



City of Toronto**City Planning****2021****Mall Redevelopment Guide****Image Credits**

Title Page: Rendering of Agincourt Mall redevelopment (by Giannone Petricone Associates for North American Development Group)

Page 2: Aerial view of Shops at Don Mills (Toronto) looking southeast. Google Maps. Accessed 18 November 2020

Page 4: Yonge-Sheppard Centre & Yonge-Eglinton Centre photos provided by RioCan REIT, photo credit: Bob Gundum

Page 8: Marine Gateway (Vancouver) <https://www.pci-group.com/wp-content/uploads/Marine-Gateway3-July-2016-For-PCI-Web.jpg>

Page 9: Port Street Market (Mississauga) Creator: Philip Lengden; Copyright: © 2005 Philip Lengden; Information extracted from IPTC Photo Metadata

Page 9: Square One Mall (Mississauga) <https://renx.ca/investments-lift-square-one-past-1b-retailsales/>

Page 10: Eaton Centre; Top image from 1985 (City of Toronto Archives) and bottom image from 2020 (Google Maps. Accessed 15 January 2021).

Page 11: Yonge-Sheppard Centre (Toronto) Top: Google Maps. Accessed 15 January 2021

Pages 12 & 13: 1969, 1971, and 1992 image source: <https://www.toronto.ca/city-government/accountability-operations-customer-service/access-city-information-or-records/city-of-toronto-archives/whats-online/maps/aerial-photographs/>; and 2009 and 2020 images are from Google Earth accessed January 2021

Note: Images not listed here belong to the City of Toronto

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1.0 INTRODUCTION

1.1 THE GUIDE

Many malls in Toronto are now being considered for redevelopment to capitalize on new retail concepts as well as land owners' interest in increased density and new uses on these sites. As these mall sites are redeveloped over time, it is important to ensure their full integration with surrounding communities through the creation of connected, safe and comfortable public realm networks, including on-site public streets, parks and open spaces, internal connections and connections to transit, as well as appropriate built form.

This Mall Redevelopment Guide (the Guide) provides principles, supported by precedent photographs, illustrations and demonstration sites, to consider during the redevelopment and/or intensification of mall or shopping centre sites. The principles and best practices in Section 2.0 support the long-term redevelopment of mall sites into and as a part of, complete communities that include a mix of uses, are compact, transit supportive, and provide the necessary physical and social infrastructure to meet the daily needs of residents, employees and visitors. The principles build on Official Plan policies and best practices regarding matters of public realm and provide an additional level direction on the redevelopment of these unique large sites. The Guide is focused on the structuring urban design elements of mall sites, such as streets and blocks, parks and open spaces, and the interface of retail uses and the public

realm. The Guide provides direction on built form as it relates to the ground floor interface of buildings on mall sites, but does not provide further guidance on other matters of built form, massing or building type, which would be directed through other policies and guidelines.

The Guide is focused on particular design considerations for mall sites, but recognizes that every site will require site-specific and context-driven design solutions. Toronto has both urban and suburban malls (outlined in Section 1.4) and the application of the principles will have to be considered as part of the mall's existing and planned context.

The approach to mall redevelopment in Toronto has ranged from improving the street edge conditions of the mall to intensifying surface parking areas with new residential or commercial-office buildings (**mall retained with infill on its edges**), to demolition of the entire mall with the intent of creating a more urban form (**total rebuild**), with some redevelopment projects utilizing a combination of these approaches. Section 3.0 of this Guide includes Mall Demonstration Sites that illustrate approaches and application of the principles for both partial demolition of the mall with redevelopment of the edge of mall sites (3.1) and total rebuild (3.2).

Section 4.0 of the Guide provides a list of relevant City of Toronto documents such as policies, by-laws, standards, guidelines and strategies to consider when approaching mall redevelopments.



Aerial view of Shops at Don Mills (Toronto) looking southeast. Google Maps. Accessed 18 November 2020.

1.2 INTENT OF THE GUIDE

The need for a city-wide document that provides a design direction to allow for a comprehensive and consistent approach to mall site redevelopments arose from the significant number of malls being considered for redevelopment across Toronto.

The intent of the Guide is to support the integration of mall sites into the surrounding urban fabric and ensure the creation of complete communities at every scale. Mall sites are large sites and therefore often able to accommodate many city building initiatives such as incorporating new and expanded parks and open spaces, connected street and pedestrian networks, community services and facilities, affordable housing, and other sustainability strategies. This Guide does not elaborate on these important matters pertaining to large site redevelopment, however it is important that these are considered and integrated at the earliest stages of any mall or large site redevelopment.

1.3 HOW TO USE THE GUIDE

This Guide encourages the integration of urban design considerations for mall redevelopments at an early stage in the process and should be read comprehensively and together with other City documents that provide direction on built form and public realm, including the City's Official Plan, city-wide and area-specific guidelines and other applicable regulations.

This Guide provides examples of the site layout for various mall redevelopment scenarios and highlights the key considerations and urban design best practices for the application of the principles in these contexts. Each mall site will continue to require site specific design solutions, through the application of Official Plan policies, while this Guide provides high level direction on the application of the principles to support each site's transformation into vibrant complete communities.

The Principles, Mall Demonstration Sites and Relevant Documents together provide guidance to help inform new planning and design frameworks for mall sites to be used by City staff, land owners, developers and their consultants, at the earliest stage of mall redevelopment proposals.

1.4 ORGANIZATION OF THE PRINCIPLES

The Guide includes principles for mall redevelopment under the following five headings:

2.1 Streets, Blocks and Connections

Expand and enhance the public realm network with new streets and other forms of pedestrian and cycling connections.

2.2 Parks and Open Spaces

Provide parks, open spaces and/or other publicly-accessible spaces.

2.3 Building Interface With The Public Realm

Locate and organize buildings to define and support the public realm with entrances, active ground floor uses and glazing to promote civic life and the use of the public realm.

2.4 Servicing, Loading & Parking

Locate and organize servicing, loading and parking uses to limit its impact on the public realm.

2.5 Phasing

Plan for phasing of the development that will allow for the continuation of existing retail, and other commercial and service uses, as well as incremental improvements to the public realm.

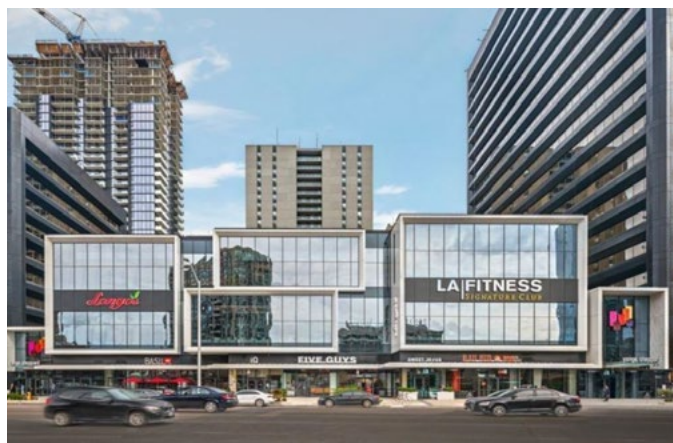
1.5 TORONTO'S MALLS

In Toronto after 1960, retail was increasingly developed in formats not oriented to the street, with malls becoming a popular type of retail development. Two malls typologies emerged in Toronto – the urban mall, generally located in older parts of the city, at subway stations; and the suburban mall, generally laid out as part of subdivisions on large sites along major arterials and/or highways.

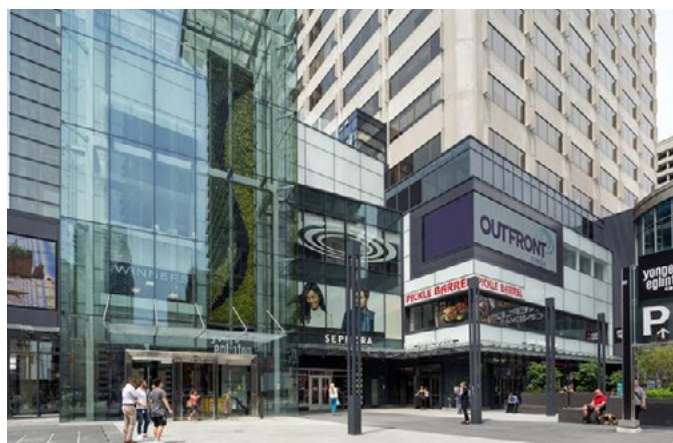
Urban Malls

Urban malls were developed on large sites at subway stops in the city and they organized retail towards interior circulation networks, often at the expense of animating the street frontage. Instead of providing for a traditional and animated street-oriented retail frontage, the street edge of the mall often consisted of blank walls, stairs, ramps, parking, loading, and service uses. In spite of this, with direct connection to transit and dense office and residential complexes attached, many urban malls offered tremendous amenity for residents and workers.

A number of these urban malls have recently been transformed with both improvements to internal concourses and to their street edges, by locating entrances, glazing and other amenities to face street frontages, including both the Eaton Centre and Manulife Centre. Other mall sites, including Yonge-Eglinton and Yonge-Sheppard Centres, have undergone significant redevelopment that improved street edges and interior concourses and also included increased density and infill development above or adjacent to the mall.



Yonge-Sheppard Centre frontage along Yonge Street before renovations (left) and after renovations (right) (photos provided by RioCan REIT, photo credit: Bob Gundum).



Exterior of Yonge-Eglinton Centre during renovations (left) and after renovations (right) (photos provided by RioCan REIT, photo credit: Bob Gundum).

Suburban Malls

Outside of the former City of Toronto, suburban malls replaced main streets as the focus of community life in new communities. These were most often located on large sites, with retail organized around internal or external pedestrian streets, anchored traditionally by department stores and surrounded by surface parking. In addition to providing necessary retail for residents, these malls were often a focus of community life and a place for casual meetings and organized events. The smallest of these malls, often anchored by grocery stores, were located within neighbourhoods or apartment areas, and along collector streets; examples include Humbertown Mall, Newtonbrook Plaza, Parkwood Plaza and Thorncliffe Mall. Larger malls with two or more anchors were located at the intersections of major arterials such as Centre Point Mall, Cedarbrae Mall, Woodbine Mall and Agincourt Mall. Larger, regional malls with three or more anchors and over 800,000 square feet of space (as defined by the International Council of Shopping Centres for Canada) were located strategically along the 400 series highways including Yorkdale Mall, Sherway Gardens, Fairview Mall and Scarborough Town Centre.

Today, many of these suburban malls are being considered for redevelopment with varying approaches depending on the location, market conditions and transit connections. The approach to redevelopment ranges from renovations, reconfigurations and expansions to the mall, including new retail pads and improved public realm and interior concourses, to the addition of new office, residential or mixed use buildings on surrounding surface parking areas and partial or total demolition of the mall over time to help facilitate retail in a more intensive and urban form.

These different mall typologies require different approaches to redevelopment. A key distinction between malls is the context in which they are located. Urban malls should enhance their buildings at the street edge and their existing interior pedestrian concourses (e.g. Yonge-Eglinton and Yonge-Sheppard), the suburban malls often need to establish new public realm networks to facilitate pedestrian connections through and along the edges of the site (e.g. Scarborough Town Centre, Fairview Mall, and Bayview Village Mall). Market conditions, locational factors and lease agreements between mall owners and their tenants will also play a significant role in timing and approach to redevelopment.



Yorkdale Mall interior concourses and seating areas (Toronto).

2.0 THE PRINCIPLES

This Guide provides principles for the redevelopment of mall sites under the following five headings:

2.1 STREETS, BLOCKS AND CONNECTIONS

2.2 PARKS AND OPEN SPACES

2.3 BUILDING INTERFACE WITH THE PUBLIC REALM

2.4 SERVICING, LOADING & PARKING

2.5 PHASING

The principles focus on Official Plan policies regarding the public realm of mall sites. The principles are supported by precedent photos and graphic examples, with Mall Demonstration Sites in Section 3.0, illustrating how the principles come together.

2.1 STREETS, BLOCKS AND CONNECTIONS

Expand and enhance the public realm network with new streets and other forms of pedestrian and cycling connections.

- Develop a network of streets, parks, interior concourses and exterior open spaces to structure new development.
- Establish a safe and comfortable street and pedestrian network consisting of new streets, laneways, shared driveways and interior and exterior pedestrian connections to create appropriately scaled development blocks and encourage walkability to, and within the mall site.
- Improve pedestrian circulation around the mall to link to the various connections from each side of the mall and to interior concourses.
- Provide improved access to the mall by extending key streets from the mall site's perimeter into the mall to integrate into the surrounding neighbourhoods.
- Align new streets with existing intersections and connections surrounding the mall site, as well as mall entrances where the mall is remaining.
- Improve access along the street edge and on internal driveways for pedestrians from local neighbourhoods and transit, as well as to mall entrances.
- Design all new streets and internal driveways with generous sidewalk space to accommodate elements such as street trees and landscaping, pedestrian clearway, outdoor patios, and other amenities such as seating, lighting, and bicycle parking.
- Provide dedicated cycling facilities on site to connect to existing and future cycling infrastructure on the surrounding street network.



Shops at Don Mills (Toronto).



Pedestrian connection to Eaton Centre entrance from Trinity Square (Toronto).



Marine Gateway (Vancouver) with multi-level retail and connections to high-order transit (image source: <https://www.pci-group.com/wp-content/uploads/Marine-Gateway3-July-2016-For-PCI-Web.jpg>).

2.2 PARKS AND OPEN SPACES

Provide parks, open spaces and/or other publicly-accessible spaces.

- Provide a central internal or external open space(s), such as a public square, as the focus for the site that can become a civic space for formal and informal gathering.
- Ensure that all parks and open spaces, including privately owned publicly-accessible spaces, are safe and comfortable and provide pedestrian amenities, such as seating, lighting, and others as appropriate, that promote community life on the mall site for pedestrians.
- Locate parks and open spaces on the site to ensure their visibility and usability, both for visitors to the mall and for surrounding communities, with setbacks as required by Parks policies and standards.
- Locate parks, open spaces and other community focused uses adjacent to new residential uses.
- Integrate interior retail concourses as part the public realm network, by connecting these spaces with streets along the mall site's perimeter.
- Increase and enhance tree cover and canopy and pervious landscaping on site, including through green roofs and stormwater management. This is important both where large areas of surface parking will remain, and where these areas will be redeveloped with new buildings and/or open spaces.
- Advance sustainability strategies and environmental considerations to limit the environmental impacts and increase the energy efficiency of the new and existing mall.



Port Street Market open space (Mississauga) Creator: Philip Lengden; Copyright: © 2005 Philip Lengden; Information extracted from IPTC Photo Metadata.



Shops at Don Mills (Toronto).

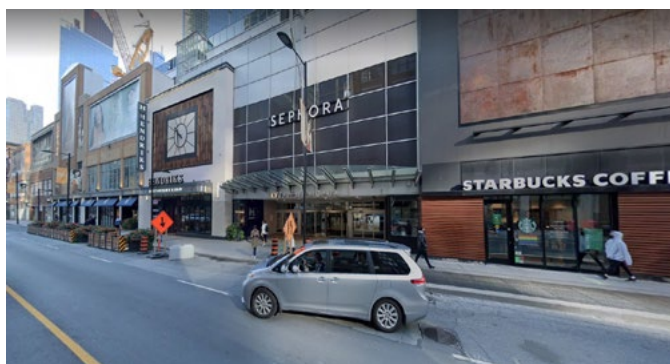


A new plaza and improved connections to the surface parking at Square One Mall in Mississauga (image source: <https://renx.ca/investments-lift-square-one-past-1b-retail-sales/>).

2.3 BUILDING INTERFACE WITH THE PUBLIC REALM

Locate and organize buildings to define and support the public realm with entrances, active ground floor uses and glazing to promote civic life and the use of the public realm.

- Locate retail uses with entrances, glazing and other amenities along the edges of streets and other open spaces.
- Limit changes in grade to new entrances to make them accessible from the sidewalk and to animate and activate the public realm.
- Provide clear glazing and access to sunlight to interior streets and interior atriums or open spaces.
- Provide amenity for pedestrians along the street edge and along the interior streets and spaces, including publicly-accessible seating.
- Maintain and improve the mall as a focus for community life by improving pedestrian access that includes pedestrian weather protection, generous walkways that include seating, landscape features and other pedestrian amenities.
- Where retail is not appropriate or supportable, provide other active ground floor uses with glazing and entrances to support the public realm.
- Incorporate pedestrian weather protection such as canopies or overhangs along the retail frontage and mall entrances.



Yonge Street façade of the Eaton Centre demonstrating improvements in pedestrian access, reduction in servicing areas, and transparency. Top image from 1985 (City of Toronto Archives) and bottom image from 2020 (Google Maps. Accessed 15 January 2021).

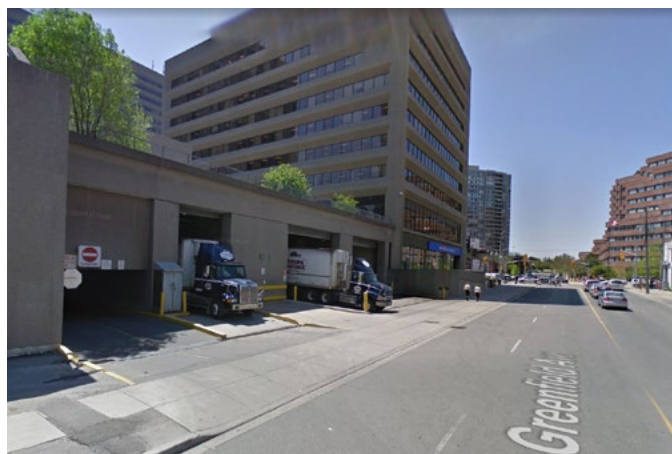


Updated Manulife Centre frontage with more extensive glazing, direct at-grade pedestrian entrances and landscaping (Toronto).

2.4 SERVICING, LOADING & PARKING

Locate and organize servicing, loading and parking uses to limit its impact on the public realm.

- Reorganize and upgrade servicing to meet standards for new and existing uses as well as limit the impacts on adjacent streets, parks and open spaces.
- Consolidate and internalize servicing and loading, where possible, to limit the impacts on adjacent streets and areas.
- Screen surface parking lots from surrounding existing and new streets, parks, open spaces, while ensuring sightlines and pedestrian safety are maintained.
- Limit surface parking, particularly along street frontages.



Yonge-Sheppard Centre (Toronto) Top: multiple servicing and loading bays impeding on the public sidewalk (Google Maps. Accessed 15 January 2021); Bottom: Consolidated servicing and loading docks, with improved facade as part of redevelopment.



A combination of landscaping and other built elements screen the surface parking from the street at Shops at Don Mills (Toronto).

2.5 PHASING

Plan for phasing of the development that will allow for the continuation of existing retail, and other commercial and service uses, as well as incremental improvements to the public realm.

- Develop a Block Context Plan (as per the Terms of Reference in the City's [Development Guide](#)) to show how the physical form of the proposed development will fit over time within the existing and planned context.
- Phasing plans should ensure that the expanded and upgraded public realm network is built over time and in each phase of development.
- Facilitate the continuation of existing retail and services and other commercial uses.
- Replace existing retail incrementally.



Sherway Gardens (1971): Sherway Gardens opened to the public in 1971 as an enclosed mall originally in an “S” shape configuration and featured over 100 stores and interior concourses with pedestrian amenities (Image source: <https://www.toronto.ca/city-government/accountability-operations-customer-service/access-city-information-or-records/city-of-toronto-archives/whats-online/maps/aerial-photographs/>).



Sherway Gardens (1992): Throughout the 70s and 80s, the mall underwent several expansions to accommodate approximately 100 new stores, and by the early 90s its layout began to resemble the figure “8” (Image source: <https://www.toronto.ca/city-government/accountability-operations-customer-service/access-city-information-or-records/city-of-toronto-archives/whats-online/maps/aerial-photographs/>).



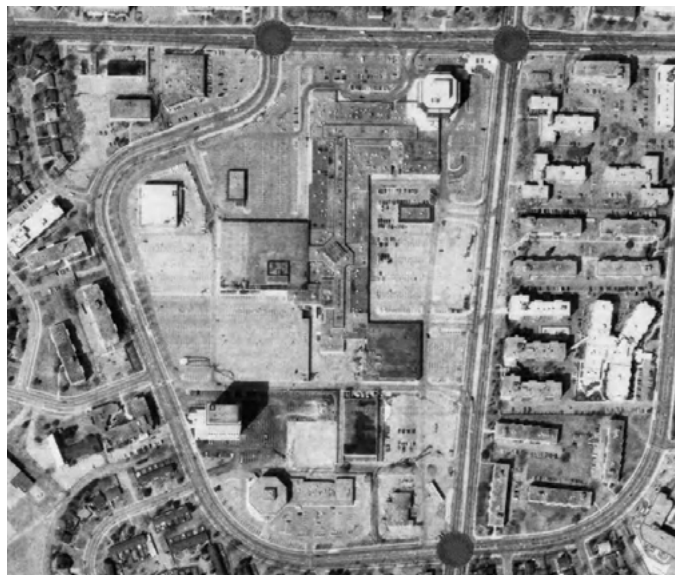
Sherway Gardens (2009): Immediately south of the mall site, 2 condos towers were completed in 2008, followed by another 2 in 2014. Between 2013 and 2017, the mall underwent a major expansion with the addition of two new department store anchors, space for smaller retail units and a new food court, bringing the retail floor area of the mall beyond 1 million square feet (Google Earth. Accessed January 2021).



Sherway Gardens (2020): As the mall has grown, it has changed its mix of stores from a general mix to add more fashion-conscious and luxury brand stores. As of 2019, the owners of the mall are proposing to densify the edges of the site with a variety of mixed uses like residential and office while retaining the mall footprint (Google Earth. Accessed January 2021).



Don Mills Centre (1969): The Don Mills Centre opened in 1955 as an open-air shopping centre and served as an anchor for the Don Mills community. The Centre featured approximately 50 stores with tenants such as Dominion supermarket and Kofflers Drug Store (the first Shoppers Drug Mart) and a variety of pedestrian amenities including an ice rink, central fountain and protective canopies. During the late 1950s, the shopping centre was expanded, and the Don Mills Civitan Arena and a Canada Post office were constructed on sites abutting the shopping centre lands (Image source: <https://www.toronto.ca/city-government/accountability-operations-customer-service/access-city-information-or-records/city-of-toronto-archives/whats-online/maps/aerial-photographs/>).



Don Mills Centre (1992): The centre underwent several renovations and expansions throughout the 1960s and 1970s, becoming fully enclosed by 1978. Office buildings were constructed along the edges of the site during the 1970s and 1980s – two west of the shopping centre and one at the north-east edge (Image source: <https://www.toronto.ca/city-government/accountability-operations-customer-service/access-city-information-or-records/city-of-toronto-archives/whats-online/maps/aerial-photographs/>).



Shops at Don Mills (2009): Following increased competition from larger, nearby malls, the owners of the Don Mills Centre began to explore options for repurposing and intensifying the site with a mix of uses. Between 2006 and 2009, the centre was re-branded as Shops at Don Mills and rebuilt as an open-air shopping centre with future plans for residential intensification on the lands at the edges of the site. The Shops at Don Mills included canopied stores fronting onto a new network of private internal streets, a central external open space, fashion retailers and services such as restaurants and cafes, and non-traditional anchor tenants such as a cinema (Google Earth. Accessed January 2021).



Shops at Don Mills (2020): The residential component of the redevelopment was approved in 2011. Between 2011 and 2017, three new residential buildings were constructed, the existing office building was converted to residential uses, and a public park was added at the southwest corner of the site. Approvals are in place for additional residential intensification on the site. The Don Mills Civitan Arena is planned to be relocated to another site within Don Mills (Google Earth. Accessed January 2021).

3.0 MALL DEMONSTRATION SITES

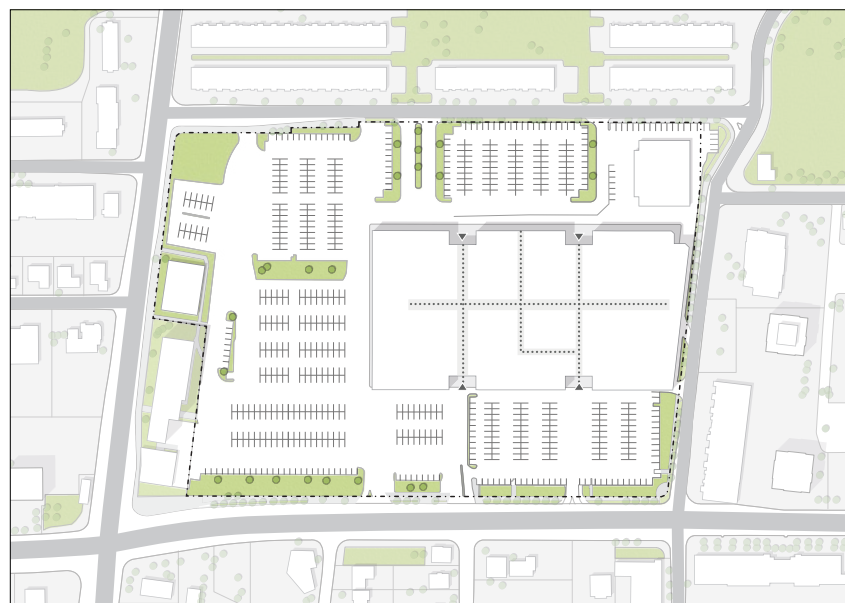
The following Section includes two sample Mall Demonstration Sites that illustrate the implementation of principles contained in Section 2.

- 3.1 Mall Demonstration Site 1: Mid-Sized Mall - Retained with Infill on its Edges**
- 3.2 Mall Demonstration Site 2: Large Mall - Total Rebuild**

3.1 DEMONSTRATION SITE 1: MID-SIZED MALL - RETAINED WITH INFILL ON ITS EDGES

This Demonstration Site illustrates a mall that has been redeveloped over time with the mall remaining in place and redevelopment occurring in the surface parking areas surrounding the existing mall.

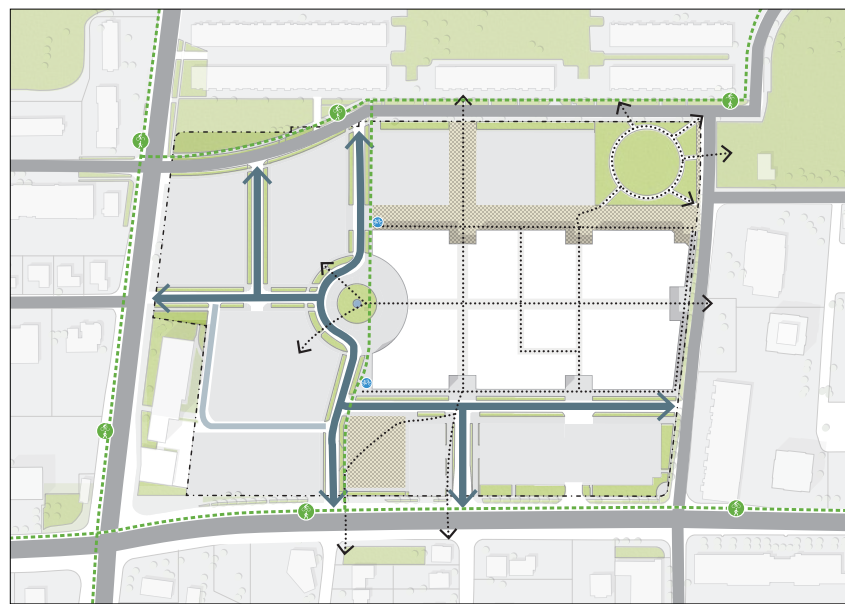
EXISTING CONTEXT



LEGEND

- Existing Building
- Site Boundary
- Parcel
- Parking
- Mall Concourse
- Mall Entrance
- Mixed-Use Areas
- Apartment Neighbourhoods
- Neighbourhoods
- Parks and Open Spaces

STREETS, BLOCKS & CONNECTIONS

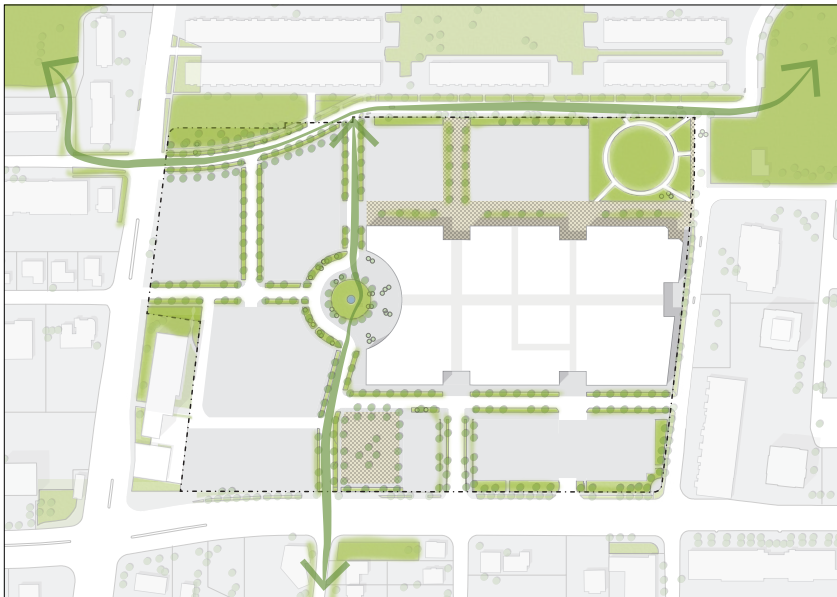


LEGEND

- Existing Building
- Site Boundary
- Development Block
- Parks and Open Spaces
- Existing Street
- New Street
- Pedestrian Street
- Bike Network
- Pedestrian Network

All diagrams and plans are for illustration purposes only and are not meant to represent compliance with all City policies, standards or guidelines (e.g. parkland dedication, street widths, etc.)

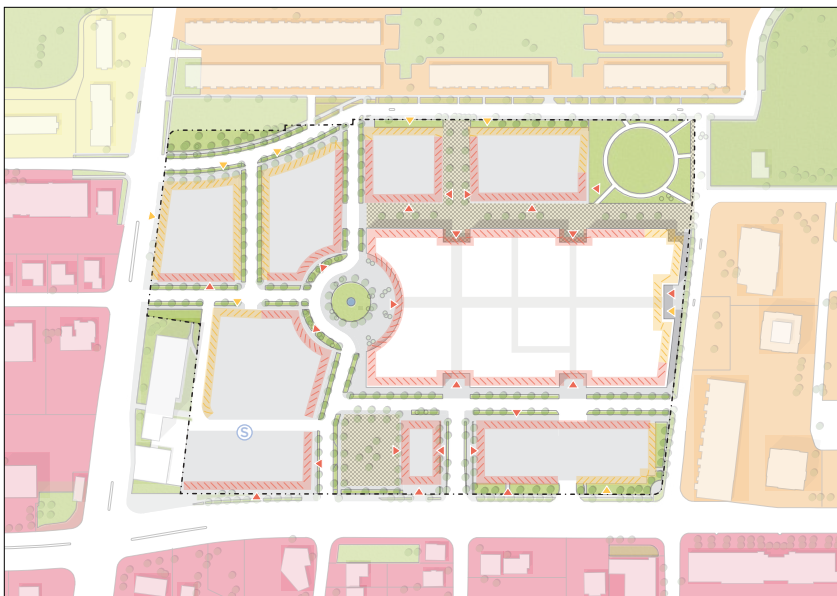
PARKS & OPEN SPACES



LEGEND

- Existing Building
- Site Boundary
- Development Block
- Parks and Open Spaces
- Pedestrian Street
- Bike Network
- Pedestrian Network

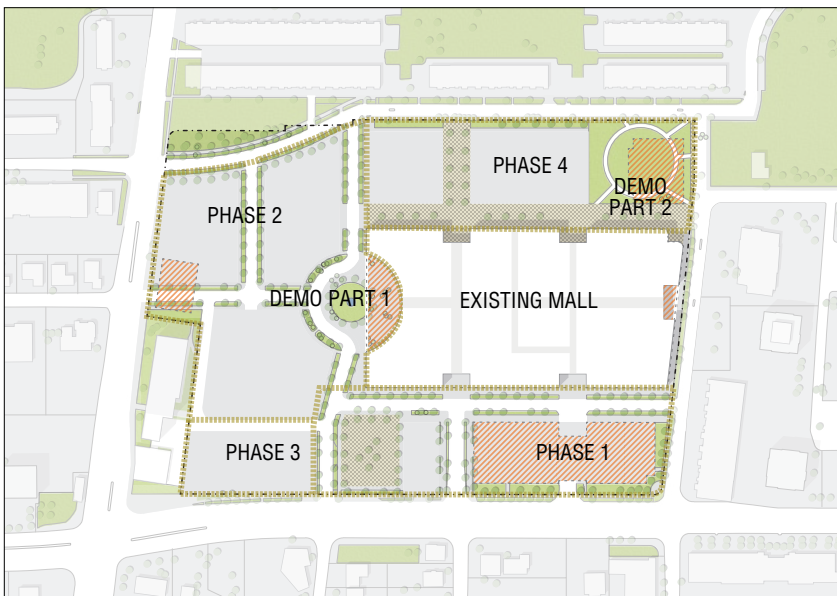
BUILDING INTERFACE WITH THE PUBLIC REALM



LEGEND

- Existing Building
- Site Boundary
- Mixed-Use Areas
- Apartment Neighbourhoods
- Neighbourhoods
- Parks and Open Spaces
- Commercial/Retail Edge
- Residential Edge
- Retail Entrance
- Residential Entrance
- Servicing

PHASING

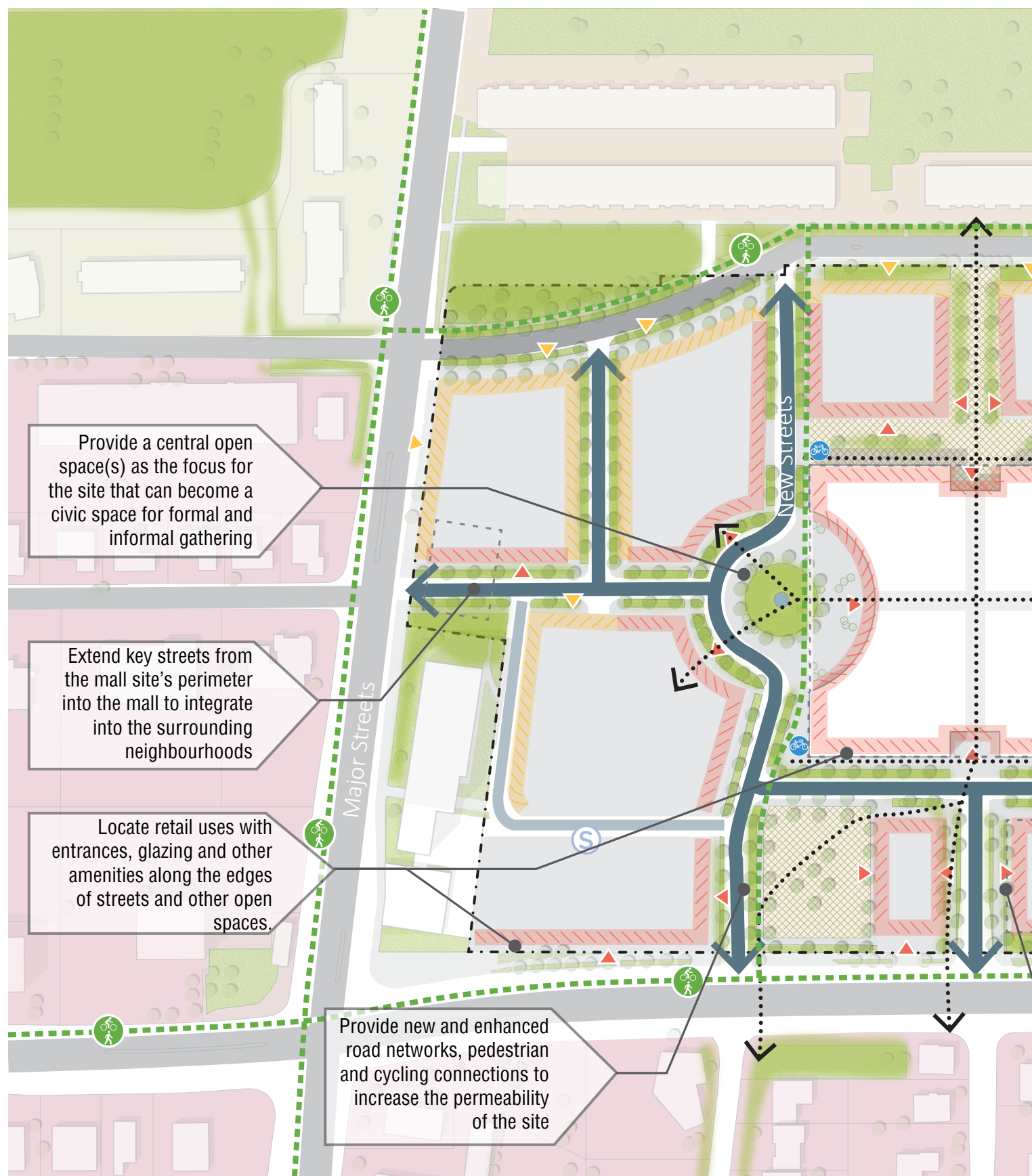


LEGEND

- Existing Building
- Site Boundary
- Development Block
- Parks and Open Spaces
- Existing Building Demolished
- Phasing Boundary














- Phase 1:**
Demo Part 1
Construction Phase 1
- Phase 2:**
Construction Phase 2
- Phase 3:**
Demo Part 2
Construction Phase 3
- Phase 4:**
Construction Phase 4

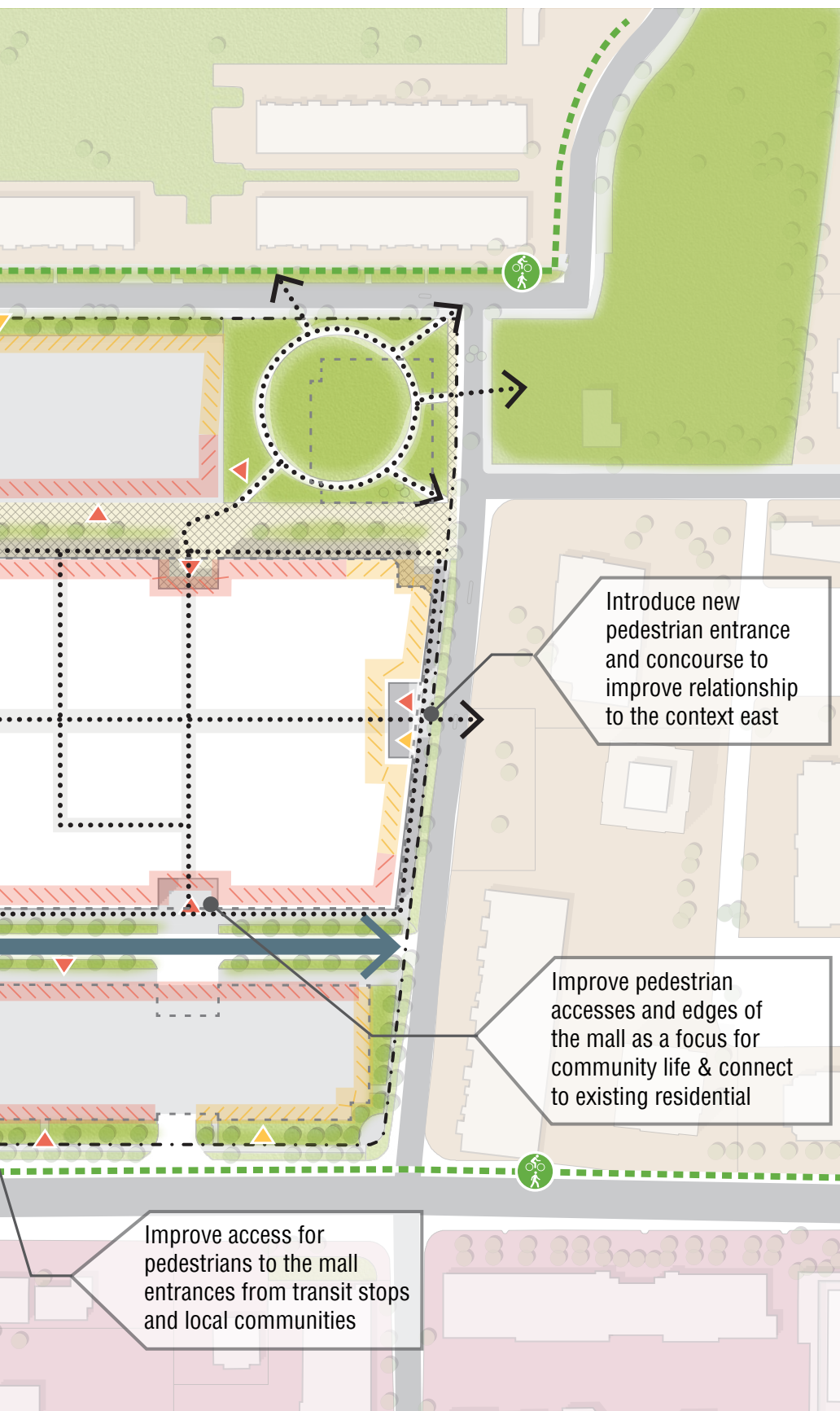
3.1 DEMONSTRATION SITE 1: MID-SIZED MALL - RETAINED WITH INFILL ON ITS EDGES (CONTINUED)



All diagrams and plans are for illustration purposes only and are not meant to represent compliance with all City policies, standards or guidelines (e.g. parkland dedication, street widths, etc.)

LEGEND

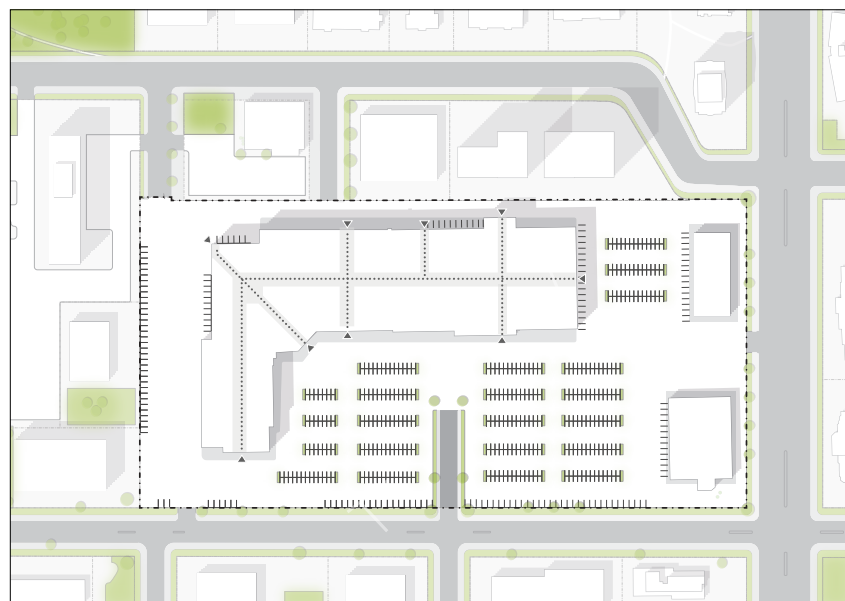
-  Existing Building
-  Site Boundary
-  Parks and Open Spaces
-  Original Mall Footprint
-  Commercial/Retail Edge
-  Residential Edge
-  Retail Entrance
-  Residential Entrance
-  Existing Street
-  New Street
-  Pedestrian Street
-  Bike Network
-  Pedestrian Network



3.2 MALL DEMONSTRATION SITE 2: LARGE MALL - TOTAL REBUILD

This Demonstration Site illustrates a mall site that will be completely rebuilt over time, through the phased demolition of the mall in its entirety.

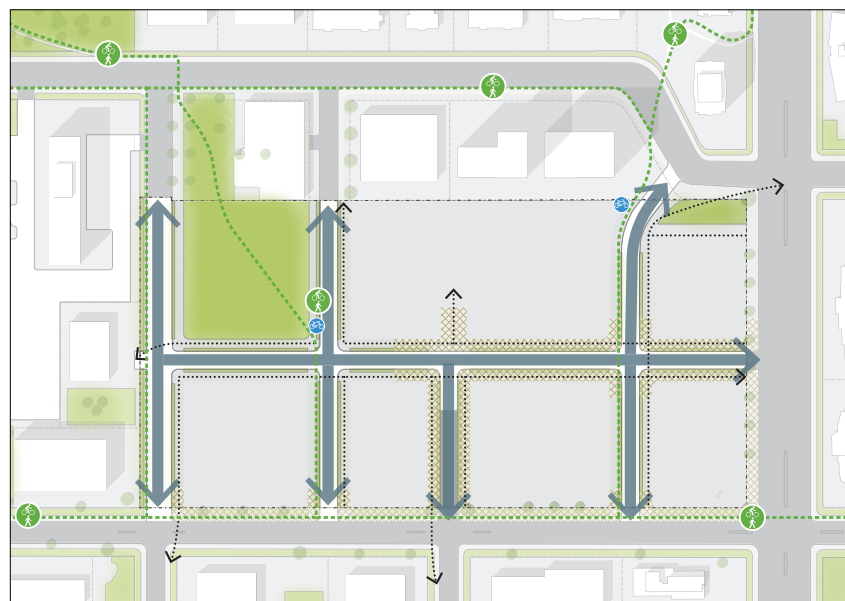
EXISTING CONTEXT



LEGEND

- Existing Building
- Site Boundary
- Parcel
- Parking
- Mall Concourse
- Mall Entrance
- Mixed-Use Areas
- Apartment Neighbourhoods
- Neighbourhoods
- Parks and Open Spaces

STREETS, BLOCKS & CONNECTIONS

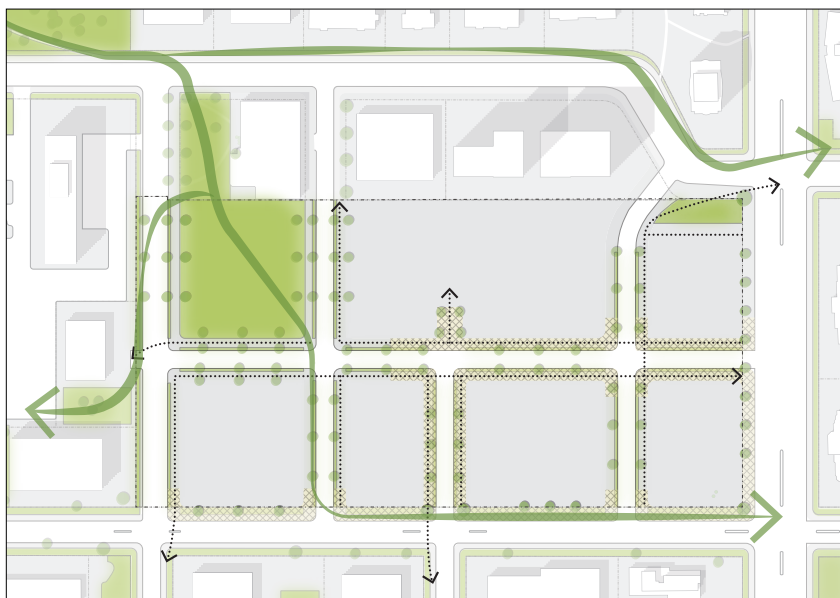


LEGEND

- Existing Building
- Site Boundary
- Development Block
- Parks and Open Spaces
- Existing Street
- New Street
- Pedestrian Street
- Bike Network
- Pedestrian Network

All diagrams and plans are for illustration purposes only and are not meant to represent compliance with all City policies, standards or guidelines (e.g. parkland dedication, street widths, etc.)

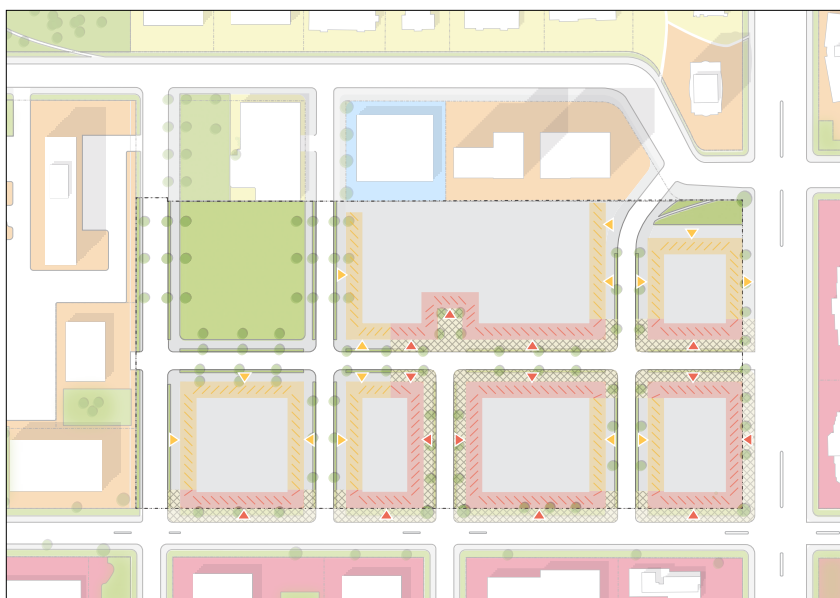
PARKS & OPEN SPACES



LEGEND

- Existing Building
- Site Boundary
- Development Block
- Parks and Open Spaces
- Pedestrian Street
- Bike Network
- Pedestrian Network

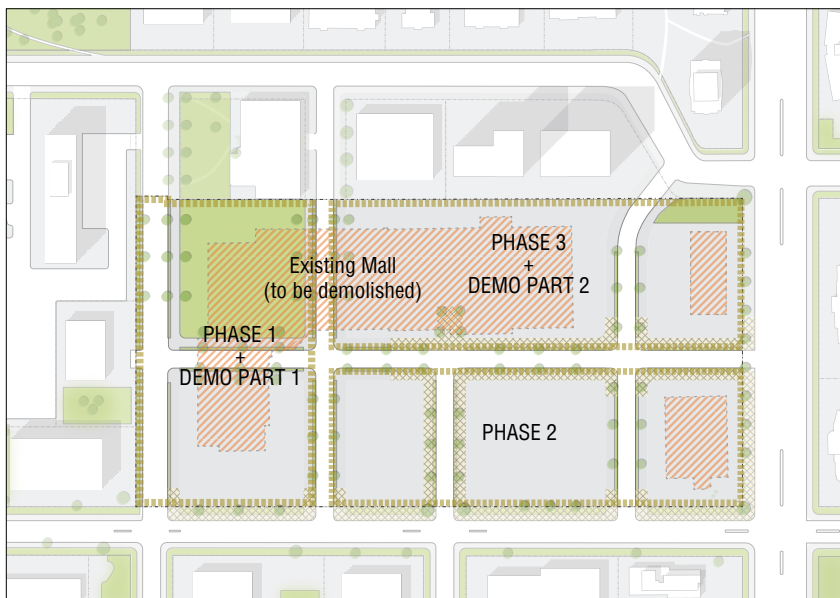
BUILDING INTERFACE WITH THE PUBLIC REALM



LEGEND

- Existing Building
- Site Boundary
- Mixed-Use Areas
- Apartment Neighbourhoods
- Neighbourhoods
- Parks and Open Spaces
- Institutional Areas
- Commercial/Retail Edge
- Residential Edge
- Retail Entrance
- Residential Entrance
- Servicing

PHASING



LEGEND

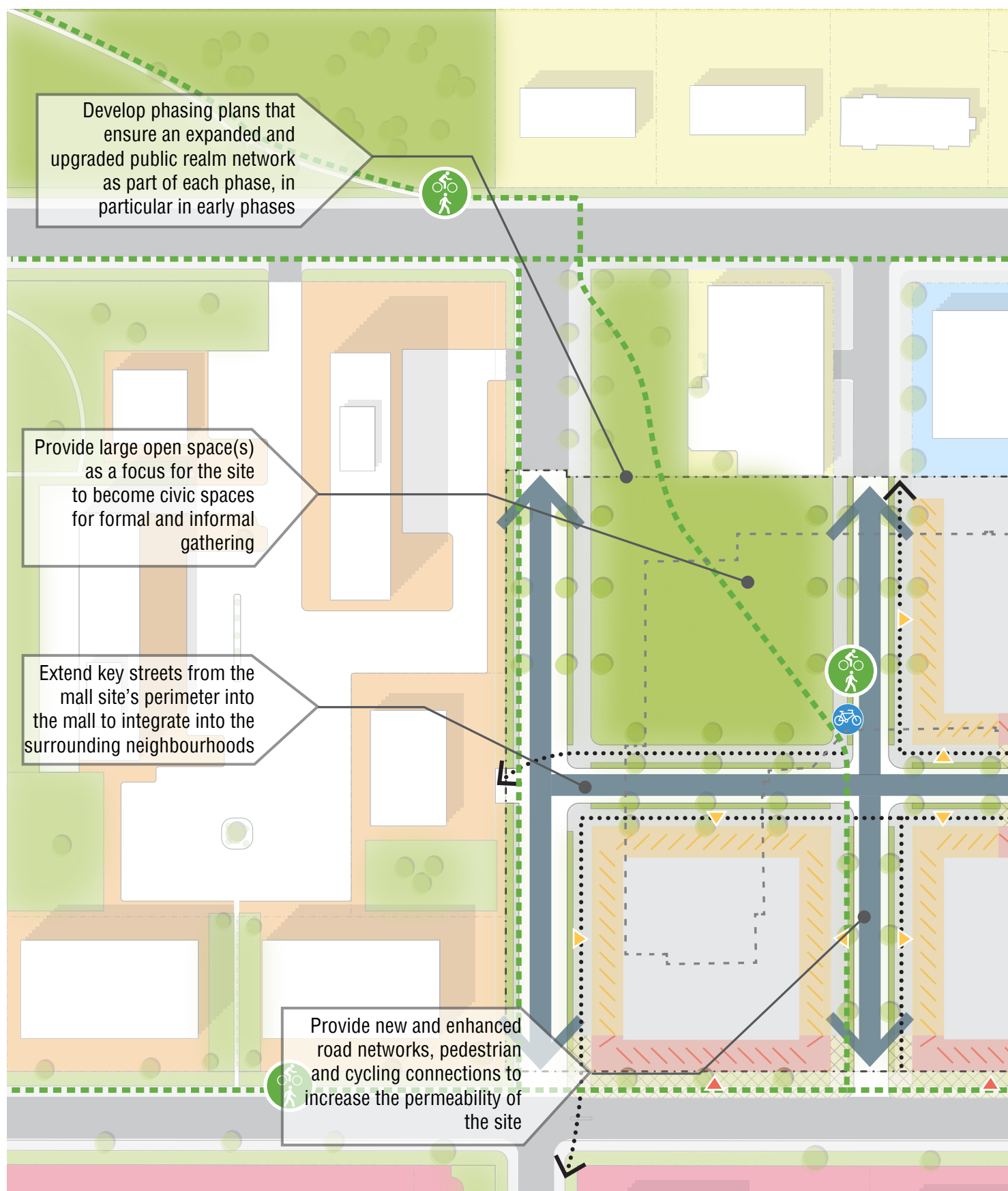
- Existing Building
- Site Boundary
- Development Block
- Parks and Open Spaces
- Existing Building Demolished
- Phasing Boundary

Phase 1: Demo Part 1 + Construction Phase 1

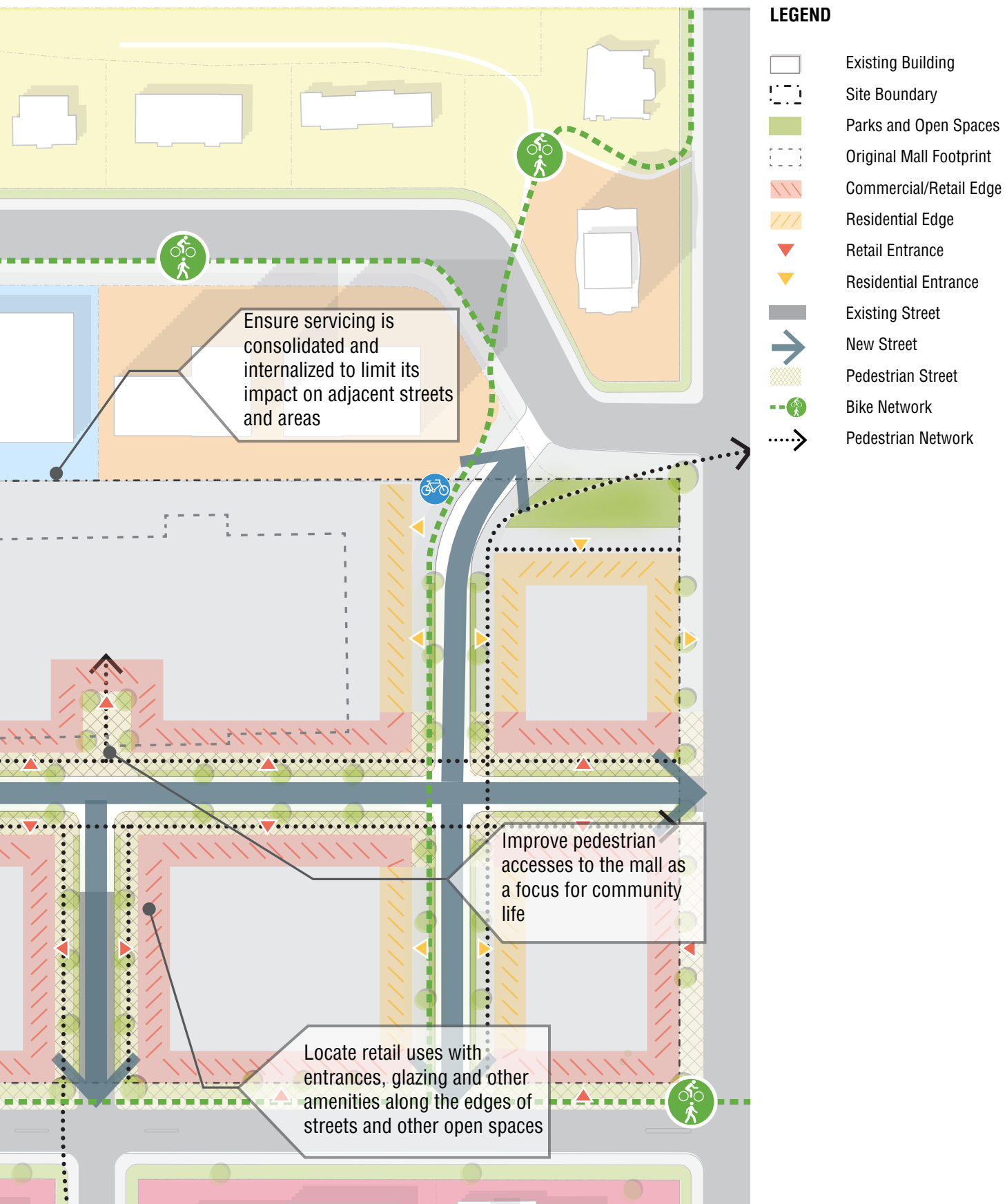
Phase 2: Construction Phase 2

Phase 3: Demo Part 2 + Construction Phase 3

3.2 MALL DEMONSTRATION SITE 2: LARGE MALL - TOTAL REBUILD (CONTINUED)



All diagrams and plans are for illustration purposes only and are not meant to represent compliance with all City policies, standards or guidelines (e.g. parkland dedication, street widths, etc.)



4.0 RELEVANT DOCUMENTS

Official Plan

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

Retail Design Manual

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/retail-design/>

Retail Main Streets Study

<https://www.toronto.ca/community-people/get-involved/public-consultations/retail-main-streets-study/>

Priority Retail Streets Zoning By-Law Amendments

<https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/priority-retail-streets-zoning-by-law/>

Block Context Plan Terms of Reference

<https://www.toronto.ca/legdocs/mmis/2019/ph/bgrd/backgroundfile-140613.pdf>

Seniors Strategy 2.0

<https://www.toronto.ca/city-government/accountability-operations-customer-service/long-term-vision-plans-and-strategies/toronto-seniors-strategy/>

Parkland Strategy

<https://www.toronto.ca/city-government/accountability-operations-customer-service/long-term-vision-plans-and-strategies/parkland-strategy/>

Development Infrastructure Policy & Standards (DIPS)

<https://www.toronto.ca/services-payments/building-construction/infrastructure-city-construction/construction-standards-permits/standards-for-designing-and-constructing-city-infrastructure/development-infrastructure-policy-standards-dips/>

Complete Streets Guidelines

<https://www.toronto.ca/services-payments/streets-parking-transportation/enhancing-our-streets-and-public-realm/complete-streets/complete-streets-guidelines/>

Privately-Owned Publicly Accessible Spaces (POPS) Guidelines

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/privately-owned-publicly-accessible-spaces-pops/>



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