

Growing Marlee-Glencairn

Community Roundtable Presentation

December 9, 2025



Land Acknowledgement

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

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.

Hello from the team!



Goals of today's session

What to expect and how to engage

- **Provide background information** about the Marlee-Glencairn study
- **Share a progress update** on our work to date
- **Present a vision and guiding** principles for the future of Marlee-Glencairn
- **Present two options** for guiding development
- **Answer your questions** of clarification, followed by detailed round-table discussion on presentation content

Agenda

Welcome, Land Acknowledgement & Introductions &

Overview of Agenda

Background on the Growing Marlee-Glencairn Study &

Presenting options for the future of Marlee-Glencairn

Questions of Clarification

Table Discussions &

Wrap-up and Next Steps



Presentation

About the Growing Marlee-Glencairn Study

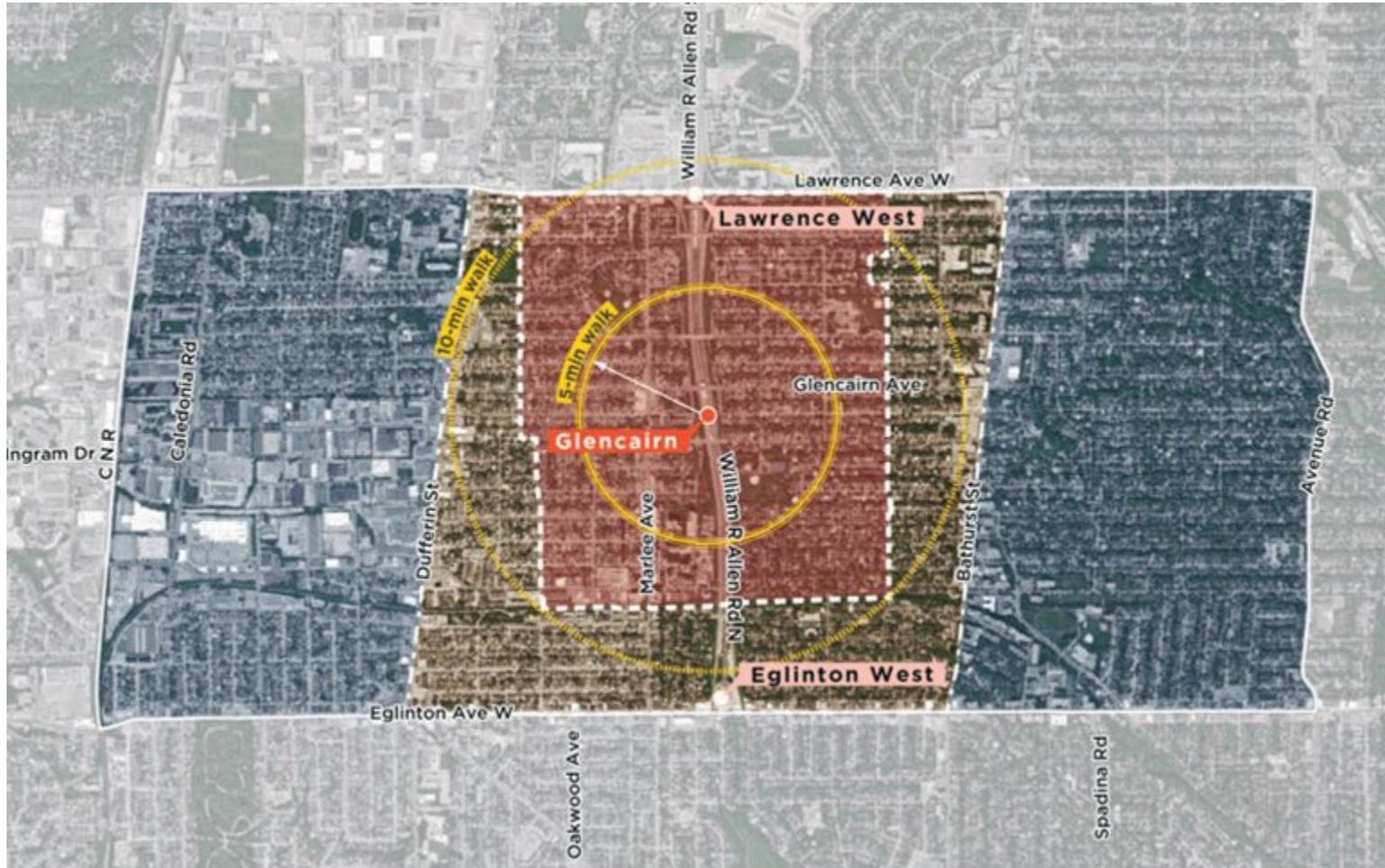
10 minutes

The Growing Marlee-Glencairn Study

The Growing Marlee-Glencairn Study is creating a framework to guide future growth, founded upon community engagement, background research and analysis, Provincial and City policies, and leading planning practices. The goals of the study include:

- **Ensure growth positively contributes** to a transit-supportive complete community in accordance with City policies and guidelines
- **Identify required investments** in infrastructure and facilities to support growth, healthy living and complete communities
- **Meet provincial policy and legislation**, including minimum density requirements near subway stations
- **Include solutions that reduce the impacts of extreme weather** and work towards the City's goal of net zero carbon emissions by 2040

Study Areas

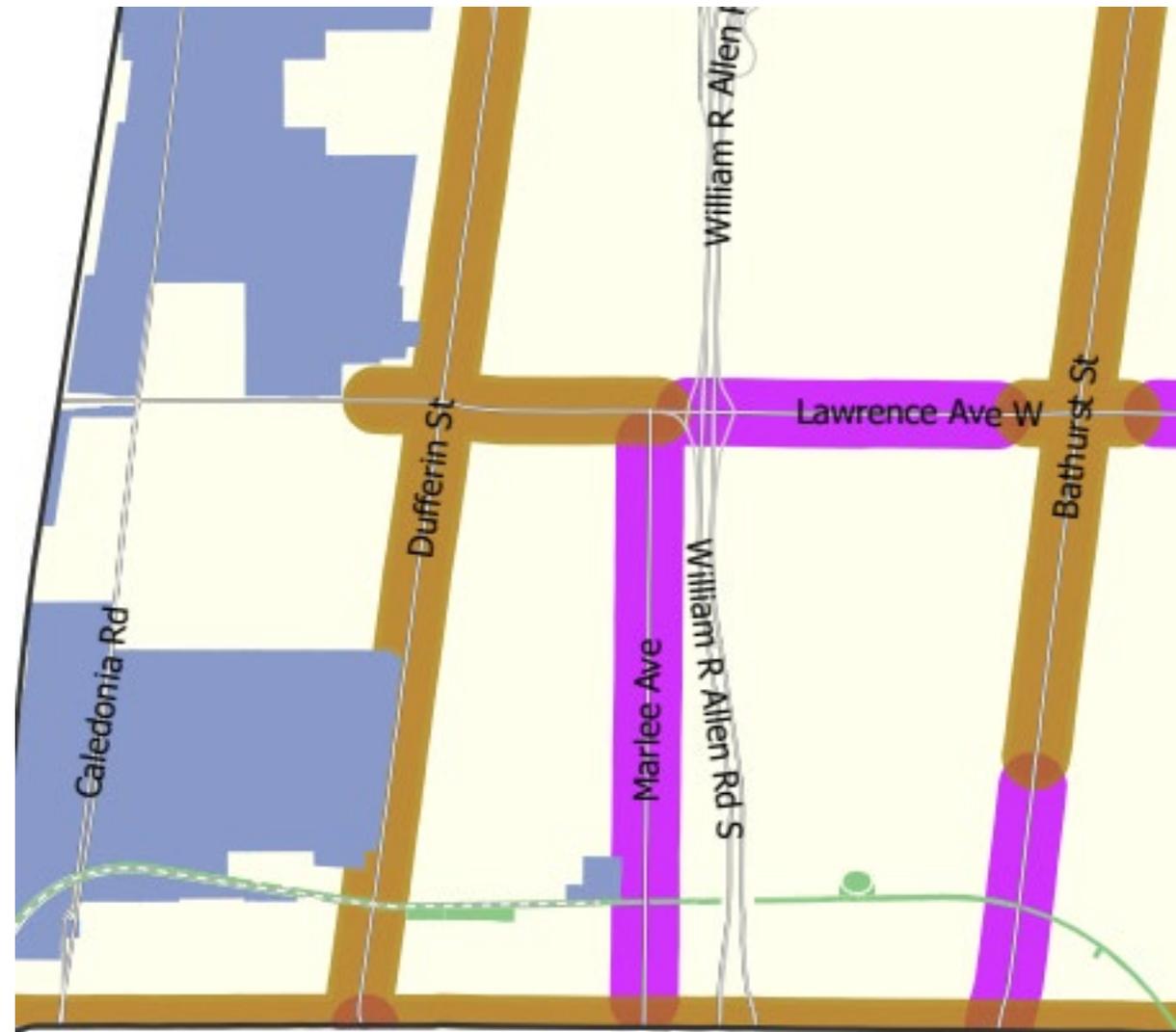


-  Primary Study Area
-  Mobility Study Area
-  Community Services & Facilities Study Area

Official Plan - Urban Structure

-  Council Adopted Avenues 2025
-  Avenues
-  Centres
-  Employment Areas
-  Downtown and Central Waterfront
-  Green Space System
-  Greenbelt Protected Countryside
-  Greenbelt River Valley Connections

Official Plan Urban Structure Map NOT updated to reflect OPA 591.



Land Use and Built Form

The Study Area is characterized by predominantly low-rise residential neighbourhoods, with some ground-floor commercial-retail uses, mid-rise and tall apartment buildings.

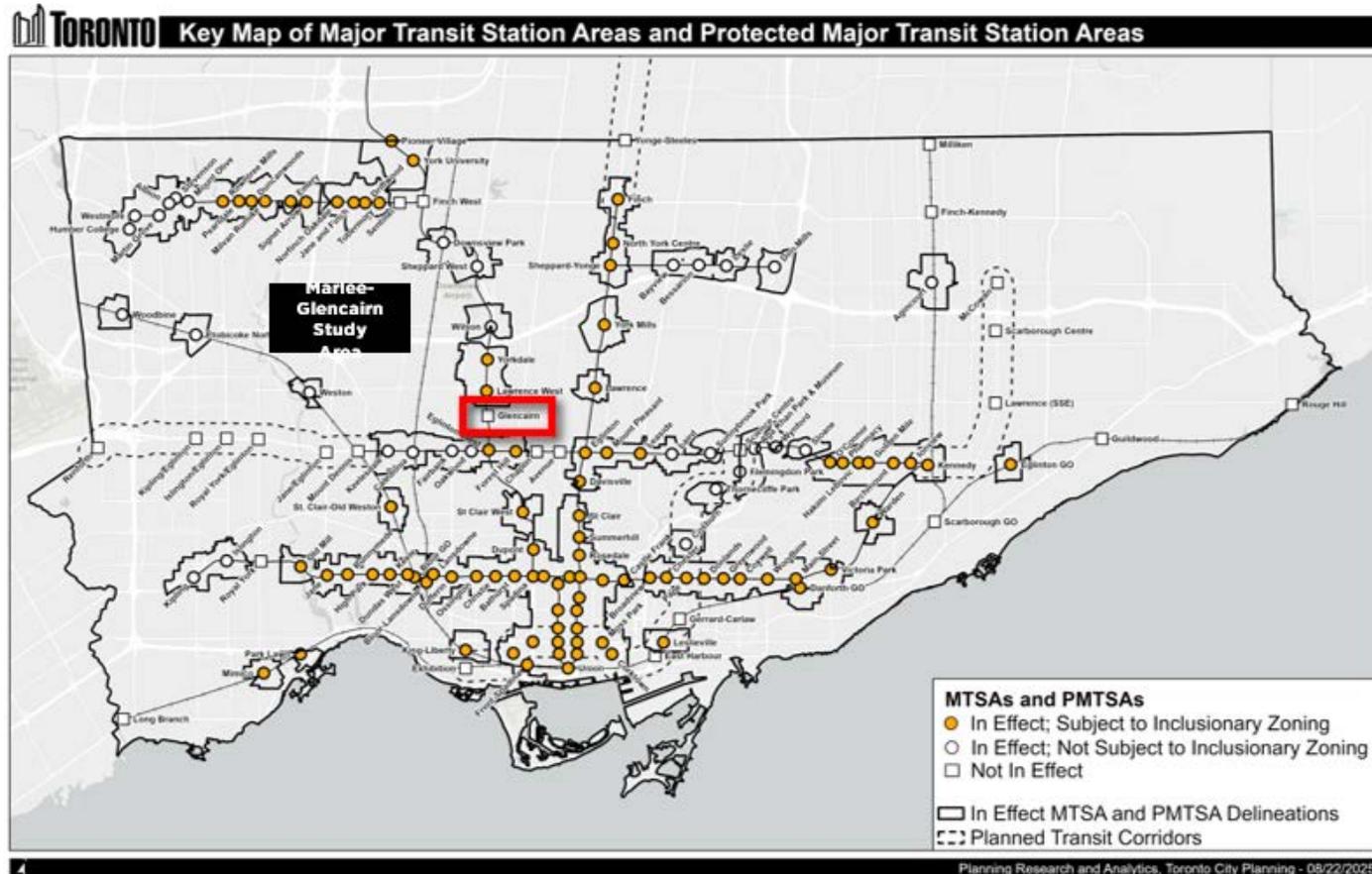
- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Natural Areas
- Parks
- Other Open Space Areas (Including Golf Courses, Cemeteries, Public Utilities)
- Institutional Areas
- Regeneration Areas
- General Employment Areas
- Core Employment Areas
- Utility Corridors



Major Transit Station Areas

Glencairn Subway Station was identified by the City in 2022 for future study to assess planning opportunities and meet the provincial minimum planned density target for transit station areas.

Recent Provincial decisions reinforce permissions regarding density near transit stations.



What this study includes

Looking at Marlee-Glencairn in a holistic way

- ✓ Parks and Open Space
- ✓ Streetscape improvements
- ✓ Mobility (e.g., transit, street network, safety)
- ✓ Land Uses
- ✓ Built form (e.g. heights, setbacks)
- ✓ Municipal servicing
- ✓ Community services and facilities
- ✓ Environment and Sustainability

Project timeline

Phase 1

Background Analysis & Visioning

Fall 2024 – Winter 2025

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

Engagement Touchpoints

- Interactive Mapping Activity
- Online Survey
- Pop-up Events
- Community Advisory Circle
- Community Design Workshop
- Developers' Workshop
- Urban Design Review Panel

Phase 2

Options Analysis

Spring – Fall 2025

Develop and assess options with preliminary findings.

Engagement Touchpoints

- Urban Design Review Panel
- Community Advisory Circle
- Public Roundtable Meetings
- Developers' Workshop
- Urban Indigenous Advisory Circle
- Online Survey (to launch after Public Roundtable)
- Pop-up Events

WE ARE
HERE



Phase 3

Final Report & Implementation Strategy

Winter – Spring 2026

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

Engagement Touchpoints

- Community Advisory Circle
- Developers' Workshop
- Public Meetings
- Urban Indigenous Advisory Circle

What we learned in Phase 1

Background analysis and current conditions assessment

Strengths

- Strong transit connectivity via Glencairn subway station and local bus routes.
- Marlee Avenue as a unique neighbourhood commercial corridor and “main street”.
- Proximity to active mobility trails such as the Allen Greenway and Beltline.

Challenges

- Glencairn station has low ridership levels compared to other stations in the system.
- Marlee Avenue lacks vibrancy and has limited public realm.
- Allen Road bisects the community which impedes east-west connectivity.
- Limited cycling infrastructure.
- Gaps in pedestrian network such as sidewalks and trail connections.

Opportunities

- Increased density leading to larger customer base to support retail on Marlee.
- Enhance streetscape and pedestrian public realm to create a more cohesive neighbourhood identity.
- Connect gaps in Allen Greenway and Beltline trail.
- Inclusionary zoning designation to permit affordable housing options.

What we learned in Phase 1

Community engagement

We heard from:

- **21** CAC Advisory Members
- **33** Community Design Workshop Participants
- **213** Social Pinpoint Map Pins
- **78+** Participants at Pop-up Events
- **152** Survey Responses
- **12,289** Postcards sent to local households
- **3** Rounds of social media
- **4** E-Updates

More housing
options
supported by
infrastructure

Marlee Avenue as the
heart of the
community

Safe, connected and
accessible streets

Protecting and enhancing
parks and open
spaces

Guiding Principles

Principle 1
A vibrant community with access to daily needs



Principle 2
A welcoming and connected public realm



Principle 3
A safe, accessible and well-connected mobility network



Guiding Principles

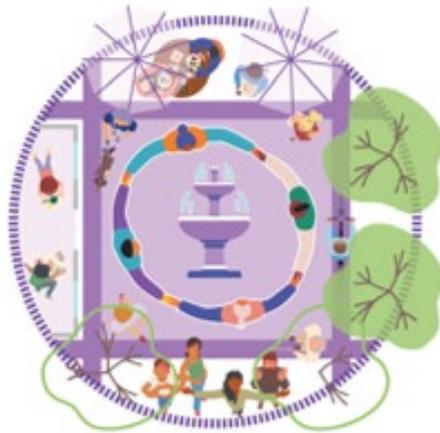
Principle 4

A range of housing types and forms



Principle 5

Community-focused services and facilities



Principle 6

A green and climate-resilient neighbourhood





Presentation

Exploring options for the future of Marlee-Glencairn

30 minutes

Criteria for evaluating options

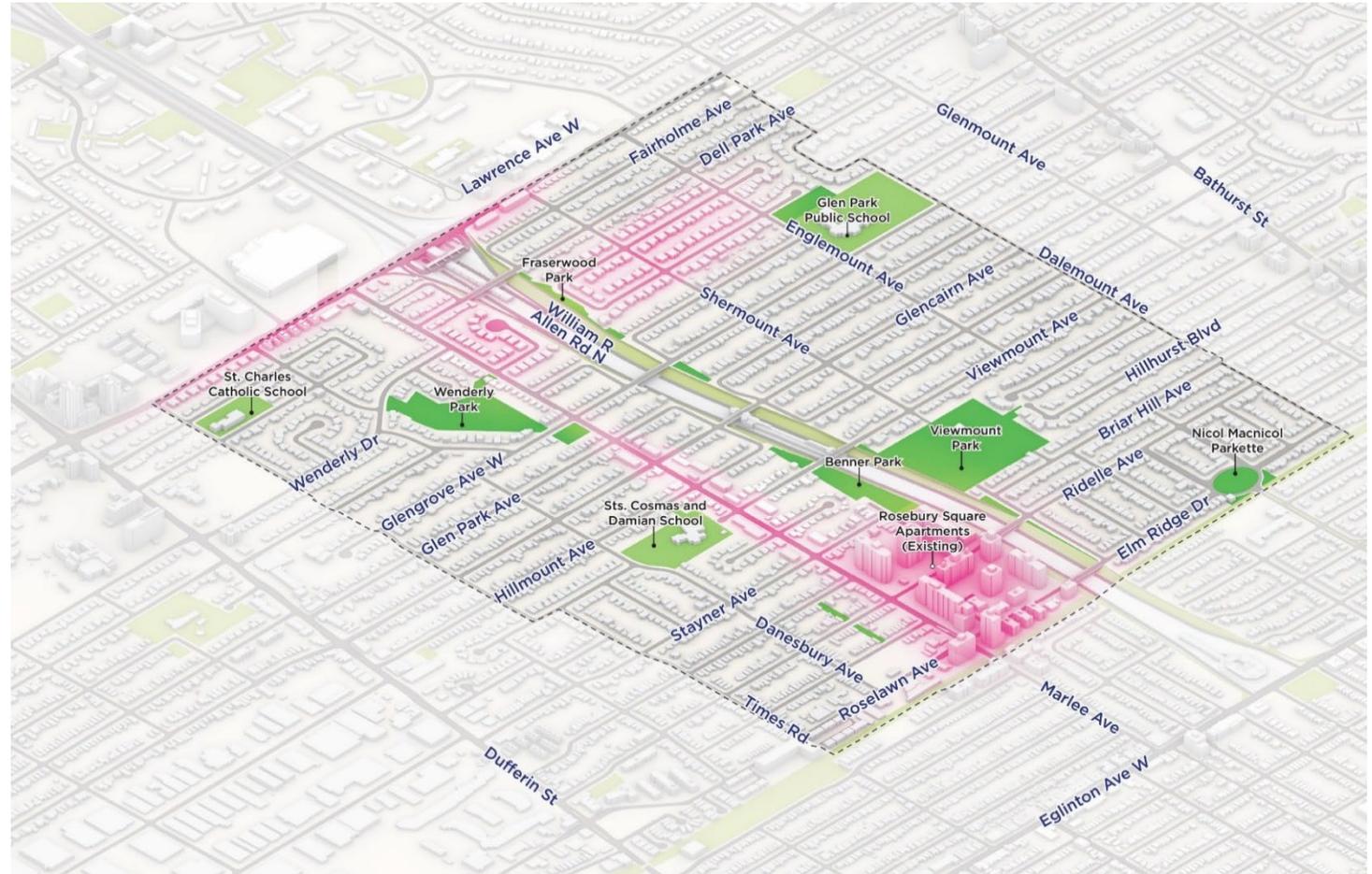
Vibrant Communities with Access to Daily Needs	Welcoming and Connected Public Realm	Safe, Accessible and Well-Connected Mobility Network	Range of Housing Types and Forms	Green and Climate-Resilient Neighbourhood
Public Realm Activation along Marlee Avenue	Parks and Open Space connectivity	Multimodal Street Network Enhancement	Range of Building Forms	Existing Tree Canopy Protection within Primary Study Area
Commercial and Non-Residential Space	Expansion and programming potential (overall area) of parkland	Improve Active Transportation Connectivity and Accessibility	Density Near Transit Stations	Tree Canopy Future Enhancement
--	Shadow Impact on Park Usability	Transit Access and Support	Low and Mid-Rise Housing Intensification	Carbon Impacts
--	Shadow Impact on Mixed-Use Corridors	Improve Mobility Choices	Density Transition to Neighbourhoods	--
--	Opportunities to expand or create new parkland in areas of parkland need	Improve Safety	Alignment with City of Toronto's Capital Plan for Infrastructure Improvements	--
--	Opportunities to enhance Kay Gardiner Beltline Trail and Allen Greenway	Optimize Cost and Technical Feasibility	--	--

How should Marlee-Glencairn Grow?

Planning for development in Marlee-Glencairn is influenced by the following factors:

Existing urban fabric

- Established built-up areas
- Marlee Avenue as a natural neighbourhood anchor
- Allen Road



How should Marlee-Glencairn Grow?

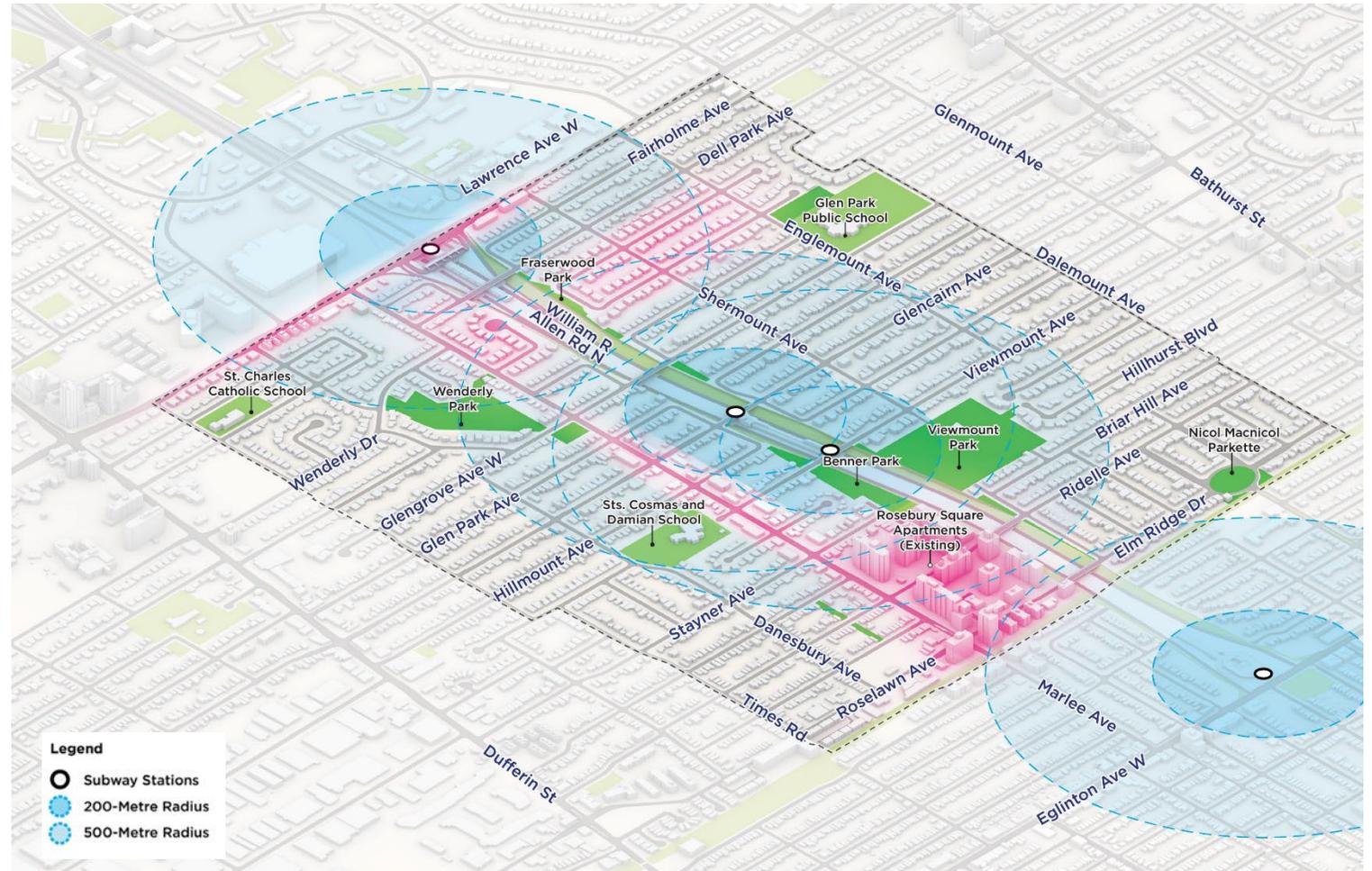
Planning for development in Marlee-Glencairn is influenced by the following factors:

Existing urban fabric

- Established built-up areas
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Presence of major transit stations and infrastructure

- More homes and jobs closer to transit for easy access



Development Activity & Growth

Existing Population (2021 Census): **14,850**

Existing Jobs (Toronto Employment Survey): **680**

Population including current approved and under review development applications (ie. 'pipeline'):

26,845 - 27,115 People

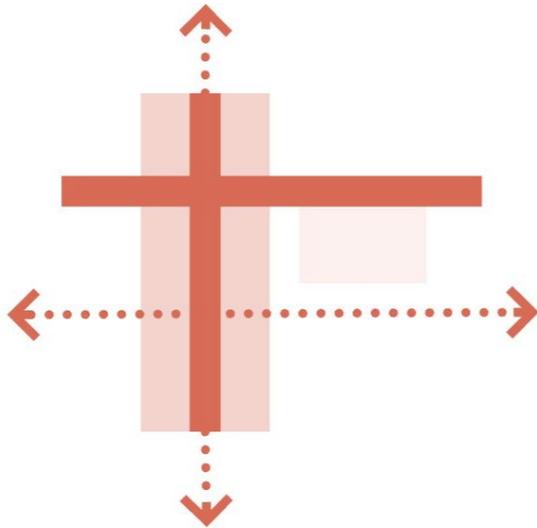
775 - 920 Jobs



How should Marlee-Glencairn Grow?

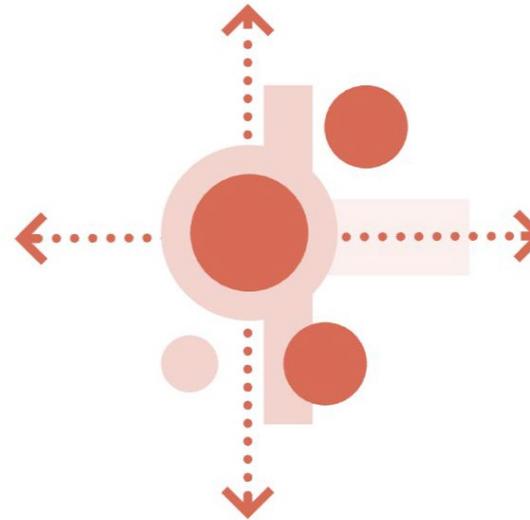
Two options for organizing growth and development

Option 1: Corridor-focused Growth



New development is primarily focused along Marlee Avenue and Lawrence Avenue West as continuous mixed-use corridors.

Option 2: Node-focused Growth



New development is centred around Lawrence and Glencairn subway stations as primary growth anchors.

Where should Marlee-Glencairn Grow?

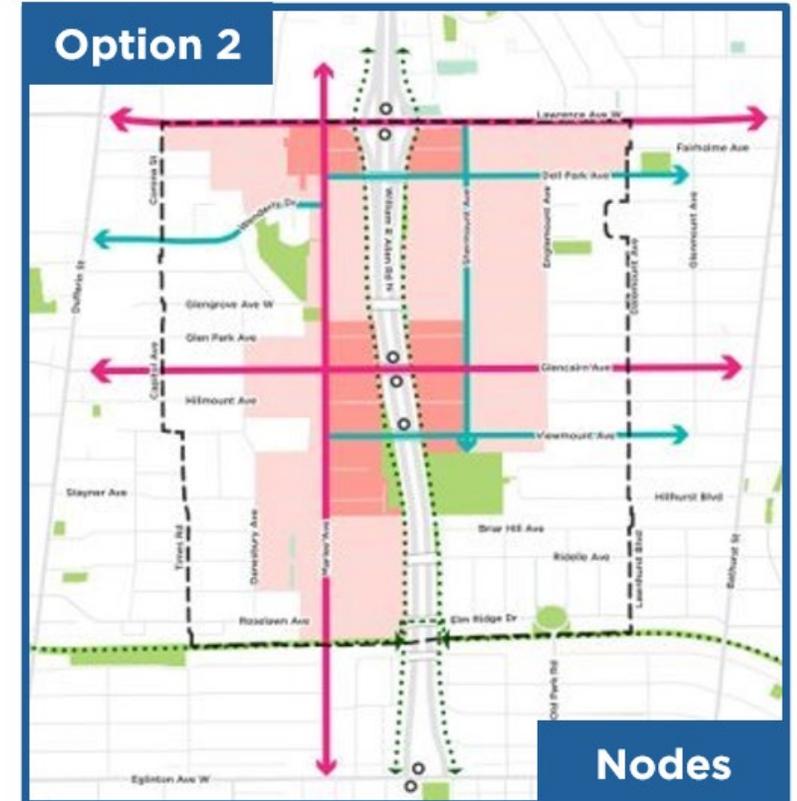
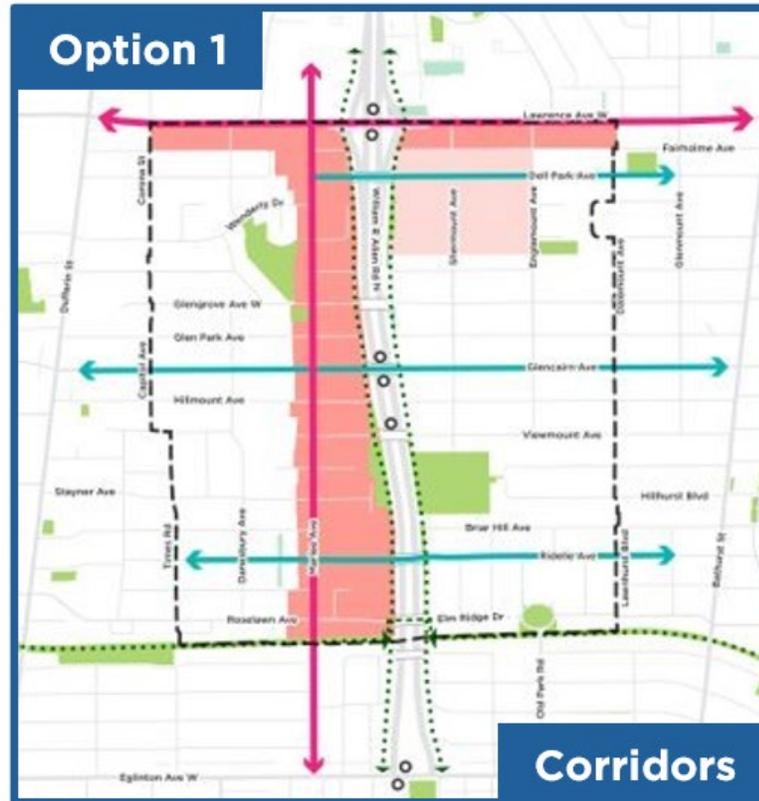
Primary and secondary intensification areas

Intensification areas are the main areas where growth and neighbourhood activity will be located.

- Greater density and new housing types
- Mix of land uses including retail, and other community services.
- Streetscape improvements to create a connected and complete community.

 **Primary Intensification Areas**

 **Secondary Intensification Areas**



Where should Marlee-Glencairn Grow?

Primary streets and streetscape improvements



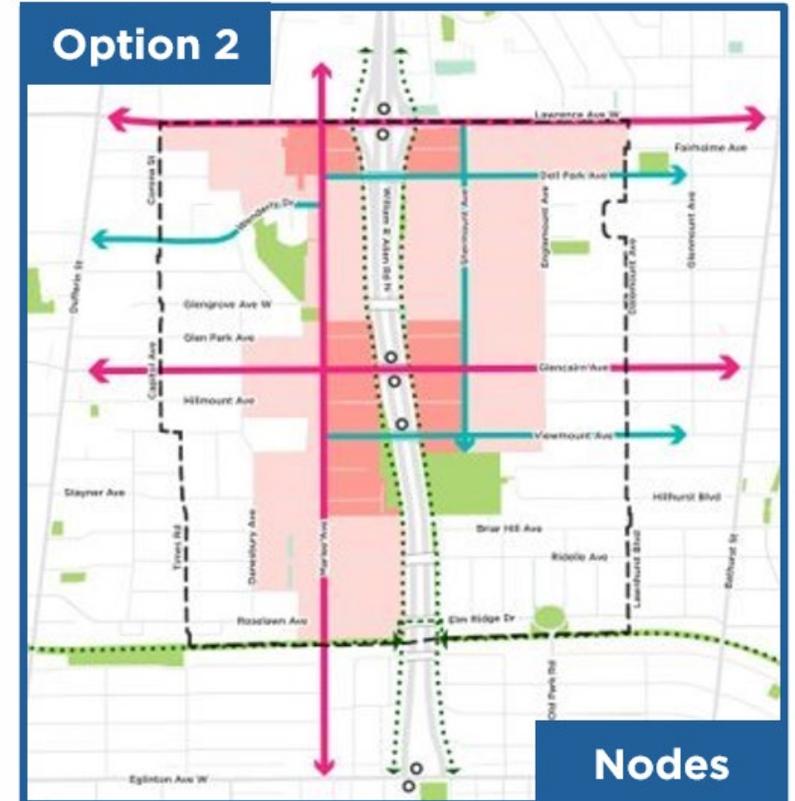
Primary Streets are the neighbourhood's main movement corridors supporting transit, pedestrian activity and overall community function.

Enhancement of primary streets will focus on improving transit access, walkability and vitality.



Streetscape Improvement streets support access to primary streets, transit and intensification areas.

Their enhancement will emphasize wider sidewalks, landscape, amenities (and where feasible) cycling and bridge upgrades.



Principle 1

A vibrant community with access to daily needs



- **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.



WeWork, Toronto ON



Summerhill Market, Toronto ON



Artscape Daniels Launchpad, Toronto ON



Bridge St. Market, Michigan

Principle 1

A vibrant community with access to daily needs

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Principle 1

A vibrant community with access to daily needs

Improve pedestrian access to Marlee Avenue through safe, comfortable, and green streetscapes that connect Marlee Avenue to transit stations and across Allen Road.



The Well, Toronto ON



Village of Yorkville Park, Toronto ON



Yorkson Village, British Columbia



Town Branch Commons, Lexington KY

Principle 1

A vibrant community with access to daily needs

Support and enhance institutional, office and other job-generating uses in strategic areas (e.g. Avenues) to foster economic development and enhance walkability.



99 Bottles, The Beaches, Toronto ON



WeWork, Toronto ON



La Spesa, EarlsCourt, Toronto ON



80 Atlantic, Toronto ON

Principle 2

A welcoming and connected public realm



- **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.



Dr. Gordon Chong Park, Toronto ON



Via Bloor, Toronto ON



The 606, Chicago



Elm Street, Toronto

Principle 2

A welcoming and connected public realm

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.

Option 1



Principle 2

A welcoming and connected public realm

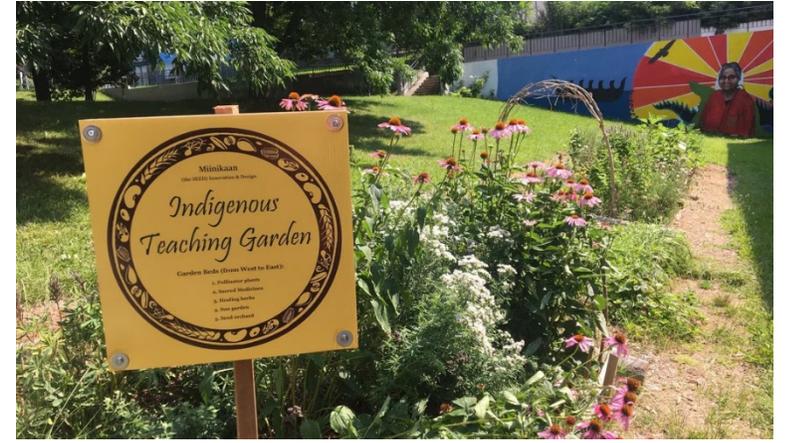
Support a variety of activities, programming, and play in parks, open spaces and the broader public realm which respond to the needs of a diverse, growing community.

Examples may include:

- Community events celebrating local culture and traditions
- Placemaking through murals and public art
- Indigenous cultural elements such as a medicine garden in a community park.



Flexible Arts Community Space at Mabelle Park,
Toronto ON



Indigenous Teaching Garden at
Bickford Centre, Toronto ON



Mobile Cultural Café, Thorncliffe Park
Action Group, Toronto ON

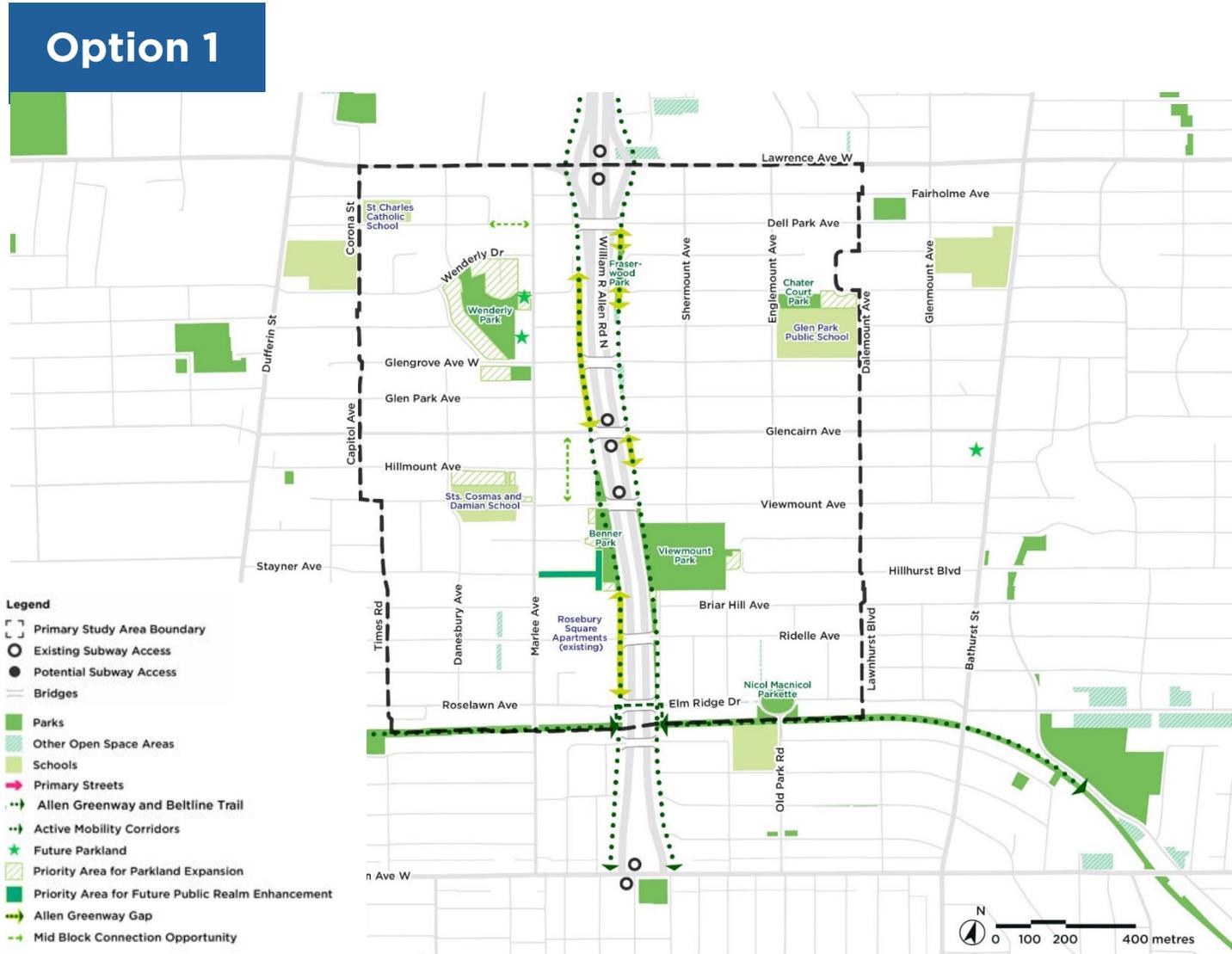


Feast of St. Lawrence Street Fest at
Market Street, Toronto ON

Principle 2

A welcoming and connected public realm

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.



Principle 2

A welcoming and connected public realm

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.

Key differences in Option 2

- Potential new entrance to Lawrence West subway station at Dell Park Avenue.
- More extensive mid-block connection through highest density area between Rosebury Square apartments up to Glencairn Avenue.
- Pedestrian access to Benner Park from Marlee along Romar Crescent

Option 2

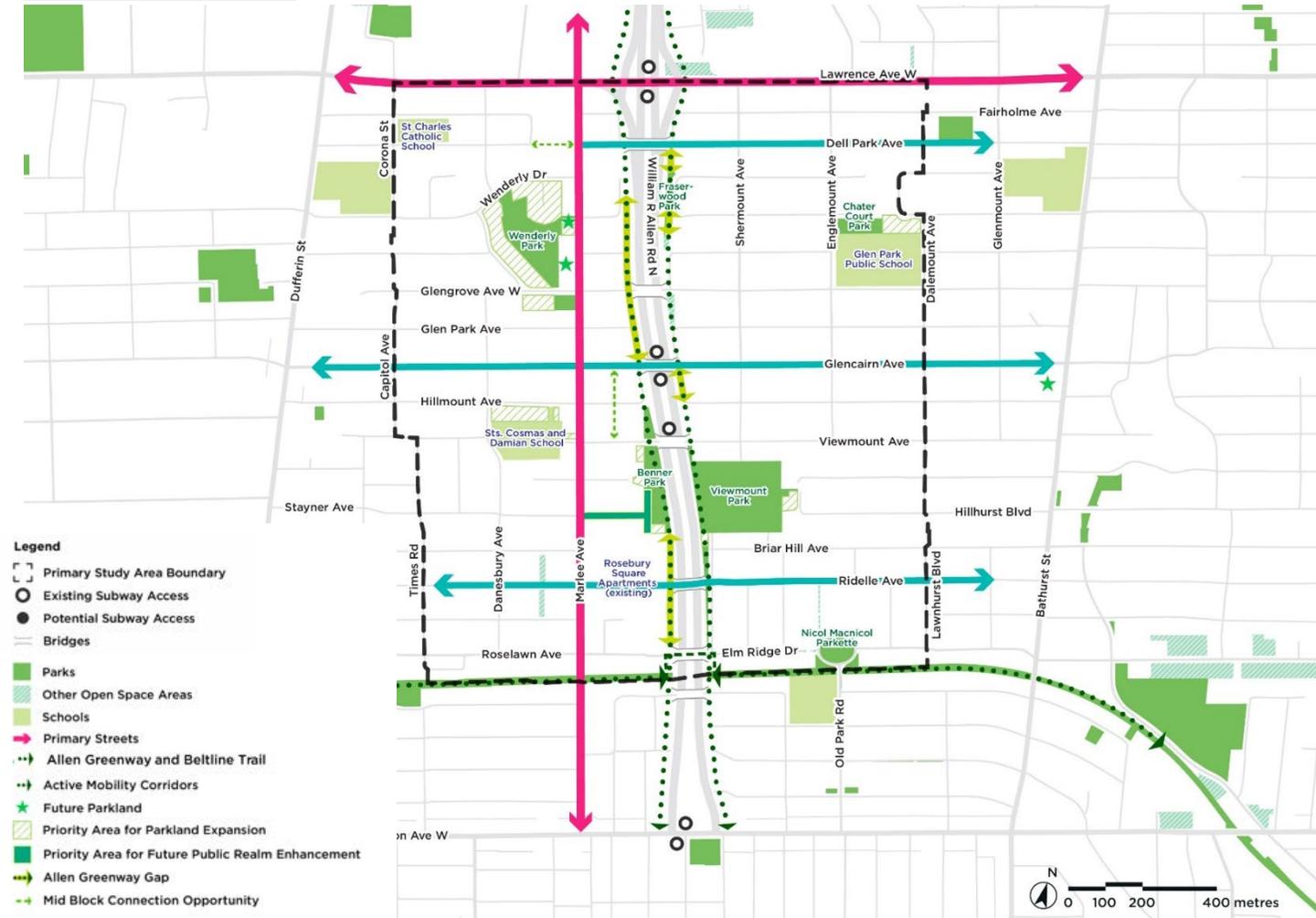


Principle 2

A welcoming and connected public realm

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.

Option 1



Principle 2

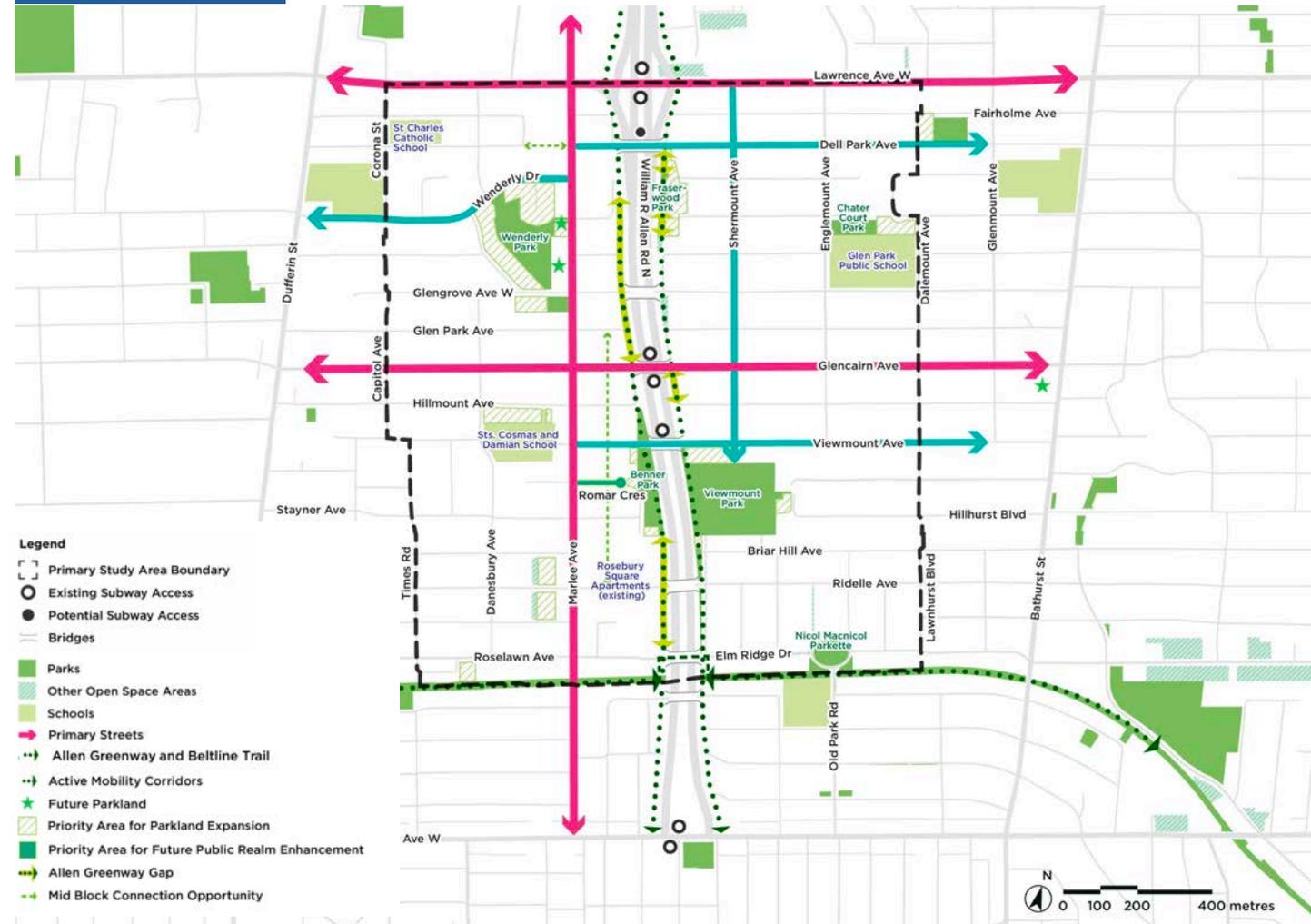
A welcoming and connected public realm

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.

Key differences in Option 2

- Viewmount Avenue becomes a key East-West connection due to greater proposed density in the area east of Allen Road.
- Shermount Avenue becomes a key North-South connection.
- Wenderly Drive is proposed for streetscape improvements to improve connectivity to Marlee Avenue.

Option 2



Principle 3

Safe, accessible and well-connected mobility network

- **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.).



Pottery Road Pedestrian and Cycle Crossing, Toronto ON



Danforth Avenue and Kelvin Avenue Intersection, Toronto ON



Bloor Street West Reconstruction, Toronto ON

Principle 3

Safe, accessible and well-connected mobility network

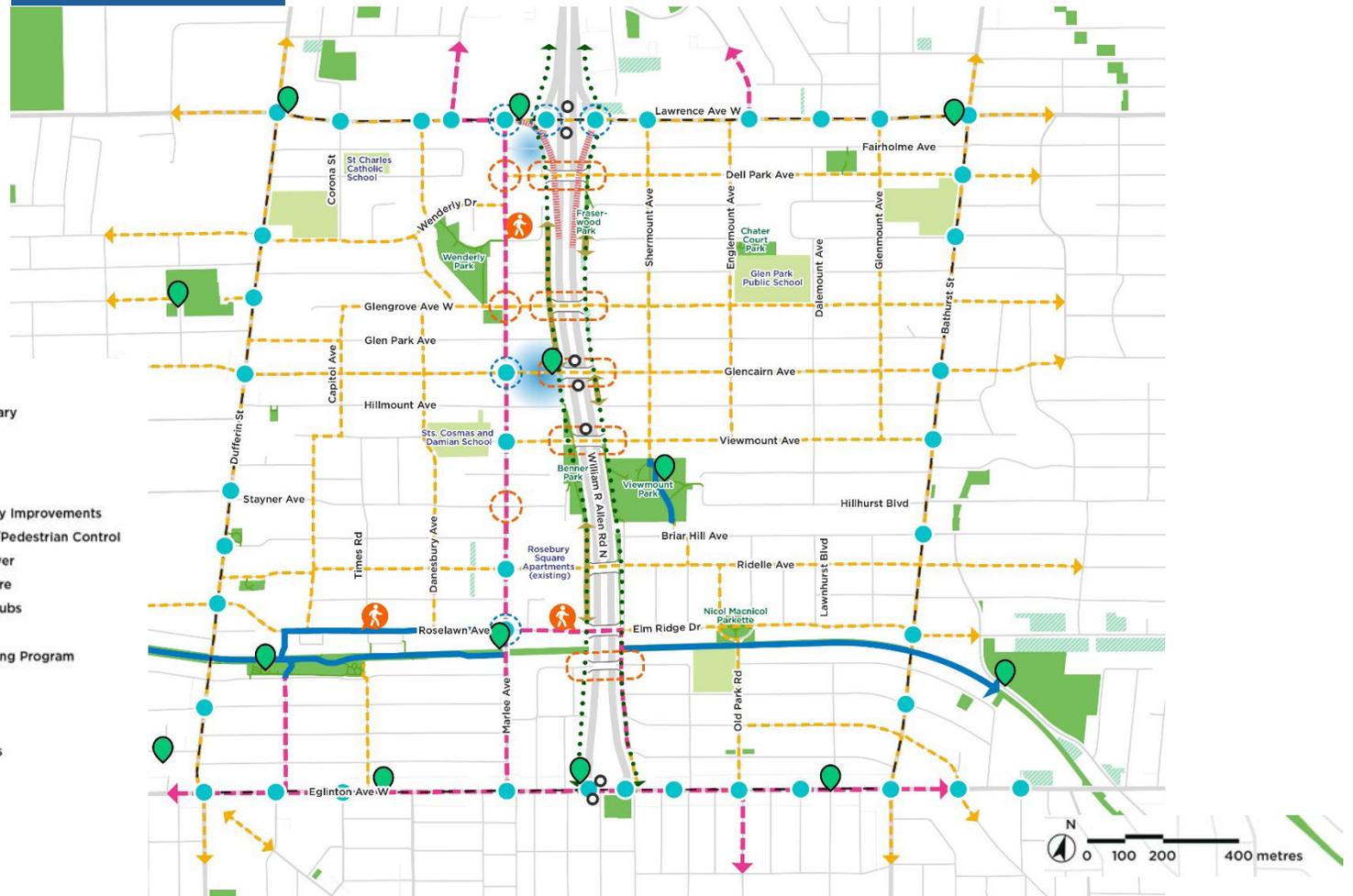
Note:

Recommendations involving cycling infrastructure with impacts to vehicle lanes are subject to the Province's amendments to the Highway Traffic Act.

Options are presented for discussion purposes and are subject to feasibility analysis, public consultation, and Council approval. Recommendations involving cycling infrastructure with impacts to vehicle lanes are subject to the Province's amendments to the Highway Traffic Act.

Option 1

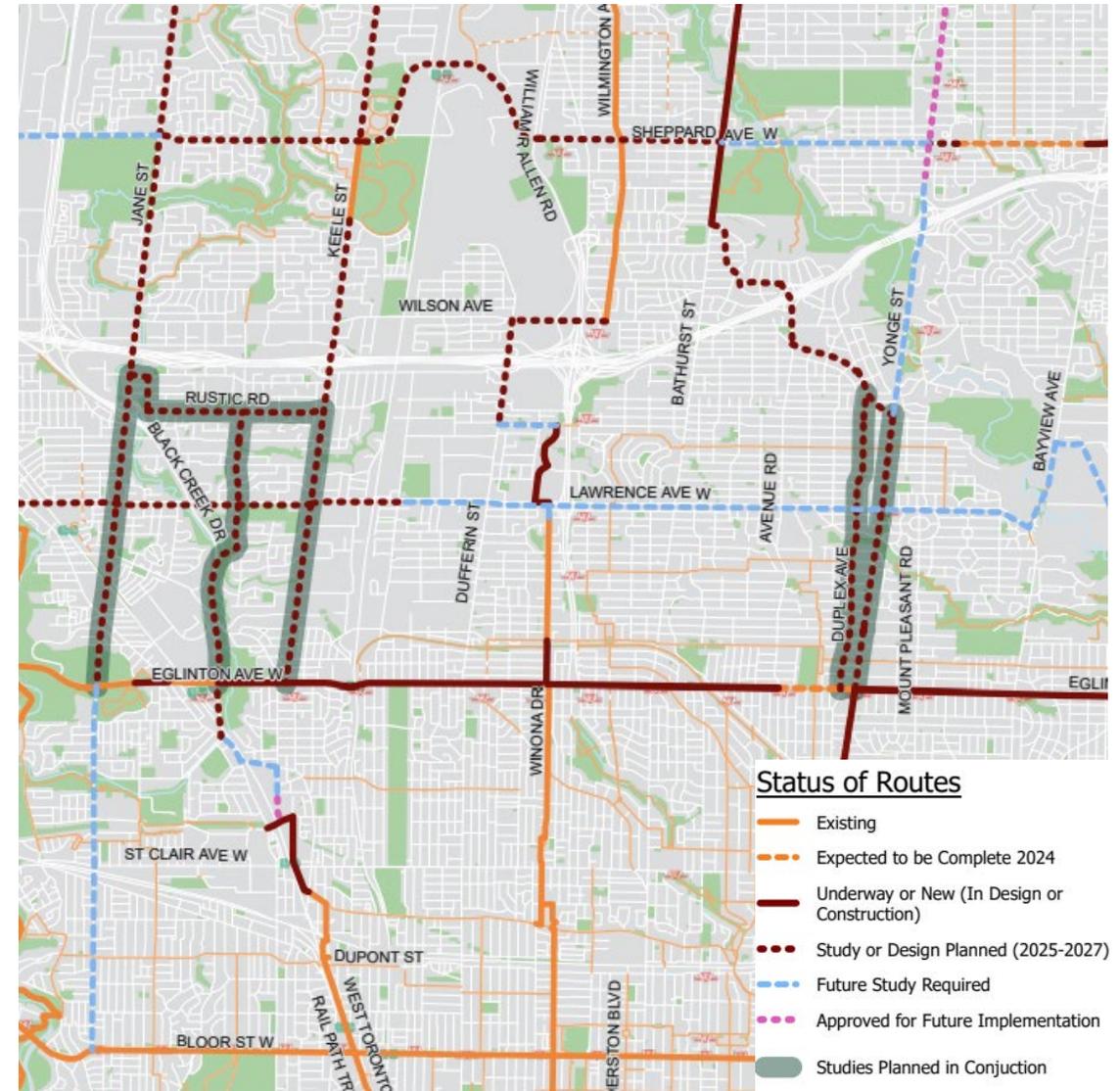
- Legend**
- Mobility Study Area Boundary
 - Existing Subway Access
 - Bridges
 - Existing Traffic Signals
 - Potential Intersection Safety Improvements
 - Potential New Intersection/Pedestrian Control
 - Existing Pedestrian Crossover
 - Potential Allen Ramp Closure
 - Potential Shared Mobility Hubs
 - Cycling Network**
 - 2025-2027 Near-Term Cycling Program
 - Existing Cycling Network
 - Potential Cycling Routes
 - Existing Trails
 - Existing Bike Share Stations
 - Allen Greenway Corridor
 - Allen Greenway Gap
 - Existing Parks
 - Other Open Space Areas
 - Schools



Principle 3

Growing Marlee-Glencairn Study and Cycling Network Plan

- The Cycling Network Plan, 2025 – 2027 Near-Term Implementation Program, includes:
 - Beltline Gap Connections:
 - Marlee Avenue: from Castlefield Avenue to Roselawn Avenue (cycle track) and from Roselawn Avenue to Eglinton Avenue West (bi-directional cycle track)
 - Roselawn Avenue / Elm Ridge Drive: from Allen Greenway to Marlee Avenue (bi-directional cycle track and multi-use trail)
 - Allen Greenway: from Elm Ridge Drive to Wembley Road (multi-use trail)
 - Major upgrade of the existing dedicated bicycle lanes on Marlee Avenue (from Roselawn Avenue to Lawrence Avenue West)
- The Cycling Network Plan identifies Marlee Avenue, Eglinton Avenue West, and Lawrence Avenue West as Major City-Wide Cycling Routes.



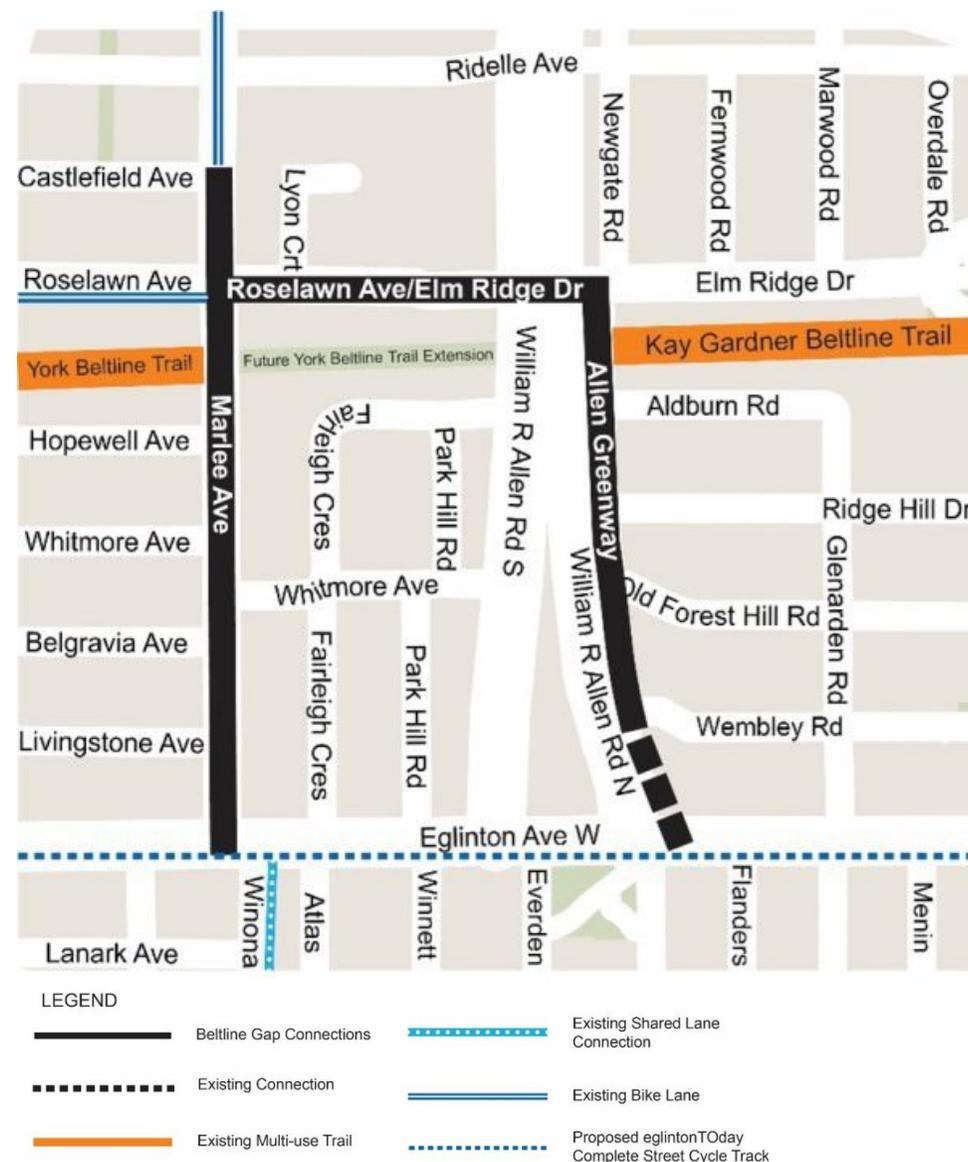
Growing Marlee-Glencairn Study and Beltline Gap Connections

- As directed by City Council direction (2025.MM30.13), the Beltline Gap Connections project is on pause and is being considered as part of the comprehensive mobility work and options development in the Growing Marlee-Glencairn Study.
- This phase of work is focused on identifying a mobility network to address existing gaps and support future needs based on potential growth options.
- The following slide outlines the key findings from the analysis to-date. Additional feasibility work will be conducted in the next phase of the Growing Marlee-Glencairn Study.



Growing Marlee-Glencairn Study and Beltline Gap Connections - Key Findings

- There are existing gaps in the cycling network in the area. Filling these gaps will:
- Improve access to local destinations (e.g. mixed-use and commercial uses along Marlee Ave, York Beltline Trail and Kay Gardner Beltline Trail, Glencairn Subway Station)
- Provide connection to the broader cycling network: Marlee Avenue, Eglinton Avenue West, Winona Drive, Blossomfield Drive and Flemington Road
- Various route planning options have been explored. Marlee Avenue, between Roselawn Avenue and Eglinton Avenue West, remains a crucial link and is the only direct option to provide a safe cycling connection from the area north of Eglinton Avenue to the south.
- Marlee Ave and Beltline Gap connections will be vital to providing local and broader access to and from study area. These routes would improve safety for people cycling and pedestrians, and support future growth and sustainable travel choices as the neighbourhood sees growth and development.



Principle 4

A range of housing types and forms

- **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.



Mid-rise building on Sorauron, Toronto ON

Principle 4

A range of housing types and forms

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.

What are land uses?

- They define how land can be developed and planned in a neighbourhood.
- There are a variety of land-use categories outlined in the Official Plan for things such as mixed-use areas, employment areas, natural areas and parks, and more.
- Planners carefully assign land uses to create **neighbourhoods that feel like "complete communities"** with a mix of uses.



Principle 4

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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.

Legend

- Primary Study Area Boundary
- Existing Subway Access
- || Bridges
- Mixed Use Areas
- Apartment Neighbourhoods
- Neighbourhoods
- Parks
- Other Open Space Areas
- Core Employment Areas



Principle 4

A range of housing types and forms

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.

Mixed Use Areas support a vibrant mix of residential, commercial and institutional uses, often located along key corridors and near transit nodes.



Downtown Markham, Markham ON



Concord City Place, Toronto ON



Marine Gateway, Vancouver BC



Canary District, Toronto ON

Principle 4

A range of housing types and forms

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.

Apartment Neighbourhoods are residential areas composed of apartment buildings, with opportunities for sensitive infill.



Griffintown, Montreal QC



Bridgeland, Calgary AB



River Street infill, Toronto ON



Westbrook Village, Vancouver BC

Principle 4

A range of housing types and forms

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.

Core Employment Areas are designated for industrial, commercial and office uses to support job growth and economic activity.



Loft Office Condominium on Geary Ave, Toronto ON



Brewery on Geary Ave, Toronto ON



Special Events Venue on Geary Ave, Toronto ON



Industrial Brick and Beam Open Space on Geary Ave, Toronto ON

Principle 4

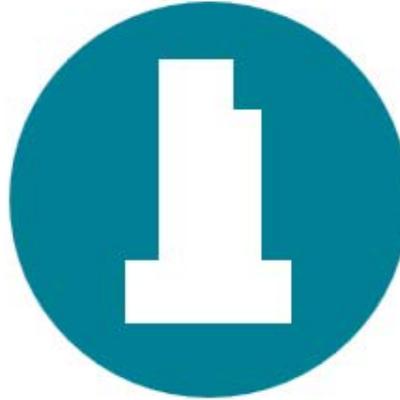
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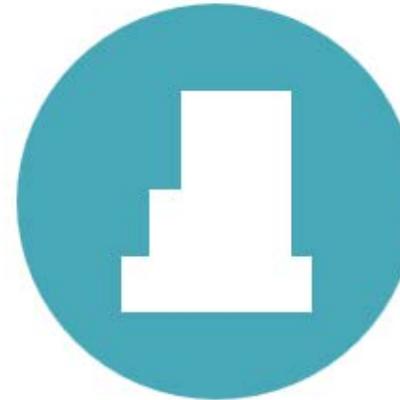
A mix of building heights, densities and forms are needed to:

- Accommodate density requirements and meet the needs of a growing population.
- Provide a diverse housing options for people at different life stages.
- Create a varied and interesting urban fabric that contributes to a high-quality urban experience.

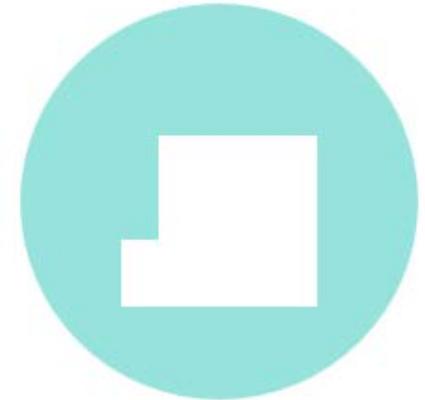
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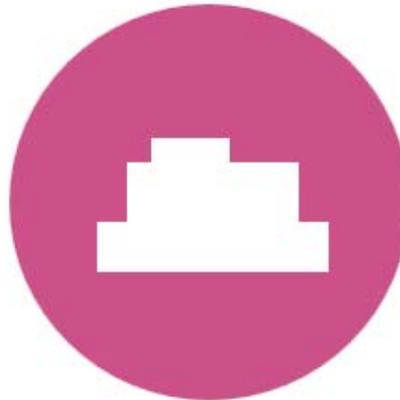
35 storeys



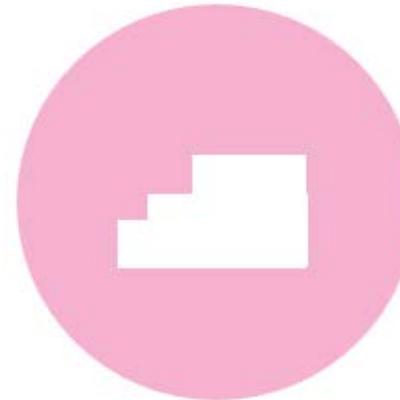
25 storeys



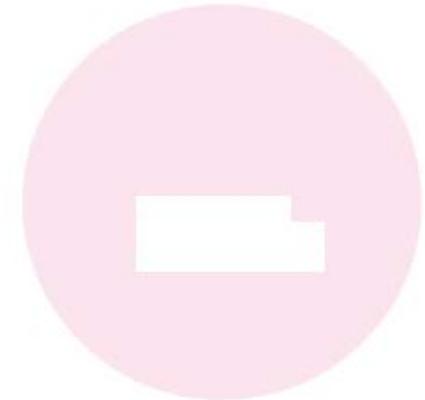
9-10 storeys



6 storeys



4 storeys



Principle 4

A range of housing types and forms

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.

Legend

- Primary Study Area Boundary
- Existing Subway Access
- Potential Subway Access
- Bridges
- Building Height**
- Tall Building: Max 45 storeys
- Tall Building: Max 35 storeys
- Tall Building: Max 25 storeys
- Mid-Rise Building: Max 10 storeys
- Mid-Rise Building: Max 9 storeys
- Mid-Rise Building: Max 6 storeys
- Low-Rise Building: Max 4 storeys
- Priority Area for Parkland Expansion
- Parks
- Other Open Space Areas
- Schools

Option 1



Option 2



Principle 4

A range of housing types and forms

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.

Legend

- Tall Building: Max 45 storeys
- Tall Building: Max 35 storeys
- Tall Building: Max 25 storeys
- Mid-Rise Building: Max 9 storeys
- Mid-Rise Building: Max 6 storeys
- Low-Rise Building: Max 4 storeys
- Approved Development Applications
- Schools
- Parks
- Priority Area for Parkland Expansion

Option 1



Disclaimer: Development shown is conceptual and is anticipated to occur over 30+ years. It is subject to change and market forces.

Principle 4

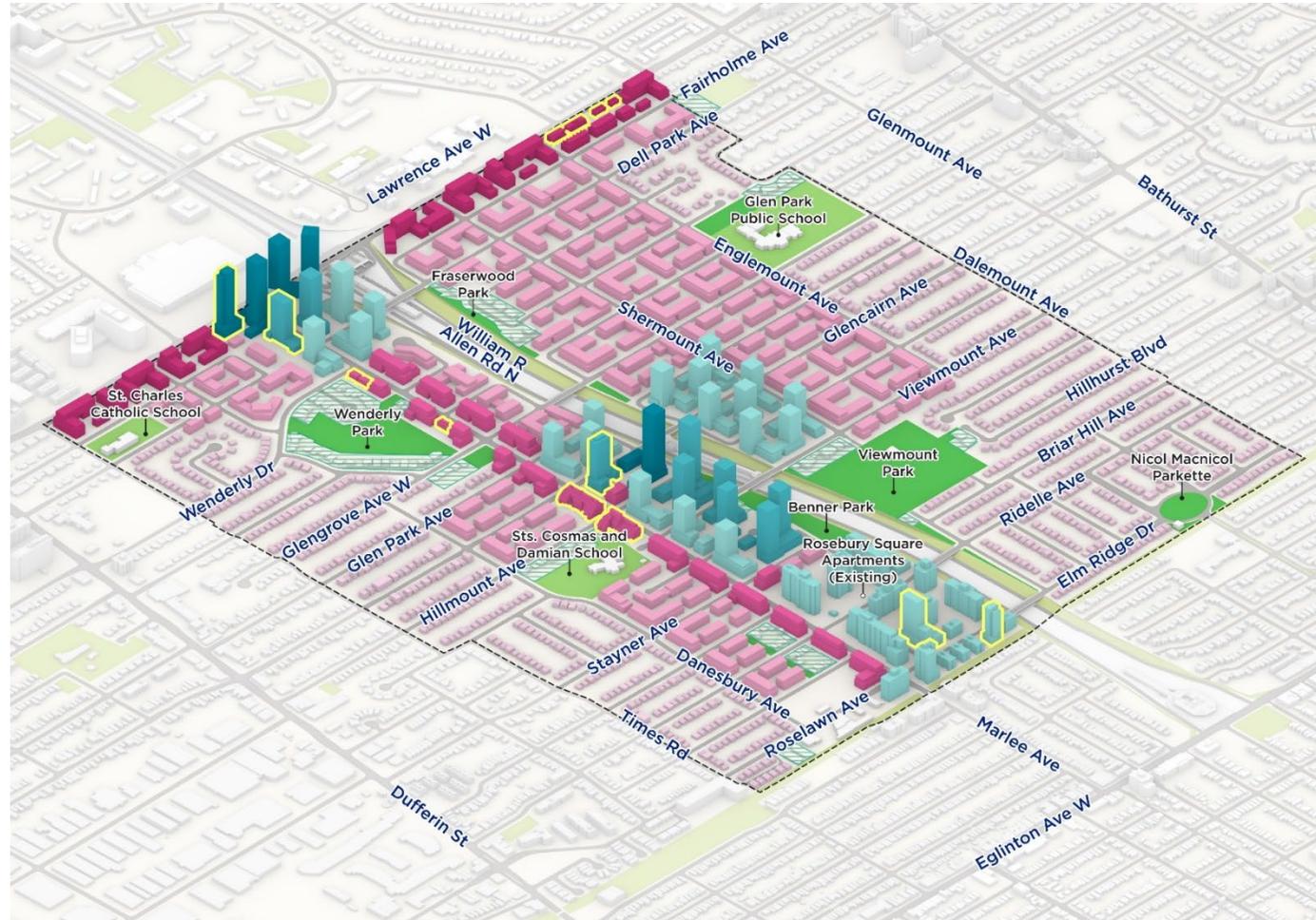
A range of housing types and forms

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.

Legend

- Tall Building: Max 45 storeys
- Tall Building: Max 35 storeys
- Tall Building: Max 25 storeys
- Mid-Rise Building: Max 9 storeys
- Mid-Rise Building: Max 6 storeys
- Low-Rise Building: Max 4 storeys
- Approved Development Applications
- Schools
- Parks
- Priority Area for Parkland Expansion

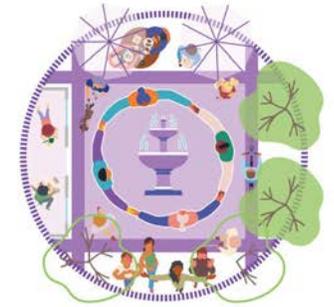
Option 2



Principle 5

Community focused services and facilities

- **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).



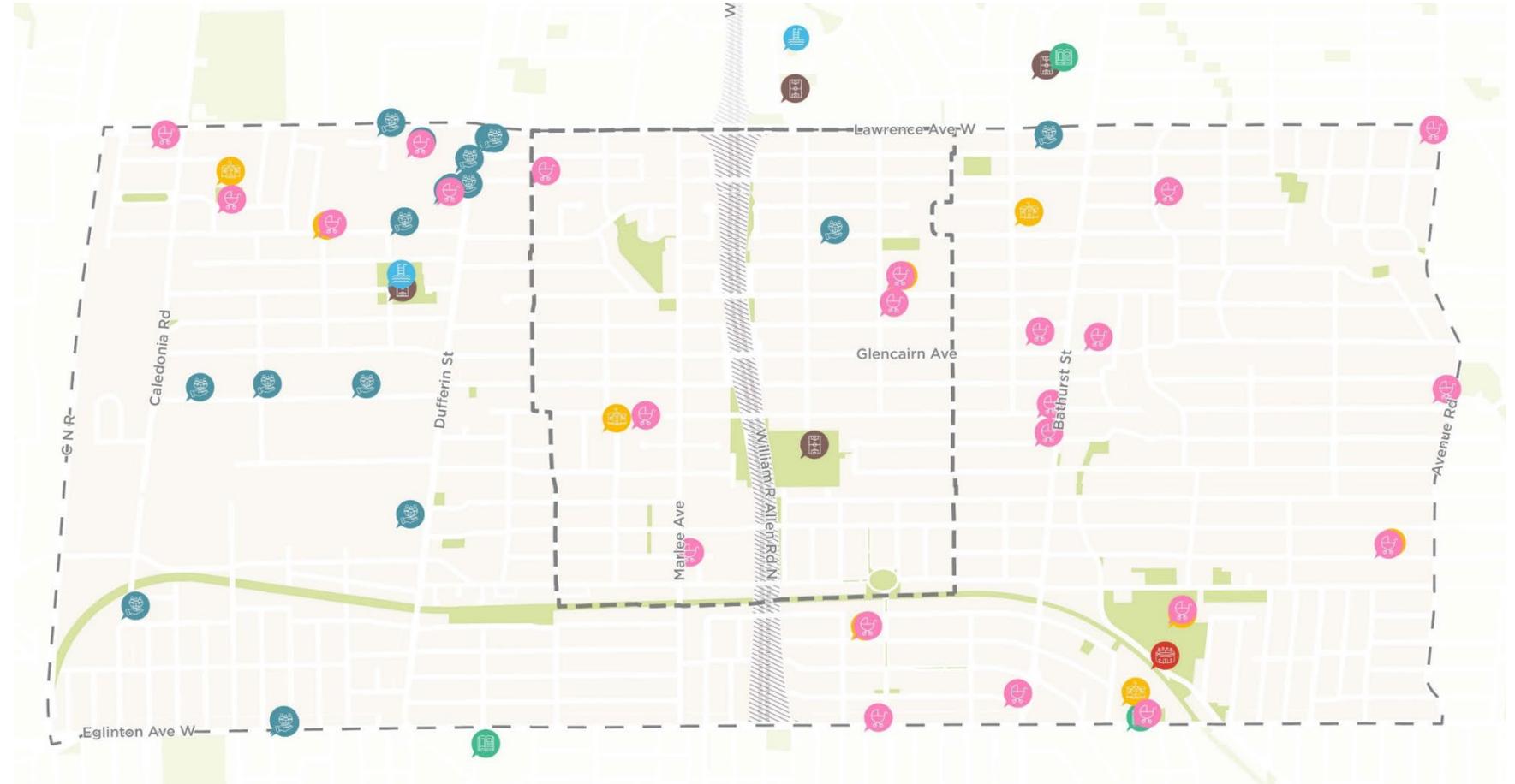
Toronto Public Library Renovations, Albert Campbell Branch

Principle 5

Community focused services and facilities

Existing services and facilities will need to expand and evolve to support future growth. Potential locations for new or enhanced community facilities will be identified and detailed in the preferred option.

-  Human Services
-  Childcare
-  School
-  Library
-  Community Recreation Centre
-  Arena
-  Outdoor Pool
-  Primary Study Area
-  Community Services and Facilities Study Area



Principle 6

A green and climate resilient neighbourhood



- **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**.



Fairford Ave. Parkette, Toronto

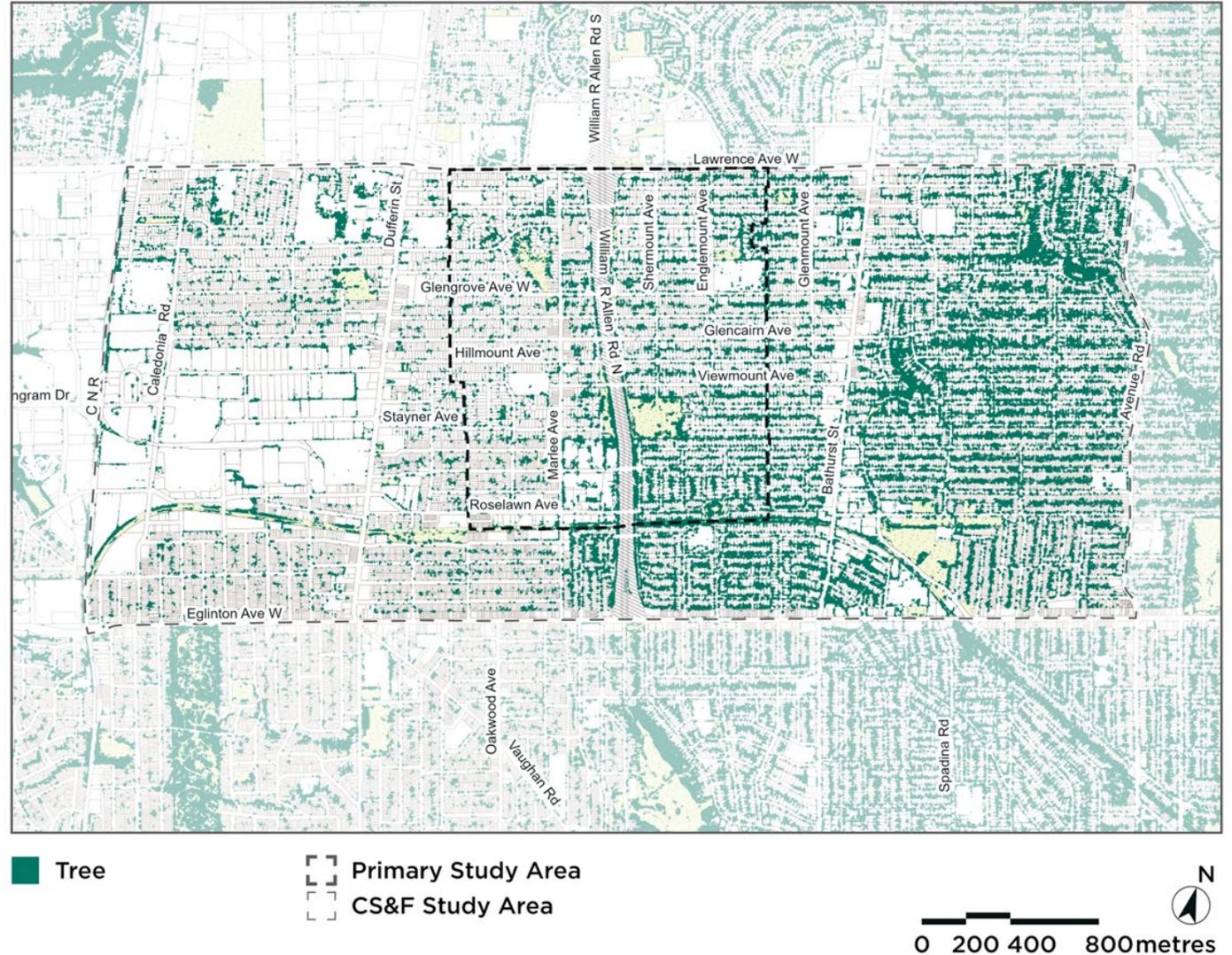
Principle 6

A green and climate resilient neighbourhood

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.

Tree Canopy Strategies

- **In existing parks:** reinforce canopy through protection of mature trees and infill planting.
- **In new parkland expansion areas:** explore opportunities to improve/expand tree canopy.
- **On streets:** enhance street tree planting as part of streetscape upgrades.
- **New development sites:** incorporate tree planting as part of development requirements.
- **Allen Greenway:** integrate tree planting as part of connectivity improvements.



Recap: Option 1

Land use



Legend

- Primary Study Area Boundary
- Existing Subway Access
- Bridges
- Mixed Use Areas
- Apartment Neighbourhoods
- Neighbourhoods
- Parks
- Other Open Space Areas
- Core Employment Areas

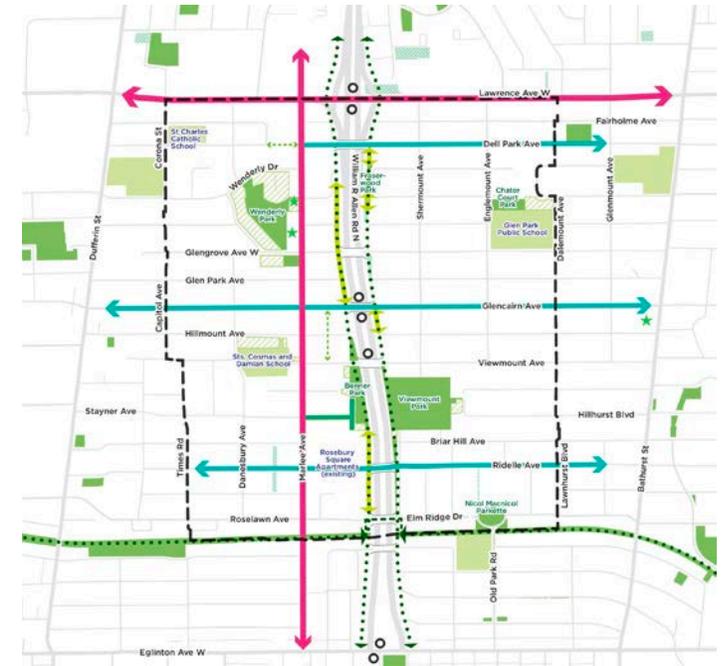
Built form



Legend

- Primary Study Area Boundary
- Existing Subway Access
- Bridges
- Tall Building: Max 45 storeys
- Tall Building: Max 35 storeys
- Tall Building: Max 25 storeys
- Mid-Rise Building: Max 9 storeys
- Mid-Rise Building: Max 6 storeys
- Low-Rise Building: Max 4 storeys
- Priority Area for Parkland Expansion
- Parks
- Other Open Space Areas
- Schools

Public realm



Legend

- Primary Study Area Boundary
- Existing Subway Access
- Bridges
- Parks
- Other Open Space Areas
- Schools
- Primary Streets
- Streetscape Improvements
- ⋯→ Active Mobility Corridors
- ★ Future Parkland
- Priority Area for Parkland Expansion
- Priority Area for Future Public Realm Enhancement
- ⋯ Allen Greenway Gap
- ⋯→ Mid Block Connection Opportunity

Recap: Option 2

Land use



Legend

- Primary Study Area Boundary
- Existing Subway Access
- Bridges
- Mixed Use Areas
- Apartment Neighbourhoods
- Neighbourhoods
- Parks
- Other Open Space Areas
- Core Employment Areas

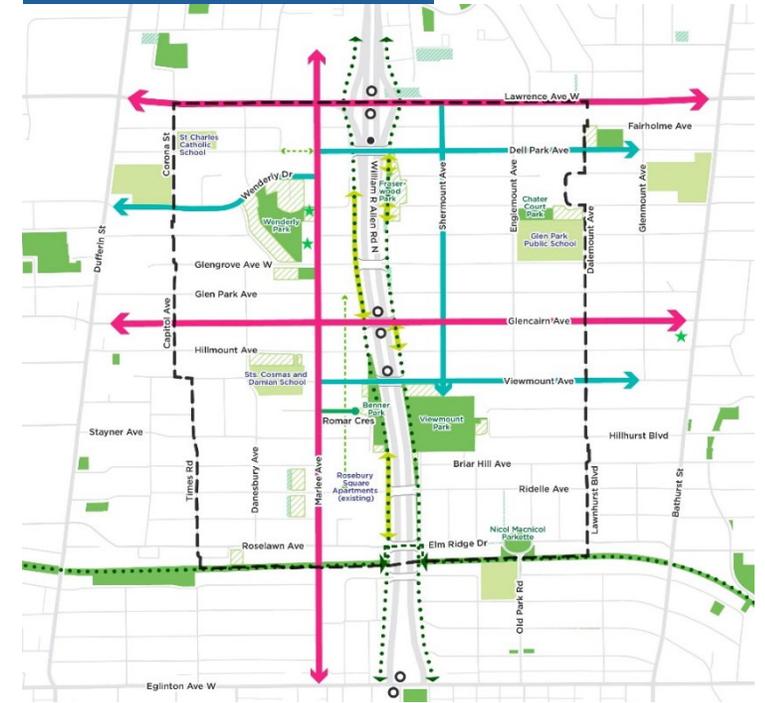
Built form



Legend

- Primary Study Area Boundary
- Existing Subway Access
- Bridges
- Mid-Rise Building: Max 9 storeys
- Mid-Rise Building: Max 6 storeys
- Low-Rise Building: Max 4 storeys
- Tall Building: Max 45 storeys
- Tall Building: Max 35 storeys
- Tall Building: Max 25 storeys
- Priority Area for Parkland Expansion
- Parks
- Other Open Space Areas
- Schools

Public realm



Legend

- Primary Study Area Boundary
- Existing Subway Access
- Bridges
- Parks
- Other Open Space Areas
- Schools
- Primary Streets
- Streetscape Improvements
- - - Active Mobility Corridors
- ★ Future Parkland
- Priority Area for Parkland Expansion
- Priority Area for Future Public Realm Enhancement
- - - Allen Greenway Gap
- - - Mid Block Connection Opportunity



Questions of Clarification

About the Study

Do you have questions about the purpose, objectives and timelines of the Growing Marlee-Glencairn study?

15 minutes



Table Discussions

- **Connect with City of Toronto staff and project consultants**
- **Explore the options in more detail and share your ideas to create a more connected and complete community.**

1 hour



Table Discussions

Station 1

Daily needs, land use and built form

Station 2

Mobility and public realm

Station 3

Parks and open space, environment and sustainability

1 hour

Next Steps

Online Survey – Launching Soon

- Survey provides an opportunity to share more detailed feedback on the options and key components of this study.
- Keep an eye on the Growing Marlee-Glencairn website or sign-up for the project newsletter.