

# Growing Glencairn

## Phase 1: What We Heard Report

April 2025



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**In collaboration with:**

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**Front Cover Image Credit:** Front cover image based on design by Rebecca Lacroix, with support from ArtWorksTO.



# Acknowledgements

## **Land Acknowledgement**

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 Metis peoples. We also acknowledge that the Study Area is covered by Treaty 13 signed with the Mississaugas of the Credit First Nation.

## **African Ancestral Acknowledgement**

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.

# Executive Summary

# Executive Summary

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

Phase 1 of the Growing Glencairn Study (Fall 2024 and Winter 2025) included outreach with members of the public, interested parties, First Nations and urban Indigenous communities. The process sought to ensure a balanced and inclusive approach to engagement.

In Fall 2024, the City provided a variety of opportunities for public involvement to shape the Study's direction. Through activities including a pop-up event, interactive mapping activity, Community Design Workshop, Community Advisory Circle meeting, and Developers Workshop, participants shared their vision and priorities for the area's future, including elements of the area they wish to protect, enhance, and expand.

In Winter 2025, feedback gathered from initial public and interested party engagement informed a draft Vision Statement and set of Guiding Principles. An opportunity to review and refine the Vision and Principles was provided through an online survey, additional Community Advisory Circle meeting and pop-up event at a local library.

This report outlines the engagement strategies and outcomes from Phase 1, which will continue to shape the development of options in upcoming phases of the Growing Glencairn Study.

**Contents**

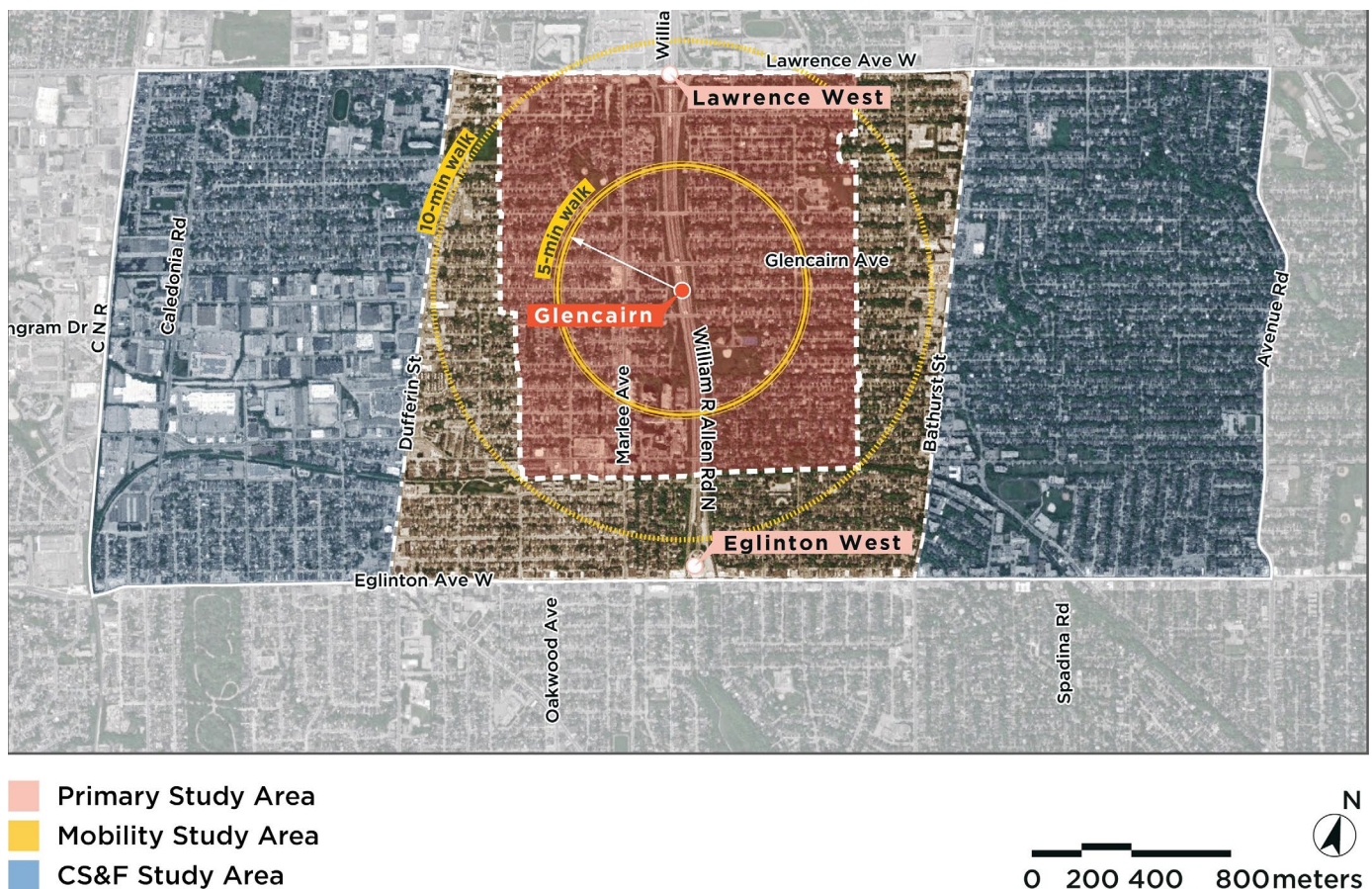
Project Overview	1
How We Engaged	5
What We Heard	15
Conclusion and Next Steps	56

# Project Overview

# Study Area

The City of Toronto is studying the area around Glencairn Subway Station to guide future growth, align with provincial density requirements around transit stations, and provide for a resilient and inclusive complete community.

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



**Figure 1** Growing Glencairn Study Area Map

# Focus Areas

Growing Glencairn includes the following seven focus areas:

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

# Project Timeline

Growing Glencairn is a two-year study, which will be informed by meaningful and inclusive engagement throughout all three phases:

**WE ARE HERE**

## **Phase 1 (Fall 2024 - Winter 2025)**

### **Background Analysis and Visioning**

Gather and review existing information on the Study Area, assess current conditions, and develop an emerging Vision Statement and Guiding Principles.

## **Phase 2 (Spring - Fall 2025)**

### **Options Analysis**

Develop and assess options and identify a preferred option for guiding growth.

## **Phase 3 (Winter - Spring 2026)**

### **Final Report and Implementation Strategy**

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

# How We Engaged

# Engagement Overview

The Growing Glencairn Study (Study) will identify ways for growth to contribute positively to the community, including a coordinated approach for infrastructure, community services and facilities and the public realm to provide for a resilient and inclusive complete community.

Understanding the needs and interests of residents and those who live, work and play in the Study Area is critical to ensure that growth supports the vibrancy of the community and the needs and well-being of current and future residents. Through ongoing Indigenous engagement, the Study acknowledges inherent rights and ties to the land, and Indigenous peoples' knowledge in sustaining both community well-being and environmental integrity.

In Phase 1 of the 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.

# Who We Engaged

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

**Members of the public** were invited to apply to join the Community Advisory Circle and were engaged through two pop-up events, an interactive mapping activity (Social Pinpoint), a Community Design Workshop and a short online survey. The public was welcome to share their feedback and questions at any time with the Project Team at [GrowingGlencairn@toronto.ca](mailto:GrowingGlencairn@toronto.ca).

**Representatives of local businesses and community organizations** together with community members were invited to apply to join the Community Advisory Circle to ensure that their perspectives were included and represented. They were also invited to participate in the engagement events described below.

**Representatives of the development community** were invited to join a meeting with the Project Team to better understand the opportunities and constraints from the perspective of the development industry.

## Indigenous Engagement

Prior to initiating the Study, the City reached out to and met with three First Nations whose traditional territories include the 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 to urban Indigenous communities and organizations was conducted by Shared Value Solutions, 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 with urban Indigenous communities and organizations is ongoing and will be reported on in future phases.

# 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 the places in the community 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.

# 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 event in Benner Park to spread the word about the the Study, hand out information flyers and invite people passing through the area to participate in engagement opportunities. Participants had the opportunity to share their thoughts by placing sticky-notes on a map of the Study Area. These comments were later added to the interactive online map.

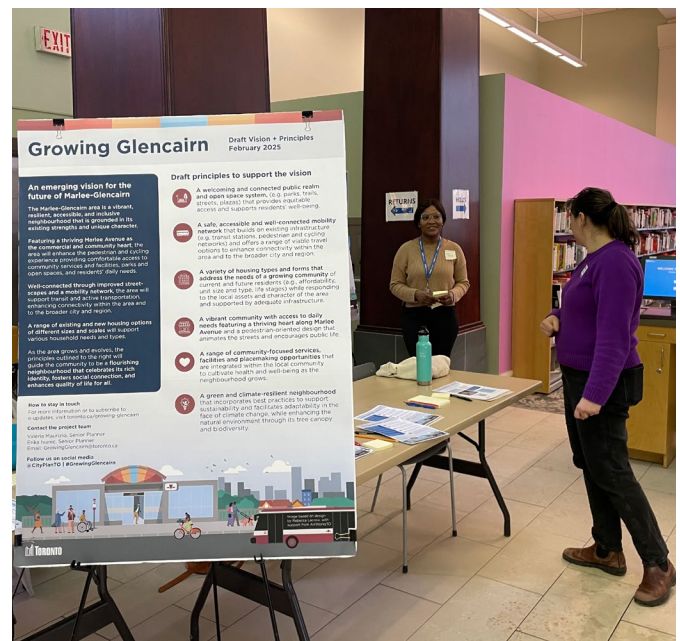
Over 30 people engaged with City staff at the pop-up event.

## 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.



**Figure 2** City staff at pop-up events in Benner Park (left) and Barbara Frum Library (right).

# Community Advisory Circle (CAC)

## Meeting #1 - In-person

**Wednesday, November 27, 2024 from 6:00-8:00 p.m. at Sts. Cosmas and Damian Catholic School**

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 will meet a minimum of three times over the course of the Study to review and provide feedback on project materials before they are presented to the broader public.

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.

The CAC is comprised of 21 members (17 members of the community, 4 representatives of local businesses and organizations). The recruitment and selection process for the Community Advisory Circle is described on page 17.

## Meeting #2 - Virtual

**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.

The meeting was attended by 9 CAC members, who provided input on the draft Vision Statement and Guiding Principles, as well as general feedback about the Study and challenges facing the Study Area.

## CAC Recruitment and Selection Process

Members were invited to join the CAC through an application and selection process managed by City of Toronto staff. This page describes the outreach and communications, application and selection processes used to form the CAC.

### Outreach and Communications

The opportunity to participate in the Community Advisory Circle (CAC) was promoted through a variety of methods, including postcards mailed to 12,289 houses, apartments and businesses within the Study Area, the pop-up event in Benner Park, the Study website, social media, postcards and posters distributed to local community facilities and businesses, and several newsletters and outreach emails. Outreach specifically sought representation from Indigenous, Black and equity-deserving communities

### Application Form

An application form was available on the Study website from Monday, October 28 to Monday, November 11, 2024. The application form asked participants to describe themselves and their connection to the Glencairn Study area, as well as demographics questions (e.g., gender, income, spoken language, etc.). Applicants who identified as representatives of local businesses and organizations were asked to share more about the group they represent. All questions were optional to complete, and participants could stop their application at any time.

A total of 107 applications were received, representing 98 individuals and 9 businesses or organizations. Applications were reviewed for eligibility and completeness, and 36 applications were considered ineligible due to incomplete forms and applications from those who do not live or work in or near the larger Study Area. Accordingly, there were 67 eligible applications from community members and 4 eligible applications from local businesses and organizations.

### Selection and Notification

Members of the CAC were selected through a civic lottery process, which randomly selects participants from the pool of applicants to ensure the CAC is as representative of the demographics of the Glencairn area as possible. Target demographic criteria were established based on the demographic composition of the Study Area, and included age, gender, disability, race and ethnicity, spoken language and more. Following the application process, anonymized applicant data was processed through a civic lottery tool to randomly select participants to match these target demographics.

From the 67 eligible applications, 17 community representatives and all four businesses and organizations were invited to participate in the Growing Glencairn Community Advisory Circle. Successful and unsuccessful applicants were notified of the results on November 20, 2024.

## Community Design Workshop

**Wednesday, December 4, 2024 from 6:30-8:30 p.m. 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**
- **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 3** Participants and facilitators gathered around an activity station during the community design workshop.

## Developer Workshop

**Tuesday, January 14, 2025 from 10:00 a.m.-12:00 p.m. 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 within the Growing Glencairn 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 Growing Glencairn focus areas to better understand opportunities and constraints to development in the Study Area.

# Outreach and Communications

Effective outreach and communications are fundamental to the Study, ensuring that community voices shape Study milestones.

The following outreach and communications tactics were included in Phase 1 of the Study:

## Outreach

- Outreach emails were sent to a youth organization, business organizations, business improvement areas, ratepayer associations, and active transportation organizations.
- Newsletter outreach, including through Deputy Mayor Colle's newsletter, School Board Trustee newsletters, and the City of Toronto Community Leader Newsletter.

## Communications

- Project webpage launched on October 14, 2024 with periodic updates made throughout the engagement process.
- Postcards were mailed to 12,289 houses, apartments and businesses within the Study Area to promote the fall engagement opportunities.
- Posters and postcards were distributed throughout the community in November 2024, including the libraries and community recreation centres that serve the Study Area, as well as businesses along Marlee Avenue and at the Lawrence Allen Centre.
- Social Media: 3 rounds of posts on City Planning and City of Toronto social media channels, including Instagram, LinkedIn, and X. The first post focused on CAC recruitment, while the second post promoted the interactive map activity and Community Design Workshop. The third post (which also included geo-targeted advertisements on Instagram and Facebook) requested input on the draft Vision and Principles.
- Four e-updates sent throughout Phase 1 from a dedicated email address (GrowingGlencairn@toronto.ca) to provide information on engagement events.

## Indigenous Outreach and Communications

Following initial meetings with First Nations prior to initiating the Study, Phase 1 included ongoing email communication with the Mississaugas of the Credit First Nation, Six Nations of the Grand River First Nation, and the Huron-Wendat Nation, with a commitment to touch base throughout the course of the Study, including sharing copies of reports when available.

Initial email outreach was conducted with the Toronto-York Region Metis Council.

Outreach to Urban Indigenous communities included phone calls and emails to urban Indigenous organizations across Toronto to gauge their interest in participating in the Study, as well as a submission to present at the Toronto Aboriginal Support Services Council.

## Engagement by the Numbers

**21**

CAC Members

**152**

Survey Responses

**33**

Community  
Design Workshop  
Participants

**12,289**

Postcards sent to  
local households

**213**

Social Pinpoint  
Map Pins

**3**

Rounds of Social  
Media Promoting  
the Study

**78+**

Participants at Pop-  
Up Events

**4**

E-Updates

# What We Heard

# Key Takeaways

## More housing options supported by infrastructure

Participants expressed that new housing options in the 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 use 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 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.

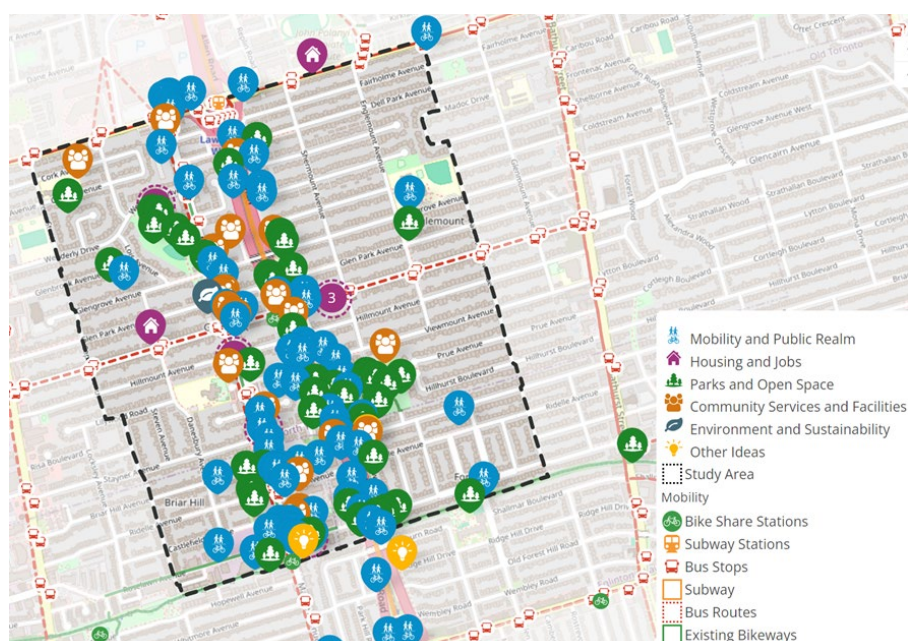


**Figure 4** Participants and facilitators adding feedback to activity stations at the community design workshop.

# Interactive Mapping Activity

The interactive mapping activity, hosted on Social Pinpoint, invited the public to share feedback on a range of topics (focus areas) informing the Study including housing and jobs, mobility and public realm, parks and open spaces, community services and facilities, and environment and sustainability. Social Pinpoint was open for public comment between November 4 to December 12, 2024 and 213 pins were collected on the map.

The following sections summarize comments received in each topic; however, participants occasionally commented on multiple topics in one comment.



**Figure 5** Map displaying pins collected on the online interactive mapping activity.

## Housing and Jobs

Number of comments: 25

Respondents demonstrated cautious support for new housing options in the Study Area provided that new development is supported by adequate infrastructure, community services and facilities, includes affordable options, and is supported by a vibrant and walkable commercial area on Marlee Avenue.

**Strategic development with infrastructure and amenities to support growth.**

- Respondents supported increased density in strategic locations such as along Lawrence Avenue West or Glencairn Avenue, adjacent to the subway stations and in areas where existing amenities, such as parks and retail, could support a growing community.

- Several comments raised concerns about the readiness of local infrastructure to accommodate increased development and population growth, and how mid- and high-rise development would integrate with the surrounding lower density community.
- Some feedback discussed leveraging existing public transit infrastructure to support new density.

### **Missing middle and medium-density housing**

- Respondents highlighted the need for more medium-density housing throughout the neighbourhood and advocated for the designation of Marlee Avenue and Glencairn Avenue as “major streets” to accommodate “missing middle” housing.
- The recently completed six-story development at Marlee Avenue and Viewmount Avenue was cited as a successful example of this kind of density.
- Some comments indicated a preference for density to be distributed rather than concentrated in a single area.

### **Affordable and seniors housing**

- Housing affordability was raised as a key issue, with participants identifying an interest in seeing affordable rental options included in new development and larger units to accommodate families.

- The growing population of seniors was highlighted, along with the need for senior-focused housing and culturally-appropriate housing, as well as accessible options.

### **Enhancing Marlee Avenue**

- Respondents expressed a desire to see the revitalization of Marlee Avenue as a walkable commercial area within the neighbourhood.
- Several respondents expressed an interest in seeing new developments that include retail and commercial units at ground level (with specific comments about grocery stores, services and other shopping opportunities) to activate the street.

### **Other Considerations**

- Some respondents raised questions about the policies and market drivers underpinning the proposed new growth, suggesting the need for more public education and awareness about the pressures facing the area to support an informed discussion.
- Some respondents expressed concern about the impact of proposed high-density development on local traffic and neighborhood character.

# Mobility and Public Realm

**Number of comments:** 100

Respondents offered a wide range of suggestions to enhance connectivity and mobility throughout the Study Area. They proposed enhancing pedestrian pathways, designing safer cycling routes, and improving transit access to ensure seamless movement for all residents. In addition, they recommended various public realm enhancements designed to create a more vibrant and welcoming community.

## Traffic Flow, Congestion and Safety Concerns

- Participants drew attention to traffic congestion and safety concerns at the intersection of Lawrence Avenue West and Marlee Avenue. In conjunction with vehicles from Allen Road at rush hour, it was expressed that the intersection causes congestion that creates safety concerns for drivers, pedestrians and cyclists.
- Rush hour traffic on Marlee Avenue was identified as a challenge, with particular concern for congestion at the intersections of Ridelle Avenue and Roselawn Avenue, as well as at the intersection of Eglinton Avenue West and Marlee Avenue. Residents have highlighted that the bus service on Marlee is unreliable due to congestion along Lawrence Avenue West and Eglinton Avenue West, creating conflicts between buses and cars.
- Speeding was identified as common on side streets, including Viewmount Avenue, Ridelle Avenue and Elm Ridge Drive.
- Respondents experienced unsafe access to Glencairn station entrances on Viewmount Avenue and Glencairn Avenue due to speeding drivers and lack of pedestrian crosswalks.
- Respondents noted obstruction of traffic due to illegal parking on Glengrove Avenue and from prolonged delivery vehicle parking on Ridelle Avenue.
- Increased traffic on local streets raises safety concerns, especially for children.

## Improving Cycling Infrastructure

- Respondents advocated for improvements to cycling infrastructure on Marlee Avenue with requests to extend the bike lane south of Roselawn Avenue to Eglinton Avenue West making connections with Winona Drive and the Kay Gardner Beltline Trail.

## Trail Connectivity

- Respondents identified gaps in pedestrian access on either side of Allen Road and requested that the City complete the proposed Allen Greenway to support trail connectivity (see Parks and Open Space section for additional comments received on the Allen Greenway concept).
- Additionally, respondents advocated for connecting the trails on either side of Allen Road (York Beltline Trail and Kay Gardner Beltline Trail), with a suggestion for a two-way cycle track on the north side of the Aldburn Road bridge.

## **Suggestions for Enhanced Transit Connectivity**

Respondents proposed various strategies to strengthen local transit connectivity and enhance their experience of public transit, including:

- Respondents referenced public transit with a common theme around the importance of local bus routes, particularly during disruptions on Line 1 of the subway.
- A new local bus route was proposed along Roselawn Avenue and Castlefield Avenue to enhance access to places west of the Study Area, with smaller buses to accommodate shorter trips.
- An additional entrance to the Lawrence West subway station was proposed at Dell Park Avenue to improve access and convenience for residents.
- Request to increase the frequency of the 109 TTC bus route.

## **Suggestions for Improvements to Mobility and Public Realm**

Respondents identified a variety of other mobility and public realm improvements, ranging from addressing sidewalk gaps to enhancing wayfinding signage and improving accessibility, with the objective of creating a more connected and safe neighborhood, including:

- Enhancing the attractiveness and quality of public realm on Marlee Avenue.
- Addressing the lack of sidewalks on some residential streets throughout the area.
- Wayfinding signage to direct people to local subway stations and multi-use trails.
- Widening pedestrian sidewalks and adding bicycle lanes on bridges.
- Painting colourful murals on the roadway of the seven bridges over Allen Road and animating the York Beltline Trail.
- Curb cuts on Old Park Road to improve access to the Kay Gardner Beltline Trail.
- Improving snow clearing on bicycle lanes.
- Addressing bike path delays due to new construction.
- Additional crosswalks on Marlee Avenue and walkways between Romar Crescent and Benner Park.

## Parks and Open Space

**Number of comments:** 58

### Improvements to Existing Local Parks

Respondents highlighted a variety of specific suggestions for improving the following parks and open spaces in the Study Area:

#### Wenderly Park

- Respondents highlighted the increased community use of the park in recent years and the need for additional picnic benches and seating options to provide rest and facilitate social gathering.
- One respondent called for the development of a community building in the park, while another called for an expansion of the park to support additional community uses.
- Comments cited the narrow, unlevelled pathway in Wenderly Park as an accessibility issue, especially for elderly residents.

#### Viewmount Park

- Several requests for additional seating such as benches, picnic tables and sheltered areas to protect from sun and rain at Viewmount Park.
- Other amenity requests included calls for an accessible public washroom, dog off-leash area and fitness amenities, as well as an expansion of the park to support additional community uses.

#### Benner Park

- Participants requested additional seating and picnic options.
- The lack of parking was highlighted, as well as one request to expand Benner Park.

### Support for the Proposed Allen Greenway

Respondents identified the formal and informal pathways and green spaces along Allen Road as an important part of the park and open space network in the neighbourhood. Specific suggestions for improving these spaces included:

- Implement continuous sound barriers on either side of Allen Road.
- Connect stretches of the greenway that are currently inaccessible.
- Consider interactive light displays or public art installations along the greenway.
- Keep the greenway 'green' with planting and maintenance.
- Convert the City-owned lands (south of Dell Park Avenue on the west side) into an open space.
- Expand the Allen Greenway and address its missing links, including through legal easements for pedestrian access.

## Other Considerations for Parks and Open Spaces

Participants identified a variety of other improvements to parks and open spaces within the neighbourhood, including:

- The informal open space at the southwest corner of Marlee Avenue and Glengrove Avenue is a well-used green space that could benefit from additional seating, such as benches.
- The southeast corner of Marlee Avenue and Viewmount Avenue, while not currently a park or open space, was identified by two respondents as an important central hub with the potential to be transformed into a pedestrian-friendly commercial area through future development.
- Requests for improved connectivity between the York Beltline Trail and Kay Gardner Beltline Trail on either side of Allen Road, along with improvements to signage, seating and public art along the trails.
- Suggestion that the small two-block hydro corridor between Briar Hill Avenue and Castlefield Avenue could potentially become a park with a paved multi-use path.
- Transformation of Englemount Avenue into a “green street” with a bike lane and enhanced planting.
- Suggestion to expand Fraserwood Park, Wenderly Park and Benner Park by acquiring adjacent lands.
- Concerns about broken trees and litter and requests for improved maintenance in these existing parks especially those with encampments
- Suggestion to transforming parks into multifunctional spaces with fountains, local shops, and social areas.

## Community Services and Facilities

Number of comments: 25

### Libraries and Community Centres

- Respondents acknowledged that there are no libraries and community centres in the immediate Study Area and described their experiences traveling outside of the area to access these services.
- Respondents made suggestions for new libraries and community centres to be co-located with school facilities, to be located along Marlee Avenue or west of the Allen, and one comment identifying the Bell Building as an opportunity for a community centre.
- One respondent noted there is a demand for community access to swimming pools.

### Health and Access to Food

- One respondent noted that the existing walk-in medical clinic on Marlee Avenue at Stayner Avenue is in high demand and with increased development, additional medical and/or wellness facilities will be needed in the area to meet the growing demand.
- Respondents highlighted the need for more diverse options to access fresh food and groceries in the neighbourhood, including a larger grocery store, more independent grocers, ethnic grocery stores reflecting the diverse cultural communities and a local farmers' market.

- Respondents expressed an interest in more food and beverage options on Marlee Avenue.

### Placemaking & Community Identity

- A unified community name and welcoming signs at important access points were suggested in some comments.

## Environment and Sustainability

Number of comments: 1

- One respondent requested improved garbage collection from businesses on Marlee Avenue, citing odour and rodent problems for local homeowners.
- Many of the comments in other focus areas touched on issues related to the environment and sustainability in the area, including traffic congestion, tree canopy and green space. These comments are noted in the relevant subsections.

# Community Design Workshop

The Community Design Workshop was attended by 33 participants, many of whom came to the event with questions and concerns about the impacts of proposed developments and the future of the neighbourhood. Participants advocated for an open discussion period to voice concerns and ask the Project Team questions about the Study before breaking out into focused discussions at the workshop stations.

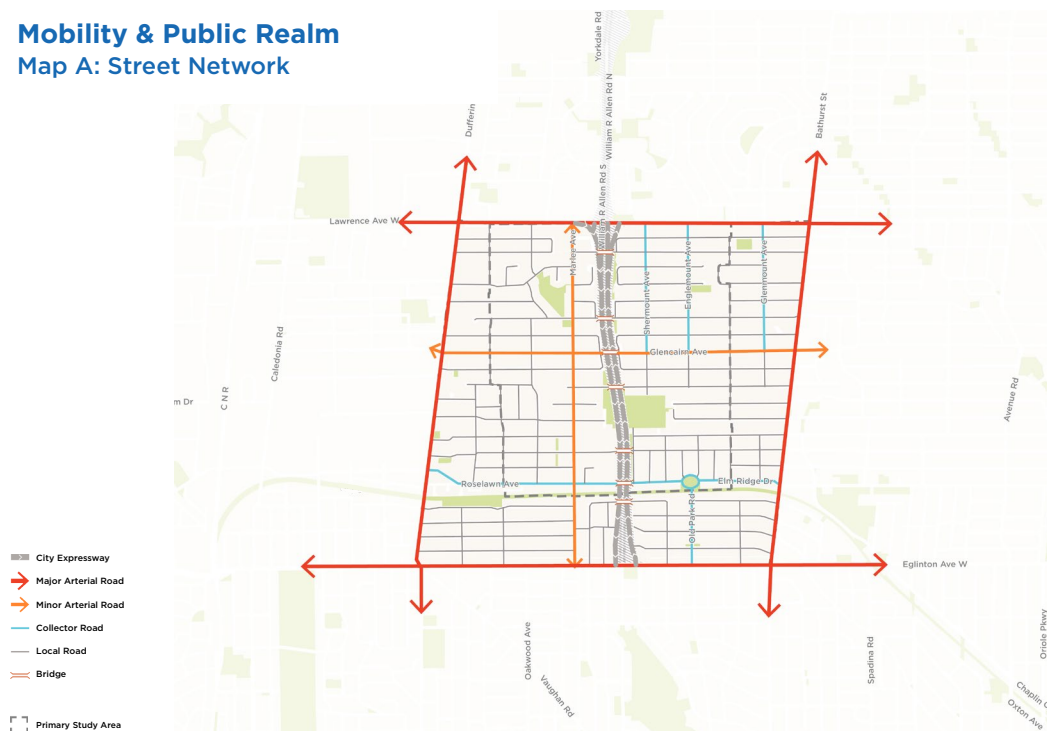
The feedback shared by participants on mapping activities and panels at each workshop station is summarized in the sections below.

## Housing and Daily Needs

- **Built Form:** Participants are interested in mid-rise buildings rather than tall buildings in the Study Area, especially along Marlee Avenue, Viewmount Avenue, and Glencairn Avenue to “keep the vibe of the neighbourhood,” as one participant described it. There were suggestions to designate these streets as “major streets” for planning purposes to support mid- rise development.
- **Density:** There were suggestions to locate density along arterial roads “where it makes sense” such as Eglinton Avenue West, Lawrence Avenue West and Marlee Avenue, as well as a preference to locate density around the subway stations.
- **Office and commercial:** Participants requested more office development along Marlee Avenue and Glencairn Avenue.
- **Family friendly:** The neighbourhood is described as family-oriented, and participants would like this to continue to be the focus.
- **Larger units:** Participants described a need for more two- and three-bedroom units instead of smaller one-bedroom condo units.
- **Main street:** Marlee Avenue is recognized as the “main street” in the neighbourhood and should be a walkable destination with locally-owned shops that serve the needs of the community.
- **Daily needs:** Participants requested improved access to daily retail and personal service needs including grocery, drug stores, cafes and restaurants, LCBO and postal service in the Glencairn area.
- **Health and medical:** Participants requested an integrated health facility in the neighbourhood and feel that more medical facilities are needed on Marlee Avenue.
- **Public realm:** Tree planting and public art are suggested to enhance the public realm around housing developments.

## Mobility & Public Realm

### Map A: Street Network



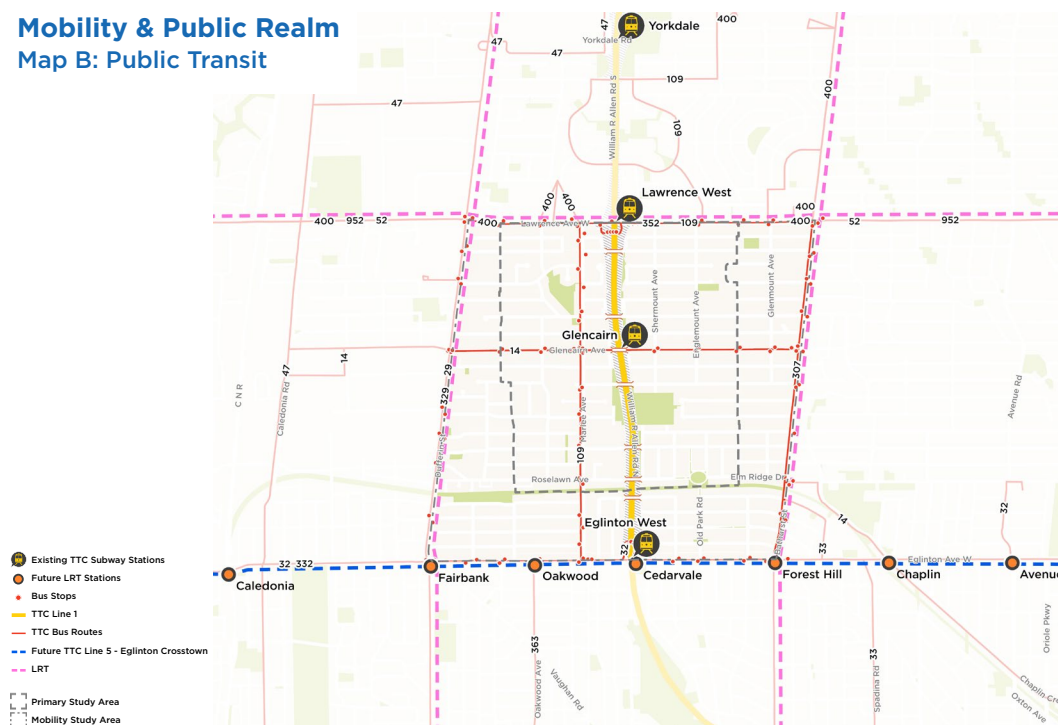
**Figure 6** Street Network Map shown at the Community Design Workshop.

## Mobility: Street Network

- **Traffic congestion:** Participants requested improvements to traffic flow on Marlee Avenue during peak hours. There was concern for traffic congestion at intersections on arterial roads in the area, including around Bathurst Street and Allen Road. Participants expressed further concern about worsened traffic due to increased density.
- **Parking near Glencairn station:** Participants described a need to improve parking options near the subway, which included both free parking and long-term park-and-ride options as a potential revenue source.
- **Traffic safety around schools:** Participants would like to see improved safety, circulation and access around schools, particularly around bus pickup zones.
- **Enforcement:** Participants would like to see illegal street parking by delivery vehicles and unsafe driver behavior (e.g., reverse driving, right turns from the left lane, and traffic infiltration on side streets) addressed through enforcement.

## Mobility & Public Realm

### Map B: Public Transit



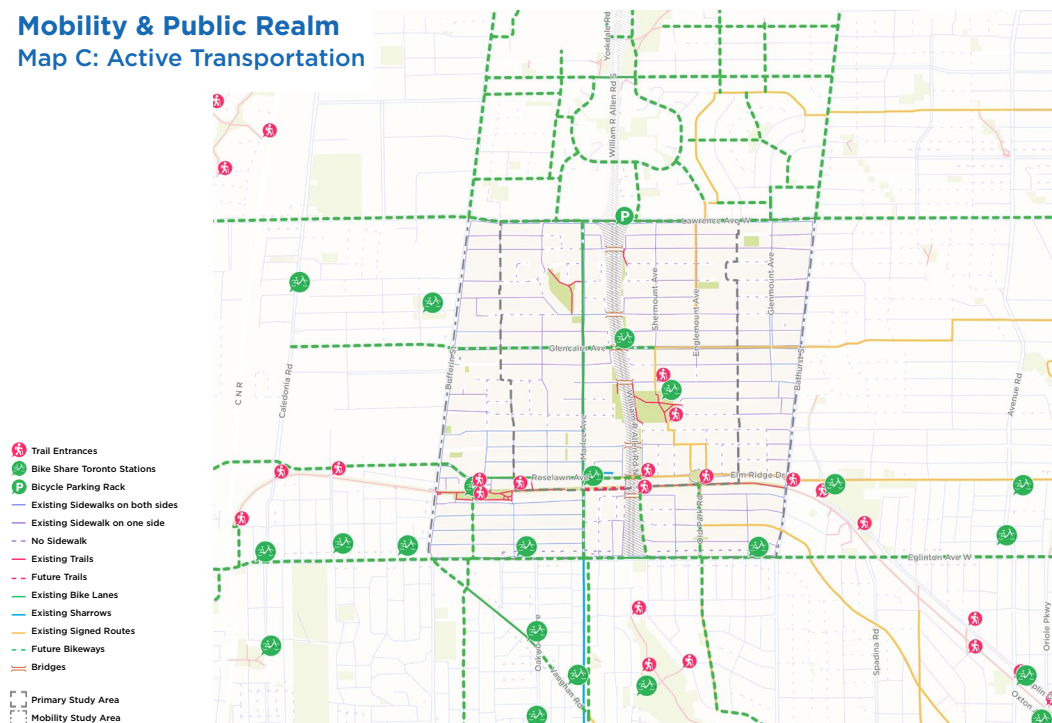
**Figure 7** Public Transit Map shown at the Community Design Workshop.

## Mobility: Public Transit

- Bus route optimization:** Participants suggested adjusting bus routes to better serve the community, such as ending the 109 TTC bus route at Lawrence Avenue West to reduce wait times.
- Bus delays:** Participants reported that construction and traffic on Eglinton Avenue West has caused them to experience bus delays. They suggested limiting stops around intersections such as Lawrence Avenue West and Eglinton Avenue West may improve delays.
- Bus frequency:** Some comments called for increased bus frequency, while others call for reduced frequency. Increased frequency on Eglinton Avenue West is requested for school routes.
- Safe crossings at transit stations:** Participants requested improved pedestrian crossings at subway entrances, especially at Glencairn Avenue and Viewmount Avenue, to improve pedestrian safety. Pedestrian safety at Eglinton West station is an additional concern.
- Affordable transit options:** Participants suggested affordable transit initiatives, such as a \$5 Uber fare for rides to transit stations to encourage more people to ride.
- Bus shelters:** Participants would like to see bus shelters provided at more bus stops.

## Mobility & Public Realm

### Map C: Active Transportation



**Figure 8** Active Transportation Map shown at the Community Design Workshop.

## Mobility: Active Transportation

- Sidewalks and pedestrian safety:** Participants would like to see the City address the lack of sidewalks on Viewmount Avenue and on other streets in the neighbourhood, especially near parks, schools, places of worship, in areas where seniors live, and other busy locations. More pedestrian crosswalks are needed near schools and parks.
- Lighting:** Participants requested improvements to lighting in Benner Park and along other pathways in the neighbourhood, especially along Allen Road and the Beltline trails.
- Improvements to Marlee Avenue:** Wider sidewalks, additional seating, more dining options, improved lighting, tree planting and naturalization, and public art were suggested as ways to enhance Marlee Avenue.
- Winter maintenance:** Improved snow clearing on park walkways and entrances and along the Beltline trails would enable resident access.

- **Air quality and tree planting:** Participants identified the need for improvements to air quality in the neighbourhood. Increased tree planting across the neighbourhood was suggested to increase comfort.
- **Cycling connectivity:** Participants wished to see cycling routes in the neighbourhood better connected to the broader cycling network in the City. Suggestions included:
  - Extend bicycle lanes along Marlee Avenue south to Eglinton Avenue West.
  - Connect bicycle lanes to the Beltline trails.
  - Connect the York Beltline Trail to the Kay Gardner Beltline Trail.
  - Extend bicycle lanes on Eglinton Avenue West between Bathurst Street and Dufferin Street.
- **Cycling safety:** Participants identified safety concerns for cyclists at busy intersections. The narrow width of bicycle lanes and trails is described as creating conflict between cyclists and vehicles. In addition, vehicles parking in bicycle lanes is an ongoing issue.
- **Bicycle lanes on side streets:** Participants suggested moving bicycle lanes to side streets to improve safety
- **Bicycle parking:** Participants identified that there is a lack of protected bicycle parking stations in the area, particularly at transit stations.
- **Bicycle lanes on bridges:** Participants suggested the addition of bicycle lanes on the bridges over Allen Road.



**Figure 9** Facilitators receiving participants' input at the community design workshop.

## Parks and Open Spaces

- **Washrooms:** Participants expressed a need for more public washrooms in the area, particularly in parks and at TTC stations.
- **Development pressure on parks:** Participants shared their concern that current parks cannot accommodate an increase in resident population. They requested more park space to accommodate increased development.
- **Parkettes to accompany development:** Suggestion that smaller parks (parkettes) built adjacent to (and in tandem with) new developments could be managed by the community.
- **Park amenities:** Wide ranging requests for amenities to parks including benches in Wembley Parkette, a community garden, dog park and bandstand in Viewmount Park, splashpads in Walter Saunders Memorial Park, improvements to existing facilities in Benner Park, and for pickleball courts to be added to parks.
- **School yards:** Suggestions that school yards be left open and accessible for after-hours public use.

## Community Services and Facilities

- **Community Centre:** Participants requested a small community centre in Viewmount Park, similar to Glen Long Community Centre in Glen Long Park.
- **Drop-in services:** Participants identified a need for drop-in community services for youth and seniors in the neighbourhood. There is a specific request for drop-in seniors' programs in Wenderly Park.
- **Schools:** Participants are concerned about the potential need for more schools as the neighbourhood grows.
- **Childcare:** Participants identified the need for additional childcare facilities in the neighbourhood, with specific requests for childcare in schools and faith spaces.
- **Other facilities:** Participants requested a library and public pool to be developed in the area.

## Environment and Sustainability

- **Tree planting and greening initiatives:** Several requests for more trees to be planted and other greening initiatives (i.e., “green walls”) throughout the neighbourhood to improve the canopy cover, particularly in the portion of the Study Area west of Allen Road. Participants suggested that new developments should be required to plant trees.
- **Canopy along the Beltline:** Participants identified that the tree canopy along the Beltline trails is not equitable and suggest that trees should be planted along the York Beltline Trail sections.
- **Sustainable energy:** Suggestion for geothermal heating to be installed in new high-rise development to support the City’s net zero goal.
- **Waste collection:** Improved waste collection along the York Beltline Trail section west of Marlee Avenue was requested.

# Community Advisory Circle (CAC) Meeting #1

Given the scale and scope of the Study, CAC members had many questions about the Study, objectives and outcomes during Meeting #1. The Project Team had planned for activities throughout the presentation to capture feedback from the CAC. These activities were postponed to ensure CAC members received the full presentation from the Project Team and had the ability to ask questions directly from City staff and the Consultants.

To continue to gather feedback from the CAC, opportunities were provided to complete the feedback activities after the meeting, as well as an opportunity to provide feedback via email. The sections below provide key takeaways from the meeting, as well as results from the interactive survey activity (Mentimeter). Additional feedback received via email following the meeting is summarized in orange boxes throughout each section.

## Key Takeaways from CAC Meeting #1:

- CAC members had questions and concerns about how growth and development will impact their neighbourhood in the future.
- Impacts of development on neighbourhood character, traffic and mobility, and access to retail and commercial opportunities were some of the issues raised by CAC members.
- CAC members expressed frustration that some developments have been approved prior to this Study and wondered whether no further developments could be approved until the Study is complete.
- CAC members had detailed questions about Growing Glencairn Study and the planning process which will require more in-depth exploration at future meetings.
- CAC members requested clarity on their role and level of influence in the process and wish to see more time dedicated to providing feedback to the Project Team at future meetings.

## **Interactive Survey (Mentimeter) Results**

The following section summarizes feedback received during and following CAC Meeting #1 on the Mentimeter tool. The tool was used to capture real-time feedback from participants during the meeting and was available for one week after the meeting for additional comments.

### **Q1: What do you love about Glencairn?** (20 responses)

- Access to parks (8)
- Connectivity and mobility, access to transit (7)
- Walking distance to daily needs (5)
- Safe and family friendly (5)
- Great location, access to downtown (4)
- Less crowded (3)
- Diversity (3)
- Walkability (2)
- Lower density residential area (2)
- Access to major highways
- Housing is well-maintained
- Potential to grow

**Q2: What are the biggest challenges facing Glencairn? How can we address these challenges as Glencairn grows?**

(26 responses)

- Traffic (9)
- Not enough recreation facilities, libraries, etc. (7)
- Limited access to daily needs (5)
- Aging infrastructure (3)
- High-rise condo development (2)
- Infrastructure needs for growing population (2)
- Unequal densification
- Small businesses closing
- Not enough dog parks
- Need street parking
- Health and safety issues, related to pedestrian safety
- Accessibility concerns, related to transit stations
- Risk of flooding
- Lack of community
- Housing costs

**Additional comments about challenges facing the area**

**Servicing:** Electricity can be unreliable. Many homes and businesses have backup generators, particularly on the east side.

**Traffic:** Consider a plan to ease traffic as density increases. Rush hour traffic is slow on Marlee Avenue at current population levels. This is a key concern of existing residents.

Specific comments were made about the Lawrence Avenue West and Marlee Avenue intersection and concern about the impact of approval of new developments on existing traffic conditions.

### **Additional comments about parks and open spaces**

A dog off-leash area would be welcomed. One participant suggested that the southern portion of Viewmount Park could be repurposed, as many already use it for dogs.

One participant suggested that a town square with a fountain, seating, and a space for events could turn Glencairn into a destination. If a BIA were to be established, they could support the recruitment of host musicians, and host tree lighting and other community activities.

Consider enhanced use of school sites as publicly accessible parks.

### **Q3: What park and open space improvements, amenities, or new places would you like to see? (14 responses)**

- Bandstand / stage (2)
- Turf field
- Track
- Outdoor gym
- Skating rink
- Water park
- Better availability of Bike Share Toronto stations (at subway and Viewmount Park)
- Trail expansion
- Outdoor community events (e.g., pop-ups)
- Use of schools year-round
- Lighting upgrades
- Infrastructure renewal
- Wide sidewalks
- Community gardens
- Green roofs

*Note: some responses to this question addressed components of the Study beyond parks and open spaces, such as retail, parking and mixed-use development.*

**Q4: What strategies should the City pursue to create a sustainable and resilient community? Which spaces do you feel are most impacted by extreme weather? (8 responses)**

- Programs to encourage community involvement
- Green initiatives in public spaces
- Street trees in areas with low canopy cover
- Plant native species
- Mandate green roofs / gardens
- Encourage residents to maintain gardens to absorb rainfall
- Encourage residents to use public and active transportation options
- Campaigns to encourage residents to clean leaves from storm drains

**Additional comments about environment and sustainability**

A significant amount of food is grown in the area (i.e., in backyards). Concern that increased development will put a strain on food production.

Resident engagement in day-to-day environmental management is critical.

Consider using the space between TTC stations (over the tracks) for the placement of renewable energy infrastructure such as solar panels.

**Q5: What community services and facilities are missing from the community? Are there any improvements to existing facilities you'd like to see? (5 responses)**

- Indoor or outdoor swimming pools (2)
- Library
- Splash pads
- More community centres
- Enhanced offerings at community centres

**Additional comments about community services and facilities**

The neighbourhood needs a community centre that offers fitness classes, pickleball, a café, etc. This could become a much needed 'third space' for neighbors to gather.

Community facilities are currently lacking. The community centre in Viewmount Park functions as a space for tennis club, but there are no other community programming or activities provided.

There may be challenges related to schools needing to expand to accommodate growth.

Disagreement with suggestion for a bandstand or stage. Concern that the community would become a destination for events and generate noise.

**Q6: How can we improve the mobility and public realm network to ensure safety, connectivity and accessibility for all ages and abilities?** (3 responses)

- Better lighting around south entrance to Glencairn station
- Extend sidewalk on northern side of Viewmount, west of Glencairn station
- Enhanced connections to Beltline

**Additional comments about walking, cycling and transit**

Walking along Marlee Avenue can feel unsafe (due to limited shade, speeding, e-bikes, lack of sidewalks). Participants requested solutions to improve safety and make walking and cycling more pleasant.

Additional sidewalks feel critical to pedestrian safety and are lacking in much of the area right now.

There is concern about the bike lane on Marlee Avenue that has a gap south of Lawrence Avenue West. This can be a dangerous intersection for cyclists where no protection from vehicle traffic is provided.

**Q7: What new housing options do you think are needed in the Glencairn area and where should new housing be located?** (5 responses)

- Reduce number of bachelor / 1 bedroom condos, build more 2 / 3 bedroom condos
- Sustainable housing options (e.g., energy efficient designs, green building materials, solar power)
- Mixed-use development (e.g., combined residential, retail and office spaces) to promote walkability and reduce reliance on cars
- Transform older, underused commercial buildings into residential units
- Build seniors' housing on Viewmount and Glencairn, next to station entrances
- Mid-rise, mixed use buildings along Marlee and Lawrence Avenue West

**Additional comments about housing**

New high-rise condos should include more two- and three-bedroom units where people can live comfortably long-term and raise families.

Agreement with another participants' suggestion for the development of seniors housing.

**Q8: Which daily needs (businesses, amenities, facilities and services) do you wish you had better access to? Where do you think they should be located?**  
(2 responses)

- More restaurants on Marlee
- Various retail options

**Additional comments about access to daily needs**

Consider transforming Marlee Avenue into a “high street” similar to St. Clair West, with condos and shops that create a walkable, self-sufficient community.

Participants felt that a full-sized grocery store is essential. Current stores do not always meet needs or are not walkable, adding to traffic congestion.

**Q9: Which keywords describe your vision for the future of Glencairn?** (37 responses + 6 on sticky note)



# Developer Workshop

Developers with projects in the neighbourhood were invited to participate in a meeting with the Project Team to discuss their perspectives on opportunities and challenges in the Study Area. Developers or landowners who were listed as an applicant on either a Development Application or a Pre-application Consultation within the Primary Study Area in the last five 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 Growing Glencairn focus areas to inform development of the emerging Vision Statement and Guiding Principles. Given that many of the participants are involved in the development of one or several properties in the Study Area, participants were asked to refrain from commenting on the particulars of their sites or proposals. Instead, they were asked to focus on a holistic view of the area and their perceptions of opportunities and challenges for future development.

In general, discussion focused on opportunities to make policies and strategic actions more permissive and less restrictive to development. For example, participants suggested ways to enable adjacent developments to work together to provide amenities to the community, as well as enhanced flexibility to feasibly provide larger units (e.g., two- and three-bedroom units).

## Location of Housing, Retail and Community Services

**Participants wished to see mixed-use development enabled across the entire Glencairn Study Area.**

- Participants see opportunities to offer retail and commercial spaces along Marlee Avenue and believe that side streets should function primarily as apartment neighbourhoods, with *optional* retail that can be dictated by market interest. Participants noted that ground floor retail units in condos are sometimes sitting vacant and are not always contributing positively to public realm and access to daily needs.
- Some participants suggested that select side streets such as Glencairn Avenue could function as secondary commercial streets branching off from Marlee Avenue as the main “high street”, offering ground floor retail and mixed uses to create vibrancy and connection between Marlee Avenue and Glencairn subway station.
- Participants asked the City to consider policies that make it easier to allow commercial or retail uses on properties that are not purchased as part of an “assembly” (i.e., “hold out houses”) and exist in-between future residential developments. This approach could offer services to residents and facilitate improved integration between adjacent land uses.

**There were mixed opinions on whether development east of Allen Road is feasible and desirable.**

- Development east of Allen Road was seen by some participants to be challenging given the presence of primarily single-detached and low-rise housing types and the high purchase price of those homes which would make development unprofitable.
- Reasons in favor of development east of Allen Road included the proximity to Glencairn station.
- Land use designations east of Allen Road were not seen as a barrier or advantage to development since the land uses are more or less the same on the east as the west.
- Participants asked the City to consider policy tools to better enable or “unlock” development east of Allen Road.
- If intensification does not occur east of Allen Road, one participant suggested a greater density allowance on the west side near Glencairn station.

**Participants discussed the potential to develop existing low-rise apartments into higher-density developments in the future.**

- At present, the cost of this type of development is considered infeasible due to land value, cost of rental replacement value (support for existing tenants), etc.

**Participants discussed opportunities to provide a variety of housing typologies in the Study Area.**

- One participant suggested that their company prefers to offer townhouses at street level (e.g., on the ground floor of a condo building) to contribute to “eyes on the street,” but would like to see everything from townhouses, retail, live/work units, and condo amenities permitted. This approach would enable flexibility for developers to be responsive to the community’s needs.
- Both participants and City representatives agreed that purpose-built rental would be of interest in the Glencairn area; however, developers requested use of city incentives to make this a more feasible option.
- Additionally, participants suggested incentives for larger units, such as two- and three-bedroom condos.

## Built Form and Public Realm Elements

Participants envisioned higher-density development closer to Allen Road and decreasing density to transition towards existing residential communities. This approach would bridge the eastern and western communities in the Study Area and reduce the perceived division by Allen Road.

Participants recommended considering what an “anchor” might be east of Allen Road (e.g., a large park or community centre) that draws people from west to east, in the same way that commercial uses on Marlee Avenue draws people east to west, to encourage a more cohesive and complete community.

One participant suggested that building heights taller than 40 storeys be considered, in keeping with trends near higher-order transit. Additionally, they suggested that there should be flexibility regarding floorplate, setbacks and stepbacks, provided that issues such as shadow, wind effects, and landscaping are properly addressed.

## Street Character and Streetscape Elements

Participants suggested utilizing bridges for east-west connectivity, but acknowledged that they are “pinch points” because they are narrow.

Participants asked for clearer direction from the City about what streetscape elements are required for new developments (e.g., bicycle lanes, wider sidewalks, trees, etc.) because providing all elements on every site may not be feasible.

It was suggested that greenways should only be introduced on streets that can accommodate these design changes (e.g., deeper lots, wider rights-of-way). Participants further requested that the Study identify feasible opportunities, recognizing that it is frustrating when a plan is in place, but cannot fully be implemented.

One participant noted that burying hydro can become cost prohibitive (requirement by providers to have their own trench, conflict with silica cells, etc.).

## **Improvements to the Natural Environment and Sustainability Considerations**

Challenges were identified with competing demands among City divisions. For example, one division requires that existing trees are preserved, and another division requires that a sidewalk be added, but all demands cannot always be accommodated and should be prioritized.

One participant suggested that the City consider alternative strategies to securing parkland dedication among multiple developments.

## **Strategies to Encourage Public and Active Transportation**

One participant identified challenges with electric vehicle (EV) charging. Residents moving into new buildings appreciate access to EV chargers; however, securing insurance for underground EV parking by addressing fire suppression requirements can be costly requirements.

Car sharing was identified as an opportunity to enhance resident experience. Participants suggested creating a car sharing network in the community since there is efficiency in consolidation.

# Online Survey Results

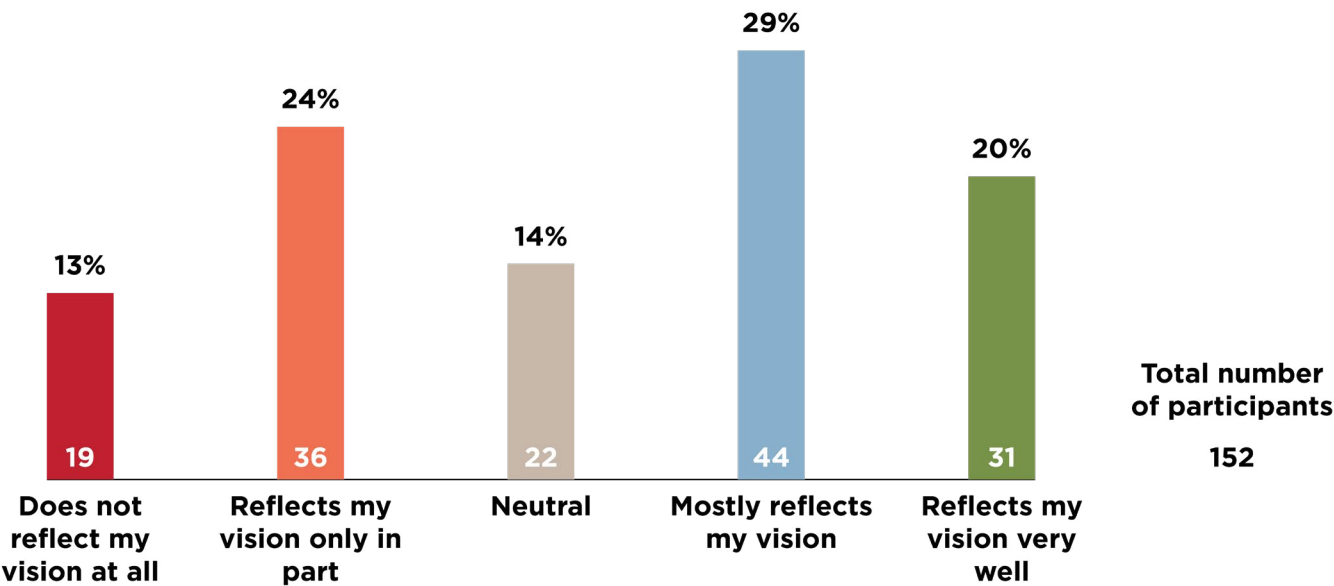
The online survey, hosted on the Study webpage from February 6 to February 21, received a total of 152 responses from local community members who shared their feedback on the draft Vision Statement and Guiding Principles, as well as to identify a preferred community name.

Throughout the survey, respondents expressed their concern about the intensity of development occurring in the area and identified elements that they wish to see reflected in the next iteration of the Vision Statement and Guiding Principles.

The draft Vision Statement and Guiding Principles shared with the public can be found on page 51.

## Satisfaction with the Draft Vision Statement

Survey respondents were asked, “How well does the draft Vision Statement reflect your vision for the future of the Growing Glencairn Study Area?”



Responses to this question varied, with 49% of respondents in agreement with the draft Vision Statement and 36% in disagreement with the Vision Statement (14% of respondents were “neutral”). The most commonly selected response option was that the Vision Statement “mostly

reflects” their vision for the area (29%, 44 responses), suggesting that while many of the key components are included, some modifications could be made to better support community needs and aspirations.

## Suggestions for the Draft Vision Statement

Survey respondents were asked, “If anything, what would you add or change about the draft Vision Statement?”

### Amenities and Services

Respondents described the ways in which they would like to see shops, grocery stores, restaurants, and other amenities including in the area, particularly along Marlee Avenue. They requested that this element is reflected in the Vision Statement to ensure that these amenities and services accompany growth and development to support current and future residents.

### High-Rise Buildings

In various ways, respondents identified that their vision for the area does not include high-rise towers; however, the Vision Statement does not reflect this sentiment. Respondents’ disagreement with this type of development is occasionally connected to concerns about traffic and change in neighbourhood character.

***“I would like to see development which encourages small, neighbourhood community-oriented stores, cafés with outdoor patios.”***

***“We would love bicycle lanes and walkable plaza on Marlee! More greenery and cute shops and cafes on Marlee please!”***

***“Nobody wants a 40-floor condo building beside Glencairn station. This statement should limit the ‘size and scale’ coming into the neighborhood.”***

***“No more condos in the area - there’s already too many new ones”***

# Growing Glencairn

Draft Vision + Principles  
February 2025

## An emerging vision for the future of Marlee-Glencairn

The Marlee-Glencairn area is a vibrant, resilient, accessible, and inclusive neighbourhood that is grounded in its existing strengths and unique character.

Featuring a thriving Marlee Avenue as the commercial and community heart, the area will enhance the pedestrian and cycling experience providing comfortable access to community services and facilities, parks and open spaces, and residents' daily needs.

Well-connected through improved street-scapes and a mobility network, the area will support transit and active transportation, enhancing connectivity within the area and to the broader city and region.

A range of existing and new housing options of different sizes and scales will support various household needs and types.

As the area grows and evolves, the principles outlined to the right will guide the community to be a flourishing neighbourhood that celebrates its rich identity, fosters social connection, and enhances quality of life for all.

### How to stay in touch

For more information or to subscribe to e-updates, visit [toronto.ca/growing-glencairn](https://toronto.ca/growing-glencairn)

### Contact the project team

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### Follow us on social media

@CityPlanTO | #GrowingGlencairn

## Draft principles to support the vision



A welcoming and connected public realm and open space system, (e.g. parks, trails, streets, plazas) that provides equitable access and supports residents' well-being.



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 the area and to the broader city and region.



A variety of housing types and forms that address the needs of a growing community of current and future residents (e.g., affordability, unit size and type, life stages) while responding to the local assets and character of the area and supported by adequate infrastructure.



A vibrant community with access to daily needs featuring a thriving heart along Marlee Avenue and a pedestrian-oriented design that animates the streets and encourages public life.



A range of community-focused services, facilities and placemaking opportunities that are integrated within the local community to cultivate health and well-being as the neighbourhood grows.



A green and climate-resilient neighbourhood that incorporates best practices to support sustainability and facilitates adaptability in the face of climate change, while enhancing the natural environment through its tree canopy and biodiversity.



**Figure 10** Vision and Principles infographic shared with members of the public during Phase 1 engagement.

## Addressing Existing and Future Traffic

Respondents specified that they did not see any components of the Vision Statement that work to address or alleviate the existing traffic challenges, or additional traffic that would be expected as the area increases in density.

***“Our area already deals with bad traffic. Please be mindful of that and please don’t remove more roads and streets.”***

***“No info to address the existing traffic congestion and future increase in traffic. Marlee is a main through road and converting to pedestrian focused will push all that traffic elsewhere. Increased density will only make this worse.”***

## Disagreement about Bicycle Lanes on Marlee Avenue

Several respondents identified that they do not agree with the inclusion of active transportation components in the draft Vision Statement – specifically identifying bicycle lanes on Marlee Avenue as an undesirable feature. Disagreement with bicycle lanes is often connected to traffic congestion and a preference to keep Marlee Avenue available for personal vehicular use.

***“Stop making bike lanes - if they are unseparated, they are unsafe and disrupt traffic which is already an issue on Marlee. There’s no room for separated bicycle lanes. And we live in a country where you can’t bike half the year. This will worsen not relieve congestion.”***

***“A focus on pedestrian and cyclist safety to the point where children can safely bike to school.”***

A few respondents, on the other hand, expressed that they do wish to see active transportation in the area, including bicycle lanes on Marlee Avenue to support their movement through the area and to the rest of the City.

## Increased Specificity in Vision Statement

Respondents expressed a desire to see increased specificity within the Vision Statement, to support a clear direction for the area. In particular, they felt that the directions around the scale and intensity of housing development are not quite clear.

## Other Considerations

Respondents identified several other considerations for the Vision Statement, including:

- Desire to see the word “safety” included.
- Disagreement with development and density along Marlee Avenue.
- Interest in affordable housing to be prioritized.
- Suggestion to prioritize housing density near transit stations.

***“Not specific about how the tremendous amount of new development will be integrated.”***

***“More emphasis on the actual physical growth required to accommodate a diversity of housing types - explicitly, missing middle, mid-rise, and high-rise development.”***

## Prioritizing the Draft Guiding Principles

Survey respondents were asked, “Which of the following Guiding Principles are most important for the Growing Glencairn Study? Select your three (3) most preferred principles.”

Of the six draft Guiding Principles, the three most frequently selected were:

**104 responses:** A vibrant community with access to daily needs featuring a thriving heart along Marlee Avenue and a pedestrian-oriented design that animates the streets and encourages public life.

**100 responses:** A welcoming and connected public realm and open space system, (e.g. parks, trails, streets, plazas) that provides equitable access and supports residents’ well-being.

**89 responses:** 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 the area and to the broader city and region.

The remaining three draft Guiding Principles received fewer than 60 responses each.

**A vibrant community with access to daily needs featuring a thriving heart along Marlee Avenue**

105

**A welcoming and connected public realm and open space system**

98

**A safe, accessible and well-connected mobility network that builds on existing infrastructure**

87

**A range of community-focused services, facilities and placemaking opportunities**

58

**A variety of housing types and forms that address the needs of a growing community of current and future residents**

44

**A green and climate-resilient neighbourhood that incorporates best practices to support sustainability**

41

## **Suggestions for the Draft Guiding Principles**

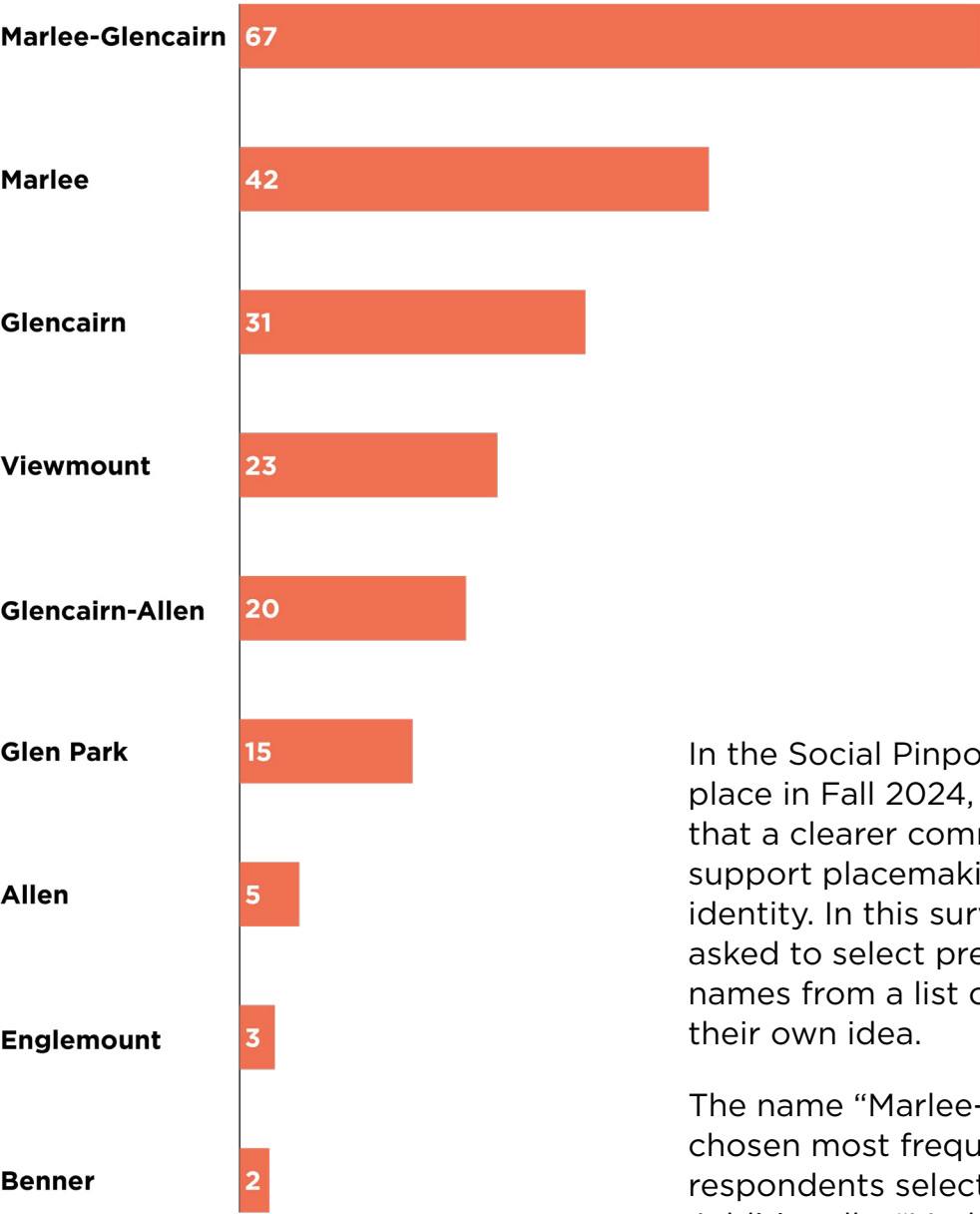
Survey respondents were asked, “Is there anything else you would like us to know about the draft Guiding Principles?”

Responses to this question reiterated several concerns and opportunities identified in response to the Vision Statement, including the following:

- Disagreement with high-rise development that is ongoing in the area.
- Concern about the impact of development on traffic conditions.
- Desire to see affordability housing opportunities, including specificity around the definition of affordable.
- Interest in commercial and retail amenities to accompany growth.
- Suggestion to protect and enhance existing parks and open spaces.

# Community Name

Survey respondents were asked, “Which of the following community names do you think best describe this area?”



In the Social Pinpoint activity, which took place in Fall 2024, respondents identified that a clearer community name would support placemaking and community identity. In this survey, respondents were asked to select preferred community names from a list of options or to share their own idea.

The name “Marlee-Glencairn” was chosen most frequently, with 81 respondents selecting this option. Additionally, “Marlee” (45 respondents) and “Glencairn” (38 respondents) were selected frequently.

Respondents identified several new community names for consideration:

- Marleeville (5 suggestions)
- Marlee Village (2 suggestions)
- Marlee Park (2 suggestions)
- Marlee-Allen Villa
- Glencairn Grove
- Marlee-Midtown
- Glencairn-Midtown
- Glen Allen
- Viewmount-Allen
- Viewmount Village
- Allen-Marlee Transportation Corridor Development Community
- Briar Hill-Belgravia
- Glencairn Park
- Marlee Heights
- Marlee Centreville
- Marlee Hill
- Marlee Meadows
- The Marlee District
- The Allenway
- Viewmount Park

One respondent made the following recommendation: “Ask the indigenous knowledge keepers what the place should be called.”

# Community Advisory Circle (CAC) Meeting #2

During the Community Advisory Circle (CAC) meeting #1, the Project Team heard that there was not enough time to discuss the Study, the Study Area, and CAC members' experiences of opportunities and challenges. As such, this was an optional, additional meeting for the Growing Glencairn CAC to have an opportunity to share more feedback about the Study, as well as to share thoughts and considerations related to the draft Vision Statement and Guiding Principles.

Following the presentation of project updates, the Project Team shared the draft Vision Statement with the CAC. While the Project Team had targeted questions for discussion (e.g., After reading the draft Vision Statement, what components resonate with you most? Why?), CAC members shared thoughts and perspectives that were sparked from reading the Vision Statement.

All feedback that was offered during the discussion of the draft Vision Statement and Guiding Principles (as well as feedback submitted via email after the meeting) is captured together below; however, many comments are more broadly related to the project or community as a whole.

## Vision Statement

In general, participants agreed with the content of the draft Vision Statement, and shared further thoughts and considerations.

### What's Working

- Appreciate the line about Marlee Avenue as the “commercial and community heart.”
- Agreement with the concept of providing housing units of all sizes.
- Appreciation of including parks and open spaces in the Vision Statement, particularly for residents who live in condos and apartments.
- Appreciation of cycling and pedestrian connectivity to help meet climate targets.
- Understand that fellow CAC members are “skeptical” of aspirational Vision Statement and Guiding Principles; however, it is important to be optimistic and ambitious when thinking about the future of the community. The draft Vision Statement and Guiding Principles reflect this.
- Acknowledge that some CAC members do not wish to see active transportation expanded and even called for additional parking opportunities. For people who do not drive, it is important that active

transportation options remain a priority of the draft Vision Statement and Guiding Principles.

### **What's Not Working**

- The draft Vision Statement feels vague and aspirational. It is difficult to see how this statement can translate into action.
- Perception that the phrase “different sizes and scales” does not align with current development proposals (higher-density development).
- There are ongoing studies or completed studies (e.g., Allen Greenway) that have buy-in from the community. They do not seem to be reflected here and it feels like City departments are working in silos.

### **What Could Be Added**

- Consider highlighting young and family-oriented community in the draft Vision Statement.
- Consideration for deliveries on Marlee Avenue so that it does not interfere with traffic, bikes, and e-bikes.
- Some participants would like to see the following terms included in the draft Vision Statement: retail, employment, all day activity.

### **Other Thoughts and Considerations**

- Elements of the Vision Statement that mention “unique character” and “rich identity” feel hard to define for the Study Area.
- While many neighbours do not wish to see the community developed into a “Yonge and Eglinton” style neighbourhood, acknowledgement that the Study Area has been neglected over the years and is worth updating and renewing.
- One participant would like to see considerations for development along Marlee Avenue, including design guidelines for developers to implement in street-level retail.
- Would like to see fewer developers submitting proposals with a high number of 1-bedroom units, since the draft Vision Statement and Guiding Principles outlines housing options of different sizes and scales.
- Part of the community east of Allen Road is predominately single-family residential. For this participant, the preference is to focus development on Marlee Avenue.
- For some participants, Marlee Avenue does not feel appropriate for all activities, particularly cycling due to it only having two lanes. In addition, it does not feel like other “high streets” like St. Clair Avenue.

- Participants have concerns that by the time the City completes the Study, significant developments will already be approved, which will not be guided by the outcomes of the Study. These participants prefer that the Study is completed as soon as possible to set parameters around future development.
- Consider opportunities to direct cash-in-lieu funds towards public art, parks and beautification efforts in the area.

## Guiding Principles

Many participants agreed with the draft Guiding Principles, with a few commenting that it reflects what residents like about the community and what they would like to see preserved and enhanced.

### What's Working

- The “vibrant community” principle is appreciated.
- Perception that if Marlee Avenue is planned and executed well, many of the remaining principles will follow.
- Concepts of public realm, community services, mobility, etc. are considered components of the “thriving heart” along Marlee Avenue.

### What Could Be Added

- “Plazas” could be added to the principle related to public realm and open space system.
- When compared with other “high streets,” the aspiration for Marlee Avenue could be less like St. Clair Avenue and more like Roncesvalles Avenue or like Ossington (“short, but vibrant”).
- Consider identifying what currently defines the area or what will define the area (e.g., characteristics) to support cultural development.

## Other Thoughts and Considerations

- Acknowledgement that there is resistance to change and suggestion that residents, visitors and workers (e.g., transit workers, social service employees) in the area could be involved more deeply.
- Walking from the subway station feels unsafe for pedestrians, and may feel more unsafe with increased population.
- Idea that the Allen Greenway could be expanded to create a destination for walking and cycling that functions as new parkland.

## Community Name

- Most support for the name “Marlee-Glencairn,” (4+ votes) because it keeps emphasis on Glencairn as a subway station and Marlee as a hub.
- Support for “Marleeville” (3 votes) and “Marlee Village” (2 votes)
- Additional suggestion for “The Villages at Glencairn,” because it emphasizes little hubs along the Glencairn east-west corridor.

### Additional comments submitted to the Project Team

Desire for the Project Team (City staff) to communicate to developers the needs and preferences of the neighbourhood, as ongoing development proposals are submitted ahead of the completion of the Study.

Call for the City staff to expedite the Growing Glencairn Study and consider engaging urban planning, architecture and design students to generate creative ideas for the future of the area.

Acknowledgement of the uniqueness and complexity of the area. Appropriate development, and inclusion of vibrant retail and open spaces is complicated by the presence of Allen Road and traffic management concerns. The Study must acknowledge the significance of Allen Road to the community.

Enhance tree canopy along Marlee Avenue, Fairholme Avenue and Dell Park Avenue for those walking to and from Lawrence West station.

Consider feasibility of developing more commercial, retail or seniors housing complexes around the north side of the subway station without losing parks and open spaces.

# **Conclusion and Next Steps**

## Conclusion and Next Steps

The Growing Glencairn Study presents an exciting opportunity to shape the future of the area with an integrated approach to land use, housing and density, built form, community services and facilities, parks and open space, mobility and public realm, environment and sustainability, and municipal servicing. During the initial stage of Phase 1 of engagement, participants shared valuable perspectives on providing more housing options supported by infrastructure, enhancing Marlee Avenue as the community heart, providing safe, connected and accessible mobility options, and protecting and enhancing green spaces in the Study Area.

The feedback gathered informed the creation of a draft Vision Statement and Guiding Principles for the Growing Glencairn Study. The Vision Statement and Guiding Principles were shared back to the public and interested parties, through an iterative approach to engagement in Phase 1. During this second stage of engagement, local community members shared their feedback on the draft Vision Statement and Guiding Principles, revealing that they are incredibly passionate about their vision for the future of the area; however, there are varied perspectives on what that future should look like.

Phase 2 of the Study will involve seeking input from the public and interested parties on development options, including an emerging preferred option. The Project Team will also continue to seek input from Indigenous communities to ensure that Indigenous values, priorities and interests are meaningfully included within the Study. Overall, Phase 2 engagement will aim to identify a preferred option for growth that best supports the vision for a vibrant, resilient, and inclusive community.

