

Growing Glencairn Phase 1 Report: Emerging Vision and Guiding Principles

Date: April 10, 2025

To: North York Community Council

From: Director, Strategic Initiatives, Policy and Analysis, City Planning and Director, Community Planning, North York District, Development Review

Wards: 8 - Eglinton-Lawrence

IBMS Number: 21 214031 NPS 00 TM

SUMMARY

This report provides an update on Phase 1 of the Growing Glencairn Study and recommends endorsement of the Emerging Vision and Guiding Principles.

In July 2022, the area surrounding Glencairn Subway Station was identified as being below the minimum planned density requirement of 200 people and jobs per hectare required by the Provincial Planning Statement, 2024. More recently, the neighbourhoods surrounding Marlee Avenue and Glencairn Subway Station ("Marlee-Glencairn") have been experiencing a high level of development interest, particularly in the area west of William R. Allen Road. This area includes six active development applications (under review or appeal) that collectively propose eight tall residential and mixed-use buildings ranging from 19-39 storeys, with a total of 3,544 housing units.

Initiated in August 2024, Growing Glencairn is a comprehensive local area study that will establish a planning framework to guide and manage growth around Glencairn Subway Station to 2051, including area based policies, delineation of a Protected Major Transit Station Area, and an implementation strategy.

The Emerging Vision and Guiding Principles were developed based on community input, as well as technical analysis of opportunities, constraints, and priorities. Marlee-Glencairn is envisioned as a vibrant, resilient and inclusive neighbourhood, with Marlee Avenue as the thriving commercial main street and community heart, and well connected through a safe and enhanced mobility and public realm network that builds on the Allen Greenway and York and Kay Gardiner Beltline Trails. The Emerging Vision is supported by the following six Guiding Principles, with further details provided on Attachment 1.

- A vibrant community with access to daily needs featuring pedestrian-oriented streets that support activity and public life, with a thriving Marlee Avenue as the commercial and community heart;
- A welcoming and connected public realm (e.g. parks, open spaces, trails, streets, plazas) that supports residents' health and well-being for all ages and abilities;
- A safe, accessible and well-connected mobility network that builds on existing infrastructure (e.g. roads, transit stations, pedestrian and cycling networks) and offers a range of viable travel options to enhance connectivity within Marlee-Glencairn and to the broader city and region;
- A full range of housing types and forms that continue to provide choice and variety to meet the needs of current and future residents, including an aging demographic in Marlee-Glencairn, with growth supported by adequate and timely infrastructure;
- A range of community-focused services and facilities (e.g. child care centres, schools, human service agencies, community recreation centres, libraries) and placemaking opportunities that fulfill the community needs and cultivate health and well-being as the neighbourhood grows; and
- A green and climate-resilient neighbourhood that incorporates best practices to contribute to long-term health and well-being of residents and facilitates adaptability and equity in the face of climate change.

This report recommends endorsement of the Emerging Vision and Guiding Principles as the basis for options development and further community engagement throughout Phases 2 and 3 of the Study.

RECOMMENDATIONS

The Director, Strategic Initiatives, Policy and Analysis, City Planning and Director, Community Planning, North York District, Development Review recommend that:

1. City Council endorse the Emerging Vision and Guiding Principles in Attachment 1 to this report from the Director, Strategic Initiatives, Policy and Analysis, City Planning and Director, Community Planning, North York District, Development Review, as the basis for further technical work and community engagement as part of the Growing Glencairn Study.
2. City Council direct the Executive Director, Development Review to consider the Emerging Vision and Guiding Principles, found in Attachment 1 to this report from the Director, Strategic Initiatives, Policy and Analysis, City Planning and Director, Community Planning, North York District, Development Review, in the review of all current and future development applications within the Primary Study Area shown on Figure 1 of this report.

3. City Council request the Director, Strategic Initiatives, Policy and Analysis, City Planning and Director, Community Planning, North York District, Development Review to report back by the second quarter of 2026 with a final planning framework for the Growing Glencairn Study Area, including area-based policies, delineation of a Protected Major Transit Station Area, and an implementation strategy.

FINANCIAL IMPACT

There are no financial implications for this budget year resulting from the recommendations included in this report. The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

EQUITY IMPACT STATEMENT

The Official Plan provides a vision for how the city will grow over the next 30 years and is built on principles that reflect the shared values of Torontonians. These principles include:

- **Reconciliation:** creating and repairing meaningful, ongoing relationships with Indigenous Peoples, including members of the diverse urban Indigenous community of Toronto;
- **Access:** ensuring that everyone - regardless of age, income, ability, race, ethnicity, gender, or any other attribute - has access to what they need to flourish in their day-to-day lives;
- **Equity:** taking necessary actions to address the inequities that create barriers for Toronto's most marginalized and vulnerable residents; and
- **Inclusion:** ensuring that the city is safe, caring, and provides equitable opportunities for all Torontonians and those yet to arrive, including residents of all ages, from children to seniors.

The Emerging Vision and Guiding Principles (refer to Attachment 1) support the creation of a complete community for people in all stages of life through a range and mix of uses that provide equitable access to housing, community services and facilities, parkland, and mobility. The forthcoming planning framework will guide anticipated growth through an equity lens that incorporates the Official Plan principles.

In Phase 1 of the Growing Glencairn Study ("Study"), City staff sought to engage diverse voices in the planning process. A civic lottery process was used to ensure that participants in the Community Advisory Circle reflect the diversity of the Marlee-Glencairn area, described further in Attachment 10. An equity lens will continue to be applied to engagement throughout the course of the Study - one that prioritizes participation of Indigenous, Black, and equity-deserving communities.

The Study will also seek to advance the City's equity strategies and commitments, including the Reconciliation Action Plan, Confronting Anti-Black Racism Action Plan, Poverty Reduction Strategy, Toronto Seniors Strategy, and the HousingTO 2020-2030 Action Plan.

CLIMATE IMPACT STATEMENT

On October 2, 2019, Council voted unanimously to declare a climate emergency and accelerate efforts to mitigate and adapt to climate change. In December 2021, City Council adopted a goal of achieving net zero emissions by 2040 through the TransformTO Net Zero Strategy. The vision for a sustainable and resilient city is also outlined in Chapter 1 of the Official Plan.

The Growing Glencairn Study will provide a framework for growth that optimizes the use of existing infrastructure within a community well-served by transit, while supporting a shift to low carbon mobility options, including active transportation and transit. The Study will also embed climate change resilience into the overall planning framework, including opportunities for low carbon energy, building and site design solutions that work towards the City's goal of net zero carbon emissions by 2040.

The Study's Emerging Vision and Guiding Principles (refer to Attachment 1) seek to enable a green and climate-resilient neighbourhood that facilitates adaptability and equity in the face of climate change. Throughout the course of the Study, City staff will continue to apply a climate lens in alignment with the Official Plan and TransformTO.

DECISION HISTORY

July 2022 - Our Plan Toronto: City-wide 115 Proposed Major Transit Station Area/Protected Major Transit Station Area Delineations - Final Report

City Council adopted four Official Plan Amendments for 115 Major Transit Station Areas/Protected Major Transit Station Areas across the City as part of its municipal comprehensive review and conformity to the former Growth Plan for the Greater Golden Horseshoe, 2020. The report identifies Glencairn Station as one of four potential Major Transit Station Areas/Protected Major Transit Station Areas requiring a local planning study to assess planning opportunities and meet the minimum planned density target of 200 people and jobs per hectare. The report can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2022.PH35.16>

June 2022 - Glencairn Subway Station Planning Study Approach

North York Community Council directed staff to engage a consultant team to undertake a study for the lands surrounding Glencairn Subway Station, to establish a planning framework to achieve (or exceed where appropriate) the Major Transit Station Area density target in support of the City's municipal comprehensive review and contribute to the creation of a sustainable and complete community. The report can be found at:

<https://secure.toronto.ca/council/agenda-item.do?item=2022.NY33.25>

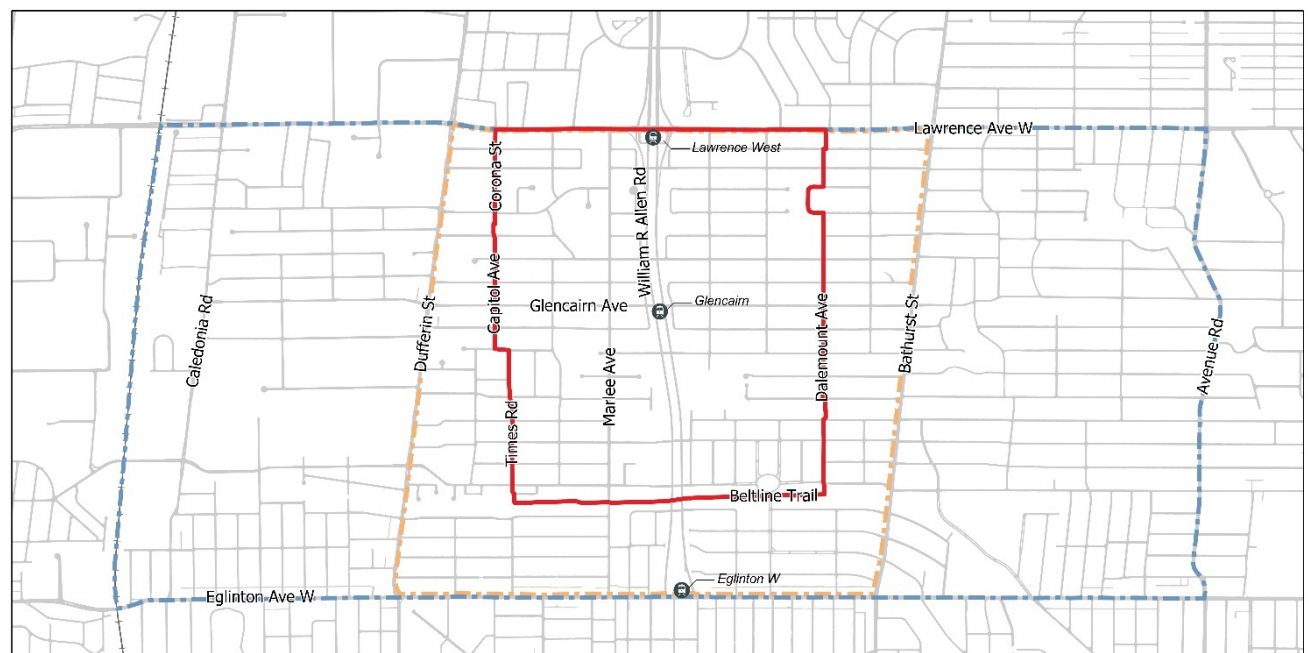
Additional decisions related to the Study are described in Attachment 2.

BACKGROUND

Study Area

The Primary Study Area ("Study Area") for Growing Glencairn is generally within 800 metres of Glencairn Subway Station, south of Lawrence Avenue West, west of Bathurst Street, north of Eglinton Avenue West and east of Dufferin Street (refer to Figure 1). Larger study areas are being used for mobility, community services and facilities, and municipal servicing.

Figure 1: Growing Glencairn Study Area



Growing Glencairn
Study Area Map

- ▭ Primary Study Area
- ▭ Mobility Study Area
- ▭ Community Services & Facilities Study Area
- + CN Railway
- ⊕ Subway Stations



Study Purpose

Glencairn Subway Station is located along the Line 1, Yonge-University subway line. It is one of six subway stations that were built within the corridor of the William R. Allen Road ("Allen Road"). Allen Road is a limited access road which was open cut and built below the adjacent streets in the area surrounding Glencairn Station.

Glencairn Station opened in 1978 and is currently one of the least-used subway stations in Toronto. From 2023-2024, Glencairn Station had 5,878 daily customer boardings, compared with 13,982 daily boardings at Eglinton West Station and 19,742 daily boardings at Lawrence West Station, immediately south and north of Glencairn Station respectively. The Study Area is characterized by low-rise residential neighbourhoods on both sides of Allen Road, with some ground-oriented commercial-retail uses located along Marlee Avenue, low-rise multi-unit buildings on both sides of Allen Road, and tall apartment buildings in large 'tower in the park' blocks west of Allen Road. It is well served by transit, including the Line 1 subway, the (nearly complete) Eglinton Crosstown light rapid transit line (Line 5) and frequent bus service on Lawrence Avenue West.

Both Provincial and City policy frameworks focus growth on areas served by transit to optimize the use of existing infrastructure and support transit investment (refer to the Policy Framework section). In July 2022, through the City's municipal comprehensive review, Glencairn Subway Station was identified as a potential Protected Major Transit Station Area ("PMTSA") requiring a local planning study to assess opportunities to enable a minimum planned density target of 200 people and jobs per hectare. As of 2021, the potential PMTSA area had a density of approximately 71 people and jobs per hectare, and the remaining potential in the existing as-of right zoning would not enable this area to meet the planned density target. This density does not account for development applications approved since 2021 or those currently under review.

In June 2022, North York Community Council directed staff to engage a consultant team to initiate the Study. In August 2024, O2 Planning + Design was retained as the City's lead consultant for the Growing Glencairn Study; their team includes several subconsultants, including Parsons (mobility), Shared Value Solutions (Indigenous engagement), and Giamo (heritage).

The consultant team is working closely with an interdivisional core staff team comprised of City Planning, Development Review, Transportation Services, Parks and Recreation, Environment, Climate and Forestry, and Toronto Water. The Study is supported by other divisions, including Social Development, Finance and Administration and Children's Services with respect to community services and facilities, as well as to align with city-wide initiatives.

Toronto Water has retained a separate consultant and is undertaking an assessment of the sanitary sewer and water distribution system capacity in the Study Area to evaluate current system capacity and performance and identifying areas requiring improvements.

Growing Glencairn is an integrated and comprehensive local area study to:

- Align the lands surrounding Glencairn Subway Station and Marlee Avenue with provincial policy and legislation, including, but not limited to, considering the delineation and minimum densities for a Protected Major Transit Station Area;
- Ensure growth positively contributes to the creation of a transit-supportive complete community consistent with provincial policies, the Official Plan, and other policies and guidelines;

- Identify required investments in infrastructure and facilities to support growth, healthy living and complete communities; and
- Embed climate change resilience into the growth strategy, including low carbon energy, building and site design solutions that work towards the City's goal of net zero carbon emissions by 2040.

Scope

Growing Glencairn includes the following integrated components:

- **Land Use, Housing and Density:** Location and mix of land uses, including housing and jobs, to achieve or exceed minimum density targets;
- **Built Form:** Framework for the types, placement, organization, heights and massing of buildings;
- **Mobility, Street Network and Public Realm:** Strategy to support a shift towards walking, cycling, transit and shared mobility options, while accommodating growth, improving connectivity and providing a safe, high-quality public realm to support all users;
- **Parks and Open Space:** Opportunities and priorities for existing park improvements, parkland expansion, parkland opportunity areas, and additional open spaces;
- **Community Services and Facilities:** Information and opportunities for community services and facilities (e.g. child care centres, schools, human service agencies, community recreation facilities, libraries) to respond to existing needs and anticipated growth;
- **Environment and Sustainability:** Opportunities to enhance community resilience to the impacts of climate change (i.e. flooding and extreme heat) and integrate low carbon energy, building and site design solutions that work towards the City's goal of net zero carbon emissions by 2040; and
- **Municipal Servicing:** Opportunities for water and sewer infrastructure needed to support growth.

Phasing

Growing Glencairn is a two-year study, which will be informed by meaningful and inclusive engagement throughout all three phases (see Figure 2 below). This report presents the results from Phase 1 of the Study and seeks Council endorsement of the Emerging Vision and Guiding Principles (refer to Attachment 1).

Figure 2: Study Phasing



POLICY FRAMEWORK

Provincial Planning Statement, 2024

The Provincial Planning Statement ("PPS"), 2024 provides province-wide policy direction on land use planning and development. All Council decisions regarding planning matters must be consistent with the PPS.

The PPS directs growth to settlement areas, including Major Transit Station Areas ("MTSAs") to optimize use of existing infrastructure and support transit investment. MTSAs are generally defined as the area within an approximate 500 to 800 metre radius of a transit station. The policy framework for MTSAs has been carried forward from the former Growth Plan for the Greater Golden Horseshoe, 2020.

The PPS requires municipalities to delineate the boundary of MTSAs to maximize the number of potential transit users that are within walking distance of the station. For MTSAs along a subway line, including Glencairn Subway Station, the PPS requires municipalities to plan for a minimum density target of 200 people and jobs per hectare. MTSAs should also be planned to provide transit-supportive intensification and development, and to achieve multimodal access to stations and connections to transit and active transportation, while supporting complete communities.

Pursuant to the *Planning Act*, municipalities may further identify a MTSA as a Protected Major Transit Station Area to layer on inclusionary zoning requirements for affordable housing. Both MTSA and PMTSA delineations are subject to approval by the Minister of Municipal Affairs and Housing under Section 26 of the *Planning Act*.

The City has approved 134 MTSA/PMTSAs since 2020. As the Minister of Municipal Affairs and Housing has not yet made a decision on these Official Plan Amendments ("OPAs"), the City's in-effect Official Plan policies respecting inclusionary zoning are not

able to be implemented. OPA 570 includes delineations for Lawrence West and Eglinton West PMTSAs, located north and south, respectively, of Glencairn Station.

Additional PPS policies which apply to the Growing Glencairn Study include:

- Supporting the achievement of complete communities through an appropriate range and mix of land uses, housing options, transportation options, employment, public service facilities and other institutional uses, recreation, parks and open space and other uses to support long-term needs;
- Planning to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches which include supporting compact, transit supportive and complete communities;
- Coordinating and integrating land use planning and growth management with planning for infrastructure and public service facilities;
- Providing safe, energy-efficient multi-modal transportation systems; and
- Promoting healthy, active and inclusive communities, including through parks and public spaces which meet the needs of people of all ages and abilities.

City of Toronto Official Plan

Toronto's Official Plan is a comprehensive policy document that guides development in the city, providing direction for managing the size, location, and built form compatibility of different land uses, integrating land use and transportation planning, enhancing the public realm, and providing municipal services and facilities.

Chapter One of the Official Plan sets out a vision that informs how the City will grow over the next 30 years, with four actionable goals to become:

- A city of complete communities with equitable access to services and amenities;
- A sustainable and climate resilient city;
- The most inclusive city in the world; and,
- A city that contributes to a just future for Indigenous Peoples.

The Study Area is largely designated as *Neighbourhoods* in the Official Plan, with some pockets of *Apartment Neighbourhoods*, *Mixed Use Areas* along portions of Marlee Avenue, Lawrence Avenue West and Roselawn Avenue, as well as *Parks and Open Space*, and *Core Employment Areas* along Roselawn Avenue (refer to the Land Use Map on Attachment 3).

Neighbourhoods are made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as walk-up apartments up to four storeys. OPA 727, adopted by City Council on May 22, 2024, also permits apartments of up to six storeys within *Neighbourhoods* along major streets, which include Marlee Avenue, Lawrence Avenue West and Allen Road within the Study Area. OPA 727 is currently under appeal.

The Official Plan requires that where significant intensification of land is proposed adjacent to *Neighbourhoods*, Council will determine, at the earliest point in the process,

whether a broader area review and possible area specific policies are appropriate, to be created in consultation with the local community. The Growing Glencairn Study responds to this Official Plan direction.

On February 5, 2025, City Council approved OPA 778, which updates the *Avenues* policies and mapping in the Official Plan. OPA 778 identifies Marlee Avenue as a new *Avenue*, as well as all of Lawrence Avenue West (within the Study Area). The policy framework directs growth to *Avenues*, given that these areas are well served by transit, they can support the creation of complete communities, and can provide a full range of housing. The policies allow development on *Avenues* to be up to the height and scale of a mid-rise building in lands designated *Mixed Use Areas* and *Apartment Neighbourhoods*. Where lands along *Avenues* are within a 500-800 metre walking distance of a subway station and in *Mixed Use Areas*, development may go beyond mid-rise buildings in height and scale. OPA 778 is currently under appeal.

PUBLIC, STAKEHOLDER AND INDIGENOUS ENGAGEMENT

Community and stakeholder engagement during Phase 1 of the Growing Glencairn Study included a variety of in-person and online engagement opportunities to understand the community’s vision for the area, as well as opportunities and challenges related to the Study's integrated topic areas. Table 1 provides an overview of Phase 1 engagement activities from October 2024 to February 2025.

Study updates and engagement activities were communicated through the Study website, e-updates, newsletters, outreach e-mails, postcard mail-outs to 12,289 households and businesses in the Study Area, posters distributed to local community facilities and businesses, social media accounts, and pop-up events. For more detail on the engagement process and feedback, refer to Attachment 10.

Table 1: Phase 1 Engagement Overview

Engagement Activity	Date and Location	Overview	Participation / Response
Interactive Map Activity (Social Pinpoint)	Nov. 8 - Dec. 11, 2024 (Online through Study webpage)	Participants were asked to identify places on the map that are important to them, areas they would like to see improved, and how they envision growth taking place.	213 pins placed on the online map
Community Pop-Up Events	Nov. 8, 2024 (Benner Park) Feb. 20, 2025 (Barbara Frum Library)	The City hosted two pop-events to spread the word about the Study and invite community members to participate and share their input.	Over 30 participants (Benner Park) and 48 participants (Barbara Frum Library)

Engagement Activity	Date and Location	Overview	Participation / Response
Community Advisory Circle Meetings	Nov. 27, 2024 (Sts. Cosmas and Damian Catholic School) February 12, 2025 (Virtual)	The Community Advisory Circle was established to provide community and business/organization perspectives, insights and information to help shape the Study.	21 members recruited (17 community members; 4 members from local business and community organizations)
Community Design Workshop	Dec. 4, 2024 (John Polanyi Collegiate Institute)	The City hosted an in-person Community Design Workshop for participants to learn about the Study and share their vision, ideas and priorities for the future of the area.	33 participants provided over 200 comments on maps and panels
Developers Workshop	Jan. 14, 2025 (North York Civic Centre)	The City hosted a workshop with developers in the community to understand their perspectives on opportunities and challenges within the Study Area and inform development of the Emerging Vision and Guiding Principles.	7 participants
Survey	Feb. 6 - 21, 2025 (Online through Study webpage)	An online survey sought input on the draft Emerging Vision and Guiding Principles, and community name.	152 responses

Most Discussed Themes

The most discussed themes throughout Phase 1 engagement are illustrated in Figure 3 below.

Figure 3: Phase 1 Engagement - Most Discussed Themes



Indigenous Engagement

Prior to initiating the Study, City staff reached out to and met with the Mississaugas of the Credit First Nation, Six Nations of the Grand River, and the Huron Wendat Nation to introduce the Study and establish a relationship for continued engagement. City staff followed up in fall 2024 during the Study launch, and will continue to touch base throughout the Study, including by sharing a copy of this report and the Phase 1 Background Reports (Attachments 7-11) as requested by the Mississaugas of the Credit First Nation, Six Nations of the Grand River and the Huron Wendat Nation.

In fall 2024, City staff also reached out to the Toronto York Metis Council and submitted a presentation proposal to the Toronto Aboriginal Support Services Council. Shared Value Solutions, the Indigenous engagement sub-consultant on this Study, also conducted outreach with urban Indigenous communities. The aim of this outreach is to identify opportunities for Indigenous placemaking and placekeeping within the Study Area, as well as to support the needs of urban Indigenous populations, including access to housing, transportation parks and open space, and community services and facilities.

As the City has not yet received input on the Study from urban Indigenous communities, staff continue to work closely with Shared Value Solutions as well as the City's Indigenous Affairs Office to explore new approaches for engaging effectively. The goal of Indigenous engagement as part of this Study is to ensure that Indigenous values, priorities and interests are meaningfully included within the Study and its recommendations, while supporting truth and reconciliation through relationship-building and collaborative decision making.

EXISTING CONDITIONS

The consultant team completed an analysis of existing conditions in the Study Area in collaboration with the City team, with technical input provided through various agency and service providers who sit on the Study's Technical Advisory Committees. The following provides a high-level summary of existing conditions related to the Study's six integrated components. Further details and analysis are provided in the Phase 1 Background Reports in Attachments 7-9 and 11.

1. Land Use and Built Form

The Study Area is characterized primarily by low-rise residential neighbourhoods on both sides of Allen Road, with some low-rise multi-unit apartments (Elway Court, Meadowbrook Road and Fraserwood Avenue) on either side of Allen Road, mid-rise buildings along Marlee Avenue, and larger 'tower in the park' blocks (Rosebury Square) west of Allen Road, north of Elm Ridge Drive. Buildings do not front onto either side of Allen Road.

Marlee Avenue is characterized by ground-oriented commercial-retail uses, surface parking, and some mid and high-rise development actively under construction. The south side of Roselawn Avenue is characterized by a variety of employment uses along the former rail line, now known as the Beltline trail. A mix of residential infill has

occurred on former employment uses south of Roselawn Avenue, which have also been converted to residential uses.

2. Mobility, Street Network and Public Realm

The Mobility Study Area is bounded by four major arterial streets: Lawrence Avenue West, Eglinton Avenue West, Bathurst Street and Dufferin Street, and is bisected by Allen Road which is a grade separated highway with interchanges at Lawrence Avenue West and Eglinton Avenue West. There is generally a grid network within the Mobility Study Area with seven local streets grade separated over Allen Road. However, some streets are discontinued with Marlee Avenue being the only north-south through street between Lawrence Avenue West and Eglinton Avenue West, and Glencairn Avenue and Roselawn Avenue/Elm Ridge Drive being the only continuous east-west connections between Dufferin Street and Bathurst Street.

The Mobility Study Area is well served by transit, including three Line 1 (Yonge University) subway stations (Eglinton West, Glencairn, and Lawrence West) and TTC's Ten-minute Surface Transit routes along Bathurst Street, Lawrence Avenue West and Dufferin Street. Planned transit improvements in the Mobility Study Area include the Eglinton Crosstown Light Rail Transit (LRT with stations at Fairbank/Dufferin Street, Oakwood, Cedarvale/Allen Road and Forest Hill/Bathurst Street) and RapidTO Surface Transit Network Plan (which has identified Lawrence Avenue West, Dufferin Street and Bathurst Street as Priority Roadways).

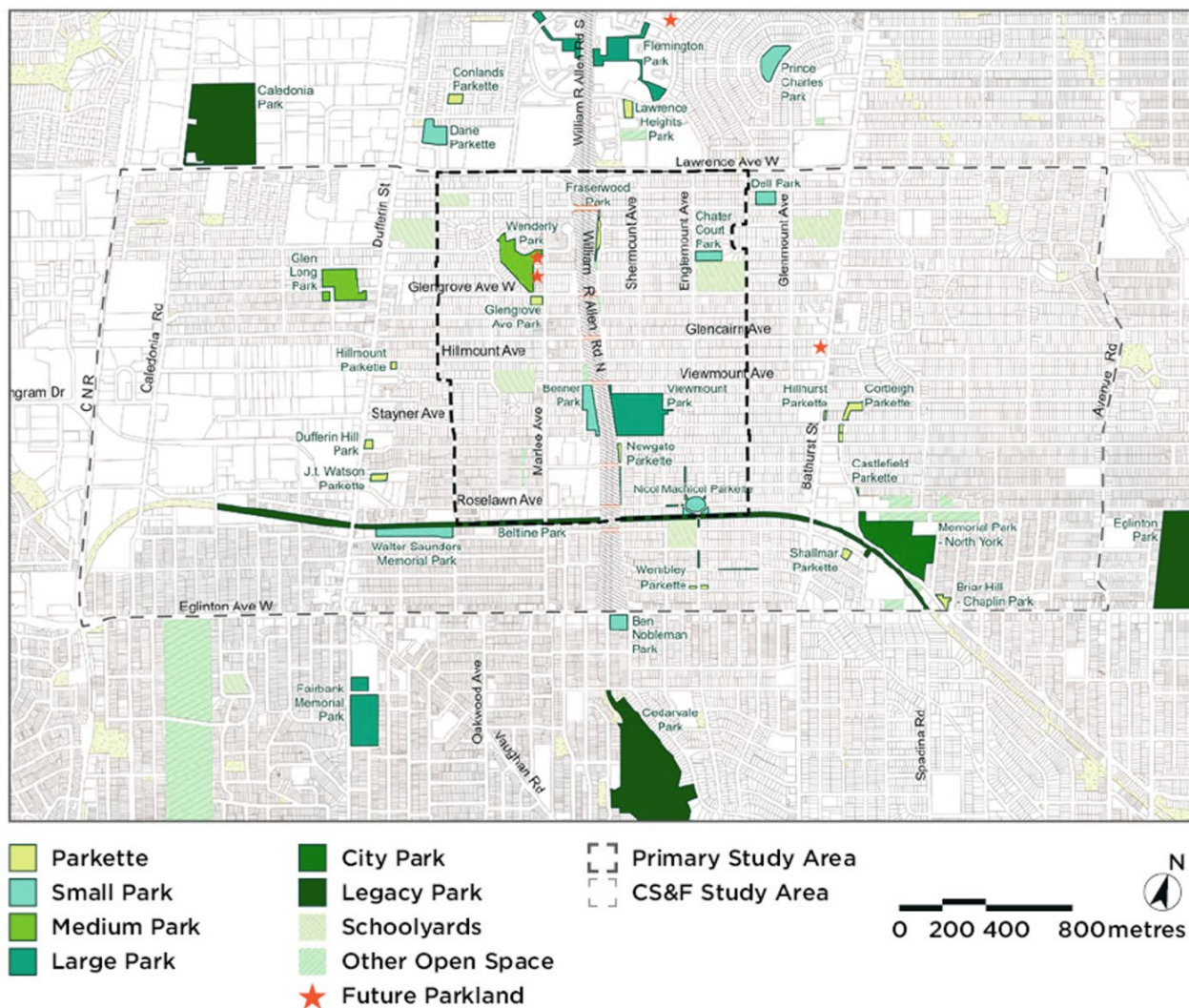
Key active transportation corridors within the Mobility Study Area include the York Beltline and Kay Gardner Trails and bikeways along Marlee Avenue. Planned improvements in the area include EglintonTOday Complete Streets, York Beltline Extension, Beltline Gap Connections and Allen Greenway.

The existing public realm in the Study Area is varied. As the main retail street, Marlee Avenue has sidewalks on both sides of the street, with little to no streetscaping and minimal setbacks, as well as parking for some retail plazas adjacent to the public realm. East-west streets and residential lots are generally characterized by larger setbacks. Streets such as Glencairn Avenue and Viewmount Avenue have larger lane widths, but narrow sidewalks. Sidewalk gaps have also been identified throughout the Study Area, including streets with one or no sidewalks, primarily within the residential neighbourhoods.

3. Parks and Open Space

The Study Area is currently served by 28 parks, located either in the Study Area or within a 500-metre radius of its boundary. These parks collectively cover over 26 hectares of parkland, with 11.5 hectares of this area located within the Study Area itself, as shown in Figure 4 below. New parks and expansions are also being delivered through the development review process, including expansion of Wenderly Park along Marlee Avenue, shown in Figure 4 below.

Figure 4: Future and Planned Parks Servicing the Study Area



The parkland network servicing the Study Area is generally well balanced by park sizes, functions, and location. Larger size parks, including Flemington Park, Memorial Park North York and Viewmount Park, account for most of the parkland area. These parks provide multiple recreational facilities and programming opportunities. Parkettes account for the highest number of parks delivering important spaces which provide respite from city life and contribute to creating a connected system of parks and open spaces, often acting as important community focal points. The parkland network is further supported by other open spaces and trails, including the York Beltline Trail and Kay Gardner Beltline Trail at the south end of the Study Area and connections to the Allen Greenway.

The majority of the Study Area has a parkland provision rate below the city-wide average of 28 square metres per person, though it varies throughout the Study Area. Parkland need is currently most pronounced in two locations: the northeast quadrant around the intersection of Lawrence Avenue and Bathurst Street, and the west, near the intersection of Dufferin Street and Glencairn Avenue. Areas of moderate parkland

provision are located along Allen Road, while greatest provision exists in the areas surrounding Wenderly, Viewmount and Benner parks.

Major parks within the Study Area are secluded, with limited access and visibility to adjacent roads, and are generally designed to meet the needs of surrounding low-density residential neighborhoods. Existing larger park spaces generally lack connection to the broader open space system, while parkettes and small parks tend to offer limited amenities and facilities.

Within the past five years, several parks and facilities in the Study Area have been upgraded or improved with outdoor amenities. The Parks and Recreation 2024-2033 10-Year Capital Plan includes additional planned improvements to existing parks within the Study Area, including trails, pathways, new or improved facilities and State of Good Repair works.

4. Community Services and Facilities

Community Services and Facilities ("CS&F") are publicly accessible facilities and spaces where City Divisions, Agencies and Boards and local non-profit agencies deliver programs and services such as public libraries, childcare and recreation centres, public schools and human services. CS&F contribute to the social, economic, and cultural development of the city and are vital in supporting livable communities. They support a strong network of programs and services that are essential to building community capacity as well as fostering complete communities.

As part of Phase 1, a Community Services and Facilities Inventory and Analysis Report was prepared to capture existing and planned community services and facilities serving the CS&F Study Area (refer to Attachment 9). An overview provided in Table 2 below.

Table 2: Community Services and Facilities Sector Overview

CS&F Sector	Overview
Child Care	There are currently 22 child care centres in the CS&F Study Area providing 1,920 spaces for children aged 0-12 years. There are enough licensed child care spaces to serve only 39% of children aged 0-4 years, which is below the City's target of 50%.
Libraries	There are three libraries which serve the CS&F Study Area: Forest Hill Library, Maria Shchuka, Barbara Frum and Amesbury Park. The Barbara Frum Branch is currently identified for future capital improvements in the Toronto Public Library Master Plan.

CS&F Sector	Overview
Community Recreation Centres ("CRCs")	There are four Community Recreation Centres and two community recreation spaces serving the Study Area: Glen Long CRC, Lawrence Heights CRC, Fairbank Memorial Park CRC, North Toronto Memorial CRC, Viewmount Community Space, and the Barbara Frum Recreation Centre. A new Lawrence Heights CRC (to replace the existing centre) is funded and currently in the design phase. The planned CRC will be one of the City's largest and will significantly increase the recreational facilities and programming for the area.
Schools	The schools within and/or serving the Study Area include: five Toronto District School Board ("TDSB") elementary schools, four Toronto Catholic School Board ("TCDSB") elementary schools, four TDSB secondary schools, and one TCDSB secondary school.
Human Service Agencies	There are 20 human service agencies in the CS&F Study Area, generally concentrated on the west side of Dufferin Street. The programs and services include mental health supports, employment and housing services, immigration assistance, and supportive services for people with disabilities.

5. Environment and Sustainability

The following is a summary of existing conditions related to environment and sustainability in the Study Area:

- Tree canopy cover varies throughout the Study Area, with an average street tree canopy cover of approximately 17%, which is below the City-wide average of between 28-31%. Tree canopy cover is higher in the neighbourhoods east of Allen Road, and very low west of Allen Road;
- Impervious surfaces are also higher on the west side of Allen Road, due to a combination of development and intensification, parking lots for commercial and industrial uses, and reduced backyard tree canopies in existing low density residential uses; and
- A large portion of the Study Area has high heat vulnerability, in particular, areas north of Briar Hill Avenue and west of Allen Road.

The Study will identify opportunities to align with City-wide environment, climate-resilience, and sustainability initiatives, including reduced greenhouse gas emissions in accordance with TransformTO, meeting the City's target of 40% tree canopy cover by 2050, and encouraging new development to meet higher levels of the Toronto Green Standard.

6. Servicing

Several Basement Flooding Protection Program Environmental Assessment studies were previously completed in and around the Study Area to assess sewer and drainage

capacity and, where required, recommend system upgrades to mitigate the risk of flooding and sewer backups during severe weather. Basement Flooding studies have been completed in Areas 16 (2012), 17 (2014), 37 (2018), and 40 (2019). An interactive map of the boundaries of these study areas can be accessed via the following link: [Basement Flooding Protection Program Map](#).

Recommended upgrades from these studies consider future growth projections at the time of study completion. Based on a review of previously completed study results, it is expected that there will be capacity constraints in some local sewers – these results will be refined using best available information through the Growing Glencairn Study.

The Study Area extents are within Pressure District 5 in the City's water distribution system. The most recent assessment of Pressure District 5 was conducted in 2011. This previous assessment recommended that the City implement several short and long term solutions to further improve system capacity and improve operations. These upgrades were then installed over subsequent years in the southeast and west locations within the Study Area.

Toronto Water is also completing field work in the Study Area which will be used to update the water distribution hydraulic model. This work cannot be completed when the ground is frozen and is scheduled for spring 2025. The model will then be used for engineering analysis to assess impacts of proposed growth and development on water distribution servicing in the Study Area.

DEVELOPMENT APPLICATIONS

The Study Area is experiencing a high level of development interest, particularly for the area between Marlee Avenue and Allen Road. Between January 1, 2020 and December 31, 2024, the City received 17 development applications to amend the Official Plan and/or Zoning By-law within the Study Area, as shown on Attachment 5 and summarized in Attachment 6. Of these development applications:

- One 10-storey mixed-use building and one 20-storey residential building are currently under construction (refer to Map IDs 1 and 2 on Attachments 5 and 6);
- One low-rise residential building and one low-rise institutional building have zoning approval (refer to Map ID 3);
- Three low-rise, one mid-rise and four tall buildings ranging from 24 to 38 storeys have official plan and/or zoning approval via settlement at the Ontario Land Tribunal (refer to Map IDs 4-11);
- Six development applications collectively propose eight tall buildings from 26 to 39 storeys in height (Refer to Map IDs 12-17). Three of these applications are currently under appeal, while the other four applications are under review. Five of the six applications are located within the area bounded by Marlee Avenue, Hillmount Avenue, Benner Park and Stayner Avenue.

Most applications are located on lands currently designated *Neighbourhoods* within the Official Plan and zoned RD Residential Detached Zone under Zoning By-law 569-2013, which permits up to four dwelling units on a lot, up to 10 metres and three storeys. Accordingly, the applications for mid-rise and tall buildings generally propose to redesignate lands within the Study Area to *Apartment Neighbourhoods* or *Mixed Use Areas* with corresponding Zoning By-law Amendments. A map of the current zoning within the Study Area is shown on Attachment 4.

While the development applications are proceeding separately from the Study and subject to the timelines and processes outlined in the *Planning Act*, City staff are working to ensure that both the applications and the Study inform one another. Accordingly, this report recommends that the Emerging Vision and Guiding Principles be considered in the review of current and future development applications within the Study Area.

With respect to servicing capacity, any infrastructure upgrades required to meet the water and wastewater servicing demands of a development application must be assessed by the applicant during the development review process and implemented to the satisfaction of Toronto Water prior to receiving a building permit. All development is required to adhere to guidelines and criteria including the Wet Weather Flow Management Guidelines to manage stormwater on-site.

EMERGING VISION AND GUIDING PRINCIPLES

The Phase 1 Background Report in Attachment 7 assess the strengths, weaknesses, challenges and opportunities for the Study Area, which, together with the community engagement process, have informed development of the Emerging Vision and Guiding Principles described below and found in Attachment 1. The Vision and Guiding Principles will continue to be refined throughout the course of the Study.

Emerging Vision

Marlee-Glencairn is a vibrant, resilient and inclusive neighbourhood, with Marlee Avenue as the thriving commercial main street and community heart. Well-connected through a safe and enhanced mobility and public realm network that builds on existing infrastructure such as the Allen Greenway, York and Kay Gardiner Beltline Trails, Marlee-Glencairn will increase opportunities for walking, cycling and transit, and provide better connectivity within the area and to the broader city and region.

A range of new housing and job opportunities will support new and existing residents at all stages of life and income levels, while leveraging the use of existing and new infrastructure, including transit. As the neighbourhood evolves, Marlee Avenue will be enhanced with an active mix of pedestrian-oriented retail, service and community uses that meet residents' daily needs, and provide opportunities for social interaction, civic engagement, and placemaking.

Access to high-quality community services, facilities, parks, and vibrant public spaces will be prioritized as the neighbourhood grows, improving and expanding in response to community needs, and enhancing quality of life for all. Development will strive for high environmental performance, with consideration for embodied emissions and renewable energy, integrated into a broader green infrastructure network to enhance resilience to the impacts of climate change.

Guiding Principles

The Study's six Guiding Principles are listed below; each includes a series of more specific key moves as detailed on Attachment 1.

- A vibrant community with access to daily needs featuring pedestrian-oriented streets that support activity and public life, with a thriving Marlee Avenue as the commercial and community heart;
- A welcoming and connected public realm (e.g. parks, open spaces, trails, streets, plazas) that supports residents' health and well-being for all ages and abilities;
- A safe, accessible and well-connected mobility network that builds on existing infrastructure (e.g. roads, transit stations, pedestrian and cycling networks) and offers a range of viable travel options to enhance connectivity within Marlee-Glencairn and to the broader city and region;
- A full range of housing types and forms that continue to provide choice and variety to meet the needs of current and future residents, including an aging demographic in Marlee-Glencairn, with growth supported by adequate and timely infrastructure;
- A range of community-focused services and facilities (e.g. child care centres, schools, human service agencies, community recreation centres, libraries) and placemaking opportunities that fulfill the community needs and cultivate health and well-being as the neighbourhood grows; and
- A green and climate-resilient neighbourhood that incorporates best practices to contribute to long-term health and well-being of residents and facilitates adaptability and equity in the face of climate change.

NEXT STEPS

This report seeks City Council endorsement of the Growing Glencairn Emerging Vision and Principles (Attachment 1) to inform further technical work and community engagement. Phase 2 of the Study will begin in the second quarter of 2025 and will include the following next steps:

- Developing an evaluation framework;
- Identifying three options to guide growth, including an Emerging Preferred Option based on the evaluation framework;

- Ongoing comprehensive community, stakeholder and Indigenous engagement; and,
- Ongoing alignment with City initiatives identified throughout this report.

Subject to City Council endorsement of Recommendation 2 in this report, Development Review staff will also consider the Emerging Vision and Guiding Principles in their review of current and ongoing development applications within the Study Area.

Phase 3 of the Study will involve finalizing the preferred option and developing a comprehensive planning framework to implement land use changes, as well as infrastructure and public realm improvements to support the preferred option for growth. Per recommendation 3 of this report, staff will report back by the second quarter of 2026 on the final recommended planning framework for the Growing Glencairn Study, including area-based policies, delineation of a Protected Major Transit Station Area, and an implementation strategy.

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ATTACHMENTS

Attachment 1: Emerging Vision and Guiding Principles
Attachment 2: Additional Decision History
Attachment 3: Official Plan Land Use Map
Attachment 4: Zoning By-law Map
Attachment 5: Development Activity Map

Attachment 6: Development Activity Summary
Attachment 7: Phase 1 Background Analysis and Visioning Report (under separate cover)
Attachment 8: Mobility Existing Conditions Review (under separate cover)
Attachment 9: Community Services and Facilities Inventory and Analysis Report (under separate cover)
Attachment 10: Phase 1 What We Heard Report (under separate cover)
Attachment 11: Heritage Framework Report (under separate cover)

Attachment 1 - Emerging Vision and Guiding Principles

An Emerging Vision for the Future of Marlee-Glencairn

Marlee-Glencairn is a vibrant, resilient and inclusive neighbourhood, with Marlee Avenue as the thriving commercial main street and community heart. Well-connected through a safe and enhanced mobility and public realm network that builds on existing infrastructure such as the Allen Greenway, York and Kay Gardiner Beltline Trails, Marlee-Glencairn will increase opportunities for walking, cycling and transit, and provide better connectivity within the area and to the broader city and region.

A range of new housing and job opportunities will support new and existing residents at all stages of life and income levels, while leveraging the use of existing and new infrastructure, including transit. As the neighbourhood evolves, Marlee Avenue will be enhanced with an active mix of pedestrian-oriented retail, service and community uses that meet residents' daily needs, and provide opportunities for social interaction, civic engagement, and placemaking.

Access to high-quality community services, facilities, parks, and vibrant public spaces will be prioritized as the neighbourhood grows, improving and expanding in response to community needs, and enhancing quality of life for all. Development will strive for high environmental performance, with consideration for embodied emissions and renewable energy, integrated into a broader green infrastructure network to enhance resilience to the impacts of climate change.

Principle #1

A vibrant community with access to daily needs featuring pedestrian-oriented streets that support activity and public life, with a thriving Marlee Avenue as the commercial and community heart.

Key Moves:

- Enhance the main street pedestrian-oriented character of Marlee Avenue through a mix of uses, including active retail, service, and community uses, and a welcoming and comfortable streetscape that encourages public life.
- Improve pedestrian access to Marlee Avenue through safe, comfortable, and green streetscapes that connect Marlee Avenue to transit stations and across Allen Road.
- Support and enhance institutional, office and other job-generating uses in strategic areas (e.g. Avenues) to foster economic development and enhance walkability.
- Integrate active ground floor uses such as cultural spaces, community services, small-scale retail spaces and residential lobbies where appropriate, to accommodate residents' daily needs, animate the streets and foster a complete community.

Principle #2

A **welcoming and connected public realm** (e.g. parks, open spaces, trails, streets, plazas) that supports residents' health and well-being for all ages and abilities.

Key Moves:

- Enhance and expand existing parks through on-site and/or off-site parkland dedication and explore opportunities to establish new parks in identified priority areas.
- Create a continuous public realm network, connecting the parks system to the broader open space network, including filling in existing pedestrian and cycling gaps within Marlee-Glencairn, and ensuring seamless connections to destinations within the community and throughout the city.
- Recognize the importance of trail systems along the Beltline Park and Allen Road and explore opportunities to expand and enhance access to these trails through public realm and/or mobility improvements, where feasible.
- Provide a high-quality and accessible public realm that prioritizes the pedestrian experience and supports commercial retail activity, fostering a vibrant and safe public life.
- Incorporate a green streets approach to facilitate a thriving and resilient public realm.
- Support a variety of activities, programming, and play in parks, open spaces and the broader public realm which respond to the needs of a diverse, growing community.

Principle #3

A **safe, accessible and well-connected mobility network** that builds on existing infrastructure (e.g. roads, transit stations, pedestrian and cycling networks) and offers a range of viable travel options to enhance connectivity within Marlee-Glencairn and to the broader city and region.

Key Moves:

- Enhance east-west and north-south connections for all travel modes by optimizing existing street grids and leveraging existing and new transportation assets, including transit stations, bridges, ramps, and trails.
- Promote and support transit by improving access and increasing travel options to subway, light rail transit and bus routes to enhance connectivity to the broader city and region.
- Incorporate a vision zero approach to promote safety of road users travelling to, from and within the area.

- Optimize and right-size streets, bridge space, and pedestrian/cycling connections to improve accessibility, enhance connectivity to the parks and public realm system, and ensure safety for all users.
- Enhance the multi-modal mobility network for pedestrians, cyclists, transit users and drivers, to support growth and future demand.
- Increase mobility choices by providing more viable travel options and supporting new mobility innovations (e.g. micromobility, shared mobility hubs, etc.).

Principle #4

A full **range of housing types and forms** that continue to provide choice and variety to meet the needs of current and future residents in Marlee-Glencairn, including an aging demographic in Marlee-Glencairn, with growth supported by adequate and timely infrastructure.

Key Moves:

- Consider land use changes, densities and building types that strategically respond to the current and evolving neighbourhood context including its proximity to the Glencairn subway station.
- Provide new housing that meets the needs of people of all stages of life including an aging population and income levels by providing a range of housing forms, tenures, sizes and levels of affordability.
- Explore the use of all municipal tools and programs, including inclusionary zoning, to provide opportunities for new affordable housing.
- Ensure that new development prioritizes pedestrian comfort and safety at the ground level and in between buildings (e.g. adequate sunlight, comfortable wind conditions), to support a vibrant, beautiful neighbourhood.
- Support growth by ensuring adequate and timely soft and hard infrastructure that responds to evolving community needs.

Principle #5

A range of **community-focused services and facilities** (e.g. child care centres, schools, human service agencies, community recreation centres, libraries) and **placemaking opportunities** that fulfill the community needs and cultivate health and well-being as the neighbourhood grows.

Key Moves:

- Improve and enhance existing community services and facilities (e.g. libraries, community recreation centres) to keep pace with community needs, monitoring service levels as the area evolves and grows.
- Identify community services and facilities needs to be prioritized as part of new developments, including potential co-location sites.
- Ensure community services and facilities are responsive to the needs of the local community with an inclusive, equitable, people-centered approach.
- Provide placemaking and placekeeping opportunities in the public realm to promote social cohesion and cultural expression (e.g. community gardens, pop-up markets, art installations and/or commemorative signage to honour Indigenous, cultural and/or ecological heritage).

Principle #6

A **green and climate-resilient neighbourhood** that incorporates best practices to contribute to long-term health and well-being of residents and facilitates adaptability and equity in the face of climate change.

Key Moves:

- Encourage new development to design for high environmental standards, with consideration for embodied emissions and renewable energy.
- Incorporate biodiverse and cool landscapes, green infrastructure, stormwater management practices, low carbon and energy efficient building design, air and water quality enhancement tools, and waste management best practices to support sustainability and climate resilience.
- Improve and enhance the tree canopy through preserving existing mature trees where possible, improving and expanding tree canopy through new developments and streetscape opportunities, and ensuring adequate growing space for new trees to mature.
- Identify spaces for planting/maintaining native plant species to support biodiversity and air quality, while creating more comfortable active public spaces.
- Use infrastructure upgrades and improvements as a catalyst to implement climate responsive approaches.

Attachment 2: Additional Decision History

February 2025 - Housing Action Plan: Avenues Policy Review - Decision Report

On February 5, 2025, City Council adopted Official Plan Amendment 778 to update policies related to *Avenues* in the City's Official Plan, including mapping changes to expand the *Avenues* geography and removing requirements for Avenue studies and Avenue segment reviews, as part of the Housing Action Plan 2022-2026. OPA 778 identifies additional street segments as Avenues in the Official Plan, including Marlee Avenue.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.PH18.5>

February 2025 - Study of Redesign Options to Address the High Level of Congestion and Neighbourhood Traffic at the Intersection of Eglinton Avenue West and the Allen Expressway

On February 5, 2025, City Council adopted a motion that directs the General Manager, Transportation Services to initiate a study to examine redesign options to improve the operation of the Eglinton Avenue West and Allen Road intersection to address the current high level of congestion and neighbourhood traffic impacts, identify necessary resources to complete this work, and brief the local Councillors prior to reporting to the Infrastructure and Environment Committee in Q1 2026.

Additionally, City Council directs the General Manager, Transportation Services to continue existing work to meet with and collaborate with the Stakeholder Advisory Group on additional short-term operational modifications to the intersection.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.MM26.12>

December 2024 - Marlee Avenue Corridor - Sewer, Water, and Hydro Infrastructure Capacity

On December 3, 2024, North York Community Council requested the Deputy City Manager, Growth Services and the Chief Financial Officer, to report back by Q3 2025 on the status of sewer, water, and stormwater capacity in the Marlee Avenue corridor and the lands within the Growing Glencairn Study Area, based on proposed and anticipated development scenarios. Additionally, North York Community Council requested the Toronto Hydro Board, in consultation with the Deputy City Manager, Infrastructure Services, Deputy City Manager, Development and Growth Services, and the Chief Financial Officer, to report on the existing and anticipated hydro capacity in the same areas.

Both reports are to identify potential upgrades and associated costs needed to support current and anticipated growth, and funding tools for the upgrades.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.NY19.32>

December 2023 - Request for City Planning to Launch the Glencairn Subway Station Planning Study

On December 13, 14 and 15, 2023, City Council directed the Chief Planner and Executive Director, City Planning, to issue the Request for Proposal for the Glencairn Subway Station Planning Study within the first quarter of 2024. The Study is to include the identification of future social and community infrastructure needed to accommodate future growth and an investigation of any traffic and transportation improvements in the

Marlee and Lawrence Avenue West corridor.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.MM13.32>

June 2022 - Building Affordable Housing and Retail on Future Bridging Over the Allen Road

On June 15 and 16, 2022, City Council requested the Chief Planner and Executive Director, City Planning to report on the feasibility of building affordable housing and retail above the Allen Road as bridging is being constructed, including the possibility of building housing above Allen Road from Lawrence Avenue West to Eglinton Avenue West as a future possible affordable housing site and retail site in future bridging opportunities.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.PH34.19#>

March 2022 - Marlee Avenue Area Study

On March 9, 2022, City Council directed the Chief Planner and Executive Director, City Planning, in consultation with the General Managers of Transportation Services, Engineering and Construction Services, Toronto Water, Parks, Forestry and Recreation to prepare and report back to the North York Community Council with a work plan and draft terms of reference for a planning study in the area surrounding the Glencairn Subway Station to support the City's municipal comprehensive review.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.NY30.42>

February 2022 - Urgent Need to Support Comprehensive Transportation Study to Address the Hyper Gridlock and the Related Traffic Safety Issues at Lawrence Avenue West, Marlee Avenue, and the Allen Road

On February 2 and 3, 2022, City Council directed the General Manager, Transportation Services to work with the Chief Planner and Executive Director, City Planning and the Toronto Transit Commission on a business case study for traffic and transportation improvement measures in the Marlee Avenue and Lawrence Avenue West corridor including, but not limited to, the use of adjacent lands and the North and Southbound access ramps to Allen Road. The report should build off and include recommendations and findings made in the Lawrence-Allen Revitalization Project and Transportation Master Plan.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.IE27.14>

December 2021- Reviewing a Pedestrian-Cycling Bridge Over Allen Road

On December 15, 16 and 17, 2021, City Council requested the General Manager, Transportation Services to undertake a preliminary review to understand the feasibility, constraints / impacts, and cost of a pedestrian-cycling bridge over Allen Road to connect the York Beltline Trail and Kay Gardner Beltline Trail.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE26.24>

May 2021 - Request for a Report on the Feasibility of Constructing a Sidewalk on Fraserwood Avenue from the Allen Road to Shermount Avenue

On May 21, 2021, North York Community Council directed Transportation Services staff to undertake a traffic study to consider and recommend additional traffic calming and pedestrian safety measures in the area bounded by Lawrence Avenue to Glencairn Avenue, and from Englemount Avenue to Shermount Avenue. Community Council also authorized traffic calming measures along Fraserwood Avenue and directed

Transportation Services staff to investigate speeding and safety concerns and the feasibility to install a sidewalk on Fraserwood Avenue, between Englemount Avenue and the west end.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.NY24.31>

September 2019 - Allen Greenway Improvements

On September 16, 2019, North York Community Council referred a motion regarding improvements and implementation of the Allen Greenway to the appropriate staff for a report back to North York Community Council.

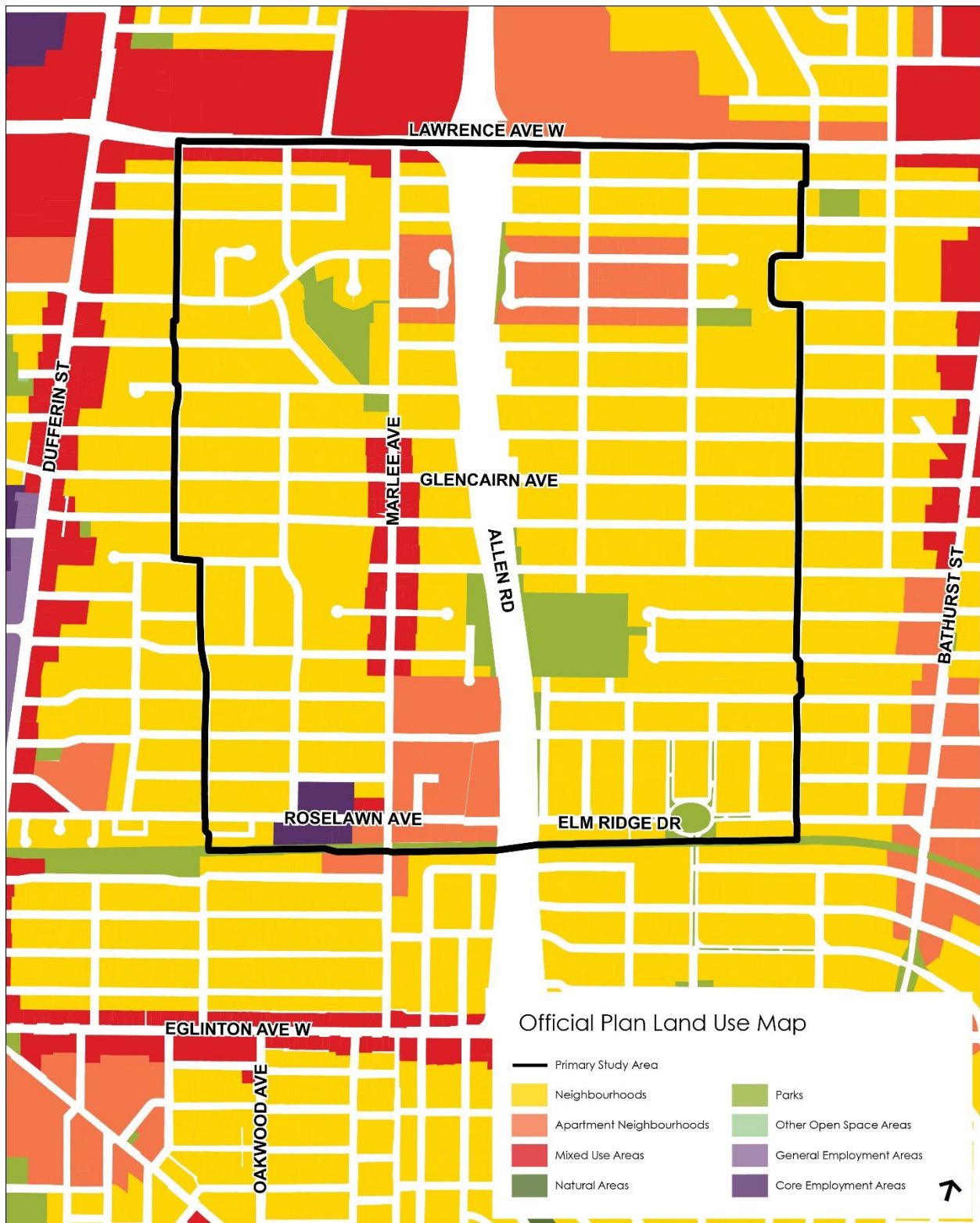
<https://secure.toronto.ca/council/agenda-item.do?item=2019.NY8.47>

August 2019 - Request for City Staff Report to undertake a neighbourhood level study of the Lawrence Heights, specifically with a focus towards traffic calming measures

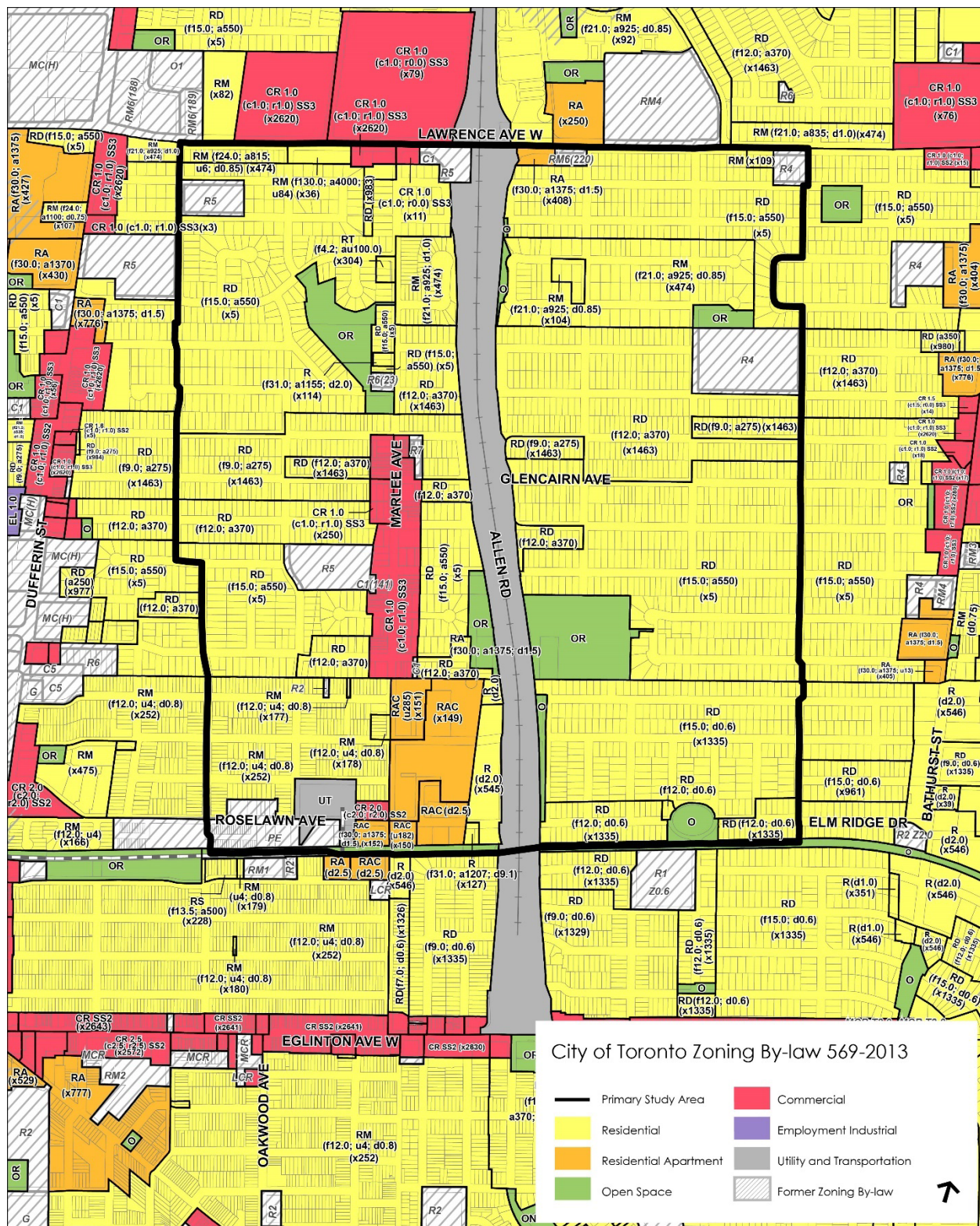
On August 9, 2019, North York Community Council requested the General Manager, Transportation Services to undertake a neighbourhood level study of the Lawrence Heights neighbourhood specifically with a focus towards traffic calming measures that can be taken, and report back to North York Community Council.

<https://secure.toronto.ca/council/agenda-item.do?item=2019.NY8.46>

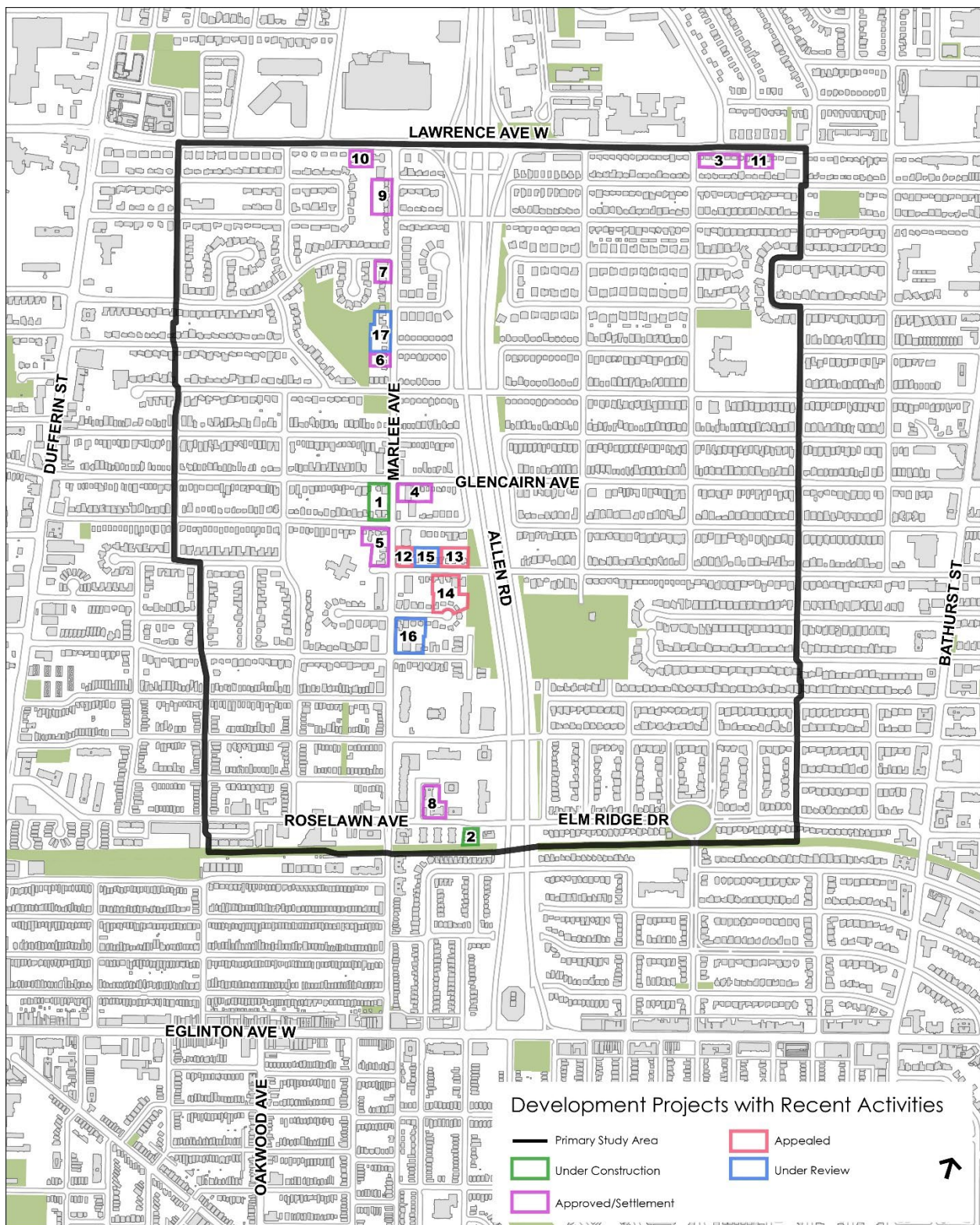
Attachment 3 - Official Plan Land Use Map



Attachment 4 - Zoning By-law Map



Attachment 5 - Development Activity Map



Attachment 6: Development Activity Summary

Map ID	Address and File Nos.	Type of Application	Status	Application Summary	Height	No. of Dwelling Units
1	831-837 Glencairn Avenue and 278-282 Hillmount Avenue 18 185562 NNY 15 OZ	Zoning By-law Amendment Site Plan	Under Construction	Mixed-use, including 361m ² non-residential and 2 live/work units	10 storeys	218
2	155 Elm Ridge Drive 21 226962 NNY 08 OZ	Official Plan and Zoning By-law Amendments Site Plan Minor Variance	Under Construction	Residential, including affordable dwelling units and assisted living	20 storeys, 3-storey base	106
3	589 Lawrence Avenue West 22 192793 NNY 08 OZ	Zoning By-law Amendment Site Plan	Zoning Approved / Site Plan Under Review	Residential and 1,521m ² institutional	3-storey (institutional) 4-storey (residential)	16
4	805, 807, 811, 813 Glencairn Avenue and 529, 537, 539 and 543 Marlee Avenue 21 221282 NNY 08 OZ	Official Plan and Zoning By-law Amendments Site Plan	Approved / Ontario Land Tribunal ("OLT") Settlement Site Plan Under Review	Mixed-use, including 367m ² non-residential; on-site Privately-Owned Publicly Accessible Space (POPS)	30-storey tower, 6-storey podium	362
5	412-414 Marlee Avenue and 281-287 Hillmount Avenue 20 226085 NNY 08 OZ	Official Plan and Zoning By-law Amendments Site Plan	Approved / OLT Settlement Site Plan Under Review	Mixed-use, including 135m ² non-residential	9 storeys	214
6	722-724 Marlee Ave 20 119614 NNY 08 OZ	Zoning By Law Amendment Site Plan	Approved / OLT Settlement Site Plan Approved	Residential apartments	4 storeys	28

Map ID	Address and File Nos.	Type of Application	Status	Application Summary	Height	No. of Dwelling Units
7	111 Wenderly Drive; 746 and 748 Marlee Avenue 15 190379 NNY 15 OZ	Zoning By-law Amendment Site Plan	Approved / OLT Settlement Site Plan Conditional Approval	Residential townhouses	3 storeys	10
8	131 Lyon Court; 836 and 838 Roselawn Avenue 21 235591 NNY 08 OZ	Zoning By-law Amendment Site Plan	Approved / OLT Settlement Site Plan Under Review	Mixed-use, including 53 rental replacement units and 95m ² non-residential	33-storey tower, 7-storey podium	450
9	774, 776, 778, 780 and 782 Marlee Avenue 21 251194 NNY 08 OZ	Official Plan and Zoning By-law Amendments Site Plan	Approved / OLT Settlement Site Plan Under Review	Mixed-use, including 60m ² non-residential	24-storey tower, 6-storey podium	321
10	699-711 Lawrence Ave West 22 110042 NNY 08 OZ	Zoning By-law Amendment Site Plan	Approved / OLT Settlement Site Plan Under Review	Mixed-use, including 142m ² non-residential	38-storey tower, 6-storey podium	388
11	579-585 Lawrence Avenue West 17 222637 NNY 15 OZ	Official Plan and Zoning By-law Amendments Site Plan	Approved / OLT Settlement Site Plan Conditional Approval	Residential stacked townhouses	4 storeys	25
12	278 - 280 Viewmount Avenue 22 241838 NNY 08 OZ	Zoning By-law Amendment Site Plan	Zoning Appealed	Mixed-use, including 296m ² retail at grade	33-storey tower, 6-storey podium	342
13	250, 252, 254, 258 Viewmount Avenue 24 185909 NNY 08 OZ	Official Plan and Zoning By-law Amendments	Appealed	Residential apartments	40-storey tower, 5-storey podium	477

Map ID	Address and File Nos.	Type of Application	Status	Application Summary	Height	No. of Dwelling Units
14	253-263 Viewmount Avenue and 14-18 Romar Crescent 24 171220 NNY 08 OZ	Official Plan and Zoning By-law Amendments	Appealed	Residential with on-site parkland dedication	35 and 39-storey towers, 6-storey base with shared 8-storey podium	1,055
15	262, 266, 270, 272 and 274 Viewmount Avenue 24 219941 NNY 08 OZ	Official Plan and Zoning By-law Amendments	Under Review	Residential apartments	38-storey tower, 5-storey podium	455
16	245-251 Marlee Avenue, 1-7 Romar Crescent and 16 Stayner Avenue 24 243361 NNY 08 OZ	Official Plan and Zoning By-law Amendments	Under Review	Mixed-use, including 650m ² non-residential	37 and 35-storey towers, 6-storey podium	886
17	726-736 Marlee Avenue 25 101390 NNY 08 OZ	Official Plan and Zoning By-law Amendments	Under Review	Mixed-use, including 364.6 m ² non-residential; on-site parkland dedication	26-storey tower, 7-storey podium	329