

## **Mount Dennis Planning Framework Study - City Initiated Official Plan Amendment – Status Report**

Date: June 13, 2018

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Wards: Ward Nos. 11 and 12, York South-Weston

**Planning Application Number: 18 161660 WET 11 OZ**

### **SUMMARY**

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The purpose of this report is to seek City Council's direction to undertake a review and update of the planning policy framework for the Mount Dennis area, generally being the lands along Weston Road between Jane Street and Humber Boulevard/Black Creek Drive including some lands between Weston Road and Black Creek Drive fronting Eglinton Avenue West. The attached draft Terms of Reference outline the parameters of the study, and its scope and study area, and presents the timelines for community meetings and expected deliverables for this study.

On March 10, 2016, City Council adopted a motion (EY12.30) to request the Chief Planner and the Executive Director, City Planning to undertake a review of the current planning framework for the Mount Dennis study area including: built form; density; height; and public realm of the properties on Weston Road between Parke Street and Wilby Crescent/Wright Avenue in Mount Dennis, and to report back on the findings of the review and to provide recommendations for changes, if necessary, to the planning framework for the study area.

The former City of York Official Plan recognized the village of Mount Dennis as a vibrant community and included a Secondary Plan to guide growth and development in the area. The objective of the Mount Dennis Secondary Plan was to enhance the image and identity of the community through revitalization efforts and to create a focus in the vicinity of Weston Road and Eglinton Avenue West. After amalgamation, the Secondary Plan was consolidated into several Site and Area Specific Policies in the current City of Toronto Official Plan.

Transit initiatives for this area have been contemplated for quite some time. The former City of York Official Plan acknowledged future transit proposals such as the Eglinton West rapid transit line and improvements to the GO system including a "gateway" in the area of the York City Centre. Since that time, transit improvements have included the construction of the Mount Dennis station and the Maintenance and Storage Facility for the Eglinton Crosstown Light Rail Transit (LRT). The area continues to be included in consideration of future transit initiatives for rail and light rail.

Given the number of Site and Area Specific Policies that apply to this area and the transportation initiatives that have occurred, it is appropriate to initiate a comprehensive review of the planning framework for the area. This would provide an opportunity to revisit the policy framework enabling the City to update the vision, goals, objectives and priorities for the area and the policies pertaining to land use, transportation, servicing and community infrastructure requirements.

The proposed study is consistent with the Provincial Policy Statement (2014) and conforms with the Growth Plan for the Greater Golden Horseshoe (2017).

This report reviews and recommends that the Mount Dennis Planning Framework Study be initiated in 2018 substantially in conformity with the draft Terms of Reference presented in Attachment 1 to this report.

## **RECOMMENDATIONS**

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The City Planning Division recommends that City Council direct:

1. Planning staff to undertake a review and update of the planning framework for the Mount Dennis area, for the area generally along Weston Road between Jane Street and Humber Boulevard/Black Creek Drive including some lands between Weston Road and Black Creek Drive fronting Eglinton Avenue West and including those lands subject to Official Plan Site and Area Specific Policies 39, 40, 41, 42, 43, 53, and 320.
2. The review to include a public consultation program comprised of both broad community wide forums and smaller working groups, to include area residents and businesses, local community associations, property owners within the study area, the Ward Councillor and representatives of City Divisions and external agencies as appropriate.
3. A Final Report, including a recommended update to the planning framework for the Mount Dennis area, be targeted for the fourth quarter of 2020.

## **FINANCIAL IMPACT**

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The recommendations in this report have no financial impact.

## **DECISION HISTORY**

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On March 10, 2016, through item EY12.30, City Council adopted the following:

1. City Council request the Chief Planner and Executive Director, City Planning to:
  - a. Undertake a review of the current planning framework for the Mount Dennis area including: built-form; density; height; and public realm of the properties on Weston Road between Ray Avenue and Humber Boulevard;
  - b. Consult with the community, including landowners and other stakeholder groups, together with the Ward Councillor, to understand the community's concerns and to develop a vision for future development in the study area; and
  - c. Report back on the findings of the review and to provide recommendations for changes, if necessary, to the planning framework for the study area.
2. City Council request the Chief Planner and Executive Director, City Planning to prioritize this planning study on the work program for 2017 or earlier.

The decision of the Etobicoke York Community Council can be viewed at the following link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EY12.30>

## **ISSUE BACKGROUND**

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### **Provincial Land-Use Policies: Provincial Policy Statement and Provincial Plans**

Provincial Policy Statements and geographically specific Provincial Plans, along with municipal Official Plans, provide a policy framework for planning and development in the Province. This framework is implemented through a range of land use controls such as zoning by-laws, plans of subdivision and site plans.

The Provincial Policy Statement (2014) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient and wise use and management of land and infrastructure over the long term in order to minimize impacts on air, water and other resources;
- Protection of the natural and built environment;
- Building strong, sustainable and resilient communities that enhance health and social well-being by ensuring opportunities exist locally for employment;
- Residential development promoting a mix of housing; recreation, parks and open space; and transportation choices that increase the use of active transportation and transit; and
- Encouraging a sense of place in communities, by promoting well-designed built form and by conserving features that help define local character.

The provincial policy-led planning system recognizes and addresses the complex inter-relationships among environmental, economic and social factors in land use planning. The PPS supports a comprehensive, integrated and long-term approach to planning, and recognizes linkages among policy areas.

The PPS is issued under Section 3 of the *Planning Act* and all decisions of City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS. Comments, submissions or advice affecting a planning matter that are provided by City Council shall also be consistent with the PPS.

The PPS is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation.

The PPS recognizes and acknowledges the Official Plan as an important document for implementing the policies within the PPS. Policy 4.7 of the PPS states that, "The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans".

The Growth Plan for the Greater Golden Horseshoe (2017) (the "Growth Plan") provides a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part, including:

- Establishing minimum density targets within strategic growth areas and related policies directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, cultivate a culture of conservation and promote compact built form and better-designed communities with high quality built form and an attractive and vibrant public realm established through site design and urban design standards;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Building complete communities with a diverse range of housing options, public service facilities, recreation and green space that better connect transit to where people live and work;
- Retaining viable employment lands and encouraging municipalities to develop employment strategies to attract and retain jobs;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure; and
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas.

The Growth Plan builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

In accordance with Section 3 of the *Planning Act* all decisions of City Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan. Comments, submissions or advice affecting a planning matter that are provided by City Council shall also conform with the Growth Plan.

Provincial Plans are intended to be read in their entirety and relevant policies are to be applied to each situation. The policies of the Plans represent minimum standards. City Council may go beyond these minimum standards to address matters of local importance, unless doing so would conflict with any policies of the Plans.

All decisions of City Council in respect of the exercise of any authority that affects a planning matter shall be consistent with the PPS and shall conform with Provincial Plans. All comments, submissions or advice affecting a planning matter that are provided by City Council shall also be consistent with the PPS and conform with Provincial Plans.

Policy 5.1 of the Growth Plan states that where a municipality must decide on a planning matter before its Official Plan has been amended to conform with this Plan, or before other applicable planning instruments have been updated accordingly, it must still consider the impact of its decision as it relates to the policies of the Growth Plan which require comprehensive municipal implementation.

Staff will conduct the proposed study to be consistent with the PPS (2014) and to conform with the Growth Plan (2017).

### **Toronto Official Plan**

The City of Toronto Official Plan through its growth strategy and land use designations supports and compliments the PPS and the Growth Plan. It provides a comprehensive policy framework to direct and manage physical, social and economic change. The Official Plan encourages population and employment growth, recognizing that directing growth to appropriate areas is critical to Toronto's future. Chapter Two sets out the growth management strategy to guide reurbanization and direct job and population growth to certain "growth" areas shown on Map 2, Urban Structure, including the Avenues. The Official Plan also sets out a policy framework that ensures the City will meet its population and employment targets by directing growth to the City's priority growth areas while protecting the City's stable areas.

The north end of Mount Dennis is identified as an Avenue along the frontage of Weston Road from Eglinton Avenue West north to Jane Street and east and west of Weston Road on Eglinton Avenue West as shown on Map 2 – Urban Structure in the Official Plan.

The land use designations in Mount Dennis include: *Neighbourhoods; Apartment Neighbourhoods; Mixed Use Areas; Employment Areas; Parks; and Other Open Space* as shown on Map 14 - Land Use in the Official Plan. The Official Plan identifies lands designated *Mixed Use Areas* and *Employment Areas* as anticipated areas of growth and intensification that is appropriate to the context of the area and while providing a transition between areas of different development intensity, scale and use.

Areas designated *Apartment Neighbourhoods* and *Neighbourhoods* are not areas where significant growth is intended, however, compatible infill development may be permitted provided it adequately addresses specific development criteria. Generally, these criteria relate to built form and site organization considerations and the provision of appropriate on-site residential amenity space.

The City of Toronto Official Plan can be found here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>.

## **Official Plan Amendment 320**

As part of the City's ongoing Official Plan Five Year Review, Council adopted Official Plan Amendment No. 320 (OPA 320) on December 10, 2015 to strengthen and refine the Healthy Neighbourhoods, *Neighbourhoods* and *Apartment Neighbourhoods* policies to support Council's goals to protect and enhance existing neighbourhoods, allow limited infill on underutilized *Apartment Neighbourhoods* sites and implement the City's Tower Renewal Program.

The Minister of Municipal Affairs approved and modified OPA 320 on July 4, 2016, and this decision has been appealed in part. On December 13, 2017 the OMB issued an Order partially approving OPA 320 and brought into force new Policies 10 and 12 in Section 2.3.1, Healthy Neighbourhoods and Site and Area Specific Policy No. 464 in Chapter 7. Other portions of OPA 320 remain under appeal, and these appealed policies as approved and modified by the Minister are relevant and represent Council's policy decisions, but they are not in effect. More information regarding OPA 320 can be found here:

[www.toronto.ca/OPreview/neighbourhoods](http://www.toronto.ca/OPreview/neighbourhoods).

In addition, OPA 320 adds new criteria to existing Healthy Neighbourhoods Policy 2.3.1.2 in order to improve the compatibility of new developments located adjacent and close to *Neighbourhoods* and in *Mixed Use Areas*, *Apartment Neighbourhoods* and *Regeneration Areas*. The new criteria address aspects in new development such as amenity and service areas, lighting and parking.

OPA 320 helps to implement the City's Tower Renewal Program by promoting the renewal and retrofitting of older apartment buildings, and by encouraging fruit and vegetable gardens on underutilized portions of *Apartment Neighbourhood* sites.

## **Zoning**

The majority of the lands within Mount Dennis are included within City-wide Zoning By-law No. 569-2013. Some of the lands on the east side of Weston Road south of Eglinton Avenue West and a few parcels to the north were omitted from By-law No. 569-2013 and are subject to former City of York Zoning By-law No. 1-83.

There is a range of zones that apply to the lands, some of which align with the Official Plan designation and some that do not. The various zones will be reviewed through the Planning Framework process with the specific provisions taken into consideration.

The study may include recommendations for revisions or change, depending on the results of the analysis and in keeping with any policy recommendations.

## **Design Guidelines**

### **City-Wide Tall Building Design Guidelines**

City Council has adopted City-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The link to the guidelines is here:

<https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>

### **Avenues and Mid-Rise Buildings Study and Performance Standards**

City Council adopted the Avenues and Mid-Rise Buildings Study and an addendum containing performance standards for mid-rise buildings. They identify a list of best practices and establish a set of performance standards for new mid-rise buildings. Key issues addressed include maximum allowable building heights, setbacks and stepbacks, sunlight and skyview, pedestrian realm conditions, transition to *Neighbourhoods* and *Parks and Open Space Areas* and corner sites. The link to the Guidelines is here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/mid-rise-buildings/>.

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Its decision is here:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

### **Townhouse and Low-Rise Apartment Guidelines**

A comprehensive update of the Townhouse Guidelines is underway. Updated Townhouse and Low-Rise Apartment Guidelines further clarify and expand upon the City Council approved 2006 Guidelines to reflect a broader range of multi-dwelling development up to four storeys in height. The latest draft of the Townhouse and Low-Rise Apartment Guidelines is here: <https://www.toronto.ca/wp-content/uploads/2018/01/964c-townhouse-low-rise-guidelines-02-2017.pdf>.

Prior to presenting a finalized version of these Guidelines for Council adoption, staff are refining and consulting upon the draft Guidelines, in part through their use during the review of development applications.

## COMMENTS

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### Study Area

The study area for the Mount Dennis Planning Framework is generally the lands fronting Weston Road between Jane Street and Humber Boulevard/Black Creek Drive including some lands between Weston Road and Black Creek Drive fronting Eglinton Avenue West. The study area would include those lands subject to Site and Area Specific Policies (SASP) 39, 40, 41, 42, 43, 53 and 320 in the Official Plan. The area is mostly bounded by the rail corridor to the northeast except where the study area crosses Eglinton Avenue West. The Humber River valley is the southwesterly boundary for some of the study area including those lands subject to SASP 53. Further refinements to the study area may occur through the community consultation process as the study progresses.

### Study Rationale

The former City of York Official Plan recognized the Mount Dennis community through a Secondary Plan to guide growth and development in the area. The objective of the Mount Dennis Secondary Plan was to enhance the image and identity of the community through revitalization efforts that would improve the physical, economic and socio/cultural aspects of life. The intent was to create a focus for Mount Dennis in the vicinity of Weston Road and Eglinton Avenue West based on a public facility and infrastructure improvements which would express the heritage and community feeling of the former village. After amalgamation, the Secondary Plan policies were consolidated and condensed in to several Site and Area Specific Policies in the City of Toronto Official Plan. Since that time, there has been minimal redevelopment in Mount Dennis.

The policies include Site and Area Specific Policies (SASP) 39, 40, 41, 42, 43, 53 and 320 that address the following:

- SASP 39 – applies to the lands between Ray Avenue and Denarda Street, Denarda Street and Oxford Drive and Oxford Drive and Locust Street to permit low to medium-rise residential buildings subject to suitable land assembly.
- SASP 40 – applies to Weston Road between Barr Avenue and Lambton Avenue and permits buildings up to approximately 5 storeys provided larger redevelopment parcels are created through land assembly. Zoning By-laws may permit a density of up to 1.5 times the lot area to enable existing non-residential buildings to be converted to residential use and intensified through additions.
- SASP 41 – applies to lands East of Brownville Avenue between Eglinton Avenue West and Barr Avenue and permits redevelopment of the larger block to the west although encourages a comprehensive assembly of lands.



- It also permits a portion of Brownville Avenue to be closed and included in the comprehensive development and, if that occurs, the maximum density would be 3.5 times the lot area.
- SASP 42 – includes the lands on the East side of Weston Road north of Ray Avenue and permits a right of way to be closed to encourage a comprehensive assembly and redevelopment of the entire block provided an alternative access is provided to the rear of properties fronting Victoria Boulevard.
- SASP 43 – applies to the lands on the east side of Weston Road between Locust Street and Eglinton Avenue and directs that Locust Street and Hollis Street should be connected or Hollis Street may be closed and incorporated if a land assembly and redevelopment scheme is undertaken.
- SASP 53 – applies to the larger area of Mount Dennis from Rutherford Avenue at the northwest end to Humber Boulevard at the southeast end, the CN/CP rail line at the north end and generally the Humber River valley, Bayliss Avenue, Lambton Avenue, Bushey Avenue and Jasper Avenue to the south. This SASP requires a development concept plan for an entire redevelopment block to assess comprehensive projects or for a property assembly of a portion of a block. There is direction regarding what the development concept should include and matters that it should address, including density, built form, design, public realm, access, transportation and circulation.
- SASP 320 – applies to 1120 – 1132 Weston Road and permits retail, office, a design centre and a surface parking lot containing 8 parking spaces in conjunction with the appliance store at 1111 Weston Road.

Transit initiatives for this area have been contemplated for quite some time. The former City of York Official Plan acknowledged future transit proposals such as the Eglinton West rapid transit line and improvements to the GO system including a "gateway" in the area of the York City Centre. There have been transit initiatives implemented since that time, including the Mount Dennis station and the Maintenance and Storage Facility for the Eglinton Crosstown Light Rail Transit (LRT). The area continues to be included in consideration of future transit initiatives for rail and light rail.

Given the number of Site and Area Specific Policies that apply to this area and the transportation initiatives that have occurred, it is appropriate to initiate a comprehensive review of the planning framework for the area. This would provide an opportunity to revisit the policy framework enabling the City to update the vision, goals, objectives and priorities for the area and the policies pertaining to land use, transportation, servicing and community infrastructure requirements.

## **Terms of Reference**

Staff have prepared a draft Terms of Reference as outlined in Attachment 1. The Terms of Reference will be reviewed with the community prior to being finalized and will be an important document to advance the study in a successful manner within a commonly understood scope of work.

## **Scope of Work**

The Mount Dennis Planning Framework Study would be a multi-disciplinary review to be conducted as a comprehensive and integrated planning study. The study would be led by City Planning staff and would be conducted by an external consulting team with the direction and assistance of City staff. The consultant team would be required to have expertise in land use planning, urban design, transportation planning, heritage, community services and facilities, public engagement and servicing infrastructure.

The land use consultant would act as the Project Manager to lead the study team and act as the primary liaison with City Planning to undertake the following scope of work:

- A recommended planning framework for the study area that sets out a land use mix, density levels, built form expectations, public realm and streetscape, park and open space, servicing infrastructure and phasing requirements;
- Amendments to the Official Plan as either a Site and Area Specific Policy or a Secondary Plan;
- Potential amendments to the Zoning By-law to implement the vision for the area;
- Street typology mapping;
- Public Realm Pilot Project for Complete Streets;
- Preparation of Urban Design Guidelines;
- Social development/revitalization initiatives; and
- Financial analysis and implementation framework.

The study will include an internal staff working group led by the City Planning staff (Community Planning staff with support from Urban Design, Heritage Preservation Services and Transportation Planning). Transportation Services, Economic Development and Parks, Forestry and Recreation staff will also support the study as required.

The study will include a series of three or four community meetings, as needed, which may take the form of workshops, charrettes or more formal meetings. A Stakeholder Advisory Committee (SAC), including representatives of the various Resident Associations in the area, landowner representatives, business representation and members of the general public, will be established and a separate Terms of Reference created, to maintain ongoing communication and feedback from the community.

## **Estimated Timelines**

Planning staff propose to initiate the study in the fall of 2018. The larger study is expected to be initiated during the first quarter of 2019 with an estimated timeline of completion of the fourth quarter of 2020. A Final Report would then be presented to Etobicoke York Community Council with a recommended updated planning framework for the study area.

## **CONCLUSION**

The Mount Dennis Planning Framework Study would provide an opportunity for a comprehensive analysis of land use, transportation, servicing and community infrastructure in the area to develop an updated planning framework in the context of the City's vision and goals for development as set out in the Official Plan. The external consulting team would lead the review, with the direction and assistance of City Planning staff. The review would include liaising with other City Divisions and agencies as well as extensive consultation with stakeholders including landowners, businesses and residents in the area.

## **CONTACT**

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## **SIGNATURE**

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Neil Cresswell, MCIP, RPP  
Director, Community Planning  
Etobicoke York District

## **ATTACHMENTS**

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**City of Toronto Data/Drawings**  
Attachment 1: Draft Terms of Reference Outline

# **MOUNT DENNIS PLANNING FRAMEWORK**

## **DRAFT TERMS OF REFERENCE**

### **1. General Information**

#### **1.1. Project Name:**

The City of Toronto Planning Division is undertaking a planning framework study for the Mount Dennis neighbourhood in accordance with the direction from City Council at the meeting of March 10, 2016 (EY12.30).

The project is initiated by the City of Toronto Planning Division, Community Planning, Etobicoke York District.

#### **1.2. Project Lead:**

This project will be led by Community Planning – Etobicoke York District. Other Divisions that are participating in concurrent reviews will have their own Division staff and will be providing their own budget for their component of the study.

#### **1.3. Project Start & End Date:**

The timing of the Mount Dennis Planning Framework Study is proposed between Q4 2018 to Q4 2020.

#### **1.4. Project Justification**

The village of Mount Dennis was a vibrant community through to the 1980's. The objective of the 1995 Mount Dennis Secondary Plan in the former City of York Official Plan was to enhance the image and identity of the community through revitalization efforts and to create a focus in the vicinity of Weston Road and Eglinton Avenue West. Following amalgamation, the Secondary Plan was consolidated into several Site and Area Specific Policies in the City of Toronto Official Plan.

Transit initiatives for this area have been contemplated for quite some time. The former City of York Official Plan anticipated future transit proposals such as the Eglinton West rapid transit line and improvements to the GO system including a "gateway" in the area of the York City Centre. Since that time, transit initiatives have included the construction of the Mount Dennis station and the Maintenance and Storage Facility for the Eglinton Crosstown Light Rail Transit (LRT). The area continues to be included in consideration of future transit initiatives for rail and light rail.

This Study is to develop a proactive planning framework in anticipation of increased future development activity in this area.

## Objectives of the Study and General Program Description

The study process will include:

- To review and understand the existing land use context and fabric of the study area including: heritage resources; built form; massing; architecture; street and sidewalk widths; landscaping; environmental sensitivity and streetscaping and identify any sub-areas within the study area that share common characteristics.
- To review and understand the existing infrastructure conditions and identify necessary improvements to support development including: servicing (water, sewer, stormwater management); pedestrian; cycling; transportation/transit infrastructure and connections.
- To review existing community services and facilities, parks and open spaces, and identify any improvements or locations for new parks, open spaces, community facilities and services.
- To review existing open space/natural heritage features and parkland.
- To review the planned context and complete an analysis of potential modifications through a consultative process with the community.
- To map and model the planned context including heritage sites (listed, designated and proposed for designation), recent development approvals, current development applications as well as other sites where development interest has been expressed.
- To map proposed street types using the Complete Street Guidelines typology.
- Undertake a policy review of applicable municipal, provincial and federal policies and statutes.
- To illustrate, model and evaluate appropriate land use, built form, height, density and urban design elements, with particular regard to the lot patterns within the study area but particularly on Weston Road north and south of Eglinton Avenue West and necessary transition to adjacent *Neighbourhoods, Apartment Neighbourhoods, Parks and Open Space* and heritage properties.
- To develop a streetscape improvement strategy, examining frontages and flanking street frontages, with a focus on improved pedestrian and cycling connections and amenities, as well as opportunities for greater sidewalk space to support pedestrian comfort and accessibility, local business activities, bicycle parking, tree planting, green infrastructure and other such place making and quality of life enhancements.

- To make recommendations regarding appropriate amendments to the Zoning By-law (if appropriate), in conformity with the Official Plan, and other applicable Planning policies and implementation tools.
- To encourage the participation and input from local area stakeholders in all phases of the study, and any land use planning and built form recommendations.
- To take into consideration other ongoing work that is currently underway within the City as well as other initiatives in Mount Dennis with co-ordination where possible.
- To present a Final Report to Etobicoke York Community Council by fourth quarter 2020.

The study process is anticipated to result in the preparation of some or all of the following implementation tools and measures depending on the study results:

- Site and Area Specific Policy;
- Urban Design Guidelines;
- Street typology mapping;
- Zoning (potentially);
- Social development/revitalization initiatives (SDFA);
- Public Realm Pilot Project for Complete Streets; and
- Financial analysis and implementation framework.

These documents should complement and be coordinated with other City and community heritage, economic and social development/revitalization initiatives and studies.

## 2. Scope and Focus

The study area is generally the lands fronting the Weston Road between Dora Spencer Road and Jane Street in the north to Black Creek Drive/Humber Boulevard in the south including some lands between Weston Road and Black Creek Drive fronting Eglinton Avenue West. The study area would include those lands subject to Site and Area Specific Policies (SASP) 39, 40, 41, 42, 43, 53 and 320 in the Official Plan.

Policies and urban design principles are needed to address the following:

### (a) Land Use and Built Form

- Are the lands designated *Mixed Use Areas, Apartment Neighbourhoods* and *Neighbourhoods*, appropriate for their current and long term use.
- Ensuring transition in height, density and massing between areas of differing intensity.
- Appropriate height and massing of the various built forms.
- Floorplate sizes.
- Building setbacks and massing.

- Conceptual built form design should respond to the prevailing neighbourhood character.
- Limiting shadows and mitigating/eliminating uncomfortable wind conditions on sensitive streets and open spaces.
- Building designs should discourage wind tunnelling.
- Pedestrian access and comfort.
- Quality of the public realm.
- Distance separation in relation to the building widths and providing for adequate light, view and privacy.
- Enhancements to the street network.
- Servicing and parking access.

(b) Special Places and Streets

- A hierarchy of special street types and places should be identified and protected.
- Streets should be animated through a mix of uses and building types that are contextually appropriate.

(c) Active Transportation

- Pedestrian and cycling improvements and connections within and between the area, particularly to the transit locations, community centres and trail systems, etc.
- Open space should be physically linked through attractive and accessible walkways, and pedestrian amenities.
- The pedestrian realm should be defined through consistent streetscaping details.
- Signage, lighting and wayfinding should enhance visibility and safety in the area.
- Sidewalk improvements should be identified.

(d) Open Space

- The parks in the area should be physically linked through attractive and accessible walkways, pedestrian amenities and public art.
- The amount and type of parkland in the area should be reviewed to determine what is currently existing and what is required.

(e) Heritage

- Heritage buildings should be inventoried, evaluated, protected and enhanced.
- Building materials should be compatible with the historic character of the neighbourhood.

(f) Views and Vistas: View Terminus and View Corridors

- Landmarks and view corridors should be protected.

(g) Green Development Standard

- New buildings should seek to achieve or exceed the Toronto Green Standard requirements and Green Roof requirements.

(h) Servicing and Infrastructure

- Is the water, sewer and stormwater servicing in the area appropriate and at a capacity that will accommodate the future anticipated growth in the area.

- Are upgrades needed to accommodate growth and if so what/where.
- How will these upgrades be financed.
- Measures to eliminate basement flooding in the south end of Mount Dennis.

(i) Transportation Infrastructure (Concurrent work with Public Realm)

- Transit initiatives in the area including the Mount Dennis multi-modal station.
- Mount Dennis UP Express/GO connection – potential, location, timing, link to MSF.
- Existing roads/lanes/sidewalks – linkages, connections, missing sidewalks, cycling infrastructure.
- Road widening – Weston Road requirements, other streets/lanes.
- Complete Streets Pilot Project – develop and test the methodology for mapping Complete Streets types and identify streets and locations where there is potential for change.
- New streets and consolidation of properties. Closure of existing laneways as part of property consolidation.

(j) Social Development/Revitalization Initiatives (Concurrent work with SDFA)

- Currently a Neighbourhood Improvement Area.
- Tower Renewal.
- Revitalization initiatives.
- Public Health:
  - proximity to active/public transit;
  - proximity to services;
  - street connectivity;
  - pedestrian connections; and
  - mix of uses.

(k) Financial Analysis (Concurrent work with Finance)

- Population, density, employment and development forecast to identify soft and hard infrastructure needs and the impact on Development Charges and the City Capital Budget;
- Assessment of potential geographically based development incentives.

These emerging principles should be used in the preparation of Official Plan policies and Urban Design Guidelines for the Mount Dennis neighbourhood.

### **3. Communication Plan**

Consultation will include representatives from stakeholders, residents, landowners, Community/Neighbourhood Associations and the BIA.

Community Consultation sessions will include:

- Session(s) for residents, Resident Associations and BIA representatives;
- Session(s) for developers;
- Creation of a Local Advisory Committee/Working Group of representatives of the community;



- One charrette session with participants from the resident groups, members of the public, BIAs and developer(s); and
- A dedicated webpage for the study.

#### **4. The Team**

The team undertaking the study will consist of a consulting team that will be retained by City Planning staff. The project lead would be Etobicoke York Community Planning staff. The study will also include Urban Design, Transportation Planning, Heritage Preservation Services and Strategic Initiatives and Policy Analysis staff.

Input from other internal City Divisions and external agencies will be sought as required including: Parks Forestry & Recreation; Public Realm/Transportation Services; Policy, Planning, Finance and Administration; Social Development, Finance and Administration; Public Health; Engineering and Construction Services; Financial Planning and Economic Development.

#### **5. Deliverables and Timelines**

The study is to be initiated in 2018 with the Request for Proposal to be released by Q4 2018. The study is to be completed by 2020.

As part of the Request for Proposal process, detailed deliverables and timelines will be developed by the proponents.

Staff will provide a Status Report with the results of the consultant study and a Final Report with the resulting implementing documents. Staff will prepare a report to be presented to Etobicoke York Community Council that summarizes the results of the Planning Framework. It is anticipated that the Status Report will be presented by the consulting team to Etobicoke York Community Council.