

Authority: Etobicoke York Community Council Item
EY33.11, as adopted by City of Toronto Council on July 19
and 20, 2022

CITY OF TORONTO

Bill 943

BY-LAW -2022

To adopt Amendment 571 to the Official Plan of the City of Toronto respecting the Mount Dennis Secondary Plan lands generally bounded by the Humber River, Clouston Avenue, the CN rail line, Trethewey Drive, Keelesdale Park, Humber Boulevard, Rockcliffe Boulevard, Lambton Avenue, Jane Street and Eglinton Avenue West.

Whereas authority is given to Council under the Planning Act, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

The Council of the City of Toronto enacts:

1. The attached Amendment 571 to the Official Plan is hereby adopted pursuant to the Planning Act, as amended.

Enacted and passed on July , 2022.

Frances Nunziata,
Speaker

John D. Elvidge,
City Clerk

(Seal of the City)

AMENDMENT 571 TO THE OFFICIAL PLAN OF THE CITY OF TORONTO**LANDS GENERALLY BOUNDED BY THE HUMBER RIVER, CLOUSTON AVENUE,
THE CN RAIL LINE, TRETHERWEY DRIVE, KEELESDALE PARK, HUMBER
BOULEVARD, ROCKCLIFFE BOULEVARD, LAMBTON AVENUE, JANE STREET
AND EGLINTON AVENUE WEST**

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

1. Map 2 – Urban Structure, is amended by adding an Avenues overlay along Weston Road in the manner shown on the attached Schedule 1.
2. Map 7A – Identified Views from the Public Realm, is amended by adding new Views as shown on the attached Schedule 2.
3. Map 14 – Land Use Plan, is amended by re-designating lands east and west of Weston Road generally bounded by Jane Street and Humber Boulevard from *Neighbourhoods* and *Apartment Neighbourhoods* to *Mixed Use Areas* and *Parks* as shown on the attached Schedule.
4. Map 17 – Land Use Plan, is amended by re-designating lands east and west of Weston Road and bound by Eglinton Avenue West and Humber Boulevard from *Neighbourhoods* and *Apartment Neighbourhoods* to *Mixed Use Areas*, as shown on the attached Schedule 3.
5. Map 25 – Site and Area Specific Policies, is amended by deleting Site and Area Specific Policies 39, 40 and 42.
6. Map 35 – Secondary Plan Key Map, is amended by adding new Secondary Plan 48, Mount Dennis Secondary Plan, in accordance with the Mount Dennis Secondary Plan boundary shown on the attached Schedule 1.
7. Chapter 6, Secondary Plans, is amended by adding a new secondary plan 48, Mount Dennis Secondary Plan as shown on the attached Schedule 1.
8. Chapter 7, Site and Area Specific Policies, is amended by deleting Site and Area Specific Policies 39, 40 and 42 in their entirety.
9. Chapter 7, Site and Area Specific Policies, is amended by modifying the text of Site and Area Specific Policy 41 to read:
 41. East of Brownville Avenue between Eglinton Avenue and Barr Avenue:
 - a) The lands may be redeveloped independent of the larger neighbouring block to the west, but a comprehensive assembly and development scheme for part or all of these blocks is the objective.

- b) The adjoining section of Brownville Avenue may be closed and included within the comprehensive redevelopment scheme, provided that a substantial portion of both blocks is involved.

- 10. Schedule 2, The Designation of Planned but Unbuilt Roads, is amended by adding the following new road:
- 11. Schedule 4, Description of Views, is amended by adding the following:

A. Prominent and Heritage Buildings, Structures and Landscapes

A32. Mount Dennis Baptist Church

The Mount Dennis Baptist Church with its distinctive north façade and tower can be viewed in entirety looking south from the intersection of Weston Road and Sunnybrae Crescent.

A33. Kodak Building

The upper floors of the former Kodak building can be viewed rising above the rail corridor looking east from the intersection of Eglinton Avenue West and Weston Road and looking west from the intersection of Eglinton Avenue West and Black Creek Drive.

B. Skylines

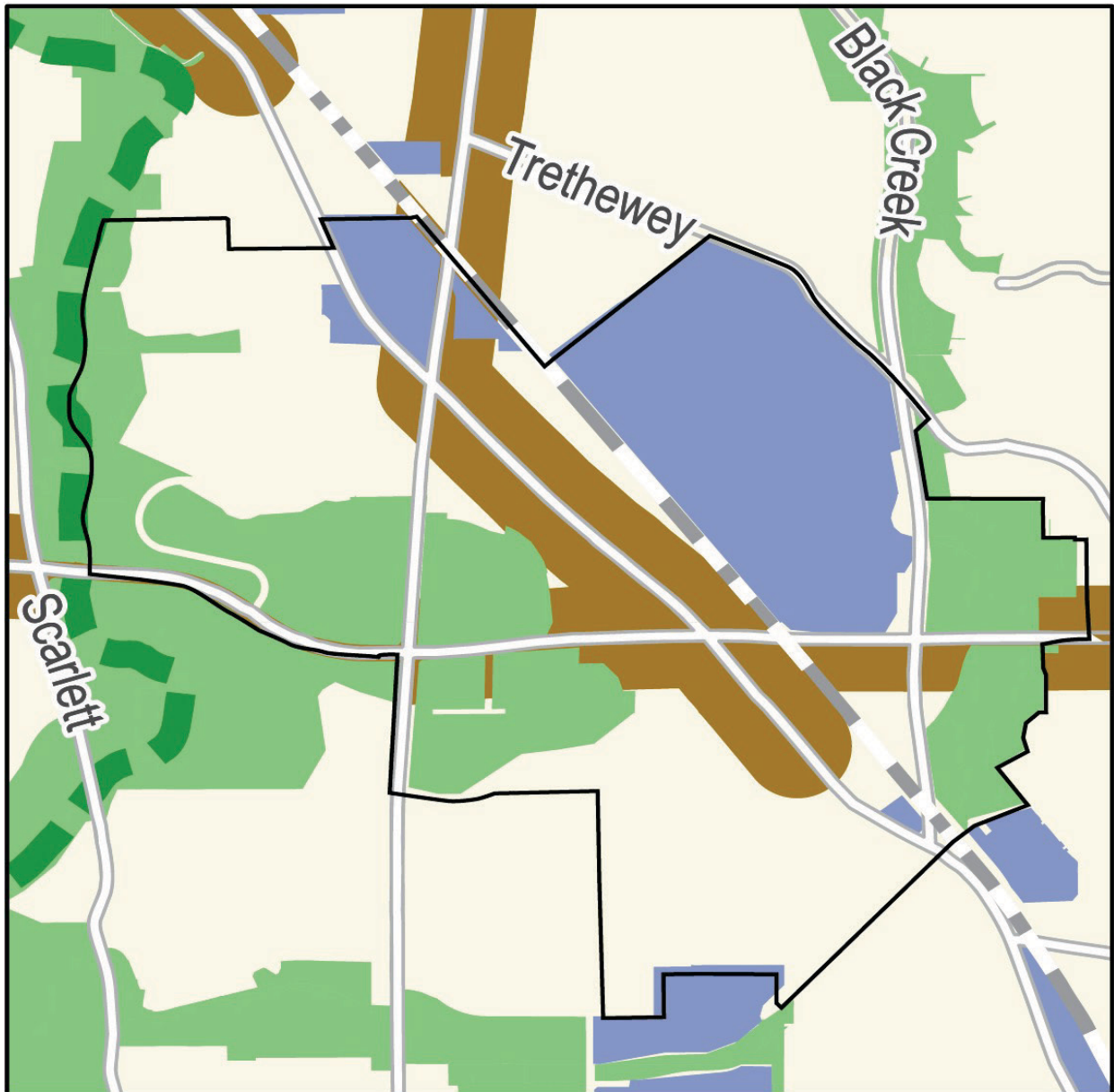
B1 XV. Weston Road at Lambton Avenue – Tall buildings, including the CN Tower, which compose the Downtown/Financial District skyline, can be viewed clearly looking south east from Weston Road at Lambton Avenue.

C. Important Natural Features

C13. Humber River Valley

The Humber River and natural ravine setting can be viewed clearly looking west to both sides of Eglinton Avenue West at Eglinton Flats.

Schedule "iv" to Amendment



Official Plan Amendment #571
Revisions to Map 2 - Urban Structure

Mount Dennis Secondary Plan

File # 18 161660 WET 11 02

-  Mount Dennis Secondary Plan Boundary
-  Avenues
-  Employment Areas
-  Green Space System
-  Greenbelt River Valley Connections



Not to Scale

Schedule "2" to Amendment 571



Official Plan Amendment #571
 Revisions to Map 7A - Identified Views from the Public Realm

Mount Dennis Secondary Plan

File # 18 161660 WET 11 02

-  Mount Dennis Secondary Plan Boundary
-  Prominent and Heritage Buildings, Structures and Landscapes
-  Skylines
-  Important Natural Features



Not to Scale

Schedule "3" to Amendment 571



Official Plan Amendment #571
 Revisions to Maps 14,17 - Land Use Plan

Mount Dennis Secondary Plan
 File # 18 161660 WET 11 0Z

- | | | |
|--------------------------------|-------------------------|---------------|
| Lands Subject to Redesignation | General Employment Area | Parks |
| Apartment Neighbourhoods | Core Employment Areas | Natural Areas |
| Neighbourhoods | Institutional Areas | |
| Mixed Use | | |



Not to Scale

Schedule "4" to Amendment 571

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MOUNT DENNIS SECONDARY PLAN

48. MOUNT DENNIS SECONDARY PLAN

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48. MOUNT DENNIS SECONDARY PLAN

1. INTERPRETATION

1.1. The policies of the Mount Dennis Secondary Plan (the “Secondary Plan” or the “Plan”) apply to the area shown on Map 1 - Secondary Plan Area Boundary, which is referred to as the “Plan Area” in this Plan.

1.2. The policies of the Mount Dennis Secondary Plan will be read together. For any individual policy to be properly understood, the Plan must be read in its entirety.

1.3. The policies of the Mount Dennis Secondary Plan will be read together with the policies of the remainder of the Official Plan. In the case of conflict, the policies of the Mount Dennis Secondary Plan will prevail.

1.4. Text within the shaded boxes forms the policies of this Plan. Text without shading provides the context and intent of the policies.

2. CONTEXT

Mount Dennis is an ethnically and culturally diverse community known for its vibrancy and relative affordability. It is a historic industrial settlement built around both the Weston Road main street and the nearby rail corridor. The community is situated primarily on high ground near the confluence of the Humber River and Black Creek. A number of high points on the landscape are set dramatically against the ravines below.

The land on which Mount Dennis sits has been a human settlement and transportation route for thousands of years. The Humber River, known as Niwa’ah Onega’gaih’ih (Onkwehonwe) or Cobechenonk Zibii (Anishnaabe), and the Black Creek have great significance to the Haudenosaunee Confederacy and the Wendat and Mississaugas nations. The Carrying Place Trail, an ancestral footpath and portage route that kept to the high ground to the east of the river, made possible connections and trade between Indigenous communities. The impact of the trail can still be seen today, with portions of Weston Road following its route.

As European settlers established milling operations along the Humber River, Weston Road emerged by the 1840s as an important route connecting Toronto with settlements to the northwest. Railways were established midway through the 19th century, parallel to Weston Road. The colonial survey of York Township established rights of way for concession roads that would eventually become Jane Street and Eglinton Avenue West.

Weston Road is the spine of Mount Dennis. Being diagonal to the colonial street grid, certain blocks intersect it at acute and obtuse angles. Much of the existing built form along Weston Road was developed in the first half of the 20th century. The segment between Jane Street and Lambton Avenue serves as the area’s historic commercial main street. Long stretches are defined by consistent fine-grained buildings with unbroken street walls, predominantly two storeys in height with minimal setbacks.

The establishment of major industrial complexes shaped Mount Dennis. In the mid-1910s, Kodak Canada and Canadian Nitro-Products built facilities on the east side of the railway corridor, just north of Eglinton Avenue West. In the 1920s, a larger area towards Trethewey Drive was reserved for industrial development, and today is characterized by large manufacturing and warehouse buildings. Another industrial area emerged in the 1940s, at the triangular area north-west of Jane Street and Weston Road, with the establishment of the National Cellulose of Canada facility.

The original residential areas of Mount Dennis were built in the late 1800s, and into the early 1900s, as workers housing for nearby industrial development. The area continued to experience residential growth following the Second World War, which included the development of affordable housing and a number of high-rise slab towers.

In 1904, the Toronto Free Hospital for the Consumptive Poor – currently West Park Healthcare Centre – opened on former farmlands overlooking the Humber River. The site grew steadily through the 1930s and continues to evolve today as a modern healthcare facility. This healthcare campus has multiple buildings and pavilions set on landscaped grounds.

In the early 1950s, the Eglinton Flats floodplain was occupied by dwellings and market garden operations. Hurricane Hazel struck the area in 1954 causing extensive damage within the floodplain. In its aftermath, low-lying areas along the Humber River were taken into public ownership for conservation purposes and today form an important part of Toronto’s regional parks system.

3. VISION, TRANSFORMATIVE MOVES AND STRUCTURE

A. Vision

3.1. As a transit hub, Mount Dennis will grow as an inclusive complete community to accommodate residents, businesses, community agencies and institutions and provide good connections among them. Public space and community facility improvements will accompany growth and all development will be of a high standard and integrate sustainability. Diversity, affordability and cultural heritage define Mount Dennis today and into the future.

B. Transformative Moves

3.2. Nine Transformative Moves encapsulate the vision for Mount Dennis that this Secondary Plan intends to accomplish:

3.2.1. Connect People to the Land: The location of Mount Dennis between valleys and flats is one of the characteristics that makes it special. Improved connections to nature will be important as Mount Dennis experiences urban growth providing physical and mental health benefits for residents and workers. Implementation of this Secondary Plan will make it easier for people to access existing green space in Mount Dennis and will extend nature out of the ravines to permeate all areas of the community.

3.2.2. Revitalize Weston Road: Thriving neighbourhood main streets are an essential part of complete communities. They support local entrepreneurship and employment, provide walkable

access to local shops and services, facilitate social interaction and community building, and encourage local trips using active transportation. Weston Road will be revitalized through the implementation of this Secondary Plan by supporting opportunities for existing and new businesses, protecting and reinforcing its existing historic commercial main street built fabric, defining the parameters for how development will take place and supporting investments to create a complete street.

3.2.3. Celebrate Indigenous Cultures: In Mount Dennis, proximity to the Humber River and alignment of a portion of Weston Road to the route of the Carrying Place Trail make the link to Indigenous history strong. This Secondary Plan honours the historical and contemporary Indigenous presence in the area. It will do this by recognizing and supporting Indigenous cultural activities that take place today, including ceremonies along the Humber River, and continuing to support the local Indigenous community with culturally appropriate services and community spaces. Bringing awareness to the larger community of Indigenous history and culture in Mount

Dennis may be possible through place-keeping and place-making initiatives led by Indigenous communities.

3.2.4. Expand the Community Heart: Centrally located, Mount Dennis Station will be at the centre

of community activity as it functions as a public transit hub and interchange. The Secondary Plan will support liveability within the public realm network at the heart of the community with high-quality public spaces and design excellence. This public realm network will serve as the connective tissue between the collection of community uses close to the station. The community heart will be expanded and strengthened with additional community and institutional uses, such as a potential post-secondary campus, by taking advantage of opportunity sites that may include for consideration, among others, space within the renovated and repurposed Kodak Building that houses the main station entrance itself, City-owned land on the Black Creek Triangle opposite the station and potential future surplus lands owned by Metrolinx.

- 3.2.5. **Connect Across the Rail Corridor:** The rail corridor is a significant barrier in the neighbourhood. Transit investments in the Plan Area provide opportunities to leverage improvements to neighbourhood connectivity by piggybacking on improvements to the rail corridor and on the building of station access infrastructure. Implementation of this Secondary Plan will focus on reducing the barrier of the rail corridor by creating new connections and improving existing connections, supplemented by the introduction of micro-mobility options such as bike share. An emphasis will be placed on improving walkability between the Black Creek Business Area and Mount Dennis Station.
- 3.2.6. **A Mount Dennis for Everyone:** Mount Dennis will continue to be a diverse community in terms of income levels, ethnic and cultural backgrounds and family types. Secondary Plan implementation will focus on a community for everyone and anti-displacement, to ensure that those in the community who wish to stay are supported in doing so. The tools available will be used to maintain the diversity and affordability of the housing stock, to create a safe and welcoming public realm and community facilities, and to generate inclusive employment opportunities so that everyone feels that they belong in Mount Dennis.
- 3.2.7. **Support Black and Afro-Caribbean Cultures:** Mount Dennis is known for its cultural diversity, which is also demonstrated in the diversity of businesses that are found in the area. In particular, the significant Black and Afro-Caribbean communities of Mount Dennis are evident in the ribbon of Black-owned and -operated businesses along Weston Road, which has been identified as important to community identity. This Secondary Plan aims to use available land use tools

to help support Black-owned and -operated businesses so that they can continue to flourish and grow and to celebrate the contributions of the Afro-Caribbean community to the character and identity of the neighbourhood. A key approach will be to encourage small-scale retail space along the Weston Road historic main street that supports all types of independently owned and locally serving businesses.

- 3.2.8. **Develop an Eco-Neighbourhood:** Mount Dennis is known for its grassroots interest in pursuing sustainability and resilience at the neighbourhood level, demonstrated through a community-based climate action plan. This Secondary Plan will support the implementation of the community's Eco-Neighbourhood Initiative, aligning it to the City of Toronto's climate action plan, to pursue opportunities for climate change mitigation (reducing local greenhouse gas emissions) and adaptation (developing resilience to the impacts of climate change).

3.2.9. **Facilitate Local Job Growth:** Since the closure of the Kodak Heights complex in the mid-2000s, economic growth and opportunity has been one of the primary challenges facing Mount Dennis. The arrival in the early 2020s of the light rail transit line along Eglinton, including the re-use of the former Kodak lands as a transit hub and the maintenance and storage facility for the rail line, holds promise of an economic renaissance for the community. This Secondary Plan aims to complement the local economic development strategy for Mount Dennis by providing a supportive land use framework that promotes a balance of both residential and non-residential growth, space for locally serving small businesses to thrive, improved connections within the community and to transit for the Black Creek Business Area and enhanced vitality that generally supports a complete community and a prosperous economy.

C. Plan Structure

To achieve the Vision and Transformative Moves, the Plan is organized to include a Parks and Public Realm Plan, a Mobility Network Plan and a District Structure Plan that will guide growth, development and community improvements:

- The Parks and Public Realm Plan will be used to guide new and improved City parkland and connected green spaces and identify improvements to the public realm.
- The Mobility Network Plan will be used primarily to guide investment in new and existing pedestrian, cycling and transit infrastructure throughout the Plan Area and connecting it to the larger City network.
- The District Structure Plan identifies six policy areas to reflect unique local area character and context and shape where and how development will occur to achieve complete communities, liveability in the public realm and the other objectives set out in this Plan.
- Each organizing element of the Plan will be also considered in relation to key social, economic, environmental and infrastructure aspects of the development of Mount Dennis. These include important planned outcomes contained in the Official Plan, and in this Secondary Plan, around housing and housing affordability, inclusive economic development that is aimed at improving economic opportunities and outcomes in support of equity and inclusion and creating an eco-neighbourhood, as well as investment in infrastructure necessary to support growth including parks and public realm, community service facilities, and servicing.
- To achieve the heritage conservation policies of the Official Plan, the historic context statement for Mount Dennis provides important information on cultural heritage and the community's unique sense of place that will set the basis for how the community evolves into the future.

3.3. The six Districts of Map 2 - Districts Plan includes the following:

3.3.1. District 1: Valleys and Flats: Access to the Valley and Flats which include the Humber River and Black Creek Valleys along with the open space of the Eglinton Flats will be improved to provide accessibility to all residents. The Valleys and Flats will be enhanced to better connect residents to these natural and recreational amenities, while protecting their ecological integrity.

3.3.2. District 2: Employment and Institutional Areas: The Black Creek Business Area, local institutional and manufacturing uses and the Weston Road commercial street in Employment Areas and Institutional Areas will be supported to strengthen the role of these areas for local economic development as hubs of employment and job growth.

3.3.3. District 3: Residential Areas: Development in the Residential Area is focused on supporting affordability and resiliency. Additional housing will be accommodated in the Residential Areas through appropriate intensification. Climate resilience will be supported with green infrastructure that will aid in mitigating flooding and with amenities that support social wellbeing.

3.3.4. District 4: Mixed-Use Main Street: The existing and planned character of Weston Road is grounded in its history and role as an historic main street that provides a spine for the community. It is a key contributor to the quality of community life and the local economy, providing convenient and walkable opportunities for local shopping and public gathering spaces, locations for small businesses to start up and thrive, and local employment opportunities. The human scale and sense of place along Weston Road will be reinforced through the policies of this Plan.

3.3.5. District 5: Mixed-Use Growth Area: Development in the Mixed-Use Growth District will be generally within 500 to 800 metres of the Mount Dennis Station and will accommodate the majority of new growth in the Plan Area. Priorities for new development will include the

provision of new public spaces, residential density to support the Weston Road main street, and may hold potential as a possible location for a post-secondary campus or satellite facility.

3.3.6. District 6: Mixed-Use Node: Development in the Mixed-Use Node, also known as the Black Creek Triangle, will add diversity and affordability of housing supply in Mount Dennis and non-residential uses in the area. City-owned land on the triangle will provide the potential to work with the private landowner to achieve City objectives on site. Similar to the Mixed-Use Main Street, due to the size of the lands in the Mixed-Use Node, it will be explored as a possible location for a post-secondary campus or satellite facility as part of the non-residential land use mix. The retention of an affordable food store will be encouraged in the Mixed-Use Node.

4. ECONOMIC DEVELOPMENT AND CULTURE

This Secondary Plan builds on community assets within Mount Dennis, including transit connectivity, the Weston Road retail main street, significant employment lands with large employers, local anchor institutions, diverse local- serving small businesses and an emerging arts and culture scene. The intent of this Secondary Plan is to promote

a balance between residential and non-residential uses in Mount Dennis as part of a complete community and to encourage, attract and retain investment in a broad range of business, creative industries and arts and cultural uses.

Opportunities that contribute to the economic vitality, liveability, sense of place and amenity of Mount Dennis and support inclusive local employment opportunities are encouraged. To the extent possible through Official Plan tools, issues related to potential business displacement that often occurs alongside major growth and development, particularly amongst smaller-scale, independent businesses, are addressed by this Secondary Plan.

4.1. Development will be encouraged to support the economic function of Mount Dennis by achieving a balance of residential and job growth.

4.2. The City will work collaboratively with the local business improvement area to advance the revitalization of Weston Road as a walkable, historic neighbourhood, historic main street with a focus on supporting small-scale retail and placemaking within the public realm.

4.3. Office uses are strongly encouraged within development that is within walking distance (500 to 800 metres) of Mount Dennis Station within both *Mixed Use Areas* and *Core Employment Areas*.

4.4. Lands owned or operated by a public institution within or adjacent to health, educational and/or government campuses will be prioritized for institutional uses to support the growth of health, educational and/or government institutional campuses.

4.5. Development will be encouraged to foster a thriving arts and cultural scene through the retention, expansion and inclusion of spaces for culture sector employment and businesses that support creative artistic activity including but not limited to the visual arts, music, performance and film.

4.6. Building attributes that support the spatial requirements of creative industries and the culture sector and allow for flexible use of space will be encouraged.

4.7. The establishment and clustering of cultural and community spaces, including Indigenous and Black and Afro-Caribbean focused cultural and community organizations, will be supported and encouraged.

4.8. The establishment and clustering of businesses and business organizations, including those that are Black and/or Indigenous led is encouraged.

4.9. Access to the Black Creek Business Area will be supported through improved pedestrian and cyclist connectivity with Mount Dennis station and across the rail corridor through the implementation of the policies of this Secondary Plan.

4.10. The development of a post-secondary campus or satellite facility in the wider Mount Dennis area will be

encouraged and explored by the City through collaboration with interested post-secondary institutions and other city-building partners.

5. LAND USE

A. Land Use Permissions

The land uses in the Plan Area will support a diverse, complete and liveable mixed-use community with a balance of residential, commercial, institutional and employment uses, and community services and facilities that are connected through a network of streets, parks and open spaces. An emphasis will be placed on developing the Mixed-Use Main Street District, along Weston Road, as a walkable main street with a focus on small-scale retail. Surrounding districts will support the main street by providing additional residential density, differentiating non-residential uses from those along Weston Road, and having improved pedestrian and cycling connections to the main street. By providing for a full range of uses that are accessible to and serve the daily needs of residents from all stages of life, the land use strategy will help build Mount Dennis as a complete and liveable community and as a destination.

5.1. Land use designations for the Plan Area are shown on Map 3 - Land Use Plan.

5.2. Non-residential development will be concentrated within the Employment and Institutional District on lands designated *Core Employment Areas* and *General Employment Areas* as well as within, and particularly on lower levels of, buildings containing residential uses in *Mixed Use Areas*.

5.3. Residential intensification combined with non-residential uses will occur within the lands designated *Mixed Use Areas* to create a mix and balance of uses.

5.4. To support the economic function of the Plan Area:

5.4.1. Development will be required to replace all existing non-residential gross floor area, which may be transferred to a receiving site within the Plan Area provided the non-residential gross floor area on the receiving site is constructed prior to, or concurrent with, any residential gross floor area on the donor site; and

5.4.2. Each site within *Mixed Use Areas* will be encouraged to maximize the gross floor area of non-residential uses within development.

5.5. Development of a post-secondary campus or satellite facility is permitted provided that:

5.5.1. It is located within the Mixed-Use Node, Mixed-Use Growth or Mixed-Use Main Street Districts or appropriately designated lands within Employment and Institutional and Valleys and Flats Districts;

5.5.2. It generally maintains development criteria of this Secondary Plan; and

5.5.3. A Zoning By-law Amendment, or other appropriate development application, supported by a Block Context Plan, is submitted and generally maintains the purpose and intent of the policies of this Secondary Plan.

5.6. Development on lands designated *General Employment Areas* and *Core Employment Areas* will contribute to the development of a pedestrian-friendly and transit-supportive environment.

B. Rail Safety

There are over 200 kilometres of railway corridors and yards within the City of Toronto. As the city intensifies and as improvements are made to the GO rail network, development pressure is increasing on

lands located in close proximity to rail corridors and around stations. To support the continued viability of the rail network while accommodating the growth of transit-supportive communities, development of lands in close proximity to rail infrastructure will require special safety, noise and vibration considerations. Mitigation measures to create safe and comfortable places to live and work may be required.

5.7. Development will be set back a minimum of 30 metres from the property line of the rail corridor, or an appropriate distance deemed to sufficiently provide risk mitigation through a Rail Safety and Risk Mitigation Report that follows a Terms of Reference specified by the City and that will be subject to a third-party peer review, at the applicant's expense, and a review by the applicable rail operator, with the exception of those uses identified in Policy 5.8 below.

5.8. Within the 30-metre setback adjacent to the rail corridor, or within an appropriate distance as identified in a peer-reviewed Rail Safety and Risk Mitigation Study, the following uses are permitted:

- 5.8.1. Rail safety and vibration/noise mitigation structures;
- 5.8.2. Transit infrastructure;
- 5.8.3. Auxiliary non-residential uses such as parking, storage and loading;
- 5.8.4. Landscaped and/or outdoor open space that is over and above required parkland dedication and/or amenity space to support the development; and
- 5.8.5. Existing non-residential uses.

5.9. Any required rail safety, air quality and noise and vibration mitigation structures or other measures such as berms and noise walls must be of a high-quality design and prepared, stamped and signed by qualified and licensed Professional Engineers or other appropriate professionals.

5.10. Berms should be landscaped and maintained, and opportunities for public art, murals and community artworks should be pursued on the face of noise walls and other structures.

C. Retail and Animation

Weston Road is the historic commercial main street of Mount Dennis. Small shops, food establishments and a variety of institutions serve the needs of local residents. This shopping street contributes to making Mount Dennis a vibrant and walkable neighbourhood, provides employment opportunities and plays a role in animating the streetscape. The mixed-use, historic main street character of Weston Road will be maintained, strengthened and expanded, with a retail format generally focused on supporting small-scale, independently owned businesses through small frontages. As development proceeds, a focus will be placed on mitigating the displacement of local businesses, including an emphasis on supporting the continuity of Black-owned and -operated businesses. By expanding retail to emerging areas of growth – such as to segments along Weston Road that lack a historic main street character, to Eglinton Avenue West in the vicinity of Mount Dennis Station, to Jane Street near the intersection with Weston Road, to the Black Creek Triangle, and to other streets where retail and service uses are permitted – new retail areas can be created incrementally. Well-designed and flexible retail spaces are able to evolve over time to meet the changing needs of tenants while better activating the public realm.

5.11. Retail and service uses will be encouraged throughout the Plan Area on streets where retail and service uses are permitted, informed by City Council-adopted retail design guidelines.

5.12. A strong and diverse retail sector will be promoted by:

- 5.12.1. Permitting a broad range of shopping opportunities that would support a variety of economic backgrounds, for local residents and workers in a variety of settings;
- 5.12.2. Supporting retail opportunities in a form that promotes access by pedestrians and cyclists and transit use;
- 5.12.3. Encouraging stores selling fresh and culturally-appropriate food; and
- 5.12.4. Supporting effective business associations in retail areas.

5.13. Development on each site within the Mixed-Use Main Street District will include retail, service uses and/or non-residential uses at grade fronting Weston Road and Eglinton Avenue West to support the commercial character and function of street. All other development within *Mixed Use Areas* will be encouraged to maximize the gross floor area of non-residential uses to support job growth and a complete community.

5.14. Development applications that propose to redevelop retail uses that serve the daily needs of the local community in *Mixed Use Areas* will demonstrate, as part of a planning rationale, the amount and location of replacement retail space required to serve the daily needs of the local community, including access to fresh food and convenience needs.

5.15. Priority Retail Streets are shown on Map 4 - Priority Retail Streets and Parkettes.

5.16. Development on Priority Retail Streets and on other streets where retail and service uses are permitted will be encouraged to mitigate displacement of existing businesses by replacing small-scale retail space with similarly sized units that support the continuity of small-scale, independently owned and locally serving businesses.

5.17. Development will reinforce and enhance vibrancy on Priority Retail Streets by:

- 5.17.1. Providing active, non-residential uses at grade with consideration for supporting small-scale, independently owned and locally serving businesses;
- 5.17.2. Limiting the frontage of individual ground floor retail units to a width equal to or less than the average width of existing at-grade retail found along Weston Road between Ray Avenue and Lambton Avenue, and providing individual entrances along the Priority Retail Street for each retail unit at the same level as the adjacent sidewalk;
- 5.17.3. Maximizing the availability and flexibility of ground floor space for retail and service commercial uses in determining the size and location of lobbies, amenity space, elevator banks and other elements associated with upper-storey uses;
- 5.17.4. Including vertical articulation to break up the mass to respond to the fine-grained historic main street character; and
- 5.17.5. Locating vehicle entry points on side streets and connecting with existing laneways where technically possible to reduce the need for direct driveway accesses from a Priority Retail Street and to reduce conflicts with pedestrians and cyclists on the street and sidewalk.

5.18. Retail and service commercial space within any development on a Priority Retail Street, in addition to being informed by City Council adopted retail design guidelines, will:

- 5.18.1. Provide generous floor-to-ceiling heights to a minimum of 4.5 metres. Lower floor-to-ceiling heights will be considered where the adjacent historic context is lower;
- 5.18.2. Provide appropriate setbacks at grade, in order to provide space for public realm and pedestrian enhancements; and

- 5.18.3. Be of high-quality design, with flexible spaces that allow for adaptability over time.
- 5.19. Development on a Priority Retail Street that includes larger stores will locate and design these stores to be compatible with the prevailing character. This may be achieved by:
 - 5.19.1. Locating larger stores on the second level or above or below grade, with appropriately scaled and visible lobby areas;
 - 5.19.2. Wrapping larger stores with smaller retail units around the perimeter of the building to maintain the existing fine-grain rhythm of the street;
 - 5.19.3. Designing the retail unit to include multiple entrances; and
 - 5.19.4. Providing appropriate glazing on storefronts, based on local ground floor character, ensuring direct access to entrances from the public sidewalk and keeping views into and out of the retail space open and clear.
- 5.20. When a property has frontage on both a Priority Retail Street and a local street, residential uses may be considered at grade for the portions of the development that front onto the local street.

6. PARKS AND PUBLIC REALM

The parks and public realm network, which includes parks and open spaces, streets, trails and Privately Owned Publicly Accessible Spaces (POPS), will be the fundamental organizing element of Mount Dennis and is an essential ingredient in creating a complete community. Equitable access to public spaces for recreation, passive use, active transportation, social gathering and being in nature will be achieved through the implementation of this Secondary Plan.

A. Parks and Public Realm Network

- 6.1. The parks and public realm network in the Plan Area will be designed to accommodate, welcome and be safe for people regardless of age, ability, gender identity, sexual orientation, income, race, and ethno-cultural background, supported through a community-based planning and design process.
- 6.2. The parks and public realm network in the Plan Area will be improved and expanded over time through development, capital projects and state-of-good-repair investments.
- 6.3. The parks and public realm network will be improved and expanded to be generally consistent with the concept shown in Map 5 - Parks and Public Realm Plan, which includes:
 - 6.3.1. Transforming Weston Road into a central green spine by:
 - 6.3.1.1. Prioritizing pedestrians, cyclists and public transit users in the design of new/upgraded streets as informed by complete streets and green streets approaches; and
 - 6.3.1.2. Creating a rhythm of small public open spaces along Weston Road within the public right-of-way, where feasible in partnership with the local business improvement area.
 - 6.3.2. New and improved public parks achieved through:
 - 6.3.2.1. Securing a substantial on-site parkland dedication in the Mixed-Use Node District south of Eglinton Avenue West as shown on Map 5;
 - 6.3.2.2. Assembling parkland in the triangle between Weston Road, Ray Avenue, and

Bartonville Avenue East through consolidating parkland dedications from multiple developments and integrating it with the City-owned property at 5 Bartonville Avenue East;

6.3.2.3. Converting the City-owned property at 117 Brownville Avenue into parkland and exploring further expansion opportunities; and

6.3.2.4. Supporting opportunities for future improvements and/or expansion to Pearen Park and Westlake Park.

6.3.3. An Indigenous Heritage Trail that recognizes:

6.3.3.1. The significance of the Humber River valley as a travel route for Indigenous peoples through naming, signage, and wayfinding; and

6.3.3.2. The ceremonial use of the Lodge, known as Mementigwaake Kinomaage Maawnjiding, located along the trail and future site improvements to support Indigenous cultural and ceremonial practices and placekeeping.

6.3.4. Park access improvements into the Eglinton Flats and other valley systems will be explored in partnership with the Toronto Region Conservation Authority, Metrolinx and other partners.

6.4. Additional parks, public realm and open space opportunities may be added to the network, as conceptually illustrated on Map 5 - Parks and Public Realm Plan, without amendment to this Secondary Plan, as opportunities arise.

6.5. Public realm in the vicinity of transit stations within the Plan Area will have a high-quality design that supports pedestrian and cyclist movement, amenity and safety, incorporates connectivity to existing and planned transit stops, pedestrian and bikeways, parks and open spaces, and, in the case of above-ground stations in the Humber River valley, integrates appropriately and sensitively within the natural environment.

6.6. Indigenous cultures and histories, including places of Indigenous presence previously unacknowledged, will be celebrated in the parks and public realm network through:

6.6.1. Public art by Indigenous artists; Indigenous names for parks, buildings and streets; and other placemaking and placekeeping initiatives led by Indigenous communities in partnership with the City and other stakeholders;

6.6.2. Creating spaces and structures for Indigenous cultural and ceremonial practices; and

6.6.3. Supporting land stewardship to increase planting of indigenous foods and medicines.

6.7. Development adjacent to parks, open spaces and natural areas within the Black Creek and Humber River ravines will be encouraged to improve physical and visual access to the ravines using elements such as stairs, ramps, bridges, signage, viewpoints, interpretation elements and other means, as appropriate.

6.8. Public life will be encouraged in the parks and public realm network by providing amenities that encourage social gathering and community events such as flexible spaces, seating, picnic facilities, public washrooms and drinking water stations.

B. Parkland

- 6.9. Potential locations for new public parks and open spaces in the Mount Dennis area are conceptually shown on Map 5 - Parks and Public Realm Plan. The precise size, location and configuration of new public parkland and open spaces, including additional parks not shown on Map 5, will be determined through the development review process and as other opportunities arise.
- 6.10. Parks and open space priorities in the Mount Dennis area include, but are not limited to:
- 6.10.1. Creating new parks;
 - 6.10.2. Expanding and enhancing the size, function, visibility, and accessibility of existing parks; and
 - 6.10.3. Complementing and integrating parkland with adjacent *Natural Areas*, hydro corridors, City-owned properties, POPS and other open spaces, where appropriate.
- 6.11. The development, design and programming of parks and open spaces in the Mount Dennis area will be guided by Map 5 - Parks and Public Realm Plan and applicable standards and guidelines.
- 6.12. Development is required to prioritize the dedication of land to the City in order to meet parkland dedication requirements. As part of development, parkland provision will be considered in the following order of priority:
- 6.12.1. On-site parkland dedication;
 - 6.12.2. Off-site parkland dedication;
 - 6.12.3. Cash-in-lieu of parkland.
- 6.13. Consolidation of parkland dedication from more than one development, assembled to create larger parks, will be encouraged.
- 6.14. Development adjacent to parks will:
- 6.14.1. Achieve setbacks related to fire separation in order to allow the building and any of its exterior features and amenities to be provided and maintained on the development site;
 - 6.14.2. Achieve setbacks to ensure that the development can be serviced on-site without impacting the park amenity;
 - 6.14.3. Provide an appropriate interface between public and private lands;
 - 6.14.4. Be oriented to maximize public access and views to parks and open spaces;
 - 6.14.5. Be designed to have an attractive façade with animated uses at-grade;
 - 6.14.6. Provide for casual overlook, increasing the passive surveillance and safety of parks and open spaces;
 - 6.14.7. Be located and designed to ensure wind conditions in parks are suitable for comfortable sitting and standing;
 - 6.14.8. Be located and designed to maximize sunlight and daylight and minimize shadowing on parks;
 - 6.14.9. Avoid locating loading and servicing areas, and mechanical equipment, including venting, abutting parks.
- and

6.15. Community gardening will be considered in the design of parks and open spaces where possible to support food security, including enhancements to Emmett Communal Garden.

C. Urban Forest

6.16. Development and City-led initiatives will contribute to climate resilience and a comfortable pedestrian experience through an increase in the urban tree canopy where possible by:

6.16.1. Providing trees throughout the development site, wherever possible;

6.16.2. Providing access to sufficient soil volume for every street tree to support large-growing shade trees in the public realm; and

6.16.3. Relocating utilities, where possible, to ensure required soil volumes for street trees.

D. Existing and New Public Streets

6.17. When public streets within the Plan Area are reconstructed, opportunities to repurpose space within the City-owned right-of-way will be explored, informed by the City's complete streets guidelines, to incorporate road safety standards and allow for an increased boulevard to accommodate pedestrian clearways, landscaping and street trees, among other potential public realm improvements.

6.18. In order to protect the historic streetwall of Weston Road, and/or an individual property or grouping of properties on the Heritage Register, the City may, at its sole discretion, opt not to acquire lands beyond the existing right-of-way, to achieve the right-of-way widths identified in the Official Plan.

6.19. A Green Streets approach will be applied to the design and construction of new public streets and lanes, and where feasible to the reconstruction of existing streets and lanes, to enhance the extent and health of the urban forest, mitigate urban heat island effect, and manage stormwater runoff.

6.20. In order to create a larger public park, the Bartonville Avenue right-of-way may be closed provided that an alternative access such as a public lane or a joint private right-of-way is provided to the rear of properties fronting on Victoria Boulevard.

6.21. New public streets will include, but are not limited to, those generally shown on Map 6 - Mobility Network Plan.

6.22. New public streets will:

6.22.1. Be secured through development; and

6.22.2. Have sufficient right-of-way width to provide for active transportation, including high-quality pedestrian amenities such as street trees, street furniture and pedestrian lighting.

E. Mid-Block Connections and Lanes

6.23. POPS will be secured through development to augment the provision of parks, open spaces, streets and lanes and should be strategically located to support a continuous pedestrian network throughout the Plan Area. Mid-block connections may also be secured, provided they:

6.23.1. Have direct sight lines from beginning to end;

6.23.2. Are open-air or at least 6 metres in height;

- 6.23.3. Are at least 6 metres in width;
 - 6.23.4. Follow a known or anticipated desire line;
 - 6.23.5. Connect two activity generators; and
 - 6.23.6. Employ a high standard of environmental design to limit anti-social behaviour.
- 6.24. Public lanes contribute to the network of off-street pedestrian and cyclist connections through the Plan Area and will be expanded and/or improved through development. The closing of public lanes is discouraged.
- 6.25. Additional land may be required and secured through development to create new lanes and to widen and/or extend existing lanes.

F. Public Art

Public Art will contribute to a strong sense of place and strengthen local identity and image. The potential for public art to support and enhance the character of Mount Dennis Community is a significant opportunity to encourage the provision of public art and enhance the public's experience of the public realm.

- 6.26. Public art installations should be created by artists of diverse identities that reflect the cultural and natural heritage, community identity and contemporary tapestry of cultures of Mount Dennis in a range of artistic styles, including installations that honour the rich Indigenous history of the area that contribute to the sense of place. Artists will be encouraged to use sustainable materials and/or practices.
- 6.27. The objective of the public art strategy is to articulate the relationship of public art to the broader public realm context and anticipated public realm design and program and to distribute public art across the districts. Urban design guidelines for the Mount Dennis area will help inform a public art strategy that is consistent with the Secondary Plan and is in keeping with the City's Percent for Public Art Program and Toronto Public Art Strategy.
- 6.28. Public art is to be located in publicly accessible areas on sites visible from public streets, intersections, public plazas, parks or other publicly accessible civic spaces. Opportunity sites, areas and themes for locating public art may include:
- 6.28.1. Gateways and bridges;
 - 6.28.2. Sites of cultural significance or interest and community destinations; and
 - 6.28.3. Parks and natural areas.

G. Views, Vistas and Gateways

- 6.29. Development will be oriented and designed to protect and, where possible, enhance views and vistas as shown on Map 5 - Parks and Public Realm Plan.
- 6.30. Where appropriate, development will be designed to create, frame, and contribute to memorable and identifiable views and vistas with built form strategies such as building setbacks, stepbacks and articulation, and high-quality landscape treatments.
- 6.31. Mount Dennis is physically elevated from the valleys that surround it. Gateways to and from the valleys will be enhanced through special treatments to signify a sense of arrival in Mount Dennis. Celebration of the views from these locations will be integrated into the public realm through public art, landscaping and physical infrastructure items such as lighting, sidewalk treatment, street furniture and signage that define

the area as a special place. Buildings located at gateway locations should be of a design that signifies a sense of arrival. Gateway locations and treatments will be identified in urban design guidelines prepared for Mount Dennis.

6.32. Views toward the Black Creek Valley and to the open space of the Eglinton Flats will be enhanced with new ground-level vantage points introduced as part of development, where possible. This includes views oriented south-east from the intersections of Lambton Avenue and Weston Road and west of the Eglinton Avenue West and Weston Road intersection towards the Humber River valley.

6.33. Skyline views to Downtown across the Black Creek valley should be protected by terracing buildings on lands sloping down towards Black Creek Drive.

7. MOBILITY

A. Mobility Network

The transportation system within Mount Dennis consists of mobility networks for pedestrians, cyclists, people with disabilities, transit users and drivers. These overlapping, well-connected and integrated networks will be maintained and improved to collectively provide a range of safe and sustainable travel choices to ensure mobility and accessibility for all people in all seasons, while contributing to social equity and a complete community.

Mobility networks should also support prosperity and job creation by facilitating the movement of commuters and goods. Over time, as streets undergo major reconstruction, the limited right-of-way space may need to be reallocated, through the application of the City's complete streets guidelines, cycling prioritization framework and bikeway standards, to support sustainable travel choices and reduce dependence on private automobiles, while supporting the needs of first responders. As Mount Dennis grows, investment in new, and improvements to existing, mobility infrastructure will be required to help achieve the overall mobility and parks and public realm objectives of this plan.

7.1. The transportation system in the Plan Area will consist of well-connected and integrated networks providing a variety of safe and sustainable travel choices to improve mobility and accessibility for all people in all seasons and provide for the movement of goods and services and emergency vehicles.

7.2. The location, pattern and layout of new public streets, lanes, bikeways and mid-block connections in the Secondary Plan will be guided by but not limited to Map 6 - Mobility Network Plan and applicable standards and guidelines.

7.3. The feasibility, location, alignment, access and design of each new street, lane, cycling route and mid-block connection will be reviewed through the development approval process or other implementation mechanisms identified in this Secondary Plan.

7.4. New segments of the mobility network will be implemented to ensure the functional integrity of the transportation system for the movement of both people and goods is maintained and enhanced at all times to the City's satisfaction.

7.5. The mobility network will focus on the efficient movement of people within and around the Plan Area with an emphasis on the use of walking, cycling, mobility aids, and transit, which will be supported by:

7.5.1. A Primary Network shown on Map 6 - Mobility Network Plan, that connects Mount Dennis Station, Weston Road, Black Creek Drive and the Employment Areas along Ray Ave, Industry Street and Todd Baylis Boulevard;

7.5.2. Prioritizing pedestrians, cyclists, people with disabilities, and public transit users in the design of new and existing streets, particularly along the Primary Network, as informed by a complete streets approach;

- 7.5.3. Implementing a fine-grain network of safe and direct public streets, lanes, cycling facilities and mid-block connections to expand the number of routes to and through the community and to establish important connections to Mount Dennis Station, parks, open spaces, ravines, adjacent developments and surrounding residential areas;
- 7.5.4. Integrating pedestrian and cycling infrastructure with improvements to the public realm, particularly around transit stations and stops, along the Primary Network and within parks, open spaces, and ravines;
- 7.5.5. Applying transit-supportive principles to the design of new development and civic infrastructure to ensure safe, accessible and direct connections across all modes of transportation and to improve active transportation connections to and from transit stations and stops;
- 7.5.6. Encouraging bike parking and end-of-trip bicycle amenities at important destinations including: transit stations and stops, civic buildings, community facilities, parks and open spaces, and major employment destinations;
- 7.5.7. Prioritizing pedestrians, cyclists and public transit users in the design of new streets, as informed by a complete streets approach;
- 7.5.8. Ensuring land use patterns and a mix of uses that enable live-work opportunities and access to daily needs within the community, reducing the need for longer trips;
- 7.5.9. Applying a Vision Zero lens to the design and operation of new and existing streets to prioritize the safety and comfort of road users of all ages and abilities; and
- 7.5.10. Managing trip demand and behaviour through the implementation of Travel Demand Management programs with new development.

B. Streetscapes

- 7.6. Improvements to streetscapes will:
 - 7.6.1. Include, but not be limited to, generous public sidewalks, street tree planting with required soil volumes, native understorey plantings, bioswales and/or other green street initiatives, pedestrian amenities and street furniture, where feasible;
 - 7.6.2. Create inviting spaces for pedestrians that are safe, comfortable, functional and accessible in all seasons for people of all ages and abilities; and
 - 7.6.3. Prioritize complete street and public realm improvements along Weston Road.

C. Pedestrian and Cycling Infrastructure

- 7.7. Priority Pedestrian Locations shown on Map 6 - Mobility Network Plan, are areas where pedestrians are anticipated to cross streets or areas with high volumes of existing and/or anticipated pedestrian traffic and where an enhanced pedestrian network is required. At these locations, shorter pedestrian crossings will be achieved through the implementation of wider sidewalks, corner extensions at intersections, and other design considerations that improve safety and priority for pedestrians.
- 7.8. Cycling Interchanges shown on Map 6 - Mobility Network Plan, are areas where bicycle infrastructure and design and operational measures such as bicycle boxes, raised corner islands, and/or signal phasing will be provided to secure safe and comfortable conditions for cyclists.

7.9. Acquiring lands beyond the planned Rights-of-Way widths may be required to support pedestrian and cycling infrastructure, particularly at Priority Pedestrian Locations, Cycling Interchanges and along the Primary Network.

7.10. The expansion of the bike share network to areas around parks, Cycling Interchanges, and transit stops and stations, the Weston Road main street, community facilities, employment areas and other major destinations will be prioritized to facilitate connectivity to and from these locations.

D. Development and Site Operation

7.11. To ensure minimal impact on planned and existing pedestrian and cycling facilities and the operations of public streets and to improve safety of pedestrians and cyclists, development will:

7.11.1. Consolidate pick-up and drop off locations for passengers, deliveries and loading in off-street locations, wherever feasible;

7.11.2. Limit curb cuts by consolidating vehicular access points between multiple developments; and

7.11.3. Avoid creating opportunities for uncontrolled vehicular crossings of pedestrian and cycling infrastructure, particularly on Weston Road, wherever feasible.

7.12. Surface and above-grade parking will be discouraged by:

7.12.1. Minimizing the establishment and expansion of lots and structures;

7.12.2. Prohibiting additional commercial boulevard parking;

7.12.3. Encouraging the redevelopment of existing lots; and

7.12.4. Providing new or replacement parking spaces below grade, except in the case of re-use or conversions to existing buildings, where appropriate.

E. Shared Mobility

7.13. To promote shared mobility, Toronto Parking Authority public facilities will:

7.13.1. Be integrated below-grade where possible, within new and existing developments;

7.13.2. Incorporate design features that facilitate conversion to other transportation uses should parking demand decrease; and

7.13.3. Encourage a variety of multi-modal transportation infrastructure including car-share facilities, electric-vehicle-charging spaces, bike-share facilities and bicycle parking.

F. Travel Demand Management

7.14. Development applications, except those that are less than 4 storeys or have fewer than 5 dwelling units, will be required to submit a Travel Demand Management (“TDM”) Plan as part of a complete application. The TDM Plan will include a multi-modal assessment of transportation conditions and outline the following:

7.14.1. Site-related TDM infrastructure improvements, strategies and programs that support travel options that reduce single occupancy vehicle use and encourage transit use, cycling and walking; and

7.14.2. Off-site infrastructure improvements that enhance connectivity and may include bike-share stations, car share spaces, and ride share hailing points. These features will be integrated with public realm initiatives or incorporated into new development to advance TDM Plan initiatives.

8. BUILT FORM

Mount Dennis will be defined by its mix of old and new buildings, of different scales, shapes and types that reflect its history and contribute to the achievement of the vision, transformative moves and policies of this Secondary Plan. The quality of the public realm is shaped in large part by the buildings that define the edges of streets, parks and open spaces. New buildings in Mount Dennis will be shaped, scaled and located to maintain and enhance liveability; provide a high-quality environment to live, work, play and learn; while providing opportunities for growth that is contextually appropriate. The built form policies of this Secondary Plan are structured around several key objectives outlined in this section.

A. General

- 8.1. This Secondary Plan is organized into areas with common existing and/or planned built form contexts, identified on Map 2 - Districts Plan. Development in each district will be designed to achieve the following key objectives:
- 8.1.1. Reinforce a unique sense of place and identity, while also supporting the cohesive shared vision, transformative moves and policies for the entire Plan Area;
 - 8.1.2. Promote contextually appropriate and transit-supportive development;
 - 8.1.3. Define and contribute to high-quality public realm;
 - 8.1.4. Enhance the unique local character of the identified Districts;
 - 8.1.5. Achieve good transition in scale;
 - 8.1.6. Maximize comfortable pedestrian-level wind conditions, air circulation and access to direct sunlight and daylight for pedestrians and for cyclists in the public realm;
 - 8.1.7. Encourage universal design principles throughout the Plan Area;
 - 8.1.8. Conserve, maintain and enhance properties on the City's Heritage Register;
 - 8.1.9. Implement sustainable, low-carbon development resilient to climate change; and
 - 8.1.10. Provide high-quality amenity spaces within new development.
- 8.2. Development will provide a mix of building types, variation of building heights, and good transition in scale across the Plan Area as shown on Map 2 - Districts Plan and will support the built form objectives for the Districts outlined in the policies below.
- 8.3. Development will provide appropriate setbacks to support a generous, cohesive, and green public realm across the Plan Area, with active at-grade commercial, residential, community, and institutional uses that foster a human-scaled and pedestrian-oriented environment that promotes vibrancy and casual overlook.
- 8.4. Development is encouraged to achieve design excellence with high-quality, durable materials and sustainable and resilient building practices, with an emphasis on areas surrounding Mount Dennis Station and the lands abutting both Weston Road and Eglinton Avenue West.

8.5. Development will have horizontal and vertical articulation that is compatible with the scale, rhythm and pattern of existing buildings including properties on the Heritage Register.

8.6. Main circulation routes within developments will incorporate universal design principles to ensure access for all. These routes will include access to indoor and outdoor amenity spaces. The City may consider an appropriate routing alternative in a development where conserving properties on the Heritage Register is also a priority.

8.7. Active at-grade residential uses will be designed to have:

8.7.1. Entrances that are slightly above the grade of the adjacent sidewalk; and

8.7.2. Main entrances for mid-rise and tall buildings fronting directly onto streets with prominent entrance features such as canopies and entry plazas with enhanced landscaping;

8.8. Development will not be permitted to have below-grade entrances and sunken patios in the front yard.

B. Heritage Conservation

8.9. Development will support contextually appropriate growth and change while conserving properties on the Heritage Register within the Plan Area, and respect and reinforce the historic main street character and sense of place of Weston Road.

8.10. Development on a designated heritage property, or property listed on the City's Heritage Register, or a property adjacent to a designated or listed property will require additional consideration and design solutions to conserve the cultural heritage value, heritage attributes, heritage integrity and character of these properties. Design approaches will include upper-level stepbacks of development and additions to provide a varied streetwall based on appropriate heritage conservation and the existing and planned context.

8.11. A site-specific approach with additional stepbacks and/or setbacks may be required to address the unique characteristics of on-site heritage buildings, subject to the findings of a Heritage Impact Assessment submitted through a development application.

8.12. Development will be encouraged to adaptively re-use heritage properties for community facilities, arts and culture spaces and other civic uses while maintaining heritage integrity.

C. Built Form by Building Type

8.13. Development of mid-rise buildings will:

8.13.1. Have a maximum height generally between 6 and 8 storeys. Additional storeys may be considered where a minimum of 5 hours of sunlight at the spring and fall equinoxes is maintained on the public right-of-way, and the upper storeys are stepped back;

8.14. Development of tall buildings will:

8.14.1. Be located strategically on development blocks in response to the frontage, depth, and configuration of the blocks, to support the planned character and quality of the public realm, and where required, achieve good transition in scale;

8.14.2. Ensure that tall buildings are organized to provide variation in tower placement within and between blocks and include generous tower stepbacks along streets, parks and open spaces to create and support interesting streetscapes, views, and vistas;

- 8.14.3. Include a base building that is generally no higher than 4 storeys. A tower stepback of approximately 5 metres or greater should be provided above the base building. An additional building stepback above the second storey along Weston Road may be required to acknowledge and give reference to the historic streetwall;
- 8.14.4. Maintain floor plate sizes above the base building that will generally not exceed 750 square metres, except in the case of buildings for predominantly employment uses, including but not limited to institutional uses where it is demonstrated to the City's satisfaction that the impacts of a larger floorplate, including but not limited to pedestrian comfort, shadow, transition, skyview and wind, are addressed; and
- 8.14.5. Provide a minimum tower separation distance of 30 metres. Separation distances of less than 30 metres may be considered at limited locations on a site in order to achieve other built form objectives to enhance the public realm and the pedestrian experience, such as greater building setbacks and tower stepbacks, and will be no less than 25 metres.

D. Transition in Scale

- 8.15. Development will provide good transition in scale to create liveable environments both in the public realm and in the site and buildings, while defining and distinguishing areas of different character, intensity and existing and planned contexts.
- 8.16. Development will be required to incorporate good transition in scale to achieve built form compatibility when it is:
 - 8.16.1. Of a greater intensity and scale than the adjacent and surrounding planned context, with consideration for front, rear and side adjacencies; and
 - 8.16.2. Adjacent and nearby to lands that have a planned context that does not generally anticipate tall or mid-rise buildings, including but not limited to existing or planned *Natural Areas, Parks and Open Space Areas and Neighbourhoods*.
- 8.17. Built form adjacencies such as the following will require site- and/or area-specific approaches to determine to the City's satisfaction how good transition in scale to the existing and planned context will be achieved, including:
 - 8.17.1. Tall to low-rise: through the application of a separation distance, building setbacks, stepping down of heights and, as appropriate, through an angular plane;
 - 8.17.2. Tall to mid-rise: through the application of a separation distance, building setbacks and, as appropriate, through stepping down of height;
 - 8.17.3. Tall to tall: through the application of a separation distance, orientation of the tower portions of the building, building setbacks, and, as appropriate, through stepping down of heights; and
 - 8.17.4. Mid-rise to low-rise: through the application of separation distances, building setbacks, and, as appropriate, through stepping down of heights.

E. Pedestrian Comfort (Shadow and Wind)

- 8.18. Development will be located and designed to maximize access to sunlight and open views of the sky from sidewalks, parks and open spaces, natural areas, child care centres, open spaces, playgrounds, schoolyards and other institutional open spaces, outdoor amenity spaces and POPS.

- 8.19. Development will contribute to comfortable microclimatic conditions for pedestrians and cyclists on adjacent streets and sidewalks, parks and open spaces with measures such as:
- 8.19.1. Limiting and articulating the overall height and massing of buildings, including limiting tall building floorplates above the base building;
 - 8.19.2. Orienting and limiting the scale of and/or setting back of tall building elements on the site;
 - 8.19.3. Increasing the space between tall building elements;
 - 8.19.4. Increasing the public realm by setting back the base of buildings; and
 - 8.19.5. Locating and designing buildings to maximize access to sunlight to support the growth of mature trees and vegetation.

F. Private and Shared Amenity Spaces

- 8.20. Where indoor amenity space is provided, development will ensure that it:
- 8.20.1. Is located at or above grade;
 - 8.20.2. Is located in visible and accessible locations for the building's inhabitants;
 - 8.20.3. Is designed and built with high-quality and durable materials; and
 - 8.20.4. Is provided in appropriately scaled rooms, at least one of which will be directly adjacent and connected to the outdoor amenity space.
- 8.21. A portion of indoor amenity space will have direct access to sunlight and skyviews by being located in suitable locations within the building and by including glazing.
- 8.22. Where outdoor amenity spaces is provided, development will ensure that it:
- 8.22.1. Is located at or above grade;
 - 8.22.2. Has access to daylight;
 - 8.22.3. Has access to direct sunlight, where possible;
 - 8.22.4. Provides comfortable wind, shadow and noise conditions;
 - 8.22.5. Is located away from and physically separated from loading and servicing areas;
 - 8.22.6. Has generous and well-designed landscaped areas to offer privacy and an attractive interface with the public realm;
 - 8.22.7. Accommodates existing and mature tree growth; and
 - 8.22.8. Promotes use in all seasons.
- 8.23. Multi-unit residential development will be encouraged to:
- 8.23.1. Provide opportunities for urban agriculture within outdoor amenity spaces, green rooftops or terraces;
 - 8.23.2. Provide private balconies, terraces or other private outdoor space, designed with high-quality and durable materials, for every residential unit; and

8.23.3. Include indoor and outdoor pet amenity areas, informed by City Council-adopted design guidelines.

G. Parking and Parking Structures

8.24. Vehicle parking, when provided, will be generally located below grade to promote active uses above grade and limit the impact of surface and above-grade parking on the public realm.

8.25. Underground parking structures should be limited to locations below the building footprint to allow for unencumbered landscaped areas on site that support the growth and longevity of large, healthy, mature shade trees.

8.26. In *Apartment Neighbourhoods* and *Mixed Use Areas*, surface parking will not be located along street frontages. Limited surface parking may be located behind buildings.

8.27. In *Apartment Neighbourhoods* and *Mixed Use Areas*, above-grade parking structures will generally not be permitted. Above-grade parking may only be considered on sites where it is demonstrated that an underground parking structure would interfere with a high-water table. On these sites, an above-grade parking structure may be permitted if it is wrapped with active uses on all sides of the buildings and on all floors.

8.28. In *General Employment Areas*:

8.28.1. Surface parking will not be located between the front face of a building and the public street or sidewalk;

8.28.2. Surface parking will not be located beside buildings along Weston Road, Jane Street or Black Creek Drive and is strongly discouraged to be located beside buildings along the north-south streets leading directly to Mount Dennis Station; and

8.28.3. Where appropriate, limited surface parking may be located beside and/or behind buildings along streets other than Eglinton Avenue West and Black Creek Drive.

8.29. In *General Employment Areas*, an above-grade parking structure may be permitted if it is:

8.29.1. Wrapped with employment uses on all floors along Weston Road and Jane Street; or

8.29.2. Wrapped with employment uses at grade, where feasible, and screened appropriately along Black Creek Drive and Eglinton Avenue West.

8.30. Parking will not be located in front yards of townhouse and low-rise apartment buildings, including integral garages facing the streetscape.

H. Built Form by

Districts District 1:

Valleys and Flats

8.31. Development within the Valleys and Flats will generally not be permitted.

8.32. Notwithstanding Policy 8.37 above, any development in accordance with permitted uses within the Valleys and Flats will:

8.32.1. Protect, enhance and be compatible with surrounding parks and natural areas;

8.32.2. Incorporate, where appropriate, recognition of the historic and contemporary significance of the Humber River and Black Creek to Indigenous communities and nations; and

8.32.3. Provide good transition in scale to *Natural Areas, Parks and Open Space Areas* and *Neighbourhoods*.

District 2: Employment and Institutional Areas

8.33. Development within Employment Areas and Institutional Areas will accommodate mid-rise buildings and low-rise buildings. Tall buildings may be considered at appropriate locations, provided all other applicable policies of this Secondary Plan are met.

8.34. Development within Employment Areas and Institutional Areas will:

8.34.1. Be sited and oriented to reinforce a strong built form relationship with public streets, parks and open spaces; and

8.34.2. Provide high-quality building and landscape treatments, with the greatest emphasis on street-facing frontages.

District 3: Residential Areas

8.35. A variety of low-rise building types up to 4 storeys in height, including detached houses, semi-detached houses, townhouses and low-rise apartment buildings are permitted on lands designated *Neighbourhoods*.

8.36. Low-rise buildings in the Residential District will be sited, massed and designed to:

8.36.1. Relate directly to the existing or natural grade of the site and front public streets;

8.36.2. Harmonize with adjacent conditions and provide generous landscaped front-yard setbacks that reinforce existing setback patterns;

8.36.3. Ensure that garages do not dominate the streetscape by:

8.36.3.1. Limiting garage projections with garages recessed behind the front façade of buildings to lend prominence to habitable portions of the building, and

8.36.3.2. Where possible, providing underground parking and/or rear-yard garages with shared access between properties.

8.36.4. Be well-designed with high-quality and durable materials and architectural qualities found within existing dwellings, such as the use of brick masonry or stone;

8.36.5. Reduce the width of driveways, surface parking areas, and curb cuts and use permeable pavers and soft landscaping to minimize the visual and environmental impacts of driveways; and

8.36.6. Retain the prevailing character of entrances being low to the ground and provide other design elements, such as porches, to promote visual interest and enhance the residential character of the District.

8.37. Where townhouses, low-rise apartment buildings, and institutional or cultural buildings are proposed, these buildings will be:

8.37.1. Generally set within a landscape setting with buildings setback from public streets;

- 8.37.2. Generally not wider than 50 metres with at least 6 metres between buildings to provide opportunities for landscaped mid-block connections; and
- 8.37.3. Oriented and designed to avoid backlotting conditions to ensure entrances to buildings are located along a street, where applicable.

District 4: Mixed-Use Main Street

- 8.38. Development in the Mixed-Use Main Street District will have a predominantly mid-rise character punctuated by a limited number of tall buildings in strategic locations.
- 8.39. Development with frontage on Weston Road will respect, maintain and enhance the historic main street character and sense of place of Weston Road and its vibrant small-scale storefronts, will be compatible with the historic streetwall heights, cornice lines, narrow storefronts and will be designed with other architectural detailing and finishes that are compatible with the heritage character by:
 - 8.39.1. Providing streetwall heights between 2 to 4 storeys on Weston Road and side streets;
 - 8.39.2. Articulating building façades to reflect existing fine-grained lot patterns along Weston Road;
 - 8.39.3. Providing horizontal articulation that differentiates the retail portion of the streetwall from upper stories;
 - 8.39.4. Including horizontal articulation on the base building of new developments to maintain and reinforce historic streetwall heights, and reference cornice lines and horizontal datum lines of adjacent buildings;
 - 8.39.5. Providing a base building that includes a more solid appearance than the taller portion of the development, which may have a lighter or transparent presence above the stepback line; and
 - 8.39.6. Designing base building facades with at least 50 percent brick masonry, stone or similar solid high quality material and respect the prevailing fenestration pattern of the block where it is located.
- 8.40. Development will respect, maintain and enhance properties on the Heritage Register along Weston Road to ensure that new development is visually and physically compatible with, subordinate to and distinguishable from properties on the Heritage Register
- 8.41. Development will provide building setbacks to secure a sidewalk zone (measured curb to building face) of at least 4.8 metres, unless otherwise indicated in this Plan. A width of 6 metres will be encouraged. A sidewalk zone of less than 4.8 metres may be considered to support in-situ conservation of properties on the Heritage Register and/or the historic streetwall.
- 8.42. The Mixed-Use Main Street District is organized into three distinct segments of Weston Road, as shown on Map 2 - Districts Plan, each of which has unique characteristics and existing and planned built form contexts.
- 8.43. To allow for increased building depths to support appropriate mid-rise development, lands have been identified to provide transition to abutting *Neighbourhoods*. These lands are identified as being generally located 60 metres from the centreline of Weston Road. Development within these areas will:
 - 8.43.1. Provide appropriate transition between the mid-rise building and adjacent low-rise buildings, as per the policies of this Secondary Plan; and
 - 8.43.2. Have a height not exceeding 4 storeys and approximately 12 metres in the area generally between 50 and 60 metres of the Weston Road centreline.

- 8.44. Development within Segment 1: Weston North will:
- 8.44.1. Accommodate mid-rise buildings with a maximum height of 6 storeys and will have a maximum streetwall height of 4 stories;
 - 8.44.2. Accommodate mid-rise buildings with a maximum height of 8 storeys at the intersection of Jane Street and Weston Road, and at the terminus of Ray Avenue on the west side of Weston Road between Bartonville Avenue and Summerville Avenue;
 - 8.44.3. Site and articulate new buildings to maintain and reinforce the attributes and character of properties on the Heritage Register in the District;
 - 8.44.4. Protect the visual prominence of the Mount Dennis Baptist Church along Weston Road and Sunnybrae Crescent by ensuring that new buildings will not visually dominate the landmark building;
 - 8.44.5. Ensure mid-rise buildings sited at corner lots on the east side of Weston Road flanking the east-west local streets will:
 - 8.44.5.1. Not exceed a height greater than a 1:1 ratio of building face to building face across the local street; and
 - 8.44.5.2. Have the main frontage wrap the corner to achieve a contiguous built form contribution to the public realm along Weston Road;
 - 8.44.5.3. Respond to the acute and obtuse angles of the parcel fabric by:
 - 8.44.5.3.1. Ensuring the building frontage is parallel to both streets; and/or 8.44.5.3.2. Accommodating a parkette or POPS at the corner of Weston Road; and/or
 - 8.44.5.3.3. Other contextually appropriate built form and landscape treatments.
 - 8.44.6. Provide building setbacks to secure a sidewalk zone (measured curb to building face) of at least 6 metres or greater where established by the existing context or at corners lots. The sidewalk zone may be entirely public property or a combination of public and private property.
- 8.45. Development within Segment 2: North Core will:
- 8.45.1. Accommodate mid-rise buildings with a maximum height of 8 storeys and will have a maximum streetwall height of 4 storeys;
 - 8.45.2. Accommodate a building not exceeding 10 storeys located at the southeast corner of the intersection of Weston Road and Ray Avenue;
 - 8.45.3. Accommodate a limited number of tall buildings (one per each block) on the west side of Weston Road with a maximum 4-storey base building. Tall buildings will transition down in height as distance increases from Eglinton Avenue West. Tall buildings generally no more than 25 storeys in height may be considered provided that the policies of this Secondary Plan are met and the tall buildings:
 - 8.45.3.1. Frame the frontages of the intersection of Weston Road and Eglinton Avenue West with good proportion;

8.45.3.2. Provide good transition towards the *Neighbourhoods* to the west;

- 8.45.3.3. Provide good transition to properties on the Heritage Register ;
- 8.45.3.4. Provide high-quality soft and hard landscape treatment at grade; and
- 8.45.3.5. Ensure comfortable pedestrian level wind conditions for the intended uses.
- 8.45.4. Site and articulate new buildings to maintain and reinforce the attributes and character of properties on the Heritage Register on both sides of Weston between Locust Street and Eglinton Avenue West by providing appropriate transition and maximize separation distance between a tall building and the primary elevation of properties on the Heritage Register.
- 8.46. Development within Segment 3: South Core will:
 - 8.46.1. Accommodate mid-rise buildings up to a maximum height of 8 storeys and will have a maximum streetwall height of 2 stories;
 - 8.46.2. Accommodate a limited number of tall buildings (one per each block) on the West side of Weston Road with a maximum 4-storey base building. Tall buildings will transition down in height as distance increases from Eglinton Avenue West. Tall buildings generally no more than 25 storeys in height may be considered provided that the policies of this Secondary Plan are met and the tall buildings:
 - 8.46.2.1. Frame the frontages of the intersection of Weston Road and Eglinton Avenue West with good proportion;
 - 8.46.2.2. Provide good transition towards the *Neighbourhoods* to the west;
 - 8.46.2.3. Provide good transition to properties on the Heritage Register;
 - 8.46.2.4. Provide high-quality soft and hard landscape treatment at grade; and
 - 8.46.2.5. Ensure comfortable pedestrian level wind conditions for the intended uses.
 - 8.46.3. Accommodate mid-rise buildings with a maximum height of 8 storeys on lands on the east side of Weston Road at the southern terminus of the Mixed-Use Main Street District between Lambton Avenue and the intersection of Weston Road and Jasper Avenue. These buildings will step up to taller heights towards the rail corridor per the policies of the Mixed-Use Growth District;
 - 8.46.4. Site and articulate new buildings to maintain and reinforce the historic context of the area located between York Avenue, Dennis Avenue and Lambton Avenue and the properties on the Heritage Register on the west side of Weston Road by providing appropriate transition as per the heritage conservation policies of this Secondary Plan, and maximize separation distance between a tall building and the primary elevation of the properties on the Heritage Register;
 - 8.46.5. Ensure mid-rise buildings sited at corner lots on the west side of Weston Road flanking the angled east-west local streets will:
 - 8.46.5.1. Not exceed a height greater than a 1:1 ratio of building face to building face across the local street; and
 - 8.46.5.2. Have the main frontage wrap the corner to achieve a contiguous built form contribution to the public realm along Weston Road.
 - 8.46.5.3. Respond to the acute and obtuse angles of the parcel fabric by:

- 8.46.5.3.1. Ensuring the building frontage is parallel to both streets; and/or 8.46.5.3.2. Accommodating a parkette or POPS at the corner of Weston Road; and/or
- 8.46.5.3.3. Other contextually appropriate built form and landscape treatments.

District 5: Mixed-Use Growth

- 8.47. Development in the Mixed-Use Growth District will:
- 8.47.1. Accommodate a mix of tall buildings and mid-rise buildings with a maximum height of approximately 45 storeys surrounding Mount Dennis Station where:
- 8.47.1.1. The tallest buildings will be located closest to the rail corridor and Mount Dennis Station; and
- 8.47.1.2. Mid-rise buildings and base sections of tall buildings will front Weston Road and Ray Avenue and will have maximum heights of:
- 8.47.1.2.1. 4 storeys for base sections of tall buildings; and
- 8.47.1.2.2. Up to 8 storeys for mid-rise buildings, as per the other policies of the Mixed-Use Main Street District.
- 8.47.2. Provide good transition to *Neighbourhoods, Parks and Open Space Areas* and other open spaces including POPS;
- 8.47.3. Provide architectural features and landscape design of the highest quality to support the District's role as the community heart, with the greatest emphasis on the area at the intersection of Weston Road and Eglinton Avenue West;
- 8.47.4. Provide buildings with high-quality architectural features to positively reinforce their identity within the overall Mount Dennis skyline;
- 8.47.5. Step down the heights of buildings towards the Black Creek Valley to protect the skyline views to Downtown across Black Creek Valley;
- 8.47.6. Provide open space at grade. This open space may take the form of forecourts, urban gardens, plazas, or courtyards, and should generally be designed to:
- 8.47.6.1. Be centrally located and shared by all intended users and away from vehicular accesses and service areas;
- 8.47.6.2. Be generously scaled and support a range of activities and programming opportunities for the intended uses;
- 8.47.6.3. Be visible and accessible from surrounding streets, parks, and other public spaces;
- 8.47.6.4. Be visible from and allow for casual overlook by residential units and active non-residential uses;
- 8.47.6.5. Be accessible from, and adjacent, to indoor amenity areas;
- 8.47.6.6. For development having frontage onto Weston Road, be sited to abut, and have access from, Weston Road; and
- 8.47.6.7. Contribute to and be aligned with the pedestrian network.

District 6: Mixed-Use Node

- 8.48. Development in the Mixed-Use Node District will:
- 8.48.1. Accommodate the tallest building heights in the Plan Area with a maximum height of generally 45 storeys being located on lands adjacent to Eglinton Avenue West, closest to Mount Dennis Station;
 - 8.48.2. Provide variety in height and massing by transitioning height down to 35 storeys towards the intersections of Black Creek Drive and Eglinton Avenue West and Photography Drive and Eglinton Avenue West to maintain the visual prominence and dominance of the Kodak Building as a historical landmark;
 - 8.48.3. Have base buildings with maximum heights between 4 and 6 storeys providing built form variety along key public realm elements such as Eglinton Avenue West, Black Creek Drive and the new "Street A";
 - 8.48.4. Provide appropriate transition to the new public park and open spaces including POPS;
 - 8.48.5. Provide buildings and landscaping of the highest quality to support the District's role as a focal point, with the greatest emphasis on the area at the intersection of Eglinton Avenue West and Black Creek Drive; and
 - 8.48.6. Provide outdoor amenity spaces or POPS spaces at grade taking the form of forecourts, urban gardens, plazas, or courtyards, which should generally be designed to:
 - 8.48.6.1. Be centrally located and shared by all intended users and away from vehicular accesses and service areas;
 - 8.48.6.2. Be generously scaled and support a range of activities and programming opportunities for the intended uses;
 - 8.48.6.3. Be visible and accessible from surrounding streets, parks, and other public spaces;
 - 8.48.6.4. Be visible from and allow for casual overlook by residential units and active non- residential uses; and
 - 8.48.6.5. Be accessible from, and adjacent, to indoor amenity areas.
 - 8.48.7. Provide appropriate transition in scale, height, density and built form to the new park and open spaces, including POPS, by:
 - 8.48.7.1. Ensuring that the new park will be framed by buildings with good proportion and tall buildings with significant tower setbacks from the park or the street frontages along the park;
 - 8.48.7.2. Being oriented to maximize public access and views to the park and open spaces;
 - 8.48.7.3. Being designed to have an attractive façade with animated uses at grade, wherever possible;
 - 8.48.7.4. Providing for casual overlook, increasing the passive surveillance and safety of the park and open spaces; and
 - 8.48.7.5. Avoiding locating loading and servicing areas adjacent to the park and open spaces or, where no reasonable alternative, be appropriately screened.

9. HOUSING

- 9.1. Residential development will support complete and inclusive communities through a range of housing opportunities. An appropriate mix of housing by tenure, size and affordability will be achieved in order to offer housing options for a wide variety of households across the housing spectrum.
- 9.2. New affordable housing will be prioritized and advanced through various program and policy tools, including securing affordable housing on publicly owned lands.
- 9.3. New opportunities for cooperative housing will be encouraged within the Plan Area.
- 9.4. Development of publicly owned land should include the provision of new affordable housing.
- 9.5. Significant new development on sites containing 6 or more rental units, where existing rental units will be kept in the development should provide shared indoor and outdoor amenities in the new development as part of any secured improvements or renovations of the existing rental housing.
- 9.6. Residential units will include, where appropriate: storage space; operable windows; bedrooms that contain closets and an operable window on an exterior wall; and the provision of balconies or terraces.
- 9.7. To achieve a balanced mix of residential unit types and sizes, for developments that contain more than 80 new residential units, a minimum of 40% of the total number of new units will be a combination of two- and three-bedrooms units, including:
- 9.7.1. A minimum of 15 per cent of the total number of units as two-bedroom units; and
- 9.7.2. A minimum of 10 per cent of the total number of units as three or more bedroom units.
- 9.8. The City may reduce the minimum requirements identified in Policy 9.7 above where development is providing:
- 9.8.1. Social housing or other publicly-funded housing; or
- 9.8.2. Specialized housing such as residences owned or operated by a post-secondary institution or a health care institution or other entities to house students, patients or employees, or people with special needs.

10. COMMUNITY SERVICE FACILITIES

Community service facilities are buildings and public spaces that accommodate a range of non-profit programs and services provided or subsidized by the City or other public agencies to support people in meeting their social needs and enhance their well-being, health and quality of life. Community service facilities include recreation, community centres, libraries, child care, public schools and space for the provision of public health services, human services, cultural services and employment services.

Community services and facilities are essential to building community capacity and fostering complete communities. They contribute to the social, economic and cultural development of the city, and accessible, high- quality facilities will support the health, safety and wellbeing of those living and working in our communities. Development of community service facilities in Mount Dennis will meet the needs of existing and future residents, including culturally-appropriate spaces to serve the local community and those with the greatest need.

A. Development Requirements

10.1. New community service facilities will be established and existing services and facilities will be renovated or expanded to meet existing needs and to accommodate future growth in the Plan Area.

10.2. Development will contribute to the delivery of community service facilities, as appropriate as a community benefit, through:

10.2.1. New, expanded or retrofitted space for one or more community service facilities on-site;

10.2.2. New, expanded or retrofitted community service facilities offsite within an appropriate distance in the Plan Area; and/or

10.2.3. A contribution towards specific community service facilities that meet identified needs.

B. Prioritization

10.3. Community service facility priorities in the Plan Area include:

10.3.1. Development of new licensed non-profit child care facilities;

10.3.2. The creation of affordable, accessible space for non-profit community-based organizations that are eligible for the City's Community Space Tenancy Policy;

10.3.3. Maintenance and future improvement and expansion of Toronto Public Library branches serving the Plan Area; and

10.3.4. Revitalization and/or expansion of existing community recreation facilities, including the Mount Dennis Community Hall and Chris Tonks Arena, to enhance current service capacity and meet the needs of future growth.

10.4. The Mount Dennis Community Services and Facilities Strategy will be reviewed and updated on a periodic basis, taking into consideration community needs, development activity, and the relevant service and facility plans of City divisions and public agencies, boards and commissions.

C. Replacement

10.5. Development on parcels with existing on-site City-owned or leased community service facilities will replace the total gross floor area of the community service facility on-site.

10.6. Notwithstanding Policy 10.5, above, the replacement of any existing City-owned or leased community service facilities may be provided off-site at the City's discretion provided the following matters are secured:

10.6.1. A receiving site within the Plan Area and with no net loss in community service facility space has been secured to the City's satisfaction and financial security equivalent to the City's cost of replacing the existing community service facility is provided to ensure its timely replacement; or

10.6.2. An amount of funding equivalent to the City's cost of replacing the existing community service facility within the Plan Area is provided in lieu of the owner replacing the facility off-site.

D. Location and Design

- 10.7. New community service facilities required in the Plan Area are encouraged to be:
- 10.7.1. Geographically well-distributed to provide broad access to new and existing residents and workers in the Plan Area;
 - 10.7.2. Supported by a well-designed public realm and located in highly visible and accessible locations with strong pedestrian, cycling and transit connections;
 - 10.7.3. Designed to provide flexible, multi-purpose space that can be used throughout the year to deliver diverse programming and adapt over time to meet varied needs;
 - 10.7.4. Incorporated at grade or within the lower stories of mixed-use buildings containing other uses;
 - 10.7.5. Co-located, and integrated with other community programming and institutional uses where feasible; and
 - 10.7.6. Designed with an equity lens and through consultation with local communities to create spaces that are safe, accessible and inviting for all, including by identifying and removing barriers for the most marginalized and vulnerable communities.

E. Timing and Phasing

- 10.8. New and/or expanded community services and facilities are to be provided in a timely manner to support and be commensurate with growth.
- 10.9. Development that is phased generally should include required on-site community services and facilities as part of the first phase of development.
- 10.10. Development may be designed to accommodate temporary community service facilities until such time as the permanent community service facilities are constructed and outfitted, all in accordance with the applicable legislative framework for the provision of community benefits.

F. Partnership/collaboration

- 10.11. Partnerships between private landowners and public agencies, boards, and commissions to support the improvement, provision and expansion of community service facilities will be encouraged.
- 10.12. New opportunities for co-location of community facilities will be encouraged where feasible in the Plan Area.

11. ECO-NEIGHBOURHOOD

This Plan builds on the community-based Mount Dennis Eco-Neighbourhood Initiative. An eco-neighbourhood provides opportunities to advance climate change mitigation by reducing local greenhouse gas emissions as well as preparing for climate change by protecting natural areas, enhancing biodiversity and developing resilience to the impacts. Resilience to climate change will require support for designs that can withstand extreme weather events. This Plan encourages the public sector and private sector to work collaboratively and actively with the Mount Dennis community in co-designing and implementing a local climate action plan and to seize opportunities to implement the City's climate action strategies and plans.

11.1. Development will be encouraged to support achievement of the City's net-zero greenhouse gas emissions targets through environmentally sustainable design and design excellence that:

11.1.1. Implements the highest level of the Toronto Green Standard;

11.1.2. Incorporates biodiverse green roofs;

11.1.3. Adopts low-impact development and green infrastructure approaches;

11.1.4. Reduces waste, promotes recycling and promotes food and organic waste diversion;

11.1.5. Incorporates recovery of low-carbon thermal energy from infrastructure sources, such as sewers and transit;

11.1.6. Integrates on-site renewable electricity production and storage to minimize demand on the electricity demand;

11.1.7. Assesses impacts of embodied emissions from materials and identifies opportunities for adaptive reuse of existing building stock and reuse of demolition waste;

11.1.8. Seeks opportunities to develop a thermal energy network or incorporates a connection to an existing or planned thermal energy network;

11.1.9. Retains and expands the urban forest and increases the tree canopy;

11.1.10. Protects, restores and enhances natural heritage and water resource systems; and

11.1.11. Promotes diverse landscapes with native species and pollinators to increase and enhance biodiversity.

11.2. Development will be encouraged to improve resilience to area-wide power outages by integrating back-up power systems.

11.3. A Green Streets approach will be applied to the design and construction of new public streets and lanes, and where feasible to the reconstruction of existing streets and lanes, to enhance the extent and health of the urban forest, mitigate urban heat island effect, manage stormwater runoff and mitigate flooding.

11.4. Improvements to the energy efficiency and climate resilience of existing residential towers will be encouraged.

11.5. Investment in green sector economic opportunities, including the potential for a post-secondary campus or satellite facility that supports the sustainability objectives of this Plan, will be promoted.

11.6. Partnerships and collaboration with the community on local environmental initiatives will be encouraged in support of efforts to build a resilient and sustainable Mount Dennis neighbourhood.

11.7. The City will explore opportunities for restoration of natural features and functions in *Parks and Open Space Areas*, and in valleys and ravines in collaboration with Toronto and Region Conservation Authority.

12. IMPLEMENTATION, PHASING AND MONITORING

12.1. Development applications will be required to demonstrate that there is adequate servicing, transportation infrastructure and community service facilities to support the proposed level of intensification in the context of existing and proposed development across the Plan Area.

12.2. Development will be sequenced to ensure appropriate servicing, transportation and community service facilities are available to service development.

12.3. Development will not exceed the capacity of existing servicing infrastructure supporting the Plan Area. Where improvements and/or upgrades to existing servicing infrastructure, or new servicing infrastructure, is planned for implementation, timing and/or phase of development will be required to coordinate with such planned new, improved and/or upgraded infrastructure so as to coordinate land use planning, infrastructure planning and infrastructure investment.

12.4. A community development plan, which shall include an anti-displacement strategy, will be adopted for Mount Dennis to support implementation of the vision, transformative moves and policies of this Plan.

12.5. Applicants will be required to demonstrate, through a required planning rationale or site plan application, how the proposed development responds to the City Council-adopted community development plan for Mount Dennis, including addressing its anti-displacement strategy.

12.6. A transportation monitoring program may be developed and undertaken with area stakeholders to monitor development levels and travel patterns as development occurs. At appropriate times, a monitoring program may be coordinated by the City to inform Transportation Impact Studies submitted with development applications, and may include:

12.6.1. The travel characteristics of employees, residents and visitors including modal split, vehicular occupancy, trip distribution and peak hours of travel;

12.6.2. An evaluation of trip volumes from a multi-modal perspective on public streets and at Priority Pedestrian Locations and Cycling Interchanges;

12.6.3. An evaluation of the future capacity of all transportation modes against development levels and network improvements provided for by this Secondary Plan;

12.6.4. An evaluation of existing, planned and proposed development; and

12.6.5. An evaluation of parking availability, usage and location in relation to land use, as well as the performance of shared mobility options.

12.7. The findings of the transportation monitoring program will inform future comprehensive transportation analysis supporting new transportation infrastructure and/or improvements to transit service as well as any future reviews of this Secondary Plan. The findings may also be considered in the review of individual development applications and the implementation or refinement of required TDM plans.

12.8. The policies in this Plan that address the provision of community benefits are to be read within the context of the *Planning Act* that permits the City to obtain community benefit charges and/or in-kind contributions, and such policies are to be interpreted and applied in a manner that conforms with the *Planning Act* and any associated legislation.

- 12.9. Urban design guidelines for Mount Dennis, as adopted by City Council, will be used as a tool to evaluate proposed development in the whole of the Plan Area and in each of the Districts to ensure such development is consistent with this Secondary Plan and the Official Plan. To this purpose the urban design guidelines for Mount Dennis will:
- 12.9.1. Illustrate the intent of the Secondary Plan policies;
 - 12.9.2. Provide an understanding of the area's history and local character;
 - 12.9.3. Explain how new developments will conserve, maintain and enhance the area's historic character and sense of place;
 - 12.9.4. Articulate planning priorities for the Plan Area, including each of the Districts;
 - 12.9.5. Provide built form guidelines that illustrate setbacks, stepbacks, heights, and massing for development to ensure that it is compatible with and reinforces local context ;
 - 12.9.6. Identify properties of heritage potential that will be further reviewed for inclusion on the City's Heritage Register;
 - 12.9.7. Conserve and maintain the built heritage resources while allowing for growth and change; and,
 - 12.9.8. Illustrate how parks and the public realm can be expanded and improved and provide concepts for a future vision based on complete streets.

13. MAP LIST

Map 1 - Secondary Plan Area Boundary Map 2

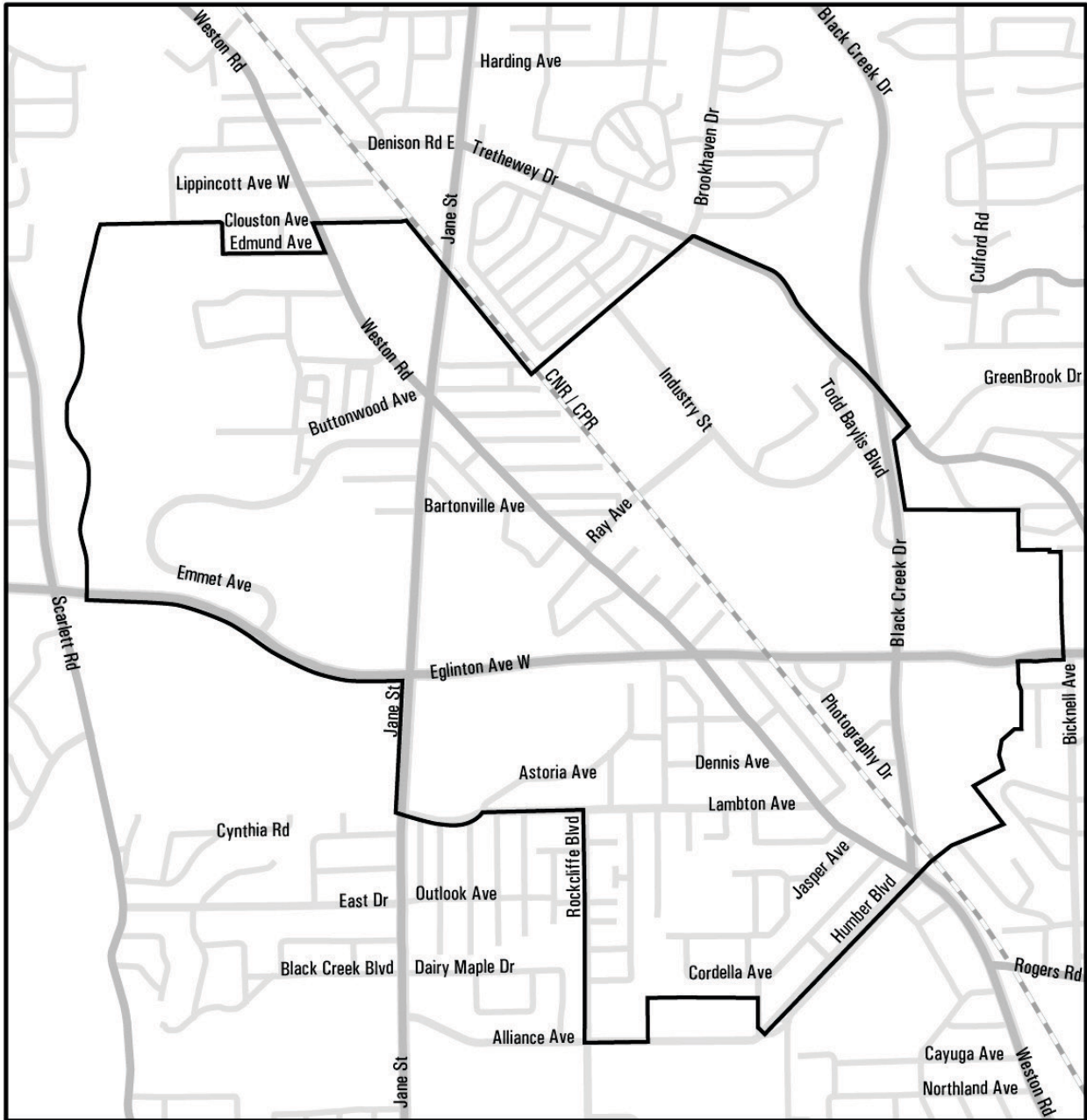
- Districts Plan

Map 3 - Land Use Plan

Map 4 - Priority Retail Streets and Parkettes Map 5

- Parks and Public Realm Plan

Map 6 - Mobility Network Plan



Map 1 - Secondary Plan Area Boundary

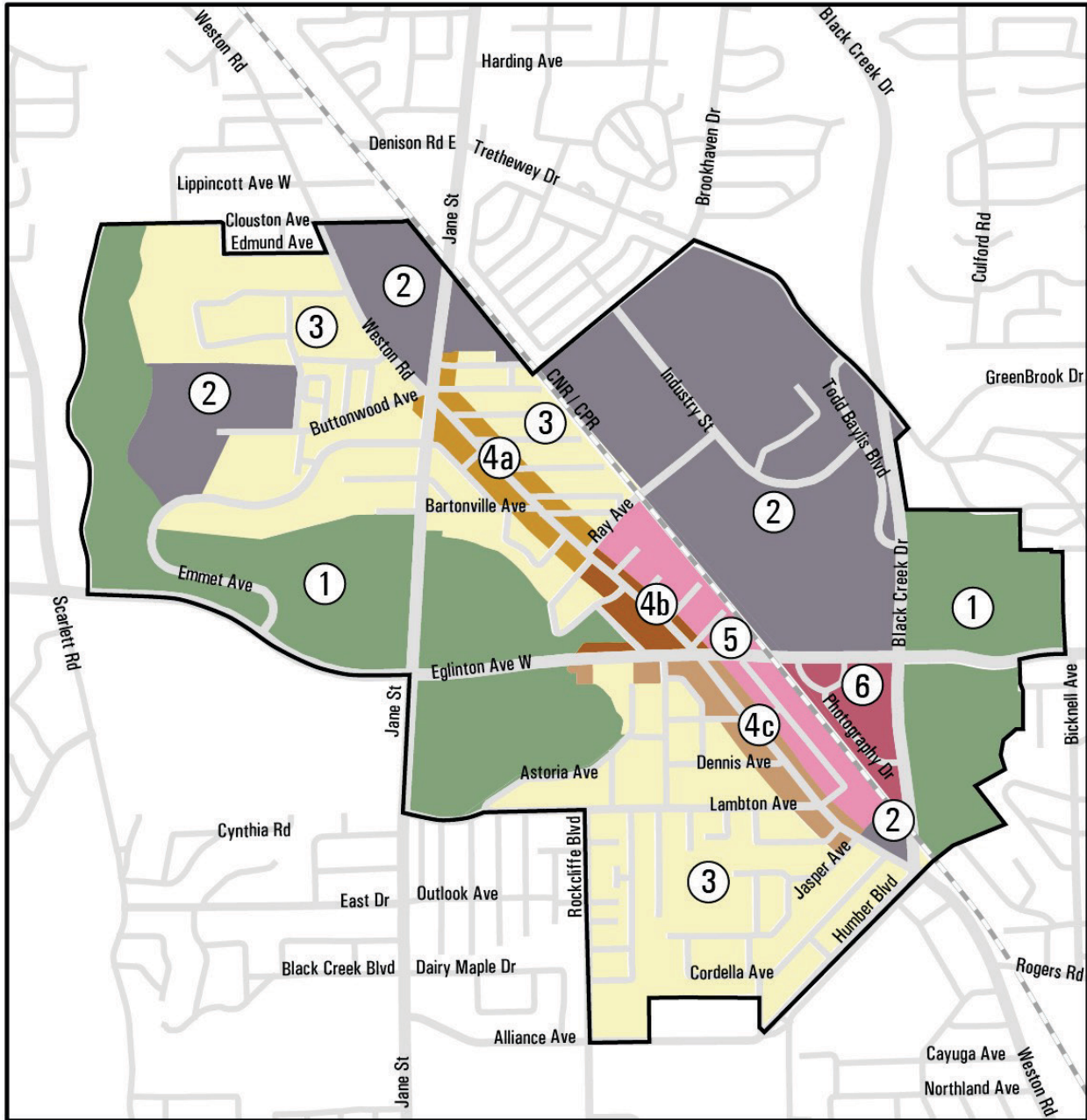
Mount Dennis Secondary Plan

File # 18 161660 WET 11 0Z

 Mount Dennis Secondary Plan Boundary



Not to Scale



Map 2 - Districts Plan

Mount Dennis Secondary Plan

File # 18 161660 WET 11 0Z

- Mount Dennis Secondary Plan Boundary
- 1. Valleys and Flats District
- 2. Employment and Institutional Areas District
- 3. Residential Areas District
- Mixed-Use Main Street District
- 4a. Weston North
- 4b. North Core
- 4c. South Core
- 5. Mixed-Use Growth District
- 6. Mixed-Use Node District



Not to Scale



Map 3 - Land Use Plan

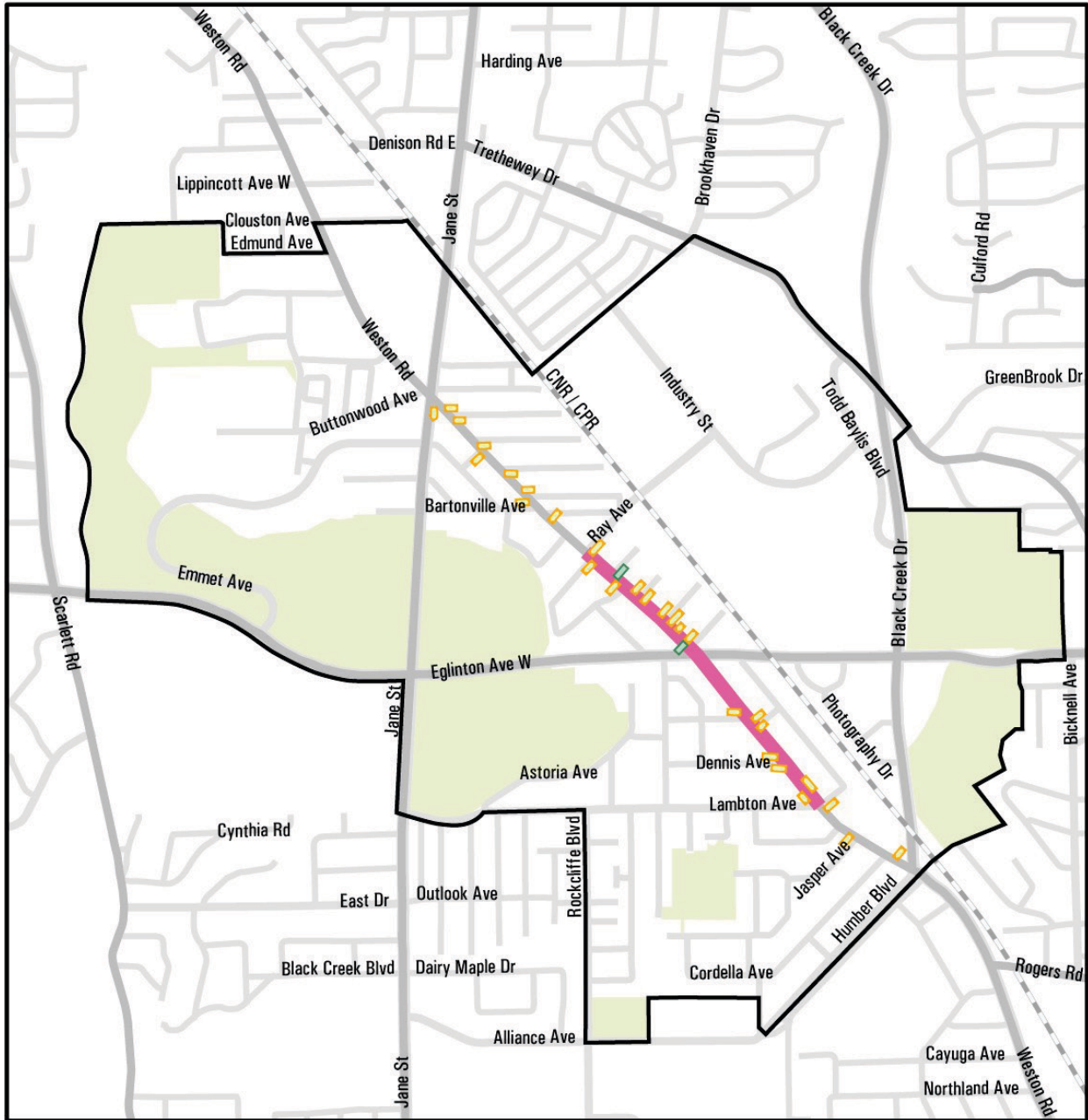
Mount Dennis Secondary Plan

File # 18 161660 WET 11 02

- | | | |
|--------------------------------------|-------------------------|-----------------|
| Mount Dennis Secondary Plan Boundary | General Employment Area | Mixed-Use Areas |
| Apartment Neighbourhoods | Institutional Areas | Natural Areas |
| Core Employment Areas | Parks | Neighbourhoods |
| Existing Open Space | | |



Not to Scale



Map 4 - Priority Retail Streets and Parkettes

Mount Dennis Secondary Plan

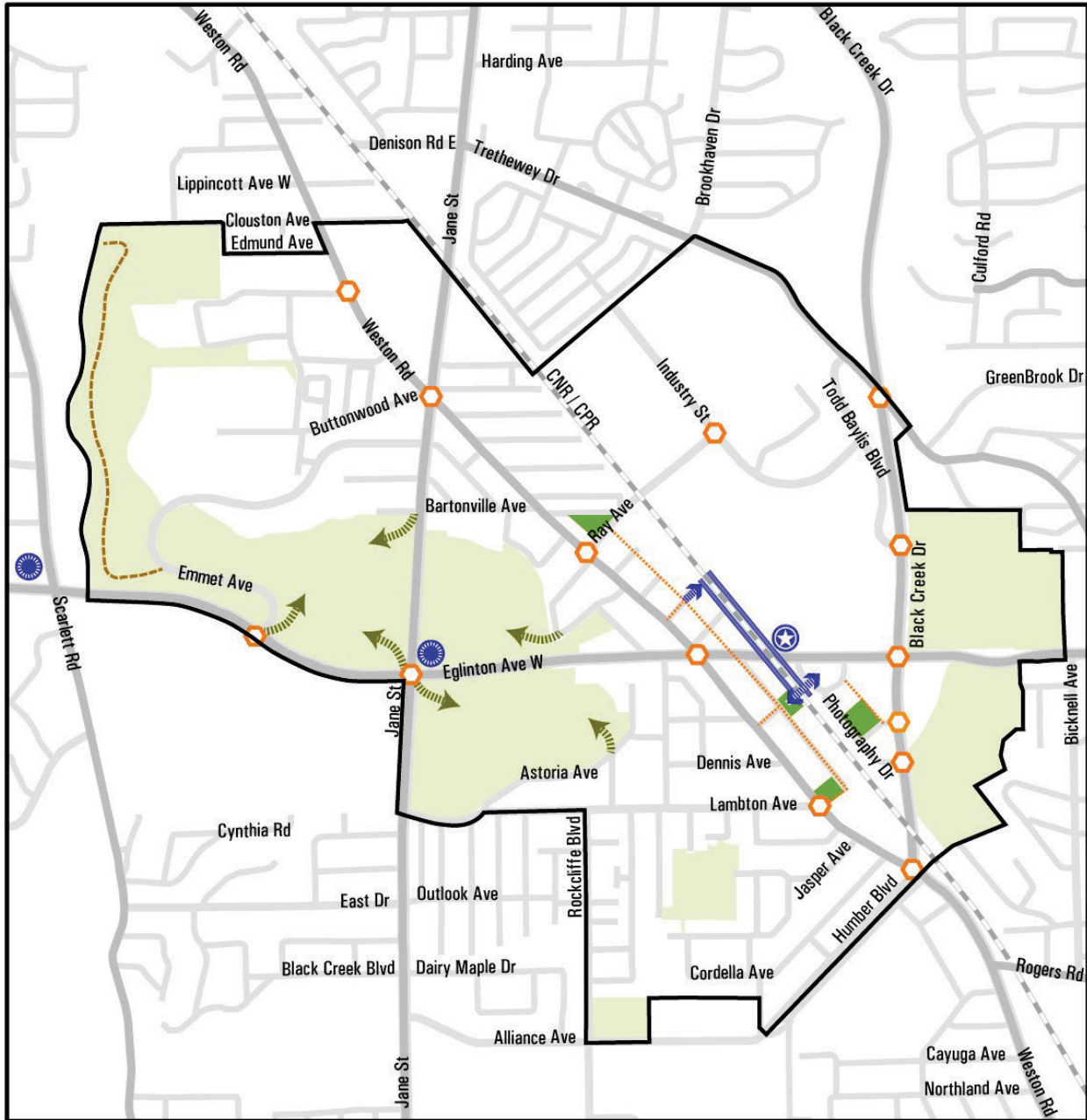
File # 18 161660 WET 11 0Z

- Mount Dennis Secondary Plan Boundary
- Existing Parks
- Priority Retail Street
- Existing Parkettes
- Planned Parkettes*

* may include public parkland, POPS, or other publicly accessible open space within or adjacent to the ROW



Not to Scale



Map 5 - Parks and Public Realm Plan

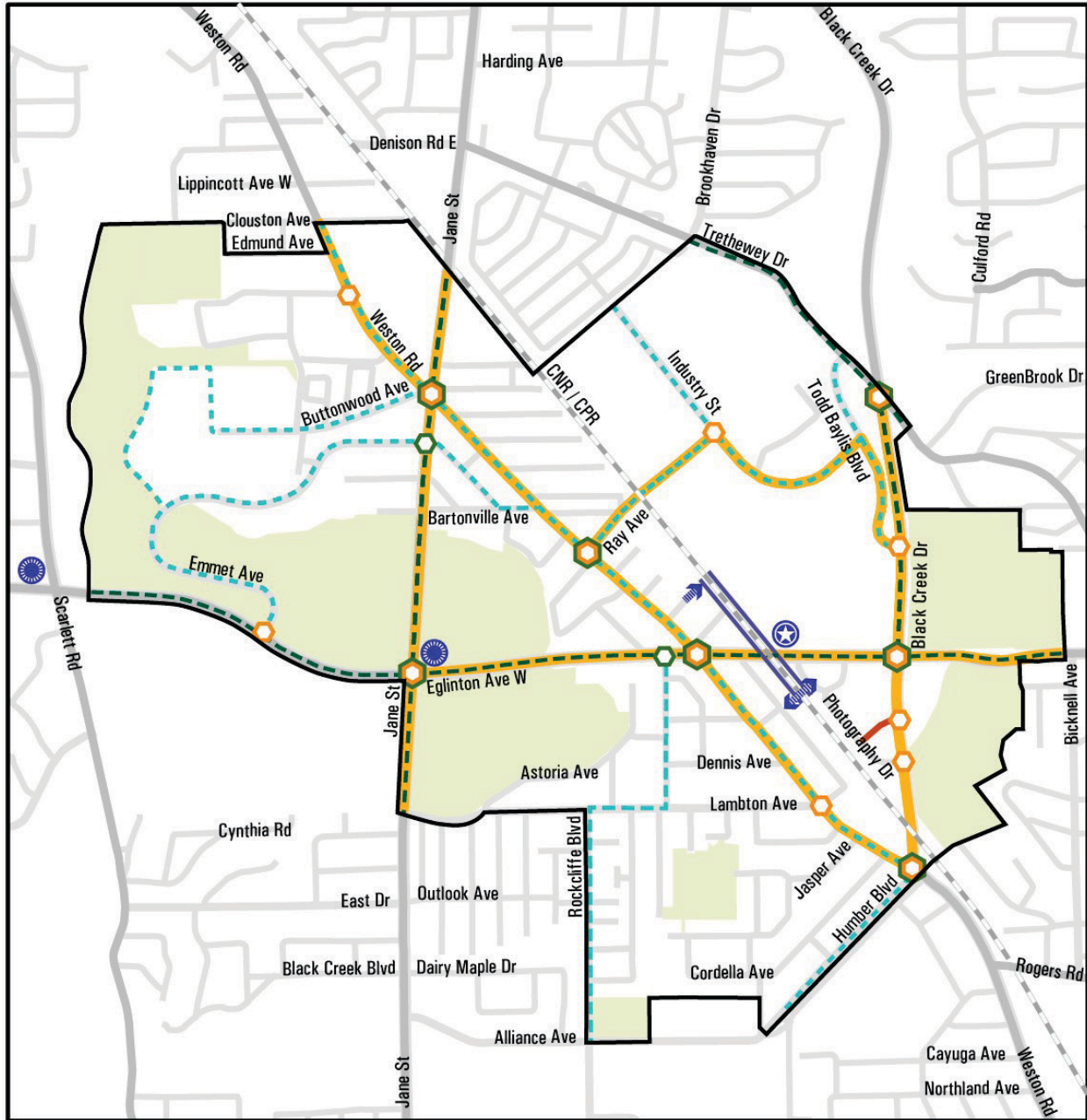
Mount Dennis Secondary Plan

File # 18 161660 WET 11 02

- Mount Dennis Secondary Plan Boundary
- Existing Parks
- Indigenous Heritage Trail
- Potential Public Parks
- Proposed Park Access Improvements
- Pedestrian Priority Locations
- Planned Pedestrian Connections
- ★ Mount Dennis UPX/GO/LRT Station
- ★ Future Transit Station
- GO / UPX Station Platform
- Planned Station Access/Rail Crossings



Not to Scale



Map 6 - Mobility Network Plan

Mount Dennis Secondary Plan

File # 18 161660 WET 11 02

- | | | |
|--------------------------------------|----------------------------------|--|
| Mount Dennis Secondary Plan Boundary | Proposed Station Access | Pedestrian Priority Locations |
| Existing Parks and Open Space | Rail Crossing and Station Access | Cycling Interchanges |
| Existing and Planned Bikeways | Station Platform | Pedestrian Priority & Cycling Interchanges |
| Additional Recommended Bikeways | Mount Dennis UPX/GO/LRT Station | |
| Primary Street Network | Future Transit Station | |
| Proposed New Street | | |



Not to Scale