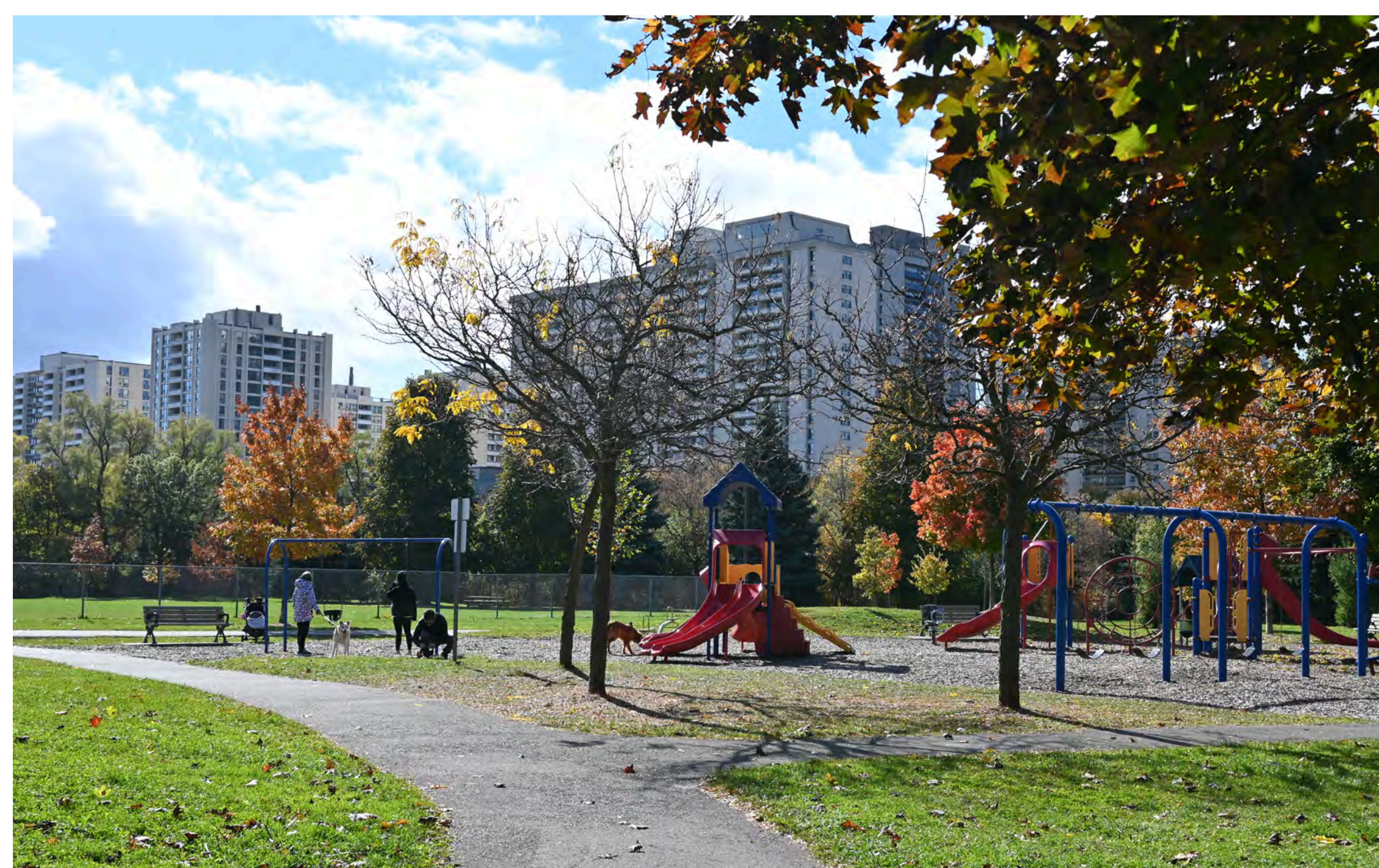


# Welcome to the Growing Marlee-Glencairn Open House

Like many neighbourhoods across Toronto, Marlee-Glencairn is growing to support new and denser housing. This open house is your opportunity to learn more, ask questions, and share your thoughts on how this growth should take shape.

## The Growing Marlee-Glencairn study will:

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



## TAKE OUR SURVEY!



SCAN THIS QR CODE  
or visit [toronto.ca/  
growing-glencairn](https://toronto.ca/growing-glencairn) to  
learn more about the  
project and to complete  
the **Phase 3 survey**.

Email: [GrowingGlencairn@toronto.ca](mailto:GrowingGlencairn@toronto.ca)

# Project Timeline

## Phase 1 Background Analysis and Vision

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

Fall 2024 - Winter 2025

### Phase 1 Engagement Touchpoints

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

### What we heard in Phase 1

- Marlee Avenue as the heart of the community.
- More housing options supported by infrastructure.
- Safe, connected, and accessible streets.
- Protecting and enhancing parks and open spaces.

## Phase 2 Options Analysis

Develop options exploring different ways to plan for growth and assess these options for alignment with Guiding Principles and policy.

Spring - Fall 2025

### Phase 2 Engagement Touchpoints

- Urban Design Review Panel
- Community Advisory Circle
- Public Roundtable
- Urban Indigenous Focus Group
- Developers' Workshop
- Online Survey
- Pop-up Events

### What we heard in Phase 2

- Balanced growth east and west of Allen Road
- Focused growth with neighbourhood transitions.
- Marlee Avenue as the heart of the community.
- Mixed-uses to meet everyday needs.
- Safe, multi-modal mobility.
- Connecting the Beltline and Allen Greenway.
- Parks and public realm improvements and strong environmental performance.
- Aligning population growth with adequate schools, libraries, and community facilities.

## Phase 3 Final Report and Implementation Strategy

Finalize a recommended plan and identify a path to implement potential policy changes and initiatives.

Winter - Spring 2026

WE ARE  
HERE

### Phase 3 Engagement Touchpoints

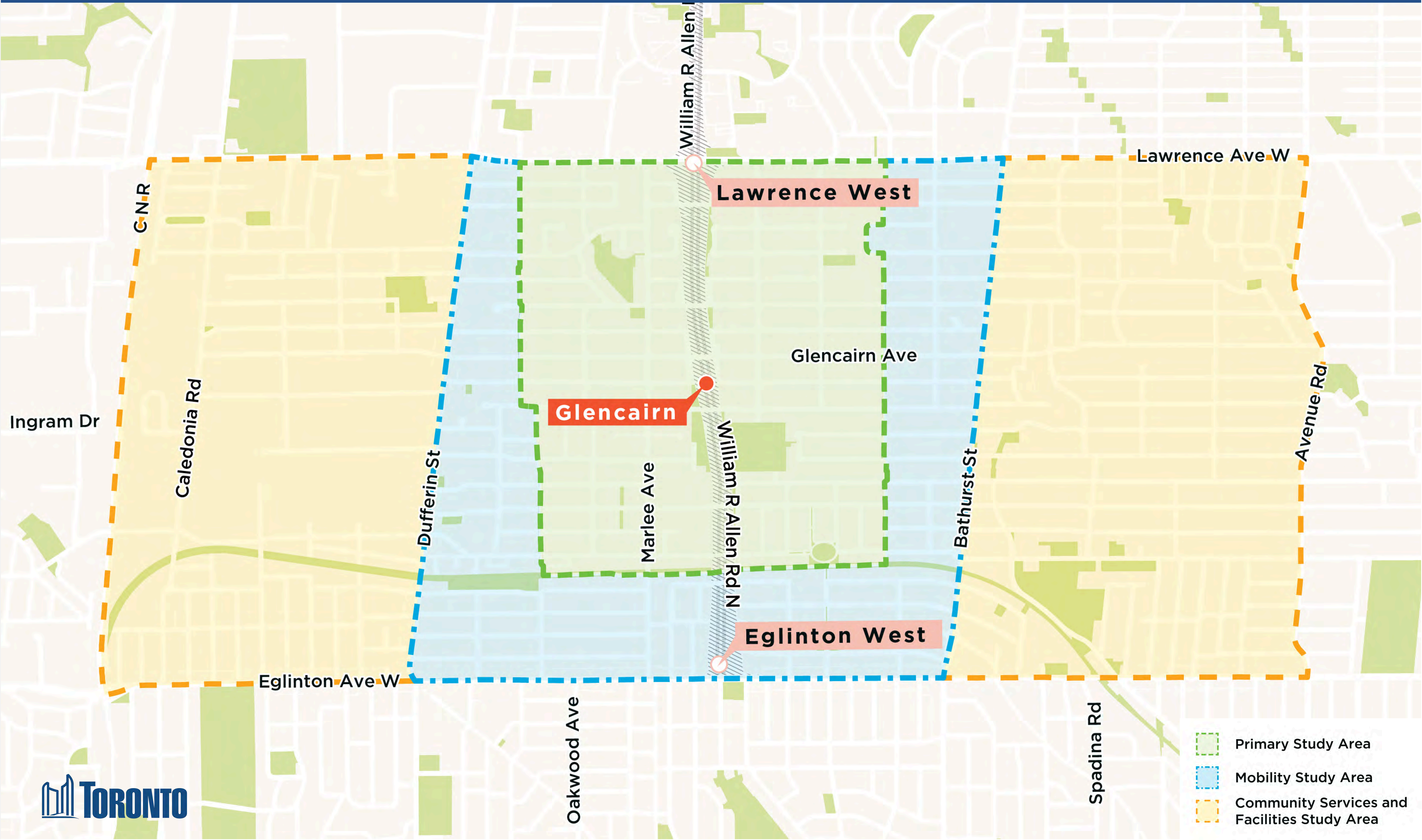
- Community Advisory Circle
- Open House
- Urban Indigenous Focus Group
- Developers' Workshop
- Online Survey

### Next steps after the study concludes...

- City Staff will prepare an Official Plan Amendment (OPA) with new policies that will apply to the Marlee-Glencairn Area.
- Staff will prepare a separate OPA that delineates the Glencairn Protected Major Transit Station Area and minimum required densities.
- Staff will submit a Final Report before a public meeting at North York Community Council to recommend that City Council adopt these OPAs.
- Once adopted, the PMTSA Amendment will be sent to the Provincial Ministry of Municipal Affairs for approval.

Visit [toronto.ca/growing-glencairn](https://toronto.ca/growing-glencairn) to learn more about this study and to take the Phase 3 survey.

# Study Area



# Vision and Guiding Principles

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.

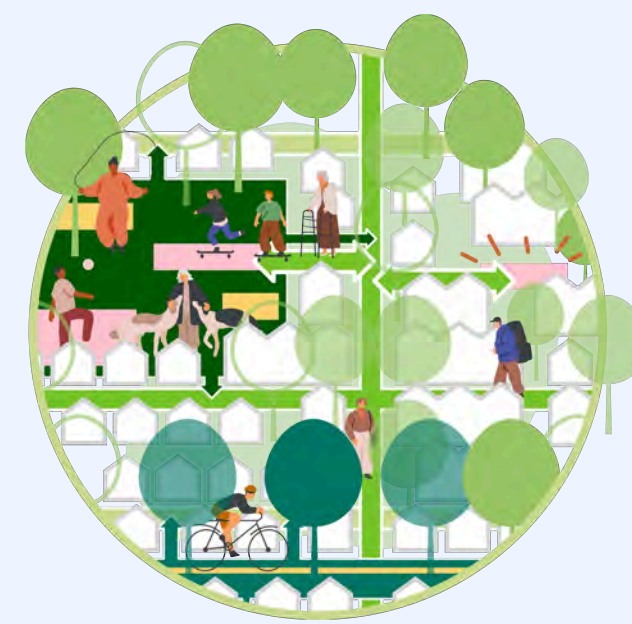
Well-connected through improved streetscapes and a mobility network, the area will support transit and active transportation, enhancing connectivity within the area and to the broader city and region.

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

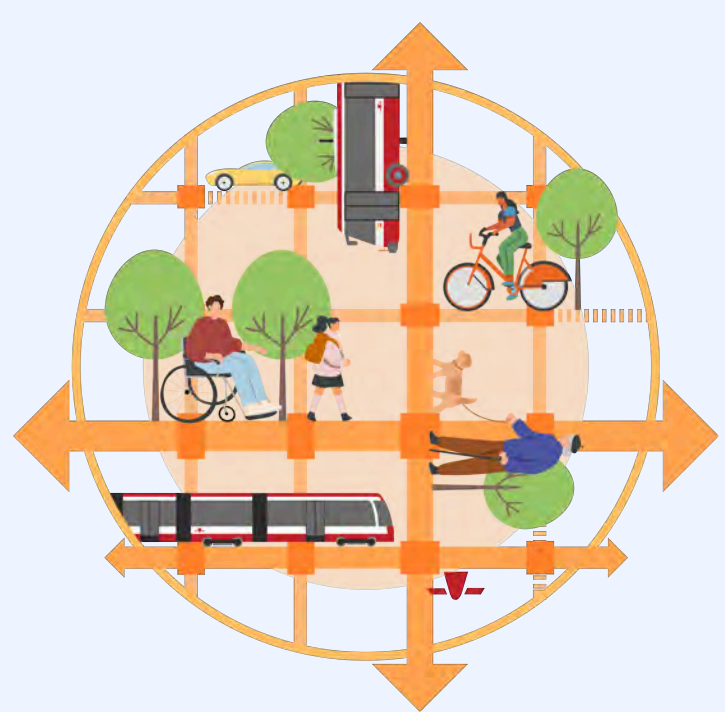
## Guiding Principles



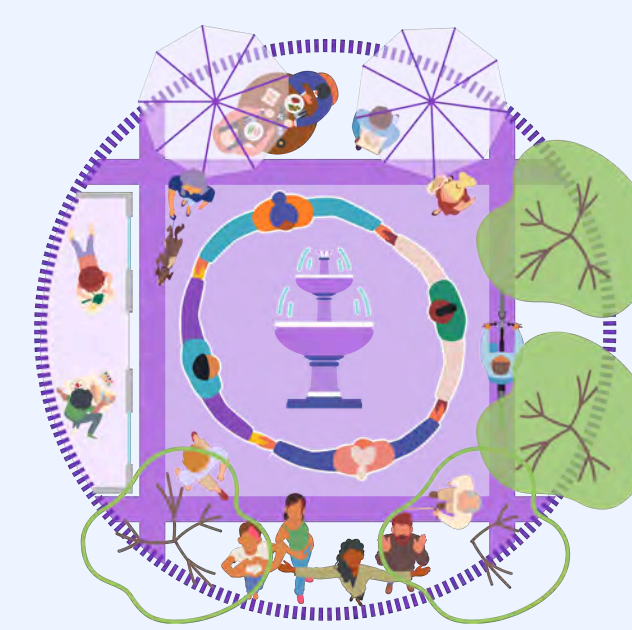
**A vibrant community with access to daily needs** featuring pedestrian-oriented streets that support activity and public life, with a thriving Marlee Avenue as the commercial and community heart.



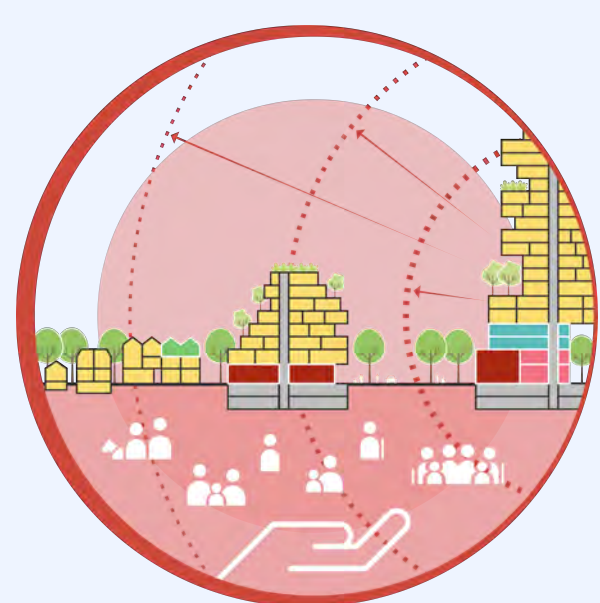
**A welcoming and connected public realm** (e.g. parks open spaces, trails, streets, plazas) that support residents' health and well-being for all ages and abilities.



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



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

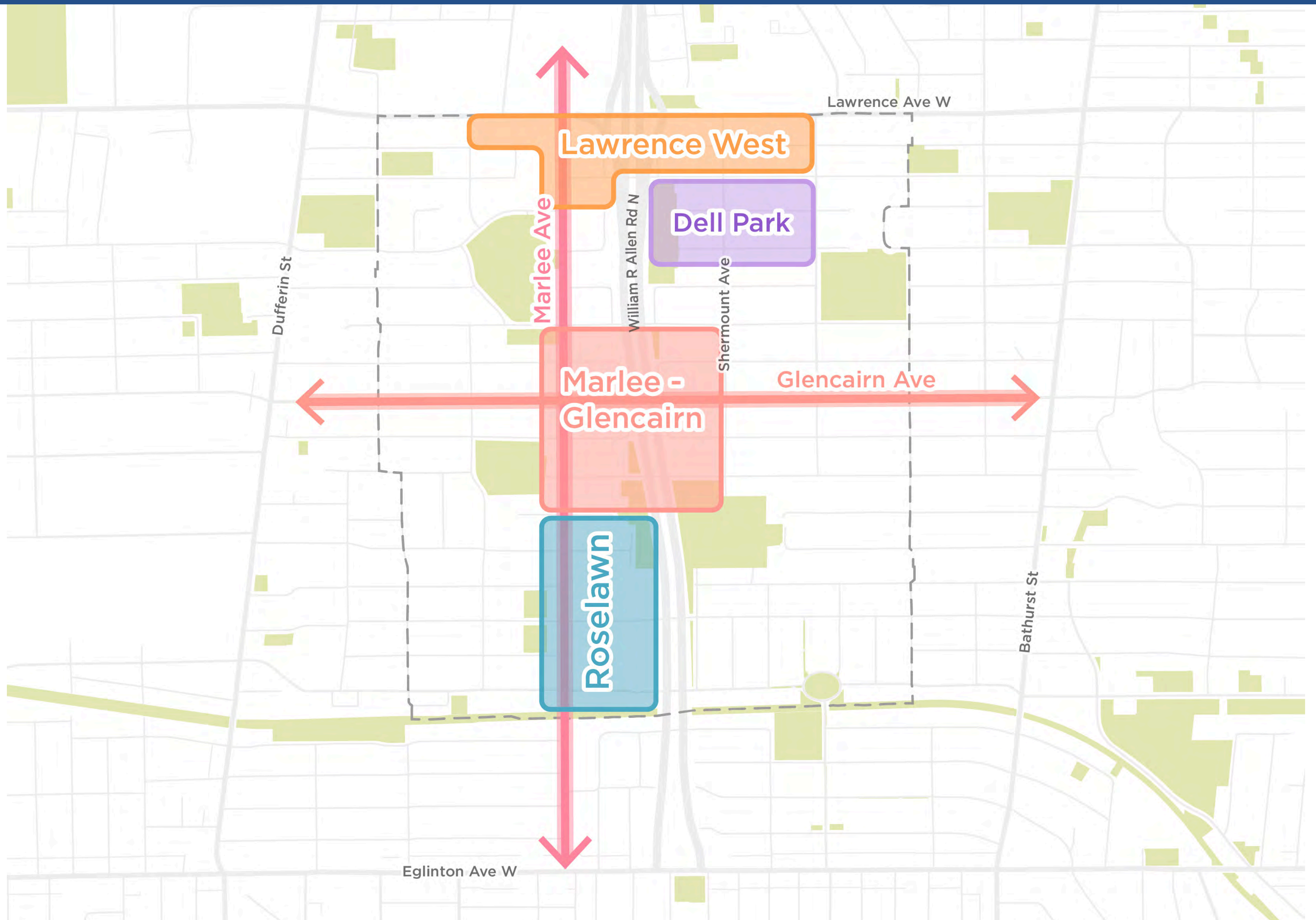


**A range of housing types and forms** that continue to provide choice and variety to meet the needs of current and future residents including an aging demographic, with growth supported by adequate and timely infrastructure.



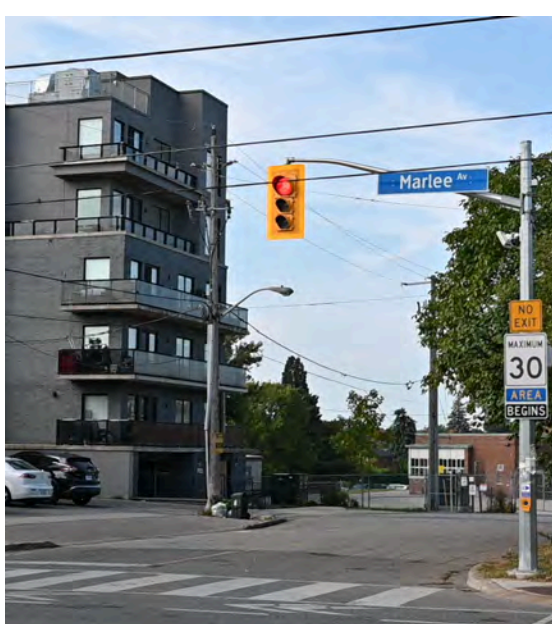
**A green and climate-resilient neighbourhood** that incorporates best practices to contribute to long-term health and well-being of residents and facilitates adaptability and equity in the face of climate change.

# Neighbourhood Districts



## Marlee-Glencairn

The Marlee-Glencairn District is the heart of the community, centred around Glencairn subway station and strengthened by a thriving Marlee Avenue. It is envisioned as a vibrant, mixed-use area with Marlee Avenue as a vital local main street, animated by retail, cafés, restaurants, and everyday amenities and services. Characterized by a livable urban core, with taller residential buildings nearest to Glencairn station and mid-rise on the west side of Marlee Avenue. Easy access to parks and trails supports a high quality of life and connection to nature.



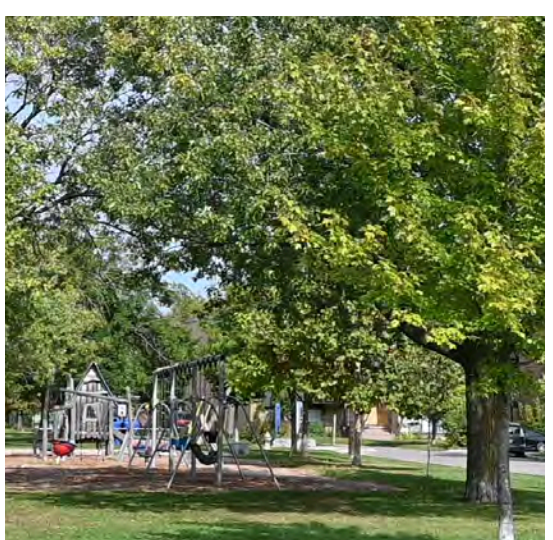
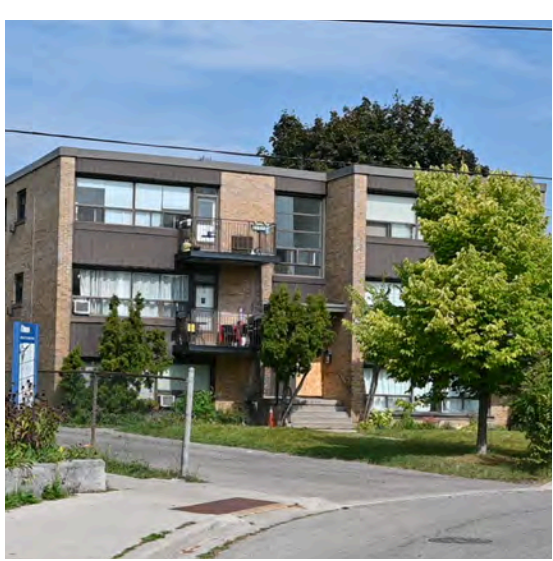
## Lawrence Avenue West

The Lawrence Avenue West District is envisioned as a vibrant, mixed-use urban area centred on Lawrence West subway station, bringing together transit, shops, services, and housing in a connected hub. It offers a strong mix of retail and a range of housing options, with taller buildings near the station, mid-rise along Lawrence Avenue West, and transitions to quieter residential streets. It is well connected and within walking distance of the shops on Marlee Avenue, and parks and schools in the Dell Park area.



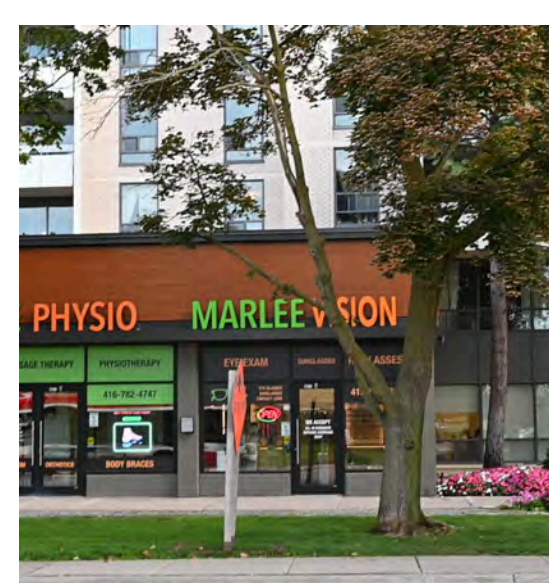
## Dell Park

The Dell Park District is a primarily residential area offering a calmer environment close to schools, parks and trails, while remaining just steps from the subway and the vibrancy of Marlee and Lawrence. It is anchored by an enhanced and expanded Fraserwood Park and streetscape improvements on Dell Park Avenue that create a highly livable neighbourhood.



## Roselawn

The Roselawn District is envisioned as a diverse area that supports active urban living, where existing apartment buildings are integrated with new development. It is defined by its strong access to green space, including the Beltline Trail, Allen Greenway, Benner Park and Viewmount Park, as well as enhanced open spaces along the hydro corridor supporting local recreation, connectivity, and everyday access to nature. It is near shops and services on Marlee Avenue, with opportunities for smaller-scale retail and neighbourhood amenities integrated throughout the community.



# Code of Conduct for Public Events

**The City of Toronto is committed to conducting events and meetings in a safe and respectful environment for all participants and staff.**

## **As a participant, you agree to:**

- Treat all participants with respect
- Critique ideas, not individuals
- Abide by the City of Toronto's Human Rights and Anti-Harassment / Discrimination Policy and Hate Activity Policy

## **The following behaviours will not be tolerated and may result in being asked to leave the premises:**

- Coarse language, aggressive, threatening, or intimidating behaviour
- Harassment, discrimination, and hate activity
- Canvassing, campaigning, or solicitation
- Behaviour that limits participation of fellow attendees
- Violence of any kind

# Planning for Growth

## Why is the City recommending changes to allow increased density in the Marlee-Glencairn area?

### Four drivers shaping this study:

#### **Population growth pressures and the need to build more housing.**

Toronto is one of the fastest growing cities in Canada. Neighbourhoods across the city are facing growth pressures and looking for ways to build more housing to meet demand.

#### **Provincial policy direction to increase density around transit.**

Provincial and City policy requires more housing and jobs around transit to make the most of investments into transit infrastructure and to promote a sustainable city.

#### **Applications from developers who want to build in the area.**

Developers are showing strong interest in Marlee-Glencairn area. Updating plans helps manage this growth proactively and ensures new development meets local objectives.

#### **Needed upgrades to create a safe, walkable, complete community.**

Improved streets, parks, and trails are needed to create a safe, accessible, and livable neighbourhood. Planning for growth goes hand-in-hand with delivering these upgrades.

## What this means for Marlee-Glencairn

The Marlee-Glencairn area must be planned to accommodate increased density to support more people and employment in alignment with Provincial and City policies.

This means that changes are needed to land use and zoning in the Marlee-Glencairn area to accommodate this density, which is the focus of this study. The City is working to ensure this growth is well-managed and guided by best practices.

Having a plan in place means the City has a long-term, comprehensive strategy to respond to future development applications and opportunities for capital improvements.

# Understanding Provincial and City-wide policies guiding growth in the Marlee-Glencairn area

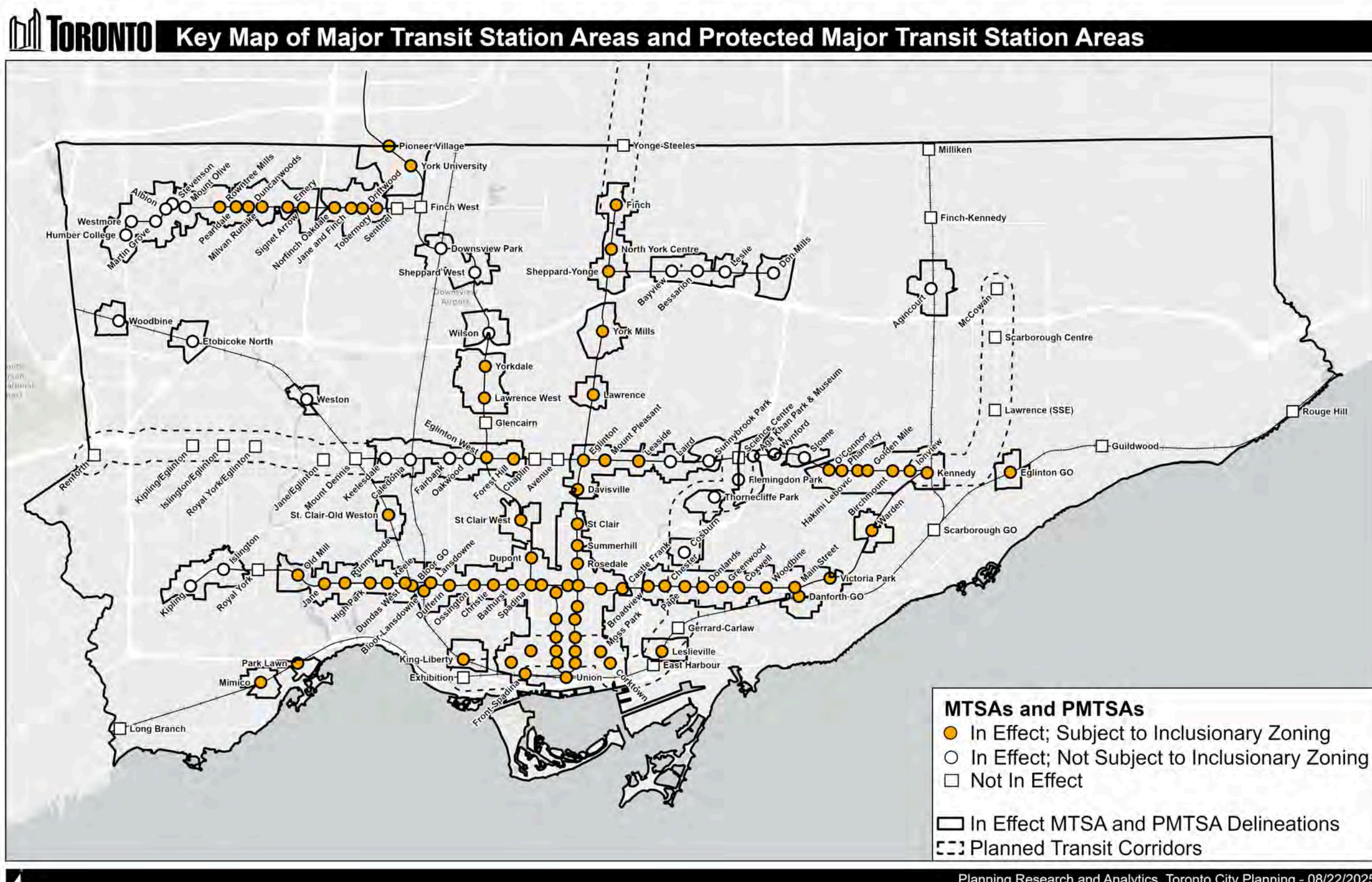
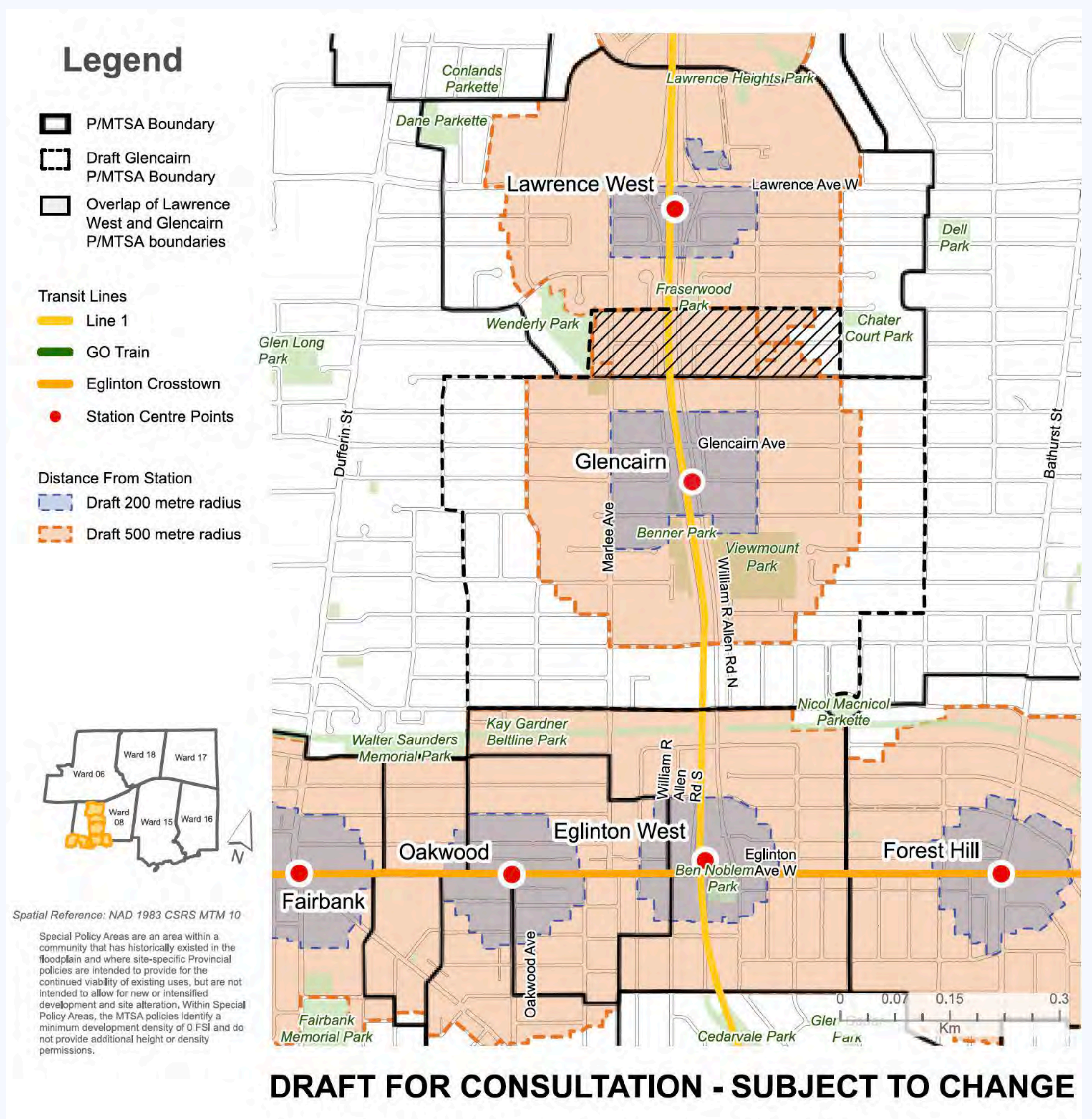
The Province of Ontario's Provincial Planning Statement, 2024 (PPS) sets out where new growth and development should occur in communities across Ontario.

In major urban centres like Toronto, the PPS directs growth, in part, to Major Transit Station Areas (MTSA) and Protected Major Transit Station Areas (PMTSA). MTSA and PMTSA are defined zones within about 500 to 800 metres (roughly a 10 minute walk), of higher order transit like subway stations, GO stations and LRT stops. The PPS requires municipalities plan for a minimum planned density of 200 people and/or jobs for subway station P/MTSAs, including Glencairn station, to encourage transit-supportive growth.

## Draft Glencairn P/MTSA in Context

The map below shows the proposed delineation for the Glencairn P/MTSA along with the approved P/MTSA boundaries for nearby stations.

- The City is responsible for identifying and delineating P/MTSA boundaries through Official Plan Amendments (OPAs). These OPAs must be approved by the Provincial Minister of Municipal Affairs and Housing before coming into effect.
- In August 2025, the Minister approved OPAs for 120 of Toronto's P/MTSAs (see map below) and increased the building heights and densities allowed within 200 and 500 metres of each station. The Minister's decision is final and cannot be appealed.
- The City is required to update the zoning by-law to enable the new heights and densities permissions.
- Through Growing Marlee-Glencairn, the area around Glencairn Subway Station is being studied for PMTSA delineation.

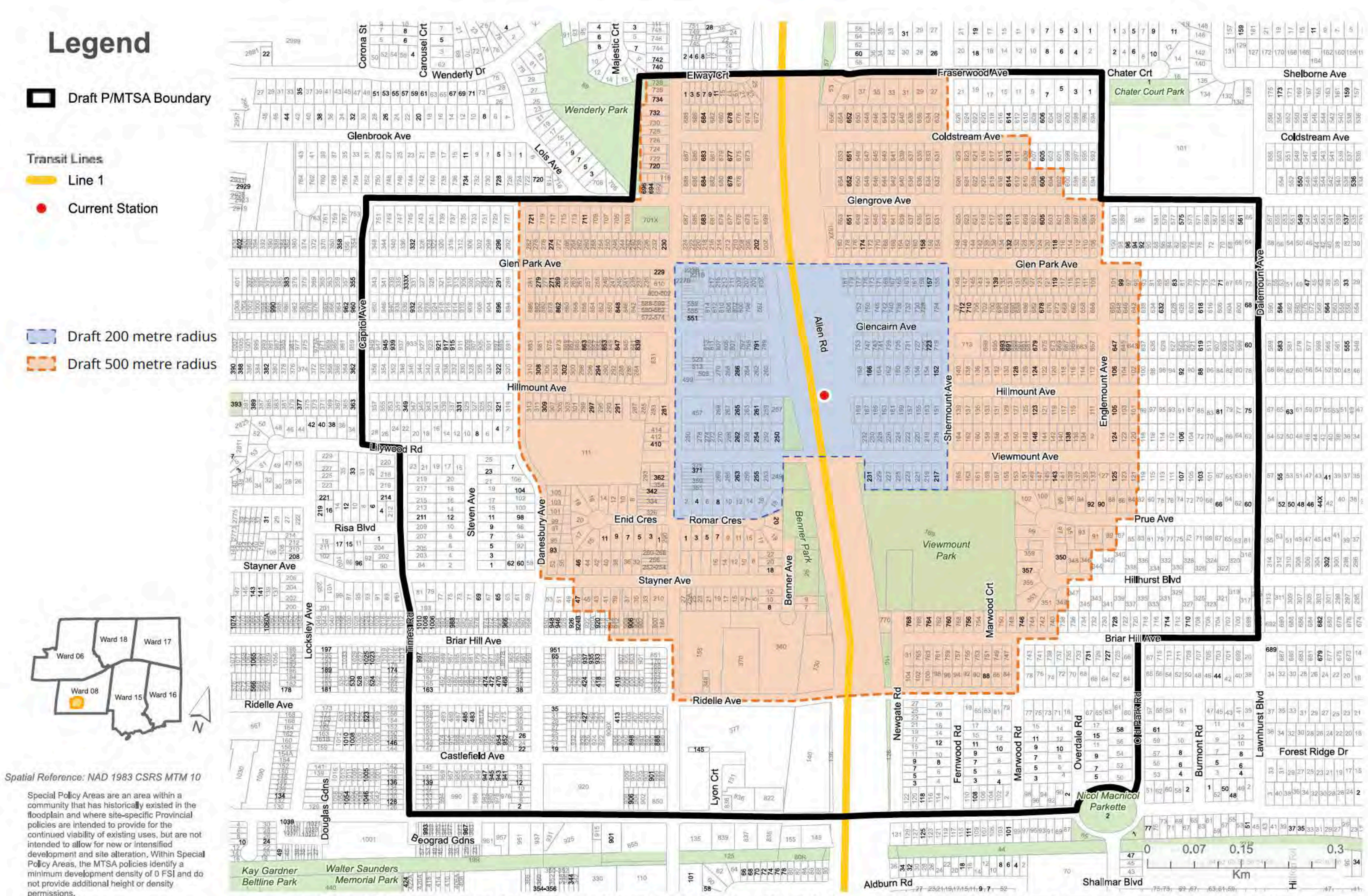


Transit-supportive growth is about building our city in a way that focuses new housing and jobs close to transit to make daily needs more accessible.

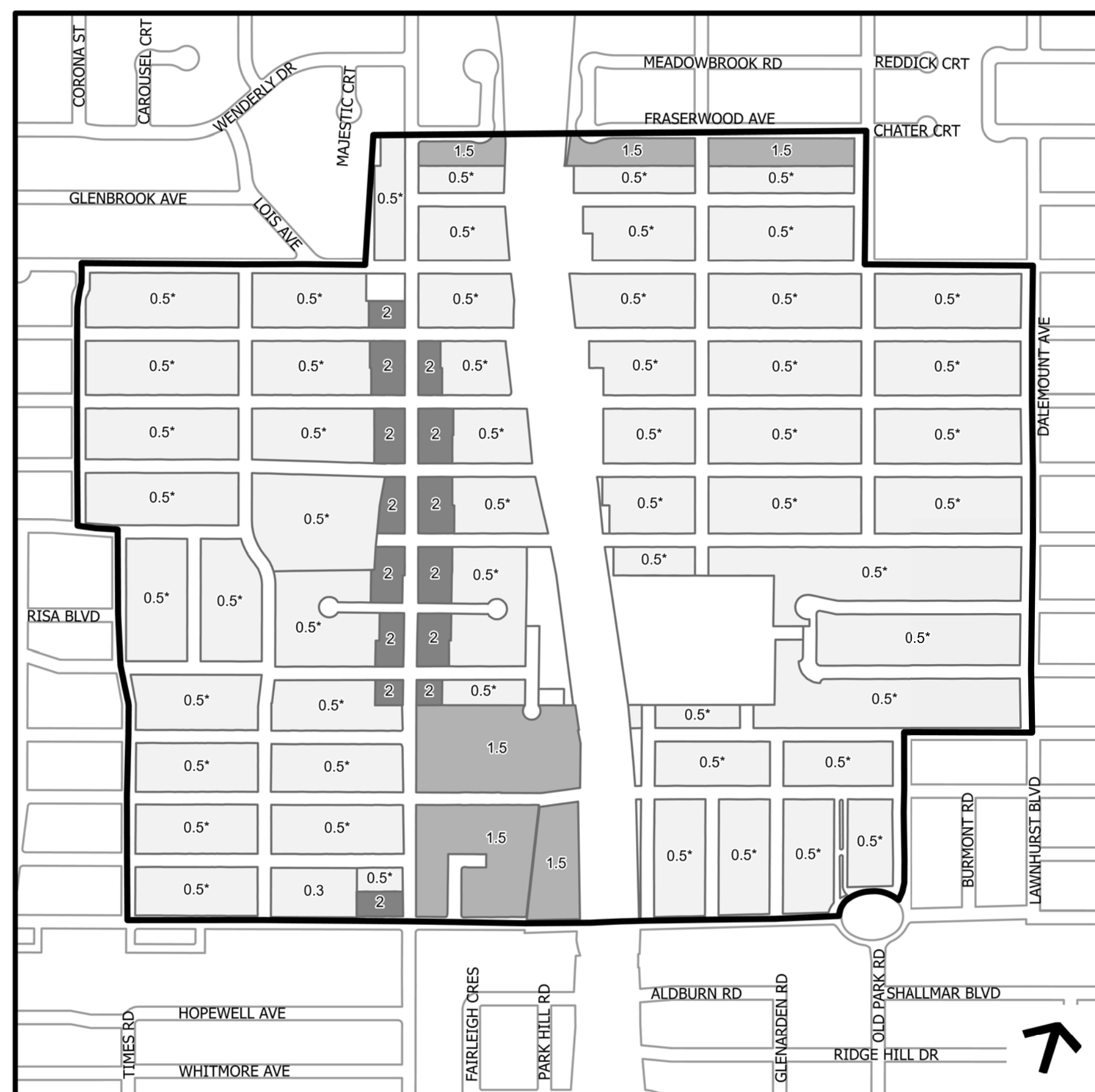
It's a simple idea with big benefits. When people live and work near transit, it encourages transit ridership and sustainable modes of travel, and creates neighbourhoods that feel more welcoming, lively and connected.

# Glencairn Station Draft PMTSA Delineation and Minimum Development Density

The map below shows the draft PMTSA boundary (black line) along with the draft 200 and 500 metre areas around Glencairn Subway Station. **Draft for consultation and subject to change.**



**DRAFT FOR CONSULTATION - SUBJECT TO CHANGE**



\*Option to provide a minimum of 3 units instead of minimum FSI only applies to lands designated Neighbourhoods in the Official Plan.

**PMTSAs are required to have a minimum density to demonstrate compliance with the PPS.**

The **Minimum Density Map** (left) proposes a minimum floor space index (FSI) that must be achieved on a site where new development occurs. FSI is calculated by dividing the floor area of a building by the overall lot area.

*Renovations, additions, conversions of existing buildings, and new ancillary buildings do not need to meet the required minimum density.*

**Inclusionary Zoning (IZ)** is a policy tool that requires a certain percentage of affordable housing in new residential developments.

Under Provincial legislation, municipalities may only use IZ to achieve affordable housing in PMTSAs, as is proposed for Glencairn Station.

The Province has paused the use of IZ until July 1, 2027.

# Community Services and Facilities

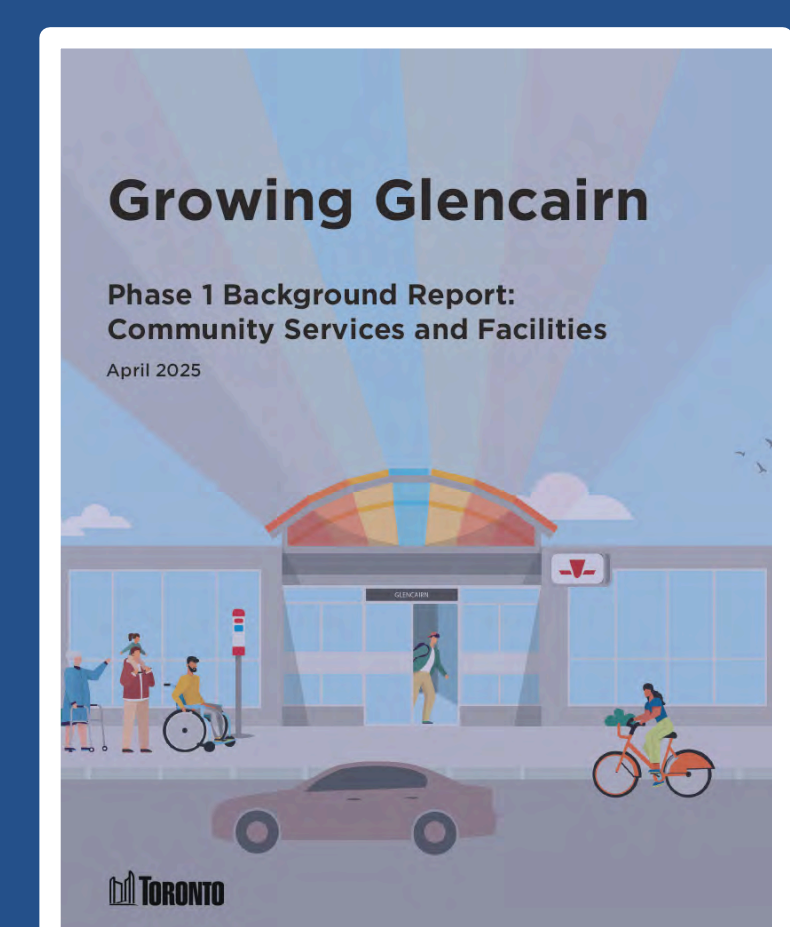
**Community services and facilities (CS&F) contribute to the social, economic, and cultural development of the city and are vital in supporting livable communities.**

Community service facilities provide a foundation for a diverse range of non-profit programs and services that build communities, contribute to the quality of life and act as neighbourhood focal points where people gather, learn, socialize, and access services. These facilities and the services they provide are fundamental components of a neighborhood's livability.

**Alongside the Growing Marlee-Glencairn Study, a CS&F Strategy is being prepared to:**

- **Identify new or improved services and facilities** that will be needed to serve the community as it grows.
- **Provide direction and a framework to secure spaces** that reflect the needs, priorities, and opportunities of each of the five community service sectors (public schools, child care, libraries, community recreation centres, and community agency space) over the next 25 to 30 years.
- **Support the implementation of the Secondary Plan** by linking its policies to the City's capital and service plans, as well as the sectors' strategic planning documents.

The CS&F Background Report is available at [toronto.ca/growing-glencairn](https://toronto.ca/growing-glencairn)



## Emerging CS&F Policy Directions

- **Identify CS&F priorities** within the Secondary Plan area, such as child care, community agency space, and additional school capacity.
- Direct new development to **provide new and/or expanded community services and facilities** in a timely manner, to meet existing community needs and to support future growth.
- Encourage new development and redevelopment to **leverage all available tools** to meet identified CS&F needs, including through the provision of on-site community benefits.
- Where development occurs on lands with existing community services and facilities, encourage **replacement of community space on-site**.
- Support the **co-location of multiple services and agencies**, including community service facilities, arts and cultural spaces, and institutional uses, to make efficient use of space and improve access.
- **Guide the design and location** of community services and facilities by:
  - Locating CS&F in **highly visible and accessible areas**, with strong connections to pedestrian, cycling, and transit networks.
  - Incorporating CS&F on the **ground floor or second storey** of multi-storey buildings, where appropriate.
  - Designing **flexible, multi-purpose spaces** that can adapt to changing needs and support a wide range of programs.
  - Applying an **equity-focused approach** to CS&F design, informed by local community consultation, to create spaces that are safe, accessible, and inviting for all.

# Servicing Infrastructure

The **Growing Marlee-Glencairn Study Area** is serviced by three types of servicing infrastructure: **sanitary and combined sewers, storm sewers, and watermains.** Population growth increases wastewater flows and water demands. The infrastructure assessment will evaluate the impacts on these systems and recommend upgrades.

**Each development must demonstrate that there is adequate servicing capacity, including constructing upgrades, if required, before it can proceed.**

## Sanitary and Combined Sewers

- Wastewater is discharged into sanitary or combined sewers and sent to wastewater treatment plants.
- Combined sewers carry sanitary and storm flows in one pipe. Separated systems have different pipes for each.
- The study applies the City's Sewer Capacity Assessment Guidelines to assess growth impacts on sewer capacity, including basement flooding risk, and identify required upgrades.



## Storm Sewers

- Storm sewers collect stormwater from roads and nearby areas, helping to prevent flooding and keep streets safe during heavy storms.
- New developments cannot increase the existing runoff rate and are required to follow the City's Wet Weather Flow Management Guidelines to manage stormwater on site.



## Watermains

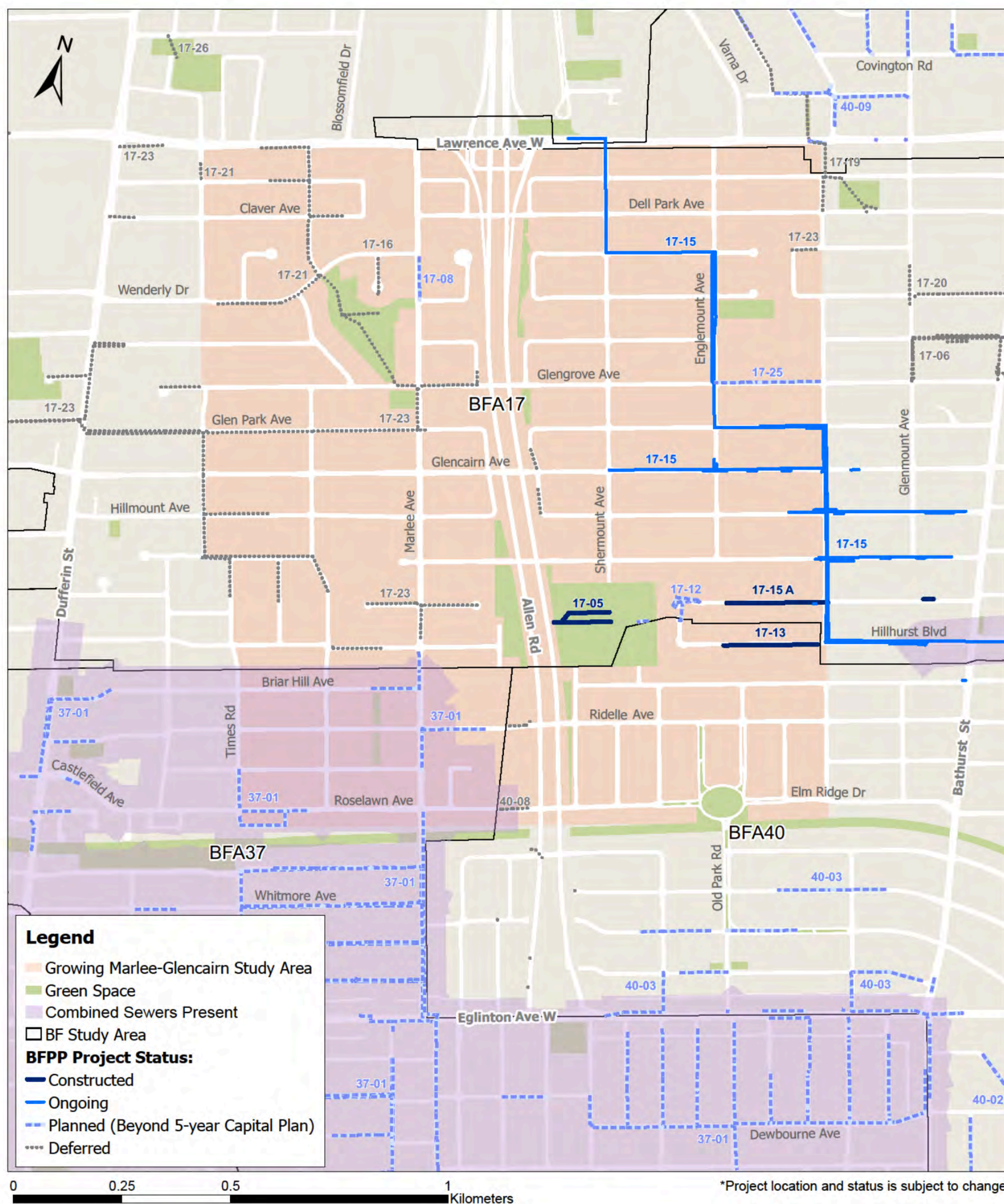
- A network of watermains provides potable water to local households and businesses.
- Watermains are also used for domestic purposes as well as fire suppression.
- Any intensification in the area must ensure that water pressure and supply are adequate, per the City's design criteria.



# What the City is Doing to Prevent Basement Flooding

## Basement Flooding Protection Program

The City's Basement Flooding Protection Program is a large-scale infrastructure program that helps reduce the risk of flooding by improving the sewer system and overland drainage.



### Improvements typically include:

- Sanitary or storm sewer upgrades
- Underground storage, stormwater tunnels
- High-capacity inlets
- Inlet control devices
- Stormwater management ponds and green infrastructure



Sanitary and storm inline storage and storm sewer upgrades projects have already been constructed in the Growing Marlee-Glencairn Study Area.

## Project Implementation Status

The Growing Marlee-Glencairn Study Area is located within Basement Flooding Protection Program Study Areas 17, 37 and 40. These studies have identified solutions to increase conveyance capacity and reduce the risk of flooding, which include:

- New storm sewers
- Replacement of existing storm and sanitary sewers
- Box-culvert conveyance,
- Inline storage, and
- High-capacity inlets and inlet control devices

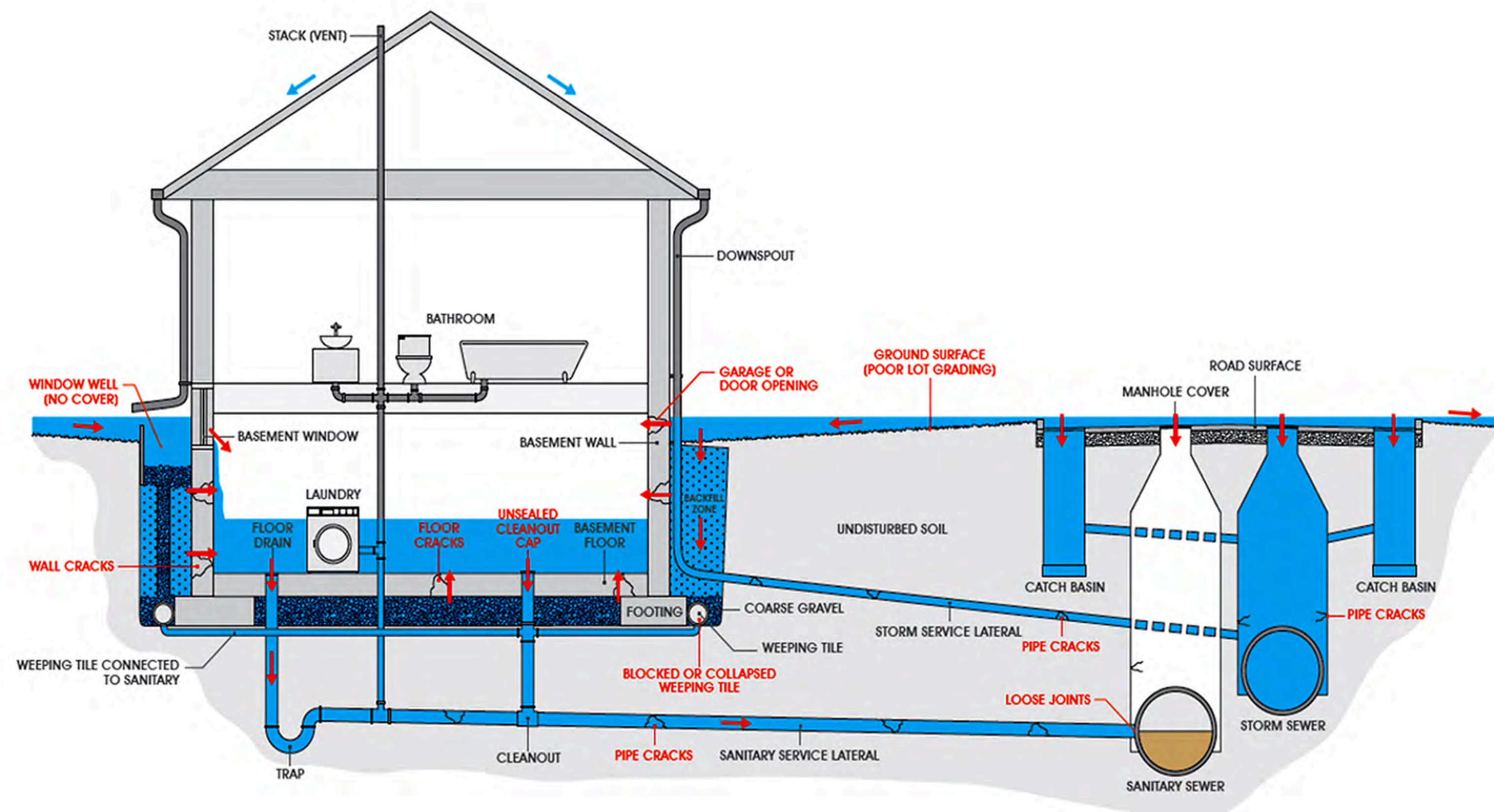
To proceed with the design and construction of BFPP infrastructure upgrades, storm and combined sewer upgrade projects must cost less than \$68,000 per property at the study stage, per Council direction. If this threshold is not met, the projects are deferred.

# What Property Owners Can Do to Prevent Basement Flooding

## Why Basement Flooding Happens

**Extreme storms may exceed pipe capacity if too much water enters the sewers at once, and water can flow back toward homes. Common causes include:**

- Roof drains connected to sewers
- Water remains on the ground surface and flows overland along roads.
- Water can enter the sanitary sewer system through manhole covers. This can cause sewers to exceed capacity and potentially back up into basements.



## What Property Owners Can Do



Backwater Valve

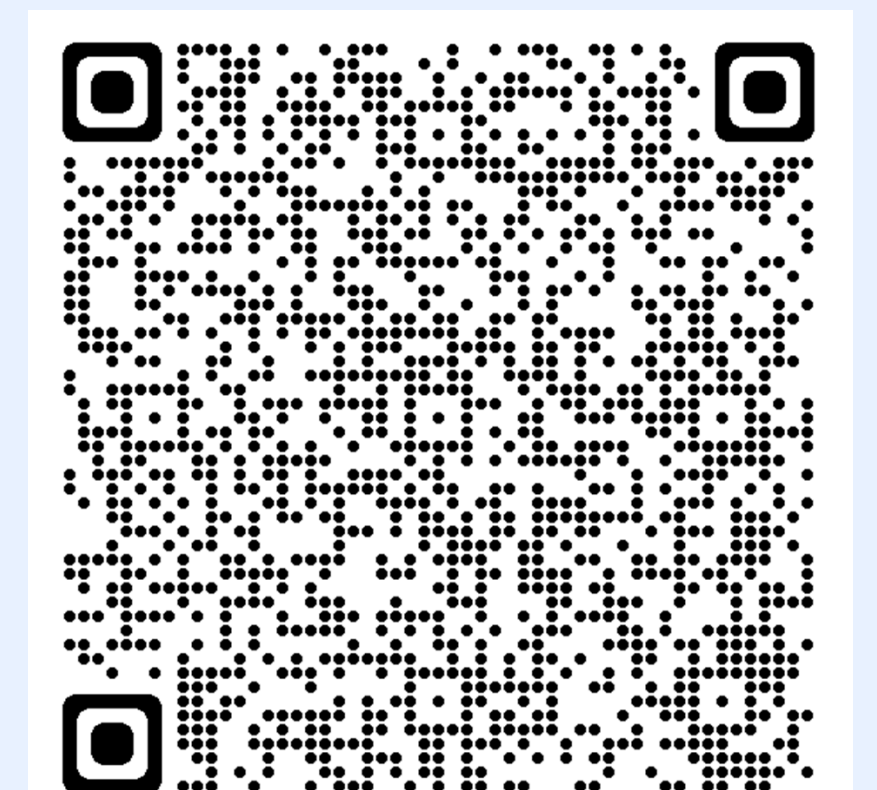
- Preventing stormwater from entering the house via basement windows, driveways, walkouts, etc.
- Inspecting and repairing your foundation walls and weeping tile/foundation drain.
- Completing a home isolation audit by a licensed plumber.
- Installing and maintaining backflow valves on sanitary and storm sewer service lines.
- Installing and properly maintaining a sump pump.

**Starting in May 2026, the City will be increasing financial subsidies up to \$6,650 for owners of single-family, duplex, triplex, and fourplex homes, which can cover the following:**

- A home plumbing assessment
- Installation of backwater valves (up to two) and alarms
- Installation of a sump pump, alarm and battery backup power
- Severance and capping of a home's storm sewer or external weeping tile connection

**For more information on the City of Toronto's Basement Flooding Protection Subsidy Program, please scan the QR code or contact:**

**Web:** [toronto.ca/water/sewers](https://toronto.ca/water/sewers)  
**Email:** [basementflooding@toronto.ca](mailto:basementflooding@toronto.ca)



# Revitalize Marlee Avenue as the heart and hub of the neighbourhood.



**Marlee Avenue at Glencairn Avenue, looking south.** This image illustrates a long-term vision for Marlee Avenue, showing how mixed-use development could contribute to vibrant streets and public spaces.

## Marlee Avenue will become a vibrant, walkable hub for daily life and community connection.



**Precedent:** Rendering of mixed-use development at 1141 Bloor Street (By Hazelview Investments, Fitzrovia Real Estate Inc.). Shown for illustrative purposes only as an example of how mixed-use development can promote vibrancy on main streets like Marlee Avenue.

- The Emerging Plan recognizes and builds on the **important role that Marlee Avenue plays** in the neighbourhood as a commercial "main street" and gathering place for residents.
- Retail vibrancy along Marlee Avenue will be strengthened by higher density mixed-use areas with **ground floor shops and services** near subway stations, along Lawrence Avenue, and some sections of Marlee Avenue.
- **Mid-rise apartment neighbourhoods** to the north and south of this commercial core will create a varied rhythm along Marlee Avenue transitioning from more active, mixed-use areas near transit to quieter residential segments.
- Enhanced public realm elements such as **wider sidewalks, street trees, and patio spaces** where appropriate will collectively strengthen walkability and improve access to daily needs.

# Land Use Policy Directions

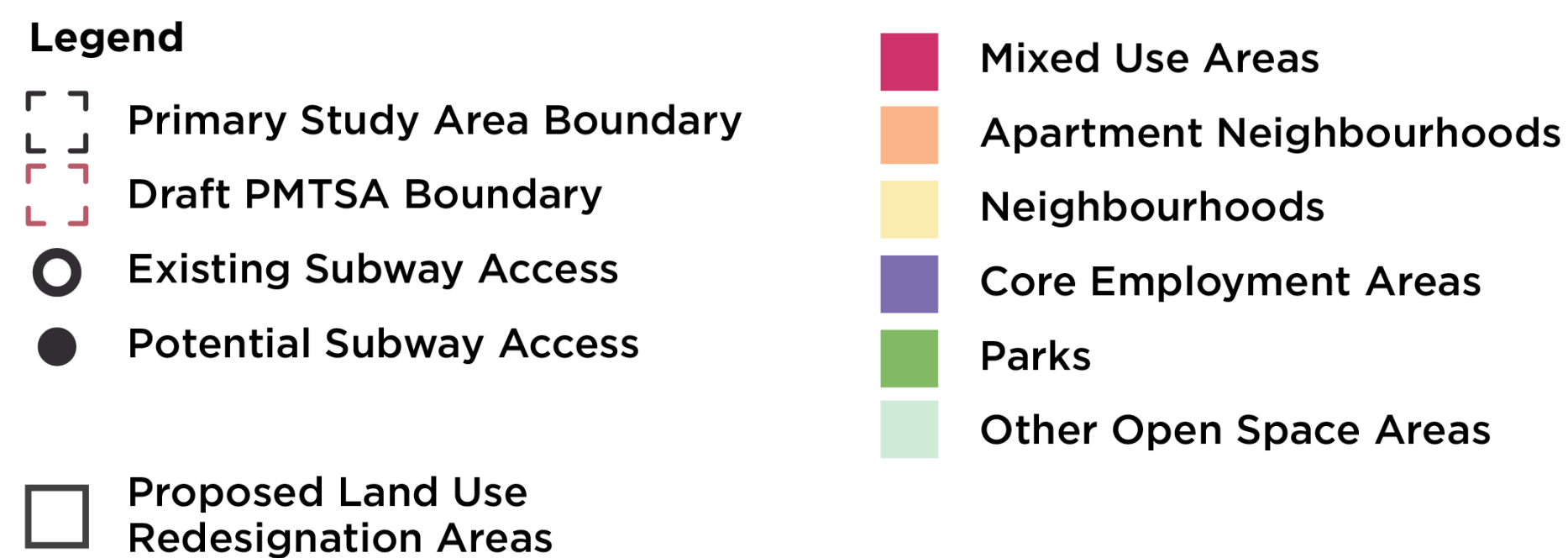
Land use describes what different parts of a neighbourhood can be used for, such as homes, shops, workplaces, community facilities, parks and open spaces, and industry.

The recommended land use strategy for Marlee-Glencairn builds on the existing Official Plan land use designations and applies best practices in neighbourhood design to help create a complete community with thriving residential areas anchored by a vibrant Marlee Avenue.

Blocks proposed to be updated are identified with a black outline on the map to the left.

## Proposed features of the land use strategy include:

- **Centre greatest opportunities for growth around neighbourhood nodes:** Mixed Use Areas and Apartment Neighbourhoods land use designations are located around Glencairn station and Lawrence West station.
- **Convenient access to daily needs on Marlee:** Marlee Avenue between Glengrove Avenue and Stayner Avenue will continue to be designated Mixed Use Areas, supporting Marlee's role as the neighborhood's main street providing residents with convenient access to shops, retail, restaurants, services and other daily needs.
- **Reinforcing access to daily needs beyond Marlee:** Additional Mixed Use Areas along Lawrence Avenue West and at the intersection of Marlee and Lawrence will complement Marlee Avenue by providing more local services and amenities close to transit.
- **Create appropriate transition areas between busier, high-activity areas and quieter, local areas:** The Apartment Neighbourhoods designation will expand in the areas immediately south and east of Lawrence West station, along Shermount Avenue, and around Rosebury Square Apartments (existing), supporting more options for gentle residential growth that integrate with established neighbourhood areas.
- **Strengthen the local economy:** A Core Employment Areas designation will remain along Roselawn Avenue west of Marlee Avenue to support local job opportunities for the community.



# Creating a Complete Community

As the Marlee-Glencairn area grows, updating land uses to better distribute homes, shops, services, parks and open spaces, and workplaces will improve access to daily needs and support a vibrant, transit-oriented, and complete community.

## Updating land uses in the study area

Strategic updates to land uses on select parcels are being proposed to establish a long term, comprehensive vision for where and how to grow, align with updated City wide policies about places to grow, and ensure growth is guided by best practices in neighbourhood planning, design and community feedback.

Public feedback received during the previous phases of consultation revealed support for expanding mixed-use areas along Marlee Avenue and around subway stations. There was also support for Marlee Avenue to develop with a balanced mix of active, ground-floor retail and quieter residential segments in between, creating a varied rhythm along the corridor.

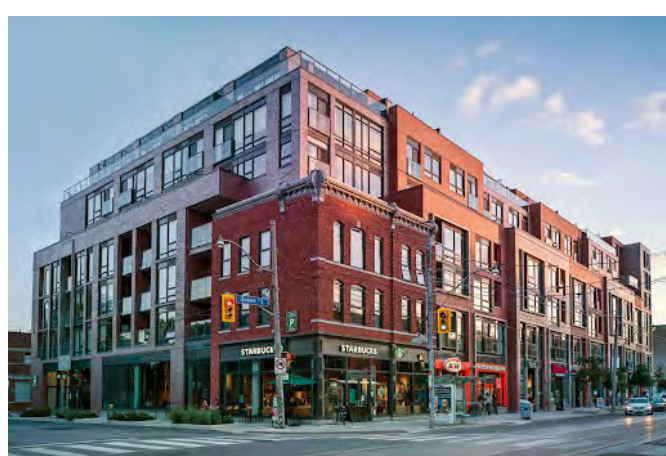


Existing land uses



Proposed land use changes outlined in black

**Mixed Use Areas** are places where homes, shops, offices, and community uses are all mixed together, often located along key corridors and near transit.



875 Queen St, Toronto



The Well, Toronto

**Neighbourhoods** are residential uses in low-rise buildings such as detached and semi-detached houses, townhouses and small walk-up apartments.



The South Annex, Toronto



211 Second Ave, Ottawa

**Apartment Neighbourhoods** are areas with apartment buildings, along other uses that serve local residents such as small shops, parks and community services.



Hulme Living, UK



Maple House, Toronto

**Core Employment Areas** are focused on jobs and businesses, including industry, warehouses, offices, and other employment uses.



Code Black Coffee and workshop, Australia



Ice Factory, London, UK

View looking south on Marlee Avenue at Glencairn Avenue. This image illustrates a long-term vision for Marlee Avenue, showing how mixed-use development could contribute to vibrant streets and public spaces. It presents one possible approach to ground-floor activation and reflects the potential for planning policies to help shape future development outcomes that support a strong public realm.

*Road redesign projects are subject to feasibility analysis, public consultation, and Council approval. Recommendations involving cycling infrastructure that impact vehicle lanes are subject to the Province's amendments to the Highway Traffic Act.*

Mixed use buildings with residential above activated ground floor.

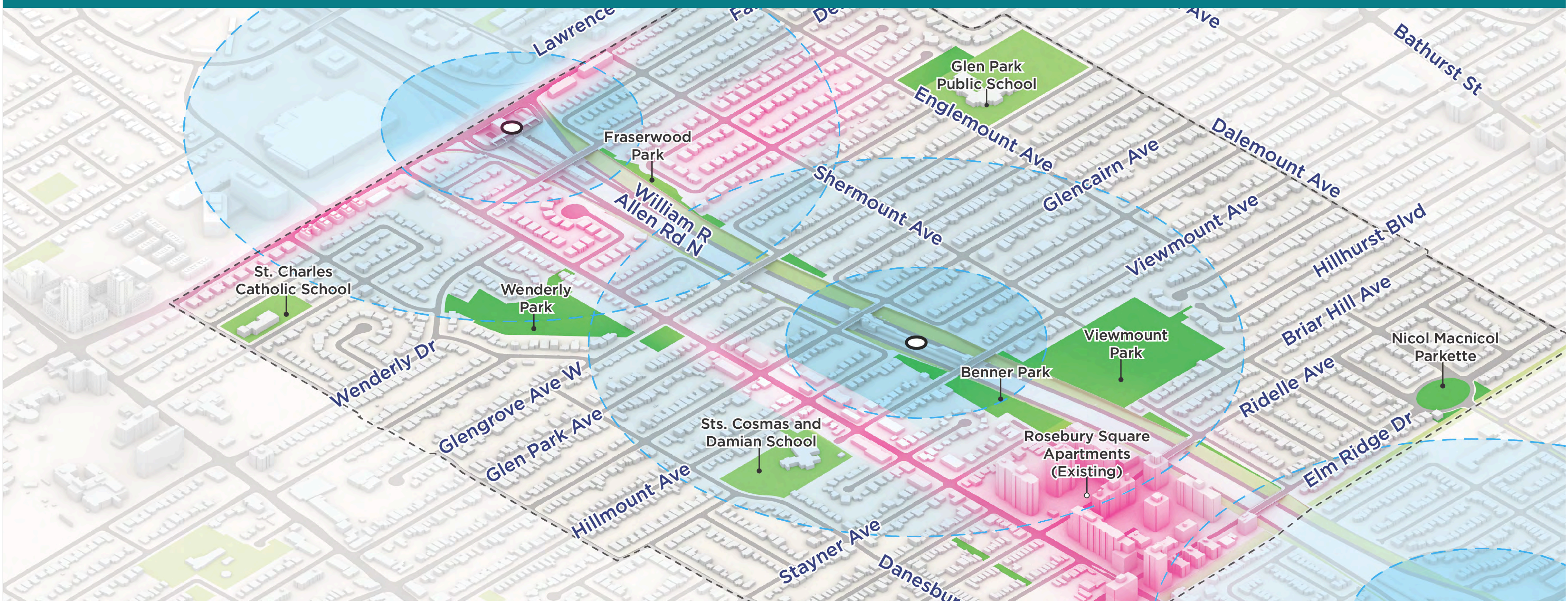
Restaurants and cafes at street-level with potential for spill-out seating.

Improved access to shops, services and daily needs in the neighbourhood.

Human-scaled podium with building set-back to create space for people.



# Create walkable, transit-focused nodes around subway stations.



**Context plan showing existing neighbourhood condition.** Blue highlights outline the 5-minute and 10-minute walk sheds surrounding subway stations. Pink highlights emphasize existing areas of higher density.

## Two neighbourhood nodes are proposed at Glencairn Station and Lawrence West Station.



**Precedent:** Rendering of Canary Commons (Designed by architectsAlliance for DundeeKilmer Developments Ltd.). Shown for illustrative purposes as an example of how mid-rise and tall built forms can contribute to the creation of high-quality, vibrant neighbourhood.

- The Emerging Plan focuses the highest levels of growth around Glencairn and Lawrence West subway stations, establishing **two neighbourhood nodes** that organize development at these locations.
- These nodes are envisioned as **vibrant, walkable places** where housing, shops, services, and public spaces are centered around rapid transit.
- **The Glencairn node** generally extends from Marlee Avenue to Shermount Avenue and from Glengrove Avenue to Stayner Avenue.
- **The Lawrence West node** generally extends from Marlee Avenue to Shermount Avenue and from Lawrence Avenue West to Dell Park Avenue.

# Built Form Legend & Descriptions

To support Marlee–Glencairn’s growth as a complete neighbourhood, a range of building types are proposed. This mix of options is designed to meet the housing needs of people at all stages of life and family sizes.



### Legend

- Primary Study Area Boundary
- Draft PMTSA Boundary
- Existing Subway Access
- Potential Subway Access

### Range of Building Heights

- Predominantly Tall building (up to 30 storeys)
- Predominantly Mid-rise (Tall Buildings up to 20 storeys)
- Mid-Rise Building: 1:1 ROW width
- Mid-Rise Building: Max 6 storeys
- Low-Rise Building: Max 4 storeys

- Parks
- Schools
- Other Open Space Areas
- Priority Areas for Parkland Expansion
- Other Areas for Parkland Expansion

## Predominantly Tall buildings

- Generally 30 storeys, in keeping with height permissions for P/MTSAs
- Not every site will be able to build to the maximum limit
- Some development applications already have approval for taller buildings



Oak House, Toronto



5 Soudan Ave, Toronto



340 Dufferin St, Toronto

## Predominantly Mid-rise

- Mid-rise building heights generally match the width of the street they front onto
- Depending on lot assembly, up to 20 storeys for Tall buildings in keeping with height permissions for P/MTSAs



491 Glencairn Ave, Toronto



3701 West Broadway, Vancouver



The Well, Toronto

## Mid-rise buildings: 1:1 right-of way width

- Height generally matches the width of the street they front onto



875 Queen St E, Toronto



505 Glencairn Ave, Toronto



252 Bathurst St, Toronto

## Mid-rise buildings: Max 6 storeys

- Aligns with City policies to permit up to 6 storeys on lands designated Neighbourhoods along Major Streets



45 Dovercourt, Toronto



41 River Street, Toronto



Logan Residences, Toronto

## Low-rise buildings: Max 4 storeys

- In keeping with height permissions for P/MTSAs



Single-detached, Toronto



Semi-detached, Toronto



713 Lawrence Avenue West, Toronto

Connecting to the larger region including the Lawrence Heights community.

This plan outlines a long-term vision for the study area. It demonstrates one possible scenario that may be implemented incrementally through future development applications, subject to approval.

Building heights step down from taller forms near subway stations to lower-rise residential areas.

Walkable neighbourhood with easy access to daily needs.

Improved access to transit and active mobility options within a 5-10 minute walk of most areas.

Glencairn Ave potentially becomes a Major Street, to enable 'missing middle' housing types, allowing up to 6 storeys.

Variety of building forms increases housing options.

- Primary Study Area Boundary
- Predominantly Tall Building: up to 30 storeys
- Predominantly Mid-Rise Building: up to 20 storeys
- Mid-Rise Building: Max 1:1 ROW width
- Mid-Rise Building: Max 6 storeys
- Low-Rise Building: Max 4 storeys
- Approved Developments
- Existing Parks
- Schools
- Other Open Space Areas
- Areas for Parkland Expansion



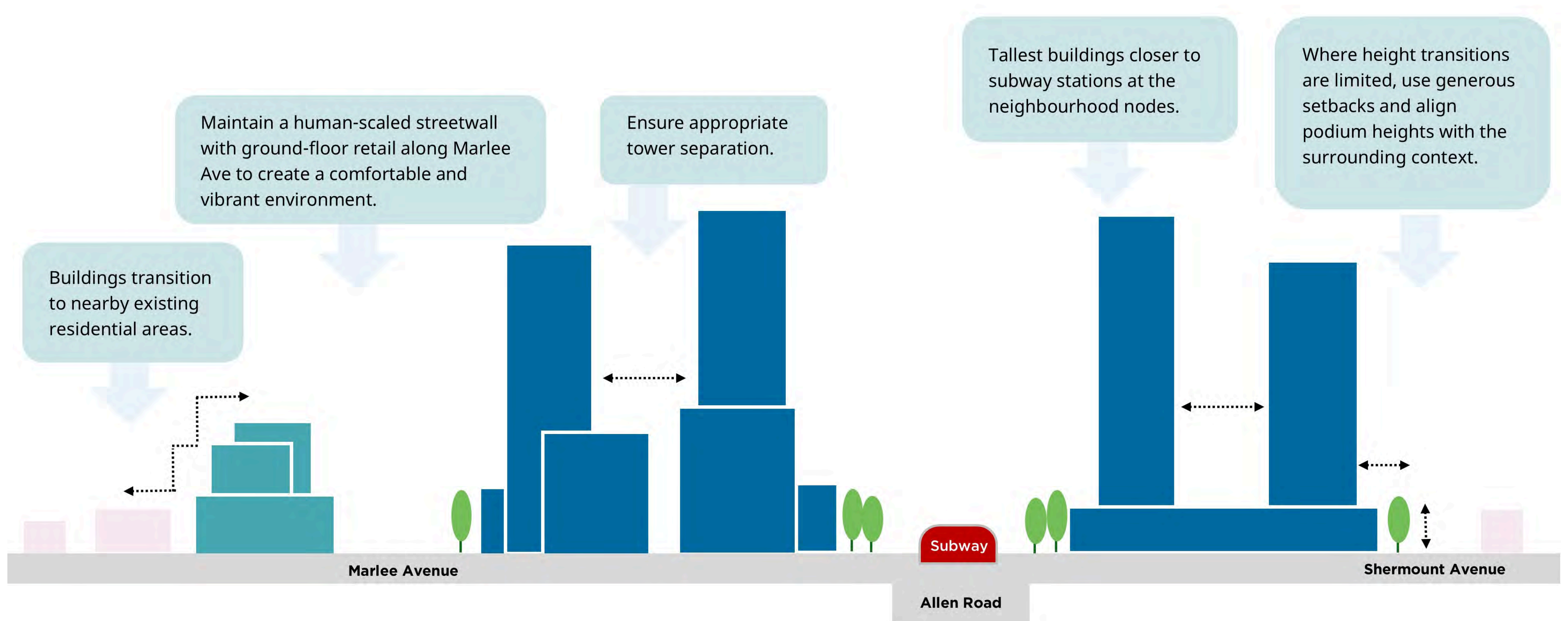
# Housing Options and Built Form Policy Directions

**Built form refers to the size, shape, and arrangement of buildings within a parcel, and how they relate to surrounding streets and neighbourhoods.**

**Proposed built form policy directions include:**

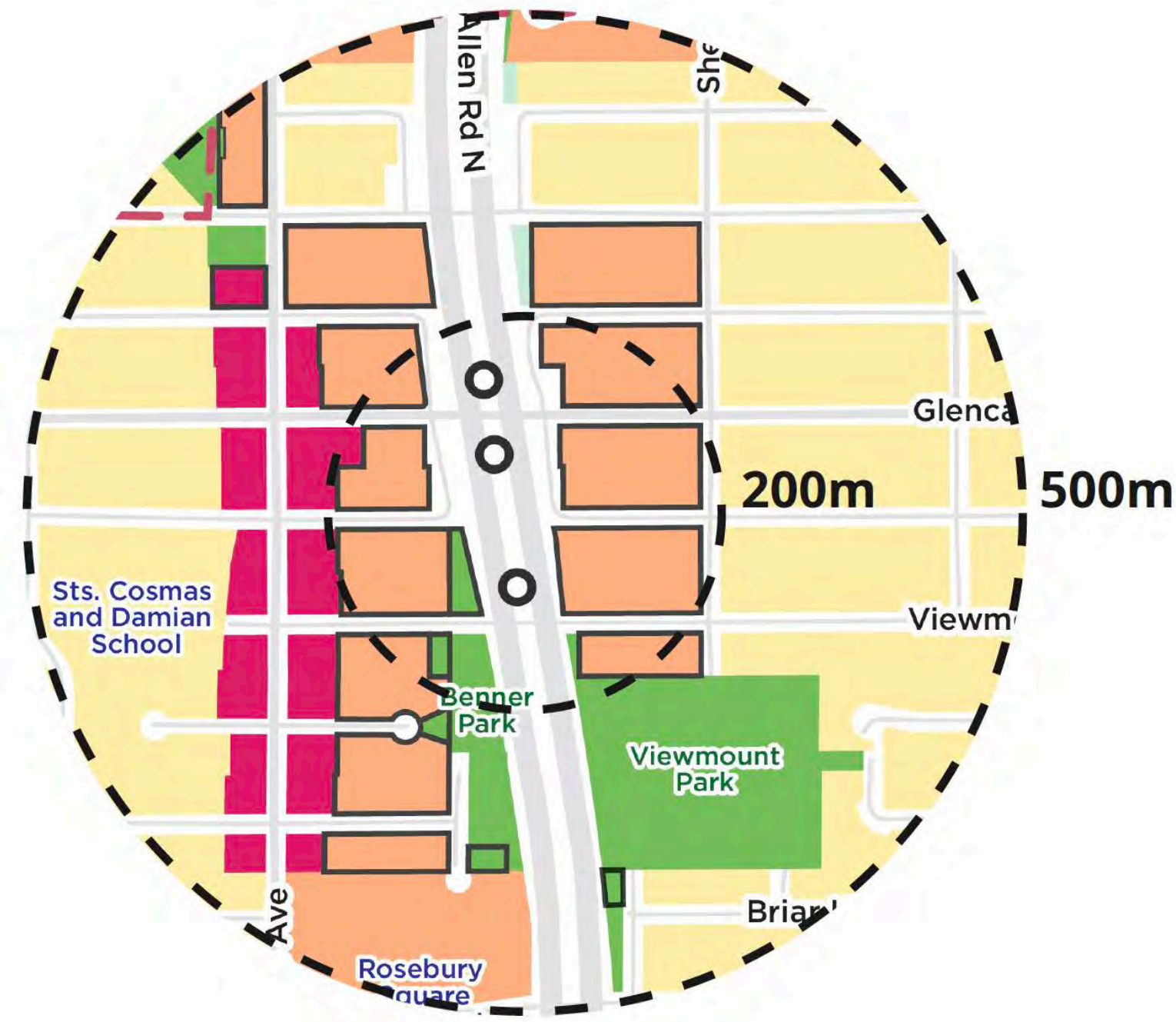
- **Focus growth around station nodes:** The tallest buildings and greatest densities are concentrated closest to the subway station nodes, on both sides of Allen Road reinforcing these areas as primary focal points for growth and maximizing access to transit.
- **Reinforce the commercial core of Marlee Avenue:** Buildings are designed to support an active, mixed use, pedestrian friendly environment. Building podiums at street level along Marlee Avenue will be articulated to create a more comfortable sidewalk experience for pedestrians.
- **Support growth in areas with existing apartments:** New tall and mid-rise buildings are located within and around existing higher density locations such as the cluster of walk-up apartment buildings around Dell Park Avenue or around the Rosebury Square complex to further support the mixed use activity at the nodes.
- **Frame corridors with mid-rise building forms:** Mid-rise buildings help frame the streetscape, increase gentle density close to transit, and provide a variety of building types. These forms are introduced:
  - Along portions of Marlee Avenue, Lawrence Avenue, Glencairn Avenue, and a small section of Englemount Avenue.
  - Up to six storeys along Glencairn Avenue to reflect the corridor's proposed designation as a Major Street. Major Streets are identified as the main transportation routes across Toronto on Official Plan Map 3.
- **Transition to low-rise residential areas:** Building heights, massing and/or articulation directions will help transition to low-rise residential areas, schools, parks and community facilities. Building heights will step down as they move away from the neighbourhood nodes and developed corridors to create transitions from tall and medium-rise buildings to existing residential areas.
- **Maintain low-rise residential areas scale:** Low-rise residential up to four storeys will continue to define the surrounding neighbourhoods while allowing for gentle, context-sensitive growth.

## Strategies to sensitively integrate Tall and Mid-rise buildings



# How Heights and Densities Translate into Growth

As amended by the Province, the City of Toronto's Official Plan defines height and density permissions for different land uses within 200 metres and 500 metres of MTSAs.



#### Mixed-Use areas (such as along Marlee Avenue):

- Within 200m of the station: 8 FSI or more; up to 30 storeys.
- Within 200-500m of the station: 6 FSI or more; up to 20 storeys.

#### Apartment Neighbourhoods (such as Rosebury Square and parcels immediately east of Allen Road):

- Within 200m of the station: 8 FSI or more; up to 30 storeys.
- Within 200-500m of the station: 6 FSI or more; up to 20 storeys.

#### Neighbourhoods (such as established residential areas in yellow):

- Within 200m of the station: Allow 6-storey (19m) apartment buildings.
- Within 200-500m of the station: Allow 4-storey (13m) building heights; allow fiveplexes, sixplexes and apartment buildings.

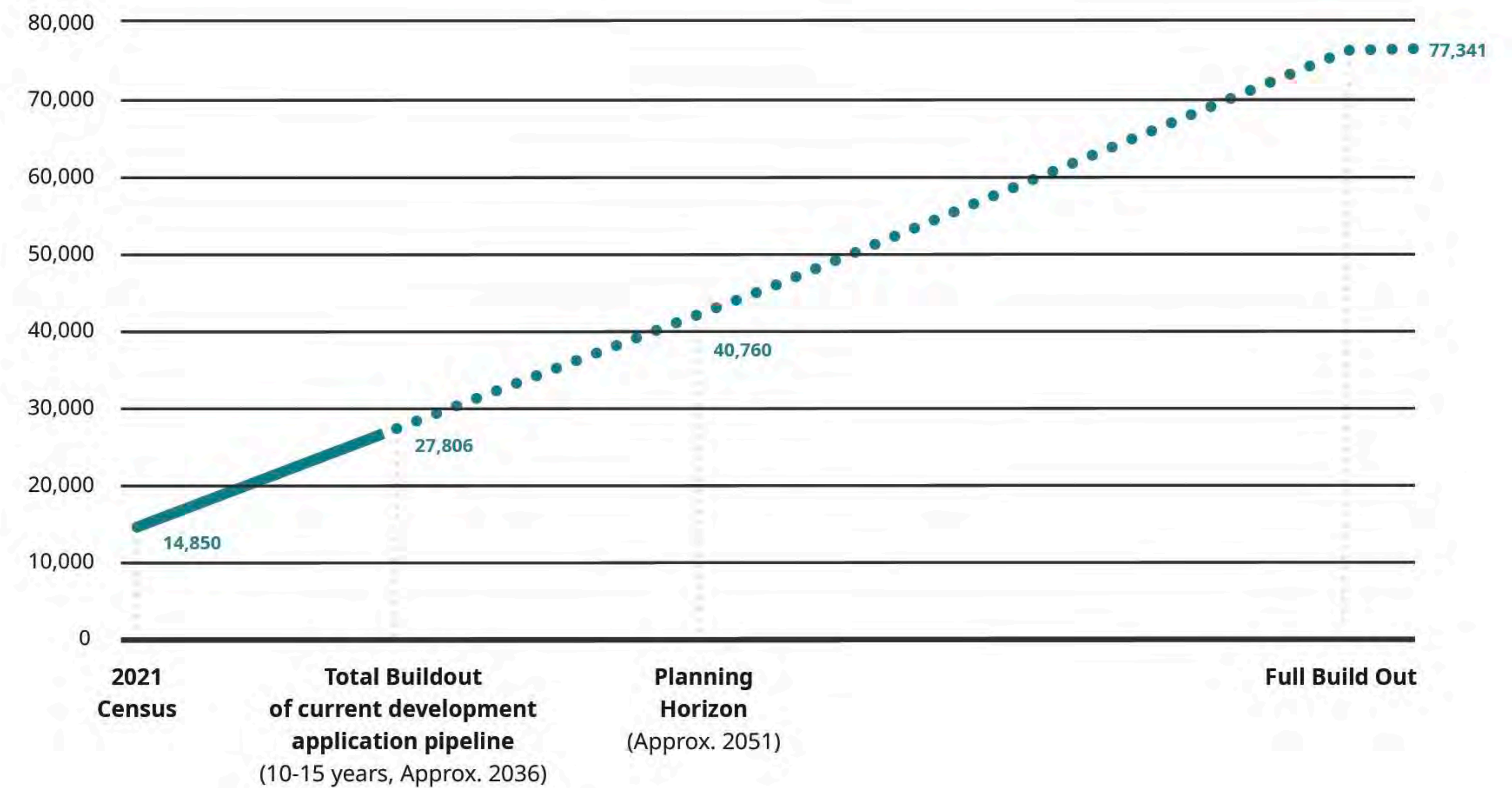
#### Understanding FSI

Floor space index (FSI) is a way of measuring density on a site. FSI is the floor area of the building, divided by the area of the lot.



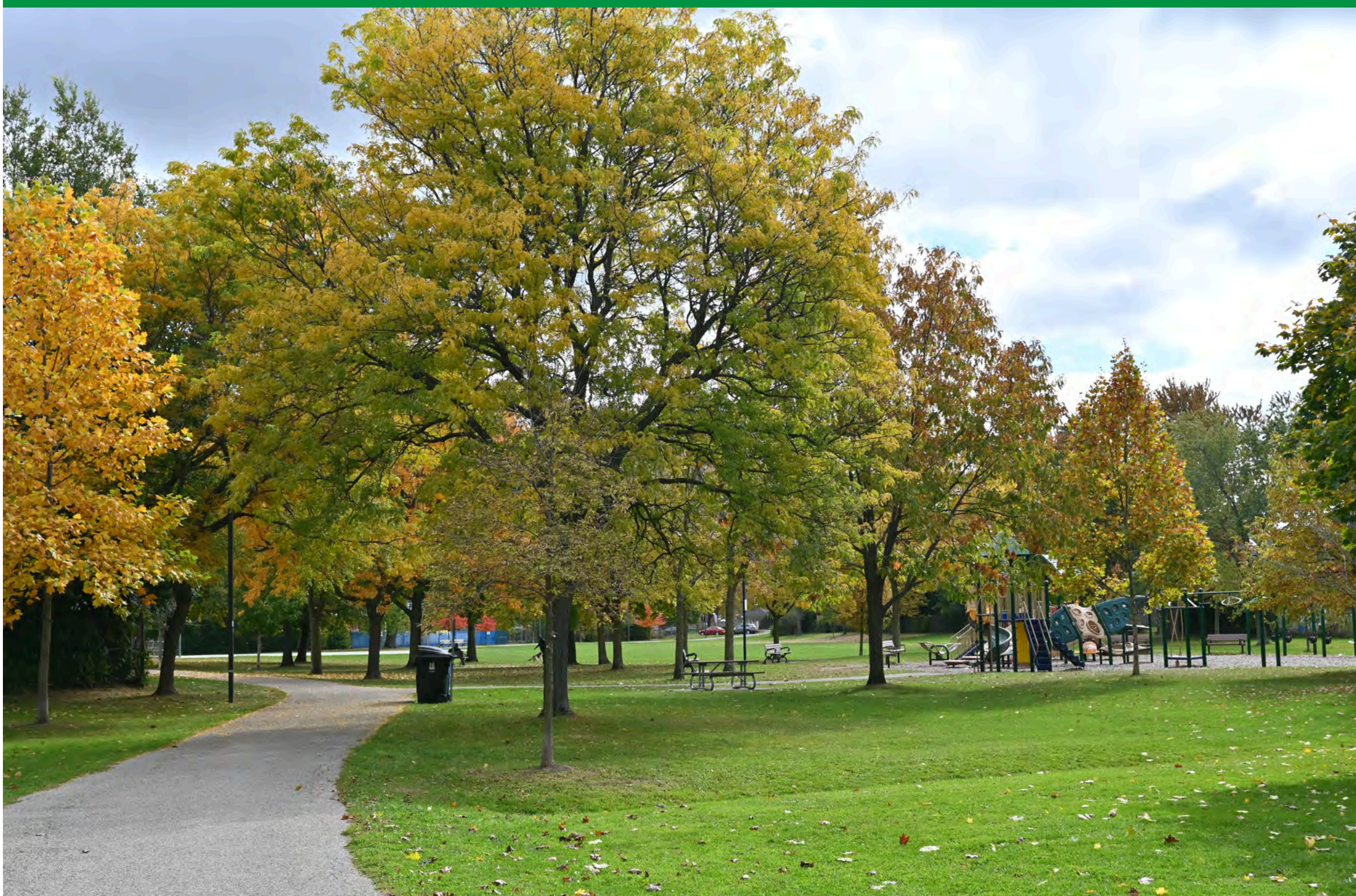
Growth and change happen gradually and over time.

Estimated population based on development pipeline trends



- Secondary Plan policies generally cover a **30-year horizon** during which changes usually occur slowly over time. Changes to land use designations provide the opportunity for growth, but **the pace and scale of new development will be guided by market demand.**
- The demonstration plan illustrates what the area could look like at full build out, assuming all property owners exercise their entire development potential. This would result in:
  - 40,585 housing units
  - 77,341 population
  - 3,197 jobs
- This is an estimate and depends on where and when property owners choose to redevelop. Given the current pace of redevelopment, the population could reach 40,760 within 30 years, and full buildout is likely to extend well beyond the plan horizon over the very long term.
- As growth comes online, the plan helps us direct infrastructure investments to where it is occurring.
- **No properties will be expropriated**, and property owners will continue to have full control over their property. They can decide if, when, and how they wish to participate in future changes.

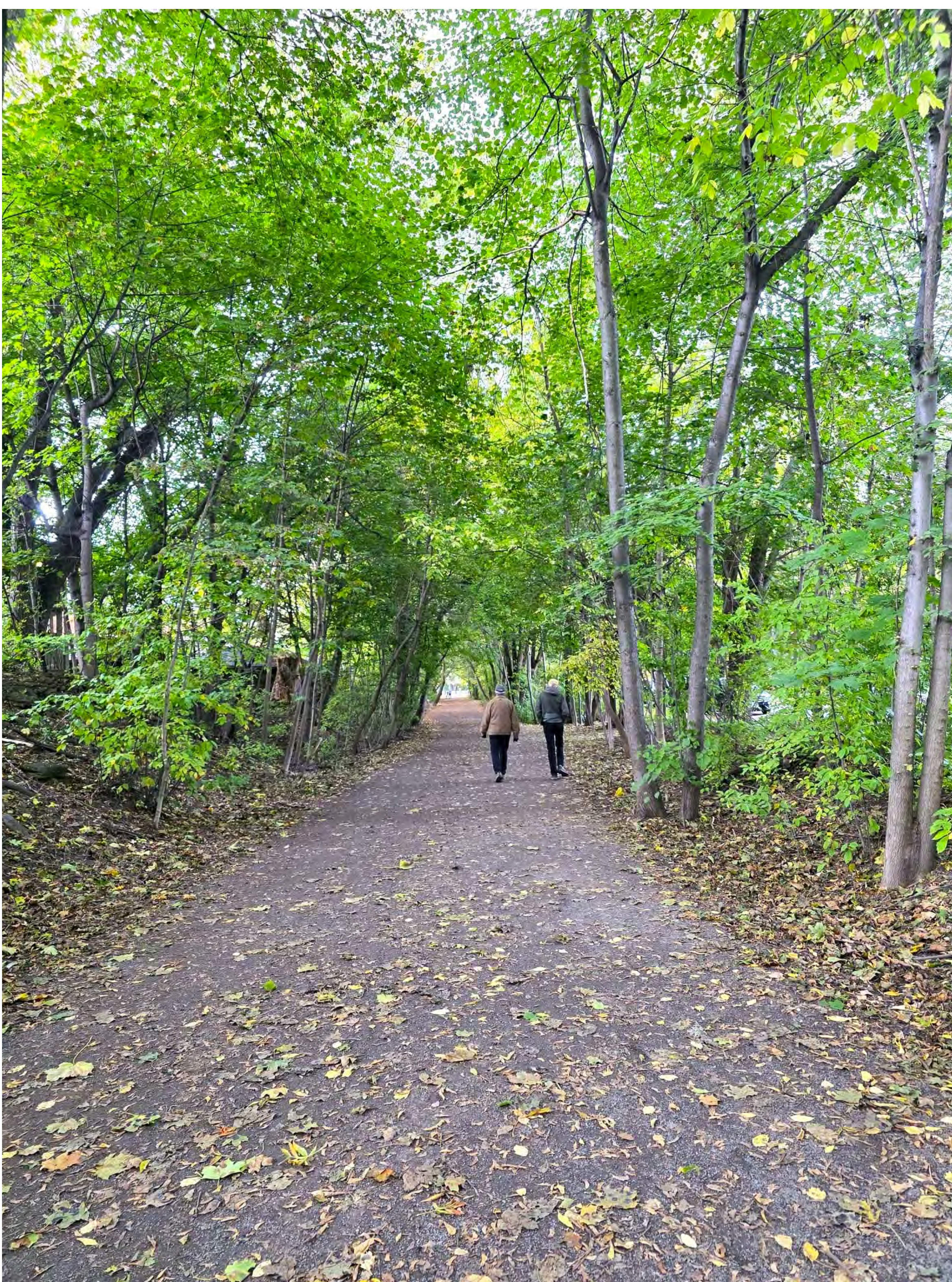
# Public realm improvements that stitch the community together.



Wenderly Park



Viewmount Avenue



Credit: Kay Gardner Beltline Trail. Photo by Jessica Fonseca, posted on [www.alltrails.com](http://www.alltrails.com) Oct 25, 2025

- The Emerging Plan leverages **improvements to streetscapes, parks, and trails to support growth** while enhancing access to nature and daily needs, creating a greener, more resilient, and complete neighbourhood.
- The public realm strategy **strengthens Avenues and key neighbourhood connections**, helping to frame the station nodes and improve access to transit, local services, and daily needs.
- **Enhancements to key bridge connections across the Allen Road** help stitch the community together, strengthening links between areas of moderate growth and station nodes.
- **Open space improvements in strategic locations**, including parkland expansion, mid-block connections, and open spaces, create new gathering places and improve access to green space across the neighbourhood.

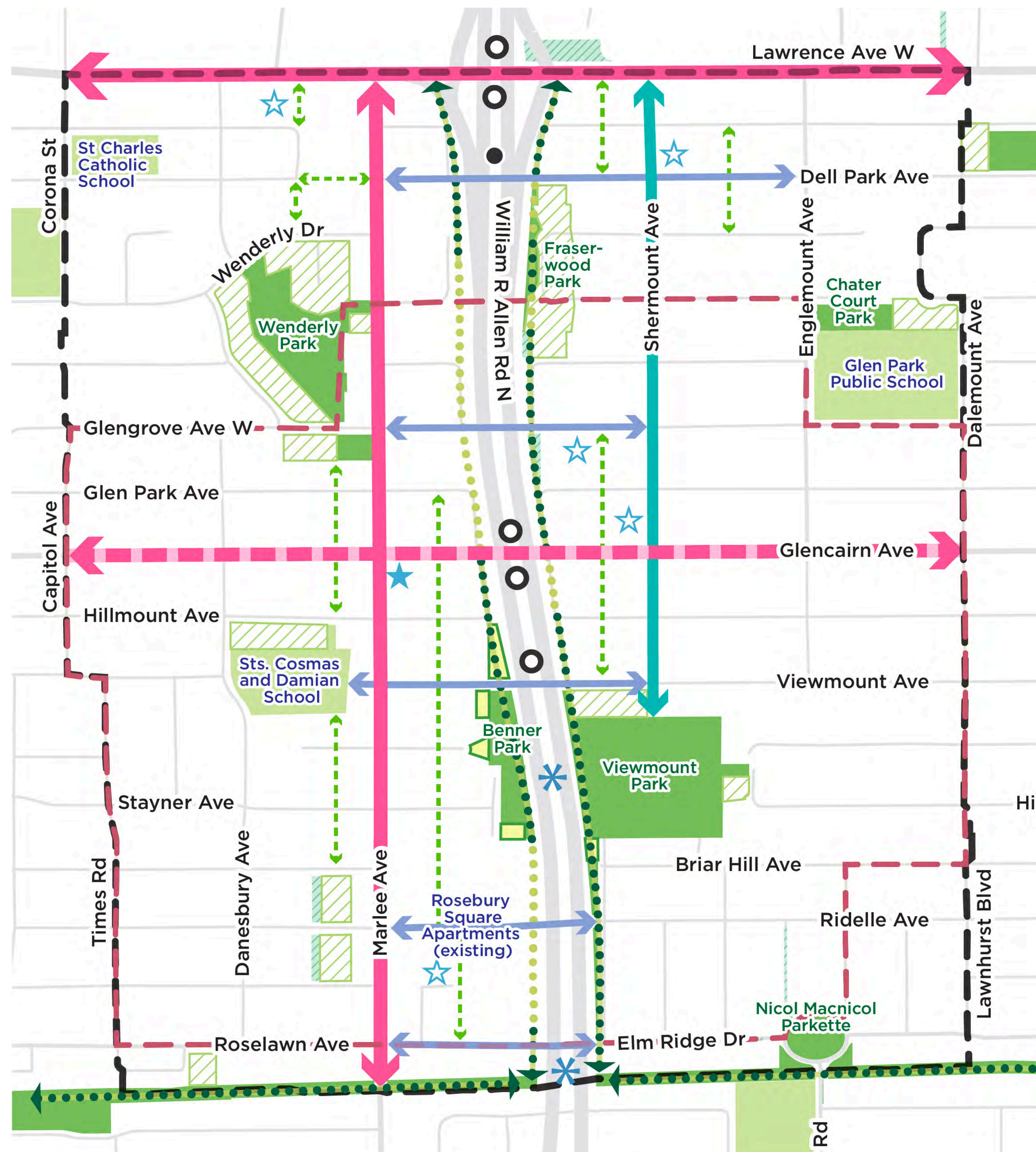
# Public Realm Policy Directions

The public realm is made up of the streets, parks, open spaces, other connections that support how people move, gather and experience the neighbourhood. It plays a key role in shaping a complete, connected and livable community.

The public realm strategy for Marlee–Glencairn focuses on strengthening connections, improving access to transit and daily needs, and enhancing access to open space to support a healthy neighbourhood.

Proposed features of the public realm strategy include:

- **Strengthen Avenues and key neighbourhood connections:** Avenues and key connections help frame the main growth nodes and improve access to transit, local services, and daily needs.
  - **Avenues – Marlee Avenue and Lawrence Avenue West:** Improvements support mixed-use activity, pedestrian comfort, and spill-out uses while accommodating growth.
  - **Potential Major Street – Glencairn Avenue:** Acts as a central east–west connector, linking the community and framing higher-density areas.
  - **Neighbourhood connector – Shermount Avenue:** Enhancements improve pedestrian comfort, reinforce the nodes, and strengthen connections to Lawrence Avenue West corridor.
- **Stitch the community across Allen Road:** Improvements to key east–west streets help bridge communities on both sides of Allen Road. Bridge streets such as Dell Park, Glengrove Avenue West, Viewmount Avenue, Ridelle Avenue, and Elm Ridge Drive improve east–west access, add greenery, and make walking and cycling safer and more enjoyable.
- **Enhance active mobility connections:** The Allen Greenway and Beltline Trail are enhanced, gaps are filled, and mid-block connections are introduced to link people to transit, parks, schools, and daily destinations.
- **Expand and connect open spaces:** Parkland around existing parks, schools, and the hydro corridor is expanded, including Wenderly Park, Viewmount Park, Benner Park, Fraserwood Park, and areas near schools.



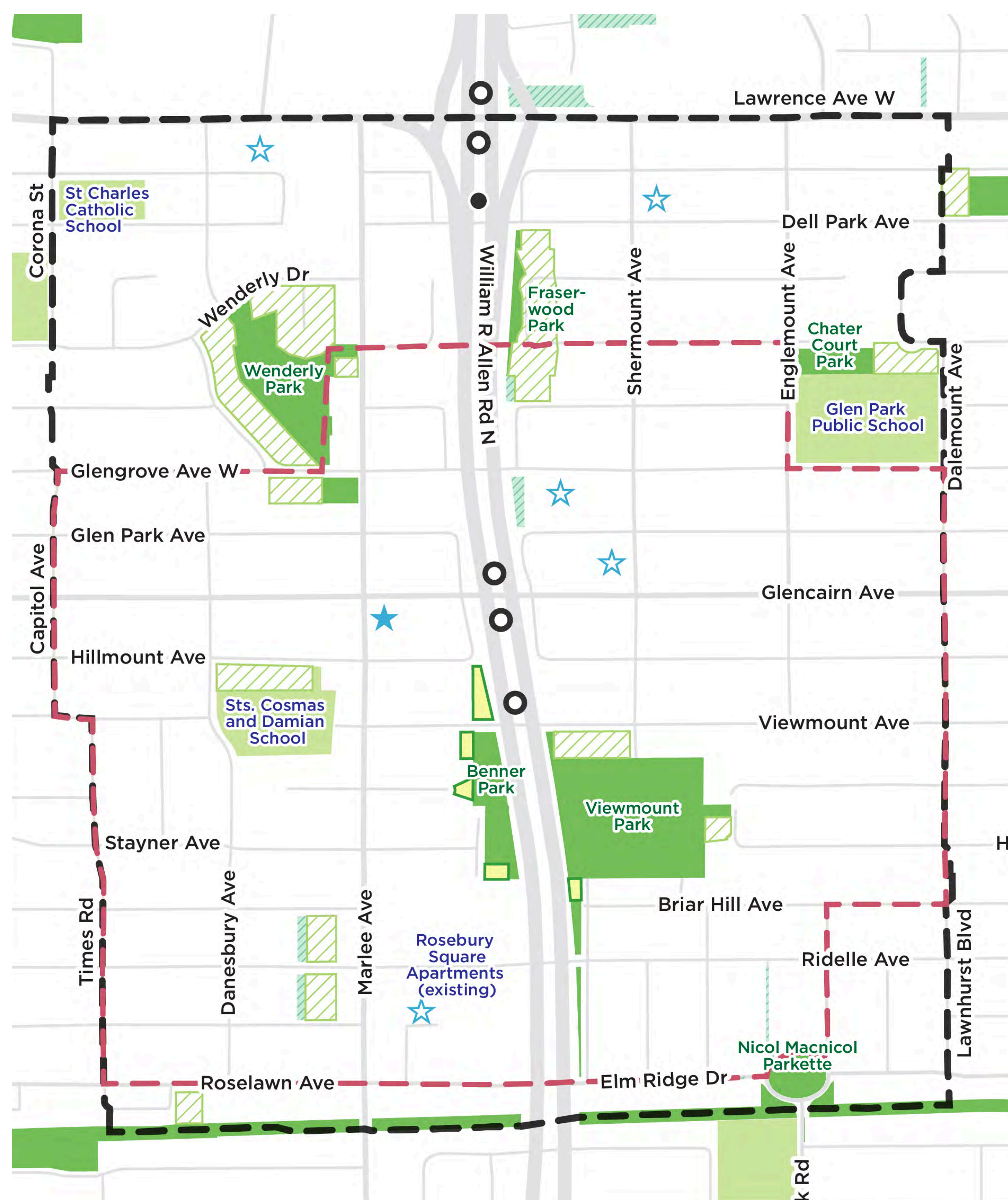
## Legend

- Primary Study Area Boundary
- Draft PMTSA Boundary
- Existing Subway Access
- Potential Subway Access

- Avenues
- Potential Major Street
- Neighbourhood Connector
- Bridge Streets
- Allen Greenway and Beltline Trail
- Allen Greenway Gap Improvements
- Approved Public Realm Enhancement
- Public Realm Enhancement Opportunities
- Mid Block Connection Opportunities
- Special Study Areas

- Parks
- Schools
- Other Open Space Areas
- Priority Areas for Parkland Expansion
- Other Areas for Parkland Expansion

# Parks and Open Spaces



- Existing Parks**  
 Existing parks are important spaces for recreation, relaxation, and social connection supporting everyday well-being. As valuable community spaces, they can support enhanced programming and placemaking opportunities.
  
- Schools**  
 School grounds represent valuable institutional open spaces that can provide opportunities beyond the school day. With partnerships and programming, these spaces could support community recreation, informal gathering, and youth-focused activities.
  
- Other Open Space Areas**  
 These can refer to a variety of open space areas that are not designated public parks and complement the formal parks system (e.g., hydro corridors, ravines, cemeteries, etc.)

- Priority Areas for Parkland Expansion**  
 Priority sites to be designated parks to expand or create strategic access and/or connections in areas of parkland need.
  
- Other Areas for Parkland Expansion**  
 Additional sites identified for new or expanded parkland as opportunities arise. These sites are strategically located near existing parks, schools or active mobility corridors to enhance programming, complement and strengthen the existing network.
  
- ★
**Approved Public Realm Enhancement**  
 Approved spaces for features such as outdoor cafes, urban plazas, architectural articulation or public art installations.
  
- ★
**Public Realm Enhancement Opportunities**  
 Potential spaces for features such as outdoor cafes, urban plazas, architectural articulation or public art installations.

# Streetscape Improvements and Trails

Proposed streetscape enhancements will be implemented over time as development occurs and complementary infrastructure investments are made.

➔ **Avenues are key corridors for growth and access to daily needs.** Enhancements focus on creating high-quality, pedestrian-oriented environments with strong transit integration, active frontages, and vibrant public life, reinforcing their role as the backbone of the public realm network.

➔ **Potential Major Street on Glencairn helps complete the public realm network and support movement to and from key destinations.** Improvements focus on enhancing comfort, safety, and design quality, contributing to a cohesive and continuous public realm circuit.

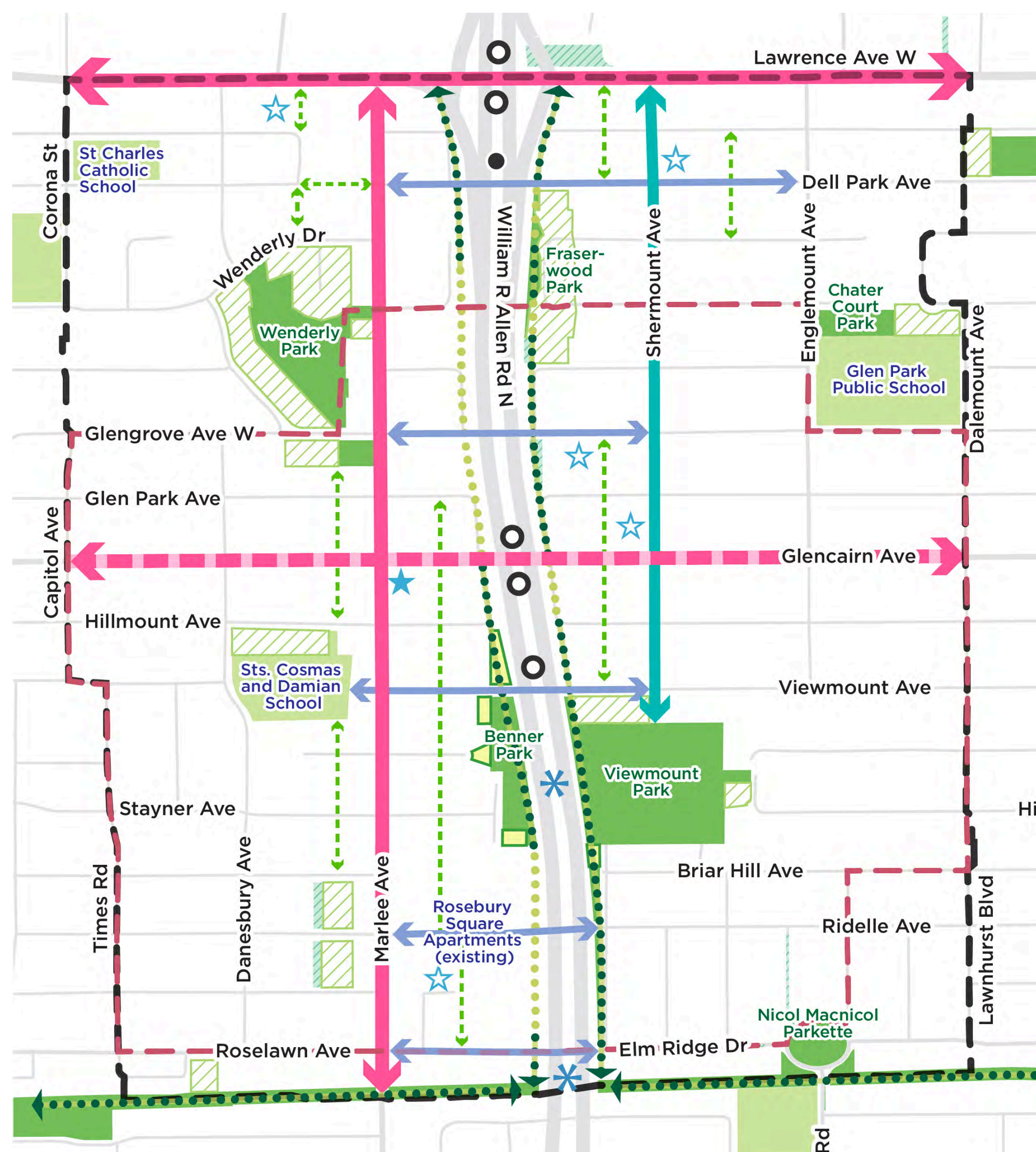
➔ **The Neighbourhood Connector helps stitch the community together by linking the neighbourhood to Viewmount Park through Shermount Avenue.** This connection supports long-term connectivity, livability, and neighbourhood cohesion.

➔ **Bridge Streets are envisioned as key east-west connections that help stitch together communities on either side of the Allen corridor,** connecting the key north-south corridors or Marlee Avenue and Shermount Avenue.

➔ **Allen Greenway and Beltline Trail**  
The Allen Greenway is an open space system intended to achieve a continuous north-south path on both sides of Allen Road from Highway 401 to Eglinton Avenue West. The Beltline Trail is a multi-use recreational trail that follows the former railway corridor in an east-west direction through midtown Toronto.

➔ **Allen Greenway Gap Improvements** are identified gaps in the Allen Greenway that may be linked through new improvements creating continuous north-south multi-use connection through the area.

➔ **Mid Block Connection Opportunities** are strategic pathways or internal "shortcuts" through multiple blocks (e.g., between Viewmount Avenue and Glengrove Avenue) to improve pedestrian connections to transit and through the neighbourhood.

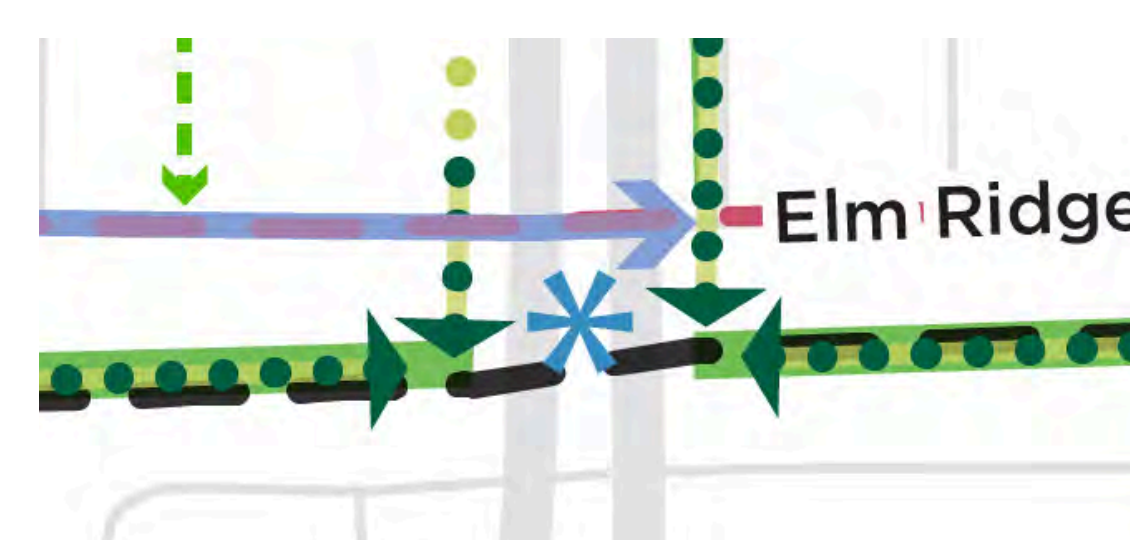


## Special Study Areas

✳ **Special Study Area 1**  
Study opportunities to better connect Viewmount Park to Benner Park over Allen Road.



✳ **Special Study Area 2**  
This area identifies study opportunities to improve or enhance connection between the two sections of the Beltline divided by Allen Road.



Strategic neighbourhood connections are enhanced to form a continuous public realm network of streets, active trails, and open spaces.

Streetscape improvements include strategies such as continuous sidewalks, curbside activation and planting.

This plan outlines a long-term vision for the study area. It demonstrates one possible scenario that may be implemented incrementally through future development applications.



Neighbourhood parks and open spaces, such as Wenderly Park, are expanded and enhanced to support recreation and access to nature.



Potential Major Street on Glencairn helps complete the public realm network and support movement to and from key destinations.

Study to be undertaken to better connect Viewmount and Benner parks.

Enhancements to the Allen Greenway and Beltline trail network support active mobility and access to nature.

Public realm enhancement areas adjacent to new developments create a more welcoming and green pedestrian experience

Placemaking opportunities on bridge streets enhance connectivity on both sides of Allen Road.

Mid-block connections support walkability and provide additional opportunities for greenery between buildings.



- Primary Study Area Boundary
- Avenues
- Potential Major Street
- Neighbourhood Connector
- Bridge Streets
- Allen Greenway
- Approved Public Realm Enhancement
- Public Realm Enhancement Opportunities
- Mid Block Connection Opportunities
- Special Study Areas
- Existing Parks
- Schools
- Other Open Space Areas
- Priority Areas for Parkland Expansion
- Other Areas for Parkland Expansion
- Courtyard
- Building Ground Floor



# Strengthen mobility options to reduce traffic congestion. Create safer and accessible streets for everyone.



Increasing access to new and improved transit, managing vehicle traffic, and improving experience of walking and cycling will make it easier for everyone to get around.



The Emerging Plan focuses on the following key mobility moves:

- **Supporting traffic flow and safety on key streets and bridges** by redesigning Marlee Avenue, Glencairn Avenue, and Shermount Avenue to enhance accessibility, improve links to parks and public realm, and ensure safety for all road users.
- **Promoting the use of transit** by enhancing walking and cycling access to subway stations, the Eglinton Crosstown LRT, and bus routes; exploring opportunities for a new access to Lawrence West Station, and aligning with ongoing City initiatives such as RapidTO Surface Transit Network Plan.
- **Promoting safety of all road users** by evaluating the potential Allen Road ramp closure, providing new intersection and pedestrian control measures, and intersection safety improvements.

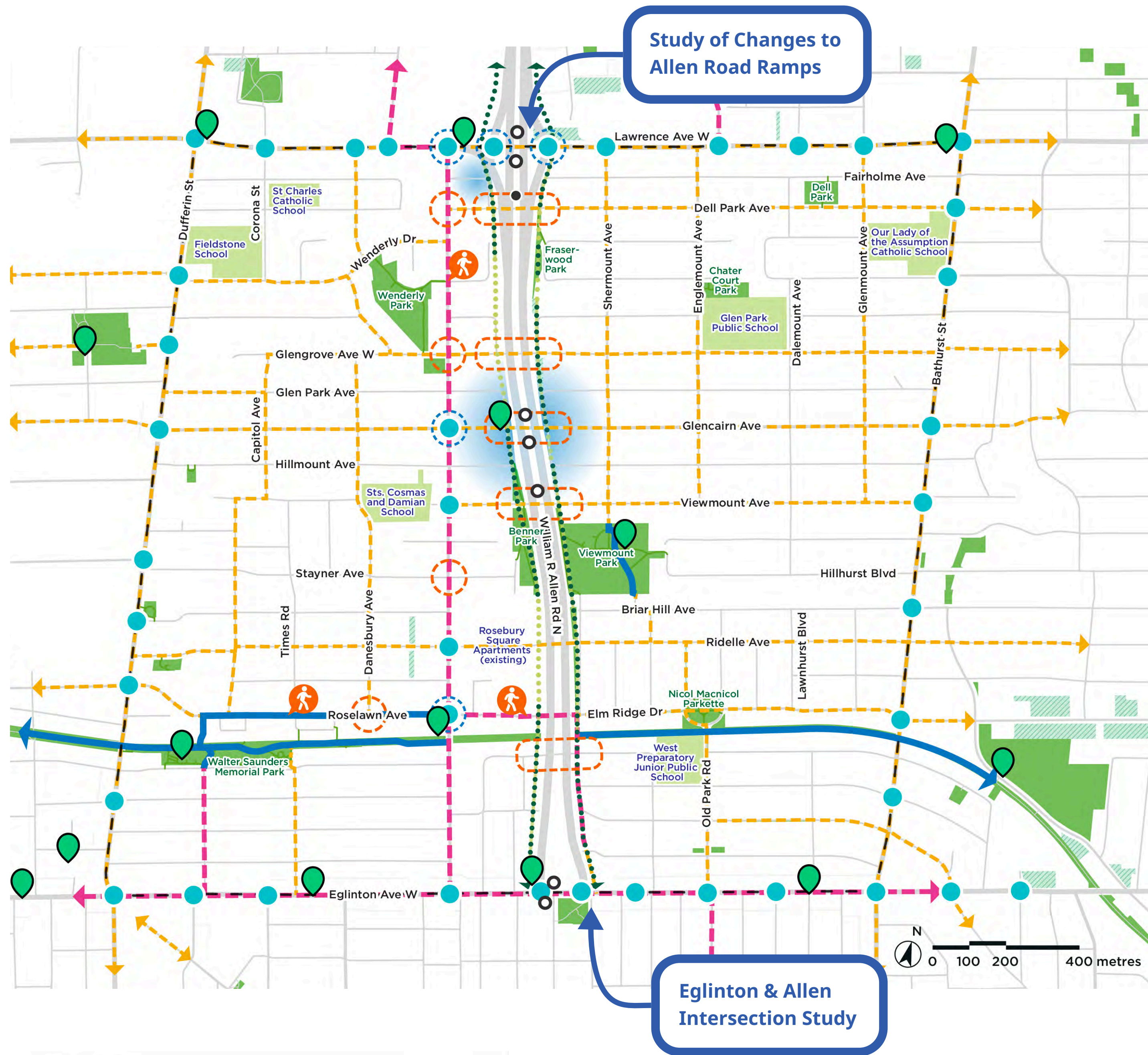


# Mobility Network Policy Directions

The Mobility network policy directions to enhance safety, accessibility, and ease of travel for everyone.

Proposed mobility and safety improvements include:

- **Transit-Supportive Development and Station Access:** Development adjacent to Lawrence West Station and Glencairn Station will recognize and protect new or enhanced transit facilities and ancillary uses that support transit operations and improve regional connectivity. Opportunities for a new access to Lawrence West Station are also being explored.
- **Street Improvements:** Marlee Avenue, Glencairn Avenue, and Shermount Avenue rights-of-way can be modified to manage traffic flow and parking, enhance accessibility, improve links to parks and public realm and ensure safety for all road users.
- **Study of Changes to Allen Road Ramps** at locations where motor vehicle volumes are low and pedestrian activity is high will reduce conflict points and provide opportunity to redesign the intersections to improve safety and operations.
- **Cycling Network Connectivity:** Cycling network improvements including cycling routes identified in the City's Near-Term Implementation Program (2025–2027) as part of the Cycling Network Plan (CNP). Beltline Gap Connections have been considered. Additional potential cycling routes are being explored to fill gaps in the cycling network and support improved mobility in the neighbourhood and to key destinations such as subway stations.
- **Optimizing of Traffic Signal Operations and Safety Improvements:** Reducing curb radii to decrease pedestrian crossing distances, create more sidewalk area and reduce vehicle turning speeds; and consideration for giving pedestrians and people cycling a head start at intersections where high pedestrian and cycling volumes are expected.
- **New Intersection/Pedestrian Control:** Adding new stop signs, crosswalks or signalized crossings to reduce the distance between controlled crossings, improving pedestrian safety, convenience, and connectivity for people of all ages, especially kids and seniors.
- **Study of Changes to Allen Road Ramps** at locations where motor vehicle volumes are low and pedestrian activity is high will reduce conflict points and provide opportunity to redesign the intersections to improve safety and operations.



## Legend

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

\* Road redesign projects 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.

# A Safe, Accessible and Connected Mobility Network

A variety of improvements are being proposed to enhance mobility, connectivity and safety for all road users.

Not all streets serve the same purpose. Some streets provide local access within neighbourhoods while limiting neighbourhood infiltration. Others support travel across the city and beyond. All of these streets are shared by many different users, including drivers, pedestrians, and people cycling, and they need to be safe and easy to use for everyone.

## What do these proposed improvements look like?



### Potential Intersection Safety Improvements

Improvements may include adding priority signals for pedestrians and cyclists at select intersections, increasing the sidewalk area at intersections to reduce vehicle speeds, and shortening pedestrian crossing distances.



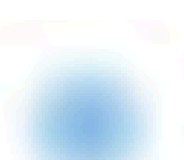
### Potential New Intersection/Pedestrian Control

Adding new stop signs, crosswalks or signalized crossings will reduce the distance between intersections, improving pedestrian safety and convenience.



### Study of Changes to Allen Road Ramps

Closure of ramps to be considered through further study where vehicle volumes are low will improve safety by removing conflict points, with limited impact on drivers and improving access for buses and public realm.



### Potential Shared Mobility Hubs

Locations offering multiple transportation options to manage travel demand. This may include bike share, car share or designated waiting areas for ride-share or pick-up and drop-off, etc. Hubs may vary in size and configuration and will be achieved through the development review process.



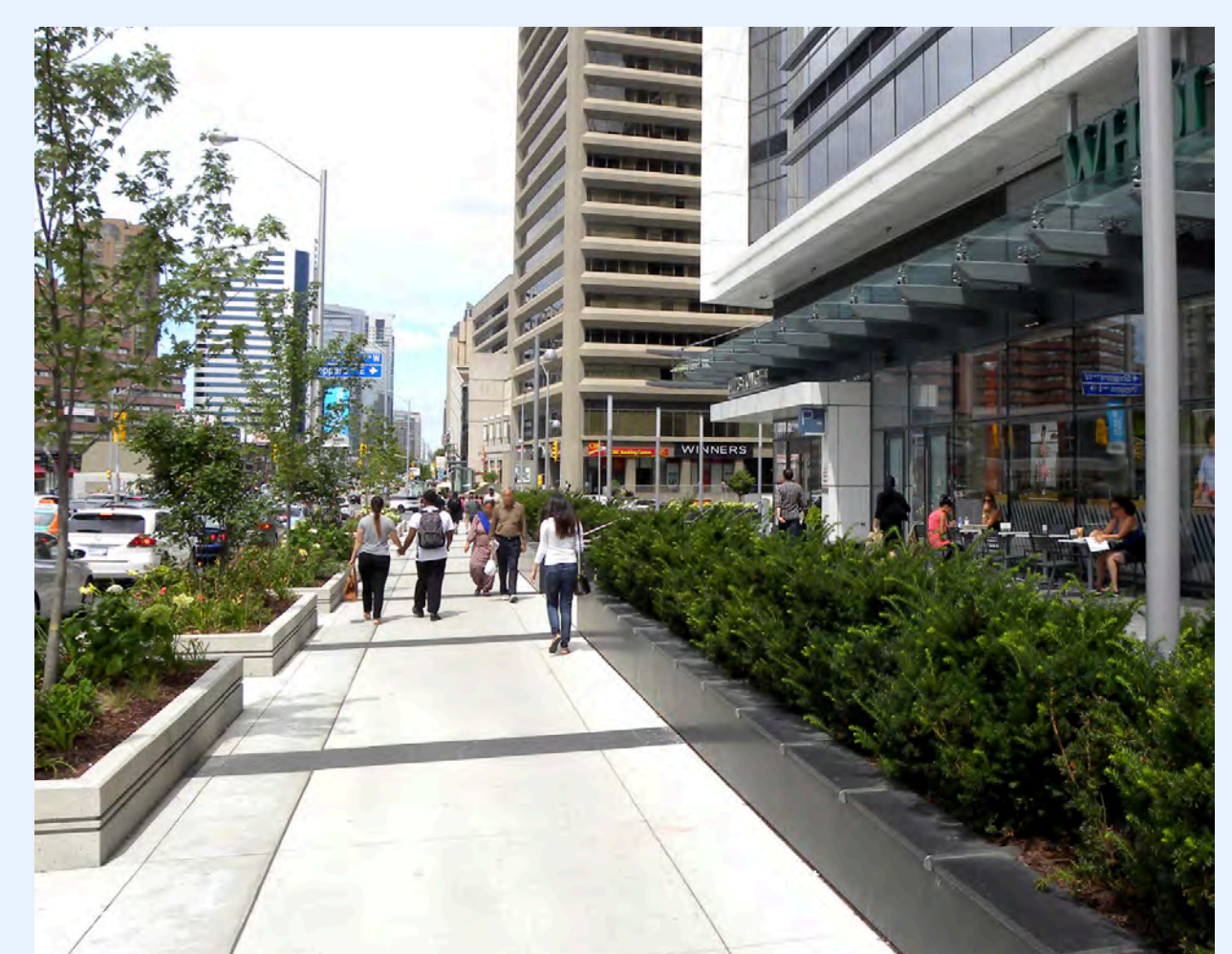
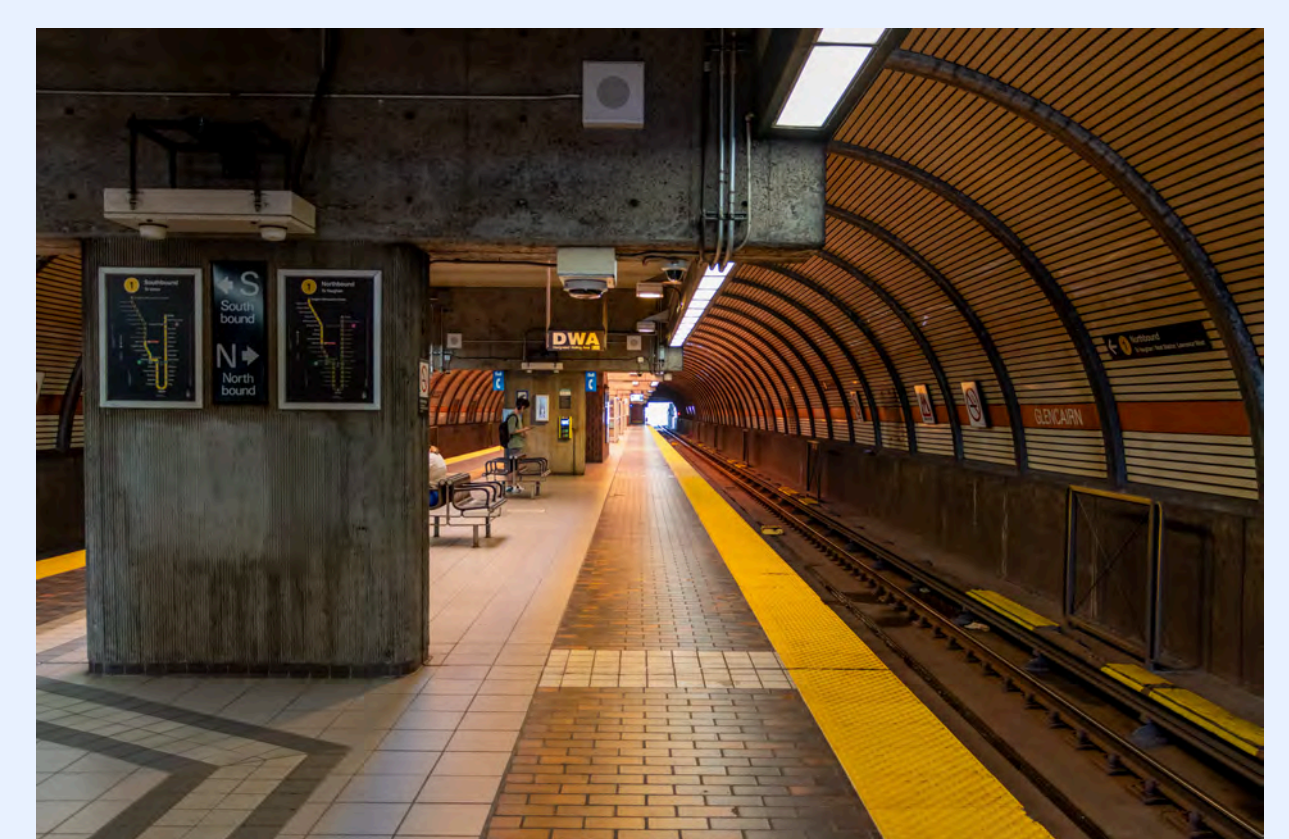
### 2025-2027 Near-Term Cycling Program

These are routes identified for short-term implementation (2025 – 2027) as part of the City of Toronto's Cycling Plan.



### Potential Cycling Routes

Routes identified as candidates under consideration for future cycling routes. These routes are shown for study purposes only, to evaluate which connections best fill gaps in the cycling network and improve access to Line 1 subway stations, the Eglinton Crosstown LRT, and bus routes.



# Street Redesign Concepts and Proposed Right-of-Way Changes

## What we heard about streets:

Participants expressed support for a more connected mobility network, including:

- Improved traffic flow
- Clearly defined parking areas
- Continuous and wider sidewalks
- Improved safety for everyone
- Connected network of safe cycling routes

A series of conceptual street design options have been developed through an initial feasibility review for key streets in the area.

The graphics on this panel illustrate what could be achieved within the existing and planned right-of-way (ROW) widths.

Concepts are for illustration purposes only.

- Further public consultation will be conducted for street redesign projects and potential impacts (such as potential changes to on-street parking regulations) will be discussed before final approval.
- Planned (as per the Official Plan) and proposed ROW widening would be realized if/when adjacent properties are developed (i.e. through land conveyance).

## Marlee Avenue

Existing Conditions (20 m ROW)



Two lanes of vehicular traffic with turning lane and bike lanes.

## Official Plan Map 3: Right-of-Way (ROW) Widths

Marlee Avenue:

- Lawrence Avenue West to Stayner Avenue - 27m Planned ROW
- Stayner Avenue to Eglinton Avenue West - 20 m Planned ROW

The Growing Marlee Glencairn study recommends widening the ROW of Marlee Avenue, between Stayner Avenue and Roselawn Avenue to 27m (from 20m) to align with the planned ROW north of Stayner Avenue. This would enable the future design of Marlee Avenue to be consistent throughout.

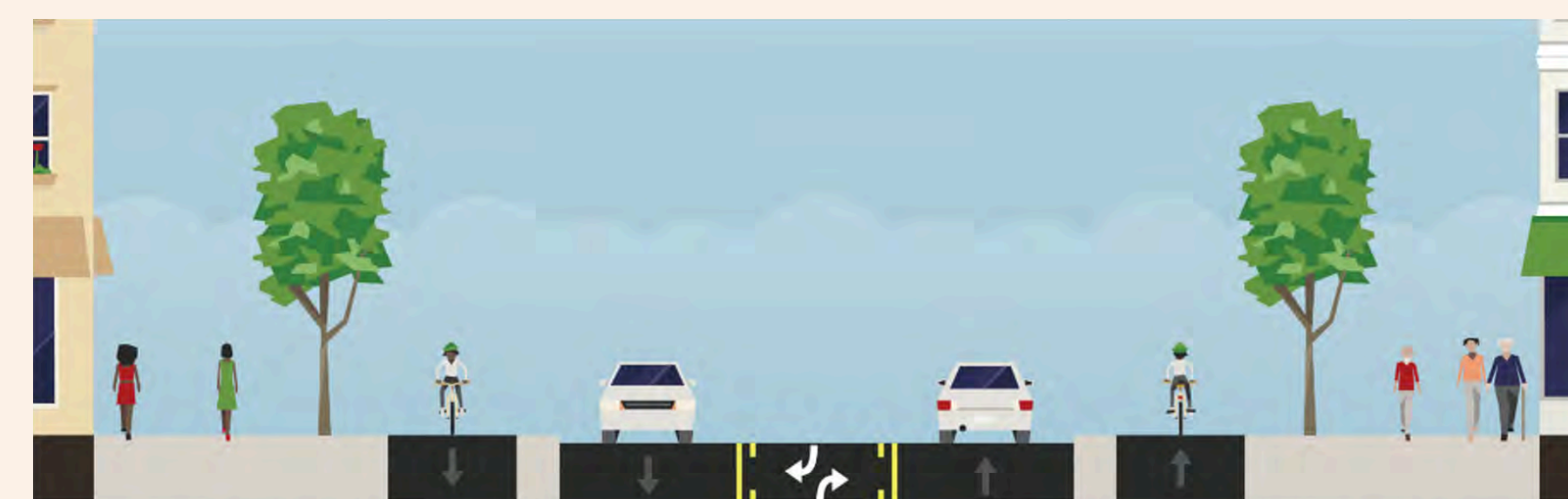
The long-term vision for Marlee Avenue is to improve safety, mobility and access, including:

- Public realm and streetscape improvements for walkability
- Safety measures and intersection improvements
- Cycling improvements
- Parking and loading improvements

## Options for Potential Future Conditions for Marlee Avenue

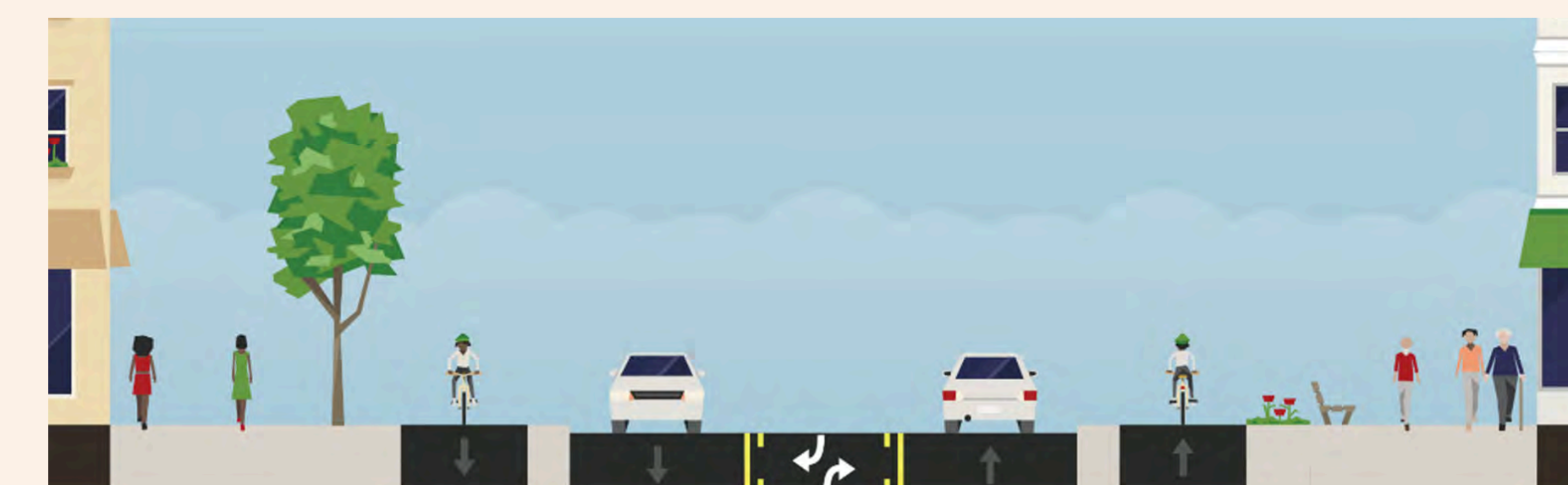
Lawrence West to Stayner Avenue: 20m in the Official Plan | Stayner Avenue to Roselawn Avenue: 20m in the Official Plan, proposed to widen to 27m

Option #1: Potential Future Conditions (27m ROW)



Two lanes of vehicular traffic with turning lane, wider sidewalk, cycle tracks and trees on both sides.

Option #2: Potential Future Conditions (27m ROW)



Other options could include two lanes of vehicular traffic with turning lane, wider sidewalk, cycle tracks, and trees on one side, parking layby or loading, and street furniture on the other side.

- Note:**
- Options are presented for discussion purposes and are subject to further feasibility analysis and Council approval.
  - These options would not impact the number of vehicular lanes.
  - As approved by City Council, Marlee Avenue is a Major City-wide Cycling Route.
  - Cross-sections are created with StreetMix.

# Street Redesign Concepts

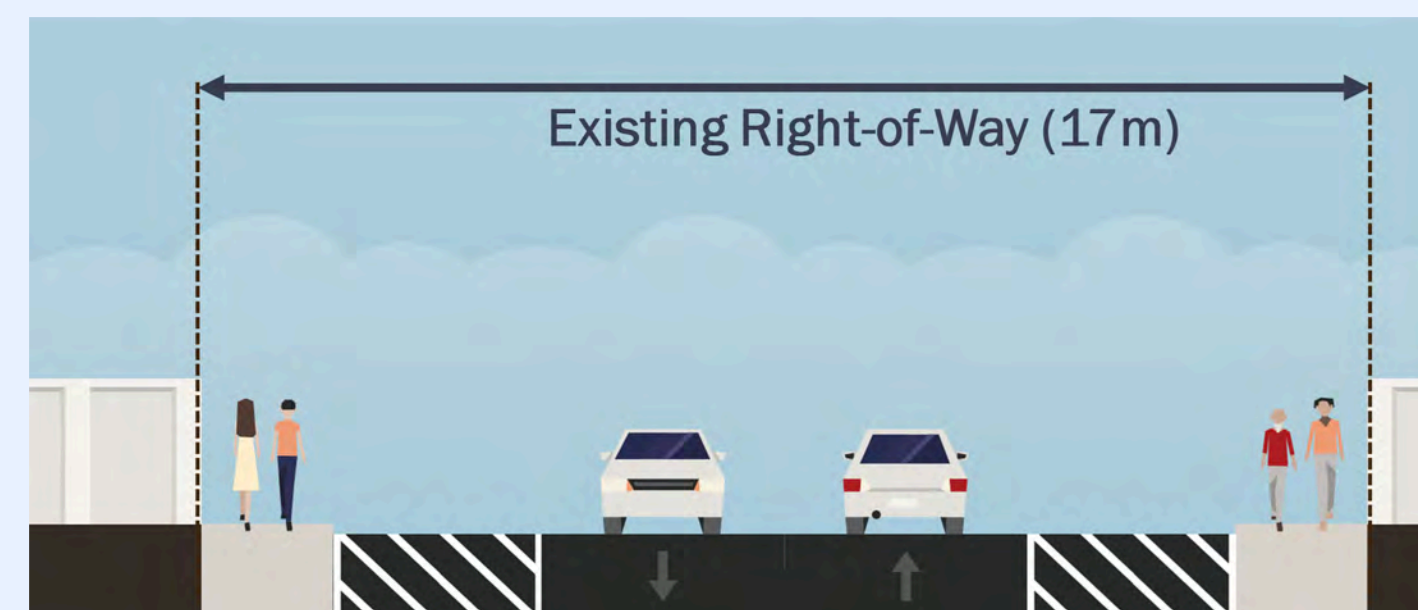
## Glencairn Avenue

Existing Conditions (20m ROW)



Two lanes of vehicular traffic, sidewalks and trees on both sides. Time-restricted on-street parking permitted.

Existing Conditions at Allen Road Bridge

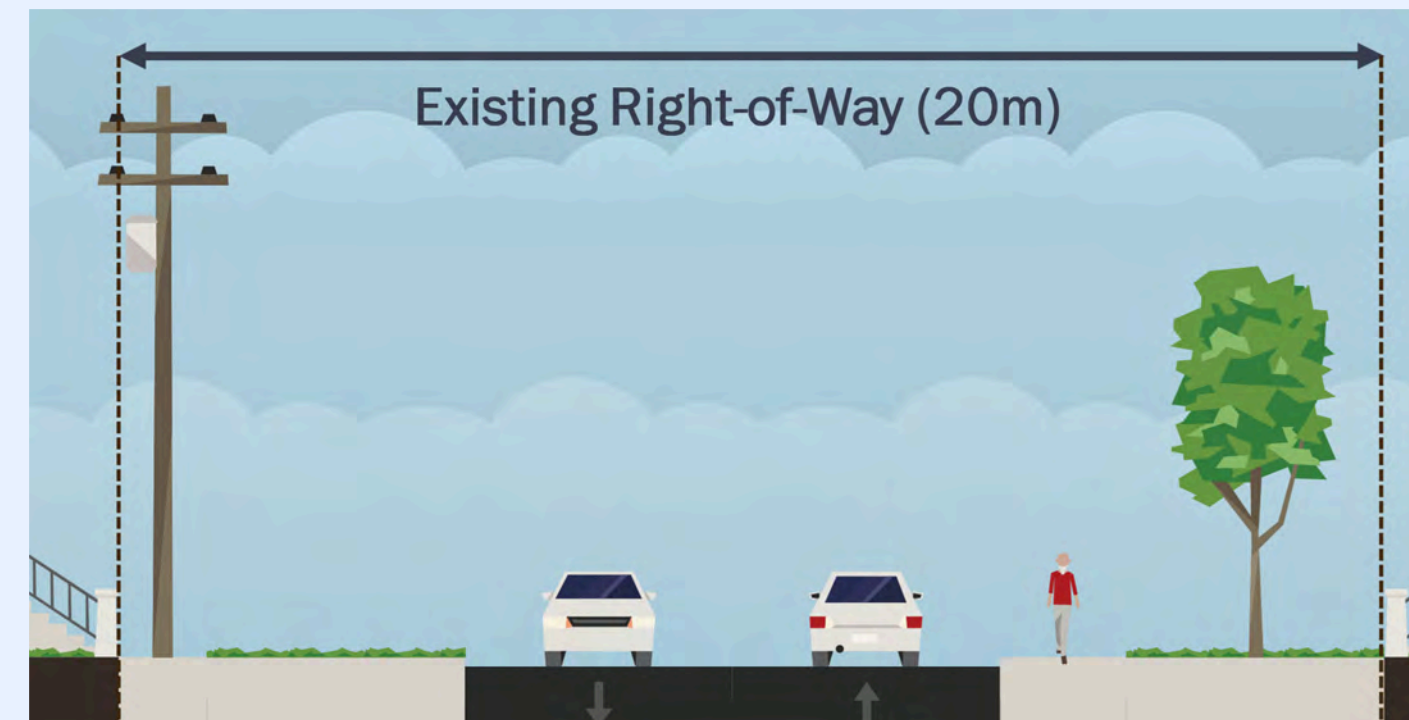


### The long-term vision for Glencairn Avenue

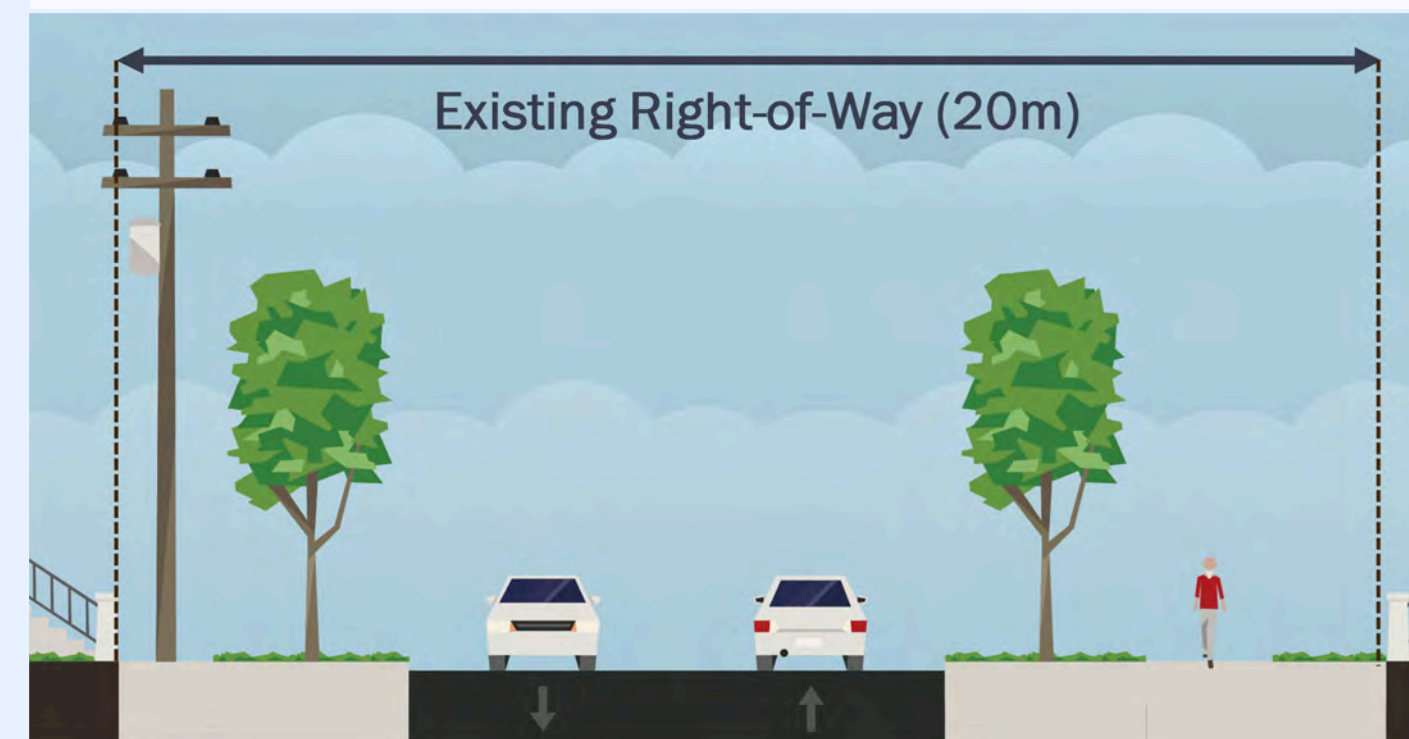
- Enhanced bus route and access
- Continuous sidewalk with minimum 2.1m width
- Public realm and streetscape improvements
- Safety improvements including potential cycling improvements

## Englemount Avenue

Existing Conditions (20m ROW)



Two lanes of vehicular traffic, sidewalks and trees on one side. Time-restricted on-street parking permitted.



Some segments have trees on both sides.

### The long-term vision for Englemount Avenue and Shermount Avenue

- Continuous sidewalk with minimum 2.1m width
- Public realm and streetscape improvements
- Safety measures including potential cycling improvements
- Parking and loading improvements

## Shermount Avenue

Existing Conditions (20m ROW)

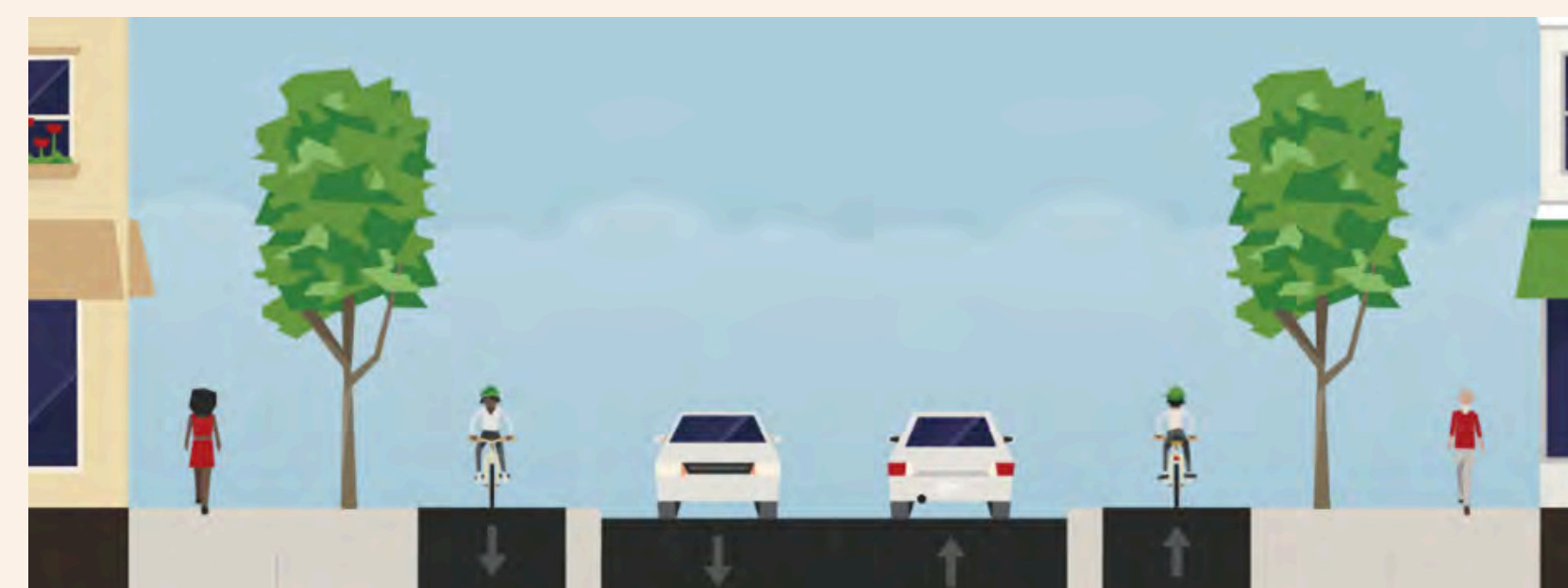


Two lanes of vehicular traffic, sidewalk on one side, and trees on both sides. Time-restricted on-street parking permitted.

- Note:**
- Options are presented for discussion purposes and are subject to further feasibility analysis and Council approval.
  - These options would not impact the number of vehicular lanes.
  - Cross-sections are created with StreetMix.

## Options for Potential Future Conditions for Glencairn Avenue, Englemount Avenue and Shermount Avenue

Option #1: Potential Future Conditions (20m ROW)



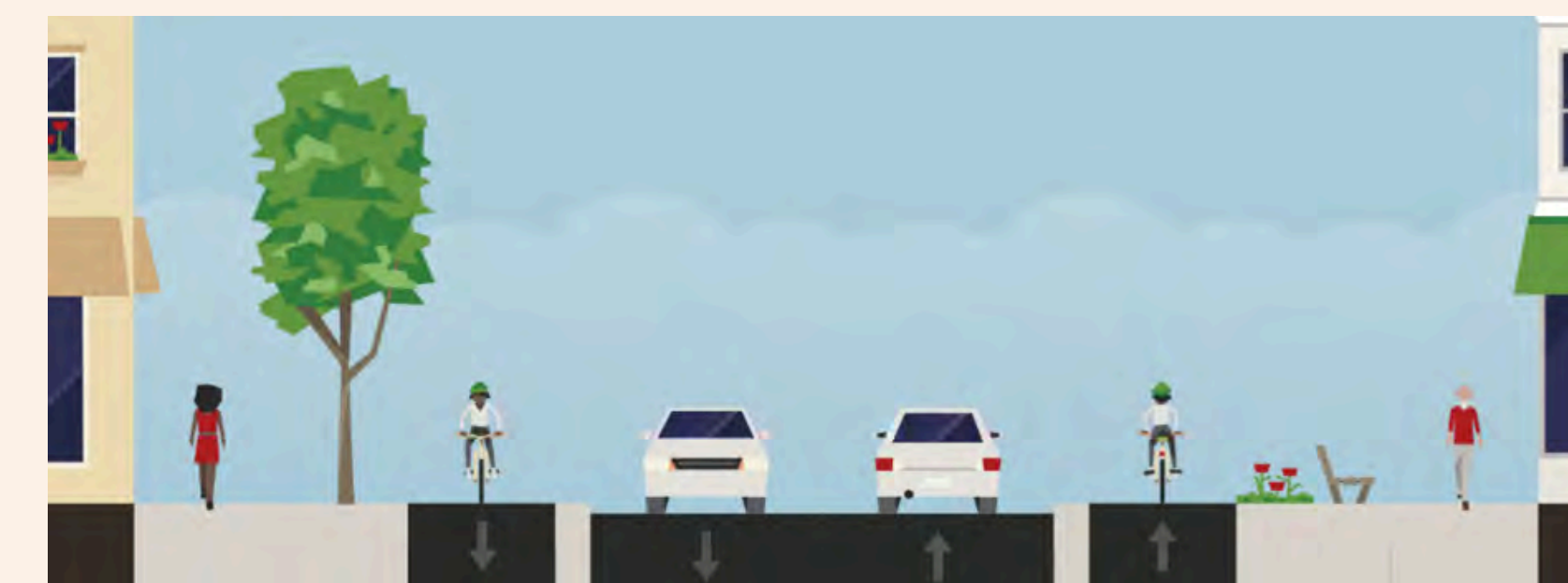
Two lanes of vehicular traffic, wider sidewalk, cycle tracks and trees on both sides.

Option #2: Potential Future Conditions (20m ROW)



Other options could include two lanes of vehicular traffic, wider sidewalk, cycle tracks, and planting zone, parking layby or loading, and street furniture.

Option #3: Potential Future Conditions (20m ROW)



Other options could include two lanes of vehicular traffic, wider sidewalk, cycle tracks, and trees on one side, planting zone, and street furniture on the other side.

# Beltline Gap Connections

As directed by City Council (2025.MM30.13), the Beltline Gap Connections project is currently on pause. The project has been considered as part of the comprehensive mobility work in the Growing Marlee-Glencairn Study.

The mobility strategy considered this project alongside other options to identify a connected network that addresses existing cycling gaps and supports future growth in the area.

## What we heard about streets:

Participants expressed support for:

- Connecting the Allen Greenway on both sides of Allen Road.
- Completing gaps in the Beltline Trail and enhancing the Allen Greenway.
- Concerns from some of the adjacent property owners.

## Key Findings

There are existing gaps in the cycling network in the Marlee-Glencairn area. Filling these gaps will:

- Improve access to local destinations: such as mixed-use and commercial uses along Marlee Avenue, York Beltline Trail and Kay Gardiner Beltline Trail, Glencairn and Cedarvale subway stations;
- Provide connection to the broader cycling network; and
- Provide local and broader access to and from study area, and provide travel options as the neighbourhood sees growth and development.

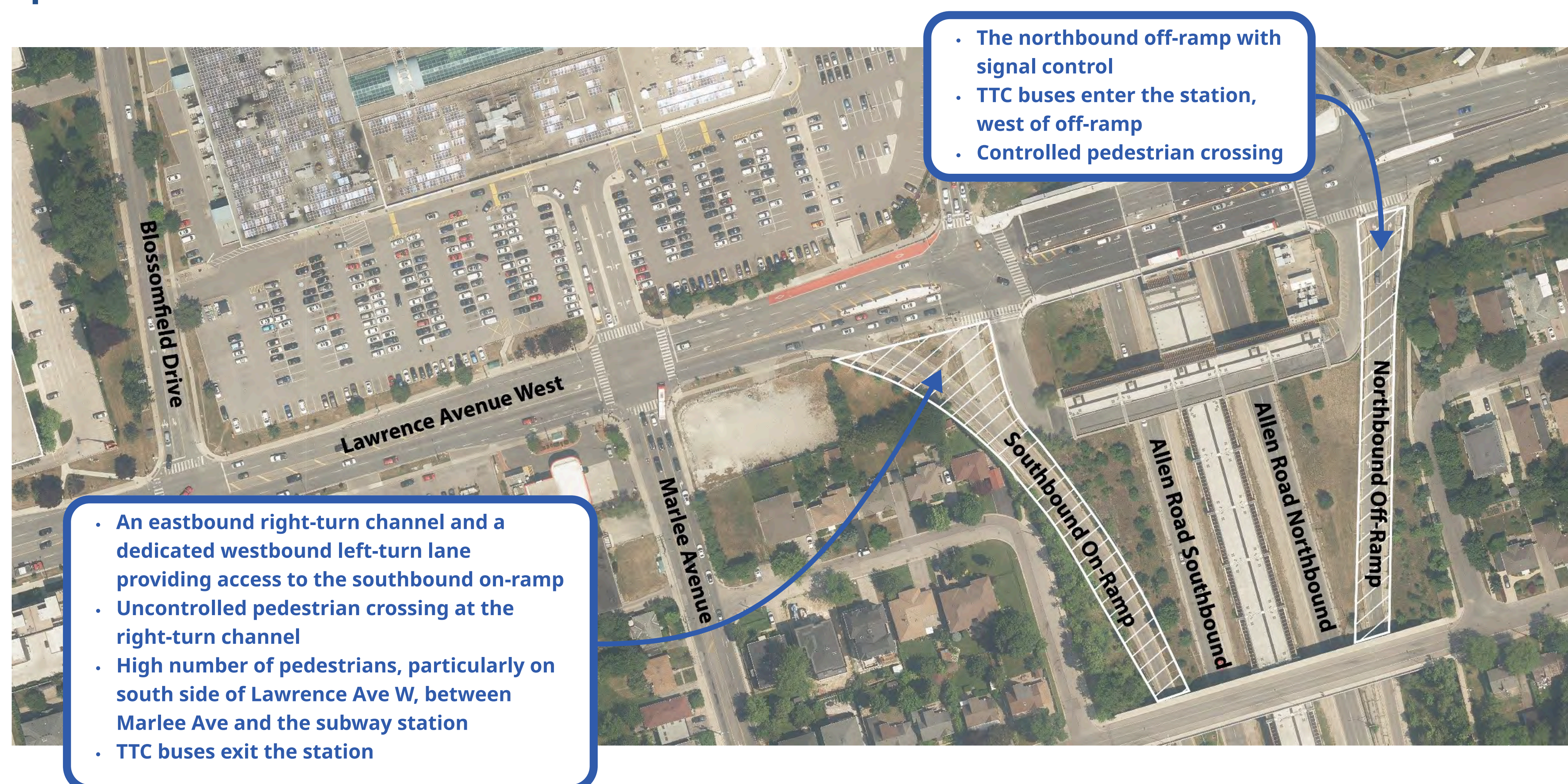
Various route planning options have been explored: Marlee Avenue, between Roselawn Avenue and Eglinton Avenue West is the only direct option to provide a safe cycling connection from the areas north of Eglinton Avenue to the south.

Both projects are ON PAUSE:  
Beltline Gap Connections and  
Future York Beltline Trail Extension



# Allen Road / Lawrence Avenue West Ramps

In response to City Council directions (2022.IE27.14, 2023.IE4.9), the Growing Marlee-Glencairn study conducted a preliminary feasibility assessment of closing access to southbound on-ramp and northbound off-ramp at Lawrence Avenue West and Allen Road to improve safety and traffic operation, and potential reallocation of right-of-way space to other uses in future.



## Findings of Feasibility Assessment

### Southbound On-Ramp and Right-Turn Channel

- Closure of the Right-Turn Channel and Southbound On-Ramp can be supported in principle, subject to further feasibility analysis and focused public engagement.

#### This would potentially:

- Improve mobility options to reduce traffic congestion, safety for all users, especially for kids and seniors, by reducing the number of conflicting movements, and
- Optimize the intersection by allowing reallocation of the westbound left-turn lane to other uses in future, aligned with the vision for Lawrence Ave West (e.g. potential dedicated eastbound bus lane, passenger pick-up/drop-off layby).

### Northbound Off-Ramp:

- No recommendation to close the off-ramp in the near-to mid-term
- Closing the off-ramp would limit access to Lawrence Ave W and surrounding neighborhoods, and would increase the northbound traffic on Marlee Avenue and could worsen the operations at the Marlee/Lawrence intersection
- Consider the closure of the northbound off-ramp in the long-term as the area changes and evolves

### Next Steps:

- Consider a pilot project to close access to the Right-Turn Channel and southbound on-ramp, with a post-installation 2-year monitoring plan.
- Further feasibility assessment considering the Eglinton & Allen Intersection Study
- Public consultation and Council approval

### Turning Movement Count

Jan 29, 2026 (6 AM to 8 PM)

