

Mount Dennis Secondary Plan – Final Report

Date: June 8, 2022

To: Etobicoke York Community Council

From: Director, Community Planning, Etobicoke York District

Ward: 5 - York South-Weston

Planning Application Number: 18 161660 WET 11 OZ

SUMMARY

This report recommends the adoption of a new Secondary Plan for the Mount Dennis area as a result of the Picture Mount Dennis Planning Framework Study ("Study"), and advises on next steps required to complete the implementation of the Study. The report recommends amendments to the Official Plan for Chapter 6, Secondary Plans; Chapter 7, Site and Area Specific Policies; Map 2 - Urban Structure; Maps 14 and 17 - Land Use Plan, Map 25 - Site and Area Specific Policies Key Map; Map 35 - Secondary Plan Key Map; Schedule 2 - The Designation of Planned but Unbuilt Roads of the Official Plan; and Schedule 4 - Description of Views. These recommended amendments are the result of extensive consultation and engagement with local residents and businesses, stakeholder groups, Indigenous communities and agencies conducted through all three phases of the Study.

The Study has been a collaborative effort from various City Divisions including: City Planning; Parks, Forestry and Recreation; Transportation Services; Toronto Water; Economic Development and Culture; Toronto Public Health; Children's Services; Social Development, Finance and Administration; Indigenous Affairs Office; and Environment and Energy Division; along with other key divisions. City Planning retained a planning consultant to undertake the Picture Mount Dennis Planning Framework Study and to support associated public engagement processes. The consultant's final report contains study findings and policy recommendations for an updated planning framework to establish local development policies necessary to guide current and future growth and change in the area.

At its meeting on January 5, 2022, Etobicoke York Community Council considered a final report on the study (EY29.2) providing an overview of the consultant's report entitled Picture Mount Dennis Planning Framework. Community Council adopted the recommendations of the report, with an amendment directing staff to bring forward a draft Official Plan Amendment for Mount Dennis to a meeting of the Etobicoke York Community Council by June 2022.

This recommended Official Plan Amendment for Mount Dennis has regard to matters of provincial interest under Section 2 of the Planning Act, is consistent with the Provincial

Policy Statement (2020), and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The Secondary Plan also maintains the intent and purpose of, and conforms to the City's Official Plan.

Following approval of this recommended Official Plan Amendment, City Planning staff will commence a transition to implementation phase of the study with ongoing community engagement focused on the development of a zoning by-law amendment, urban design guidelines, mobility feasibility assessment and an implementation strategy for servicing infrastructure.

RECOMMENDATIONS

The City Planning Division recommends that:

1. City Council adopt Official Plan Amendment 571 substantially in accordance with Attachment 1 to this report.
2. City Council declare by resolution to the Minister of Municipal Affairs and Housing that Official Plan Amendment 571 conforms with Provincial Plans or does not conflict with them; has regard to the matters of Provincial Interest in Section 2 of the Planning Act; and is consistent with policy statements issued under subsection 3(1) of the Planning Act.
3. City Council direct staff to use the Mount Dennis Secondary Plan and in the evaluation of all current and new development proposals within its boundaries.
4. City Council authorize that development may proceed by site-specific zoning by-law amendments that conform to the Mount Dennis Secondary Plan, and request the Chief Planner and Executive Director, City Planning to bring forward a Zoning By-law Amendment and urban design guidelines, as may be necessary, to support the implementation of Official Plan Amendment 571.
5. City Council direct the General Manager, Transportation Services to conduct a feasibility assessment, and community and stakeholder engagement to develop a conceptual design and implementation plan with respect to mobility and public realm for the Primary Network as identified in the Mount Dennis Secondary Plan on Map 6 - Mobility Network Plan.
6. City Council authorize the City Solicitor to make such stylistic and technical changes to Official Plan Amendment 571 as may be required.
7. City Council authorize the City Solicitor and appropriate City staff to take such necessary steps, as required, to implement City Council's decision.

FINANCIAL IMPACT

The City Planning Division confirms that there are no financial implications resulting from the recommendations included in this report in the current budget year or in future years.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

EQUITY IMPACT STATEMENT

The Official Plan provides a vision for the city grounded in principles that assure a successful and healthy future. A foundational principle of the Official Plan is that Toronto's future must be diverse, inclusive and equitable. Mount Dennis is an ethnically and culturally diverse community known for its vibrancy and relative affordability which the Secondary Plan would aim to sustain.

Investment in the Eglinton Crosstown Light Rail Transit (LRT) line, which is to include an interchange station to GO Rail services in the heart of Mount Dennis, will soon make the area one of the most transit accessible locations in the city. A secondary plan for Mount Dennis will shape future growth and development in the area in ways that can improve quality of life for current and future residents, informed by an understanding of the area's heritage and sense of place. It is intended to serve to balance residential, commercial and employment uses that enable growth in local jobs. It is intended to leverage affordable housing as well as improvements to community facilities such as child care, recreation facilities and space for human service agencies as well as arts and culture groups. It will guide the area's transformation to a more transit-supportive complete community, one that supports walking, cycling and transit, thereby promoting better health outcomes. It will support improvements to public parks and community gathering spaces and focus on community safety.

As an outcome of engagement with Indigenous communities, the Secondary Plan includes policies that acknowledge the significance of the Humber River and the Black Creek and surrounding lands to the Haudenosaunee Confederacy and the Wendat and Mississaugas nations and would put in place policies, including support for Indigenous place-keeping and place-making initiatives, that can advance the implementation of the City's Reconciliation Action Plan.

The Secondary Plan also includes policies to recognize the risks of growth and development to potential displacement of small local businesses in the area including those that are Black-owned and -serving. The policies of the Secondary Plan are intended to mitigate displacement of existing businesses by encouraging replacement of small-scale retail space with similarly sized units that support the continuity of small-scale, independently owned and locally serving businesses.

In the development of a Zoning By-law and urban design guidelines for this area, staff will continue to be mindful to achieve complete and inclusive communities. Staff will take steps to continue to involve diverse voices through the consultation practices being deployed in engaging with a broad and representative spectrum of the community, and

those that may wish to join the community, in the forthcoming implementation phase of the study.

DECISION HISTORY

At its meeting on March 10, 2016, City Council adopted a motion (EY12.30) to request the Chief Planner and the Executive Director, City Planning to:

- Undertake a review of the current (2016) planning framework for the Mount Dennis area including: built-form, density, height, and public realm of the properties on Weston Road between Ray Avenue and Humber Boulevard;
- Consult with the community, including landowners and other stakeholder groups, together with the Ward Councillor, to understand the community's concerns and to develop a vision for future development in the study area; and
- Report back on the findings of the review and to provide recommendations for changes, if necessary, to the planning framework for the study area.

The motion can be accessed at the following link:

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

At its meeting on July 23, 2018, City Council considered a report from the Director, Community Planning, Etobicoke York District entitled Status Report – Mount Dennis Planning Framework Study – City Initiated Official Plan Amendment (EY32.21), and requested staff to undertake a review and update of the planning framework for the Mount Dennis area, endorsed the recommended study area boundaries and provided direction regarding inclusive community consultation. The decision can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EY32.21>

At its meeting on November 9, 2021, City Council considered a report from the Chief Planner and Executive Director, City Planning, entitled Inclusionary Zoning Official Plan Amendment, Zoning By-law Amendment and Draft Implementation Guidelines. This resulted in Council requesting City Planning staff to undertake additional market analysis in additional areas, including around the planned Mount Dennis LRT Station area, to determine whether these additional areas should be added to the Inclusionary Zoning Map of the Official Plan policy. The Decision History can be accessed at this link: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.PH28.1>

At its meeting on January 5, 2022, Etobicoke York Community Council considered a Status Report on the Picture Mount Dennis Planning Framework Study which included the findings and recommendations of the consultant's final report. The purpose of the status report was to provide an overview of the study process to that date, summarize community engagement input, and make recommendations on the next steps required to bring forward an area-based Official Plan Amendment. Community Council requested, among other matters, that staff make best efforts to bring forward a proposed Official Plan Amendment for the Mount Dennis study area by June of 2022, continue to consult with the community as necessary in the development of the policy framework, and advance for 2023 the supporting implementation tools including draft urban design guidelines and a draft zoning by-law amendment. The decision can be

accessed at this link:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.EY29.2>

BACKGROUND

Study Area

The study area is shown on the map in Attachment 1. It is generally bounded by the Humber River, Clouston Avenue, the CN rail line, Trethewey Drive, Keele Park, Humber Boulevard, Rockcliffe Boulevard, Lambton Avenue, Jane Street and Eglinton Avenue West.

Picture Mount Dennis Study Process

In 2019, City Planning retained a consultant team to undertake the Picture Mount Dennis Planning Framework Study. The work was awarded through a competitive Request for Proposals (RFP) process to a multi-disciplinary consulting team. The study scope was amended to include targeted Indigenous engagement.

The Picture Mount Dennis Study was conducted in three phases. The first phase, entitled Background and Analysis, took place from October to February 2020. It introduced the study to the community, established a community engagement process and provided understanding of local context, existing conditions and issues and opportunities. A second phase, entitled Preliminary Plans and Strategies, was carried out from March to August 2021. A vision, guiding principles and concrete plans and strategies were developed, along with a range of alternative options that were explored, tested and confirmed through engagement with the community. In the third phase, entitled Final Framework held between September and December 2021, a draft planning framework and policy directions were prepared and all input received through engagement with the local community, stakeholder groups and Indigenous communities and nations throughout the entire process was synthesized and included in the final report. As required under the *Planning Act*, the City held a final community consultation meeting on the proposed Official Plan Amendment on April 28, 2022,

Engagement on the Picture Mount Dennis Planning Framework Study

City Planning undertook a comprehensive consultation process for the Study that included stakeholder and community involvement in all three phases of the process. This included: four Community Consultation Meetings; three Local Advisory Committee (LAC) meetings; two York South Weston Neighbourhood Improvement Area (NIA) Planning Table meetings; two Heritage Focus Group meetings; and two presentations to the Design Review Panel.

A separate Indigenous engagement stream was undertaken for Indigenous rights and treaty holders, Indigenous residents in and around the study area (two sessions) and Indigenous youth (one session).

More information on the analysis and findings of the Picture Mount Dennis Framework Study and the input received through the community consultation, stakeholder involvement and Indigenous engagement processes can be found in the report on the Picture Mount Dennis Planning Framework Study at <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.EY29.2>

Consultation on the Draft Mount Dennis Secondary Plan

From January to June 2022, City staff conducted a final round of consultation on the detailed policy directions of the proposed Secondary Plan. This included a LAC meeting (April 20, 2022), additional outreach to Black-owned and -operated businesses within the Secondary Plan area that included a survey, and a final Community Consultation Meeting (April 28, 2022). The main concerns and comments expressed through the engagement process include:

- Clarification on next steps, including the timing of the Secondary Plan and urban design guidelines;
- Potential changes to the design and siting of the Metrolinx Eglinton Crosstown LRT West Extension;
- Opportunities to expand the retail function of Weston Road beyond its current limits;
- Support for expanding permission for additional units on lands designated *Neighbourhoods* beyond the existing single and semi-detached character of the area;
- Concern that locating retail outside of Weston Road will take away from the main street character and function of Weston Road;
- Concerns about future growth displacing existing businesses on Weston Road;
- Support for measures to require affordable housing;
- Clarification on the definition of affordable housing and Inclusionary Zoning;
- Clarification on how/if garden suites are to be permitted;
- Support for tall buildings being located away from Weston Road, closer to the rail corridor;
- Support for providing sufficient space for bike lanes, wide sidewalks and patios on Weston Road;
- Concerns about existing flooding issues in the south of the Secondary Plan area;
- Concern about the potential loss of affordable grocery stores in the Secondary Plan area; and
- Clarification about initiatives supporting climate action such as thermal power and green streets.

In partnership with the City's Confronting Anti-Black Racism (CABR) Unit, City staff reached out to Black-owned and -serving businesses within the Secondary Plan area. A total of 41 businesses received phone calls and a mail-drop with invitations to the April 28, 2022 Community Consultation Meeting. City staff also prepared a survey, with a link provided in the specialized notice, to learn more about how Black-owned and -serving businesses would like to see the area change over time, impacts felt by local businesses, and what should be considered in City plans, policies and programs. Staff will continue to work with CABR on outreach to Black-owned and -serving businesses in

the Secondary Plan area in the development of the urban design guidelines and Zoning By-law Amendment recommended for the next phase of work.

The proposed policies for the Secondary Plan were made available on the Study webpage and through hard copies by June 7, 2022, which provide the public with additional time to review the Secondary Plan prior to the statutory Public Meeting.

Development Applications in the Mount Dennis Study Area

There are currently five sites with active Official Plan and/or Zoning By-law Amendment applications within the Secondary Plan area, which are being reviewed against the Official Plan and considered in light of the policy directions set out in the consultant's Final Report as received by Community Council in January of 2022. Two sites have applications that are under appeal before the OLT. An additional five applications for Site Plan Control have been received and are being reviewed.

Address (Application Number)	Application Description
1391 Weston Road (18 143862 WET 11 OZ; 18 143854 WET 11 SA)	Zoning By-law Amendment Application to permit a gas station and associated commercial building. Approved at the OLT. Notice of Approval Conditions issued for Site Plan Control application.
8-16 Locust Street and 15 Oxford Drive (20 113215 WET 05 OZ)	Official Plan and Zoning By-law Amendment Application to permit a 35-storey residential apartment. Appealed to the OLT.
15, 17, 19, 21 and 23 Hollis Street (21 177934 WET 05 OZ)	Official Plan and Zoning By-law Amendment Application to permit a 34-storey residential apartment.
25 Photography Drive (21 186124 WET 05 OZ)	Zoning By-law Amendment Application to permit a mixed-use development consisting of three development blocks, a new public road, a new private road and publicly accessible amenity space. A total of seven towers are proposed with heights ranging from 25 to 49 storeys.
955 – 975 Weston Road (21 228762 WET 05 OZ)	Official Plan and Zoning By-law Amendment Application to permit an 11-storey residential apartment.

LEGISLATIVE AND POLICY CONSIDERATIONS

Section 2 of the Planning Act

The *Planning Act* governs land use planning in Ontario and establishes the means by which a municipality must implement land use planning decisions. In particular, Section 2 of the *Planning Act* requires that municipalities, when carrying out their responsibility under this Act, have regard for matters of provincial interest including:

- (a) The protection of ecological systems, including natural areas, features and functions;
- (d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (e) The supply, efficient use and conservation of energy and water;
- (f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- (h) The orderly development of safe and healthy communities;
- (i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- (j) The adequate provision of a full range of housing, including affordable housing;
- (k) The adequate provision of employment opportunities;
- (l) The protection of the financial and economic well-being of the Province and its municipalities;
- (m) The co-ordination of planning activities of public bodies;
- (n) The resolution of planning conflicts involving public and private interests;
- (o) The protection of public health and safety;
- (p) The appropriate location of growth and development;
- (q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- (r) The promotion of built form that,
 - (i) is well-designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high-quality, safe, accessible, attractive and vibrant; and
- (s) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

These matters of provincial interest are particularly relevant to this Secondary Plan and are discussed throughout this report, including relevant sections of the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and the City's Official Plan.

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

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

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

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

The Provincial Policy Statement (2020)

The Provincial Policy Statement (2020) (the "PPS") provides policy direction province-wide on land use planning and development to promote strong communities, a strong economy, and a clean and healthy environment. It includes policies on key issues that affect communities, such as:

- The efficient use and management of land and infrastructure;
- Ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- Ensuring opportunities for job creation;
- Ensuring the appropriate transportation, water, sewer and other infrastructure is available to accommodate current and future needs;
- Protecting people, property and community resources by directing development away from natural or human-made hazards; and
- Conserving significant built heritage resources and significant cultural heritage landscapes.

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

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

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) (the "Growth Plan") came into effect on August 28, 2020. This was an amendment to the Growth Plan for the Greater Golden Horseshoe, 2019. The Growth Plan (2020) continues to provide

a strategic framework for managing growth and environmental protection in the Greater Golden Horseshoe region, of which the City forms an integral part. The Growth Plan (2020) establishes policies that require implementation through a Municipal Comprehensive Review (MCR), which is a requirement pursuant to Section 26 of the Planning Act.

Policies not expressly linked to a MCR can be applied as part of the review process for development applications, in advance of the next MCR. These policies include:

- Directing municipalities to make more efficient use of land, resources and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form and a vibrant public realm;
- Directing municipalities to engage in an integrated approach to infrastructure planning and investment optimization as part of the land use planning process;
- Achieving complete communities with access to a diverse range of housing options, protected employment zones, public service facilities, recreation and green space, and better connected transit to where people live and work;
- Retaining viable lands designated as employment areas and ensuring redevelopment of lands outside of employment areas retain space for jobs to be accommodated on site;
- Minimizing the negative impacts of climate change by undertaking stormwater management planning that assesses the impacts of extreme weather events and incorporates green infrastructure;
- Recognizing the importance of watershed planning for the protection of the quality and quantity of water and hydrologic features and areas; and
- Conserving cultural heritage resources to foster a sense of place.

The Growth Plan (2020) builds upon the policy foundation provided by the PPS and provides more specific land use planning policies to address issues facing the GGH region. The policies of the Growth Plan (2020), take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise. In accordance with Section 3 of the *Planning Act* all decisions of Council in respect of the exercise of any authority that affects a planning matter shall conform with the Growth Plan (2020). Comments, submissions or advice affecting a planning matter that are provided by Council shall also conform with the Growth Plan (2020).

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500- to 800-metre radius of a transit station, representing about a 10-minute walk. The Growth Plan (2020) requires that, at the time of the next municipal comprehensive review (MCR), the City update its Official Plan to delineate MTSA boundaries and demonstrate how the MTSAs plan for the prescribed densities.

Ontario Heritage Act

The Ontario Heritage Act (“OHA”) is the key provincial legislation for the conservation of cultural heritage resources in Ontario. It regulates, among other things, how municipal councils can identify and protect heritage resources, including archaeology, within

municipal boundaries. This is largely achieved through listing on the City's Heritage Register, designation of individual properties under Part IV of the OHA, or designation of districts under Part V of the OHA.

Ontario Regulation 9/06 sets out the criteria for evaluating properties to be designated under Part IV, Section 29 of the OHA. The criteria are based on an evaluation of design/physical value, historical and associative value and contextual value.

The conservation of cultural heritage resources is an integral component of good planning, contributing to a sense of place, economic prosperity, and healthy and equitable communities. The Picture Mount Dennis Planning Framework Study has been informed by a Cultural Heritage Resource Assessment ("CHRA") which documented the area's history, and identified properties with potential cultural heritage value.

Toronto Official Plan

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

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

The land use designations in Mount Dennis include: *Neighbourhoods*; *Apartment Neighbourhoods*; *Mixed Use Areas*; *Core Employment Areas*; *General Employment Areas*; *Institutional Areas*; *Parks*; and *Other Open Space* as shown on Map 14 - Land Use in the Official Plan. The Official Plan identifies lands designated *Mixed Use Areas* and *Employment Areas* as anticipated areas of growth and intensification that is appropriate to the context of the area and while providing a transition between areas of different development intensity, scale and use. Areas designated *Apartment Neighbourhoods* and *Neighbourhoods* are not areas where significant growth is intended, however, compatible infill development may be permitted provided it adequately addresses specific development criteria. Generally, these criteria relate to built form and site organization considerations and the provision of appropriate on-site residential amenity space.

The Secondary Plan area includes lands designated *Mixed Use Areas*, *Neighbourhoods* and *Apartment Neighbourhoods* in the Official Plan. Although they are included in the study area, the Study does not propose changes to lands designated as *Employment Areas* through the Study process. Consideration for conversion of Employment Areas may be contemplated through a Municipal Comprehensive Review (MCR).

Official Plan Section 3.1.5 Heritage Resources provides the policy framework for heritage conservation in the City. It includes policies that require development on or adjacent to heritage resources respect the scale, character and form of the heritage resource. A portion of the Official Plan's non-policy text reads: "Cultural heritage is an important component of sustainable development and place making. The preservation of our cultural heritage is essential to the character of this urban and liveable City that can contribute to other social, cultural, economic and environmental goals of the City." Policy 3.1.5.14 directs that potential and existing properties of cultural heritage value or interest will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation.

Site and Areas Specific Policies (SASPs) numbered 39, 40, 41, 42, 43, 53, 132, 320 and 371 currently apply to portions of the Secondary Plan area and can be found at: <https://www.toronto.ca/wp-content/uploads/2017/11/9832-city-planning-official-plan-chapter-7-saps.pdf>.

Recommended amendments to the SASPs, where applicable, are described in detail in Attachment 1: Draft Official Plan Amendment 571, Mount Dennis Secondary Plan.

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

Zoning

The majority of the lands within Mount Dennis are included within city-wide Zoning By-law 569-2013. Some of the lands on the east side of Weston Road, south of Eglinton Avenue West and a few parcels to the north, were omitted from By-law 569-2013 and are subject to former City of York Zoning By-law 1-83. There is a range of zones that apply to the lands, some of which align with the Official Plan designation and some that do not. The various zones will be reviewed through the draft Zoning By-law Amendment implementation process with the specific provisions taken into consideration. The draft Zoning By-law Amendment may include recommendations for revisions or change, depending on the results of the analysis and in keeping with any policy recommendations.

City-wide Tall Building Design Guidelines

City Council has adopted city-wide Tall Building Design Guidelines and directed City Planning staff to use these Guidelines in the evaluation of tall building development applications. The Guidelines establish a unified set of performance measures for the evaluation of tall building proposals to ensure they fit within their context and minimize their local impacts. The link to the guidelines is here: <https://www.toronto.ca/legdocs/mmis/2013/pg/bgrd/backgroundfile-57177.pdf>.

Avenues and Mid-rise Buildings Study and Performance Standards

City Council adopted the Avenues and Mid-rise Buildings Study which includes performance standards for reurbanization of the *Avenues* via new mid-rise buildings.

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

City Council also adopted a revised Mid-Rise Building Performance Standards Addendum, for staff to use together with the 2010 approved Mid-Rise Building Performance Standards in the preparation of area studies or during the evaluation of development applications, where mid-rise buildings are proposed and Performance Standards are applicable, until such time as City Council adopts updated Mid-Rise Building Design Guidelines. Council's decision is here: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PG12.7> and <http://www.toronto.ca/legdocs/mmis/2016/pg/bgrd/backgroundfile-92537.pdf>.

Townhouse and Low-rise Apartment Guidelines

City Council adopted city-wide Townhouse and Low-Rise Apartment Guidelines and directed City Planning staff to use these Guidelines in the evaluation of townhouse and low-rise apartment development applications. These new Townhouse and Low-Rise Apartment Guidelines replace the Infill Townhouse Guidelines (2003) and are intended to be used in the review of an application when the proposed built form meets the City's Official Plan policies. The new Guidelines identify strategies to enhance the quality of these developments, provide examples of best practices, and improve clarity on various development scenarios. The link to the Guidelines is here: <https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/townhouse-and-low-rise-apartments/>.

MOUNT DENNIS SECONDARY PLAN COMMENTS

Secondary Plan: Overview

The recommended Mount Dennis Secondary Plan is an updated and consolidated component of the planning framework for the Mount Dennis community and establishes local development policies to guide growth and change. Secondary Plan policies adapt and implement the objectives, policies, land use designations and overall planning approach of the Official Plan to fit local contexts and are adopted as amendments to the Official Plan within Chapter 6. Section 5.2.1 of the Official Plan outlines the City-building objectives for Secondary Plan areas to stimulate and guide development of highly functional and attractive communities and to plan for an appropriate transition in scale and activity between neighbouring districts. The recommended Mount Dennis Secondary Plan provides an area-based policy structure with clear direction to meet these Official Plan objectives while allowing flexibility through performance measures for more detailed planning at the District and site-specific scales. It is structured around a Parks and Public Realm Plan, a Mobility Network Plan and a District Structure Plan, which shapes growth in Mount Dennis towards its vision as an inclusive complete community. The Secondary Plan emphasises Mount Dennis' diversity, affordability and

cultural heritage and allows for growth which respects and reinforces these key attributes.

The recommended policies within the Mount Dennis Secondary Plan have been informed by the recommendations of the consultant's Final Report, Picture Mount Dennis Planning Framework; consultation with other City divisions and agencies, and a comprehensive consultation process that engaged Indigenous communities, residents, workers, stakeholder groups, and landowners.

The Secondary Plan is organized into 14 sections as described in this report.

Growth Management Strategy

Both the PPS (2014) and the Growth Plan (2019) require the City to: identify the appropriate locations and promote opportunities for intensification and redevelopment; plan for intensification through a variety of land uses and compact built form; and identify the appropriate type and scale of development for those areas, while ensuring adequate infrastructure, transportation and public service facilities are or can be provided. These provincial policies include PPS Policies 1.1.3.2, 1.1.3.3, 1.1.3.7, 1.5.1, 1.6.5, and 1.6.7.2 and Growth Plan Policies 2.2.1.4, 2.2.2.3, 3.2.1.1, 3.2.8.1, 3.2.8.6 and 5.2.5.6. The intended approach to managing growth and intensification through the Secondary Plan is explained throughout this report.

One of the defining features of the Mount Dennis community is its geographic and transportation features, which provide opportunities as well as potential barriers. This includes the rail corridors and the Humber River and Black Creek ravine systems. The ravine systems bound the community on the east and west while the transportation network provides connectivity north/south and east/west. These features contribute to issues of permeability for both vehicular travel as well as cyclists and pedestrians. Throughout the Study, the desire for increased numbers of residents and workers resulting from new development needed to be balanced with the capacity of the road network to accommodate additional travel. The road network and design will require further study and analysis to determine the best approach for a multi-modal network for Mount Dennis and the surrounding area.

Servicing infrastructure was analysed through the consultant's study with input from Toronto Water throughout the study process, taking into account population and employment estimates and intensification anticipated through this recommended Secondary Plan. The investments in servicing infrastructure to support levels of growth anticipated are outlined in the Master Servicing Plan Report prepared for the Study. The water, sanitary sewer, combined sewer and stormwater infrastructure in this area is also linked and inter-related to the ongoing implementation of Toronto Water's Basement Flooding Protection Program. On a site-by-site basis, capacity analysis will need to be undertaken and appropriate upgrades will be identified to address servicing needs through the development review process. Investments that are required to service a proposed development, and do not fall into Toronto Water's capital program, will be implemented and fully funded by the developer. The developer may enter into a front-end agreement with other developers benefitting from any proposed upgrades for such projects.

1. Interpretation

This section provides clarification regarding the policies (shaded text in the recommended Plan) and the context/background information that is provided to assist in understanding the intent of the policies (unshaded text in the recommended Plan). This section also serves as a reminder that all of the policies of the secondary plan must be read together, along with the remainder of the Official Plan, to be understood and applied.

2. Context

This section provides a valuable overview of the contemporary and historic context of Mount Dennis in terms of both geography and people. The Mount Dennis of today is an ethnically and culturally diverse community known for its vibrancy and relative affordability. The historic context statement for Mount Dennis provides important information on Indigenous history, settlement history, cultural heritage and the community's unique sense of place that will set the basis for how the community ought to evolve into the future as it grows and develops. The Secondary Plan contains a shortened version of the historic context statement. The full historic context statement can be found as an attachment to this report (see Attachment 2: Historic Context).

3. Vision, Transformative Moves and Structure

The vision and transformative moves set out in the Secondary Plan are inspired by the vision, guiding principles and transformative moves of the Mount Dennis Planning Framework Final Report. The recommended Secondary Plan establishes a vision for the Secondary Plan area as an inclusive complete community to accommodate residents, businesses and institutions and provide good connections among them. Public space and community facility improvements will accompany growth and all development will be of a high standard and integrate sustainability. Diversity, affordability and cultural heritage define Mount Dennis today and would continue to do so into the future.

The nine transformative moves are intended to encapsulate the vision for Mount Dennis that the Secondary Plan is intended to accomplish. These transformative moves are:

1. Connect People to the Land;
2. Revitalize Weston Road;
3. Celebrate Indigenous Cultures;
4. Expand the Community Heart;
5. Connect Across the Rail Corridor;
6. A Mount Dennis for Everyone;
7. Support Black and Afro-Caribbean Cultures;
8. Develop an Eco-Neighbourhood; and
9. Facilitate Local Job Growth.

This Secondary Plan is organized by a Districts Plan, Parks and Public Realm Plan and Mobility Network Plan, which would be considered in relation to key social, economic, environmental and infrastructure aspects of the development of Mount Dennis including

housing and housing affordability, inclusive economic development and creating an eco-neighbourhood, as well as investment in infrastructure necessary to support growth including parks and public realm, community service facilities, servicing, and cultural heritage.

The Districts Plan is organized into six districts with common existing and/or planned built form contexts:

- District 1: Valleys and Flats
- District 2: Employment and Institutional Areas
- District 3: Residential Areas
- District 4: Mixed-Use Main Street
- District 5: Mixed-Use Growth
- District 6: Mixed-Use Node

These districts are used throughout the Secondary Plan as a structural element, containing specific development criteria within the Built Form section.

4. Economic Development and Culture

The Economic Development and Culture section follows on the Mount Dennis Economic Development Study, undertaken by the Economic Development and Culture Division. This supplementary work underway through the Picture Mount Dennis Study has identified opportunities that would contribute to the economic vitality, liveability, sense of place and amenity of Mount Dennis and support inclusive local employment opportunities and local job growth. This section emphasises the importance of striking a balance between residential and non-residential uses in Mount Dennis. Opportunities for arts and culture, creative industries and a potential post-secondary campus or satellite facility would be encouraged. The importance of Indigenous and Black and Afro-Caribbean businesses and cultural spaces is emphasised as part of the Secondary Plan's focus on equity, diversity and inclusion as well as the mitigation of displacement.

5. Land Use

The Secondary Plan introduces an updated land use plan for Mount Dennis that would provide a balance of land uses, acknowledge existing conditions, and emphasise the importance of Weston Road as the Mixed-Use Main Street of the community.

The draft OPA includes a recommendation to redesignate from *Neighbourhoods* and *Apartment Neighbourhoods* lands on both sides of Weston Road from Jane Street to Lambton Avenue, between Weston Road and the rail corridor from Ray Avenue to the intersection of Jasper Avenue and Weston Road, and lands on both sides of Eglinton Avenue West generally from Fergy Brown Park to Guestville Avenue. Development on these redesignated lands would be guided by the policies of the Plan.

The draft OPA also includes a recommendation to redesignate from *Neighbourhoods* to *Parks* land between Weston Road, Ray Avenue, and Bartonville Avenue East. These lands would be assembled through consolidating current City-owned land, parkland

dedications from multiple developments and City-initiated acquisitions, as discussed below in the Parks and Public Realm section.

This section identifies where non-residential uses should be located and provides policies related to "retail and animation" for Weston Road between Ray Avenue and Lambton Avenue, which the Plan identifies as a Priority Retail Street. Identifying this stretch as a Priority Retail Street will assist City Staff with the Zoning By-law Amendment, by enabling the use of the Priority Retail Streets Zoning By-law which can be applied to streets throughout the city with a historic and emerging neighbourhood retail character.

This section also includes policies regarding Rail Safety: development setbacks, mitigation structures, and a required Rail Safety and Risk Mitigation Report.

6. Parks and Public Realm

The Secondary Plan identifies the parks and public realm network -- which includes parks and open spaces, streets, trails and Privately Owned Publicly Accessible Spaces (POPS) -- as the fundamental organizing element of Mount Dennis. The public realm policies provide direction on creating safe and welcoming parks, recognizing previously unacknowledged Indigenous places and histories, transforming Weston Road into a green complete street, securing new and improved public parks, exploring park access improvements and encouraging public life in the parks and public realm network.

Potential locations for new public parks and open spaces are identified along with direction for how they would be acquired. In addition to the proposed park at Ray Avenue, the Secondary Plan identifies several other park locations but notes that they are conceptual. Conceptual parks would be leveraged and implemented through development and City-led acquisitions and may vary in location depending on the timing and location of development.

This section of the Secondary Plan provides direction on creating an interconnected network of POPS, public lanes and amenity spaces to create mid-block connections in the Mixed-Use Growth District. With the amount of growth that is anticipated for this District, it is important to ensure that the public realm of the district is enhanced and expanded.

The draft OPA also identifies additional views from the public realm. These views have associated policies provided in the Parks and Public Realm Section of the Secondary Plan which speak to how they should be framed, protected and celebrated.

7. Mobility

The mobility network in the Secondary Plan consists of networks for pedestrians, cyclists, people with disabilities, transit users and drivers. These overlapping, well-connected and integrated networks would be maintained and improved to collectively provide a range of safe and sustainable travel choices to ensure mobility and

accessibility for all people in all seasons, while contributing to social equity and a complete community.

The mobility network focuses on the efficient movement of people within and around the Secondary Plan area with an emphasis on the use of walking, cycling, mobility aids, and transit. Improvements to streetscapes would include generous public sidewalks, street tree planting, bioswales and/or other green street initiatives

Key components of the mobility policy framework would include, among others:

- A Primary Network that enhances connectivity to and from Mount Dennis Station and the Employment Area north of the station along Weston Road and Black Creek Drive and local streets;
- Applying a Vision Zero lens to the design and operation of new and existing streets;
- Integrating pedestrian and cycling transportation infrastructure with improvements to the public realm, in the form of pedestrian priority locations and cycling interchanges, particularly around transit stops and intersections;
- Streetscapes improvements that seek to develop generous public sidewalks, street tree planting, bio-swales and/or other green street initiatives; and
- Managing trip demand and travel behaviour through the implementation of travel demand management strategies with development.

Improvements to the mobility network would be implemented incrementally and monitored over time.

8. Built Form

The recommended Secondary Plan includes built form policies that build on Mount Dennis' mix of old and new, and varying scales, shapes and types of buildings. New buildings in Mount Dennis are intended to be shaped, scaled and located to maintain and enhance liveability; provide a high-quality environment to live, work, play and learn; while providing opportunities for growth that are contextually appropriate. The following key objectives summarize the built form policies of the Secondary Plan:

1. Reinforce a unique sense of place and identity, while also supporting the cohesive shared vision, transformative moves and policies for the entire Secondary Plan area;
2. Promote contextually appropriate and transit-supportive development;
3. Define and contribute to high-quality public realm;
4. Enhance the unique local character of the identified Districts;
5. Achieve good transition in scale;
6. Maximize comfortable pedestrian-level wind conditions, air circulation and access to direct sunlight and daylight for pedestrians and for cyclists in the public realm;
7. Encourage universal design principles throughout the Secondary Plan area;
8. Conserve, maintain and enhance cultural heritage resources;
9. Implement sustainable, low-carbon development resilient to climate change; and
10. Provide high-quality amenity spaces within new development.

In addition to those objectives, the Secondary Plan provides detailed policies on the conservation of cultural heritage resources and the requirement that development would respect and reinforce the historic main street character of Weston Road. While substantial growth is envisioned along Weston Road, that growth would need to respect and reinforce the historic character of the area, activate the public realm, and provide high-quality treatments and comfortable pedestrian conditions at-grade.

9. Housing

New residential development in the Secondary Plan area would contribute to a complete and inclusive community through a range of housing opportunities. The housing policies within the Secondary Plan complement the housing policies in Section 3.2.1 of the Official Plan by requiring a range of housing to be provided in terms of tenure (including purpose-built rental), building types, unit types and sizes to accommodate people at all stages of life and the needs of all household sizes and incomes. To achieve a balanced mix of residential unit types and sizes, and to promote housing for families, for developments that contain more than 80 new residential units, a minimum of 40% of the total number of new units would be a combination of two- and three-bedrooms units.

The minimum larger-unit requirements could be reduced where the development provides social or publicly-funded housing or specialized housing. The housing policies also encourage building and unit amenities that are suitable for a range of unit types including larger households.

City Planning is also working on implementing a city-wide approach for requiring affordable housing to be provided in new developments via Inclusionary Zoning. In the interim before Inclusionary Zoning is implemented, the housing policies in the Official Plan, including Policy 3.2.1.9, and affordable housing programs allow the City to secure a range of housing, including affordable housing.

10. Community Services and Facilities

The Community Services and Facilities policies of the Secondary Plan acknowledge the role that community service facilities (CSF) – recreation, child care, libraries, schools, and human service agencies – have in building communities, contributing to the quality of life and acting as neighbourhood focal points where people gather, learn, socialize and access services. CSF are an essential component of complete and liveable communities. The CSF priorities and conceptual locations for new or improved facilities for Mount Dennis would include:

1. Development of new licensed non-profit child care facilities;
2. The creation of affordable, accessible space for non-profit community-based organizations that are eligible for the City's Community Space Tenancy Policy (below-market rent);
3. Maintenance and future improvement and expansion of Toronto Public Library branches serving the Secondary Plan area; and

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

Additionally, development on parcels with existing on-site CSF would be required to replace the total gross floor area on-site, with flexibility for such facilities to be provided on another site at the City's discretion.

11. Eco-Neighbourhood

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

12. Implementation, Phasing and Monitoring

The Secondary Plan policies reflect the long-term vision for Mount Dennis, which is anticipated to develop incrementally over the next several decades. As such, implementation, phasing and monitoring policies are key components to the longevity and adaptability of the Plan. Managing growth and monitoring its impact on the transportation, servicing, parkland, and CSF systems are important elements in the growth management strategy.

The implementation, phasing and monitoring policies would include the following:

- Development applications will be required to demonstrate that there is adequate servicing, transportation infrastructure and community service facilities to support the proposed level of intensification in the context of existing and proposed development across the Secondary Plan area.
- Development will be sequenced to ensure appropriate servicing, transportation and community service facilities are available to service development.
- Development will not exceed the capacity of existing servicing infrastructure supporting the Secondary Plan area. Where improvements and/or upgrades to existing servicing infrastructure, or new servicing infrastructure, is planned for implementation, timing and/or phase of development will be required to coordinate with such planned new, improved and/or upgraded infrastructure so as to coordinate land use planning, infrastructure planning and infrastructure investment.
- Development applications will demonstrate that there is adequate transportation infrastructure and community service facilities to support the proposed level of intensification in the context of existing and proposed development across the Secondary Plan area.
- A transportation monitoring program may be developed and undertaken with area stakeholders to monitor development levels and travel patterns as development

occurs. At appropriate times, a monitoring program may be coordinated by the City to inform Transportation Impact Studies submitted with development applications;

- The policies in the Secondary Plan that address the provision of community benefits are to be read within the context of the Planning Act that permits the City to obtain community benefit charges and/or in-kind contributions, and such policies are to be interpreted and applied in a manner that conforms with the Planning Act and any associated legislation;
- Mount Dennis Urban Design Guidelines, when adopted by City Council, will be used as a tool to evaluate proposed development in the whole of the Secondary Plan area and in each of the Districts to ensure such development is consistent with this Secondary Plan and the Official Plan.

Zoning & Urban Design Guidelines

A draft Zoning By-law Amendment together with draft urban design guidelines for lands within the Secondary Plan area will be brought forward to implement the approved Mount Dennis Secondary Plan, once the Plan is in force.

Mobility Assessment

To support the recommended policies and to advance the vision for Mount Dennis Mobility networks, further analysis is needed with respect to mobility elements and public realm for the Primary Network as identified in the Mount Dennis Secondary Plan. The Primary Network includes:

- Weston Road between Ray Avenue and Eglinton Avenue West;
- Ray Avenue between Weston Road and Industry Street;
- Industry Street between Ray Avenue and Todd Baylis Boulevard;
- Todd Baylis Boulevard between Industry Street and Black Creek Drive; and
- Black Creek Drive between Todd Baylis Boulevard and Eglinton Avenue West.

Staff are seeking City Council direction to commence work on the conceptual design and implementation plan for the Primary Network which would advance the redesign of these streets, as envisioned in the Secondary Plan policies and the forthcoming urban design guidelines.

Cultural Heritage Resources

A Cultural Heritage Resource Assessment (“CHRA”) was completed as part of the larger Picture Mount Dennis Planning Framework Study and informed several aspects of the Study. City Planning conducted the CHRA to achieve an informed and timely identification of properties with cultural heritage value within the Secondary Plan area. The CHRA recommendations identified properties with potential cultural heritage value that may be further considered by the City for inclusion on the City’s Heritage Register.

The CHRA produced a historic context statement to provide an understanding of the themes, sub-themes and periods of development within the Secondary Plan area, in order to understand why a property or properties exist within it. The historic context statement guided the heritage survey, identification and assessment of all properties

within the Secondary Plan area. All properties were evaluated to ensure they meet one or more of the provincial criteria for determining cultural heritage value or interest, including their design, historical significance, and/or their contribution to defining, maintaining or supporting the character of the Secondary Plan area. Further, the historic context statement and results of the heritage survey have informed the Secondary Plan and will inform the forthcoming urban design guidelines.

Heritage Planning staff are considering heritage potential properties, identified on Attachment 3: Heritage Inventory, for inclusion on the City's Heritage Register and will make recommendations through a report to the Toronto Preservation Board and Council accordingly. Inclusion on the Heritage Register allows properties to be conserved and maintained in accordance with Official Plan's heritage policies.

Provincial Policy Statement and Provincial Plans

Staff are of the opinion that this Official Plan Amendment for Mount Dennis has regard to the relevant matters of provincial interest under the Planning Act, is consistent with the PPS (2020), conforms to and does not conflict with the Growth Plan (2020) and maintains the intent and purpose of, and conforms to, the City's Official Plan.

Protected Major Transit Station Areas (PMTSAs)

The Growth Plan (2020) contains policies pertaining to population and employment densities that should be planned for in Major Transit Station Areas (MTSAs) along priority transit corridors or subway lines. MTSAs are generally defined as the area within an approximately 500- to 800-metre radius of a transit station, representing about a 10-minute walk.

The Growth Plan (2020) requires that the City update its Official Plan to individually delineate MTSA boundaries and demonstrate how the MTSAs are planned for the prescribed densities as part of the current MCR. GO Transit rail network stations are prescribed a minimum density target of 150 residents and jobs combined per hectare. Light rail transit stations are prescribed a minimum density target of 160 residents and jobs combined per hectare. The under-construction Mount Dennis Station is an interchange station between LRT and GO rail services. The recommended policy and land use changes resulting from the Study will permit a potential density of approximately 250 to 300 residents and jobs per hectare, well above the prescribed minimum densities.

PMTSAs will become a subset of the 140+ MTSAs in the City of Toronto. Under Policy 2.2.4.5 of the Growth Plan (2020), the City may delineate MTSAs before the Municipal Comprehensive Review (MCR) is completed provided the delineation is for what's defined as a Projected Major Transit Station Area or PMTSA in accordance with Section 16(15) of the *Planning Act*. Section 16(15) of the *Planning Act* calls for Official Plan policies that:

- Identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated in the area;

- Identify the authorized uses of land and of buildings or structures on lands in the area; and
- Identify the minimum densities that are authorized with respect to buildings and structures on lands in the area.

Appeals of the Minister's decision on PMTSAs to the Ontario Land Tribunal (OLT) are limited under existing legislation. If approved by the Minister, matters addressed in an approved PMTSA that will be reflected in the City-initiated Zoning By-law Amendment are likewise subject to limited appeal rights under section 34(19.5) of the *Planning Act*. No amendments to a PMTSA are permitted without the approval of the Minister, inclusive of minor variances.

The Secondary Plan is centred on the future Mount Dennis Station with access from Eglinton Avenue West near Weston Road. Following on City Council's motion recommending inclusion of the area around Mount Dennis Station as a PMTSA, City Planning staff are undertaking additional market analysis in the area through the City's Inclusionary Zoning Policy Study.

Conclusion and Next Steps

The recommended Official Plan Amendment (OPA) for Mount Dennis contained in Attachment 1 of this report reflects the outcome of extensive consultation and engagement to provide for a transformative planning framework that achieves critical city-building objectives and contributes to a high-quality of life for existing and future residents, employees and visitors of the Mount Dennis community. The recommended OPA is consistent with the policies and intent of the Provincial Policy Statement (2020), has regard for matters of Provincial interest listed in Section 2 of the *Planning Act* and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020).

Through this report, staff recommend that City Council adopt the attached Official Plan Amendment 571 and have advised on next steps required to complete the implementation tools for the Picture Mount Dennis Study.

Following approval of the recommended Official Plan Amendment, City Planning staff are seeking City Council direction to advance work towards:

- A Zoning By-law Amendment to support the Secondary Plan policy implementation;
- Urban design guidelines to be used to evaluate proposed development in the Secondary Plan area;
- An implementation strategy for servicing infrastructure; and
- A mobility feasibility assessment, conceptual design and implementation plan for Primary Mobility Network in Mount Dennis.

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ATTACHMENTS

Attachment 1: Recommended Official Plan Amendment: Mount Dennis
Attachment 2: Historic Context
Attachment 3: Heritage Inventory

Attachment 1: Recommended Official Plan Amendment: Mount Dennis (see separate attachment)

Attachment 2: Historic Context

Mount Dennis is an historic industrial settlement built around both the Weston Road commercial main street and the nearby rail corridor. It stands on high ground near the confluence of two river valleys, which have great significance to several Indigenous communities and nations. It is an ethnically and culturally diverse community known for its vibrancy and relative affordability.

The land on which Mount Dennis sits has been a human settlement and transportation route for thousands of years. The Humber River, known as Niwa'ah Onega'gaih'ih (Onkwehonwe) or Cobecheonk Zibii (Anishnaabe), and the Carrying Place Trail, an ancestral footpath and portage route, are of importance to the Mohawk, Oneida, Onondaga, Cayuga, and Seneca nations alongside the Wendat and Mississaugas nations-. Countless Onkwehonwe, Anishinaabe, Great Lakes Métis and other Indigenous peoples have travelled the paths along this river for millennia, making possible connections and trade between clans, families and communities.

Human settlement in Mount Dennis has been shaped and constrained by water courses and hilly topography. The Humber River and Black Creek valleys, which have their confluence in Mount Dennis, define the area's distinctive topography. A number of high points on the landscape are set dramatically against the ravines below. The ancient Carrying Place Trail followed the valley of the Humber River, keeping to the high ground to the east of the river.

Although the Carrying Place has not been used for roughly two hundred years, its route and impact can still be seen with some streets in Toronto, such as portions of Weston Road in the Secondary Plan area, which follows the trails route. The colonial survey of York Township established rights of way for concession roads that would eventually become Jane Street and Eglinton Avenue West. This east-west and north-south orientation of the concession roads resulted in Weston Road cutting diagonally across the colonial street grid.

As European settlers established milling operations along the Humber River, Weston Road emerged by the 1840s as an important route connecting the City of Toronto with settlements to the northwest. Railways were established midway through the 19th century, parallel to but slightly north-east of Weston Road. The Grand Trunk Railway line opened in 1856, followed in 1871 by the Toronto, Grey and Bruce Railway.

The original residential areas of Mount Dennis are mostly located between Jane Street and the railway corridor, built in the 1880s and early 1890s. Much of the existing low-rise built form, accompanied by schools and other institutional uses, developed in the first half of the 20th century alongside investments that established Mount Dennis as a distinct industrial settlement. Many of these residential buildings reflect traits of worker's housing, tying them to nearby industrial development. Residential buildings are typically modest, one- and two-storey house-form structures employing vernacular architectural styles.

The area continued to mature following the Second World War with the development of affordable housing. In the mid-1950s, affordable housing developments were built in the Secondary Plan area's southeast, followed by a number of high-rise rental slab towers from the late 1960s into the early 1980s. Infill development plays an ongoing role in the evolution of the area's built form.

Weston Road is the spine of Mount Dennis that follows the ridge between the two river valleys. It cuts through the original residential areas, serving as the major thoroughfare and key organizing principle for adjacent streets. Much of Weston Road's existing built form was developed in the first half of the 20th century alongside concurrent residential and industrial development. The segment between Jane Street and Lambton Avenue serves today as the commercial main street while also containing institutional and service amenities. Being diagonal to the conventional street grid, certain blocks intersect it at acute and obtuse angles. Some buildings are set parallel to Weston Road, while others are slightly askew, or uniquely situated on corner lots.

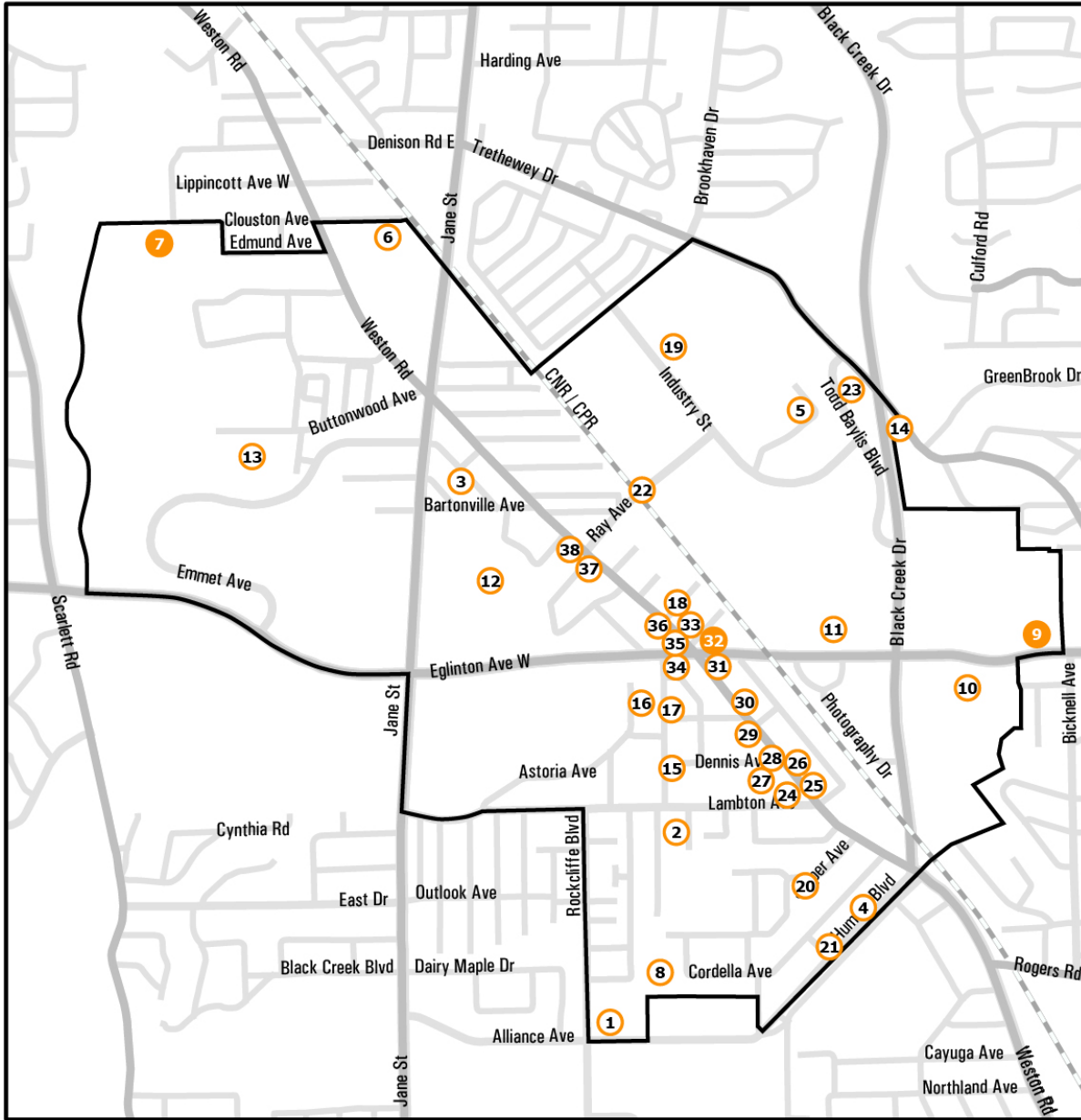
Weston Road's built form varies in consistency within the Secondary Plan area. Long stretches of consistent Main Street Commercial buildings are most common between Denarda Street and Lambton Avenue on the east side, and between Glenvalley Drive and Eglinton Avenue West on the west side. These sections are defined by fine-grained buildings with unbroken street-walls, predominantly two storeys in height with minimal setbacks. Commercial buildings were built in vernacular Edwardian and interwar design motifs, while the Gothic Revival style was employed by several places of worship.

The establishment of major industrial complexes throughout the 20th century was a key economic driver for Mount Dennis. In the mid-1910s, Kodak Canada and Canadian Nitro-Products built facilities on the east side of the railway corridor, on former agricultural lands north of Eglinton Avenue West. In the 1920s, a larger area around these sites, bounded on the northeast by Trethewey Drive, was reserved for industrial sites by the township. By the 1980s, this area had evolved into a clearly defined industrial zone characterized by large manufacturing and warehouse buildings. Most buildings date from the 1950s and later, reflecting contemporary design motifs including Streamline Moderne, mid-century Modern and International Style elements. A nearby industrial area emerged at the triangular area north-west of Jane Street and Weston Road with the establishment of a National Cellulose of Canada facility around 1940. Numerous independent industrial facilities were built in the vicinity during the 1960s that are today consolidated into one large complex.

In 1904 the Toronto Free Hospital for the Consumptive Poor – currently West Park Healthcare Centre – opened on former farmlands overlooking the Humber River. The site grew steadily through the 1930s and continues to evolve into the 21st century as a modern healthcare facility. West Park is a healthcare campus with multiple buildings and pavilions set in landscaped grounds that is not well-integrated into the urban fabric of the larger Mount Dennis neighbourhood.

In the early 1950s, the Eglinton Flats floodplain was occupied by dwellings and market garden operations. Hurricane Hazel struck the area in 1954 causing extensive damage within the floodplain. In its aftermath, low-lying areas along the Humber River were taken over by Metropolitan Toronto and formed an important part of Toronto's nascent regional parks system. The valley lands were taken into public ownership for conservation purposes, to be used for parkland and a variety of active and passive recreational activities.




Attachment 3: Heritage Inventory



Heritage Inventory

Mount Dennis Secondary Plan

File # 18 161660 WET 11 02

-  Mount Dennis Secondary Plan Boundary
-  Existing Heritage Properties
-  Heritage Potential Properties



*Addresses are provided on the following page.

Not to Scale

	Address/ Street Name
1	500 Alliance Avenue (Requires Further Research)
2	8 Arnold Avenue
3	6 Bala Avenue (Requires Further Research)
4	Beech Hall Complex (2, 4, 6, 8, 10, 10A, 12, 12A, 14 & 14A Humber Boulevard; 15, 15A, 17, 17A, 19, 21, 23 Cordella Avenue)
5	30 Bertal Road
6	1 Clouston Avenue
7	145 Clouston Avenue (St. John's Cemetery – Part IV Designated)
8	175 Cordella Avenue (Requires Further Research)
9	2700 Eglinton Avenue West (York Civic Centre – listed; Coronation Park – potential Cultural Heritage Landscape)
10	2855 Eglinton Avenue West (95 Black Creek Drive) (Keelesdale Park South - potential Cultural Heritage Landscape)
11	3500 Eglinton Avenue West (Kodak Building)
12	3650 Eglinton Avenue (3700 Eglinton Ave) (Eglinton Flats/Fergy Brown - potential Cultural Heritage Landscape)
13	100 Emmett Avenue (Requires Further Research)
14	GTR Bridge over Black Creek (Requires Further Research)
15	71 Guestville Avenue (Requires Further Research)
16	106 Guestville Avenue
17	117 Guestville Avenue (Requires Further Research)
18	4 Hollis Street
19	120 Industry Street (116 & 122 Industry Street)
20	Jasper / Langden Avenue Complex (11-21, 20-34, 23-33, 35-45, 36-46, 47-57, 48-58 Jasper Avenue & 1-11, 2-8, 10-24, 15-25, 26-32, 27-37, 46-56, 47-57, 59-69 Langden Avenue)
21	5 Louvain Street (Requires Further Research)
22	Subway Bridge Ray Avenue (Requires Further Research)
23	200 Trethewey Drive (Requires Further Research)
24	1010 Weston Road
25	1012 Weston Road
26	1014 Weston Road
27	1016 Weston Road
28	1030 Weston Road
29	1050 Weston Road
30	1091-1093 Weston Road
31	1149 Weston Road (Requires Further Research)
32	1151 Weston Road (Scotiabank - Listed)
33	1161 Weston Road
34	1170 Weston Road
35	1172 Weston Road
36	1174 Weston Road
37	1250 Weston Road
38	1272 Weston Road