Hydro Utility Corridor, in accordance with the City of Toronto Bike Plan, is to be developed as shown generally on Map 26-2, Structure Plan.

## **10. MUNICIPAL SERVICING**

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

## **11. ENVIRONMENT**

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

## 12. IMPLEMENTATION

### 12.1 General

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

- (a) detailed zoning by-laws, Section 36 Holding (H) provision by-laws, Section 37 by-laws, plans of subdivision, part lot control, consents, site plan review and Community Improvement Plans; and
- (b) subdivision agreements, site plan agreements and Section 37 agreements to secure the provision of facilities, services or matters required for the desirable development of the lands or to meet the objectives set out in this Plan.

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

### 12.2 Development Plan

To provide a context for co-ordinated incremental development and assist Council in evaluating the conformity of proposed development with the relevant provisions of this Secondary Plan, the submission of a Development Plan may be required prior to approving development on lands located in the northwest, southeast and southwest quadrants. A Holding (H) provision pursuant to Section 36 of the *Planning Act* may be placed on these lands with the submission of development plans being a condition of removing the Holding (H) provision.

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

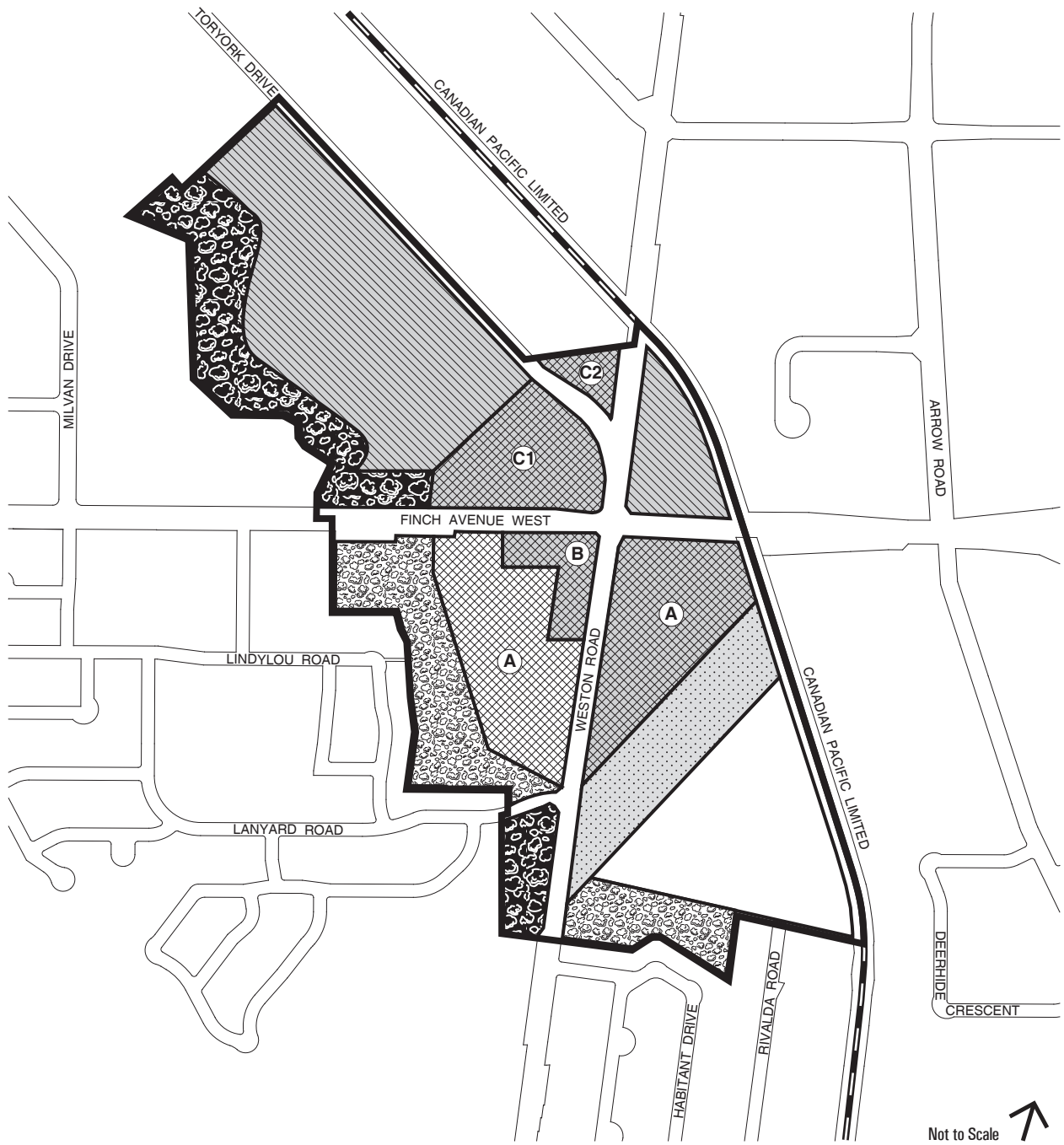
- (i) the proposed massing of buildings, building heights, setbacks and distribution of density;
- (ii) the location, dimensions and character of publicly accessible private open spaces and pedestrian routes, showing their continuity and complementary relationship to adjacent public spaces, pedestrian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

- (vi) possible phasing of development and new infrastructure including roads, parks and opens spaces.
- 12.3 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.
- 12.4 Where a development is proposed in phases, interim uses should be shown on site plans submitted for approval. 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 B-law, in order to reduce the impact of delayed development on surrounding lands and the pedestrian environment.
- 12.5 The City will acquire lands required for new local roads through the development approval process.

**List of Maps**













For the electronic version, please note some of these files may take some time to download.

- Map 26-1 Land Use Areas
- Map 26-2 Structure Plan





Not to Scale 

-  Secondary Plan Boundary
-  Existing and Potential Building Edges
-  Possible Location of Local Roads
-  Possible Road Extensions beyond Secondary Plan Boundary
-  Possible Location of Local Lanes
-  Area for Streetscape Improvement
-  Open Space
-  Significant Corner
-  Potential Pedestrian Connections
-  Gateway Feature
-  Possible Future Commuter/Transit Station
-  Proposed Off-Road Path

Note: The proposed alignment and location of specific projects remains conceptual at this time. These concepts are subject to further review through the applicable environmental assessment process established under the EA Act.