

In addition the following specific guidelines and policies are recommended:

### Fine-Grained Retail Parcels

Given the importance of fine-grained retail buildings to the character, economy and cultural heritage of Weston Road, it is of particular importance that new development reflect a similar rhythm of entrances and multiple retail units (Performance Standard #19D). The following policies are recommended to encourage the intensification or redevelopment of small single parcels along Weston Road, either through vertical additions to existing commercial fabric or new “mini” mid-rises of less than 30 metres in width:

- Elimination of all parking requirements outlined in zoning;
- Elimination of required loading and moving facilities;
- Elimination of required garbage loading areas; and
- Provision of curb-side garbage collection.

The policies outlined above would only apply to:

- Parcels that are a maximum of 15 metres in width;
- Developments that include retail or commercial uses at grade; and
- Developments with a maximum of 30 residential units.

### Heritage Properties

To conserve the main street character of Weston Road and the cultural heritage value and heritage attributes of conserved properties that create the "sense of place" on Weston Road, development at or adjacent to conserved properties will be designed to be consistent with Performance Standards #19C through #19G. More specifically, the streetwall height will be adjusted to correspond to the height of the heritage property (typically two storeys along Weston Road). This stepback will extend to the east and west for a distance corresponding to the width of the heritage property.



1170 Weston Road



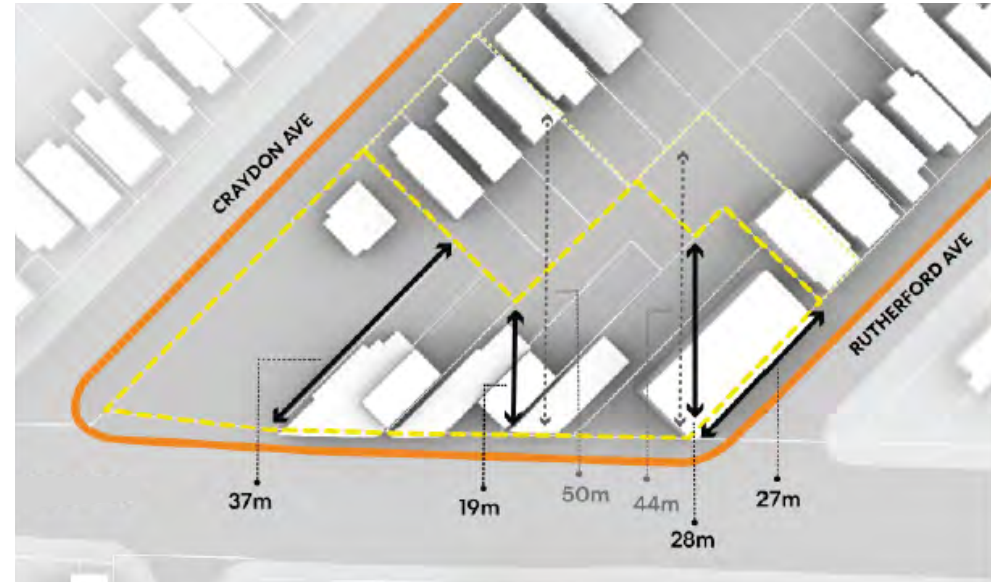
1091-1093 Weston Road

## Enhancement Zones

The sawtooth blocks on Weston Road are an irregular condition that is inconsistent with the Performance Standards anticipated in the City of Toronto's Mid-Rise Building Performance Standards, 2010. The irregular lot depth can vary from 19 to 30+ metres (perpendicular to the street frontage) or 20 to 35+ metres parallel to the side yard lot lines. This condition is well below the definition of shallow lots in the Mid-Rise Building Performance Standards (less than 41.0m for a 27 metre right of way like Weston Road), making it difficult to satisfy all Performance Standards.

Individual landowners could add to their existing properties with small vertical additions that replicate the unusual angled condition, as shown in the image on the bottom right of the page, however the scale of the additions would be limited by rear transition requirements. In order to enable more significant redevelopment, assemblies of one to three parcels behind the Weston Road frontage would be permitted within 500 to 800 metres of Mount Dennis Station. The additional parcels ("Enhancement Zones") would be included for the purposes of calculating setbacks and angular planes, however the mid-rise building would still be limited to original parcels fronting Weston Road and subject to the remaining Performance Standards. The assembled parcels would be used for laneways, landscaping or open spaces. Enhancement Zones may also be considered on perpendicular blocks within 500 to 800 metres of Mount Dennis Station.

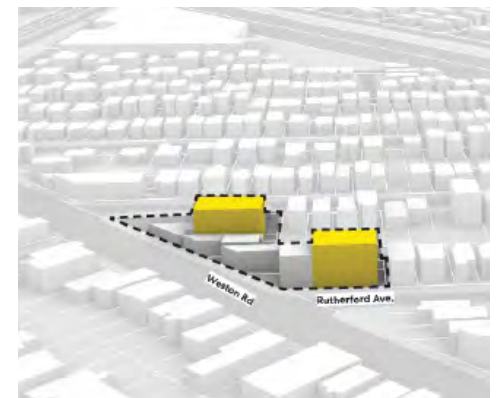
Where resulting lot depths allow for the achievement of appropriate rear transitions to *Neighbourhoods* buildings may be up to 10 storeys.



Typical sawtooth lots



Built form possible using Enhancement Zones



Built form possible without Enhancement Zones

## Weston-Rail Corridor Zone

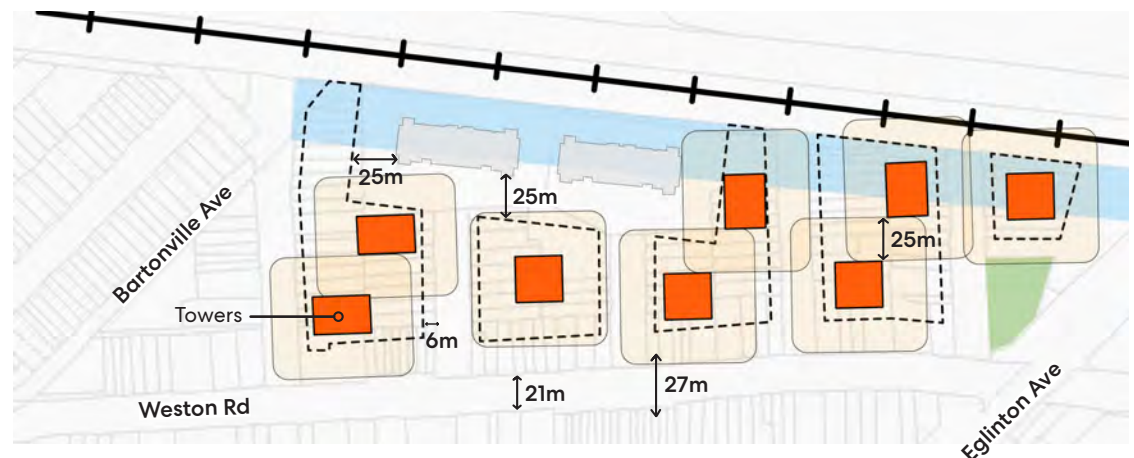
New development in the Weston-Rail Corridor Zone will be characterized by a mix of tall and mid-rise buildings, generally consistent with the City of Toronto's Tall Building Design Guidelines, 2013. The area will create homes for new residents, include open spaces and community amenities to support their daily life and feed pedestrian traffic onto Weston Road and its mix of retail, commercial and institutional uses.

The following plans outline the specific structure of open spaces and development that will make up the area, and include specific refinements to the City of Toronto's Tall Building Design Guidelines, 2013 that respond to the local context.

### Tower Location

While tall buildings are permitted within the Weston-Rail Corridor Zone, tower locations will need to be carefully studied to ensure that proper separation distances and setbacks are maintained to deliver appropriate levels of privacy and comfort at street level. Given the fragmented ownership within the Weston-Rail Corridor Zone, block studies will be required to establish development potential (and tower locations) for each block. The diagram to the right outlines the area within which towers are permitted, and one possible configuration for potential development. It includes the following criteria:

- 3m setbacks and 3m tower setbacks on side streets;
- 25m tower separation;
- 30m rail corridor separation (in blue) within which residential uses will only be permitted with the proper authorization from rail authorities; and
- 10m setback from Weston Road frontage (see Tower Overlay below for more information).



Plan showing conceptual tower locations



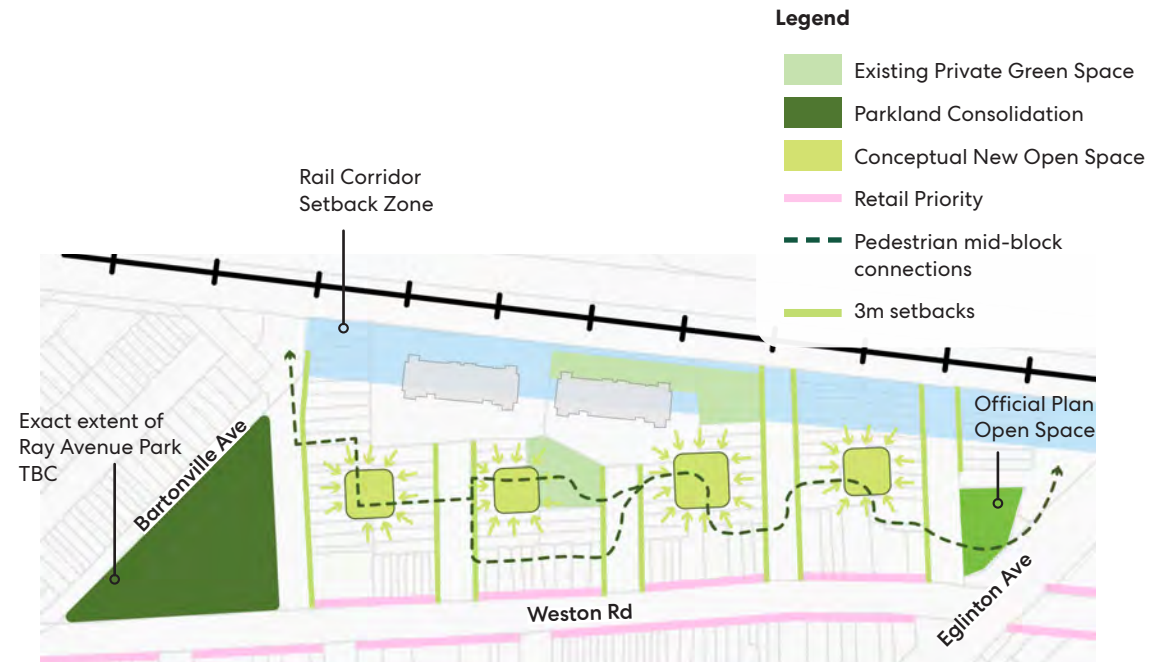
## Open Space Network

Open spaces within the Weston-Rail Corridor Zone will be organized to support safe and comfortable travel to and from Weston Road as well as the daily life of residents. This starts with 3m landscaped setbacks along each of the streets. These spaces will respect and reflect the existing green character of the streets as well as provide space for natural habitat, stormwater management and pedestrian comfort. Parkland dedication within each block will be grouped and, where possible, consolidated around existing green/open spaces or surrounding community features such as the Mount Dennis Community Hall at 4 Hollis Street to maximize functional use. Where not possible, parkland dedications will be consolidated within the Ray Avenue triangle, where there is existing City-owned land and potential to coordinate with UrbanArts. Individual parks will be connected with adjacent mid-block connections, laneways and POPS to create an interconnected pedestrian network between Ray Avenue and Mount Dennis Station in the south.

## Base Buildings/Podiums

All buildings within the Weston-Rail Corridor Zone will provide a streetwall height of up to five storeys, set back 3m from the front property line. Development should prioritize the provision of landscaped open space at-grade between buildings to support high quality living environments, greening/Eco-Neighbourhood priorities and open space.

Above grade parking will only be considered within the 30m rail corridor setback zone and subject to the completion of rail corridor proximity studies and approvals from rail authorities.



Plan showing a conceptual open space network



Plan showing conceptual streetwalls



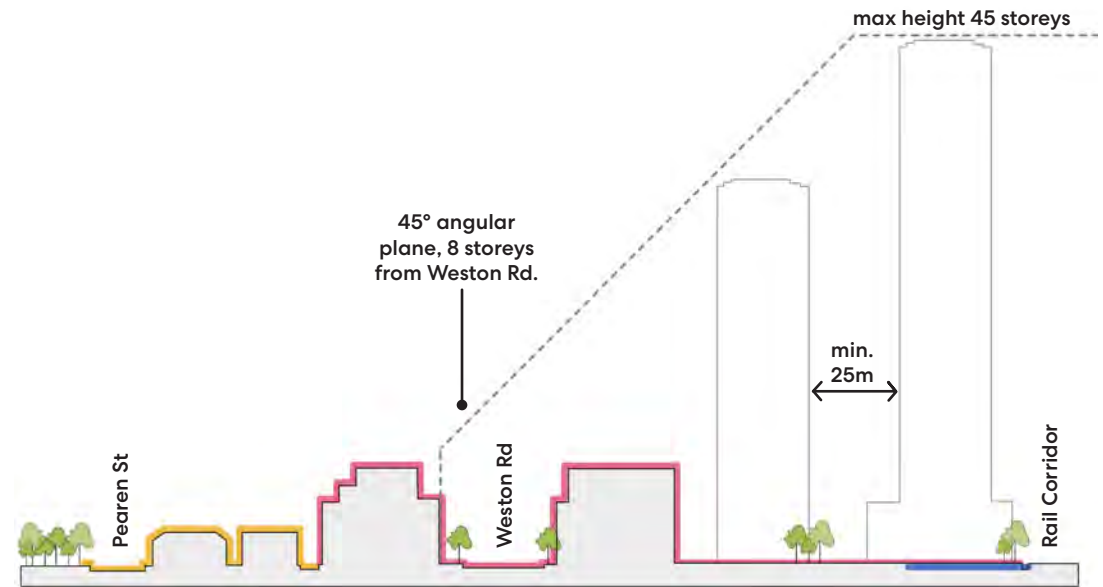
## Tower Heights

Tower heights within the Weston-Rail Corridor Zone will be tallest next to Mount Dennis Station and taper down as you move away from the station. Additionally, heights will be governed by a 45 degree angular plane drawn from the adjacent Neighbourhood to the south (west). Tower heights immediately south of Ray Avenue will be defined in a way that ensures a minimum of seven hours of direct sunlight onto the *Neighbourhood* north (west) of Ray Avenue, between the hours of 9:18 and 6:18 on September 21st, as well as a minimum of seven hours of direct sunlight onto the future park north (west) of Ray Avenue, between the hours of 9:18 and 6:18 on September 21st.

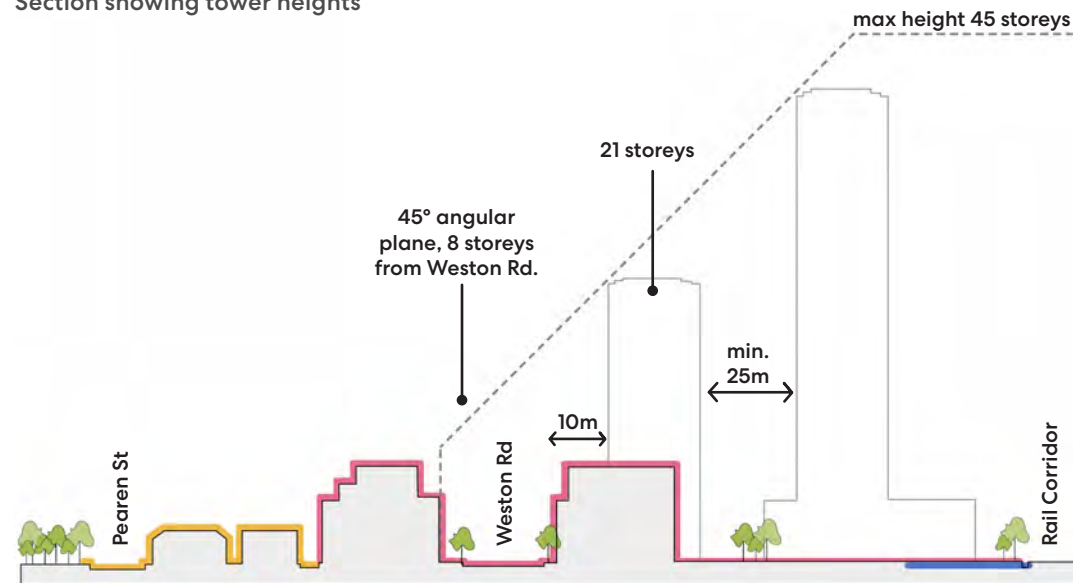
## Tower Overlay

Additionally, a Tower Overlay zone will permit the development of tall buildings within the Weston Road area between Ray Avenue and Eglinton Avenue West (north-east of Weston), provided that:

- Tall buildings are stepped back a minimum of 10m from the Weston Road frontage;
- Tall building heights are below the 45 degree angular plane drawn from adjacent Neighbourhood to the south (west), which allows for greater height the greater the distance from Weston Road; and
- The balance of the parcel is developed consistent with the mid-rise performance standards outlined for the Weston Road area.



Section showing tower heights



Section showing tower overlay

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**Recommendations:**

1. Apply the Tall Buildings Design Guidelines and Mid-Rise Buildings Performance Standards to new development, except where specific exceptions are noted in these Urban Design and Built Form Guidelines.



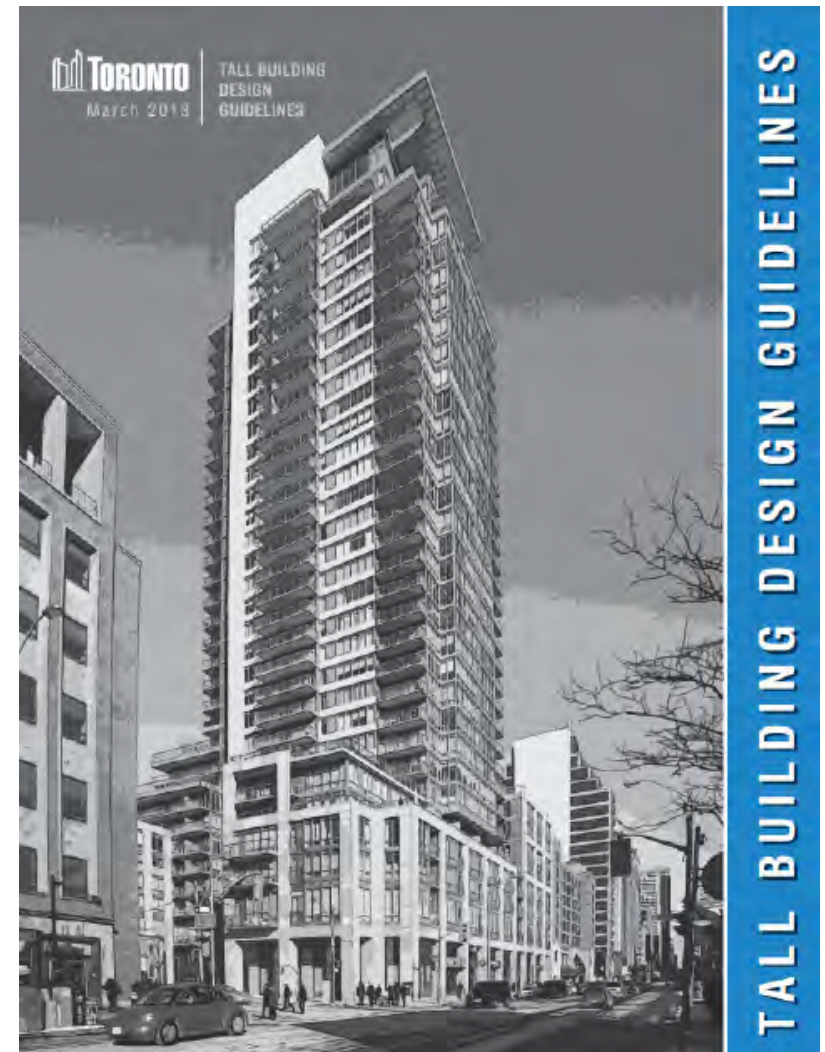
2. Require that all building setbacks, tower separation distances, setbacks and floorplates in accordance with the Tall Buildings Design Guidelines are accommodated on development sites.



3. Require development proponents in the Weston-Rail Corridor Zone to submit a Block Context Plan as part of development proposals.



4. Allow exceptions from standard parking, loading and garbage requirements to facilitate conservation and small-scale intensification of fine-grained retail parcels on Weston Road, as outlined in these Urban Design and Built Form Guidelines.
- 



Cover of the Tall Building Design Guidelines



New parks, POPS  
and open spaces  
to support the  
increased population



Towers are concentrated in the PMTSA  
and are set back a minimum of 10m  
from Weston Road on a podium that  
complements the existing scale and  
character of the street



Mini mid-rises and vertical  
additions on existing buildings  
provide alternative avenues  
for development



Green infrastructure like  
rain gardens, green roofs,  
pocket parks, street trees



A mid-rise scale along Weston Road

Laneway housing, garden suites,  
multiplexes and townhouses  
contribute to “gentle density” in  
*Neighbourhoods*











## 4.3 Public Realm and Mobility Framework

### 4.3.1 Introduction to Framework

The Public Realm and Mobility Framework will guide the development of the public spaces and mobility system in Mount Dennis. It builds on the introduction of significant new transit infrastructure with the opening of Mount Dennis Station in 2022 to make sure that people in the community are able to safely and conveniently access that transit. It also lays the groundwork for the creation of a public realm - including ravines, parks, plazas, POPS and the streets themselves - that sustains the connection to greenery and nature that residents value in Mount Dennis today while the neighbourhood accommodates significant new growth.

The Healthy and Inclusive Communities Strategy within the Public Realm Framework includes recommendations for the implementation of a public realm and mobility system that meets the needs of all residents of Mount Dennis. It addresses diverse, accessible and inclusive park spaces, a safe and connected cycling network, pedestrian safety and last mile solutions and complete and green streets. It introduces creative strategies to achieve a robust public realm that supports community public health and safety within the constraints of provincial policy and City budgets.

#### Objectives:

1. Provide a diversity of open spaces that support increased density and contribute to the long term livability, sustainability and resilience of the community.
2. Ensure that public spaces meet the needs of all segments of the population including children, youth and seniors.
3. Address accessibility barriers, including the rail corridor and steep slopes that inhibit access into the flats and valley system.
4. Support the pedestrian experience with new and expanded sidewalks, crossings, lighting, wayfinding and public art.
5. Explore complete streets opportunities throughout Mount Dennis, with a focus on Weston Road, Black Creek Drive and Ray Avenue.
6. Reconfigure Weston Road to support its role as a community main street.
7. Facilitate last mile connections to Mount Dennis Station.
8. Introduce green streets infrastructure throughout Mount Dennis to improve stormwater management and biodiversity.
9. Ensure that public spaces and mobility services and infrastructure are designed to protect the safety of all users.
10. Support access to major employment destinations in Mount Dennis.
11. Green Mount Dennis with street trees, rain gardens, bioswales, green roofs, parks, parkettes, landscaping and more so that nature permeates the community.

## What we heard

Weston Road should be a complete street where pedestrians and cyclists feel safe and people want to spend time - shopping, eating on patios, lingering in public spaces.

We want bike share in Mount Dennis!

Accessing major employment opportunities in Mount Dennis like West Park Healthcare Centre and the Black Creek Business Area needs to be made easier and more convenient.

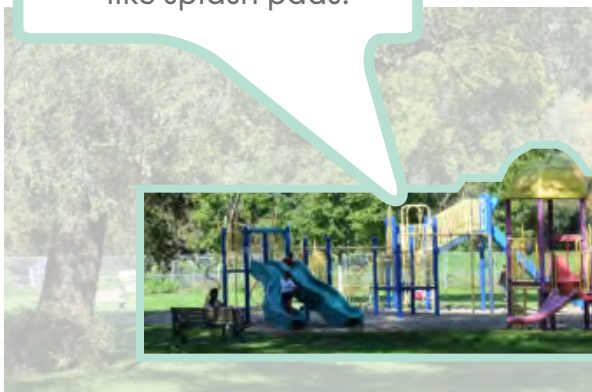
People already walk down Black Creek Drive even though there are no sidewalks - make it safe!



Access into the ravines can be challenging, including for Indigenous Elders wishing to access ceremonial space on the Humber.



Make sure park spaces support all the young families in Mount Dennis with facilities like splash pads.



Cycling in Mount Dennis is dangerous!



The rail corridor is a big barrier.



## 4.3.2 Public Realm Plan

The Public Realm Plan for Mount Dennis operationalizes the transformative move to “Connect People to the Land.” It includes public realm interventions from small to large to green Mount Dennis, parks, open space and natural heritage systems and provide safe and accessible means of access. The Public Realm Plan is essential to promoting public health in Mount Dennis, ensuring that residents can enjoy the mental and physical health benefits of outdoor community space while also supporting the health of the natural environments and ecosystems in Mount Dennis.

The Public Realm Plan includes the following elements:

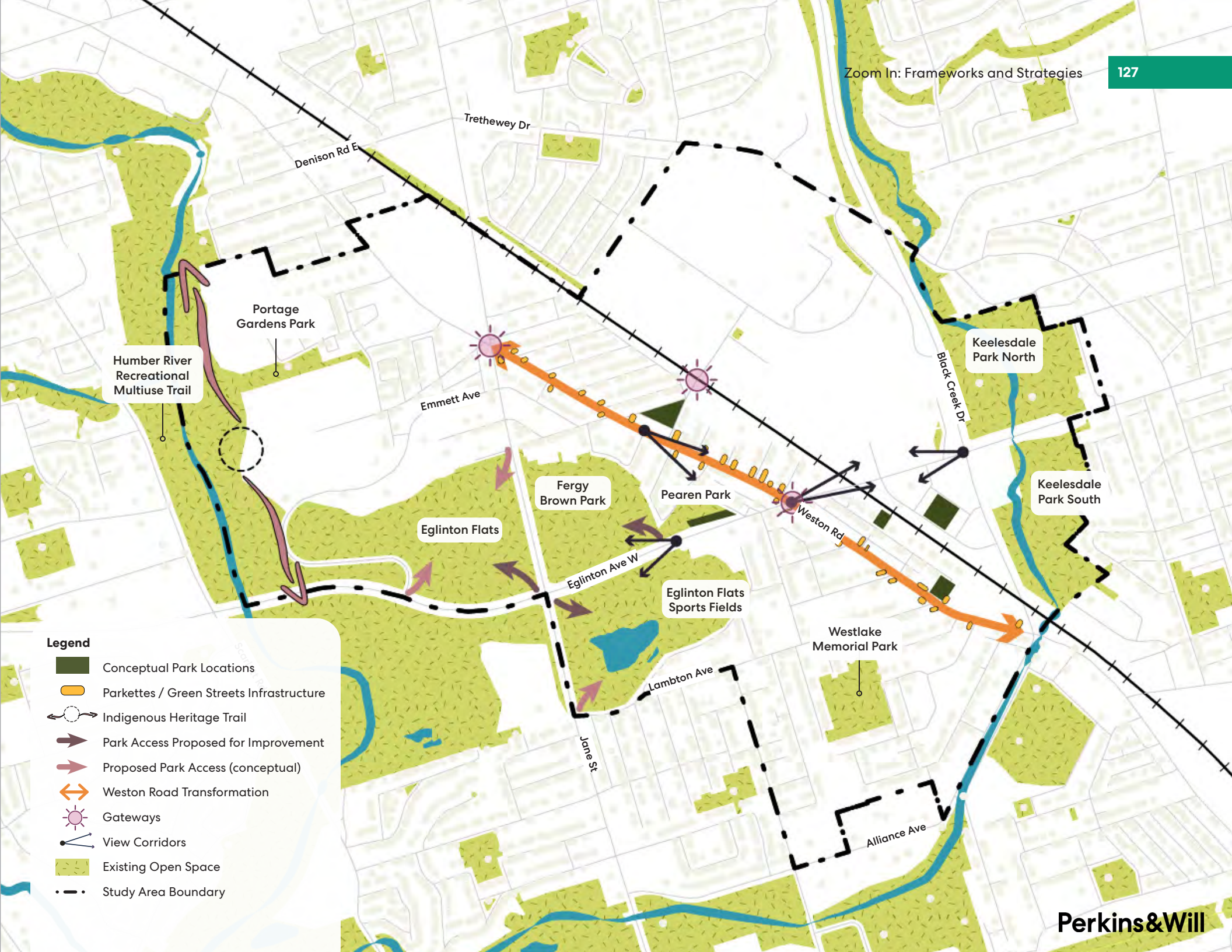
- **Conceptual park locations:** Conceptual park locations indicate suggested locations for the City to create new parks of more significant size than could typically be achieved on a single development parcel using a combination of existing City-owned land, on-site and off-site parkland dedication and acquisitions. The exception is the park on the Black Creek triangle, where the size of the development parcel will allow a fairly substantial on-site parkland dedication. These would be augmented through smaller on-site parkland dedication/POPS throughout Areas of Mixed-Use Growth, as discussed in Section 4.2.7 Built Form and Urban Design Guidelines and Section 4.3.4.1 Diverse, Accessible and Inclusive Park Spaces.
- **Parkettes/green streets infrastructure:** These include all the corner “parkettes” proposed by the Mount Dennis BIA in their streetscape plan, two of which (at Denarda and Eglinton) are currently being implemented. The idea is expanded north and south on Weston Road beyond the BIA’s boundary. Entirely within the public right-of-way (i.e.

not requiring any parkland dedication), these are opportunities to incrementally green Weston Road and create a rhythm of small public open spaces.

- **Weston Road transformation:** Weston Road itself is envisioned as a key component of the public realm in Mount Dennis. It is proposed to be transformed into a central green spine for the study area. Section 4.3.4.4. provides greater detail on complete and green street opportunities for Weston Road.
- **Indigenous Heritage Trail:** The Humber River has always had significance as a travel route for Indigenous peoples. Signage and wayfinding (including the Indigenous names for the Humber -- Anishnaabe: Cobecheonk Zibii, Onkwehonwe: Niwa’ah onega’haih’ih ) to commemorate this significance and educate the public are proposed along the Humber River. Improved access to Indigenous ceremonial space along the Humber is also proposed.
- **Park Access Proposed for Improvement:** In these locations access to the Eglinton Flats could be improved by formalizing an existing informal path or providing a gate in a fence to minimize walking distance to park entry points.
- **Proposed park access (conceptual):** These arrows are conceptual and represent general locations from which there is a desire for a new entry point to the Eglinton Flats. Grade changes, thick woodlots and hydrological features make providing access challenging, however opportunities should be explored with the TRCA.

Section 4.3.4 Healthy and Inclusive Communities Strategy: Public Realm and Mobility provides greater detail on key elements of the public realm and recommendations to achieve the desired public realm in Mount Dennis.

**Figure 29.** Public Realm Plan for the Mount Dennis Study Area ►





### 4.3.3 Mobility Plan

The Mobility Plan is designed to make the transportation network in Mount Dennis safer and more connected. In particular, it is focused on interventions that will improve accessibility from Mount Dennis Station to surrounding residential areas, employment areas and key community destinations by active transportation and transit.

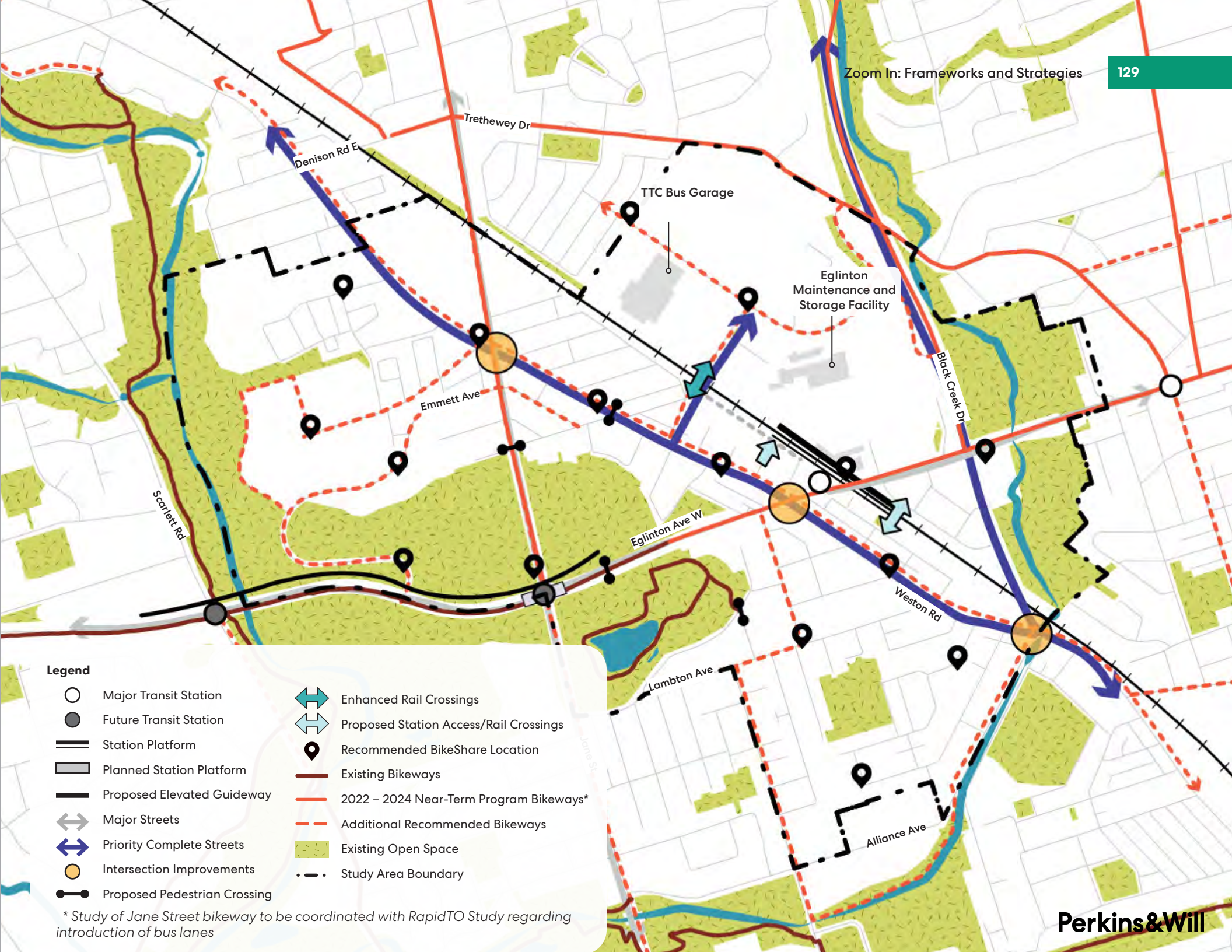
The Mobility Plan includes the following elements:

- **Major Transit Stations:** Mount Dennis Station, which will be opening in 2022, is the western terminus of the current extent of the Eglinton Crosstown LRT and also includes a GO Station, UP Express Station and bus terminal. Keele Station is just east of the study area.
- **Future Transit Stations:** When the Eglinton Crosstown is extended a new LRT station will be located within the study area at Jane Street and just beyond the study area at Scarlett Road.
- **Proposed LRT Portals and Elevated Guideway:** The western extension of the Eglinton Crosstown LRT is proposed to include an elevated guideway between approximately Pearen Park and Scarlett Road.
- **Recommended On-Street Bike Infrastructure/Multi-Use Trails:** Additions to the cycling network are recommended to improve cycling safety and connectivity. Planned/recommended bikeways build on the City's 2016 Cycling Network 10 Year Plan and longer-term plans with additions proposed as part of the Picture Mount Dennis Planning Study. The recommended bike network was identified through a review of previous City evaluation of cycling route priorities, identification of key destinations and identification of gaps in the network.

- **BikeShare Locations:** Recommended locations for BikeShare docks to encourage active transportation in Mount Dennis.
- **Enhanced Rail Crossing:** The Bay Avenue crossing under the rail corridor is recommended for improvement as the only rail crossing to the Black Creek Business Area.
- **Proposed Station Access/Rail Crossings:** Additional access points to the north and south ends of the GO Rail platforms are proposed to improve accessibility to the station. Access across the rail corridor from Bay Avenue to the Black Creek triangle is also proposed.
- **Proposed Pedestrian Crossings:** Additional pedestrian crossing points are proposed to increase safety. Proposed locations are based on distance between existing pedestrian crossing points, presence of key destinations on one side of the street and locations of accidents involving pedestrian injury.
- **Potential Pedestrian Connection:** A pedestrian connection along the south/west side of the rail corridor would improve access to the Black Creek Business Area.
- **Transit Maintenance and Storage Facilities:** The study area includes two major supportive pieces of transportation infrastructure: the new Metrolinx Maintenance and Storage Facility for the Eglinton Crosstown LRT and the TTC's Mount Dennis Bus Garage.

Section 4.3.4 Healthy and Inclusive Communities Strategy: Public Realm and Mobility provides greater detail on key elements of the mobility network and recommendations to achieve the mobility network in Mount Dennis.





## Legend

- Major Transit Station
- Future Transit Station
- Station Platform
- Planned Station Platform
- Proposed Elevated Guideway
- Major Streets
- Priority Complete Streets
- Intersection Improvements
- Proposed Pedestrian Crossing
- Enhanced Rail Crossings
- Proposed Station Access/Rail Crossings
- Recommended BikeShare Location
- Existing Bikeways
- 2022 - 2024 Near-Term Program Bikeways\*
- Additional Recommended Bikeways
- Existing Open Space
- Study Area Boundary

\* Study of Jane Street bikeway to be coordinated with RapidTO Study regarding introduction of bus lanes



## Mount Dennis Station

The new Mount Dennis Station is the major infrastructure investment driving the transformation of Mount Dennis. It will be a true “mobility hub,” providing access to and between the Eglinton Crosstown LRT, the Kitchener GO Rail line, the UP Express and TTC bus routes. Upon the opening of the Eglinton Crosstown LRT the TTC will be adjusting many of its existing bus routes and creating new bus routes that will serve Mount Dennis Station, as described in Table 1.

Two entrances are planned to Mount Dennis Station, the primary station entrance from Eglinton Avenue on the west side of the rail corridor and a secondary station entrance from Eglinton Avenue on the east side of the rail corridor through the repurposed Kodak building. A potential secondary GO Station entrance is protected for at the south end of the GO Rail platform from a City-owned lot at Brownville Avenue and Barr Avenue. The Mobility Plan also proposes a rail corridor crossing at this location, facilitated by the fact that there is City-owned

### Line 5 Surface Network Plan: Bus Routes Serving Mount Dennis Station

Table 1

27 Jane South	161 Rogers Rd
32 Eglinton West	168 Symington
34 Eglinton	170 Emmett
35 Jane	171 Mount Dennis
71 Runnymede	935 Jane
89 Weston	989 Weston Express
158 Trethewey	



Rendering of the proposed Bus Terminal. Source: Metrolinx



Rendering of the proposed Secondary Terminal Entrance. Source: Metrolinx

land on the opposite side of the rail corridor as well. This rail crossing would dramatically improve connectivity between the Black Creek triangle, on which the City has received a development application for over 2,000 new units, and Weston Road, helping to ensure that new residents are able to support Weston Road businesses and existing residents have access to new amenities on the Black Creek triangle.

The Mobility Plan also proposes a secondary GO Station entrance to the north end of the southbound GO Rail platform, where there is an existing GO/UP maintenance access at Locust Street. The benefit of a secondary entrance in this location would be that, combined with the potential pedestrian connection along the south/ west side of the rail corridor it would significantly reduce walking time from Mount Dennis Station to the Black Creek Business Area.

#### Recommendations:



1. Work with Metrolinx to secure additional access points to Mount Dennis Station.



2. Work with Metrolinx to provide a rail corridor crossing at Barr Avenue.



Aerial-view rendering of Mount Dennis station, as it will appear when the LRT is operating. Source: Urban Toronto



## 4.3.4 Healthy and Inclusive Communities Strategy: Public Realm and Mobility

The built environment can have a significant impact on physical and mental health. It can influence levels of physical activity, safety of travel, outdoor air quality, access to jobs and services, access to healthy food and opportunities for social interaction and recreation. The City of Toronto has commissioned and compiled a series of reports relating to the built environment and human health and has used these to guide policy development such as the Complete Streets Guidelines, Toronto Resilience Strategy and Parkland Strategy.

The Public Realm and Mobility Strategy is a critical part of implementing the public health lens of the Picture Mount Dennis Planning Framework. Improving the built environment in Mount Dennis is one of the ways that the Planning Framework hopes to improve the poor health outcomes in the neighbourhood discussed in Section 1.3.

The Healthy and Inclusive Communities Strategy for Public Realm and Mobility provides recommendations to ensure that as Mount Dennis develops it maintains and enhances its open space network. The presence of green space is associated with reduced mortality, obesity, anxiety and cardiovascular disease, and green spaces provide places for stress reduction, mental restoration, social interaction and connection to nature. Green spaces are also associated with improved air quality. They address a key aspect of vulnerability related to the warming climate by providing relief from extreme heat and lessening the urban heat island effect. During the COVID-19 pandemic Toronto's green spaces have been extremely well used and their value to the physical and mental health of residents has been reinforced.

With respect to mobility, the Healthy and Inclusive Communities Strategy focuses on access to transit and safe infrastructure for walking and cycling. Difficulty accessing transit due to cost or availability can have adverse impacts on health by limiting access to services, food, employment, educational opportunities, recreation and social activities. Active transportation infrastructure contributes to improved health outcomes by preventing injuries and deaths due to traffic accidents, encouraging active lifestyles that improve mental health and prevent chronic disease, and reducing transportation-related emissions, thereby improving air quality. The Planning Framework applies the City's Complete Streets Guidelines and Green Streets Technical Guidelines in Mount Dennis to generate recommendations for the creation of a healthy mobility system.





### 4.3.4.1 Diverse, accessible and inclusive park spaces

#### Parkland dedication:



1. Explore opportunities to expand existing parks by acquiring adjacent land, including expanding and improving access to Pearen Park and Westlake Memorial Park, through parkland dedication and acquisition.



2. Leverage City-owned land, including unneeded portions of public rights-of-way to create/expand parks where possible.
  - a. Prioritize parkland dedication adjacent to City-owned land at 117X Brownville Avenue to expand the potential new park.



3. Encourage coordination of on-site parkland dedication requirements for properties within the same block to create consolidated new park spaces.



4. For redevelopments where on-site parkland dedication is not considered appropriate, use off-site parkland dedication or acquisitions to create new consolidated park spaces.
  - a. Prioritize the creation of a consolidated park space on the triangle between Weston Road, Ray Avenue and Bartonville Avenue East, building on existing City-owned land and coordinating with UrbanArts.



5. Combine on-site parkland dedication, POPS and pedestrian connections to create a continuous public realm on blocks undergoing significant redevelopment, such as those between Eglinton Avenue, Weston Road, Ray Avenue and the rail corridor, as described in Section 4.2.7 Urban Design and Built Form Guidelines.

#### POPS:



6. Explore how existing Municipal, Provincial and Federally funded initiatives to optimize private and public spaces can be integrated into public realm design such as the PlazaPOPS project.

#### Accessibility of open spaces:



7. Improve accessibility to the open space system, including:
  - a. Upgrading existing informal access points to the Eglinton Flats to make them safe and accessible;
  - b. Working with the TRCA to add new access points to the Eglinton Flats where access is currently limited; and
  - c. Piggy-backing on major new infrastructure such as the western extension of the Eglinton Crosstown LRT to secure additional access points to open space.

#### Parks programming and use:



8. Plan for a variety of programming in parks in Mount Dennis, including:
  - a. Facilities for children and families such as splash pads, barbecue areas, fire pits and toboggan hills;
  - b. Age-friendly features such as benches and spaces for passive enjoyment;
  - c. Areas for traditional Indigenous traditions or celebrations; and
  - d. Dog off-leash areas.
9. Explore ways in which park spaces can be adapted to support local/cultural uses (for example market stalls, tandoori oven, drumming circle spaces).





10. Where possible, incorporate community gardens into parks and open spaces in Mount Dennis to support food security.

- a. Build on existing community gardens such as the Emmett Communal Garden.
- b. Support residents to plant food and medicinal plants of their choice, including those valued by the different cultural communities in Mount Dennis.



11. Support Indigenous ceremonial usage of the ravines, including

- a. Working with the Indigenous community and TRCA on a permanent ceremony space on the Humber, with lodge, washroom facilities and parking area; and
- b. Ensuring an accessible access to the ceremony space for Elders.

### Mitigating impacts:



12. Work with Metrolinx and the community on the design of the elevated guideway for the western extension of the Eglinton Crosstown LRT to minimize disruption to the open space network and integrate open space and public realm improvements.

### Flexible open spaces:



13. Take every opportunity to design public realm infrastructure that can simultaneously act as gathering and “cooling” spaces for example tree canopy, other shade structure, water features, etc.



The Emmett Communal Garden is one of three community gardens in Mount Dennis. In the last five years, local residents have developed community gardens on Somerville Avenue and Bartonville Avenue.



### 4.3.4.2 A safe and connected cycling network

1. Connect the proposed cycling network within the study area to existing and planned city-wide cycling corridors as shown in Figure 31.
2. Design cycling infrastructure based on context, with preference for protected or separated cycling facilities.
3. Ensure adequate bicycle parking is provided within the public right-of-way and in public open spaces.
4. Where new development is proposed immediately adjacent to the rail corridor, consider acquiring land to expand the West Toronto Rail Path northwards over time.

#### Legend

- Existing Bikeways
- Additional Recommended Bikeways
- 2022 – 2024 Near-Term Program Bikeways\*
- Underway
- Study
- New
- Existing Open Space
- Study Area Boundary

\* Study of Jane Street bikeway to be coordinated with RapidTO Study regarding introduction of bus lanes

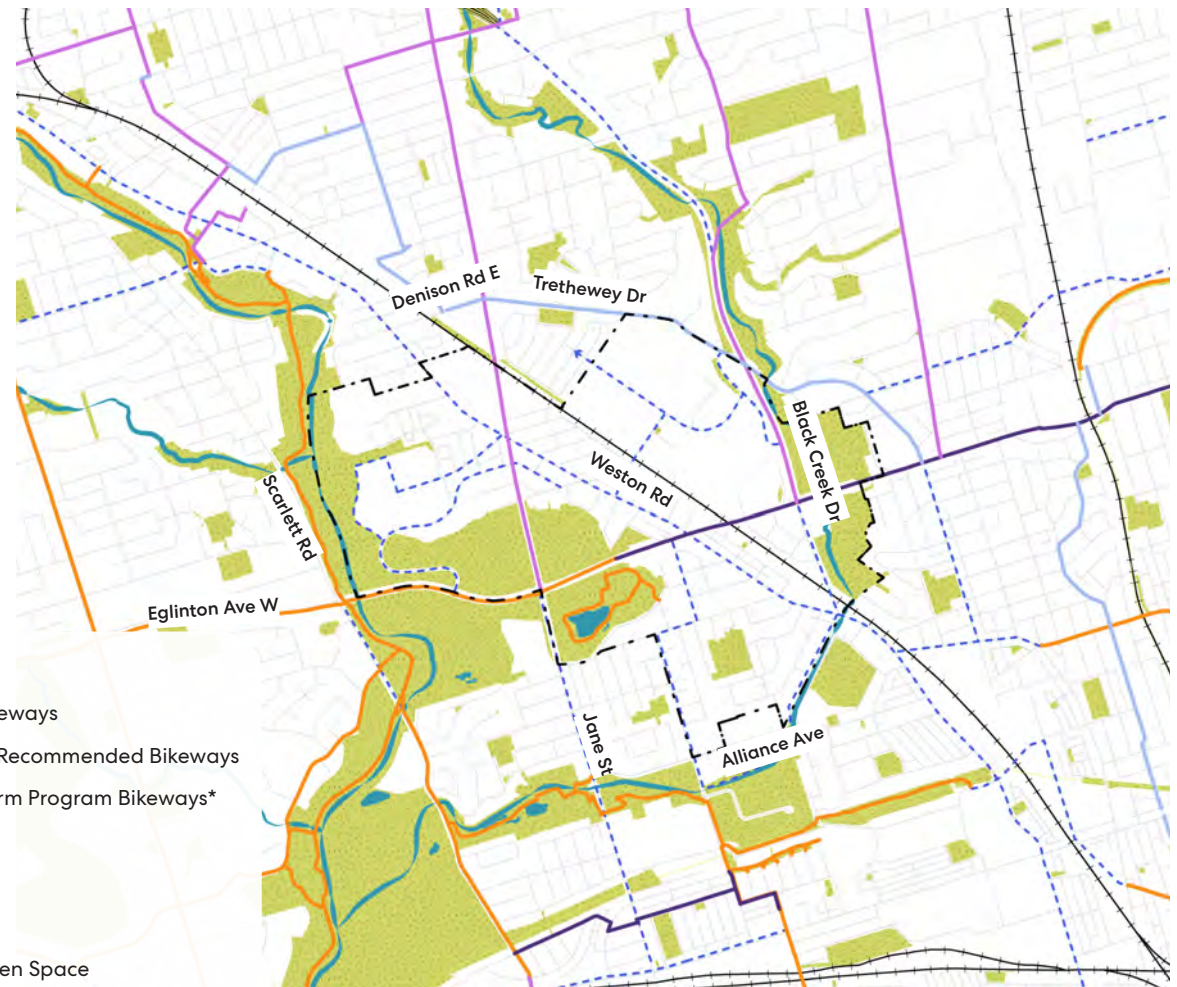


Figure 31. Map showing connectivity to the larger cycling network

### 4.3.4.3 Pedestrian safety and last mile solutions

1. Facilitate the implementation of the Mount Dennis BIA Streetscape Master Plan priority projects through the City's BIA capital cost-sharing program.
2. Introduce additional pedestrian crossings at the locations shown on Figure 30 Mobility Plan to improve pedestrian safety when crossing the street.
3. Fill in missing sidewalk segments in the Black Creek Business Area.
  - a. Prioritize the addition of sidewalks to Todd Baylis Boulevard, which, in combination with the reconfiguration of Black Creek Drive as a priority complete street, will provide an additional option to access this area by foot.
  - b. Improve sidewalks on Industry Street.
4. As new development takes place explore opportunities to secure a pedestrian path along the rail corridor from Hollis Street to Ray Avenue to reduce walking/cycling time from Mount Dennis Station to the Black Creek Business Area.
5. Work with West Park Healthcare Centre on improvements to last mile connections to Mount Dennis Station and the future Jane LRT Station.

#### Micromobility

6. Work with Metrolinx on opportunities for connections to the Black Creek Business Area through its property.
7. Expand BikeShare to Mount Dennis. Proposed locations for BikeShare stations are shown on Figure 30 Mobility Plan.
  - a. Consider opportunities to incorporate cargo bikes and electric bikes in BikeShare stations.



Bike Share stand in Toronto. Source: BikeShare Toronto



## 4.3.4.4 Complete and Green Streets

The City of Toronto Complete Streets Guidelines provide a new approach for how streets should be designed, and build on many of the City's existing policies, guidance and recently completed street design projects. The guidelines classify streets into sixteen different "Street types". The guidelines acknowledge that a street may not fall into one single category, and that one street may have segments that fall within different street types. The streets in the Mount Dennis study area have been classified as shown in Figure 32.

### Avenue and Neighborhood Main Street

The stretch of Weston Road within the study area serves as the main retail corridor for the Mount Dennis neighborhood, with two bus lines, sidewalks on both sides, and a four-lane road. It is lined with a mix of businesses set back behind landscaping or parking lots, businesses with entrances on the sidewalk, and low-rise multi-family homes.

### Mixed-Use Connector Streets

Jane Street north of Pinehill Crescent, and Eglinton Avenue east of the Flats and west of Black Creek Drive, are classified as Mixed-Use Connector Streets, because they host a mix of different land uses and building types and play a key role in the transportation network.

### Scenic Street

The segments of Jane Street and Eglinton Avenue that run along the Flats, as well as Eglinton Avenue east of Black

Creek Drive, fall under the Scenic Street category, as they are characterized by their 'park-like' setting and adjacency with nature.

### Residential Connector Streets

Lambton Avenue, Rockcliffe Boulevard, Emmet Avenue (east of Vedanta Society of Toronto), and Humber Boulevard are Residential Connector Streets, providing connectivity for all modes through residential areas to mixed-use connectors, main streets, and major destinations.

### Employment Streets

There are two clusters of Employment Streets in the Mount Dennis study area. Buttonwood Avenue and Charlton Settlement Avenue both serve West Park Healthcare Centre. On the other side of the railroad tracks, the Black Creek Business Area has multiple employment streets.

### Park Street

Emmett Avenue along Gladhurst Park is a Park Street due to its park adjacency.

### Residential

All other streets fall into one of three residential categories: Neighborhood Residential, Apartment Residential, and Residential Lane.

**Figure 32.** Complete Streets Typology for the Mount Dennis Study Area ►

**Legend**

- Avenue and Neighbourhood Main St.
- Mixed Use Connector
- Employment Street
- Apartment Residential
- Residential Connector
- Neighbourhood Residential
- Residential Lane
- Scenic Street
- Park Street
- Existing Open Space
- Study Area Boundary





The Complete Streets Guidelines identify five general steps to street design. It is noted that this process is best suited to large projects such as major reconstructions and Environmental Assessment studies, but is adaptable to many different project types. Step 1 “Identify context and street type” was undertaken for all streets in Mount Dennis and used to determine the street typologies shown on Figure 32.

Three priority complete streets were identified to continue the complete street design process: Weston Road, Black Creek Drive and Ray Avenue. Step 2 “Establish design priorities” and Step 3 “Develop decision-making framework and metrics” and Step 4 “Assemble/evaluate/refine” were commenced for these streets and resulted in the conceptual design options, preferred option/elements and recommended next steps included in this section. Additional feasibility analysis, public and stakeholder engagement, and collaboration with technical stakeholders within Transportation Services, in other City divisions, at the Toronto Transit Commission and at utility providers will be required to verify priorities, evaluate options, confirm the preferred option and proceed to Step 5 “Finalize preliminary design and document.”

The conceptual design options for Weston Road and Ray Avenue provide approximate widths for each element of the cross section based on City standards and average existing curb-to-curb widths. They are designed with the potential to be implemented in a low-cost way in the short term through repainting and bollards before capital investment is available for street reconstruction.

◀ General steps to street design

### Recommendations:



1. Consider every street in Mount Dennis as a complete street based on the typologies identified in Figure 32 and plan for the mobility and safety of all modes when undertaking maintenance or upgrades.



2. Undertake additional engagement with the public and stakeholders and the following studies to confirm the preferred option and finalize conceptual designs for the priority complete streets:
  - a. Parking study (Weston Road, Ray Avenue) to assess curbside utilization and turnover.
  - b. Traffic study to assess how lane reductions would impact travel times, particularly for TTC buses.
  - c. Transit study to assess potential boarding conflicts at bus stops (Weston Road, Ray Avenue).
  - d. Economic development study to assess impact of reduced parking on Weston Road businesses as well as opportunity for higher uses of parking space (e.g. for patios, parkettes).
  - e. Engineering feasibility study to assess construction challenges associated with expanding the paved ROW (Black Creek Drive).



3. Plan for reconfiguration of the priority complete streets in upcoming capital budgets.



4. Align watermain rehabilitation/replacement and/or storm sewer replacements and sewer separations with the implementation of complete streets.

## Weston Road



Transforming Weston Road from a struggling, car-oriented arterial into a complete commercial main street that is the spine of a dense and vibrant community is one of the transformative moves of the Picture Mount Dennis Planning Framework. The conceptual design options for Weston Road were developed to work synergistically with the land use and economic development recommendations and built form guidelines in Section 4.2 and the cultural heritage recommendations in Section 4.4 to achieve a complete metamorphosis of Weston Road.

Preliminary design priorities:

- Support significantly increased pedestrian traffic
- Support sense of place and ground level vibrancy
- Safely accommodate cyclists
- Maintain functionality as a major bus route
- Work with Weston/Eglinton West intersection redesign and related cycling connections
- Plan for an interim condition that maintains the current 21 metre ROW (ultimate ROW of 27 metres)

## Black Creek Drive



As transit is introduced and areas densify many streets in the city that were originally conceived as vehicular routes only are being reimagined. Black Creek Drive has been identified as a prime candidate for such a transformation. Within the study area north of Eglinton signs currently prohibit pedestrians, however informal paths on the shoulder indicate a clear pedestrian desire line. Black Creek Drive's generous right-of-way provides plenty of space to accommodate active transportation without reducing vehicular traffic, making it healthier and safer for everyone.

Preliminary design priorities:

- Safely accommodate pedestrians and cyclists
- Maintain current curb-to-curb width and lane configurations
- Support access to key destinations (Mount Dennis Station, Black Creek Business Area, York Recreation Centre) for Mount Dennis residents and communities north and south of the study area

## Ray Avenue



Ray Avenue was selected as a priority complete street because it is the only connection across the rail corridor into the Black Creek Business Area. Improving accessibility from Mount Dennis Station to the Black Creek Business Area depends on Ray Avenue providing a safe and comfortable experience for pedestrians and cyclists.

Preliminary design priorities:

- Support access to the Black Creek Business Area
- Safely accommodate cyclists
- Accommodate TTC buses accessing the Mount Dennis Bus Garage
- Address pinch point at the rail crossing bridge



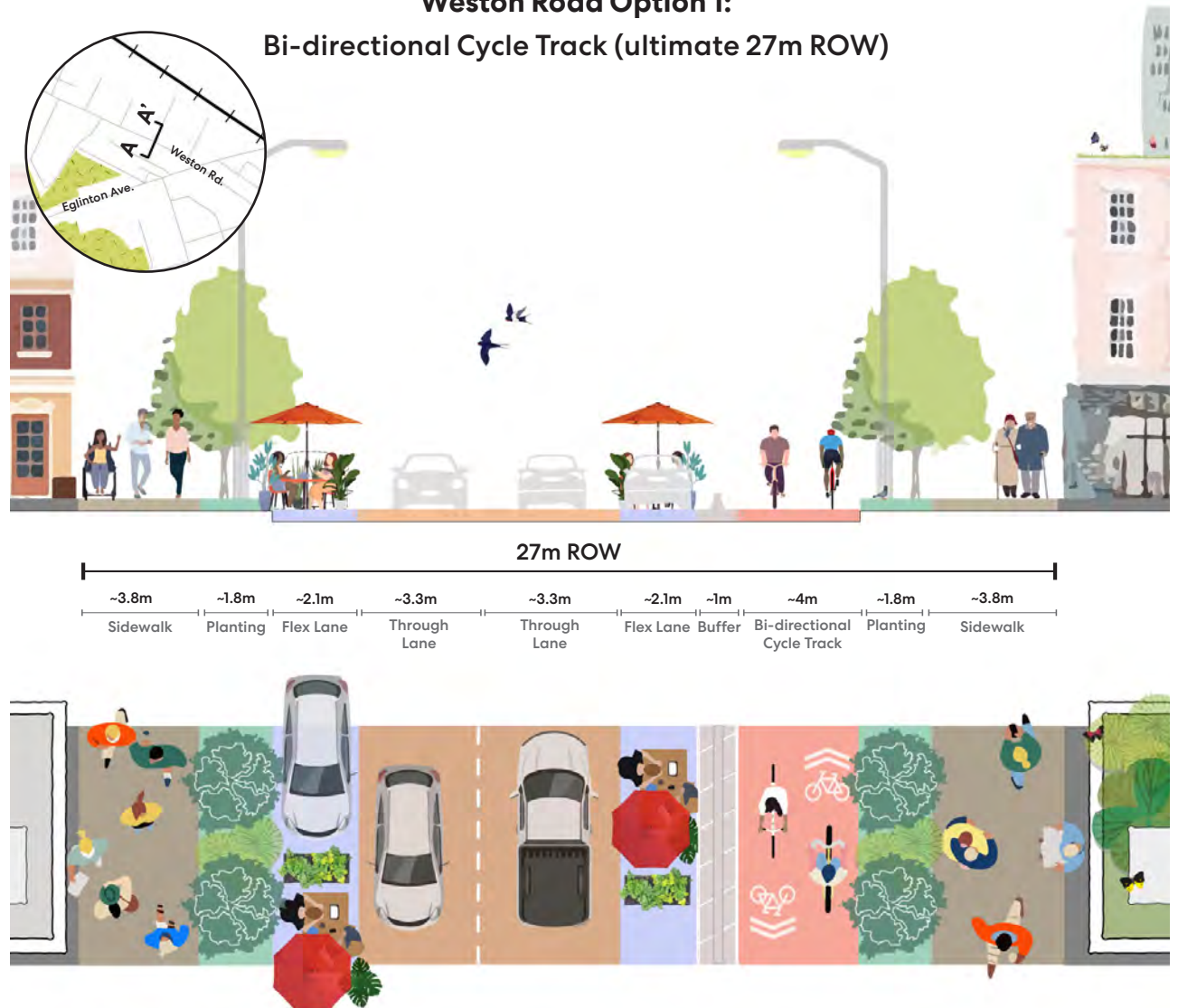
## Weston Road

Based on the City of Toronto Complete Streets Guidelines, Weston Road is categorized as an Avenue and Neighbourhood Main Street as it is the core activity corridor of the area. Reconfiguring Weston Road to meet this function more effectively is a critical priority of the planning framework.

Weston Road is planned for an ultimate right-of-way (ROW) of 27 metres in the Official Plan, however currently the ROW is only 21 metres in many places. As properties redevelop the City will require a land dedication to achieve the 27 metre ROW, however it will likely be many years before this is achieved along much of the length of the street within the study area and in some cases it may never be achieved. Each of the conceptual design options for Weston Road has been designed for the existing 21 metre ROW, with opportunities to enhance sidewalk widths and patio space and integrate additional green streets infrastructure where the 27 metre ROW can be achieved. This is demonstrated for option 1 but applies to all three options.

Including all preferred elements in the interim 21 ROW is challenging. The options for Weston Road demonstrate the trade-offs - either excluding one preferred element, or including all but with significant weaknesses such as impacts to driveway access. Weston Road is quite varied throughout the study area. Opportunities to tailor the cross section to the specific needs of each block should be considered.

### Weston Road Option 1: Bi-directional Cycle Track (ultimate 27m ROW)



## Weston Road Option 1: Bi-directional Cycle Track (interim 21m ROW)

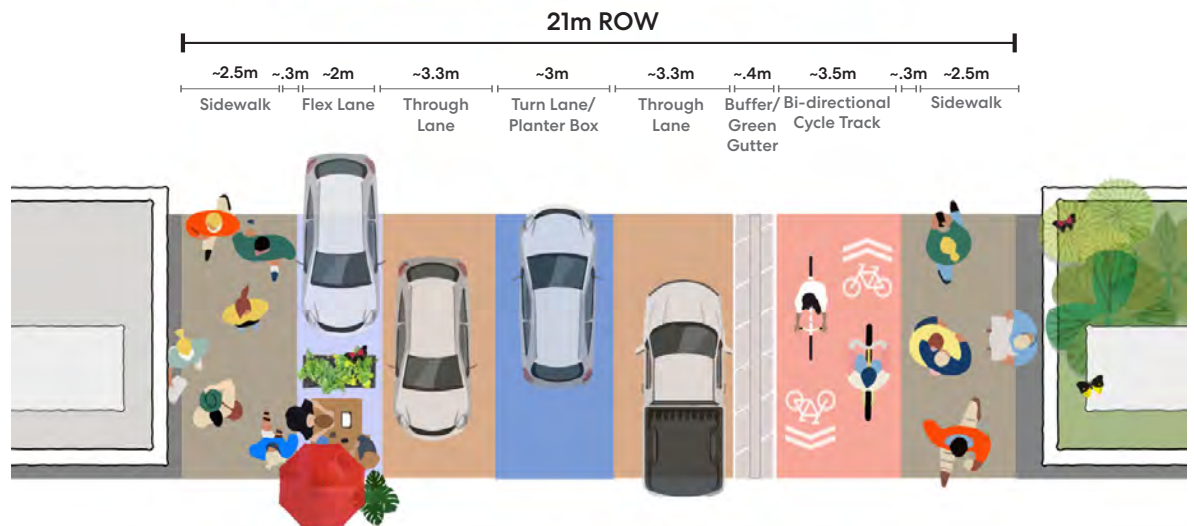
Strengths	Weaknesses
<ul style="list-style-type: none"> <li>Provides protected bike lanes</li> <li>Maintains on-street parking on one side, which can be alternated with parkettes, green street features, CafeTO spaces, and bus stops</li> </ul>	<ul style="list-style-type: none"> <li>Loss of some parking</li> <li>Might add delay for TTC buses</li> <li>Safety implications at the crossings given the two-way nature of the cycle track</li> <li>Bi-directional cycle track creates challenges for driveway access</li> </ul>

### Preferred Option/Elements

This option is preferred because:

- It meets the priority to safely accommodate cyclists even in the 21 metre ROW by using a bi-directional cycle track that requires less width.
- It meets the priority to maintain functionality as a major bus route by including a central median/turn lane.
- It supports local business by maintaining some parking even in the 21 metre ROW.

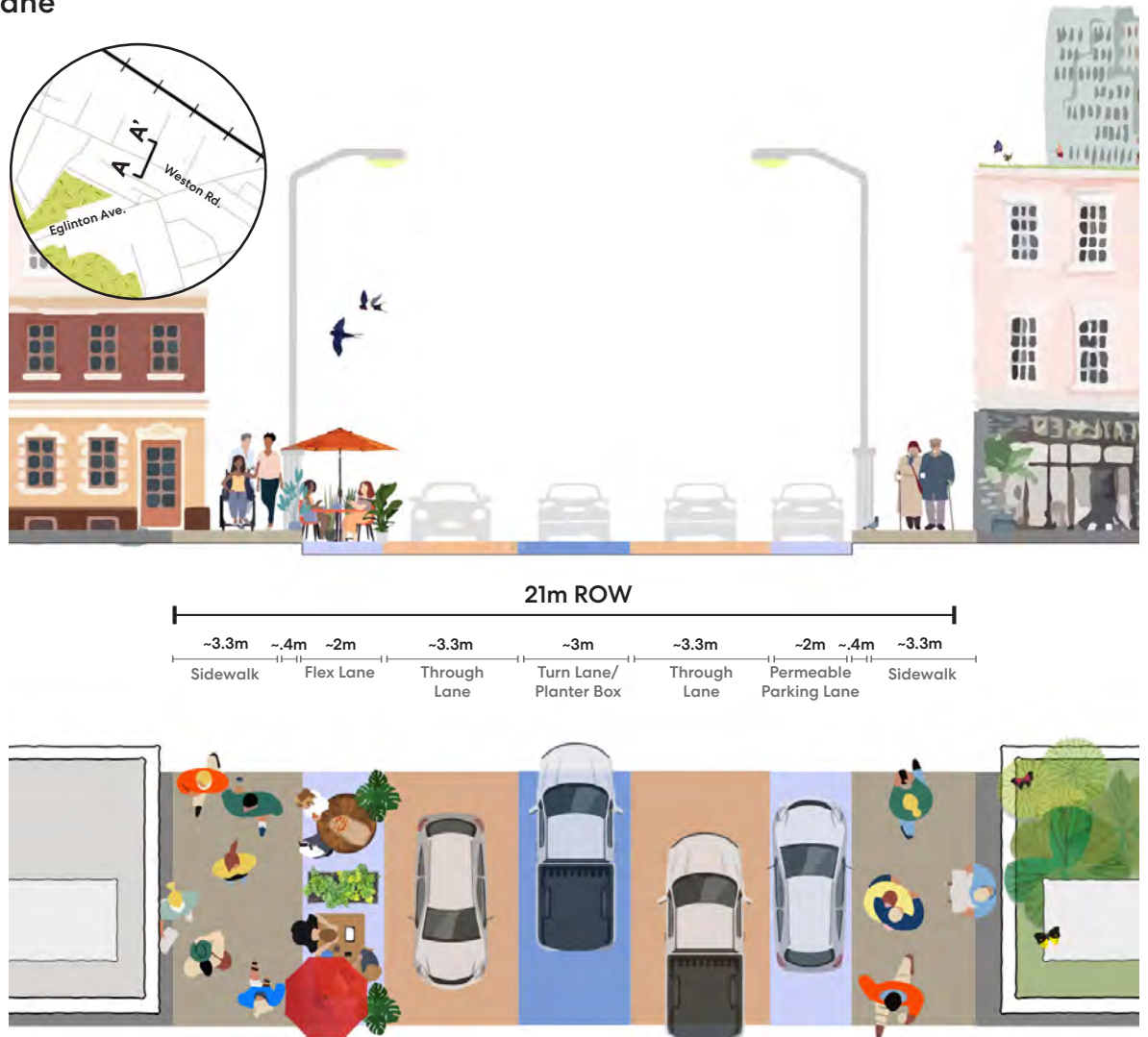
Cycling facilities, a median turn lane and parking/patio space are the preferred elements for Weston Road. Given the restricted curb-to-curb width in the interim 21 metre ROW this option is preferred, however any configuration that includes these elements could be considered.





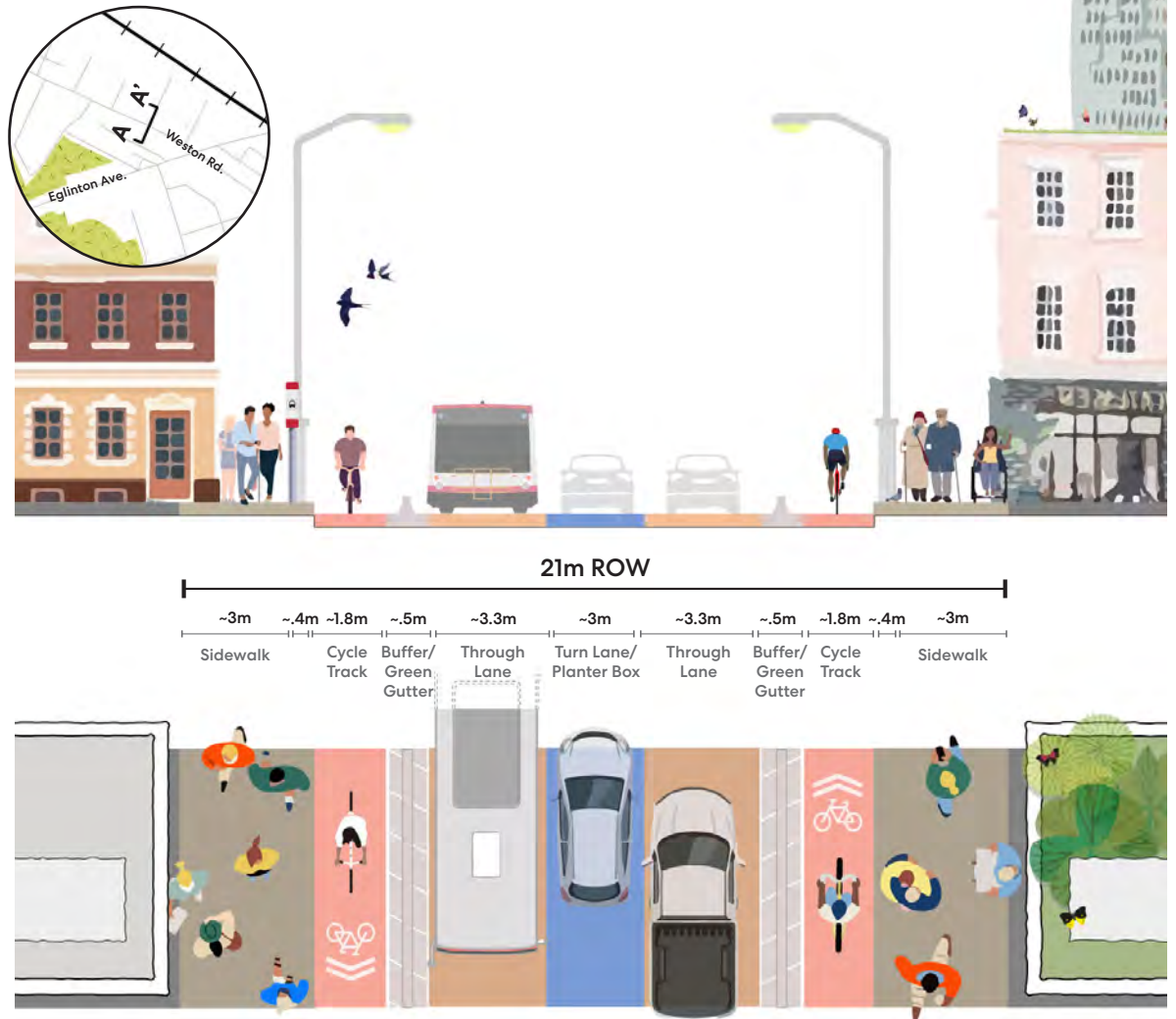
## Weston Road Option 2: On-Street Parking/ Flex Lane (interim 21m ROW)

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>Maintains on-street parking which can also function as parkettes, green street features, CafeTO spaces, and bus stops</li> <li>Provides space for planters in turning lane median</li> </ul>	<ul style="list-style-type: none"> <li>Does not provide bicycle infrastructure</li> <li>Might add delay for TTC buses</li> </ul>



### Weston Road Option 3: Uni-directional Cycle Track (interim 21m ROW)

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>Provides protected bike lanes</li> <li>Provides space for planters in turning lane median</li> <li>Bus platforms can be placed in bike lanes (merged system)</li> <li>Uni-directional cycle track is better than bi-directional for driveway access</li> </ul>	<ul style="list-style-type: none"> <li>Loss of all on-street parking</li> <li>Might add delay for TTC buses</li> </ul>





## Black Creek Drive:

Based on the City of Toronto Complete Streets Guidelines, Black Creek Drive is categorized as a Scenic Street as it is a high-capacity, high-speed road through an area of green space. Currently, Black Creek Drive has no infrastructure to accommodate pedestrians or cyclists and this framework recommends providing a safe space for people to walk and bike along Black Creek Drive. The two options differ in terms of the type of pedestrian and cycling infrastructure provided.

### Black Creek Drive Option 1: Uni-directional Cycle Track and Sidewalk

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>Provides protected bike lanes and sidewalks on both sides of the road</li> <li>Keeps median/turning lane</li> </ul>	<ul style="list-style-type: none"> <li>Greatest width requirement (35.4m) of the options</li> <li>Slopes on east side will need to be evaluated for feasibility and conservation considerations</li> </ul>

### Preferred Option/Elements

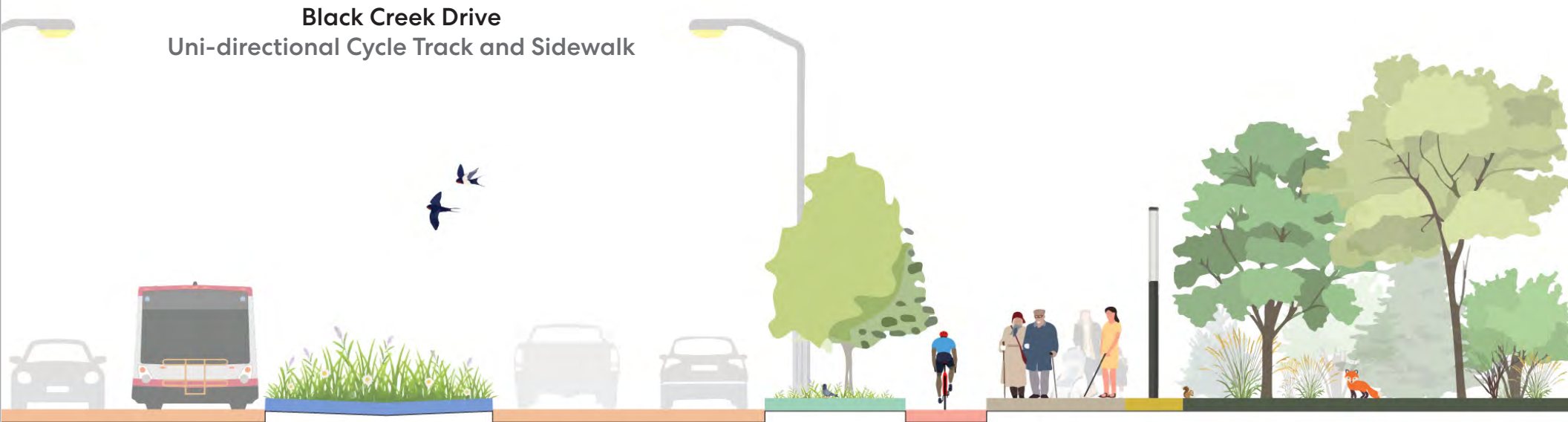
This option is preferred because:

- It most effectively meets the priority to safely accommodate pedestrians and cyclists. Engagement participants noted that separating pedestrians and cyclists made them feel safer.
- Given the Official Plan right-of-way for Black Creek is 45m the width requirement is not a concern.

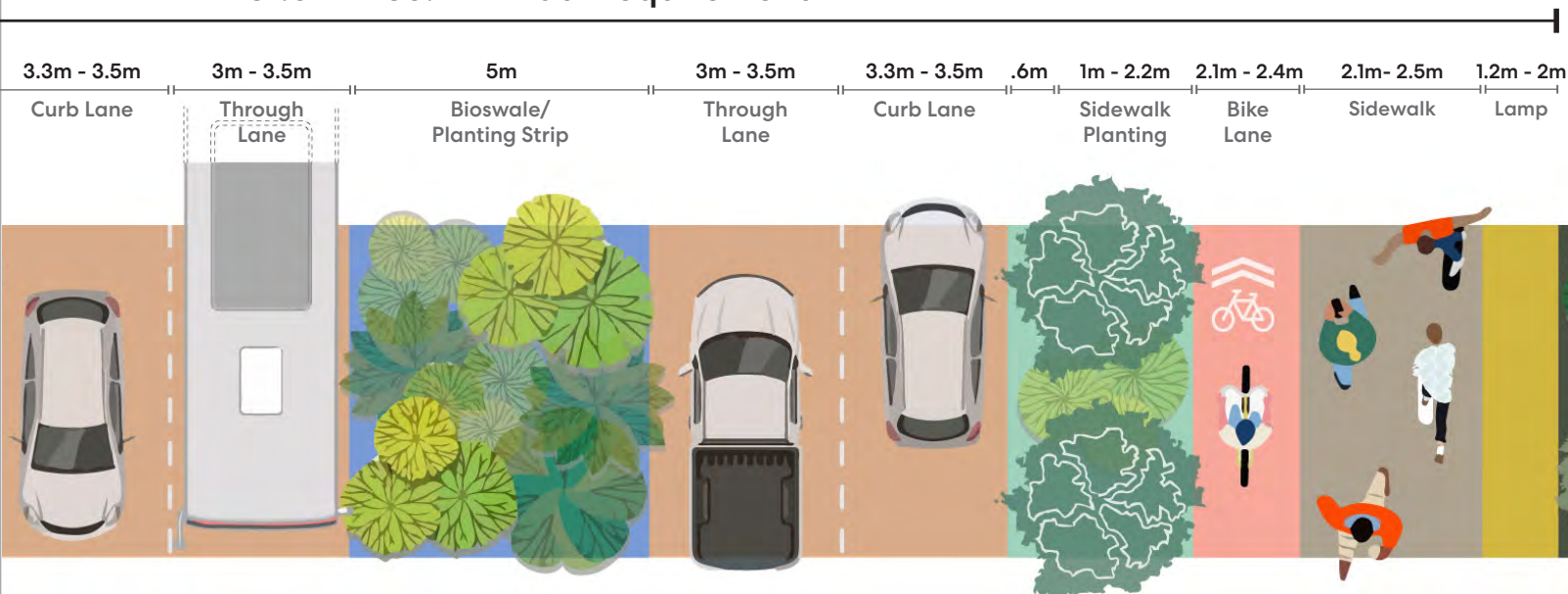
Separated cycling facilities and sidewalk space are the preferred elements for Black Creek Drive. Variations on this option could be considered such as sidewalks on both sides and a bi-directional cycle track one side.



## Black Creek Drive Uni-directional Cycle Track and Sidewalk



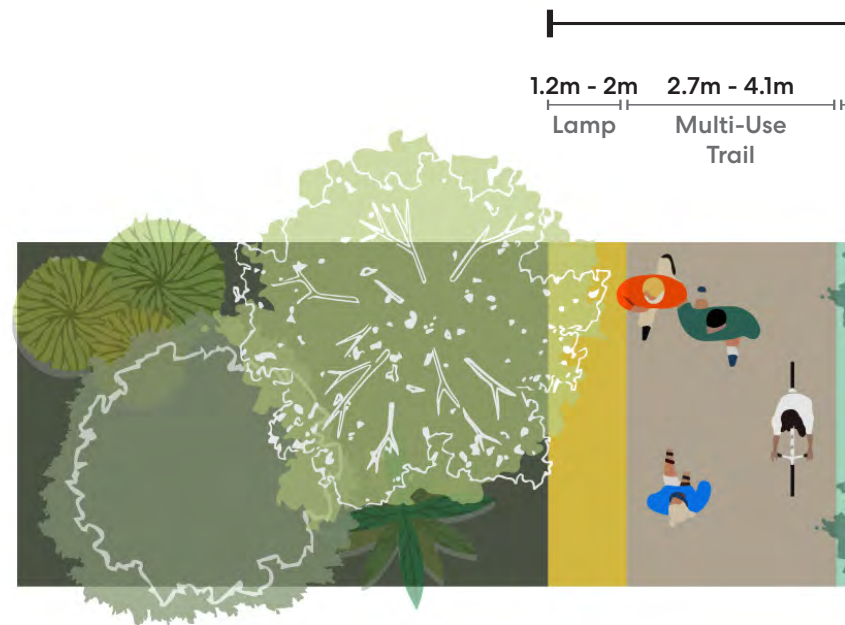
31.6m - 38.4m width requirement





## Black Creek Drive Option 2: Multi-Use Trail

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>Provides protected shared use paths on both sides of the road</li> <li>Keeps median/turning lane</li> <li>Lower width requirement</li> </ul>	<ul style="list-style-type: none"> <li>Slopes on east side will need to be evaluated for feasibility and conservation considerations</li> </ul>

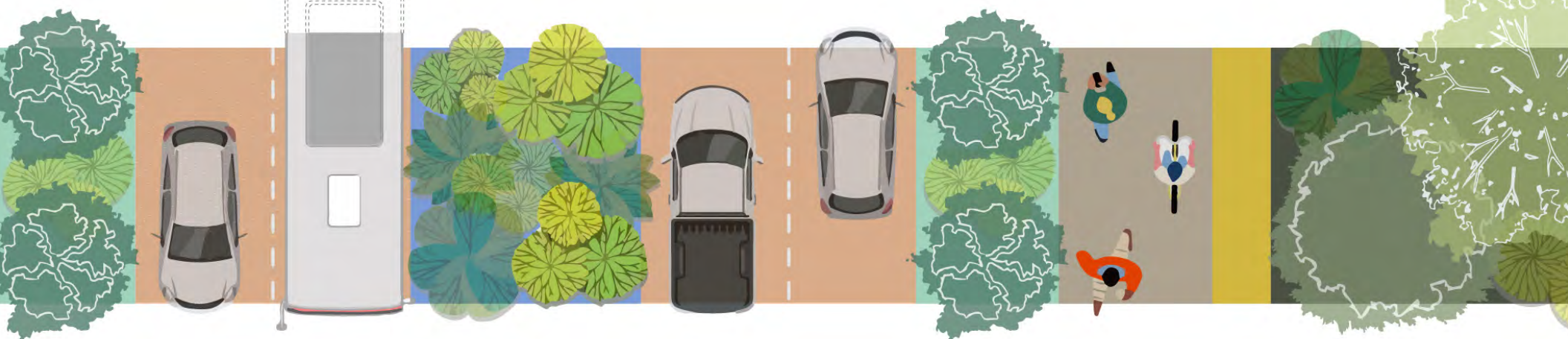




28.6m - 36.8m width requirement

1m - 2.2m   .6m   3.3m - 3.5m   3m - 3.5m   5m   3m - 3.5m   3.3m - 3.5m   .6m   1m - 2.2m   2.7m - 4.1m   1.2m - 2m

Sidewalk Planting   Curb Lane   Through Lane   Bioswale/ Planting Strip   Through Lane   Curb Lane   Sidewalk Planting   Multi-Use Trail   Lamp

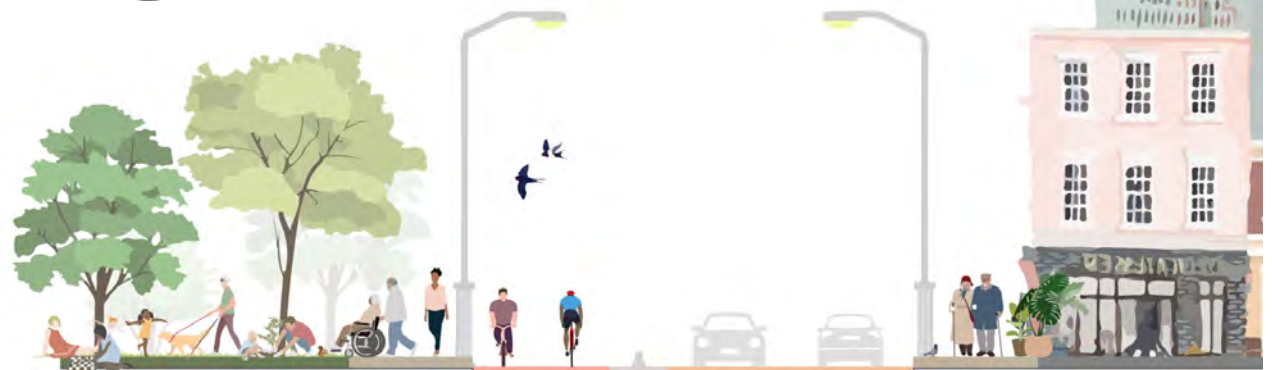




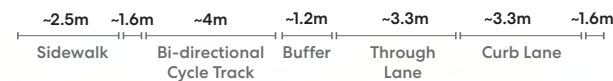
## Ray Avenue

Based on the City of Toronto Complete Streets Guidelines, Ray Avenue is categorized as an Employment Street and a Residential Connector Street as it is a two lane, two-way street passing through residential and industrial areas. Currently, Ray Avenue has no bicycle infrastructure and this framework recommends providing space for people to walk and bike safely from Weston Road to the Black Creek Business Area. The following two sections show one option with a two-way bike lane and another with bike lanes on either side. Both options will be compromised at the rail corridor bridge, where street narrowing will not allow space for continuous cycling infrastructure.

Ray Avenue is an important street for TTC buses as it is the connection between Weston Road and the Mount Dennis TTC Bus Garage on Industry Street.

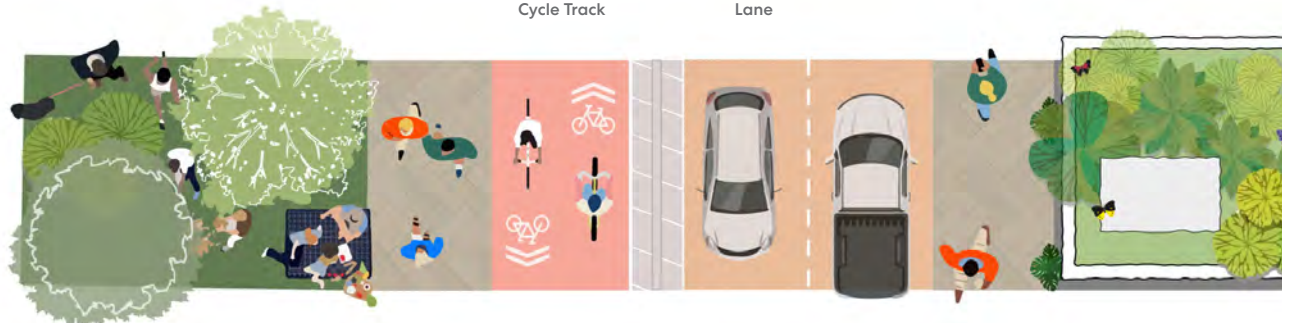


20m ROW



### Ray Avenue Option 1: Bi-directional Cycle Track

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>Allows for the provision of wider bicycle lanes and buffer</li> </ul>	<ul style="list-style-type: none"> <li>Loss of all on-street parking</li> <li>Less well configured for walking bicycles on sidewalk beneath rail bridge</li> </ul>



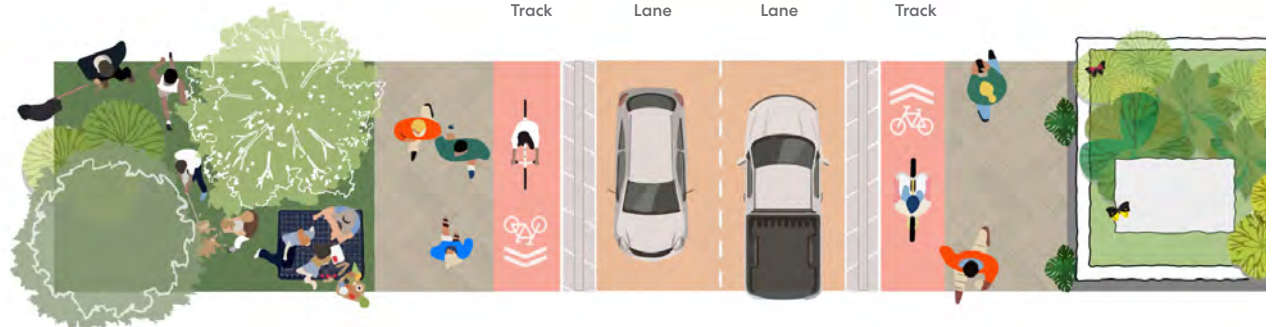
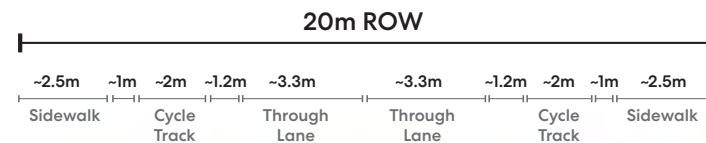
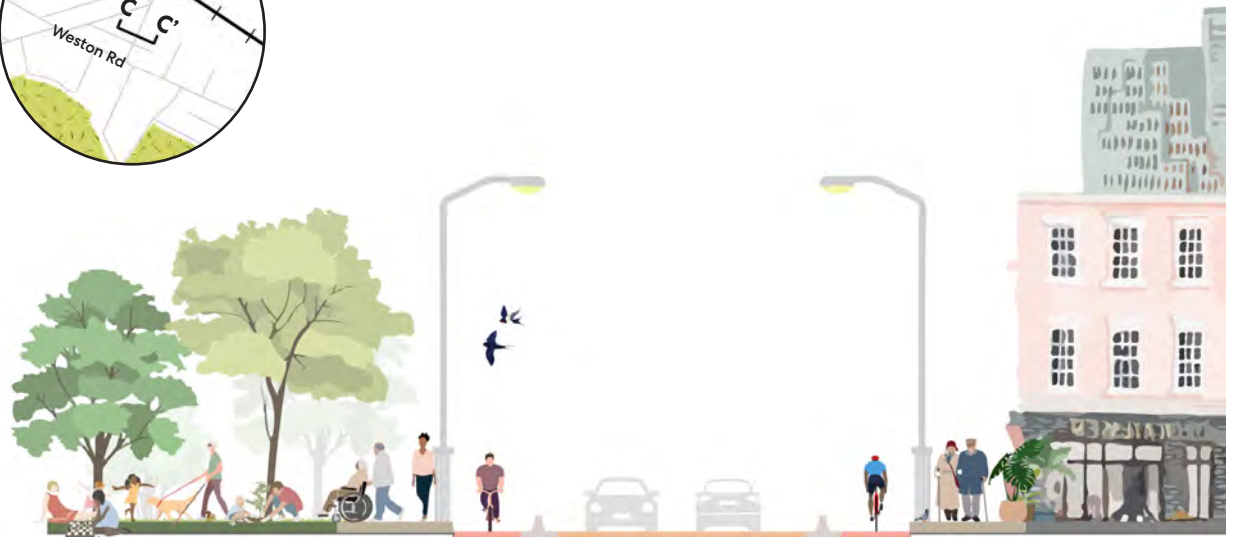
## Ray Avenue Option 2: Uni-directional Cycle Track

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>Provides protected bike lanes that are well configured for walking bikes on sidewalks beneath rail bridge</li> </ul>	<ul style="list-style-type: none"> <li>Loss of all on-street parking</li> </ul>

### Preferred Option/Elements

This option is preferred because:

- It meets the priority to safely accommodate cyclists.
- A uni-directional cycle track is better configured for sharrows/walking bicycles beneath the rail bridge.





## Recommendations:

### Weston Road:



1. To ensure efficient bus travel despite proposed lane reductions on Weston Road, explore transit signal priority and bus queue jump lanes with the TTC.



2. Use low-cost interim street reconfiguration options such as re-painting and bollards to facilitate an improved experience on Weston Road prior to a full reconstruction.



3. Consider the appropriate extent of a complete street transformation of Weston Road north and south of the study area.

### Black Creek Drive:



4. Consider the appropriate extent of a complete street transformation of Black Creek Drive north and south of the study area.

### Ray Avenue:



5. Maximize cyclist safety at the pinch point of the rail corridor bridge. Options include:
  - a. Slowing vehicular travel speeds;
  - b. Signage indicating a shared road condition; and
  - c. Ensuring adequate lighting.



6. When upgrade or replacement is planned for the rail corridor bridge, explore options for widening to allow for continuation of cycling infrastructure.

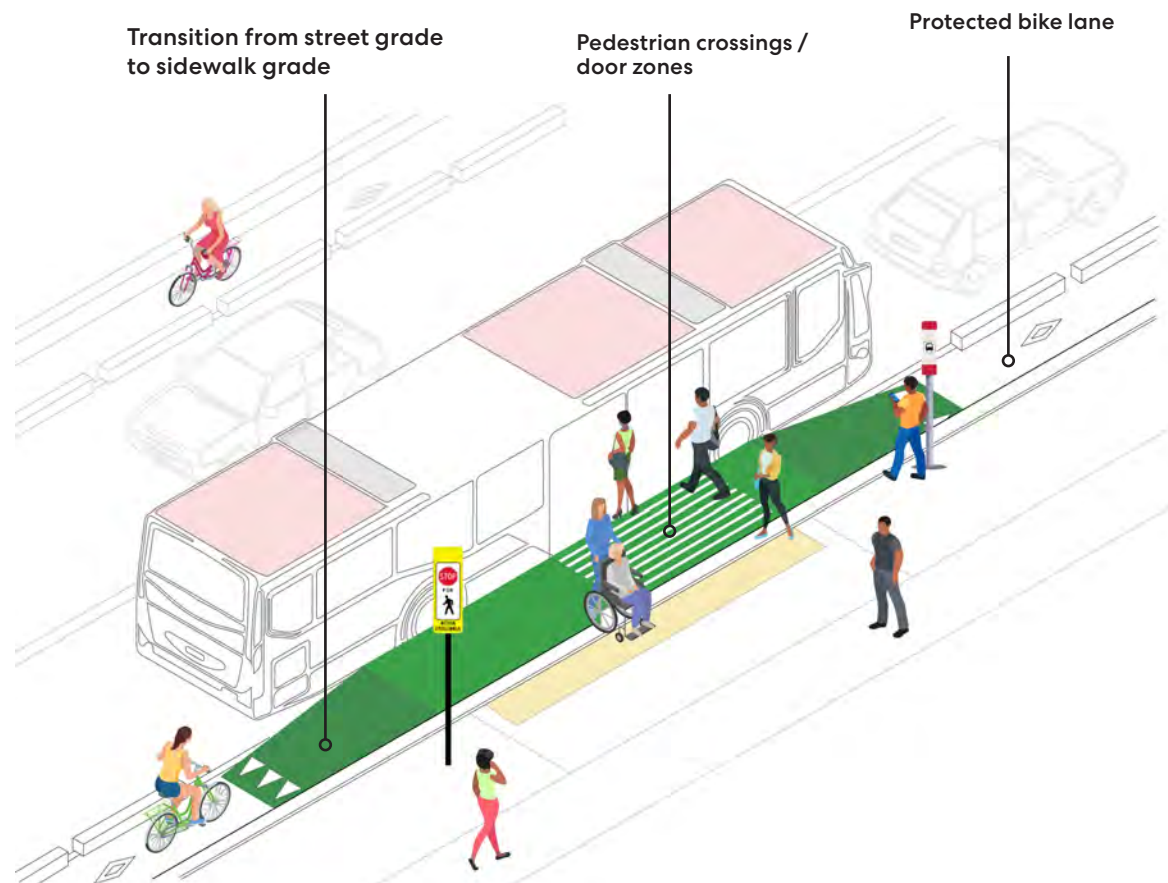


Diagram showing example of a safe cycle lane/bus stop design





Danforth, Toronto. Source: 880 Cities



## Green Streets Opportunities

Green streets infrastructure such as bioswales and rain gardens is one potential component of a complete street. Table 2. recommends the most relevant green streets infrastructure opportunities for each complete streets typology identified in Mount Dennis. The should be refined using the City of Toronto's Green Infrastructure Tool, which provides a list of green infrastructure elements viable in new/reconstruction and rehab/retrofit streets based on street type, soil/water conditions, and utilities.

Green streets infrastructure also offers a prime opportunity for a sustainable and resilient Mount Dennis, both in terms of the environment and in terms of social development. Environmentally, green streets reduce stormwater runoff, mitigate flooding, and extend the urban forest, along with many other benefits. Socially, the maintenance of green streets infrastructure provides an opportunity for local employment, as is the intention of the GreenForceTO Pilot Program.

### Recommendations:



1. Consider opportunities for the addition of green streets infrastructure as indicated in Table 2 in every street upgrade in Mount Dennis.



2. Use green streets infrastructure as an opportunity to increase biodiversity and recognize the cultural communities in Mount Dennis, including:
  - a. Planting pollinator-friendly plant species; and
  - b. Planting medicinal plants as identified by Indigenous Elders and Knowledge Holders.



3. Use green streets infrastructure as an opportunity for social development and employment for Mount Dennis residents, including through the GreenForceTO Pilot Program.



4. Consider the use of Section 37/community benefits charges to build a green space network along Weston Road including the parkettes/ green streets infrastructure identified on Figure 29.



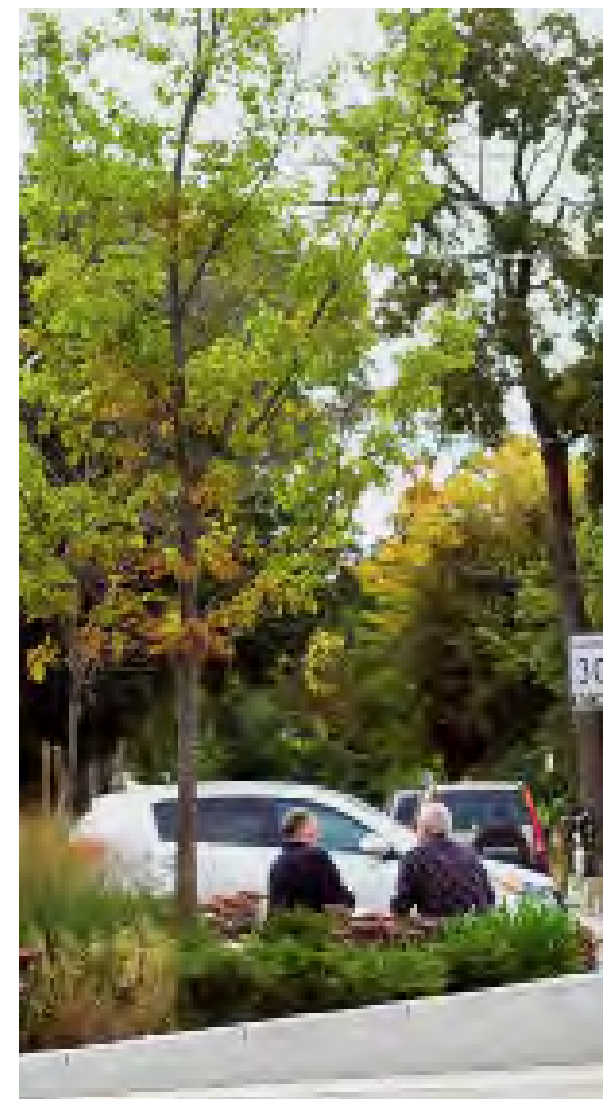
### GreenForceTO Pilot Program

In partnership with two local Employment Social Enterprises (RAINscapeTO and Building Up), GreenForceTO will train and hire individuals facing barriers to employment for the maintenance of green infrastructure and local green spaces. Over two dozen sites have been identified for this pilot, many in Mount Dennis. This project aims to bring a long-term, locally powered workforce to the City, and incorporate local resilience and sustainability.

**Complete Street Typology****Green Infrastructure Opportunity**

<b>Avenue and Neighbourhood Main Street</b>	<ul style="list-style-type: none"> <li>• Landscaping and planting in frontage zone</li> <li>• Stormwater control measures in planting zones (curb extensions)</li> </ul>
<b>Mixed-Use Connector</b>	<ul style="list-style-type: none"> <li>• Stormwater control measures in planting zones</li> </ul>
<b>Employment Street</b>	<ul style="list-style-type: none"> <li>• Stormwater control measures in the planting zone between curb and sidewalk</li> <li>• Improvements in street tree planting</li> </ul>
<b>Apartment Residential</b>	<ul style="list-style-type: none"> <li>• Tree planting, bioswales, and/or bioswales in space provided by large building setbacks, few driveways and low on-street parking demand</li> <li>• Encouragement of permeable pavements for driveways</li> </ul>
<b>Residential Connector Streets</b>	<ul style="list-style-type: none"> <li>• Stormwater control measures in the planting zone and where applicable, in the frontage zone</li> </ul>
<b>Neighbourhood Residential</b>	<ul style="list-style-type: none"> <li>• Tree-planting in planting zone where applicable</li> <li>• Planters in parking zone to act as chicanes</li> <li>• Encouragement of permeable pavements for driveways and parking lane</li> </ul>
<b>Residential Lane</b>	<ul style="list-style-type: none"> <li>• Moveable planters, permeable pavements, and green gutters where spatially feasible</li> </ul>
<b>Scenic Street</b>	<ul style="list-style-type: none"> <li>• Should have large trees that create a substantial canopy</li> <li>• Stormwater control measures in green spaces adjacent to Scenic Streets</li> </ul>
<b>Park Street</b>	<ul style="list-style-type: none"> <li>• Should have large and healthy trees that create a canopy</li> <li>• Additional stormwater control measures in planting zones and in adjacent green spaces</li> </ul>

Table 2. Green Streets Infrastructure Opportunities



Green Streets Infrastructure



### Special Condition: Rain Garden opportunities along Weston Road and on school grounds:

Ends of the existing triangulated, non-parallel sidewalks along Weston Road provide a valuable opportunity for rain gardens. Rain gardens can hold many native shrubs and flowers, creating an aesthetically pleasing corner condition. Furthermore, this small, self-sustaining ecosystem encourages biodiversity and is a strategy for countering impervious surfaces, serving as a localized stormwater management tool.

The Green Street Technical Guidelines, Detail WQ-5.1 provides design specifications for rain gardens. The visibility of rain gardens along Weston Road will encourage active residents and users to be community activators, participating in the maintenance, thus increasing environmental stewardship in the community.



**Figure 33.** Rain garden opportunities along Weston Road

### Special Condition: Green streets infrastructure in school zones

Green streets can also be linked to initiatives for education and sustainable development. Green streets infrastructure can serve a dual purpose in school zones as part of traffic calming measures as well as an educational opportunity for students.

### Special Condition: Black Creek triangle

Part of high-density redevelopment of the Black Creek triangle will be the introduction of a new street network to break up the block, which has already begun with Photography Drive. Here, green streets infrastructure can be integrated as a part of the design of complete public and private streets from the beginning, as opposed to elsewhere in Mount Dennis where modification of existing streets is required to integrate green streets elements where possible.

### Recommendations:



1. Prioritize the introduction of rain gardens at applicable intersections on Weston Road to improve safety and enhance its function as a green spine for the community.



2. Use green streets infrastructure as an opportunity for education regarding sustainability and resilience through partnerships with school boards and by considering green streets infrastructure opportunities in school zones.



3. Use the Black Creek triangle as a demonstration project for the implementation of the Green Streets Technical Guidelines in the development of a new street network.



Illustration of Rain Garden interventions along Weston Road



Bioswale. Source: Mitt Watershed Council





## 4.4 Cultural Heritage Framework

### 4.4.1 Introduction to Framework

The Cultural Heritage Framework is intended to ensure Mount Dennis' history is recognized and commemorated and to promote cultural vibrancy as the neighbourhood continues to grow and change. It is grounded in the Cultural Heritage Resource Assessment (CHRA) for Mount Dennis prepared by Common Bond Collective and the Stage 1 Archaeological Assessment prepared by Timmins Martelle Heritage Consultants. It is also informed by the recommendations regarding culture from previous studies in the area including the Mount Dennis Economic Development Study. Finally, the Cultural Heritage Framework is particularly indebted to input from the community through the Heritage Focus Group, interviews with members of cultural communities, the Indigenous engagement sessions and the larger engagement program for the Picture Mount Dennis Planning Framework. Cultural heritage is unique to every neighbourhood and any attempt to understand and conserve it is dependent on local residents' willingness to share their stories.

The Healthy and Inclusive Communities Strategy within the Cultural Heritage Framework includes recommendations that augment the heritage conservation tools and direction available under the *Ontario Heritage Act*, *Planning Act*, *Provincial Policy Statement*, *A Place to Grow: Growth Plan* for the Greater Golden Horseshoe and *Official Plan* to ensure a comprehensive approach to cultural heritage in Mount Dennis. It addresses celebrating Indigenous cultures, intangible heritage, workers' housing, opportunities for public art and promoting creative and cultural enterprises.

#### Objectives:

1. Identify heritage potential properties.
2. Recommend areas for further archaeological assessment.
3. Identify cultural heritage resources for further study.
4. Conserve the historic fine-grained character and scale of Weston Road as a commercial main street.
5. Increase public knowledge of the historic Indigenous presence in Mount Dennis and the way it has shaped the community today.
6. Support the significant contemporary Indigenous cultural presence in Mount Dennis.
7. Support the contribution of Black and Afro-Caribbean cultures to the identity of Mount Dennis.
8. Recognize the waves of immigration and diverse cultural communities that have shaped and continue to shape Mount Dennis.
9. Enhance the expression of culture in the public realm through public art and interpretive signage.
10. Explore and celebrate the intangible heritage of Mount Dennis.

## What we heard

The murals at the Eglinton Ave and Weston Road intersection are great and Mount Dennis should feature more public art like this

Places of worship in Mount Dennis are centres of its diverse cultural communities

Indigenous voices represent a living history and need to be consulted to address gaps in archaeological perspectives and conventional western narratives

Owner-built homes are reflected in the variety of house types in much of the study area.

Businesses like Golden Crisp Fish & Chips that have been open for 60 years are representative of Mount Dennis' cultural heritage



The small, angled frontages on Weston Road are characteristic of Mount Dennis' unique built form



The archaeological lens does not always convey the natural, environmental and personal importance of sites to Indigenous people





## Cultural Heritage Themes

Key themes related to the evolution and development of the Study Area were developed by the consultant team through research, analysis and consultation with City Planning staff and the Heritage Focus Group. They were used by Common Bond Collective to organize information in the Mount Dennis Historic Context Statement. Further information on cultural heritage themes as well as the building and property types identified on the following page can be found in Appendix 6.3: Cultural Heritage Resource Assessment.



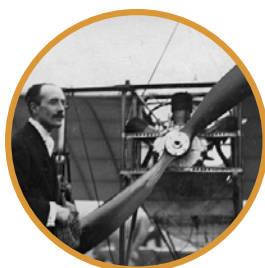
### Natural Environment

- Topography
- Water Courses



### Urban Environment

- Settlement
- Land Division and Subdivision
- Residential Development



### Economic Activity

- Industry & Manufacturing
- Commerce



### Civic Institutions

- Education
- Parks and Recreation
- Healthcare
- Public Safety
- Public Housing



### Indigenous People and Practices

- Land Use
- Transportation Routes
- Treaty 13



### Transportation and Infrastructure

- Early Roads
- Railways
- Commuter Transit



### Governance and Civic Administration

- York Township (1793-1961)
- Borough of York (1961-1983)
- City of York (1983-1998)
- Metropolitan Toronto (1953-1998)
- City of Toronto (1998-present)



### Community & Culture

- Places of Worship
- Lodges and Halls
- Cultural Communities
- Public Housing

## Building and Property Types

The Mount Dennis study area is composed of a variety of building types including residential, commercial and institutional that reflect the area's history as a former industrial community.



1091-1093 Weston Rd  
(c.1942)



1016 Weston Rd (c.1912)



3500 Eglinton Ave. W.  
(c.1939)



120 Industry St. (tbd)



Eglinton Flats Park



Keelesdale Park



Ray Avenue Bridge



Photography Drive Bridge

### Commercial

#### Prevalent Building Types

- Main Street Commercial Row

#### Other Building Types

- Main Street Commercial Block
- Retail- Single and Multiple Tenant
- Bank

### Industrial

#### Prevalent Building Types

- Warehouse / Factory

#### Other Building Types

- Multipurpose Industrial Buildings

### Recreation

#### Prevalent Building Types

- Parks and Playgrounds
- Recreational Trails

#### Other Building Types

- Community Centres & Arenas

### Transportation and Infrastructure

#### Prevalent Building Types

- Rail Networks

#### Other Building Types

- Bridges and Culverts



1250 Weston Rd  
(c.1922)



1271 Weston Rd  
(c.1922)



1149 Weston Rd  
(c.1912)



1050 Weston Rd  
(c.1953)



44 Bartonville Ave  
(c.1938)



12 Humber Blvd N.  
(c.1953)



1322 Weston Rd  
(c.1947)



6 Lambton Ave.  
(c.1957)

### Residential

#### Prevalent Building Types

- Pre-War Apartment
- Post-War Apartment
- House-Form - Detached
- House-Form - Semi-Detached
- Apartment Tower
- Infill Townhouses

#### Other Building Types

- Ontario House / Ontario Cottage
- Terrace
- Tower in the Park

### Institutional

#### Prevalent Building Types

- Schools
- Places of Worship
- Healthcare

#### Other Building Types

- Fire & Police Stations
- Libraries
- Cemetery
- Lodges & Halls
- Civic Administration



## 4.4.2 Cultural Heritage Plan

The Cultural Heritage Plan includes:

- Properties that are already included on the City's Heritage Register:
  - The Bank of Nova Scotia (1151 Weston Rd)
  - York Civic Centre (2700 Eglinton Ave)
  - St. John's Cemetery (145 Clouston Ave), which is designated under Part IV of the *Ontario Heritage Act*
- Heritage potential properties which meet one or more criteria in Ontario Regulation 9/06. These properties have been identified as having heritage potential and may be considered by the City for inclusion on the Heritage Register. Although these properties have all been determined to meet one or more provincial criteria (O. Reg. 9/06), they may have additional values which could be determined through further evaluation.

Not all heritage potential properties will be determined to be appropriate for inclusion on the City's Heritage Register. In these cases the cultural heritage values may be commemorated in other ways.

### Recommendations:



1. Consider the heritage potential properties identified on Figure 34 for inclusion on the City's Heritage Register.



2. Where properties are not determined to be appropriate for inclusion on the Heritage Register, consider alternative methods to commemorate and interpret their cultural heritage values such as plaques or public art.



3. Require a Cultural Heritage Evaluation Report for proposed development involving heritage potential properties.



York Civic Centre. Source: Wikipedia



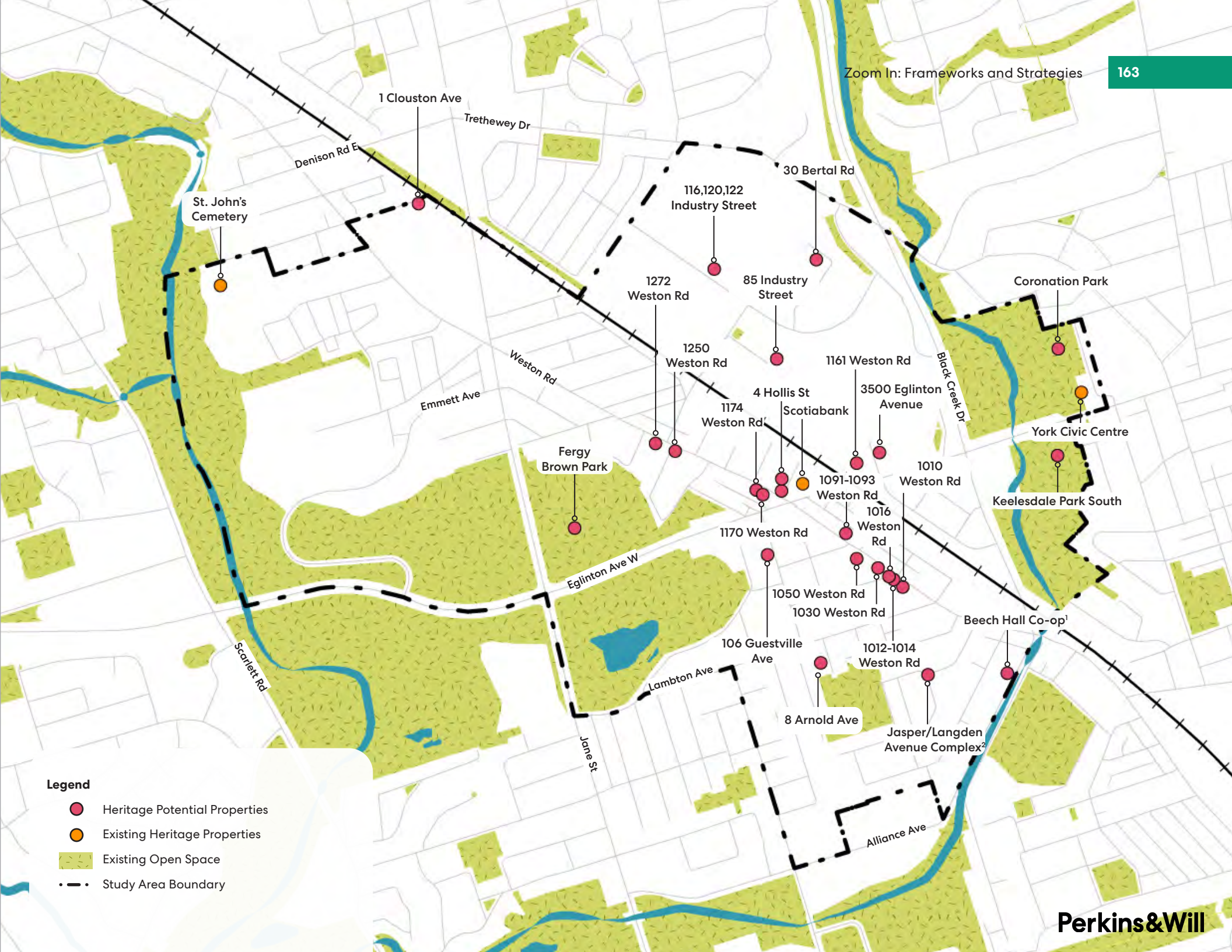
Scotiabank. Source: Weston Web

**Figure 34. Cultural Heritage Plan for the Mount Dennis Study Area**

<sup>1</sup>2, 4, 6, 8, 10, 10A, 12, 12A, 14 & 14A Humber Boulevard; 15, 15A, 17, 17A, 19, 21, 23 Cordella Avenue  
<sup>2</sup>11-21, 20-34, 23-33, 35-45, 36-46, 47-57, 48-58 Jasper Avenue & 1-25, 2-8, 10-24, 26-32, 27-37, 46-56, 47-57, 59-69 Langden Avenue.

## Legend

- Heritage Potential Properties
- Existing Heritage Properties
- Existing Open Space
- Study Area Boundary





## Heritage Potential Properties

Based on primary and secondary research, field survey, community consultation, analysis and evaluation, the Cultural Heritage Resource Assessment (CHRA) undertaken as part of the Picture Mount Dennis Planning Framework Study identified heritage potential properties that meet one or more criteria under O. Reg. 9/06. These properties may be considered by the City for inclusion on the Heritage Register under Subsection 27(1.2) of the *Ontario Heritage Act*. Examples of the heritage potential properties are pictured on page 165.

Each of the properties was screened against the criteria in O. Reg. 9/06, which are organized into the categories of design or physical value, historical or associative value and contextual value. The screening also took into consideration the significant time periods and themes identified in the Historic Context Statement for Mount Dennis prepared as part of the CHRA.

**The *Ontario Heritage Act* provides various tools for conserving properties with cultural heritage value, including “designating” properties under Part IV of the Act and “listing” non-designated properties on a municipality’s Heritage Register. Non-designated listed properties do not have any protection under the Act, except insofar as an owner must give Council at least 60 days’ notice of their intention to demolish or remove a structure on the property. This allows the municipality time to decide whether to move forward with designation of the property.**

In addition to the heritage potential properties, a number of properties for further research were identified through the CHRA.

### Recommendations:



1. Undertake further research to understand the potential heritage value(s) of some properties including those used as schools, places of worship, police stations and transportation structures. These properties include the following:

- 100 Emmett Avenue (106 Emmett Avenue)
- 500 Alliance Avenue
- 6 Bala Avenue
- 175 Cordella Avenue
- 200 Trethewey Drive
- 5 Louvain Street
- Ray Avenue Subway
- GTR Bridge over Black Creek
- 1149 Weston Rd
- 71 Guestville Ave
- 117 Guestville Avenue



106 Guestville Avenue.  
Source: Common Bond Collective



10A Humber Boulevard.  
Source: Common Bond Collective



1272 Weston Road.  
Source: Common Bond Collective



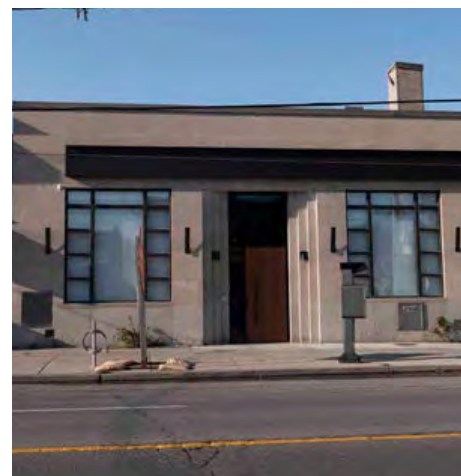
1010 Weston Road.  
Source: Common Bond Collective



1091-1093 Weston Road.  
Source: Common Bond Collective



1170 Weston Road.  
Source: Common Bond Collective



1174 Weston Road.  
Source: Common Bond Collective



3500 Eglinton Avenue West.  
Source: Common Bond Collective



## 4.4.3 Archaeological Plan

A Stage 1 Archaeological Assessment was prepared for the study area by Timmins Martelle Heritage Consultants. The Stage 1 background study consisted of a map-based review of soils, physiography, drainage, Indigenous and municipal settlement, previous and current land use, as well as registered archaeological sites and previous archaeological research within the study area. This indicated that the majority of lands within the study area were in proximity to features signaling potential for the discovery of archaeological resources. The study area contains two watercourses, two previously registered archaeological sites, the historic settlement of Mount Dennis, the early portage route called the Toronto Carrying Place Trail, several 19th century thoroughfares, and an early-19th century cemetery. Nonetheless, a detailed review of historical land use, both 20th century and modern aerial photography, as well as existing conditions demonstrated that the majority of lands in this urban setting have been extensively disturbed, eliminating the possibility for discovery of intact archaeological deposits. Hence, most lands within the study area do not retain archaeological potential.



St. John's Cemetery on the Humber River. Source: Flickr

### Recommendations:

1. Should any land-altering activities be proposed in areas identified as "areas of archaeological potential" on Figure 35, further archaeological assessment may be required.
2. The St. John's Cemetery Lands shall be subject to a Stage 2 archaeological assessment or Stage 3 Cemetery Investigation for any lands to be impacted within 10 m of the cemetery boundary.
3. One archaeological site is immediately adjacent to the study area and is identified as an area of heightened archaeological sensitivity by the City of Toronto's Archaeological Management Plan. Further archaeological assessment is required prior to any impacts within the vicinity.

**Legend**

-  Stage 2 Recommended
-  Cemetery Investigation
-  Previously Assessed
- Areas of Low Archaeological Potential**
-  Disturbed
-  Low-Lying/Wet
-  Steeply Sloped
-  Existing Open Space
-  Study Area Boundary





## 4.4.4 Healthy and Inclusive Communities Strategy: Cultural Heritage

The Healthy and Inclusive Communities Strategy for Cultural Heritage recognizes that culture and heritage are much broader concepts than can be captured in a list of properties or an archaeological record. The Strategy augments the heritage conservation tools available under the *Ontario Heritage Act*, *Planning Act*, *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* and *Official Plan* to ensure a comprehensive approach to cultural heritage in Mount Dennis.

Through the engagement process for the Picture Mount Dennis Planning Framework - including the public meetings, Heritage Focus Group meetings, Local Advisory Committee meetings, Indigenous engagement meetings and interviews with knowledge holders of cultural communities - an emphasis was placed on understanding the intangible heritage of Mount Dennis. UNESCO defines intangible heritage as “the practices, expressions, knowledge and skills that communities, groups and sometimes individuals recognize as part of their cultural heritage.” The recommendations of the Healthy and Inclusive Communities Strategy are strongly based in the input of these groups. The Mount Dennis Economic Development Study’s recommendations regarding culture in Mount Dennis are also reinforced in the recommendations of the Strategy.

### Recommendations:



1. Build on the strong foundation of engagement established through the Picture Mount Dennis Planning Framework study process and continue to involve Mount Dennis residents in the identification of cultural heritage and implementation of cultural initiatives in the community. In particular, continue to engage with Indigenous partners and knowledge holders of cultural communities including the Black and Afro-Caribbean community to ensure the neighbourhood’s diversity is reflected in the celebration of culture in Mount Dennis.



The Beech Hall Apartments were completed in 1952 by the York Township Housing Company to provide low cost seniors’ housing. The spirit of Mount Dennis as a down-to-earth community of people who innovate to find practical solutions to everyday challenges - as evidenced by the creation of innovative housing models like Beech Hall and creation of before and after school childcare programs in schools in the old City of York - was identified by the Local Advisory Committee as part of what defines the community’s intangible heritage.

## 4.4.4.1 Celebrating Indigenous Cultures

### Cultural Heritage Landscape Assessment:



1. Conduct a Cultural Heritage Landscape Assessment of the Humber River to understand better its significance to Indigenous peoples and document stories of its use.

### Naming, interpretation and wayfinding:



2. Use signage to communicate the cultural history and current significance and uses of the land to Indigenous peoples.
  - a. Include the Anishnaabe (Cobechenonk Zibii, meaning leave the canoes and go back) and/or Onkwehonwe (Niwa'ah onega'haih'ih, meaning little thundering waters) name for the Humber River on signage.
  - b. Include interpretive signage along trail routes that explains the historic and contemporary use of the ravines by Indigenous peoples for travel and ceremony.
  - c. Include the words "in truth and reconciliation" on signage.



3. Include Indigenous languages on signage in Mount Dennis. Consider different types of signage and different audiences who could be introduced to Indigenous languages/cultures in Mount Dennis through signage, including:
  - a. Highway/arterial road signage that reaches a large audience of people passing through the area;
  - b. Directional signage aimed at people walking or cycling in the community; and
  - c. Interpretive signage along trail routes as discussed in recommendation #2 above.



4. Consider creative communication and interpretation techniques, such as an audio tour of stories of the Humber River.



5. Rename parks and streets to recognize Indigenous history in the area in keeping with the City's new commemoration framework.
  - a. Consider renaming each of the individual quadrants of the Eglinton Flats.

### Showcasing Indigenous artists:



6. Provide a platform for Indigenous artists to tell the story of Mount Dennis and the history of the land through an Indigenous placemaking initiative.

**Cultural landscapes are a type of heritage resource that are based on an understanding of the relationship between humans and their environments over time. Cultural landscapes focus on a site's underlying cultural ideas and then consider how the physical features exist in relationship to the intangible elements. The Provincial Policy Statement defines a cultural heritage landscape as "a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association."**



## 4.4.4.2 Intangible heritage



1. Commemorate the intangible heritage of Mount Dennis as a diverse community that has hosted several waves of new immigrants to Canada. These communities have inhabited and left their mark on the community in different ways. The intangible heritage of Mount Dennis' cultural communities can be seen in:
  - a. Intergenerational gathering spaces, including local businesses like nail salons and barber shops, place of worship and the community spaces they contain like church basements, the Mount Dennis Community Hall and decades old restaurants like Golden Crisp Fish and Chips;
  - b. Food stores that serve cultural communities; and
  - c. The many Black and Afro-Caribbean businesses that are a defining feature of Mount Dennis' identity for many residents.



2. Celebrate the attitude and spirit of Mount Dennis as a down-to-earth community of people who collaborate and innovate to find practical solutions to address challenges and improve quality of life.



3. Initiate a Historic Context Statement about public housing in Toronto. Public housing innovation is an important theme in the history of Mount Dennis. The study should include:
  - a. Identifying significant public housing projects in Toronto, both existing and demolished, in the post-1945 period;
  - b. Examining the physical aspects of the buildings including building types (towers, townhomes) and notable designers (architects and landscape architects); and
  - c. Identifying who built the housing (local communities, developers or provincial agencies).



Beauty salons, barbershops and Caribbean restaurants on Weston Road.



A 1953 Toronto Star ad for new rental housing on Jasper Avenue overlaid on a photograph of Jasper Avenue housing built by the Toronto Metropolitan Home Builders' Association to demonstrate how private builders could construct affordable housing (CBCollective, September 2020). This is one example of innovative public/affordable housing in Mount Dennis. The Beech Hall Complex on Humber Boulevard North/Cordella Avenue and the William A. Vilana Building at 3561 Eglinton Avenue West are others.

### 4.4.4.3 Workers' housing



1. Initiate a Historic Context Statement about workers' housing (modest housing built to accommodate working classes in industrial settlements) as part of the Toronto City-wide Heritage Survey. The local building stock in Mount Dennis provides an opportunity to identify and study workers' housing built primarily in the 1914 to 1945 period. A Historic Context Statement would serve as a valuable body of work to the history and community of Mount Dennis, and could also inform future commemoration or interpretation initiatives by the community, City staff, or developers. This study should include:
  - a. Establishing the extent of workers housing in Mount Dennis;
  - b. Examining the social and physical aspects of the building type. Examining social trends around who built the housing (companies, developers, or owners); who the residents were, and where the residents worked;
  - c. Identifying the range and features of the vernacular building types, including their materials and evolution over time; and
  - d. Seeking to identify any builders or designers associated with the building types.



2. If workers' housing is proposed for demolition and redevelopment in Mount Dennis, require commemoration or interpretation strategies as part of the site plan process.
  - a. Commemoration or interpretation strategies would be most appropriate in cases when the scale of development or number of dwellings being replaced has the potential to significantly alter the local character. An interpretation strategy can extend to include physical aspects of the new development, and how they reference the built form they will replace.



A portion of the study area between Eglinton Avenue West, Weston Road, Jane Street and the railway corridor was screened as part of the CHRA for examples of repetitive building types that might constitute worker's housing. Housing types that repeat several times on a given street are highlighted green. Specific examples of workers' housing can be seen at:

- 65-75 Bushey Avenue
- 2-4 Cliff Street
- 12-14 Cobalt Street
- 1 Goldwin Avenue
- 39 Lambton Avenue
- 16-22 Mahoney Avenue
- 23-27 Mahoney Avenue
- 42-62 Mahoney Avenue
- 43-59 Mahoney Avenue
- 39 -49 Rutherford Avenue

Another grouping was incidentally found on Bushey Avenue, west of Weston Road and south of Eglinton Avenue West.



#### 4.4.4.4 Opportunities for public art



1. Engage local artists to deliver a major public art project(s) in prominent location(s) in Mount Dennis, and identify temporary public art installations in the area. Such art installation(s) could reflect the natural, community and/or industrial history of the area.

- a. Partner with local arts organizations such as UrbanArts for the delivery of major public art projects.



2. Build on Mount Dennis' existing canvas of murals to make mural art a distinctive feature of Mount Dennis. Potential locations include:

- a. Existing and future bridges, such as under the rail corridor on Ray Avenue, under the LRT elevated guideway on Black Creek Drive, under the rail corridor or Photography Drive on Eglinton Avenue, or under the proposed elevated guideway for the western extension of the Eglinton Crosstown. Well-lit murals in these locations would also contribute to pedestrians' perception of safety;
  - b. Prominent intersections such as Eglinton Avenue and Jane Street, expanding the concept from the existing successful murals at Eglinton Avenue and Weston Road;
  - c. As part of major development proposals, particularly the current proposal on the Black Creek triangle; and
  - d. In association with new public open spaces, such as the proposed location at Weston Road and Ray Avenue.



3. Realize the local potential of the Percent for Public Art Program/CBAs by requiring investments by private developers along the corridor to focus on local Black and Indigenous artists and arts groups.



4. Develop guidelines that highlight Indigenous culture and history in public art and public realm design: Align city strategies and policies focused on Indigenous People and work with local Indigenous groups and organizations such as Maamwizdaa and the Anishnaabe Wellness Collective to advise on centering Indigenous history and culture.



5. Investigate major public art project(s) in Mount Dennis for the Year of Public Art 2021 (ArtworxTO) including a local public art installation and a BigArtTO illuminated art projection project related to ShowLoveTO.



Olamina Sculpture. Source: Waterfront Toronto

#### Opportunities for arts funding and sponsorship:











- **Beautiful Streets:** This neighbourhood beautification program encourages local residents to submit an application to receive funding to work on community gardens, lead community clean ups and more.
- **Arts and Culture sponsorship:** The City offers a series of grant programs to advance its social, economic and cultural goals. Funds are allocated towards local arts service organizations, cultural festival programming, cultural access and development and more.
- **Hotspots:** Cultural Hotspot is a City-led initiative that highlights and celebrates the cultural significance of Toronto's diverse communities. The initiative invests in local art through grant programs such as SPARK and amplifies little known, hyper local artistic installations, murals and cultural heritage.
- **StART:** This program encourages street art and murals and recognizes their development as a place-making tool to beautify city streets and support artists. The program offers grant dollars to develop street art in neighbourhoods across Toronto.

Nyctophilia, public art installation in Mount Dennis  
Source: Toronto Star





#### 4.4.4.5 Creative and cultural enterprises

-  1. Promote opportunities for cultural spaces in new developments in Mount Dennis.
-  2. Investigate opportunities for the establishment of an artists' co-op in Mount Dennis.
-  3. Promote Mount Dennis as a film location in coordination with Ontario Creates.
-  4. Bring existing festivals to Mount Dennis and develop new local festivals (include investigation of Doors Open and Nuit Blanche opportunities).
-  5. Encourage Artscape Weston Common to promote its services more actively in Mount Dennis.
-  6. Support and promote local arts organizations in Mount Dennis like UrbanArts.
-  7. Support the music sector/musicians in Mount Dennis, for example through the 'City Hall Live' program.
-  8. Facilitate the establishment of music venues in Mount Dennis through a supportive regulatory framework.
-  9. Engage the museum and heritage sector in supporting local community economic development initiatives in Mount Dennis.
-  10. Work with Metrolinx on future plans for the Kodak Building including potential use as a museum/art gallery. Information/photographs/artifacts on display in such a space could be related to:
  - a. Historic Indigenous settlements in the area;
  - b. Mount Dennis' history as an industrial settlement including history of the Kodak complex; and/or
  - c. Mount Dennis' history as a landing pad for newcomers to Canada.



Nuit Blanche Toronto. Source: Michael Mavian

**The Mount Dennis Economic Development Study proposed an expansion of the Nuit Blanche program to Mount Dennis following the opening of the Eglinton Crosstown LRT.**





City of Toronto is a popular location for filming. Source: University of Toronto





## 4.5 Environment and Infrastructure Framework

### 4.5.1 Introduction to Framework

The Environment and Infrastructure Framework recommends upgrades to municipal servicing infrastructure in Mount Dennis to address existing and future system needs. Its recommendations are based on the Master Servicing Plan conducted by GM BluePlan as part of the Picture Mount Dennis Study, which looks at water, wastewater, stormwater and combined sewer systems. The Environment and Infrastructure Framework builds on the comprehensive recommendations of the City's Basement Flooding Study for Area 45 (Black Creek) which includes Mount Dennis. It takes into account the additional growth that would be permitted in the area by the proposed changes to land use, height and density in the Land Use and Urban Design Framework. In general, recommended upgrades to address flooding issues will also meet growth needs. Green infrastructure opportunities outlined in the Public Realm and Mobility Framework also contribute to improved stormwater and combined sewer performance.

The Healthy and Inclusive Communities Strategy within the Environment and Infrastructure Framework includes recommendations to consider social development and equity in procurement for infrastructure upgrades as well as recommendations relating to other aspects of a sustainable and resilient environment, such as protecting and enhancing the natural heritage system, supporting local environmental initiatives and promoting net zero carbon/net zero energy initiatives.

#### Objectives:

1. Recommend required upgrades to the water system and sewer, wastewater and combined system in Mount Dennis to address current system needs and future system needs resulting from population growth.
2. Integrate recommendations with those stemming from other servicing/flooding studies in the Mount Dennis area such as the City's Basement Flooding Study for Area 45 (Black Creek), the Black Creek Drainage Improvement Study and the Rockcliffe Riverine Flood Mitigation Project Municipal Class EA.
3. Integrate green infrastructure and Low Impact Development as a critical component of the approach to stormwater management.
4. Align upgrades to municipal servicing infrastructure below grade with the implementation of complete streets cross sections at grade to take advantage of project efficiencies and limit disruption for residents and businesses.
5. Define opportunities for social development and equity goals to be pursued through municipal servicing infrastructure upgrades.
6. Protect and enhance the Natural Heritage System, anticipating increased pressure resulting from increased residents and visitors in the area.
7. Advance the Mount Dennis ecoNeighbourhood Initiative and make Mount Dennis a leader in community-led climate action.
8. Recommend opportunities to implement City of Toronto initiatives such as the Resilience Strategy and TransformTO climate action strategy in Mount Dennis.

## What we heard

Basement flooding has been an ongoing challenge.



There is a climate emergency and we need community-led solutions!

How much population growth is projected in Mount Dennis?  
What does that mean for our infrastructure?

We need to ensure renaturalization of the landscape once big infrastructure projects like the new Metrolinx Maintenance and Storage Facility are completed.

The community is working to make Mount Dennis an Eco-Neighbourhood.



We envision a circular economy in Mount Dennis where building materials from deconstructed sites such as West Park or Dennis Avenue School are reused in new development



## 4.5.2 Infrastructure Plan: Water System Upgrades

The Mount Dennis study area's existing water system is primarily supplied by a combination of transmission mains and distribution mains. Transmission mains typically carry large volumes of water through the system and are mainly connected to smaller (distribution) watermain that deliver water directly to existing residents and businesses. A 1050 mm transmission watermain that is generally parallel to Eglinton Avenue bisects the study area. This transmission main feeds a network of smaller diameter distribution watermain ranging from 100 mm to 500 mm that run along the city streets and provide water service to the customers. The watermain within the study area are primarily pre-1940s cast iron with moderate watermain replacements to PVC since the 1990s.

The Master Servicing Plan investigated the current level of service (water pressure, available fire flow, etc), noting areas of existing deficiencies. It then assessed the capacity to service a projected 125% increase in the residential population and 25% increase in the employment population in the study area over the next 30 years. The upgrades represented on Figure 36 are recommended to ensure the level of service is maintained as growth takes place.

Water system upgrades often require significant disruption to the street in order to access the pipes below. This creates an opportunity to implement significant changes to at-grade street cross sections by moving curbs and catch basins when the streets are rebuilt. Section 4.3.4.4 Complete and Green Streets recommends that every street in Mount Dennis be considered as a complete street and planned as such when undertaking maintenance or upgrades. Cost efficiencies can be achieved and disruption can be limited by undertaking complete streets upgrades at the same time as water system upgrades.

### Recommendations:



1. Plan for water system upgrades as noted on Figure 36 and in the Master Servicing Plan for Mount Dennis in future capital budgets.

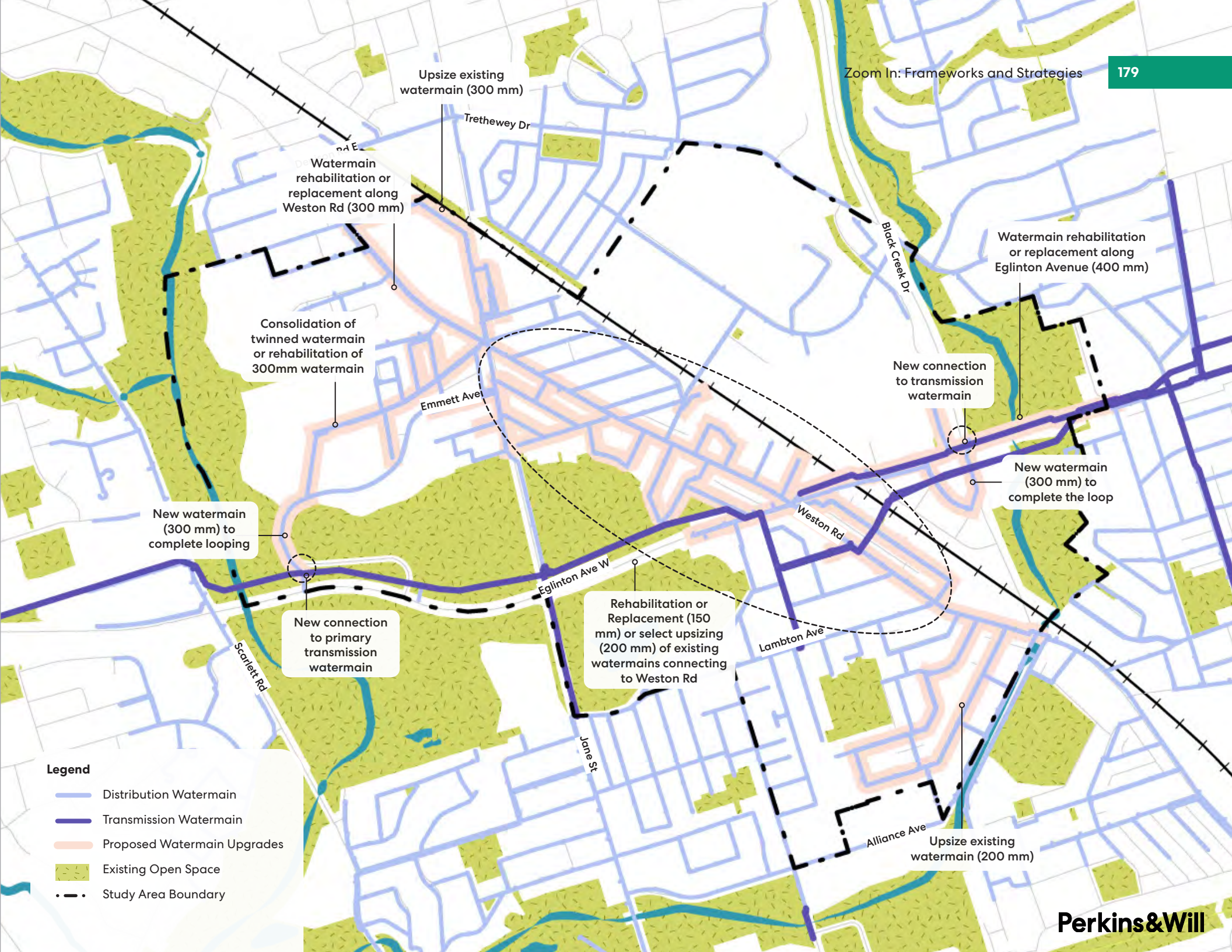


2. Consider opportunities for the introduction of complete and green streets with every water system upgrade in Mount Dennis.



3. Align watermain rehabilitation or replacement with street reconfiguration or implementation of transit infrastructure to create complete and green streets in Mount Dennis. Opportunities for alignment include:
  - a. The priority complete street on Weston Road and the watermain replacement or rehabilitation on Weston Road;
  - b. The priority complete street on Black Creek Drive and the new watermain and connection to the transmission watermain at Eglinton Avenue and Black Creek Drive; and
  - c. The tunnel for the western extension of the Eglinton Crosstown LRT and watermain replacement or rehabilitation on Eglinton Avenue.

**Figure 36.** Map showing proposed water system upgrades in the Study Area ►





## 4.5.3 Infrastructure Plan: Wastewater, Stormwater, and Combined System Upgrades

The Mount Dennis study area is currently serviced by a combination of separated sanitary sewers (which convey only sewage/wastewater flow), storm sewers (which convey rainwater runoff/stormwater) and combined sewers (which convey both stormwater and sewage flow). Rainwater runoff is mostly directed to storm sewers or combined sewers that generally flow towards low-lying areas and outlet to existing watercourses (Humber River or Black Creek) whereas the sewers (sanitary and combined) that carry sewage generally drain to the south and outlet to the Black Creek Trunk sewer, which lies adjacent to the study area. Further, during rainfall events overflows from the combined Black Creek Trunk sewer discharge into the Black Creek watercourse via overflow outlets. This trunk sewer flows south west and ultimately outlets to the Humber Wastewater Treatment Plant.

The Master Servicing Plan established baseline system performance within the study area and assessed the impact of growth related flow impacts on system performance. Projected growth-related flow increase was found to have little impact on the system, and recommended infrastructure upgrades to service growth are consistent with those in the City's *Basement Flooding Remediation and Water Quality Improvements Master Plan Class EA – Area 45* prepared by IBI Group.

As with water infrastructure upgrades, wastewater, stormwater and combined system upgrades often require significant disruption to streets but also offer the opportunity to align with the introduction of complete and green streets infrastructure.

### Recommendations:



1. Plan for wastewater, stormwater and combined system upgrades as noted on Figure 37 and in the Master Servicing Plan for Mount Dennis in future capital budgets.



2. Consider opportunities for the introduction of complete and green streets with every wastewater, stormwater and combined system upgrade in Mount Dennis.



3. Align storm sewer replacements and sewer separations with street reconfiguration or implementation of transit infrastructure to create complete and green streets in Mount Dennis. Opportunities for alignment include:
  - a. The priority complete street on Ray Avenue and the storm sewer replacement on Ray Avenue.
  - b. Improvements to Industry Street and Todd Baylis Boulevard to facilitate active transportation and the storm sewer replacement on Industry Street and Todd Baylis Boulevard.
  - c. Future upgrades to transit/cycling infrastructure on Jane Street and the storm sewer replacement on Jane Street.



4. Implement Low Impact Development/green streets infrastructure as described in Section 4.3.4.4 as part of redevelopment in Mount Dennis, particularly in “Areas of Mixed-Use Growth” shown on the Area Structure Plan in Figure 17.

**Figure 37.** Map showing proposed wastewater system upgrades in the Study Area



## Legend

- Sanitary Sewer
- Storm Sewer
- Combined Sewer

## Proposed Storm Upgrades

- In-line Storage
- New Sewer
- Relief Sewer
- Reverse Direction
- Sewer Upgrade
- Existing Open Space
- Study Area Boundary

Replace existing storm sewer on Nickle St. leading to Ray Ave. to increase conveyance capacity

Replace existing storm sewer on Ray Ave. and Industrial St. to increase conveyance capacity

Replace existing storm sewer on Bala Ave. to increase conveyance capacity

Low Impact Development (LIDs) implementation along corridors with re-development to assist with wet weather flow reduction sanitary, storm and combined sewer systems

Replace existing storm sewer on Jane St. to increase conveyance capacity and outfall improvement

- Sewer separation within combined area south of Eglinton Ave
- New storm sewers catch basins and high capacity inlets

New storage tank and storm sewer outfall



## 4.5.4 Healthy and Inclusive Communities Strategy: Environment and Infrastructure

The Healthy and Inclusive Communities Strategy for Environment and Infrastructure reflects the interconnections between the study's three overarching lenses of sustainability and resilience, equity and social development and public health. The hard infrastructure required for the water, wastewater and stormwater systems is critical to the resiliency of Mount Dennis to shocks such as severe storms, but it also offers an opportunity for social hiring and procurement to support social development. Likewise stewardship of the natural heritage system is critical to sustainability and resilience, but also has public health benefits related to the natural heritage system's role as the green "lungs" of Mount Dennis and as space to restore mental and physical wellbeing.

The community in Mount Dennis is very passionate about environmental issues, as demonstrated by the grassroots Mount Dennis EcoNeighbourhood Initiative. There is an eagerness to translate high level City-wide initiatives such as the TransformTO Climate Action Strategy or Toronto Resilience Strategy into concrete local actions that can be taken by individual residents and businesses to improve the sustainability of their community. The people of Mount Dennis will be a key resource and partner in implementing the Environment and Infrastructure Framework.

### Recommendations:



1. Integrate community expertise into infrastructure enhancement efforts. Grassroots groups in Mount Dennis have a long history of advocacy to address issues of flooding, and the work of these groups should be reviewed and where possible integrated into the flood mitigation and infrastructure recommendations.



2. In line with policies in Section 4.2.6.3 Local Employment and Skills Development, work with partners to establish Community Benefits Agreements for major water, wastewater, stormwater and combined system upgrade projects.
  - a. Identify social hiring and procurement opportunities to link infrastructure upgrades to local job creation.



3. Consider opportunities for partnerships or programs that align with Mount Dennis residents' neighbourhood-scale, community-led vision of sustainability, such as the TRCA's Sustainable Neighbourhood Action Program (SNAP).



4. Pilot a community-centred approach to resilience as identified in the Toronto Resilience Strategy and developed by the Resilience Office.



Humber River, Toronto. Source: Flickr



### 4.5.4.1 The Natural Heritage System

The natural heritage system forms part of what is valuable in the Mount Dennis community and requires protection and restoration in response to all forms of development. It brings value in active and passive recreational spaces, wildlife and aquatic habitats, stormwater management functions and climate resiliency through carbon sequestration. It ultimately presents an opportunity for responsible land and ecological stewardship.



1. Consider initiatives related to stewardship of the natural heritage system and education about the natural heritage system (e.g. fencing, signage) as a potential community benefit to be secured from new development.



2. Continue to coordinate with the Toronto Region Conservation Authority regarding any new infrastructure under consideration that may impact the natural heritage system, for example new access points into the Eglinton Flats or ravine system.
  - a. Vegetation surveys should be completed to identify any significant vegetation prior to choosing a location for any new infrastructure in the valley.



3. Explore renaturalization opportunities in Mount Dennis following major construction projects, including:
  - a. The expansion of West Park Healthcare Centre;
  - b. Completion of Metrolinx's Maintenance and Storage Facility;
  - c. Construction of the Dennis Avenue Community School; and

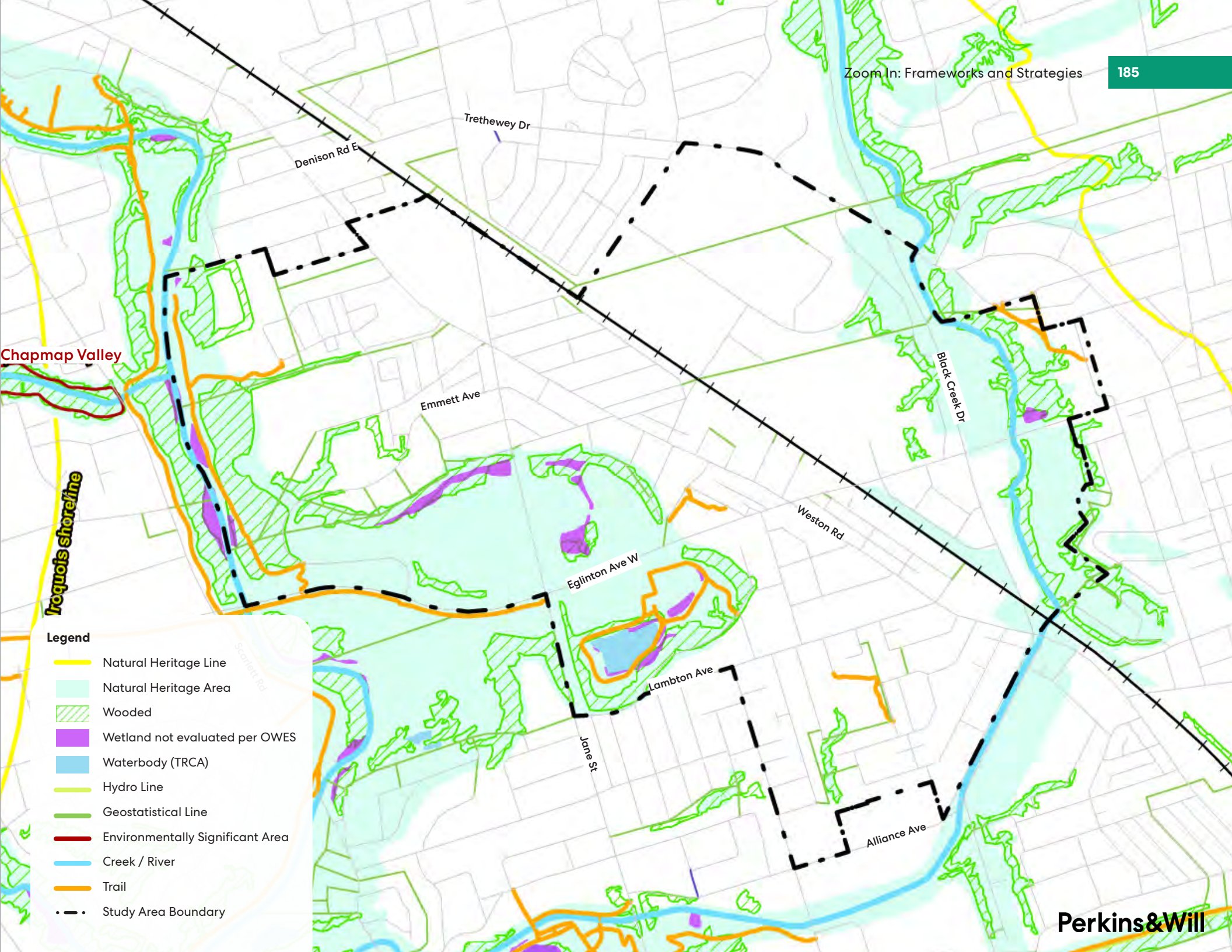


- d. The western extension of the Eglinton Crosstown LRT. This infrastructure project is proposed to include an elevated guideway north of Eglinton Avenue from Pearen Park to Scarlett Road, which may result in the need for renaturalization of existing treed areas in and adjacent to the Humber River valley.
4. Explore renaturalization of the channelized portion of Black Creek and/or addition of green infrastructure as part of ongoing flood mitigation studies such as the Rockcliffe Riverine Flood Mitigation Project Municipal Class EA. Current alternatives under consideration all involve channel modifications rather than renaturalization.



5. Work with Metrolinx and the community on the design of the elevated guideway for the western extension of the Eglinton Crosstown LRT to review potential visual and physical impacts to the natural heritage system and promote opportunities for restoration and new access points.

**Figure 38. Natural Heritage Features in the Mount Dennis Study Area** ►





## 4.5.4.2 Local environmental initiatives

### Mount Dennis EcoNeighbourhood Initiative:



1. Continue to support the Mount Dennis Community Association's Mount Dennis EcoNeighbourhood Initiative (MDeNI), including by:
  - a. Supporting MDeNI's efforts to engage diverse stakeholders to co-design local sustainability initiatives;
  - b. Supporting the proposed Climate Action and Awareness Project;
  - c. Supporting ongoing efforts to secure resources such as grant proposals; and
  - d. Working with MDeNI on its top priority of pursuing a post-secondary eco-campus in Mount Dennis.



2. Profile local eco-development examples to form part of the Mount Dennis business/community profile.

### Green sector development:



3. Develop sector directories for Mount Dennis including a Mount Dennis clean tech directory.



4. Develop a sustainable transportation cluster in Mount Dennis.



5. Investigate the potential for Mount Dennis as a centre for bike repair.



6. Develop and promote the clean tech/green tech sector in Mount Dennis
  - a. Encourage development of an industry growth hub focused on the green tech sector and/or sustainable transportation (as a green tech sub-sector).











7. Explore opportunities to create a sustainable transportation hub in Mount Dennis, building on existing transportation activities in the area (TTC Bus Garage, Metrolinx MSF).



**The Mount Dennis Early Learning and Childcare Centre is the first City-owned net zero energy and net zero carbon building.**

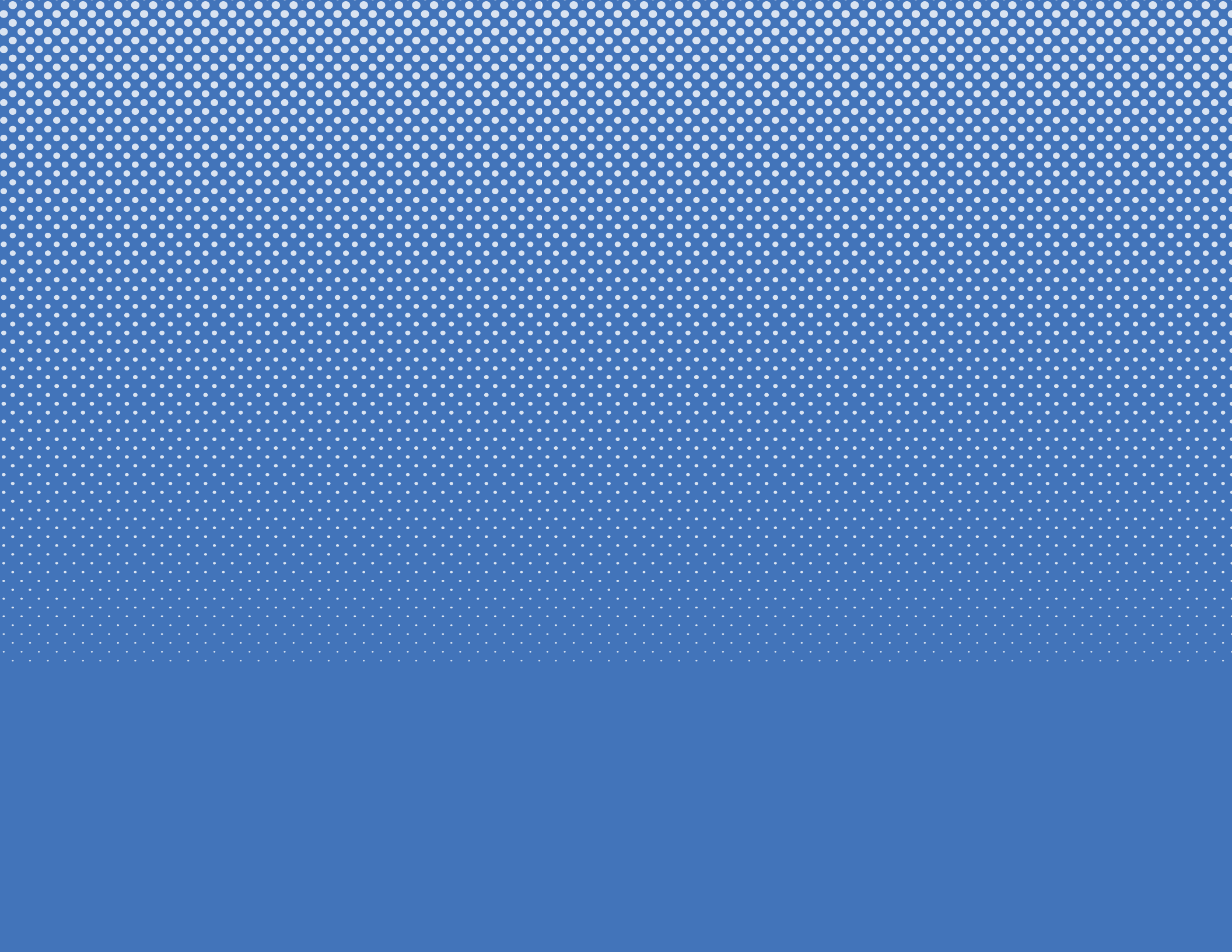
### 4.5.4.3 Net-zero energy/net-zero carbon initiatives

-  1. Continue to advance net-zero energy initiatives in Mount Dennis as part of its designation as a pilot net-zero energy neighbourhood.
-  2. Promote the Mount Dennis Early Learning and Childcare Centre as an educational tool for developing net-zero energy/net-zero carbon buildings, particularly publicly-owned buildings.
-  3. Encourage all new development in Mount Dennis to meet Toronto Green Standard Tier 3 (equivalent of CaGBC's Zero Carbon Standard) or Tier 4 (Passive House equivalent).
-  4. Refer development proponents in Mount Dennis to City energy reduction incentive programs as part of the development review process.
-  5. Explore opportunities offered through the City's Tower Renewal Program to improve energy efficiency in the older apartment towers in Mount Dennis.
-  6. Support energy efficiency retrofit programs for local businesses and homeowners.
-  7. Continue to pursue low-carbon and low-energy opportunities, including those identified in the 2016 Draft Mount Dennis Community Energy Plan.
-  8. Explore opportunities for a district energy system in Mount Dennis.



30 Denarda Street (top) and 15 Oxford Drive (bottom). The two buildings are of the same vintage, however 15 Oxford Drive has been recently re clad.





# 5 Coming into View: Implementation



## 5.1 Implementation

Implementation is how plans move from aspirational documents like the Picture Mount Dennis Planning Framework to on the ground reality that people experience every day. Implementation is a complex and long term undertaking, carried out by many individuals from different organizations over many years. This section outlines the implementation tools and processes that will be needed to realize the future vision for Mount Dennis.

Spanning all implementation tools and processes it is important to adopt a community-centred planning approach. The growth and development in Mount Dennis has tremendous potential to improve the wellbeing of the people who currently live/work there and integrate new people in ways that help the community to thrive. It also has the potential to be disruptive to local residents and businesses. Adopting a community-centred planning approach means ensuring that there are people and processes in place to design ways to adapt, influence and integrate large scale planning into the existing social fabric of the neighbourhood, address issues as they arise and foster community led processes where and when appropriate.



Existing retail and temporary curbside patio along Weston Road

One part of a community-centred planning approach is continued engagement with groups who contributed to the Planning Framework. The extensive engagement program for the Planning Framework - as well as engagement carried out for previous studies in the Mount Dennis area including the Economic Development Study and ULI's Curtner Leadership Program - have helped to create a foundation of trust with the community. Keeping that trust will mean continuing to involve the community in decision-making and informing the community about changes that are coming as Mount Dennis develops.

The Picture Mount Dennis Planning Framework is intentionally broad in the scope of its recommendations. Many recommendations can be implemented by City Planning using planning tools provided through the legislative authority of the *Planning Act* or *Ontario Heritage Act*. Others require capital budget planning or collaboration with other City divisions, public agencies, private sector partners or community players. Identified priority community benefits can be negotiated by City Planning as part of the development approval process or in some cases should form part of future Community Benefits Agreements developed for major projects in Mount Dennis. Often the Planning Framework introduces ideas that will require much more study to come to fruition.

For ease of implementation, each recommendation in Section 4: Frameworks and Strategies is categorized based on the actions the City will need to take to implement it using the icons below.



#### **Planning policy and development review**

These recommendations can be implemented by City Planning by making policy changes to the Official Plan, zoning by-law or other by-laws, by including properties on the City's Heritage Register or through the development review process.



#### **Community benefit**

These recommendations can be implemented through community benefits negotiated as part of the development approval process or as part of Community Benefits Agreements for major public sector projects.



#### **Collaborative effort**

These recommendations will need to be implemented by City divisions working together, the City working with other public agencies, the City working with private sector partners or the City working with community players (non-profit and grassroots).



#### **Capital project**

These recommendations are capital projects that the City will need to plan for in future capital budgets.












#### **Follow up study**

These recommendations require the City to undertake additional analysis or study.



# Summary of Recommendations

Land Use and Urban Design Framework	
Land Use Plan Recommendations	 1. Amend the Official Plan Land Use Map in accordance with Figure 18.  2. Require active uses at grade on Weston Road.  3. As the City of Toronto is currently undertaking a Municipal Comprehensive Review process, known as “Our Plan Toronto”, the General Employment Areas lands municipally known as 915-945 Weston Road should be considered for the introduction of other uses, including residential uses, through the MCR process and including further consultation.
Height Plan Recommendations	 1. Allow heights in accordance with Figure 19 in proposed developments.
PMTSA Recommendations	 1. Amend the Official Plan to delineate the Mount Dennis PMTSA in accordance with Figure 20.  2. Amend the Zoning By-law for lands within the PMTSA with a Neighbourhoods designation to Residential Multiple Dwelling Zone (RM) u4 (permitting up to a fourplex).
Healthy and Inclusive Communities Strategy: Land Use and Urban Design Framework	 1. Adopt a definition of social infrastructure to include "the people, processes and physical elements of a community that facilitate bringing people together, creation of a social capital, support for people's needs, celebration of culture, and building of community so that local people can effectively interact with an influence the systems affecting them."  2. Assess the impacts of major decisions on the equity of various groups (including low-income people, newcomers, racialized people, youth, women). The development of a tool to integrate equity considerations into the planning and design of projects in the area could help to ensure that new change and investment resulting from future growth and development is assessed through a community-specific development lens and is therefore shaped to maximize community benefits.
Housing Diversity	<p><b>Diverse Housing Types:</b></p>  1. Encourage a balanced mix of housing types, unit sizes and tenures in new development to accommodate a variety of income levels and household types.

## Housing Diversity



2. Require development containing more than 80 new residential units to include larger units suitable for families, as follows:
  - a. A minimum of 10 percent of the total number of units will be 3-bedroom units or larger;
  - b. A minimum of 15 percent of the total number of units will have at least 2-bedrooms; and
  - c. An additional 15 per cent of the total number of units being a combination of 2-bedroom and 3-bedroom units.



3. Require designs of residential units to include operable windows and storage space, and balconies or terraces to support larger households wherever possible.



4. Maintain and increase housing options across the housing spectrum in Mount Dennis, including supportive housing. This will include accessible emergency shelter spaces for Indigenous women and children.



5. Explore opportunities to develop housing types that appeal to a broad spectrum of residents such as cooperative housing.

### Infill Housing



6. Encourage multi-unit housing in *Neighbourhoods* in accordance with the City's Expanding Housing in *Neighbourhoods* Initiative.



7. Amend residential zoning within the proposed PMTSA boundary as recommended in Section 4.2.5 and outside of the PMTSA boundary to Residential Multiple Dwelling Zone (RM) u3 (permitting up to a triplex).



8. Encourage additional units on lots in *Neighbourhoods* in accordance with the City's policies supporting Laneway Suites, Secondary Suites, and Garden Suites



9. Encourage compatible infill development on existing tower in the park sites in *Apartment Neighbourhoods* and *Mixed-Use Areas*, including shared amenities between existing and new buildings.

### Rental Housing and Tenant Protection



10. In accordance with the Official Plan and the Residential Rental Property Demolition and Conversion Control By-law, require existing rental housing that would be demolished due to redevelopment to be replaced. Encourage opportunities to extend the affordability period for replacement units.



11. Secure improvements and renovations to existing rental housing where it will be maintained on sites where significant new development is proposed. Improvements should enhance the viability of the existing rental housing and encourage the inclusion of renewal opportunities that would extend the life of the building.



## Housing Diversity



12. Explore opportunities to enhance rental housing and tenant protections, for example, through lowering the threshold of demolished units that triggers rental replacement requirements.

## Affordable Housing



13. Delineate the Mount Dennis Protected Major Station Area so that Inclusionary Zoning is able to be implemented in accordance with City Council direction on November 9, 2021.



14. Encourage the provision of a full range of housing in all developments containing more than 80 new residential units with the objective of providing a minimum of 10% affordable units in new buildings.



15. Prioritize the provision of affordable units as a community benefit achieved from new development.



16. Encourage applications for affordable housing development in Mount Dennis through the City's Open Door Program.



17. Explore the opportunity for the development of affordable housing in Mount Dennis through the City's Housing Now program and other affordable housing programs.
- a. Work with CreateTO and Mount Dennis residents on plans for 2700 Eglinton Avenue West, which is immediately adjacent to the Picture Mount Dennis Planning Framework study area. The site was approved as part of Housing Now Phase 3 by City Council on November 9, 2021.



18. Explore options for existing Mount Dennis residents to have priority access to new affordable housing created in the neighbourhood.



19. Facilitate the development of affordable housing by public sector organizations (e.g. West Park Healthcare Centre).













20. Incentivize reinvestment in existing rental buildings in Mount Dennis to ensure a state of good repair, increase energy efficiency and reduce ongoing maintenance costs.











21. Explore opportunities for additional rent-geared-to-income (RGI) units in Mount Dennis with Toronto Community Housing. Should redevelopment of existing TCH sites be contemplated, ensure adherence to the following basic principles:
- a. No loss of RGI units; and
  - b. Zero displacement of residents during redevelopment.



22. Explore opportunities for the provision of affordable rental and supportive housing units for the Indigenous community in Mount Dennis as part of the October 1, 2021 City Council commitment to establish a partnership with the Miziwe Biik Development Corporation to further the development of 5,200 affordable rental and supportive housing units that are culturally respectful and unique to the needs and strengths of the Indigenous community. This action would also align with the Reconciliation Action Plan currently being developed by the City.

<b>Community services and facilities</b>	<div data-bbox="474 386 520 427"></div> <div data-bbox="552 386 1969 475">1. Maintain and enhance existing community service facilities and create new community service facilities to meet existing needs and accommodate growth. New community service facilities should be located in highly visible locations with strong pedestrian, cycling and transit connections.</div> <div data-bbox="474 492 520 532"></div> <div data-bbox="552 492 1969 557">2. Leverage development to achieve community benefits by contributing to the existing CS&amp;F network through both on-site and off-site contributions.</div> <div data-bbox="474 573 520 613"></div> <div data-bbox="552 573 1969 638">3. Encourage the accommodation of priority on-site contributions including new licensed non-profit child care and community space for non-profit community-based agencies in the base buildings of new development.</div> <div data-bbox="474 654 520 695"></div> <div data-bbox="552 654 1969 751">4. Secure new affordable community space under the City of Toronto's Community Space Tenancy (CST) policy. These spaces should be designed as flexible, accessible, multi-purpose spaces that can be programmed in different ways and adapted over time to meet changing needs.</div> <div data-bbox="474 768 520 808"></div> <div data-bbox="552 768 1969 833">5. Create spaces designed for youth that are welcoming to all, appropriate for youth programming and accessible on evenings and weekends.</div> <div data-bbox="474 849 520 889"></div> <div data-bbox="552 849 1969 881">6. Encourage new opportunities for co-location that build on successful examples in the Mount Dennis community.</div> <div data-bbox="474 898 520 938"></div> <div data-bbox="552 898 1969 930">7. Enhance local library facilities through renovations or potential expansions to address anticipated service level pressures.</div> <div data-bbox="474 946 520 987"></div> <div data-bbox="552 946 1969 1076">8. Explore opportunities to reimagine or repurpose local recreation facilities including Chris Tonks Arena and Mount Dennis Community Hall. These facilities could provide tailored and enhanced community recreation opportunities in the community and address local needs for more multi-purpose space, youth space and/or space for culturally-appropriate programming including to serve Indigenous populations.</div> <div data-bbox="474 1092 520 1133"></div> <div data-bbox="552 1092 1969 1295">9. In coordination with the Indigenous Affairs Office, look for opportunities to work with Indigenous groups to assist them to secure community space for culturally-appropriate programming. This may include: <div data-bbox="615 1166 1560 1295"> <div data-bbox="615 1166 1560 1198">a. Community gardens with the freedom of growing traditional food and medicines;</div> <div data-bbox="615 1214 1056 1247">b. Youth and elder programming; and</div> <div data-bbox="615 1263 961 1295">c. Regional friendship centre.</div> </div> </div> <div data-bbox="474 1304 520 1344"></div> <div data-bbox="552 1304 1969 1344">10. Ensure that existing community service facilities are maintained or replaced as development occurs.</div>
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<p><b>Economic development and local employment</b></p>	<p><b>Supporting small businesses:</b></p> <ul style="list-style-type: none"> <li> 1. Promote Weston Road as Mount Dennis' community main street through placemaking, branding and local events.</li> <li> 2. Inventory and identify retail/service gaps along Weston Road.</li> <li> 3. Support the development of a unique Mount Dennis identity and brand, working in collaboration with the Mount Dennis BIA. Consider the diversity of businesses, particularly the representation from local cultural communities including the Afro-Caribbean community as a distinguishing feature of the Mount Dennis brand.</li> <li> 4. Encourage a distinction in the retail offer between Weston Road and the Black Creek triangle, as follows:             <ul style="list-style-type: none"> <li>a. Retail on Weston Road will be primarily small-scale, independently-owned businesses with frontages under twelve metres.</li> <li>b. Retail on the triangle will be primarily larger-format retail including chain stores.</li> </ul> </li> <li> 5. On Weston Road blocks where there is existing fine-grained retail, establish a maximum retail unit frontage length for new development of 12 metres and a maximum retail unit size of 400 m².</li> <li> 6. Where a new development on Weston Road replaces two or more existing retail units, prioritize as a community benefit the provision of similar retail spaces, including:             <ul style="list-style-type: none"> <li>a. Fitting out retail spaces with base flooring, tile ceilings, standard white walls, HVAC, and plumbing;</li> <li>b. Establishing commercial base rents similar to existing rents; and</li> <li>c. Ensuring that existing retail tenants on the property have the right of first refusal on the new retail units.</li> </ul> </li> <li> 7. Address impacts to small businesses related to transit construction. This will include:             <ul style="list-style-type: none"> <li>a. Engaging with the Social Development, Finance and Administration (SDFA) Division including the Confronting Anti-Black Racism Unit, relevant community organizations and others, regarding support for Black-owned businesses;</li> <li>b. Investigating specific actions that could be extended to Mount Dennis in relation to supporting and promoting Black business along the Eglinton West corridor; and</li> <li>c. Engaging with the Mount Dennis BIA and encouraging it to pursue Metrolinx Crosstown grants.</li> </ul> </li> <li> 8. Monitor city-wide policy initiatives to support access to space for business, cultural and community purposes for potential application in Mount Dennis. This may include: property tax sub-classes; a program to provide 'meanwhile' leases; and relevant policy approaches emerging from work in other study areas.</li> </ul>
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<p><b>Economic development and local employment</b></p>	<div data-bbox="470 378 520 423"></div> <div data-bbox="552 386 1969 1193"> <p>9. Investigate potential new supports (City or external) for business in Mount Dennis as part of any city-wide policy and program initiatives. This may include, for example, an investigation of new mechanisms to reduce costs such as retail property taxes and/or business license fees and to increase financial support for main street businesses.</p> <div data-bbox="470 488 520 534"></div> <p>10. Participate in a review being led by the City's CFO to report on geographically based development incentives in conjunction with consideration of the Mount Dennis Planning Framework.</p> <div data-bbox="470 570 520 615"></div> <p>11. Identify further community development funding opportunities.</p> <div data-bbox="470 623 520 669"></div> <p>12. Encourage temporary use of vacant/underutilized retail space and investigate potential incentives, for example through a Retail Pop-Up Program opportunity in Mount Dennis.</p> <div data-bbox="470 704 520 750"></div> <p>13. Investigate initiatives to secure space for entrepreneurs, businesses, cultural purposes, social enterprises, etc. and support their establishment and growth, working with local commercial/industrial property owners, the Mount Dennis Business Improvement Area and the real estate community.</p> <div data-bbox="470 810 520 855"></div> <p>14. Promote Mount Dennis as a location for business investment (e.g. through the creation, maintenance and communication of a development sites inventory, business/community profile and ICI investment opportunity package).</p> <div data-bbox="470 883 520 928"></div> <p>15. Investigate the opportunity to establish a Mount Dennis business ambassador program.</p> <div data-bbox="470 940 520 985"></div> <p>16. Promote key business support programs available from the City and other agencies to the local business community by: developing and promoting an inventory of key programs and creating a communications campaign customized to target business community by business size/type.</p> <div data-bbox="470 1045 520 1091"></div> <p>17. Promote 'buy local' opportunities for Mount Dennis business products and services (business-to business and business-to-consumer) through the establishment of a local business directory and marketing/communications campaign.</p> <div data-bbox="470 1127 520 1172"></div> <p>18. Continue to actively engage, support and collaborate with the Mount Dennis BIA on a range of business, cultural and capacity-building activities including promotion of City/agency grants and funding for eligible BIA initiatives.</p> </div> <p><b>Establishing a campus:</b></p> <div data-bbox="470 1256 520 1302"></div> <p>19. Continue to support efforts to attract a post-secondary satellite campus to Mount Dennis that can align with sustainable transportation, clean tech and eco-business themes, and potentially other sectors. This will include:</p> <ol style="list-style-type: none"> <li>Working with public and private sector partners to prioritize locations, in particular, locations on the Black Creek triangle, on other City/public or privately-owned lands and on future surplus lands owned by Metrolinx; and</li> <li>Supporting post-secondary institutions, the Mount Dennis community and other partners in advancing this opportunity.</li> </ol>
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## Economic development and local employment

### Growing business sectors:



20. Promote the attraction of major development projects in Mount Dennis including, for example: a clean tech, mass timber construction, food or social innovation/social enterprise hub, a photography/film museum or a major arts/cultural facility.



21. Initiate efforts to attract new types of businesses to Mount Dennis including, for example: co-working office space, a brewery or STACKT (or other container-oriented) retail opportunity.



22. Investigate the development of an integrated food industry growth hub in Mount Dennis, including the potential incorporation of an urban agriculture opportunity, as a response to local food security issues.



23. Investigate potential to support the establishment of a tourism collaborative/co-operative in Mount Dennis for the purpose of scaling up community-based tourism.



24. Conduct targeted business outreach to key employers focusing on medium/large industrial/manufacturing sector. In the future, investigate potential interest in the establishment of an industrial/manufacturing focused business association in Mount Dennis.



25. Promote the creative and cultural sector in Mount Dennis as elaborated in Section 4.4.4.5.



26. Promote the environmental/clean tech sector in Mount Dennis as elaborated in Section 4.5.4.2.

### Local employment and skills development:












27. Support local talent and skills development through local and/or social hiring and procurement:








- a. Work with partners to establish Community Benefits Agreements for major public sector projects such as the western extension of the Eglinton Crosstown in line with the City's 2019 Community Benefits Framework;
- b. Where there is no formal requirement for a CBA, pursue opportunities for community benefits on a voluntary basis for private development; and
- c. Identify local and/or social hiring and procurement opportunities with local anchor institutions such as West Park Healthcare Centre.















28. Facilitate access by area residents to key employment opportunities and relevant training programs in Mount Dennis, including by:

- a. Partnering with local public, private and non-profit employers to identify current and future skills needs;
- b. Developing pathways or new employment opportunities and connecting local residents to job opportunities;
- c. Promoting local hiring/training initiatives and job fairs; and

<p><b>Economic development and local employment</b></p>	<p>d. Considering the following sectors as potential target sectors for local access to employment/training opportunities: manufacturing, food, health care, green, fashion and design, film, music, retail, construction, hospitality and tourism and “GLAM” (galleries, libraries and museums) industries.</p> <p> 29. Work with the Indigenous Centre for Innovation and Entrepreneurship and local Indigenous organizations/service providers and representatives to promote Indigenous entrepreneurship in Mount Dennis.</p> <p> 30. Investigate the opportunity to establish a small business/entrepreneurship hub in Mount Dennis.</p> <p> 31. Hold small business capacity-building sessions targeting Mount Dennis business owners/operators.</p> <p> 32. Create a community food works program in Mount Dennis to provide Food Handler Certificate training.</p> <p> 33. Ensure the social infrastructure is in place so that local people have the best possible opportunities to prepare for and qualify for the local jobs being created through the development.</p>
<p><b>Enabling tools</b></p>	<p> 1. Leverage public land holdings in Mount Dennis to achieve community and City objectives such as affordable housing, public open space and new or enhanced community service facilities.</p> <p>a. Where appropriate, work with adjacent private landowners to maximize public good through the coordination of development proposals.</p> <p> 2. Co-create a local Community Benefits Framework for all future development. Focus on community centred workforce integration (stream 3 of the City Community Benefits Framework) as a core strategy to ensure that local people have the best possible chance of preparing for and securing local jobs being created through the development process. This will include:</p> <p>a. Establishing both process and outcome targets (minimum 10%) for all City investments and development where City dollars are spent; and</p> <p>b. Identifying employment opportunities that include, and go beyond construction jobs, prioritizing jobs that last beyond the development phase.</p> <p> 3. As the City develops a Community Benefits Charge Strategy in support of the transition from the current Section 37 system to a Community Benefits Charge By-law, ensure that the strategy supports the ability to achieve community services and facilities for Mount Dennis.</p> <p> 4. Improve coordination and communication across City divisions including SDFA, Economic Development and Culture, Toronto Employment and Social Services and City Planning to align strategies, action plans and policies such as the Imagination, Manufacturing, Innovation and Technology (IMIT) and the Community Benefits Framework to better prepare for incoming employment demand.</p>

<b>Enabling tools</b>	 <p>5. Investigate potential models of community ownership (e.g. opportunity for Mount Dennis community to create a local community development corporation or land trust). The purpose would be:</p> <ul style="list-style-type: none"> <li>a. To allow local residents and organizations to control how land is used and developed; and</li> <li>b. To protect the social, cultural and economic diversity of Mount Dennis.</li> </ul>
<b>Healthy design and built environment principles</b>	<p><b>Community-led design:</b></p> <p> 1. Design public spaces using a human-centered/community-led design methodology. Invest in community led design of public spaces including capacity building for local residents on planning and design principles, resident-led safety audits and walkability studies and interactive visualization of design details.</p> <p> 2. Learn about informal pathways, “short cuts” and other unexpected routes community members use to navigate the community and formalize those pathways.</p> <p><b>Safety:</b></p> <p> 3. Design public spaces to promote safety for all, and in particular spaces where Black, Indigenous, People of Colour and LGBTQ2+ groups feel safer and invited.</p> <ul style="list-style-type: none"> <li>a. Work with groups such as BIPOC Public Space group to ensure inclusive public space design.</li> <li>b. Commit to the co-design of public spaces with Black and Indigenous communities in order to advance culture and heritage objectives by celebrating and preserving Black and Indigenous culture.</li> <li>c. Consider CPTED principles in public space design.</li> </ul> <p> 4. Undertake regular safety audits of Mount Dennis with participation from women and members of vulnerable communities to identify locations in need of improvement from a safety and security perspective.</p> <p> 5. Work with public and private sector partners to advance the goals and priority actions of SafeTO: Toronto’s Ten-Year Community Safety and Well-Being Plan.</p> <p> 6. Install Seniors’ Safety zones: These designated stretches of roadway signs and a variety of other measures such as increased crossing times, improved pavement markings, and more to increase awareness of drivers and improve safety of seniors.</p>



<b>Built Form and Urban Design Guidelines</b>	 1. Apply the Tall Buildings Design Guidelines and Mid-Rise Buildings Performance Standards to new development, except where specific exceptions are noted in these Urban Design and Built Form Guidelines.  2. Require that all building setbacks, tower separation distances, setbacks and floorplates in accordance with the Tall Buildings Design Guidelines are accommodated on development sites.  3. Require development proponents in the Weston-Rail Corridor Zone to submit a Block Context Plan as part of development proposals.  4. Allow exceptions from standard parking, loading and garbage requirements to facilitate conservation and small-scale intensification of fine-grained retail parcels on Weston Road, as outlined in these Urban Design and Built Form Guidelines.
<b>Public Realm &amp; Mobility Framework</b>	
<b>Mobility Plan Recommendations</b>	 1. Work with Metrolinx to secure additional access points to Mount Dennis Station.  2. Work with Metrolinx to provide a rail corridor crossing at Barr Avenue.
<b>Healthy and Inclusive Communities</b> <b>Strategy: Public Realm &amp; Mobility Framework</b>  <b>Diverse, accessible and inclusive park spaces</b>	<b>Parkland dedication:</b>  1. Explore opportunities to expand existing parks by acquiring adjacent land, including expanding and improving access to Pearen Park and Westlake Memorial Park, through parkland dedication and acquisition.  2. Leverage City-owned land, including unneeded portions of public rights-of-way to create/expand parks where possible. a. Prioritize parkland dedication adjacent to City-owned land at 117X Brownville Avenue to expand the potential new park.  3. Encourage coordination of on-site parkland dedication requirements for properties within the same block to create consolidated new park spaces.  4. For redevelopments where on-site parkland dedication is not considered appropriate, to create new consolidated park spaces. Prioritize the creation of a consolidated park space on the triangle between Weston Road, Ray Avenue and Bartonville Avenue East, building on existing City-owned land and coordinating with UrbanArts.  5. Combine on-site parkland dedication, POPS and pedestrian connections to create a continuous public realm on blocks undergoing significant redevelopment, such as those between Eglinton Avenue, Weston Road, Ray Avenue and the rail corridor, as described in Section 4.2.7 Urban Design and Built Form Guidelines.  <b>POPS:</b>  6. Explore how existing Municipal, Provincial and Federally funded initiatives to optimize private and public spaces can be integrated into public realm design such as the PlazaPOPS project.

### Diverse, accessible and inclusive park spaces

#### Accessibility of open spaces:



8. Improve accessibility to the open space system, including:
  - a. Upgrading existing informal access points to the Eglinton Flats to make them safe and accessible;
  - b. Working with the TRCA to add new access points to the Eglinton Flats where access is currently limited; and
  - c. Piggy-backing on major new infrastructure such as the western extension of the Eglinton Crosstown LRT to secure additional access points to open space.

#### Parks programming and use:



9. Plan for a variety of programming in parks in Mount Dennis, including:
  - a. Facilities for children and families such as splash pads, barbecue areas, fire pits and toboggan hills;
  - b. Age-friendly features such as benches and spaces for passive enjoyment;
  - c. Areas for traditional Indigenous traditions or celebrations; and
  - d. Dog off-leash areas.



10. Explore ways in which park spaces can be adapted to support local/cultural uses (for example market stalls, tandoori oven, drumming circle spaces).



11. Where possible, incorporate community gardens into parks and open spaces in Mount Dennis to support food security.
  - a. Build on existing community gardens such as the Emmett Communal Garden.
  - b. Support residents to plant food and medicinal plants of their choice, including those valued by the different cultural communities in Mount Dennis.



12. Support Indigenous ceremonial usage of the ravines, including
  - a. Working with the Indigenous community and TRCA on a permanent ceremony space on the Humber, with lodge, washroom facilities and parking area.
  - b. Ensuring an accessible access to the ceremony space for Elders.

#### Mitigating impacts














13. Work with Metrolinx and the community on the design of the elevated guideway for the western extension of the Eglinton Crosstown LRT to minimize disruption to the open space network and integrate open space and public realm improvements.

#### Flexible open spaces



14. Take every opportunity to design public realm infrastructure that can simultaneously act as gathering and “cooling” spaces for example tree canopy, other shade structure, water features, etc.

<b>A safe and connected cycling network</b>	 1. Connect the proposed cycling network within the study area to existing and planned city-wide cycling corridors as shown in Figure 31.  2. Design cycling infrastructure based on context, with preference for protected or separated cycling facilities.  3. Ensure adequate bicycle parking is provided within the public right-of-way and in public open spaces.  4. Where new development is proposed immediately adjacent to the rail corridor, consider acquiring land to expand the West Toronto Rail Path northwards over time.
<b>Pedestrian safety and last mile solutions</b>	 1. Facilitate the implementation of the Mount Dennis BIA Streetscape Master Plan priority projects through the City's BIA capital cost-sharing program.  2. Introduce additional pedestrian crossings at the locations shown on Figure 30 Mobility Plan to improve pedestrian safety when crossing the street.  3. Fill in missing sidewalk segments in the Black Creek Business Area. <ul style="list-style-type: none"> <li>a. Prioritize the addition of sidewalks to Todd Baylis Boulevard, which, in combination with the reconfiguration of Black Creek Drive as a priority complete street, will provide an additional option to access this area by foot.</li> <li>b. Improve sidewalks on Industry Street.</li> </ul>  4. As new development takes place explore opportunities to secure a pedestrian path along the rail corridor from Hollis Street to Ray Avenue to reduce walking/cycling time from Mount Dennis Station to the Black Creek Business Area.  5. Work with West Park Healthcare Centre on improvements to last mile connections to Mount Dennis Station and the future Jane LRT Station. <b>Micromobility</b>  6. Work with Metrolinx on opportunities for connections to the Black Creek Business Area through its property.  7. Expand BikeShare to Mount Dennis. Proposed locations for BikeShare stations are shown on Figure 30 Mobility Plan. <ul style="list-style-type: none"> <li>a. Consider opportunities to incorporate cargo bikes and electric bikes in BikeShare stations.</li> </ul>



## Complete and green streets



1. Consider every street in Mount Dennis as a complete street based on the typologies identified in Figure 32 and plan for the mobility and safety of all modes when undertaking maintenance or upgrades.



2. Undertake additional engagement with the public and stakeholders and the following studies to confirm the preferred option and finalize conceptual designs for the priority complete streets:

- a. Parking study (Weston Road, Ray Avenue) to assess curbside utilization and turnover.
- b. Traffic study to assess how lane reductions would impact travel times, particularly for TTC buses.
- c. Transit study to assess potential boarding conflicts at bus stops (Weston Road, Ray Avenue).
- d. Economic development study to assess impact of reduced parking on Weston Road businesses as well as opportunity for higher uses of parking space (e.g. for patios, parkettes).
- e. Engineering feasibility study to assess construction challenges associated with expanding the paved ROW (Black Creek Drive).



3. Plan for reconfiguration of the priority complete streets in upcoming capital budgets.



4. Align watermain rehabilitation/replacement and/or storm sewer replacements and sewer separations with the implementation of complete streets.

### Weston Road



1. To ensure efficient bus travel despite proposed lane reductions on Weston Road, explore transit signal priority and bus queue jump lanes with the TTC.



2. Use low-cost interim street reconfiguration options such as re-painting and bollards to facilitate an improved experience on Weston Road prior to a full reconstruction.



3. Consider the appropriate extent of a complete street transformation of Weston Road north and south of the study area.

### Black Creek Drive



4. Consider the appropriate extent of a complete street transformation of Black Creek Drive north and south of the study area.

### Ray Avenue






5. Maximize cyclist safety at the pinch point of the rail corridor bridge. Options include:

- a. Slowing vehicular travel speeds;
- b. Signage indicating a shared road condition; and
- c. Ensuring adequate lighting.














6. When upgrade or replacement is planned for the rail corridor bridge, explore options for widening to allow for continuation of cycling infrastructure.







<b>Green Streets Opportunities Recommendations</b>	<div>  </div> <div>  </div> <div>  </div> <div>  </div> <div>  </div> <div>  </div> <div>  </div> <ol style="list-style-type: none"> <li>1. Consider opportunities for the addition of green streets infrastructure as indicated in Table 2 in every street upgrade in Mount Dennis.</li> <li>2. Use green streets infrastructure as an opportunity to increase biodiversity and recognize the cultural communities in Mount Dennis, including:             <ol style="list-style-type: none"> <li>a. Planting pollinator-friendly plant species; and</li> <li>b. Planting medicinal plants as identified by Indigenous Elders and Knowledge Holders.</li> </ol> </li> <li>3. Consider the use of Section 37/community benefits charges to build a green space network along Weston Road including the parkettes/green streets infrastructure identified on Figure 29.</li> <li>4. Use green streets infrastructure as an opportunity for social development and employment for Mount Dennis residents, including through the GreenForceTO Pilot Program.</li> <li>5. Prioritize the introduction of rain gardens at applicable intersections on Weston Road to improve safety and enhance its function as a green spine for the community.</li> <li>6. Use green streets infrastructure as an opportunity for education regarding sustainability and resilience through partnerships with school boards and by considering green streets infrastructure opportunities in school zones.</li> <li>7. Use the Black Creek triangle as a demonstration project for the implementation of the Green Streets Technical Guidelines in the development of a new street network.</li> </ol>
<b>Cultural Heritage Framework</b>	
<b>Cultural Heritage Plan Recommendations</b>	<div>  </div> <div>  </div> <ol style="list-style-type: none"> <li>1. Consider the heritage potential properties identified on Figure 34 for inclusion on the City's Heritage Register.</li> <li>2. Where properties are not determined to be appropriate for inclusion on the Heritage Register, consider alternative methods to commemorate and interpret their cultural heritage values such as plaques or public art.</li> </ol>

<b>Cultural Heritage Plan Recommendations</b>	<ol style="list-style-type: none"> <li>3. Require a Cultural Heritage Evaluation Report for proposed development involving heritage potential properties.</li> <li>  <ol style="list-style-type: none"> <li>4. Undertake further research to understand the potential heritage value(s) of some properties including those used as schools, places of worship, police stations and transportation structures. These properties include the following: <ul style="list-style-type: none"> <li>• 100 Emmett Avenue (106 Emmett Avenue)</li> <li>• 500 Alliance Avenue</li> <li>• 6 Bala Avenue</li> <li>• 175 Cordella Avenue</li> <li>• 200 Trethewey Drive</li> <li>• 5 Louvain Street</li> <li>• Ray Avenue Subway</li> <li>• GTR Bridge over Black Creek</li> <li>• 1149 Weston Rd</li> <li>• 71 Guestville Ave</li> <li>• 117 Guestville Avenue</li> </ul> </li> </ol> </li> </ol>
<b>Archaeological Plan Recommendations</b>	<ol style="list-style-type: none"> <li>1. Should any land-altering activities be proposed in areas identified as “areas of archaeological potential” on Figure 35, further archaeological assessment may be required.</li> <li>  <ol style="list-style-type: none"> <li>2. The St. John’s Cemetery Lands shall be subject to a Stage 2 archaeological assessment or Stage 3 Cemetery Investigation for any lands to be impacted within 10 m of the cemetery boundary.</li> </ol> </li> <li>  <ol style="list-style-type: none"> <li>3. One archaeological site is immediately adjacent to the study area and is identified as an area of heightened archaeological sensitivity by the City of Toronto’s Archaeological Management Plan. Further archaeological assessment is required prior to any impacts within the vicinity.</li> </ol> </li> </ol>













<p><b>Healthy and Inclusive Communities</b> <b>Strategy: Community Heritage Framework</b></p>	 <ol style="list-style-type: none"> <li>1. Build on the strong foundation of engagement established through the Picture Mount Dennis Planning Framework study process and continue to involve Mount Dennis residents in the identification of cultural heritage and implementation of cultural initiatives in the community. In particular, continue to engage with Indigenous partners and knowledge holders of cultural communities including the Black and Afro-Caribbean community to ensure the neighbourhood's diversity is reflected in the celebration of culture in Mount Dennis.</li> </ol>
<p><b>Celebrate Indigenous Cultures</b></p>	<p><b>Cultural Heritage Landscape Assessment</b></p>  <ol style="list-style-type: none"> <li>1. Conduct a Cultural Heritage Landscape Assessment of the Humber River to understand better its significance to Indigenous peoples and document stories of its use.</li> </ol> <p><b>Naming, interpretation and wayfinding</b></p>  <ol style="list-style-type: none"> <li>2. Use signage to communicate the cultural history and current significance and uses of the land to Indigenous peoples.             <ol style="list-style-type: none"> <li>a. Include the Anishnaabe (Cobechenonk Zibii, meaning leave the canoes and go back) and/or Onkwehonwe (Niwa'ah onega'haih'ih, meaning meaning little thundering waters) name for the Humber River on signage.</li> <li>b. Include interpretive signage along trail routes that explains the historic and contemporary use of the ravines by Indigenous peoples for travel and ceremony.</li> <li>c. Include the words "in truth and reconciliation" on signage.</li> </ol> </li> </ol>  <ol style="list-style-type: none"> <li>3. Include Indigenous languages on signage in Mount Dennis. Consider different types of signage and different audiences who could be introduced to Indigenous languages/cultures in Mount Dennis through signage, including:             <ol style="list-style-type: none"> <li>a. Highway/arterial road signage that reaches a large audience of people passing through the area;</li> <li>b. Directional signage aimed at people walking or cycling in the community; and</li> <li>c. Interpretive signage along trail routes as discussed in recommendation #2 above.</li> </ol> </li> </ol>  <ol style="list-style-type: none"> <li>4. Consider creative communication and interpretation techniques, such as an audio tour of stories of the Humber River.</li> </ol>  <ol style="list-style-type: none"> <li>5. Rename parks and streets to recognize Indigenous history in the area in keeping with the City's new commemoration framework.             <ol style="list-style-type: none"> <li>a. Consider renaming each of the individual quadrants of the Eglinton Flats.</li> </ol> </li> </ol> <p><b>Showcasing Indigenous artists</b></p>  <ol style="list-style-type: none"> <li>6. Provide a platform for Indigenous artists to tell the story of Mount Dennis and the history of the land through an Indigenous placemaking initiative.</li> </ol>

<b>Intangible Heritage</b>	<div data-bbox="485 386 531 427"></div> <ol style="list-style-type: none"> <li>1. Commemorate the intangible heritage of Mount Dennis as a diverse community that has hosted several waves of new immigrants to Canada. These communities have inhabited and left their mark on the community in different ways. The intangible heritage of Mount Dennis' cultural communities can be seen in:               <ol style="list-style-type: none"> <li>a. Intergenerational gathering spaces, including local businesses like nail salons and barber shops, place of worship and the community spaces they contain like church basements, the Mount Dennis Community Hall and decades old restaurants like Golden Crisp Fish and Chips;</li> <li>b. Food stores that serve cultural communities; and</li> <li>c. The many Black and Afro-Caribbean businesses that are a defining feature of Mount Dennis' identity for many residents.</li> </ol> </li> </ol> <div data-bbox="485 743 531 784"></div> <ol style="list-style-type: none"> <li>2. Celebrate the attitude and spirit of Mount Dennis as a down-to-earth community of people who collaborate and innovate to find practical solutions to address challenges and improve quality of life.</li> </ol> <div data-bbox="485 816 531 857"></div> <ol style="list-style-type: none"> <li>3. Initiate a Historic Context Statement about public housing in Toronto. Public housing innovation is an important theme in the history of Mount Dennis. The study should include:               <ol style="list-style-type: none"> <li>a. Identifying significant public housing projects in Toronto, both existing and demolished, in the post-1945 period;</li> <li>b. Examining the physical aspects of the buildings including building types (towers, townhomes) and notable designers (architects and landscape architects); and</li> <li>c. Identifying who built the housing (local communities, developers or provincial agencies).</li> </ol> </li> </ol>
<b>Workers Housing</b>	<div data-bbox="485 1117 531 1157"></div> <ol style="list-style-type: none"> <li>1. Initiate a Historic Context Statement about workers' housing (modest housing built to accommodate working classes in industrial settlements) as part of the Toronto City-wide Heritage Survey. The local building stock in Mount Dennis provides an opportunity to identify and study workers' housing built primarily in the 1914 to 1945 period. A Historic Context Statement would serve as a valuable body of work to the history and community of Mount Dennis, and could also inform future commemoration or interpretation initiatives by the community, City staff, or developers. This study should include:               <ol style="list-style-type: none"> <li>a. Establishing the extent of workers housing in Mount Dennis;</li> <li>b. Examining the social and physical aspects of the building type. Examining social trends around who built the housing (companies, developers, or owners); who the residents were, and where the residents worked;</li> <li>c. Identifying the range and features of the vernacular building types, including their materials and evolution over time; and</li> <li>d. Seeking to identify any builders or designers associated with the building types.</li> </ol> </li> </ol>

<b>Workers Housing</b>	 <ol style="list-style-type: none"> <li>2. If workers' housing is proposed for demolition and redevelopment in Mount Dennis, require commemoration or interpretation strategies as part of the site plan process.               <ol style="list-style-type: none"> <li>a. Commemoration or interpretation strategies would be most appropriate in cases when the scale of development or number of dwellings being replaced has the potential to significantly alter the local character. An interpretation strategy can extend to include physical aspects of the new development, and how they reference the built form they will replace.</li> </ol> </li> </ol>
<b>Opportunities for public art</b>	 <ol style="list-style-type: none"> <li>1. Engage local artists to deliver a major public art project(s) in prominent location(s) in Mount Dennis, and identify temporary public art installations in the area. Such art installation(s) could reflect the natural, community and/or industrial history of the area.               <ol style="list-style-type: none"> <li>a. Partner with local arts organizations such as UrbanArts for the delivery of major public art projects.</li> </ol> </li> <li> 2. Build on Mount Dennis' existing canvas of murals to make mural art a distinctive feature of Mount Dennis. Potential locations include:               <ol style="list-style-type: none"> <li>a. Existing and future bridges, such as under the rail corridor on Ray Avenue, under the LRT elevated guideway on Black Creek Drive, under the rail corridor or Photography Drive on Eglinton Avenue, or under the proposed elevated guideway for the western extension of the Eglinton Crosstown. Well-lit murals in these locations would also contribute to pedestrians' perception of safety;</li> <li>b. Prominent intersections such as Eglinton Avenue and Jane Street, expanding the concept from the existing successful murals at Eglinton Avenue and Weston Road;</li> <li>c. As part of major development proposals, particularly the current proposal on the Black Creek triangle; and</li> <li>d. In association with new public open spaces, such as the proposed location at Weston Road and Ray Avenue.</li> </ol> </li> <li> 3. Realize the local potential of the Percent for Public Art Program/CBAs by requiring investments by private developers along the corridor to focus on local Black and Indigenous artists and arts groups.</li> <li> 4. Develop guidelines that highlight Indigenous culture and history in public art and public realm design: Align city strategies and policies focused on Indigenous People and work with local Indigenous groups and organizations such as Maamwizdaa and the Anishnaabe Wellness Collective to advise on centering Indigenous history and culture.</li> <li> 5. Investigate major public art project(s) in Mount Dennis for the Year of Public Art 2021 (ArtworxTO) including a local public art installation and a BigArtTO illuminated art projection project related to ShowLoveTO.</li> </ol>
















### Creative and cultural enterprises






-  1. Promote opportunities for cultural spaces in new developments in Mount Dennis.
-  2. Investigate opportunities for the establishment of an artists' co-op in Mount Dennis.
-  3. Promote Mount Dennis as a film location in coordination with Ontario Creates.
-  4. Bring existing festivals to Mount Dennis and develop new local festivals (include investigation of Doors Open and Nuit Blanche opportunities).
-  5. Support and promote local arts organizations in Mount Dennis like UrbanArts.
-  6. Encourage Artscape Weston Common to promote its services more actively in Mount Dennis.
-  7. Support the music sector/musicians in Mount Dennis, for example through the 'City Hall Live' program.
-  8. Facilitate the establishment of music venues in Mount Dennis through a supportive regulatory framework.
-  9. Engage the museum and heritage sector in supporting local community economic development initiatives in Mount Dennis.
-  10. Work with Metrolinx on future plans for the Kodak Building including potential use as a museum/art gallery. Information/ photographs/artifacts on display in such a space could be related to:
  - a. Historic Indigenous settlements in the area;
  - b. Mount Dennis' history as an industrial settlement including history of the Kodak complex; and/or
  - c. Mount Dennis' history as a landing pad for newcomers to Canada.

## Environment and Infrastructure Framework














### Infrastructure Plan: Water System Upgrades Recommendations

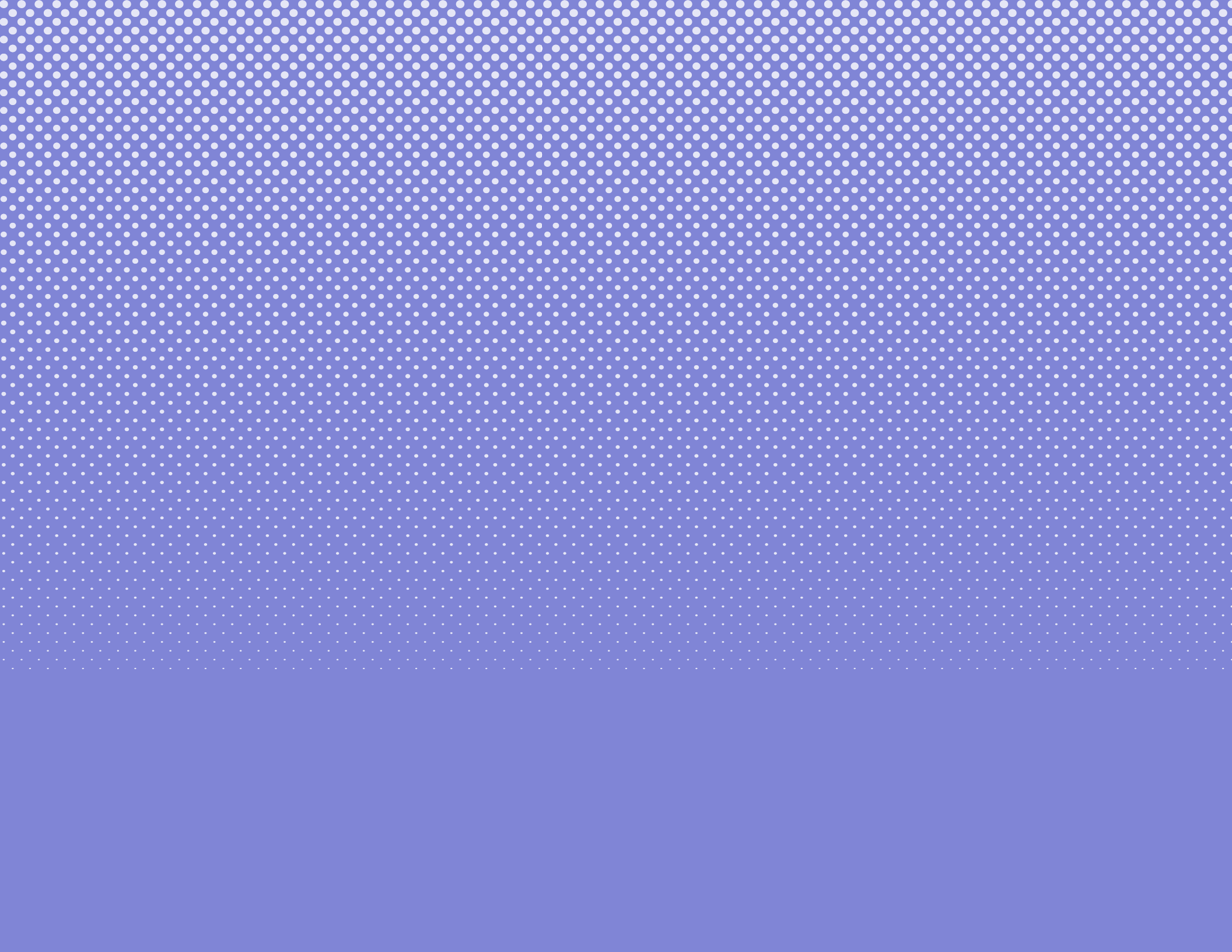
-  1. Plan for water system upgrades as noted on Figure 36 and in the Master Servicing Plan for Mount Dennis in future capital budgets.
-  2. Consider opportunities for the introduction of complete and green streets with every water system upgrade in Mount Dennis.
-  3. Align watermain rehabilitation or replacement with street reconfiguration or implementation of transit infrastructure to create complete and green streets in Mount Dennis. Opportunities for alignment include:
  - a. The priority complete street on Weston Road and the watermain replacement or rehabilitation on Weston Road;
  - b. The priority complete street on Black Creek Drive and the new watermain and connection to the transmission watermain at Eglinton Avenue and Black Creek Drive; and
  - c. The tunnel for the western extension of the Eglinton Crosstown LRT and watermain replacement or rehabilitation on Eglinton Avenue.

<b>Infrastructure Plan: Wastewater, Stormwater and Combined System Upgrades Recommendations</b>	<div>  </div> <ol style="list-style-type: none"> <li>1. Plan for wastewater, stormwater and combined system upgrades as noted on Figure 37 and in the Master Servicing Plan for Mount Dennis in future capital budgets.</li> <li> <div>  </div> <ol style="list-style-type: none"> <li>2. Consider opportunities for the introduction of complete and green streets with every wastewater, stormwater and combined system upgrade in Mount Dennis.</li> <li> <div>  </div> <ol style="list-style-type: none"> <li>3. Align storm sewer replacements and sewer separations with street reconfiguration or implementation of transit infrastructure to create complete and green streets in Mount Dennis. Opportunities for alignment include: <ul style="list-style-type: none"> <li>a. The priority complete street on Ray Avenue and the storm sewer replacement on Ray Avenue.</li> <li>b. Improvements to Industry Street and Todd Baylis Boulevard to facilitate active transportation and the storm sewer replacement on Industry Street and Todd Baylis Boulevard.</li> <li>c. Future upgrades to transit/cycling infrastructure on Jane Street and the storm sewer replacement on Jane Street.</li> </ul> </li> </ol> </li> <li> <div>  </div> <ol style="list-style-type: none"> <li>4. Implement Low Impact Development/green streets infrastructure as described in Section 4.3.4.4 as part of redevelopment in Mount Dennis, particularly in “Areas of Mixed-Use Growth” shown on the Area Structure Plan in Figure 17.</li> </ol> </li> </ol> </li></ol>
<b>Healthy and Inclusive Communities Strategy: Environment and Infrastructure Framework</b>	<div>  </div> <ol style="list-style-type: none"> <li>1. Integrate community expertise into infrastructure enhancement efforts. Grassroots groups in Mount Dennis have a long history of advocacy to address issues of flooding, and the work of these groups should be reviewed and where possible integrated into the flood mitigation and infrastructure recommendations.</li> <li> <div>  </div> <ol style="list-style-type: none"> <li>2. In line with policies in Section 4.2.6.3 Local Employment and Skills Development, work with partners to establish Community Benefits Agreements for major water, wastewater, stormwater and combined system upgrade projects. <ul style="list-style-type: none"> <li>a. Identify social hiring and procurement opportunities to link infrastructure upgrades to local job creation.</li> </ul> </li> <li> <div>  </div> <ol style="list-style-type: none"> <li>3. Consider opportunities for partnerships or programs that align with Mount Dennis residents’ neighbourhood-scale, community-led vision of sustainability, such as the TRCA’s Sustainable Neighbourhood Action Program (SNAP).</li> <li> <div>  </div> <ol style="list-style-type: none"> <li>4. Pilot a community-centred approach to resilience as identified in the Toronto Resilience Strategy and developed by the Resilience Office.</li> </ol> </li> </ol> </li> </ol> </li></ol>
<b>The Natural Heritage System</b>	<div>  </div> <ol style="list-style-type: none"> <li>1. Consider initiatives related to stewardship of the natural heritage system and education about the natural heritage system (e.g. fencing, signage) as a potential community benefit to be secured from new development.</li> <li> <div>  </div> <ol style="list-style-type: none"> <li>2. Continue to coordinate with the Toronto Region Conservation Authority regarding any new infrastructure under consideration that may impact the natural heritage system, for example new access points into the Eglinton Flats or ravine system. <ul style="list-style-type: none"> <li>a. Vegetation surveys should be completed to identify any significant vegetation prior to choosing a location for any new infrastructure in the valley.</li> </ul> </li> </ol> </li> </ol>

<b>The Natural Heritage System</b>	<div data-bbox="485 456 531 496"></div> <div data-bbox="556 456 1919 743"> <p>3. Explore renaturalization opportunities in Mount Dennis following major construction projects, including:</p> <ul style="list-style-type: none"> <li>a. The expansion of West Park Healthcare Centre;</li> <li>b. Completion of Metrolinx's Maintenance and Storage Facility;</li> <li>c. Construction of the Dennis Avenue Community School; and</li> <li>d. The western extension of the Eglinton Crosstown LRT. This infrastructure project is proposed to include an elevated guideway north of Eglinton Avenue from Pearen Park to Scarlett Road, which may result in the need for renaturalization of existing treed areas in and adjacent to the Humber River valley.</li> </ul> </div> <div data-bbox="485 756 531 797"></div> <div data-bbox="556 756 1877 854"> <p>4. Explore renaturalization of the channelized portion of Black Creek and/or addition of green infrastructure as part of ongoing flood mitigation studies such as the Rockcliffe Riverine Flood Mitigation Project Municipal Class EA. Current alternatives under consideration all involve channel modifications rather than renaturalization.</p> </div> <div data-bbox="485 867 531 907"></div> <div data-bbox="556 867 1961 964"> <p>5. Work with Metrolinx and the community on the design of the elevated guideway for the western extension of the Eglinton Crosstown LRT to review potential visual and physical impacts to the natural heritage system and promote opportunities for restoration and new access points.</p> </div>
<b>Local environmental initiatives</b>	<p><b>Mount Dennis EcoNeighbourhood Initiative</b></p> <div data-bbox="485 1078 531 1118"></div> <div data-bbox="556 1078 1898 1333"> <p>1. Continue to support the Mount Dennis Community Association's Mount Dennis EcoNeighbourhood Initiative (MDeNI), including by:</p> <ul style="list-style-type: none"> <li>a. Supporting MDeNI's efforts to engage diverse stakeholders to co-design local sustainability initiatives;</li> <li>b. Supporting the proposed Climate Action and Awareness Project;</li> <li>c. Supporting ongoing efforts to secure resources such as grant proposals; and</li> <li>d. Working with MDeNI on its top priority of pursuing a post-secondary eco-campus in Mount Dennis.</li> </ul> </div> <div data-bbox="485 1346 531 1386"></div> <div data-bbox="556 1346 1745 1378"> <p>2. Profile local eco-development examples to form part of the Mount Dennis business/community profile.</p> </div>



<p><b>Local environmental initiatives</b></p>	<p><b>Green sector development</b></p> <ul style="list-style-type: none"> <li> 3. Develop sector directories for Mount Dennis including a Mount Dennis clean tech directory.</li> <li> 4. Develop a sustainable transportation cluster in Mount Dennis.</li> <li> 5. Investigate the potential for Mount Dennis as a centre for bike repair.</li> <li> 6. Develop and promote the clean tech/green tech sector in Mount Dennis <ul style="list-style-type: none"> <li>a. Encourage development of an industry growth hub focused on the green tech sector and/or sustainable transportation (as a green tech sub-sector).</li> </ul> </li> <li> 7. Explore opportunities to create a sustainable transportation hub in Mount Dennis, building on existing transportation activities in the area (TTC Bus Garage, Metrolinx MSF).</li> </ul>
<p><b>Net-zero energy/ net-zero carbon initiatives</b></p>	<ul style="list-style-type: none"> <li> 1. Continue to advance net-zero energy initiatives in Mount Dennis as part of its designation as a pilot net-zero energy neighbourhood.</li> <li> 2. Promote the Mount Dennis Early Learning and Childcare Centre as an educational tool for developing net-zero energy/ net-zero carbon buildings, particularly publicly-owned buildings.</li> <li> 3. Encourage all new development in Mount Dennis to meet Toronto Green Standard Tier 3 (equivalent of CaGBC 's Zero Carbon Standard) or Tier 4 (Passive House equivalent).</li> <li> 4. Refer development proponents in Mount Dennis to City energy reduction incentive programs as part of the development review process.</li> <li> 5. Explore opportunities offered through the City's Tower Renewal Program to improve energy efficiency in the older apartment towers in Mount Dennis.</li> <li> 6. Support energy efficiency retrofit programs for local businesses and homeowners.</li> <li> 7. Continue to pursue low-carbon and low-energy opportunities, including those identified in the 2016 Draft Mount Dennis Community Energy Plan.</li> <li> 8. Explore opportunities for a district energy system in Mount Dennis.</li> </ul>



The following documents are available as appendices to the Picture Mount Dennis Planning Framework:

**Appendix A:** Background Analysis

**Appendix B:** Community Services and Facilities Study

**Appendix C:** Cultural Heritage Resource Assessment

**Appendix D:** Master Servicing Plan Report

# 6 Appendices



## Appendix A: Background Analysis

### VISION

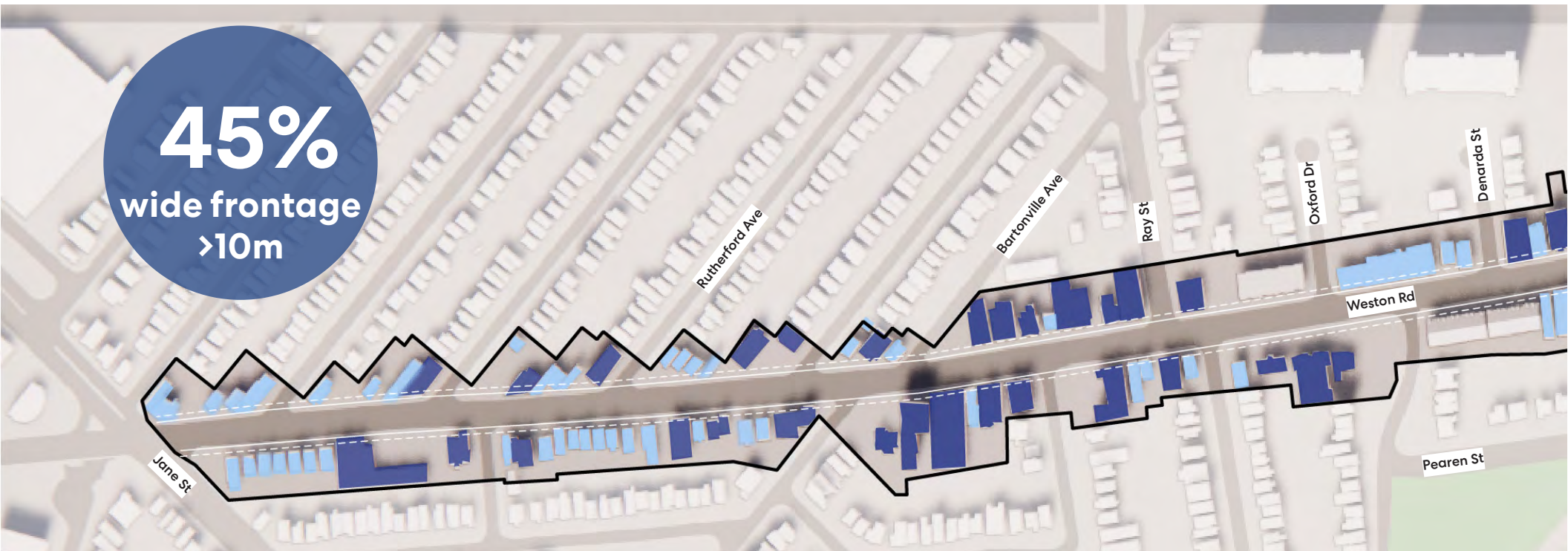
Weston Road is the heart and spine of Mount Dennis. Its historic character of diverse, small scale, affordable retail will be maintained as it develops as a safe, multi-modal, and vibrant mixed-use destination for the community.



### Mixed Use Main Street

The following pages include additional analysis of the built form along Weston Road which will help define its existing context and serve to shape the urban design guidelines that follow.

**Figure 39.** Map showing frontage widths along Weston Road



## Building Frontage

Weston Road is characterized by traditional “Main Street” type buildings - narrow buildings with retail at grade. The narrow frontages support a fine grain of diverse retail uses and activity on the street.

Existing narrow and wide building frontages along Weston Road (2-3 storeys) ►



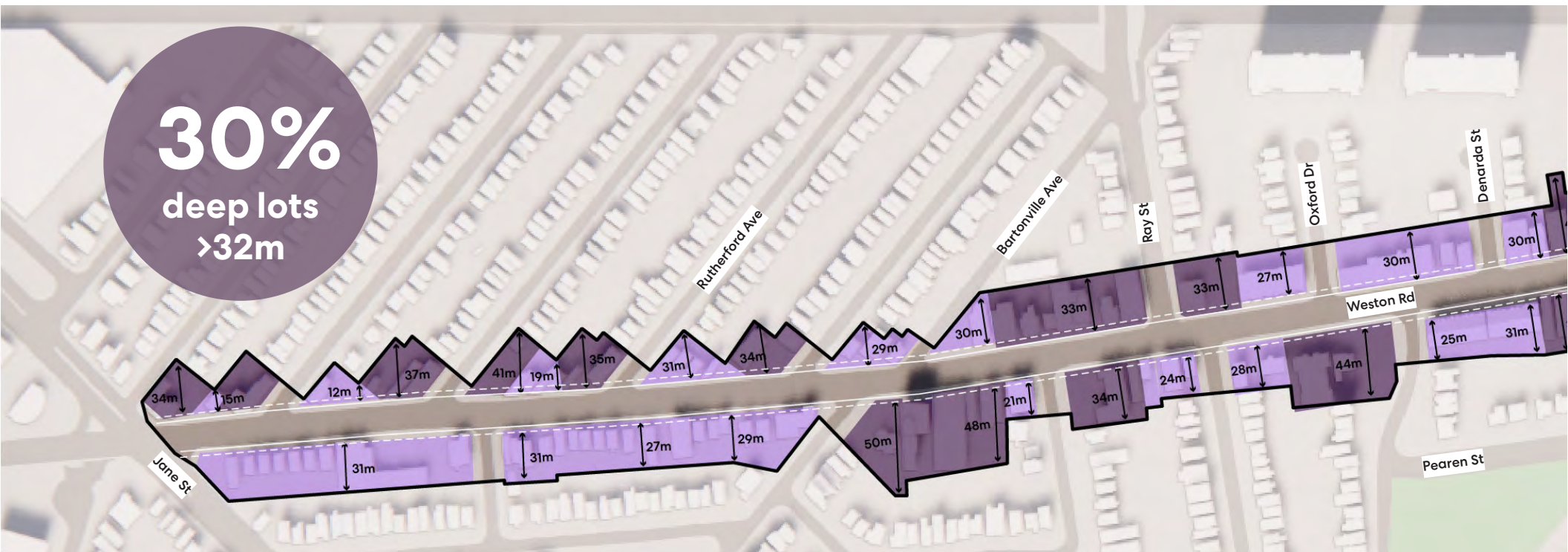


## Mixed Use Main Street

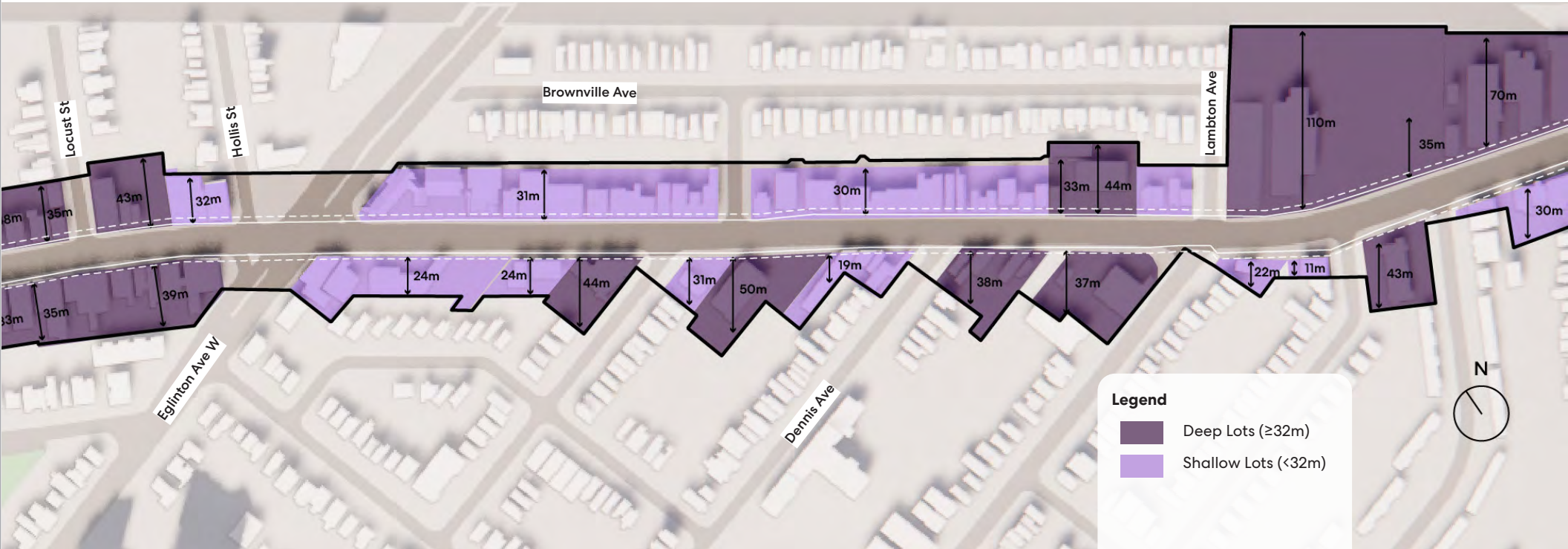
### Lot Depths

The narrow frontages along Weston are often paired with shallow lots that do provide space for typical retail interior layouts -- storefront display windows at the street, main retail shop in the middle and storage at the rear -- but require larger land assemblies for mid-rise buildings

**Figure 40.** Map showing lot depths along Weston Road







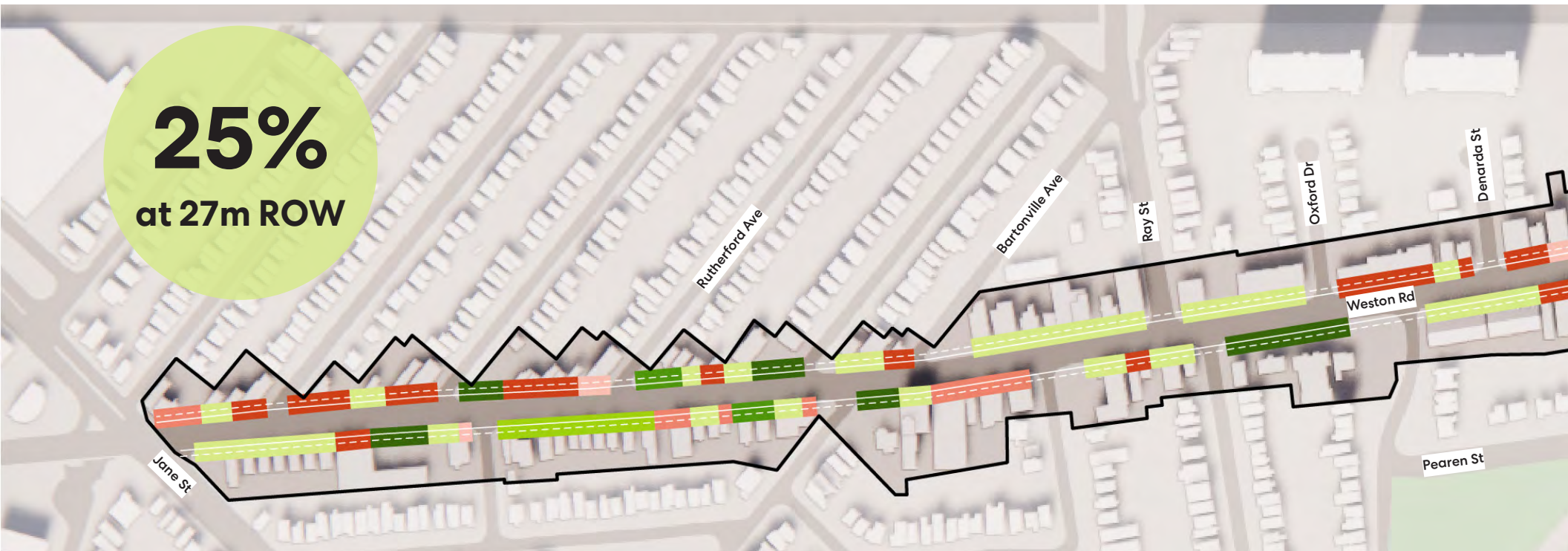
## Mixed Use Main Street

### Setbacks

Buildings along Weston Road are typically tight against the street. This arrangement ensures that activity is up against the sidewalk and buildings serve to shelter the street.

The Weston Road right-of-way is planned to expand from 21m to 27m wide. Some of the buildings are at the old right-of-way while others are set to the new 27m right-of-way. New buildings will be set to the new right-of-way.

**Figure 41.** Map showing setbacks from existing ROW along Weston Road









## Mixed Use Main Street

### Building Heights

Buildings along Weston Road typically have retail at street level with apartments above. This arrangement ensures that there are people living in close proximity to the street, contributing to its vitality, and that the buildings shelter the street from wind and sun in summer. These buildings vary in height as illustrated below.

**Figure 42.** Map showing building heights along Weston Road

