



Mount Dennis Framework Plan

February 2021 - Preliminary Analysis

This document is just a draft of some early analysis. We need your input to understand the full picture!

Perkins&Will

**“tower in the park”
apartment clusters framed
by open green spaces**

Amesbury

**existing spaces for
play and passive or
active recreation**

constrained public realm and crowded pedestrian crossings along Weston Road

- old Kodak building: theatre into community hub?
- Future GO / UP Express station

**busy intersection at
Weston and Eglinton**

**integrated public art,
gateway features, cultural
heritage, and legible
existing local character**

existing community services and facilities

existing bus services
along main arterial
roads

low-rise employment /
industrial areas adjacent to
residential neighbourhoods

Perkins & Will

Weston

Brooklyn


A map of the Black Creek Greenhill area, showing streets and green spaces. The text "BLACK CREEK" is written in large, bold, black letters, and "Greenhill" is written in a smaller, green, cursive font below it.

Flooding

↓ underpass (unsafe situations)

Mount Dennis

#35 bus



pedestrian

MIXED
BASE MAIN



BASE MAIN



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Executive Summary

This background report presents the results of early analysis of the Mount Dennis neighbourhood. It will be used as a foundation for community and stakeholder engagement and the development of options and recommendations in later phases of the study.

The Mount Dennis Planning Framework Study

A Framework Study is a planning initiative to identify the needs and priorities of a neighbourhood, with the purpose of collectively creating a comprehensive vision and an implementation roadmap for the future. The Mount Dennis Planning Framework Study aims to create a renewed vision for the Mount Dennis neighbourhood and leverage the investment in light rail transit (LRT) to support healthy and inclusive communities, local business activity and growth, while also preserving the historic fabric and defining attributes of Mount Dennis.

Study Themes and Lenses

The study is structured around four themes that will organize the analysis and recommendations: Land Use & Urban Design; Heritage; Mobility/Transportation; and Servicing/Water. Each of the themes will be analyzed through three lenses: Sustainability

and Resilience; Equity and Social Development; and Public Health. The framework of lenses and themes will ensure that cross-disciplinary input is integrated throughout the study process.

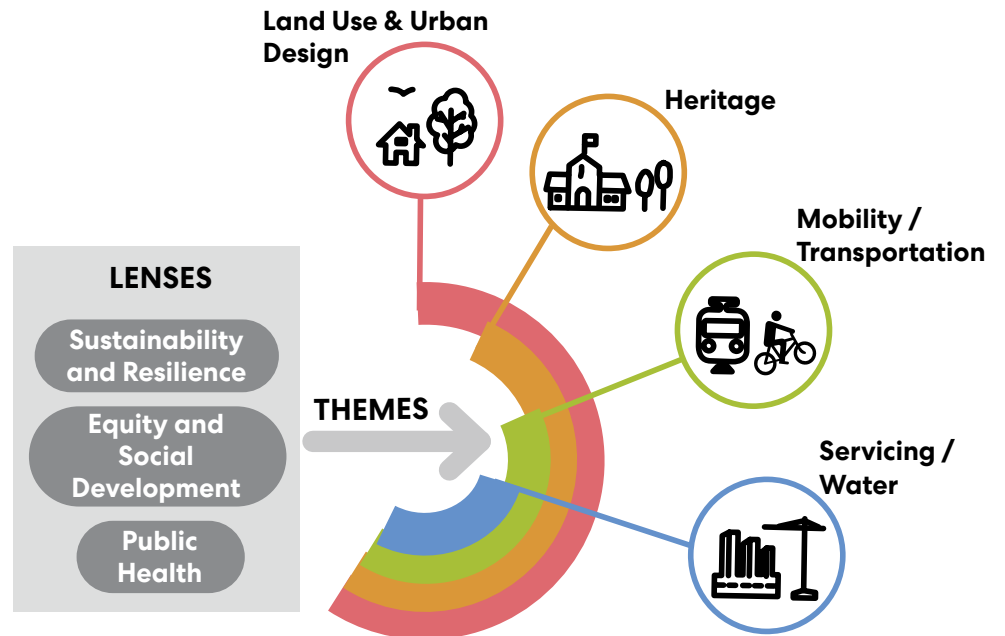
A History of Mount Dennis

Located in proximity to the notable geographic and topographic feature of the Humber River Valley, the land on which Mount Dennis sits today has been a human settlement area and transportation route for thousands of years. The Mount Dennis neighbourhood, as part of the City of Toronto, is on the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples.

The neighbourhood of Mount Dennis is named after one of the early settlers in the area, John Dennis, a Loyalist shipbuilder who hailed from Philadelphia and established a farm in York Township in the early 1800s.

Mount Dennis's growth has been shaped by transportation and industry, including: Weston Road, a portion of which was constructed on the historic Indigenous Toronto Carrying Place Trail; the Grand Trunk Railway; and the Kodak Factory, which became the largest employer in the area following its construction in 1916.

The cultural heritage component of the study will include a comprehensive survey of the study area to identify properties and landscapes with heritage potential, which will be recommended for inclusion on the City's Heritage Register.



Mount Dennis Today

When compared to the City of Toronto as a whole, Mount Dennis is:

- Home to a higher proportion of households with children;
- Home to a higher proportion of visible minorities and immigrants;
- Growing slower;
- Lower income; and
- More impacted due to lay-offs resulting from COVID-19.

Mount Dennis is almost equally split between home owners and renters. Its housing stock is currently much more affordable than the city average, however there are significant concerns in the community about gentrification, loss of housing affordability and resulting displacement. Overall, 40% of households in Mount Dennis are spending over 30% of their income on shelter costs. Community Services & Facilities.

Community Services & Facilities Study

A Community Services & Facilities Study (CS&F) is being undertaken as part of the Framework Study. Community Services and Facilities are publicly accessible, non-profit facilities and places where City Divisions, agencies and boards, and school boards deliver programs and services. These include child care centres, libraries, recreation facilities, schools and community space for human service agencies. Accessible, high-quality community services and facilities support the health, safety and wellbeing of those living and working in our communities and are essential to building community capacity and fostering complete communities.

Servicing / Water

A Master Servicing Plan (MSP) study for the Mount Dennis Study Area will be developed during this study, which will include an Existing Conditions Assessment and a Future Conditions Assessment.

Mobility / Transportation

The pending completion of the Eglinton Crosstown light rail line (Line 5) will make Mount Dennis an important transit hub. When the line opens in 2022, Mount Dennis will be the western terminus station and a key interconnection point between the subway and commuter rail systems. The study will consider how to complement this transit infrastructure

by improving conditions for pedestrians and cyclists in Mount Dennis, including through the implementation of the City of Toronto's Complete Streets Guidelines, by making streetscape improvements and by upgrading cycling infrastructure and the public realm.



Mount Dennis Station will be the westernmost station in the current extent of the Eglinton Crosstown LRT





1. Context

A renewed vision and framework for Mount Dennis.

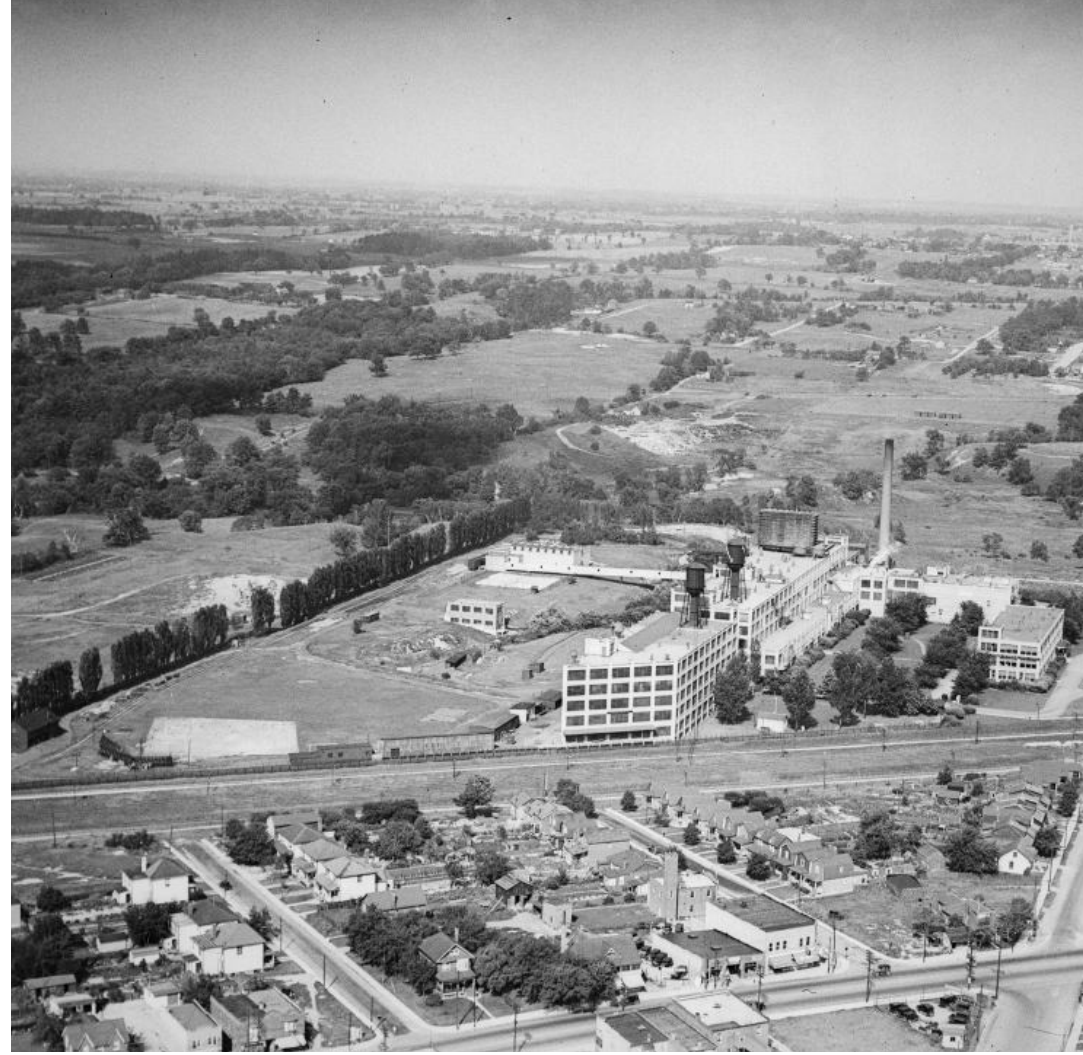


Figure 1. Kodak Heights Complex – 1930. Source: Toronto Archives

The Mount Dennis of today took shape through the important transportation connections of the Humber River corridor, Weston Road and the Grand Trunk Railway, and over more than a century of industrial expansion and contraction. Today, major investment in public transit, converging at the new Mount Dennis mobility hub is poised to activate the area and create a new focal point in Toronto.

1.1. Purpose of the Study & Study Area

What is a Framework Study?

A Framework Study is a planning initiative to identify the needs and priorities of a neighbourhood, with the purpose of collectively creating a comprehensive vision and an implementation roadmap for the future.

What will the study include?

During the course of the study, we will be looking into matters of mobility, urban development, public health, cultural heritage, infrastructure, parks, sustainability and resilience.

What is the project timeline?

Background
Analysis
Sept 2020 -Feb 2021

Preliminary Plans
& Strategies
Feb -Apr 2021

Final
Framework
May -Aug 2021

What is the Study Area?

The Mount Dennis study area is 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.

The catchment area for the analysis of community services and facilities extends beyond the Study Area, as depicted in Figure 2 to the right.

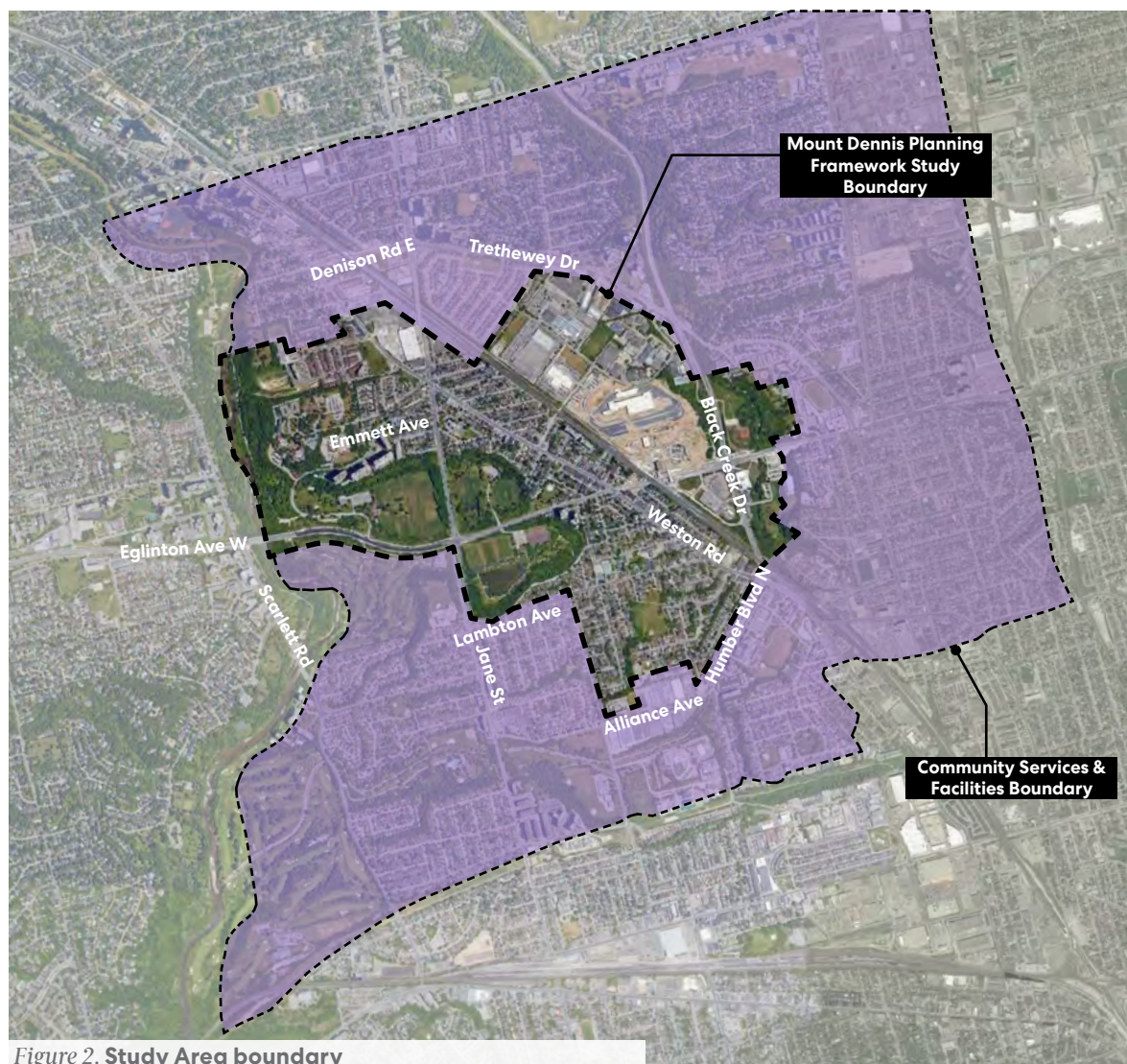


Figure 2. Study Area boundary

1.2. Other recent planning related studies

A few studies specific to the Mount Dennis neighbourhood or its immediate surroundings have been developed in recent years, both by the City and other agencies. This study will take into account their findings and recommendations.

Recent and Parallel Initiatives

[Mount Dennis Economic Development Study \(2020\)](#)

This economic study is aimed at stimulating revitalization, investment, and job growth in the Mount Dennis business area. The strategy will include a multi-year action plan to help focus and coordinate the City's economic development efforts in order to maximize outcomes.

[Mount Dennis Mobility Hub Study \(2013\)](#)

Developed in 2013 and led by Metrolinx, the Mobility Hub Study established a vision for the future Mount Dennis Station and its surrounding lands. Ideas from this study included higher-density mixed-use built form, a re-purposed Kodak Building, and high quality streets, public spaces, and transit facilities.

[Urban Land Institute - Curtner Leadership Program \(2019\)](#)

Every year, the Urban Land Institute holds a program designed to immerse mid-career professionals from different disciplines. In 2018-2019, the program focused on 'Reimagining the Mount

Dennis area', including community meetings and workshops. The three teams produced final presentations and reports.

[Mount Dennis BIA Streetscape Master Plan \(ongoing\)](#)

Initiated in 2018 by the Business Improvement Area, the Streetscape Plan is aiming to leverage future investment and ensure an attractive streetscape and identity, specifically along Weston Road. This plan will provide direction to City-led projects, private development, and other initiatives that will contribute to a revitalized Mount Dennis streetscape.

[Eglinton West Planning and Streetscape Study \(2020\)](#)

As part of the planning for the Eglinton West LRT extension, the Planning and Streetscape Study included a comprehensive streetscape, public realm, and built form plan for the corridor, which runs from Mount Dennis to the City of Mississauga border. This plan also included recommendations for cultural/natural heritage, multi-modal

access plan, and a commuter parking study.

Report: A Black Business Conversation On Planning For The Future Of Black Businesses And Residents On Eglinton Ave W.

A product of a collaboration between Black Urbanism Toronto, Studio of Contemporary Architecture (SOCA), the Open Architecture Collaborative Canada (OACC), and allied community members and activists, the report details the compounding issues faced by Little Jamaica businesses due to ongoing construction, future development,

and the current COVID-19 pandemic, as well as selected recommendations to address them. Little Jamaica, immediately east of the study area along Eglinton Avenue, is covered by the Eglinton Hill BIA and two others. The report details the compounding issues faced by Little Jamaica businesses due to ongoing construction, future development, lack of representation and support from the local BIA, and the current COVID-19 pandemic, as well as selected recommendations to address them.

What other studies have been done in this area? Led by the other groups and organizations?



Figure 3. Photo from final presentations, ULI Curtner Leadership Program



Figure 4. Excerpt from Mount Dennis Mobility Hub Study

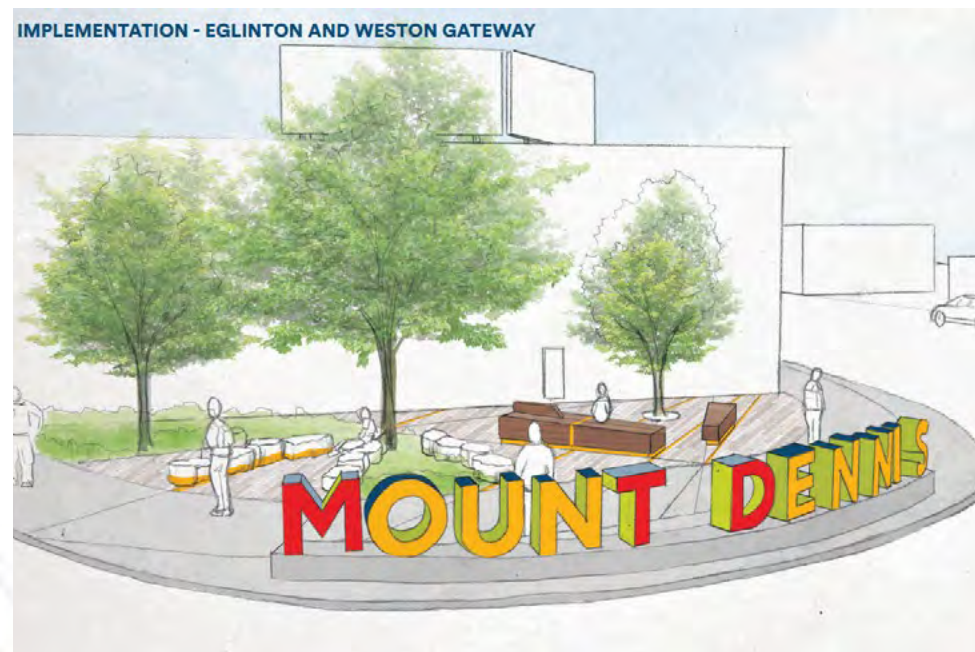


Figure 5. Demonstrative sketch of signage, from BIA Streetscape Master Plan

Figure 6. Conceptual rendering of LRT portal from Eglinton West Planning and Streetscape Study



1.3. A History of Mount Dennis

Through archaeological evidence and historic sources such as early records and mapping we can trace the history of human settlement in the Mount Dennis area. Located in proximity to the notable geographic and topographic feature of the Humber River Valley, the area has been a human settlement area and transportation route for thousands of years.

Indigenous Settlement

The Mount Dennis neighbourhood, as part of the City of Toronto, is on the traditional territory of many nations including the Mississauga of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. The City also acknowledges that Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit, and the Williams Treaties signed with multiple Mississaugas and Chippewa bands.

There is archaeological evidence of Indigenous settlement in Toronto and vicinity since the time of glacial retreat some 12,000 years ago through to the modern era. Climate and environmental conditions were significantly different at that time than they are today; local environs would not have been welcoming to anything but short-term settlement. Ontario's first peoples would have crossed the landscape in small groups (i.e., bands or family units) searching for food, particularly migratory game species. Settlement and subsistence patterns changed significantly during the Archaic period (approximately 10,000-8,000 BCE) as both the landscape and ecosystem adjusted to the retreat of the glaciers. Through time and with the development of more resource rich local environments, these groups gradually reduced the size of the territories they exploited on a regular basis. The

change to more preferable environmental circumstances led to a rise in population density.

Large Indigenous village sites are known along the upper and middle areas of the Humber and Don Rivers, which clearly demonstrates the Indigenous use of the central waterfront area of Toronto prior to European contact. When European explorers and missionaries arrived in Ontario in the 17th century, the Wendat no longer inhabited their historic homeland of Wendake (present day Simcoe County) and instead occupied a vast area between Lake Simcoe and Georgian Bay. Many Wendat had fled their homeland due to the onset of epidemic disease and increasing raids by Five Nations Iroquois groups who had established a presence along Lake Ontario. At the same time, Algonquian-speaking populations were utilizing the watershed for hunting and trapping, and there is evidence of Seneca villages in the area. Sophisticated agro-ecology practices were used, with multiple uses of land, forest and water for fisheries, corn and other plant food cultivation, wild rice harvesting, berry gathering and woodcutting for wigwams and fuel. By the 18th century, the Seneca no longer inhabited the Lake Ontario shores and the Algonquin-speaking Mississaugas began moving southward into the area. However, as settlers began to pour into the Mississaugas' territory, depleting the availability of game and fish and denying their right to cross the land, and infectious disease wreaked havoc, the Indigenous population declined.

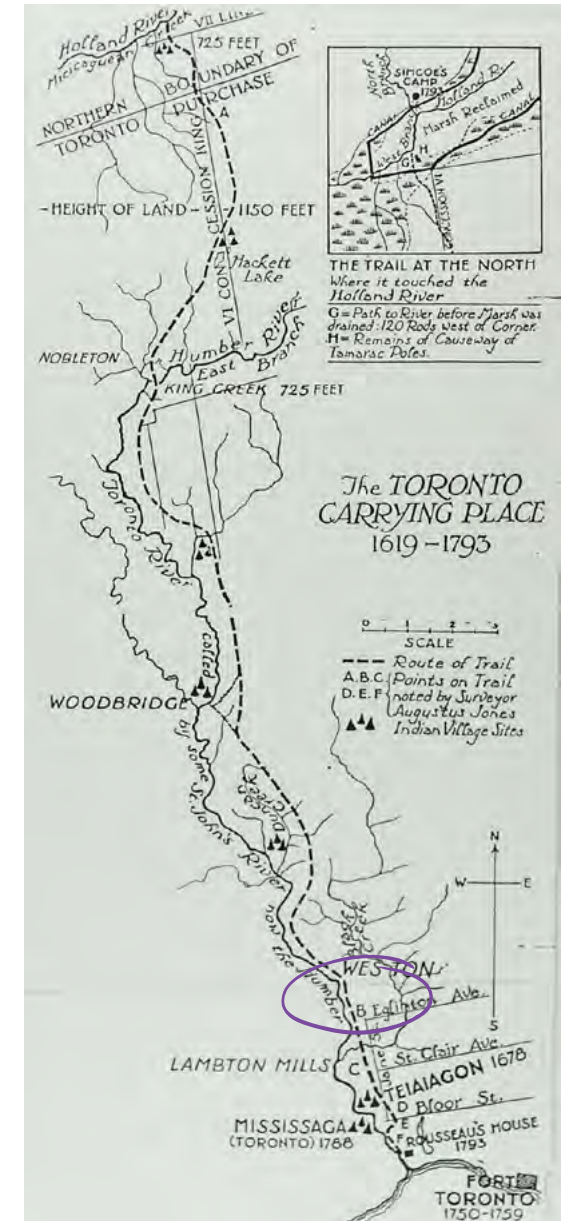


Figure 7. "The Toronto Carrying Place 1615-1793" by C.W. Jefferys (Robinson 1965), with approximate location of Mount Dennis highlighted

Many of the major roadways in the City of Toronto were constructed on old Indigenous trails that acted as some of the area's first thoroughfares. An example of this is the Toronto Carrying Place Trail (*Figure 7*). As the Humber River was not navigable by canoe, with the exception of the last few kilometres at the mouth of the watercourse, a trail which later became known as the "Toronto Portage", "Humber Passage" or "Carrying Place Trail" was used (MacIntosh 2006). The trail connected Lake Ontario to Lake Simcoe and Georgian Bay via the Humber and Holland Rivers. The trail is noted on many early maps marked "Portage" and shown with its terminus marked by the word "Toiouegon" or Teiaigon (Lizars 1974:14). The location of the Onödowa'ga (or Seneca) village of Teiaigon, situated at the foot of this trail along the banks of the Humber River, afforded an advantageous position for participation in the fur trade (Gibson 2006:35). Early maps often omitted portage routes, which highlights the significance of the Carrying Place Trail, particularly during the times of the fur trade. The trail was similar to other ancient paths that cut across North Eastern North America, reportedly worn deeply into the ground (Lizars 1974:13).

The Wendat likely used this trail for many purposes, potentially including sending raiding parties into Haudenosaunee territory (Robinson 1965). Following the Beaver Wars (1640-1701), the Haudenosaunee returned to their traditional territory south of

Lake Ontario (Gibson 2006:37). The Mississaugas established a settlement near the site of Teiaigon, hoping that control of the passage and the Humber River would help secure a position as intermediaries during the fur trade (Benn 2008:54).

Early European Occupation

The earliest European occupations in the Toronto area were centred on the shoreline between the Don and Humber Rivers in areas which afforded natural landfalls and access for waterways and portages inland. This region had strategic importance for control of economic networks, more specifically those relating to the fur trade. The area became known as the "Carrying Place" and a modest presence was established by the French in the early 1700s. Competition with the British for control of fur trade routes on Lake Ontario led to establishment of Fort Rouillé in 1751, roughly five km east of the Humber River on the waterfront. The fort was a small trading post of wood construction, staffed by French soldiers whose purpose was to intercept native traders on the Toronto portage before they could cross Lake Ontario to trade with the British at Fort Oswego (ASI et al. 2003; Brown 1983). The commencement of the Seven Years War in 1756 saw the French face a series of defeats, and after the fall of Fort Niagara the French burnt and abandoned Fort Rouillé in 1759 (Brown 1983).

It is likely that the first European to utilize the Carrying Place Trail was Étienne Brûlé, an assistant

to Champlain, who traveled to Huronia then moved southward from Lake Simcoe using the trail (Ralph 1998:13). Later, French explorer René-Robert Cavelier, Sieur de La Salle crossed the trail on several occasions between 1680 and 1683 en route to the Mississippi (Robinson 1965:36).

British Colonization and Establishment of Mount Dennis

British colonization efforts came at the end of the 18th century, following the "Toronto Purchase" of 1787 that saw the British acquire 250,880 acres from the Mississaugas, though this was understood by the Mississaugas as an agreement to share the land rather than an outright surrender. In 1792, Upper Canada was subdivided into 19 counties by its first Lieutenant Governor, Colonel John Graves Simcoe, with the lands encompassing the study area forming part of York County, the fourteenth created and including parts of modern-day Durham Region and the City of Toronto.

John Graves Simcoe set out on the Carrying Place Trail in 1793; he was keen on developing a military roadway between Lake Ontario and the north in order to move troops and supplies and settle the area north of the Town of York (Benn 2008:61; Fisher 1985:34). The trip, which was a grueling one for the lieutenant governor, resulted in Simcoe's decision to focus efforts on cutting on a new path northward from Queen Street; a trail which would become Yonge Street (Fisher 1985). The Carrying Place Trail was no longer useful and would eventually "grow over and disappear" (MacIntosh

2006:25). Weston Road, particularly in the vicinity of the study area, is known as one area where the trail was transformed into an early settlement road in the county.

The study area falls within the historical Township of York, first surveyed in 1791. In 1798, the township reportedly had a population of 749 inhabitants. By 1820, the township's population had grown to 1,672, and it reached 2,412 by 1825.

Throughout the first 30 years of its existence the township would maintain a rural character as farms were cleared in the rolling and well wooded countryside. During the subsequent 15 years, population growth was steady and settlement became concentrated in a few areas with successful commercial and industrial interests, particularly along former trails and trade routes and along watercourses that afforded water power for mill sites; 19th century records indicate that numerous mills (including saw, flour, woolen, and flax) were erected along the Humber River prior to 1850 (Adam et. al 1885).

The neighbourhood of Mount Dennis is named after one of the early settlers in the area, John Dennis, a Loyalist shipbuilder who hailed from Philadelphia and established a farm in York Township in the early 1800s (Toronto Neighbourhood Guide 2015). The Dennis property covered most of present-day Mount Dennis, and the family operated a woolen mill and sawmill on their property.

19th and Early-20th Centuries

One of the earliest maps showing detail within the general study area is Browne's 1851 Map of the Township of York in the County of York, Upper Canada (*Figure 8*). This shows that the majority of lands within the study area were forested at that time, with only a portion along the eastern banks of the Humber River, and a portion south of Eglinton Avenue West along Weston Road having been cleared. The study area was surrounded by three smaller established communities, Weston to the north, Lambton to the south and Carlton to the east. No structures are depicted within the study area on this map, and although Scarlets Mills and Dennis Mills are labeled, these are shown on the western side of the Humber River. Weston Road, Eglinton Avenue and Jane Street are all shown as open by this time.

A more detailed depiction of settlement and land ownership within the study area is provided by Tremaine's 1860 Map of the County of York, Canada West (*Figure 9*). This map once again depicts the thoroughfares of Jane Street, Eglinton Avenue, and Weston Road, with the latter shown as a plank road. The Grand Trunk Railroad is now shown running parallel to Weston Road through the study area. Another roadway is shown running parallel to the Humber River from Weston southward through Concession 5, until terminating at Lambton. Several other features of note are shown on this map: the St.

John's cemetery and church are shown on a small parcel of land on Lot 3, Concession 5. Three structures are shown within Lot 2, Concession 5, and a sawmill (S.M.) is shown on Lot 1, Concession 5, all within the study area. Given their association with landowner names, it would appear that all lots within the study area were privately-owned and likely settled by this time.

Another great source of historical information for late-19th and 20th century settlement are fire insurance plans, prepared by the Charles Goad Company, as they provide some of the greatest detail of individual settlement lots that is available. The maps for the interval between 1884 and 1924 provide a good visual synopsis of changes in settlement, buildings, thoroughfares and features of interest.

The 1884 fire insurance plan (*Figure 123*), while incomplete and not at scale, shows the location of numerous additional buildings, which constitute houses as well as outbuildings, barns and other buildings. This map shows a cluster of buildings on Lots 39 and 40, as well as fronting Weston Road near the railroad tracks. The 1890 fire insurance plan (*Figure 134*) is the first to show detail for the lands north of Eglinton Avenue in the newly formed community of Mount Dennis. It demonstrates that virtually all of the lands within the study area between Eglinton Avenue to the newly established Lambton Avenue had been subdivided by that time, predominantly for residential

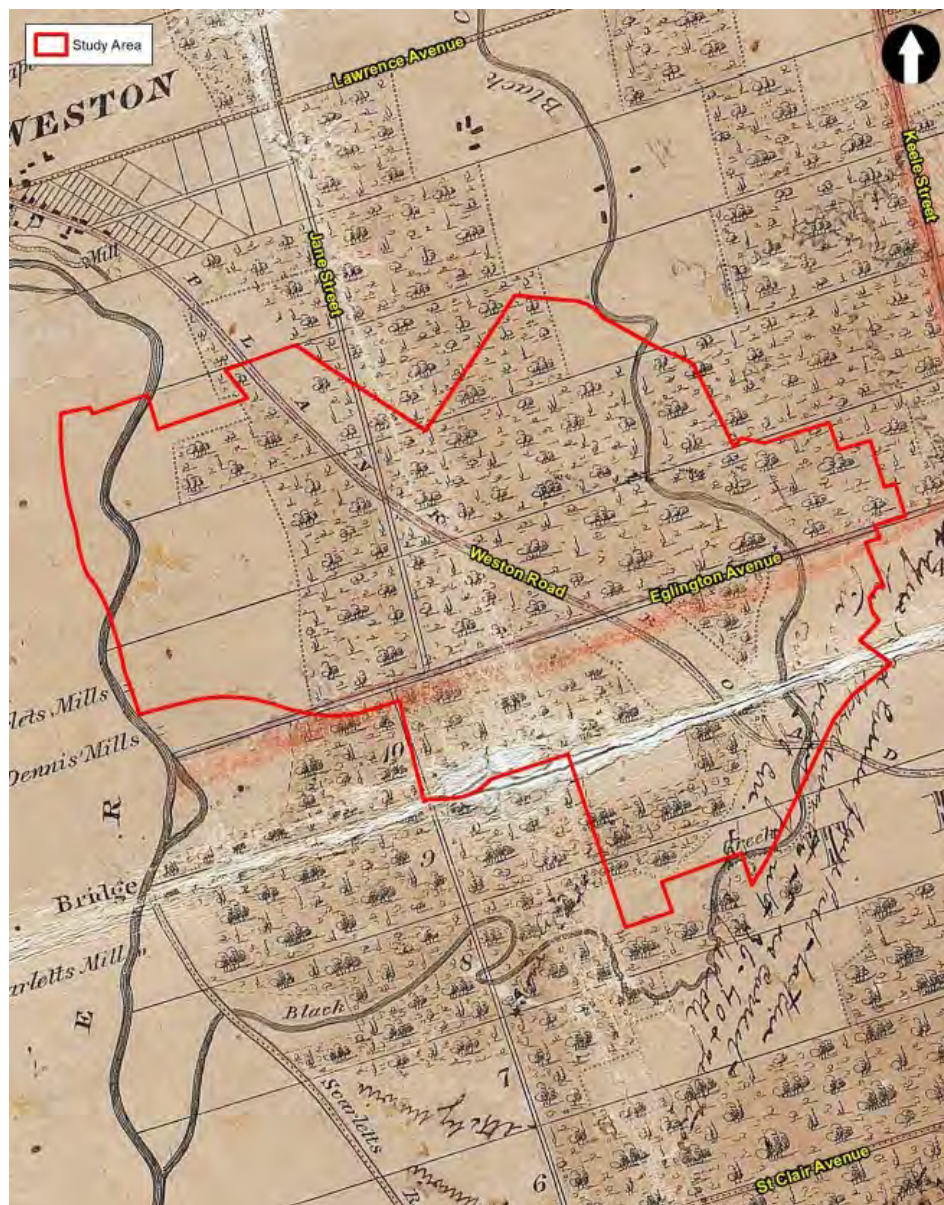


Figure 8. 1851 Browne Map of the Township of York



Figure 9. 1860 Tremaine's Map of the County of York



Figure 10. Dennis Avenue School – 1891 (Boylen 1954:98)



Figure 11. Weston Sanatorium – 1930 (Toronto Public Library)



Figure 12. Weston Road looking north from Eglinton Avenue West, 1908 (Boylen 1954:22)

development. Lands just north of Eglinton had been subdivided as well. These subdivided lots varied in size, with the smallest lots located off Weston Road. Lots 39 and 40 remained undivided. By 1893, Lot 39 has now been subdivided as well, into rectangular lots, and a roadway (MacPherson Road) had been established, running north-south through Lots 38 and 39 from Lambton Avenue.

During the late-19th century, Mount Dennis contained numerous brick yards, a quarry, and market gardens that thrived on the fertile lands. By 1893 the first school had been established in Mount Dennis (Figure 105), followed by a post office and general stores, fronting Weston Road (Toronto Neighbourhood Guide 2015).

In 1904, the Toronto Free Hospital for Consumptive Poor or the Weston Sanatorium was established,

where the West Park Healthcare Centre stands today. The sanatorium was established for the treatment of tuberculosis, a disease which was a considerable issue at the time in Toronto. At the height of the crisis, the Weston Sanatorium used out-of-service streetcars as patient pavilions (Toronto Public Library 2019). The hospital was self-sustaining, keeping a large number of animals which were raised and slaughtered close to the facility.

By 1910, a portion of land south of Lambton Avenue has been further subdivided into small residential lots, and new side streets appear. The construction of several residential subdivisions, off Weston Road and Jane Street, has begun. The 1910 fire insurance map shows a new structure at the northeast corner of Weston Road and Eglinton Avenue along the railroad; that of the Mount Dennis Station (Figure 16).



Figure 13. 1884 Fire Insurance Plan



Figure 14. 1890 Fire Insurance Plan

In 1916, the Kodak Company built a large facility in Mount Dennis and became the largest employer in the area (Figure 1). In 1925, W.G. Trethewey constructed a paved highway through his large farm from Eglinton Avenue West east of Keele Street to Jane Street at Denison Avenue (Boyle 1954:57). A large area near the Kodak Factory and railway was opened up for industrial lands, which contributed to the economic development of the area. By the 1920s, Mount Dennis had grown enough to warrant a referendum to determine if the community should incorporate as a town (Toronto Neighbourhood Guide 2015). The citizens voted this down, and the community remained within York Township.

The 1924 fire insurance plans show that during the post-war period the majority of lots within the study area had been built upon and significant urban

infilling had taken place (Figure 18). The majority of lands south of Eglinton Avenue have now been subdivided into smaller, mainly residential lots. Kodak Avenue can be seen branching northward from Eglinton Avenue, although the factory buildings are not shown. The lands immediately south of Eglinton Avenue are now shown containing various structures or subdivided further into smaller lots, although the lands south of the bluffs continue to be taken up with high-density residential lots containing houses and outbuildings. The lands north of Eglinton Avenue show more detail in terms of side streets, and lot division. The lands outside of these subdivisions, within the Eglinton Flats, continue to remain undivided, and it is not clear if any activities took place on these lands at this time, although likely these areas were farmed.



Figure 17. Weston Road looking north from Lambton Avenue, 1919 (Boyle 1954:40)



Figure 15. 1893 Fire Insurance Plan



Figure 16. 1910 Fire Insurance Plan



Figure 18. 1924 Fire Insurance Plan

Later 20th Century

By the mid-20th century, the rural nature of the area shifted as new residential subdivisions transformed the community into an urban neighbourhood. By the 1950s–60s most local industries in Mount Dennis were flourishing and the area had several gas stations and rising car ownership.

Aerial photographs through the second half of the 20th century document the continued urban growth of Mount Dennis. A 1947 aerial photograph (*Figure 19*) offers a good illustration of the density of residential settlement after WWII, particularly along Weston Road and Lambton Avenue and within the vicinity of these roads. Eglinton Avenue has not yet been extended westward over the Humber River, although Trethewey Drive has been constructed, and industrial growth on the eastern side of the railroad has occurred, including the Kodak Heights complex. Other notable developments include the West Park Healthcare Centre, and a large industrial or commercial venture being constructed to the north. Notable expanses of green space and undeveloped lands remain, along the Humber River, within the St. John's cemetery, and within the Eglinton Flats. Until the southern extension of Jane Street in the 1950s, the Eglinton Flats remained as farming land. The use of the areas surrounding Black Creek varies, with some portions of wooded lands remaining, as well as areas that appear to be

undergoing grading; such as those lands within the future Coronation Park.

By 1959, the Jane Street extension has been constructed, and new subdivisions were built in the northern portion of the study area (*Figure 20*). A large industrial or commercial development fronting Weston Road is now present north of the West Park Healthcare Centre; its associated storage yard extended up to the Humber River floodplain. Lands on the east side of Weston Road in this vicinity are taken up with buildings, and substantial development has occurred within the industrial lands south of Trethewey Drive. Coronation Park and the York Civic Centre have been established east of Black Creek. Eglinton Flats is still in use as farmland, with smaller laneways and rows of houses present, as well as several residential properties fronting Eglinton Avenue and Jane Street. By 1969, the industrial lands in the northeast portion of the study area are completely occupied by various buildings and parking lots; construction activities for the Eglinton Avenue western extension have begun. In 1971, Premier Bill Davis cancelled the planned Richview Expressway, which would have razed much of Mount Dennis.

In 1976, the study area witnessed significant developments in the form of park space (*Figure 21*). Eglinton Avenue has been extended westward, and the Eglinton Flats surrounding Eglinton Avenue and Jane Street are no longer in use as farmland. Instead, these lowlands are being transformed into city parks.

Fergy Brown Park appears to be graded, to allow for the construction of cricket fields. Within Gladhurst Park, Topham Pond, the parking lot and pathways have been constructed. On Emmett Avenue, several structures have now been constructed within the park, as well as a concentration of high-rise buildings to the north. Pearen Park, Coronation Park, and the north and south Keelesdale Parks continue to appear as open grassed lands, although some grading activities occurred on the western side of Black Creek at this time. Other developments at the time include the construction of the large factory complex southeast of Weston Road and Clouston Avenue.

In 1981, the construction of Black Creek Drive can be seen (*Figure 22*). The lands surrounding the roadway, in some cases right up to Black Creek, have been heavily graded. By 1992, the Keelesdale North Park has been established with the construction of a baseball diamond, and minor changes within the Keelesdale South Park. In the northwestern portion of the study area, the large commercial or industrial enterprise fronting Weston Road is gone, and side streets have been built. No residential development has occurred yet, with the exception of one high rise building. The remainder of the study area remains relatively unchanged from earlier imagery.

Administratively, the municipalities of York and Weston amalgamated to become the Borough of York in 1967. York was incorporated as a city in 1983 and then amalgamated into the new City of Toronto in 1998.



Figure 19. 1947 Aerial Photograph



Figure 20. 1959 Aerial Photograph



Figure 21. 1976 Aerial Photograph

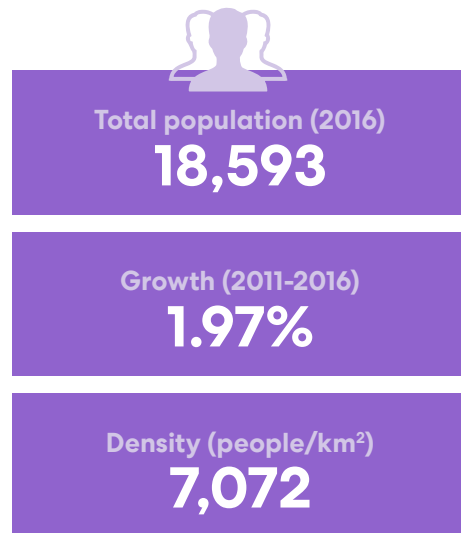


Figure 22. 1981 Aerial Photograph

1.4. Demographics: Mount Dennis Today

Using Census data

These neighbourhood demographics are based on 2016 Census data, analyzed as per dissemination areas. There are a total of 24 dissemination areas within the Mount Dennis neighbourhood boundary.



Population

Due to the range of housing typologies – stable low-rise neighbourhoods south of Eglinton Avenue to apartment buildings west of Jane Street – the highest population density in Mount Dennis is around the Eglinton Flats area.

Population, by dissemination area

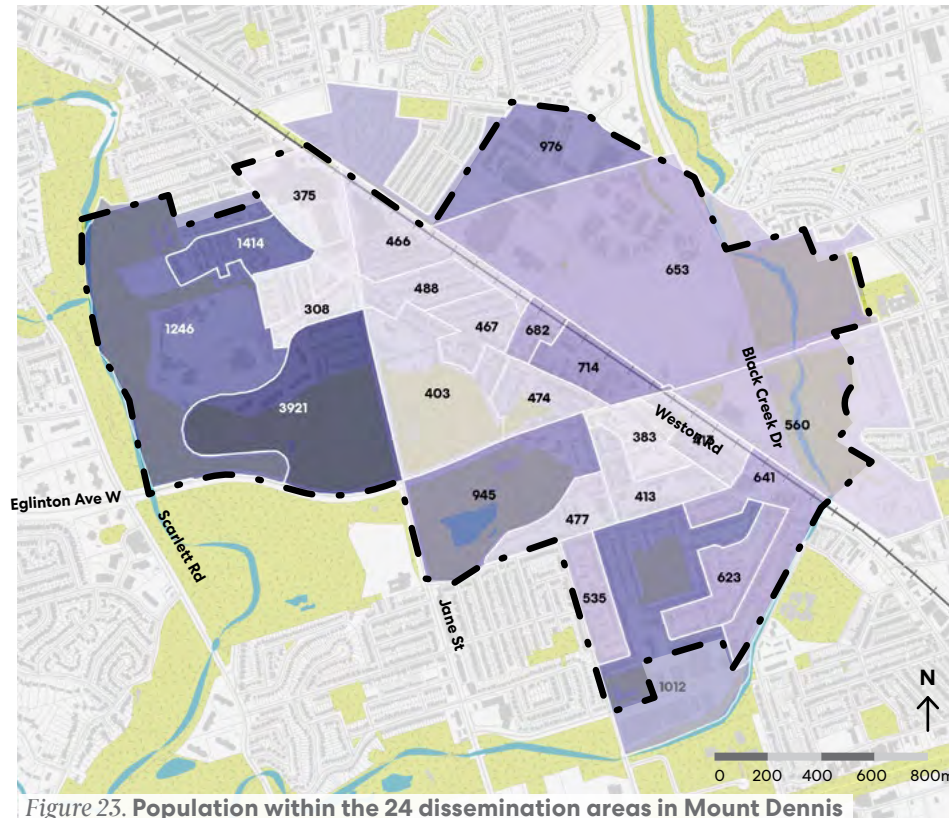
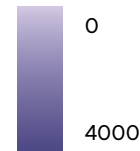


Figure 23. Population within the 24 dissemination areas in Mount Dennis

Age

The age distribution of Mount Dennis residents is fairly equally split. Compared to the city overall, Mount Dennis has a higher percentage of population aged 14 and under, and lower percentage of population aged 65 and over*.

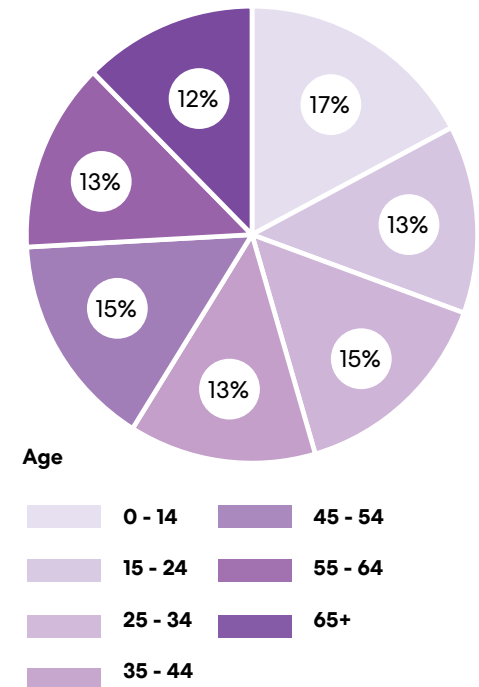


Figure 24. Age distribution in Mount Dennis

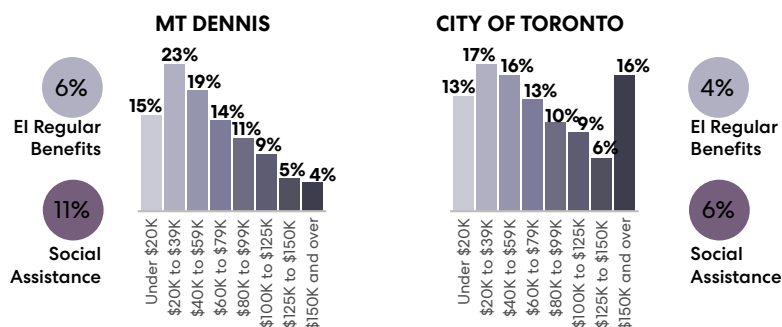
Household Income

The 2016 Census reveals that the Study Area is comparably lower income than the rest of the City of Toronto. The average estimated median income in the catchment area (CS&F boundary) was \$51,500, 22% lower than the city average of \$65,829. The Census also reveals that neighbourhood has a notably higher EI claims and social

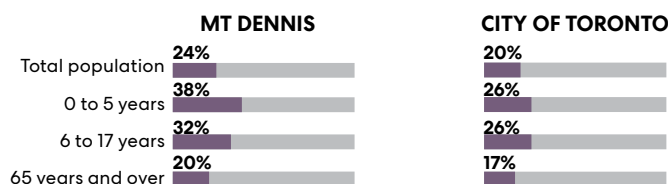
assistance rates (both OW and ODSP) compared to the city averages.

These stats do not reflect changes due to COVID-19; however, they do present a good snapshot on patterns prior to lay-offs and other impacts related to the pandemic.

Estimated Median Income*



Prevalence of low income (LIM-AT)



* The estimated median income is calculated by using count data for the median value would be located, assuming an even distribution in the median income group.

Children

Seventy-six percent of households in the neighbourhood report having children, significantly above the City Average of 65%. The increase is generally due to households north of Eglinton.

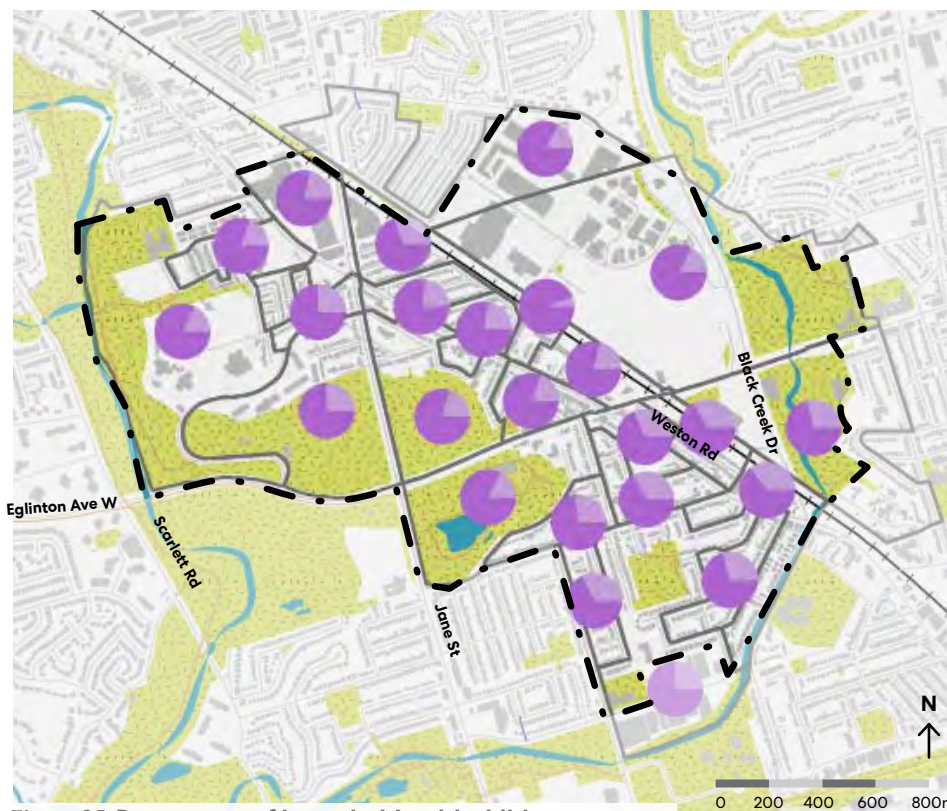
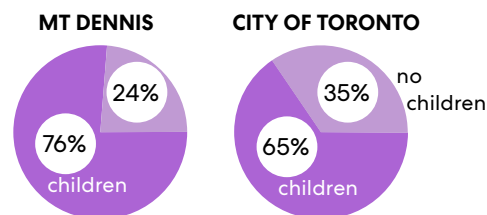


Figure 25. Percentage of households with children

Aboriginal Population*

The census data shows a slightly higher percentage of 'Aboriginal identity' responses than the rest of the City, which includes persons who are First Nations (North American Indian**), Métis or Inuk (Inuit) and/or those who are Registered or Treaty Indians (that is, registered under the Indian Act of Canada) and/or those who have membership in a First Nation or Indian band. 0.98% of the residents identify with an aboriginal identity, compared with the City's overall average of 0.86%.

The majority of the aboriginal population in the area identifies as First Nations; 20% identifies as Métis.

Source: Census Data 2016

* The census portal discloses that the estimates associated with this variables are more affected than most by the incomplete enumeration of certain Indian reserves and Indian settlements in the 2016 Census of Population.

** Definitions are required to be taken from Census Canada

Aboriginal Ancestry*

A total of 0.16% of the population in the area identified 'Aboriginal ancestry', which means ancestry associated with the Aboriginal peoples of Canada, that is, First Nations (North American Indian), Métis, and Inuit. Ancestry refers to the ethnic or cultural origins of the person's ancestors, an ancestor being usually more distant than a grandparent. A person can have more than one ethnic or cultural origin.



Total Aboriginal Identity (2016)

180

residents in private households

Registered or Treaty Indian (2016)

30%

of people identifying as Aboriginal Identity

Immigration and Visible Minorities

In the 1990s Mount Dennis was increasingly seen as an immigration reception area. The census data shows a slightly higher proportion of immigrants (first generation Canadians) in Mount Dennis today than in the City of Toronto (57% in Mount Dennis as compared to 51% in the City of Toronto overall).

The visible minority population as a percentage of the total population is also higher in Mount Dennis than in the City as a whole (63% as compared to 51%).



Total Visible Minority (2016)

11,740

Black population

Mount Dennis also has a much higher population of Black residents than the city as a whole (28% as compared to approximately 8%). Toronto's Jamaican population has a strong cultural presence on Eglinton Avenue West, and the area immediately east of the Study Area is known as Little Jamaica. The census data shows that a significant proportion of Mount Dennis residents have Jamaican roots.

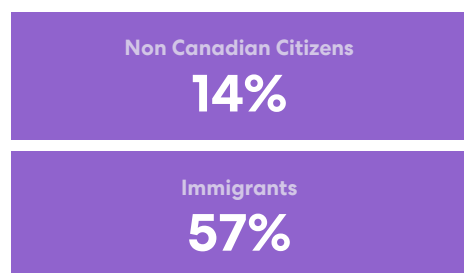


Black Residents (2016)

5,190

Jamaican Origin (2016)

1,925



Immigration Period

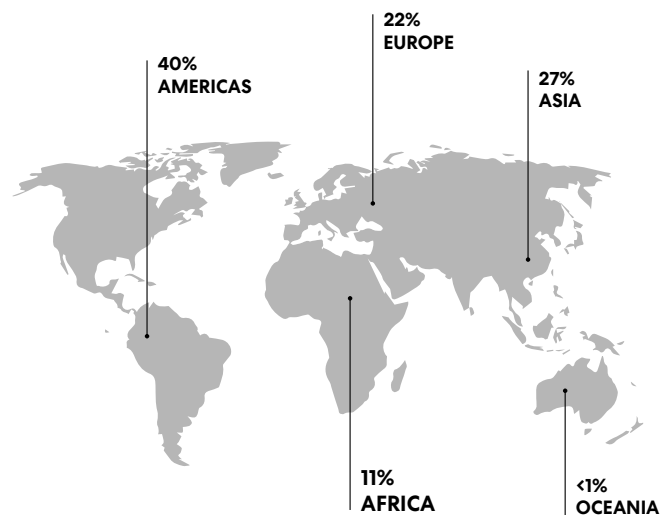
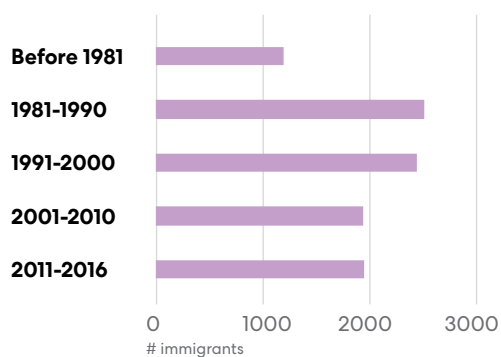


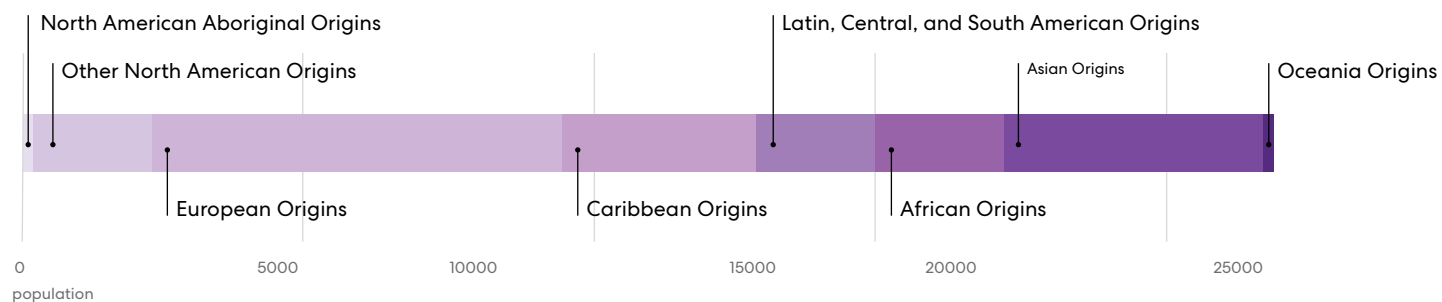
Figure 26. Birth country of immigrant population

Official language speakers
18,270 (98%)

Language spoken most often at home:
Official Languages
70%

Most popular Mother Tongue
Portuguese, Spanish, and Vietnamese

Country of Ethnic Origin



Housing

The split between home owners and renters is reflective of Toronto overall, with a slight skew towards more renters in Mount Dennis (Toronto has 46% renters as compared to 52% in Mount Dennis). The biggest difference is in the average value of dwellings. Mount Dennis's average value is approximately \$492,000 whereas Toronto's is around \$892,000.



Total private dwellings

7,035

Families in Private households

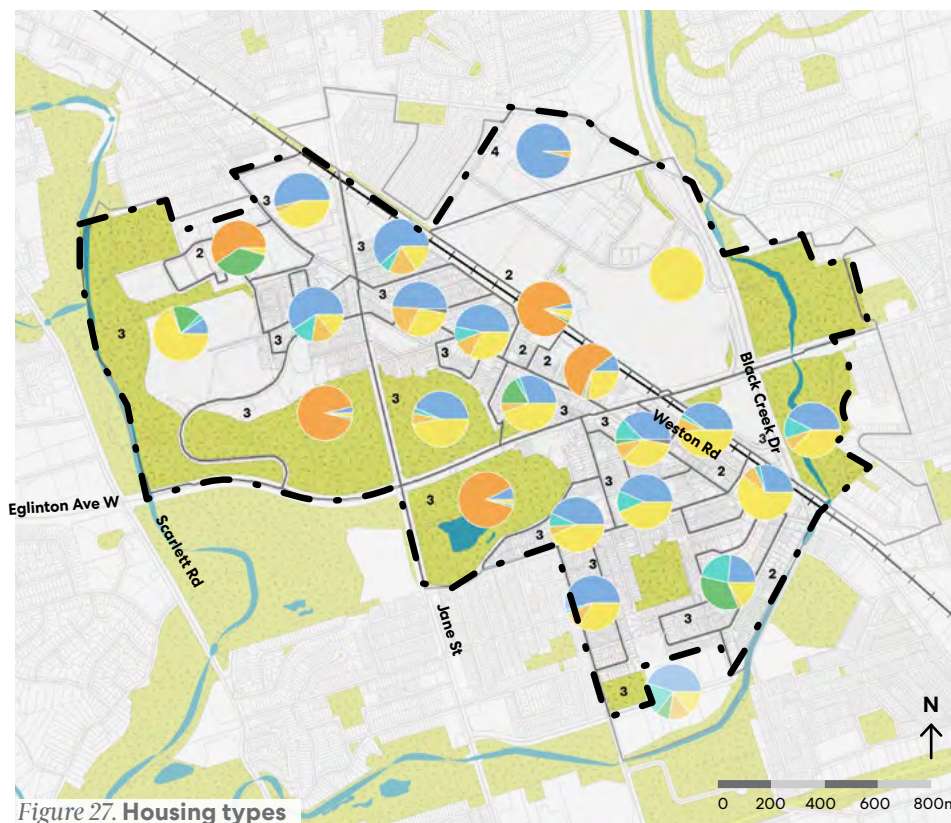
5,015

Owners
48%

Renters
52%

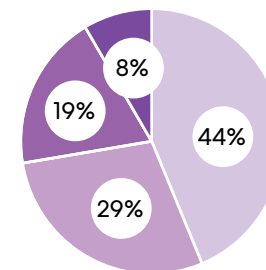
Average value of dwellings

\$491,761

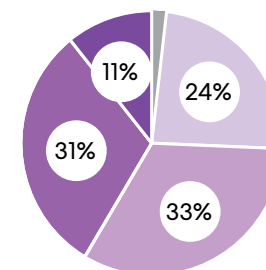


Housing size and bedrooms

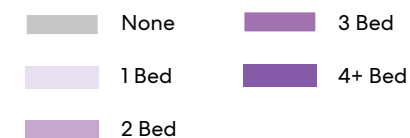
Close to half of the households in Mount Dennis are two person households and the housing stock is largely composed of one or two bedroom dwellings.



Size of Household



Number of Bedrooms



Labour Force

The labour force of Mount Dennis is diverse, with major employment sectors including the hospital and support activities for transportation (as outlined in the Mount Dennis Economic Development Study).



Average employment rate

57.8%

The area had a higher rate of unemployment in the 2016 census year compared to the City of Toronto. Due to COVID-19 impacts, the rate of unemployment has likely increased further, creating a greater gap between the rate in the CS&F Study Area and the rate at the City level. This is because all three of the most common industries the Study Area that residents are employed in saw job losses of 15% or more in April due to COVID-19, while only one of the top three industries at the City of Toronto experienced the same.

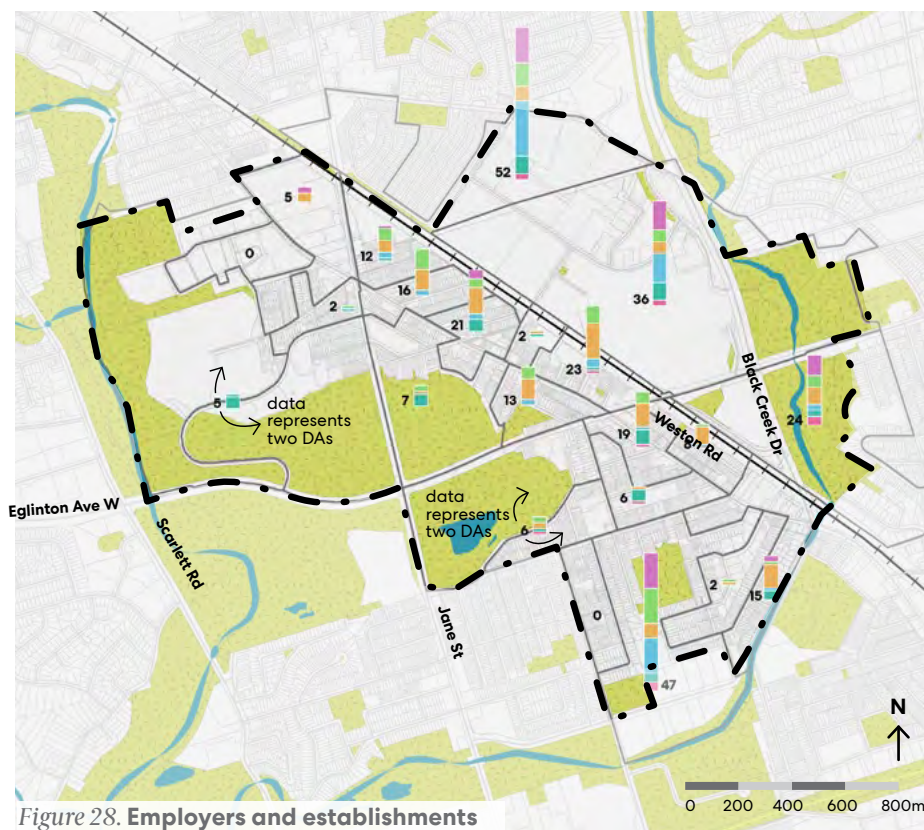
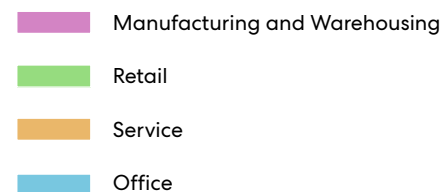


Figure 28. Employers and establishments

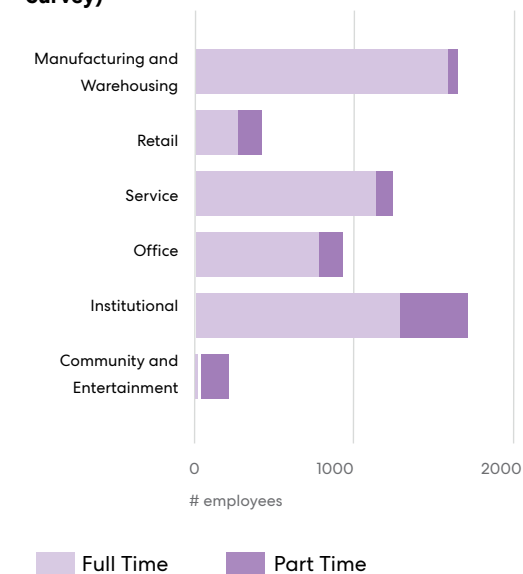
Sector

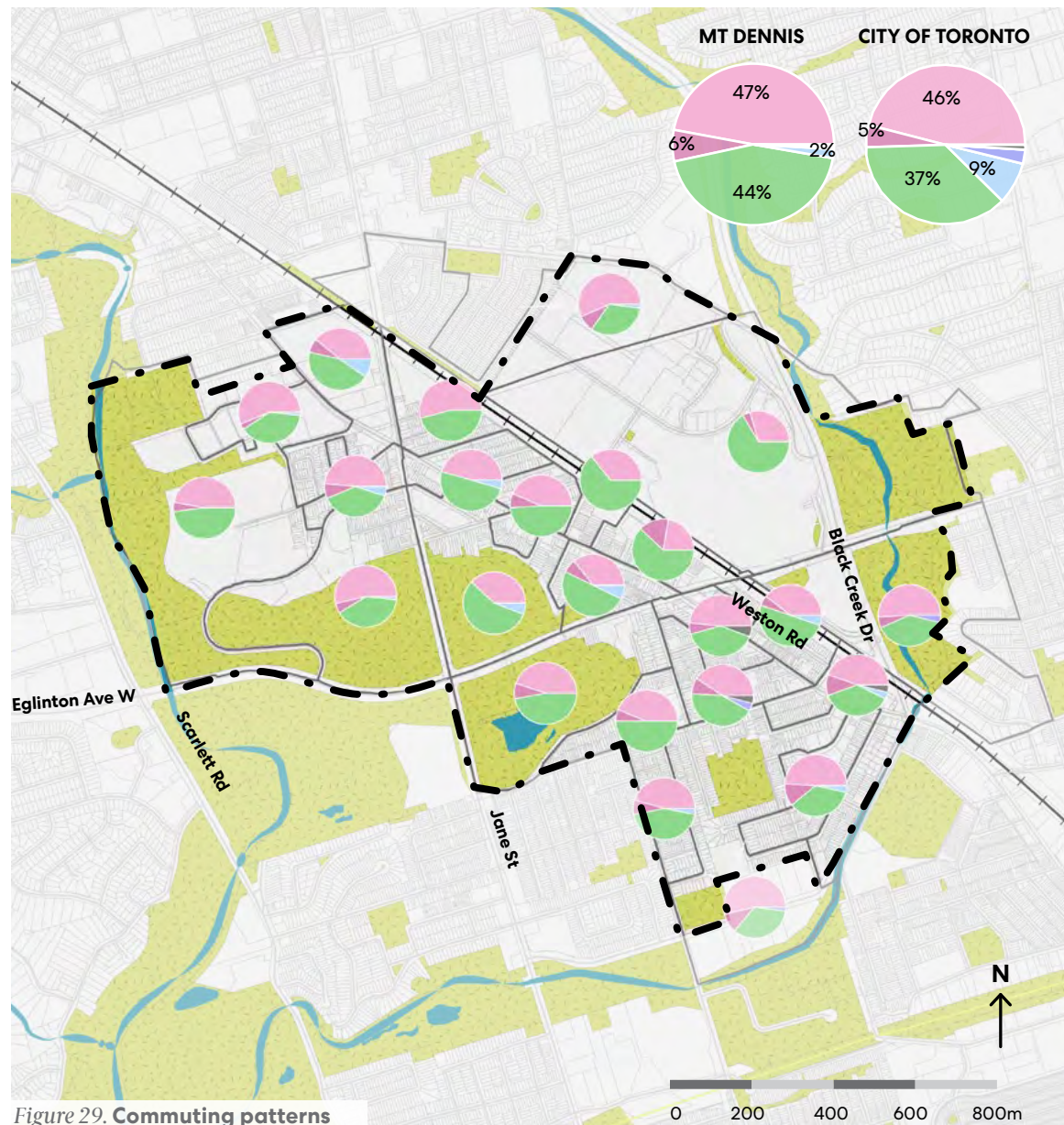


Labour Force by Occupation

Management	7%
Business, Finance and Administration	14%
Natural and Applied Sciences	3%
Health	6%
Education, Law, Social, Community, Government	9%
Art, Culture, Recreation and Sport	2%
Sales and Service	32%
Trades, Transport and Equipment Operators	19%
Natural Resources and Agriculture	1%
Manufacturing and Utilities	8%

Number of Part Time and Full Time Employees by Sector (2019 Employment Survey)

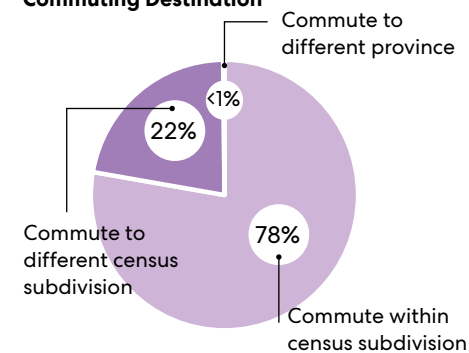




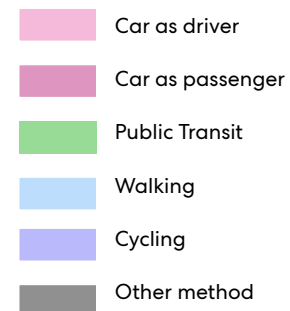
Commuting / Travel Patterns

About half of the Mount Dennis population commutes by car, largely within the same Census Subdivision. However, compared to Toronto, a slightly larger proportion of residents commute by public transit.

Commuting Destination



Main mode of commuting



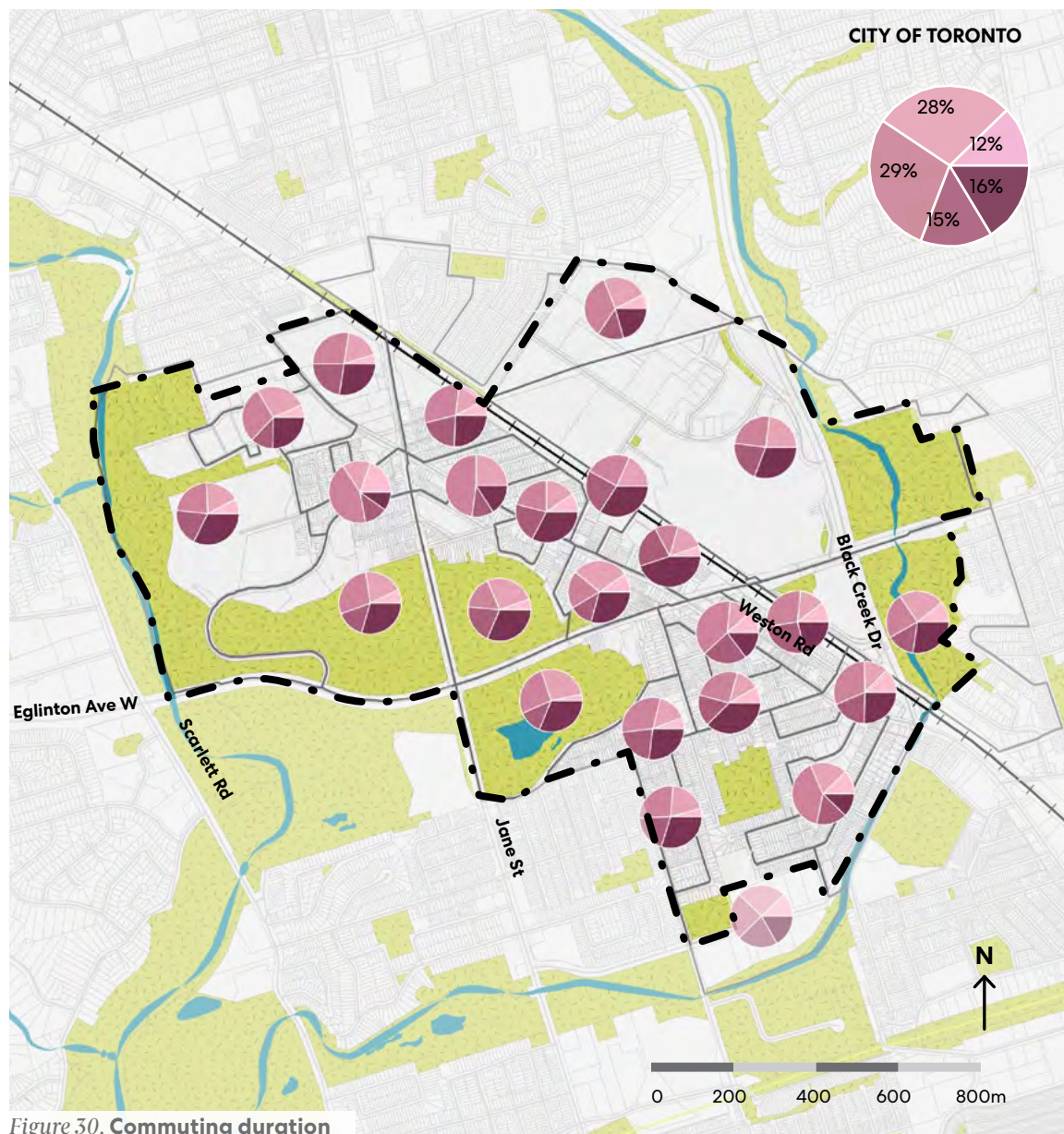


Figure 30. Commuting duration

Commuting Duration

Commuting times for Mount Dennis residents vary. It is important to note how these commuting patterns (mode and duration) will change with transit investments. This includes the Eglinton Crosstown and the Union-Pearson station linking to the northwest towards the airport, as well as southeast towards Downtown Toronto. This may create shorter commuting times, and a shift towards more public transit users.

1.5. Neighbourhood Improvement Areas

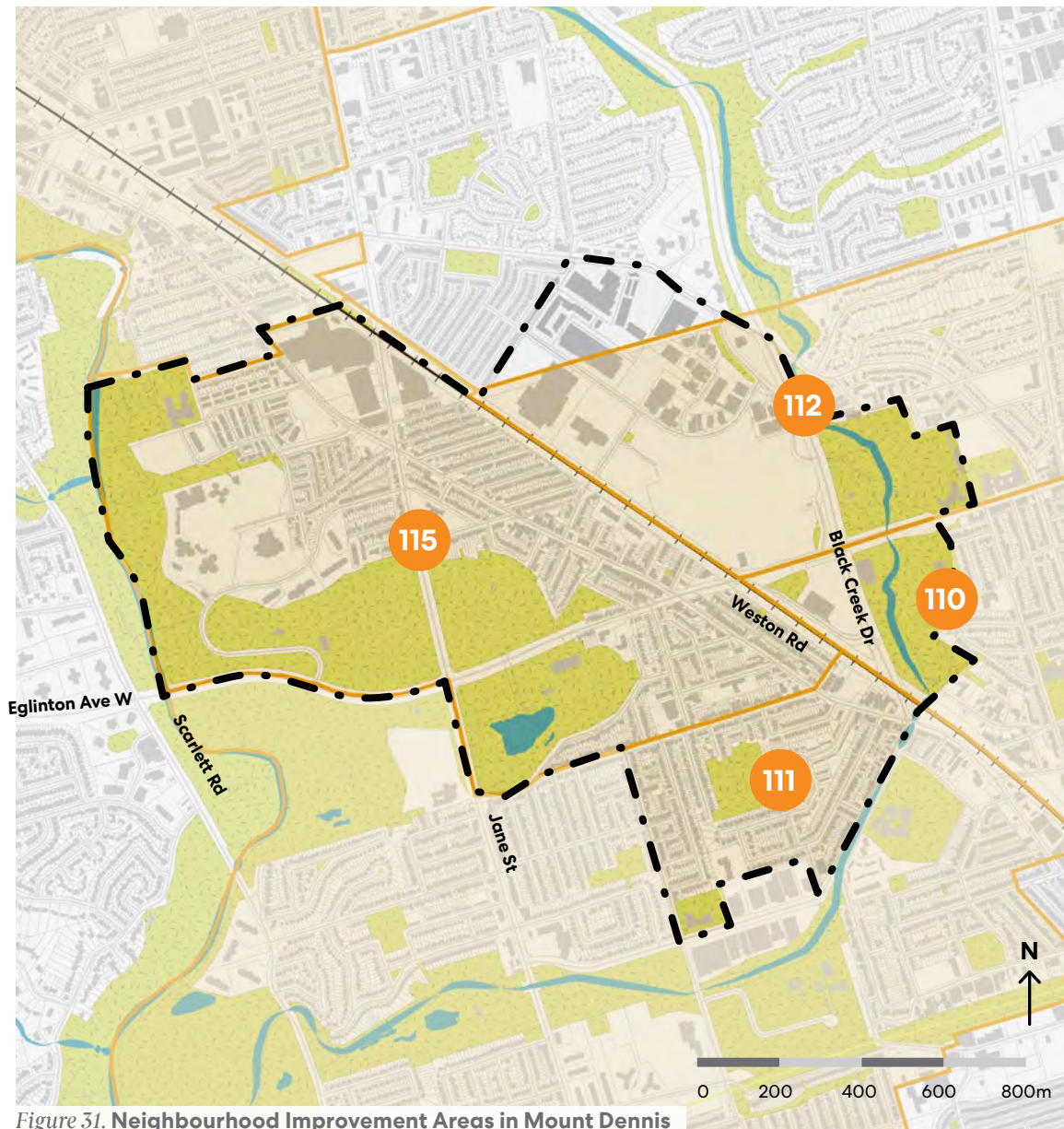


Figure 31. Neighbourhood Improvement Areas in Mount Dennis

NIAs in Mount Dennis

In March 2014, the City of Toronto identified 31 Toronto neighbourhoods to be designated as Neighbourhood Improvement Areas (NIAs) under the Toronto Strong Neighbourhoods Strategy 2020 (TSNS2020). The following NIAs are included in, or intersect with, the Mount Dennis neighbourhood boundary and are all relatively low to mid density. From 2011 to 2016, all neighbourhoods had little to moderate population change.

110 – Keelesdale-Eglinton West NIA

- 13% within the study area
- Change 2011-2016: +3.9%
- Density: 6,467 people/km²

111 – Rockcliffe-Smythe NIA

- 9% within the study area
- Change 2011-2016: -0.1%
- Density: 4,414 people/km²

112 – Beechborough-Greenbrook NIA

- 39% within the study area
- Change 2011-2016: +1.4%
- Density: 3,614 people/km²

115 – Mount Dennis NIA

- 100% within the study area
- Change 2011-2016: +3.4%
- Density: 6,442 people/km²

1.6. Business Improvement Areas

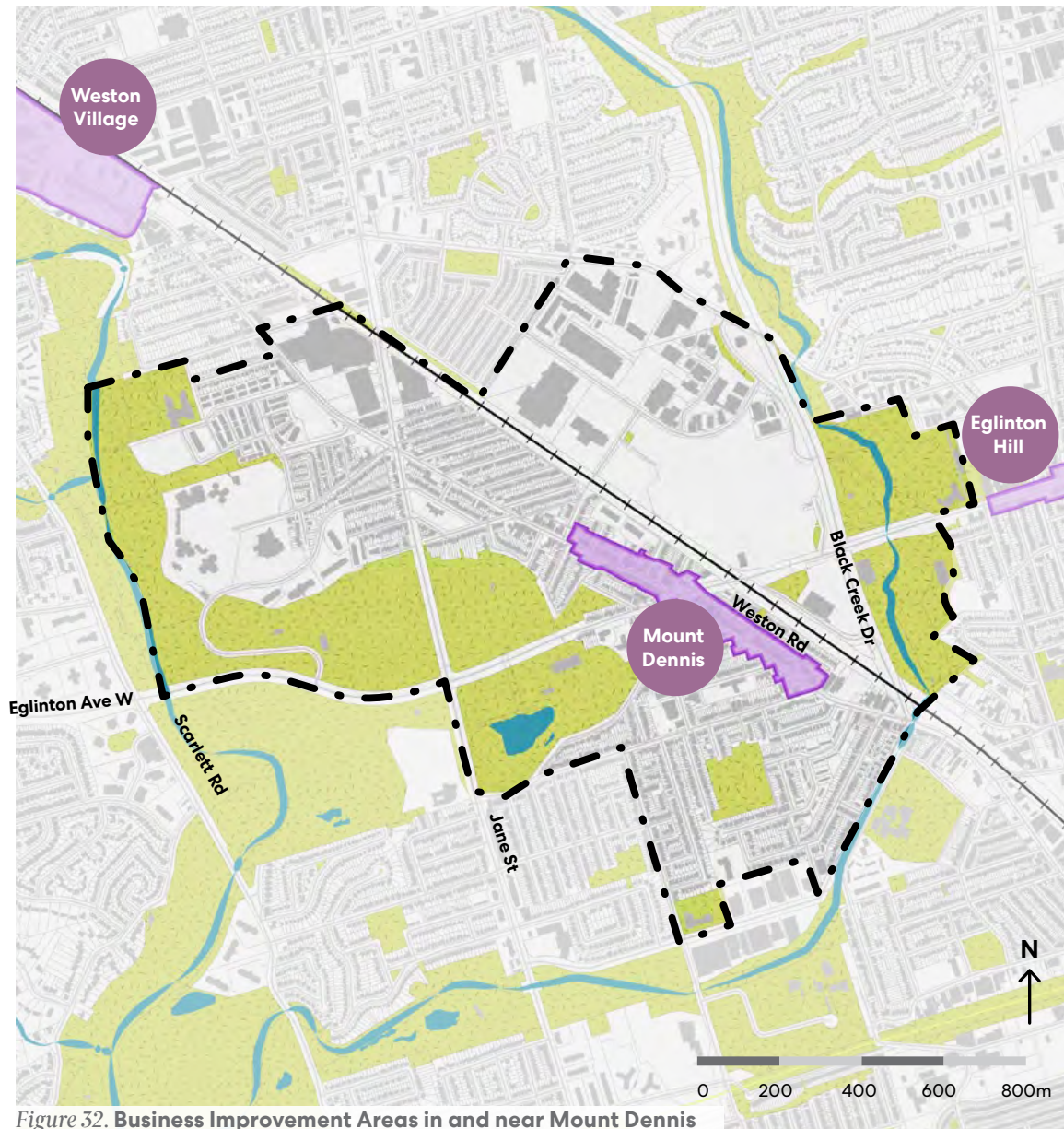


Figure 32. Business Improvement Areas in and near Mount Dennis

BIAs in Mount Dennis

In the City of Toronto, there are a total of 84 Business Improvement Areas (BIA). They are typically made up of property owners and tenants who work to promote economic development within their designated area. They are governed by the Municipal Code (Chapter 19) and BIA Boards which are composed of public directors and City Councillors. The BIAs within or near Mount Dennis include:

Mount Dennis BIA

The only BIA within the formal Mount Dennis boundary was founded in 1974. It stretches along Weston Road and spans between Somerville Ave and Lambton Avenue. Prominent businesses in the BIA's directory include high end appliance stores, home decor stores, neighbourhood restaurants / cafes, and hair and beauty salons.

Eglinton Hill BIA

Created in 1997, this BIA is located to the east of the study area along Eglinton Avenue. It contains an eclectic mix of shops and services that are reflective of the heritage of the neighbourhood.

Weston Village BIA

The Weston Village BIA was established in 1979 and is one of the oldest in Toronto. With more than 140 stores, restaurants and professional buildings, the BIA also includes a popular Farmers Market, which has been running for 40 seasons.

Key findings:

When compared to the city average...

- Mount Dennis* is home to a higher proportion of households with children;
- Mount Dennis* is home to a higher proportion of visible minorities and immigrants (57.2% and 56.5%, compared to 51.5% and 51.5%);
- Mount Dennis* is growing slower than the rest of the city, (2.5% growth, compared to 9.1% between 2006 and 2016);
- Mount Dennis* is lower income (estimated median income of \$51,500 vs \$65,829.); and
- Mount Dennis* is more impacted due to lay-offs resulting from COVID-19 (all three of the top employing industries have seen lay-offs of more than 15% vs only 1 of the 3 of the top industries at the City level seeing the same).

*Based on catchment area (CS&F boundary)

When compared to itself...

The Northwest part of the neighbourhood is the **densest**, fastest growing, has the highest total number of **visible minorities and refugees**, and the **lowest income**.

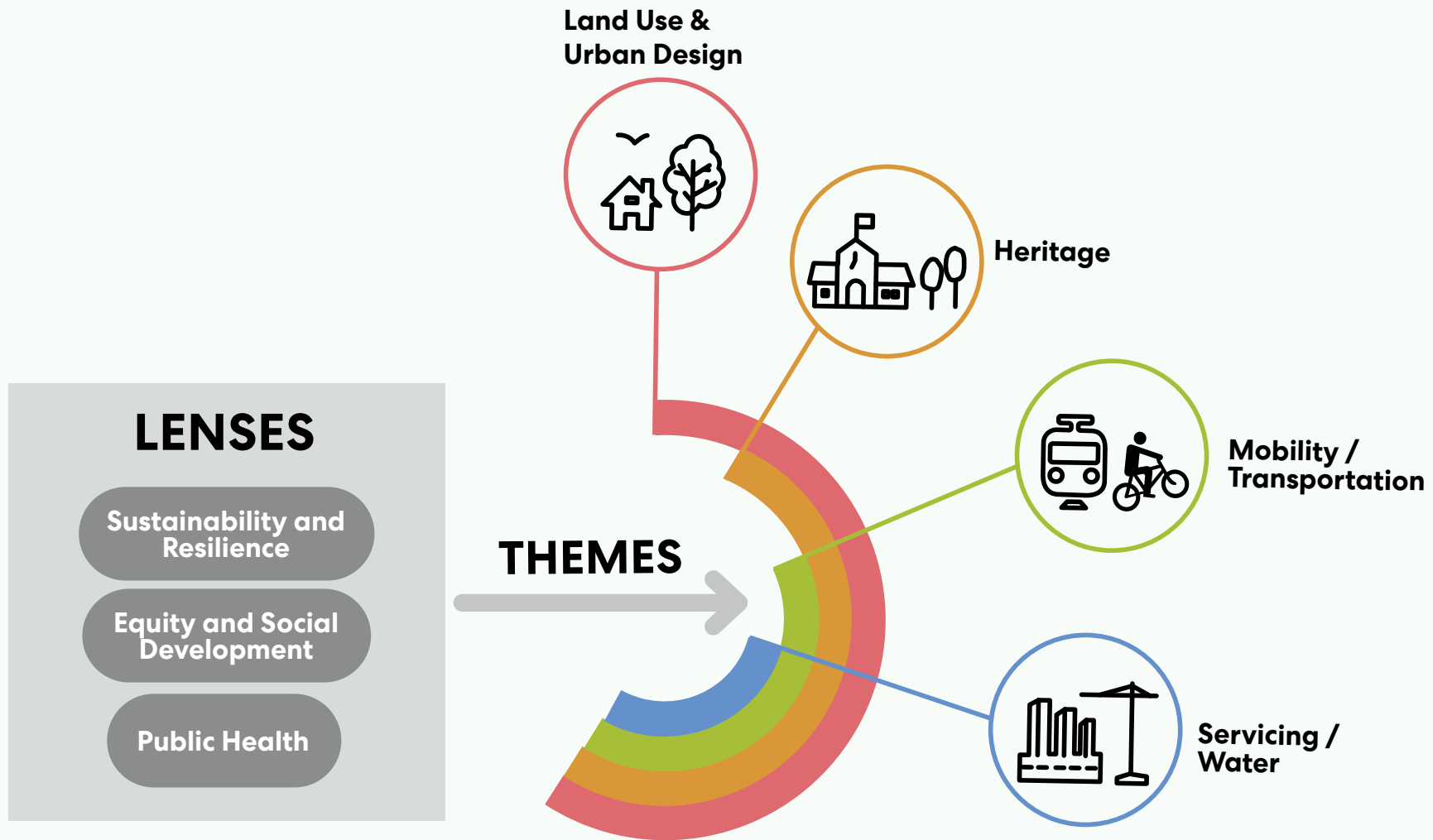
The Northeast part of the neighbourhood is the **most youthful** and has the highest proportion of **one-census family households**.

The Southwest part of the neighbourhood has the highest total number and proportion of **low-income seniors**.

The Southeast part of the neighbourhood is the **highest income** and where residents are most likely to **own their home**.



2. Lenses



The Approach: Themes Analyzed through Lenses

The study is structured around four themes that will organize the analysis and recommendations: Land Use & Urban Design; Heritage; Mobility/Transportation; and Servicing/Water. Each of the themes will be analyzed through three lenses: Sustainability and Resilience; Equity and Social Development; and Public Health.

Lenses are a critical part of this study to ensure that the planning and design work and recommendations are consistently informed by these considerations. It is important that the lenses are employed for each theme, to ensure that cross-disciplinary input is integrated throughout the study process.

The lenses have guided the analysis undertaken for this background report. For example, the Sustainability & Resilience lens has prompted the analysis of natural heritage, lost rivers, flood plains, parks and open space and trees found later in the report.

In addition, each lens, over the following pages, will include a brief reflection and summary of current resources the City of Toronto (and external agencies) has for each topic – and its applicability to this Mount Dennis study. For example, for the Sustainability / Resilience lens, we will review the Toronto Resilience Strategy and its actions, TransformTO, RELi, and TRCA's SNAP framework to pull applicable strategies that this study can help implement, or, opportunities to expand those resources.

The framework of lenses and themes will ensure that this Mount Dennis study is developed with the analytical rigour appropriate to support implementation and positive change.

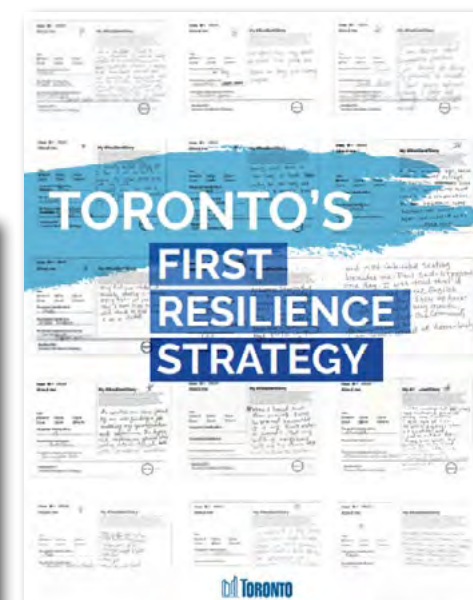


Figure 33. Examples of reports, studies, or frameworks that have applicable strategies or actions for Mount Dennis

2.1. Sustainability and Resilience

A resilience lens

This section explores the use of the City's comprehensive Resilience Strategy as well as a global standard (RELi) to benchmark resilience efforts specifically for the Mount Dennis neighbourhood. Other ongoing efforts such as TransformTO or TRCA's SNAP program are also highlighted here to explore opportunities to build from existing strategies.

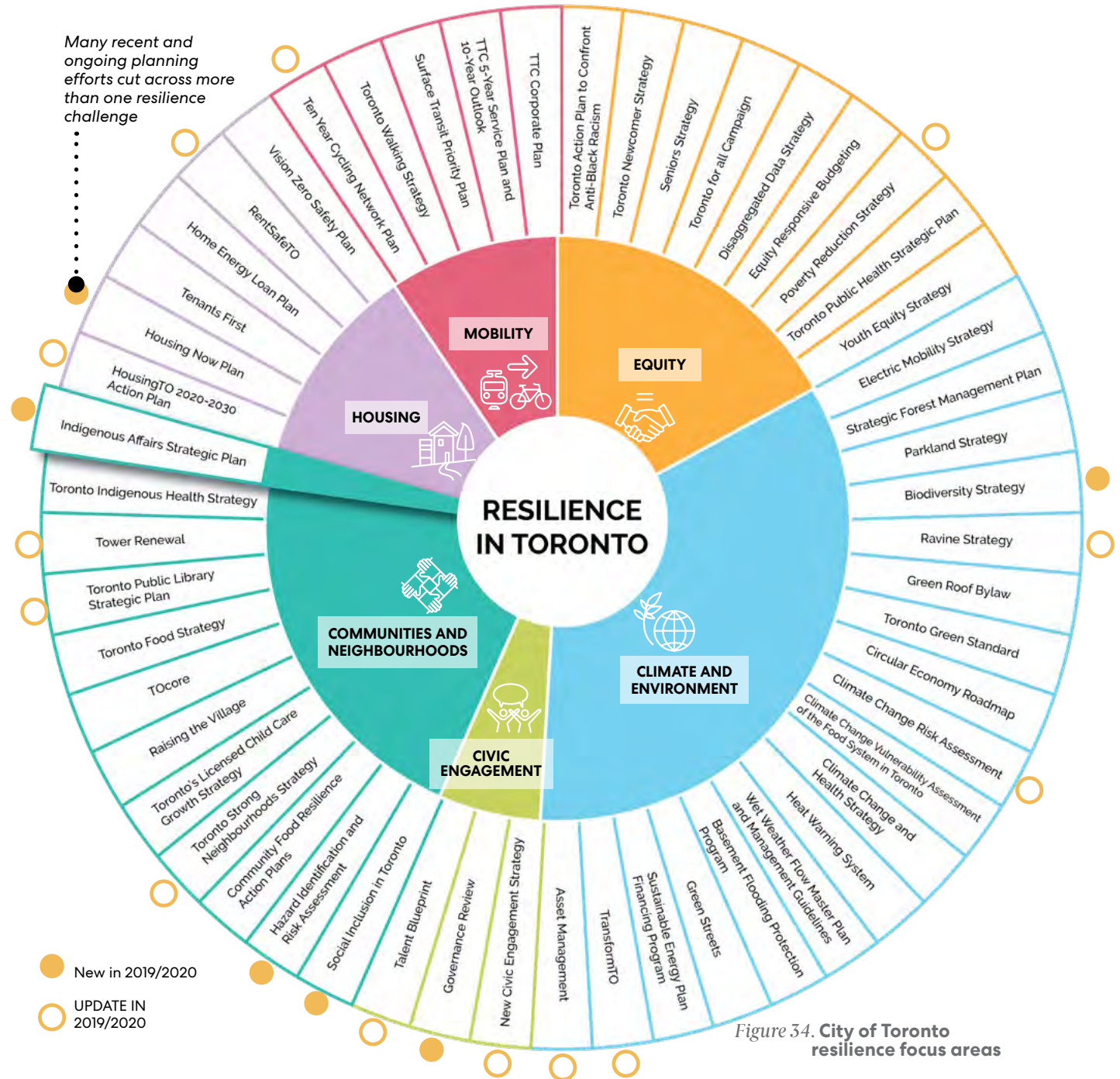


Figure 34. City of Toronto resilience focus areas

Toronto Resilience Strategy

The Toronto Resilience Strategy is a document that addresses Toronto's climate risks along with the socio-economic stresses which amplify these effects. Understanding how residents survive, adapt, and thrive in the face of significant challenges is at the root of the City of Toronto's first Resilience Strategy.

With the support of the 100 Resilient Cities program, the two-year process of developing the Strategy began with extensive stakeholder consultations to identify the specific resilience challenges that we face in Toronto. The purpose of the Resilience Strategy is to document this process and spur future action that augments current efforts by a wide spectrum of City divisions, partners and neighbourhood organizations.

The wheel on the left page is a summary of existing City of Toronto efforts (strategies, studies, plans) that speak to one of the 'resilience challenges' of Toronto: Housing, Mobility, Equity, Climate and Environment, Civic Engagement, and Communities and Neighbourhoods.

The following pages provide a summary of the actions from this strategy, and how they relate to Mount Dennis.

Action from Toronto Resilience Strategy	Response for Mount Dennis
1.1 Support homeowners and renters to prepare their homes for shocks	'Shocks' in Mount Dennis include flooded basements, power failures, extreme cold (e.g. frozen pipes) or extreme heat.
1.2 Enable wide-scale change in apartment towers to improve resilience through the improvement or retrofit of apartment towers and units	High-rise units have key resilience risks. Many have outdated heated systems and windows, and are home to families, newcomers, and seniors. Retrofits of housing can include improving the building envelope to improve insulation, new heating equipment, better ventilation and cooling, accessibility upgrades, fire system upgrades, and emergency backup tower.
1.3 Apply a resilience lens to the development of the new HousingTO 2020-2030 Action Plan & ensure comprehensive action to address Toronto's affordable housing gaps across the full spectrum of need	Affordable housing is a key consideration for Mount Dennis. Implement the Housing Now initiative / HousingTO 2020-2030 Action Plan in order to develop complete communities and viable housing options.
2.1 Enhance the capacity of neighbourhoods to prepare for and recover from shocks through grassroots action and network building	Grassroots action and network building will be important in Mount Dennis. Over the last 10 years, income inequality has grown significantly in Toronto, increasing inequities in neighbourhoods with predominantly racialized and newcomer residents.
3.1 Prioritize the implementation and resourcing of the Council-approved Toronto Poverty Reduction Strategy	The Poverty Reduction Strategy is to meet immediate needs of residents, with new pathways out of poverty.

Action from Toronto Resilience Strategy	Response for Mount Dennis
1.1 Institutionalize an integrated, resilience approach to flooding by adopting the Flood Resilient Toronto Charter (Basement Flooding Protection Program is scheduled to complete the EAs for all 67 basement flooding study areas in 2021)	Flooding concerns in Mount Dennis addressed by separate EA process.
1.2 Centralize resources towards a city-wide flood planning and prioritization tool	"
1.3 Review and update existing flood mitigation programs to account for resilience	"
1.4 Take action to mitigate the effects of extreme heat Heat Relief Working Group will develop a heat action plan. Mount Dennis could benefit from involvement in this.	The impacts of heat are disproportionately felt by frail, elderly and isolated people. People experiencing low incomes, including those who are homeless or under-housed, are also at higher risk of heat impacts. While Mount Dennis' proportion of seniors is slightly lower than the city average, its average income is significantly lower. Heat impacts to seniors are of the greatest concern in the southwest of the study area, which has the greatest total number and proportion of seniors.
1.5 Communicate, synthesize and scale up ongoing City efforts to advance a system of green and blue infrastructure Related strategies: Tree Planting Strategy, Strategic Forest Management Plan, Ravine Strategy...	Mount Dennis is a neighbourhood surrounded by two major ravine networks and large green space. They are an important asset for community development, recreation, and mobility. This action also promotes the prioritization of green streets implementation.

Action from Toronto Resilience Strategy	Response for Mount Dennis
1.6 Promote a sustainable and resilient food system	Need to consult if food access is an issue here (to be explored through consultation.)
2.1 Develop a Resilience Lens and apply it to City investments, with a focus on infrastructure	Important for Mount Dennis. Impacts of new infrastructure on vulnerable groups. How to use a resilience lens when planners look at new developments/investments in the area? Look at changes of Community Benefits Agreements
2.2 Integrate resilience into development and land use planning processes	This is a critical opportunity for Mount Dennis in this study.
2.3 Incorporate climate resilience into the City's asset management framework and plans	A separate effort (for asset management)
3.1 Create a city-wide mobility action plan through synthesis of ongoing mobility initiatives and priorities, and identification of resilience gaps	This study has a Mobility and Transportation theme, where a resilience lens will be especially useful. This is important because of the new rail and transit investments in this neighbourhood.
3.2 Continue to prioritize service and capital improvements to the TTC that make the system safer, more affordable, more reliable, and less crowded	"
3.3 Move more people more efficiently within the existing rights of way by expanding demonstration projects	"

TransformTO

In 2017, Toronto City Council voted unanimously to pass TransformTO, the City's plan to cut its GHG emissions by 80% of 1990 levels by 2050.

Since then, a number of key initiatives have emerged, and a list of recommendations by the TransformTO Reference Panel on Climate Action.

Some applicable recommendations from that panel include:

- Investigate new incentives for energy retrofits;
- Explore the viability of car-free zones;
- Explore the viability of low-emission vehicle zones;
- Explore the viability of congestion pricing zones;
- Expand transit priority zones;
- Institutionalize a 'Climate Lens' for City decision-making;
- Enhance the capacity of neighbourhoods to prepare for and recover from shocks through grassroots action and network building.

It will be possible to integrate some of these recommendations into this study, and help provide a climate action focus on the planning and design recommendations.

TRCA SNAP

As per the Toronto Region Conservation Authority, the SNAP, or Sustainable Neighbourhood Action Program, is aimed to help municipalities improve efficiencies, draw strong community support, and build implementation partnerships for a broad range of initiatives in the public and private realms. A growing network of municipalities and community leaders are collaborating with TRCA to apply SNAP as an effective approach for building sustainable, resilient neighbourhoods.

There are opportunities to apply or enable some of these "SNAP" projects or programs in the Mount Dennis neighbourhood, or to help provide a new way of looking at collaborative, community-led initiatives that support resilience. SNAP initiatives include:

- Renewable energy retrofits
- Water and energy conservation programs
- Revitalization of parks, roads and other public spaces
- Stormwater management

- Green and grey infrastructure
- Tower revitalization
- Flood protection
- Local food production
- Health and wellness promotion through connections with nature

REli Resilience Action List

REli 2.0 is the most comprehensive certification rating system currently available for socially and environmentally resilient design and construction. This system can be applied to neighbourhoods, buildings, infrastructure, or homes, however some of its actions are most applicable at the level of an individual building or infrastructure project.

REli 2.0 will be applied to Mount Dennis to benchmark how the current and planned context of the neighbourhood performs. It will also help identify and reduce the risk of damage in the event of natural disasters, economic disruptions, or other crises for neighbourhoods.

Actions in REli 2.0 are grouped into seven categories. The following page describes how each category applies to Mount Dennis.

DEFINITIONS			
Community Applies to organizations, neighbourhoods, districts, infrastructure, urban, and campus projects.	Points Points have not been allocated and will be established as part of the RELI Pilot Phase.	Reference The RELI Credit Catalog is inclusive and comprehensive, drawing from multiple leadership sources.	Tangible Value If "Y" (yes), the requisite or credit is a non-item in the RELI Green & Resilient Future Standards.
	Poly-Reqs + Poly-Credits Certain sub-requisites and credits. Sub-requisites are required. Sub-credits are optional.	Structure Applies to buildings, homes and artifacts.	
STRUCTURES	COMMUNITY	NUMBER	POINTS
PANORAMIC APPROACH			
PA PANORAMIC APPROACH TO PLANNING, DESIGN, MAINTENANCE, & OPERATIONS			
5	C	Req 1: Study Project Short-Term Hazard Mitigation and Adaptive Needs Including Climate	
5	C	Req 2: Integrative Process, Development & Community Stakeholder Involvement	
5	C	Poly-Req 3: Commissioning & Long-Term Monitoring / Maintenance	
5	C	Poly-Credit 1: Business & Community Case Analysis, Post-Development Evaluation and Reporting	
5	C	Credit 2: Establish a Sustainability & Resiliency Management System	
5	C	Credit 3: Address Conflicting Regulations & Policies	
5	C	Credit 4: Third Party Leadership & Next Generation Certifications and Programs	
Credits 5-8 Below Expand the Integrative Process Required by Requirement 2 Above			
5	C	Poly-Credit 5: Study & Design for By-Product & Underutilization Synergies	
5	C	Poly-Credit 6: Study & Design for Improved Project Element & Infrastructure Integration	
5	C	Poly-Credit 7: Study & Design for Long-Term Adaptability, Diversity & Redundancy	
5	C	Poly-Credit 8: Study & Living Design for Advanced Resiliency Living a Diversity of Ecological Based Perspectives	
RISK ADAPTATION & MITIGATION FOR ACUTE EVENTS			
HP HAZARD PREPAREDNESS			
5	C	Req 1: Fundamental Emergency Planning & Preparedness for Common Hazardous Events	
5	C	Req 2: Fundamental Access To First Aid, Emergency Supplies, Water, Food, Communications	
5	C	Poly-Credit 1: Enhanced Emergency Planning for Common Hazards & Extreme Events	
5	C	Credit 2: Enhanced Access: Emergency Care & Supplies, Water, Food, Communications	
5	C	Poly-Credit 3: Additional Emergency Provisions for the Community & for Longer Timeframes	
5	C	Credit 4: Community Education: Authentic Dialogues on Ever-Increasing Weather, Safety & Resiliency	
HA HAZARD ADAPTATION & MITIGATION			
5	C	Req 1: Sites of Avoidance & Repair: 500-Year Flood Plains, Storm Surge & Sea Rise	
5	C	Req 2: Fundamental Emergency Operations: Back-Up Power & Operations	
5	C	Req 3: Fundamental Emergency Operations: Thermal Safety During Emergencies	
5	C	Req 4: Safer Design for Extreme Weather, Wildfire & Seismic Events	
5	C	Poly-Credit 3: Adaptive Design for Extreme Rain, Sea Rise, Storm Surge & Extreme Weather, Events & Hazards	
5	C	Poly-Credit 3: Advanced Emergency Operations: Back-Up Power, Operations, Thermal Safety & Operating	
RELI Resilience Action List			
STRUCTURES	COMMUNITY	NUMBER	POINTS
COMPREHENSIVE ADAPTATION - MITIGATION FOR A RESILIENT PRESENT + FUTURE			
CV COMMUNITY COHESION, SOCIAL & ECONOMIC VITALITY			
5	C	Poly-Req 1: Improve Community Quality of Life	Required
5	C	Poly-Credit 1: Incorporate Important Community Views and Aspects of Local Landscape	180
5	C	Poly-Credit 2: Community Connectivity, Walkability, Public Transit, Non-Motorized Transit	180
5	C	Poly-Credit 3: Community Connectivity: Mixed-Use Commercial, Housing & Public / Community Space	180
5	C	Poly-Credit 4: Expand Citizen Participation: Public, Agencies, Groups, Organizations, Communication	180
5	C	Poly-Credit 5: Resilient Organizations: Cooperative & B-Corporations, Non-Profit & Social Equity Measures	180
5	C	Poly-Credit 6: Develop or Expand Local Skills, Capabilities & Long-Term Employment & Mix	180
5	C	Poly-Credit 7: Use Regionally Sourced & Manufactured Materials and Products	180
5	C	Poly-Credit 8: Stimulate Sustainable Growth and Development	180
PH PRODUCTIVITY, HEALTH & DIVERSITY			
5	C	Poly-Req 1: Minimum IAQ & Views to the Exterior	Required
5	C	Poly-Req 2: Minimum Protection for Prime Habitat & Floodplain Functions	Required
5	C	Poly-Credit 1: Human PHD: Expanded IAQ, Daylight & Views, Fresh Air	180
5	C	Poly-Credit 2: Human PHD: Active Design for Buildings, Communities and Urban Environments	180
5	C	Credit 3: Human PHD: Provide for Social Equity: Intergenerational / Intercultural Opportunities	180
5	C	Poly-Credit 4: Human & Eco PHD: Reduce Pesticides, Prevent Surface & Groundwater Contamination	180
5	C	Poly-Credit 5: Ecological PHD: Protect Wetlands & Avoid Slopes and Adverse Geology	180
5	C	Poly-Credit 6: Ecological PHD: Biodiversity, Habitat & Soil	180
EW ENERGY, WATER & FOOD			
5	C	Poly-Req 1: Minimum Water Efficiency & Resilient Water and Landscapes	Required
5	C	Poly-Req 2: Minimum Energy Efficiency & Atmospheric Impacts	Required
5	C	Poly-Credit 1: Plan for Rainwater Harvesting, Resilient Landscapes & Food Production	180
5	C	Poly-Credit 2: Plan the Site and Orientation for Sun & Wind Harvesting, Natural Cooling	180
5	C	Poly-Credit 3: Water Use Reduction, Near Zero / High-Efficiency: Water Flows and Resilient Landscapes	180
5	C	Poly-Credit 4: Energy Optimization, Near Zero / Carbon Neutros, Net Zero, Net Positive Energy Flows	180
5	C	Poly-Credit 5: Edible Landscaping, Urban Agriculture & Resilient Food Production	180
5	C	Poly-Credit 6: Reduced Site Environmental Impacts: Lighting, Heat Island, Airborne Transit	180
MA MATERIALS & ARTIFACTS			
5	C	Poly-Req 1: Minimum Material Effectiveness & Life Cycle Planning	Required
5	C	Credit 1: Safer, Non-Toxic Materials (SMART or Equivalent Certified)	180
5	C	Credit 2: Material & Artifact Effectiveness: Full Life Cycle Design for Durability, Adaptability, Flexibility	180
5	C	Credit 3: Material & Artifact Effectiveness: Design for Disassembly, Reuse, Recycling & Composting	180
5	C	Poly-Credit 4: Material Effectiveness: Use Recycled Content Materials, Salvaged Materials & Local Materials	180
5	C	Credit 5: Use Legally Logged Wood from Ecologically Managed Forests (FSC Certified)	180
5	C	Credit 6: Reduce Net Embodied Energy & Carbon, Water and Toxins	180
5	C	Poly-Credit 7: Divert Waste from Landfills, Reduce Excavated Soils Taken from Site	180
APPLIED CREATIVITY AND CONTEXTUAL FACTORS FOR RESILIENCY			
AC APPLIED CREATIVITY, INNOVATION & EXPLORATION			
5	C	Poly-Credit 1: Applied Creativity in Resiliency & Integrative Design	180
5	C	Poly-Credit 2: Contextual Factors & Project Response Topics	180

Figure 35. Snapshots of the RELI Resilience Action list

Panoramic Approach to Planning, Design, Safety and Operations

This category of actions addresses the components of a resilient process from planning to ongoing evaluation and operation. These include a planning process that is integrated across disciplines and a broad community stakeholder participation process. The Mount Dennis Planning Framework Study is set up to integrate disciplines through the four themes and three lenses and includes a robust community stakeholder process.

Hazard Preparedness

This category of actions addresses community preparedness for emergency events such as earthquakes, floods, severe storms or fires. EAs being undertaken through the Basement Flooding Protection Program are addressing one of the most pressing hazards in Mount Dennis, flooding. The Mount Dennis Planning Framework Study is addressing community capacity to respond to shocks through the equity and social development lens.

Hazard Adaptation and Mitigation

While Hazard Preparedness addresses a community's ability to survive an emergency event, Hazard Adaptation and Mitigation addresses how a community can adapt its design to prevent or mitigate the severity of an emergency event. One of the means of doing this is through protecting green infrastructure such as parks. This study will be considering opportunities for green streets, which have multiple benefits for the community including hazard mitigation.

Community Cohesion, Social and Economic Vitality

This category of actions is particularly relevant to a neighbourhood scale project like the Mount Dennis Planning Framework Study. It focuses on quality of life for all residents of the community, maintaining community character and incorporating community views, improving active transportation and access to transit, incorporating a mix of uses and promoting a high quality public realm, facilitating active civic

engagement, promoting social and economic equity and developing local skills and employment opportunities. Virtually all of the themes and lenses of the study respond to the actions in this category, including the equity and social development lens and the land use and urban design and mobility themes.

Productivity, Health and Diversity

This category of actions addresses human health and ecological health. Regarding human health, one of the actions is to provide an environment that facilitates and promotes physical activity. The public health lens will be considering how to promote human health through the built environment. Regarding ecological health the actions address preserving and restoring ecological and hydrological functions of the landscape. The Mount Dennis Planning Framework Study will look at how this can be done both in the existing natural heritage of the district and through the introduction of green streets and LID features into the streetscape.

Energy, Water and Food

This category of actions addresses water and energy conservation, renewable energy sources and access to affordable and local food. There is interest in Mount Dennis in becoming an eco-neighbourhood, which will require consideration of all of these issues.

Materials and Artifacts

This category of actions is less relevant to the Mount Dennis Planning Framework Study as it is most applicable at the building scale, however actions such as using recycled content, reducing embodied energy and diverting waste from landfills may be considered.

2.2. Equity and Social Development

Leading with Equity

It is important to lead all planning and design thinking with an equity lens. There are several components of this:

1. Analysis

An equity-focused analysis means layering in social metrics to contextualize a study area with its lived experience. In addition to land use, transportation, and open space, this study is trying to understand the people who live in Mount Dennis and what they need from their social, economic and built environment.

2. Engagement

The best way to understand a neighbourhood is to talk to the people who live there. Mount Dennis has engaged citizens and numerous local community groups who have been putting thought and effort into how to improve their neighbourhood for many years. The engagement strategy for this study includes discussion directly with those groups to learn from the efforts they have already made and ground the study in the aspirations of the community.

3. Actions

The equity lens will be particularly important for the recommendations that result from this study. The equity impacts of the recommendations will be evaluated, and a key consideration will be how to use this study to build on equity-related initiatives that are already underway in the City and implement initiatives suggested by the community through engagement.

Various efforts led by the City, such as the Resilience Strategy discussed above and the Toronto Strong Neighbourhoods Strategy 2020, have a deep focus on what equity means specifically in Toronto, enriched by a comprehensive engagement process.

Toronto Strong Neighbourhoods Strategy 2020

The Toronto Strong Neighbourhoods Strategy (TSNS) 2020 is the City's plan to ensure that each neighbourhood can succeed and thrive. It partners with residents, community agencies and businesses to invest in people, services, programs and facilities in 31 identified Neighbourhood Improvement Areas (NIAs). As noted earlier in this report, the Mount Dennis Planning Framework Study Area includes all or part of four NIAs. The mission of TSNS 2020 is to achieve equitable opportunities across all Toronto neighbourhoods by:

- Activating people
- Activating resources
- Activating neighbourhood friendly policies

TSNS 2020 is supported by 15 Neighbourhood Planning Tables representing the 31 NIAs. The Neighbourhood Planning Tables have

developed Neighbourhood Action Plans with actions in the domains of:

- Healthy Lives
- Economic Opportunities
- Social Development
- Participation in Civic Decision-Making
- Physical Surroundings

The four NIAs that touch the study area fall within two Neighbourhood Planning Tables: York South Weston and Rockcliffe-Smythe. The input of these groups and the actions they have identified will be essential inputs to the Equity and Social Development component of the study.

2.3. Public Health

Health and Wellbeing

Working with Toronto Public Health, this study is an opportunity to look at how the built environment and planning policy can influence the mental and physical health of the Mount Dennis community. Initial analysis of public health data shows that health outcomes in Mount Dennis for many common conditions are poorer than in the city as a whole and in many other neighbourhoods. Health outcomes are often very strongly correlated to income, so as Mount Dennis is a relatively lower income community these findings are not surprising. Other factors, such as access to employment, services, transit and greenspace and characteristics of the built environment can play a role in public health as well.

Through the study process we will work with Toronto Public Health to explore how public health objectives and priorities can be delivered through the study.

Figure 36. Comparison of Public Health Indicators in Mount Dennis and the City of Toronto

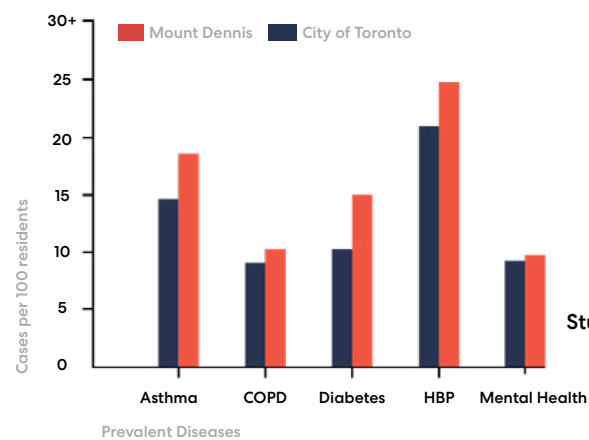


Figure 37. Prevalence of Asthma per 100 residents

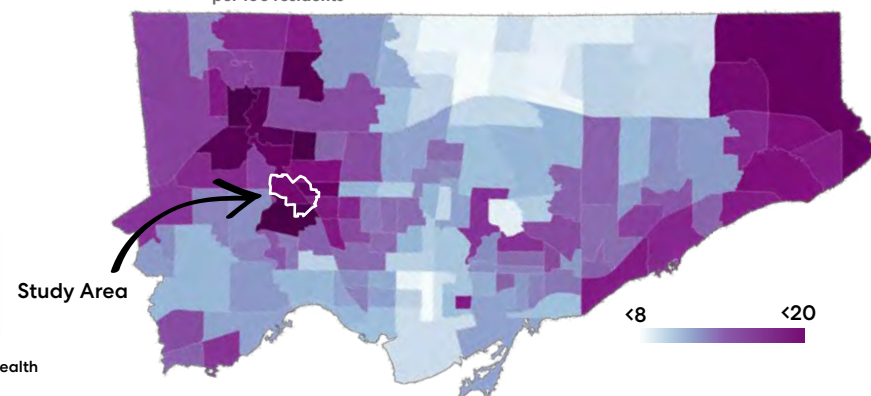


Figure 38. Prevalence of Chronic Obstructive Pulmonary Disease per 100 residents

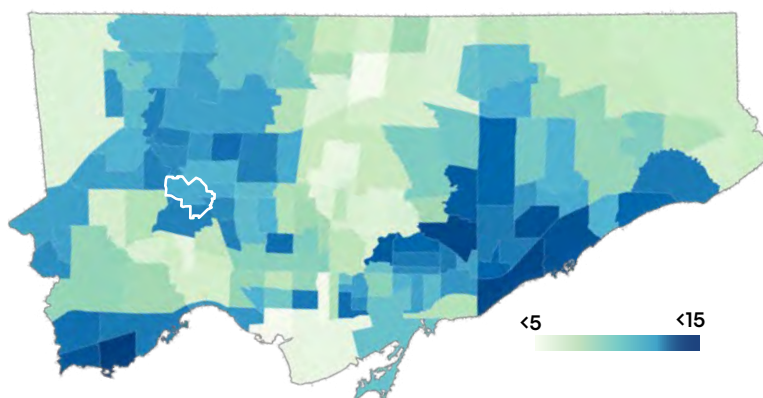


Figure 39. Prevalence of Diabetes per 100 residents

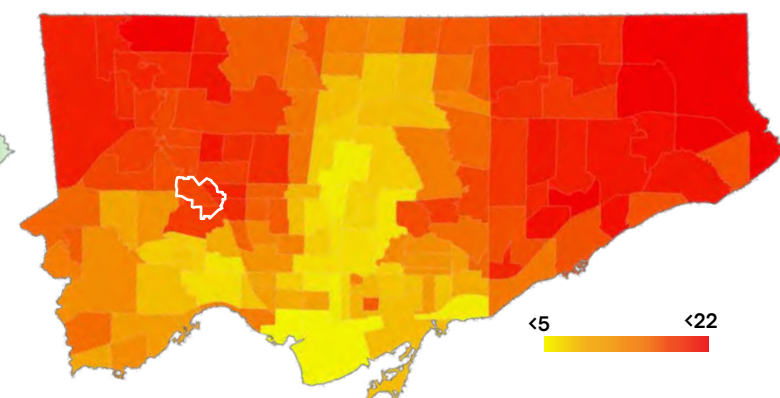


Figure 40. Prevalence of High Blood Pressure per 100 residents

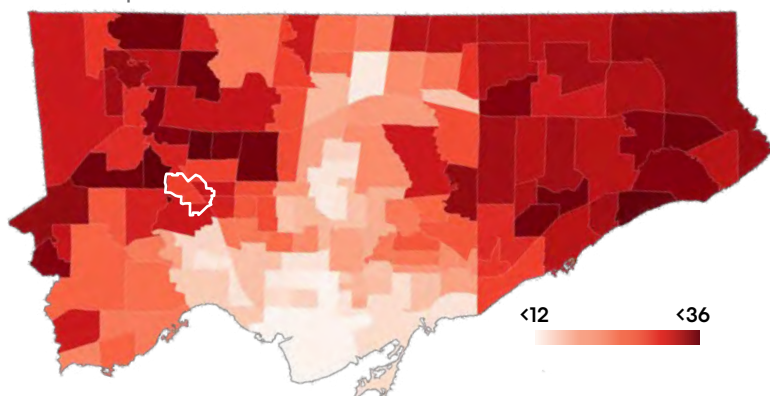
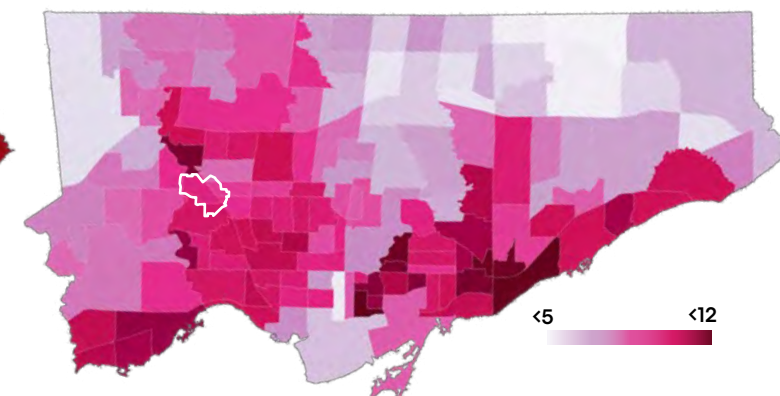


Figure 41. Prevalence of Mental Health and Addiction-Related Visits per 100 residents



The Built Environment and Human Health

The built environment can have a significant impact on physical and mental health. It can influence levels of physical activity, safety of travel, outdoor air quality, access to jobs and services, access to healthy food and opportunities for social interaction and recreation. The City of Toronto has commissioned and compiled a series of reports relating to the built environment and human health and has used these to guide policy development such as the Complete Streets Guidelines, Toronto Resilience Strategy and Parkland Strategy. It is hoped that by improving the built environment in Mount Dennis that the neighbourhood's poor health outcomes discussed on the previous page will also be improved.

Housing and Health

Housing is an important determinant of human health that has been recognized since the industrial revolution. Adequate, affordable and stable housing is a key prerequisite for promoting health. The 2016 Toronto

Public Health Report "Housing and Health: Unlocking Opportunity" recognizes certain populations as being at higher risk of experiencing housing instability and related health impacts. These include Indigenous people, newcomers and immigrants, children and families, youth and seniors, among others. The City's HousingTO 2020-2030 Action Plan sets the housing agenda for the next ten years across the full housing spectrum, recognizing that housing affordability has become a key challenge for many residents.

Health and Transportation Systems

Both access to transit and safe infrastructure for walking and cycling are important to human health. Difficulty accessing transit due to cost or availability can have adverse impacts on health by limiting access to services, food, employment, educational opportunities, recreation and social activities. Active transportation infrastructure contributes to improved health outcomes by preventing injuries and deaths due to traffic accidents, encouraging active lifestyles that

improve mental health and prevent chronic disease, and reducing transportation-related emissions, thereby improving air quality.

Greenspace and Health

Abundant, diverse and well maintained green spaces are also important to physical and mental health. The presence of green space is associated with reduced mortality, obesity, anxiety and cardiovascular disease, and green spaces provide places for stress reduction, mental restoration and social interaction. Green spaces are also associated with improved air quality. They address a key aspect of vulnerability related to the warming climate by providing relief from extreme heat and lessening the urban heat island effect. During the COVID-19 pandemic Toronto's greenspaces have been extremely well used and their value to the physical and mental health of residents has been reinforced.

This background report brings a public health lens to the existing conditions analysis of Mount Dennis. Affordability, access to community services and facilities, access to transit, and elements of the public realm including parks and open space, complete streets and cycling infrastructure are each linked back to their potential impact on the health of Mount Dennis residents. The Mount Dennis Planning Framework will include recommendations for improvements to the built environment with the aim of improving public health outcomes.



Themes





3. Heritage

145 Clouston Ave

St. John's Cemetery on the Humber; designation by-law passed by York City Council on Aug. 24, 1987

1151 Weston Rd

Mount Dennis Bank of Nova Scotia (1949, addition 1981-2) now known as Scotiabank

2700 Eglinton Ave W

York Civic Centre, 1950. Shore and Moffat Architects, with additions 1960, 1962, 1974. Adopted by City Council May 17, 2005.

Eglinton Ave W

Denison Rd E

Trethewey Dr

Emmett Ave

Scarlett Rd

Weston Rd

Black Creek Dr

Lambton Ave

Jane St

Alliance Ave

Humber Blvd N

Figure 42. Properties currently on the City's Heritage Register

3.1. Cultural Heritage

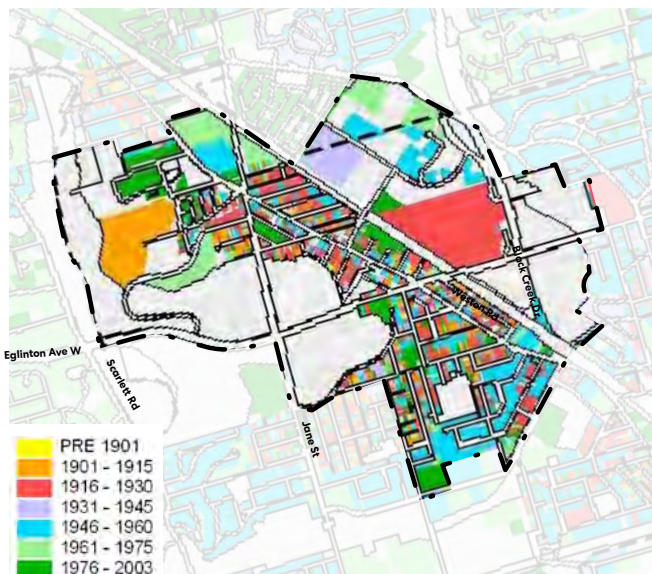


Figure 43. City of Toronto Building Construction Dates (produced by Patricia Morphet)

Legend

Heritage Register

- Listed on the City's Heritage Register
- Designated under Part IV of the Ontario Heritage Act
- Waterbody
- Open Green Space
- ~ Creek / River
- Trail
- ● ● Study Area

Starting with Heritage

Understanding the historic evolution and development patterns of the Mount Dennis area will help identify significant heritage places, define character areas and inform land use and built form guidelines. While cultural heritage includes significant buildings, structures and landscapes, it also encompasses the meanings, activities and experiences of the people who live and work in Mount Dennis, known as intangible heritage.

The cultural heritage component of the study will include a comprehensive survey of the study area to identify properties and landscapes with heritage potential, consultation with a Heritage Focus Group and completion of a Historic Context Statement. Potential heritage properties will be identified and recommended for inclusion on the City's Heritage Register.



Figure 44. The Mount Dennis Bank of Nova Scotia is listed on the City's Heritage Register. Source: BlogTO



Figure 45. St. John's Cemetery is designated under Part IV of the Ontario Heritage Act. Source: CWGC



Figure 46. York Civic Centre is listed on the City's Heritage Register. Source: GTD Aquitaine

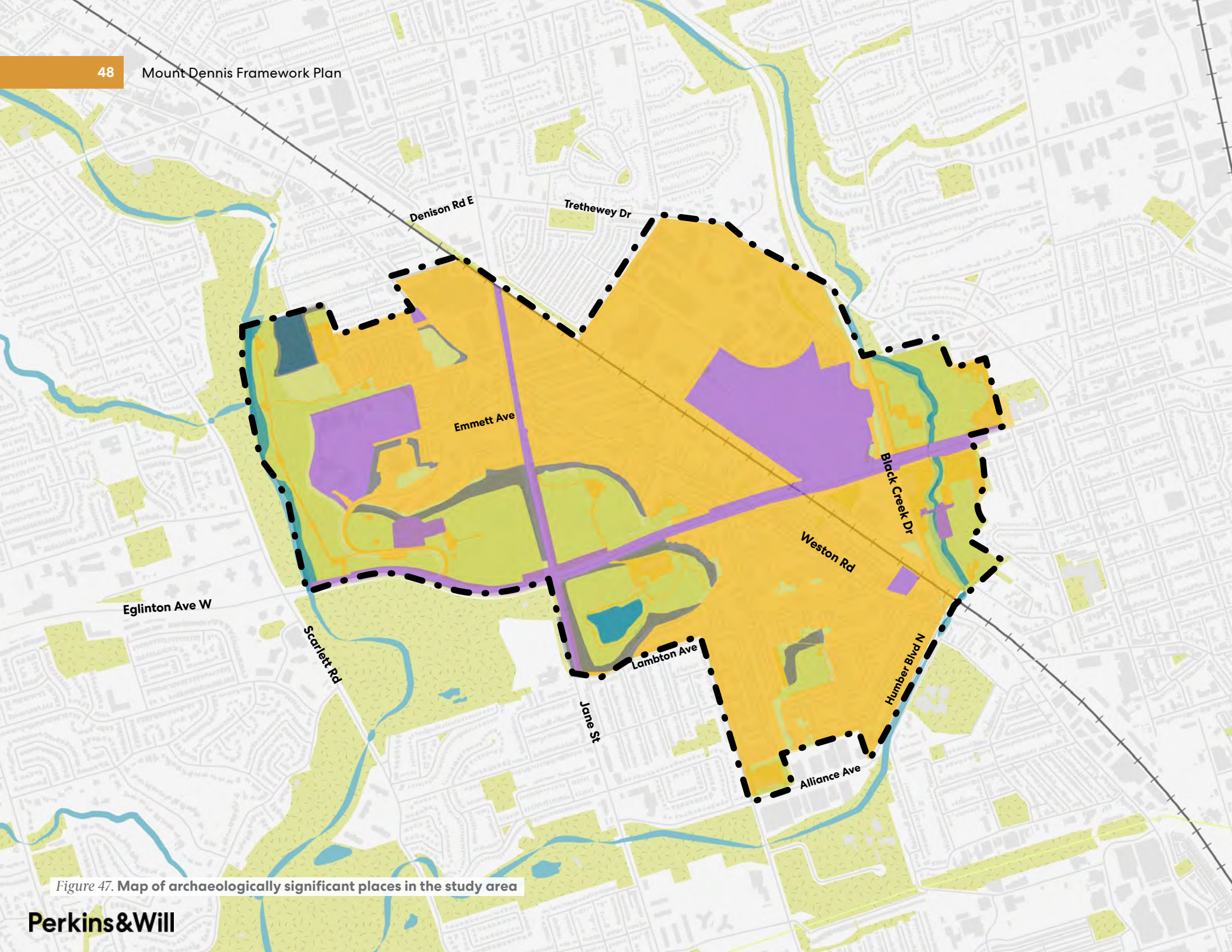


Figure 47. Map of archaeologically significant places in the study area

3.2. Archaeology

A non-renewable cultural legacy

Toronto is one of the largest, most culturally diverse municipalities in North America and has a cultural history that began approximately 12,000 years ago. The archaeological sites that are the physical remains of this lengthy settlement history represent a fragile and non-renewable cultural legacy.

Protecting these sites has become increasingly important since landscape change has been occurring at an ever-increasing rate. The Interim Report – A Master Plan of Archaeological Resources for the City of Toronto, August 2004 PDF (now referred to as The City of Toronto's Archaeological Management Plan) identifies areas of archaeological potential and requires archaeological assessments on these lands prior to development.

A Stage 1 archaeological assessment is being developed as part of this study. A detailed review of historical land use has demonstrated that the majority of lands in this urban setting have been extensively disturbed, eliminating the possibility for discovery of intact archaeological deposits. Hence, most of lands under consideration in this study do not retain archaeological potential.

Preliminary recommendations from the Stage 1 Assessment include:

- Several portions of the study area exhibit archaeological potential and may require further archaeological assessment.
- Additional Stage 2 archaeological assessment or Stage 3 Cemetery Investigation is required for all lands within 10 m of the St. John's Cemetery lands.
- One archaeological site is immediately adjacent to the study area and is identified as an area of heightened archaeological sensitivity by the City of Toronto's Archaeological Management Plan. Further archaeological assessment is required prior to any impacts within the vicinity.

Legend

	Stage 2 Recommended
	Cemetery Investigation
	Previously Assessed
Areas of Low Archaeological Potential	
	Disturbed
	Low-Lying / Wet
	Steeply Sloped



Figure 48. St. John's Cemetery on the Humber. Source: CWGC





4. Land Use / Urban Design

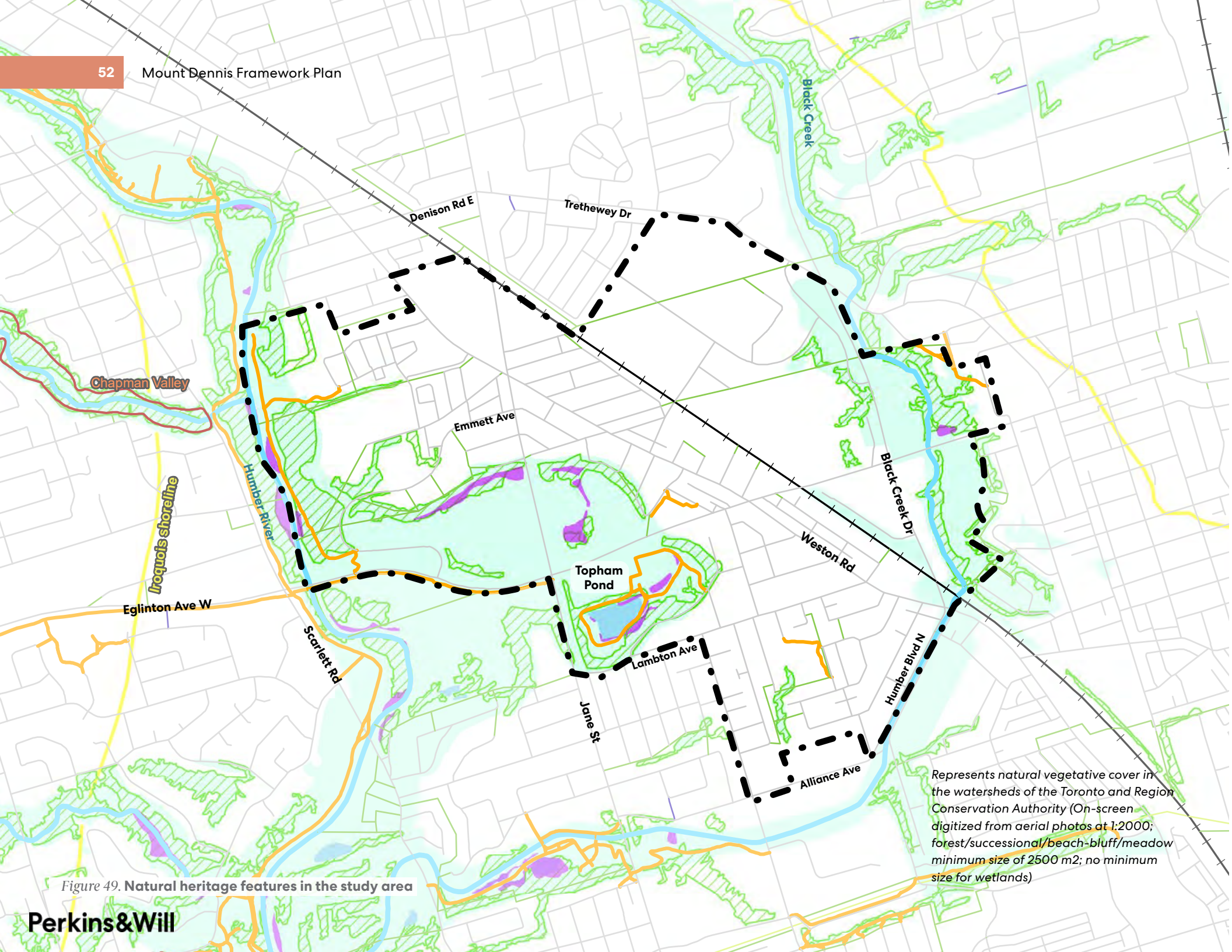


Figure 49. Natural heritage features in the study area

4.1. Natural Heritage

Responding to the Landscape

Most natural heritage areas in Mount Dennis are associated with the Humber River and Black Creek valleylands. This includes portions of the Eglinton Flats, which remain as wetland and woodland communities. Some of the woodlands on the east side of the Humber River have high value remnant features (butternut, large bur oak) and many well established younger oak. Invasive species have taken over some of the lands that were formerly disturbed, and there is a significant amount of infrastructure left from previous uses, such as fences, a concrete septic tank and culverts. This study will consider opportunities to remove some of these remnants and manage and improve the forests along the Humber River.

The Humber River and Black Creek support diverse fish communities, while riparian and valley slope communities provide wildlife habitat and corridors for wildlife movement. Topham Pond supports fish, amphibians and birds and is a popular fishing destination.

The natural heritage system in Mount Dennis has an important public health function as it is frequently used by local residents for outdoor recreation and nature appreciation. Many of the natural heritage areas are contained within parkland and open space designations, particularly the Eglinton Flats, Fergy Brown Park, Scarlett Woods and Keelestdale Park. Many trails through the woods are “desire lines” - unplanned trails that have formed due to repeated use. In other cases, non-trail infrastructure has been adopted for recreational use, such as the Toronto

Legend

- Natural Heritage Line
- Natural Heritage Area
- Wooded
- Wetland not evaluated per OWES
- Candidate ANSI, Life Science
- Waterbody (TRCA)
- Hydro Line
- Geostatistical line
- Environmentally Significant Areas
- Creek / River
- Trail
- Study Area



Figure 50. Some areas of the Eglinton Flats are classified as wetland Source: Perkins & Will

Water access road along the Humber that is used as a recreational trail. Public enjoyment of the ravine system is impeded in some areas by strong sewage-related odours, including near the sewage connection that crosses the Humber River near Portage Gardens Park.

The grassroots organization Naadmaagit Ki Group (NKG), Anishinaabe for “helpers of the Earth,” uses agricultural initiatives to restore connections Indigenous people have to natural land in the city. One of their locations is along the Humber River between Eglinton Ave and Lawrence Ave. NKG is collaborating with the City’s Parks, Recreation and Forestry Division on opportunities for growing Indigenous use of natural parkland both for stewardship and ceremonial activities.

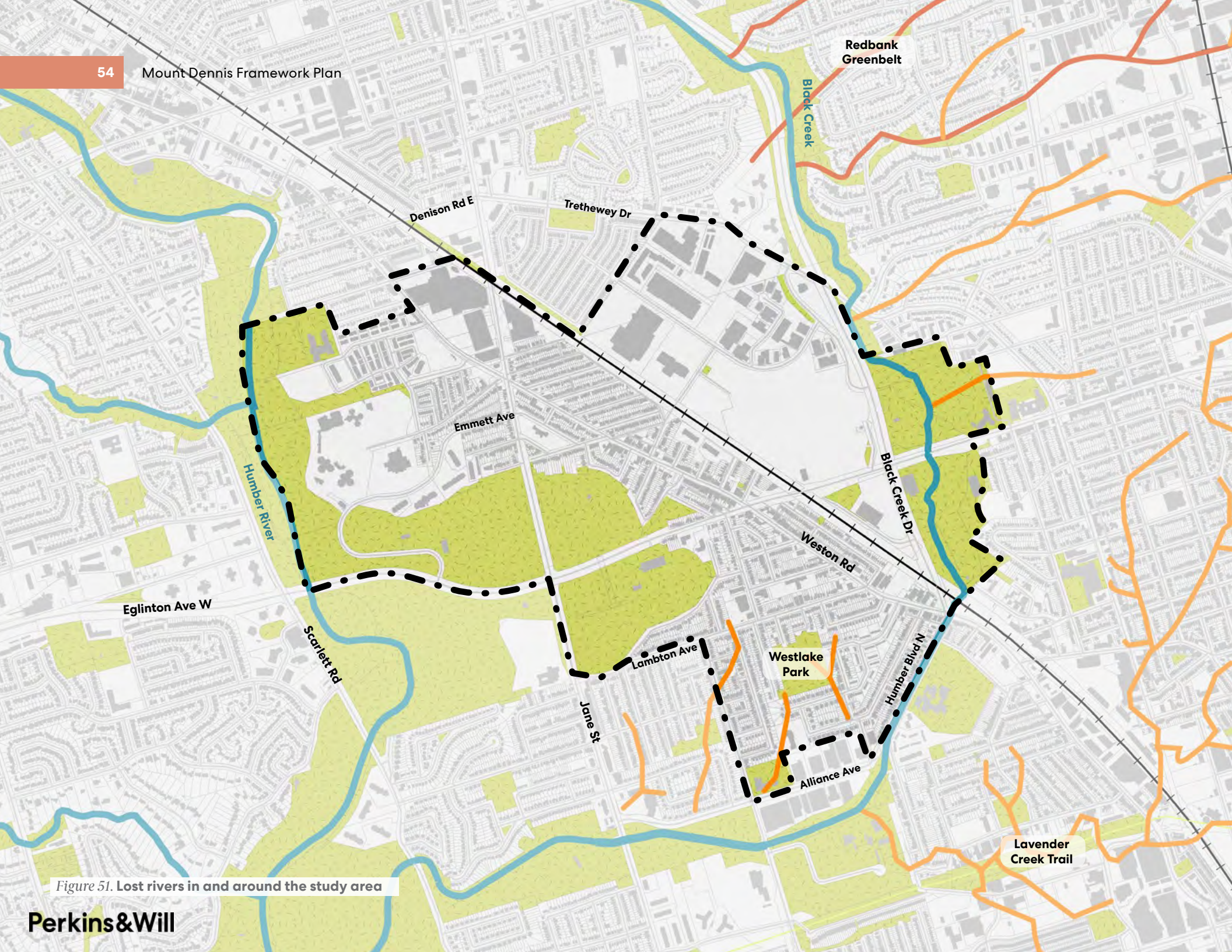


Figure 51. Lost rivers in and around the study area

4.2. Lost Rivers

Mount Dennis is a neighbourhood with a complex topography and hydrology beyond the visible courses of the Humber River and the Black Creek. As in other areas of the city, smaller tributary streams gradually disappeared during the process of urbanization. Nonetheless, their watersheds still exist under our feet, sometimes revealing themselves during flooding.

The natural heritage of these rivers is still very present in the character of the neighbourhood, and particularly visible in the geography of the urban fabric, open spaces and parks. Places such as Westlake Park, the Lavender Creek Trail or Redbank Greenbelt are the remnants of water streams documented in historical maps. Beyond the known lost rivers, the contours of the terrain in the area suggest an extended network of streams and creeks that belonged to the Humber River Watershed.

Legend

- River last seen on map on 1931-1932
- River last seen on map on 1949
- Active river
- Study Area

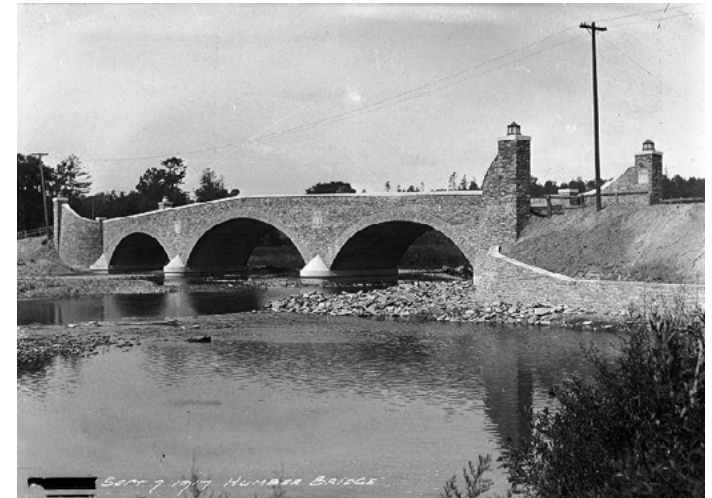


Figure 52. **Old Mill Bridge** downstream from Mount Dennis
Source: City of Toronto Archives

Source: Canadian Historical GIS Partnership
Development Project geohist.ca on behalf of
the Lost Rivers of Toronto Project lostrivers.ca.

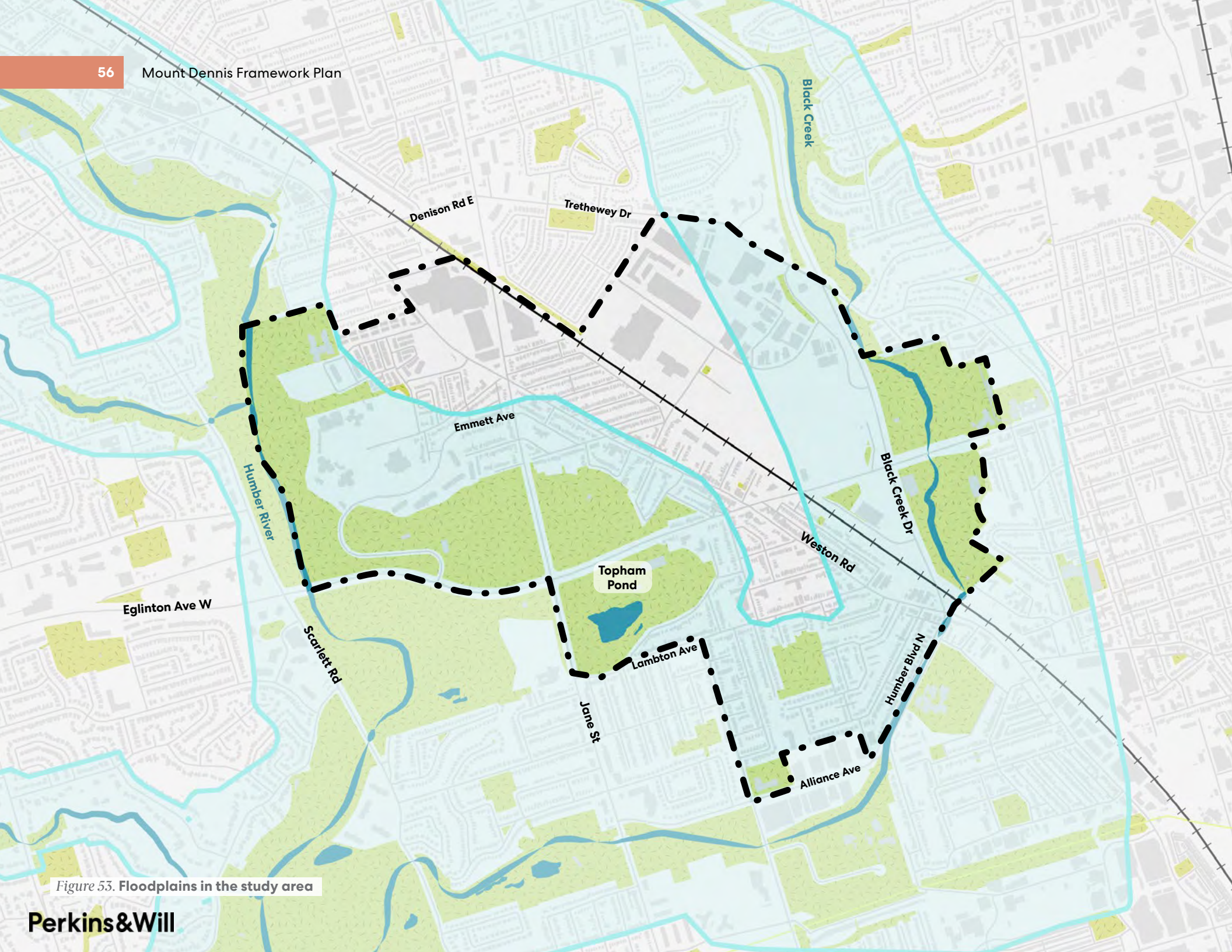


Figure 53. Floodplains in the study area

4.3. Floodplains

Mitigation and Adaptation

The Mount Dennis Study Area is impacted by heavy flooding annually. This flooding is mainly caused due to torrential rain which results in the overflowing of the ravine and sewer systems. The region has combined sewers that keep sewage and run-off separate in the dry seasons, but during a storm these utilities combine and flood homes and open spaces.

There is currently a parallel basement flooding Environmental Assessment that is looking at stormwater management strategies to mitigate these flooding issues.

This Framework study will identify strategies, like rainwater catchment areas, daylighting ravines, green streets infrastructure and incorporating porous surfaces, that could be useful in mitigating the adverse effects of annual flooding in the region.

Legend

-  Flood Plain
-  Waterbody
-  Open Green Space
-  Creek / River
-  Trail
-  Study Area



Figure 54. Black Creek overflows onto Humber Boulevard North during the rain storm of July 2013.
Source: Maria Farcas

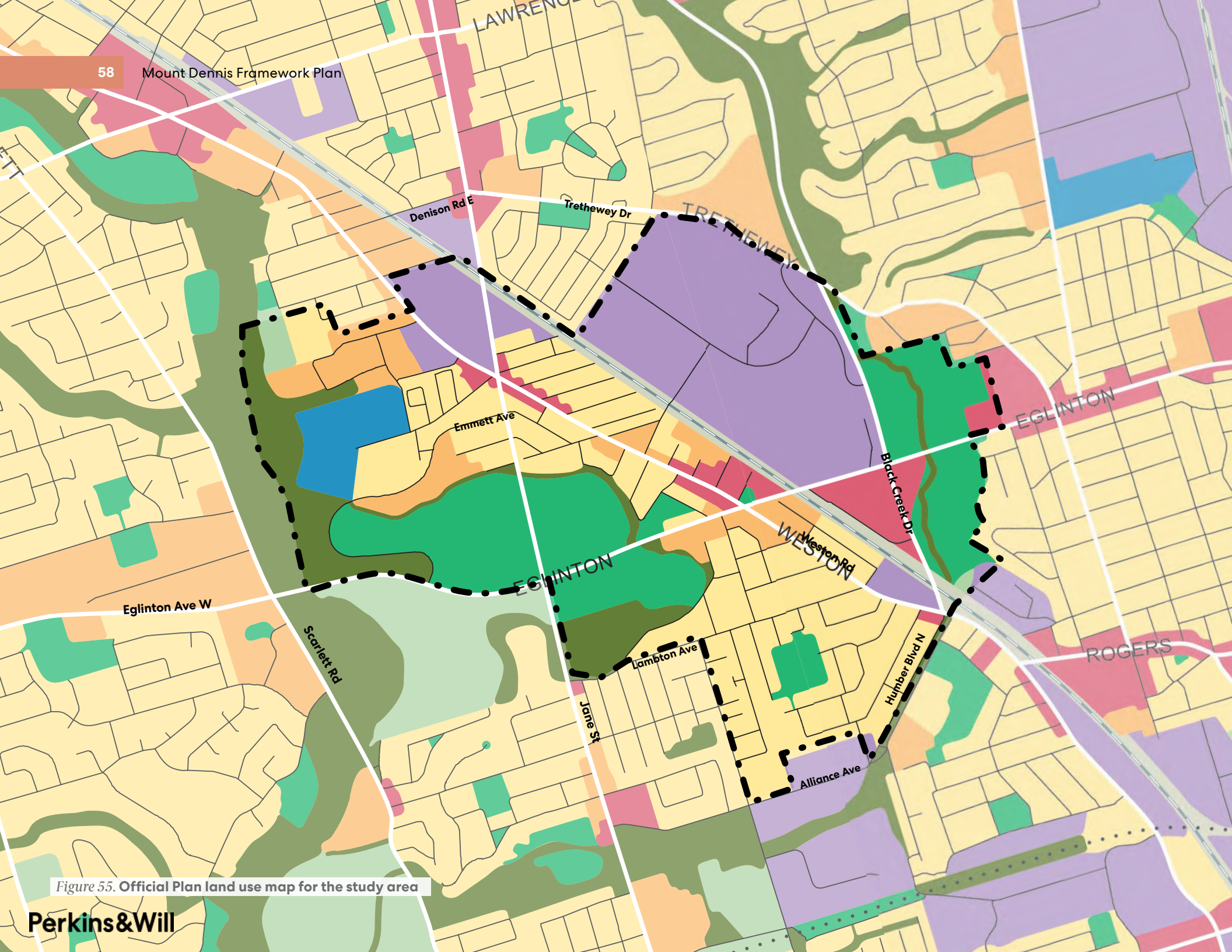


Figure 55. Official Plan land use map for the study area

4.4. Land Use

Legend



Land Use Designations

Land Use designations, as defined by Chapter 4 of the Official Plan, are tools for achieving the Official Plan's growth strategy. Each designation has corresponding direction regarding general uses.

Open Spaces

In Mount Dennis, the land uses are varied, bookended by parks and open space areas to the west and east along the ravine networks and within Eglinton Flats. These include natural habitat areas, recreational trails, and stormwater management facilities.

Employment

A large portion of the study area is designed as Employment Areas, specifically around the Maintenance and Storage Facility (MSF) lands, the Black Creek Business Area, and uses around the Weston GO/Union Pearson station area. This study is not looking at redesignating employment lands.

Mixed Use

Areas designated as Mixed Use are located along Weston Road and the Black Creek Triangle. A mix of activities and building types can be located here. Mixed Use areas

are typically comprised of a mix of commercial and residential land uses and this designation is commonly seen on main streets across the city.

Institutional

The only Institutional area is the West Park Health Care Centre hospital grounds.

Residential

Mount Dennis has several low-rise residential areas designated as Neighbourhoods. Some Apartment Neighbourhoods with higher density buildings are located along Eglinton Avenue, between Weston Road and the rail corridor, and to the north of Eglinton Flats.

Notably, there are also residential designations - both Neighbourhood and Apartment Neighbourhood - along Weston Road, which is unusual for a commercial main street and prevents the type of mixed uses usually found on such streets. The Mount Dennis Planning Framework Study will consider whether any changes to Official Plan designations are warranted to reflect better the existing character of Mount Dennis and the nature of growth that is desired in the future.



Figure 56. Current zoning in the study area

4.5. Zoning

Zoning By-law

The City-wide Zoning By-law 569-2013 is the key regulatory instrument that implements Official Plan policies through more precise land use and building requirements.

An Official Plan sets out a municipality's general policies for existing and future land use. Zoning bylaws put the plan into effect and provide for its day-to-day administration. In the case of the Mount Dennis Study Area the zoning by-law aligns very closely with the City's Official Plan.

Most of the land on the east of Weston Rd. is dedicated to employment and industrial uses whereas the lands to the west of Weston Rd. are predominantly dedicated to residential uses.









There are some notable differences between the Official Plan designations and zoning. Some areas along Weston Road which have the Apartment Neighbourhoods designation in the Official Plan are zoned Commercial Residential, a category which more closely aligns with the Mixed Use Areas designation and is generally more in keeping with the neighbourhood main street character of Weston Road. There are also some areas on Weston Road that have Residential zoning despite having an Apartment

Neighbourhood Official Plan designation. The Residential zoning category is used for low-rise residential uses and more closely aligns with the Neighbourhoods designation.

Another discrepancy between the Official Plan designation and zoning is Portage Trail Community School in the northwest of the study area, which is designated Neighbourhoods but has Institutional zoning. Local schools are permitted within the Neighbourhoods designation and are generally not given their own zoning category, and in fact this is the only school in Mount Dennis for which this is done. One final notable discrepancy is the York Civic Centre in the east of the study area. It is designated Mixed Use Area but this is not picked up in the zoning.


The Mount Dennis Planning Framework Study provides the opportunity to rationalize land use planning in Mount Dennis. In some cases this may mean recommending changes to the Official Plan designations to more closely align with existing zoning, where the zoning is more reflective of what the community would like to see going forward.

Legend

	Residential: R, RD, RS, RT, RM
	Residential Apartment: RA, RAC
	Open Space: O, OC, OG, OM, ON, OR
	Institutional: I, IE, IH, IPW, IS
	Commercial Local: CL
	Commercial Residential: CR
	Employment Industrial: E, EH, EL, EO
	Utility and Transportation: UT

 Creek / River

 Trail

 Study Area

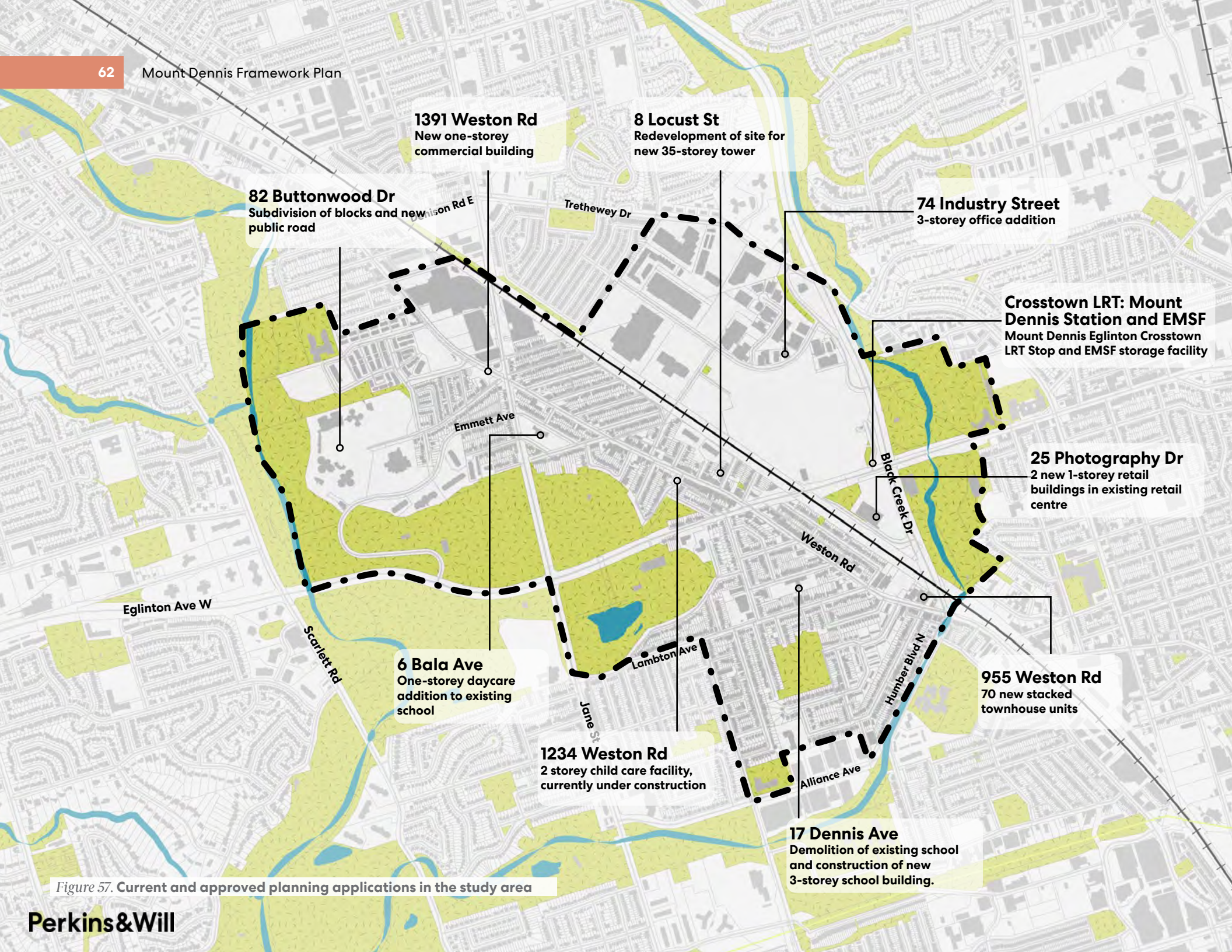


Figure 57. Current and approved planning applications in the study area

4.6. Development Activity

Active applications as of November 2020



Figure 58. Rendering of the proposed residential tower at 8 Locust St.

Residential

- **955 Weston Rd**

Proposed residential development consisting of 70 stacked townhouse units on a new public road.

- **8 Locust St**

Proposed severance of a portion of 15 Oxford Drive. The site is proposed to be redeveloped with a 35-storey (106.5 metres excluding mechanical penthouse) tower with 374 units and a 3-storey underground parking garage.

Non-Residential

- **82 Buttonwood Dr**

Draft Plan of Subdivision in order to subdivide a portion of the West Park Healthcare Centre campus known as Block B into two blocks divided by a new public road to be conveyed to the City of Toronto.

- **1391 Weston Rd**

To construct a one storey commercial building in conjunction with the existing gas station use on the subject site.

- **6 Bala Ave**

Site Plan Control application for proposed 410 m² one-storey daycare addition to the existing three-storey school. The application also proposes to alter the existing play area to include infant/toddler and preschool outdoor play areas.

- **25 Photography Dr**

Proposal to construct 2 new 1-storey retail buildings in an existing retail centre. One of the proposed buildings would be approximately 621 m² and front Black Creek Drive while the other proposed building would be approximately 465 m² and would be immediately adjacent to the supermarket at 25 Photography Drive.

- **17 Dennis Ave**

This proposal includes a full demolition of the existing elementary school building and the construction of a 3-storey new school building that includes child care facilities, kindergarten and grades 1 to 8 classrooms. The proposed GFA of the new building is 4,658.2 m².

- **74 Industry Street**

Proposal for a 3-storey addition above the existing one storey office building. The existing roof is to be enclosed to create a mechanical level with three additional storeys above to be used as office space, resulting in a total of 5 storeys and GFA of 4,624.2 m².

Transit

- **Crosstown LRT: Mount Dennis Station and EMSF**

This station will serve as the last stop, on the west end, to the Eglinton Crosstown LRT. The stop will include a passenger pick up and drop off area, and a connection to GO Transit's Kitchener line. This building will also serve as a storage facility for the EMSF, where all Crosstown vehicles will be stored and maintained.

4.7. Site and Area-Specific Policy Areas

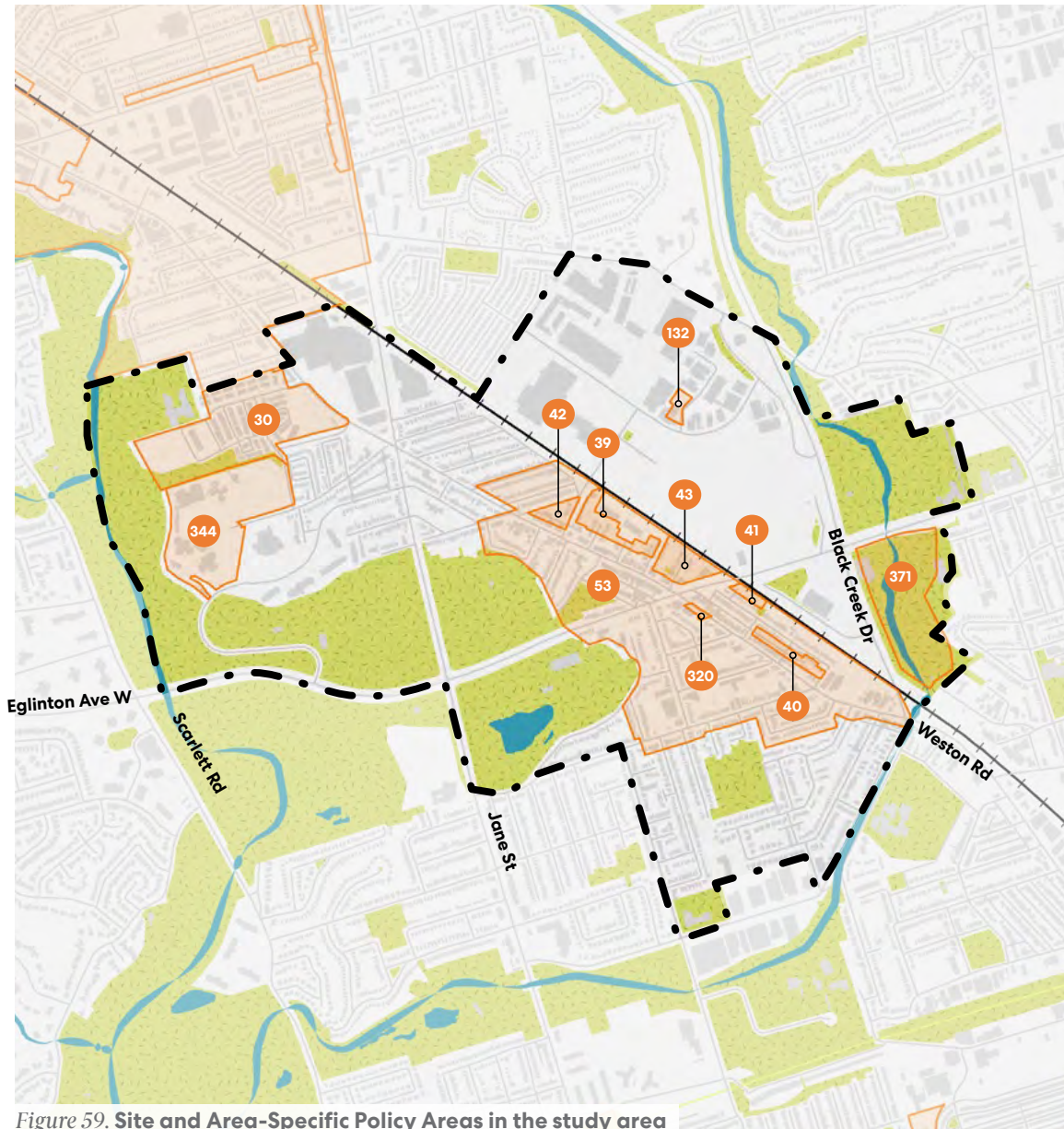


Figure 59. Site and Area-Specific Policy Areas in the study area

Site and Area Specific Policies (SASPs) apply to specific sites where there is a need for policies that vary from the provisions of the Official Plan. SASPs generally reflect historic approvals or add an additional layer of local policy direction for an area. There are 11 SASP areas in the study area.

SASPs in the study area:

- 30 – 1400 Weston Road
- 39 – Lands between Ray Avenue and Denarda Street, Denarda Street and Oxford Drive, and Oxford Drive and Locust Street
- 40 – Weston Road between Barr Avenue and Lambton Avenue
- 41 – East of Brownville Avenue between Eglinton Avenue and Barr Avenue
- 42 – East side of Weston Road North of Ray Avenue
- 43 – East side of Weston Road between Locust Street and Eglinton Avenue
- 53 – Mount Dennis Area
- 132 – East side of Silver Star Boulevard, South of Kilcullen Castle Gate and 88 Industry Street
- 320 – 1120-1132 Weston Road
- 344 – 82 Buttonwood Avenue (West Park Hospital)
- 371 – 115 Black Creek Drive

SASPs are a planning tool that can be considered to set unique standards in Mount Dennis in order to encourage the vitality of Weston Road and appropriate development of the lands adjacent to the rail corridor.

4.8. Lotting Pattern

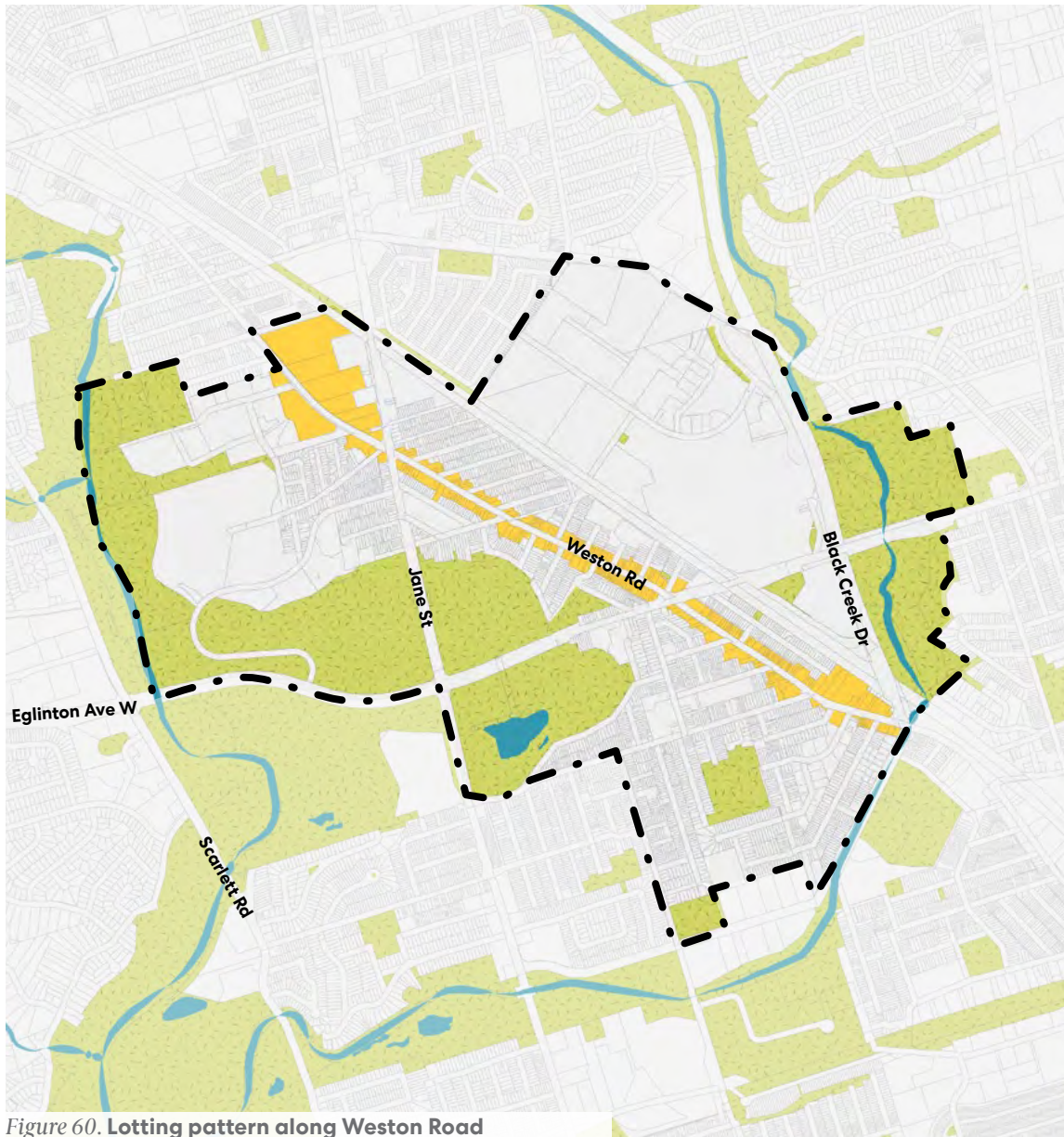


Figure 60. Lotting pattern along Weston Road

Lotting patterns are one of the defining characteristics of neighbourhoods. The lotting pattern in Mount Dennis reflects its topography, the ravine system, and its historic development along the railway and Weston Road. The diagonal route of Weston Road is at odds with the typical rectilinear city grid and creates an unusual staggered relationship between the commercial main street and the neighbourhood residential that is on the streets behind it. As a result, some buildings on Weston Road are more aligned with the orientation of the residential streets behind and face Weston with triangular front yard setbacks, creating an inconsistent street wall. The lotting pattern along Weston Road presents a challenge for its continued evolution as a neighbourhood main street due to the very narrow and shallow lots compared to many other main streets in Toronto. This study will consider how Weston Road can maintain its character while developing to serve the neighbourhood's needs. Deviations from the City's typical standards in terms of setbacks and transitions may be required to address the challenges posed by the lotting pattern, as guidelines such as the Performance Standards for Mid-Rise Buildings are more suited to addressing a more typical rectilinear condition.

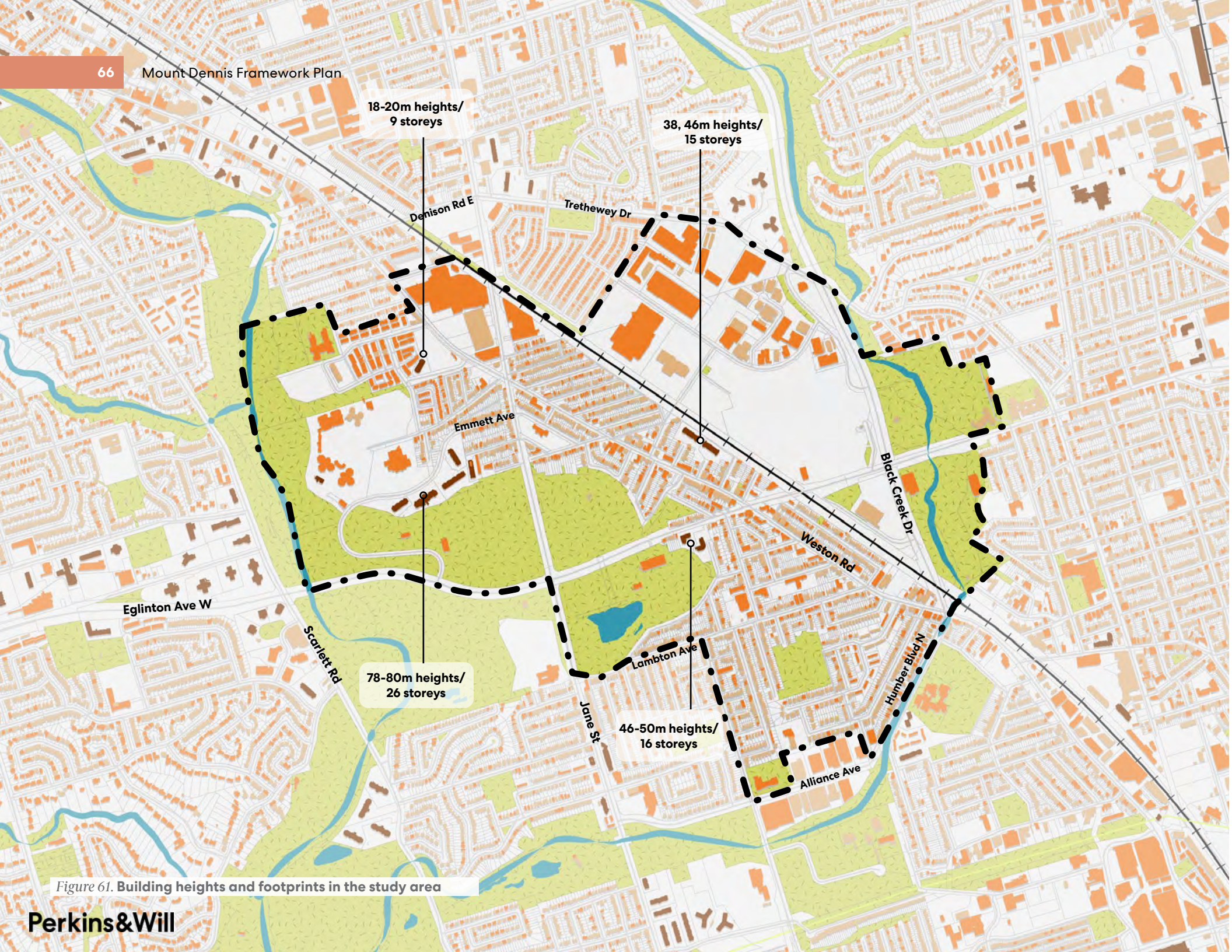


Figure 61. Building heights and footprints in the study area

4.9. Building Types and Heights

A mix of typologies

There are a total of 5,386 residential units in Mount Dennis, out of which 48% are within apartment buildings with five or more storeys. Tall buildings are concentrated as “tower pockets” along Emmet Avenue, Eglinton Avenue and Weston Road. Research conducted by Toronto Public Health indicates that low-income groups, seniors and renters in older high-rise apartments (constructed prior to 1986) are less likely to have access to in-home cooling and have more trouble accessing cool places during heat alerts. This is something that should be consulted on with the public to see if it is an issue in Mount Dennis.

Thirty-two percent of the residential units are within low-rise houses. There are several low-rise neighbourhood areas within Mount Dennis, on both sides of Weston Road. The majority of the buildings were constructed in the 1970s, though the housing stock includes older detached homes and newer townhomes and low-rise apartments.

Mount Dennis also includes two-storey commercial buildings and low- to mid-rise mixed use buildings along Weston Road, low-density employment buildings in the large employment area east of the rail corridor, and a varied fabric of other typologies including churches, recreational facilities and the institutional West Park Health Care Centre. The two-storey built form along Weston Road is typical of many main streets in Toronto and has proven very adaptable. There are a few empty lots and very low density uses along Weston Road which have potential for redevelopment.

Legend

Building Height

- Low: 1 to 3 storeys (0-10m)
- Med: 4 to 10 storeys (11-30m)
- High: 11+ storeys (31-90+m)

- Waterbody
- Open Green Space
- Creek / River
- Trail
- Study Area



Figure 62. 2-storey commercial and low-rise residential on Weston Road. Source: Google Maps

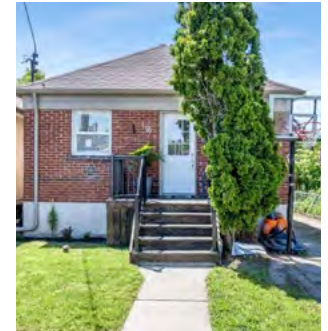


Figure 63. Older detached housing. Source: Dan Plowman



Figure 64. Mixed-use development on Weston Road. Source: Google Maps

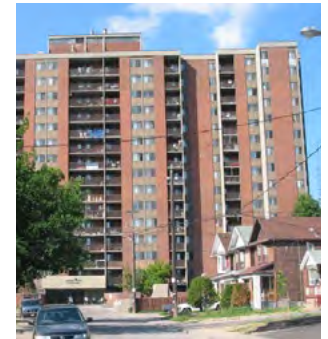


Figure 65. High-rise residential. Source: Google Maps



Figure 66. Newer townhouse/low-rise housing. Source: Google Maps



Figure 67. Church of Mary and St. Martha. Source: Google Maps

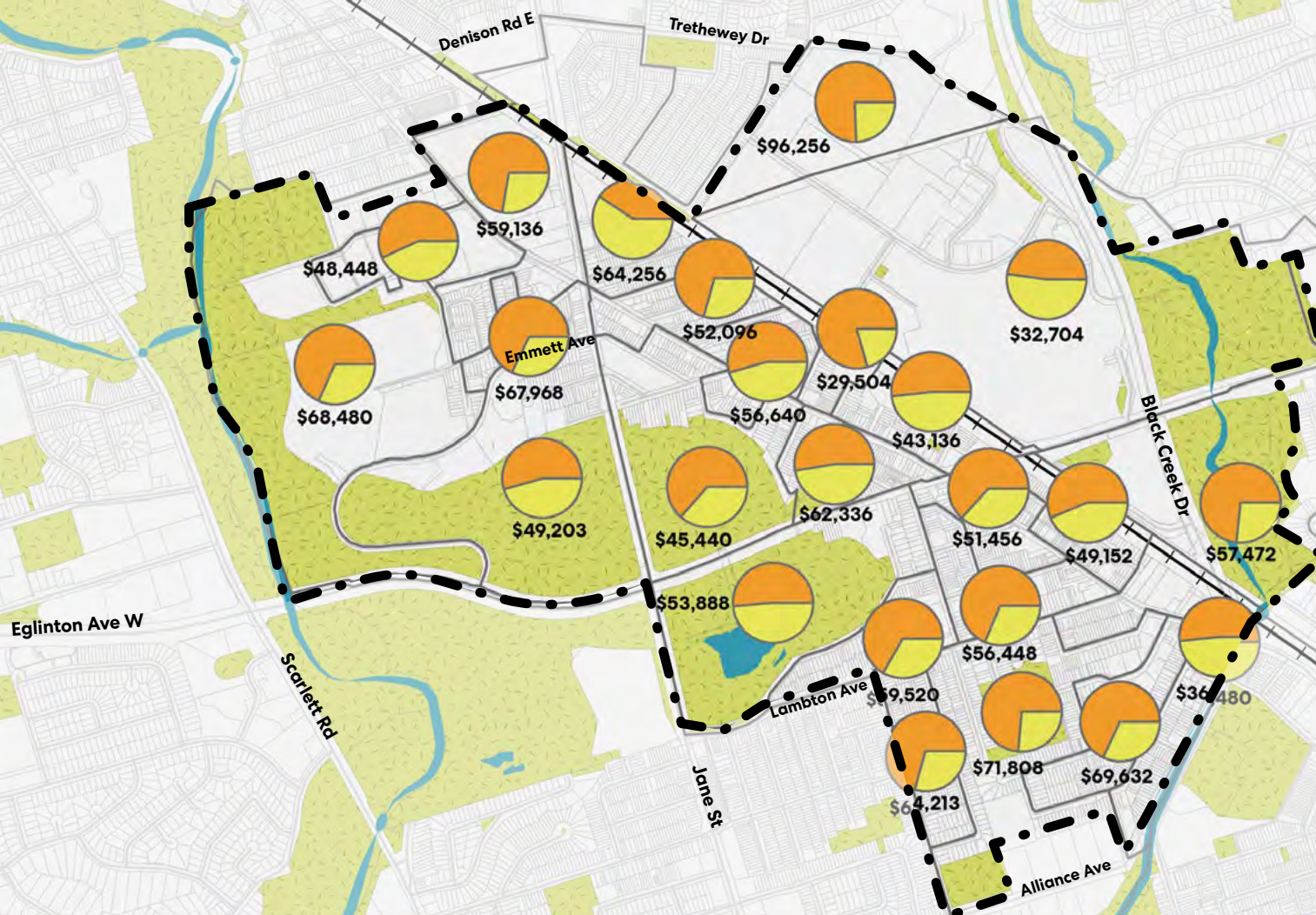


Figure 68. Map highlighting the median income within Mount Dennis with respective pie charts showing monetary housing burden

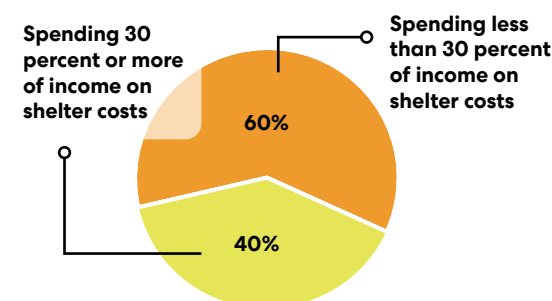
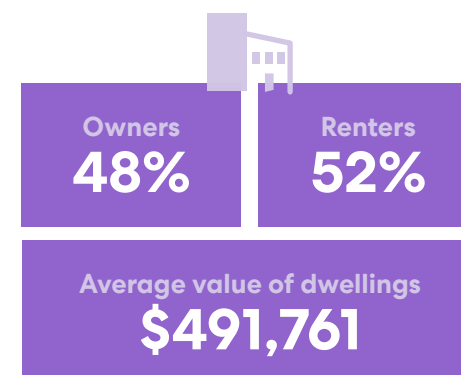
4.10. Affordable Housing

Cornerstone of healthy, vibrant neighbourhoods







As set out in the HousingTO 2020-2030 Action Plan, access to good quality, safe, affordable housing is an important determinant of health and improves the social and economic status of an individual.

As part of the HousingTO plan, the City will review options to revise its Official Plan definitions of “affordable rental” and “affordable ownership” housing to better reflect residents’ ability to pay for housing in Toronto’s housing market.

As per the graphic below, there is a push to broaden the definition of affordable housing to consider a range of typologies.



Legend

- \$ Median total income of household (2015)
-  Percentage of Households spending more than 30% of their income on housing needs
-  Waterbody
-  Open Green Space
-  Creek / River
-  Trail
-  Study Area



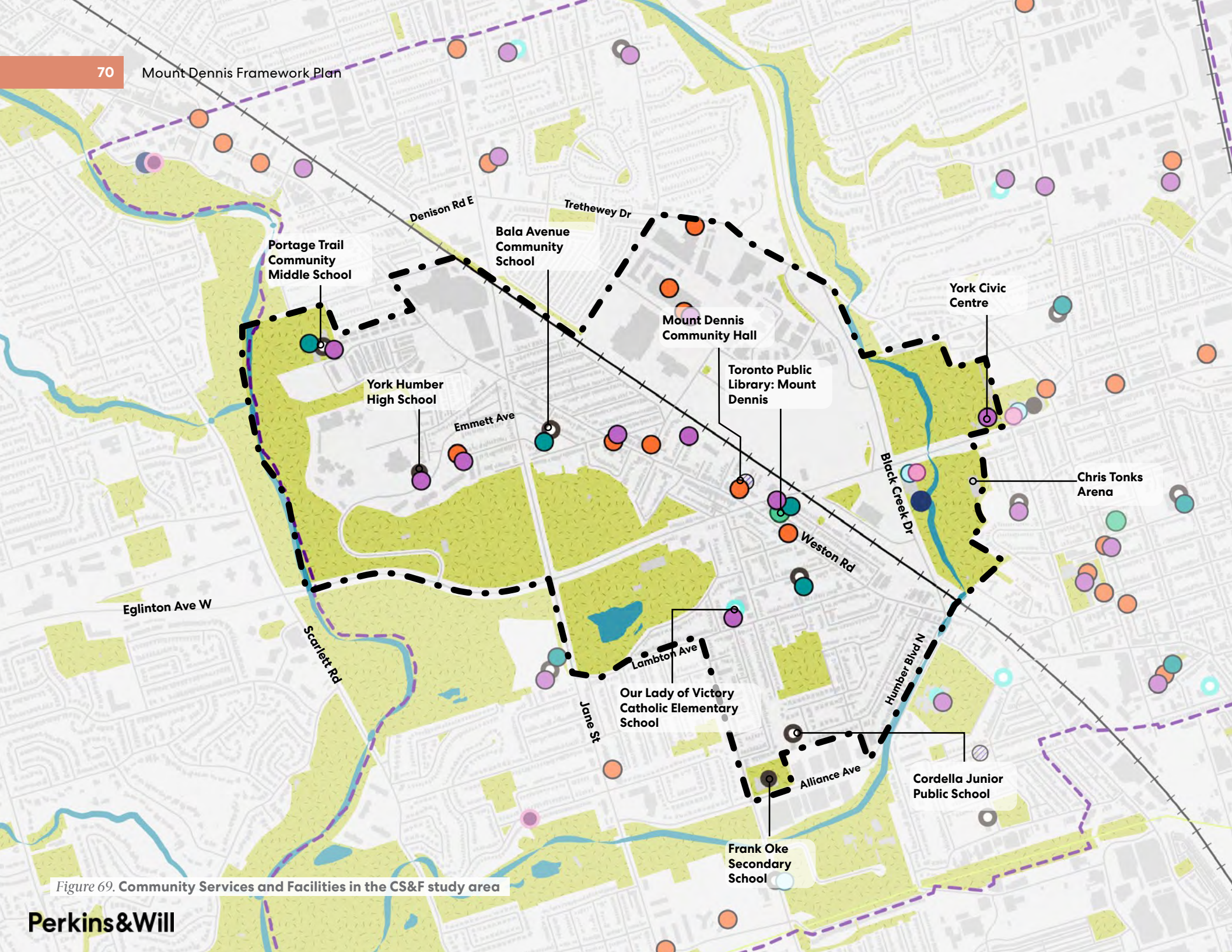




















Figure 69. Community Services and Facilities in the CS&F study area

4.11. Community Services and Facilities

Legend

-  Childcare Centre
-  EarlyON Centre
-  Human Services
-  Library
- Schools**
 -  TCDSB Elementary
 -  TCDSB Secondary
 -  TDSB Elementary
 -  TDSB Secondary
- Recreation**
 -  Arena
 -  Sports Complex
 -  Clubhouse
 -  Community Recreation Centre
 -  Indoor Pools
 -  Outdoor Pools
-  Waterbody
-  Open Green Space
-  Study Area
-  CS&F Boundary

Community Services and Facilities (CS&F) are publicly accessible, non-profit facilities and places where City Divisions, agencies and boards, and school boards deliver programs and services. These include child care centres, libraries, recreation facilities, schools and community space for human service agencies. Accessible, high-quality community services and facilities support the health, safety and wellbeing of those living and working in our communities and are essential to building community capacity and fostering complete communities.

Community Services & Facilities Study

As noted above, a larger study area is being used for the Community Services and Facilities Study. The CS&F Study Area is 1,406 hectares and includes parts of several different neighbourhoods, including Weston, Mount Dennis, Beechborough-Greenbrook, Rockcliffe-Smythe, Keelesdale-Eglinton West and Brookhaven-Amesbury, many of which are identified by the City as neighbourhood improvement areas.

As part of the background research, an inventory of the existing community services and

facilities in the Study Area was compiled through a review of existing service and capital plans and consultation with City Divisions, Boards and Agencies. Outreach to the existing human service agencies in the area will be conducted as part of the study process to better understand the nature and capacity of the human services sector in the Study Area.

Child Care

There are 22 licensed child care facilities currently operating within the Study Area. All but one have a contract with the City to accept families with a fee subsidy. They offer a total capacity of 1,435 spaces. Seventy-five percent of these spaces are for pre-schoolers and up. There are 14 EarlyOn centres in the area. EarlyOn centres provide free programming to families and their children and are funded by the City.

Libraries

There are three public libraries that serve Mount Dennis. These are Amesbury Park, Evelyn Gregory and Mount Dennis neighbourhood library branches.

The Amesbury Park branch is located on Lawrence Avenue West. This branch has seating for 47 and features equipment for persons with disabilities and 6 computer workstations. The library holds a large print collection, adult literacy materials, audiobooks on CD, and small Hindi, Italian and Vietnamese collections. The branch underwent renovations in 2017.

The Evelyn Gregory branch is located southeast of Keele Street and Eglinton Avenue West. This branch features seating for 60, equipment for persons with disabilities, 11 computer workstations, a large print collection, adult literacy materials, and audiobooks on CD. The branch features an 874 square foot auditorium on the ground floor.

The Mount Dennis branch is located at the southeast corner of Eglinton Avenue West and Weston Road. The branch includes seating for 76, a quiet study room, a reading garden, an art exhibit space, a KidsStop Early Literacy Centre, a teen zone, equipment for persons with disabilities, a large print collection, adult literacy materials, audiobooks on CD, and 20 workstations. It offers a small French children's collection and a medium-sized Spanish collection. The branch also has two meeting rooms; one seats 16 and the other seats 50.

Community Recreation

City-run recreation facilities within the Study Area include four community

recreation centres (two of them contain indoor pools), two clubhouses, two arenas, one sports complex with an outdoor pool and two additional outdoor pools. These facilities are mainly clustered along Eglinton Avenue West.

Human Services and Community Agencies

Human Services contribute to the health, social, and economic wellbeing of Toronto's communities and are broadly categorized into the following sectors: housing, homeless services, food banks, large multi-service organizations, employment, training and settlement, community development, planning, and information and referral. Human Services are often delivered by non-profit community-based organizations and form an important part of the network of community services and facilities that serve the Study Area.

These agencies work in partnership with local residents' groups, various City divisions and government agencies including Toronto Public Health, Toronto

Facility Type	Name(s)
Community Recreation Centres	New Generation Youth Recreation Centre (includes indoor pool) Amesbury Community Centre York Recreation Centre (includes indoor pool) Rockcliffe Middle School Community Recreation Centre
Clubhouses	Mount Dennis Community Hall Harwood Hall
Arenas	Chris Tonks Arena Weston Lions Arena
Sports Complex	Amesbury Sports Complex (includes outdoor pool)
Outdoor Pools	Weston Lions Park Outdoor Pool Smythe Park Outdoor Pool

Figure 70. Community recreation facilities in the CS&F Study Area

Employment and Social Services, Toronto Public Library, public school boards along with Social Development, Finance and Administration. Locally-based agencies and residents' groups play an important role in identifying community services and facility needs, information sharing and delivering needed assistance to individuals, families and vulnerable populations in the local community.

There are over 40 human service agencies and/or programs located in the Study Area serving residents both locally and City-wide. Some agencies offer multiple programs and in some cases, multiple agencies or programs are delivered in one location. The programs and services within the Mount Dennis area include newcomer settlement and language services, supports for persons with disabilities, seniors' services, family and counselling services, food banks, youth services, and many

others. The variety of human service agencies in Mount Dennis speaks to the demographics of the area. For example, there are newcomer settlement services aimed at specific populations, such as the Somali Immigrant Aid Organization Toronto, and there are several organizations devoted to providing housing and support to Indigenous women and families.

In addition, there are a number of health clinics, long-term care facilities and supportive housing services located in the area. Outreach to the existing human service agencies in the area will be conducted as part of the study process to better understand the nature, capacity and needs of the human services sector in the Study Area.

Schools

School sites and facilities play an important role as learning institutions and are also an integral community resource providing space, play spaces and green and open spaces that support the community. Each school board undertakes ongoing evaluation and monitoring to inform program and accommodation planning.

The Toronto District School Board (TDSB) has 16 schools in the Study Area including 12 elementary schools and four secondary schools.

The Toronto Catholic District School Board (TCDSB) has five elementary schools and one secondary school in the Study Area.

School Board	Education Level	Schools
Toronto District School Board (TDSB)	Elementary	Charles E. Webster Public School Harwood Public School Roselands Junior Public School George Anderson Public School Brookhaven Public School Dennis Avenue Community School Cordelia Junior Public School Keelestone Junior Public School Silverthorn Community School Bala Avenue Community School Rockcliffe Middle School Portage Trail Community School
	Secondary	York Humber High School (city-wide boundary area) Frank Oke Secondary School (city-wide boundary area) George Harvey Collegiate Institute York Memorial Collegiate Institute
Toronto Catholic District School Board (TCDSB)	Elementary	St. Matthew Santa Maria Our Lady of Victory Immaculate Conception St. Bernard
	Secondary	St. Oscar Romero

Figure 71. Schools in the CS&F Study Area

What facilities are most used in the neighbourhood?

Figure 72. Proximity to Employment: closeness of a dissemination block to any dissemination block with a source of employment within a driving distance of 10 km

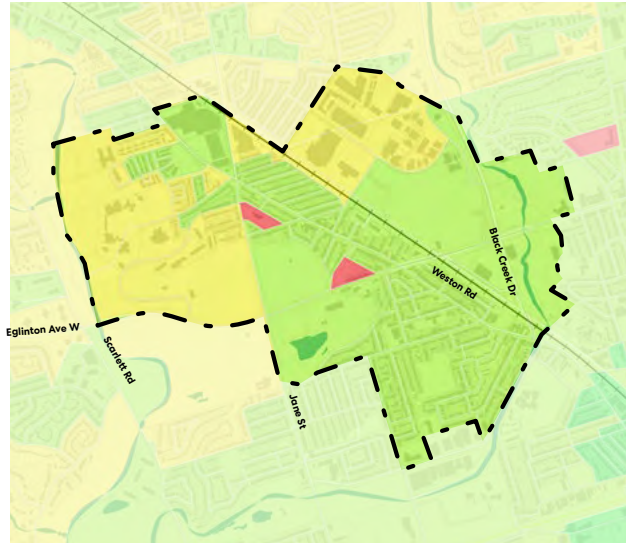


Figure 73. Proximity to Grocery Store: closeness of a dissemination block to any dissemination block with a grocery store within a walking distance of 1 km

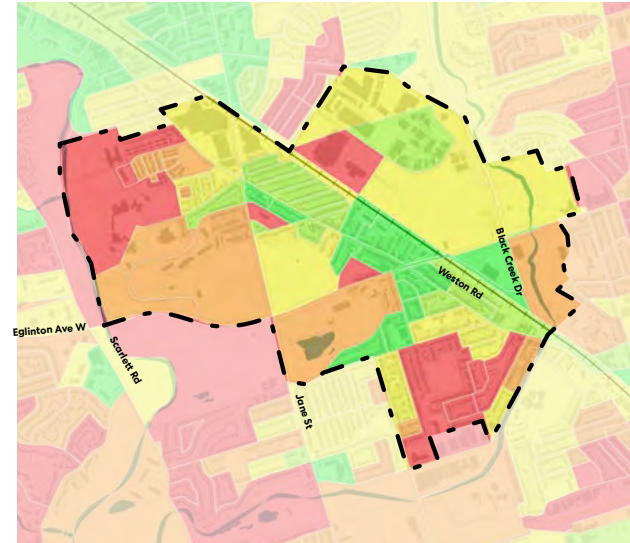


Figure 74. Proximity to Transit: closeness of a dissemination block to any source of public transportation within a 1 km walking distance.

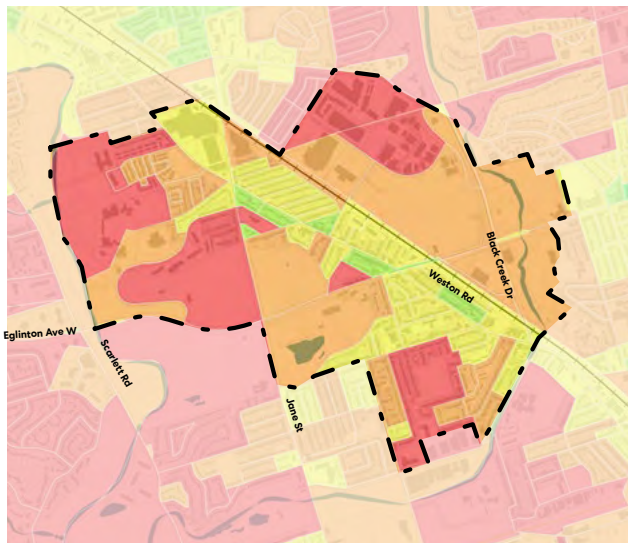


Figure 75. Proximity to Child Care: closeness of a dissemination block to any dissemination block with a child care facility within a walking distance of 1.5 km

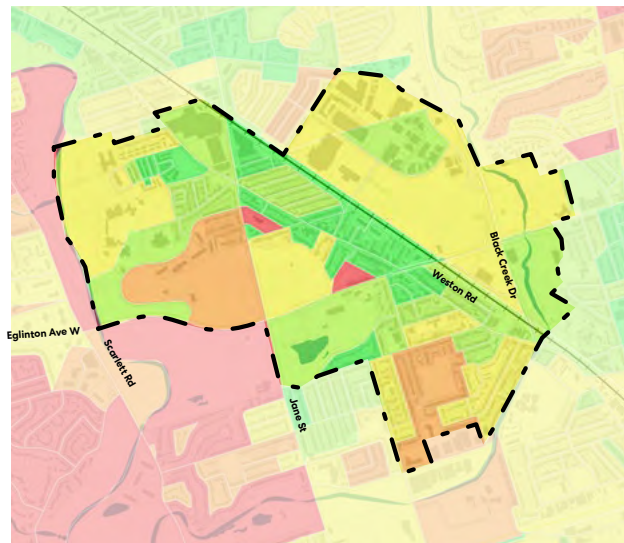
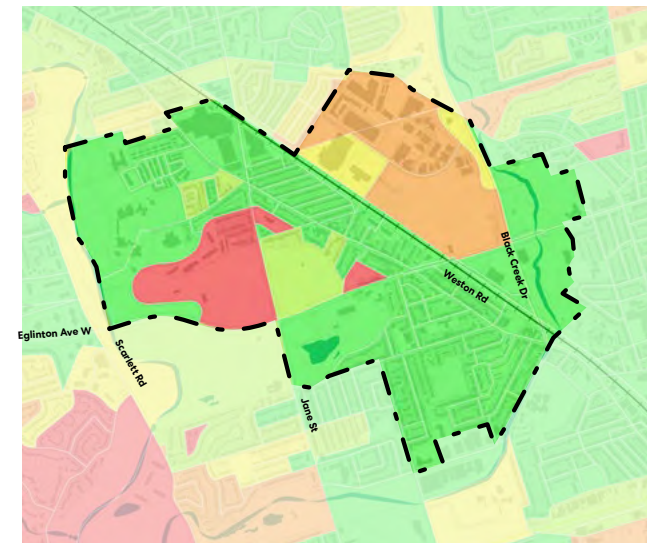


Figure 76. Proximity to Primary Education: closeness of a dissemination block to any dissemination block with a primary school within a walking distance of 1.5 km



4.12. Proximity to Services

Measuring Access

Over the last year, Statistics Canada (StatCan) and Canada Mortgage and Housing Corporation (CMHC) have collaborated on the implementation of a set of proximity measures to services and amenities. CMHC funded this collaboration to generate data and analytical work in support of the National Housing Strategy.

Based on dissemination block geometry, these proximity measures are based on a gravity model that accounts for the distance between a block and another block in which a particular service (transit, grocery store, education, etc.) is located.

Through this analysis, 'hot spots' and patterns can be identified to indicate areas of the neighbourhood that are less served by critical amenities and services. Ease of access to services has an impact on the health of residents in an area.

Legend



Values are a normalized index value (scale from 0 to 1, where 0 is lowest proximity, 1 is highest proximity in Canada).

• • • Study Area










Figure 77. Parks in the study area

4.13. Parks & Open Space Network

Total open green space
982,273 m²
 (approx 26.7% coverage)

Legend

-  Natural Heritage Boundary
-  Tree Inventory
-  Waterbody
-  Open Green Space
-  Creek / River
-  Trail
-  Study Area

Improving Parks and Open Spaces

The presence of green spaces in neighbourhoods is known to promote physical and mental well-being amongst residents. While surrounded by ravines and valleys, the everyday experience of Mount Dennis features few parks and green spaces.

This Framework will consider multiple design and planning strategies to improve safe and accessible connections to the ravines and introduce new green spaces within the neighbourhood. These new open spaces will support physical and cognitive well-being of residents and will also ensure a safe space for biodiversity from the nearby wetlands and ravines of the Humber River to thrive. This can be implemented through design and planning strategies such as increased street tree and native planting, the creation of pocket parks and parkettes, repurposing underutilised spaces, 'greening' of infrastructure corridors and school yards and the introduction of Green Streets to provide connectivity between park spaces, all of which bring green spaces to where people are day-to-day.

New open spaces should support the demographics of the neighbourhood. In Mount Dennis, we know there are a lot of families with children and new immigrants, and the provision of parkland should support the needs of these populations. There is also an opportunity to introduce Indigenous placemaking into the open space system of Mount Dennis. A range of Indigenous placemaking initiatives and activities could honour and recognize the historical significance of the area and its original people, while providing opportunities

for culture, ceremony and engagement with the broader, non-Indigenous community. These opportunities could build on gathering spaces already being actively used by the Indigenous community, and have potential to bring other benefits to community members such as employment and opportunities for Indigenous entrepreneurs.

Parks in the Study Area

There are nine parks in the Mount Dennis Study Area – they are listed in the table below along with their sizes and park size classifications which are defined by the Toronto Parkland Strategy. The area includes six larger parks (3+ hectares), all of which, except Westlake Memorial Park, are located in the Humber and Black Creek valley systems. The remaining parks include one parkette (<0.5 ha), one small park (0.5 to 1.5 ha) and one medium sized park (1.5 to 3 ha).

Park	
Gladhurst	Parkette (<0.5 ha)
Pearen	Small (0.5 to 1.5 ha)
Portage Gardens	Medium (1.5 to 3 ha)
Westlake Memorial	Large (3 to 5 ha)
Keelesdale North	City Park (5 to 8 ha)
Keelesdale South	Legacy (8+ ha)
Coronation	Legacy (8+ ha)
Eglinton Flats	Legacy (8+ ha)
Fergy Brown	Legacy (8+ ha)



Figure 78. Parkland provision analysis including ravines

Parks & Open Space Network

Parkland Strategy

The Parks, Forestry and Recreation Division (PFR), in partnership with the City Planning Division and other partners, developed the Parkland Strategy to provide the City with a long-term, 20 year vision and planning framework for the enhancement of Toronto's parks system. The strategy has been developed to address the planning, acquisition, and development of parks to ensure that Toronto's parks system will grow to support the needs of people and to ensure a liveable city. It is based on four principles: expand the parks system through creating new parks to support growth; improve the function of existing parks; connect parks to other open spaces; and ensure that parks are inclusive spaces.

Parkland Provision

Through the development of the Parkland Strategy, a methodology was established to assess parkland provision city-wide. Parkland provision is measured as available parkland (m²) per person based on a 500m walking distance. The city-wide average as of 2016 was 28m² of parkland per person.







The Mount Dennis area is generally well served by the parkland system. There are small pockets of under provisioned areas around Weston Road at Somerville Avenue, south of Eglinton Avenue West and north of Buttonwood Avenue. Though the overall parkland provision generally falls within or above the City-wide average, the local parkland system includes only a small number of parks located outside the ravine and natural heritage systems. Typically, such parks are more accessible and provide locally-oriented functions in addition to the facilities, trails and natural areas accessible in the ravine parkland to east and west of Mount Dennis.

Access and Walkability to Parks

In addition to the geographic distribution of parkland and the variety of parkland types, there are other important considerations for developing a high-quality parks system such as ensuring accessibility to and within existing parks, improving connections between parks and open spaces and improving the park user experience.

There are no parks between Weston Road and Black Creek drive within the Study Area as illustrated by the significant walkability gap in Figure 80. Gaps in walkability are areas not served by a park within 500m. Walkability has become a standard park access measure. The ability for all residents to be able to comfortably walk to a park without the need of a vehicle makes for a more accessible park system.

Legend

	28+ m ² /person
	12-28 m ² /person
	4-12 m ² /person
	0-4 m ² /person
	Parkland
	No population

Source: City of Toronto's Parkland Strategy.
Provision and Population (2016)

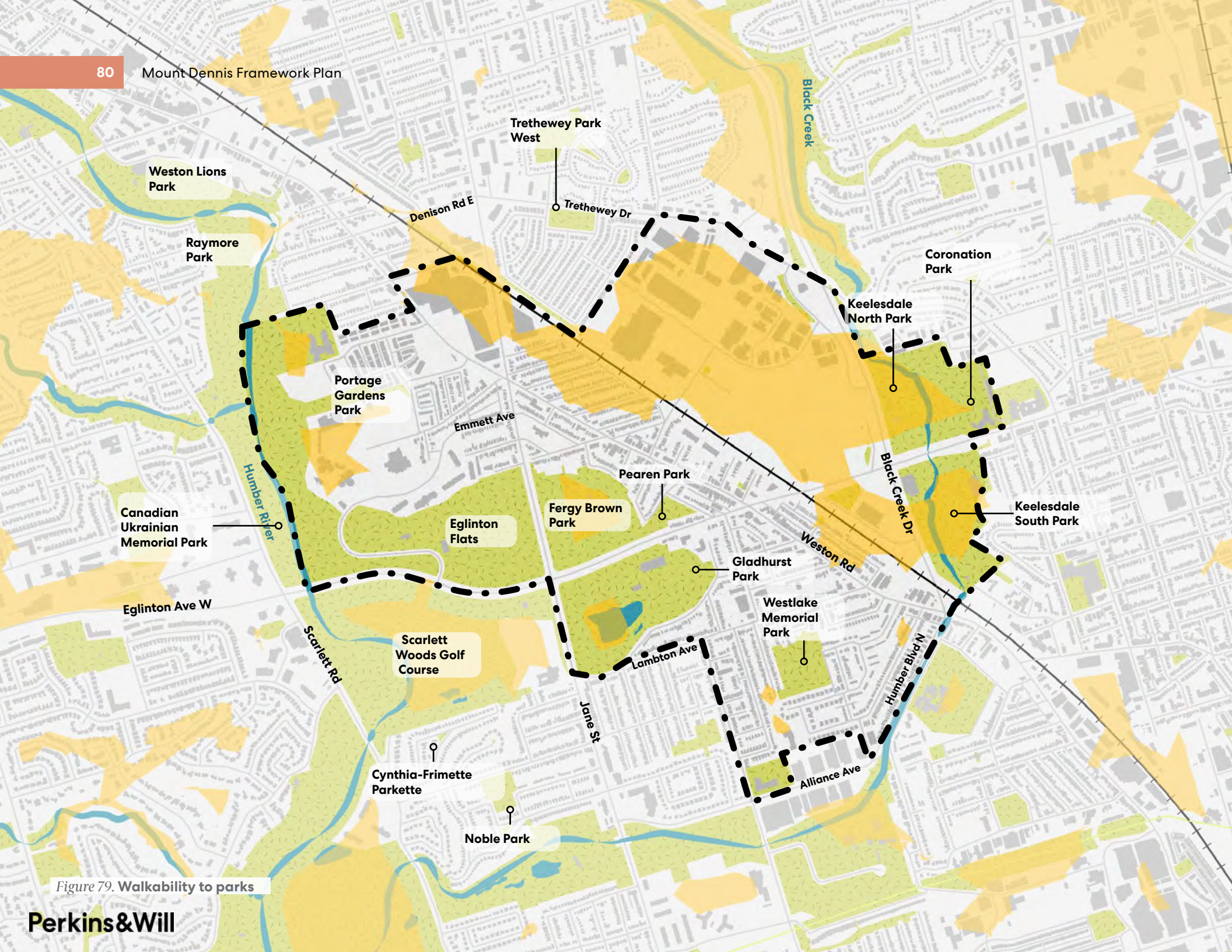


Figure 79. Walkability to parks

Parks & Open Space Network

Parks, Forestry & Recreation Capital Plans

The City's Parks, Forestry and Recreation Capital Projects team develops and executes the division's 10 year capital budget and plan. Current and planned capital projects include trail/pathway improvements and state-of-good-repair work at Keelesdale Park South, play enhancements at York Civic Centre and work on the parking lot at Chris Tonks Arena. Projects are subject to change according to need, funding and Council approval. The capital plan should be considered a guide and ongoing planning could change the priorities listed.

Legend

-  Waterbody
-  Open Green Space
-  Creek / River
-  Study Area
-  Walkability Gaps



Figure 80. Image of the limited accessibility of the top of bank of the ravine



Figure 81. Trees and green land cover in the study area

4.14. Land Cover & Green Streets

This study will look at design strategies to introduce new green spaces beyond parkland within the neighbourhood. What open space remnants could be good candidates?

Legend

-  Tree
-  Shrub
-  Grass
-  Bare
-  Other paved surfaces
-  Waterbody
-  Creek / River
-  Trail
-  Study Area

Land Cover & Perviousness

The Mount Dennis study area is surrounded by ravines, valleys and wetlands. However, when these natural features are excluded, the everyday experience of Mount Dennis features few parks and green spaces. Most of the built form in this study area consists of impervious (impermeable) land cover. However, the City's 2018 Tree Canopy Study found that forest canopy in Mount Dennis is 37.73% - above average for the ward and the City.

Green Streets

When talking about opportunities for increasing green spaces in neighbourhoods, streets are often overlooked: ubiquitous, publicly-owned, sometimes underused, streets can be retrofitted to meet multiple purposes. For that reason, in 2017 the City released The Green Streets Technical Guidelines (GSTG) to provide new guidelines for development within Toronto's streets.

Green Streets are road rights-of-way that incorporate *green infrastructure* to complement or replace grey infrastructure. Examples of green infrastructure used in streets include street trees, rain gardens or bioswales. Designed to focus on the at-source treatment of stormwater runoff, they replicate the function of a natural drainage system by attenuating, filtering and infiltrating rain water.

Some of the benefits of planting healthy street trees include growing an urban forest, capturing rainwater in tree canopies and root zones, providing shade to lessen the effects of urban heat island, provide cooler ambient air temperatures and mitigate risks of sun exposure e.g. skin cancer.

As part of this study, opportunities to implement Green Streets strategies will be identified to help to build a city that is resilient to climate change and contributes to an improved quality of life.

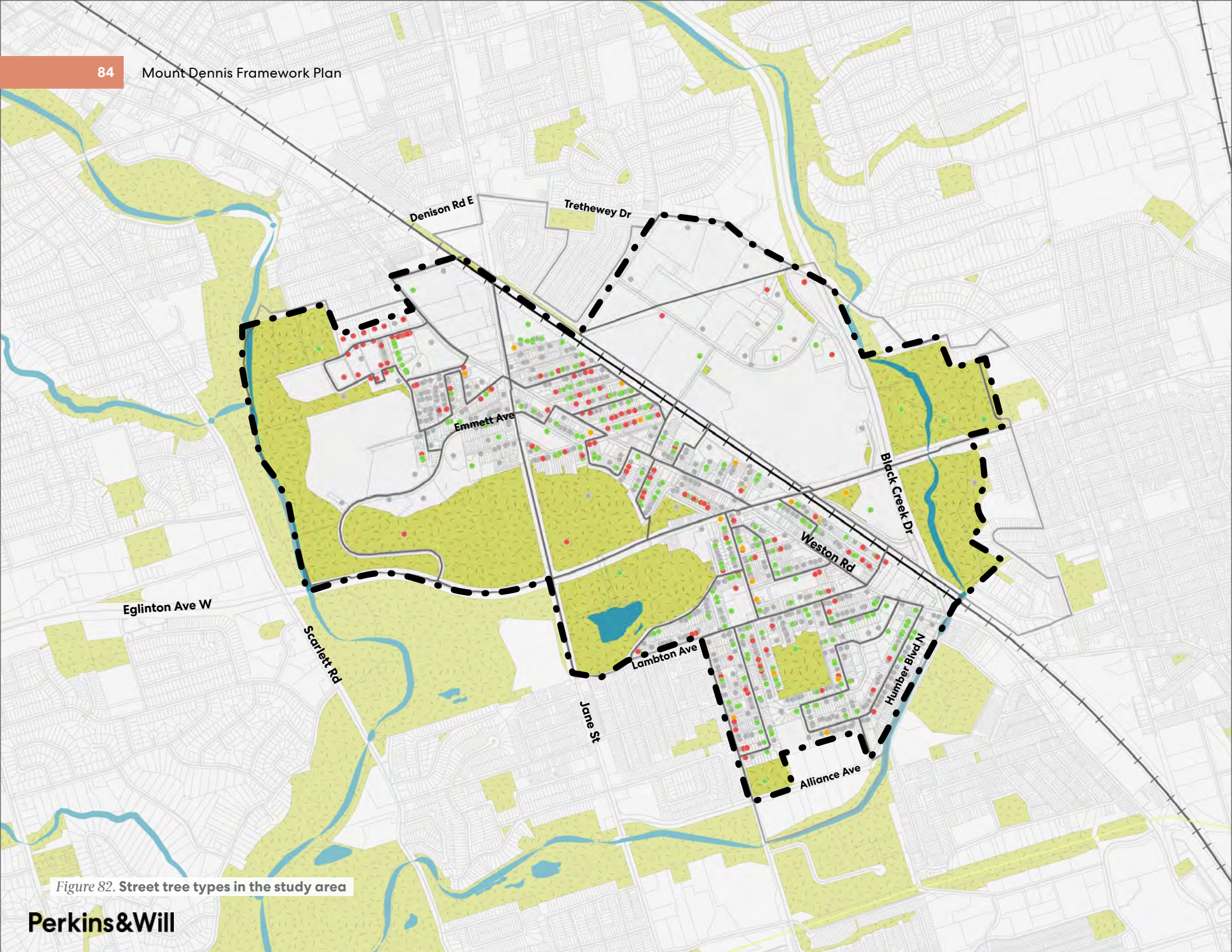


Figure 82. Street tree types in the study area

4.15. Urban Trees

Street Trees

The majority of residential streets in the Mount Dennis Study Area are lined with trees. These trees form part of the urban forest and provide shade, wildlife habitat, carbon sequestration and stormwater retention. However, many of these urban trees are not native to Ontario which reduces their value to the urban forest.

1. BLACK MAPLE <i>Acer nigrum</i> Large Hardy Gorgeous fall colour, creates deep shade	2. RED MAPLE <i>Acer rubrum</i> Medium Hardy Brilliant fall colour, excellent shade tree	3. SILVER MAPLE <i>Acer saccharinum</i> Large Very Hardy Attractive winter buds, fast growing, excellent shade tree	4. SUGAR MAPLE <i>Acer saccharum</i> Large Sensitive Brilliant fall colour	5. OHIO BUCKEYE <i>Aesculus glabra</i> Medium Sensitive Showy white flowers, attracts hummingbirds	6. HACKBERRY <i>Celtis occidentalis</i> Medium Very Hardy Interesting bark and leaves	7. KENTUCKY COFFEE TREE <i>Gymnocladus dioica</i> Large Very Hardy Interesting leaves, creates dappled shade	8. TULIP TREE <i>Liriodendron tulipifera</i> Large Sensitive Large flowers, attractive seed pods, gorgeous fall colour	9. CUCUMBER TREE <i>Magnolia acuminata</i> Medium Sensitive Interesting seed pods, rare in Toronto	10. BLACK OLM <i>Ulmus alata</i> Medium Sensitive Brilliant fall colour, rare in Toronto	11. IRONWOOD <i>Ostrya virginiana</i> Medium Hardy Interesting bark, attractive form, showy seed pods	12. WHITE SPRUCE * <i>Picea glauca</i> Medium Sensitive Excellent shade tree, great winter bird habitat
13. WHITE PINE * <i>Pinus strobus</i> Large Sensitive Provincial tree of Ontario, great shade tree	14. WHITE OAK <i>Quercus alba</i> Large Sensitive Majestic form when mature, rare in Toronto	15. SWAMP WHITE OAK <i>Quercus bicolor</i> Medium Hardy Interesting bark and leaves, rare in Toronto	16. BUR OAK <i>Quercus macrocarpa</i> Medium Hardy Majestic tree, leaves stay on tree over winter	17. CHINCAPIN OAK <i>Quercus muhlenbergii</i> Large Hardy Interesting leaves, rare in Toronto	18. RED OAK <i>Quercus rubra</i> Large Hardy Majestic tree, vibrant fall colour	19. NORTHERN CATALPA <i>Catalpa speciosa</i> Large Hardy Showy white flowers, attractive seed pods	20. YELLOW WOOD <i>Claytonia virginica</i> Small Moderately Hardy Showy white flowers in hanging clusters, small bean-like pods	21. SWEET GUM <i>Liquidambar styraciflua</i> Medium Sensitive Brilliant fall colour, attractive seed pods	22. BLACK LOCUST <i>Robinia pseudoacacia</i> Medium Hardy Showy white fragrant flowers, creates dappled shade	23. FREEMAN MAPLE <i>Acer x freemanii</i> Medium Very Hardy Brilliant fall colour, attractive red winter buds, fast growing	24. RUBY RED HORSE CHESTNUT <i>Aesculus x carnea 'Brill'</i> Medium Moderately Hardy Showy red flowers, interesting seed pods
25. HORSE CHESTNUT <i>Aesculus hippocastanum</i> Medium Hardy Showy white flowers, interesting seed pods	26. JAPANESE KATSURRA <i>Cerciphyllum japonicum</i> Medium Moderately Hardy Brilliant fall colour, attractive form, interesting seed pods	27. TURKISH HAZEL <i>Corylus colurna</i> Medium Moderately Hardy Interesting leaves and bark	28. EUROPEAN BEECH <i>Fagus sylvatica</i> Large Sensitive Majestic tree, attractive smooth bark, slow growing	29. GINKGO <i>Ginkgo biloba</i> Large Very Hardy Unique foliage, interesting pyramidal form	30. SKYLINE HONEY LOCUST <i>Gleditsia triacanthos 'Skyline'</i> Medium Very Hardy Gorgeous fall colour, fast growing, creates dappled shade	31. DAWN REDWOOD * <i>Metasequoia glyptostroboides</i> Large Sensitive Brilliant fall colour, majestic tree, attractive bark	32. LONDON PLANE TREE <i>Platanus x acerifolia</i> Large Moderately Hardy Attractive leaves, interesting bark and fruit	33. ENGLISH OAK <i>Quercus robur</i> Large Hardy Majestic tree, leaves stay on tree over winter	34. REDMUND LINDEN <i>Tilia americana 'Redmond'</i> Large Hardy Attractive, fragrant flowers	35. LITTLE LEAF LINDEN <i>Tilia cordata</i> Large Hardy Attractive, fragrant flowers	36. VALLEY FORD ELM <i>Ulmus americana 'Valley Forge'</i> Large Hardy Interesting form, fast growing, resistant to Dutch Elm Disease

Figure 83. Species of native and non-native street trees

Legend

- Native to Southern Ontario
- Native to North America
- Native to Europe/Asia, Hybrids and Cultivars
- Other not identified in Street Tree Brochure

Source: based on Toronto Street Tree Brochure: <https://www.toronto.ca/data/parks/pdf/trees/street-tree-brochure.pdf>



Figure 84. Public realm facilities in the study area










4.16. Public Realm

Public Realm is an umbrella term that comprises the spaces that support public life and are accessible to all, including streets, parks, plazas, parkettes, etc. They are spaces that form part of our daily life. They allow us not only to get from point A to point B, but also to wander, linger, encounter others and enjoy our neighbourhood. In so doing they contribute to our physical and mental health.

This study will look into opportunities to extend and improve the public realm to make its use more efficient and enjoyable. These opportunities are not only possible on public property but also on private property when developments contribute spaces that are publicly accessible such as a courtyard, entry plaza or mid-block connection as privately-owned publicly accessible spaces (POPS).

Public realm improvements may encompass a large variety of recommendations across disciplines, including creating additional pedestrian connections, widening sidewalks and trails, improving access to the ravines, creating parkettes beside community buildings, enhancing the pavement in retail areas, adding street trees along pedestrian zones, requiring additional setbacks from future development, creating POPS and identifying potential locations for public art. Interventions in the public realm can be used for storytelling about local history, culture and businesses and offer a valuable opportunity for Indigenous placemaking efforts that highlight past uses such as the Carrying Place Trail as well as the current vibrant Indigenous culture in the area.

Legend

-  Public Street with sidewalks on both sides
-  Public Street with sidewalk/partial sidewalk on one side
-  Public Street with no sidewalk on either side
-  Laneway
-  Public Facility / Space
-  Private Facility / Space
-  Creek / River
-  Trail
-  Study Area





5. Mobility / Transportation

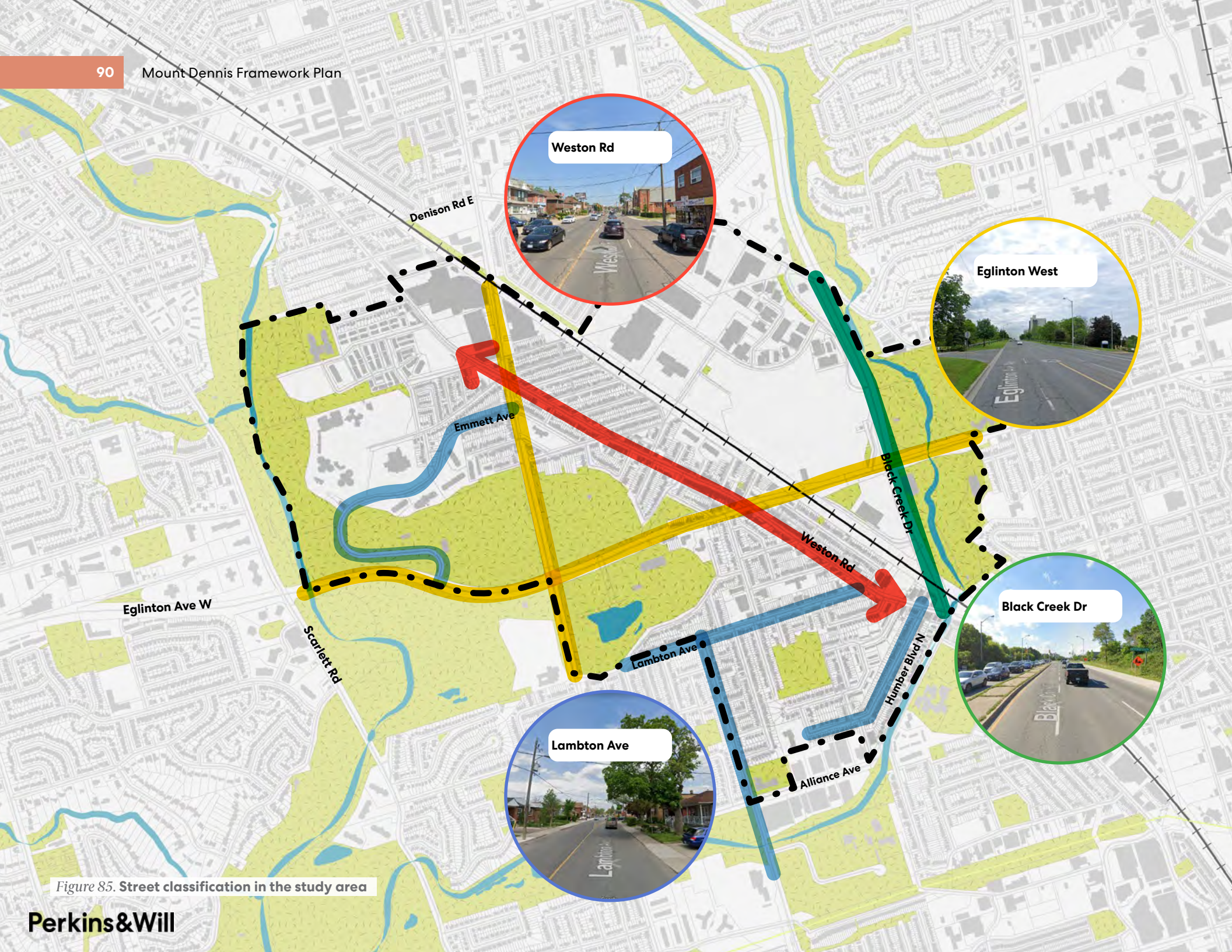


Figure 85. Street classification in the study area

5.1. Complete Streets

The City's street guidelines include recommendations for each of these street typologies

Legend

- Mixed-Use Connector Street
- Avenue & Neighbourhood Main Street
- Residential Connector Street
- Scenic Street
- Neighbourhood Residential Street
- Creek / River
- Trail
- Study Area

Street Type Classification

Different streets have different functional roles. The City of Toronto's Road Classification System designates streets into classes according to the type of service they are intended to provide. According to this classification, Black Creek Rd and Eglinton Avenue West are Major Arterials, Weston Road is a Minor Arterial, and Ray Avenue and Emmet Avenue are collectors. The rest of the streets in the study area fall into the Local Streets category.

Functional classifications such as these are a useful in understanding a street's role in moving vehicles but provide limited information about a street's role in serving people on foot, bicycles, or transit. Functional classifications do not consider how street design should accommodate different transportation and land uses. A main street with retail has very different design needs from a rural highway, though both can be classified as an arterial. Similarly, a collector road through an industrial area has different design needs from a collector through a residential neighbourhood.

The City of Toronto Complete Streets Guidelines provide a new approach for how streets should be designed, and build on many of the City's existing policies, guidance and recently

completed street design projects. The guidelines divide streets into "Street types", which are based on the role of the streets in terms of movement and placemaking.

The City of Toronto Complete Streets Guidelines includes the following Street Typologies:

- Civic Street
- Downtown & Centres Main Street
- Avenue & Neighbourhood Main Street
- Downtown & Centres Residential Street
- Apartment Neighbourhood Residential Street
- Neighbourhood Residential Street
- Mixed Use Connector Street
- Residential Connector Street
- Scenic Street
- Park Street
- Employment Street
- Mixed Use Access Street
- Mixed Use Shared Street
- Residential Shared Street
- Mixed Use Lane
- Residential Lane

While the same guidelines acknowledge that one street might not fall into one single category, the street network within this study area could be classified as indicated on the following page.

Mount Dennis Street Typologies



Figure 86. View of Eglinton Avenue

Eglinton Avenue West & Jane Street: Mixed-Use Connector Streets

Eglinton Ave and Jane St are important intra-city arterials for automobile, transit, and some pedestrian traffic. Along their lengths, they feature a variety of land uses.



Figure 87. View of Weston Road

Weston Road: Avenue & Neighbourhood Main Street

Weston Rd is a vibrant street that serves as a retail corridor for the Mount Dennis neighbourhood.



Figure 88. View of Lambton Avenue

Lambton Avenue, Rockcliffe Boulevard, Emmet Avenue, Humber Boulevard: Residential Connector Streets

These streets provide connectivity for all modes to main streets and transitways through residential areas.



Figure 89. View of Black Creek Drive

Black Creek Drive: Scenic Street

Black Creek Drive is primarily situated within corridor of parks and greenspaces.

All Other Streets: Neighbourhood Residential Street

Most streets in the study area are minor streets, in areas designated as 'Neighbourhoods' in the City's Official Plan.

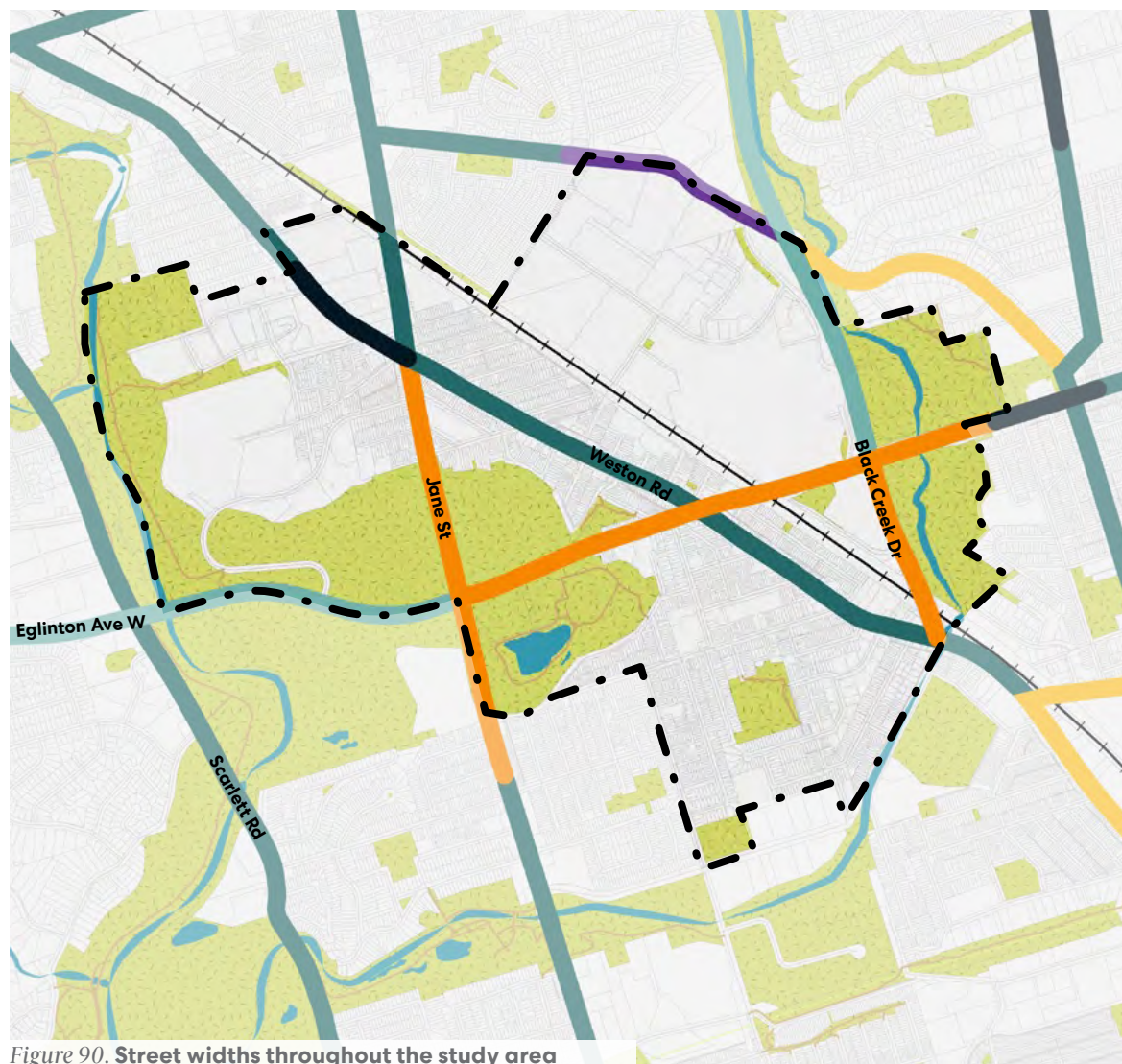


Figure 90. Street widths throughout the study area

Mount Dennis Road Right-of-Ways

20 metres ROW

- Trethewey Dr between Black Creek Dr and Eglinton Ave

27 metres ROW

- Scarlett Rd
- Jane St between Lawrence Ave and Weston Rd
- Weston Rd between Jane St and Rogers Rd

30 metres ROW

- Weston Rd between Sidney Belsey Crescent and Jane St

33 metres ROW

- Trethewey Dr between Brookhaven Dr and Black Creek Dr

36 metres ROW

- Jane St between Weston Rd and Eglinton Ave
- Eglinton Ave between Jane St and Bicknell Ave
- Black Creek Dr between Eglinton Ave and Weston Rd

45 metres+ ROW

- Black Creek Dr between Highway 401 and Eglinton Ave
- Eglinton Ave between Renforth Dr and Jane St

Legend

- 45 metres and over
- 36 metres
- 33 metres
- 30 metres
- 20 metres

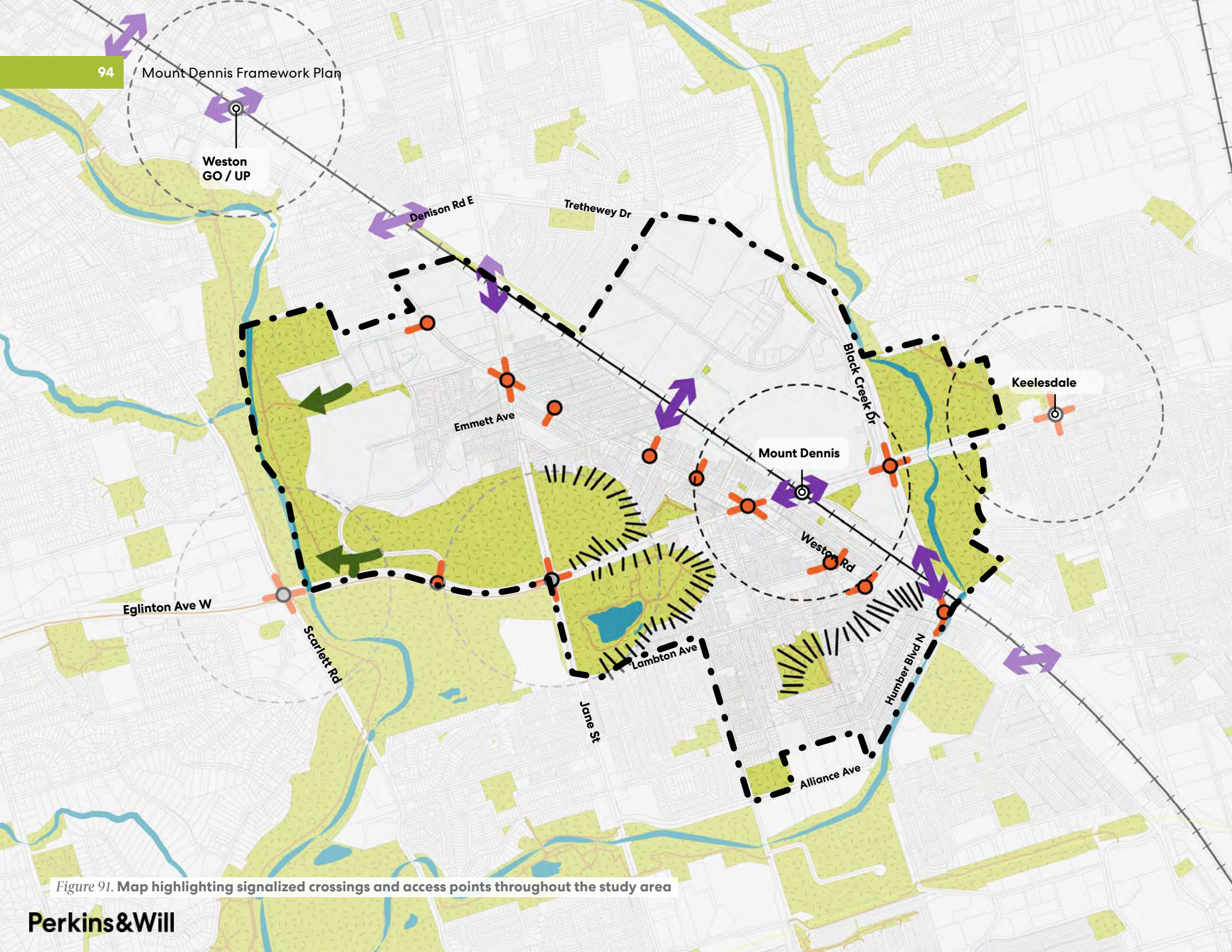


Figure 91. Map highlighting signalized crossings and access points throughout the study area

5.2. Walkability

*How walkable is your neighbourhood?
What opportunities or barriers do you experience?*

Legend

-  Signalized Crossings
-  Existing connections to trail
-  Existing crossings over rail corridor
-  Existing/ Upcoming MTSA's
-  Planned MTSA's
-  400m walking radius
-  Waterbody
-  Open Green Space
-  Creek / River
-  Trail
-  Study Area

The more a neighbourhood is designed to encourage walking through its sidewalks, street connectivity, intersections, pedestrian amenities and frontages the more public health benefit its residents are likely to see. The Mount Dennis neighbourhood is functionally walkable in that pedestrian infrastructure makes it possible to access almost anywhere on foot. Sidewalks are present on most neighbourhood residential streets and along the entire lengths of Weston Road and Jane Street within the study area. Eglinton Ave lacks a sidewalk on its north side between Weston Road and Jane Street and Black Creek Drive does not have sidewalks north of Eglinton Ave and is not intended for pedestrians, but the neighbourhood as a whole has few gaps in sidewalk coverage.

Crosswalk design and spacing, street connectivity, building frontages, sidewalk width, street trees, benches and the presence of public spaces also impact walkability. The Mount Dennis neighbourhood falls short against some of these metrics. Crosswalks are present at major intersections but there are long stretches between intersections along Eglinton Avenue, Jane Street, and parts of Weston Road that lack crosswalks. Crosswalks are also lacking or poorly marked at the intersection of most main and neighbourhood residential streets. Furthermore, most crosswalks lack pedestrian medians, which make crossing safer and more comfortable on wide streets. Mount Dennis' unusual street grid with many non-perpendicular and three-way intersections contributes to the challenges with providing regular crossing points on Weston Road, and distances

between crossings can be up to 400 metres. Narrow sidewalk and boulevard conditions and the lack of pedestrian amenities like street trees and seating also impact pedestrian comfort on Weston.

The built environment of the Mount Dennis neighbourhood enhances walkability in some areas but diminishes it in others. Along portions of Weston Road immediately north and south of Eglinton Ave West, retail shops fronting the street create a welcoming environment for people walking. Other segments of Weston Road and most of Eglinton Avenue West and Jane Street have non-active uses on their frontages that diminish walkability or lack street frontages entirely.

The rail corridor and topography present major barriers to walkability. There are four crossings of the rail corridor within the study area, at Black Creek Drive, Eglinton Ave, Ray Ave and Jane St. The topography limits access to the major open spaces in Mount Dennis as Eglinton Flats, Fergy Brown Park and Gladhurst Park all have steep slopes on several sides.

The greatest challenges with walkability are within the Employment Area between the rail corridor and Black Creek Drive. The limited crossings of the rail corridor, the fact that Black Creek Drive to its east is not a pedestrian street, and the large Metrolinx Maintenance and Storage Facility, which is currently not planned to have any public access through it, mean that actual walking distances from Eglinton are significant. While it may only be approximately 500m from Mount Dennis Station to a business on Industry Street as the crow flies, an employee would actually have to walk over 1.2km from the station to arrive at work.

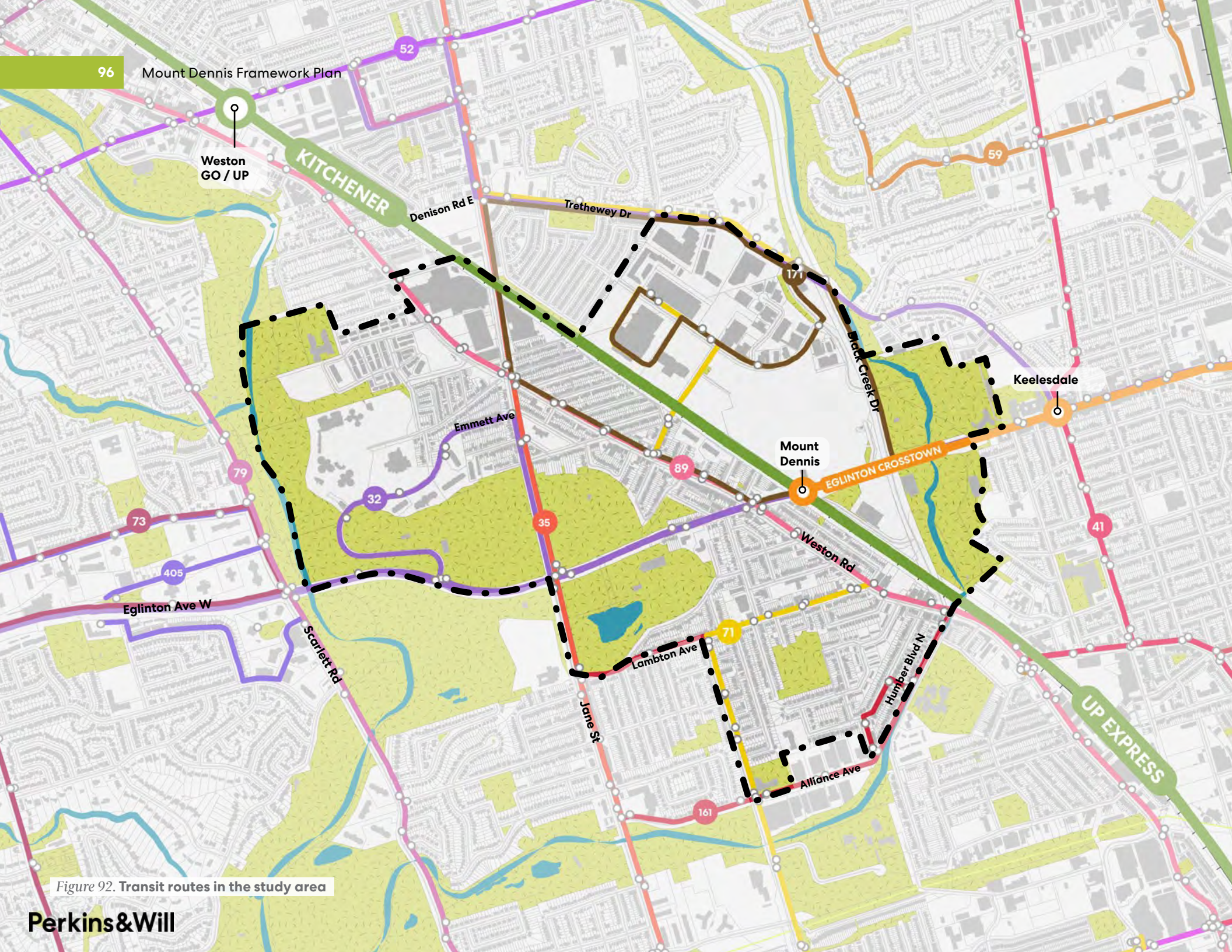


Figure 92. Transit routes in the study area

5.3. Transit Connectivity

Legend

- GO: Kitchener Line
- GO: Barrie Line
- UP Express
- Eglinton Crosstown
- 32: Eglinton West
- 35: Jane
- 41: Keele
- 52: Lawrence West
- 59: Maple Leaf
- 71: Runnymede
- 73: Royal York
- 79: Scarlett Rd
- 89: Weston
- 161: Rogers Rd
- 171: Mount Dennis
- 405: Etobicoke Community Bus
- Bus Stop
- Waterbody
- Open Green Space
- Creek / River
- Trail
- Study Area

Transit Connectivity Today

The Mount Dennis neighbourhood is well served by bus and commuter rail transit. To the north of the study area is the Weston GO rail station, served by the Kitchener GO Line and UP Express, which provide connectivity to downtown Toronto, Pearson International Airport, and points to the northwest of the city. Eight TTC bus routes pass through the study area, providing service along Eglinton Avenue, Jane Street, and Weston Road as well as local circulator service in the immediate area.

Transit Connectivity in Future

The pending completion of the Eglinton Crosstown light rail line (Line 5) will make Mount Dennis an important transit hub. When the line opens in 2022, Mount Dennis will be the western terminus station and a key interconnection point between the subway and commuter rail systems, providing access to the Kitchener GO Line and UP Express. The line will provide rapid transit access along the length of Eglinton Avenue to Kennedy Road, with connections to Lines 1 and 3 of the subway systems. Numerous local bus routes will be reconfigured to connect to the future Mount Dennis station.

Metrolinx is undertaking plans to extend Line 5 west along Eglinton Avenue to Renforth Drive

and eventually Pearson International Airport, which would further enhance transit connectivity. A future LRT station is planned at Eglinton West Avenue and Jane Street. The City is currently evaluating the potential impacts of the proposed LRT infrastructure to Fergy Brown Park, Eglinton Flats and Pearen Park.

Jane Street is identified as a Priority Transit Segment and a Higher Order Transit Corridor in the City's Official Plan and is part of the City's RapidTO program.

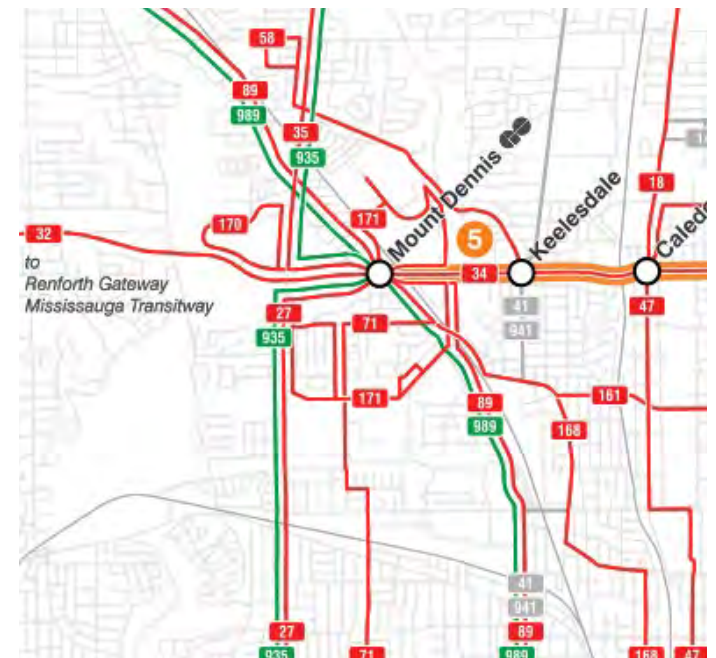


Figure 93. Conceptual TTC routes connecting to future line 5

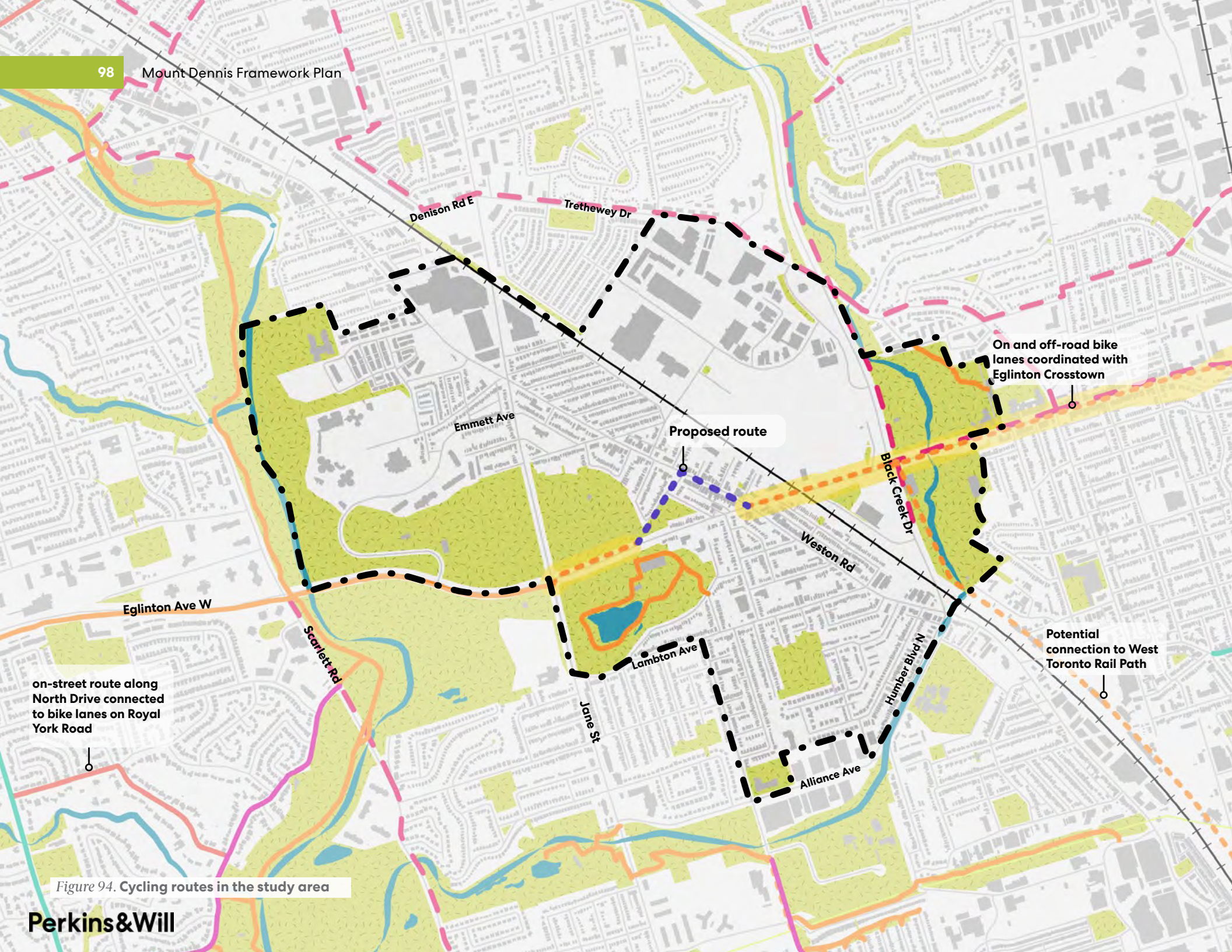






Figure 94. Cycling routes in the study area

5.4. Cycling Connectivity






Legend

Existing

-  Bike Lanes
-  Multi-Use Trail
-  Signed Routes
-  Suggested On Street Routes

Planned

-  Trail
-  On-Street
-  Under Construction

-  Waterbody
-  Open Green Space
-  Creek / River
-  Trail
-  Study Area

Cycle connectivity to and within the Mount Dennis neighbourhood is poor. The only existing dedicated cycle infrastructure within the study area is the Eglinton West bicycle trail, which extends westward along Eglinton Ave from Jane St. The width and traffic speeds of main streets within the study area makes them intimidating and dangerous environments for people cycling and inhibits bicycle connectivity through the neighbourhood. Without safe cycling infrastructure people are unlikely to choose to cycle and receive the health benefits of doing so, and there is a greater chance of cyclist injuries and deaths due to traffic accidents.

As part of the Eglinton Crosstown light rail project, an on- and off-road bicycle trail is planned along Eglinton Ave extending eastward from Jane St. Additional plans call for an on-street bicycle lane on Black Creek Dr, extending southward as an off-street trail that will connect to the West Toronto Rail Path. These planned pieces of infrastructure would

improve cycle connectivity through Mount Dennis, but the lack of planned cycle infrastructure on Jane St and Weston Rd would continue to inhibit complete cycle connectivity through the area.

Sources:

Toronto Cycle Network Map

<https://www.toronto.ca/services-payments/streets-parking-transportation/cycling-in-toronto/cycling-google-map/>

Toronto Cycle Network Plan

<https://www.toronto.ca/services-payments/streets-parking-transportation/cycling-in-toronto/cycle-track-projects/cycling-network-10-year-plan/>

*How cyclable is your neighbourhood?
What opportunities or barriers do you experience?*

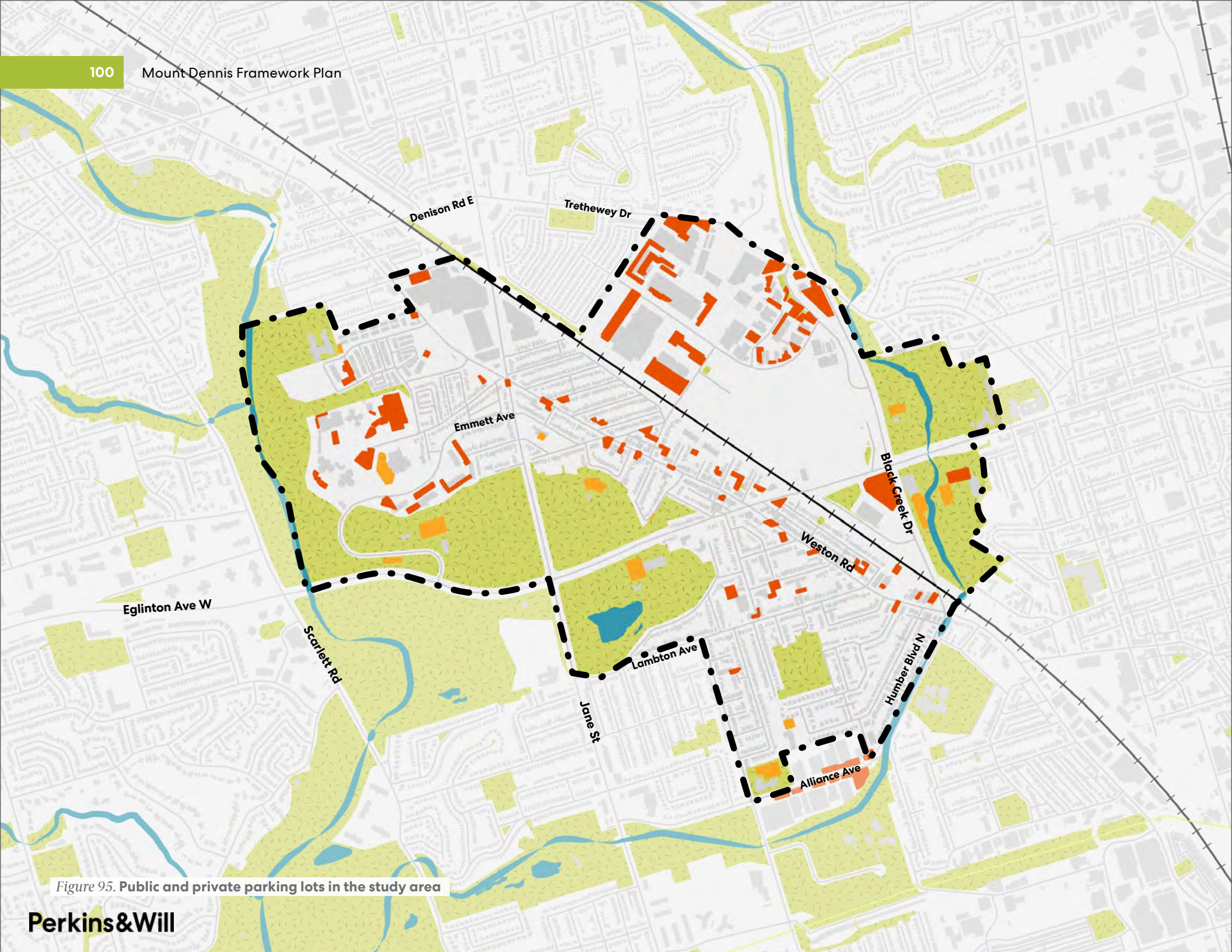


Figure 95. Public and private parking lots in the study area

5.5. Parking

On-street parking is available throughout the Mount Dennis area on neighbourhood residential streets and on Weston Road, a neighbourhood main street. On Weston Road, on-street parking is restricted during certain hours to allow for refuse collection and street cleaning. Usage is also often limited to one hour to prevent long-term parking. On-street parking on neighbourhood residential streets typically requires a residential parking permit, which entitles holders to park in certain areas during certain hours. Eglinton Avenue West and Jane Street, both transitways, do not provide on-street parking.

Off-street parking is primarily available through private lots. Many businesses fronting Weston Road have small or medium-sized parking lots. Large private lots are present around the Westpark Healthcare Center and York Humber High School. Public parking lots are present in each of the three large parks around the intersection of Jane Street and Eglinton Avenue.

Legend

-  Private parking lot
-  Public parking lot
-  Waterbody
-  Open Green Space
-  Creek / River
-  Trail
-  Study Area





6. Servicing and Water

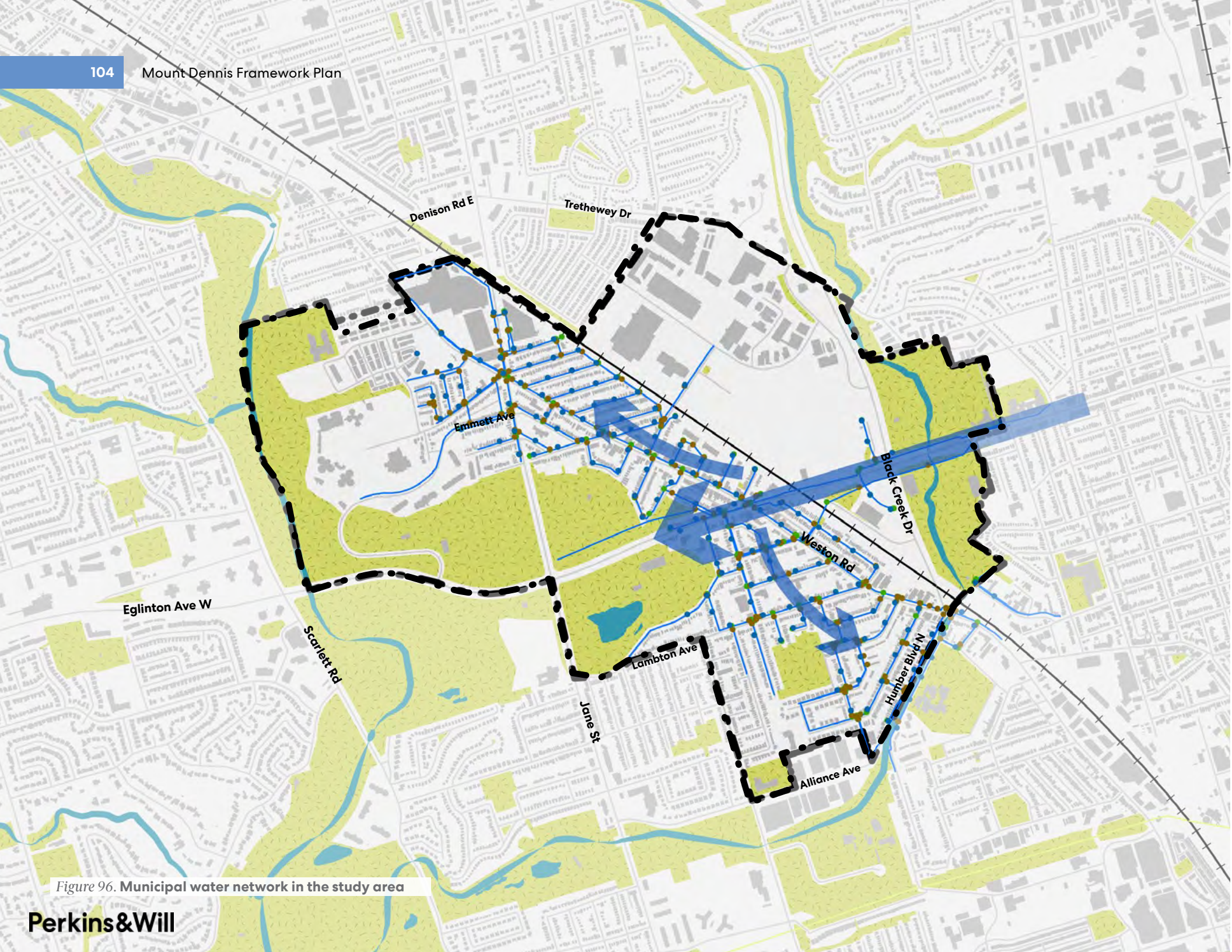


Figure 96. Municipal water network in the study area

6.1. Water



Master Servicing Plan

A Master Servicing Plan (MSP) study for the Mount Dennis Study Area will be developed during this study, which will include an Existing Conditions Assessment and a Future Conditions Assessment.

The Existing Conditions Assessment will look into existing data on water, wastewater, stormwater and combined sewer, as well as population projections emerging from the growth testing. Once this is completed, an assessment of the future impacts to Toronto Water infrastructure will be conducted based on future development growth, population growth assumptions, land use conditions, and recommendations to improve existing infrastructure identified in the Existing Conditions Assessment.

The Assessment will provide recommended existing and future infrastructure to service the area including cost estimates and recommendations for future work.

Water

The Mount Dennis Study area is currently serviced by municipal water from the City of Toronto water system. There is a 1,050 mm diameter transmission main that runs generally parallel to Eglinton Ave and bisects the study area. This transmission main feeds a network of smaller diameter distribution watermain ranging from 100 mm to 500 mm that run along the city streets and provide water service to existing residents and businesses. The MSP will investigate the current Level of Service (water pressure, available fire flow, etc) throughout the area noting areas of existing deficiencies, followed by assessment of capacity to service the proposed residential and employment growth. Finally, the MSP team will provide recommended water system upgrades to ensure level of service for growth is maintained.

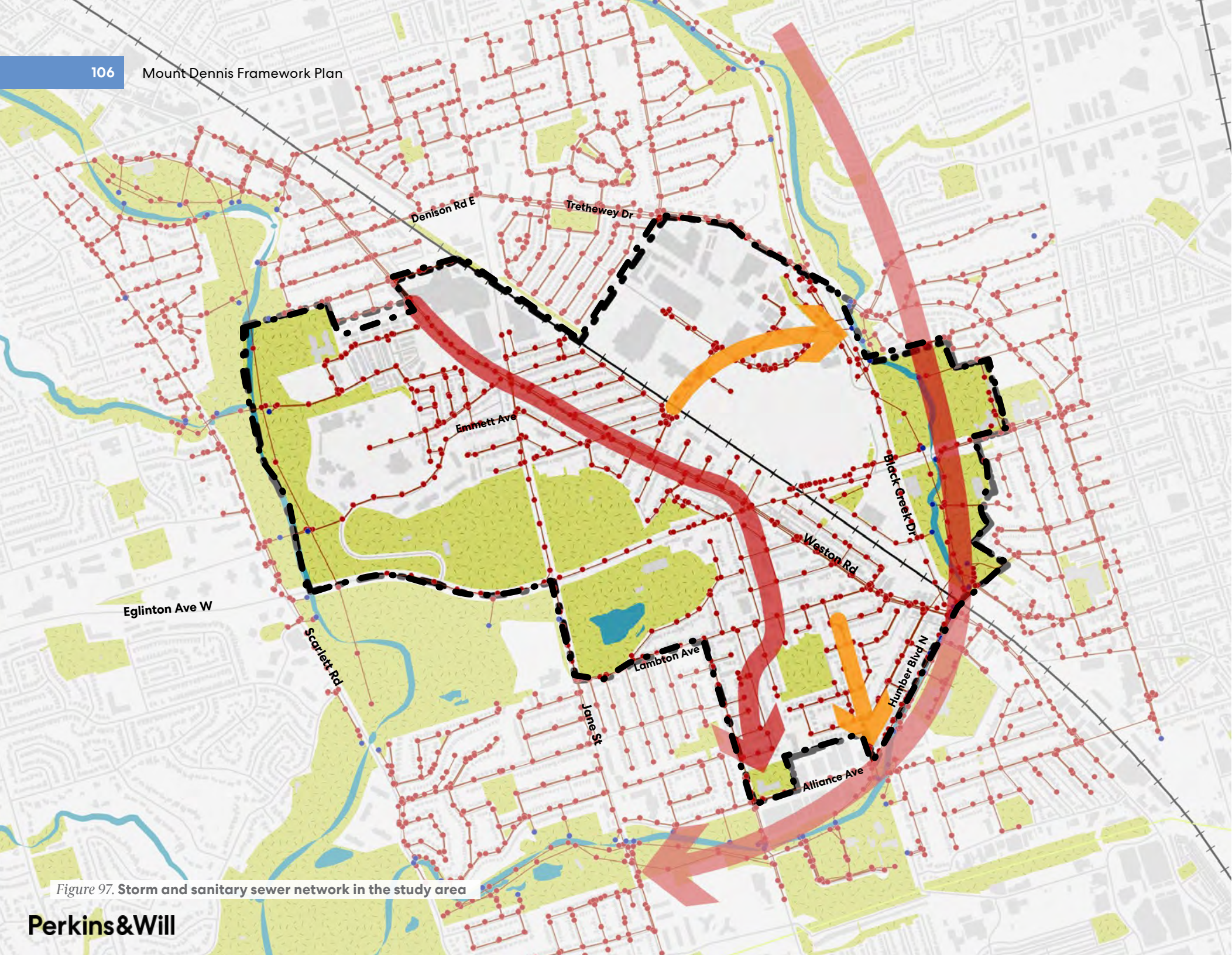
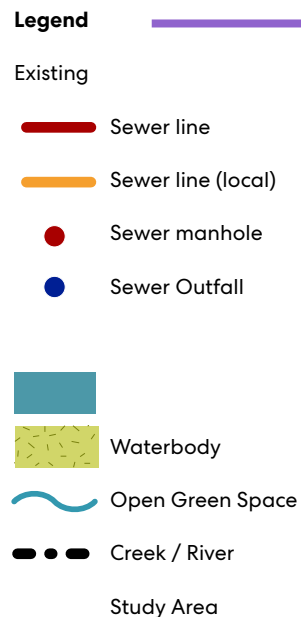


Figure 97. Storm and sanitary sewer network in the study area

6.2. Sewage



Sewer (Storm and Sanitary)

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

The City of Toronto is undertaking an Environmental Assessment (EA) for the Black Creek Trunk Sewer to identify conveyance capacity problems, assess the servicing needs of the broader trunk sewer drainage area, and establish capacity constraints at the Humber Wastewater Treatment Plant (<https://www.toronto.ca/community-people/get-involved/>

[public-consultations/infrastructure-projects/black-creek-drainage-improvement-study/](https://www.toronto.ca/public-consultations/infrastructure-projects/black-creek-drainage-improvement-study/)). This EA has been issued and was filed for public review until February 5, 2021. It makes recommendations to relieve Black Creek Trunk Sewer capacity constraints as well as provide capacity for future growth. These recommendations will feed into the Mount Dennis Study and will be considered when assessing downstream sewer capacity.

In addition, the City of Toronto is undertaking a Basement Flooding Protection Program (<https://www.toronto.ca/services-payments/water-environment/managing-rain-melted-snow/basement-flooding/basement-flooding-protection-program/>), which will make improvements to the sewer and overland drainage systems with the aim to reduce risk of flooding. The Mount Dennis Study Area lies within Basement Flooding Areas 45 and 4. For sewage generation and conveyance the Mount Dennis Study will focus more on the local level sewage conveyance needs as opposed to trunk sewer capacity as well as an assessment of the capacity at the Humber Wastewater Treatment Plant. Upon completion, sewage infrastructure upgrades will be recommended based on analysis of the future growth flows within the system. For Mount Dennis' stormwater servicing, the project team will investigate wide ranging stormwater management solutions for the study area, including traditional stormwater conveyance as well as Low Impact Development (LID) options in conjunction with the recommended road right of way upgrades.

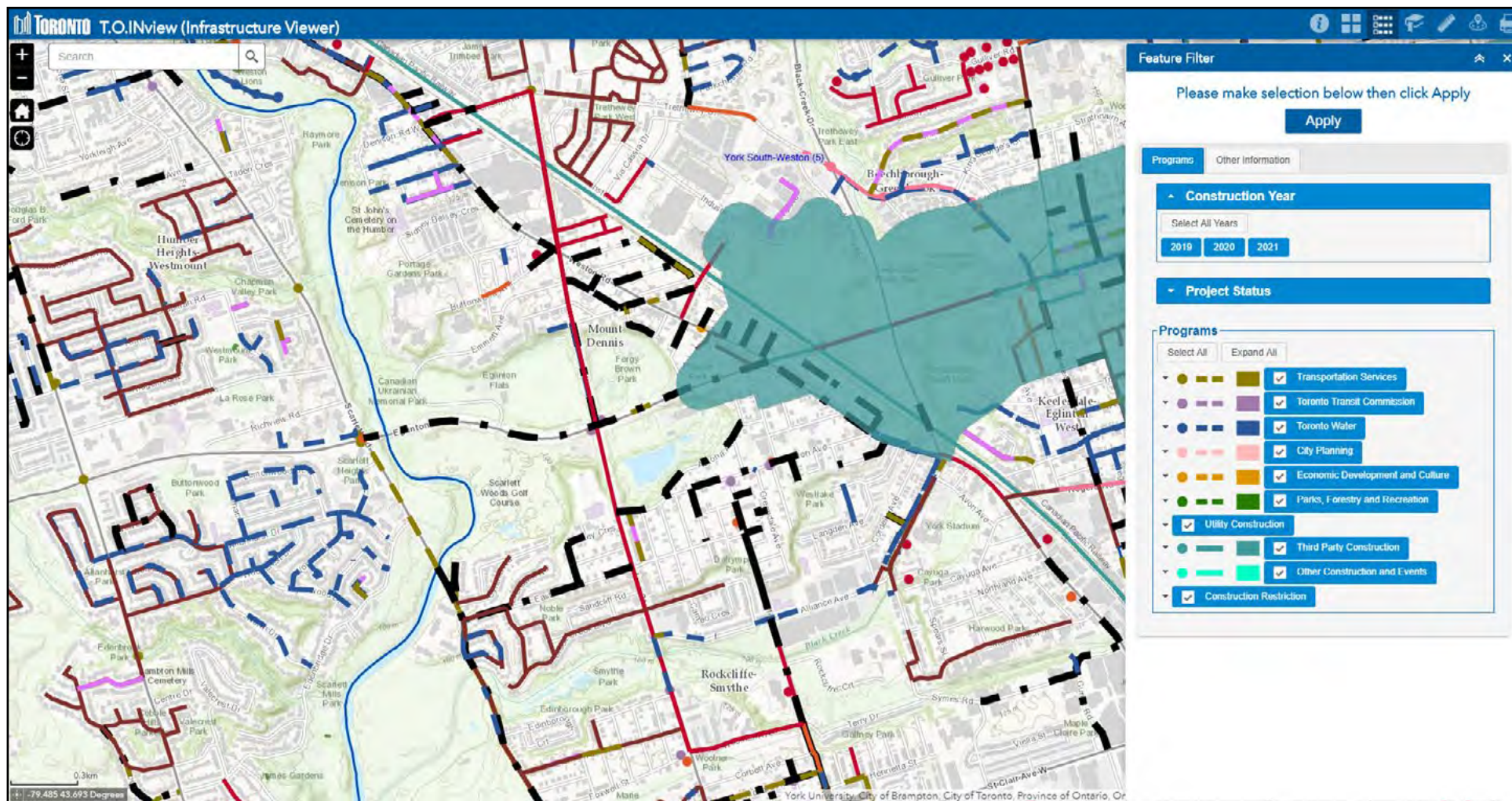


Figure 98. Capture of T.O.INview application map for the study area

6.3. Ongoing improvements and capital planning projects

The T.O.INview application is an online map maintained by the City of Toronto, showing the location, type and timing of constructions that are planned across the city each year, by each agency.

During this study, we will coordinate with ongoing capital projects to identify any synergies with the emerging direction of the Framework Study and, therefore, align recommendations and maximize the potential ongoing capital projects.

Ongoing capital planning projects

Some of these projects include:

- Repair, improvement, or replacement of road along Bertal Road, Edmund Avenue, and portions of resurfacing along Weston Road
- New Wheel – Trans Access Hub are implemented at Eglinton Avenue and Jane Street
- Sewer Rehabilitation is occurring along portions of Jane Street, Pinehill Crescent, and Edmund Avenue
- Construction and maintenance of and/or additions to a community centre at Black Creek Road and Eglinton Avenue
- Various utilities are being constructed (overhead and underground electrical, installation of new cables, etc)
- Third party construction along rail lines (Eglinton Avenue East and the CNR)





7. Conclusion and Next Steps

7.1. Conclusion and Next Steps

This background report presents the results of early analysis of the Mount Dennis neighbourhood. It will be used as a foundation for community and stakeholder engagement and the development of options and recommendations in later phases of the study.

What does this mean for Mount Dennis?

The analysis in this background report is one tool the Study Team is using to understand the Mount Dennis neighbourhood. Heritage, demographics, land use and mobility characteristics and existing services and facilities help paint a picture of how the neighbourhood developed and what it looks like today. This analysis will inform how the study proceeds and what should be the priorities for exploration in later phases and recommendations in the final Plan. Some of the lessons of the background analysis are:

- There is an opportunity for Indigenous placemaking through this study to mark the rich history and current Indigenous culture of the area. This should be explored with the Indigenous community.
- While housing in Mount Dennis is significantly more affordable than in the city as a whole, a large percentage of households already struggle with housing affordability. Strategies to maintain affordability in Mount Dennis as new development takes place should be a top priority.
- There is a strong link between the lower income in Mount Dennis as compared to other neighbourhoods in Toronto and the higher prevalence of many health conditions. Coordination with Toronto Public Health, the Mount Dennis Economic Development Strategy and the Toronto Strong Neighbourhoods Strategy 2020 is needed to ensure a multi-pronged approach to addressing public health, equity and social development in the Plan.
- Through the Community Services and Facilities Study opportunities to support, increase or strengthen the community services in the area should be identified to ensure the needs of the population are met.
- Weston Road faces a number of challenges to continued development as Mount Dennis' "main street," including restrictive land use designations and narrow, shallow and irregularly shaped lots, which should be addressed through this study.
- Mount Dennis lacks many of the street design and built environmental features that enhance walkability and cycle connectivity to and within the neighbourhood. Recognizing the importance of the built environment to human health, complementing the new transit infrastructure with improved active transportation infrastructure should be a priority.
- Though Mount Dennis is generally well-served by parkland when measured as m² of parkland per person within a 500m walking distance, the accessibility of parkland is limited in some cases due to the ravine system and there are walkability gaps. There may be opportunities to introduce a broader range of open spaces in Mount Dennis with smaller, more urban plazas.
- Effort will need to be made to ensure the engagement program for the Study captures the perspectives of the diverse residents of Mount Dennis, including renters, immigrants, youth and seniors. These populations are often under-represented in engagement processes.
- There has been a lot of work done on Mount Dennis in previous studies over the past few years. The Mount Dennis Framework Plan is an opportunity to build from this work and find ways to implement the recommendations of these studies. This will include incorporating these recommendations in changes to policy and zoning to guide reinvestment and change for the lands within the study area to enable Mount Dennis to continue to be a destination that supports economic growth and the vitality of its residents.

Understanding Mount Dennis through Engagement

The other tool that the Study team is using to understand the Mount Dennis neighbourhood is public and stakeholder engagement. Hearing from the people who call Mount Dennis home creates a much more comprehensive picture of the neighbourhood than data analysis alone, and ensures that the future vision for the neighbourhood created through this study reflects the community's aspirations. The yellow sticky notes throughout this background report invite feedback on some of the key questions for the study.

A public open house will be held in each phase of the study as well as online engagement and in-person stations at central community locations like the Mount Dennis Library. The first public open house was held in November 2020 and at the same time a community survey was launched. Stakeholder engagement will include a heritage focus group, a human services focus group, a Local Advisory Committee and direct engagement with community organizations.

Next Steps

The next step for the study will be to understand the local differences within Mount Dennis by developing a series of “character areas,” each of which may have a different vision and specific policy direction and recommendations. These will be consulted on, along with concrete plans and strategies and alternative design concepts, in Phase 2. The next public open house is planned for spring 2021.

What are your priorities for the Mount Dennis Framework Plan?

Project Timeline

Background Analysis
Sept 2020 -Feb 2021

Preliminary Plans & Strategies
Feb -Apr 2021

Final Framework
May -Aug 2021

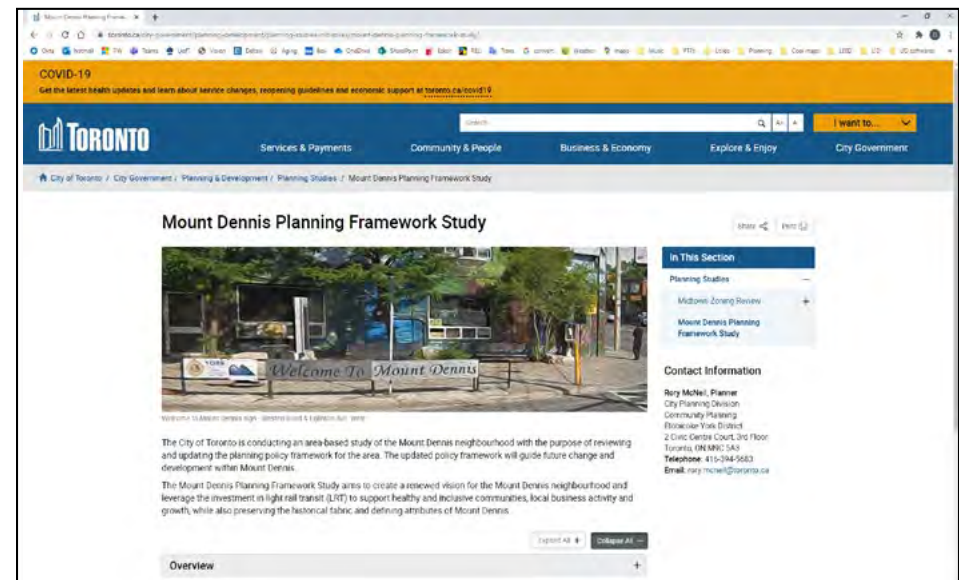


Figure 99. The Mount Dennis Planning Framework Study website



We want to hear
from you!
Please submit your
comments and
questions to:
rory.mcneil@
toronto.ca

Remember to visit
the project website
at [www.toronto.ca/
citygovernment/
planningdevelopment/
planningstudies-
initiatives/
mount-dennisplanning-
frameworkstudy/](http://www.toronto.ca/citygovernment/planningdevelopment/planningstudies-initiatives/mount-dennisplanning-frameworkstudy/)