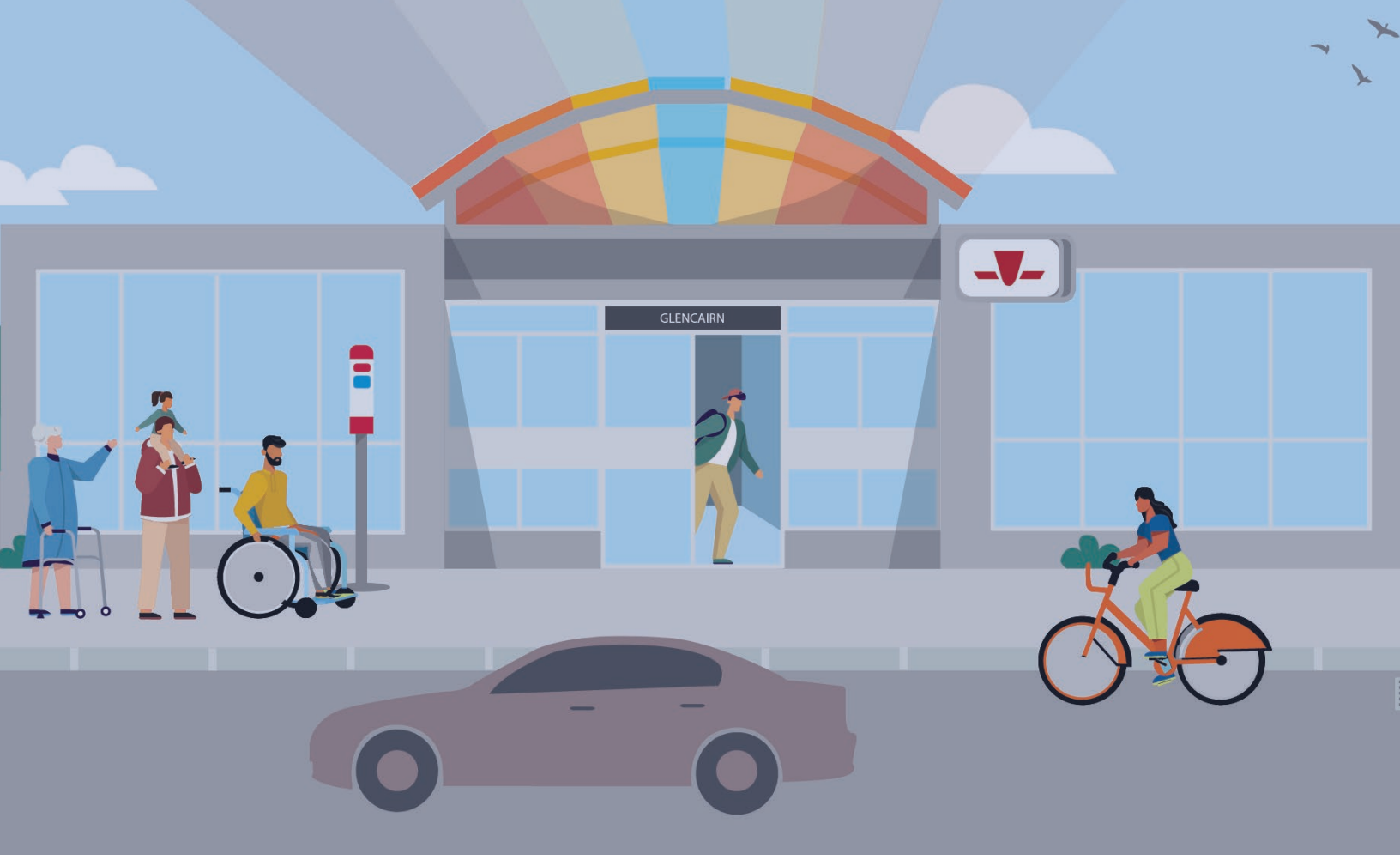
Growing Glencairn

Phase 1 Background Report: Analysis and Visioning

April 2025



TORONTO

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Executive Summary

The Marlee-Glencairn neighbourhood is situated in the Eglinton-Lawrence Ward of the City of Toronto between Lawrence Avenue West, Dufferin Street, Eglinton Avenue West, and Bathurst Street, formerly within the City of Toronto, City of York and City of North York. In 1978, the Glencairn Subway Station was integrated into the Allen Road alignment, connecting the neighbourhood to the rest of the city with high frequency transit service. The construction of the subway brought added connectivity at a city-wide scale, however the grade separated expressway and subway corridor bisected the post-war community. The Marlee-Glencairn neighbourhood has largely maintained a suburban fabric of single detached and low-rise residential blocks. This has also contributed to lower transit ridership compared to other parts of the city.

Provincial and City policy frameworks focus growth near transit stations. Today, market forces and heightened development interest has presented the neighbourhood with a challenge of balancing urban growth with the existing qualities that characterize the community today. Development pressure also presents a unique opportunity for the neighbourhood to embrace change and investment that builds upon these qualities and further enhances the quality of life of current and future residents.

The Growing Glencairn Study (Study) will create a framework to guide growth, founded upon community engagement, background research and analysis, Provincial and City policies, and leading planning practices. The Phase 1 Background Report: Background Analysis and Visioning provides an overview of existing conditions to guide next steps and inform the wider Study.

The Phase 1 Report presents the findings of Phase 1 (Summer of 2024 to Winter of 2025),including the Strengths, Weaknesses, Opportunities and Challenges (SWOC) Analysis and Vision Statement & Guiding Principles. This work has been informed by:

- Comprehensive Policy Review
- Existing Conditions Review and Site Investigation
- Continual Liaison with City Core Team and Supporting Divisions
- Interactive Mapping Activity
- Public Survey
- Technical Advisory Committee Input
- Community Services & Facilities Sector Input
- Input from the Community Advisory Circle
- Community Design Workshop
- Pop-Up Events
- Urban Design Review Panel Input
- Developers Workshop

The SWOC Analysis provides a comprehensive review of the Study Areas surrounding the following established themes:

- Urban Structure
- Mobility and Public Realm
- Land Use and Built Form
- Parks and Open Space
- Environment and Sustainability

The SWOC highlights key variables that will be explored in detail as part of Phase 2 Options Development. These findings do not include or preclude any recommendations, however they highlight the need for more detailed investigation.

As part of the **Urban Structure,** key strengths include a variety of established nodes and corridors that are foundational parts of the neighbourhood. This Study provides opportunities to reinforce and grow the nodes and corridors, while also addressing disconnected parts of the urban structure.

Strengths for **Mobility and Street Network,** include strong proximity to existing and future high-order transit, a well-established street network, and the Kay Gardiner and York Beltline Trails. Weaknesses include the connectivity challenges imposed by Allen Road, a lack of multimodal north-south linkages east of Allen Road and a need for additional active transportation connections. Additionally, high vehicle volumes at the Allen off-ramp and at Marlee Avenue intersections with major arterials can cause queuing at peak hours, impacting the surrounding network. The challenges to improving the Study Area's overall mobility and streetscape network are related to development pressure and the impacts to the current infrastructure, including the need to reconsider how spaces are allocated within the right-of-way. The Study will fully investigate mobility and growth modelling in Phase 2.

The existing **Land Use and Built Form** fabric is predominantly made up of low-density residential development, particularly east of Allen Road. The analysis has highlighted the opportunity to provide a mix of land uses and housing typologies to reinforce the need for transit-supportive complete communities over time. Development in the neighbourhood can provide a catalyst for further diversification of land use and housing styles in the future. Key challenges will be planning for intensification given the existing block patterns and parcel fabric.

Parks and Open Space serving the Study Areas currently provide access to a variety of different park typologies. These parks are also supported by several other recreational facilities within a wider catchment to the Primary Study Area. However, the existing parks and open space network is experiencing declining parkland provision levels and imbalance, particularly to the west side of Allen Road, as the population increases. The Study will look at opportunities to expand existing parkland, create green connections, improve access to parks, maximize efficiencies of park assets and explore opportunities for placemaking and cultural identity.

The **Environment and Sustainability** section provides a key opportunity to plan for a more climate resilient future that can address the City's current and future sustainability objectives. This includes the implementation of Green Infrastructure Renewal projects to address aging infrastructure and retrofit sites, Tree Canopy Expansion to address the reduced canopy and heat vulnerability particularly west of Allen Road, and for the integration of low carbon, resilient and sustainable design practices. It is important that considerations for environment and sustainability acknowledge emerging socio-economic inequalities within the community.

The Vision Statement was informed by the findings of the background review, SWOC Analysis and community engagement to provide clear intent and direction for the next stages of the Study.

Supporting the Vision Statement, the Guiding Principles offers guidance to six primary topics that will be essential in determining the how the Marlee-Glencairn community transforms over time. The principles can be summarized by the following statements:

1. A vibrant community with access to daily needs
2. A welcoming and connected public realm
3. A safe, accessible and well-connected mobility network
4. A full range of housing types and forms
5. A range of community-focused services, facilities
6. A green and climate-resilient neighbourhood

The Vision Statement and Guiding Principles are described in Section 7 of this report. The **Background Analysis and Visioning: Phase 1 Report** will serve as the basis for Phases 2 and 3 of the Growing Glencairn Study.

Land Acknowledgment

Land Acknowledgment

We acknowledge that the Growing Glencairn Study Area is located on lands within the City of Toronto that are the traditional territory of many nations, including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples, and now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that the Study Area is covered by Treaty 13 signed with the Mississaugas of the Credit First Nation.

African Ancestral Acknowledgment

The City of Toronto acknowledges all Treaty peoples – including those who came here as settlers – as migrants either in this generation or in generations past – and those of us who came here involuntarily, particularly those brought to these lands as a result of the Trans-Atlantic Slave Trade and Slavery. We pay tribute to those ancestors of African origin and descent.

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1. Introduction and Overview

Introduction

The Growing Glencairn Study is a comprehensive and integrated study for the area surrounding Glencairn Subway Station to guide growth, align with Provincial density requirements around transit stations, and provide for a resilient and inclusive complete community.

The components of the Study include land use, housing and density, built form, parks and open space, mobility and public realm, community services and facilities, environment and sustainability, and municipal servicing.

The Study is led by the City of Toronto which identified the need for a local area study in 2022 to assess planning opportunities and meet the minimum density requirements in provincial policy.

The *Provincial Planning Statement* (PPS) 2024 requires that municipalities delineate area boundaries and identify planned density targets, and develop policies to promote intensification within Major Transit Station Areas (MTSAs).

The City can further identify the area as a Protected Major Transit Station Area (PMTSA), which enables the City to apply inclusionary zoning for affordable housing units. Both MTSAs and PMTSAs are subject to approval by the Provincial Minister of Municipal Affairs and Housing.

Major Transit Station Areas:

Areas Including and around any existing and planned higher order transit station or stop within a settlement area (*Provincial Planning Statement*, 2024).

Major transit station areas (MTSAs)generally are defined as the area within an approximate 500- to 800-metre radius of a transit station. For subway stations such as Glencairn Subway Station, the minimum density target is 200 people and jobs per hectare.

Directing intensification to areas near transit allows for increased ridership of the transit facility which helps reduce vehicular congestion, maximizes public investment in transit, and aligns with sustainability goals, such as reducing greenhouse gas emissions from automobiles. It also contributes to equity and economic prosperity for residents by enabling increased access to job opportunities using higher order transit.

Glencairn Subway Station, which opened in 1978, has been identified as one of the least used stations on TTC Subway Line 1, as further outlined in Appendix A. Intensification near this transit station has the potential to accommodate growth in an efficient and sustainable manner that utilizes existing infrastructure.

Beyond aligning with Provincial policies and legislation, the Study will also support and align with municipal policies and guidelines. City Official Plan policies support the creation of transit-supportive development that leads to complete communities. To achieve this objective, the Study will provide recommendations and strategies to guide investments aimed at enhancing infrastructure, services, and facilities in order to ensure sustainable and healthy community growth over time.

The Study will also highlight key opportunities to support Toronto's 2040 net zero emissions targets through climate responsive strategies.

The Study is supported by a concurrent municipal servicing infrastructure assessment which will assess the existing water and sewer infrastructure needed to support growth, while integrating findings into the Study.

Growing Glencairn is a two-year study that involves meaningful and inclusive engagement with the community and interested parties throughout all three phases.

Phase 1

Background Analysis and Visioning (Fall 2024 – Winter 2025)

Conduct background analysis and visioning to collect information on the Study Area, assess current conditions, and develop an emerging vision and guiding principles.

Phase 2

Options Analysis (Spring - Fall 2025)

Analyze options to develop and identify a preferred option for guiding growth.

Phase 3

Final Report and Implementation Strategy (Winter - Spring 2026)

Finalize the preferred option and identify a path to implement potential policy changes and initiatives.

Note: All proposed timeframes are approximate and subject to change.

2. Study Area

2.1 Study Area

Primary Study Area

The Primary Study Area, shown in **Figure 1**, generally follows an 800-metre catchment from the Glencairn Subway Station, bounded by Times Road, Capital Avenue, Corona Street (west), Lawrence Avenue West (north), Dalemount Avenue and Lawnhurst Boulevard (east) and the Beltline Trail (south).

Mobility Study Area

Shown in **Figure 1**, the Mobility Study Area is defined by Dufferin Street (west), Lawrence Avenue West (north), Bathurst Street (east), and Eglinton Avenue West (south).

Parks and Open Space Study Area

The Parks and Open Space analysis considers all parks serving the Study Area, which includes all parks that are within a 500-metre walking distance from the Primary Study Area, in accordance with the City's Parkland Strategy methodology.

Community Services and Facilities (CS&F) Study Area

The CS&F Study Area is bounded by the CN Rail Corridor (west), Lawrence Avenue West (north), Avenue Road (east) and Eglinton Avenue West (south), as shown in **Figure 1**.

The CS&F Study Area is broader than the Primary Study Area to include community services and facilities which are located beyond the Primary Study Area but serve residents within it. The recreational facilities analysis considers all Community Recreation Centres serving the CS&F Study Area in a 2- or 2.5-kilometre radius of distance depending on facility size and programming capacity.

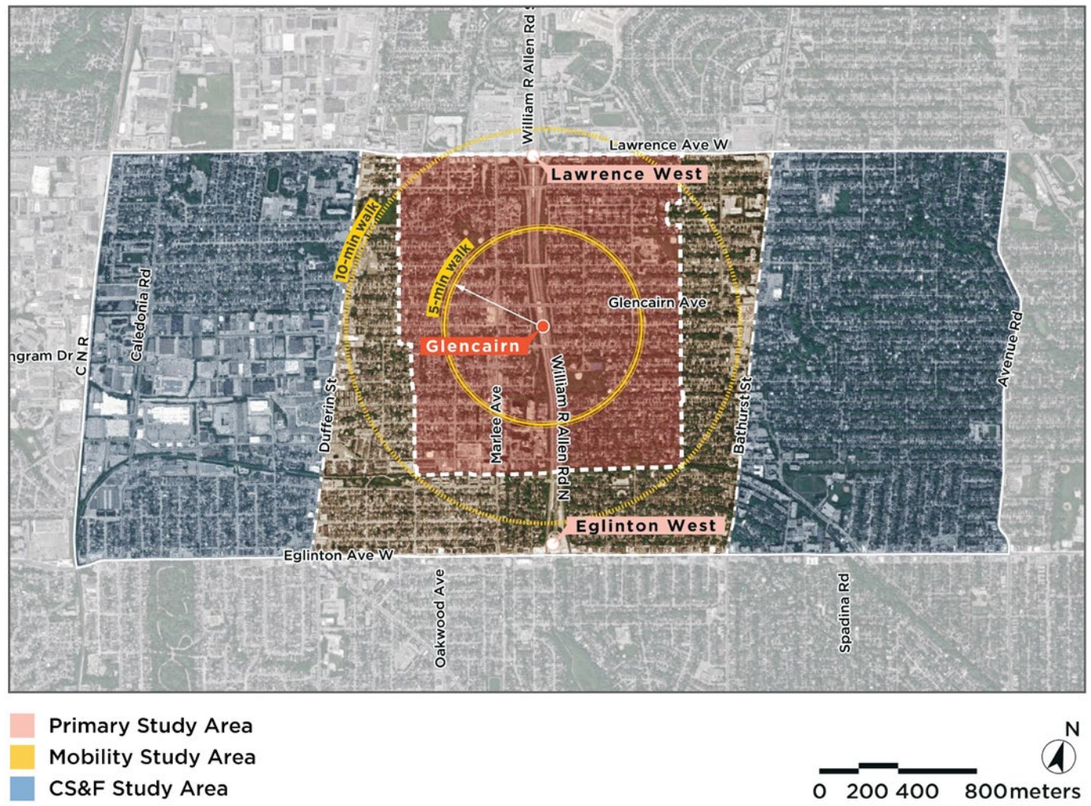


Figure 1 Multiple study areas inform the background review.

2.2 Study Area Context

This report provides an overview of the Primary Study Area context with a comprehensive inventory and analysis in Section 4. In terms of the existing built context, key features of the Primary Study Area include:

William R. Allen Road

William R. Allen Road (Allen Road) is a municipal expressway that was completed in 1976 and originally intended to connect North York with downtown Toronto. Allen Road also accommodates the alignment of the Toronto Transit Commission (TTC) Subway Line 1 (Yonge-University) through the centre of the right-of-way, shown in **Figure 2**. Both the roadway and subway line are grade separated from the general elevation of the community through a recessed land formed cut.

The construction of Allen Road bisected the east/west urban fabric of the community. While there are seven bridges that provide connections across the Allen, it continues to be a major physical barrier. The historic evolution of Allen Road is further described in Section 4.2 of this report.

Glencairn Subway Station

Glencairn Subway Station was opened in 1978 as part of the TTC Line 1 extension from St. George to Wilson Station. At the time of its opening, the station was located within the Borough of North York, contributing to the region's urban growth and expanding transit infrastructure.

Situated at ground level within the median of Allen Road, Glencairn Subway Station is located between the Glencairn Avenue and Viewmount Avenue bridges. It includes two entrance buildings on the north and south sides of Glencairn Avenue, with an additional entrance on the north side of Viewmount Avenue. Glencairn Subway Station does not have a dedicated facility for bus connections. Instead, passengers transferring to the 14 Glencairn bus routes can access stops located outside the station's Glencairn Avenue entrances.

Figure 2 Allen Road with the TTC Line 1 running through its centre right-of-way.

Tower Communities

Today one of the more recognizable features of the neighbourhood is the area of Rosebury Square, a 1960 to 1970s "tower in the park" community, situated adjacent to Allen Road and shown on **Figure 3**. Largely constructed of concrete slab buildings, Rosebury Square has maintained a mixed income, high-density residential focus.

Originally envisioned as a "tower in the park" model of urban living at the time, much of the communal at-grade condition and green space is constrained due to the space dedicated to on-site vehicular circulation, parking and building services such as garbage collection.

Low-Rise Apartment Communities

The Primary Study Area includes a notable segment of low-rise walk-up apartment (multi-plex) buildings. This is particularly evident in the northern node of the area, with a distinct cluster located between Dell Park Avenue and Glengrove Avenue on both sides of Allen Road.

Constructed primarily during the 1960s and 1970s, these buildings contribute to the diversity of housing options in the area, offering an alternative to low-density ground-oriented housing forms. These apartment buildings align with the broader residential character of the neighborhood, maintaining a consistent architectural scale and form.

Figure 3 Slab apartment buildings as seen from Ridelle Avenue.

Marlee Avenue Commercial Area

Since the 1950s, Marlee Avenue has been a focus for neighbourhood scale retail and services. Larger scale commercial centres surround the Primary Study Area along arterial roads, many identified within the Avenues overlay of the City Official Plan. The Official Plan supports mixed use development along Avenues such as Dufferin Street and Eglinton Avenue West, Bathurst Street and Lawrence Avenue West.

A local commercial focus along Marlee Avenue **(Figure 4)** has been maintained over time. Marlee Avenue was recently identified as an **Avenue** through Official Plan Amendment 778, which updates the Avenues policies and mapping in the Official Plan, and is currently under appeal. The **Avenues** overlay will help enhance the street's mixed use character to support the daily needs of local residents.

Figure 4 Mixed use development along Marlee Avenue.

Low-Density Residential

From the initial subdivision that transformed an agricultural landscape into residential lots in the early 1900s, much of the land area has maintained a low-density residential focus. Today, the majority of parcels in the Primary Study Area are made up of single- and semi-detached housing typologies, shown in **Figure 5**. City-wide initiatives, such as the Expanding Housing Options in Neighbourhoods (EHON) program, and policies supporting gentle density along major streets aim to introduce a wider range of housing types in low-density areas.

Figure 5 A residential street in Marlee-Glencairn neighbourhood.

2.3 The Evolution of Marlee-Glencairn

Following World War II, much of the Primary Study Area was developed through large tracts of residential development. As a northern suburb of the City, the community evolved over several decades to become an established neighbourhood with lands falling within the former borough of North York, the former Town of York, and former City of Toronto. The modernist planning movement substantially altered the urban fabric by bisecting the community with the development of Allen Road, which terminates at Eglinton Avenue West.

However, much of the community maintained its strong character and overall block structure. Apart from the development of the tower community at Rosebury Square, there has been moderate population growth and demographic change to the community up until recent years.

Various factors have contributed to the ongoing transformation of the Primary Study Area over time. Some of the broader trends influencing the Study include:

- An aging population
- Increasing real estate values
- Greater support for building transit-supportive complete communities
- Aging water and wastewater infrastructure

Aging Population & Rising Real Estate Values

The 2021 Statistics Canada Census indicates a growing aging population in the community, with a large increase of "seniors," over 65 years of age, compared to the 2016 census data. At the same time, rising real estate costs are making property ownership increasingly challenging for prospective buyers, while the rental market is also becoming more competitive and financially demanding. Combined, these factors result in a need to address affordability and unit typologies that can meet the needs of new families and cost of living challenges.

Transit-Supportive Complete Communities

Glencairn Subway Station has one of the lowest ridership within the TTC subway network. Both Provincial and City policy frameworks focus growth on areas served by transit to optimize the use of existing infrastructure, help create complete communities and support transit investment. Therefore, to help achieve the objectives of transit-supportive complete communities, it is incumbent to plan for urban intensification within immediate proximity to higher-order transit stations.

When planning for a complete community, population and density will not be the only factor to consider. A complete community is a safe, walkable, mixed income neighbourhood that creates a sense of place, and promotes economic and social inclusion. It provides affordable housing and enables all residents to conveniently access the necessities of daily life through sustainable transportation modes such as transit, walking, and cycling.

Water and Wastewater Infrastructure

Addressing the challenges of aging water and wastewater infrastructure is a common issue in older cities.

Public services such as roads, water pipes, sewer systems and other essential infrastructure play a crucial role in the Primary Study Area and require ongoing attention to ensure their effectiveness and reliability. Concurrent to the Study, the City has initiated a municipal infrastructure servicing assessment. This assessment will evaluate servicing constraints for existing conditions while considering what upgrades may be required to accommodate future growth as the Study progresses. As the City transforms, infrastructure upgrades and urban growth also present opportunities to enhance resilience to the effects of climate change.

The Study will provide a planning framework to guide future growth and investment in the community. Given the new and emerging challenges the community faces, the Study will help support this change while balancing the needs of the existing population with growth over the next 20 to 30 years.

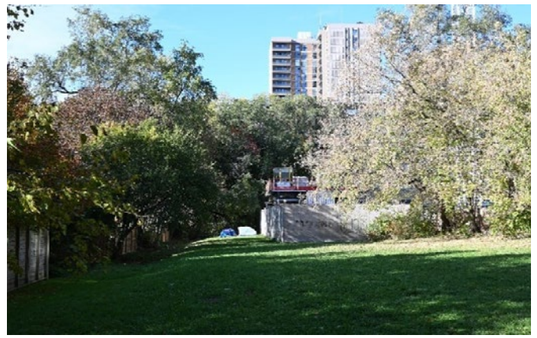


Figure 6 Culvert for stormwater management.

Figure 7 Utilities under construction in Marlee-Glencairn.

3. Policy Framework

3.1 Introduction

This section summarizes relevant policies, documents, plans and guidelines that apply to the Study, including Provincial legislation and policy, as well as city-wide and site-specific guidelines that shape the management of growth and change within the area. The policy framework will inform future phases of the Study.

3.2 Provincial Context

Planning Act, R.S.O. 1990

The **Planning Act** regulates land use planning across Ontario. The **Planning Act** provides the overarching legislative framework, including matters of Provincial interest, Official Plans, land use controls, subdivision of land, parkland dedication requirements, and many other land use provisions.

Recent changes made to the **Planning Act** include Bill 108 (2019), Bill 23 (2022), Bill 109 (2022), and Bill 185 (2024). These amendments have made administrative changes that have impacted the conveyance of parkland from developments and how community benefit charges are collected, among several other changes.

Provincial Planning Statement (2024)

The Province of Ontario recently issued the PPS 2024 which replaces the **Provincial Policy Statement** (2020) and **A Place to Grow: A Growth Plan for the Greater Golden Horseshoe** (2019). The PPS 2024 provides planning direction on matters of Provincial interest related to land use planning and development. Municipal official plans, including any policies that result from the Study must be consistent with the policies in the PPS 2024.

The PPS 2024 also includes policies to support healthy, active, and inclusive communities that are supported by green space and that accommodate people of all ages and abilities.

Strategic Growth Areas

The PPS 2024 encourages planning authorities to identify and focus growth and development in strategic growth areas, which are lands within settlement areas that can accommodate higher-density mixed uses in a more compact built form. Strategic Growth Areas include MTSAs.

MTSA Framework

The PPS 2024 establishes a framework for planning within 500- to 800-metres of MTSAs.

This framework requires municipalities to complete the following:

- Delineate the boundaries of MTSAs through a new Official Plan or an Official Plan update
- Achieve a minimum density target of 200 residents and jobs combined per hectare for MTSAs served by subways (including the Glencairn Subway Station)
- Promote development and intensification within MTSAs to achieve the minimum density target
- Plan and design MTSAs to be transit-supportive and achieve multi-modal access to stations and connections to nearby major trip generators.

The **Planning Act** enables municipalities to further identify an MTSA as a Protected Major Transit Station Area ("PMTSA") to provide inclusionary zoning requirements for affordable housing. Both MTSA and PMTSA delineations are subject to approval by the Minister of Municipal Affairs and Housing under Section 26 of the **Planning Act.**

Active Transportation

The PPS 2024 supports the use of active transportation (e.g. walking, cycling) through its policies for housing densities, land use patterns, location of public service facilities, and street design. The PPS 2024 considers active transportation to be a key component of reducing greenhouse gas emissions and supporting the development of healthy communities.

Employment Areas

The PPS 2024 definition of **Employment Areas** does not include institutional or commercial uses (including retail and office uses), other than those that are associated with manufacturing and warehouse uses. The PPS 2024 also permits planning authorities to remove lands from employment areas at any time, rather than only at the time of a municipal comprehensive review.

However, the PPS 2024 maintains that planning authorities shall plan for, protect and preserve employment areas for current and future use.

Climate Change

In relation to climate change, the PPS 2024 requires planning authorities to plan through the following approaches:

- Supporting the achievement of compact, transit-supportive, and complete communities
- Incorporating climate change considerations in planning for the development of infrastructure and public service facilities
- Supporting energy conservation and efficiency
- Promoting green infrastructure, low impact development, and active transportation.

CS&F Policies

The PPS 2024 states that community services and facilities (CS&F) should be planned to meet current and projected population needs. The PPS 2024's policies support CS&F that leverage the capacity of development proponents, make use of existing infrastructure, and co-locate with other CS&F, parks, and high-rise developments.

Indigenous Engagement

The PPS 2024 emphasizes the recognition of the unique role of Indigenous communities' perspectives and traditional knowledge to land use planning decisions. The PPS 2024 requires planning authorities to consult with Indigenous communities early on in planning studies and projects.

Accessibility for Ontarians with Disabilities Act (2005)

The **Accessibility for Ontarians with Disabilities Act** (AODA) sets provincial standards to remove and prevent barriers for people with disabilities. Its Design of Public Spaces Standard ensures new or redeveloped outdoor areas, like sidewalks and ramps, are accessible.

Ontario Heritage Act (R.S.O. 1990)

The **Ontario Heritage Act** provides a legislative framework for the identification, protection, and conservation of cultural heritage resources, including built heritage, archaeological sites, and heritage conservation districts. In relation to the Study, the Act enables municipalities to include non-designated properties on the Heritage Register, and to designate properties under the **Ontario Heritage Act**.
The **Ontario Heritage Act** requires Heritage Impact Assessments of proposed developments or alterations that may impact properties on the Heritage Register. There are no properties on the Heritage Register in the Primary Study Area, however there are three properties that are designated under Part IV of the **Ontario Heritage Act** in the Mobility Study Area boundary.

Ontario Environmental Assessment Act (R.S.O. 1990)

The **Ontario Environmental Assessment Act** (OEAA) is designed to assess the potential environmental impacts of a variety of infrastructure related projects, including the development of transportation, municipal and structural infrastructure. The OEAA ensures that the proposed projects undergo an environmental assessment (EA) process to evaluate effects on air, water, wildlife, and other natural resources. It requires public consultation and input from various stakeholders, including local communities, Indigenous groups, and relevant government agencies.

The goal of the EA process is to identify and mitigate negative environmental impacts before proceeding with development. The Study must consider the requirements under the OEAA before proposing any significant municipal projects that may trigger an environmental assessment.

Connecting the GGH: A Transportation Plan for the Greater Golden Horseshoe (2022)

This plan focuses on improving transportation infrastructure and connectivity across the Greater Golden Horseshoe (GGH) region to accommodate a growing population and reduce road congestion. Some of the plan's key priorities include:

- Improving and enhancing public transit
- Supporting active transportation
- Reducing road congestion by improving road networks and connectivity
- Linking growth with transportation investments

The Study will explore opportunities to support these priorities, especially related to access to existing higher order transit and future connections to transit investments. Line 1 Subway Stations including Glencairn, Lawrence West and Eglinton West contribute to meeting Provincial density targets and the Official Plan's objectives for supporting complete communities. The future Crosstown LRT will also contribute to advancing these objectives. Future planning should consult with TTC on the potential of increasing frequency of bus services within the Primary Study Area, particularly along streets identified as **Avenues**, including Dufferin and Bathurst Streets, Lawrence Avenue West and Marlee Avenue.

3.3 Toronto Policies and By-Laws

Toronto Official Plan (2024 Consolidation)

The City of Toronto's Official Plan (Official Plan) is a city-wide planning document that establishes Toronto's vision for accommodating growth and development until 2051. The Official Plan is currently being reviewed and updated in phases to conform to Provincial policy changes, including MTSA/PMTSA policies affecting the Primary Study Area. The most recent Official Plan consolidation of Chapters 1 to 5 is in effect as of June 2024. The most recent consolidation of Schedules 1-4 is in effect as of June 2024 and the most recent consolidations of Chapters 6 and 7 are in effect as of June 2015, except where more recently dated.

The Official Plan identifies reconciliation as a key principle in its vision to recognize and create tangible and meaningful action by amplifying Indigenous voices in planning processes and supporting placemaking opportunities. The Official Plan seeks to ensure that land use decisions are accessible, inclusive and informed by equity considerations.

The Official Plan's primary land use strategy integrates land use and transportation planning by directing urban growth towards compact centres, mobility hubs, and corridors that are supported by transit service.

The Official Plan policies for **Neighbourhoods** support compatible development that provides a gradual transition of scale and density between land use areas. At the same time, the Official Plan supports a diverse mix of housing forms, tenures and affordability to create residential areas that are accessible to people of different ages, backgrounds, and incomes.

The Official Plan also supports the protection and preservation of **Employment Areas** for current and future business and economic activities, and that adjacent sensitive land uses (i.e. residential uses) are buffered and/or separated to mitigate adverse effects.

The Official Plan contains a number of policies related to properties on the City's Heritage Register and properties adjacent to them, as well as the protection of areas of archaeological potential. Policy 3.1.5.14 directs that potential and existing properties of cultural heritage value or interest will be identified and included in area planning studies and plans with recommendations for further study, evaluation and conservation. OPA 720 requires major development applications to submit a Cultural Heritage Evaluation Report as part of a complete application that includes properties identified by City Council through city-led planning studies.

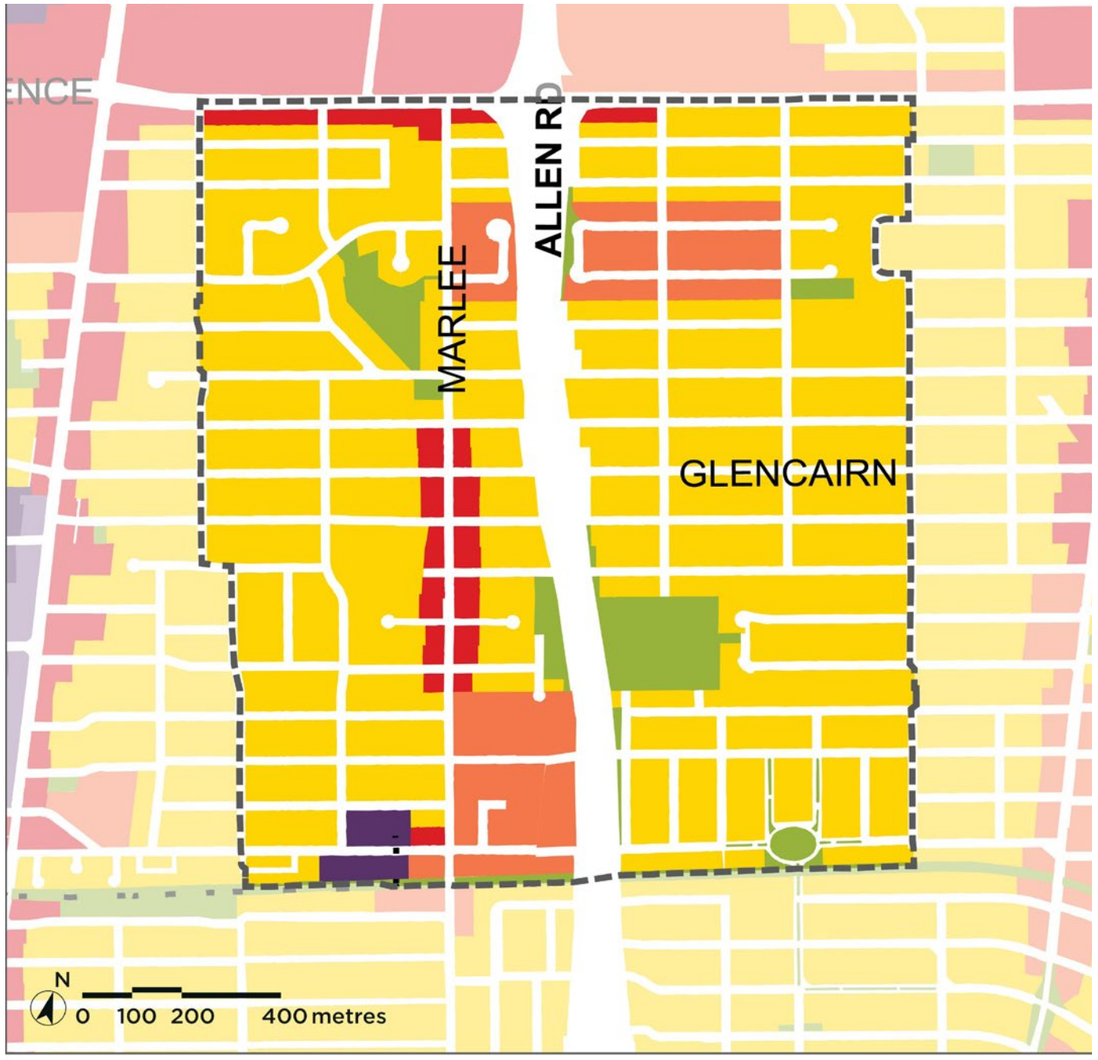


Figure 8 Map showing Official Plan land use designations (December 2024) in the Primary Study Area.

The Official Plan also supports a full range of housing in terms of form, tenure and affordability. This is achieved through policies to maintain and preserve the existing affordable and mid-range housing stock, encourage the supply of new housing through intensification and infill, and working in partnership with the non-profit sector and other levels of government to deliver new affordable and social housing.

Responding to climate change is a key priority of the Official Plan by setting the goal of achieving net zero greenhouse gas emissions by 2040. The Official Plan further supports action on climate change through its policies to enhance the city's tree canopy, bolster city infrastructure, shape land use decisions, and reduce greenhouse gas emissions.

The Official Plan states that the Green Space System should be protected, improved and added to whenever feasible and the parks and open space system needs to expand in pace with the City growth. The expansion should consider the specific needs of diverse neighborhoods across the City, prioritizing areas of low parkland provision. The Green Space System will be expanded by acquiring linkages between existing parks and open spaces and acquiring lands associated with private development.

The **Neighbourhoods** designation consists of lower scale buildings no higher than four storeys that allow for local institutions and small-scale retail, service, and office uses to support daily life. Development and infill in these areas will respect and reinforce the existing physical character including, street pattern, lot configuration, height, density, and building types. In May 2023, City Council adopted an amendment to **Neighbourhoods** policy to permit Multiplexes (up to four units) with certain requirements in order to accommodate modest intensification and expand housing options.

Apartment Neighbourhoods feature rental apartments and condominiums at a greater scale than **Neighbourhoods**. Development and infill in these areas is permitted provided it contributes to the quality of life in consideration of its massing, shadowing, ground floor uses, and location of parking areas.

Mixed Use Areas are made up of commercial, residential and institutional uses that reduce automobile dependency and meet the needs of the local community. The policies direct that buildings frame the edges of streets and parks while maintaining optimal sunlight and wind conditions for pedestrians and adjacent land designations. Buildings in these areas will provide a transition between areas of different development intensity and scales.

Parks and Open Space Areas include parks and open spaces, valleys, watercourses and ravines, portions of the waterfront, golf courses and cemeteries that comprise a Green Space System in Toronto. These areas will be used primarily to

provide public parks and recreational opportunities and will be maintained in a primarily natural state for recreation and conservation. Within **Parks and Open Space Areas**, development is generally prohibited and sale or disposal of publicly owned lands in **Parks and Open Space Areas** is discouraged.

The Official Plan also establishes Site and Area Specific Policies (SASPs) the following are SASPs in the Primary Study Area:

- SASP 82: South side of Lawrence Avenue West, West of Marlee Avenue: This policy allows for a maximum density of 1.0 times the lot area.
- SASP 86: Southwest of Lawrence Avenue West and Marlee Avenue: This policy permits parking in conjunction with 788 Marlee Avenue.
- SASP 154: Small parcel on Hopewell Avenue backing on to the Beltline Linear Park, which permits a mix of employment and residential uses with certain conditions to ensure compatibility between land uses.
- SASP 301: enables a conversion of an existing apartment building to a condominium for 2 Ridelle Avenue.
- SASP 477: Specific policies to guide mixed use development along Dufferin Street and Eglinton Avenue to ensure coordination with the Eglinton Crosstown LRT, Beltline Trail, and community services.
- SASP 559: Policies to guide redevelopment of residential properties along the south side of Lawrence Avenue to a maximum height of four storeys.

The Official Plan's right-of-way (ROW) designations are displayed in **Figure 9**. The two ROWs along Marlee Avenue are 20m south of Stayner Avenue and 27m north of Stayner Avenue.

The Official Plan's Enhanced Surface Transit Network (Map 5) is displayed in **Figure 10**. Transit Priority Segments are planned for the arterials of Dufferin Street, Bathurst Street, Lawrence Avenue West, and Eglinton Avenue West.

Figure 9 Toronto Official Plan right-of-way widths.

Figure 10 Toronto Official Plan enhanced surface transit network.

Dufferin Street Secondary Plan

The Dufferin Street Secondary Plan provides a strategic framework for guiding development and growth along Dufferin Street as identified under the **Avenues** policy. The Secondary Plan together with the **Dufferin Street Transportation Master Plan** proposes improvements to the land use, built form, mobility, and improvements to the public realm. It enables a mix of residential, commercial and employment uses, together with the principles of transit-supportive development and improved connectivity. The Plan identifies locations for mid-rise along Dufferin Street and tall buildings located at the north and south extents of the Secondary Plan Area. In addition, the Plan supports investment in public infrastructure, active transportation networks, and public realm improvements that contribute to a vibrant and healthy community.

The Secondary Plan calls for streets, pedestrian links, and green spaces to be improved to better support accessibility and active mobility around the area. Equally important will be implementing climate resilience strategies, including sustainable building practices and green infrastructure. The phasing of the Plan supports an integrated approach to growth within the Dufferin Street corridor while ensuring that development is aligned with municipal servicing capacity.

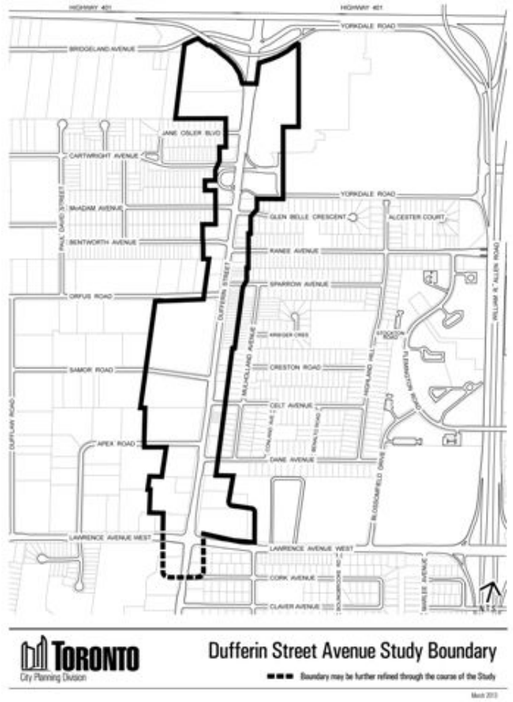


Figure 11 The Dufferin Street Secondary Plan boundary.

Dufferin Street Transportation Master Plan (2015)

The Dufferin Street Transportation Master Plan (TMP) was prepared as part of the **Avenue Study** for Dufferin Street and includes the area shown in **Figure 12**. The Dufferin Street TMP addresses opportunities for improving the multimodal transportation network to facilitate a sustainable pattern of growth along the Dufferin Street corridor between Lawrence Avenue West and Highway 401.

The plan made the following recommendations:

- Improve street network with new streets, laneways, traffic signals and modifications to the median, and highway ramps.
- Improve pedestrian connections with wider sidewalks, landscaping, crossings, and direct transit access.
- Improve cycling infrastructure with grade-separated cycle tracks, bicycle lanes, and bicycle parking facilities.

Lawrence-Allen Secondary Plan and Transportation Master Plan (2010)

The Lawrence-Allen Secondary Plan provides a framework for transforming the Lawrence-Allen area into a vibrant, mixed use community over the next 20 years. The Secondary Plan's Primary Study Area is adjacent to the north boundary of the Glencairn Primary Study Area and includes Toronto Community Housing Corporation's (TCHC) Lawrence Heights neighbourhood and lands owned by private sector companies, school boards, and the City of Toronto. Given this context, the 2010 Secondary Plan includes policies on the following:

- Redevelopment that retains and replaces existing affordable housing and further facilitates a mixed income community;
- A community energy plan to achieve the City's greenhouse gas emissions and energy usage targets;
- Upgrading servicing infrastructure to more efficient and effective standards; and
- A 10-metre-wide continuous Greenway along the Allen Road corridor to function as a north-south multi-use linear park and trail for pedestrians and cyclists.

The Secondary Plan was also supported by a Transportation Master Plan (TMP), which includes required mobility infrastructure and a policy framework to advance the recommendations of the Secondary Plan.

The TMP is to be interpreted in association with Secondary Plan and addresses key transportation issues for the future, including:

- Allen Road
- Public Streets
- Pedestrian and Cycling
- Transit
- Auto Capacity and Neighbourhood Traffic Impacts
- Implementation.

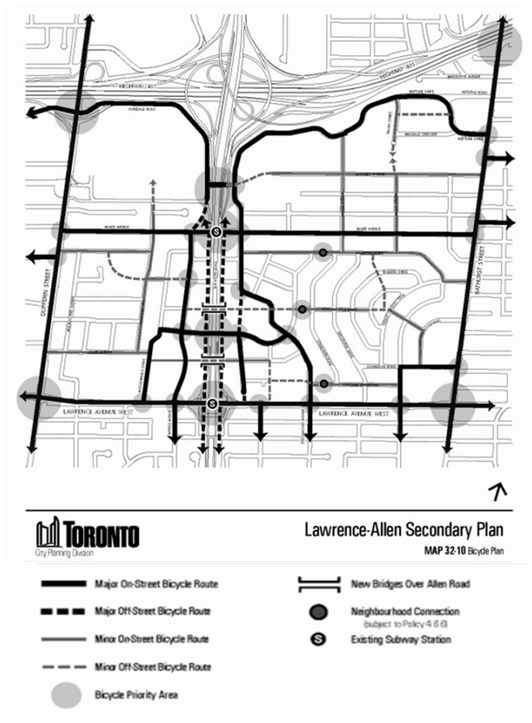


Figure 12 Lawrence-Allen Secondary Plan bicycle plan map.

Figure 13 Lawrence-Allen Secondary Plan street network.

Yorkdale Transportation Master Plan (2022)

The Yorkdale TMP focuses on developing a sustainable and efficient transportation network for the Yorkdale Shopping Centre and its surrounding area. The plan aims to accommodate future growth, enhance mobility options, improve transit integration, and create a safer, more accessible environment for vulnerable road users such as pedestrians and cyclists. The plan recommended the following infrastructure upgrades to the following aspects:

Pedestrian and Cycling Infrastructure:

- New pedestrian and cycling bridge (east-west) over Barrie GO Rail Corridor connecting Rustic Road to Cartwright Avenue
- New pedestrian and cycling bridge (north-south) over Highway 401 connecting Yorkdale Road to Billy Bishop Way
- Sidewalk additions to expand the pedestrian pathways to roads currently lacking sidewalks.
- New cycling infrastructure within the Yorkdale Shopping Centre site, including multi-use paths, cycle tracks, and connections to parks and transit stations.

Road Network Improvements:

- Caledonia Road Extension providing a new north-south connection under Highway 401.
- Modified On-Ramp Eastbound to Highway 401.

Transit Enhancements:

- Retention and expansion of the GO Bus Terminal
- Dufferin Street transit priority lanes to improve public transit efficiency.
- Two-way bus service on Yorkdale Road to provide direct routing through the Yorkdale Shopping Centre area to promote sustainable transportation.

Shared Mobility Hubs:

- Establish bike-share, ride-share, and car-share facilities across key locations to support non-auto modes of transportation.

Zoning By-Law 569-2013 and Former Municipal Zoning By-Laws

Most lands within the Primary Study Area are zoned under the City-wide Zoning By-Law 569-2013 as shown in **Figure 14**, comprised of a mix of zones. Most of these lands are zoned Residential Detached (RD) and Residential Multiple (RM). Recent Council-adopted initiatives have expanded permissions to enable a greater variety of low-rise residential uses across the City; these include garden suites, laneway suites, and multiplexes.

Bathurst Street and Eglinton Avenue West are zoned as CR, RM and RA.

Within the Primary Study Area, lands are currently zoned under a range of zones, including:

- Residential Apartment (RA)
- Residential Apartment Commercial (RAC)
- Commercial Residential (CR)
- Residential Multiple (RM)
- Residential (R)

Lands along Marlee Avenue between Glencairn Avenue and Ridelle Avenue are zoned CR, shown in **Figure 14**, which permits a variety of small to medium-sized commercial and residential uses. Lands along Lawrence Avenue West, Dufferin Street, Bathurst Street and Eglinton Avenue West are zoned as CR, RM and RA.

There are also a small number of parcels that are currently zoned under former City Zoning By-Laws. These lands include Sts. Cosmas and Damian Catholic School, and small parcels of residential and industrial lands along Roselawn Avenue within the Primary Study Area.

The City is currently undertaking a Housing Action Plan initiative to evaluate the incorporation into the City-wide Zoning By-law, all low-rise residential lands currently in a former municipal zoning by-law, that were excluded at the time of enactment of Zoning By-Law 569-2013 due to active rezoning or site plan applications. The initiative will review and determine which lands can be incorporated and what zone and performance standards will be assigned. Once brought into the City-wide Zoning By-law, lands will be able to utilize an expanded and modernized range of permissions and standards. This initiative contributes to the consistent and equitable application of important city-building initiatives through the City-wide Zoning By-law.

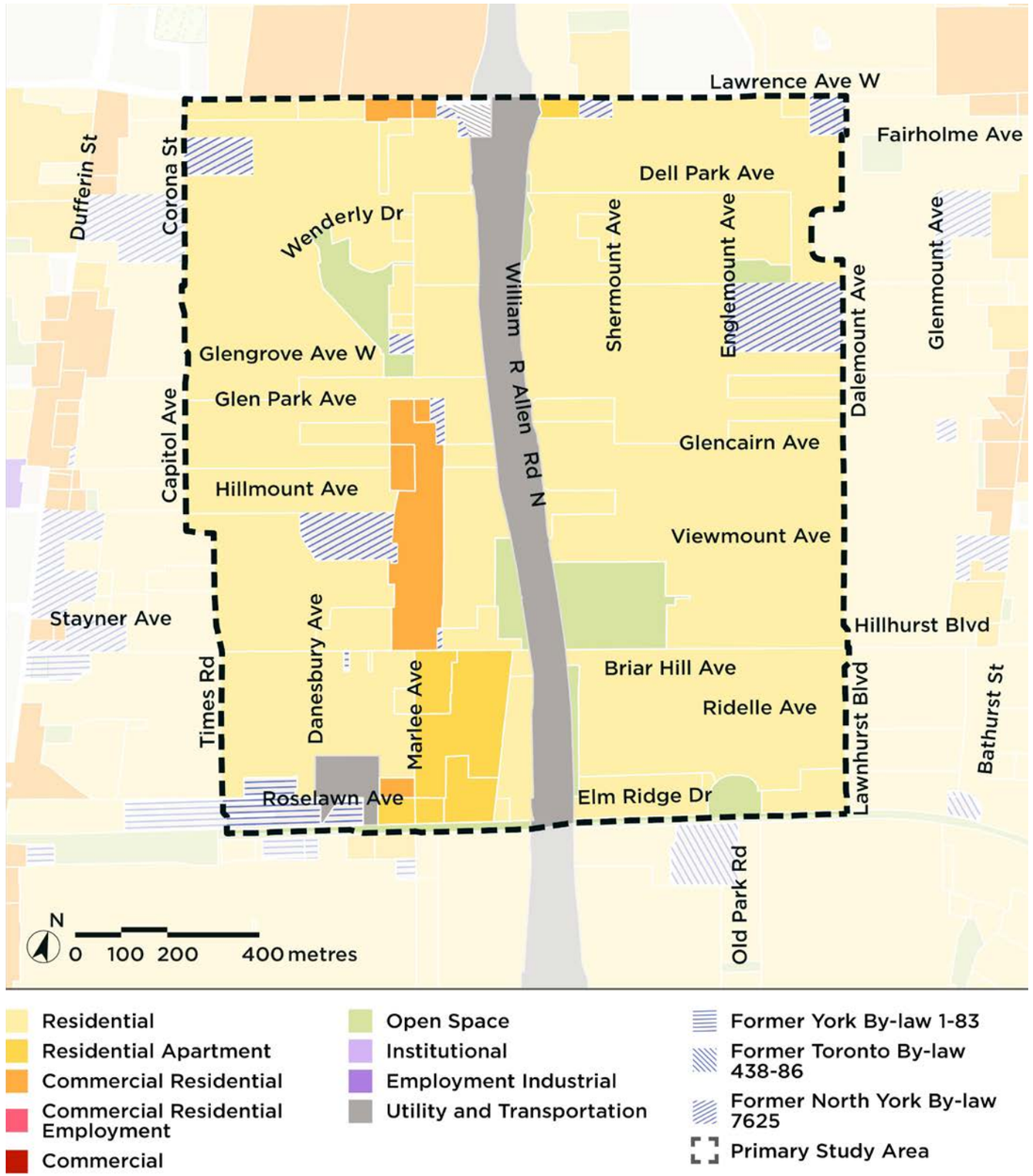


Figure 14 Zoning By-Law Map of the Primary Study Area.

Little Jamaica / Eglinton West

South of the Primary Study Area, the City has designated Little Jamaica as the City's first Cultural District, and will explore tools to protect and strengthen the neighbourhood, and invest in community-led placemaking initiatives. An upcoming Cultural Heritage Resource Assessment of Little Jamaica/Eglinton West will engage with communities to document the historical development of the area, identify properties and landscapes with potential cultural heritage value or interest, and recommend next steps to ensure that properties with cultural heritage value are integrated into plans for the area's future.

Eglinton Connects (2018)

Eglinton Connects is a comprehensive plan that is currently being implemented through the Eglinton TOday project for reconstructing and improving Eglinton Avenue for all road users. The plan leverages and supports the Eglinton Crosstown LRT project and is being realized over multiple decades. Through this initiative, approximately five kilometres of frontage along Eglinton Avenue were rezoned to enable mid-rise buildings as-of-right. The stretch of Eglinton Avenue between Bathurst Street and Dufferin Street is zoned Commercial Residential with development standards that have various requirements on height, parking, uses, lot area, and setbacks. The Eglinton Connects Plan also implements several streetscape improvements that will improve pedestrian and cyclist accessibility for residents who live in the Primary Study Area.

Beltline Gap Connections

The Beltline Gap Connections project includes several upgrades to the active transportation infrastructure on Marlee Avenue, Roselawn Avenue/Elm Ridge Drive and the Allen Greenway, approved by City Council in June 2024. The project aims to provide a safe and connected route for cycling and pedestrians over Allen Road closing the gap between the York Beltline Trail and Kay Gardner Beltline Trail. The project area is shown below in **Figure 15**.

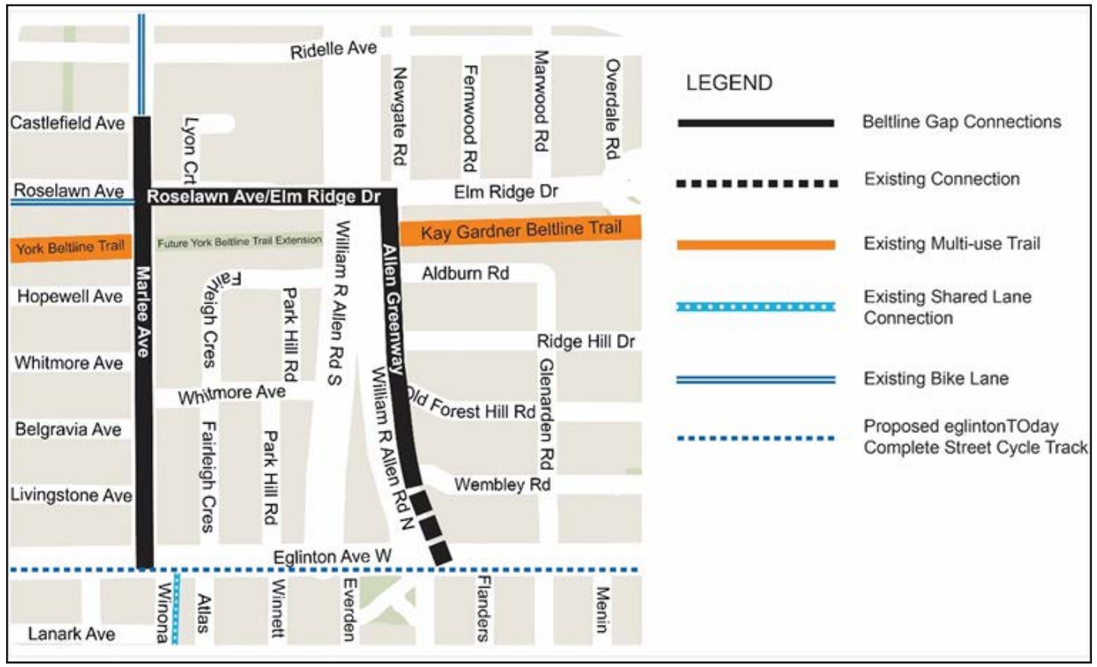


Figure 15 Map showing the proposed Beltline Gap Connection to better connect the York Beltline Trail and Kay Gardiner Beltline Trail.

The project includes the following improvements:

- Converting the west side sidewalk into a raised bi-directional cycle track and a widened sidewalk (between Eglinton Avenue West and Roselawn Avenue)
- Upgrading the bikeways to cycle tracks between Roselawn Avenue and Castlefield Avenue)
- Converting the south-side sidewalk into a multi-use trail (between Marlee Avenue and the western limit of the bridge)

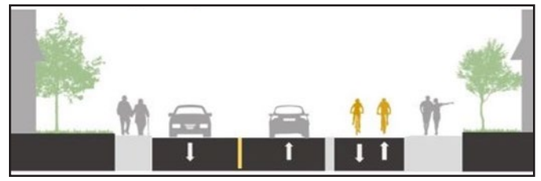


Figure 16 Beltline gap connections upgrades to Marlee Avenue.

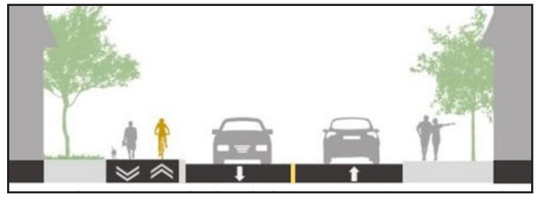


Figure 17 Beltline gap connections upgrades to Roselawn Avenue/Elm Ridge Drive.

- Converting the south side of the roadway into a bi-directional on-road cycle track (between the western limit of the bridge to Newgate Road)
- Removing the westbound left turn lane on Roselawn Avenue approaching the Marlee Avenue intersection
- Converting the sidewalk into a multi-use trail (between Elm Ridge Drive and Wembley Road)
- Adding bike signals, protected intersection corner islands and curb extensions to improve safety by giving priority and reducing crossing distances for pedestrians and people cycling.

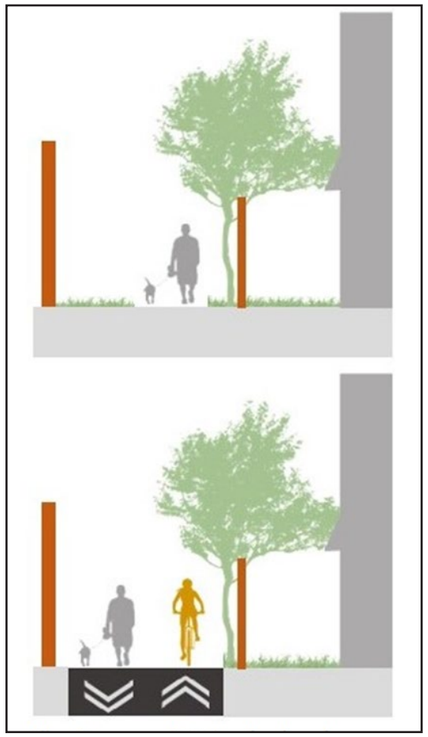


Figure 18 Existing pathways (top) along Allen Road and approved Beltline Gap design (bottom).

Eglinton TOday Complete Street Project

The EglintonTOday Complete Street Project is ongoing and proposes to implement complete street features and public realm upgrades on Eglinton Avenue between Keele Street and Mount Pleasant Road as shown in **Figure 19**.

Several complete street upgrades between Dufferin Street and Bathurst Street are approved by City Council and planned, including the following:

Caledonia Road to Oakwood Avenue

- One-way cycle tracks with various buffer treatments. New north-south contra-flow bikeways on Jimmy Wisdom Way.
- Retaining one westbound motor vehicle lane and one eastbound motor vehicle lane.
- Consideration for traffic signal upgrades at Eglinton Avenue/ Northcliffe Boulevard/Jimmy Wisdom Way. Signal upgrades and signal timing changes at various locations, including bike signal heads and leading pedestrian intervals.
- Proposed 24/7 parking on both sides of the street between Caledonia Road and Glenholme Avenue. Proposed 24/7 parking on the south side of Eglinton Avenue between Glenholme Avenue and Oakwood Avenue.

Oakwood Avenue to Spadina Avenue

- One-way cycle tracks with various buffer treatments. New north-south contra-flow bikeways on Glen Cedar Road.
- Retaining two westbound motor vehicle lanes and two eastbound motor vehicle lanes during peak hours.

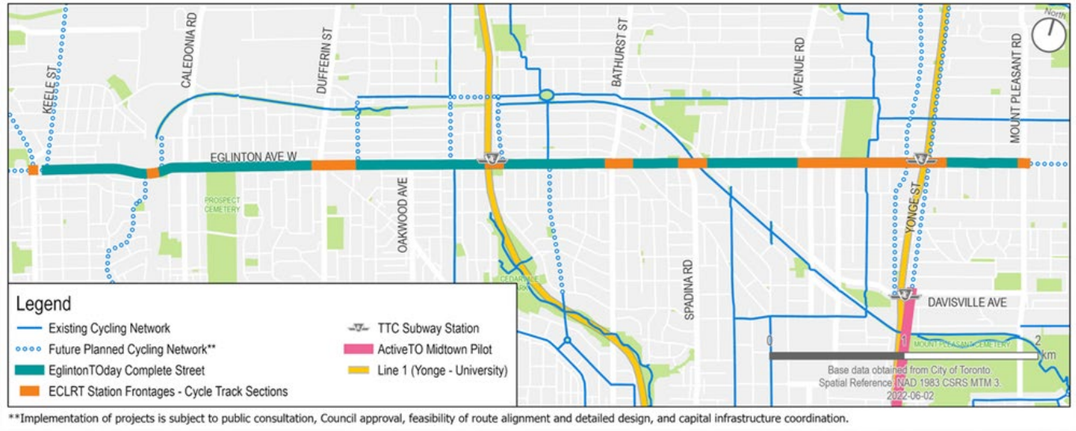


Figure 19 Map showing the Eglinton TOday Complete Street Project improvements.

- Consideration for traffic signal upgrades at Eglington Avenue/ Marlee Avenue/Winona Drive. Signal upgrades and signal timing changes at various locations, including bike signal heads and leading pedestrian interval.
- Off-peak parking on both sides of the street and afternoon peak hour parking will be permitted on the south side of Eglinton Avenue between Westover Hill Road and Peveril Hill Road.
- Turning lane improvements between Parkhill Road and Flanders Road, including the Allen Road interchange.

Urban Design Guidelines

Toronto's Urban Design Guidelines are used to evaluate development applications regarding built form, sustainability practices and public realm improvements in growth areas. They encapsulate a range of topics, on a City-wide or site-specific basis. The six general categories of urban design guidelines include:

- Building Types
- Specific Areas
- Streetscapes and Public Spaces
- Environments
- Public Art
- Healthy Communities

Design guidelines that are relevant to the Study are summarized in the following sections.

Townhouse & Low-Rise Apartments Guidelines (2018)

The Townhouse & Low-Rise Apartment Guidelines provide design principles for multi-unit, low-rise residential developments up to four storeys. These guidelines emphasize context-sensitive planning, high-quality public and private realms, and architectural excellence to ensure new developments integrate well with existing neighborhoods.

Covering site organization, building design, pedestrian accessibility, and sustainability, the document aims to support livable, attractive, and well-connected communities.

Mid-Rise Building Design Guidelines (2024)

The Mid-Rise Building Design Guidelines establish design principles to ensure mid-rise developments contribute to a well-integrated and livable urban environment. The guidelines emphasize thoughtful site planning, sustainable architecture, and a strong relationship between buildings and public spaces. They provide direction on aspects such as height transitions, pedestrian-friendly streetscapes, the conservation of cultural heritage resources, and climate-responsive design to create appealing, functional, and locally responsive mid-rise communities.

Tall Building Design Guidelines (2013)

The Tall Building Design Guidelines provide a structured approach to ensuring high-rise developments are thoughtfully integrated into the City's evolving landscape. These guidelines focus on maintaining a balance between growth and urban livability by addressing factors such as architectural quality, sustainability, public space enhancements, and compatibility with surrounding buildings. By emphasizing pedestrian-friendly design, appropriate building massing, separation, and built form transitions, and minimized environmental impacts, the framework aims to design sensitively integrated tall buildings that enhance the skyline, provide appropriate transition and separation to adjacent properties, and contribute positively to the design of the public realm.

Retail Design Manual (2019)

The Retail Design Manual offers best practices for developing successful ground-floor retail spaces city wide. It provides direction for developers, architects, and City staff to create sustainable and vibrant retail environments that enhance the public realm. Much emphasis is on design elements that promote flexibility, resilience, and long-term viability of street-oriented retail uses.

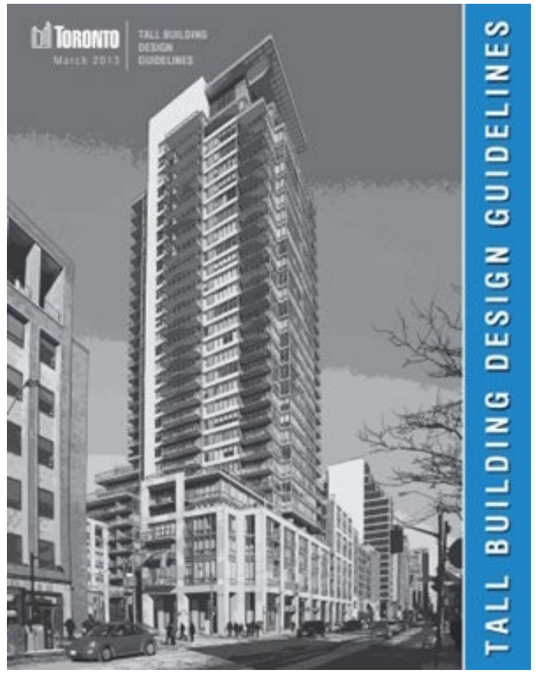


Figure 20 Tall Buildings Design Guidelines.

Streetscape Manual (2019)

The Streetscape Manual guides the design, construction, and maintenance of sidewalk and boulevard improvements along Toronto's road network. It outlines street design treatments, such as paving, trees, medians, lighting, and street furniture, responsive to specific conditions of different types of streetscapes.

It calls for unified and beautiful streets that add character to urban spaces that bring people together.

Transit Design Guide (2022)

This Guide highlights the importance of thoughtfully integrating transit facilities into the City's public realm, enhancing user experience, and promoting sustainability. It lays out guidelines concerning urban integration principles, resilience, and intermodal connection to serve in designing transit spaces that will make positive impacts on the communities around them.

Percent for Public Art (2010)

The Percent for Public Art Program Guidelines outline a framework to secure and integrate public art into urban development. The program mandates that a portion (typically 1%) of a development's gross construction cost be allocated to public art, enhancing the city's visual and cultural landscape. The guidelines provide policy direction, funding strategies, and implementation processes for securing public art contributions, ensuring that both public and private sectors contribute to Toronto's artistic and urban character.

Toronto Accessibility Guidelines (2021)

The Toronto Accessibility Design Guidelines are a resource for making buildings, parks, and other open spaces in the city universally accessible. Grounded in respect, dignity, and the principles of inclusion, the Guidelines minimize barriers to ensure equal access by all. They have specific requirements for a variety of spaces such as walkways, trails, and stairs to ensure accessibility features are incorporated into development projects in the city.

Growing Up: Planning for Children in New Vertical Communities (2020)

These guidelines provide urban design strategies to enhance livability for families with children in high-rise and mid-rise developments.

The guidelines focus on three scales (neighborhood, building, and unit) to ensure access to essential amenities such as parks, schools, child care facilities, and family-friendly housing. They emphasize the need for larger, adaptable units, community infrastructure, and child-friendly public spaces to support sustainable and inclusive vertical communities.

Pet Friendly Design Guidelines and Best Practices for New Multi-Unit Buildings (2019)

This document outlines strategies to accommodate pets in high-density residential developments. It emphasizes the need for dedicated pet amenities such as relief areas, off-leash spaces, and wash stations while promoting thoughtful building design to minimize conflicts between pet owners and other residents. By addressing pet-friendly features at the neighborhood, building, and unit levels, the guidelines aim to enhance urban livability and support responsible pet ownership in growing communities.

Public Art Strategy (2019)

Toronto Public Art Strategy is a 10-year plan committed to the enhancement of public art in Toronto. This plan recognizes how public art can enhance and contribute to the City's identity and character.

The Strategy makes the following recommendations relevant to the Study:

- Promote temporary public art
- Improve public communication regarding public art
- Increase diversity and inclusivity through public art
- Integrate public arty into municipal project
- Develop neighbourhood-specific art plans.

3.4 City-Wide Strategies, Plans and Emerging Direction

Community Benefit Charge Strategy (2022)

The Community Benefits Charge (CBC) Strategy is a growth funding tool developed by the City of Toronto to support infrastructure needs arising from higher-density development.

Under the **Planning Act**, CBCs replace the previous Section 37 height and density bonusing system, allowing the City to collect fees from mid- to high-density developments—specifically, buildings five or more storeys high with at least 10 residential units. The charge, capped at 4% of the land value at the time of permit issuance, provides a flexible revenue source to fund essential capital investments that are not covered by development charges or parkland dedication fees.

The strategy aligns with the City's 10-year growth forecast (2022-2031), which anticipates the construction of over 124,000 eligible residential units, generating approximately $700 million in revenue, though projected capital needs exceed $2.3 billion.

The CBC Strategy ensures that growth-related funding is allocated effectively across key municipal services, including parks and recreation, community facilities, affordable housing, public realm improvements, protective services, active transportation, waste management, and civic administration. It also establishes a transparent framework for implementation and administration, with 60% of funds required to be allocated or spent annually.

The CBC Strategy plays a critical role in maintaining service levels across Toronto's growing neighbourhoods, fostering inclusive and sustainable urban development while mitigating the pressures of rapid densification. On February 5, 2025, City Council adopted the Community Benefits Charge In-kind Guidelines, which includes a recommended process for considering and accepting in-kind CBC contributions, to provide a clear, predictable, transparent path for everyone involved.

Figure 21 Housing TO Action Plan.

HousingTO 2020-2030 Action Plan (2019)

The HousingTO Action Plan guides the development and management of affordable housing across the housing spectrum. The Plan provides the following relevant recommendations for the Study:

- Incentivize and require affordable housing for private developments;
- Increase density near transit corridors and hubs; and
- Upzone specific areas that can support greater density.

The Study provides an opportunity for identifying areas that can support greater density and affordable housing projects to carry out these recommendations.

Housing Action Plan (2023)

As adopted by City Council in its December 14, 2022 meeting, the Housing Action Plan (HAP) for the 2022-2026 term of Council, comprises a range of 54 policy, program, zoning, and regulatory actions to increase the supply of affordable housing in support of complete communities. The HAP will support the City in achieving or exceeding the Provincial housing target of 285,000 new homes over the next 10 years.

The HAP includes a work plan that lays out targeted timelines for the approval and implementation of the various HAP initiatives and actions. The HAP also includes initiatives previously part of the Expanding Housing Options in Neighbourhoods (EHON) program. EHON initiatives were tasked to facilitate more low-rise housing in residential neighbourhoods, in the form of "missing middle" housing forms, to meet the needs of a growing City.

Since 2019, City Council has adopted the following HAP and EHON initiatives which affect the Primary Study Area (some of the initiatives below are ongoing):

- Permitting garden suites city-wide;
- Permitting laneway suites city-wide;
- Permitting multiplexes (up to four units) city-wide;
- Permitting townhouses and small-scale apartment buildings (up to

six storeys and 60 units) along major streets

- Updates to Mid-Rise Building Design Guidelines;
- As-of-right zoning for mid-rise buildings on **Avenues**; and
- Official Plan updates to support inclusive growth (Chapter 1 of the Official Plan)
- Avenues Policy Review (Chapter 2 of the Official Plan)

Upcoming and emerging Federal Housing Accelerator Fund (HAF) and the City's HAP initiatives include the following:

- Expanding Mixed Use Areas (Chapter 4 of the Official Plan)
- Ward 23 Multiplex Study (to permit up to six units in all residential zones)
- City-wide six-unit study (under the Housing Accelerator Fund)
- Apartment Infill Study (under the Housing Accelerator Fund)

Expanding Housing Options in Neighbourhoods

The Expanding Housing Options in Neighbourhoods (EHON) program aims to support building a range of low-rise housing types across the City for an increasingly broad range of households. EHON will support "missing middle" residential buildings including townhouses, duplexes, triplexes, fourplexes, and low-rise apartments to advance a more sustainable and equitable urban environment and improve access and choice. The program includes the following key project initiatives:

- Major Streets Study: This study proposes allowing townhouses and small-scale apartment buildings along major streets that are identified as **Neighbourhoods** in the Official Plan to allow incremental intensification along such streets.
- Garden Suites: A garden suite is a detached residence in the rear yard of a property not fronting a lane, and subsidiary to the main house.
- Local Neighbourhood Retail and Services: It explores opportunities in residential neighbourhoods to support the growth of and retain small-scale office, retail and service uses.
- Beaches-East York Missing Middle Pilot Project: This demonstration pilot project will build "missing middle" housing on City-owned property at 72 Amroth Avenue in Ward 19. The project will demonstrate, through sustainable, replicable and context-sensitive design principles, the approaches to future developments at similar locations within Toronto.

Avenues Policy Review

Toronto's **Avenues** are an important part of the City's strategy to manage growth and accommodate intensification. Through the Housing Action Plan (HAP), the Avenues Policy Review examined opportunities to enable more housing by reframing the **Avenues** vision, policies, and mapping. The Avenues Policy Review updates the **Avenues** policies in Section 2.2.3. It also introduces mapping changes to Map 2 in the Official Plan to expand the **Avenues** geography and other policy updates necessary to implement the new vision and policy framework. The most significant changes include:

- 283 kilometres of new **Avenues**, representing an increase of approximately 165%
- Removing requirements for Avenue Segment Reviews and new Avenue Studies
- Introducing a new monitoring program to assess the **Avenues** implementation
- Directing growth along **Avenues** based on the right-of-way width of the relevant **Avenue**

The Avenues Policy Review was recently adopted by City Council, and is under appeal. The mapping includes identification of Marlee Avenue and the entirety of Lawrence Avenue West within the Primary Study Area as **Avenues.**

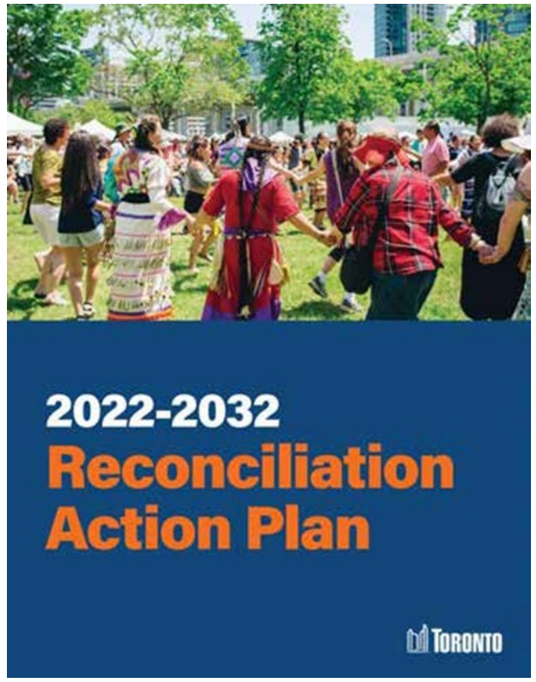


Figure 22 Reconciliation Action Plan.

Reconciliation Action Plan (2022)

The City of Toronto Reconciliation Action Plan describes a 10-year commitment from 2022 to 2032 to further truth, reconciliation, and justice with Indigenous peoples. It is supported by the principles of the Calls to Action of the Truth and Reconciliation Commission, the United Nations Declaration on the Rights of Indigenous Peoples, and the National Inquiry into Missing and Murdered Indigenous Women and Girls.

The major actions include better Indigenous representation in decision-making, access to housing and economic opportunities, supporting Indigenous-led health and safety initiatives, and recognition of Indigenous cultural and linguistic rights.

The City will periodically report out its progress, dedicate financial resources for Indigenous-led projects, and improve its relationships with Indigenous governments, organizations, and the community.

Confronting Anti-Black Racism Action Plan (2017)

The Confronting Anti-Black Racism Action Plan is a five-year strategy from the City of Toronto to address systemic anti-Black racism and improve outcomes related to the Black resident's well-being.

Developed with Black communities, the Plan went through an extensive process of consultations and research. It includes recommendations and actions to address barriers to employment, education, housing, health, and policing which adversely affect Black Torontonians.

The Plan analyzed the following key areas:

- Children & Youth Development;
- Health & Community Services;
- Job Opportunities & Income Supports;
- Policing & The Justice System; and
- Community Engagement & Black Leadership.

Recognizing the value of Black-led communities, the Plan ensures direct financial support to organizations serving these needs. It finances activities, such as youth programs, health services, cultural events, and economic development. The strategy identifies mentorship and leadership programs relevant to Black youth as an area of need. Investments in programs match young people with Black professionals who can offer support, career guidance, and skill development.

In addition, it resulted in an Anti-Black Racism Partnership & Accountability Circle to oversee implementation and promote transparency to ensure decision- making actively considers the impact on Black communities.

Inclusionary Zoning

The City of Toronto has adopted an Inclusionary Zoning policy and amendment to the zoning by-law to address the housing affordability crisis.

Through inclusionary zoning, the City aims to increase the supply of affordable housing and create more inclusive, complete, and equitable communities. It requires new residential units in certain PMTSAs to be affordably priced. The Primary Study Area is within the Inclusionary Zoning Market Areas 2 and 3, which have a minimum requirement of 5% and 6% of condominium residential gross floor area be affordable rental units and 7% and 8% of condominium residential gross floor area be affordable ownership. These units must remain affordable for at least 99 years and thus ensure long-term affordability of housing to low-to-moderate-income residents.

Affordability is determined by the Official Plan's income- based definitions for affordable housing. "Affordable rental housing" means housing where the total monthly shelter cost is at or below the lesser of the average City of Toronto rent by dwelling unit type (as reported annually by the Canada Mortgage and Housing Corporation), or 30 percent of the before-tax monthly income of low and moderate-income renter households in the City. For example, based on these measurements, affordable rents for a 1-bedroom in 2025 was $1,404 or less per month. Some exemptions exist, including purpose-built rental developments until 2026, as well as smaller projects of less than 100 units.

Implementing the City's inclusionary zoning framework remains dependent on provincial approvals and decisions. Through the **More Homes Built Faster Act**, 2022, proposed amendments to inclusionary zoning regulations would require a standardized approach to determining affordability, limit the affordability period to 25 years and impose a 5% cap for affordable units. This proposed regulation has not been finalized.

Further, inclusionary zoning will apply to PMTSAs that have not have not yet been approved by the Minister of Municipal Affairs and Housing.

Poverty Reduction Strategy (2019)

The City of Toronto's Poverty Reduction Strategy aims to tackle financial insecurity by improving access to affordable housing, quality jobs, and essential services. The strategy emphasizes the importance of community partnerships and engagement to design policies that reflect the needs of diverse populations. The strategy's policies support improving access to income supports like social assistance and ensuring these programs are maintained for the long-term.

The strategy also advocates for better access to affordable childcare, quality jobs, transportation, and healthcare services, which help reduce the economic burden on vulnerable populations. Furthermore, it seeks to strengthen partnerships with community organizations that provide direct assistance, such as food programs and emergency housing. By targeting systemic barriers and critical service gaps, the strategy aims to create a more robust, accessible, and sustainable support system for those in need.

Toronto Public Libraries Facilities Master Plan (2019)

The City of Toronto's Public Libraries Facilities Master Plan outlines a vision for the future of the City's library system, focusing on improving and expanding library spaces to meet the evolving needs of growing and changing communities.

The Plan emphasizes the importance of strategic location planning to serve underserved neighborhoods and increase convenience for users. The Plan also focuses on sustainable design, energy efficiency, and incorporating technology to create flexible, innovative library environments. This includes designing areas for children, teens, and adults, as well as incorporating technology hubs and spaces for community events.

The Plan completed a maintenance triage of TPL's portfolio and prioritized 10 district libraries and 10 neighbourhood libraries in need of investment. One of the district libraries is the Barbara Frum Branch in the CS&F Study Area. The Plan creates a roadmap for resolving its portfolio maintenance issues and lists Barbara Frum as a Board-Approved, Unfunded Capital Project.

Toronto Licensed Child Care Growth Strategy (2017-2026)

Toronto's Licensed Child Care Growth Strategy sets a framework for expanding access to high-quality, affordable childcare for children under the age of four. To address the gap between demand and availability, the City aims to increase licensed childcare spaces to serve 50% of this population by 2026, requiring the development of 30,000 additional spaces through new construction, facility expansions, and retrofits.

Central to this initiative is the issue of affordability, which remains a key barrier for many families. The Strategy outlines measures to reduce parent fees by 25-40%, expand fee subsidies, and increase operating grants to improve accessibility across income levels. As these affordability measures drive increased demand, the City will phase in growth to ensure the system's capacity keeps pace while maintaining high standards of care. A well-supported and stable workforce is fundamental to the Strategy's success, necessitating competitive wages and job security to attract and retain early childhood educators. Grounded in a comprehensive approach and long-term public investment, this Strategy aims to establish an equitable and sustainable childcare system.

3.5 Mobility City-Wide Policy Framework

The City of Toronto has a comprehensive set of transportation and infrastructure-related design guidelines which will be utilized to develop the functional concept design in Phase 2.

Complete Streets Guidelines (2017)

The City of Toronto's **Complete Streets Guidelines** focus on designing streets that prioritize the safety and accessibility of all users, including pedestrians, cyclists, transit riders, and motorists.

These guidelines promote a balanced approach to land use planning, emphasizing the integration of diverse transportation options within the urban environment.

Key principles include:

- Designing streets to support active transportation (pedestrian and cycling infrastructure)
- Ensuring universal accessibility
- Enhancing public realm and incorporating stormwater management features such as green infrastructure.

The Study will consider these guidelines when proposing street improvement recommendations.

Green Streets Technical Guidelines (2017)

The City of Toronto's **Green Streets Technical Guidelines** aim to integrate green infrastructure into urban streetscapes to improve environmental sustainability and enhance the public realm. These guidelines focus on the following strategies:

- Planting trees
- Managing stormwater
- Creating green public spaces

These guidelines will help shape proposed street improvements recommended by the Study.

Cycling Network Plan (2024)

The **Cycling Network Plan** (CNP) serves as a comprehensive roadmap and work plan, outlining the City's planned investments in the near-term and intentions for the long-term. The CNP's mandate is to connect the gaps in Toronto's existing cycling network, grow the cycling network into new parts of the city, and renew the existing cycling network routes to improve their quality.

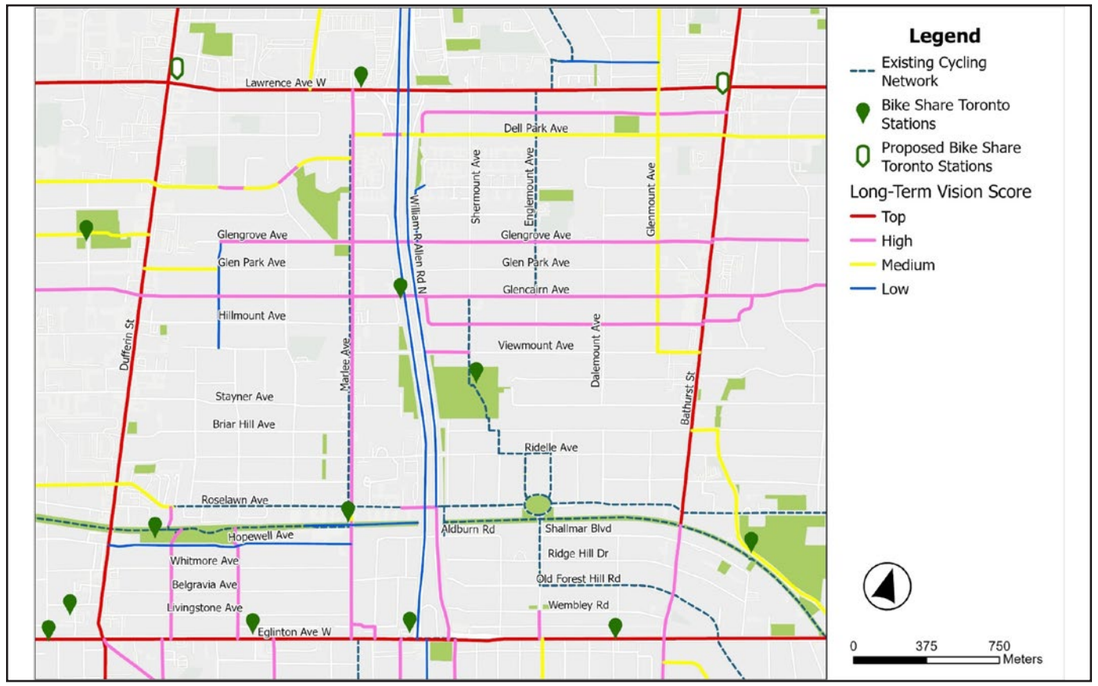


Figure 23 Toronto cycling network plan – Long-term score. Source: Parsons.

The CNP has three main components shown in **Figure 23**:

- Long-Term Cycling Network Vision
- Major City-Wide Cycling Routes
- A rolling three-year Near-Term Implementation Program

Long-Term Cycling Network Visions

Potential routes are scored based upon a cycling impact analysis framework:

- Top – Routes that scored highly across most inputs (i.e. safety, connectivity, equity, etc.) These are found mostly on arterial streets that connect to many destinations and transit.
- High – Routes that scored highly against most inputs.
- Medium – Routes that scored highly in some inputs or scored well across many inputs.
- Low – Routes that are primarily local neighbourhood connections and typically have parallel route alternatives.

Major City-Wide Cycling Routes

Located on significant corridors these routes support a connected system across the Greater Toronto Area by linking with other cycling routes in neighbouring municipalities. These cycling routes complement those identified in broader Provincial and City Plans including the Metrolinx Regional Cycling Network Plan and TOcore.

Near-Term Implementation Program

The CNP has a rolling three-year near-term implementation program in which Transportation Services regularly reviews the capital implementation program to bring forward new routes based on the cycling network near-term program prioritization framework.

RapidTO: Surface Transit Network (2024)

The RapidTO: Surface Transit Network Plan is a joint program by the City of Toronto and Toronto Transit Commission (TTC) aims to improve bus and streetcar reliability with transit priority solutions, and guides the study, evaluation and delivery of bus and streetcar improvement projects in the city. Within the Mobility Study Area, Dufferin Street, Lawrence Avenue West and Bathurst Street were identified as Priority Roadways proposed for roadway-specific studies, as shown in **Figure 24**.

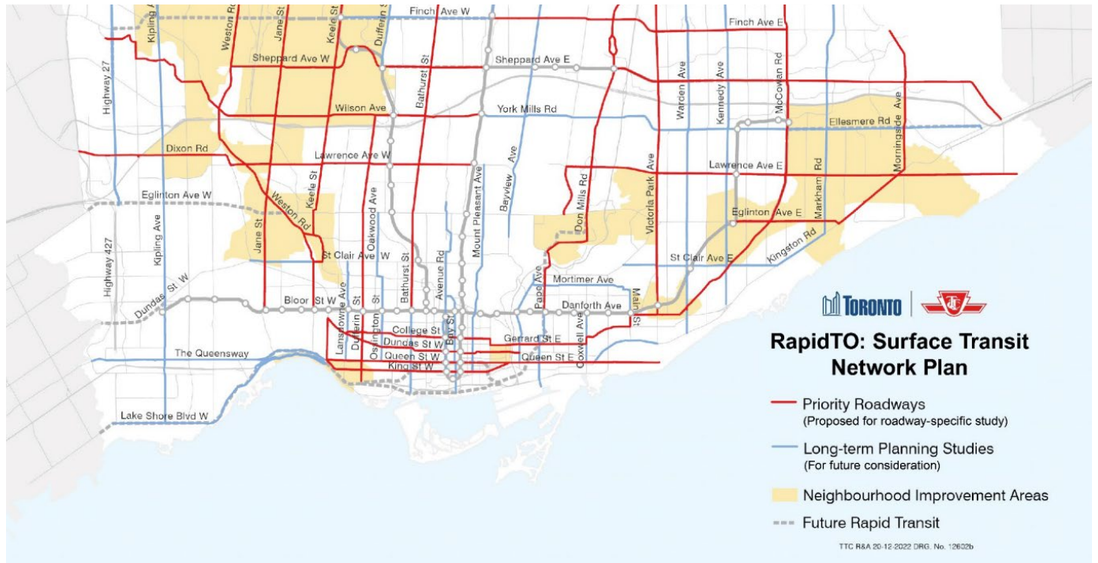


Figure 24 Map of surface transit network plan priority roadways and long-term planning studies.

Vision Zero Road Safety Plan (2019)

The Vision Zero Road Safety Plan is a comprehensive action plan aimed at eliminating traffic related fatalities and serious injuries through a range of extensive, proactive, targeted and data driven initiatives. The Plan covers best practices for street design, as well as works along other traffic safety programs to reduce traffic incidents.

The plan puts particular emphasis on prioritizing safety for vulnerable road users – pedestrians, people cycling, and people on motorcycles, as well as older adults, school children, and persons with a disability – as they are disproportionately impacted by collisions and face a higher risk of a fatality or serious injury in that event.

The plan focuses on a range of actions including:

- Holistic speed management strategy;
- Road design improvements;
- Proactively address high-risk mid-block crossings;
- Proactively address turning collisions at signalized intersections; and,
- An education and engagement plan.

The Study will review collision analysis, Road Safety Measures in place, and Vision Zero Road Safety Plan recommendations and tools for improving traffic safety in the neighbourhood.

Under this program, several safety measures have been implemented in the Mobility Study Area.

Congestion Management Plan (2023)

Toronto's Congestion Management Plan (CMP) focuses on four key target objectives to address the current congestion issues facing the City:

- Leveraging technology to better coordinate construction on city streets and expanding the Construction Hub program.
- Establishing a dedicated traffic management team that will work with stakeholders such as Toronto Police Services, Toronto Parking Authority, TTC, Metrolinx GO, the Office of Emergency Management and City Councillors to improve traffic management planning efforts around major events while also coordinating with ongoing construction.
- Providing increased traffic management support for surface street transit for both TTC and Metrolinx GO to help mitigate the impacts of construction related route diversions.
- Investigating Intelligent Transportation Systems (ITS), including Artificial Intelligence (AI) and Internet-of-Things (IoT) technology to better optimize traffic signal.
- These strategies can help manage potential congestion from adding density to the Marlee-Glencairn neighbourhood and will be explored through the Study.

City Asset Management Plan (2024)

The Asset Management Plan recommends integrating asset management into land use planning to ensure infrastructure supports current and future growth. It emphasizes optimizing infrastructure investment, prioritizing sustainable and resilient practices, and aligning public assets with growth areas. The plan also stresses coordination across City departments and using lifecycle costing to inform long-term planning decisions. These recommendations will be explored and evaluated through the Study.

Multi Use Trail Design Guidelines (2015)

The Multi Use Trail Design Guidelines focus on creating safe, accessible, and sustainable trails for a variety of users, including pedestrians, and people cycling.

The guidelines identify the Kay Gardiner Beltline and the York Beltline trails as Primary Trails, and identify the Allen Greenway as a "Proposed Trail." These guidelines will inform the design development and expansion of the trail network throughout the Marlee-Glencairn neighbourhood.

3.6 Parks and Open Space Policy Framework

Parks and Recreation Facilities Plan and Implementation Strategy (2019)

The Parks and Recreation Facilities Plan is a 20-year plan, comprising subsequent five year reviews, that outlines the City strategies for developing and enhancing parks and recreational facilities to meet the city's growing population and diverse needs and guide decision-making and investment.

Key recommendations include the following:

- Addressing current facility gaps;
- Responding to future facility needs that arise due increasing populations and changing demographics;
- Optimizing and modernizing existing recreation facilities;
- Addressing aging infrastructure; and
- Improving how the City plans and provides recreation facilities.

The Parks and Recreation Facilities Plan and Implementation Strategy guide the recreational facility analysis for this Study. The outcomes of the Study will inform the subsequent review of the Facilities Plan on the estimated growth, needs and changes planned for the Primary Study Area.

Toronto Parkland Strategy (2019)

The Toronto Parkland Strategy is a long-term plan to guide parks planning, prioritization, and investment throughout the city to ensure the expansion and enhancement of the parks system. Through the shaping principles of expand, improve, include and connect, it identifies walkability gaps, areas of relatively low and high parkland provision, impact of planned growth, as well as "areas of parkland need", which are priority areas for parkland planning and acquisition determined based on compounding factors such as low park supply, low income, and high growth.

In particular, the northeast corner and southwest portions of the Primary Study Area are highlighted as areas of low parkland provision and parkland need, and the Study will identify opportunities for parkland expansion and improvement with particular focus on those zones. As population grows in this area, parkland provision levels should be monitored, to identify improvement and expansion needs and priorities.

Natural Environmental Trail Strategy (2013)

The City of Toronto's Natural Environment Trail Strategy (NETS) is a comprehensive plan aimed at enhancing and managing approximately 300-kilometers of informal, natural environment trails across the city. The Strategy represents a shift towards sustainable trail development that balances public access with environmental preservation. Key objectives of the Strategy include:

- Designing trails to be sustainable;
- Engaging the community in planning trails;
- Environmental education through design; and
- Creating a connected trail network.

The Strategy establishes 10 Priority Management Areas and 31 Areas of Interest, however all of these falls outside of the Primary Study Area boundaries.

3.7 Sustainability Policy Framework

TransformTO Net Zero Strategy (2021)

Toronto's Net Zero Strategy is part of the City's plan to reduce community-wide greenhouse gas emissions to achieve net zero by 2040. This strategy provides the following targets and actions to meet the net-zero target:

- Implement best practices in minimizing carbon emissions, increasing renewable energy and managing waste;
- Work with industry experts and agencies to address barriers and strategize solutions to achieving net zero;
- Increase viability of active transit and public transit;
- Promote biodiversity, green spaces and canopy cover; and
- Work with equity and advocacy groups for determining sustainability improvements.

TransformTO aims to decarbonize Toronto while advancing health, equity, resilience, and economic goals. Opportunities to reduce emissions in line with the strategy will be integrated throughout the Study.

Toronto Green Standard

The Toronto Green Standard (TGS) sets sustainable design requirements for new developments, supporting the City's climate goals. It guides site-level environmental performance and mandates near net-zero emissions by 2026 under TransformTO targets.

The TGS reduces environmental impacts by requiring sustainability features in new developments, including:

- Improving air quality through reducing auto-dependency;
- Reducing greenhouse gas emissions by optimizing energy efficiency of buildings and low carbon buildings materials;
- Enhancing water quality by incorporating stormwater management practices, such as green streets and green roofs;
- Increasing biodiversity and minimizing urban heat island effect by protecting and increasing existing canopy of trees; and
- Diverting waste away from landfills using and recycling sustainable building materials.

Phases 2 and 3 of the Study will explore design and planning strategies to support the TGS and increase climate change resilience.

3.8 Policy Framework Summary

This Policy Framework outlines key Provincial and Municipal policies and guidelines in the areas of land use, built form, mobility, public realm, parks and open space, and sustainability. These policies are instrumental in shaping the direction of the Study and will inform its subsequent recommendations.

The Study will integrate these elements into a cohesive community vision, with a clear and actionable plan for implementation.

The Policy Framework supports several critical actions, including:

- Directing development and increased density near transit stations to optimize use of existing infrastructure and support transit investment.
- Providing a resilient and inclusive complete community for people of all ages and abilities.
- Designing streets that prioritize active transportation and transit use, with a focus on improving pedestrian safety.
- Expanding and improving equitable access to parkland, open spaces, and public realm amenities, particularly in areas experiencing growth and low parkland provision.
- Advancing sustainability goals that extend beyond site-level requirements to promote a low-carbon, biodiverse, and climate-resilient community through redevelopment and public realm enhancements.
- Informing a holistic approach to land use, housing, density, built form, mobility, parks and open space, community services and facility, and environment and sustainability.

This section will serve as a key resource for guiding options and policy development throughout Phases 2 and 3 of the Study, ensuring alignment with the broader objectives of both the Province and City in shaping the future of the area.

4. Existing Conditions

4.1 Introduction

This section provides a review of the area's historical background and existing conditions to inform development of growth scenarios and recommendations for subsequent phases of work. The general themes of study under the existing conditions review include:

- Historical Background
- Existing Demographics
- Land Use and Built Form
- Municipal Servicing and Infrastructure
- Mobility, Street Network, and Public Realm
- Parks and Open Space
- Environment and Sustainability
- Community Services and Facilities
- Arts and Culture

4.2 Historical Background

Inhabited for millennia by the Anishnabeg, Haudenosaunee, Mississaugas of the Credit and Wendat peoples, and later part of Treaty 13 with the Mississaugas of the Credit, the Marlee-Glencairn Area has undergone significant transformations alongside Toronto's growth. Several sites within the Study Area are identified as having archaeological potential **(Figure 26)**, some of which may be linked to Indigenous history, although no confirmed sites of archaeological significance are present. From its origins as land inhabited by First Nations and its use for agriculture following colonial settlement, the area has seen considerable shifts including the introduction of major infrastructure such as the Belt Line Railway, the TTC and Allen Road.

This historical background analysis documents the progression of the area starting from the earliest known survey of blocks and concessions to its modern urban structure. A comprehensive cultural heritage review is provided in the "Heritage Framework Report", included in Appendix D.

Figure 25 Birds eye view of the Toronto Belt Line Railway (Source: Toronto Railway Historical Association).

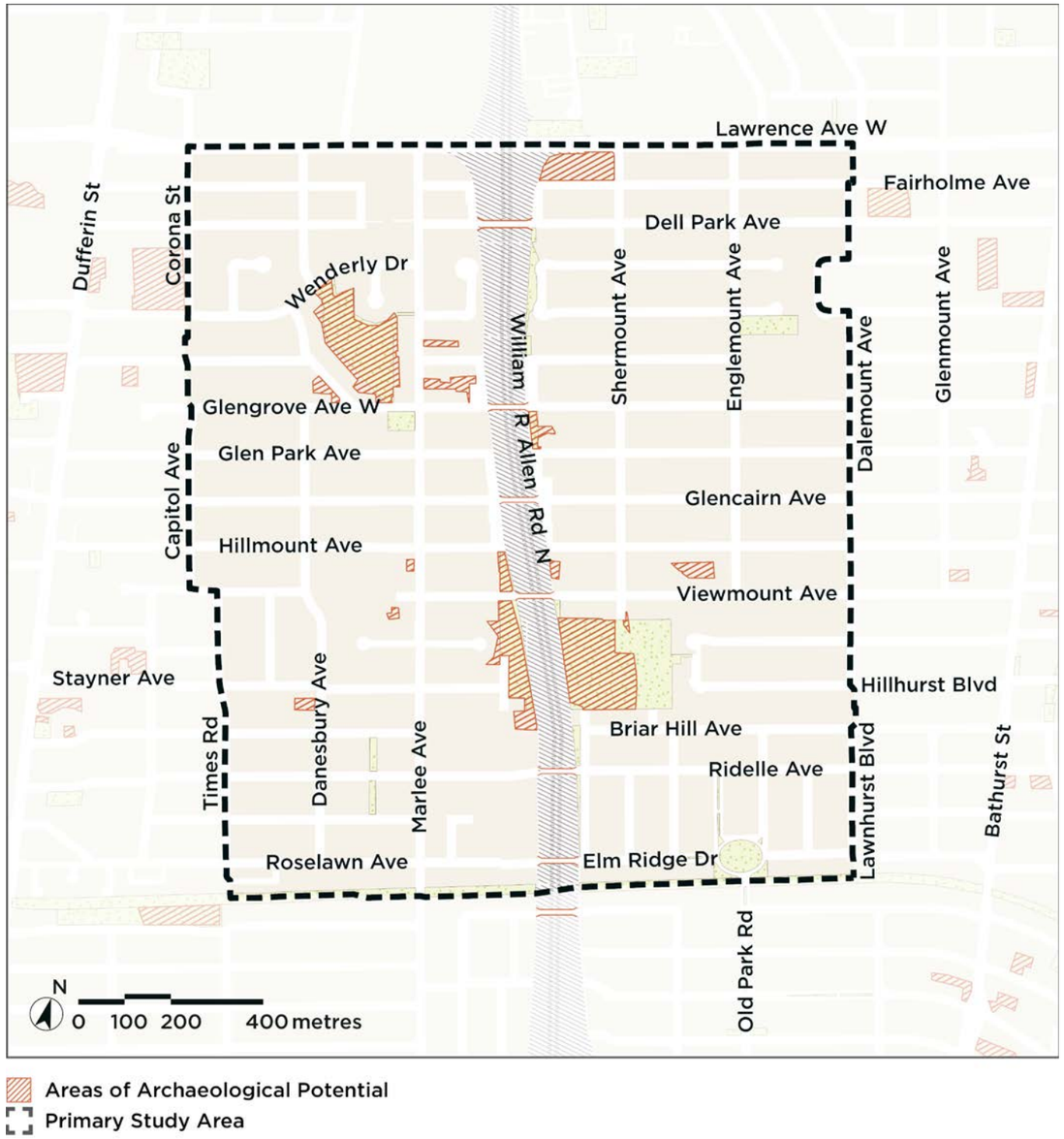


Figure 26 Areas of archaeological potential in the Primary Study Area as identified in the Official Plan.

Neighbourhood Evolution

1880s

Founded in 1889, the Toronto Belt Land Corporation was instrumental in subdividing and selling land around the newly constructed rail line to support residential development. By 1894, the land just north of Eglinton Avenue, between Dufferin and Bathurst Streets, was being developed, with smaller lots west of Marlee Avenue following soon after. The completion of the Grand Trunk Railway in 1892, which established the Belt Line for commuter service, further fueled growth in the area, with Forest Hill and Fairbank stations becoming key stops. These two neighbourhoods, shaped by the railway, now have distinct characters. However, by 1894, railway service ceased, and the line between Mount Pleasant Cemetery and Rosedale was abandoned. The Grand Trunk Railway later rebuilt the northern section of the Yonge Street loop in 1910, repurposing it to transport commodities like building materials and fuel to support the development of the city's growing suburban neighbourhoods.

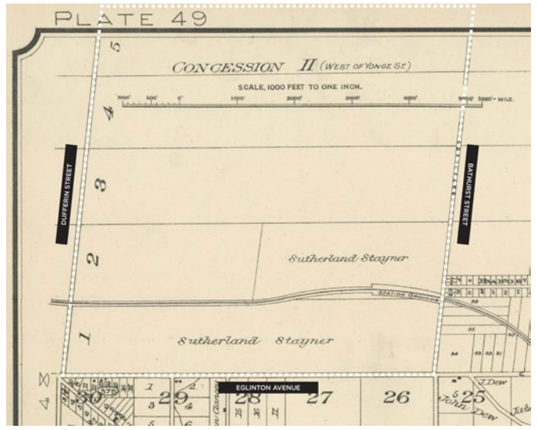


Figure 27 Evolution of the Primary Study Area - 1890. Appendix D: Heritage Framework Report.

1920s

In 1924, following World War I, Toronto experienced rapid subdivision of land and residential development both north and south of the Belt Line Railway. This period saw urban sprawl beginning to spread outward, driven by the increasing demand for housing in the post-war era.

The expansion was facilitated by the subdivision of larger plots of land into smaller, more accessible parcels, paving the way for the creation of new residential neighbourhoods that would further shape the city's suburban growth.

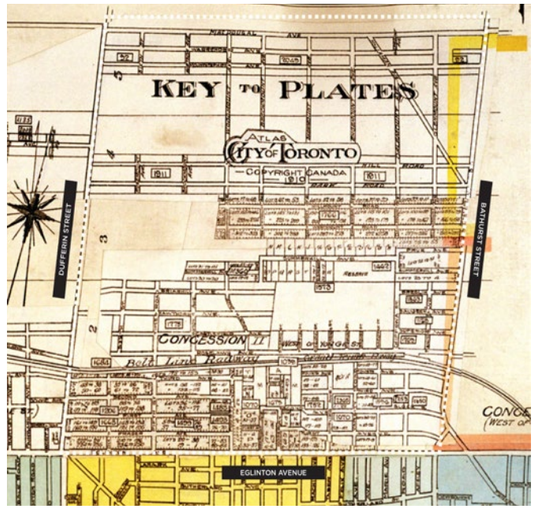


Figure 29 Evolution of the Primary Study Area - 1924. Appendix D: Heritage Framework Report.

1950s

In the 1950s and 1960s, post-World War II expansion led to rapid residential development, transforming agricultural lands north of the then city limits into sprawling suburban neighbourhoods. This period saw the rise of single-detached homes, as the demand for housing surged to accommodate the growing population. The expansion reflected broader societal shifts, with a focus on creating suburban communities that offered more space and modern amenities, marking a significant departure from the city's earlier urban fabric, setting the stage for further growth in the decades to come.

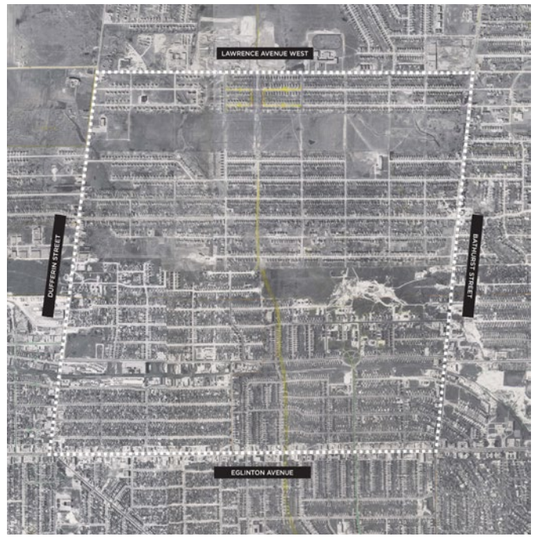


Figure 28 Evolution of the Primary Study Area - 1953. Appendix D: Heritage Framework Report.

1960s

By the 1960s, the area reached near full buildout, with single-detached, low-rise residential development emerging as the community's primary character. However, the construction of the Allen Road (formerly known as William R. Allen Road) in the late 1960s began to bisect the neighbourhood, disrupting the previously cohesive urban fabric. Allen Road was initially planned in 1953 to provide a north-south connection from North York's suburban communities to Downtown Toronto. The expressway was eventually designed to be sunken and to include a rapid transit line at the centre of its right-of-way, allowing for the introduction of higher order transit through the Spadina Line extension of the Line 1 Yonge-University Subway. The northern section of the Spadina Expressway was built between Sheppard Avenue and Lawrence Avenue West by 1964, which was later extended to Eglinton Avenue West.

Figure 30 Evolution of the Primary Study Area - 1969. Appendix D: Heritage Framework Report.

1970s

In 1971, the Provincial government halted further construction of the Expressway, due in part to major organized local efforts. Activists, such as famed urbanist Jane Jacobs, brought to light the impacts of modernist urban renewal projects on North American cities at the time and its role in creating neighbourhood segregation and the environmental impacts of highways on communities.

The completed section of the Spadina Expressway was named Allen Road, and its completion signaled a major change to development in Toronto, as its construction divided the neighbourhood east and west but also introduced higher order transit in the form of the subway. Remnants of the Spadina Expressway "ditch" are visible in Cedarvale Park, which was the portion meant to continue further south to downtown. As part of the major infrastructure changes in the area, a portion of the rail line was expropriated to build Allen Road, ending rail service east of Marlee Avenue. The unused right-of-way east of Allen Road was sold to the city in 1972 amid efforts to transform it into a biking path. The portion west of Allen Road was acquired by the city in 1988.

Due to the advocacy of supporters such as Kay Gardner and David Crombie, the former rail line was successfully converted into a trail in 1989. The TTC's Glencairn Subway Station opened in 1978, contributing to the area's transformation and solidifying one of the main neighbourhood's dynamics — a divided urban environment east and west, but in close proximity to major transportation infrastructure.

Completion of Allen Road

The Spadina subway extension, completed in 1978, brought significant transit access to the Primary Study Area, with Glencairn, Lawrence West, and Eglinton West Stations located along the Allen Road right-of-way.

This infrastructure exemplifies the modernist planning principles of the 1960s and 1970s, which prioritized mobility through the development of a freeway network. Residential renewal projects like Rosebury Square and Lawrence Heights further reflect the influence of modernist planning, shaping the built environment both within and around the Primary Study Area.

Figure 31 Evolution of the Primary Study Area - 1983. Appendix D: Heritage Framework Report.

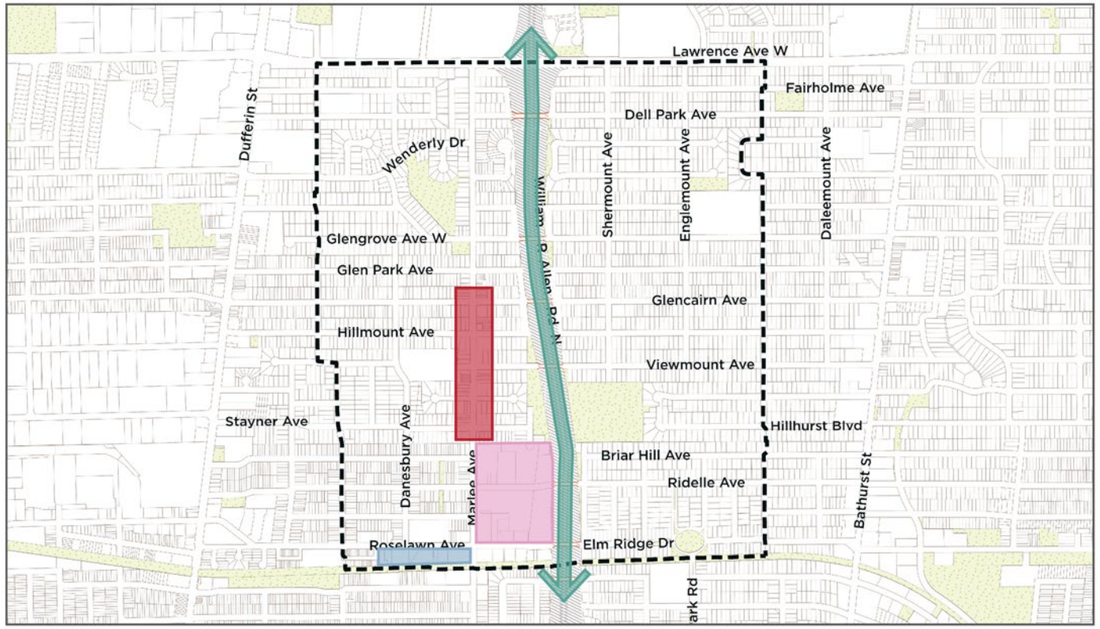


Figure 32 Areas of interest in the Primary Study Area.

Areas of Interest in the Neighbourhood's Urban Evolution

The heritage framework review identified preliminary areas of interest tied to the historical evolution of the neighbourhood. These elements have shaped the urban structure, contributing to the distinct identity and heritage of the Marlee-Glencairn area, shown in **Figure 32**.

Marlee Avenue Commercial Strip

According to the historic aerial imagery of the area, Marlee Avenue was lined with low-rise houses along both sides of the street. As few lots remained undeveloped, by around 1960, strip plazas began to emerge, housing both local businesses and larger retail spaces. These commercial uses represent an important aspect of the community's fabric —providing fine-grain, affordable, accessible spaces for residents to establish businesses and services. Some of these properties have been the subject of redevelopment

applications, as seen in various projects along the street. As the area along Marlee Avenue evolves, the Study provides an opportunity to enhance small scale retail, commercial, and community service spaces to support Marlee Avenue's character and continued vitality.

Rosebury Square

The high-rise, tower-in-the-park design of Rosebury Square reflects the planning principles of the era when the Allen Road was conceived and built. This design, characterized by large residential towers set within open landscaped spaces, was a hallmark of mid-20th-century urban planning. The tower communities feature their own retail spaces, common amenities such as swimming pools, and underground parking.

Roselawn Avenue Industrial Area and the Beltline

The south side of Roselawn Avenue, which once backed onto the former Beltline railway, developed an industrial character around the 1940s. This area features a mix of architectural styles, including art deco industrial buildings alongside more vernacular structures, such as houses that were adapted for commercial and industrial use through various additions. Some of the former industrial sites have since been redeveloped into townhouses, reflecting the area's evolving character. The Beltline Trail, which now occupies the path of the former railway and area's industrial past, serves as a recreational and green space corridor that loops around the northern part of the city, terminating near Caledonia Road and Eglinton Avenue West.

Allen Road and Adjacent Area

The introduction of the Allen Road had a transformative impact on the evolution of the surrounding neighbourhood. While the completed portion provided a key north-south connection, its implementation as a trench expressway has significantly fragmented the community, dividing several roads, amenities and neighbourhoods. The urban fabric adjacent to this expressway is characterized by dead-end streets and sectioned parks, including Viewmount Park, which was split into two sections— becoming Benner Park on the western side of the road. Allen Road could have also influenced land use patterns in the area, by delegating commercial uses towards Marlee Avenue and Eglinton West. The presence of the Allen Road shaped development patterns, land use patterns, and contributed to neighborhood fragmentation, making it a historically significant piece of infrastructure for both the area and the wider city.

4.3 Existing Demographics

The following section summarizes demographic characteristics, including the following:

- Population and Age Distribution
- Household Characteristics
- Employment
- Education
- Income
- Immigration
- Housing Characteristics

The demographic profile was prepared using Census data from Statistics Canada for the years 2011, 2016 and 2021.

Population and Age Distribution

Within the Primary Study Area, the population grew by 1.5% from 17,930 in 2016 to 18,195 people in 2021, while the City of Toronto as a whole grew by 2.3% during the same timeframe, shown in **Figure 33**. Compared to the city as a whole, the Primary Study Area exhibits a slightly larger youth population under the ages of 14, as shown in **Figure 34**.

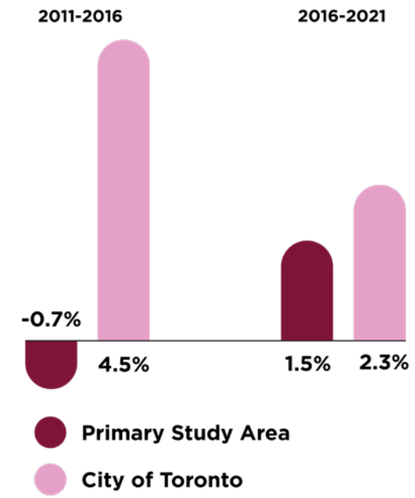


Figure 33 Five-year percentage change in population for the Primary Study Area compared to the City of Toronto.

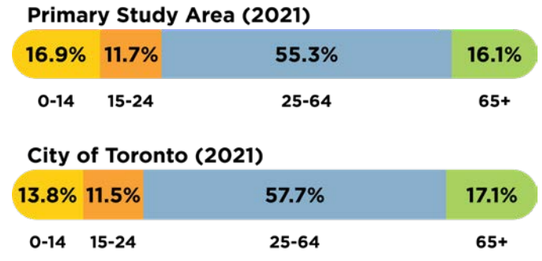


Figure 34 Age distribution in the Primary Study Area compared to the City of Toronto.

Household Characteristics

The Primary Study Area's household characteristics in 2021 show a range of household sizes, with two person households being most common, as shown in **Figure 35**. Compared to the city as a whole, the Primary Study Area features a higher proportion of households with four or more people and a smaller proportion of one-person households.

Households that have children account for 67.7% of all households in the Primary Study Area, and 20.5% of households with children are single parent households, which is comparable to the city average.

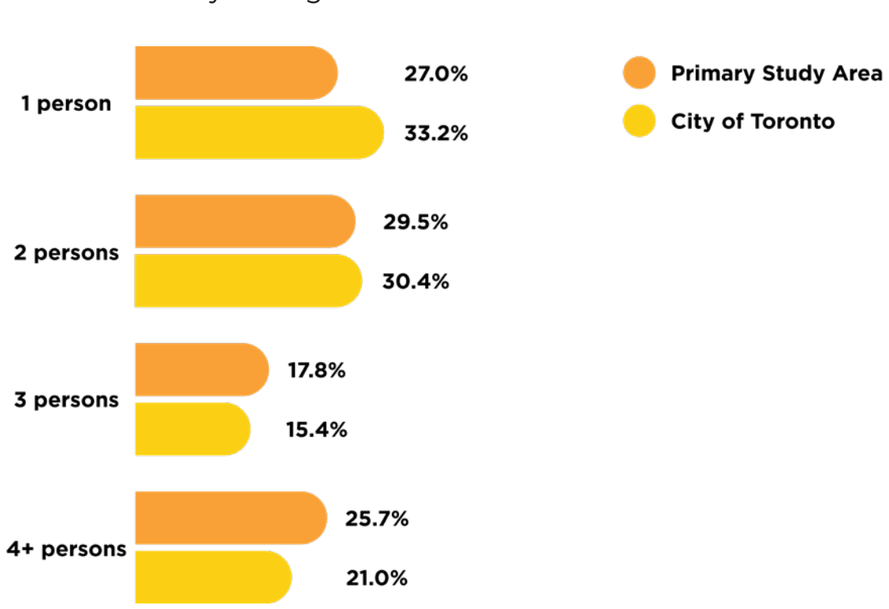


Figure 35 Household characteristic data comparing the Primary Study Area to the City of Toronto in 2021.

Employment

The four most common fields of employment in the Primary Study Area in 2021 are:

- Health care and social assistance (14.5%);
- Professional, scientific and technical services (15.6%);
- Retail (10.8%); and
- Educational services (9%).

Figure 36 shows that labour force statistics have remained steady over the past decade where the employment-population ratio has historically remained around 60% with a participation rate of 63.5%. From 2011 to 2021, there was a rise in unemployment from about 7% to 13% in the Primary Study Area. This rise in unemployment is likely a result of the residual effects following the 2020 COVID-19 pandemic.

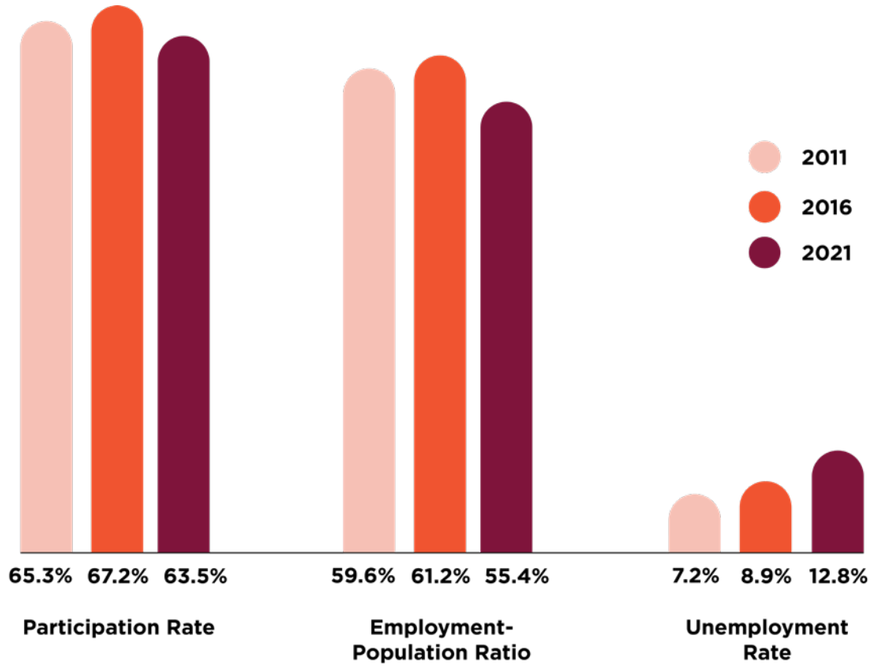


Figure 36 Labour force characteristics for the Primary Study Area between 2011 and 2021.

Education

As of 2021, the Primary Study Area is highly educated with 77% of its population having some form of post-secondary education. Of that population, 71% hold a university certificate, diploma or degree at the bachelor level or above. This data correlates with the neighbourhood's labour force characteristics showing a high proportion of professional industries.

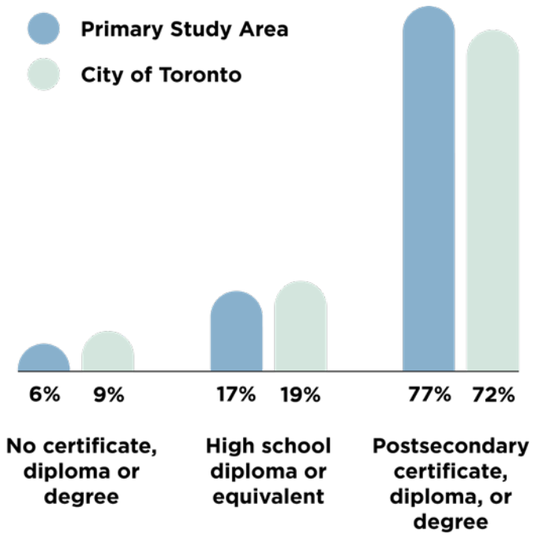


Figure 37 Educational attainment data comparing the Primary Study Area to the City of Toronto as of 2021.

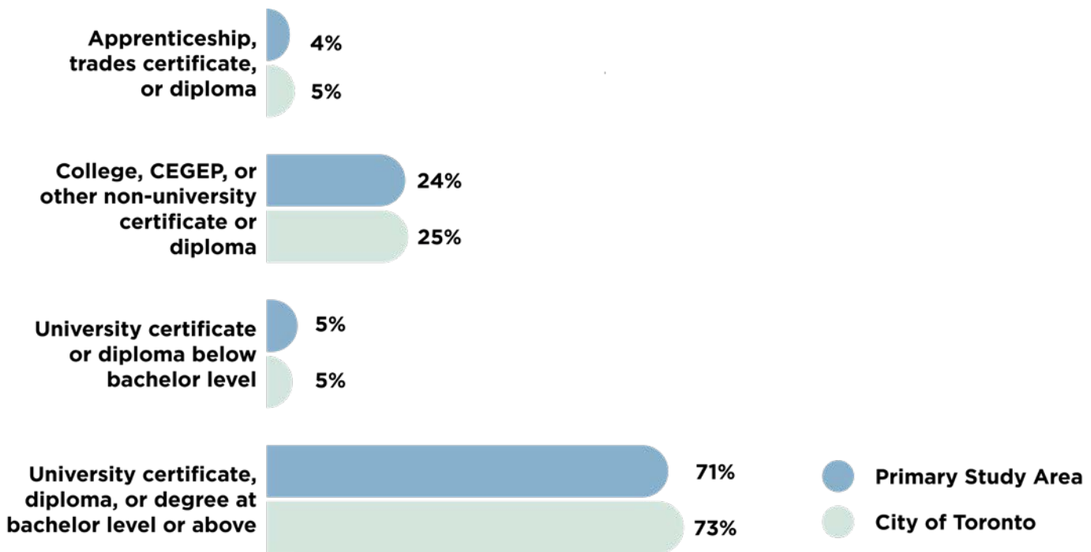


Figure 38 Post-secondary educational attainment data comparing the Primary Study Area to the City of Toronto as of 2021.

Income

The Primary Study Area has a higher average household income compared to the City of Toronto's average households, shown in **Figure 39**. While the Primary Study Area average household income increased from $110,083 to $140,786 (28%) between 2011 and 2021, the average household income for the city as a whole also rose from $87,038 to $121,200 (39%).

The Primary Study Area also has a declining rate of low-income households (measured using the Low-Income Cut Off from Statistics Canada), which has decreased from 15% in 2011 to 9.8% in 2021, shown in **Figure 40**. The city as a whole's Low-Income Cut Off rate also decreased from 19.3% to 13.2% during the same time frame.

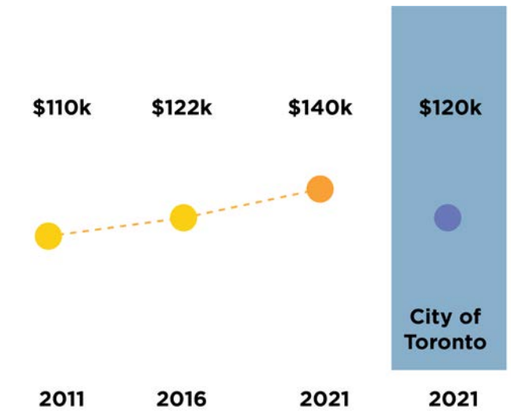


Figure 39 Average household income between the Primary Study Area and the City of Toronto as of 2021.

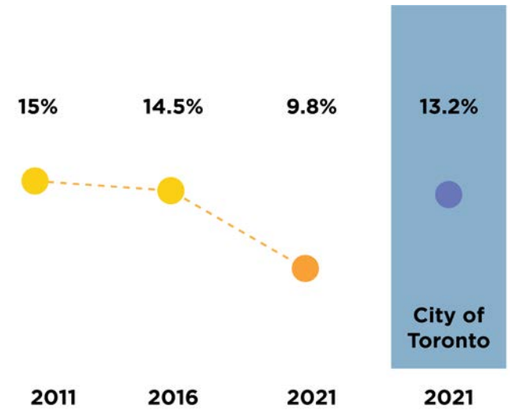


Figure 40 Incidence of low income between the Primary Study Area and the City of Toronto as of 2021.

Immigration

The 2021 Census data shows that the Primary Study Area has a 47% immigrant population and a 4.2% non-permanent resident population, as shown in **Figure 41**.

Figure 42 shows that most immigrants are first generation with most immigrants (25%) arriving between 2001 and 2005. Home language data indicates a high percentage of Filipino, Italian, and Spanish language speakers. These statistics may indicate a need for immigration services, services provided in different languages, and diverse community programming to accommodate cultural desires and needs in the community.

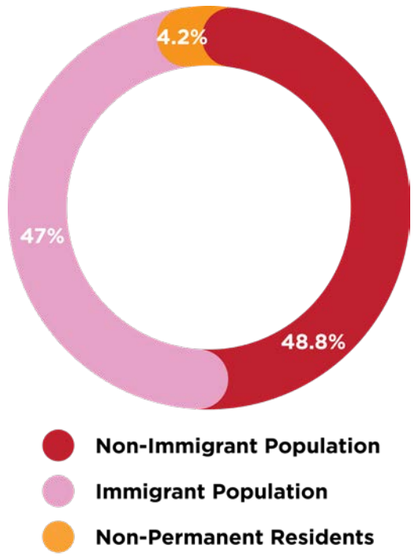


Figure 41 Primary Study Area immigrant and non-permanent resident population status as of 2021.

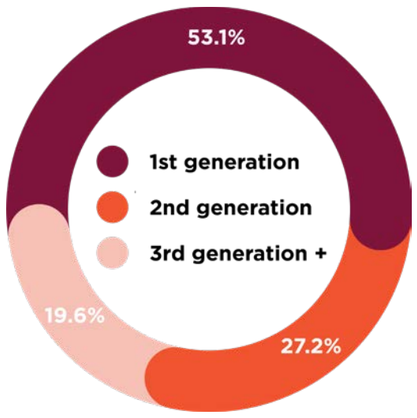


Figure 42 Primary Study Area immigration generation status as of 2021.

Housing Characteristics

The Primary Study Area's housing inventory is predominantly characterized by single-detached homes with a few pockets of high-density apartment buildings. 2021 Census data visualized in **Figure 43** shows that about half of the dwellings in the Primary Study Area are rented, while the other half are owned, which is a greater proportion of renters compared to the city as a whole.

While **Figure 44** shows that 39.6% of total occupied dwellings in the Primary Study Area are classified as apartment buildings over five storeys tall, these buildings are mainly clustered between Marlee Avenue and Allen Road, while the rest of the area primarily features single detached homes. 18.7% of dwellings are apartments less than five storeys, while 32.6% of dwellings are single detached.

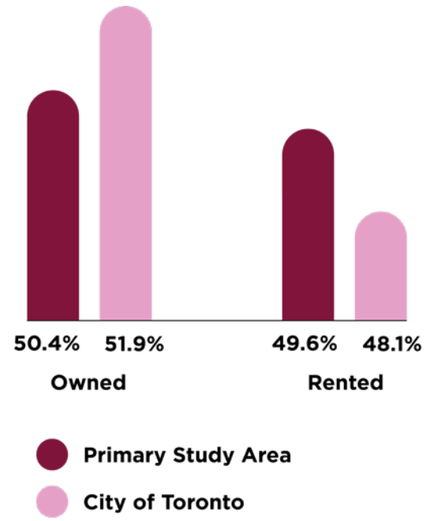


Figure 43 Tenure split between households between the Primary Study Area and the City of Toronto as of 2021.

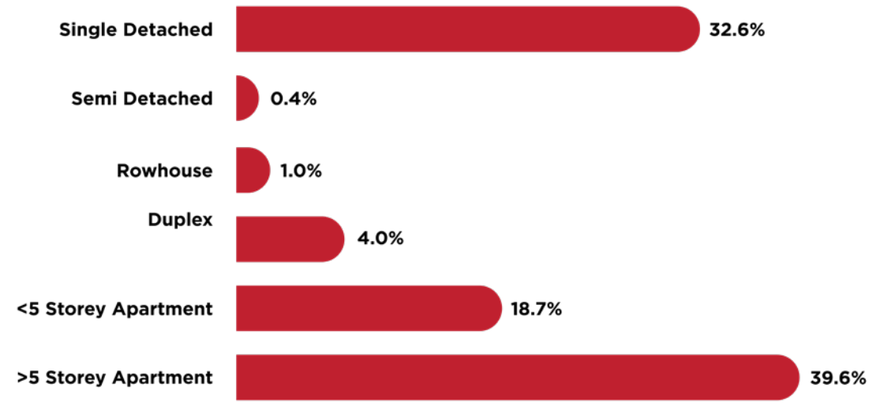


Figure 44 Housing type percentage of total occupied private dwellings in the Primary Study Area as of 2021.

Demographics Summary

The existing demographic data for the Primary Study Area highlights the following:

- The Primary Study Area shows an overall growth in population between 2016-2021;
- Compared to the City of Toronto average, the Primary Study Area has a higher proportion of children, youth, seniors, families, and newcomers.
- Household average incomes are increasing and the proportion of low-income households is decreasing;
- The Primary Study Area features a highly educated population with greater average incomes than the city as a whole;
- There is a significant first-generation immigrant population;
- The majority of households occupy either single-detached homes or apartment buildings (5-storeys or greater).

4.4 Land Use and Built Form

Existing Land Uses

The Primary Study Area features a mix of land uses, including residential, mixed use, commercial, parks, industrial, and institutional land uses, as shown in **Figure 47** and **48**.

A key feature of the Primary Study Area is that nearly all commercial, retail, and employment-related activities are located west of Allen Road, along Marlee Avenue, and Roselawn Avenue respectively, as shown in **Figure 47**. The east side of Allen Road is primarily residential with the closest commercial spaces located along Lawrence Avenue West, Eglinton Avenue West and Marlee Avenue.

Land use and property value data collected by the Municipal Property Assessment Corporation (MPAC) was analyzed to further investigate land uses in the Primary Study Area. MPAC data results highlight how single- and semi- detached houses dominate the landscape, comprising 71% of parcels in the Primary Study Area.[1]

Figure 45 A mix of land uses along Marlee Avenue.

Figure 46 An example of residential land uses on the east side of Allen Road.

1. MPAC data combines single and semi-detached home typologies together, while Statistics Canada Census data separates them.

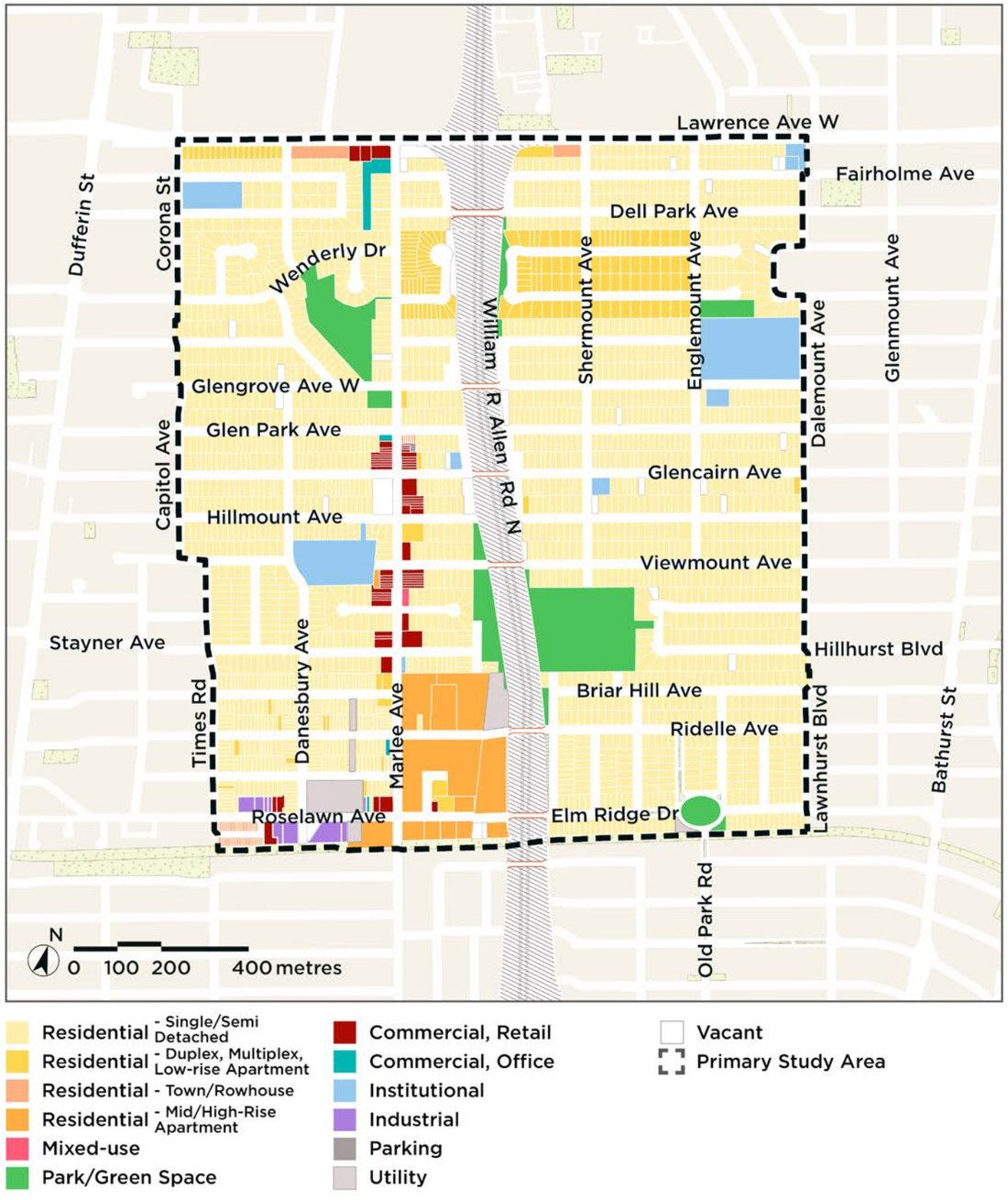


Figure 47 Existing land uses in the Primary Study Area derived from MPAC data.

Figure 48 illustrates how the Primary Study Area also features a mix of low-rise residential buildings under five storeys tall, mid- and high-rise buildings, and institutional buildings (schools) that represent between 4.4% to 6.7% of total parcel area in the Primary Study Area.

Commercial and retail activities are limited, with retail largely concentrated along Marlee Avenue. This commercial corridor predates the construction of Allen Road, with additional retail scattered along the arterial roads surrounding the Mobility Study Area.

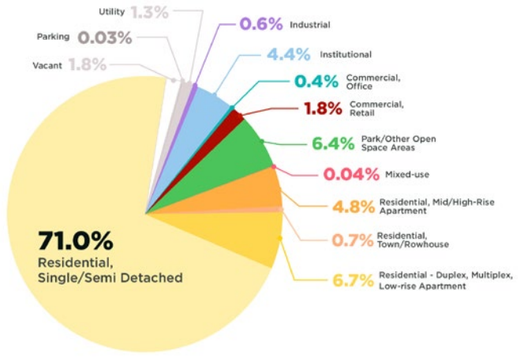


Figure 48 Existing land use distribution as a percentage of total parcel area in the Primary Study Area.

Existing Density

In July 2022, through the City's municipal comprehensive review, Glencairn Subway Station was identified as a potential PMTSA requiring a local planning study to assess opportunities to create a planning framework that would enable a minimum planned density target of 200 people and jobs per hectare to be met. As of 2021, the draft PMTSA boundary had a density of approximately 71 people and jobs per hectare and the remaining potential in the zoning would not allow this area to meet the planned density target.

Figure 49 visualizes densities across the Primary Study Area from MPAC data.

Approved and On-Going Developments Applications

The Primary Study Area has experienced high levels of development interest and there are currently several development applications approved or under review within the Primary Study Area, as shown in **Figure 50**. Each of the approved applications are for residential townhouses, residential apartments or mixed use residential buildings, shown in **Figure 51**.

While these applications are under review and subject to change, they demonstrate the high levels of development interest and density being proposed in the Primary Study Area, particularly along Marlee Avenue.

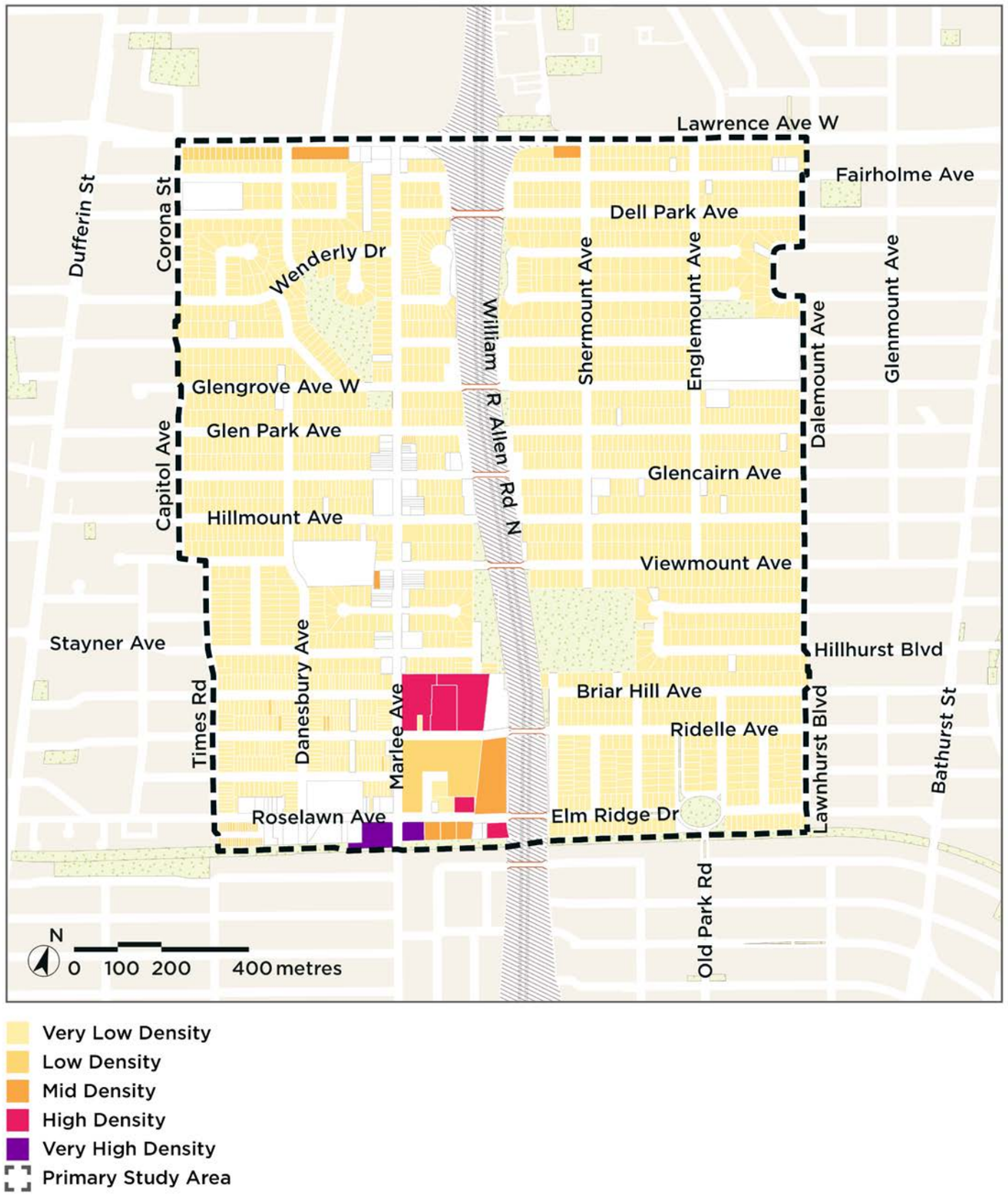


Figure 49 Existing densities in the Primary Study Area.

Figure 50 Development applications in the Primary Study Area as of April 2025.

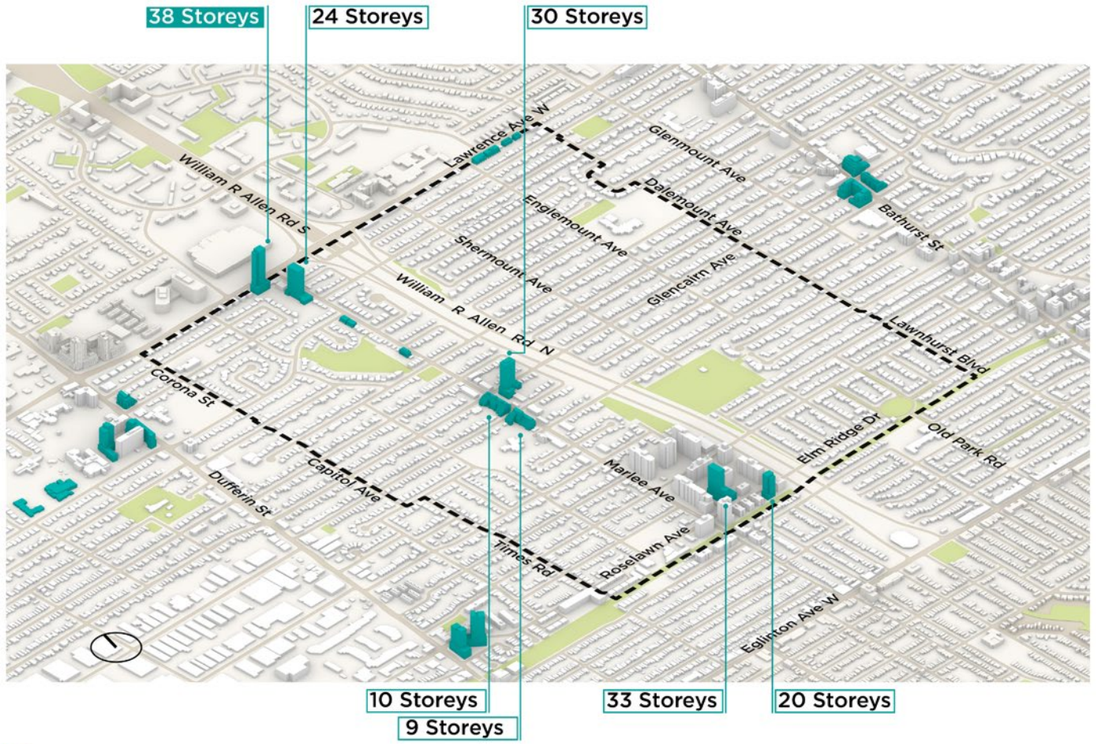


Figure 52 Approved developments in and around the Primary Study Area.

Figure 51 Examples of ongoing development in the Primary Study Area.

Property Values

MPAC property data was analyzed in order to help inform Options Development in Phase 2 of this Study. Property values are an important consideration for development feasibility as they directly affect the initial cost, potential returns, market demand, and risk profile of development projects. Property values also provide an equity perspective to how development options are proposed. It is important to consider what properties are being proposed for development through the Study as it affects the existing and future residents of those properties. Finally, it is also important to consider why property values are different across the Primary Study Area. Factors such as access to green space, heritage features, tree-lined streets and a quiet residential neighbourhood are some factors that contribute to increased property values. As such, the Study can explore opportunities for improving these factors in areas of low property values.

Figure 53 visualizes generalized property values across the Primary Study Area. Areas in dark red are properties of higher value compared to areas in lighter red. It is important to note that the property values do not consider the land use of that property. As such, apartment buildings, such as the Rosebury Square apartments in the southern section of **Figure 53** on the west side of Allen Road, exhibit the same level of property values as low-density residential land uses on the east side of Allen Road despite having many more residential units.

Even when looking at similar low density residential land uses, **Figure 53** clearly highlights a discrepancy between the east and west side of Allen Road. While there are pockets of low and high value properties on each side, the east side of Allen Road has a greater number of high valued properties. **Figure 53** provides an aggregated graphic that shows general property values throughout the entire Primary Study Area and does not refer to specific properties or the limits of any particular lot.

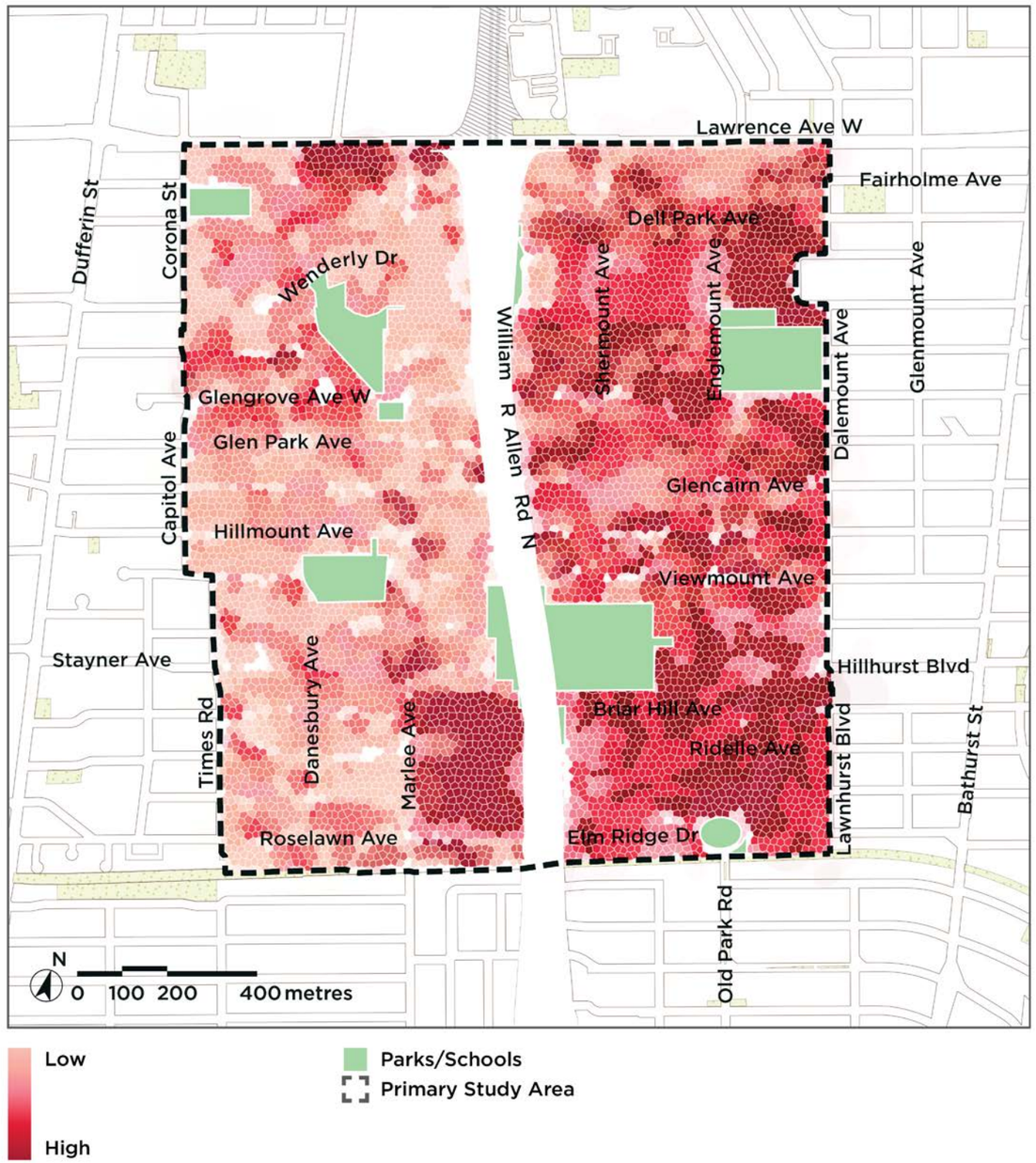


Figure 53 MPAC property values across the Primary Study Area.

Existing Residential Building Types

Low-Rise Buildings

The majority of the Primary Study Area predominantly features low-rise buildings, consisting of single and semi-detached homes, townhomes, and apartment buildings under four storeys tall. The following sections explore each of these building types in further detail.

Single- and Semi-Detached Building Typology

According to MPAC data, single- and semi-detached homes make up 71% of all parcels in the Primary Study Area and represent a significant portion of the existing housing stock. These buildings are set back from the street, feature at-grade driveways, backyards, and building heights under three storeys.

Townhouse Building Typology

The Primary Study Area includes a small proportion of townhouses (0.7%) that have been developed more recently along Roselawn Avenue and Lawrence Avenue West. These low-rise buildings offer greater densities than single- and semi-detached buildings yet maintain the low-rise context of the neighbourhood in terms of setbacks, landscaping, unit access, and height.

Low-Rise Apartment Building Typology

The Primary Study Area also features a significant segment (6.7% of all parcels) of low-rise apartment buildings with a particular cluster between Dell Park Avenue and Glengrove Avenue on both sides of Allen Road. These buildings were largely built in the 1960s and 1970s and add housing option diversity while being in a similar scale as the broader residential area.

Mid-Rise Buildings

New mid-rise buildings (4.8% of all parcels) are beginning to emerge within the area, with recent developments reflecting a shift toward more intensive forms of development along certain streets. These buildings help provide a transition between low-rise buildings in areas designated as *Neighbourhoods* since they minimize shadowing, privacy concerns, and wind effects on neighbouring properties.

Figure 54 Single-detached building typology. Bottom left: Bungalows along Marlee Avenue. Bottom right: Single- and semi-detached homes along Fairholme Avenue.

Figure 55 Townhouse building typology. Bottom left: Townhouses along Lawrence Avenue West. Bottom right: Townhouses along Marlee Avenue.

Figure 56 Low-rise apartment building typology. Bottom left: Six-plex along Meadowbrook Road. Bottom right: Triplex along Fraserwood Avenue.

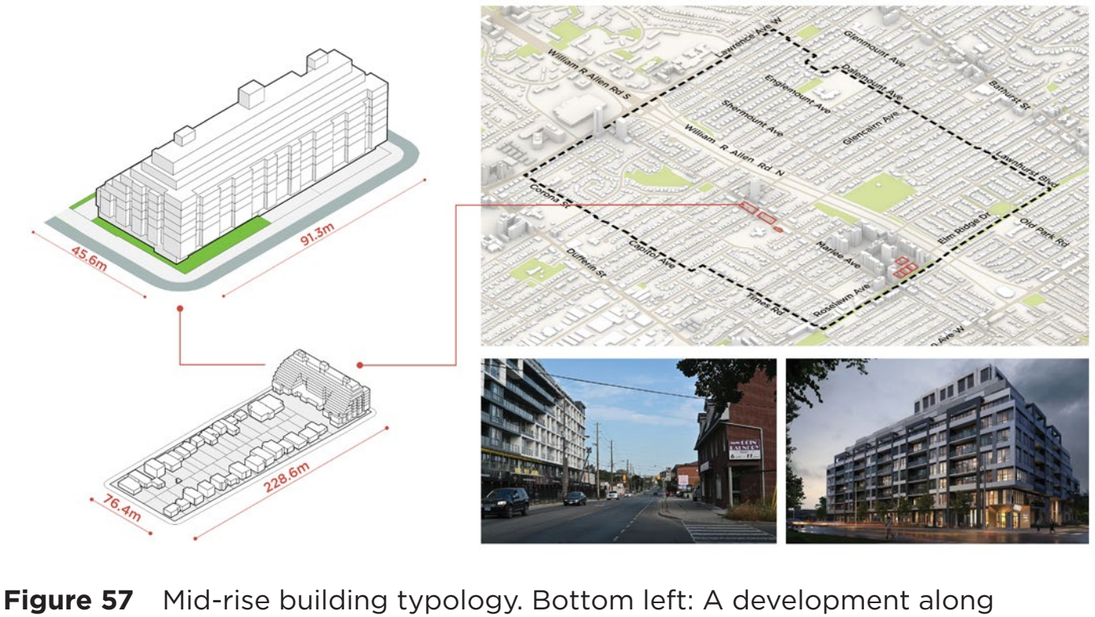


Figure 57 Mid-rise building typology. Bottom left: A development along Marlee Ave between Glencairn Avenue and Hillmount Avenue under construction. Bottom right: A proposed 9-storey mixed use condominium building on the southwest corner of Hillmount Avenue and Marlee Avenue.

High-Rise Buildings

Several high-rise buildings are present in the area, contributing to the higher-density landscape along Marlee Avenue between Stayner Avenue and Elm Ridge Drive. These buildings were built in the second half of the twentieth century and feature modernist slab architecture with long rectangular floorplates and flat building façades that are setback from the street. Newer high-rise developments have adopted podium-and-tower typologies in line with City design guidelines that help create a pedestrian-oriented streetwall and public realm. These buildings represent a departure from past forms, with podiums providing a base for retail, community, and residential spaces, and towers accommodating the majority of the residential component. Modernist and contemporary tower development currently account for approximately 4.8% of the overall land use mix.

Overall, the building typologies demonstrates an area transitioning towards mid- and high-rise developments along Avenues and areas closer to Glencairn Subway Station as the Primary Study Area continues to intensify.

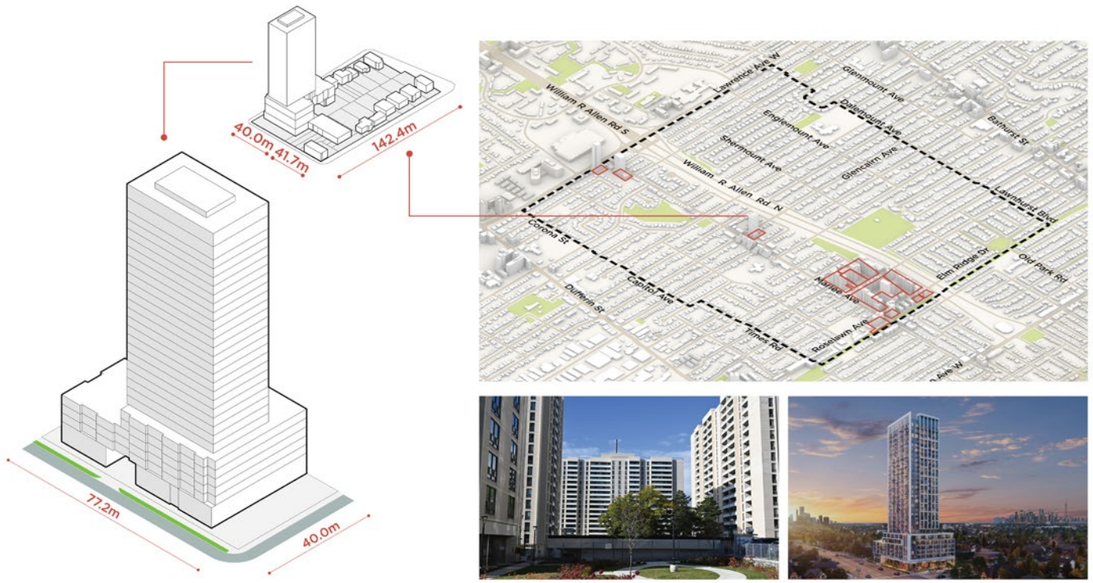


Figure 58 High-rise building typology. Bottom left: High-rise buildings on the block of Ridelle Avenue and Marlee Avenue. Bottom right: An approved 30-storey mixed use condominium and live/work building on the south side of Glencairn Avenue, east of Marlee Avenue.

Block Patterns & Parcel Fabric

The block pattern in the Primary Study Area is a product of its historical development pattern and subdivision where blocks were developed in clusters over time. Blocks between Glengrove Avenue and Viewmount Avenue were developed in the mid-twentieth century and are consistently sized 90m in depth by 230m in length. However, blocks west of Marlee Avenue between Glencairn Avenue and Briar Hill Avenue are irregularly sized because they were developed after their surrounding blocks with a different development pattern. The largest block in this area is 135m by 130m while the smallest is 150m by 95m.

In the southeast corner of the Primary Study Area, blocks between Ridelle Avenue and Elm Ridge Drive are 90m by 180m. The block pattern throughout the Primary Study Area is also interrupted by Allen Road, the Kay Gardiner Beltline Trail, York Beltline Trail, and larger properties used for schools and parks, which further adds to the irregular development pattern.

These different areas of the Primary Study Area highlight its diversity in block patterns and sizes. This diversity of block sizes has implications on the transportation network and evolution of the area, which will be discussed further in the following sections of the Background Report.

The parcel fabric within the Primary Study Area is characterized by a diverse mix of lot sizes. The largest lots are primarily designated for parks, institutional uses, or mid- to high-rise residential developments. In contrast, smaller parcels are designated as *Neighbourhoods* in the Official Plan and feature single and semi-detached homes, reflective of its post-war urban fabric.

The Primary Study Area features a variety of lot sizes with many between 400 and 800m^2, as outlined in **Figure 60**. The smallest lots are located between Hopewell Avenue and Eglinton Avenue and feature lot widths less than 10m and lot depths of about 36m.

The predominant lot width of older residential lots (i.e. along Glencairn Avenue) is about 11m, while lot widths for residential lots that were more recently developed in the 1960s (i.e. along Wenderly Drive and Madoc Drive) feature lot widths around 15m. Lot widths on the east side of Allen Road south of Glengrove Avenue are regularly sized 11m, with larger lots located on cul-de-sacs and along Meadowbrook Road and Fraserwood Avenue that feature small apartment buildings, as outlined in **Figure 61**.

Lot depths across the Primary Study Area range between 30 and 40m, with few outlier residential lots that are designated as *Neighbourhoods* in the Official Plan, as outlined in **Figure 62**.

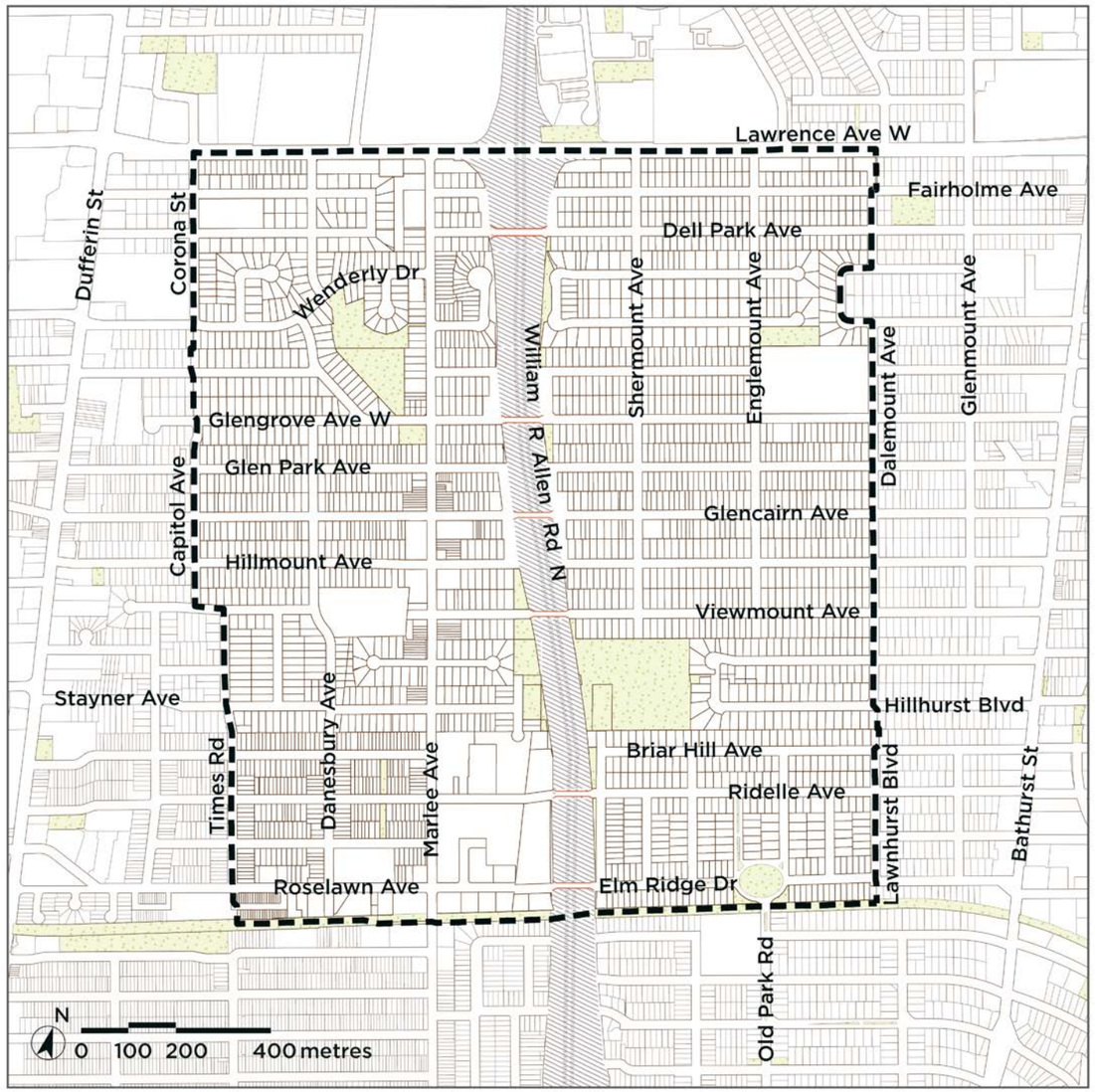


Figure 59 Map showing parcels and lot lines throughout the Primary Study Area.

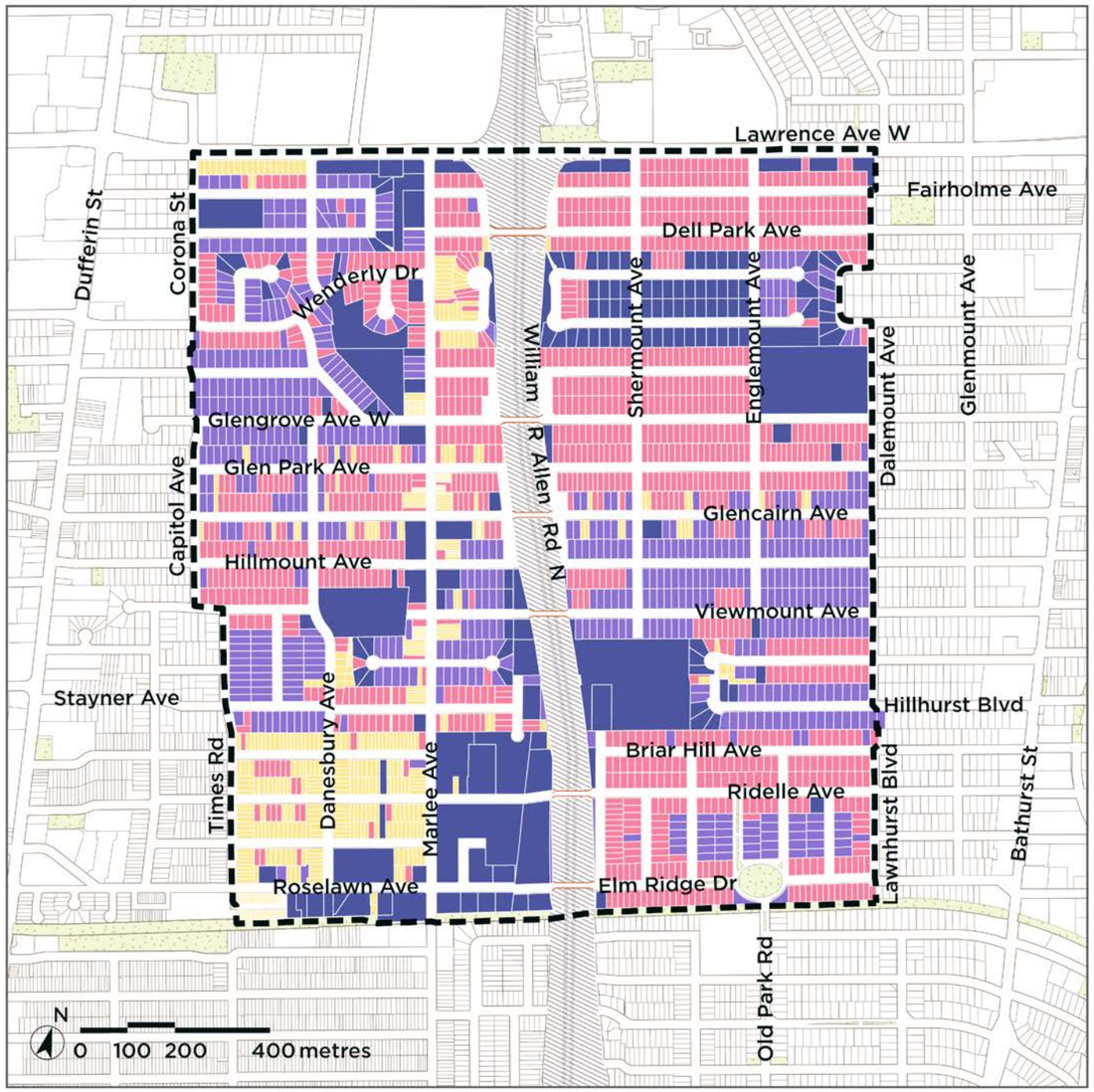


Figure 60 Lot size in the Primary Study Area.

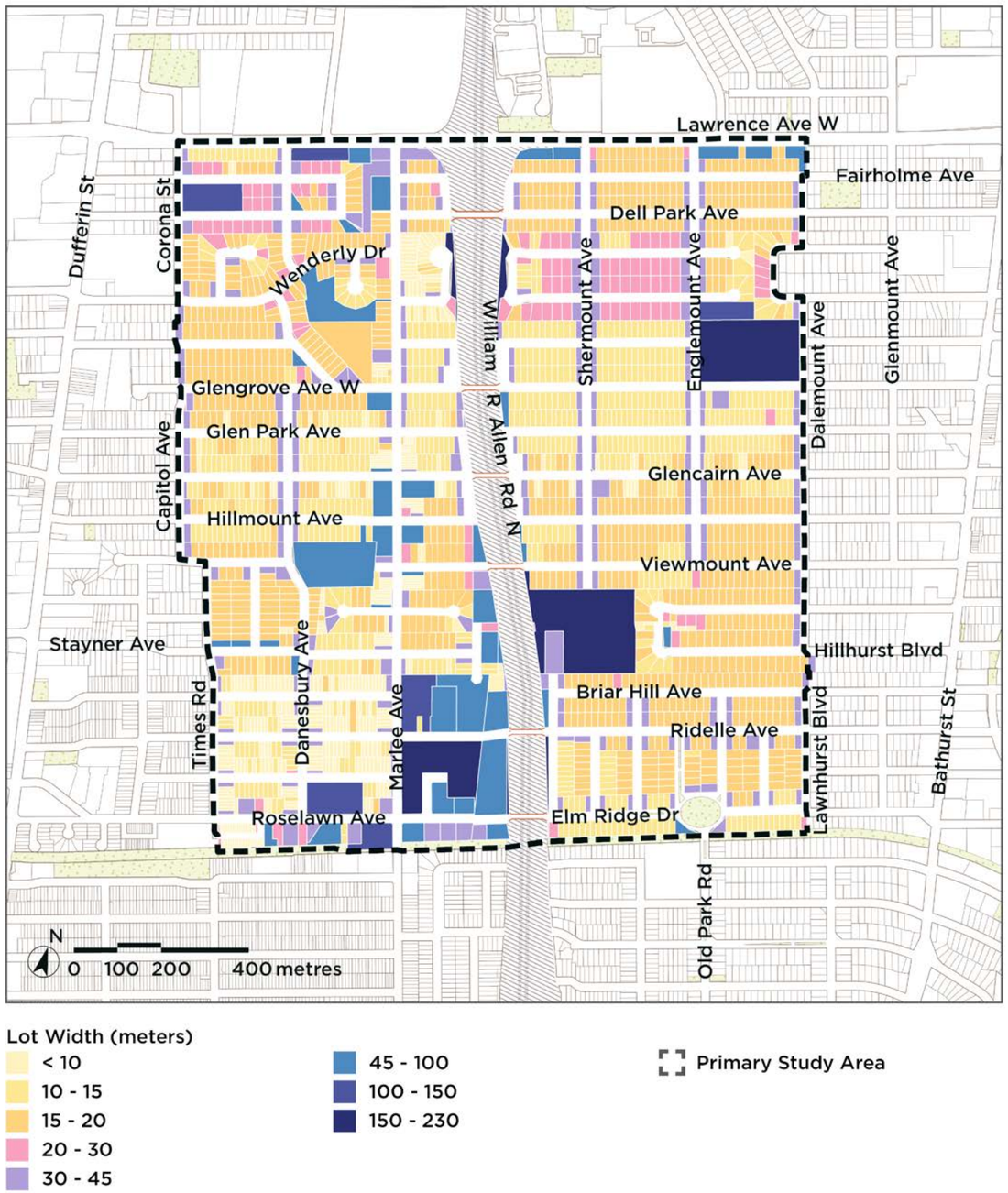


Figure 61 Lot widths across the Primary Study Area.

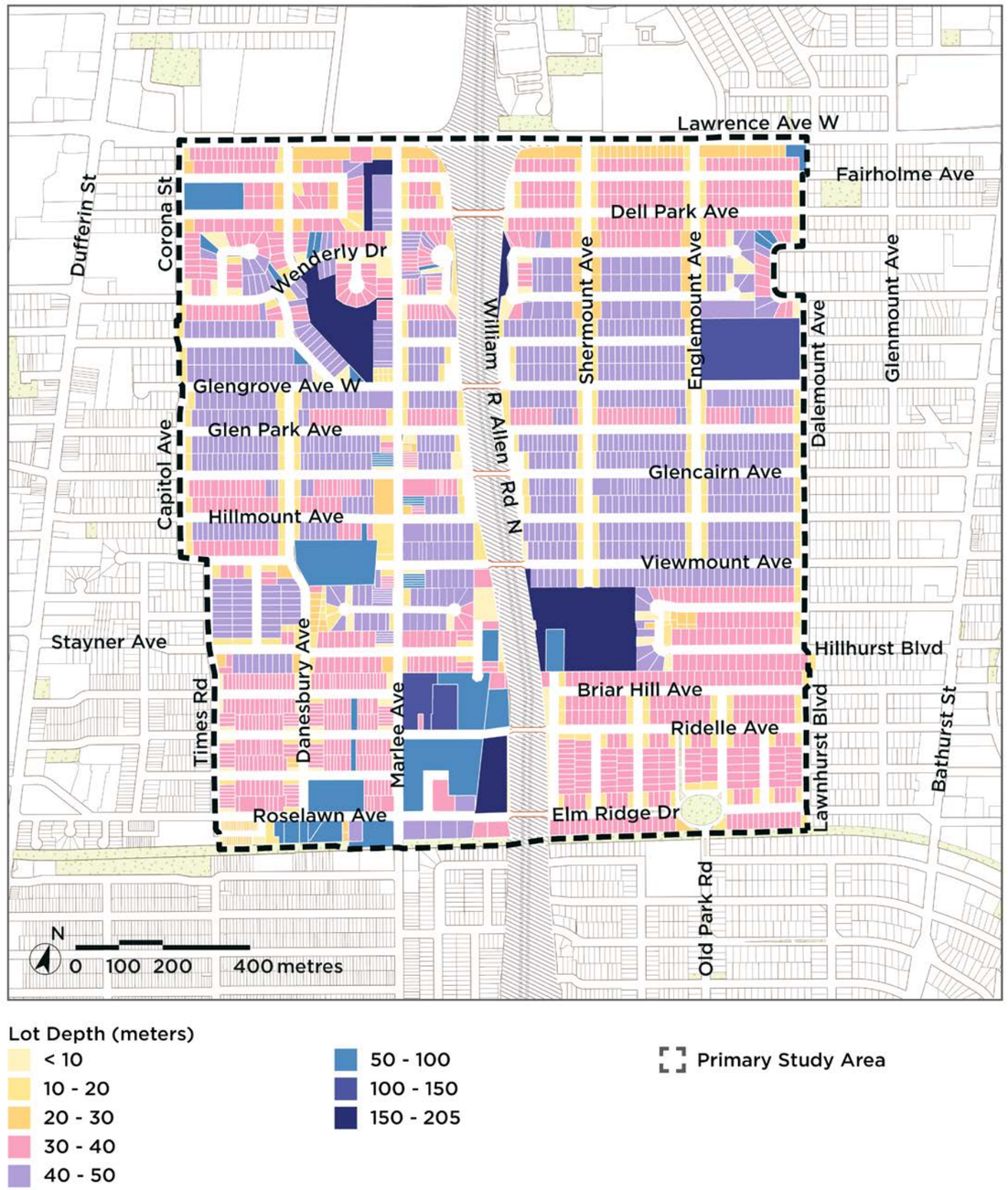


Figure 62 Lot depth in the Primary Study Area.

Building Setbacks

Existing built form massing is impacted by several factors. These factors are often defined by Official Plan policies, zoning by-laws, and best practices at the time, which include design guidelines such as the Mid-rise and Tall Building Design Guidelines. Building setbacks range based upon context and the type of development, with a significant portion of blocks within the Primary Study Area maintaining a setback less than 6m. Several north-south streets, including Marlee Avenue, maintain front yard setbacks up to 2m, with sections at zero lot line **(Figure 64)**.

Setbacks are important in defining the relationship between the building and at-grade context. In rapidly developing areas, the transformation of the streetscape is often related to the changes in building setbacks to allow for a pedestrian-oriented public realm that may include sidewalks, street furniture, trees and landscaping. Within the Primary Study Area, the larger existing building setbacks provide opportunities to create greater public space and at-grade activation in areas experiencing intensification.

Figure 63 Lots along Marlee Avenue with zero front setback.

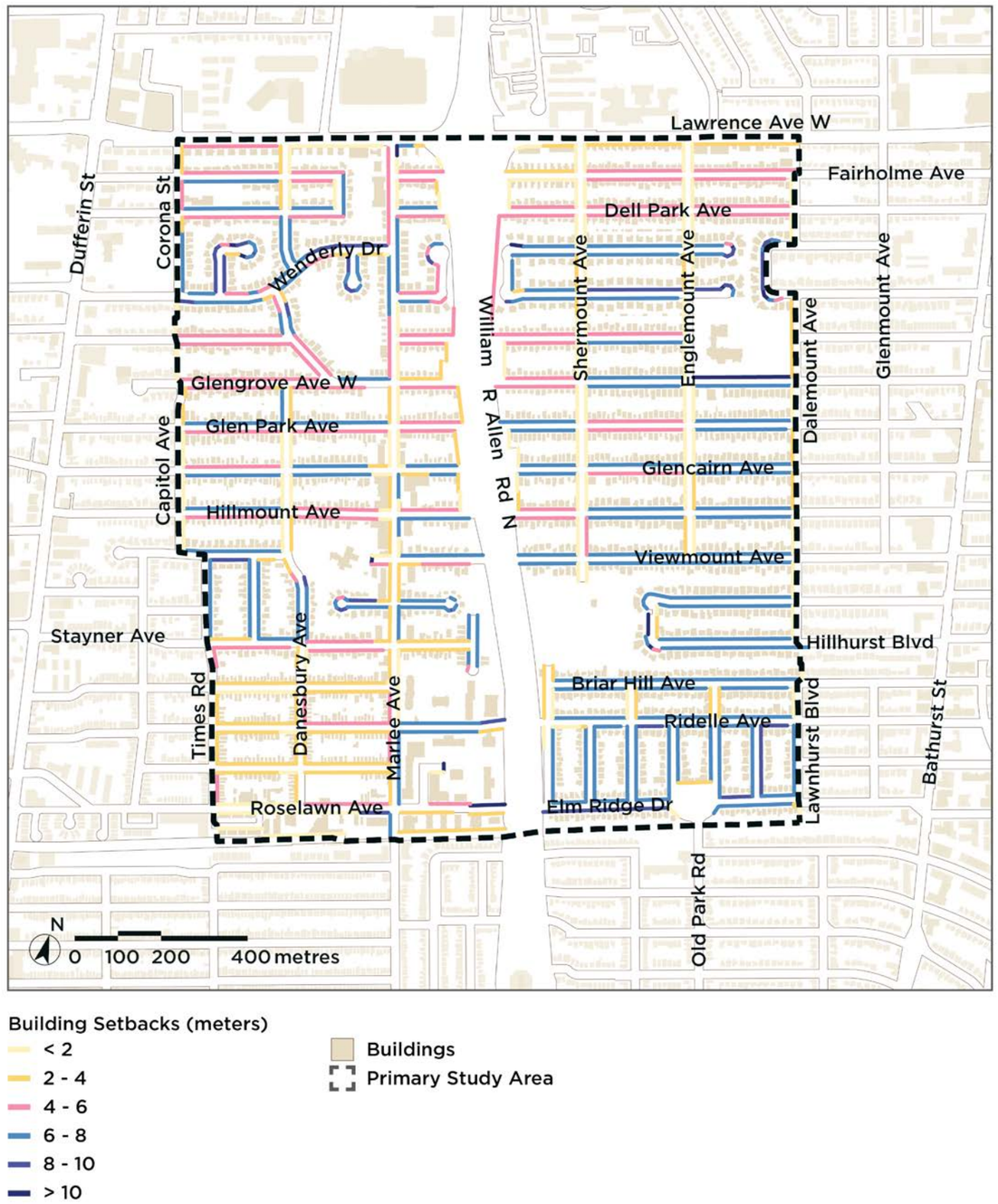


Figure 64 Building setbacks in the Primary Study Area.

Building Stepbacks

The existing tall building inventory is largely made up of modernist tower slab buildings, which are general vertical extrusions of the floor plate. Newer mid- and high-rise buildings commonly employ a stepback of upper floors from the building's base. As outlined in the City's Tall Building Design Guidelines and Mid-Rise Design Guidelines, mid- and high-rise building stepbacks have important design roles in contemporary developments and are being considered as part of development applications.

Currently, stepbacks range between 2 to 4m from building face, as exhibited in **Figure 65**. In many cases the stepbacks are determined by front angular plane requirements to minimize shadow and wind effects on streets. The Study will define the character of specific areas, including the public realm, which will inform built form parameters, including setbacks, stepbacks and heights.

Tower Separation

The Primary Study Area maintains largely low building heights through the inventory of single-detached dwellings and multiplex mid-rise development. Taller building heights are located within the Rosebury Square tower community located between Marlee Avenue and Allen Road, south of Stayner Avenue and range between 20 and 28 storeys.

Building Height

As shown in **Figure 67**, the overall building heights throughout the Primary Study Area are largely representative of a low-density residential model. Most structures are lower than three to four storeys (approximately 13m in height). The current exception being the existing tower community at Rosebury Square, and the approved redevelopment sites along Marlee Avenue towards Lawrence Avenue West, which range between 20 and 38 storeys (approximately between 100-129m in height).

Similar to building setbacks and stepbacks, building heights must be informed by their impacts to the quality and comfort of the surrounding public realm envisioned plan for the area.

Appropriate tall building heights will be informed through the development of this Study to account for a variety of considerations. These include, but are not limited to, Provincial density requirements, the existing land use context, appropriate tower separation, built form transitions, and the public realm.

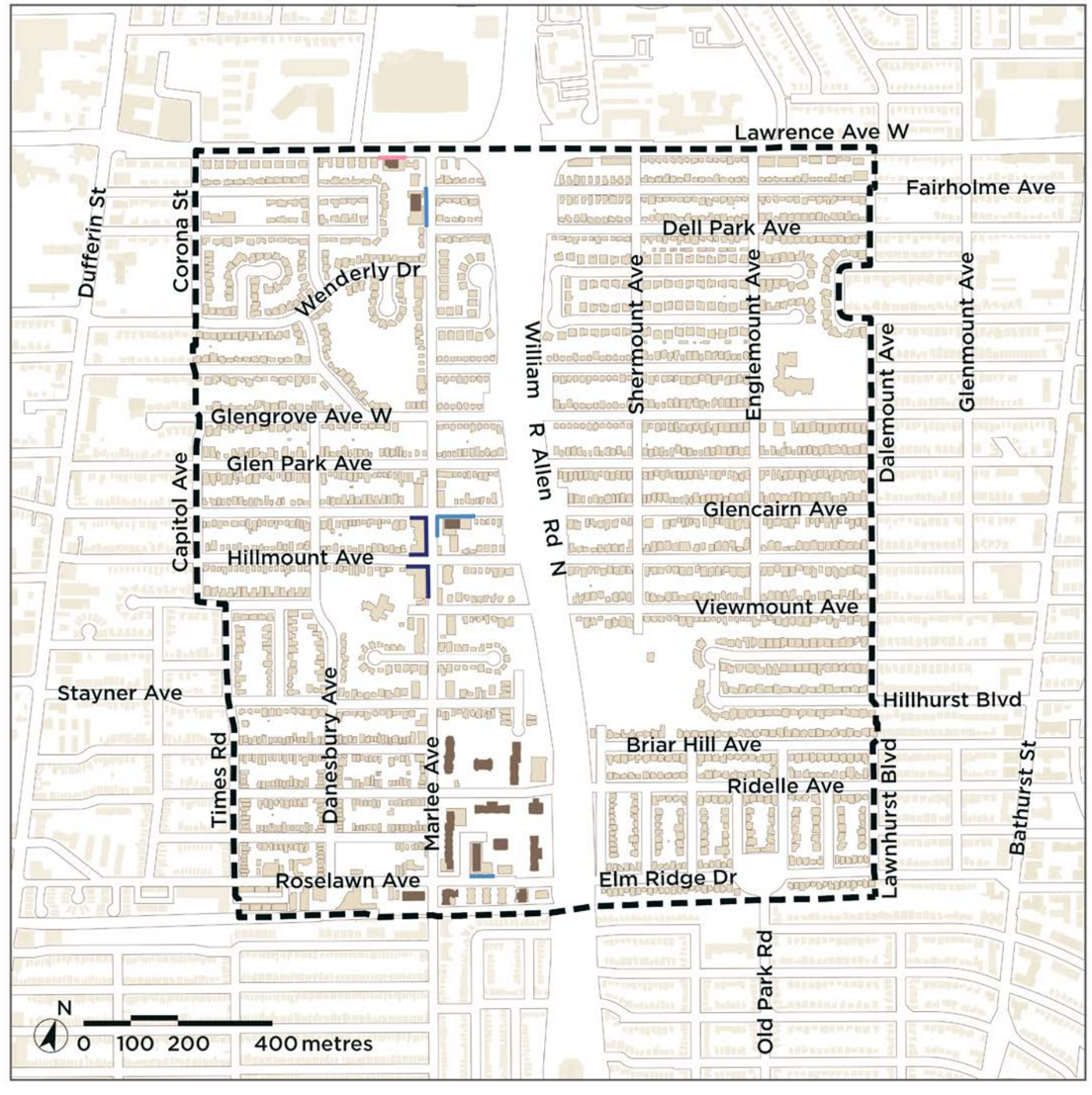


Figure 65 Building stepbacks in the Primary Study Area.

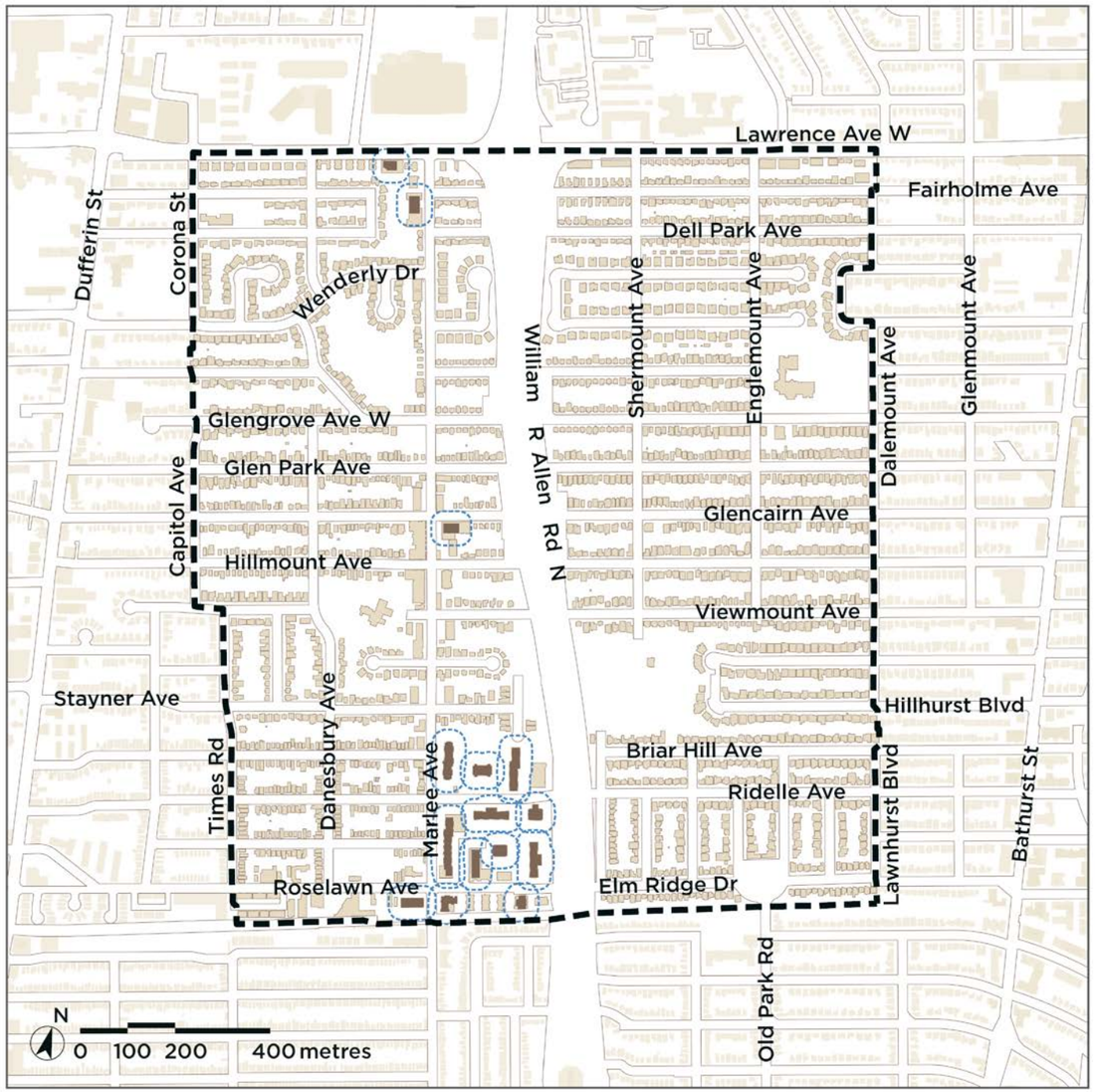


Figure 66 Tower separation distances in the Primary Study Area.

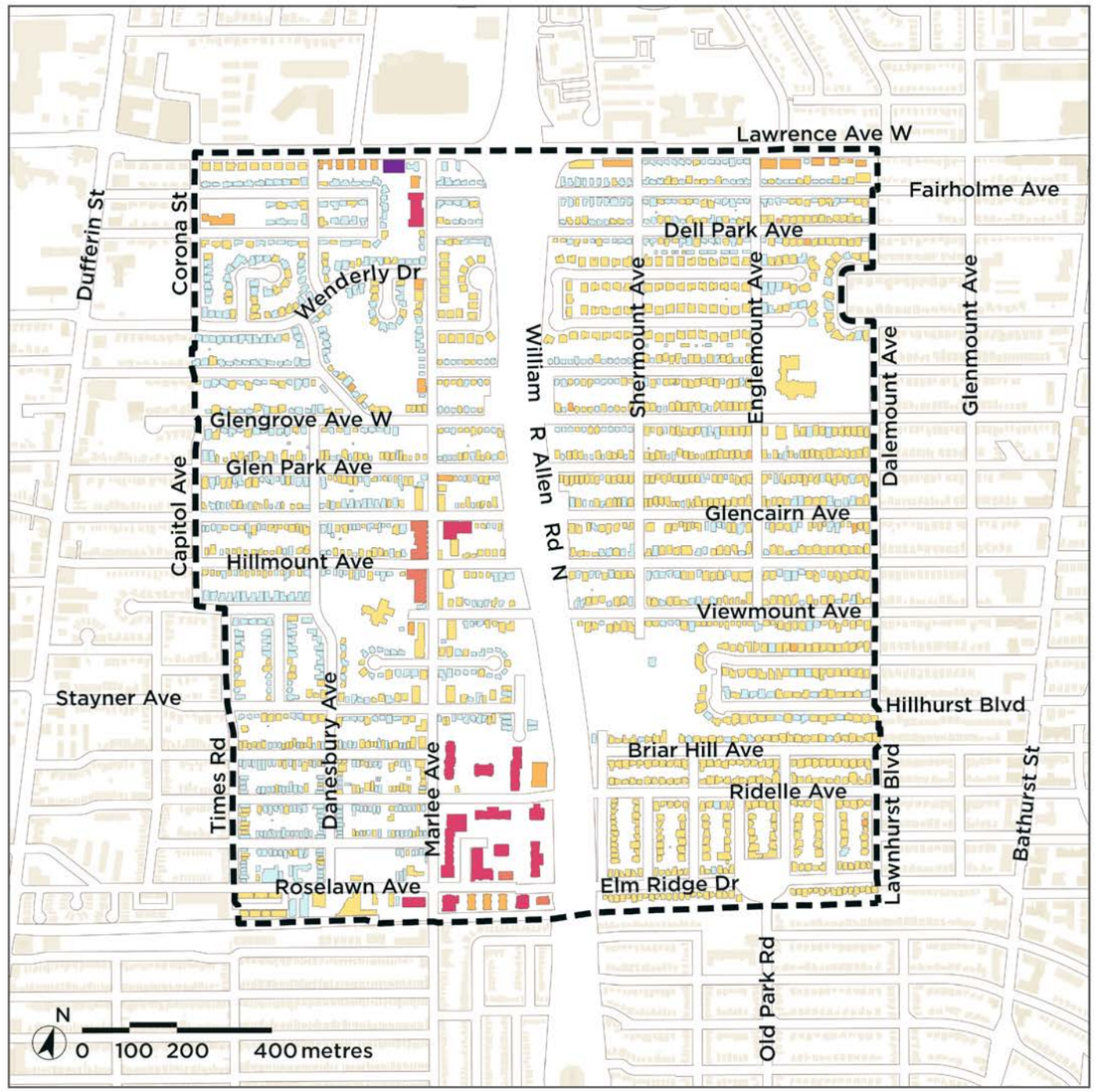


Figure 67 Building heights within the Primary Study Area.

Built Form and Lot Coverage Analysis

The Primary Study Area is predominantly characterized by low-rise building typologies, with some pockets of tower-in-the-park apartments. The built form analysis in **Figure 68** provides an important lens to assess building coverage by lot.

Lot coverage percentages are calculated by dividing the total area of a property by the amount of that property occupied by a building. The vast majority of the parcels in the Primary Study Area are occupied by buildings with small footprints (i.e. single-detached dwellings) and maintain more than 60 percent lot coverage per lot **(Figure 69)**. This lot coverage has supported a "green" urban structure with a strong tree canopy and room for landscaping, particularly on the east side of Allen Road.

Lot coverages in the Primary Study Area, other than existing parks that are protected from redevelopment, are subject to change as properties are consolidated, rezoned, and/or developed into a diverse range of densities.

Figure 68 Building footprints across the Primary Study Area.

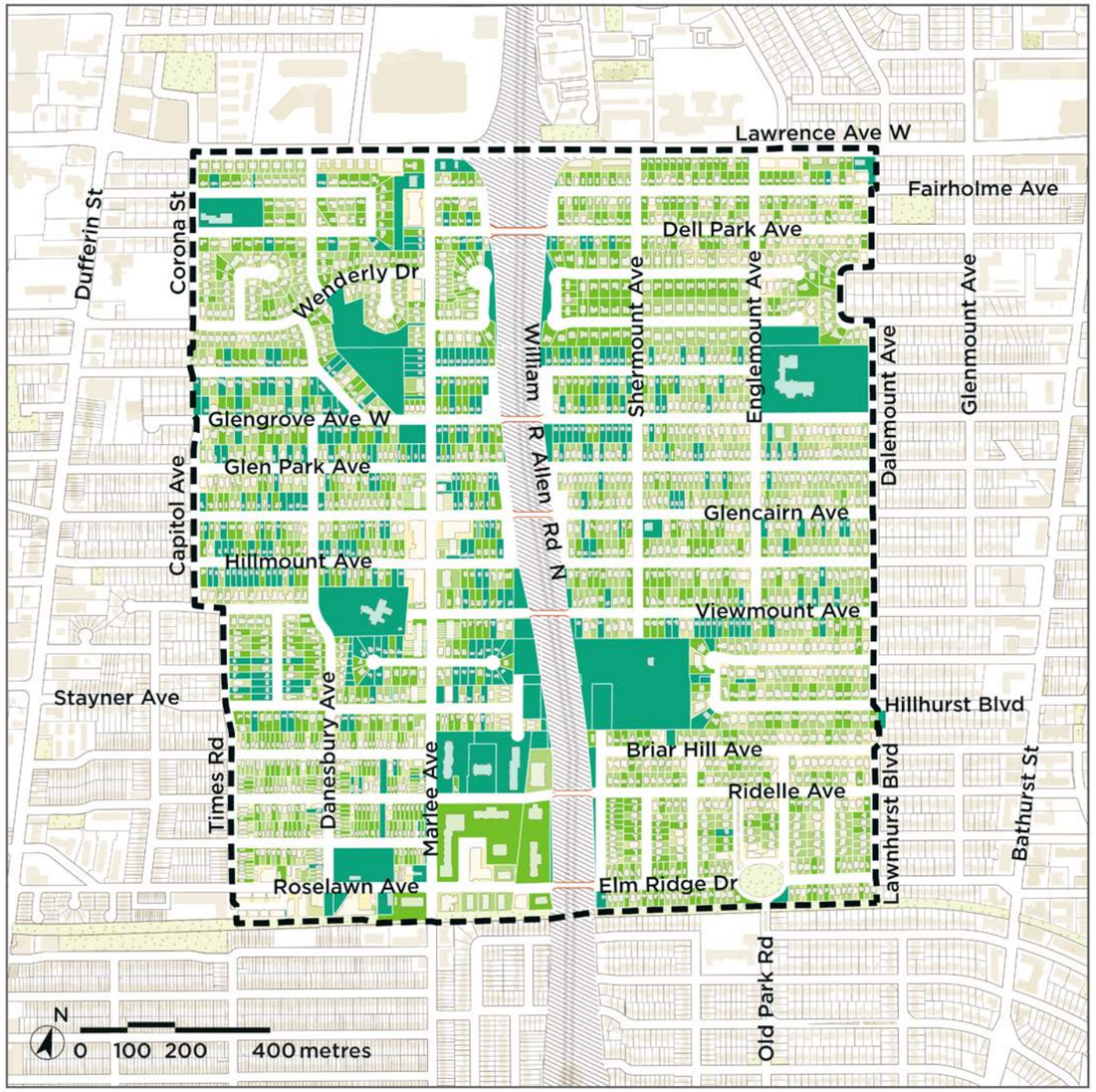


Figure 69 Lot coverage of individual parcels across the Primary Study Area.

Shadow Analysis

When buildings cast large shadows over an extended period of time, it can directly impact the pedestrian comfort and micro-climates at the public realm level, and open space connections provided on site.

Based upon the current building inventory and approved development applications, the cumulative shadow analysis reveals relatively minor impacts from sun and shade to the Primary Study Area, as outlined in **Figure 70**.

As expected, cumulative shadow analysis reveals that the winter solstice provides the most impact to shade, particularly in the areas of large development blocks and taller buildings, outlined in **Figure 71**. Projected shadow impacts, generally project north. This analysis also exhibits the need to consider sun and shadow impacts if larger scale developments are being considered into the future.

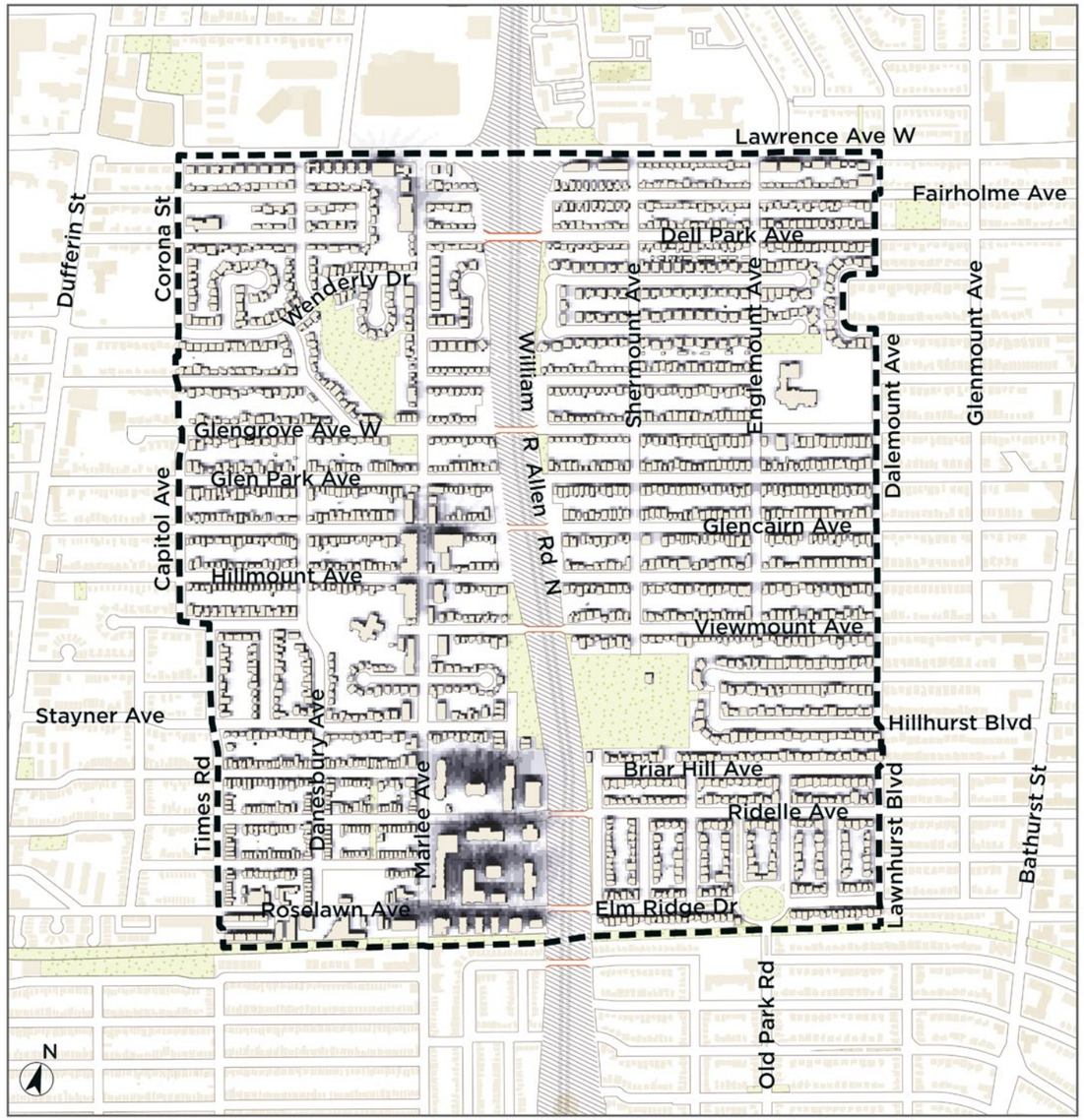


Figure 70 Cumulative shadow during Spring equinox from 9 AM to 5 PM.

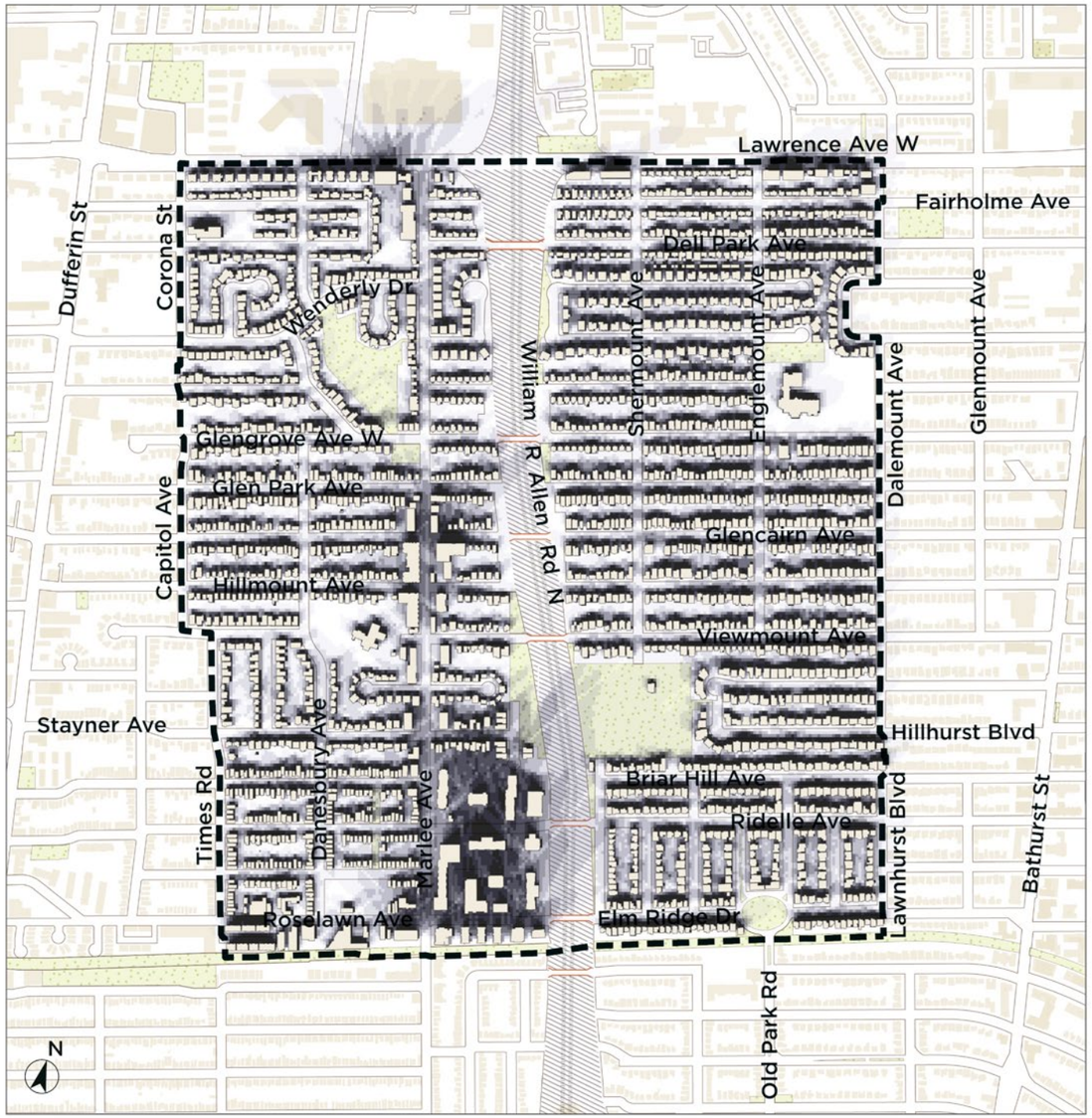


Figure 71 Cumulative shadow during winter solstice between 9 AM and 5 PM.

4.5 Municipal Servicing and Infrastructure

The City of Toronto is currently conducting a parallel study to assess the capacity of existing infrastructure to meet current demands and evaluate its ability to service the growing needs resulting from future development. This assessment pertains to water supply and wastewater systems, with a review of the stormwater system. Other utilities will also be examined to identify necessary upgrades.

Considering physical conditions and local constraints, it is anticipated that much of the existing infrastructure could require enhancements to support the increased population density associated with new development in the Primary Study Area. Toronto Water will identify potential deficiencies and outline required improvements to ensure the City's infrastructure will reliably accommodate future growth under the subsequent Phase of this Study.

Recommendations from the municipal servicing study may be considered within the City's broader servicing strategy for capital planning and infrastructure improvements. For development approvals, applicants must confirm servicing capacity during development review. Any necessary infrastructure upgrades to meet water and wastewater demands must be assessed and completed by the developer to Toronto Water's satisfaction before obtaining a building permit.

4.6 Mobility, Street Network and Public Realm

This section is further supported by the Mobility and Street Network: Existing Conditions Review Report, provided in Appendix A. The following provides a summary of the existing conditions review related to the Transportation Network within the Mobility Study Area.

Figure 72 Glencairn Avenue at the Glencairn Subway Station looking east.

Mobility Travel Trends

The mobility travel trends for the Mobility Study Area were based on data obtained from the 2022 Transportation Tomorrow Survey (TTS).

The Mobility Study Area has historically been an auto-dominant area. This is not surprising given the high prevalence of detached residential housing and the area's proximity to Allen Road and other major arterials. However, as the average vehicles per household and mode share trends illustrate, the area's mobility patterns are experiencing the following changes:

- House and townhouse households have vehicles at higher rate compared to apartment households.
- From 2016 to 2022, the house, townhouse, and overall average vehicle rate decreased, indicating less reliance on vehicle ownership.
- Driving has consistently been the highest use mode; however, its share has been steadily decreasing since 2016 (51.6% to 42.3%).
- Walking saw a major increase in 2022 (6.9% to 15%), indicating it is an emerging mode for residents.

Average trip length by trip purpose is summarized in **Table 2**. As expected, work trips require the furthest average distance, however discretionary trips have a comparable distance in 2022.

Household Type	2011	2016	2021
House	1.47	1.64	1.59
Apartment	0.73	0.80	1.34
Townhouse	1.23	1.51	1.34
Overall	1.13	1.10	1.08

Table 1 Average vehicles per household and mode trip data between 2011 and 2022.

The breakdown of total trips from the Mobility Study Area by length in 2022 is summarized in **Figure 74**. A significant number of these trips remain within the Mobility Study Area, which is expected given the area's established community, retail, and commercial uses. As the distance from the Mobility Study Area increases, trip volumes generally decline. This is supported by the relatively short average trip length (7.5 km) and how the largest share of trips is less than four kilometres (48%).

A summary of the Mobility Study Area transit route frequency, capacity, and ridership is provided in **Table 4**. Glencairn Subway Station is a lightly used station in the TTC's subway system which is exemplified by the much larger volume of customers seen at the adjacent subway stations of Lawrence West and Eglinton West.

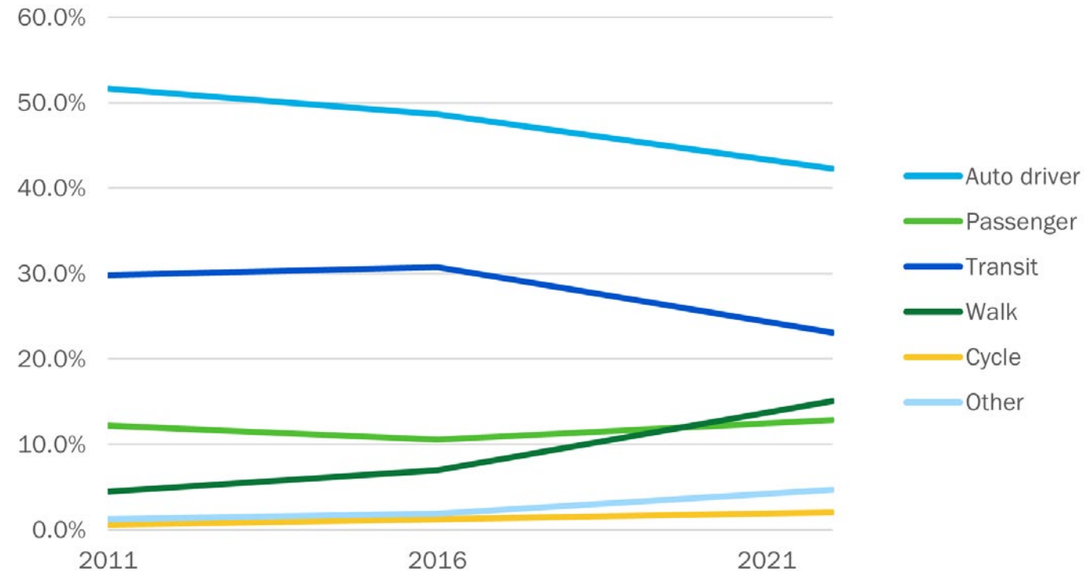


Figure 74 Primary travel mode share for all trips.

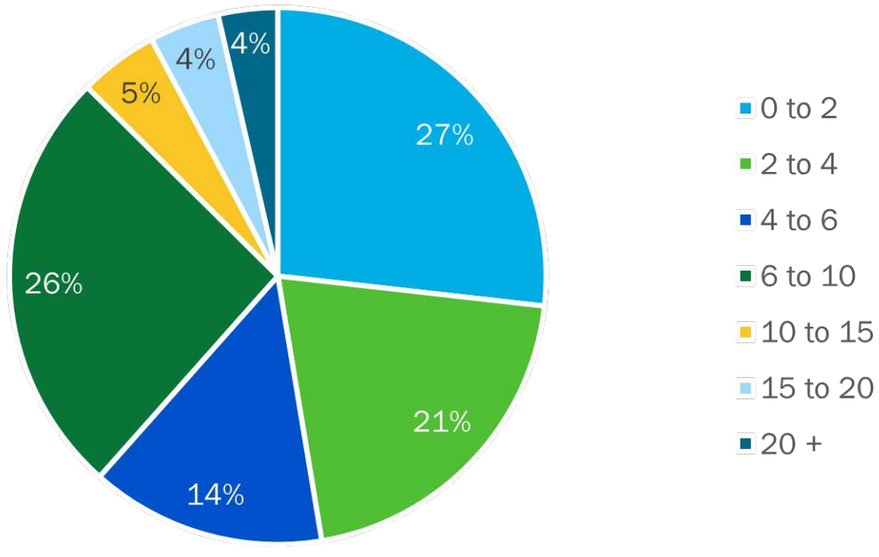


Figure 73 Share of trips by length (km).

Purpose	2011	2016	2021
Work	8.7	9.4	8.8
School	5.4	5.3	3.6
Discretionary	4.5	4.3	7.5
Overall	6.2	6.9	7.5

Table 3 Average trip length by purpose.

Primary Travel Mode	2011	2016	2022
Transit excluding GO rail	6.9	6.8	7.1
Cycle	1.8	2.3	4.5
Auto Driver	6.5	8.1	7.4
E-Scooter	N/A	N/A	4.5
Motorcycle	102.0	6.7	4.2
Auto passenger	5.0	5.3	12.9
School bus	3.9	5.2	7.0
Taxi passenger	9.6	10.0	7.1

Table 2 Average trip length (km) by primary travel mode.

Route	Frequency	Maximum Capacity	2023 Customers Per Day
TTC Line 1 - Lawrence West Station	2-3 minutes (Peak), 4-5 minutes (Off-Peak)	27,500	17,345
TTC Line 1 - Glencairn Station	2-3 minutes (Peak), 4-5 minutes (Off-Peak)	27,500	5,703
TTC Line 1 - Eglinton West	2-3 minutes (Peak), 4-5 minutes (Off-Peak)	27,500	12,510
TTC Bus Route 109 - Renee	20 minutes	150	3,952
TTC Bus Route 14 - Glencairn	25 minutes	100	2,162
TTC Bus Route 32 - Eglinton West	3-6 minutes	500	31,922
TTC Bus Route 29 - Dufferin	5-10 minutes	300 (Standard Bus) to 480 (Articulated Bus)	22,792
TTC Bus Route 7 - Bathurst	10 minutes	300 (Standard Bus) to 480 (Articulated Bus)	19,893
TTC Bus Route 52 - Lawrence West	10 minutes (Peak), 15 minutes (Off-Peak)	300 -	33,989

Table 4 Summary of MTSA Transit Route Frequency, capacity and ridership (Toronto Transit Commission).

Street Network and Road Classification

The existing road network classification is displayed in **Figure 75**. The Mobility Study Area is bounded by the four major arterials: Lawrence Avenue West, Eglinton Avenue West, Bathurst Street and Dufferin Street, and is bisected by Allen Road. Within the Mobility Study Area, the minor arterials of Marlee Avenue and Glencairn Avenue provide the primary north-south and east-west connections, respectively. Several collector roads provide additional connections: Roselawn Avenue/ Elm Ridge Drive provides east to west connections in the south of the Mobility Study Area while the three parallel collectors, Shermount Avenue, Englemount Avenue and Glenmount Avenue, provide a connection between Glencairn Avenue and Lawrence Avenue West. The Mobility Study Area lacks continuous north-south connections, especially on the east side of Allen Road.

Allen Road has ramps at Lawrence Avenue West and Eglinton Avenue West and acts as a major physical barrier dividing the Mobility Study Area into two distinct halves. However, there are seven bridges crossing Allen Road (not including the bridges at Lawrence Avenue West and Lawrence Station), located at Dell Park Avenue, Glengrove Avenue, Glencairn Avenue, Viewmount Avenue, Ridelle Ave, Roselawn Avenue, and Aldburn Road. These bridges provide critical east-west connections over Allen Road and help retain the grid structure of the street network. The existing fine grid street network provides opportunities for support active network in the Primary Study Area.

Figure 75 Existing road network classification.

Average annual daily traffic is displayed in **Figure 77**. The vehicle volumes follow an expected pattern, where the higher order roads experience higher volumes. Excluding the major arterials and Allen Road, Glencairn Avenue, Marlee Avenue, and Roselawn Avenue experience the highest volumes within the Mobility Study Area.

Due to large volumes at the Lawrence Avenue West and the Allen Road ramp intersections, there are queues which spill back at the intersection of Marlee Avenue and Lawrence Avenue West,

Figure 76 Typical bridge configuration over Allen Road; two travel lanes with a curb buffer and sidewalks on either side of the roadway. Right-sizing these rights-of-way will be further assessed for potential improvement on safety, curbside management, and multi-modal transportation facilities, where appropriate and feasible.

impacting the intersection operations and causing delays. However, it should be noted that the southbound on-ramp and northbound off-ramp at Lawrence Avenue and Allen Road had relatively low volumes. An assessment of intersection capacity in the Mobility Study Area reveals that these intersections are generally operating at an acceptable level except the northbound left and southbound left at Lawrence Avenue and Allen Road southbound off-ramp due to signal timing and competing demands between different transportation modes.

The Allen Road and Lawrence Avenue West interchange provides key multi-modal access to the Marlee-Glencairn community, including the TTC Lawrence West Subway Station and Bus Terminal. In February 2022, City Council directed staff to report back on traffic and transportation improvements in the Marlee Avenue corridor, including Lawrence Avenue West/Allen Road access ramps, which will be incorporated into this Study.

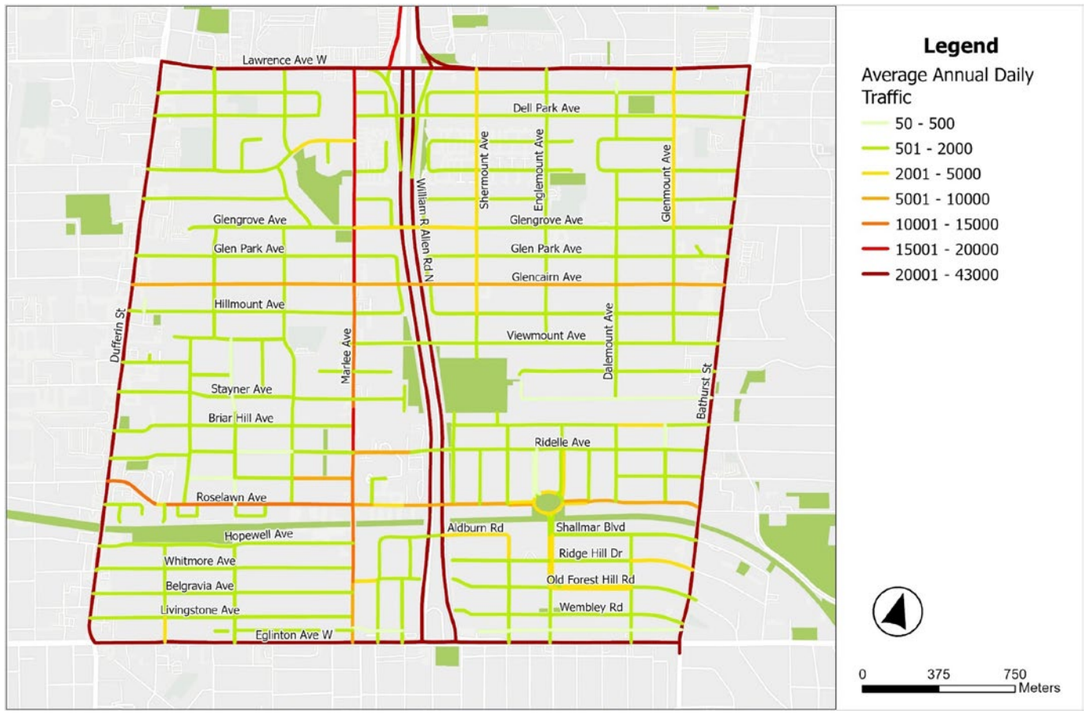


Figure 77 Average annual daily traffic on street across the Primary Study Area.

Safety Assessment

An analysis of collisions between 2014 and 2024 was conducted to identify areas of greater collision risk. Of the total 10,109 reported collisions over the last 10 years, 349 involved a Vulnerable Road User (VRU), including 267 pedestrians and 81 persons cycling. Of the 59 Killed or Seriously Injured (KSI) collisions, 44 involved a VRU (75%); 5 persons cycling and 39 pedestrians. **Figure 78** shows the locations of the collisions involving vulnerable road users in the Mobility Study Area. Arterial roads surrounding the Mobility Study Area exhibit a greater number of KSI collisions, particularly along Dufferin Street and at the intersection of Lawrence Avenue West and Allen Road, compared to streets within the Mobility Study Area boundary. Along the internal streets, there is a higher number of collisions involving a seriously injured pedestrian along Marlee Avenue.

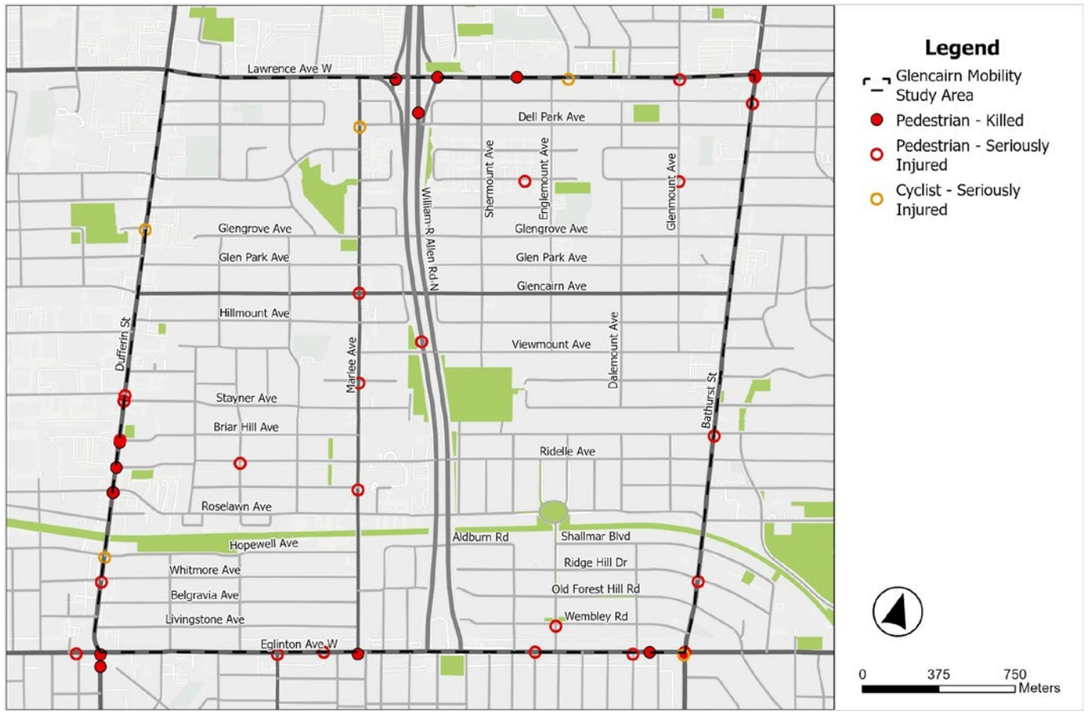


Figure 78 Locations and severity of collisions involving a vulnerable road user between 2014 and 2024.

Sidewalks and Trails

Although there are sidewalks on either side of Marlee Avenue and Glencairn Avenue, several segments of sidewalks are missing from collector streets, specifically on Shermount Avenue, Englemount Avenue and Glenmount Avenue. Furthermore, there are several prominent gaps in the local network where there are no sidewalks on either side of the street **(Figure 79)**.

The sidewalk gaps coincide with the identified Public Facility Access Streets and are near schools and/or the Glencairn Subway Station. These areas can be described as the following:

- Southeast – Gaps are located primarily on Ridelle Avenue/ Briar Hill Avenue and the north-south roads between Ridelle Avenue and Elm Ridge Drive. This area is located around West Preparatory Public School, raising safety concerns for pedestrians travelling to and from the school. Furthermore, the area's lack of sidewalks impede pedestrian access between the residential area in the southeast and Glencairn station, and due to its proximity to Allen Road, there are minimal alternative routes that do not add substantial distance.
- Central-west – Centered on Stayner Avenue, this area is located near Sts. Cosmas and Damian Catholic School and impedes pedestrian connections west of the school. Briar Hill Avenue, Hillmount Avenue and Marlee Avenue provide alternative connections to Dufferin Street and Glencairn station.
- Northwest – Centered on Wenderly Drive and Glenbrook Avenue, this area is located near Wenderly Park and Fieldstone School. The gaps impede connections for residents travelling to both Lawrence West and Glencairn Stations, neither of which have strong alternative routes available.
- Northeast – There are substantial gaps on Fraserwood Avenue, Meadowbrook Road, Shelborne Avenue, and Madoc Drive. This area has several schools and community facilities, including Glen Park Public School, Our Lady of the Assumption Catholic School, and several synagogues, raising concerns for pedestrian safety. The gaps impede connections for residents travelling to both Lawrence West and Glencairn Stations, although Glengrove Avenue and Dell Park Avenue provide alternative connections.

The trail network, consisting of the York Beltline and Kay Gardner Beltline, provides strong east-west connections throughout and outside of the Mobility Study Area in the south part, however connectivity is impacted by the Allen Road. North-South connections and a continuous pedestrian network in the north part of the Mobility Study Area are currently lacking.

In addition to the connectivity gaps outlined above, pedestrian crossings are lacking on either side of the bridges on Glencairn Avenue and Viewmount Avenue, shown in **Figure 80**.

An assessment of the pedestrian infrastructure on Marlee Avenue, Glencairn Avenue, Roselawn Avenue, Elm Ridge Drive and Viewmount Avenue was completed. Further details on this assessment are provided in Appendix A. The analysis of these streets showed the following:

- Sidewalk widths do not meet the City of Toronto standard of 2.1 m
- Street segments generally had large distances between protected crossings (400 - 680 m).
- Marlee Avenue (from Eglinton Avenue West to Roselawn Avenue) has no buffer between the sidewalk and roadway.

Marlee Avenue at Lawrence Avenue, Glencairn Avenue at Dufferin Street and Glencairn Avenue at Bathurst Street have high signal cycle lengths and a lack of enhanced pedestrian measures.

The Lawrence-Allen Secondary Plan and its Transportation Master Plan recommend constructing the Allen Greenway to provide safe active transportation connections along Allen Road. Constructing the Greenway would help connect the existing active transportation linkages and create a continuous north-south connection through the community and beyond.

To improve active transportation infrastructure and close the existing gap between the York Beltline Trail and the Kay Gardner Beltline Trail, a safe and connected route for cyclists and pedestrians will be established over Allen Road. This initiative aims to provide a seamless link between the two trails, enhancing accessibility and encouraging sustainable transportation.

Figure 79 Pedestrian network map showing streets that are missing sidewalks in red.

Figure 80 Lack of pedestrian crossings on Viewmount Avenue - east side of bridge.

Cycling Network

The existing cycling network and planned cycling projects are displayed in **Figure 81**. North-south linkages are provided by the Marlee Avenue bikeway and the signed route network located on the east side of Allen Road. The primary east-west linkage is the York Beltline and Kay Gardiner Trails. There is currently a lack of east-west cycling routes in the north side of the Mobility Study Area, a direct north-south route east of Allen Road, and cycling connections to the subway stations in the Mobility Study Area.

The Cycling Network Plan (CNP) provides a comprehensive roadmap for planned investments and long-term goals for connecting, growing, and renewing the City's cycling network. The CNP has three main components: the Long-Term Cycling Network Vision, Major City-Wide Cycling Routes, and a three-year rolling Near-Term Implementation Program.

The 2025 – 2027 Near-Term Implementation Program includes the following cycling improvements for the Glencairn Mobility Study Area:

- Major upgrade of the existing dedicated bikeways on Marlee Avenue (from Roselawn Avenue to Lawrence Avenue West).
- New dedicated bikeway on Marlee Avenue (from Roselawn Avenue to Eglinton Avenue West).
- New dedicated bikeway on Roselawn Avenue/ Elm Ridge Drive (from Marlee Avenue to Allen Greenway).
- Further Feasibility Study/ Design on Allen Greenway (from Wembley Road to Eglinton Avenue West).
- Transit-focused study with cycling scope on Dufferin Street (from Eglinton Avenue West to Wilson Avenue)

The Major City-Wide Cycling Routes support a connected system across the Greater Toronto Area by linking with other cycling routes in neighbouring municipalities. There are three identified high order cycling corridors within the Mobility Study Area:

- Eglinton Avenue West, underway as part of the EglintonTOday Complete Street Project;
- Marlee Avenue (from Roselawn Avenue to Eglinton Avenue West) underway as part of the Beltline Gap Connections project; and
- Lawrence Avenue West, which requires future study.

The Long-Term Cycling Network Vision is a result of a cycling impact analysis, which considers current and potential cycling demand, trip generators, transit access, connectivity, coverage, barriers, safety, and Neighbourhood Improvement Areas.

As per the 2019 cycling analysis score **(Figure 82)**, the four arterial corridors bounding the Mobility Study Area are categorized as “Top” priorities. These routes scored highly across most, if not all, inputs from the Cycling Network Plan. These inputs include current and potential cycling demand, trip generators, transit access, connectivity, coverage, barriers, safety, and presence of Neighbourhood Improvement Areas.

Marlee Avenue and many east-west streets in the Mobility Study Area are categorized as “High”, as they scored highly against most of the Plan’s inputs. The following east-west streets are categorized as High: Fairholme Avenue, Glengrove Avenue West, Glencairn Avenue, Hillmount Avenue, and segments of Wenderly Drive/ Dell Park Avenue and Roselawn Avenue/Elm Ridge Drive. There are some north-south streets which are categorized as high, most of them linking Eglinton Avenue West and Beltline Trails: Jimmy Wisdom Way, Times Road, Marlee Avenue and Allen Greenway, the last two routes underway as part of the Beltline Gap Connections project. These east-west connections, specifically with a concentration within the central and north area, reflect the existing cycling network gap.

An assessment of the cycling infrastructure on Marlee Avenue, Glencairn Avenue, Roselawn Avenue, Elm Ridge Drive and Viewmount Avenue was completed. Further details of this assessment are provided in Appendix A. The analysis of these streets showed the following:

- Streets with bikeways generally had substandard bikeway widths, no buffer from the bikeway to the roadway, and high number of conflicts between the bikeway with other modes of travel.
- Marlee Avenue at Lawrence Avenue West, Glencairn Avenue at Dufferin Street and Glencairn Avenue at Bathurst Street have high signal cycle lengths, high number of conflict points with other modes of travel and a lack of enhanced cycling measures.

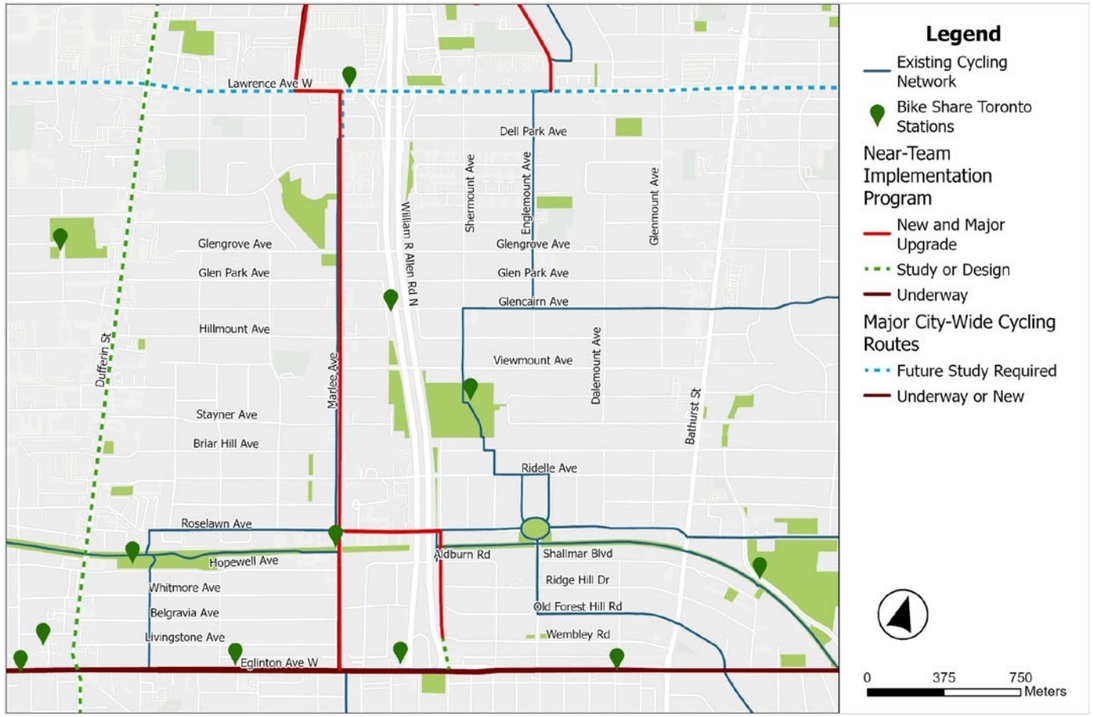


Figure 81 Existing and planned cycling network.

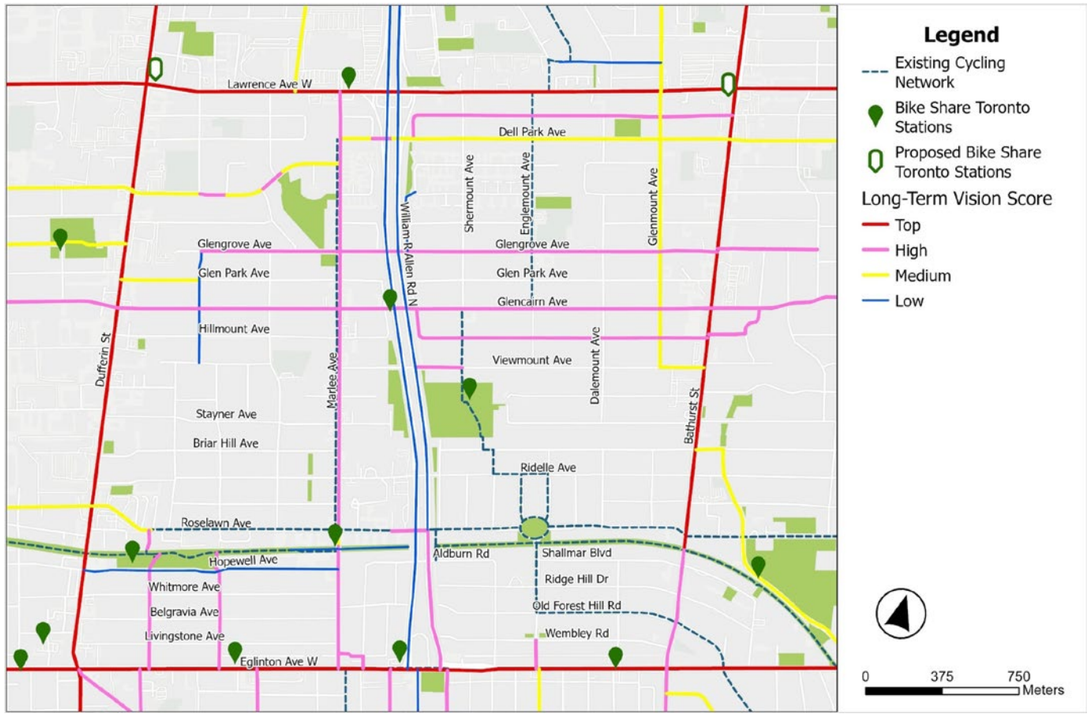


Figure 82 Toronto Cycling Network Plan - Long-Term Vision Score.

Transit Routes and Stops

The Mobility Study Area is well served by both local and rapid transit routes shown in **Figure 83**, including the TTC Line 1 and Bus Routes 14, 109, 52, 29, 7 and 32. Transit service levels and ridership are detailed in Appendix A.

Several future rapid transit routes and improvements are planned to border the Mobility Study Area, notably the Eglinton Crosstown LRT and RapidTO Priority Roadways (proposed for roadway-specific studies) on Bathurst Street, Dufferin Street and Lawrence Avenue West. These routes will only expand the area's already strong access to transit. Access to Glencairn Subway Station is provided at both Glencairn Avenue (north entrance) and Viewmount Avenue (south entrance). Existing and Future transit provides an extensive network that services the Mobility Study Area, through a variety of modes and frequencies.

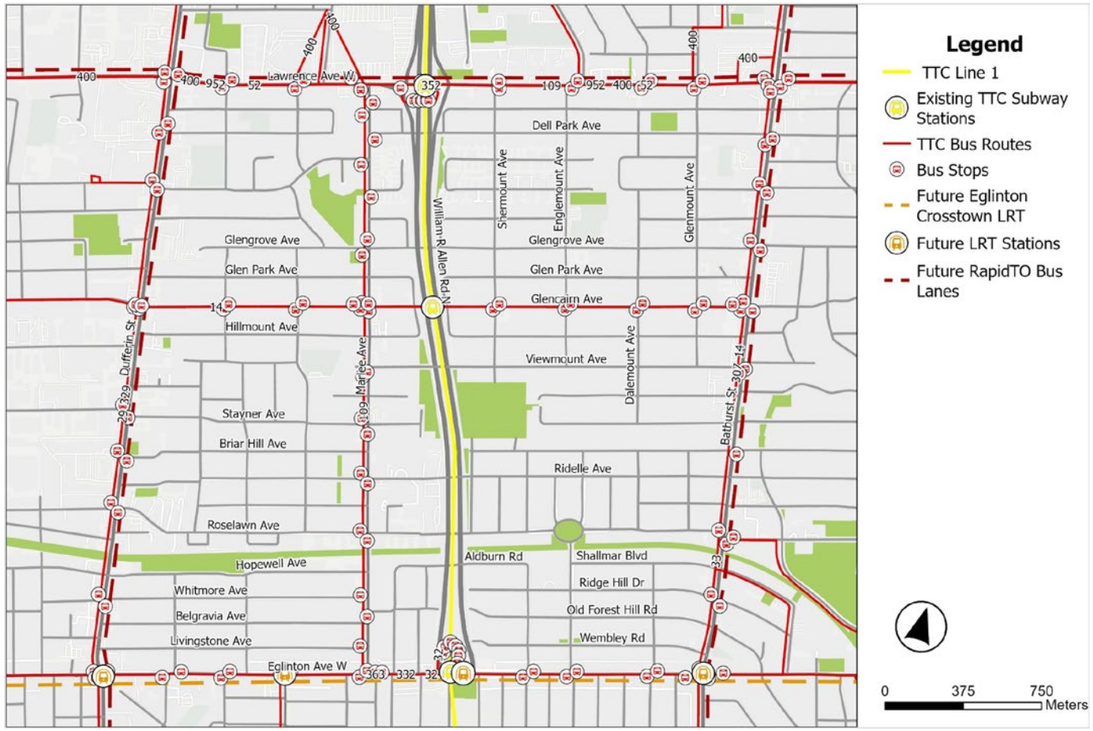


Figure 83 Existing and Future Transit Routes and Stops.

The walkshed analysis shown in **Figure 84** indicates that the grade-separated crossings over Allen Road generally provide sufficient access to the Glencairn Subway Station; however, there are opportunities to improve the design for comfort and safety.

An assessment of the transit infrastructure on Marlee Avenue and Glencairn Avenue was completed and further details on this assessment are provided in Appendix A. The analysis of these streets showed the following:

The two streets had a lack of passenger transit amenities and transit priority infrastructure.

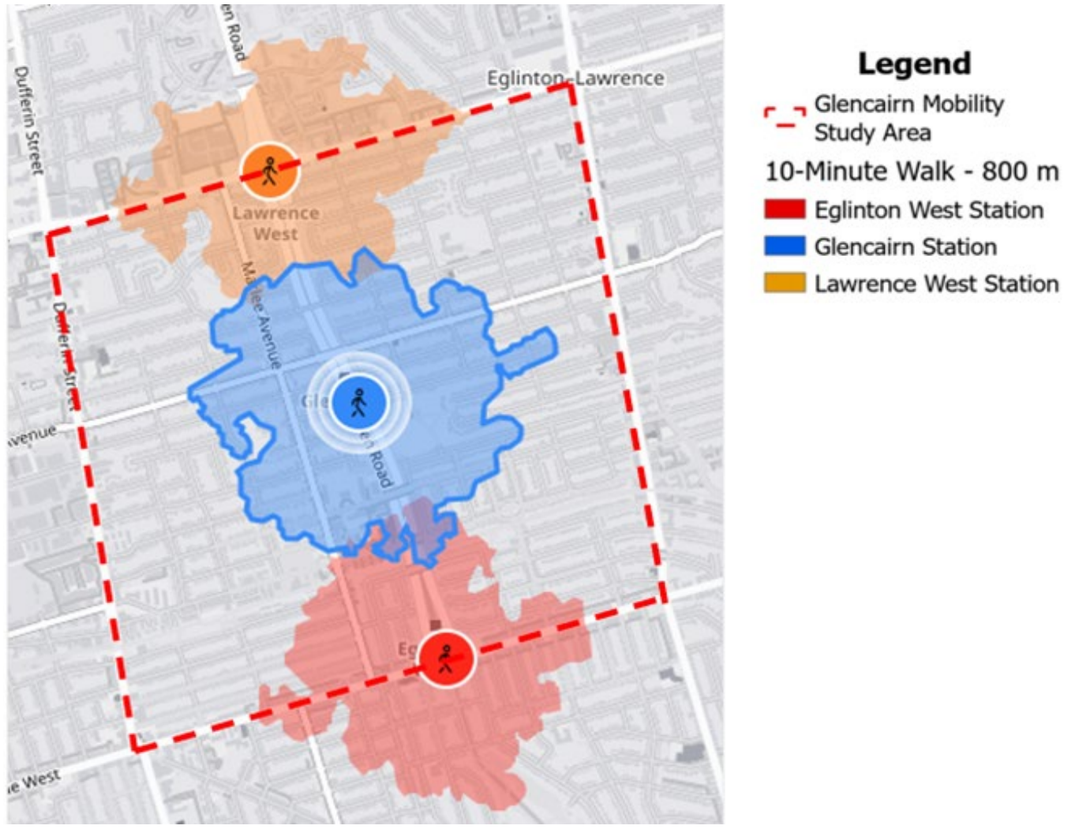


Figure 84 10-minute walksheds from all subway stations around the Primary Study Area (Source: Traveltime).

4.7 Parks and Open Space

Figure 85 Benner Park with playgrounds, mature trees, and walking paths.

Topography

The most prominent topographic feature within the Primary Study Area is the earthworks associated with the construction of Allen Road. This feature remains as a significant cut in the landscape, defined by its roadway and subway line, which functions independently of the surrounding community at-grade. The engineered topography created by Allen Road presents challenges to connectivity within the neighbourhood.

The elevation within the Primary Study Area varies by approximately 50 metres, shown in **Figure 86**, with the lowest point located in the southwest and the highest point in the northeast. This topography is influenced by the Black Creek watershed, which lies south of Eglinton Avenue West. The gradual change in elevation has resulted in lower areas in the southern portion of the Primary Study Area, which have recently experienced localized flooding due to extreme weather events.

It is essential to acknowledge that the entire Primary Study Area has been significantly altered from its original state, with agricultural settlement and urbanization continually reshaping the landscape over time. This ongoing transformation has had a lasting impact on both the topography and the overall environment of the neighbourhood.

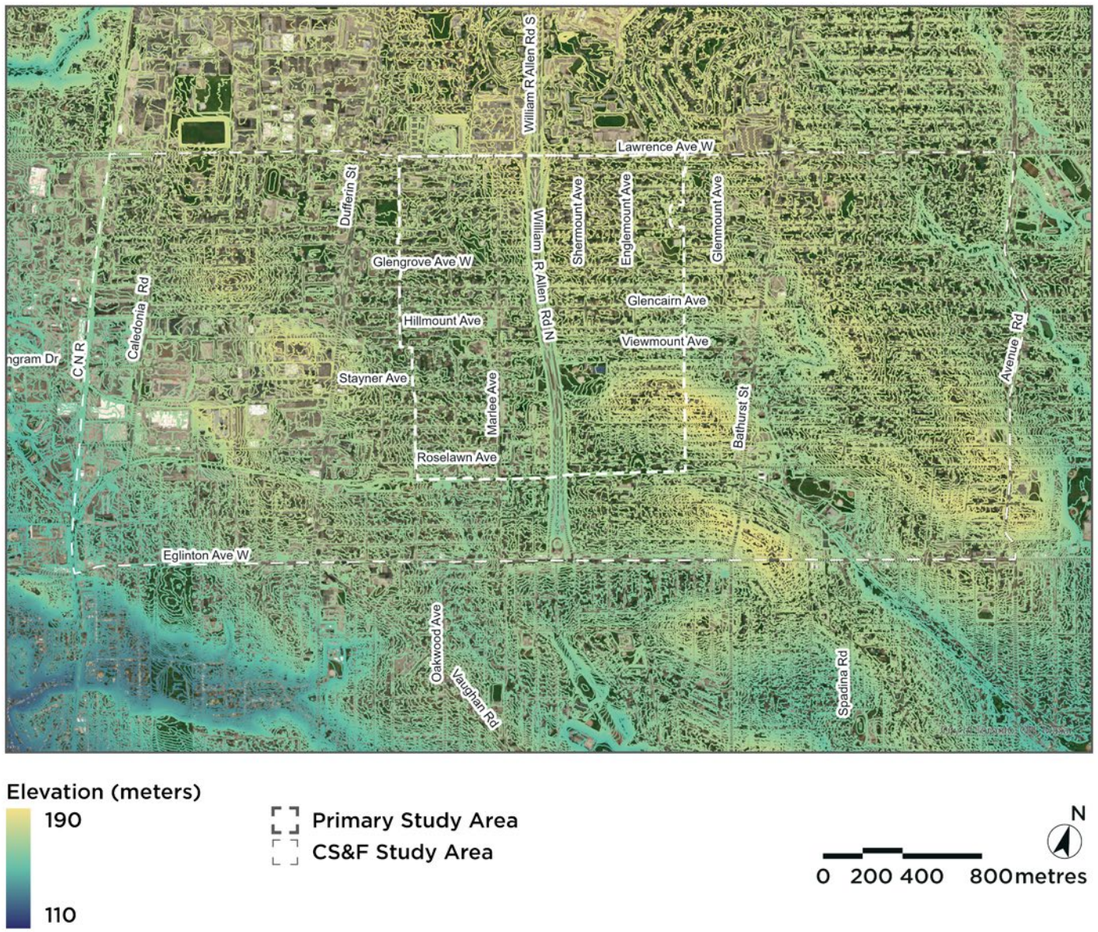


Figure 86 Topography across the Primary Study Area.

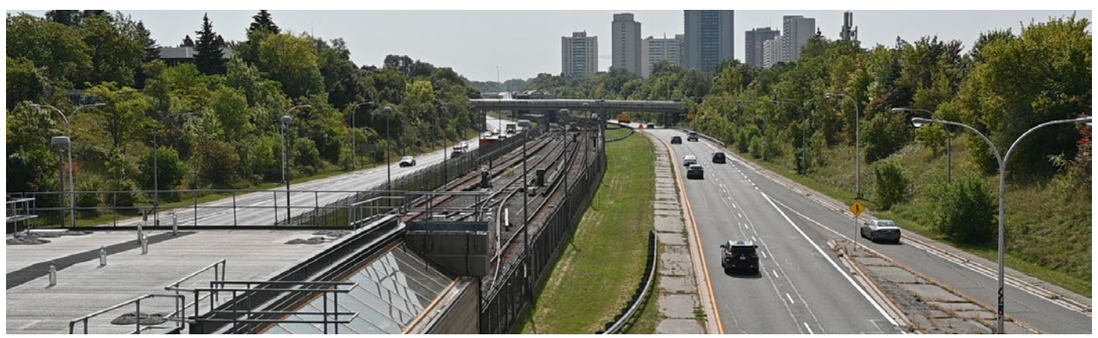


Figure 87 Allen Road looking south from Dell Park Avenue.

Parks

Parks play a vital role in shaping the livability and sustainability of urban environments, particularly in areas poised for growth and increased density. These spaces not only provide recreational opportunities that promote active lifestyles but also offer serene environments for relaxation and community gatherings.

Beyond their social and cultural value, parks function as essential "green" infrastructure, delivering key ecosystem services such as air and water filtration, heat mitigation, and habitat preservation. As communities grow and evolve, a well-distributed network of high-quality parks and open spaces is crucial for maintaining environmental health, supporting social cohesion, and ensuring resilience against the impacts of climate change. In this context, the provision of these spaces is integral to creating vibrant, complete communities where both people and nature can thrive.

Existing Parks

An ideal network of parkland is comprised of parks of different sizes and functions. The Primary Study Area is currently served by 28 parks, located either within the Primary Study Area boundary or within a 500-metre radius of it.[2] These parks collectively cover over 26 hectares of parkland, with 11.5 hectares of this area located within the Primary Study Area, as shown in **Figure 88**.

The Parkland Strategy categorizes parks based on their size, functions, and the types of programming and amenities they offer. Larger parks generally serve broader catchment areas, as people are more willing to travel longer distances for parks that offer diverse features and recreational opportunities.

In addition to the parks within a 500-metre distance, for the assessment of recreational facility purposes, the Study also considers four significant Large or Legacy Parks that are slightly outside the walkability catchment but in close proximity to the Primary Study Area. These parks—Caledonia Park, Cedarvale Park, Eglinton Park, and Fairbank Memorial Park—are relevant to the Primary Study Area due to their substantial recreational programming and the services they provide to its residents.

[2.] Parks analysis considers the Primary Study Area, but comprises all parks serving this primary boundary, which includes parks in a 500 metre distance of the Primary Study Area (that means parks achievable in a short walking distance for anyone that lives within the Primary Study Area). There is no boundary for Parks and Recreation Facility analysis as it follows a radius catchment of 2 or 2.5 kilometres depending on the size of the facility, as per both the Parkland Strategy and Facilities Plan.

Figure 88 Classification of the parks serving the Primary Study Area.

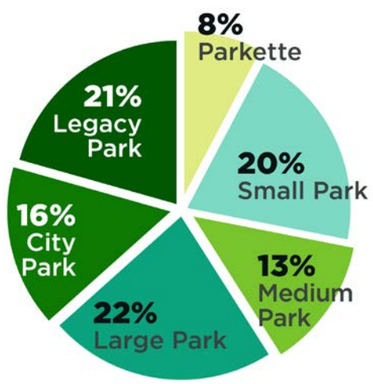


Figure 89 Distribution of parkland area serving the Primary Study Area.[3]

[3] The Large and Legacy parks located outside the 500-metre walking distance from the Primary Study Area boundary are not included in this calculation as they fall outside the catchment radius for the Parks and Open Space analysis.

Parkette (< 0.5 ha)

Parkettes make up 8% of parkland area serving the Primary Study Area, which primarily support passive and recreational functions. These small green spaces typically feature bench seating, walking paths, and sometimes playgrounds. While their limited size restricts programming, these spaces contribute to connecting and complementing the parkland network, offering some amenities and respite from the urban fabric.

Small Park (0.5-1.5 ha)

Small parks make up 20% of the parkland area serving the Primary Study Area. These parks typically offer a combination of community and play functions, featuring amenities such as seating, playgrounds, splash pads, and community orchards and gardens.

Within the Primary Study Area, these parks are mostly situated near urban landmarks, including the Beltline Park System, the Allen Greenway, and local schools, improving accessibility and encouraging recreational uses. An example of such a park is Benner Park, as illustrated in **Figure 91**.

While their compact size may limit the provision of larger recreational facilities, small parks are instrumental in fostering community engagement and supporting active lifestyles in a neighbourhood scale.

Figure 90 Fraserwood Parkette along the Allen Greenway.

Figure 91 Benner Park along the Allen Greenway.

Medium Park (1.5-3 ha)

Medium parks make up 13% of the parkland area serving the Primary Study Area. More specifically, Glen Long Park and Wenderly Park provide a diverse range of functions, including community, civic, play, and sports facilities. Amenities include playgrounds, parking lots, baseball diamonds, and picnic areas, supporting both active and passive recreational uses.

Located on the west side of the community, these parks play a crucial role in serving the surrounding neighborhoods. Their relatively larger size allows for more expansive programming, informal recreation and community engagement.

Figure 93 Wenderly Park playfields and amenities.

Large Park (3-5 ha)

Two large parks comprise 22% of the total parkland area serving the Primary Study Area: Flemington Park and Viewmount Park. Another large park located just outside of the Parks and Open Space catchment radius that is relevant to the residents of the Primary Study Area is Fairbank Memorial Park.

These parks support a broad range of sports, play, community, and civic functions, offering amenities such as sports courts, splash pads, trails, bleachers and supporting facilities. Their larger size allows for more varied and specialized programming, making them integral to both the recreational and social fabric of the area. As the Primary Study Area experiences growth and intensification, these parks will continue to serve as vital hubs for community activities and active lifestyles.

City Park (5-8 ha)

City parks provide features and programming opportunities that attract visitors beyond the neighborhood vicinity, reaching a city-wide scale. Memorial Park – North York, the city-size park serving the Primary Study Area makes up 16% of parkland area and is a key hub for sports programming, providing

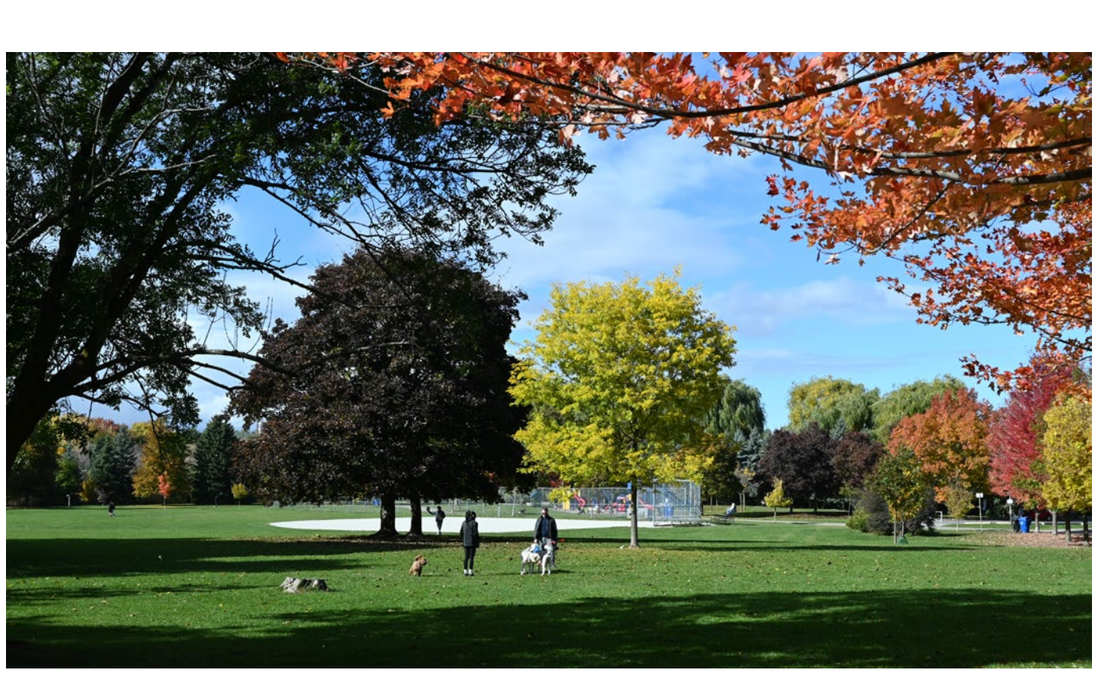


Figure 94 Viewmount Park playfields and amenities.

baseball diamonds, multipurpose fields, outdoor track, water fountains, bleachers, trails, parking and supporting facilities. The park is located adjacent to the Primary Study Area boundary to the east, next to two public schools and to the Beltline Park System.

Legacy Park (8+ ha)

The legacy parks serving the Primary Study Area attract visitors from all across the city due their natural, cultural and historic relevance and the diversity of programming offered. They serve a wide array of functions, including sport, play, community, civic, and ecological purposes, offering a diverse range of recreational and social amenities.

The Beltline Park System, located in the south section of the Primary Study Area in the west-east direction, is a 9-kilometre linear park that runs along the former Toronto Belt Line Railway. Besides its historical relevance, it also holds an important active transportation function, providing a continuous cycling and walking route connecting the community east and west.

It makes up 21% of parkland area serving the Primary Study Area. Outside of the Parks and Open Space catchment radius, three other legacy parks provide green spaces and amenities to residents of the Primary Study Area: Caledonia Park, Cedarvale Park, and Eglinton Park.

Figure 95 Eglinton Park playfields and bathroom facilities building

Key features across these parks include multiple sports facilities such as baseball diamonds, a cricket pitch, soccer fields, tennis court areas, and an outdoor ice-skating rink.

Additionally, family-oriented amenities such as splash pads, playgrounds, outdoor table tennis, off-leash dog areas, and a toboggan hill support active recreation. These parks also provide amenities that foster community engagement, including community gardens, water fountains, shade structures, picnic tables, and benches.

These Legacy Parks are community assets that serve as major hubs for both active and passive recreation. Their large size and broad spectrum of amenities make them critical to the area's recreational infrastructure, offering valuable green space and community-oriented services.

Future and Planned Parks

Planned park expansion includes properties located at 738 and 722-724 Marlee Avenue, adjacent to Wenderly Park, as well as new parkland and amenity spaces established at 2788 Bathurst Street and 65 Green Gardens Boulevard surrounding new development, as shown in **Figure 95**.

These additions will collectively increase the parkland network by approximately 700 square metres, enhancing accessibility and usability for the community. In particular, the expansion of Wenderly Park will improve its frontage, access, and visibility along Marlee Avenue, making it a more prominent and accessible recreational space for residents.

In addition, a safe and connected trail route for cyclists and pedestrians will be established over Allen Road to close the existing gap between the York Beltline Trail and the Kay Gardner Beltline Trail.

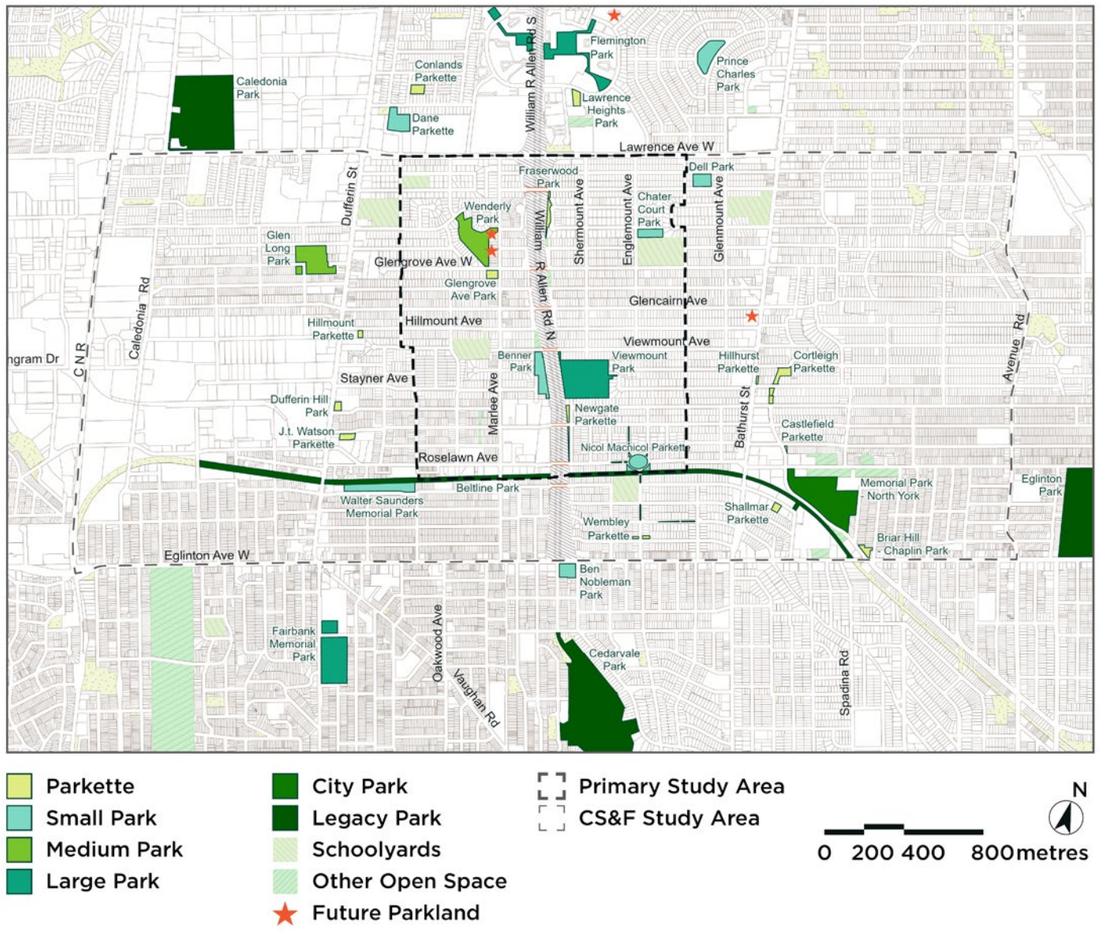


Figure 96 Future and planned parks serving the Primary Study Area.

Parkland Provision Levels

Parkland levels vary across the CS&F Study Area, with the Primary Study Area generally falling below the city-wide average of 28m² per person in parkland provision. Areas with less than 12m² per person are considered to have low parkland provision.

As illustrated in **Figure 96**, some regions experience very low provision, particularly in the northeast quadrant near the Lawrence and Bathurst intersection, where provision is as low as 0-4m² per person, as well as along the southwest boundary, near Eglinton Avenue West and Dufferin Street.

In contrast, areas along Allen Road exhibit moderate provision levels, ranging from 12-28m² per person, with the highest levels being around Wenderly Park, Viewmount Park, and Benner Park.

Since the Parks and Open Space Study Area does not include ravine or natural protected areas, excluding these from the analysis does not alter the overall parkland provision levels.

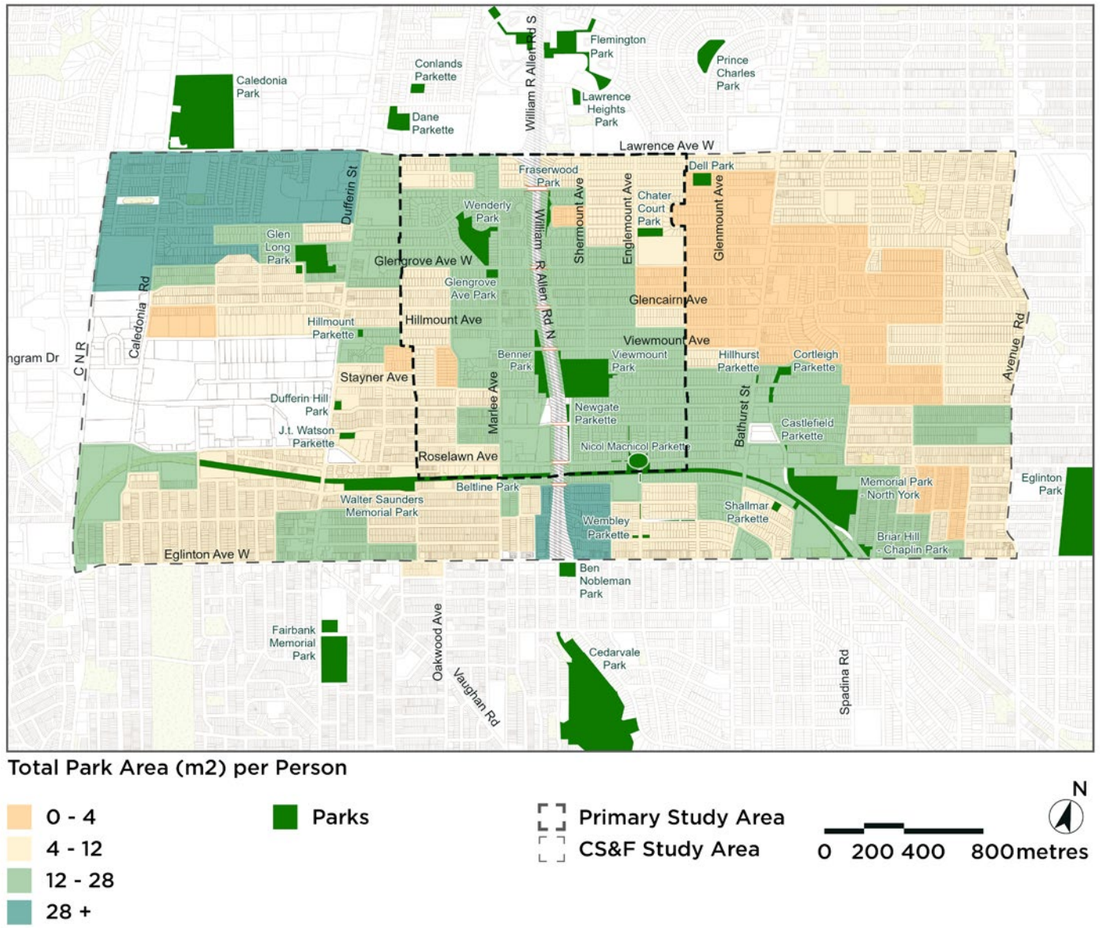


Figure 97 Parkland provision across the CS&F Study Area.

Parkland Need

Parkland need is based on factors such as local park provision levels, anticipated population growth, and the percentage of low-income residents.

Parkland need within the Primary Study Area generally reflects the areas of low parkland provision: the northeast quadrant around the intersection of Bathurst Street, and the west, near the intersection of Dufferin Street and Glencairn Avenue. As development occurs and population grows, these areas should be prioritized when assessing priority sites for new park investments, expansion and acquisition.

Walkability to Parkland

Walkability refers to the ability of residents to reach a park comfortably and safely on foot, in a 5- to 10-minute walking distance from their homes. It is influenced not only by distance but also by physical barriers such as steep slopes, fences, major infrastructure or other obstructions that hinder direct pedestrian access.

Overall, the Primary Study Area enjoys relatively good access to the parkland network, with a few walkability gaps in the west, around the intersection of Stayner Avenue and Danesbury Avenue, and in the east, near Glencairn Avenue and Dalemount Avenue. These gaps indicate areas where opportunities for new parkland or improvements to access the current parkland network should be prioritized.

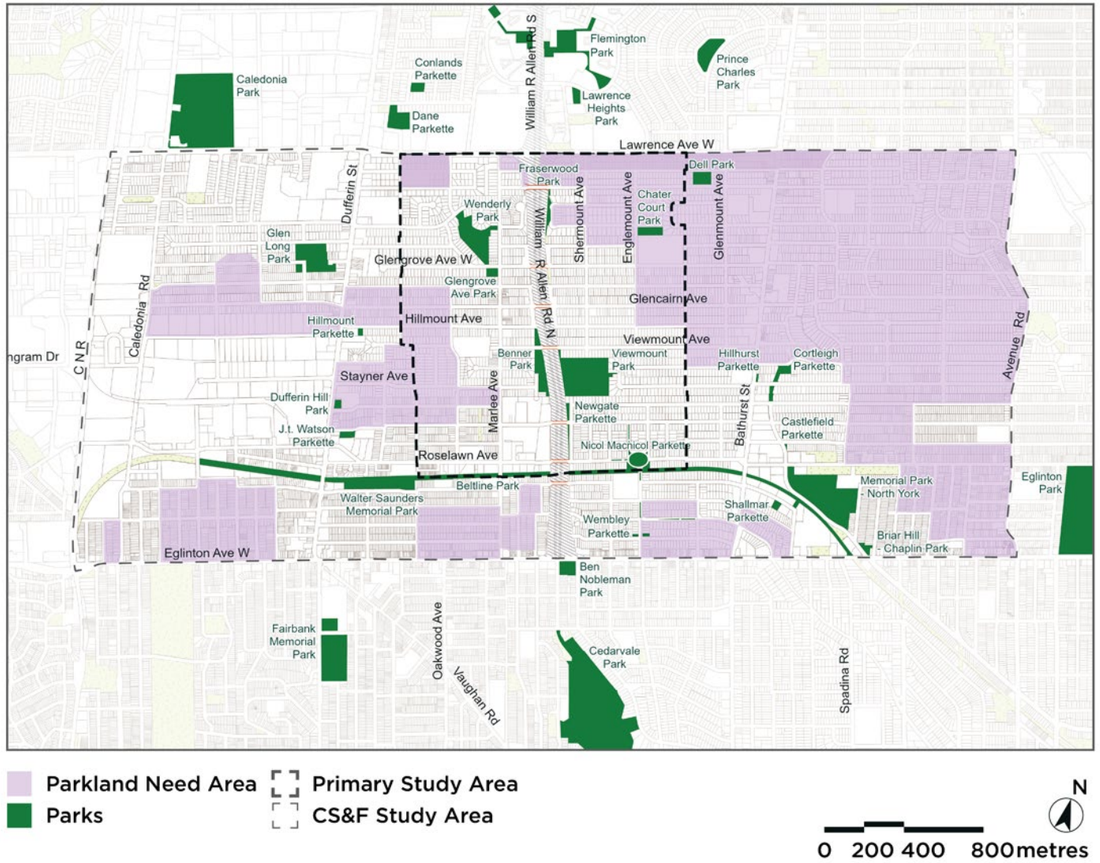


Figure 98 Parkland need across CS&F Study Area.

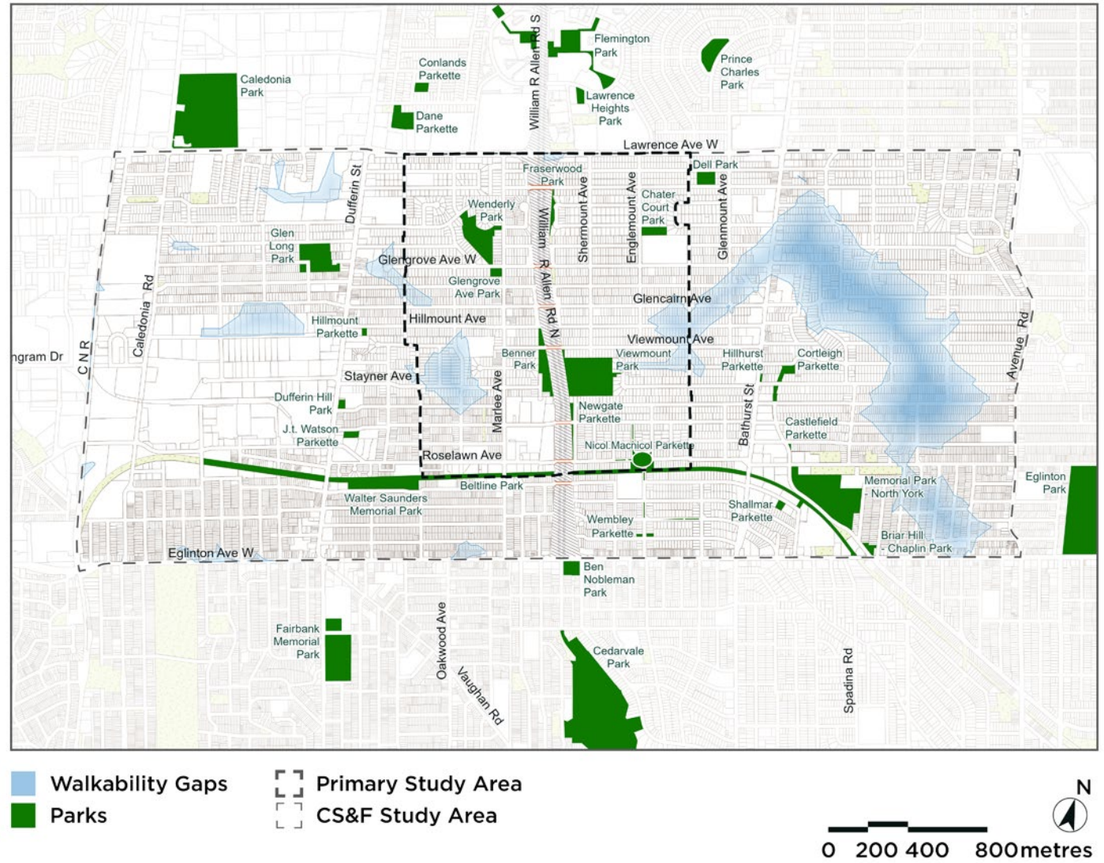


Figure 99 Parkland walkability gaps across the CS&F Study Area.

Other Open Space Areas

In addition to the City's parks, Other Open Spaces Areas —such as public squares, schoolyards, cemeteries, hydro corridors, and privately-owned publicly accessible spaces (POPS) — play a crucial role in enhancing the public realm. These spaces support the broader green space fostering diverse uses and increasing accessibility and connectivity.

While these open spaces may not always provide additional facilities or programmed activities, they contribute significantly to creating a vibrant and well-connected urban environment. When the City does not own these spaces, it relies on partnerships and agreements to ensure public access.

Within the Primary Study Area, other open spaces include a small stretch of hydro corridors, which provide mid-block connections between Briar Hill Avenue and Castlefield Avenue, as well as between Kirkland Boulevard and Lawrence Avenue West. Additionally, there are remnant strips of green spaces along both sides of Allen Road that serve as buffers between the expressway and its adjacent residential areas. While these spaces are limited, they play an important role in enhancing connectivity and sewing the green space network together and form part of the Allen Greenway on the east side of the Allen.

The Roselawn Avenue Cemetery, located just beyond the boundaries of the Primary Study Area, has limited potential for additional passive recreational use. However, it provides significant ecological benefits, including a mature tree canopy, permeable surfaces that support groundwater recharge, and critical functions in urban heat island mitigation. Additionally, the cemetery serves as an urban wildlife habitat and contributes to flood mitigation, reinforcing its environmental value within the broader landscape.

No existing privately-owned publicly accessible spaces (POPS) have been identified within or in close proximity to the Study Area.

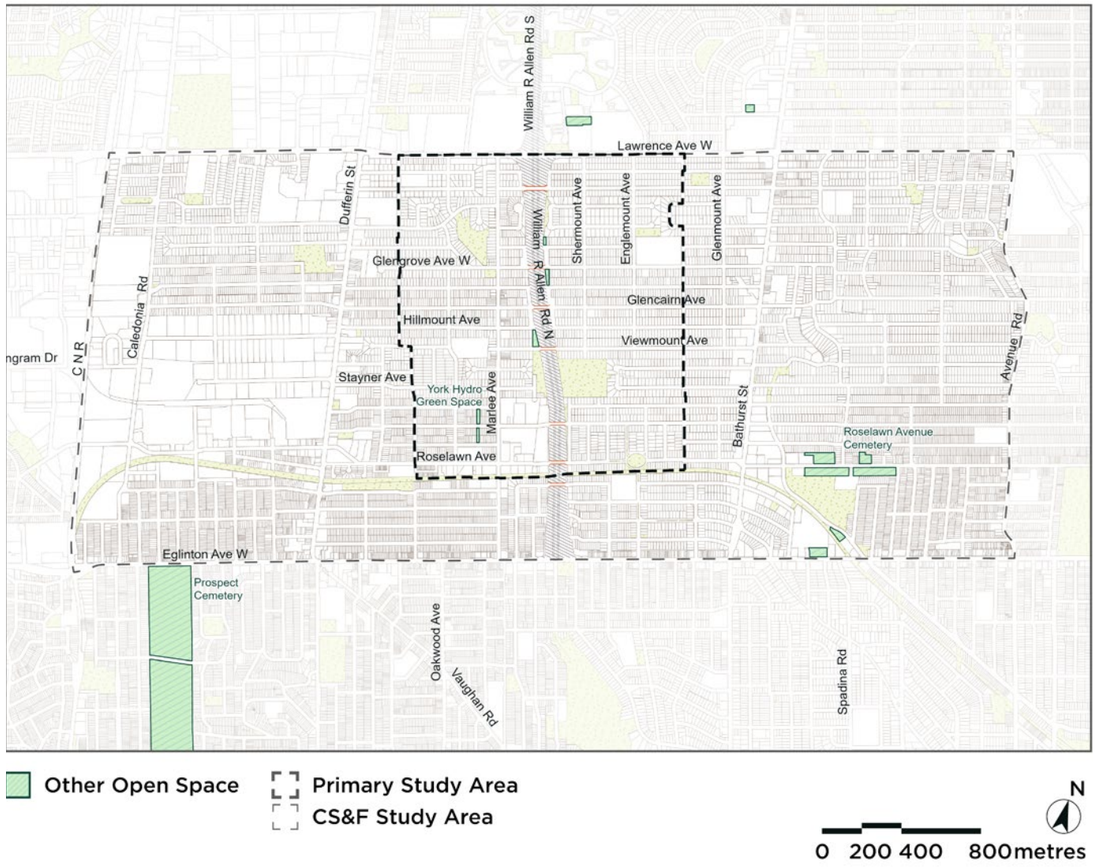


Figure 100 Other open spaces serving the Primary Study Area.

4.8 Environment and Sustainability

Energy Consumption and Greenhouse Gas Emissions

In accordance with TransformTO, Toronto's goal is to reduce its greenhouse gas emissions (GHGs) to net zero by 2040. Given that over half (55%) of the City's emissions come from the building sector, city-wide environmental targets in new building construction, in addition to retrofits of existing buildings, are necessary to achieve the City's reduction targets.

The Net Zero Existing Buildings Strategy goes further, noting that 31% of the City's emissions are derived from multi-unit residential buildings, and 29% are from single-family residential dwellings. These are the predominant building types within the Primary Study Area.

The energy consumption data and associated greenhouse gas emissions for the Primary Study Area, as shown in **Figure 100**, are typical levels for the city. The natural gas emissions are significantly higher than the emissions associated with electricity. This is due to the source for electricity being mainly nuclear and hydro in Ontario, resulting in a relatively clean energy grid. As most of the housing and retail in the Primary Study Area was built between 1950-1980, the buildings primarily use natural gas furnaces, leading to higher natural gas consumption across residential and non-residential uses, and subsequently, higher emissions, as compared to electric. Total emissions are currently expected to increase with population growth.

Embodied Emissions

When considering the future of emissions, it is important to consider the emissions associated with materials used in the construction of buildings and the public realm known as embodied emissions. In 2023, The City of Toronto published the Buildings and Linear Infrastructure Emissions Analysis study, using data from 2019. Through this Study, it was found that an additional 1 million tonnes of carbon dioxide annually are coming from the materials used in construction and renovations in Toronto. The table below displays embodied emissions per new housing unit type. As shown in **Table 6**, the highest portion of embodied emissions are coming from single detached housing, while the most efficient building type with respect to embodied emissions is large multi-unit residential (MUR).

While this data follows typical energy consumption trends for the city, anticipated growth in the Primary Study Area will lead to increased total energy consumption. In considering current levels and future growth, the Study will consider ways to align with TransformTO, including designing new developments with high levels of energy efficiency and retrofitting existing residential buildings to renewable energy systems (such as air source heat pumps in place of natural gas furnaces).

Residential GHG Emissions		
Enbridge (Natural Gas)	277,462,173	kgCO²e
Toronto Hydro (Electricity)	2,099,233	kgCO²e
TOTAL	279,561,406	kgCO²

Table 5 Greenhouse gas emissions covering the Primary Study Area for residential GHG emissions.[4]

Non-Residential GHG Emissions		
Enbridge (Natural Gas)	378,588,265	kgCO2e
Toronto Hydro (Electricity)	3,992,940	kgCO2e
TOTAL	382,581,204	kgCO2e
2023 Glencairn Total	662,142,610	kgCO2e

Table 6 Greenhouse gas emissions covering the Primary Study Area for non-residential GHG emissions.[4]

Building Sector	tCO²e	kgCO²e per square metre
Detached	65	172
Semi-Detached	31	173
Large MUR	24	389
Small MUR	22	199
Townhouse	49	193

Table 7 Embodied emissions per new housing unit by unit type (2019).[5]

4. An Emissions Factor (EF) of 1.921 kgCO2e/kwh was applied to natural gas consumption, while an EF of 0.038 kgCO2e/kWh was applied to electricity consumption in alignment with Government of Canada Emission Factor Reference Values.

5. Emissions per metre square based upon data from EMBARC and Mantle Studies, including adjustments to Mantle emissions factors. Source: City of Toronto. (2019). 2019 Building and Linear Infrastructure Emissions Analysis.

Tree Canopy Cover

Tree canopies are a vital environmental asset, playing a key role in enhancing air quality, mitigating heat, and supporting biodiversity. The street tree canopy cover within the Primary Study Area varies greatly, with coverage in the neighbourhoods west of Allen Road notably lower than the neighbourhoods to the east of Allen Road, as seen in **Figure 101**.

This difference in tree canopy cover stems mainly from the prevalence of impervious surfaces such as parking lots and industrial zones typical of the current commercial uses on the lands on the west side of Allen Road. These hard surfaces contribute to the urban heat island effect and higher local temperatures.

As development occurs, strategies to contribute to the city-wide target of 40% tree canopy coverage by 2050 should be explored. Priority should be given to protecting mature trees, improving canopies in areas of low coverture and prioritize tree planting in the public realm. This includes the provision of practical tree growing environments that support long-term growth, particularly in areas where existing trees may be removed or damaged.

Figure 101 Comparison of street trees along Ridelle Avenue. Left: Ridelle Avenue west of Allen Road, showing limited tree canopy (view looking east). Right: Ridelle Avenue east of Allen Road, highlighting a significantly more generous tree canopy (view looking west).

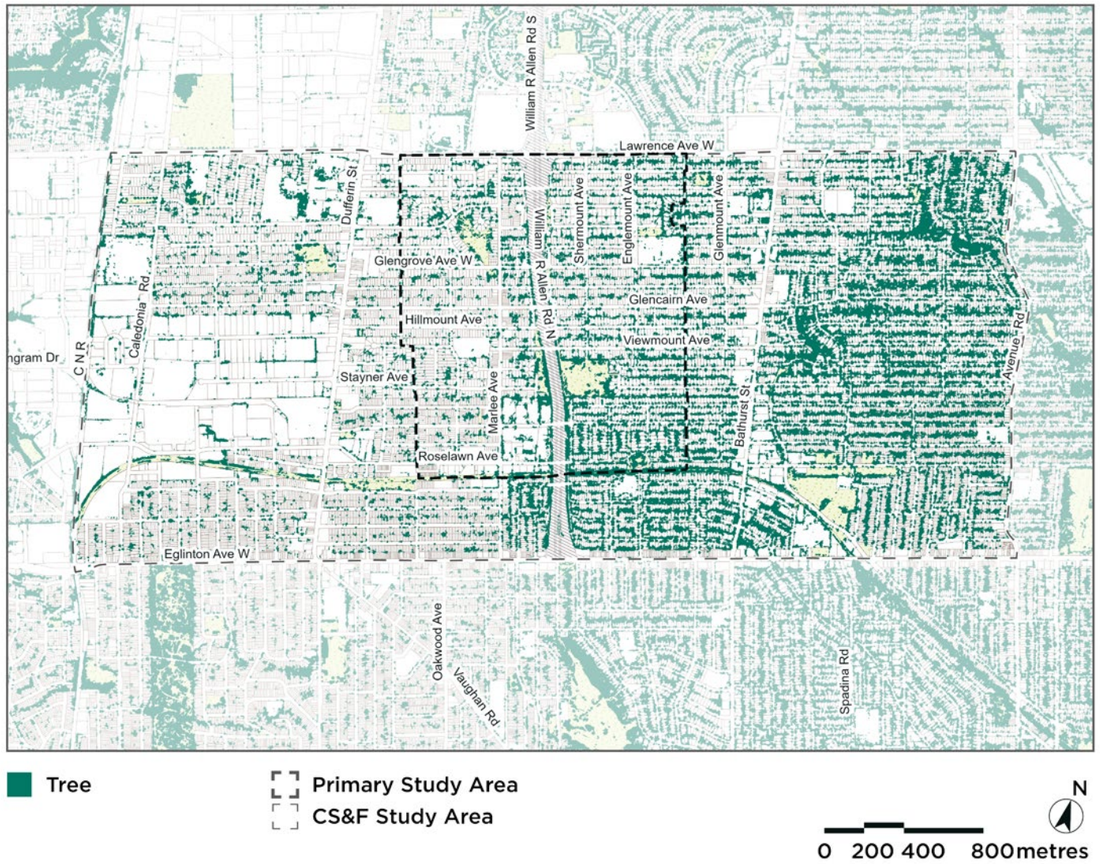


Figure 102 Tree canopy coverage across the CS&F Study Area.

Pervious and Impervious Cover

The land cover within the Primary Study Area reflects its varied historical development. Prior to the construction of Allen Road, the area followed a similar development pattern, but there is now a clear distinction between the east and west sides in terms of hardscape and softscape coverage. East of Allen Road, there has been a consistent balance between the built environment and green spaces, shown in **Figure 103**. Additionally, much of the eastern side has experienced little growth or infill intensification, which has allowed the landscape to retain its green footprint over time.

The evolution of the west side of Allen Road has been different. The same urban blocks on the west side have either been impacted by industrial land use development, urban intensification or, in the case of existing low density residential, lots have not retained or maintained their backyard tree canopies. This has had effects on ground cover. Land use diversification, including commercial and industrial uses have also impacted the overall coverage, through the development of parking lots and hardscape. This contrast in development history has contributed to the differing land cover patterns observed in the area.

These observations are also consistent with lot coverage and the Open Space Ratio analysis, as well as Tree Canopy Cover analysis.

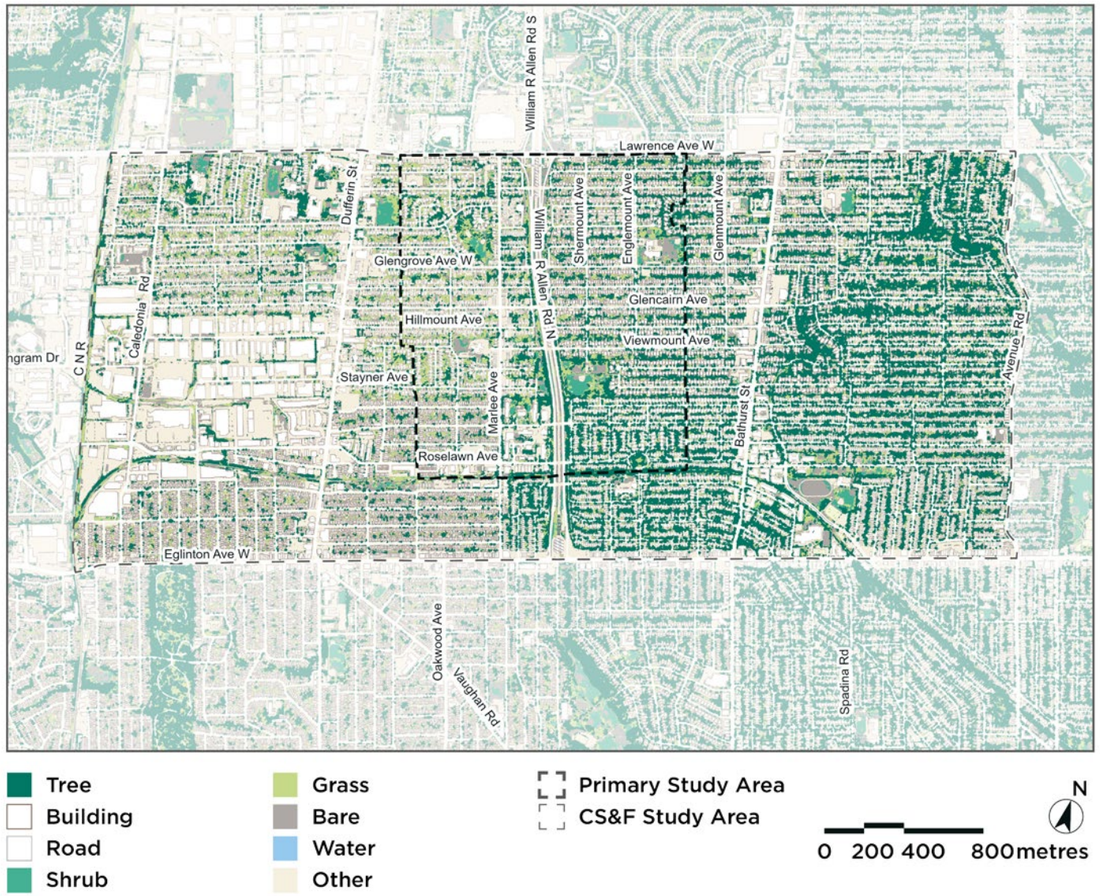


Figure 103 Land cover across the CS&F Study Area.

Heat Vulnerability

Extreme heat poses significant health risks ranging from heat stroke to death, particularly for vulnerable populations such as young children, seniors, individuals with underlying health conditions, low-income households, outdoor workers, and those who are unhoused. In urban environments, reduced softscapes and high proportions of impermeable surfaces—such as paved parking lots—are especially susceptible to higher temperatures, as described as the "heat island" effect. It is anticipated that the number of extreme heat days will increase due to climate change by up to 60 days per year by the end of the century.

To assess and address these concerns, Toronto Public Health has developed a Heat Vulnerability Index (HVI), which considers variables such as surface temperatures, proximity to green spaces, tree canopy coverage, building types, and the socio-economic status of residents. Within the Primary Study Area, a large portion scores high or very high on the HVI, indicating that heat vulnerability is a pressing issue. Areas north of Briar Hill Avenue and west of Allen Road, in particular, experience some of the highest levels of heat vulnerability, as shown in **Figure 104**.

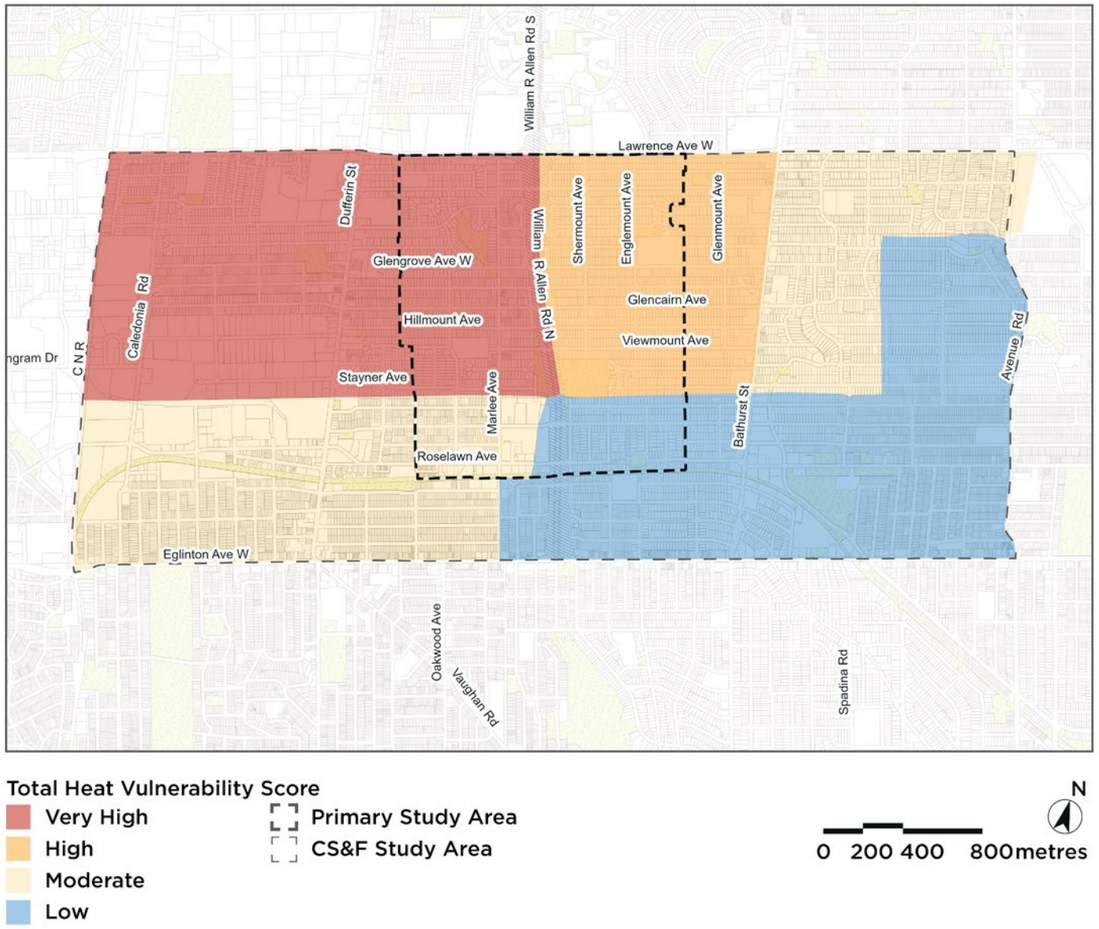


Figure 104 Heat Vulnerability Score across the CS&F Study Area.

Historical Watercourses

The natural heritage of the Primary Study Area has been significantly altered over time, with many of the original rivers and waterways replaced by engineered infrastructure, such as stormwater management sewer systems and overland drainage networks. This shift has led to the disappearance of many watercourses, shown in **Figure 105**. However, some historical features remain embedded in the landscape, offering insights into the area's natural past.

Specific reference to historical watercourses within the Primary Study Area include two branches of the watercourse that would have connected to Yellow Creek, which runs through David Balfour Park around Yonge Street and St. Clair Avenue East.

A closer look at historic aerial photos, such as those from 1960, reveals a channelized version of the westernmost branch that ran through Wenderly Park.

This feature partly explains the divergence from the street grid in that area, as the natural watercourse influenced the development and layout of the surrounding land. Shortly after, however, this watercourse was buried.

There has been direction from City Council to explore the feasibility of undertaking an assessment of historical watercourses restoration opportunities.

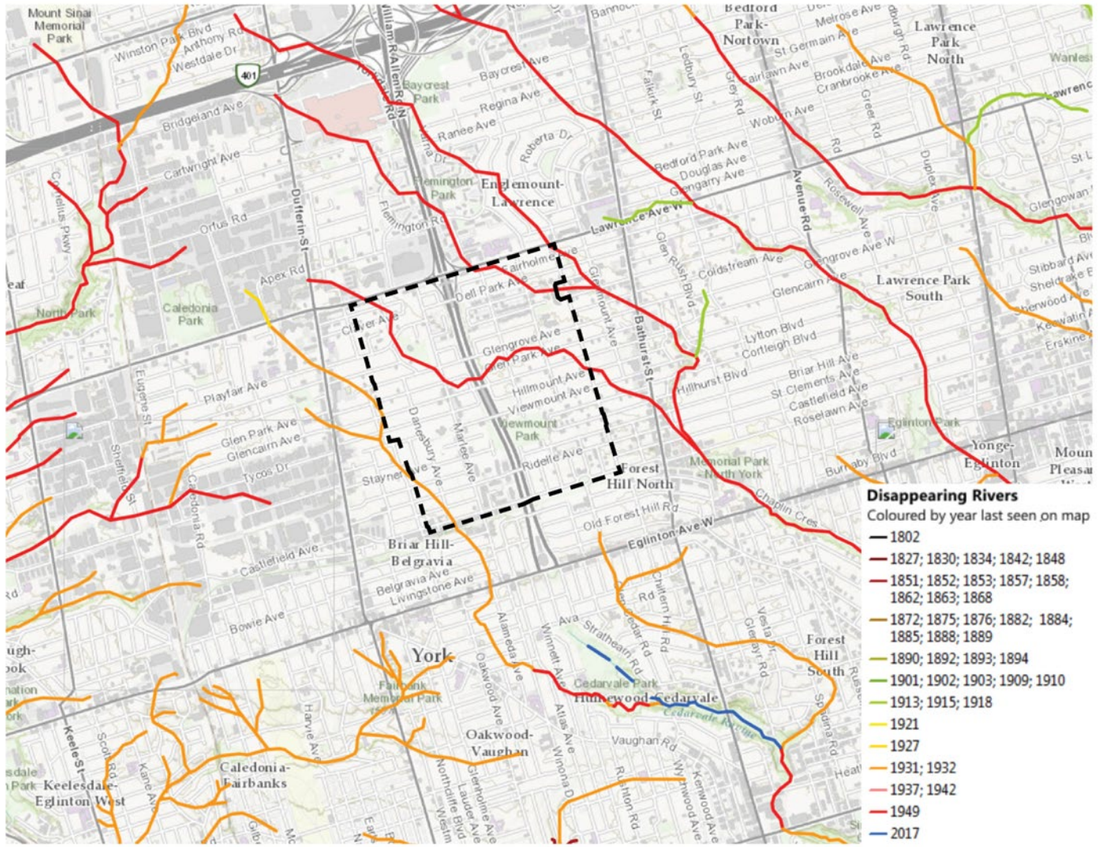


Figure 105 Historical watercourses throughout the areas surrounding the Primary Study Area (Source: Lostrivers.ca).

Flooding

The Primary Study Area falls within the Don River watershed, with CS&F Study Area boundaries overlapping the Humber River watershed adjacent to the west, shown in **Figure 106**. Situated at the headwater areas of two distinct creek tributary systems that both ultimately drain into the Don River, the position in the landscape reduces the likelihood of riverine flood risk. However, the growing impacts of climate change— characterized by intensified weather events, increased rainfall, and rising temperatures— necessitate a strategic reevaluation of infrastructure resiliency.

Existing drainage and stormwater systems may not achieve design guidance performance in the context of a changing climate. An evaluation of the affected features and infrastructure is required to determine if upgrades are required to address new and emerging climate realities.

Development in the Primary Study Area, and the required associated municipal servicing study presents the opportunity to evaluate and potentially integrate resiliency measures alongside planned upgrades to conventional infrastructure systems. This may involve the use of green infrastructure systems (e.g., permeable surfaces and stormwater retention features) which are particularly relevant to managing climate-induced challenges effectively.

Proactive and strategic investments during the planning and development project phases will help protect the community from emerging risks and ensure water infrastructure systems are capable of safeguarding the area from potential flooding impacts.

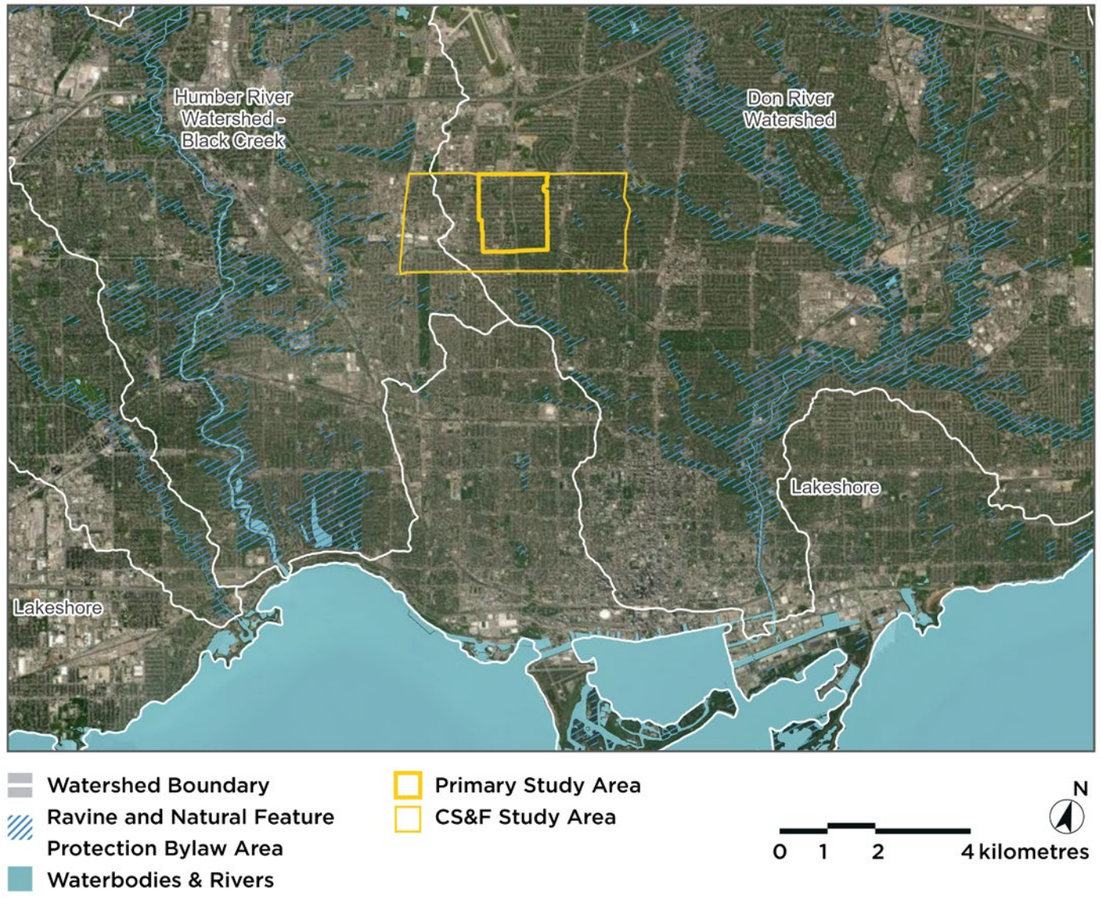


Figure 106 Watersheds across the Greater Toronto Area.

4.9 Community Services and Facilities

Community services and facilities (CS&F) are publicly accessible and non-profit facilities such as schools, libraries, recreation centres, and community agencies that deliver programs and services for a variety of community needs. Accessible, high-quality community services and facilities support the health, safety and well-being of those living and working in the Marlee-Glencairn community. This section provides an overview of the status of CS&F within the CS&F Study Area, shown in **Figure 107**, however a fulsome and comprehensive CS&F report is attached in Appendix B.

The following provides an overview of existing and planned CS&F:

- The area is geographically well served by four community recreation centres and two community spaces. The Lawrence Heights Community Recreation Centre will be relocated and is planned to be one of the City's largest recreation facilities.
- Most of the public schools in the CS&F boundary are currently under capacity with some room for growth. The Catholic schools show a greater degree of need for additional capacity, as two out of four Catholic elementary schools are currently at or over capacity. The School Boards have several tools to address pupil accommodation pressures which may include exploration of capital projects.
- The CS&F Study Area benefits from a wide range of human services in the area, with many of these services provided by non-profit organizations that focus on specific communities.
- The child care service provision level for children 0-4 currently falls below the City's target of 50%, and there are very few spaces for infants and toddlers. This provision level makes this area one of the highest priority for expansion of child care services and it is recommended that any new or expanded child care facilities include infant and toddler care.
- The CS&F Study Area is geographically well served by four libraries, with one (Barbara Frum) slated for capital improvements in the future.

Phase 2 of the Study will include identifying required investments in community services and facilities to support growth, healthy living and complete inclusive communities. This will include considerations such as equitable access to CS&F and potential co-location opportunities through future development.

Figure 107 Community services and facilities that serve the CS&F Study Area.

4.10 Arts and Culture

Arts and culture are vital to the Growing Glencairn Study, shaping community identity and cohesion. By integrating these elements, the public realm can be enhanced, fostering inclusivity and social connections. Preserving cultural assets respects the neighborhood's unique character while enriching residents' lives and ensuring long-term vibrancy.

Placekeeping Features

In 2022, City Council adopted Toronto's first Reconciliation Action Plan (RAP), which outlines a framework for the City's actions from 2022 to 2032 to advance truth, justice, and reconciliation with Indigenous Peoples. This Plan builds on the City's ongoing commitments to Indigenous communities and aims to integrate Indigenous perspectives and cultural values into urban development.

The City Indigenous placekeeping framework includes expanding and ensuring presentation and commemoration of Indigenous histories and culture, creating spaces for ceremony, teaching and community, strengthening Indigenous connections with lands and waters, and building capacity for land-based Indigenous engagement. Growing Glencairn Study presents an opportunity to advance in the City's commitments to reconciliation. Specific engagement activities and analysis will allow identification of opportunities to advance Indigenous community priorities in the Primary Study Area and support the creation of a more inclusive and respectful environment that honours the enduring relationship Indigenous Peoples have with the land.

Public Art Installations

Artist Rita Letendre's colourful piece, Joy, was installed in 1978 at Glencairn Subway Station. The 200-metre glass canopy was dismantled for renovation after suffering severe water damage over time, and was reinstalled in 2021.

Inspired by Letendre's own artistic path and modernist heritage, the artwork's vibrant colours and dynamic geometric patterns are meant to elevate travelers and turn a functional transit area into a joyful and beautiful experience. The project emphasizes the value of art in daily life by integrating public art into transit systems, which promotes optimism and a sense of cultural identity in metropolitan environments.

The restoration of Joy represents Toronto's dedication to incorporating creativity into public infrastructure to enhance the quality of life for the community as well as the preservation of the city's artistic legacy. Joy is now a timeless representation of resiliency, hope, and the transformational potential of art.

Religious Institutions

Several synagogues and churches near Glencairn Subway Station, such as Beth Torah and First Narayever Congregations, serve as both religious sanctuaries and cultural hubs, offering community programs, educational events, and cultural activities that reflect the area's diverse demographics.

Heritage and Cultural Identity

Jewish Heritage and Cultural Identity

The Primary Study Area is served by a rich cultural legacy and character, reflecting the city's various histories and communities. Notably, the Bathurst Street corridor has long served as a core for Toronto's Jewish community. The corridor extends from St. Clair Avenue to the south and beyond Steeles Avenue to the north.

This neighbourhood is home to important institutions like Baycrest Hospital, multiple synagogues, religious schools, and cultural institutions like the United Bakers Dairy Restaurant. These establishments have played an important role in preserving and fostering Jewish culture, traditions, and communal life in Toronto.

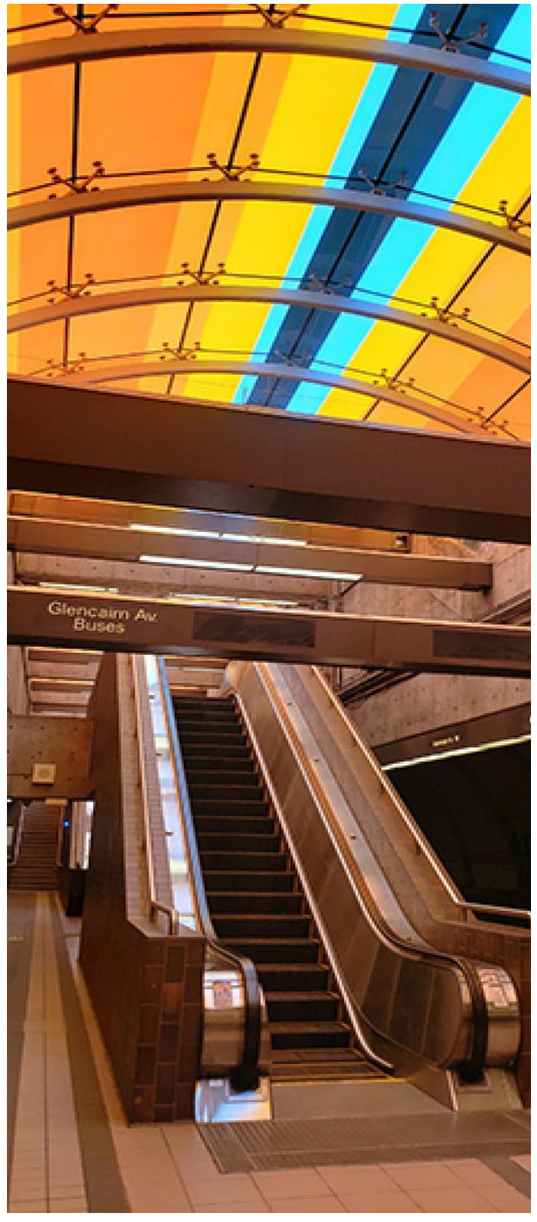


Figure 108 The 200-metre glass canopy, Joy, by Rita Letendre, is a permanent public art feature above the Glencairn subway platform.

Italian Heritage and Cultural Identity

The Primary Study Area has a history of Italian settlement, especially from the mid-20th-century waves of Italian immigrants who came to Canada. Many of them had chosen to settle in Marlee-Glencairn. The Italian-Canadians contributed to the neighborhood's cultural identity through food, religious institutions, and community-oriented activities. Demographic information indicates that approximately 10.7% of Primary Study Area's residents trace their ancestry to Italian roots. This is reflected through the prevalence of Italian bakeries, cafes, and grocery shops adjacent to Lawrence Avenue West and Marlee Avenue, which serve as cultural gathering places.

Roman Catholic churches have also contributed a great deal to maintaining Italian cultural identity. For instance, St. Charles Borromeo Church in the Primary Study Area not only provides for the spiritual needs of the community but also sponsors cultural events, including feasts and festivals honoring Italian saints.

Filipino Heritage and Cultural Identity

The Primary Study Area is home to a large and growing Filipino community. Tagalog (Filipino) is among the three most common non-official languages used at home in the CS&F Study Area, according to the 2021 Census. Furthermore, Filipino-identified residents make up approximately 34.6% of the Primary Study Area visible minority population in the 2021 Census. Each of these figures uncover the community's long-standing presence and ongoing contribution to the multicultural makeup of the area.

Filipino inhabitants culturally enrich the community with kinship-based customs, active civic life, and participation in cultural and religious practices. Religious churches such as St. Thomas Aquinas Church serve as gathering areas where inhabitants share important traditions like Simbang Gabi (pre-Christmas evening masses), which blend spirituality and community bonding. Filipino businesses, such as restaurants, bakeries, and grocery stores, further anchor culture into daily life by sharing native foods, produce, and social spaces. These expressions of culture enrich the Glencairn neighbourhood and foster unity and cross-cultural understanding throughout the greater community.

Little Jamaica and Cultural Identity

Little Jamaica is a vibrant cultural community on Eglinton Avenue West, historically renowned for having Jamaican and Caribbean influences. The community has been a focus for Black-owned businesses, reggae culture, and Caribbean cuisine since the mid-20th century, forging a unique cultural identity in Toronto.[6]

Yet, in the past decade, projects like the Eglinton Crosstown LRT and rising property values have threatened the fabric of this community, pushing residents and businesses out. Despite these challenges, Little Jamaica remains a critical part of the city's multicultural landscape, serving as a reminder of Toronto's deep-rooted Caribbean heritage and the resilience of immigrant communities. One of Little Jamaica's key cultural landmarks is Reggae Lane, an ode to the cultural impact of Little Jamaica on Canada's reggae music heritage. Located behind a strip of shops on Eglinton Avenue West, Reggae Lane features a colourful mural honouring legendary reggae artists whose music made Toronto history. The mural created by artist Adrian Hayles and shown in **Figure 109**, is a visual narrative of how Jamaican and Caribbean elements were part of the city's soundscape. The lane itself is a physical and symbolic representation of the music heritage of the neighborhood, and it is a cultural point of reference for locals and visitors alike.

Figure 109 Reggae Lane Mural in Little Jamaica, Toronto by artist Adrian Hayles.

6. Source: STEPS. (n.d) Reggae Lane.
https://stepspublicart.org/project/toronto-public-art-mural-reggae-lane-adrian-hayles

5. Engagement Summary

5.1 Engagement Overview

In Phase 1 of the Growing Glencairn Study, the purpose of engagement was to understand the community's vision for the area, as well as challenges and opportunities related to growth and intensification. Across a series of in-person and online engagement tactics, the Project Team gathered information to support the creation of a draft Vision Statement and set of Guiding Principles, and a deeper understanding of the challenges and opportunities that face the area. Following the initial round of engagement, the public was invited to provide feedback on the draft Vision and Principles through a series of additional engagement opportunities. Through this iterative approach to Phase 1 engagement on the Study, the Project Team gathered knowledge on the challenges, experiences and aspirations of local community members and interested parties.

This summary provides a high-level overview of engagement tactics and key takeaways. For a full summary of engagement, see the Phase 1 What We Heard Report.

Key Takeaways

The following key takeaways summarize the broad themes heard from the public and interested parties in Phase 1.

More housing options supported by infrastructure

Participants expressed that new housing options in the Primary Study Area are needed, including affordable, rental, and family-sized units, and supported by adequate infrastructure and community services and facilities that benefit a growing community. There were a range of comments on density, with some participants expressing concern about the impact of high-rise condos on neighbourhood character and suggesting that density should be located along major arterial roads such as Lawrence Avenue West, Bathurst Street and Eglinton Avenue West, or adjacent to Allen Road. Participants would like to see prioritization of mid-rise or medium-density housing on streets such as Marlee Avenue and Glencairn Avenue.

Marlee Avenue as the Heart of the Community

Marlee Avenue is envisioned as a vibrant and walkable commercial hub with an enhanced public realm, featuring wider sidewalks, more seating options, improved lighting, tree planting, public art and a diverse range of retail and dining options.

Participants advocated for the integration of opportunities for retail, commercial and community uses on the ground floor of new developments to activate the street.

Safe, Connected and Accessible Streets

Participants advocated for improvements to mobility and connectivity throughout the Primary Study Area to create a more accessible and safe community. Traffic congestion and safety for active transportation users on Marlee Avenue, especially where it intersects with arterial roads, was a significant concern for participants. Many individuals made suggestions for design changes to improve traffic flow and enhance pedestrian and cyclist safety. Participants indicated that improvements to the pedestrian and cycling network were needed, to fill existing sidewalk gaps and connect existing trails and bikeways, between key destinations such as schools, parks, community facilities, transit stops and stations.

Engagement revealed that streets near these key destinations do not provide an adequate level of infrastructure to support active mobility, and these streets should be prioritized to improve access and safety for pedestrians and cyclists. Participants supported improved connections to the broader cycling network through the extension of bicycle lanes from Marlee Avenue to Eglinton Avenue West and better integration with existing trails like the Allen Greenway, York Beltline and Kay Gardner Beltline trails.

Protecting and Enhancing Parks and Open Spaces

Throughout engagement, participants described the ways in which they value the area's parks and open space system and wish to see these spaces protected and enhanced as part of future development. Parks are recognized as important gathering spaces; participants suggested amenities to support community use and enhance comfort such as more benches, sheltered picnic areas, and public washrooms. Participants advocated for enhanced greening of existing spaces, including tree planting, naturalization and transforming underutilized spaces into more functional green spaces. Community members indicated their support for the creation of new, and expansion of existing, green spaces, such as the Allen Greenway and connection of the York Beltline Trail to the Kay Gardner Beltline Trail to provide safe, green connections between parks and open spaces in the area, as well as connections to the city at-large.

5.2 How We Engaged

Interested Parties

From November 2024 to February 2025, the Project Team engaged with interested parties:

- Members of the public
- Representatives of local businesses and community organizations
- Representatives of the development community

Indigenous Engagement Stream

Prior to initiating the Study, the City reached out to and met with three First Nations whose traditional territories include the Primary Study Area: Mississaugas of the Credit First Nation, Six Nations of the Grand River and the Huron-Wendat Nation. City staff followed up with the three First Nations in fall 2024 as part of Phase 1 and will continue to touch base throughout the course of the Study, including potential meetings.

Outreach was also conducted by Shared Value Solutions with urban Indigenous communities, with the aim of identifying opportunities for Indigenous placemaking and placekeeping within the Study Area, as well as supporting the needs of urban Indigenous populations, including access to housing, transportation parks and open space, and community services and facilities.

Engagement Tactics

Interactive Mapping Activity (Social Pinpoint)

- November 8 - December 11, 2024
- Available on the Growing Glencairn webpage

Using an interactive mapping platform, Social Pinpoint, participants had the opportunity to identify and comment on the places in the Study Area that are important to them, areas they would like to see improved, and how they envision growth taking place. Participants were invited to place one of six "pins" on the map, each representing one or more of the following focus areas:

- Housing and Jobs
- Mobility and Public Realm
- Parks and Open Space
- Community Services and Facilities
- Environment and Sustainability
- Other Ideas

A total of 213 pins were placed on the map.

Online Survey

- February 6 – February 21, 2025
- Available on the Growing Glencairn webpage

To ensure a fulsome engagement process, the Project Team offered a short online survey to provide an opportunity for input on the draft Vision Statement and Guiding Principles. As the draft Vision Statement and Guiding Principles were developed based on feedback gathered through community input, as well as technical analysis of challenges, opportunities and priorities, it was important to receive ongoing input to refine these components of the Study.

152 responses to the survey were received.

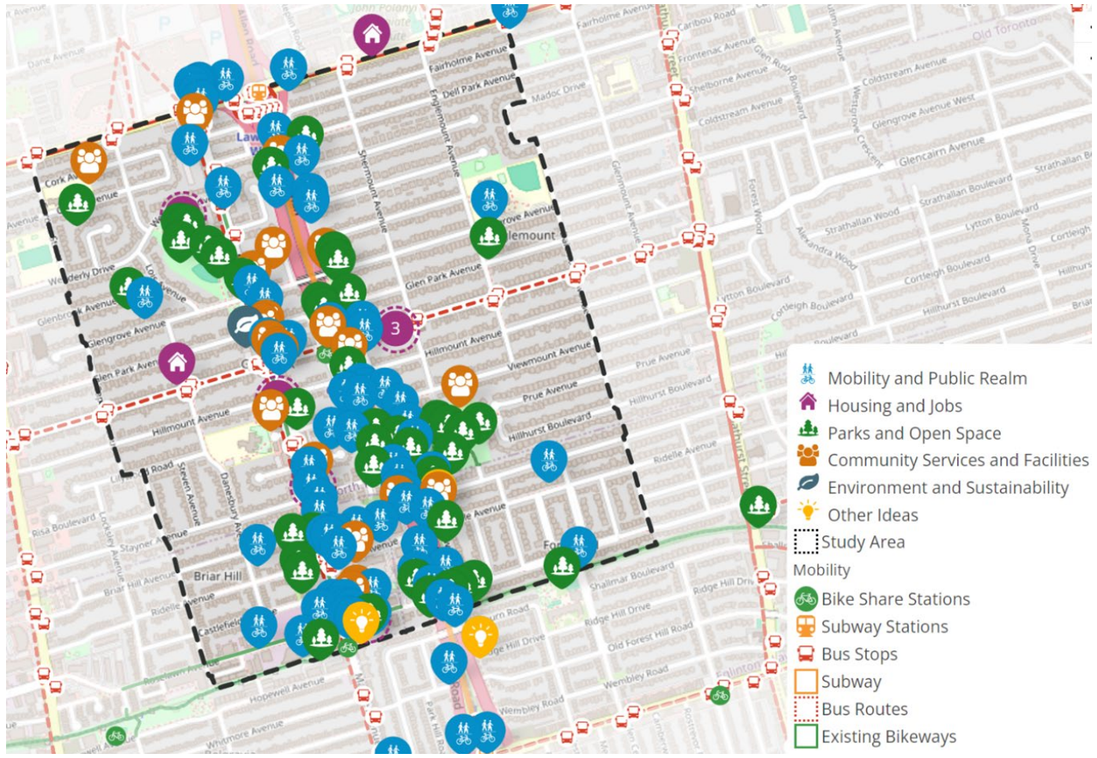


Figure 110 Interactive Map showing significant pinpoints identified by participants.

Pop-Up Events

Park Pop-Up

- Friday, November 8, 2024 from 1:00-4:00 p.m. at Benner Park

City staff hosted a pop-up at Benner Park to share information about the Study, distribute flyers, and collect feedback. Participants added sticky-notes to a map, which were later included on the interactive online map.

Over 30 people engaged with City staff at the pop-up event.

Library Pop-Up

- Thursday, February 20, 2025 from 2:00- 4:30 p.m. at Barbara Frum Library

The Project Team held a community pop-up at the Barbara Frum Branch of the Toronto Public Library. The pop-up event was promoted through social media, posters, website updates, e-updates, and emails. The purpose of the event was to seek feedback on the draft Vision Statement and Guiding Principles, share information about the Study, and encourage attendees to fill out the online survey. Project flyers were available for attendees to take with them, including a flyer specifically requesting First Nations, Inuit, and Métis input.

48 people attended the library pop-up event to speak with City staff.

Community Advisory Circle (CAC) Meeting #1

The City established a Community Advisory Circle (CAC) with representatives from local businesses and organizations, as well as individuals who reflect the demographics of the area and including representation from equity-deserving community members. The purpose of the CAC is to provide community perspectives, insights, and information that will be closely considered by the City of Toronto and the Project Team to help shape the Study. The CAC is comprised of 21 members (17 members of the community, 4 representatives of local businesses and organizations).

Meeting #1

- Wednesday, November 27, 2024 – 6-8pm at Sts. Cosmas and Damian Catholic School

The objective of CAC Meeting #1 was to introduce the Study, identify the role of the CAC, discuss participants' vision, as well as to identify opportunities and challenges faced in the Study Area. 16 CAC members were in attendance.

Meeting #2

- Wednesday, February 12, 2025 from 6:00-8:00 p.m. on Zoom

A second, optional CAC meeting was held virtually to provide members with an opportunity to share more feedback about the project, as well as to share thoughts and considerations

related to the draft Vision Statement and Guiding Principles. This meeting was provided in response to feedback received during CAC Meeting #1, where participants shared that there was not enough time to discuss the project, the Study Area, and 'CAC members' experiences of opportunities and challenges

Community Design Workshop

- Wednesday, December 4, 2024 – 6:30-8:30pm at John Polanyi Collegiate Institute

The community design workshop invited community members to learn about the study and share their experiences related to each of the Study's focus areas.

The workshop opened with brief presentations from Deputy Mayor Mike Colle and the Project Team to provide background information on the objectives of the study and assessment of existing neighbourhood conditions and growth pressures. Following the presentation, participants had an opportunity to ask questions.

The remainder of the workshop was an open-house format where participants were invited to visit each of the following stations:

- Station 1: Vision
- Station 2: Parks and Open Spaces;
- Station 3: Community Services and Facilities
- Station 4: Environment and Sustainability
- Station 5: Housing and Daily Needs
- Station 6: Public Realm; and
- Station 7: Mobility.

Each station included a map of the Study Area or a board with questions prompting participants to pin their ideas, suggestions and concerns.

Stations were staffed by members of the Project Team who facilitated discussions with participants.

33 members of the public were in attendance and provided over 200 comments on maps and panels, in addition to conversations with the Project Team.

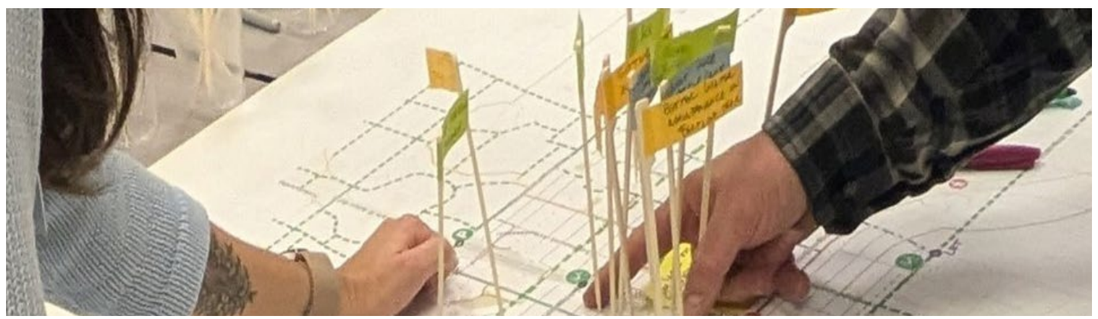


Figure 111 Mobility station at the Community design Workshop.

Developer Workshop

- Tuesday, January 14, 2025 – 10am-12pm at North York Civic Centre

Developers were invited to participate in a meeting with the Project Team to discuss their perspectives on opportunities and challenges in the Study Area. Developers / Landowners who were listed as an applicant on either a Development Application or a Pre-application Consultation Application within the Primary Study Area within the last 5 years were invited to attend. The meeting began with a short presentation on the Study, progress to date and preliminary results from public engagement. The project team facilitated an informal discussion on the Study's focus areas to inform development of the draft Vision Statement and Guiding Principles.

6. SWOC Analysis

6.1 What is a SWOC Analysis

SWOC is an acronym for Strengths (S), Weaknesses (W), Opportunities (O), and Challenges (C). A SWOC analysis is a widely used tool that helps assess the key internal and external factors influencing a project, area, or organization by categorizing them in each of these four areas. It is a useful tool for analyzing the Primary Study Area as it provides a clear framework for understanding its current conditions and future potential.

6.2 Applying the SWOC Analysis to the Primary Study Area

The Strengths, Weaknesses, Opportunities and Challenges (SWOC) Analysis provides an assessment across the Study's integrated theme areas. Strengths highlight community assets to maintain or enhance, while Weaknesses identify barriers to development, accessibility, or improvement. Opportunities focus on maximizing land use, promoting mixed use development, and supporting intensification, whereas Challenges address the complexities of guiding balanced, equitable, and contextually appropriate growth. This analysis provides a foundation for future planning strategies aimed at creating a more cohesive, vibrant, and sustainable urban environment. To address this, the SWOC Analysis has been conducted for the following themes.

To address this, the SWOC Analysis has been conducted for the following themes:

- Urban Structure;
- Mobility and Public Realm;
- Land Use and Built Form;
- Parks and Open Space; and
- Environment and Sustainability.

The SWOC Analysis focuses on the Primary Study Area, but includes a broader context analysis regarding mobility, parks and open space, and community services and facilities (CS&F). The SWOC Analysis is based on the policy framework, engagement with the public, stakeholders and City, existing conditions analysis, as well as best practice research. The SWOC findings inform the process of determining the Vision and Guiding Principles in Section 7, and will also inform the options development, as part of Phase 2 of the Study.

NOTE:

The findings of the SWOC are to be interpreted as the Study's initial analysis and do not include or preclude any defined recommendations at this time. Instead, the findings highlight areas that will require further study and exploration through options development as part of Phase 2 work.

6.3 Urban Structure

Urban structure refers to how a neighbourhood is physically laid out and connected. This section examines key elements, such as main hubs (nodes), strategic road connections (corridors), major infrastructure and landmarks, and how they work together to shape the area's function and identity. While later sections (6.4 to 6.7) will take a closer look at specific aspects, this section focuses on how these elements interact and their overall impact. It highlights how the existing layout supports or limits future growth and explores ways to enhance neighbourhood cohesion, connectivity and functionality. **Figure 112** lists the Urban Structure strengths, weaknesses, opportunities and challenges while sections below describe each one in more detail.

Strengths S

- Existing Commercial, Housing, Employment and Open Space Nodes
- Existing Internal Corridors
- Existing North and South Edges

Weaknesses W

- Low-Density Residential Development in close proximity to Major Transit Station Areas
- Lack of Continuity along Marlee Avenue Corridor
- Fragmented Urban Structure

Opportunities O

- Address Infill and Intensification Opportunities Associated with Higher Order Transit on Both Sides of Allen Road

Challenges C

- Enhance Nodes to Strengthen Urban Structure
- Create new Transit-Supportive Housing Nodes near TTC Subway Line
- Strengthen Existing Internal Corridors and Support Emerging Corridors
- Reinforce the Neighbourhood's Edges

Figure 112 SWOC summary for Urban Structure.

Strengths

Existing Commercial, Housing, Employment and Open Space Nodes

Nodes are key focal points of activity and movement in an area. These are spaces where there is a concentration of people, paths and uses, and play an important role in defining the urban structure of an area.

As part of this analysis, four types of nodes were identified in the Primary Study Area: commercial nodes, housing nodes, employment nodes and open space nodes. The existence of nodes in the area is considered a strength as these enhance connectivity, accessibility and vibrancy, creating opportunities for community interaction.

- Commercial Nodes: The Primary Study Area features a commercial node centered along Marlee Avenue, between Glen Park Avenue and just south of Stayner Avenue where retail establishments serve local needs. This node is on the west side of the Allen along Marlee Avenue (primary north-south corridor) and intersecting with Glencairn Avenue (main east-west corridor). This location supports connectivity to and from the node across the Primary Study Area and strengthens links to major transit and to surrounding Avenues: Lawrence Avenue West, Eglinton Avenue West, Dufferin Street and Bathurst Street.
- The Housing Nodes: In addition to the single and semi-detached housing stock, the Primary Study Area includes pockets of diverse housing typologies, including higher densities close to transit and retail uses.
- One area located roughly between Marlee Avenue and Allen Road, and between Roselawn Avenue and Stayner Avenue, features multiple higher density housing typologies. A cluster of multiplex units can also be found from Marlee Avenue, crossing the Allen to Englemount Avenue, and between Dell Park Avenue and Fraserwood Avenue. Other areas, such as the stretch along Lawrence Avenue West, also feature a mix of medium density housing types.
- The existing diverse housing typologies in the Primary Study Area support a range of household sizes, income levels, and lifestyles that support housing affordability and accessibility. (For further detail on typologies see Section 4: Land Use and Built Form).
- Employment Node: The Primary Study Area features a small employment node on the west side of Allen Road, along Roselawn Avenue. The area features industrial, utility and some commercial uses. Although this node consists of only a few properties, these are in close proximity to Marlee Avenue and to nodes that include higher density and retail uses in the area, adding further activity and jobs on the west side of Allen Road.
- Open Space Nodes: The Primary Study Area features two main open space nodes, one featuring Viewmount Park and Benner Park, and the other one includes Wenderly Park and Glengrove Avenue Park, that currently feature as key focal points for recreation and social activities within the Primary Study Area and are close to major transit, strategic links and retail uses.

Figure 113 Commercial Node at Marlee Avenue and Glencairn Avenue

The existence and location of these open space nodes is a strength that supports the urban structure of the Primary Study Area, improves walkability and access to nature. Parkland expansion of these parks is further identified as an opportunity (see Section 6.6: Parks and Open Space).

Existing Internal Corridors

Corridors are strategic street connections that serve as key linear elements of the urban structure allowing ease of movement within an area. These pathways link nodes of activity and other significant urban elements such as transit hubs and landmarks serving as vital connectors that play a crucial role in the functionality and accessibility of an area.

This analysis has identified the following internal corridors in the Primary Study Area:

- Marlee Avenue: This corridor is the primary north-south link in the area and plays an important role connecting Lawrence Avenue West and Eglinton Avenue West. It also serves as a connector of some of the nodes in the area including the commercial node, the employment node, one of the housing nodes and one of the open space nodes on the west side of the Allen Road.

- Glencairn Avenue: This is the primary east-west connection in the area and plays an important role connecting Bathurst Street and Dufferin Street. It also serves as a key connection to the subway and between key nodes on the west side of the Allen Road and the area to the east.
- Viewmount Avenue: Although Viewmount Avenue does not traverse the entire Primary Study Area, it provides access to key nodes, the Glencairn Subway Station and other amenities in the area. This characteristic is considered a strength and for the purpose of this analysis, it has been identified as a secondary internal corridor.

Existing North and South Edges

Edges refer to the boundaries or transitions between different areas, often acting as defining limits of a district or neighborhood. When edges are well defined, they help to frame and organize urban space, guiding movement, connectivity, and the overall identity of the area.

- North Edge: The north edge of the Primary Study Area is well-defined by Lawrence Avenue West, a major east-west arterial road that acts as both a key transportation corridor and framing edge for the Primary Study Area. This important link offers diverse housing options, provides direct access to the subway within the Primary Study Area and features a diverse mix of retail, services, and institutional uses along its northern side, just beyond the boundary. Some retail uses exist on the southern side, with the majority of amenities located outside the Primary Study Area. Its role as a vibrant edge enhances connectivity and ensures essential services and employment opportunities remain easily accessible. As a framing edge, Lawrence Avenue West strengthens the Primary Study Area's structure while allowing the internal corridors to maintain their importance in providing the neighbourhood access to daily needs and amenities.

Figure 114 North-eastern corner of Marlee Avenue and Viewmount Avenue.

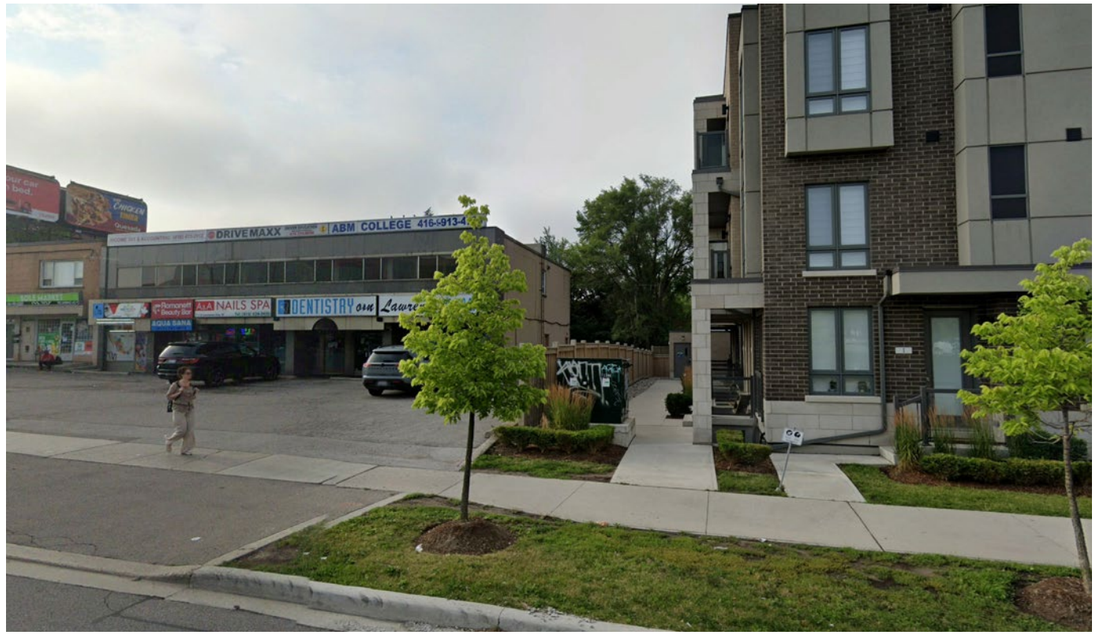


Figure 115 Townhouses and commercial uses along southern side of Lawrence Avenue West, northern edge of the Primary Study Area.

- South Edge: The south edge of the Primary Study Area is marked by the Beltline Trail, a green pathway that provides significant recreational and transportation connection. This green edge is not only an important asset for walking and cycling but also offers a valuable link to surrounding areas, enhancing the quality of life for residents and improving active transportation connectivity.

These defined edges on both the north and south sides strengthen the area by providing clear access points, enhancing mobility, and offering valuable community and green spaces that foster a stronger sense of identity and connectivity within the larger urban fabric.

Figure 116 Corner of Old Park Road and the Beltline Trail, southern edge of the Primary Study Area.

Weaknesses

Lack of Continuity along Marlee Avenue Corridor

Due to the historical context of low-density residential development in the area, Marlee Avenue has been established as an auto-dominated street. With new developments, this primary corridor is evolving, however, the public realm has not been updated accordingly. This has resulted in a lack of continuity in its configuration and an inconsistency between the evolving built form and the public realm.

The built form, land use and public realm quality varies often along the corridor, sometimes changing abruptly. Some sections of Marlee Avenue for instance feature a street wall with commercial uses, supporting pedestrian engagement, while others are interrupted by surface parking lots setting the buildings back and breaking the continuity of the streetscape. The heights and articulation of the buildings also can change abruptly, creating a fragmented and uncoordinated streetscape.

Figure 117 Interrupted streetwall along Marlee Avenue at the intersection with Hillmount Avenue.

This inconsistency in built form and public realm weakens the overall character of the corridor, making it feel disjointed rather than cohesive. A lack of continuity can reduce pedestrian comfort, as abrupt changes in scale and design disrupt the sense of enclosure and make the street feel less inviting. Additionally, an inconsistent urban environment can hinder the development of a strong identity for the corridor, limiting its potential as a vibrant and attractive destination.

Fragmented Urban Structure

The Allen Road alignment and implementation as a trenched expressway created a physical barrier fragmenting the Primary Study Area in two. Although the seven bridges crossing the Allen Road help retain the grid structure of the street network (see Appendix A), the Allen Road creates edges that act as barriers along multiple blocks fragmenting the urban structure.

Figure 118 Allen Road looking south from Dell Park Avenue Bridge.

The construction of Allen Road further disrupted the urban structure by splitting key community spaces and residential areas. One visible example of this is at Viewmount Park, where the expressway separated the open space node, creating a barrier that interrupts the continuity of the parkland and open space network. This division weakens integration between green spaces, limiting accessibility and reducing the overall usability of these important community assets.

Similarly, the Allen Road alignment disrupted the residential fabric in the northern part of the Primary Study Area, particularly between Dell Park Avenue and Fraserwood Avenue. The division isolated portions of this housing node, creating physical and visual separations.

Figure 119 Barrier edge at the intersection of the Allen Road and Dell Park Avenue.

Opportunities

Enhance Nodes to Strengthen Urban Structure

The existing nodes in the area provide a foundation for improving connectivity, and community vibrancy. There is an opportunity to reinforce these focal points through an updated long-term planning framework that better integrates commercial, housing, employment, and open space nodes. Public realm enhancements, improved streetscapes, and stronger connections between these nodes can create a more cohesive and dynamic urban structure where each element supports and complements the others.

Key Move:

Marlee Avenue with the main commercial node in the Primary Study Area, presents a significant opportunity to evolve into a true "community heart." The core mixed use section of Marlee Avenue between Glencairn and Viewmount Avenues is a natural focal point that could catalyze further enhancements in the Primary Study Area due to its central location and existing development momentum, with three new approved projects shaping the area's transformation. This presents a short-term opportunity to leverage and guide growth toward creating a more vibrant, transit-oriented hub that fosters social interaction, inclusivity, and a strong sense of place. In addition, there is potential to expand this node and provide stronger linkages to other nodes in the Primary Study Area such as housing nodes and the open space nodes at Benner Park, Wenderly Park, and Glengrove Avenue Park. By improving these connections and leveraging existing assets, Marlee Avenue can be strengthened as the retail and cultural core of the community through vibrant public spaces, pedestrian-friendly streetscapes, and diverse amenities.

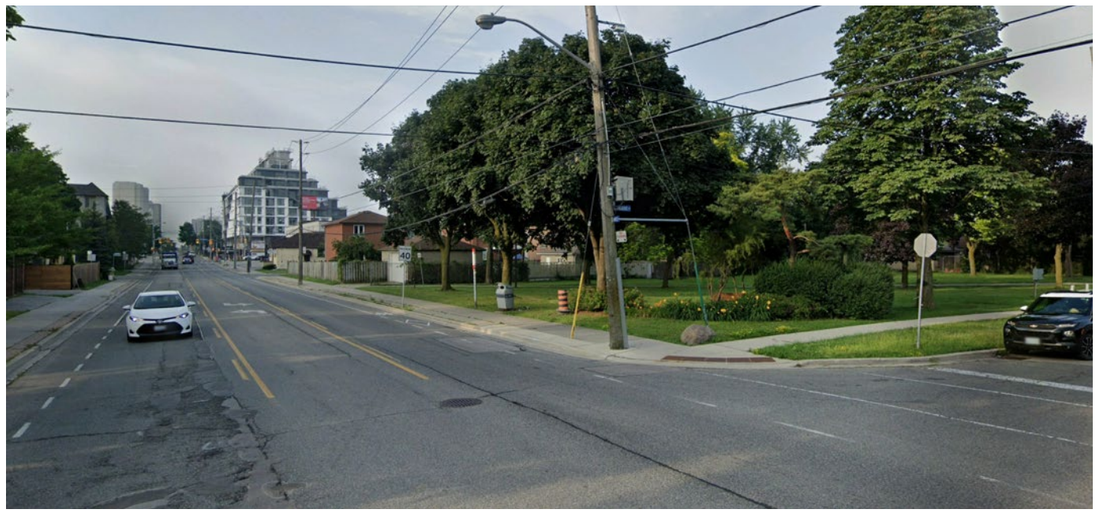


Figure 120 Marlee Avenue at the intersection with Glengrove Avenue West. Image Looking south towards Glengrove Avenue Park.

Create New Transit-Supportive Housing Nodes Near Major Transit Station Areas

Within proximity to Major Transit Station Areas and their predominantly low-density residential pattern, the Primary Study Area is well-positioned to accommodate intensification and transition toward a more transit-supportive urban structure. Increasing density near major transit stations can enhance ridership, reduce car dependency, and create a more walkable, vibrant community. The existing average block size (~90m in depth by ~150m to 230m in length) and pattern provide opportunities for integrating diverse built form, including mid and high-rise buildings in proximity to transit, while providing a human scale at grade that complements the surrounding neighborhood.

Strengthen Existing Internal Corridors and Support Emerging Corridors

The existing internal corridors (Marlee Avenue, Glencairn Avenue, and Viewmount Avenue) serve as key connectors to transit and neighbourhood nodes, and there is an opportunity to strengthen their functionality and improve their design through an updated long-term planning framework and by leveraging development investments. These corridors have the potential to reinforce and extend the vibrancy of existing nodes and improve connectivity between them, creating an interconnected network of amenities and activity hubs. These corridors could be reinforced by mixed uses at grade and by guiding growth and activity towards strategic locations. In addition, there is an opportunity to establish a new north-south secondary corridor that supports the neighbourhood's connectivity and access to daily needs and amenities. Well defined corridors that respond to the Primary Study Area's evolving needs and functionality would strengthen the area's urban structure towards creating a more complete community that maximizes its access to major transit services and supports a range of housing needs.

Key Moves:

- Marlee Avenue: With its development momentum and its commercial node, this primary north-south corridor has the potential to expand the vibrancy of its core towards the entire avenue and to enhance its streetscape to respond to the needs of a "community heart". This corridor has the potential to serve as the main area to access daily needs in the neighbourhood

and to offer an enjoyable walkable environment while integrating new housing forms in its built form.

- Glencairn Avenue: Even though Glencairn Avenue has the main access to the subway in the area, its current design does not reflect its significance and does not respond to its evolving needs. This primary corridor has the potential to enhance east-west connectivity, create more comfortable access to the subway, and improve access to daily needs and housing options in close proximity to the subway.
- Viewmount Avenue: This connection has been identified as an existing secondary corridor because of its proximity to the subway entrance and its access to multiple nodes, such as Marlee's commercial node, the higher density housing node between Marlee Avenue and the Allen Road, and Viewmount Park. However, its current design does not reflect its importance. Strengthening its connectivity, functionality and comfort would be key to establishing an alternative east-west connection with access to the subway and improve access to daily needs and housing options in close proximity to the subway.
- Emerging secondary north-south corridor: There is an opportunity to explore different options to establish a north-south corridor on the eastern side of the Primary Study Area. The options include Shermount Avenue, Englemount Avenue, and Glenmount Avenue. However, further analysis is needed to determine this through the Options Development in Phase 2 of this project

Reinforce the Neighbourhood's Edges

There is an opportunity to enhance the identified edges in the Primary Study Area.

- Lawrence Avenue West: This corridor/edge has the potential to introduce housing options near major transit and to accommodate for mixed uses, complementing internal retail uses along Marlee Avenue.
- Allen Greenway: A continuous north-south green spine along Allen Road could serve as a counterbalance to the activity along Marlee and could offer complementary opportunities that improve access to transit, nature and recreation.
- Beltline trail: This green pathway could strengthen the overall urban structure by providing an enhanced and continuous green east-west connection.

Figure 121 Glencairn Avenue at the intersection of Englemount Avenue. Image looking west.

Figure 122 Viewmount Avenue at the intersection of Shermount Avenue. Image looking east.

Challenges

Address Infill and Intensification Opportunities Associated with Higher Order Transit on Both Sides of Allen Road

Current development interest in the Primary Study Area is focused on the west side of the Allen Road, even though both sides are close to the Glencairn Subway Station. A key challenge in guiding future growth is ensuring that infill and intensification opportunities are addressed on both sides of the Allen Road. A strategic and long-term planning framework is needed to guide growth appropriately along Allen Road supporting diverse housing options, opportunities for housing affordability, and providing equitable access to amenities, infrastructure, and public spaces.

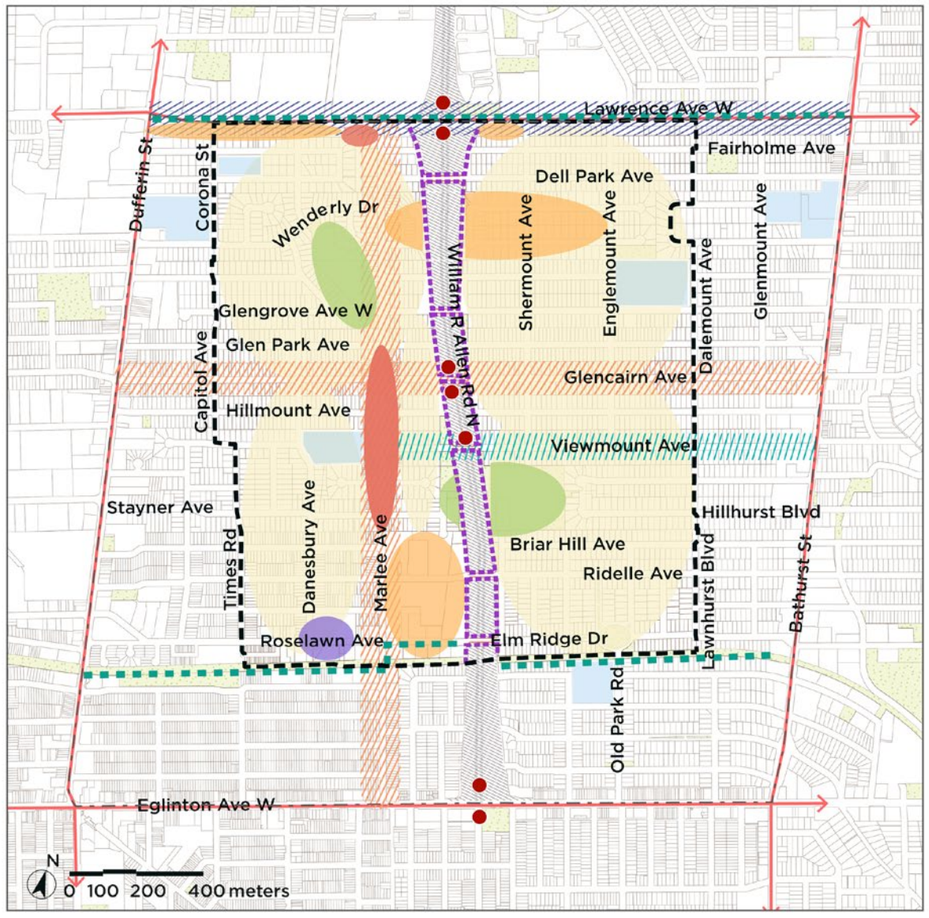


Figure 123 SWOC map for Urban Structure.

6.4 Mobility and Streetscapes

Mobility refers to the movement of people, goods, and services within a given area, encompassing a wide range of transportation modes and infrastructure that facilitates access and connectivity. It is the foundation of how individuals navigate their environments—whether commuting to work and school, accessing essential services, or connecting with community spaces.

Streetscapes act as key conduits for various modes of mobility. In addition, streetscapes also are a vital part of the public realm that can evolve to meet changing socio-economic, cultural, and environmental factors, while improving the connectivity of the multi-modal network.

In the context of this Study, mobility and streetscapes encompass the public realm, as well as the streets, transit, pedestrian and cycling infrastructure, and other transportation elements that will support the future growth in the Primary Study Area. This analysis highlights the existing mobility network, considering a review of the multi-modal Levels of Service (LOS) for existing conditions. The complete analysis is provided in Appendix A: Mobility and Street Network Report. These inputs have resulted in the following SWOC analysis **(Figure 124)** that will inform options development in Phase 2.

Strengths S

- Local Streets Connectivity
- Transit Accessibility
- Active Transportation Corridors
- Road Network Traffic Volumes

Weaknesses W

- Multi-Modal Mobility on Bridges
- North-South Connections
- Congestion at Allen Road Ramps and Intersections
- Narrower ROW on Segments of Marlee Avenue
- Pedestrian Network Gaps
- Need to Improve Multi-Modal Transportation Connectivity

Opportunities O

- Reimagine Streets for Multi-Modal Connectivity
- Enhance Streetscapes for a more Inviting and Inclusive Public Realm
- Improve Access to Transit
- Redesign Bridges over Allen Road
- Improve Active Transportation Infrastructure
- New North-South Connection East of Allen Road
- Improve Safety

Challenges C

- Development Coordination
- Right-of-Way Allocations

Figure 124 SWOC summary for Mobility and Public Realm.

Strengths

Local Streets Connectivity

The neighbourhood is supported by a fine grid street network, with key internal connections. Marlee Avenue is the main north-south connection between Lawrence Avenue West and Eglinton Avenue West. Glencairn Avenue and Roselawn Avenue provide the primary east-west connections between Dufferin Street and Bathurst Street. The seven bridges over Allen Road provide critical east-west connections over Allen Road and help retain the grid structure of the street network. The walkshed analysis indicates the grade-separated crossings over Allen Road generally provide sufficient access to the subway station; however, there are opportunities to improve the design for comfort and safety.

The local street network, including the bridges over Allen Road, link the *Neighbourhoods* and *Mixed Use Area* with key community amenities, parks, and destinations, supporting both residential and commercial mobility needs.

Transit Accessibility

Proximity to three subway stations on Line 1 offers immediate access to higher order transit. The grade-separated crossings over Allen Road provide access to the subway stations, as shown in **Figure 125**. Additionally, the area's proximity to the Eglinton Crosstown LRT and TTC's 10-minute Surface Transit routes along Bathurst Street, Lawrence Avenue West and Dufferin Street, further strengthens transit connections, providing broader access across the city.

Figure 125 Glencairn Station, Viewmount Avenue Entrance, looking east.

Active Transportation Corridors

The Beltline Trail is a key active transportation east-west corridor. The existing and planned bikeways along Marlee Avenue, and planned improvements such as Eglinton TOday Complete Streets project, York Beltline Extension, Beltline Gap Connections and Allen Greenway extension will improve cycling connectivity within the MSA and to the broader parts of the City. The multi-use trails and cycling network support active transportation options, encouraging walking and cycling within and beyond the neighbourhood, as exhibited through Benner Park in **Figure 126**.

Figure 126 Active transportation connection through Benner Park.

Road Network Traffic Volumes

The current analysis shows that the overall road network vehicle volumes have not yet reached or exceeded capacity, as described in **Figure 127**. However, key constraints are identified at Marlee Avenue and Lawrence Avenue West, and Marlee Avenue and Eglinton Avenue West, as these are intersections with key major arterials that currently experience high vehicle volumes. Furthermore, small vehicle volumes on the southbound on-ramp at Lawrence Avenue West and Allen Road prompt the opportunity to explore design or operational changes to improve traffic flow and safety for active mobility.

Figure 127 Average annual daily traffic within Primary Study Area.

Weaknesses

Multi-Modal Mobility on Allen Road Bridges

The grade separation of Allen Road creates a barrier, disrupting the original street and block pattern. Around Glencairn Subway Station, sidewalks on the bridges are narrow, with no nearby north-south pedestrian crossings. Pedestrian connections to the station are poor, cycling facilities are lacking, and bus stops are often confused with pickup/drop-off zones. **Figure 125** highlights the narrow sidewalks and absence of a formalized PUDO zone.

Lack of North-South Connections

The Primary Study Area lacks direct north- south connections, with Marlee Avenue being the primary linkage through the Primary Study Area. In particular, there are no through-streets connecting the north to the southeast of Allen Road. Vehicular and active transportation users are most impacted by the lack of these connections. This also puts added pressure on Marlee Avenue to be the primary north-south connection for the community through the Primary Study Area. Additional connections can alleviate pressure on Marlee Avenue and create other opportunities to increase multi-modal access within the community.

Need for more East-West Connections

The Primary Study Area lacks direct east-west active transportation connections.

This issue is more acute in the north central section of the Primary Study Area, between Glencairn Avenue and Lawrence Avenue West, East of Allen Road. There is a bikeway on Glencairn Avenue (east of Allen Road), however, presently does not provide dedicated infrastructure. Several streets that would improve the east-west connectivity have been identified through the 2019 Toronto Cycling Network Plan – Long-Term Vision as “high” or “medium” score for future cycling priorities. These include Fairholme Avenue, Glengrove Avenue, Glencairn Avenue and Hillmount Avenue **(Figure 128)**.

High Demand at Allen Road Ramps and Intersections During Peak Hours

Currently high multi-modal demands and vehicular delays/queues exist at the Allen Road ramps terminal intersections, particularly during the peak hours which impact the adjacent intersections at Marlee Avenue/Eglinton Avenue West and Marlee Avenue/Lawrence Avenue West. Pedestrian and cycling levels of service are also low for these intersections. Safety of active transportation modes has also been identified as a concern across the Allen Road ramps **(Figure 129)**.

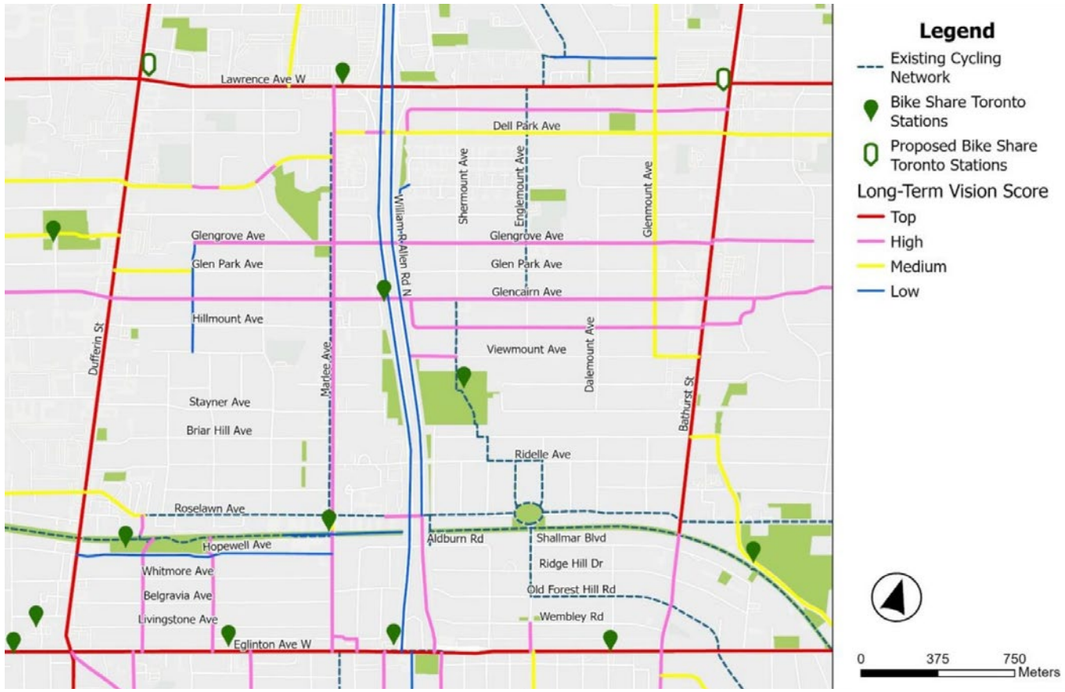


Figure 128 2019 Toronto Cycling Network Plan – Long-Term Vision, Appendix A

Narrower ROW for the Southern Section of Marlee Avenue

With a varying planned ROW for Marlee Avenue (27m between Lawrence Avenue West and Stayner Avenue, 20m between Stayner Avenue and Eglinton Avenue West), the ROW requirement will need further analysis in order to deliver a vibrant and safe street.

Pedestrian Network Gaps

Notable pedestrian network gaps are located predominantly in the outward corners of the MSA, impeding access to the central area and Glencairn Subway Station.

Figure 129 Southbound ramp, Lawrence West to Allen Road. The Allen Road ramps act as barriers for active transportation routes.

Need to Improve Multi-Modal Connectivity

The assessment of the multi-modal network within the MSA revealed the following:

- Pedestrian - most sidewalks (including those along Marlee Avenue and Glencairn Avenue) do not meet current standards, including the revised minimum width of 2.1m. Additionally, there were long distances between protected crossings, a lack of pedestrian safety measures, and a high number of conflict points with other transportation modes.
- Cycling - streets with bikeways had substandard bikeway widths and lacked proper buffer from the bikeway to the roadway. Additionally, there is a lack of cycling safety measures, and a high number of cycling conflict points with other modes of travel.
- Transit – there is a lack of transit priority measures and limited passenger amenities at transit stops.

Opportunities

Reimagine Streets for Multi-Modal Connectivity

There is a significant opportunity to review the functions and designs of existing public streets, particularly those linking to higher-order transit and key transportation corridors at Lawrence Avenue West, Eglinton Avenue West, and Dufferin Street to use the available space more efficiently to move people instead of vehicles. Additionally, the existing fine grain street network provides opportunities to support an active network in the Primary Study Area.

Enhance Streetscapes for a more Inviting and Inclusive Public Realm

Streetscapes are an integral part of the public realm. The design of key streets is an important factor in increasing active modes and creating inclusive spaces for the community. Marlee and Glencairn Avenues are both important connecting streets through the neighbourhood. Adequate space to allow for public realm enhancements could include opportunities for multi-modal and green infrastructure, mature tree canopy, and active at-grade frontages (e.g. retail, office space, community uses, at grade residential uses). These considerations will be important in defining a new identity as a complete community.

Figure 130 Dell Park Avenue bridge. Bridge cross sections prioritize car movement.

Improve Access to Transit

While transit availability is strong, making these transit nodes more accessible will encourage transit use. The transit ridership data indicated that there are opportunities for the Glencairn Subway Station to accommodate more users, potentially through improved walking, cycling and local bus access. Additionally, there are opportunities to enhance access to other regional transit services, such as the new Caledonia GO Station, and Yorkdale GO Bus Terminal, through an improved cycling network.

Redesign Bridges over Allen Road

There are opportunities to redesign the streets and public realm space on the seven existing bridges over Allen Road to provide improvements in safety, curbside management, and multi-modal transportation facilities, where appropriate and feasible. As an extension of the public realm, these bridges can also help foster better connections to community amenities and the broader green space and mobility network.

Improve Active Transportation Infrastructure

The decreasing car ownership rates, changing travel patterns and relativity short average trip lengths suggest that some trips could potentially be completed through active modes of transportation or transit. Through building connections and addressing current gaps to the public realm and mobility network, there is potential to create safe, and more inviting spaces for active transportation modes. The cycling network can be extended to connect to new supporting facilities and connections to surrounding communities, identified in the policy framework such as the Lawrence Allen and the Dufferin Street Secondary Plans. Beyond streets, multi-use trails and other active transportation connections provide an accessible and safe active mobility network.

Direct North-South Connection East of Allen Road

Conceptually, there are opportunities for a more direct north-south vehicular/active connection east of Allen Road, as currently Marlee Avenue is the main north-south connection between Lawrence Avenue West and Eglinton Avenue West. This would be considered through proposed upgrading of existing roadways and connections.

Improve Safety

There are opportunities to improve safety of several infrastructure components throughout the Primary Study Area. Intersection configuration, roadway design, transit routing and frequency, cycling and pedestrian infrastructure all present opportunities for improvement.

Challenges

Development Coordination

A challenge will be coordinating infrastructure improvements with development in the area to improve overall access to higher-order transit, mobility options and efficiency.

Right-of-Way Allocations

Most of the street widths within the Primary Study Area have been modeled to traditional suburban mobility needs. Growth and changing travel modes will result in a need to consider complete streets approach and rethink the allocation of space within the right-of-way.

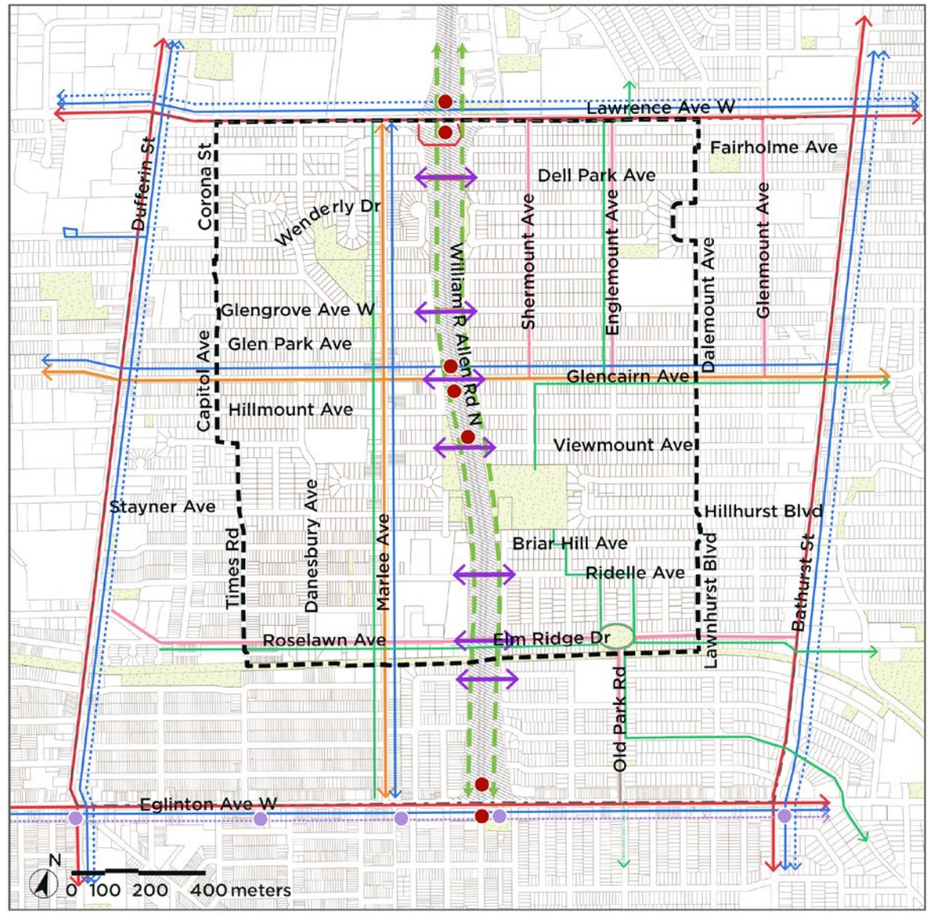


Figure 131 SWOC map for Mobility and Streetscapes.

6.5 Land Use and Built Form

Land use and built form encompass current uses, development patterns, building types, and density distribution. This analysis highlights development trends, policy and market influences, and intensification potential. The SWOC findings (**Figure 132**) indicate the need for further study in Phase 2 to determine how future growth and density can be effectively accommodated within the Primary Study Area.

Strengths S

- Existing *Mixed Use Areas* and *Employment Areas* on the West
- Existing *Apartment Neighbourhood* with Diverse Housing Typologies
- Provision of Community Services and Facilities

Weaknesses W

- Lack of Housing Diversity in Low-Density Areas
- Limited Mixed Uses in the eastern side of the Primary Study Area
- Shallow Lot Depths in Some Designated *Mixed Use Areas*

Opportunities O

- Create Transit-Supportive Housing Options
- Update Land Use Provisions at and Adjacent to Key Nodes and Corridors
- Expand and Enhance at Grade Retail Uses
- Encourage New Housing Affordability

Challenges C

- Lot Assembly Patterns

Figure 132 SWOC summary for Land Use and Built Form.

Strengths

Existing Mixed Use and Employment Areas on the West

The Primary Study Area includes designated *Mixed Use Areas* and *Core Employment Areas* as outlined in the City's Official Plan, with the majority of these located west of Allen Road, except for a small section along Lawrence Avenue West. Marlee Avenue, between Glen Park Avenue and just south of Stayner Avenue, features a commercial corridor characterized by strip plazas with surface parking, primarily at the front, though some properties have parking at the rear.

This retail hub includes a variety of businesses such as convenience stores, restaurants, medical offices, and personal services, serving as an important commercial destination within the Primary Study Area. Its proximity to both entrances of Glencairn Subway Station enhance its accessibility and strengthens its role as a key activity node.

Further north, a small stretch along the south side of Lawrence Avenue West is designated as a *Mixed Use Area*, though retail activity is limited, with only a few commercial properties at the intersection with Marlee Avenue.

Figure 133 The west side of the neighbourhood has a mix of uses, while the east side is predominantly residential.

These businesses include a gas station, small restaurants, convenience stores, and local services. Additionally, to the south-west of the Primary Study Area, several properties are designated as *Core Employment Areas* along Roselawn Avenue, featuring industrial and utility-related businesses, including auto service providers.

The presence of *Mixed Use Area* and *Employment Areas* is a strength as it provides a foundation for economic activity, local services, and job opportunities within the community. These areas support a more complete neighborhood by enabling residents access to daily needs and employment within close proximity to a variety of housing options.

Existing Apartment Neighbourhood Areas with Diverse Housing Typologies

The Primary Study Area includes designated *Apartment Neighbourhoods* as outlined in the City's Official Plan, offering a diverse range of housing typologies that contribute to housing choice. Between Marlee Avenue and Allen Road, from Roselawn Avenue to Stayner Avenue, the area features a mix of low-rise, mid-rise, and high-rise buildings. The majority are high-rise modernist structures with long rectangular floorplates set back from the street, alongside a selection of mid-rise and low-rise buildings ranging from four to nine storeys along Roselawn Avenue and Elm Ridge Drive.

Additionally, the area between Dell Park Avenue and Fraserwood Avenue, extending from Marlee Avenue on the west side of Allen Road to Englemount Avenue on the east, also designated as an *Apartment Neighbourhood,* features a variety of low-rise multiplex dwellings.

This diversity in housing typologies is a strength for the Primary Study Area, as it provides a broad range of housing options that accommodate different household needs, incomes, and lifestyles. The presence of mid-rise and high-rise buildings supports transit-oriented development and enhances population density near key transit corridors

Provision of Community Services and Facilities

The area benefits from many existing community services and facilities, including nearby community recreation centres, libraries, daycare facilities and schools. These amenities play a crucial role in supporting healthy lifestyles by providing spaces for education, physical activity, and social interaction, contributing to a strong sense of community, and providing essential services. However, as the community grows, it will be important to monitor the service levels to reflect the community's needs and priorities.

Weaknesses

Lack of Housing Diversity in Low-Density Areas

The Primary Study Area has a higher proportion of total land covered by single and semi-detached dwellings (over 70%) than the City of Toronto average (under 35%). This presents a weakness in terms of providing multi-unit housing options in an area with good access to transit and services. These homes are typically set back from the street, feature at-grade driveways and private backyards, and have building heights of less than three storeys. Lot sizes generally range between 10- to 15-meters in width and 30- to 40-meters in depth, reinforcing a low-density built form.

These built form characteristics create challenges for lot assembly and feasibility under the Expanding Housing Options in Neighbourhoods (EHON) framework, which are explored further in the challenges section. There is an increasing demand for housing that can support a wide variety of income levels and other housing needs. The existing pattern of single-detached housing limits existing housing choice and opportunities to develop multi-unit residential housing that can contribute to the supply of new affordable and rental housing options.

Figure 134 Single-detached dwellings along Glencairn Avenue, on the west side of Allen Road.

Limited Mixed Uses in the Eastern side of the Primary Study Area

The eastern portion of the Primary Study Area, east of Allen Road, lacks a mix of uses, limiting access to daily needs, services, and employment opportunities within walking distance. Aside from a few properties with institutional uses (i.e. schools and religious centres) and a small section along Lawrence Avenue West designated as a *Mixed Use Area* in the City's Official Plan — which primarily consists of low-rise apartments and townhouses — this side of the neighborhood is mainly residential. Apart from Marlee Avenue, on the western side of the Primary Study Area, the nearest concentration of mixed uses to the east is along Bathurst Street, outside the Primary Study Area. Strengthening connections to these existing mixed use areas will be important to improving local access to amenities and services for residents. This absence of mixed use development on the east side of Allen Road within the Primary Study Area is a weakness as it reduces local convenience, increases reliance on automobiles for everyday needs, and limits opportunities for a more vibrant, complete community.

Shallow Lot Depths in some Designated Mixed-Use Areas

Some lots designated *Mixed Use Areas* along Lawrence Avenue West, Marlee Avenue, and Roselawn A Some lots designated *Mixed Use Areas* along Lawrence Avenue, Marlee Avenue, and Roselawn Avenue have depths of less than 35-meters, posing a significant constraint for mixed use development. Shallow lot depths limit the feasibility of integrating residential, commercial, and retail uses within a single development, as they restrict building footprints, parking configurations, and the ability to provide adequate setbacks and amenity spaces. This can limit future intensification, making it difficult to accommodate higher-density, transit-supportive developments that contribute to a vibrant, walkable environment. Additionally, constrained lot sizes may discourage investment and redevelopment, slowing the transformation of these corridors into more dynamic and functional mixed use areas.

Opportunities

Create Transit-Supportive Housing Options

The existing street and block pattern in the area provides a strong foundation to accommodate growth and intensification. Typical block dimensions of approximately 90- meters in depth by 150- to 230-meters in length are well-sized to support new development located in proximity to nodes and nearby transit while maintaining a functional urban structure. Additionally, there are many 20-meter-wide ROWs throughout the area.

This presents a significant opportunity across the Primary Study Area, particularly near transit and identified nodes to introduce a greater variety of housing options, including family-sized units that cater to diverse household types, income levels, and life stages. Expanding housing choices near transit can enhance affordability and accessibility while promoting a more complete and inclusive community. There is also potential to support this growth through ground-related housing typologies such as secondary suites, garden suites, and multiplexes, which can introduce gentle density while maintaining the general scale of existing low-rise areas.

Figure 135 Existing built form at grade along section of Marlee Avenue

Update Land Use Provisions at and Adjacent to Key Nodes and Corridors

There is an opportunity to update and/or expand land use provisions at and adjacent to key nodes and corridors to better support the neighbourhood's overall urban structure, growth, transit-supportive development, and a more complete community. Strategic areas for review include but are not limited to the commercial node on Marlee Avenue, the *Mixed Use Area* along Lawrence Avenue West, the *Core Employment Area* along Roselawn Avenue, and the corridors of Marlee Avenue, Glencairn Avenue and Viewmount Avenue.

Updating land use designations and the corresponding street hierarchy within these areas can increase housing options, optimize land use efficiency, and create a more dynamic mix of residential, commercial, and employment opportunities. Strengthening these nodes and corridors can enhance connectivity, promote higher-density development near transit, and foster a more walkable, vibrant, and inclusive neighborhood.

Expand and Enhance At-Grade Retail Uses

New development presents an opportunity to expand and enhance retail uses while improving the quality of the built form at street level.

Additionally, there is an opportunity to enhance the public realm, improving walkability and the overall pedestrian experience. High-quality design, active frontages, and well-planned streetscapes can contribute to a more inviting and functional environment that supports local businesses, fosters community interaction, and strengthens the area's identity.

Encourage New Housing Affordabillity

There is an opportunity to encourage the development of new affordable housing units through the use of existing city policies and tools, including inclusionary zoning.

By aligning intensification efforts with affordable housing objectives, the Primary Study Area can help meet diverse housing needs.

Challenges

Lot Assembly Patterns

A challenge in the Primary Study Area is the assembly of multiple smaller lots for integrated intensification. The existing small parcel sizes in the area, primarily designed for low-density development, create fragmentation across the blocks. This makes it difficult to implement a cohesive, large-scale approach to intensification, especially near transit stations.

The dependence on lot consolidation means that some properties may not develop at the same time due to holdouts, remnant parcels, or undevelopable lots, which can disrupt the timing and effectiveness of broader neighbourhood intensification efforts. A strategic approach to land assembly and collaboration with property owners and developers could help align with the neighbourhood vision, creating opportunities to manage growth in a cohesive, sustainable way.

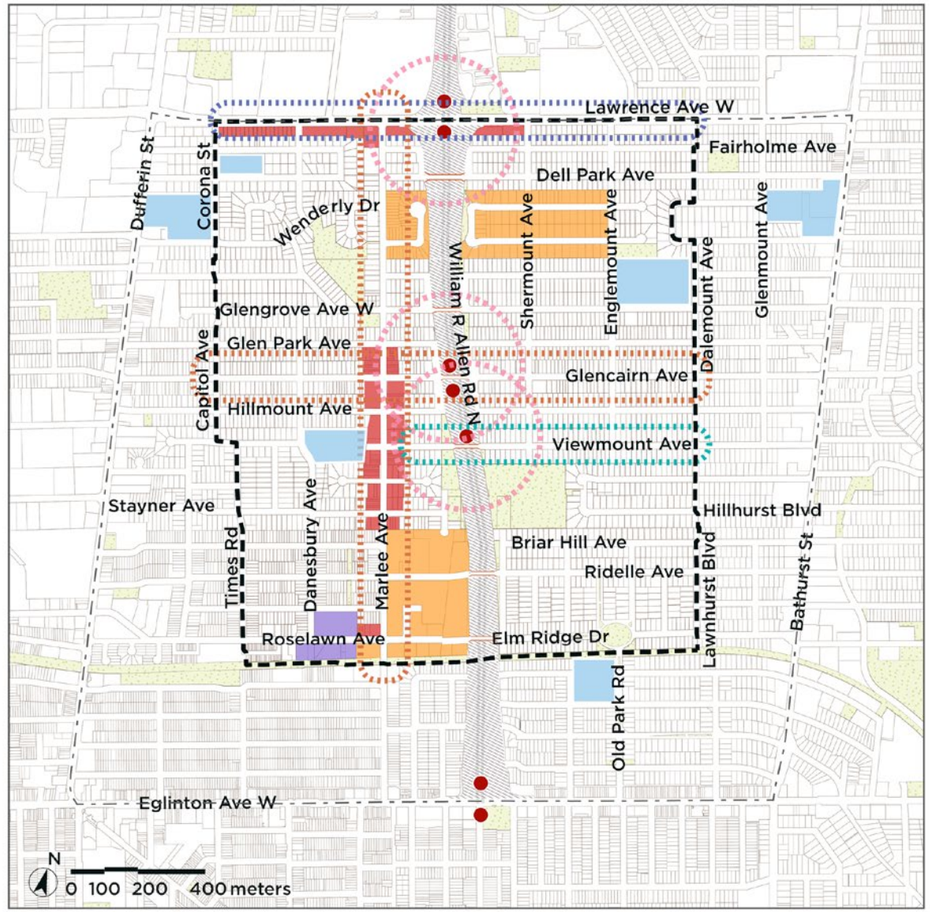


Figure 136 SWOC map for Land Use and Built Form.

6.6 Parks and Open Space

This section focuses on the quality, accessibility, and functionality of public spaces serving the Primary Study Area. It examines how open spaces—such as parks, plazas, streets, trails, and other public areas—serve as vital components of the urban environment, with an emphasis on creating a cohesive and inclusive public realm that meets the needs of a growing population. Key elements of this section include assessing the existing distribution of open spaces, identifying gaps in accessibility, and understanding how public spaces can be improved or expanded to accommodate future growth.

Strengths S

- Diverse Network of Existing Public Parks
- Access to the Broader Open Space System

Weaknesses W

- Declining Parkland Provision Levels and Imbalances

Opportunities O

- Expand and Enhance Parkland
- Improve Green Connections to be Continuous
- Improve Visibility and Connections of Open Space
- Placemaking

Challenges C

- Constraints to Parkland Acquisition
- Pressure on Parkland and Recreation Facilities
- Completing the Allen Greenway

Figure 137 SWOC summary for Parks and Open Space.

Figure 138 Viewmount Park entry looking north. Viewmount Park is one of the larger green spaces that serve the Glencairn community.

Strengths

Diverse Network of Existing Public Parks

The existing diverse network of parks provides multiple and balanced types and sizes of parks to serve the local community. Major parks like Viewmount, Benner, and Wenderly Parks, are centrally located, in proximity to Glencairn Subway Station and the evolving Marlee Avenue mixed use node. This allows for continual access to green space near to areas currently experiencing development activity. Leveraging new developments to improve and address gaps in access to parkland, as well as expanding parkland in areas of low provision in other parts of the Primary Study Area is a priority for the City.

Access to the Broader Open Space System

Proximity to larger parks in surrounding neighbourhoods that can be reached within a 5- to 10-minute walking distance, such as Eglinton Park, Cedarvale Park, and Caledonia Park, significantly enhances the overall availability of recreational resources beyond those within the Primary Study Area.

This access to adjacent parks not only broadens the system of open spaces but also enables access to spaces with larger capacities for a diverse range of amenities, contributing to a dynamic and inclusive public realm network. Ensuring continued and potentially better connections to “City and Legacy Parks” (as identified under Parks Classification), such as Caledonia Park, Cedarvale Park, and Memorial Park will help to promote continued access to amenities.

Weaknesses

Declining Parkland Provision Levels and Imbalances

Generally, parkland provision rates within the Primary Study Area range between 12 and 28 square metres per person. Population growth and geographic constraints to expand parkland may impact the current provision levels, potentially resulting in a reduction of parkland provision rates and an uneven parkland distribution between areas that will experience different levels of development activity.

Opportunities

Expand and Enhance Parkland

Expanding and improving existing parkland, enhancing recreational programming, and prioritizing new parks in areas with lower provision rates and walkability gaps would support the community's existing and growing needs. The development review process presents key opportunities to secure new parkland and expand the existing network, ensuring better access to green spaces in areas of need. Additionally, maximizing the potential of existing parkland by incorporating programmatic features can enhance usability and community engagement. Development also offers the potential to widen right-of-way areas in strategic locations, allowing for tree planting, improved streetscapes, and better integration of active mobility features. Strengthening and expanding the parkland network would create a more connected, accessible, and vibrant public realm that supports both recreation and environmental sustainability.

Improve Green Connections to be Continuous

The Allen Greenway provides an opportunity to develop continuous green pedestrian routes from Lawrence Avenue West to Eglinton Avenue West. Strengthening these connections would allow for an uninterrupted north-south active transportation corridor throughout the site, promoting walking and cycling while also linking key areas of the neighbourhood.

Figure 139 Public realm design along the Allen Greenway is limited and fragmented.

Improve Visibility and Connections of Open Space

Improving the visibility of open spaces and the connections between them, especially for walking and cycling, will create a more accessible and seamless network, encouraging active transportation and better access to green spaces. A key example is better connecting the Kay Gardner section of the Beltline Trail over Allen Road and to the York section west of Marlee Avenue.

Opportunities exist for leveraging growth and development in order to improve the connections between open spaces and their visibility from the street.

Placemaking

Placemaking can celebrate the various traditional communities that live in the area and unify various elements of the public realm, creating a cohesive and connected sense of place. Examples include the Northwest Cultural Trail, daylighting hidden watercourses, integrating public art, and providing opportunities to advance the City's Reconciliation Action Plan through Indigenous placekeeping and placemaking initiatives.

Challenges

Constraints to Parkland Acquisition

Recent changes in provincial legislation affecting parkland dedication will limit parkland acquisition through development approvals. In addition, areas with high land values, particularly those under heightened development pressure, create an additional challenge for the City to purchase land to add parkland. These two factors could contribute to a potential reduction in parkland provision levels over time..

Pressure on Parkland and Recreation Facilities

Population growth puts pressure on existing parkland and recreation facilities, potentially straining their ability to meet community needs. While new development can add parkland to the Primary Study Area, continuing to invest in parkland amenities and facilities is important to maintain existing service levels as the population continues to grow.

Completing the Allen Greenway

Completing the full alignment of the Allen Greenway is a challenge due to multiple land ownership, including sections of private lands, and infrastructure operations within the potential alignment of the Allen Greenway. These physical constraints and obstructions, in addition to the limited ROW and the daylighting opportunities being considered, will need to be addressed in order to facilitate a meaningful active transportation linkage adjacent to Allen Road.

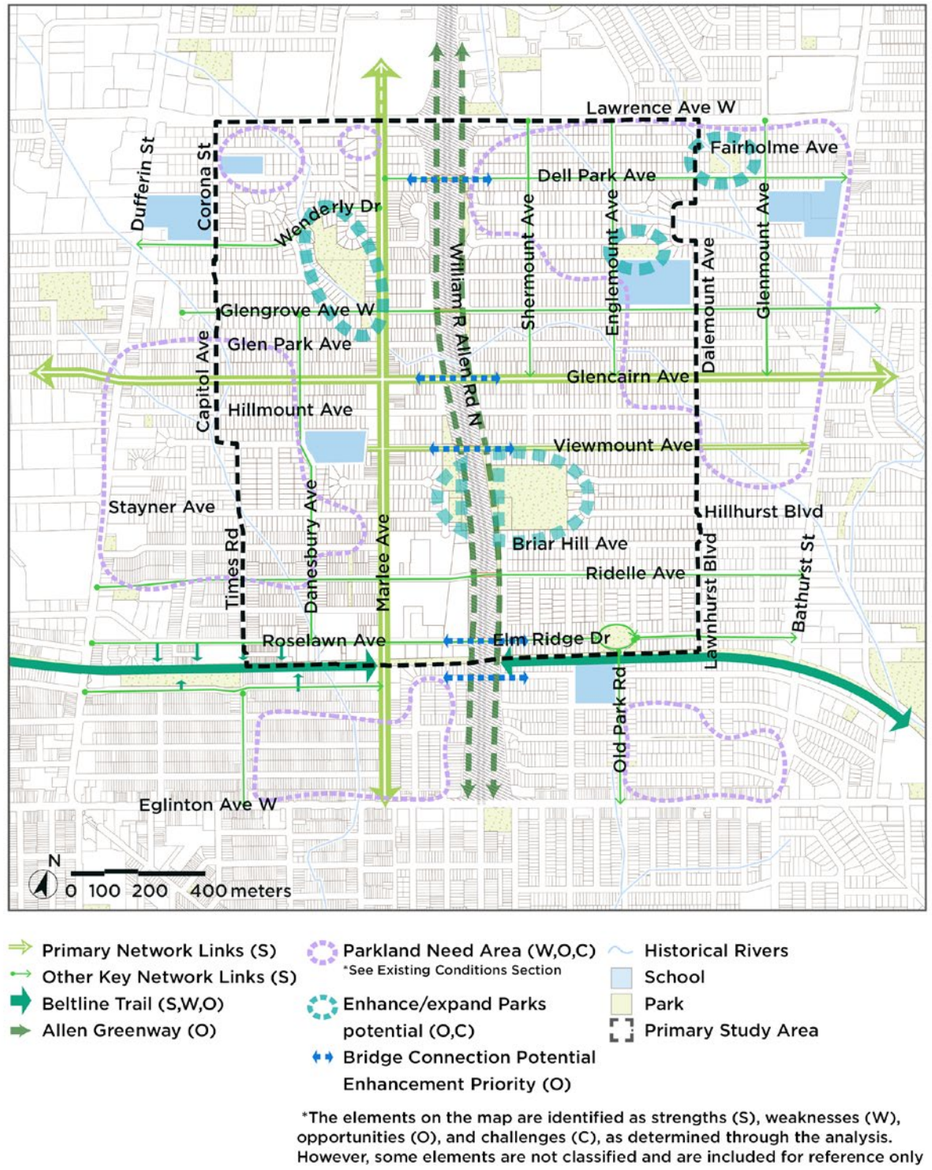


Figure 140 SWOC map for Parks and Open Spaces.

6.7 Environment and Sustainability

The Environment and Sustainability section examines the relationship between urban development, environmental stewardship, and long-term ecological resilience. It encompasses the strategies, practices, and policies aimed at reducing the environmental impact of growth while promoting sustainability and climate resilience in the Primary Study Area. This section involves assessing how current infrastructure and development practices contribute to or hinder environmental objectives. Results are presented in **Figure 141** and described in further detail below.

Strengths S

- Flood Risk Resilience
- Tree Canopy

Weaknesses W

- Tree Canopy Stress and Heat Vulnerability
- High Impervious Surface Coverage
- Limited Active Mobility Infrastructure

Opportunities O

- Preservation of the Tree Canopy

Challenges C

- Sustainable Infrastructure Renewal
- Tree Canopy Expansion
- Low Carbon, Resilient and Sustainable Design Practices
- Recognize Historical Watercourses

Figure 141 SWOC summary for Environment and Sustainability.

Strengths

Flood Risk Resilience

The area benefits from its location at the edge of two watershed boundaries, which reduces its vulnerability to flooding in areas with a higher percentage of pervious surface. This geographical positioning helps mitigate risks during extreme rainfall events, offering a natural advantage for development.

Tree Canopy

The east side of Primary Study Area features a strong tree canopy that provides several benefits for the area including enhancing air quality, mitigating heat, and supporting biodiversity. Strategies should be explored for protecting this canopy in the future as development occurs. For example, Glencairn Avenue is identified as an "Existing Internal Connector" in **Figure 142** that features trees in the boulevards between its sidewalks and street. Preserving these trees as this street experiences development pressures and potential mobility improvements is a key consideration for the Study.

Figure 142 The Glencairn study areas are located at the edge of the Don and Humber River watershed boundaries.

Weaknesses

Tree Canopy Stress and Heat Vulnerability

The west side of Allen Road presents low tree canopy cover, when compared to the east side of the Primary Study Area and with the City-wide average canopy cover, compromising thermal comfort and contributing to a higher vulnerability to heat. This can amplify the urban heat island effect, especially during summer months, impacting enjoyment of public realm, and resilience to climate change

High Impervious Surface Coverage

The west side of Allen Road has a considerably higher percentage of impervious surfaces, which hinders water absorption and increases runoff. This contributes to drainage issues such as flooding in localized areas, and exacerbates environmental challenges, especially during heavy rainfall or storm events.

Limited Active Mobility Infrastructure

The current mobility network includes limited active transportation infrastructure. A lack of continuous sidewalks, multi-use trails, and cycling connections limits pedestrian and cyclist movement, reducing opportunities for sustainable, non-motorized transport within the area, as supported by the Mobility and Streetscapes SWOC analysis.

Opportunities

Sustainable Infrastructure Renewal

The renewal of existing infrastructure presents an opportunity to upgrade infrastructure with more sustainable and efficient models. In relation to street infrastructure, a green street model could be adopted, which integrates sustainable landscape design and stormwater management. This approach can enhance the urban environment by improving connections to the parkland network, supporting tree planting, improving water retention, easing pressure on drainage systems, and reducing the heat island effect. Other infrastructure upgrades may also allow for the consolidation and relocation of underground utilities to minimize conflicts with existing and future trees along streets. Additionally, green infrastructure solutions like cool roofs, green walls, and reflective materials should be prioritized to reduce heat absorption. A strategic mix of green features and soft surfaces will be essential for enhancing climate resilience in the Primary Study Area.

Tree Canopy Expansion

An opportunity exists to strategically enhance the tree canopy, especially in areas identified as low canopy cover, on development sites and within the public realm, which can improve air quality, reduce heat vulnerability, and enhance the aesthetic and environmental value of the area. This includes protecting existing trees where possible, providing optimal

conditions to new planted trees to thrive and prioritizing enhancement of canopy in areas with public access. This can be approached through the public realm and private development.

Low Carbon, Resilient and Sustainable Design Practices

Development projects also present an opportunity to incorporate energy-efficient and low carbon building design and design practices.

By prioritizing green building and landscape standards during early design phases, new development can help reduce energy consumption, lower carbon emissions, and contribute to long-term environmental sustainability.

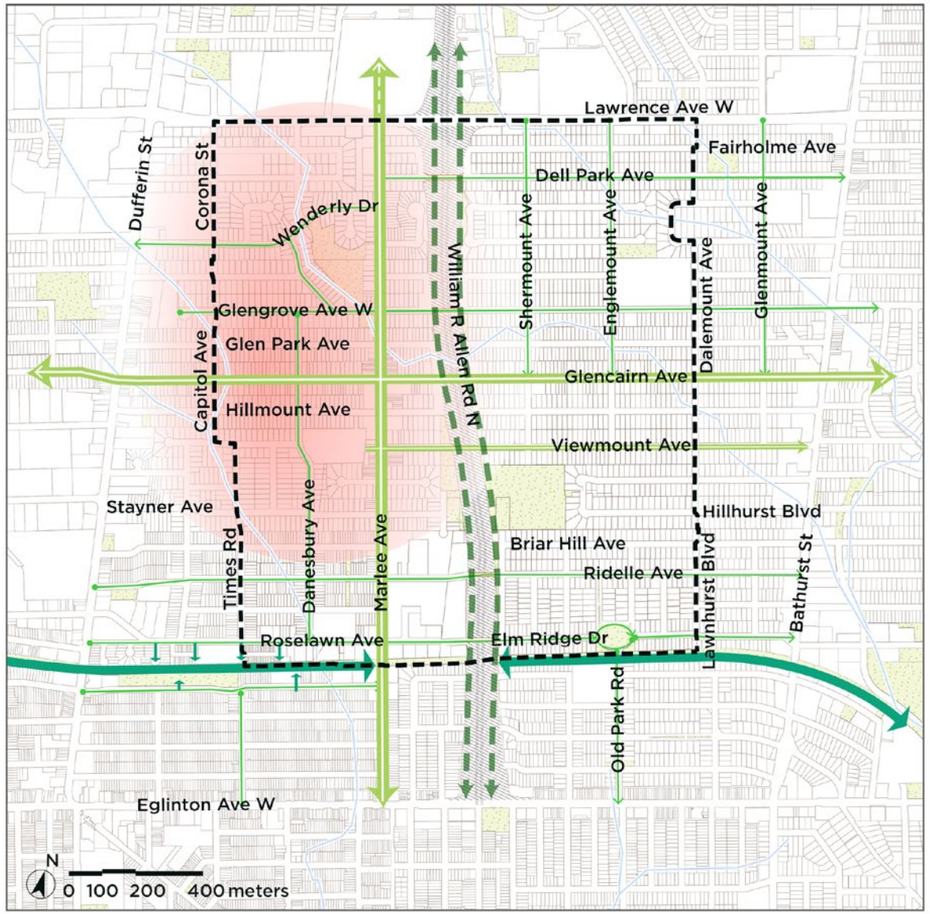
Recognize Historical Watercourses

This Study presents an opportunity to acknowledge the existence of historical watercourses through a variety of means. Possibilities range from creative interpretation, such as education signage, to the enhancement and restoration of historic watercourses within the Primary Study Area, where technically feasible and subject to future evaluation.

Challenges

Preservation of Tree Canopy

There are several factors that continue to impact canopy loss, including development activity and increased susceptibility to disease, which further exacerbate ongoing environmental changes through a loss of trees. It is essential to preserve and enhance mature trees and green spaces where possible to sustain both the aesthetic appeal and environmental benefits that they provide.



*The elements on the map are identified as strengths (S), weaknesses (W), opportunities (O), and challenges (C), as determined through the analysis. However, some elements are not classified and are included for reference only

Figure 143 SWOC map for Environment and Sustainability.

7. Visioning Framework

7.1 Vision Statement

The Marlee-Glencairn area is facing the challenge of balancing urban growth with the needs of a thriving, evolving community. The process of collectively crafting the Vision and Guiding Principles is at the centre of the strategy to affect and manage change. The Vision and Guiding Principles serve as a comprehensive roadmap to lead this transformation and will help ground, test and assess the work to be conducted in the next phase.

The emerging Vision and accompanying Guiding Principles for the future of Marlee-Glencairn have been informed by initial consultations, collaboration with City staff and the review and understanding of the governing planning framework and the neighbourhood's existing conditions and opportunities as encapsulated below:

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

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

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

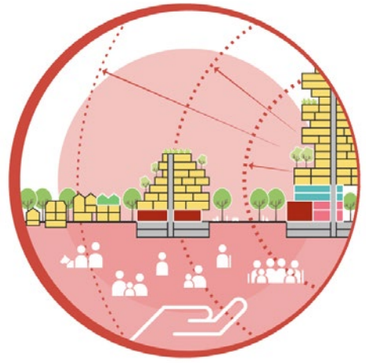
7.2 Guiding Principles

Principle #1

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

Key Moves:

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



Principle #2

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

Key Moves:

- Enhance east-west and north-south connections for all travel modes by optimizing existing street grids and leveraging existing and new transportation assets, including transit stations, bridges, ramps, and trails.
- Promote and support transit by improving access and increasing travel options to subway, light rail transit and bus routes to enhance connectivity to the broader city and region.
- Incorporate a vision zero approach to promote safety of road users travelling to, from and within the area.
- Optimize and right-size streets, bridge space, and pedestrian/cycling connections to improve accessibility, enhance connectivity to the parks and public realm system, and ensure safety for all users.
- Enhance the multi-modal mobility network for pedestrians, cyclists, transit users and drivers, to support growth and future demand.
- Increase mobility choices by providing more viable travel options and supporting new mobility innovations (e.g. micromobility, shared mobility hubs, etc.).

Principle #3

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

Key Moves:

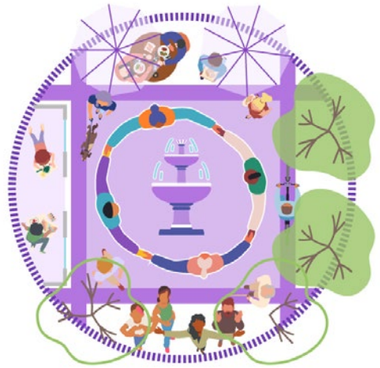
- Consider land use changes, densities and building types that strategically respond to the current and evolving neighbourhood context including its proximity to the Glencairn subway station.
- Provide new housing that meets the needs of people of all stages of life, including an aging population, and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

Principle #4

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

Key Moves:

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



Principle #5

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

Key Moves:

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

Principle #6

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

Key Moves:

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

7.3 Next Steps and Conclusion

The Vision Statement and Guiding Principles will serve as the foundation for developing and evaluating strategies to address the Marlee-Glencairn community's opportunities and challenges over the next 30 years. Phase 2 of the Study will involve the development of options to guide growth, including the selection of a preferred approach. A comprehensive evaluation, informed by community input, will guide the identification of the preferred option.