

Proposed changes to [By-law 975-2022 \(toronto.ca\)](https://www.toronto.ca/by-law/975-2022/): To adopt Amendment 571 to the Official Plan of the City of Toronto respecting the Mount Dennis Secondary Plan lands generally bounded by the Humber River, Clouston Avenue, the CN rail line, Trethewey Drive, Keelesdale Park, Humber Boulevard, Rockcliffe Boulevard, Lambton Avenue, Jane Street and Eglinton Avenue West.

Policy	By-Law 975-2022 Language	Proposed Changed Language
Corresponding Amendments to City of Toronto Official Plan		
<b>Section 11, Amendments to Schedule 4 of the City of Toronto Official Plan: A33 Kodak Building</b>	<p>11. Schedule 4, Description of Views, is amended by adding the following:</p> <p>A. Prominent and Heritage Buildings, Structures and Landscapes</p> <p>...</p> <p>A33. Kodak Building The upper floors of the former Kodak building can be viewed rising above the rail corridor looking east from the intersection of Eglinton Avenue West and Weston Road and looking west from the intersection of Eglinton Avenue West and Black Creek Drive.</p>	<p>11. Schedule 4, Description of Views, is amended by adding the following:</p> <p>A. Prominent and Heritage Buildings, Structures and Landscapes</p> <p>...</p> <p>A33. Kodak Building The upper floors of the former Kodak building can be viewed rising above the rail corridor looking northeast from the southeast and southwest corners of the intersection of Eglinton Avenue West and Weston Road and looking northwest from the southeast and southwest corners of the intersection of Eglinton Avenue West and Black Creek Drive.</p>
4. Economic Development and Culture		
<b>4.3</b>	4.3. Office uses are strongly encouraged within development that is within walking distance (500 to 800 metres) of Mount Dennis Station within both Mixed Use Areas and Core Employment Areas.	4.3. Office uses are strongly encouraged within development that is within walking distance (500 to 800 metres) of Mount Dennis Station within both <i>Mixed Use Areas</i> and <i>Core Employment Areas</i> , where appropriate.
5. LAND USE A. Land Use Permissions		
<b>5.2</b>	5.2. Non-residential development will be concentrated within the Employment and Institutional District	5.2. Non-residential development will be concentrated within the Employment and Institutional District

	on lands designated <i>Core Employment Areas</i> and <i>General Employment Areas</i> as well as within, and particularly on lower levels of, buildings containing residential uses in <i>Mixed Use Areas</i> .	on lands designated <i>Core Employment Areas</i> and <i>General Employment Areas</i> as well as along Priority Retail Streets.
<b>5.3</b>	5.3. Residential intensification combined with non-residential uses will occur within the lands designated <i>Mixed Use Areas</i> to create a mix and balance of uses.	5.3. Non-residential uses are encouraged to be combined with residential intensification, particularly on the lower levels of buildings within the lands designated <i>Mixed Use Areas</i> to create a mix and balance of uses.
<b>5.4</b>	<p>5.4. To support the economic function of the Plan Area:</p> <p>5.4.1. Development will be required to replace all existing non-residential gross floor area, which may be transferred to a receiving site within the Plan Area provided the non-residential gross floor area on the receiving site is constructed prior to, or concurrent with, any residential gross floor area on the donor site; and</p> <p>5.4.2. Each site within <i>Mixed Use Areas</i> will be encouraged to maximize the gross floor area of non-residential uses within development.</p>	<p>5.4. To support the economic function of the Plan Area:</p> <p>5.4.1. Development in <i>Mixed Use Areas</i> resulting in the displacement of businesses and services will generally provide for the replacement of non-residential gross floor area through redevelopment; and</p> <p>5.4.2. Development within <i>Mixed Use Areas</i> will be encouraged to provide gross floor area for non-residential uses to support job growth and a complete community.</p>
<b>5. LAND USE</b> <b>B. Rail Safety</b>		
<b>5.B. Policies 5.7-5.10</b>	<p><b>B. Rail Safety</b></p> <p>There are over 200 kilometres of railway corridors and yards within the City of Toronto. As the city intensifies and as improvements are made to the GO rail network, development pressure is increasing on lands located in close proximity to rail corridors and around stations. To support the continued viability of the rail network while accommodating the growth of transit-supportive communities, development of lands in close proximity to rail</p>	Deleted.

	<p>infrastructure will require special safety, noise and vibration considerations. Mitigation measures to create safe and comfortable places to live and work may be required.</p> <p>5.7. Development will be set back a minimum of 30 metres from the property line of the rail corridor, or an appropriate distance deemed to sufficiently provide risk mitigation through a Rail Safety and Risk Mitigation Report that follows a Terms of Reference specified by the City and that will be subject to a third-party peer review, at the applicant's expense, and a review by the applicable rail operator, with the exception of those uses identified in Policy 5.8 below.</p> <p>5.8. Within the 30-metre setback adjacent to the rail corridor, or within an appropriate distance as identified in a peer-reviewed Rail Safety and Risk Mitigation Study, the following uses are permitted:</p> <p>5.8.1. Rail safety and vibration/noise mitigation structures;</p> <p>5.8.2. Transit infrastructure;</p> <p>5.8.3. Auxiliary non-residential uses such as parking, storage and loading;</p> <p>5.8.4. Landscaped and/or outdoor open space that is over and above required parkland dedication and/ or amenity space to</p>	
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	<p>support the development; and</p> <p>5.8.5. Existing non-residential uses.</p> <p>5.9. Any required rail safety, air quality and noise and vibration mitigation structures or other measures such as berms and noise walls must be of a high-quality design and prepared, stamped and signed by qualified and licensed Professional Engineers or other appropriate professionals.</p> <p>5.10. Berms should be landscaped and maintained, and opportunities for public art, murals and community artworks should be pursued on the face of noise walls and other structures.</p>	
<p><b>5. LAND USE</b> <b>C. Retail and Animation</b></p>		
<b>5.13</b>	<p>5.13. Development on each site within the Mixed-Use Main Street District will include retail, service uses and/or non-residential uses at grade fronting Weston Road and Eglinton Avenue West to support the commercial character and function of street. All other development within Mixed Use Areas will be encouraged to maximize the gross floor area of non-residential uses to support job growth and a complete community.</p>	<p>5.13. Development on each site within the Mixed-Use Main Street District will include retail, service uses and/or non-residential uses at grade fronting Weston Road and Eglinton Avenue West to support the commercial character and function of street.</p>
<b>5.17.2</b>	<p>5.17. Development will reinforce and enhance vibrancy on Priority Retail Streets by:</p> <p>...</p> <p>5.17.2. Limiting the frontage of individual ground floor retail units to a width equal to or less than the average width of existing at-grade</p>	<p>5.17. Development will reinforce and enhance vibrancy on Priority Retail Streets by:</p> <p>...</p> <p>5.17.2. Providing individual ground floor commercial units with frontages generally equal to the average width of existing at-grade retail found</p>

	<p>retail found along Weston Road between Ray Avenue and Lambton Avenue, and providing individual entrances along the Priority Retail Street for each retail unit at the same level as the adjacent sidewalk;</p> <p>...</p>	<p>along Weston Road between Ray Avenue and Lambton Avenue, and providing individual entrances along the Priority Retail Street for each retail unit at the same level as the adjacent sidewalk;</p> <p>...</p>
<b>5.17.3</b>	<p>5.17. Development will reinforce and enhance vibrancy on Priority Retail Streets by:</p> <p>...</p> <p>5.17.3. Maximizing the availability and flexibility of ground floor space for retail and service commercial uses in determining the size and location of lobbies, amenity space, elevator banks and other elements associated with upper-storey uses;</p> <p>...</p>	<p>5.17. Development will reinforce and enhance vibrancy on Priority Retail Streets by:</p> <p>...</p> <p>5.17.3. Maximizing the availability and flexibility of space for retail and service commercial uses when designing the ground floor;</p> <p>...</p>
<b>6. PARKS AND PUBLIC REALM</b>		
<b>6.4</b>	<p>6.4. Additional parks, public realm and open space opportunities may be added to the network, as conceptually illustrated on Map 5 - Parks and Public Realm Plan, without amendment to this Secondary Plan, as opportunities arise.</p>	<p>6.4. Additional parks, public realm and open space opportunities may be added to the network, as conceptually illustrated on Map 5 - Parks and Public Realm Plan, through the acquisition or transfer of land for park purpose and/or through the development review process, without amendment to this Secondary Plan.</p>
<b>6.12</b>	<p>6.12. Development is required to prioritize the dedication of land to the City in order to meet parkland dedication requirements. As part of development, parkland provision will be considered in the following order of priority:</p> <p>6.12.1. On-site parkland dedication; 6.12.2. Off-site parkland dedication; 6.12.3. Cash-in-lieu of parkland.</p>	<p>6.12. As part of the development review process, parkland dedication requirements will be considered by the City in the following order of priority:</p> <p>6.12.1. On-site parkland dedication; 6.12.2. Off-site parkland dedication; 6.12.3. Cash-in-lieu of parkland.</p>
<b>6.23</b>	<p>6.23. POPS will be secured through development to augment the provision of parks, open spaces, streets and lanes and should be strategically located to support a continuous pedestrian network throughout the Plan Area. Mid-block</p>	<p>6.23. POPS provided through development will augment the provision of parks, open spaces, streets and lanes and should be strategically located to support a continuous pedestrian network throughout the Plan Area. Mid-block</p>

	<p>connections may also be secured, provided they:</p> <p>...</p> <p>6.23.2. Are open-air or at least 6 metres in height;</p> <p>6.23.3. Are at least 6 metres in width;</p> <p>...</p>	<p>connections may also be secured, provided they:</p> <p>...</p> <p>6.23.2. Are open-air or generally at least 6 metres in height;</p> <p>6.23.3. Are generally at least 6 metres in width;</p> <p>...</p>
<b>6.24</b>	6.24. Public lanes contribute to the network of off-street pedestrian and cyclist connections through the Plan Area and will be expanded and/or improved through development. The closing of public lanes is discouraged.	6.24. Public lanes contribute to the network of off-street pedestrian and cyclist connections through the Plan Area and are encouraged to be expanded and/or improved through development, where appropriate. The closing of public lanes is generally discouraged.
<b>6.25</b>	6.25. Additional land may be required and secured through development to create new lanes and to widen and/or extend existing lanes.	6.25. Additional land may be required and secured through the development review process to create new lanes and to widen and/or extend existing lanes.
<b>6.G. Title</b>	G. Views, Vistas and Gateways	G. Views and Gateways
<b>6.29</b>	6.29. Development will be oriented and designed to protect and, where possible, enhance views and vistas as shown on Map 5 - Parks and Public Realm Plan.	6.29. Development will be oriented and designed to protect and, where possible, enhance views as shown on Map 5 - Parks and Public Realm Plan.
<b>6.30</b>	6.30. Where appropriate, development will be designed to create, frame, and contribute to memorable and identifiable views and vistas with built form strategies such as building setbacks, stepbacks and articulation, and high-quality landscape treatments.	6.30. Where appropriate, development will be designed to create, frame, and contribute to memorable and identifiable views with built form strategies such as building setbacks, stepbacks and articulation, and high-quality landscape treatments.
<b>6.31</b>	6.31. Mount Dennis is physically elevated from the valleys that surround it. Gateways to and from the valleys will be enhanced through special treatments to signify a sense of arrival in Mount Dennis. Celebration of the views from these locations will be integrated into the public realm through public art, landscaping and physical	6.31. Mount Dennis is physically elevated from the valleys that surround it. Gateways to and from the valleys will be enhanced through special treatments to signify a sense of arrival in Mount Dennis. Celebration of the views from these locations will be integrated into the public realm through public art, landscaping and physical

	infrastructure items such as lighting, sidewalk treatment, street furniture and signage that define the area as a special place. Buildings located at gateway locations should be of a design that signifies a sense of arrival. Gateway locations and treatments will be identified in urban design guidelines prepared for Mount Dennis.	infrastructure items such as lighting, sidewalk treatment, street furniture and signage that define the area as a special place. Buildings located at gateway locations should be of a design that signifies a sense of arrival.
<b>8. BUILT FORM</b>		
<b>8.1.8</b>	<p>8.1. This Secondary Plan is organized into areas with common existing and/or planned built form contexts, identified on Map 2 - Districts Plan. Development in each district will be designed to achieve the following key objectives:</p> <p>...</p> <p>8.1.8. Conserve, maintain and enhance properties on the City's Heritage Register;</p> <p>...</p>	<p>8.1. This Secondary Plan is organized into areas with common existing and/or planned built form contexts, identified on Map 2 - Districts Plan. Development in each district will be designed to achieve the following key objectives:</p> <p>...</p> <p>8.1.8. Conserve and maintain properties on the Heritage Register;</p> <p>...</p>
<b>8.10</b>	8.10. Development on a designated heritage property, or property listed on the City's Heritage Register, or a property adjacent to a designated or listed property will require additional consideration and design solutions to conserve the cultural heritage value, heritage attributes, heritage integrity and character of these properties. Design approaches will include upper-level stepbacks of development and additions to provide a varied streetwall based on appropriate heritage conservation and the existing and planned context.	8.10. Development on, or adjacent to, a property on the Heritage Register, will require additional consideration and design solutions to conserve the cultural heritage value, heritage attributes, heritage integrity and character of these properties. Design approaches include upper-level stepbacks of development and additions to provide a varied streetwall based on appropriate heritage conservation and the existing and planned context.
<b>8.14</b>	<p>8.14. Development of tall buildings will:</p> <p>...</p> <p>8.14.2. Ensure that tall buildings are organized to provide variation in tower placement within and between blocks and include generous tower stepbacks along streets, parks and</p>	<p>8.14. Development of tall buildings will:</p> <p>...</p> <p>8.14.2. Ensure that tall buildings are organized to provide variation in tower placement within and between blocks, where possible, and include appropriate tower stepbacks along streets, parks and open spaces to</p>

	<p>open spaces to create and support interesting streetscapes, views, and vistas;</p> <p>8.14.3. Include a base building that is generally no higher than 4 storeys. A tower setback of approximately 5 metres or greater should be provided above the base building. An additional building setback above the second storey along Weston Road may be required to acknowledge and give reference to the historic streetwall;</p> <p>8.14.4. Maintain floor plate sizes above the base building that will generally not exceed 750 square metres, except in the case of buildings for predominantly employment uses, including but not limited to institutional uses where it is demonstrated to the City's satisfaction that the impacts of a larger floorplate, including but not limited to pedestrian comfort, shadow, transition, skyview and wind, are addressed; and</p> <p>8.14.5. Provide a minimum tower separation distance of 30 metres. Separation distances of less than 30 metres may be considered at limited locations on a site in order to achieve other built form objectives to enhance the public realm and the pedestrian experience, such as greater building setbacks and tower setbacks, and will be no less than 25 metres.</p>	<p>create and support interesting streetscapes and views;</p> <p>8.14.3. Include a base building that is generally no higher than 4 storeys. A minimum tower setback above the base building of approximately 5 metres or greater along Weston Road and generally greater than 3 metres along all other streets should be provided to give prominence to the base and a human scale. An additional building setback above the second storey along Weston Road may be required to acknowledge and give reference to the historic streetwall;</p> <p>8.14.4. Maintain floor plate sizes for the tower portion of the building that will generally have a maximum floorplate of 750 square metres. Increases to the maximum floorplate size may be considered where the impacts of a larger floorplate, including but not limited to pedestrian comfort, shadow, transition, skyview and wind, are addressed; and</p> <p>8.14.5. Provide generous tower separation distances that should be greater than 25 metres.</p>
<b>8.17</b>	<p>8.17. Built form adjacencies such as the following will require site- and/or area-specific approaches to determine to the City's satisfaction how good transition in scale to the existing and planned context will be achieved, including:</p>	<p>8.17. Built form adjacencies such as the following will require site- and/or area-specific approaches to determine to the City's satisfaction how good transition in scale to the existing and planned context will be achieved, including:</p>



	<p>8.17.1. Tall to low-rise: through the application of a separation distance, building setbacks, stepping down of heights and, as appropriate, through an angular plane;</p> <p>8.17.2. Tall to mid-rise: through the application of a separation distance, building setbacks and, as appropriate, through stepping down of height;</p> <p>8.17.3. Tall to tall: through the application of a separation distance, orientation of the tower portions of the building, building setbacks, and, as appropriate, through stepping down of heights; and</p> <p>8.17.4. Mid-rise to low-rise: through the application of separation distances, building setbacks, and, as appropriate, through stepping down of heights.</p>	<p>8.17.1. Tall to low-rise: through the application of a separation distance, building setbacks, stepping down of heights and/or, as appropriate, through an angular plane;</p> <p>8.17.2. Tall to mid-rise: through the application of a separation distance, building setbacks and/or, as appropriate, through stepping down of height;</p> <p>8.17.3. Tall to tall: through the application of a separation distance, orientation of the tower portions of the building, building setbacks, and/or, as appropriate, through stepping down of heights; and</p> <p>8.17.4. Mid-rise to low-rise: through the application of separation distances, building setbacks, and/or, as appropriate, through stepping down of heights.</p>
<b>8.19</b>	<p>8.19. Development will contribute to comfortable microclimatic conditions for pedestrians and cyclists on adjacent streets and sidewalks, parks and open spaces with measures such as:</p> <p>...</p>	<p>8.19. Development will contribute to comfortable microclimatic conditions for pedestrians and cyclists on adjacent streets and sidewalks, parks and open spaces. This may be achieved with measures identified through the study of pedestrian level wind, sun/shadow and microclimatic conditions such as:</p> <p>...</p>
<b>8.20.4</b>	<p>8.20. Where indoor amenity space is provided, development will ensure that it:</p> <p>...</p> <p>8.20.4. Is provided in appropriately scaled rooms, at least one of which will be directly adjacent and connected to the outdoor amenity space.</p> <p>...</p>	<p>8.20. Where indoor amenity space is provided, development will ensure that it:</p> <p>....</p> <p>8.20.4. Is provided in appropriately scaled rooms, at least one of which should be directly adjacent and connected to the outdoor amenity space.</p> <p>...</p>
<b>8.22</b>	<p>8.22. Where outdoor amenity spaces is provided, development will ensure that it:</p>	Deleted.

	<p>8.22.1. Is located at or above grade;</p> <p>8.22.2. Has access to daylight;</p> <p>8.22.3. Has access to direct sunlight, where possible;</p> <p>8.22.4. Provides comfortable wind, shadow and noise conditions;</p> <p>8.22.5. Is located away from and physically separated from loading and servicing areas;</p> <p>8.22.6. Has generous and well-designed landscaped areas to offer privacy and an attractive interface with the public realm;</p> <p>8.22.7. Accommodates existing and mature tree growth; and</p> <p>8.22.8. Promotes use in all seasons.</p>	
<b>8.23.2</b>	<p>8.23. Multi-unit residential development will be encouraged to:</p> <p>...</p> <p>8.23.2. Provide private balconies, terraces or other private outdoor space, designed with high-quality and durable materials, for every residential unit; and</p> <p>...</p>	<p>8.23. Multi-unit residential development will be encouraged to:</p> <p>...</p> <p>8.23.2. Provide private balconies, terraces or other private outdoor space, designed with high-quality and durable materials, for residential units; and</p> <p>...</p>
<b>8.25</b>	<p>8.25. Underground parking structures should be limited to locations below the building footprint to allow for unencumbered landscaped areas on site that support the growth and longevity of large, healthy, mature shade trees.</p>	<p>8.25. The extent of underground parking structures beyond the building footprint should be limited to allow for unencumbered landscaped areas on site that support the growth and longevity of large, healthy, mature shade trees.</p>
<b>8.27</b>	<p>8.27. In Apartment Neighbourhoods and Mixed Use Areas, above-grade parking structures will generally not</p>	<p>Deleted.</p>

	<p>be permitted. Above-grade parking may only be considered on sites where it is demonstrated that an underground parking structure would interfere with a high-water table. On these sites, an above-grade parking structure may be permitted if it is wrapped with active uses on all sides of the buildings and on all floors.</p>	
<b>8.39.6</b>	<p>8.39. Development with frontage on Weston Road will respect, maintain and enhance the historic main street character and sense of place of Weston Road and its vibrant small-scale storefronts, will be compatible with the historic streetwall heights, cornice lines, narrow storefronts and will be designed with other architectural detailing and finishes that are compatible with the heritage character by:</p> <p>...</p> <p>8.39.6. Designing base building facades with at least 50 percent brick masonry, stone or similar solid high quality material and respect the prevailing fenestration pattern of the block where it is located.</p>	<p>8.39. Development with frontage on Weston Road will respect, maintain and enhance the historic main street character and sense of place of Weston Road and its vibrant small-scale storefronts, will be compatible with the historic streetwall heights, cornice lines, narrow storefronts and will be designed with other architectural detailing and finishes that are compatible with the heritage character by:</p> <p>...</p> <p>8.39.6. Designing base building facades with brick masonry, stone or similar solid high quality material to promote building longevity and respect the prevailing fenestration pattern of the block where it is located.</p>
<b>8.40</b>	<p>8.40. Development will respect, maintain and enhance properties on the Heritage Register along Weston Road to ensure that new development is visually and physically compatible with, subordinate to and distinguishable from properties on the Heritage Register.</p>	<p>8.40. Development will conserve and maintain properties on the Heritage Register along Weston Road to ensure that new development is visually and physically compatible with, subordinate to and distinguishable from properties on the Heritage Register.</p>
<b>8.41</b>	<p>8.41. Development will provide building setbacks to secure a sidewalk zone (measured curb to building face) of at least 4.8 metres, unless otherwise indicated in this Plan. A width of 6 metres will be encouraged. A sidewalk zone of less than 4.8 metres may be considered to support in-situ conservation of</p>	<p>8.41. Development will provide building setbacks to secure an appropriate sidewalk zone (measured curb to building face). Unless otherwise indicated in this Plan, a minimum width of 4.8 to 6 metres will be encouraged. A sidewalk zone of less than 4.8 metres may be considered to</p>

	properties on the Heritage Register and/or the historic streetwall.	support in-situ conservation of properties on the Heritage Register and/or the historic streetwall.
<b>8.47.1.2.1</b>	<p>8.47. Development in the Mixed-Use Growth District will:</p> <p>8.47.1. Accommodate a mix of tall buildings and mid-rise buildings with a maximum height of approximately 45 storeys surrounding Mount Dennis Station where:</p> <p>...</p> <p>8.47.1.2. Mid-rise buildings and base sections of tall buildings will front Weston Road and Ray Avenue and will have maximum heights of:</p> <p>8.47.1.2.1. 4 storeys for base sections of tall buildings; and</p> <p>...</p>	<p>8.47. Development in the Mixed-Use Growth District will:</p> <p>8.47.1. Accommodate a mix of tall buildings and mid-rise buildings with a maximum height of approximately 45 storeys surrounding Mount Dennis Station where:</p> <p>...</p> <p>8.47.1.2. Mid-rise buildings and base sections of tall buildings will front Weston Road and Ray Avenue and will have maximum heights of:</p> <p>8.47.1.2.1. Generally 4 storeys for base sections of tall buildings; and</p> <p>...</p>
<b>8.47.2 8.47.3 8.47.6</b>	<p>8.47. Development in the Mixed-Use Growth District will:</p> <p>...</p> <p>8.47.2. Provide good transition to <i>Neighbourhoods, Parks and Open Space Areas</i> and other open spaces including POPS;</p> <p>8.47.3. Provide architectural features and landscape design of the highest quality to support the District's role as the community heart, with the greatest emphasis on the area at the intersection of Weston Road and Eglinton Avenue West;</p> <p>...</p> <p>8.47.6. Provide open space at grade. This open space may take the form of forecourts, urban gardens, plazas, or courtyards, and should generally be designed to:</p> <p>...</p>	<p>8.47. Development in the Mixed-Use Growth District will:</p> <p>...</p> <p>8.47.2. Provide good transition in scale to <i>Neighbourhoods, Parks and Open Space Areas</i> and other open spaces including POPS;</p> <p>8.47.3. Provide buildings with high-quality architectural and landscape design to achieve the District's role as the community heart, with particular emphasis on the area at the intersection of Weston Road and Eglinton Avenue West;</p> <p>...</p> <p>8.47.6. Provide open space at grade. This open space may take the form of forecourts, urban gardens, plazas, courtyards, landscaped areas, or mid-block connections and, as appropriate to the planned function, should generally be designed to:</p> <p>...</p>
<b>9. HOUSING</b>		
<b>9.6</b>	9.6. Residential units will include, where appropriate: storage space;	9.6. Residential units will include operable windows and bedrooms

	operable windows; bedrooms that contain closets and an operable window on an exterior wall; and the provision of balconies or terraces.	that contain closets and should include storage space and the provision of balconies or terraces.
<b>12. IMPLEMENTATION, PHASING AND MONITORING</b>		
<b>12.9</b>	<p>12.9. Urban design guidelines for Mount Dennis, as adopted by City Council, will be used as a tool to evaluate proposed development in the whole of the Plan Area and in each of the Districts to ensure such development is consistent with this Secondary Plan and the Official Plan. To this purpose the urban design guidelines for Mount Dennis will:</p> <p>12.9.1. Illustrate the intent of the Secondary Plan policies;</p> <p>12.9.2. Provide an understanding of the area's history and local character;</p> <p>12.9.3. Explain how new developments will conserve, maintain and enhance the area's historic character and sense of place;</p> <p>12.9.4. Articulate planning priorities for the Plan Area, including each of the Districts;</p> <p>12.9.5. Provide built form guidelines that illustrate setbacks, stepbacks, heights, and massing for development to ensure that it is compatible with and reinforces local context;</p> <p>12.9.6. Identify properties of heritage potential that will be further reviewed for inclusion on the City's Heritage Register;</p> <p>12.9.7. Conserve and maintain the built heritage resources while allowing for growth and change; and,</p> <p>12.9.8. Illustrate how parks and the public realm can be expanded and improved and provide concepts for a future vision based on complete streets.</p>	<p>12.9. Urban design guidelines for Mount Dennis, as adopted by City Council and as amended from time to time, will be used as a tool to evaluate proposed development in the whole of the Plan Area and in each of the Districts.</p>