



## REPORT FOR ACTION

# St. Clair Avenue West and Bathurst Street Planning Framework and Forest Hill Village Urban Design Guidelines Review – Final Report

Date: February 2, 2026

To: Toronto and East York Community Council

From: Director, Community Planning, Toronto and East York District, and

Director, Enforcement and Street Management, Transportation Services

Ward: 12 - Toronto-St. Paul's

### **SUMMARY**

---

This report summarizes the review and presents an updated St. Clair Avenue West and Bathurst Street Area Planning Framework, including revised Forest Hill Village Urban Design Guidelines. As part of this work, a transportation assessment was conducted and identified opportunities to improve safety, traffic operations, and active transportation connections. The updated Planning Framework and Urban Design Guidelines provide a comprehensive framework to guide growth, development, and community investment in the St. Clair Avenue West–Bathurst Street and Forest Hill Village areas.

The St. Clair Avenue West and Bathurst Street area is a vibrant, transit-accessible community with a diverse mix of residential, commercial, and institutional uses. The area contains a wide range of built forms, including mid-rise and tall buildings, low-rise walk-ups, and single and semi-detached houses, as well as tower-in-the-park style developments. Housing tenure includes condominiums, purpose-built rental apartments, co-operative housing, and affordable and supported housing. The area's major streets are animated by a variety of small, independent shops, restaurants, and community-serving businesses, complemented by numerous parks and a complex ravine system.

Forest Hill Village, located along Spadina Road between Montclair Avenue and Strathearn Boulevard, is within the study area. The Village has a distinct main street character with a mix of commercial and residential uses.

In February 2025, City Council directed City Planning to review and update the St. Clair Avenue West and Bathurst Street Area Planning Framework (2019) and the Forest Hill Village Urban Design Guidelines (2015). The purpose of this review was to renew the vision for the area and ensure the planning framework and guidelines reflect recent Provincial legislation changes, Official Plan amendments, new development approvals, and updated City objectives for affordable housing, retail vitality, the public realm, and sustainability.

## **RECOMMENDATIONS**

---

The Director, Community Planning, Toronto and East York District recommends that:

1. Toronto and East York Community Council adopt the revised St. Clair Avenue West and Bathurst Street Area Planning Framework and direct City staff to use the Planning Framework as guidance in the review of current and future development applications.

The Director, Enforcement and Street Management, Transportation Services recommend that:

2. Toronto and East York Community Council authorize the installation of traffic calming (4 speed humps) on Claxton Boulevard between Kenwood Avenue and Bathurst Street, as shown on Attachment 12, Drawing No TC-643, dated December 2025, to the report dated February 02, 2026, from the Director, Enforcement and Street Management, and Transportation Services.
3. Toronto and East York Community Council rescind the existing eastbound one-way highway regulation on Lane first north of St. Clair Avenue West (currently named as Albert Wigan Lane) between Bathurst Street and Lane first west.
4. Toronto and East York Community Council rescind the existing one-way designation on Raglan Avenue between Albert Wigan Lane and Maplewood Avenue for northbound traffic, to restore operation as a two-way street, upon clearance of the road occupations for construction staging at 10-32 Raglan Avenue and 65-83 Raglan Avenue.
5. Subject to approval of Recommendation 4 above, Toronto and East York Community Council direct the following, effective upon clearance of the road occupations for construction staging at 10-32 Raglan Avenue and 63-83 Raglan Avenue:
  - a. Rescind the existing parking prohibition in effect at all times, from the 16th day of each month to the last day of each month, April 1 to November 30, inclusive, on the east side of Raglan Avenue, between a point 61.1 metres north of St. Clair Avenue West and Maplewood Avenue.
  - b. Rescind the existing parking prohibition in effect at all times, from December 1 to March 31, inclusive, on the east side of Raglan Avenue, between a point 61.1 metres north of St. Clair Avenue West and Maplewood Avenue.
  - c. Rescind the existing maximum one-hour parking in effect from 6:00 a.m. to 6:00 p.m. Monday to Friday from the 1st day to the 15th day of each month, from April 1 to November 30, inclusive, on the east side of Raglan Avenue, between a point 61.1 metres north of St. Clair Avenue West and Maplewood Avenue.

- d. Authorize parking for a maximum period of one hour, from 6:00 a.m. to 6:00 p.m., Monday to Friday, on the east side of Raglan Avenue, between a point 61.1 metres north of St. Clair Avenue West and Maplewood Avenue.

- e. Rescind the existing parking prohibition in effect from the 1st day of each month to the 15th day of each month, April 1 to November 30 inclusive, on the west side of Raglan Avenue, between a point 61.1 metres north of St. Clair Avenue West and Maplewood Avenue.
- f. Rescind the existing maximum one-hour parking in effect from 6:00 a.m. to 6:00 p.m. Monday to Friday from the 16th day to the last day of each month, from April 1 to November 30 inclusive, on the west side of Raglan Avenue, between a point 61.1 metres north of St. Clair Avenue West and Maplewood Avenue.
- g. Rescind the existing maximum one-hour parking in effect from 6:00 a.m. to 6:00 p.m. Monday to Friday from December 1 of one year to March 31 of the next following year inclusive, on the west side of Raglan Avenue, between a point 61.1 metres north of St. Clair Avenue West and Maplewood Avenue.
- h. Prohibit parking on the west side of Raglan Avenue, between a point 61.1 metres north of St. Clair Avenue West and Maplewood Avenue, at all times.
- i. Rescind the existing permit parking regulation in effect from 12:00 midnight to 6:00 a.m. on the odd (east) side of Raglan Avenue, from 9 to Maplewood Avenue, all times, except no parking from 7:00 p.m. on the 16th day of each month to 7:00 p.m. on the 1st day of each month, inclusive, April 1 to December 1, inclusive and no parking anytime from 7:00 p.m. December 1 of one year to 7:00 p.m. April 1 of the next following year, inclusive.
- j. Rescind the existing permit parking regulation in effect from 12:00 midnight to 6:00 a.m. on the even (west) side of Raglan Avenue, from 14 to Maplewood Avenue, all times, except no parking from 7:00 p.m. 1st day to 7:00 p.m. on the 16th day of each month, inclusive, Apr. 1 to Dec. 1, inclusive.
- k. Authorize permit parking to be in effect from 12:01 a.m. to 6:00 a.m. daily, on the odd (east side) of Raglan Avenue from Albert Wiggan Lane to Maplewood Avenue.

## **FINANCIAL IMPACT**

---

The estimated cost for the installation of one speed hump is \$4,000.00; up to four speed humps are recommended, for a total cost of \$16,000.00. Funding is available for these capital projects categorized as a Health and Safety, in the approved 2026-2034 Capital Budget and Plan for Transportation Services.

The cost for the proposed conversion of Raglan Avenue from one-way northbound to a two-way street between Albert Wiggan Lane and Maplewood Avenue is approximately \$6,425.00. As this work was not anticipated, it has not been specifically included in any approved budgets. Funding for this work would be subject to availability and competing priorities within the Transportation Services 10-year Capital Budget.

The unit cost for curb modification varies based on the scope, constraints and utility relocation. The estimated cost for curb modifications will be confirmed upon completion of detailed design work. Funding has not been included for curb modifications in the 2026-2035 Capital Budget and Plan for Transportation Services. Funding would be subject to availability and competing priorities within the Transportation Services 10-year Capital Budget.

## **DECISION HISTORY**

---

On February 19, 2014, City Council directed City Planning to prepare urban design guidelines for Forest Hill Village along Spadina Road between Montclair Avenue and Thelma Avenue, and report back to Toronto and East York Community Council (TEYCC). City Planning staff was directed to develop appropriate design guidelines to maintain the small-town character of the area and determine the appropriate urban character, materials and building rhythm, and articulation to be used on future developments/renovation within the study area. Heritage properties were also identified within the guidelines.

<https://secure.toronto.ca/council/agenda-item.do?item=2014.TE29.42>

On July 7, 2015, City Council adopted the Forest Hill Village Urban Design Guidelines as recommended by TEYCC.

<https://secure.toronto.ca/council/agenda-item.do?item=2015.TE7.16>

On July 7, 2015, City Council directed City Planning to initiate a review of Official Plan policies for the lands along both sides of Raglan Avenue between St. Clair Avenue West and Claxton Boulevard, lands on the west side of Bathurst Street between Vaughan Road and Claxton Boulevard, and the lands along Vaughan Road between Bathurst and Maplewood Avenue providing recommended amendments with respect to height, density, built form, public lanes, community benefits under Section 37 of the Planning Act, and any other related matters pertaining to the evaluation of new development.

<https://secure.toronto.ca/council/agenda-item.do?item=2015.TE7.61>

On January 30, 2019, City Council directed City Planning to modify the Official Plan Policy for the Raglan Avenue/Vaughan Road area, by expanding the study boundary and focusing on built form, land use and community services.

<https://secure.toronto.ca/council/agenda-item.do?item=2019.MM2.13>

On July 16, 2019, City Council adopted the St. Clair West and Bathurst Street Planning Framework and directed City staff to apply the Planning Framework during the review of current and future development applications.

<https://secure.toronto.ca/council/agenda-item.do?item=2019.TE7.60>

On February 5, 2025, City Council requested the Development Review Division, in consultation with City Planning, to review the Forest Hill Village Urban Design Guidelines (2015) and the St. Clair Avenue West and Bathurst Street Planning

Framework (2019), with consideration of recent Provincial legislation and policies for intensification around higher order transit stations, updated Official Plan policies, and development activity, and to support the unique retail and streetscape character of Forest Hill Village. Council further requested Development Review to work with the Ward Councillor to undertake a corresponding community consultation process and report back on next steps to TEYCC in Q3 2025. Council also directed City Planning and Transportation Services to study options to address traffic impacts on Thelma Avenue and to undertake an area-based traffic study for Forest Hill Village.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.TE19.7>

On June 5, 2025, Toronto and East York Community Council adopted an information report outlining the approach to reviewing the St. Clair Avenue West and Bathurst Street Planning Framework and the Forest Hill Village Urban Design Guidelines. The report confirmed the review would consider recent Provincial and City policy changes and include community consultation to inform updated directions.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.TE23.12>

## **BACKGROUND**

---

### **The Existing St. Clair Avenue West and Bathurst Street Planning Framework (2019)**

In June 2019, City Council adopted the St. Clair Avenue West and Bathurst Street Planning Framework “the Planning Framework”, to guide the growth and evolution of the area, and balance new development with the established character. It set a vision, goals and objectives to ensure new development enhances livability, strengthens the public realm, and supports a complete community.

The vision reflects the role of the area as a diverse, vibrant, and transit-oriented urban environment, envisioning a community where people of all ages, incomes, and abilities can thrive.

A key component of the Planning Framework is the Public Realm Network Plan, which envisions a connected system of vibrant and safe pedestrian spaces, including streets, parks, and open spaces. The network is intended to expand alongside new development to maintain and enhance the area’s green and landscaped character.

The Planning Framework identifies six Character Areas, each established to provide guidance on the location of specific land uses and public realm improvements appropriate for that area. The Character Areas provide a framework for managing growth while recognizing the distinct character and development potential of each part of the Planning Framework Area.

The Planning Framework also emphasizes the importance of integrating sustainability in growth and redevelopment. It encourages environmentally responsible design that reduces energy use, supports stormwater management and biodiversity, and contributes to a healthy and comfortable public realm.

## **The Existing Forest Hill Village Urban Design Guidelines (2014)**

On February 19, 2014, City Council directed City Planning staff to prepare urban design guidelines for Forest Hill Village along Spadina Road between Montclair Avenue and Thelma Avenue. The direction was in response to feedback by residents regarding several developments and renovations of low-rise buildings that were considered inconsistent with the prevailing streetscape and character. The Forest Hill Urban Design Guidelines (2015), ("Urban Design Guidelines"), were adopted on July 7, 2015. They aim to maintain the character of the area by determining the appropriate materials and building rhythm and articulation to be used on future developments and/or reinvestment within the study area. The document also contains guidance on the setback and scale of buildings and sky-view as viewed from Spadina Road and maps properties with potential cultural heritage value.

The Village has a strong commercial presence with retail uses at ground level. The retail units are characterized by small storefronts with individual entrances, creating visual diversity along the street.

### **Existing Context**

The St. Clair Avenue West and Bathurst Street Planning Framework Area is located in Toronto–St. Paul's (Ward 12) and includes a mix of uses and building types. Within the Planning Framework area, housing is provided in a variety of built forms reflecting incremental change over time. This includes detached and semi-detached houses, duplexes and multiplexes, older walk-up apartment buildings, slab and tower-in-the-park style apartment buildings and more recent mid-rise and tall buildings, including mixed-use developments.

There has not been significant growth in the Planning Framework area since 2019. Between 2016 and 2021 there was an increase of 190 residents, according to census data. From January 2019 to September 2025, 430 dwelling units were constructed in the Planning Framework Area.

The Planning Framework area contains a high percentage of renters compared to the citywide average. In 2021, renter households accounted for 68 percent of dwellings compared with 48 percent citywide, and condominiums represented 18 percent of dwellings compared with 52 percent citywide.

Demographic statistics are based on the closest combination of 2021 Census Dissemination Areas to the Planning Framework boundary, recognizing that lines do not match the study boundary exactly. The map comparing the demographic profile boundary to the Planning Framework boundary is included in Attachment 16.

### ***Parks and Open Spaces***

The expanded Planning Framework Area contains public parks, including Ticester Park, Montclair Avenue Parkette, Wychwood Parkette, Connaught Circle Parkette, and a portion of the Cedarvale Ravine and Suydam Park. The broader area includes access to additional parks, including Humewood Park, Wychwood Barns Park, Wells Hill Park,

Sir Winston Churchill Park, Spadina Road Park, Connaught Circle Parkette, and Cedarvale and Nordheimer Ravines.

The City's public park system is complemented by other privately-owned open spaces across the proposed expanded Planning Framework Area, including churchyards (such as the Holy Rosary Parish), school yards (such as the St. Michael's College Sports Field), and other privately owned spaces secured through development that contribute to a vibrant public realm.

The area includes a collection of slab-style apartment buildings located on large lots. Many of these apartments include significant open space surrounding the building, giving these areas a green and open character, commonly referred to as "Tower in the Park" style developments. These buildings contribute to the open space network in the area and help define the street character.

Three new public parks, secured through recent developments in the Bathurst and St. Clair area, will further enhance green space and pedestrian connectivity in the proposed expanded Planning Framework Area, at:

- 1528-1530 Bathurst Street – a new 468 square metre park will create an east-west connection linking Raglan Avenue and Bathurst Street, and will feature seating, landscaping, and Indigenous place keeping elements.
- 32/40 Raglan Avenue – a new 426 square metre park will provide a social space with gathering and play areas, landscaping, and Indigenous place keeping elements.
- 498 St. Clair Avenue West – a new 773 square metre park will be located on the northeast corner of St. Clair Avenue West and Bathurst Street, connect to a northern Privately Owned Publicly-Accessible space (POPs) and St. Michael's College School, and incorporate both hard and soft landscaping, a variety of seating, and indigenous place keeping elements.

In addition to parks secured through development approvals, the Parks and Recreation Division purchased the properties at 78, 82, and 84 Vaughan Road in 2025 for the purposes of redeveloping as new parkland. The existing buildings will be demolished, and the park design will be developed through a future community engagement process.

A map showing the existing and secured parks and open spaces within the proposed expanded Planning Framework Area is included in Attachment 10. The map also shows the public realm priorities in the existing St. Clair Avenue West and Bathurst Street Planning Framework that have been achieved and secured through the development review process to date.

### *Community Facilities*

The expanded Planning Framework area is currently served by existing community services and facilities, with a number of new facilities secured and anticipated to be delivered with the completion of recently approved developments. See Attachment 11, City-owned properties and Community Services and Facilities map.

Four existing daycare centres are located within the expanded Planning Framework area, including at the Chabad of Midtown, St. Alphonsus Roman Catholic Church, Holy Rosary Catholic School, and Grace Church on-the Hill. A new Childcare Facility has been secured through the recent development approval for 490 St. Clair Avenue West/1476 Bathurst Street.

The recently renovated and heritage designated Wychwood Neighbourhood Library is the only library branch within the Planning Framework area. Oakwood Village Neighbourhood Library and Arts Centre also serves the area but from outside the study boundary.

The area is served by two community centres, the Hillcrest Community Centre, and Brown Community Centre, both located outside of the Planning Framework Area.

The Planning Framework area contains shelter, supportive housing, and long-term care facilities that contribute to the local community service network. These include an Indigenous-led men's shelter and transitional housing operated by Na-Me-Res, supportive housing operated by Homes First Society, a culturally focused long-term care home serving Korean Canadian seniors and senior's residences at Ticester Gardens. Together, these facilities provide essential housing supports, care services, and culturally responsive programming for vulnerable and equity-deserving residents.

A number of Toronto District School Board, Toronto Catholic District School Board and private schools and associated facilities serve the Planning Framework area, playing an important role as learning institutions and providing outdoor play space, and green and open spaces for the community. St. Michael's College School, Holy Rosary Catholic School, and Forest Hill Public School, support the area from within the study boundary, and schools such as Humewood Community School, The Bishop Strachan School, and Hillcrest Community School support the area from outside the study boundary.

Three new community spaces were secured through three recent development approvals:

- 10-32 Raglan Avenue - approximately 250 square metres;
- 40 Raglan Avenue - approximately 250 square metres; and
- 1476 Bathurst Street/490 St. Clair Avenue West - approximately 465 square metres.

Community Facilities are to keep pace with the anticipated growth in the area. The Planning Framework review provides an opportunity to prioritize securing new spaces and/or expanding existing spaces for community agencies through the development application review process.

#### *Retail*

According to the 2019 and 2024 Toronto Employment Surveys, employment within the proposed expanded Planning Framework Area is predominately made of the office, service, retail and institutional sectors, and the number of establishments within each sector has generally remained stable between 2019 and 2024 (pre- and post-pandemic). However, between the two periods, there has been a decrease in the

number of employees in all sectors within the area, except the number of employees in the office and retail sectors, which grew slightly.

A strong retail presence exists along St. Clair Avenue West, Bathurst Street, and Vaughan Road near the intersections, with the large chain establishments and service uses, including independent retailers primarily on Vaughan Road. In contrast, Spadina Road and Lonsdale Road have a strong “main street” character, made up of small-scale and independent retail and businesses, within Forest Hill Village.

A key principle of the review of the Planning Framework is supporting the existing retail character of the proposed expanded Planning Framework Area and finding opportunities to incorporate small scale retail in new developments, where appropriate, to support a diverse and vibrant community.

### *Transportation Network*

The study area road network consists of:

- Two major arterial roads (Bathurst Street and St. Clair Avenue West)
- Two minor arterial roads (Vaughan Road and Spadina Road)
- Three collector roads (Heath Street/Tichester Road, Lonsdale Road and Russell Hill Road)
- Local roads (all remaining road segments except the laneways)

The existing cycling infrastructure in the study area includes bike lanes on Vaughan Road and Russell Hill Road. The study area is well serviced by transit, including the St. Clair Avenue West Subway station stop, the Route 512 St. Clair Avenue Streetcar, and other TTC bus routes such as the Route 90 (on Vaughan Road), Route 33 (on Spadina Road), and Route 7 (on Bathurst Street).

Most streets in the study area have sidewalks on both sides, while a few streets, such as Hocken Avenue, Wells Hill Avenue, Melgund Road and Parkwood Avenue, have sidewalks on one side. The only street without a sidewalk is Shorncliffe Avenue, a 140-metre local road.

## **POLICY AND REGULATORY CONSIDERATIONS**

### **St. Clair West Protected Major Transit Station Area**

Since the adoption of the Planning Framework and Urban Design Guidelines, a number of changes have been made to Provincial and City priorities and policies to direct more density to areas around higher order transit stations and stops. Protected Major Transit Station Areas (PMTSAs) are delineated areas around major transit stations intended to accommodate increased density. By focusing development around transit hubs, PMTSAs aim to create vibrant, accessible communities with a mix of housing options, supporting broader objectives of sustainable growth and affordability.

Official Plan Amendment (OPA) 570 delineated the St. Clair West PMTSA, and set a minimum population and employment target per hectare and minimum property densities (Site and Area Specific Policy 717). The majority of the proposed expanded Planning Framework area is located within the delineated St. Clair West Station PMTSA.

In August 2025, the Province approved OPA 570 with modifications, permitting additional development densities within 200 metres and between 200 and 500 metres of the station. Within lands designated *Mixed Use Areas*, *Apartment Neighbourhoods*, or *Regeneration Areas*, zoning must permit a floor space index (FSI) of 8.0 times the lot area, or more, within 200 metres of the station, and 6.0 times the lot area, or more, between 200 and 500 metres.

On larger sites that can accommodate three or more towers, building heights of up to 30 storeys are permitted within 200 metres of the station, and 20 storeys between 200 and 500 metres. Additional building height is permitted subject to a block context plan demonstrating new public streets, parks, publicly-accessible open spaces, mid-block connections, and a mix of building types and heights.

Within lands designated *Neighbourhoods* within the PMTSA, apartment buildings and multiplexes of up to six storeys are permitted within 200 metres of the station or along Major Streets, while multiplexes and low-rise apartment buildings of up to four storeys are permitted elsewhere within 500 metres. Beyond 500 metres, *Neighbourhoods* designated lands within the PMTSA will contribute to achieving the PMTSA's minimum density target and support its overall intent to promote transit-oriented development and complete communities near higher-order transit.

The City is proceeding with a Zoning By-law Amendment to implement the PMTSA permissions, which is expected to be completed within one year of the Provincial approval.

Inclusionary Zoning is also in effect within the PMTSA, requiring affordable housing units in qualifying developments.

Further details of PMTSA policies can be found in Attachment 2.

### **Housing Action Plan (HAP) and Expanding Housing Options in Neighbourhoods (EHON)**

The City's Housing Action Plan (HAP) and the Expanding Housing Options in Neighbourhoods (EHON) initiative provide the overarching policy context for changes to the City's built environment, land use permissions, and regulatory framework intended to increase housing supply, diversify housing forms, and support complete, walkable communities. Through a series of Official Plan and Zoning By-law Amendments, these initiatives expand permissions for gentle intensification within *Neighbourhoods* and along Major Streets, support small-scale retail and service uses in appropriate locations, and reinforce the role of *Avenues* as key areas for growth and reinvestment.

A map showing the City's Official Plan designations within the Planning Framework Area can be found in Attachment 5. A map showing the City's major streets and existing Avenues can be found in Attachment 7.

### *Avenues*

City Council adopted an update to the *Avenues* policies to direct additional housing and mixed-use intensification along *Avenues*. The *Avenues* policies allow contextually appropriate mid-rise buildings with heights based on right-of-way width, lot depth, and shadow performance, applying the City's Mid-Rise Buildings Performance Standards.

Recent updates identified Bathurst Street and the portion of St. Clair Avenue West east of the St. Clair West Subway Station as *Avenues* in addition to the already-designated portion of St. Clair Avenue West.

### *Neighbourhoods*

City Council adopted Official Plan policies and zoning changes permitting low-rise intensification on Major Streets within *Neighbourhoods*. These changes allow buildings up to 6 storeys on Neighbourhoods-designated lands located on Major Streets, subject to development standards that address building depth, stepbacks, and adjacency to lower-scale residential properties. In the study area, Bathurst Street, Spadina Road, and Vaughan Road are identified as Major Streets.

Through EHON, City Council adopted a series of amendments that expand as-of-right permissions for low-rise housing forms within *Neighbourhoods*, including: Laneway Suites (2018), Garden Suites (2022) and Multiplexes (2023), permitting up to 4 residential units in a low-rise form city-wide

These permissions are in-effect. They expand housing choice in established Neighbourhoods and support incremental growth.

### *Neighbourhoods Retail and Services*

Council adopted Zoning changes permitting small-scale retail and service uses in residential areas in limited circumstances. These permissions apply on Major Streets and on eligible corner lots located adjacent to schools, parks, and other community uses. The uses are subject to size limits (typically under 150 square metres of gross floor area), compatibility standards, and restrictions on operating characteristics. These permissions are now in-effect.

The details of recent legislative and planning policy changes can be found in Attachment 2.

### *Development Activity and Interest*

The St. Clair Avenue West and Bathurst Street Planning Framework Area and Forest Hill Village continue to evolve through developments consistent with Provincial and

Municipal policies by adding more density, residents, retail and community space. The under review and approved applications within the area are outlined in Attachment 8.

## **TRANSPORTATION ANALYSIS**

---

As part of the St. Clair Avenue West and Bathurst Street Area Planning Framework and Forest Hill Village Urban Design Guidelines review, Transportation Services reviewed opportunities for access management and road safety improvements within the study area. This work will also provide direction for the use of funds secured for road and streetscape improvements through recent development approvals on Raglan Avenue and Vaughan Road.

### **Road Safety (10 Year Collision History)**

The main objective of the City's Vision Zero Road Safety Plan is to eliminate all serious injury and fatal collisions. The collision history in the neighbourhood over the last 10 years were reviewed, with a special emphasis on collisions that resulted in a death or serious injury of a vulnerable road user (pedestrians, cyclists, and seniors).

There were no fatal collisions in the study area in the past 10 years involving vulnerable road users. However, there were 8 serious injury collisions involving pedestrians. These pedestrian collisions are listed in Table 1.

Table 1: 10 Year Serious Injury Pedestrian Collisions

Collision Date	Collision Location
April 7, 2015	Thelma Avenue at Spadina Road
March 1, 2016	Bathurst Street at Alcina Street
January 8, 2017	Bathurst Street at Nina Street
September 15, 2018	555 St. Clair Avenue West
August 20, 2020	1602 Bathurst Street
June 22, 2025	Vaughn Road at Bathurst Street
October 24, 2025	Heath Street West at Parkwood Avenue
November 5, 2025	St. Clair Avenue West at Bathurst Street

## Proposed Changes

Transportation-related improvements are organized into four different categories and are discussed below.

### Road Safety

#### *Intersection Improvements*

Geometric Safety Improvements (GSI) are improvements made to the dimensions and arrangements of the visible features of a roadway. Curb extensions are a common GSI measure; they can improve road safety conditions by reducing crossing distances for pedestrians and reducing the speeds of turning vehicles. In the short term, quick-build materials such as paint, signs, and bollards can be used to implement curb extensions and achieve safety improvements more rapidly in areas where road works are not yet planned. Permanent changes, using concrete or other materials, can be made in the medium to long-term alongside future planned roadwork or development.

A desktop review, technical and context analysis and community feedback were used to identify 13 intersections where curb extensions would be beneficial and could improve safety conditions for all road users. Technical and context analysis for location selection included collision history, pedestrian volumes, turning vehicle volumes, nearby key destinations (park, transit, commercial), as well as planned development and anticipated growth. These intersections are:

- Bathurst Street and Claxton Boulevard;
- Vaughan Road and Maplewood Avenue;
- Vaughan Road and Ellsworth Avenue;
- Raglan Avenue and Maplewood Avenue;
- Raglan Avenue and Albert Wiggan Lane;
- St. Clair Avenue West and Raglan Avenue;
- St. Clair Avenue West and Vaughan Road;
- St. Clair Avenue West and Bathurst Street;
- St. Clair Avenue West and Spadina Road;
- Spadina Road and Coulson Avenue;
- Spadina Road and Thelma Avenue;
- Spadina Road and Heath Street West; and
- Tweedsmuir Avenue and Heath Street West.

Each of these locations will be considered as a candidate intersection for a GSI when road resurfacing or reconstruction is next scheduled on that road. In each case, further detailed design work would be conducted to assess feasibility and determine the optimal design.

In addition to the GSI mentioned above, future intersection improvements are proposed for the intersection of Vaughan Road and Bathurst Street, if and when the adjacent sites at 21 Vaughan Road and 1440 Bathurst Street are redeveloped. This improvement would include the removal of the eastbound left-turn lane to either extend the curb from

the north or expand the triangle from the south. Traffic operational impacts resulting from the removal of the eastbound left-turn lane are negligible, due to the low demand.

### *Pavement Markings*

Pavement markings play an important safety function on our roads. They communicate information to road users, such as the direction of travel, locations where pedestrians typically cross, and locations where drivers are required to stop. As part of the study, several locations were identified for the addition of new or the refreshment of existing pavement markings. Examples of types of proposed pavement markings include stop bars at signalized and stop-controlled intersections, as well as high-visibility crosswalks (zebra markings). The locations and types of pavement markings are identified in Table 2 below:

Table 2: Pavement Marking Types and Locations

Location	Pavement Marking Type
Bathurst Street and Melgund Road	Zebra Crossing
Vaughan Road and Hocken Avenue	Zebra Crossing
	Stop Bar
Hilton Avenue and Melgund Road	Zebra Crossing
Wells Hill Avenue and Melgund Road	Zebra Crossing
St. Clair Avenue West and Hilton Avenue	Zebra Crossing
St. Clair Avenue West and Wells Hill Avenue	Zebra Crossing
Claxton Boulevard and Raglan Avenue	Zebra Crossing
Ticchester Road and Lonsmount Drive	Zebra Crossing
Tweedsmuir Avenue and Heath Street West	Zebra Crossing
Spadina Road and Montclair Avenue	Zebra Crossing
Vaughan Road and Louise Avenue	Zebra Crossing
	Stop Bar
Claxton Boulevard and Lonsmount Drive	Zebra Crossing
Heath Street West and Parkwood Avenue	Zebra Crossing

### **Speed Management**

The City's Speed Management Strategy aims to reduce the number of traffic-related injuries and fatalities associated with speeding. Existing efforts to manage speeds within the study area include reducing speed limits on local roads to 30 km/h, on collector roads to 30 km/h or 40 km/h, and on arterial roads to 40 km/h or 50 km/h. Additional efforts include the installation of speed humps on various neighbourhood roads, such as Raglan Avenue, Wells Hill Avenue, and Hilton Avenue.

Vehicle speed and volume studies were conducted in 2025 on selected streets, which were reviewed and evaluated in accordance with the Council-approved Traffic Calming Policy. The results of the speed and volume studies are summarized in Table 3. The operating speed on the section of Claxton Boulevard between Kenwood Avenue and Bathurst Street was high. The 85th percentile speed on Claxton Boulevard is 39.3 km/h,

more than 9km/h over the posted speed limit, satisfying the traffic calming warrant criteria. Staff recommend the installation of speed humps on the mentioned section of Claxton Boulevard.

Table 3: 2025 Motor Vehicle Speed and Volume Studies

Roadway	From	To	Road Classification	Speed Limit (km/h)	85th Percentile Speed	Average Daily Traffic Volume
Nina Street	Hilton Avenue	Well Hills Avenue	Local	30	36.8	959
Claxton Boulevard	Kenwood Avenue	Raglan Avenue	Local	30	39.3	4,897
Walmar Avenue	St. Clair Avenue West	Heath Street West	Local	30	34.6	693

## **Motor Vehicle Volume Management**

In efforts to improve access and traffic flow, the following volume management measures are being proposed:

### *Left-Turn Restriction at Bathurst Street and Albert Wiggan Lane*

Community feedback indicated that motorists attempt to make a northbound left-turn from Bathurst Street onto Albert Wiggan Lane. This movement presents safety concerns as well as leads to congestion, as Albert Wiggan lane access is located adjacent to the major intersection of Bathurst Street and St. Clair Avenue West. Therefore, a no left-turn restriction is being proposed at the intersection of Bathurst Street and Albert Wiggan Lane.

### *Raglan Avenue Two-Way Conversion*

Recent, ongoing, and proposed developments on Raglan Avenue will make the street home to more people in the future. Currently, options to enter and exit Raglan Avenue are limited due to the one-way northbound configuration. Staff recommend converting Raglan Avenue from one-way northbound to a two-way street, between Albert Wiggan Lane and Maplewood Avenue, to improve access and traffic operation for current and future residents.

To obtain residents' feedback on the proposal, the City conducted an online survey. Survey notices were distributed to residents who live on Raglan Avenue and Maplewood Avenue. A total of 18 complete survey responses were received. Out of the 18 respondents, 72% were either unsupportive or very unsupportive of the proposal, 22% were either supportive or very supportive, whereas 6% were unsure. Common

concerns among respondents were compliance issues with the stop sign at Raglan Avenue and Maplewood Avenue, not enough roadway width to allow two-way conversion, ongoing construction making the conversion not possible, additional traffic on Raglan Avenue and loss of parking.

City staff have considered the stated concerns and have concluded that each is adequately addressed in the proposed change.

There will be no loss of legal parking spaces resulting from this two-way street proposal. This proposed change will result in on-street parking being permitted on the east side of the street every day of the year. Vehicle owners will no longer be required to move their car on the first day and the sixteenth day of the month between April 1st and November 30th.

The implementation of two-way conversion is not planned until the on-street construction staging area related to the sites at 10-32 Raglan Avenue and 65-83 Raglan Avenue is cleared. The construction staging is anticipated to be cleared by February 2029. Additionally, to mitigate the risk of increased non-local traffic on Raglan Avenue, the section between Maplewood Avenue and Claxton Boulevard is proposed to remain one-way northbound.

To address compliance concerns with the stop sign at the intersection of Maplewood Avenue and Raglan Avenue, various geometric changes, signage, and pavement markings are proposed. To highlight the mandatory stop sign, "All-Way" badges will be added to the existing stop signs at this intersection. Additional safety improvements will include crosswalk pavement markings on the Raglan Avenue approach and curb modifications to improve pedestrian crossings, further reinforcing the need to stop at the intersection.

The proposed two-way conversion and other transportation improvements, including the GSIs along Raglan Avenue are illustrated in the concept design shown in Attachment 15.

#### *Potential Future Traffic Signal at Vaughan Road and Maplewood Avenue*

With ongoing and upcoming developments around Vaughan Road, Raglan Avenue, and Maplewood Avenue, more vehicular and pedestrian traffic is anticipated at the intersection of Vaughan Road and Maplewood Avenue. Staff considered upgrading the existing pedestrian crossover to a traffic signal to provide a safer crossing for pedestrians and vehicles. To justify the need for a traffic signal, the staff rely on the criteria outlined in the Ontario Traffic Manual (OTM) Book 12 and the City's Pedestrian Crossing Protection Guideline. The justification criteria include factors such as vehicle and pedestrian volumes, vehicle speeds, delay to crossing traffic and pedestrians, and collision history. Under the current conditions, a traffic signal is not justified at this intersection due to relatively low demand exiting the east approach of the intersection. However, with the proposed two-way conversion of Raglan Avenue, combined with the future development-related traffic growth, a signal might become justified at this location in the future. Staff recommends re-assessing this intersection in the future.

## Transportation Options

### *Pedestrian Improvements*

Providing safe, comfortable, and accessible sidewalks on all public streets is a fundamental objective of the City of Toronto's Vision Zero 2.0 Road Safety Plan. Although no new sidewalks are being proposed, several new or improved pedestrian connections are planned or proposed to improve connectivity. These pedestrian connections include:

- A connection between Raglan Avenue and Bathurst Avenue at Tichester Road has been secured through the development at 63-83 Raglan Avenue;
- Further connection from Raglan Avenue to Louise Avenue is anticipated to be achieved through future redevelopment;
- Connections between Vaughan Road, Bathurst Street and St. Clair Avenue at the Vaughan-St. Clair-Bathurst triangle are to be achieved through future redevelopment;
- A connection between St. Clair Avenue West and Bathurst Street through the property at 1467 Bathurst Street has been secured;
- A connection between St. Clair Avenue West, Heath Street and Tweedsmuir Avenue through the Loblaw's Plaza and St. Michael's College School will be achieved through redevelopment;
- The existing connection between the Cedarvale Ravine trail and Lower Village Gate will be retained;
- A former connection between the Cedarvale Ravine trail and Lonsdale Road should be reinstated in coordination with the Toronto and Region Conservation Authority, subject to redevelopment in the area;
- Connections into Suydam Park and from Suydam Park to the Cedarvale Ravine will be retained;
- Opportunities for underground connections between Bathurst Street and St. Clair West Station will be explored through redevelopment proposals; and
- Opportunities for multi-use trails connecting the Nordheimer Ravine and Cedarvale Ravines will be explored, through redevelopment.

Furthermore, it was noted that the sidewalk widths along some of the streets do not meet the City's revised standard of a 2.1-metre clearway width for all new sidewalks. Opportunities to widen the existing sidewalks will be explored, bundled with planned roadway reconstruction projects or through redevelopment initiatives.

Transportation measures that were reviewed but are not recommended are included in Attachment 3 of this report.

## Related Studies and Initiatives

Transportation Services is undertaking the Vaughan Road and Wychwood Avenue Safety Improvements Study to enhance safety, accessibility, and active transportation connections between Dufferin Street and St. Clair Avenue West. The study responds to existing collision history, high pedestrian and cycling activity, and anticipated population growth associated with new residential development in the area.

The project supports the City's Vision Zero Road Safety Plan and Cycling Network Plan: Near-Term Implementation Program (2025–2027) through proposed measures such as new and upgraded cycling facilities, curb extensions, corner radius reductions, traffic control signals, and public realm improvements including tree plantings and green infrastructure.

The study complements the objectives of the St. Clair Avenue West and Bathurst Street Area Planning Framework by improving local safety and connectivity, promoting sustainable transportation, and enhancing the quality and comfort of the public realm.

## **COMMUNITY CONSULTATION**

---

Community consultation for the Planning Framework and Urban Design Guidelines Review took place in two phases between June and November 2025. The goal was to hear directly from residents and stakeholders about the way they envisioned the area should evolve. The consultation was designed to be inclusive and accessible with in-person and virtual events, and was promoted through social media, newsletters, posters, and flyers across the study area. A detailed consultation summary is contained in Attachment 4 of this report.

Phase 1 began with a virtual community meeting on June 26, 2025, followed by an in-person drop-in session at Wychwood Library on July 5. These events introduced the study's purpose and objectives, provided opportunities to gather input on what is working well and what could be improved in the area, and asked for feedback on proposed changes to the Planning Framework boundary, Character Areas and Public Realm Network.

Phase 2 took place in September 2025 and focused on sharing and refining proposed updates to the Planning Framework and Urban Design Guidelines. Engagement included a virtual meeting on September 11, drop-in sessions at Suydam Park and Wells Hill Park on September 15 and 18, respectively, and a pop-up booth at the Cedarvale Community Fair.

A key part of the consultation was the Social Pinpoint online mapping exercise, which ran from June 15 to August 31. This interactive map allowed participants to place virtual "pins" to show what they liked about the area, areas of concern and opportunities for improvement. The map focused on five themes: housing, transportation, retail, public realm, and parks and green spaces. It received over 200 responses, including detailed comments and suggestions about specific streets, properties, and parks, as well as issues in the community more broadly. The results provided City staff with valuable local insight into the strengths, challenges, and opportunities within the study area.

Additional feedback came through emails, phone calls, and targeted conversations with stakeholders and local residents' associations.

## What We Heard

Across all engagement activities, a shared vision for the St. Clair and Bathurst area emerged: a connected, inclusive, and welcoming community where growth supports affordable housing, thriving main streets, and access to high quality parks and open spaces, transit and community amenities.

Specific feedback has been summarized below under the headings of housing, transportation and mobility, public realm, parks and green spaces, and retail and local economy. A detailed summary of feedback received is included in Attachment 4.

- **Housing:** Participants supported new housing that is inclusive and affordable. They emphasized more rental, family-sized, and supportive units, with mixed-use development on major streets and near transit.
- **Transportation and Mobility:** Participants called for a safer, more connected transportation network for walking, cycling, and transit, including improved cycling routes, safer intersections, and more sustainable travel options.
- **Public Realm:** People asked for a more welcoming, accessible public realm, including wider sidewalks, barrier-free routes, new plazas and open spaces, and streetscape improvements such as trees, lighting, seating, and weather protection.
- **Parks and Green Spaces:** Participants valued local parks and ravines and sought improved amenities, better access, and connections between Cedarvale and Nordheimer Ravines. Concerns were raised about accommodating future growth and the need for additional parkland.
- **Retail and Local Economy:** There was strong support for vibrant, locally focused main streets, protection of independent businesses, retail at grade in new buildings, and flexible live-work spaces.
- **Other Issues:** Residents raised concerns about infrastructure capacity and identified a need for additional community services, including a centrally located community centre, seniors' services, and childcare.

These comments and other feedback were closely considered by staff in preparing the final recommended Planning Framework and Urban Design Guidelines.

## **REVISED ST. CLAIR AVENUE WEST AND BATHURST STREET AREA PLANNING FRAMEWORK**

---

The revised Planning Framework builds on and strengthens the 2019 framework. While the overall intent remains to guide growth in a manner that balances intensification with public realm improvements and community amenities, the revised Planning Framework responds to evolving policy, shifting priorities, recent development approvals, and community feedback. Key areas of change are described below.

## **Boundary Expansion**

The boundary of the Planning Framework has been expanded to include Forest Hill Village, and areas subject to new planning policies and experiencing development pressure. The intent of including these areas is to provide additional guidance beyond Official Plan policy to both applicants and City staff through the development review process.

The expansion of the Planning Framework area is shown in Attachment 1. It is generally bound by Wychwood Avenue to the west, Alcina Avenue and St. Clair Avenue West to the south, Russel Hill Road to the east, Coulson Avenue and the Cedarvale Ravine to the north, and includes an extension along Vaughan Road to the north-west. The boundary generally aligns with the St. Clair West PMTSA.

The Casa Loma neighbourhood, generally located between Bathurst Street to the west, St. Clair Avenue West and Nordheimer Ravine to the north, was excluded from the revised Planning Framework Area. Although partially within the St. Clair West PMTSA, the area has been the subject of the Casa Loma Cultural Heritage District Study. The area may be included in future updates to the Planning Framework.

The expanded boundary includes properties Listed and Designated on the City's Heritage Register (as shown in Attachment 9), parks and community facilities (as shown in Attachment 11).

## **Policy Alignment**

As outlined in the Policy Context Section of this report, the revised Planning Framework responds to new Provincial and municipal-level policy directions introduced since 2019.

The St. Clair West PMTSA establishes minimum density targets and supports greater building heights and floor space permissions within walking distance of the subway station. Limitations that may conflict with these policies have been removed from the Planning Framework. The revised Planning Framework reflects the intent of PMTSAs to accommodate growth close to transit and foster mixed-use, vibrant communities with a range of transportation options.

Through the HAP and EHON initiatives, Avenues and Major Streets have increased development permissions and new housing types such as laneway suites, garden suites, and multiplexes are now permitted within *Neighbourhoods*. The revised Planning Framework recognizes these permissions and provides direction for how intensification can contribute to housing choice and neighbourhood renewal while maintaining the area's landscaped character, tree canopy, and pedestrian-oriented streets.

Chapter 1 of the Official Plan provides strong direction and commitments to reconciliation, equity, inclusion, and resilience. The revised Planning Framework reflects these directions by supporting a more inclusive community, improving access to housing and public spaces, and ensuring that growth contributes to social and environmental well-being.

The Planning Framework also advances the objectives of TransformTO Net Zero 2040 and the TGS by encouraging low-carbon buildings, green infrastructure, and landscape design that supports urban forest growth and stormwater management.

## **Vision and Goals**

The revised vision and goals build on the direction established in the 2019 Planning Framework by incorporating updated City priorities and community feedback. The refreshed goals place a stronger emphasis on equity and affordability, and strengthen the aspiration for inclusive communities where residents of all ages, incomes, and abilities can live, work, and thrive. The goals also reinforce the importance of supporting small and independent businesses, maintaining the vitality of main streets, and enhancing the public realm through improved accessibility, safety, and opportunities for cultural expression. Sustainability objectives have been strengthened to advance climate resilience and promote low-carbon development.

## **Public Realm Network Plan**

The revised Planning Framework builds on the existing Public Realm Network Plan that established a connected system of streets, laneways, parks, and open spaces that guide investment and improvements to the public realm over time.

The revised Public Realm Network Plan expands the plan to the revised Planning Framework Area, reflects community input and feedback and includes and builds on new parks and public realm improvements achieved through development approvals. The Public Realm Network Plan introduces new categories of streets, additional opportunities for parks and open spaces and pedestrian connections, and road safety elements.

## **Streets**

### **Green Boulevards:**

Green Boulevards have been expanded to include additional streets within the expanded Planning Framework area, including portions of Bathurst Street, St. Clair Avenue West, Spadina Road, Tweedsmuir Road and Walmer Road. These streets will have a focus on the provision of street trees and landscaping, creating a comfortable and beautiful pedestrian environment.

### **Retail Priority Streets:**

Sections of St. Clair Avenue West, Bathurst Street, and Spadina Road are identified as Retail Priority Streets, a new category in the revised Planning Framework. Retail Priority Streets aim to support a vibrant and diverse main street environment. These corridors will prioritize widened sidewalks, transparent and active frontages, small and varied retail unit sizes, and public realm improvements around St. Clair West Station to support pedestrian activity. These directions align with community feedback and support Council's direction to support vibrant main streets.

## ***Pedestrian Connections***

Pedestrian Connections (formerly Mid-block connections) continue to play a key role in improving pedestrian access to transit and community destinations. Since 2019, connections identified in the Planning Framework have been secured through redevelopment, including links within the Station District and between Bathurst Street and Raglan Avenue. The revised Planning Framework introduces additional connections between Vaughan Road and Bathurst Street, and pedestrian access between Forest Hill Village and the subway station and Cedarvale Ravine and supports improved pedestrian access to both Cedarvale and Nordheimer Ravines.

## ***Parks and Open Spaces***

The Planning Framework identifies opportunities to create and enhance open spaces to support a growing and diverse community. Future redevelopment will contribute to an expanded network of accessible green space, particularly within the Station District, where new open spaces could improve connectivity and support community use. Public spaces are envisioned to be flexible and adaptable, capable of supporting a range of programming and activities over time. These directions respond to community feedback highlighting the need for more usable green space across the Planning Framework Area.

Several priorities are identified for new and expanded parks:

- Properties at 78-84 Vaughan Road have been acquired for a new park. Opportunities for future expansions to this new park are identified.
- Montclair Avenue Parkette, located at the heart of Forest Hill Village, is identified as an opportunity for potential expansion through nearby redevelopment, which would allow for greater use of the parkette.
- At the intersection of Vaughan Road and Bathurst Street there may be opportunities, through redevelopment and road re-alignment, for an expanded and improved public open space.

The Planning Framework also recognizes the contribution of open spaces on private property, including in new developments and redevelopment of existing apartment buildings, particularly in tower-in-the-park settings. These spaces are considered part of the broader public realm network and may be improved or better integrated with surrounding streets and pedestrian routes through redevelopment.

Opportunities to secure new parkland and open spaces are a priority through the development review process to help ensure the provision of these spaces keeps pace with development.

## ***Laneways***

Laneways, traditionally used for service corridors, are now recognized as multi-functional assets. They will be designed as shared, safe, and accessible routes for pedestrians and cyclists, as well as vehicles accessing properties that back onto these laneways. Improvements such as landscaping, lighting, and public art will contribute to their character and create opportunities for animation and cultural expression. Where

appropriate, new development will be encouraged to provide active residential or retail frontages on laneways, transforming them into lively secondary streets that benefit from passive surveillance and contribute to a safer and more vibrant public realm.

### ***Transportation and Mobility***

The revised Planning Framework incorporates recommendations from transportation analysis, which identified issues and opportunities related to road safety, traffic operations, and active transportation connections. The updated directions:

- Strengthen objectives for road safety and traffic calming;
- Expand and clarify connections for pedestrians and cyclists;
- Identify intersection improvements that support safer and more efficient movement for all users; and
- Encourage transit-supportive design and improved access to St. Clair West Station.

### **Character Areas**

The revised Planning Framework updates the Character Areas to reflect the expanded study boundary, new policy directions, and the evolving development context. The Character Areas continue to provide place-based guidance for built form, land use, and the public realm, with updated directions related to transit-supportive density, retail vitality, sustainability, and improved connections to parks and ravines.

#### **Vaughan-Raglan:**

The existing Upper Vaughan and Raglan Character Areas have been consolidated into a single Vaughan-Raglan Character Area that reflects Vaughan Road's function as a neighbourhood-serving corridor and Raglan Avenue as a corridor undergoing transition. The revised Character Area introduces clearer direction for mid-rise built form, local-serving retail, improved sidewalks and crossings along Vaughan Road, and opportunities for infill and open space improvements on larger residential sites. Enhanced laneway animation and strengthened pedestrian connections support its role within the broader Public Realm Network.

#### **Upper Bathurst:**

Refinements to the existing Bathurst-Ticchester Walk-Ups Character Area acknowledge opportunities for intensification and building renewal based on Bathurst Street's recent designation as *Avenues*, identify opportunities for public realm improvements, and reinforce Bathurst Street as a Green Boulevard with landscaped setbacks, tree canopy and improved pedestrian comfort.

#### **Station District:**

The Station District Character Area continues to be a focal point for the Planning Framework Area. It maintains direction for a dense, mixed-use community with a connected public realm that includes new parks, mid-block connections and a "green line" a landscaped, pedestrian connection between the Cedarvale and Nordheimer ravines. Redevelopment and improvements within the Station District area will reinforce its role as a dense, transit-oriented hub.

### **Forest Hill Village:**

The new Forest Hill Village Character Area provides directions for both the main street condition on Spadina Road and the surrounding residential neighbourhoods. Objectives reinforce its fine-grain rhythm, main street scale, and independent retail vitality, while enhancing Montclair Parkette as a community gateway. Directions are aligned with the Forest Hill Village Urban Design Guidelines.

### **The Triangle:**

The Triangle Character Area is expanded west along St. Clair Avenue West and includes residential streets north and south of St. Clair Avenue West between Alcina Avenue and Louise Avenue. Updated direction emphasizes supporting vibrant retail streets, supporting community-oriented uses, improving and expanding opportunities for pedestrian-priority spaces and laneway improvements. Objectives have been added to respond to updated policies permitting a greater range of buildings and density in *Neighbourhoods* and particularly within 500 metres of St. Clair West Station.

### ***Sustainability***

The 2019 Planning Framework included directions to support the TGS and encourage sustainable design. The revised framework builds on these directions by embedding the TransformTO Net Zero 2040 targets to promote low-carbon buildings. Objectives related to biodiversity, supporting urban forest growth, improving climate resilience, and enhancing stormwater management, have been maintained and strengthened.

### **Integration of Forest Hill Village**

A major change to the Planning Framework from 2019 is the addition of Forest Hill Village and the integration of the updated Forest Hill Village Urban Design Guidelines. This integration ensures that growth around Forest Hill Village is guided by both City-wide policy and the area's distinct character, reinforcing its role as a unique and vibrant main street.

### **Heritage Conservation**

Apart from Forest Hill Village, which was surveyed for the Urban Design Guidelines in 2014 and reviewed within this update, the Planning Framework Area has not been subject to a Cultural Heritage Resource Assessment, and properties in the study area were therefore not evaluated for their potential heritage value. As a result, a heritage assessment may be required for properties proposed for future redevelopment. It is strongly recommended that owners undertake preliminary screening using the Ministry of Citizenship and Multiculturalism's checklist, Criteria for Evaluating Potential for Built Heritage Features and Cultural Heritage Landscapes in the early stages of planning.

Properties on the Heritage Register will be conserved in accordance with relevant legislation, including the Official Plan's heritage conservation policies, the Ontario Heritage Act, and the Provincial Planning Statement.

## **REVISED FOREST HILL VILLAGE URBAN DESIGN GUIDELINES**

---

The revised Forest Hill Village Urban Design Guidelines respond to the evolving policy and planning context affecting the study area and bring the 2015 Urban Design Guidelines into alignment with current City and Provincial directions. In accordance with Council's direction to balance growth with maintaining area character and reinforcing the retail experience, the existing guidelines related to architectural expression and materiality are retained, while new guidelines have been introduced to address increased density and public realm improvements.

### **Urban Design Guidelines Area**

The study area established by the 2015 Urban Design Guidelines remains unchanged. It includes the properties fronting onto Spadina Road between Montclair Avenue and Strathearn Boulevard, including Suydam Park to the north of the Forest Hill Village.

### **Policy Considerations**

The southern portion of Forest Hill Village, from Montclair Avenue to just north of Thelma Avenue, is designated Mixed Use Areas, supporting a range of commercial and residential uses. Lands north of Thelma Avenue to Strathearn Boulevard are designated Neighbourhoods. Spadina Road is designated as a Major Street on Map 3 of the Official Plan.

Since the adoption of the 2015 Urban Design Guidelines, the policy context for the area has changed. The St. Clair West PMTSA, established through Official Plan Amendment 570, introduces new minimum densities and increased density permissions within 200 metres, and between 200 and 500 metres, of St. Clair West Station. Changes to Official Plan policies and zoning are summarized in the Policy Considerations section of this report and further details are provided in Attachment 2.

### **Revisions to the Forest Hill Village Urban Design Guidelines**

#### ***Materials***

The 2015 study reviewed the materiality of Forest Hill Village and identified the use of traditional materials such as brick and stone as part of the distinct character of the village. Upon review, the existing guidelines pertaining to materials remain relevant to the current policy context and council mandate and are unchanged in the revised Urban Design Guidelines.

#### ***Building Rhythm and Articulation***

The 2015 study reviewed the vertical and horizontal articulation as well as the architectural details of the existing buildings within the study area. Upon review, the existing guidelines pertaining to articulation and architectural details remain relevant to

the current policy context and council mandate and are unchanged in the revised Urban Design Guidelines.

### ***Urban Character and Built Form Guidelines***

To accommodate greater densities which are anticipated as a result of PMTSA policies, new built form guidelines have been introduced to balance the growth with maintaining the character of the study area. The Urban Design Guidelines require new buildings to provide base buildings that do not exceed the prevailing street-wall height of the study area, while directing that additional density be stepped back to mitigate loss of sky-view, sunlight, and the primacy (importance) of the existing street-wall. Additionally, a set-back or stepback is required from adjacent properties along Spadina Road, to the north and south, to allow sunlight penetration to the right-of-way and to provide appropriate facing distances for residential units. The revised Urban Design Guidelines include the following provisions:

- Provide a ground level setback to achieve 6 metres from curb to building face;
- Provide a base building of up to 12 metres in height;
- Above 12 in metres height, provide step-backs of 5 metres on frontages facing Spadina Road and 3 metres from abutting streets;
- Above a height of 18.5 metres, provide a 3 metre step-back on frontages facing Spadina Road; and
- Above a height of 18.5 metres, provide a 5.5 metre step-back from abutting properties.

Identified heritage properties, mapped on Attachment 9 will be reviewed for their cultural heritage value, and conserved in accordance with prevailing policies.

### ***Public Realm Guidelines***

To improve the accessibility, pedestrian comfort, and retail vitality, guidelines have been created to expand the width of sidewalks along Spadina Road within the study area. Expanded sidewalks will provide space for a barrier free pedestrian clearway, street trees and furniture, and a retail animation zone to accommodate outdoor dining and merchandise display. Additional sidewalk width will come from setbacks in new buildings as required by the built form guidelines and by right-sizing of the traffic lanes on Spadina Road. Right-sizing means reducing vehicle lane widths to the minimum necessary for safe and efficient travel, freeing space for other uses such as sidewalks or landscaping.

## **IMPLEMENTATION AND NEXT STEPS**

---

Development Review staff are recommending that Council direct Community Planning staff to use the St. Clair Avenue West and Bathurst Street Area Planning Framework as guidance in the review of all current and future development applications. The St. Clair Avenue West and Bathurst Street Area Planning Framework will also set the basis for any future studies and policy changes in the area.

## **Transportation Recommendations**

The City delivers transportation-related recommendations through various implementation mechanisms. For signs and pavement marking recommendations, such as crosswalks and no-left-turn signs, Transportation staff will create work orders for the operations staff to complete the installation.

GSI measures, such as curb extensions, are implemented through the Transportation Safety Local Improvement Program (TSLIP). The installation of GSIs using permanent materials, like concrete, is typically combined with planned roadway work.

All the recommendations along Raglan Avenue, including the two-way travel conversion and curb modifications, will be implemented along with the planned roadway rehabilitation work, after the active construction on Raglan Avenue is completed. The roadway work for Raglan Avenue is currently planned for 2030, subject to development construction completion, delivery capacity, budget and coordination with third parties such as utility work.

## **Municipal Infrastructure**

The City requires new development applications to be supported by engineering studies that demonstrate that there is sufficient infrastructure capacity and that the proposed development will not negatively impact the area. The types of studies required to support development applications are listed in the City of Toronto Development Guide and are identified through Pre-Application Consultation for specific proposals. When there is insufficient infrastructure capacity to support development, the cost of upgrades to infrastructure will be borne by developers.

## **Community Services and Facilities**

Community services and facilities (CS&F) are important to creating well-functioning and liveable communities. As the area grows, review and evaluation of community services and facilities will be done through the review of development applications. A CS&F Study is required when submitting an Official Plan and/or Zoning By-law Amendment application to identify current and required levels of social infrastructure necessary to support the health, safety and well-being of residents in the Study Area. CS&F Studies are essential tools in determining the general health of local community infrastructure. CS&F Studies review social, economic and demographic information considering existing and projected supply and demand of community services and facilities. CS&F studies also provide a detailed inventory of all community services and facilities within a prescribed study area as well as a review of available capacities within those services and facilities considering planned development in the area.

City staff will consider the In-kind Community Benefit Charge contributions or other funding tools to either support new and existing facilities and/or programs.

## **CONTACT**

---

Dylan Dewsbury, Senior Planner, Community Planning  
Tel. No. 416-392-6072  
E-mail: [dylan.dewsbury@toronto.ca](mailto:dylan.dewsbury@toronto.ca)

## **SIGNATURE**

---

Oren Tamir, Director  
Community Planning, Toronto and East York District

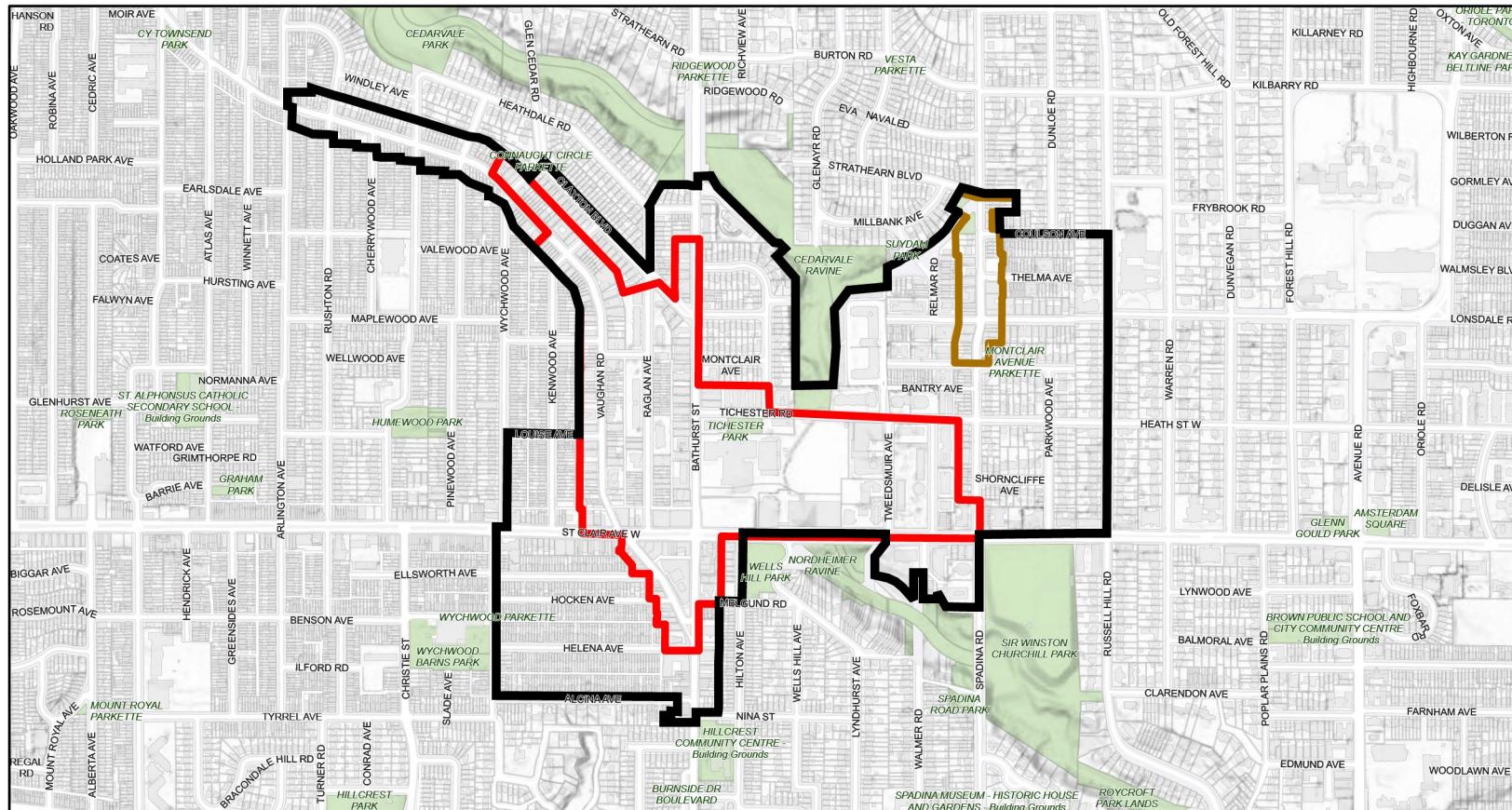
Mike Barnet, Director  
Enforcement and Street Management, Transportation Services

## **ATTACHMENTS**

---

Attachment 1: St. Clair Avenue West and Bathurst Street Planning Framework Area  
Attachment 2: Legislative and Policy Background  
Attachment 3: Transportation Measures Not Recommended  
Attachment 4: Public Consultation Summary  
Attachment 5: Official Plan Map  
Attachment 6: St. Clair West PMTSA  
Attachment 7: Major Streets and Existing Avenues in the Official Plan  
Attachment 8: Development Activity Description and Map  
Attachment 9: Heritage Listed/Designated Map  
Attachment 10: Existing Framework Public Realm Achievements  
Attachment 11: City-owned Lands and Community Facilities Map  
Attachment 12: Claxton Boulevard Speed Hump Drawing  
Attachment 13: Revised St. Clair Avenue West and Bathurst Street Area Planning Framework  
Attachment 14: Revised Forest Hill Village Urban Design Guidelines  
Attachment 15: Raglan Avenue Transportation Improvements Conceptual Design  
Attachment 16: Demographic Profile Boundary compared to Planning Framework Area

## Attachment 1: St. Clair Avenue West and Bathurst Street Planning Framework Area



## Proposed Expanded Planning Framework Boundary

## St. Clair Avenue West and Bathurst Street Planning Framework and Forest Hill Village Urban Design Guidelines Review

 Proposed St. Clair Avenue West - Bathurst Street, and Forest Hill Village Planning Framework Boundary

 Existing Forest Hill Village Urban Design Guidelines Framework Boundary

 Existing St. Clair Avenue West and Bathurst Street Planning Framework Boundary



Not to Scale  
04/10/2025

## Attachment 2: Legislative and Policy Background for the St. Clair Avenue West and Bathurst Street Planning Framework and Forest Hill Village Planning Framework Review

### **Planning Act**

Section 2 of the Planning Act establishes matters of provincial interest to which City Council shall have regard in carrying out its responsibilities, including: the orderly development of safe and healthy communities; the adequate provision of a full range of housing; sustainable development that is transit-supportive, and pedestrian-oriented, to support public transit and to be oriented to pedestrians; and the appropriate location of growth and development.

### **Ontario Heritage Act**

The Ontario Heritage Act (OHA) is the key Provincial legislation for conserving cultural heritage resources in Ontario. It regulates, among other things, the way municipal councils can identify and protect heritage resources, including archaeology, within municipal boundaries. This is largely achieved through listing on the City's Heritage Register, designating individual properties under Part IV of the OHA, or designating districts under Part V of the OHA. Ontario Regulation 9/06 sets out the criteria for evaluating properties to be designated under Part IV, Section 29 of the Ontario Heritage Act. The criteria are based on an evaluation of design/physical value, historical and associative value, and contextual value.

### **Provincial Planning Statement**

On October 20, 2024, the Provincial Planning Statement (2024) (PPS) came into effect and combined the Provincial Policy Statement (2020) and the A Places to Grow: Growth Plan for the Greater Golden Horseshoe (2020) into a single policy document. All decisions of Council on planning matters shall be consistent with the PPS.

The Provincial Planning Statement (2024) directs planning authorities to support complete communities and includes policies on key issues that affect communities, such as:

- encouraging the efficient use and management of land and infrastructure to reduce sprawl, contribute to environmental sustainability and provide for a more compact built form;
- ensuring the sufficient provision of housing to meet changing needs including affordable housing;
- supporting long-term economic prosperity and ensuring opportunities for job creation;
- minimizing the impact of climate change by promoting compact, transit-supportive communities, energy efficient, green infrastructure, and sustainable infrastructure development; and
- improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

## Official Plan

The City's Official Plan is founded on a growth management strategy which steers growth and change to some parts of the city.

Chapter One of the Official Plan sets out aspirational and vision-based statements that inform how the City will grow for the next 30 years. These statements reflect the shared values of Torontonians, expressed in a way to guide development, and are the foundation for the other chapters in the Plan. Chapter One emphasizes four key principles to guide planning decisions, including creating meaningful, ongoing relationships with Indigenous Peoples; ensure that land use and development decisions enable everyone, regardless of age, income, ability, race, ethnicity, gender, or any other attribute, to have convenient and safe access to a complete community; address the inequities that create barriers for Toronto's most marginalized and vulnerable residents; and creating a City that is safe, caring, and provides equitable opportunities for all Torontonians, and those yet to arrive, including residents of all ages, from children to seniors.

Official Plan Section 3.5 deals with Toronto's Economic Health, directing a wide range of cultural activities to reflect the City's diversity, providing access to City-owned and surplus properties for non-profit arts use, encouraging the inclusion of new arts and cultural facilities in developments through incentives, involving the arts community in local design and beautification efforts, and promoting cultural activity hubs to create arts districts that attract visitors and revitalize communities.

The Official Plan also directs supporting retail opportunities in a form that promotes pedestrian and transit use; and encouraging stores selling fresh food in areas currently lacking pedestrian access to fresh food.

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

## Site and Area Specific Policies

A number of Site and Area Specific Policies (SASPs) of the Official Plan apply to lands within the Planning Framework Area.

### SASP 38

This policy applies to properties fronting onto Raglan Avenue. It states that land assembly will be required to allow for development of more intensive buildings.

### SASP 54

This policy applies to properties on Vaughan Road between Connaught Circle and Kenwood Avenue. It states that the maximum height of buildings will be 6-storeys or 18 metres.

### SASP 226

This policy applies to the lands owned by St. Michael's College School and Loblaws on the northeast corner of St. Clair Avenue West and Bathurst Street. It states that

educational, commercial-retail and apartment residential uses are permitted, and provides public realm and built form criteria for development.

#### **SASP 264**

This policy applies to lands located south of St. Clair Avenue West. It requires that new development protects the distinctive characteristics and maintains the views to and from the Nordheimer Ravine and the Lake Iroquois Escarpment.

#### **SASP 308**

This policy applies to the property at 114 Vaughan Road, and provides direction for the conversion of the apartment building to a condominium.

#### **SASP 326**

This policy applies to the properties fronting onto St. Clair Avenue West. It implements the findings and recommendations of the St. Clair Avenue West Avenue Study, and encourages intensification and a transit-oriented urban environment.

#### **SASP 50**

This policy applies to the properties at 2 Heathdale Road and 1608 Bathurst Street. It states that a residential building up to 11 metres in height is permitted provided that the buildable area and setbacks approximate that of the existing buildings.

#### **SASP 240**

This policy applies to the property at 1597 Bathurst Street and provides direction for the conversion of the building to a condominium.

#### **SASP 297**

This policy applies to the property at 335 Lonsdale Road and provides direction for the conversion of the apartment building to a condominium.

#### **SASP 463**

This policy applies to 467 and 469 Spadina Road, and provides direction regarding the demolition and replacement of the rental units within the building existing on the lands. The policy also provides direction on the replacement unit mix provided that a minimum number of townhouse rental replacement units are provided at 501R Logan Avenue.

#### **SASP 407**

This policy applies to 282 St. Clair Avenue West and permits a 9-storey residential apartment building.

#### **SASP 221**

This policy applies to properties along the north and south side of St. Clair Avenue West between Tweedsmuir Avenue and Avenue Road, and provides that development in Apartment Neighbourhoods will generally be in the range of 4 to 6 storeys in height.

## Current Policy Context

### ***Protected Major Transit Station Areas***

Through the Municipal Comprehensive Review, the City adopted Official Plan amendments to delineate and set density targets for PMTSAs across the City where growth and development should be directed. The majority of the expanded Planning Framework Area is located within the St. Clair West Station PMTSA, established through Official Plan Amendment 570 to focus growth and density around higher-order transit. In August 2025, the Province approved OPA 570 with modifications. PMTSA policies provide as-of-right density and height permissions to support development near the subway station while ensuring new development contributes to public streets, parks, publicly accessible open space, mid-block connections, and a mix of building types.

Within lands designated Mixed Use Areas, Apartment Neighbourhoods, or Regeneration Areas:

- Floor Space Index of 8.0, or more, is permitted within 200 metres of the station; and
- Floor Space Index of 6.0, or more, is permitted between 200 and 500 metres.

On larger sites capable of accommodating three or more towers:

- Building heights of up to 30 storeys within 200 metres of the station; and
- Building heights of up to 20 storeys between 200 and 500 metres.

Within Neighbourhoods inside the PMTSA:

- Multiplexes and low-rise apartment buildings up to six storeys are permitted on Major Streets and within 200 metres of the station; and
- Multiplexes and low-rise apartment buildings up to four storeys are permitted elsewhere within 500 metres.

### ***Inclusionary Zoning (IZ)***

Inclusionary zoning applies to qualifying developments within the PMTSA and the City's IZ Market Areas, with most of the Planning Framework Area within the PMTSA. Developments subject to IZ must provide a minimum proportion of affordable units, contributing to a mix of housing types and tenures in the area.

### ***Expanding Housing Options in Neighbourhoods***

The Expanding Housing Options in Neighbourhoods (EHON) initiative intends to equitably distribute housing options across the City, prioritizing built form of residential buildings rather than distinguishing between neighbourhoods based on building type. EHON includes priority projects studying multiplexes, major streets, garden suites, and local neighbourhood retail and services. A portion of the proposed expanded Planning Framework Area is designated Neighbourhoods and subject to the following EHON policy changes.

### ***Multiplex***

The Multiplex study focused on permitting multiplexes (residential buildings containing up to four units) across Toronto's low-rise neighbourhoods.

### ***Major Streets***

The Major Streets study focuses on permitting development up to six-storeys along the major streets in Neighbourhoods areas across the City. The Official Plan identifies St. Clair Avenue West, Bathurst Street, Vaughan Road and Spadina Road as Major Streets.

### ***Garden Suites***

The Garden Suite permissions apply to all Neighbourhoods designated properties across the City. A Garden Suite is a self-contained living accommodation located within an ancillary building, usually located in the rear yard, but not on a public lane, and is separate or detached from the primary dwelling on the lot.

### ***Local Neighbourhood Retail and Services***

In November 2025, City Council approved amendments to permit small-scale retail, service, and office uses in residential areas through the Neighbourhood Retail and Services Study. These uses are permitted on Major Streets fronted by residentially zoned properties, subject to limits on size, ground-floor location, and compatibility with adjacent residential uses. In interior residential streets, retail and service uses are permitted only on corner lots, designated Community Streets, or lots adjacent to parks, schools, or community facilities. Permitted uses include retail stores, personal services, and offices serving the local community

### ***Housing Action Plan: Avenues, Mid-rise and Mixed Use Areas Study***

The Housing Action Plan(HAP) was adopted by City Council in December 2022, and outlines priorities to increase housing supply, housing choice and affordability for current and future residents. It directs staff to identify policy, mapping, zoning, and guideline changes to simplify approvals and facilitate development along Avenues and in Mixed Use Areas.

The HAP also directed staff to explore opportunities to streamline study requirements for building new housing along Avenues, extend and potentially introduce new Avenues, update the vision and policy direction for the way Avenues will develop, and study options for creating areas of transition between Avenues and Neighbourhoods to enable more housing.

On February 5, 2025, City Council adopted OPA 778, updating the Avenues policies of the Official Plan to direct that Avenues will be a concentration of jobs and housing, and development along the Avenues will incorporate active uses to provide convenient access to amenities that serve the daily needs of all residents. In addition, development on Avenues will be of mid-rise scale; more height and scale can be appropriate within 500-800 metre of higher order transit. The updated policies also direct that in locations that new development proposals result in the displacement of existing small businesses and community service providers on an Avenue, the applicant is required to demonstrate the way that the community will be consulted, and the way that the

displaced existing small businesses and community service providers will be consulted to access their potential return to the redevelopment.

City Council also directed the Chief Planner and Executive Director, City Planning to bring forward phased amendments to land use designations and zoning along new Avenues as part of the next step on the Avenues, Mid-rise and Mixed Use Areas Study, focusing on updates to land use policy and regulation on lands within a 500 to 800-metre walking distance of an existing or planned subway, light rail transit, and MTSAs as the first phase; then redesignate and rezone lands along Avenues that are only served by frequent surface transit.

Within the proposed expanded Planning Framework Area, St. Clair Avenue West, west of St. Clair West subway station, is an existing Avenue, and St. Clair Avenue West, east of St. Clair West subway station and Bathurst Street have been included as new Avenues through OPA 778. Portions of St. Clair Avenue West and Bathurst Street are within the St. Clair West PMTSAs, within a 500 to 800-metre walking distance of the St. Clair West subway station. Existing and new Avenues can be found here:

<https://www.toronto.ca/wp-content/uploads/2025/01/94a6-city-planning-housing-action-plan-avenues-mixed-use-area-study-draft-update-to-urban-structure-map-proposed-new-avenues.pdf>

## Attachment 3: Transportation Measures Not Recommended

A number of measures identified by the community or staff through the course of the study were reviewed, but are not recommended. The list below includes changes that are not recommended, along with the rationale.

### *Leading Pedestrian Intervals*

Leading pedestrian intervals (LPI), also known as pedestrian head start intervals at signalized intersections, were examined for the intersections of Vaughan Road and St. Clair Avenue West, Bathurst Street and St. Clair Avenue West, and Spadina Road and St. Clair Avenue West. It was deemed not feasible to implement LPI signal functionality due to the presence of advanced left-turns and transit signal priority at all these intersections.

### *Midblock Pedestrian Crossing near St. Clair Subway Station, Heath Street Entrance*

A pedestrian crossing and delay count study was conducted to determine the need for a protected pedestrian crossing at the St. Clair West Subway station entrance on Heath Street. Staff rely on the City of Toronto's pedestrian crossing protection device justification policy to analyze a candidate location for a crossing. The two-part criteria consider pedestrian volume versus vehicular volume, as well as the number of pedestrian crossings with a delay of more than 10 seconds. The first part of the criteria was met (number of pedestrian crossings), but the delay criteria were not met, as only 3% of the crossings faced a delay of more than 10 seconds. Therefore, a pedestrian crossing was not recommended at this time.

### *Vaughan Road and St. Clair Avenue West Intersection Signal Operational Changes*

The offset at the Vaughan Road intersection with St. Clair Avenue West restricts sightlines for northbound and southbound left turns, due to the close spacing of the left-turning vehicles. To enhance safety, operational changes were considered to provide separate signal phases for northbound and southbound movements. However, it was determined that implementing this split signal phasing would lead to excessive delays for transit, pedestrians and vehicles at the intersection. As a result, these signal operational changes are not proposed. Other safety measures recommended at the intersection include curb extensions and refreshment of the existing pavement markings.

### *Bathurst Street and Claxton Boulevard Intersection Signal Operational Changes*

Currently, the length of the eastbound left-turn storage lane at the intersection is limited due to the geometric constraints. To improve the traffic operations, the addition of a protected eastbound left-turn phasing was considered. To evaluate the justification for the addition of a left-turn arrow, Staff references the Ontario Traffic Manual guideline, which suggests that a protected left-turn may be warranted when the sum of the left-turn movement and opposing through movement exceeds 720 vehicles per hour. At this location, the highest combined volume occurs during the afternoon (PM) peak, with 312 vehicles, well below the threshold. Additionally, a traffic modelling exercise showed no significant improvement to the traffic operations resulting from the addition of an eastbound left-turn phase. Therefore, a protected eastbound left-turn phase is not

proposed. Alternatively, a 5-second green light time extension for the eastbound and westbound movements will be considered.

#### *Bathurst Street and St. Clair Avenue West Eastbound Left-Turn Lane Extension*

Community feedback was received to extend the eastbound left-turn lane at the intersection of Bathurst Street and St. Clair Avenue West. The left-turn extension is not possible due to the limited right-of-way and TTC streetcar tracks. The extension of the left-turn lane would require narrowing of the sidewalk. Therefore, no change is proposed.

#### *Traffic Calming on Walmer Road and Nina Street*

Staff collected speed and volume data to determine if traffic calming (speed humps) would be warranted on Walmer Road and Nina Street. The 85th percentile speeds on Nina Street and Walmer Road are 36.6 km/h and 34.6 km/h, respectively, below the warrant threshold of 38 km/h. Therefore, traffic calming is not proposed.

#### *Transit Stop Shelter near Vaughan and Maplewood Avenue Intersection*

To enhance comfort for both current and future residents near the block, the staff considered installing a transit shelter at the southeast corner bus stop (ID 8418). Unfortunately, due to limited space available, a transit shelter cannot be accommodated at this location. Previously, an Astral Litter Receptacle and an Astral Mini Bench were installed at this TTC stop, but they were removed due to public complaints. Additionally, the City refrains from placing street furniture in front of windows and doors to address safety concerns and avoid further complaints. As a result, the installation of a transit shelter was determined to be unfeasible.

#### *Forest Hill Village Traffic Infiltration and Thelma Avenue Circular Driveway Investigation*

Through the Zoning By-law Amendment Application for 1-19 Thelma Avenue (Item - 2025.TE19.7), the City Council requested Transportation Services and City Planning to conduct a study to mitigate traffic impacts on Thelma Avenue, reduce non-local traffic on local roads, as well as consider a circular driveway for the subject site on Thelma Avenue.

#### **Traffic Infiltration Investigation**

Staff conducted a desktop review of the street network and reviewed the available traffic volume data in the Forest Hill Village study area. Most local streets in this area, such as Bantry Avenue, Montclair Avenue, Thelma Avenue, and the west side of Lonsdale Avenue, are streets with no exit, which prevents non-local through traffic. The traffic volume data is discussed below:

- Russell Hill Avenue, between Lonsdale Road and Coulson Avenue: Approximately 2700 vehicles per day (2024 data). The traffic volume is on the lower end of the range of what is expected of a collector road. Moreover, speed humps are installed on Russell Hill Avenue, south of Heath Street. Russell Hill Avenue operates as a one-way southbound street, south of Lonsdale Road.
- Lonsdale Road, between Spadina Road and Russell Hill Avenue: Approximately 2850 vehicles per day (2019 data). The vehicle volume on Lonsdale Road is within the range of what is expected of a collector road. The presence of speed humps helps to reduce speeds and makes the street less appealing for non-local traffic.

- Coulson Avenue between Spadina Road and Russell Hill Avenue: Approximately 1950 vehicles per day (2019 data). The volume is within the expected range for a local street. Furthermore, speed humps are installed on Coulson Avenue, which reduces the speed and makes the street less attractive for non-local traffic.

Additionally, Intersection geometric safety improvements (GSI) were made at the intersections of Montclair Avenue and Spadina Road, as well as Lonsdale Road and Spadina Road, to enhance intersection safety. Through this project, further GSIs are planned at the intersections of Spadina Road and Thelma Avenue, Spadina Road and Coulson Avenue, and Spadina Road and Heath Street.

Based on the desktop and traffic data review, the staff does not propose any additional measures to mitigate non-local traffic concerns.

#### Circular Driveway Investigation for 1-19 Thelma Avenue Redevelopment:

The provision of a circular driveway as an off-street pick-up/drop-off facility was reviewed by staff in conjunction with the development proposal at 1-19 Thelma Avenue. The proposal includes a total of 24 dwelling units, each at a 3-bedroom size. In addition, the site is proposed to include 55 parking spaces, including 48 for residents (two spaces per dwelling unit) and seven visitor spaces.

While the proposed on-site parking provisions for residents may generate more vehicular trips than the typical site of this scale, it suggests that the proposal will generate less than the average pick-up/drop-off activity associated with a development of this scale. Furthermore, with the proposed on-site visitor spaces, there is ample opportunity for short-term vehicular activity to occur on-site, instead of in the public right-of-way. It must also be noted that sites under 30 residential dwelling units typically generate a negligible number of vehicles associated short-term activity during the peak hours, with on-site accumulation at less than one vehicle at any given time on average.

Implementing a circular driveway would compromise the public boulevard along Thelma Avenue, which is essential for maintaining green infrastructure and ensuring pedestrian safety in the public right-of-way. Therefore, no changes to the current plan are proposed.

# **St. Clair Avenue West and Bathurst Street Planning Framework Update – Consultation Summary**

## **BACKGROUND**

---

Following Council direction and direction in the existing Planning Framework, Community Planning staff conducted community consultation to inform the updates to the Planning Framework and Urban design Guidelines and Transportation Study. Input and feedback from residents and stakeholders helped to inform the following:

- Update the Planning Framework boundary;
- Renew the Planning Framework's vision, and goals;
- Reassess the objectives of the existing Character Areas;
- Gather feedback on the new boundaries and expanded Framework Area; and
- Identify opportunities and challenges in the study area related to retail, housing, transportation, public realm, and parks and green spaces.

Community consultation activities took place between June 2025 and October 2025 and were promoted through social media, Councillor Matlow's community newsletter, posters placed throughout the study area and flyers distributed in the community and at drop-in sessions.

Community consultation opportunities are summarized below.

### **Social Pinpoint Interactive Mapping Activity**

The Social Pinpoint interactive mapping activity was active from June 15 to August 30, 2025. Participants were able to drop virtual pins on a map of the study area to identify what is working well, where improvements are needed, and areas of concern. A total of 216 entries were received across five key themes: Retail, Housing, Transportation, Public Realm, and Parks & Green Spaces.

Image 1: Screenshot of Social Pinpoint Interactive Mapping Activity

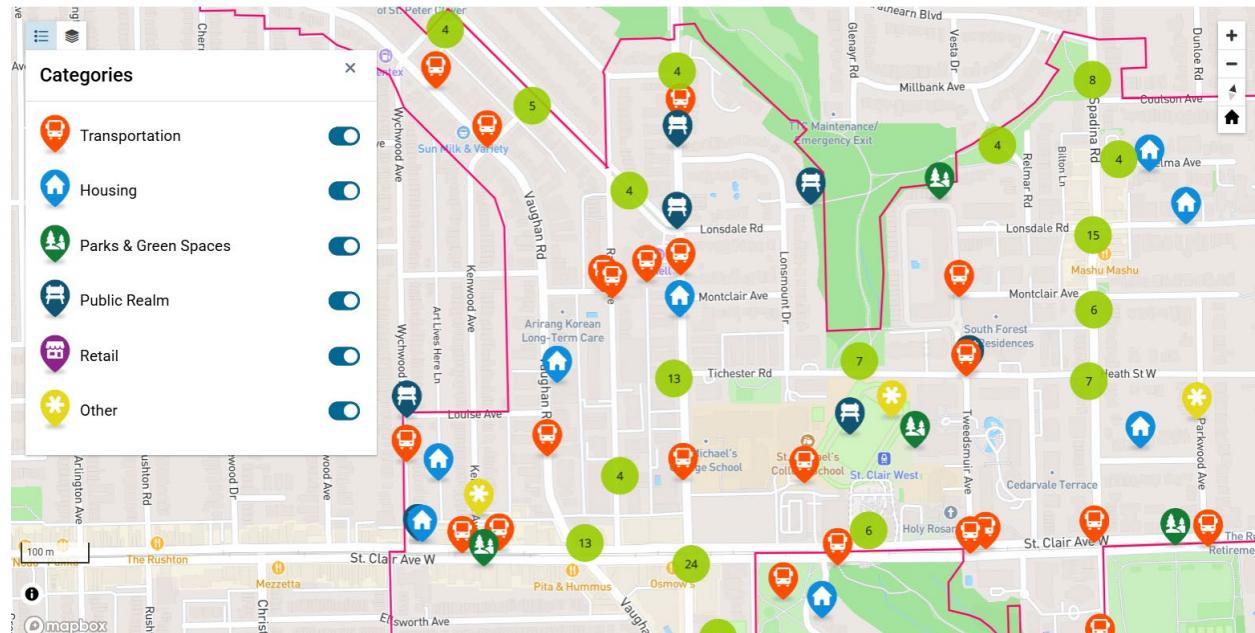
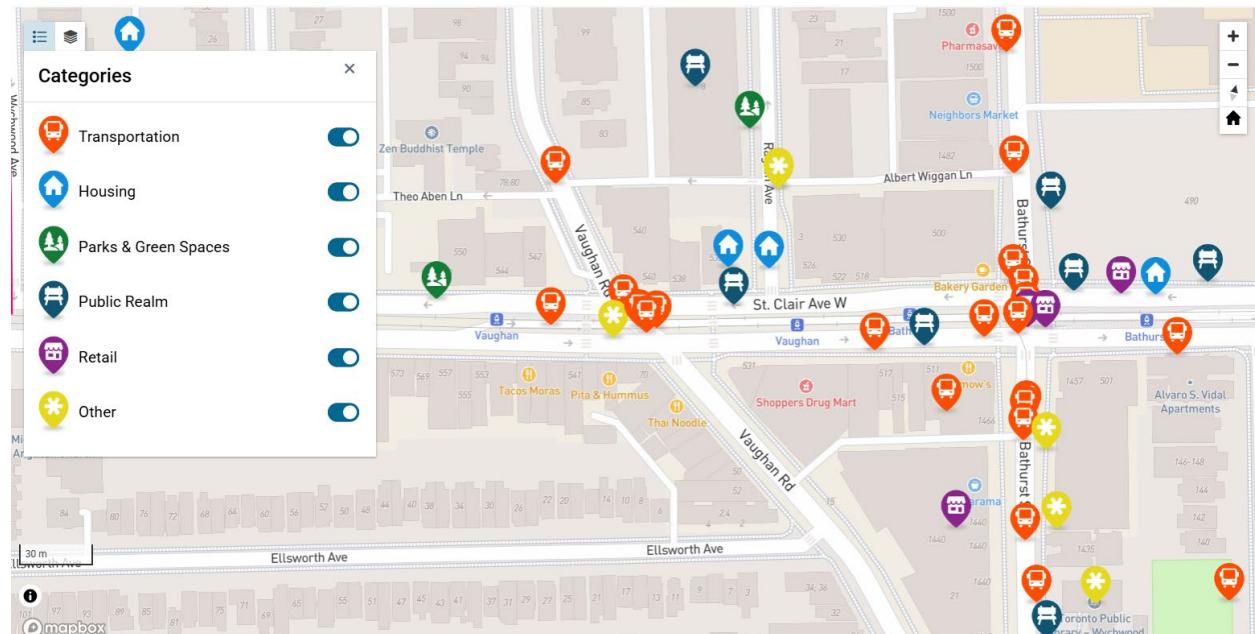


Image 2: Screenshot of Social Pinpoint Interactive Mapping Activity



## Phase 1 Community Consultation Meetings

Phase 1 community consultation meetings included a virtual community meeting on June 26 and an in-person drop-in session at Wychwood Library on July 5. Phase 1 consultation introduced the Planning Framework and Urban Design Guidelines updates and focused on gathering community feedback on the proposed boundary expansion and existing vision, goals and objectives of the Planning Framework. Following a staff presentation, participants were invited to identify local issues,

opportunities, and priorities through a facilitated question-and-answer session. The drop-in session allowed for additional time for more in-depth conversations between residents and City staff. It also provided an opportunity to distribute flyers and promote awareness of the Study and the upcoming consultation opportunities.

## **Phase 2 Community Consultation Meetings**

Phase 2 community consultation meetings included a virtual community meeting on September 11 and two in-person drop-in sessions at Suydam Park and Wells Hill Park on September 15 and 19, respectively.

Phase 2 consultation events presented a summary of public feedback received to date and invited participants to validate, refine, and expand upon initial feedback. Proposed changes to the Planning Framework and Urban Design Guidelines were presented and participants were invited to provide feedback.

## **Pop-Up at Cedarvale Community Fair**

A pop-up booth was held at the Cedarvale Community Fair on September 6. Conversations with attendees offered valuable insights into local perspectives, and flyers were distributed to interested attendees to learn more about the study and provide input.

## **Email Correspondence, Phone Calls and Stakeholder Meetings**

Community members also engaged with the consultation process through email correspondence and phone calls. This format provided an alternative avenue for participation, particularly for those who could not attend in-person or virtual events.

## **SUMMARY OF PUBLIC FEEDBACK**

Community feedback gathered through the study's consultation activities highlighted a range of themes related to housing, transportation, public realm, retail, and parks & green spaces. All input was reviewed and considered in developing the St. Clair Avenue West and Bathurst Street Planning Framework Update. While individual views varied, overarching themes emerged across the consultation. The following section summarizes the key comments, concerns, and suggestions received through all engagement activities.

### **Housing**

- Broad agreement on the need for more affordable housing options, including rental units, family units, and long-term care.
- Calls to support Indigenous housing and support services.
- Strong interest in increasing density along major corridors such as Bathurst Street, Vaughan Road, and St. Clair Avenue West, particularly near transit stations.
- Support for more infill housing forms, including laneway suites, townhouses, and mid-rise apartments.

- Suggestions to redevelop underutilized and abandoned sites to create new housing opportunities.
- Balance neighbourhood character with opportunities for renewal and development.
- Conserve cultural heritage resources.
- Promote context-sensitive development that adds to the existing low-rise and village character.
- Support for underground parking lots with housing above to alleviate traffic from on-street parking.

## Transportation

- Strong support for dedicated bus lanes along Bathurst Street, as well as streetcar signal priority on St. Clair Avenue West.
- Suggestions to consolidate or better coordinate TTC stops to improve travel times, though some concern about losing local stops.
- Interest in reopening or improving access to subway entrances, with clearer accessibility information and signage.
- Calls for safer, continuous, and protected cycling infrastructure, including contraflow and bidirectional lanes, with expanded routes across the study area.
- Requests to expand Bike Share docks and bikes, especially near the ravines and key community destinations.
- Widespread calls for wider sidewalks, mid-block connections, raised crosswalks, and stronger pedestrian connections to and between the ravines.
- Concerns about congestion and unsafe intersections, especially at St. Clair Avenue West & Vaughan Road, St. Clair Avenue West & Bathurst Street, and St. Clair Avenue West & Spadina Road.
- Suggestions to remove on-street parking along major streets to improve safety and traffic flow.
- Concerns about traffic infiltration onto smaller residential streets and laneways, with suggestions for traffic calming measures.
- Issues with speeding vehicles; suggestions included speed cameras, raised crosswalks, speed bumps, and more signage.
- Desire for more EV charging stations and carshare across the study area.
- Calls for stricter enforcement of no-parking and no-stopping zones.

## Public Realm

- Support for redesigning major streets as “complete streets” that balance transit, cycling, and pedestrian needs.
- Interest in creating new plazas, pedestrian zones, and gathering spaces in underutilized areas, including the Triangle bounded by St. Clair Avenue West, Vaughan Road, and Bathurst Street.
- Requests for more pedestrian crossings, curb cuts, and accessible design features to improve safety and mobility.
- Calls for additional street furniture, planter boxes, and shaded seating areas to make streets more welcoming.

- Concerns about poor snow and ice clearance, especially on sidewalks, making winter navigation difficult.
- Complaints about hydro poles, hedges, and parked cars obstructing sidewalks and creating unsafe sightlines.
- Support for public realm improvements that complement the neighbourhood and village character.
- Concerns about garbage, waste handling, and overall cleanliness, with requests for more bins and better maintenance.
- Emphasis on lighting improvements to enhance pedestrian safety, especially at night.

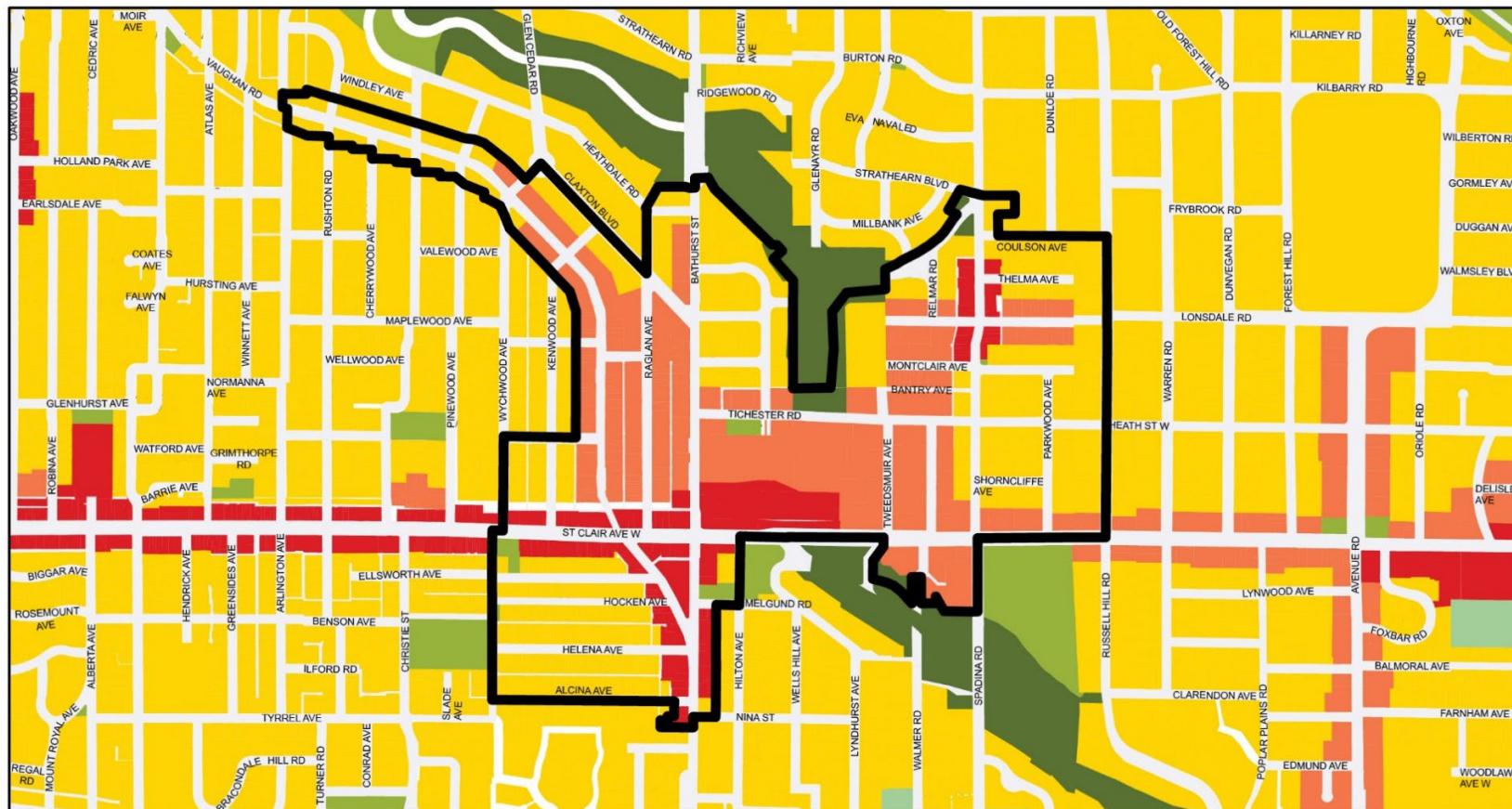
## **Retail**

- Strong interest in more affordable grocery stores, fruit markets, and local food retail
- Desire for more independent shops and cafés to support a lively street environment.
- Support for more office space and live-work-retail hubs, particularly at Bathurst Street & St. Clair Avenue West.
- Calls for retail at-grade in new developments to support a complete community.
- Concerns about overreliance on fast-food options and desire for more diverse food options.
- Emphasis on ensuring new retail is local-serving and contributes to walkability and vibrancy.
- Concerns about affordability and displacement of small businesses.

## **Parks & Green Spaces**

- Calls for stronger pedestrian, cycling, and wildlife connections between the ravines.
- Praise for existing ravine access but concerns about muddy or inaccessible paths in wet weather.
- Requests for more stairways and ramps into ravines to improve access for pedestrians.
- Widespread support for more street trees, landscaping, and the replacement of trees lost to development.
- Concerns about overgrown landscaping causing sightline issues and pedestrian safety risks.
- Requests for more benches, water fountains, garbage bins, and dog-waste stations in park spaces.
- Interest in more community and pollinator gardens, with proper maintenance to ensure long-term success.
- Calls for more accessible and better-lit park paths, especially for seniors and people with mobility devices.
- Interest in protecting and enhancing wildlife corridors between green spaces.

## Attachment 5: Official Plan Land Use Map



## Official Plan Land Use Designation Map

■ Proposed Framework Boundary

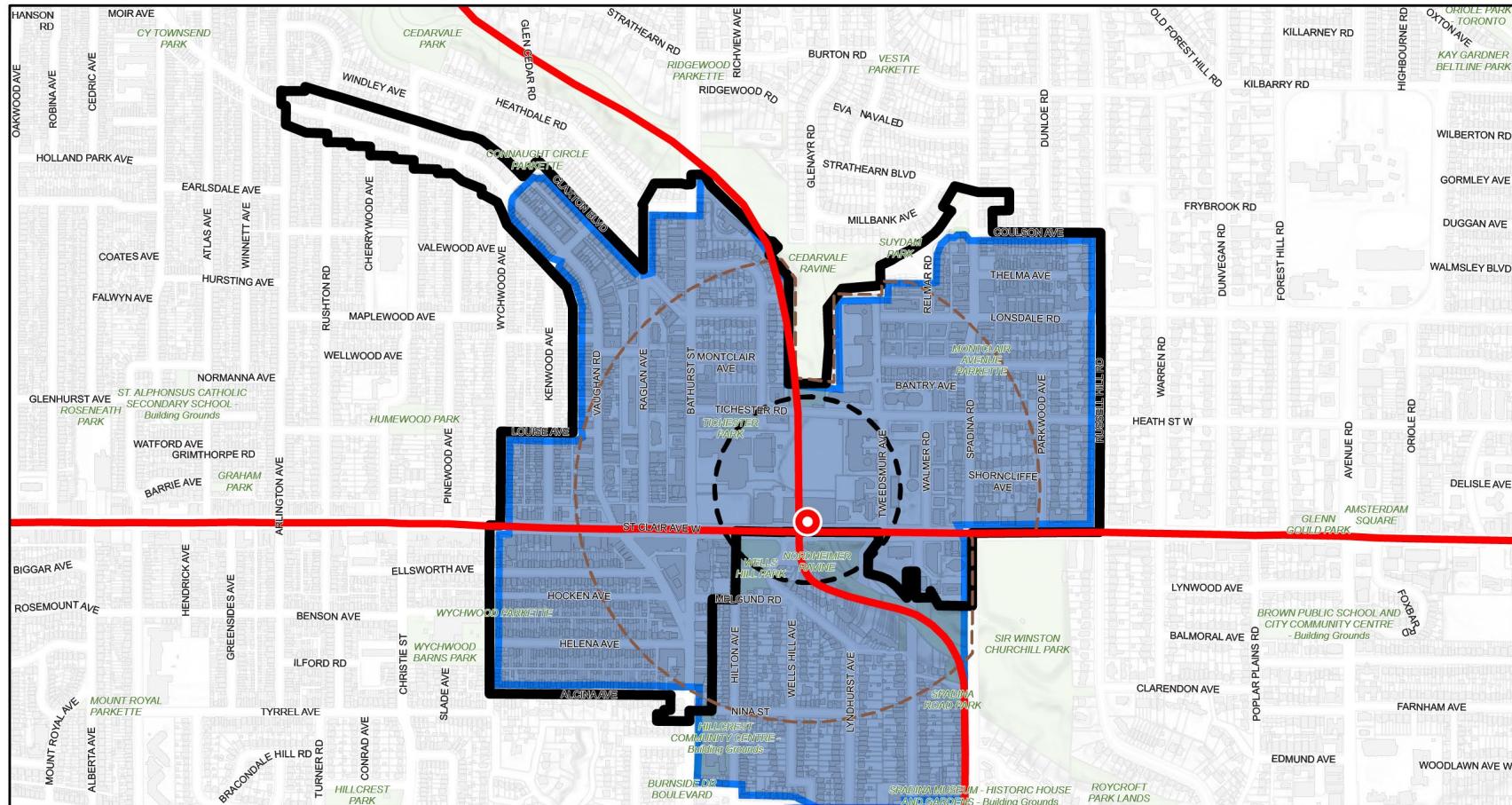
- Neighbourhoods
- Apartment Neighbourhoods
- Natural Areas
- Parks
- Mixed Use Areas
- Other Open Space Areas

## St. Clair Avenue West and Bathurst Street Planning Framework and Forest Hill Village Urban Design Guidelines Review



Not to Scale  
04/10/2025

## Attachment 6: St. Clair West PMTSA



## Proposed Protected Major Transit Station Area

## St. Clair Avenue West and Bathurst Street Planning Framework and Forest Hill Village Urban Design Guidelines Review

■ Proposed Framework Boundary

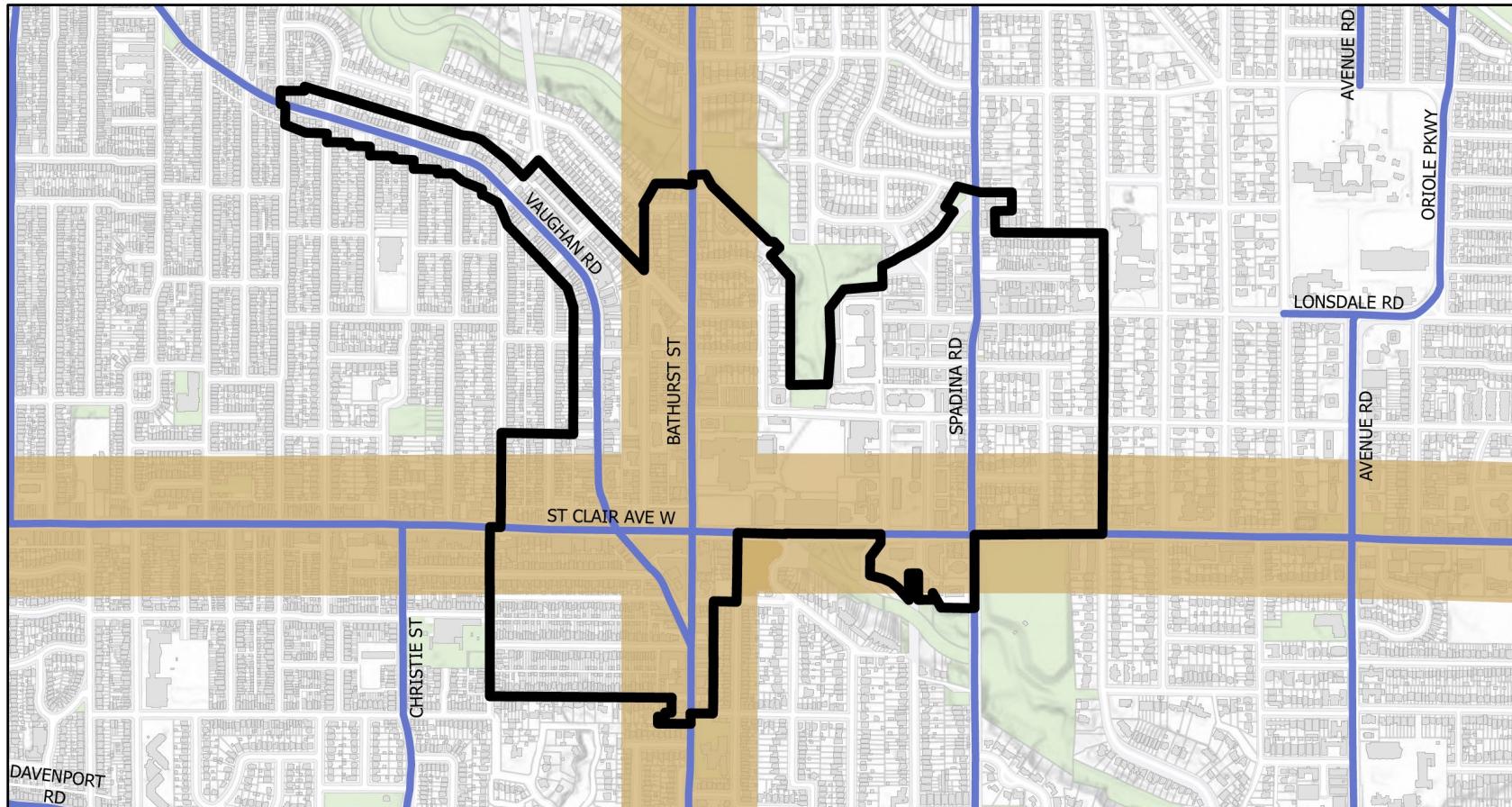
■ Proposed Protected Major Transit Station Area

○ TTC Transit Line

■ PMTSA 200m

■ PMTSA 500m

Attachment 7: Major Streets and Existing Avenues in the Official Plan



## Toronto Official Plan Avenues and Major Streets

### St. Clair Avenue West and Bathurst Street Planning Framework and Forest Hill Village Urban Design Guidelines Review

Proposed Framework Boundary      Major Street  
Avenues



Attachment 8: Development Activity Description and Map

Map ID	Address(s)	Application Type	Current Proposal	Public Realm Improvements Achieved	Number of Residential Units
Approved Applications					
1	1467 Bathurst Street (490 St. Clair Ave. West)	Official Plan and Zoning By-law Amendment; Minor Variance; and Site Plan Control	A three-tower mixed-use development, with a 41-storey tower (No. 1) fronting onto Bathurst Street, and a 35-storey (No. 2) and 37-storey tower (No. 3) fronting onto St. Clair Ave. West, with commercial-retail at ground level, residential above, and a Community Agency Space in Tower No. 1, a Child Care Facility in the podium of Towers No. 2 and 3, and a publicly accessible east-west underground pedestrian connection, to facilitate a future publicly accessible connection to the St. Clair West Subway Station.	<ul style="list-style-type: none"> <li>• A 772.6-square metre public park at the corner of Bathurst and St. Clair Ave. West;</li> <li>• A 640-square metre publicly accessible open space, between Towers 1 and 2, framed on either side by a minimum of 232 square metres and a minimum of 165 square metres of private landscaped outdoor space.</li> <li>• A 9.0-metre wide publicly accessible pedestrian landscaped walkway on the north side of St. Clair Avenue West with a minimum 2.5-metre pedestrian clearway;</li> <li>• A minimum 5.0-metre wide publicly accessible pedestrian landscaped walkway on the east side of Bathurst Street with a minimum 2.1-metre pedestrian clearway;</li> <li>• A minimum 5.0-metre wide publicly accessible pedestrian landscaped walkway on the south side of the east-west private driveway to the north with a minimum-2.1 metre pedestrian clearway; and</li> <li>• A publicly accessible pedestrian walkway on the west side of the north-south private driveway to the east with a minimum 2.1-metre pedestrian clearway.</li> </ul>	1,338, of which (26) 2% are affordable rental units

Map ID	Address(s)	Application Type	Current Proposal	Public Realm Improvements Achieved	Number of Residential Units
2	65-83 Raglan Avenue	Zoning By-law Amendment; Minor Variance; and Site Plan Control	A 28-storey mixed-use building, with commercial-retail at ground level and residential above.	<ul style="list-style-type: none"> <li>• A minimum 4-metre wide front yard setback with soft landscaping and street trees and an active frontage;</li> <li>• A min. 5.5-metre wide (and 215.9-square metre) publicly accessible mid-block along the south side of the site connection from Vaughan Road to the north-south public laneway to the east of the site; and</li> <li>• Acquired 1528 and 1530 Bathurst Street (approximately 479 square metres in size) for a future public park.</li> </ul>	320

Map ID	Address(s)	Application Type	Current Proposal	Public Realm Improvements Achieved	Number of Residential Units
3	10-32 Raglan Avenue	Zoning By-law Amendment; Minor Variance; and Site Plan Control	A 34-storey mixed-use building, with a 245.8-square metre Community Agency Space with frontage on Raglan Ave., a new public park and the north-south public laneway located west of the site, four (4) live/work units and a micro-retail space with frontage onto the east-west public laneway located to the south of the site, and residential above.	<ul style="list-style-type: none"> <li>• A new 252.4 square metre public park at the north end of the site;</li> <li>• A 10-metre wide sidewalk along Raglan Ave. to function as a public open space;</li> <li>• A 2.0-metre setback from the required 1.48-metre lane widening of the east-west public laneway located to the south of the site; and</li> <li>• A 1.7-metre setback from the required 1.98-metre lane widening of the north-south public laneway located to the west of the site;</li> </ul>	509, including 4 live/work units
4	5-15 Raglan Avenue	Zoning By-law Amendment; and Site Plan Control	A 28-storey mixed-use building with 2 live/work units and a micro-commercial space at ground level fronting onto Raglan Ave. and residential above.	<ul style="list-style-type: none"> <li>• A 4.5-metre sidewalk along Raglan Ave. to function as a public open space;</li> <li>• A 6.2-metre wide open space along the north end of the site connecting Raglan Avenue and the north-south public lane located to the east of the site;</li> <li>• A 2.4-metre setback from the east-west public laneway located south of the site; and</li> <li>• A 2.4-metre setback from the required 1.5-metre lane widening of the east-west laneway located to the east of the site.</li> </ul>	210, including 2 live/work units

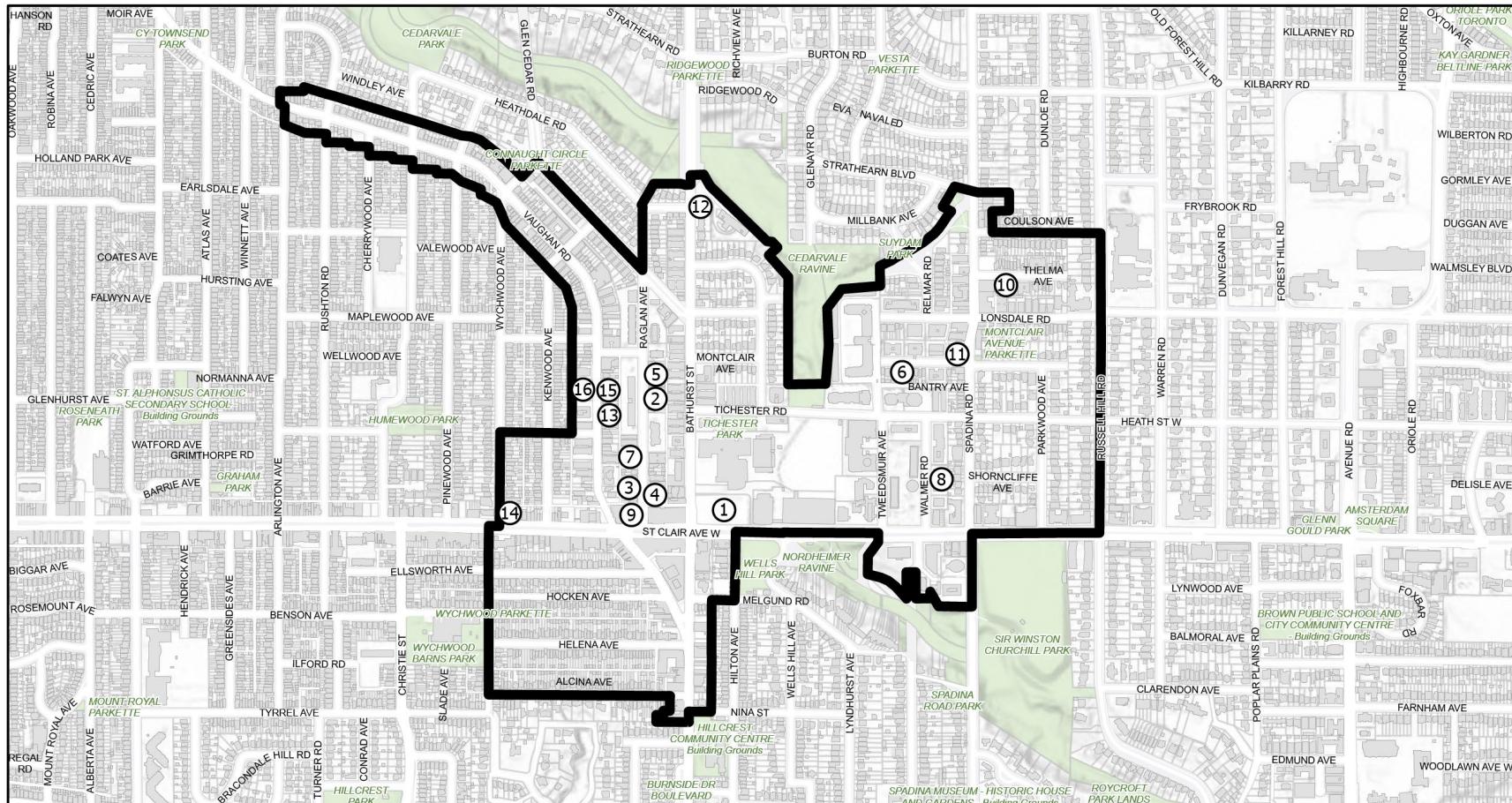
Map ID	Address(s)	Application Type	Current Proposal	Public Realm Improvements Achieved	Number of Residential Units
5	91-101 Raglan Avenue	Zoning By-law Amendment; Minor Variance; and Site Plan Control	<p>A 26-storey mixed-use building with retail at ground level and residential above.</p> <p>A minor variance application has been submitted to increase the building height to 30 storeys, increase the permitted gross floor area to increase the number of units to 305, and the non-residential gross floor area.</p>	<ul style="list-style-type: none"> <li>• A 10-metre wide sidewalk along Raglan Ave. to function as a public open space;</li> <li>• Acquired 85 and 87 Raglan Avenue for municipal purposes that could include a public park;</li> <li>• A 4-metre wide public laneway along the south property line connecting Raglan Ave. to the public north-south laneway located to the east of the site; and</li> <li>• A 1.0-metre setback from the required 0.98 metre lane widening of the north-south public laneway located to the east of the site.</li> </ul>	225
6	63-91 Montclair Avenue	Zoning By-law Amendment; Minor Variance; and Site Plan Control	<p>A two-tower residential development with 19 and 21 storeys.</p>	<ul style="list-style-type: none"> <li>• A public walkway along the west side of the site from Montclair Avenue to the public portion of Lower Village Gate;</li> <li>• A public open space at the front of the development within the podium recess;</li> <li>• A public walkway on the east side of the site; and</li> <li>• Public access over the north-south driveway at the western edge of the site.</li> </ul>	455

Map ID	Address(s)	Application Type	Current Proposal	Public Realm Improvements Achieved	Number of Residential Units
7	40 Raglan Avenue	Zoning By-law Amendment; Minor Variance; and Site Plan Control	<p>A 36-storey mixed-use building, with a micro-retail unit, a 245-square metre Community Agency Space with frontage on Raglan Ave. and a new public park and the north-south public laneway located to the west of the site, and residential above.</p> <p>A minor variance application has been submitted to allow amenity space on the Mechanical Penthouse level.</p>	<ul style="list-style-type: none"> <li>• A new 174 square metre public park at the south end of the site;</li> <li>• A 10-metre wide sidewalk along Raglan Ave. to function as a public open space;</li> <li>• a 7.1-metre wide mid-block connection (with a minimum area of 640 square metres) at the north end of the site comprised of a driveway and pedestrian walkway connecting Raglan Avenue and the north-south public laneway located to the west of the site; and</li> <li>• A 2.6-metre setback from the required 1.9-metre lane widening of the north-south public laneway located to the west of the site;</li> </ul>	352, including 62 Rental Replacement Units
8	429 Walmer Road	Zoning By-law Amendment; Minor Variance; and Site Plan Control	A 21-storey residential building.		98

Map ID	Address(s)	Application Type	Current Proposal	Public Realm Improvements Achieved	Number of Residential Units
9	536-538 St. Clair Avenue West	Zoning By-law Amendment; and Site Plan Control	A 30-storey mixed-use building, with commercial-retail at ground level and residential above.	<ul style="list-style-type: none"> <li>• A sidewalk of between 7.1 metres and 8.1 metres along Raglan Avenue to function as a public open space;</li> <li>• An open space at the southwest corner of the site of a minimum of 41.8 square metres (5.5 metres by 7.6 metres); and</li> <li>• A 1.3-metre setback from a required 1.48-metre lane widening;</li> </ul>	355
10	1-19 Thelma Avenue	Official Plan and Zoning By-law Amendment;	A 7-storey residential building.		24
11	390-398 Spadina Road	Zoning By-law Amendment	A 6-storey mixed-use building, with commercial-retail at ground level and residential above	<ul style="list-style-type: none"> <li>• A 1.98-metre required lane widening of the north-south laneway located to the west of the site.</li> </ul>	33

Map ID	Address(s)	Application Type	Current Proposal	Public Realm Improvements Achieved	Number of Residential Units
13	129-141 Vaughan Road	Minor Variance; and Site Plan Control	A 15-storey mixed-use building, with retail at ground level and residential above.	<ul style="list-style-type: none"> <li>• A 6.1-metre sidewalk along Vaughan Rd. to function as a public open space;</li> <li>• A 2.1-metre wide mid-block connection along the south side of the site from Vaughan Road to the north-south public laneway located to the east of the site; and</li> <li>• A 2.4-metre setback from the required 1.98-metre lane widening of the north-south public laneway located to the east of the site.</li> </ul>	153
15	147-153 Vaughan Road	Minor Variance; and Site Plan Control	A 12-storey residential building.	<ul style="list-style-type: none"> <li>• A 6-metre sidewalk along Vaughan Rd. to function as a public open space; and</li> <li>• A 3.2-metre setback from the required 1.98-metre lane widening of the north-south public laneway located to the east of the site.</li> </ul>	80, including 20 Rental Replacement Units
16	146-150 Vaughan Road	Zoning By-law Amendment	A 17-storey mixed use building	<ul style="list-style-type: none"> <li>• A 9.8-metre sidewalk zone; and</li> <li>• 0.98-metre lane widening.</li> </ul>	110 rental units

Applications Under Review					
Map ID	Address(s)	Application Type	Current Proposal	Public Realm Improvements Achieved	Number of Residential Units
12	1601-1603 Bathurst Street	Official Plan and Zoning By-law Amendment; and Site Plan Control	A proposal for an 8-storey residential building.		74, including 9 Rental Replacement Units
14	155 Wychwood Avenue	Minor Variance; and Site Plan Control	A proposal for an 8-storey mixed-use building with commercial-retail at ground level fronting onto St. Clair Ave. West, and residential above.		39
11	390-398 Spadina Road	Zoning By-law Amendment	A 14-storey mixed-use building, with commercial-retail at ground level and residential above		54



## Recent Development Activity Locations

■ Proposed Framework Boundary

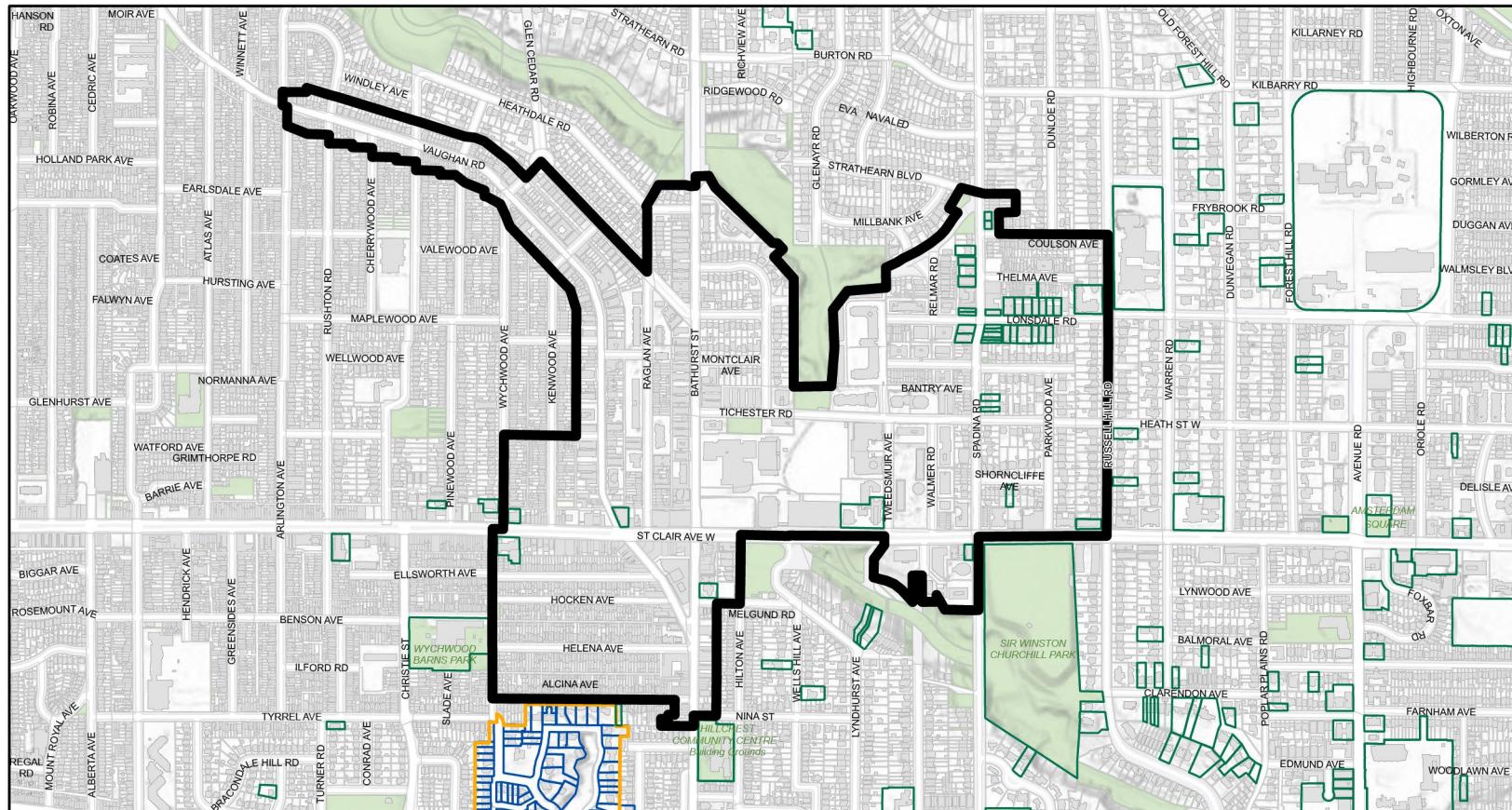
① 1467 BATHURST ST / 490 ST. CLAIR AVE W	④ 5-15 RAGLAN AVE	⑧ 429 WALMER RD	⑫ 1601-1603 BATHURST ST
② 65-83 RAGLAN AVE	⑤ 91-101 RAGLAN AVE	⑨ 536-538 ST CLAIR AVE W	⑬ 129-141 VAUGHAN RD
③ 10-32 RAGLAN AVE	⑥ 63-91 MONTCLAIR AVE	⑩ 1-19 THELMA AVE	⑭ 155 WYCHWOOD AVE
	⑦ 40 RAGLAN AVE	⑪ 390-398 SPADINA RD	⑮ 147-153 VAUGHAN RD

## St. Clair Avenue West and Bathurst Street Planning Framework and Forest Hill Village Urban Design Guidelines Review



Not to Scale  
01/29/2026

## Attachment 9: Map of Properties on the Heritage Register



## Properties on the Heritage Register

## St. Clair Avenue West and Bathurst Street Planning Framework and Forest Hill Village Urban Design Guidelines Review

■ Proposed Framework Boundary

■ Properties on the Heritage Register

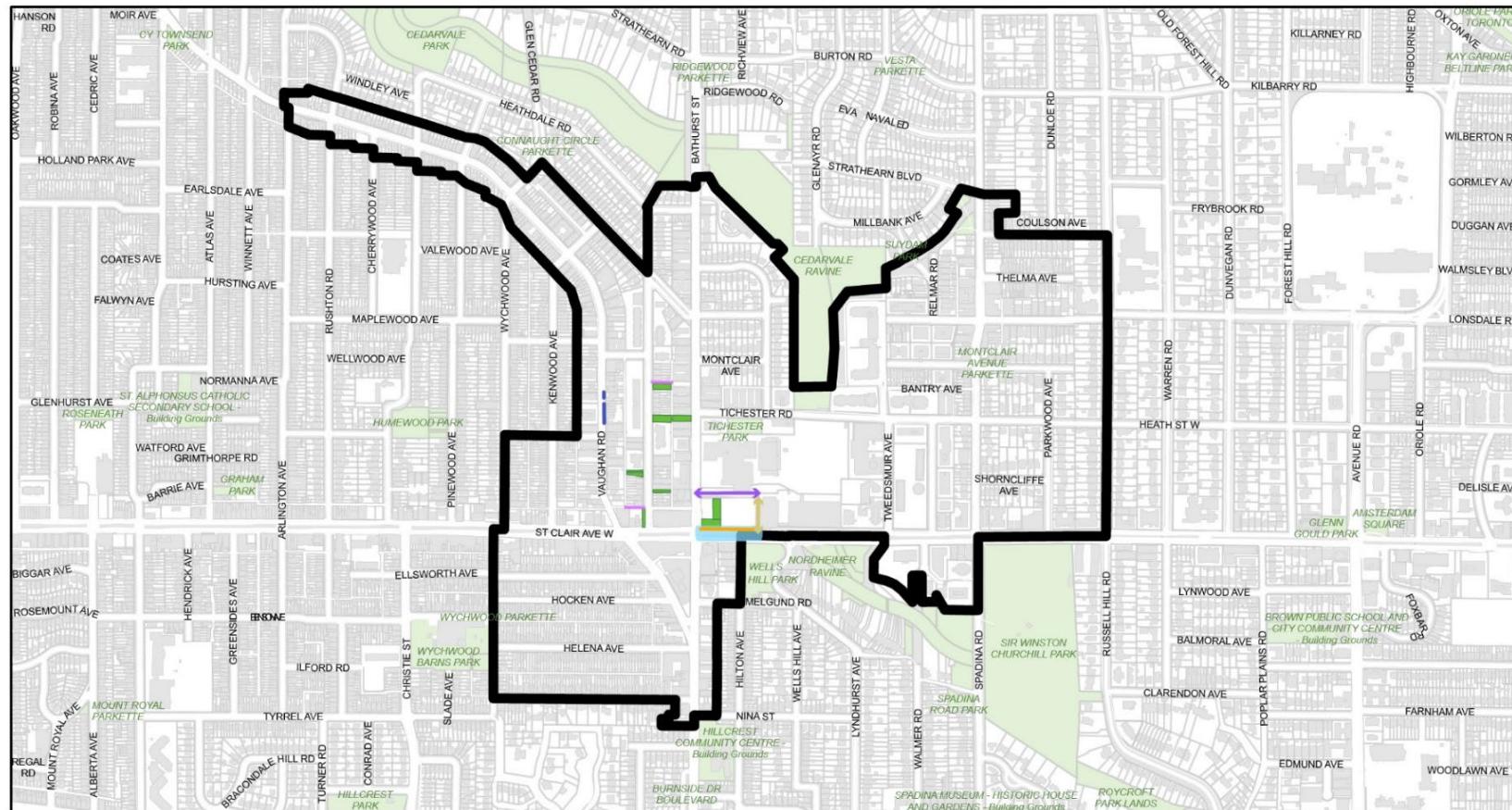
■ Property a Part of Heritage Conservation District

■ Heritage Conservation District Boundary



Not to Scale  
01/29/2026

## Attachment 10: Existing Framework Public Realm Achievements



### Existing Framework Public Realm Improvements Achieved

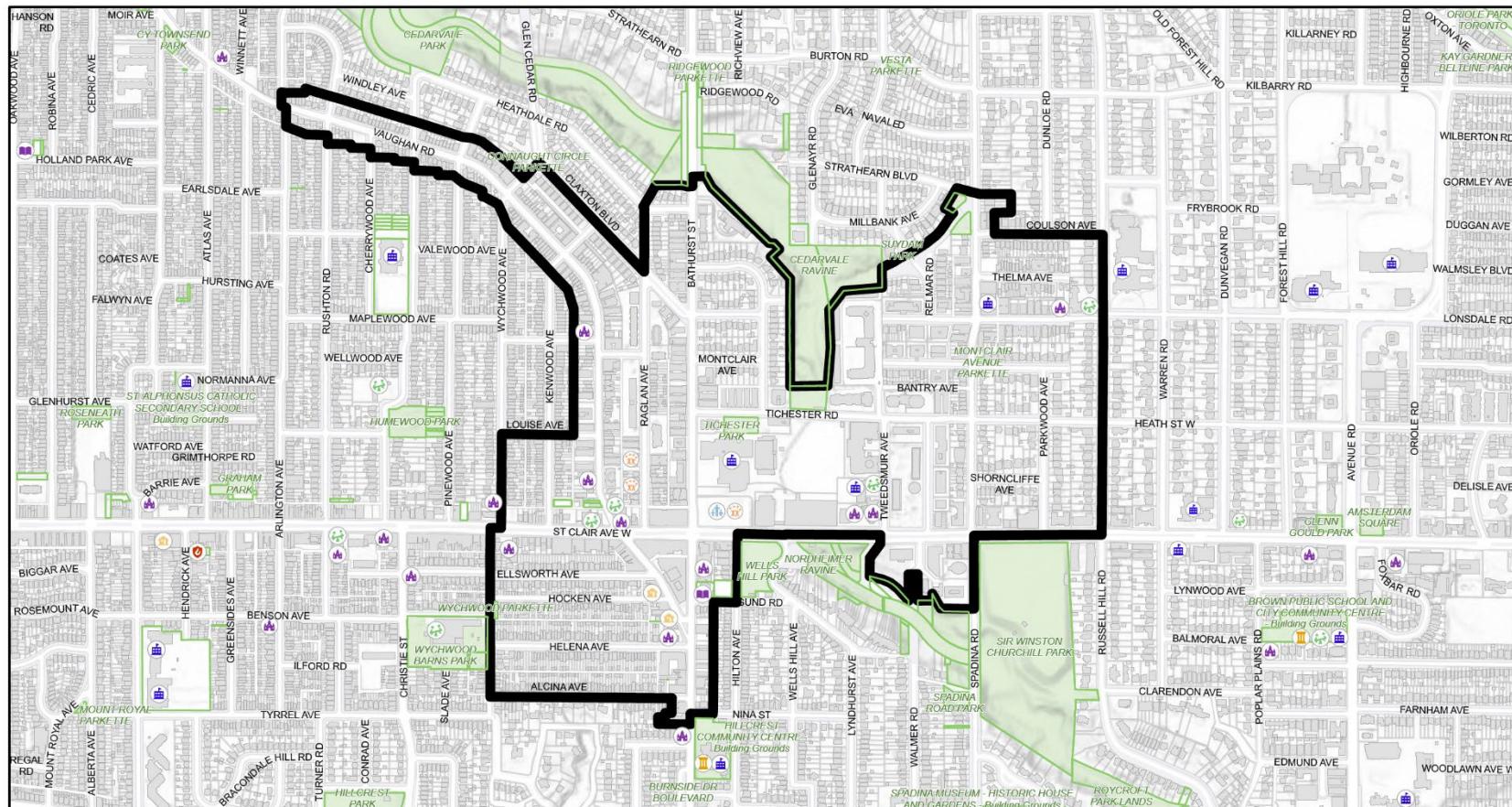
### St. Clair Avenue West and Bathurst Street Planning Framework and Forest Hill Village Urban Design Guidelines Review

- Proposed Framework Boundary
- ↔ Station District Connector
- Parcels
- Existing Green Spaces
- Community Street
- ↔ Station District Green Line
- Secured for Potential Underground Pedestrian Connections
- Main Street Sidewalks
- Laneway Improvements
- Secured for New Park or Public Open Space



Not to Scale  
04/23/2025

## Attachment 11: City-owned Lands and Community Facilities Map



### City-owned Lands, Properties, Parks and Community Services and Facilities

### St. Clair Avenue West and Bathurst Street Planning Framework and Forest Hill Village Urban Design Guidelines Review

Proposed Framework Boundary

School

Place Of Worship

Fire Station

City-owned Land or Park

Library

Community Centre

Secured New Community Agency Space

Shelter

Day Care Center

Secured New Childcare Facility



Not to Scale  
04/10/2025

## Attachment 12: Claxton Boulevard Speed Hump Drawing



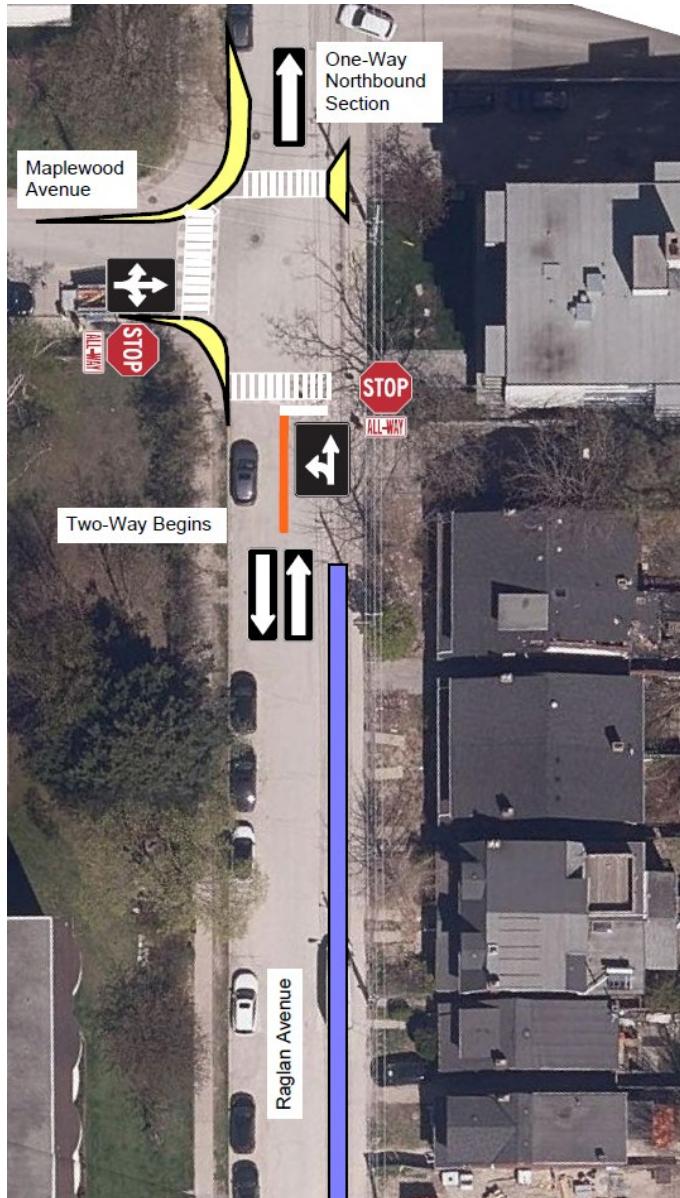
Attachment 13: Revised St. Clair Avenue West and Bathurst Street Area Planning Framework

Attached separately.

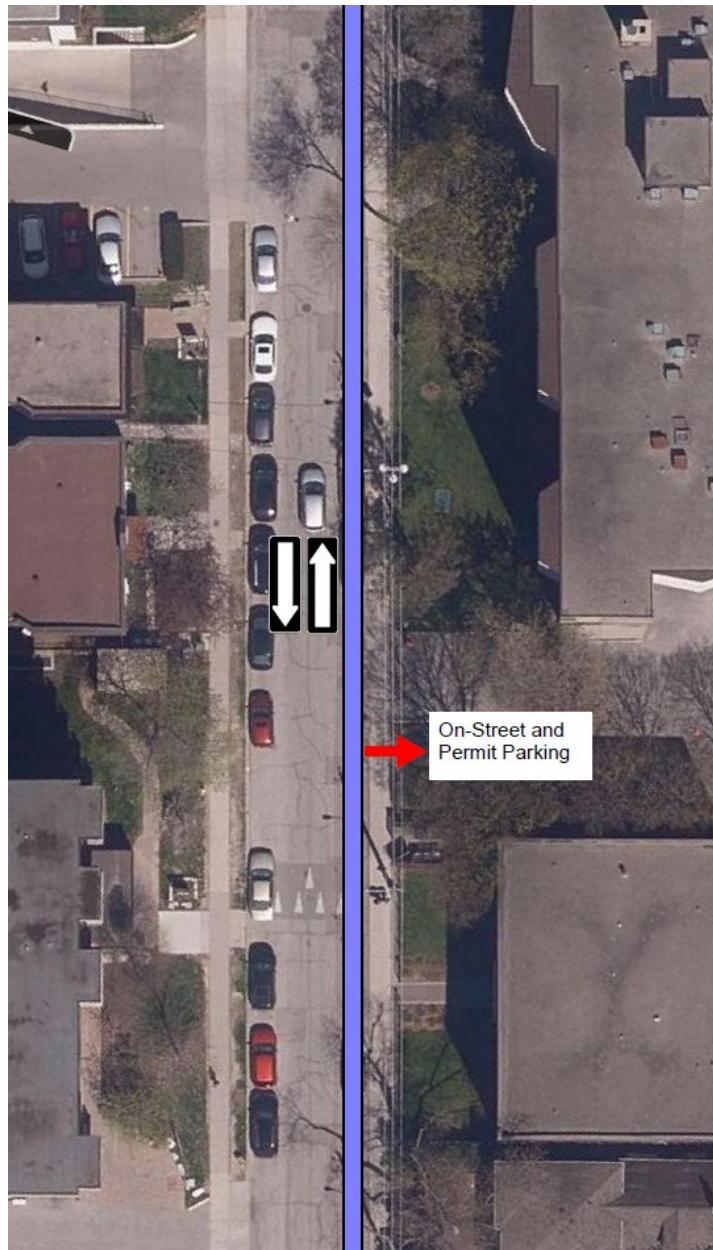
Attachment 14: Revised Forest Hill Village Urban Design Guidelines

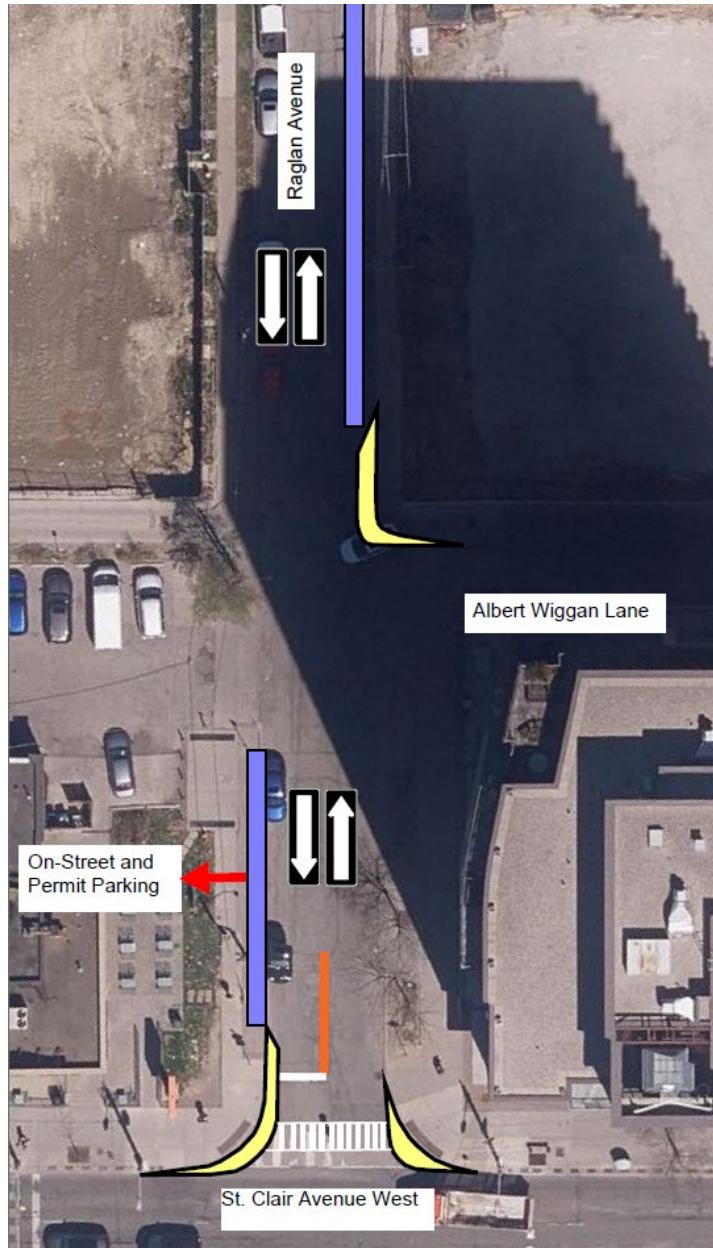
Attached separately.

Attachment 15: Raglan Avenue Transportation Improvements Conceptual Design

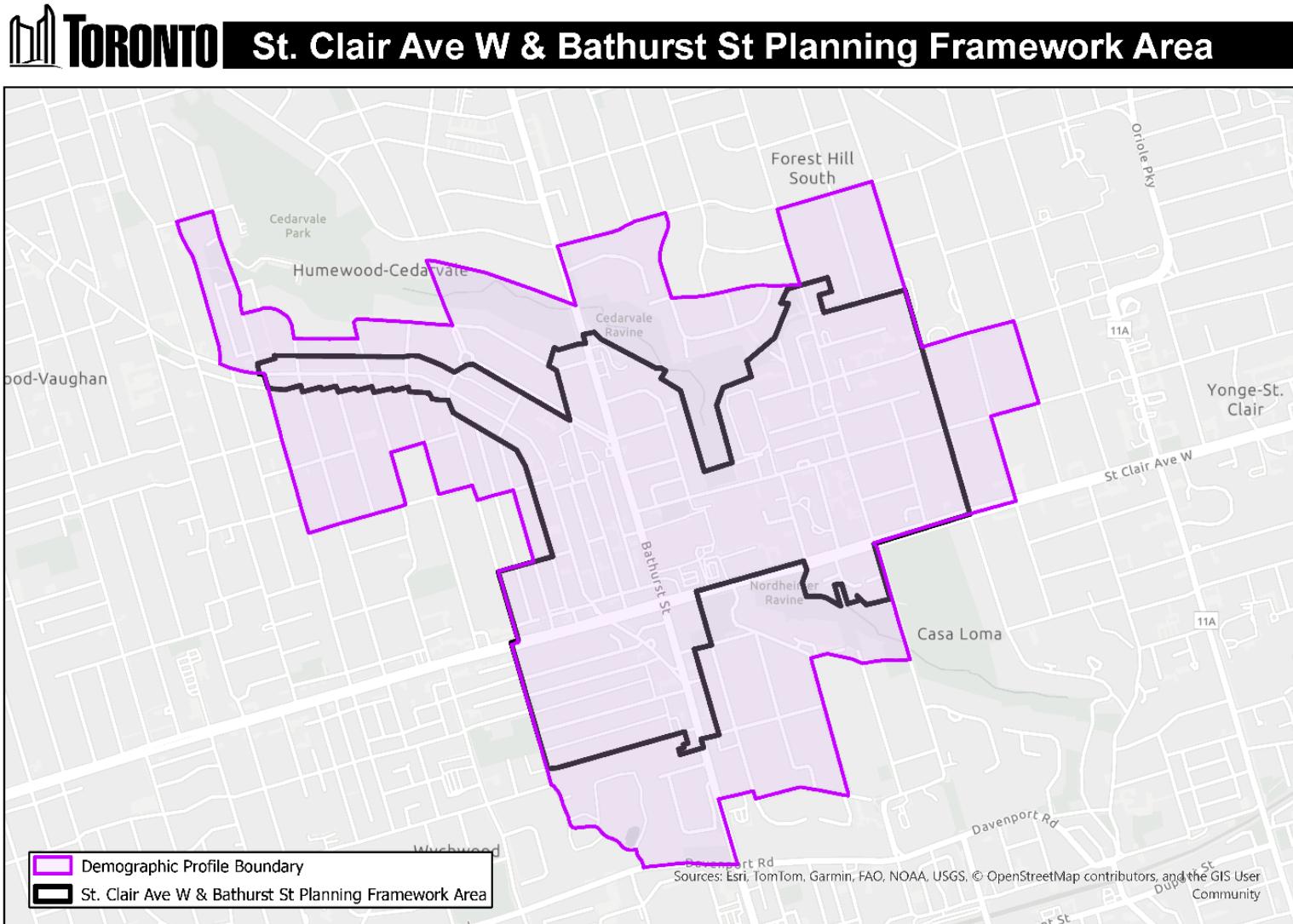








Attachment 16: Demographic Profile Boundary compared to Planning Framework Area



▲ Data Source: Statistics Canada (2021) & City of Toronto (2026)

Planning Research and Analytics, Toronto City Planning - 01/26/2026