

Sheppard

Avenue East Light Rail Transit

Corridor Profile

Excerpt



Introduction

This Profile was undertaken in consideration of a future Sheppard Avenue East LRT line between the Don Mills TTC subway stop on the Sheppard Subway (Line 4), to Morningside Avenue (see map).

This Profile focuses on the existing demographic, employment, and physical conditions of the corridor. The Profile divides the corridor into six segments based on a number of criteria (see appendix for rationale). The data and information provided contribute to a better understanding of the corridor and the many communities along it.

Profile Contents

This Profile provides information about the existing conditions and recent changes throughout the corridor. Specifically, the profile discusses:

- who lives along the corridor
- what jobs exist along the corridor; and
- trends in each.

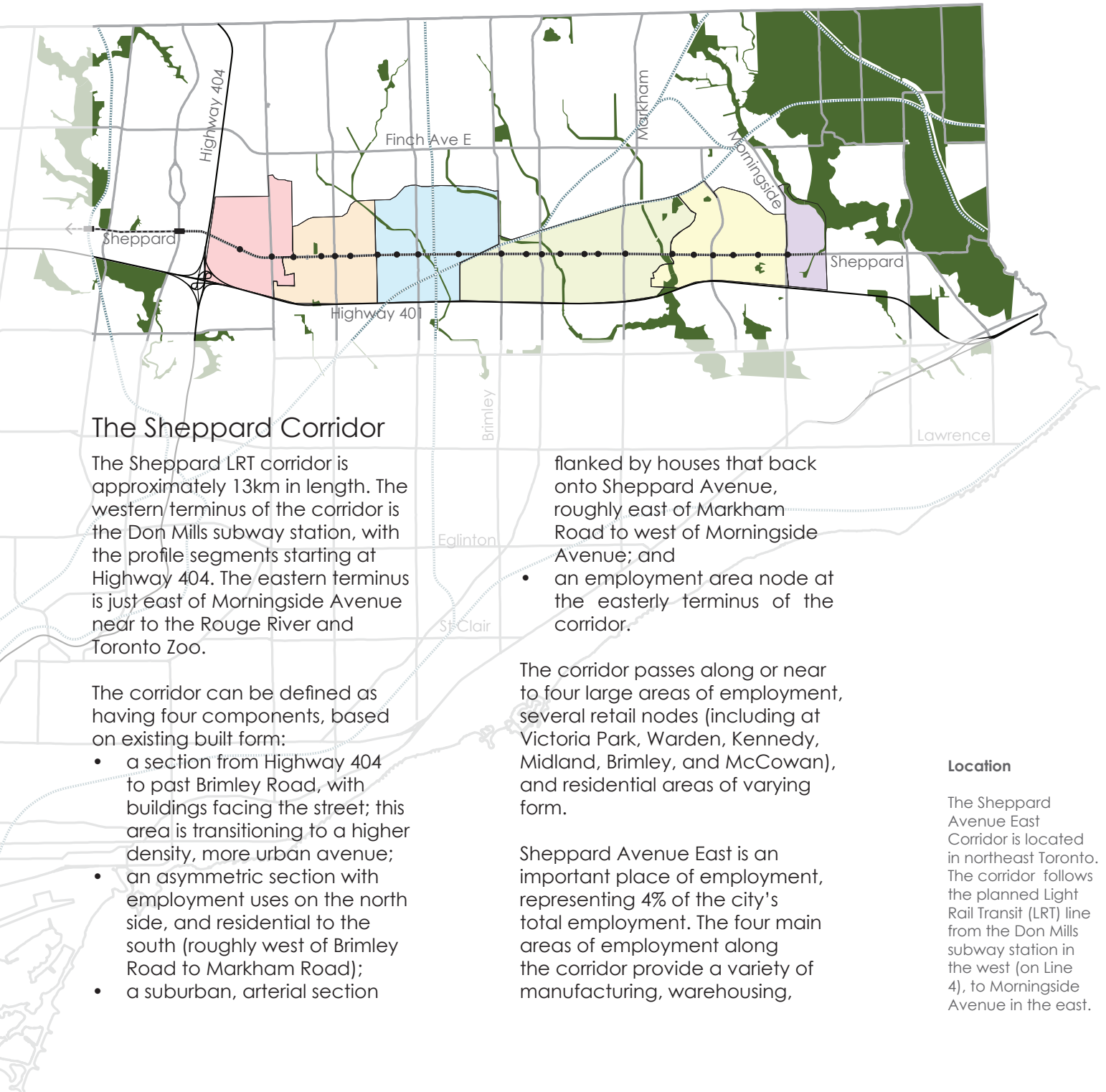
This Profile is intended to act as a research tool and input into future planning along the corridor, to help leverage investment in the new light rail transit infrastructure. Hence, it is intended as 'the facts', with limited interpretation of them. The contents of the profile include maps and diagrams used in city planning and urban design research. The following is a basic

explanation of some of them:

Parcel fabric: 'parcels' are individual lots or property, such as the land that a single family house may sit on, or the lands occupied by a shopping mall. The 'fabric' of parcels is the patchwork that they create when looked at over a large amount of space.

Figure ground: A figure ground map depicts only the built environment, which includes all buildings, and is a useful tool for understanding the relationship between built and unbuilt space. Built space is depicted in black, whereas unbuilt space is white.

Interface: An 'interface' map depicts the interfacing of Sheppard Avenue East with its surrounding context. The interface is the edges of the public space along the corridor, and its surrounding context. Generally, a more 'active' interface consisting of main doors and windows of buildings makes for a more vibrant, inviting, and pedestrian-friendly avenue (people come and go, and can see onto the street from buildings). This type of interface also serves to animate the street, and helps to make it safer. Conversely, an interface of blank walls and opaque fencing has the effect of creating a more sterile and isolating street environment.



The Sheppard Corridor

The Sheppard LRT corridor is approximately 13km in length. The western terminus of the corridor is the Don Mills subway station, with the profile segments starting at Highway 404. The eastern terminus is just east of Morningside Avenue near to the Rouge River and Toronto Zoo.

The corridor can be defined as having four components, based on existing built form:

- a section from Highway 404 to past Brimley Road, with buildings facing the street; this area is transitioning to a higher density, more urban avenue;
- an asymmetric section with employment uses on the north side, and residential to the south (roughly west of Brimley Road to Markham Road);
- a suburban, arterial section

flanked by houses that back onto Sheppard Avenue, roughly east of Markham Road to west of Morningside Avenue; and

- an employment area node at the easterly terminus of the corridor.

The corridor passes along or near to four large areas of employment, several retail nodes (including at Victoria Park, Warden, Kennedy, Midland, Brimley, and McCowan), and residential areas of varying form.

Sheppard Avenue East is an important place of employment, representing 4% of the city's total employment. The four main areas of employment along the corridor provide a variety of manufacturing, warehousing,

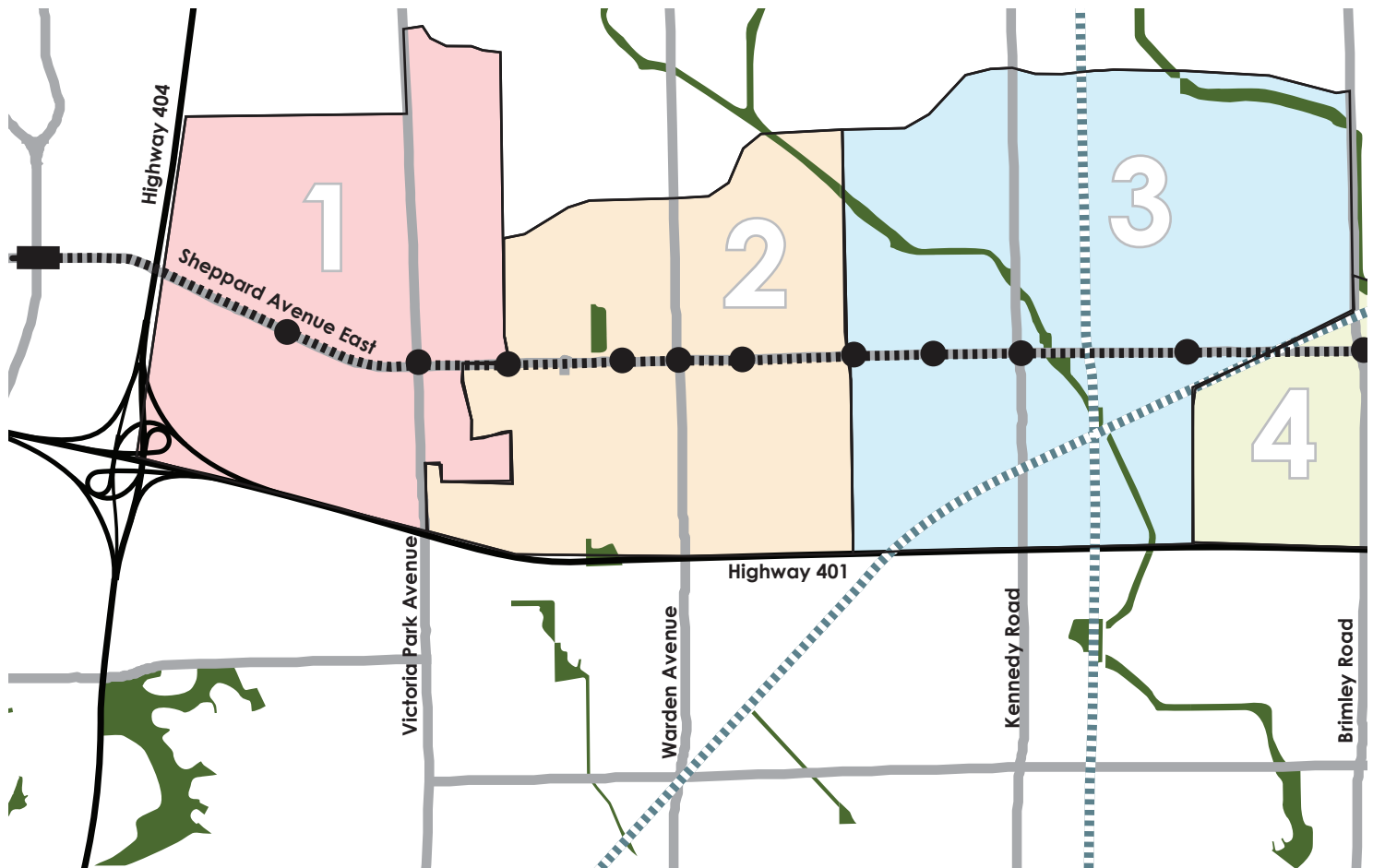
Location

The Sheppard Avenue East Corridor is located in northeast Toronto. The corridor follows the planned Light Rail Transit (LRT) line from the Don Mills subway station in the west (on Line 4), to Morningside Avenue in the east.

Sheppard Corridor

13km
corridor
length

2,329
hectares



- Segment # 2
- LRT stop*
- LRT route
- Subway
- Rail corridor
- Highway
- Major street
- Designated open space

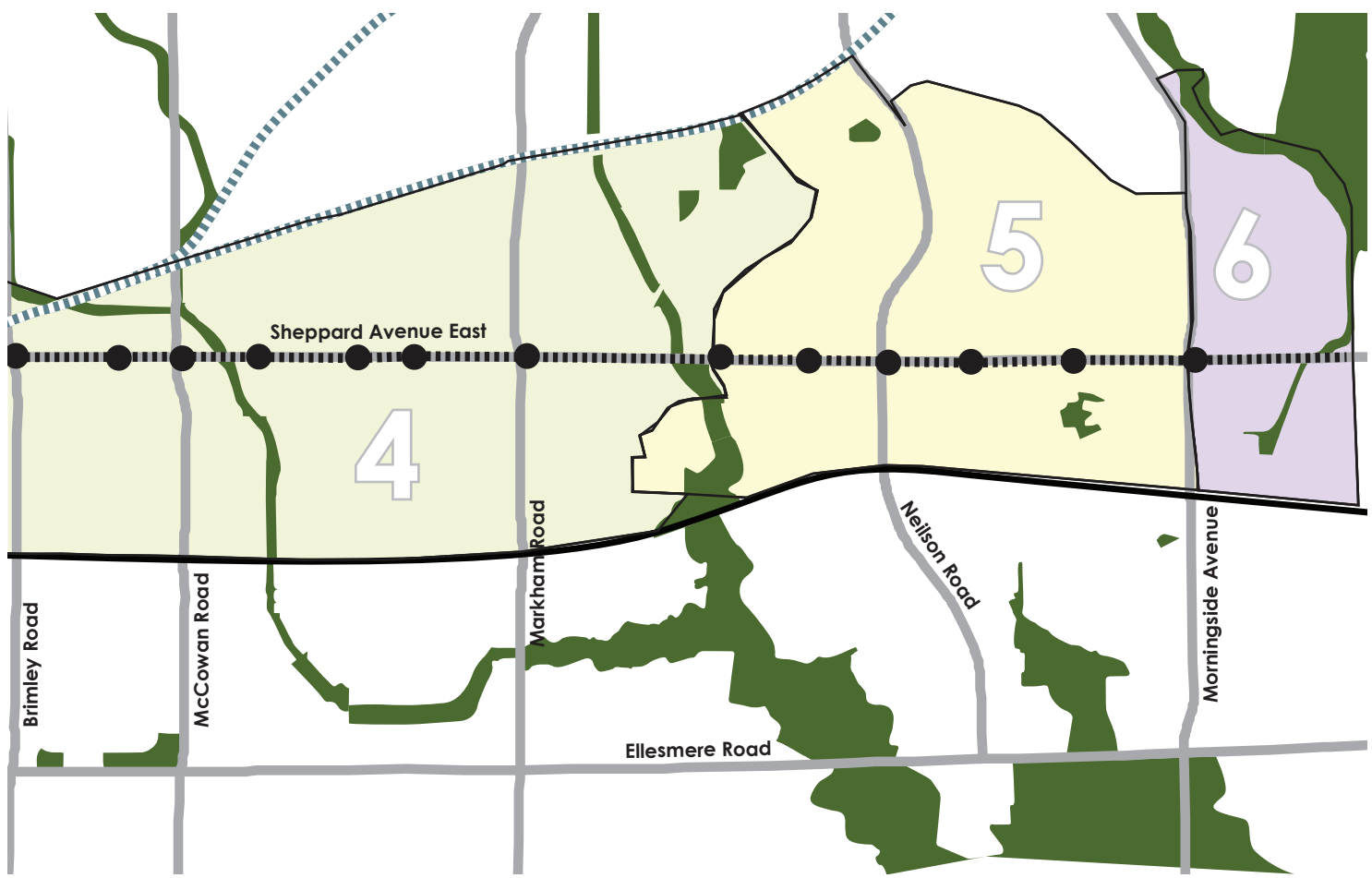
56,062
jobs
2011

89,190
people
2011

4
channelized
waterways

27,100
daily ridership
Sheppard bus
(#85)

4
major
employment
areas



66.5%
ownership
tenure
2011

62.6%
immigrants
to Canada
2011

4
council
wards

and office jobs. These areas are Consumer's Road, West Central Scarborough (south of Sheppard between Kennedy and Brimley Roads), Tapscott/Marshalling Yard (north of Sheppard between Brimley and Markham roads), and Scarborough Highway 401 Corridor (east of Morningside Avenue). In addition, retail employment is located at several locations along the corridor.

Population diversity is a defining characteristic of the corridor; 2011 census data show that 63% of the population are immigrants to Canada, compared to 49% for the city as a whole. The corridor's age distribution is similar to that of the city at large, though there are proportionately more younger people (0-19 years of age) and seniors (65+) than that of the rest of the city.

Today, there are no Neighbourhood Improvement Areas (NIAs) along the corridor, which suggests that the corridor does not have areas with higher than average socio-economic needs. However, one area near the Malvern Community was formerly identified, and is now only marginally above the low Neighbourhood Equity Score. In addition, research suggests that there are other pockets of socio-economic need along the corridor. For more information on NIAs, see Appendix B.

Along its length, Sheppard Avenue

East is a wide arterial road with a planned 36 metre right-of-way. How buildings relate to the street varies across the corridor. In certain areas, buildings have generous setbacks from the street, and many properties have their backyards facing Sheppard Avenue (known as reverse-lotting). This is particularly relevant east of McCowan. This results in conditions with opaque fences and blank walls facing Sheppard Avenue, making it difficult to achieve an active, animated avenue experience. West of McCowan, more buildings front directly onto Sheppard Avenue, presenting better opportunities for active street-level animation.

Private automobile usage is very high along Sheppard Avenue East, and is reflected in the data on work-commute-modal-share. Car dominance along the corridor is supported by existing street and block patterns, a circuitous road network, poor quality pedestrian and active transportation environment, and a lack of pedestrian connections. Often, where there are pedestrian connections, they are narrow, difficult to find, and do not directly connect to activity generators (such as retail, schools, or other areas of interest). For example, on either side of Neilson Road, most pedestrian connections to Sheppard Avenue East are narrow walkways in between parcels occupied by low-rise, reverse-lotted houses.

Corridor Population & Employment Trends

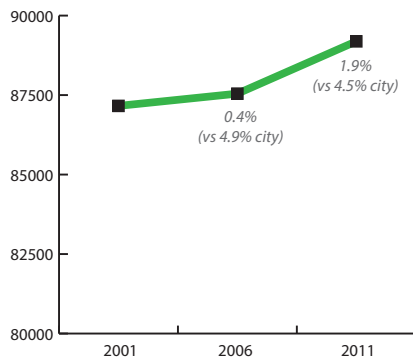
The population of the city of Toronto increased fairly consistently over the last two census periods at rates close to 5% (between each census). This differs from the Sheppard corridor; the population of which increased at a much slower rate. Between 2006 and 2011, the population of the Sheppard corridor increased by only 1.9%. New high-rise residential development, especially in the western end of the corridor may impact this rate in the future.

The make up of the population is similar to that of the city, though the proportion of immigrants to Canada is higher along the corridor.

Over the last two census periods, the number of jobs increased along the corridor. However, between 2006 and 2011, the number of jobs along the Sheppard corridor increased by 1.7%, representing a lower rate than that experienced by the city.

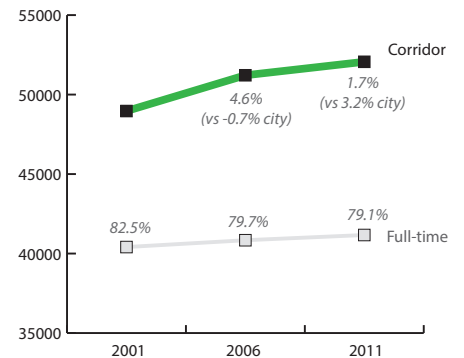
Population

The population of the corridor has increased over the last two census years, but at a slower rate than that of the city. Source: Census



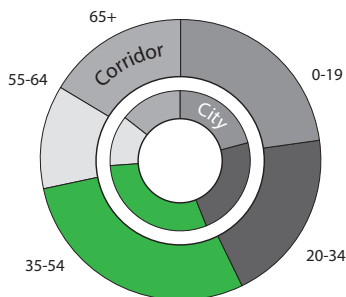
Jobs

The number of jobs increased over the 2001 and 2011 period, though the proportion of full-time jobs has declined. Source: Toronto Employment Survey



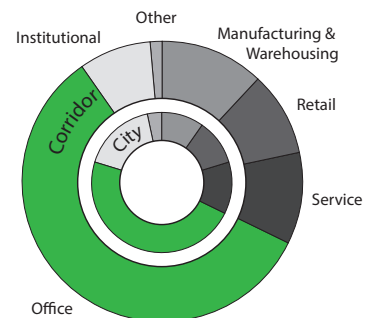
Age Distribution (2011)

The corridor has a population profile similar to that of the city, with a slightly higher proportion of people over the age of 65. Source: Census



Jobs by Sector (2011)

The corridor has a high proportion of jobs in the office sector, relative to that of the city. The Consumers Road Business Park is a factor in this. Source: Toronto Employment Survey



Though there were increases in both the service and institutional sectors, employment along the Sheppard corridor is heavily geared toward the office sector. The proportion of full time jobs decreased over the 2001 to 2011 period, from 82.5% to 79.1%. The total number of establishments remained around 3000 over the same period.

Put together, the number of people and number of jobs form the density of the corridor. There were about 60.6 people and jobs per hectare along the corridor in 2011, which is a slight increase from 2001, when the density was about 58.4 people and jobs per hectare.

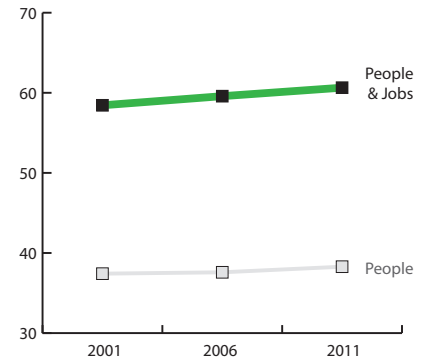
Private household income is below the city average, with the gap widening between the 2000 and 2010 period. Despite the gap, the proportion of low income households is similar to the city average.

Home ownership rates are above the city average. Over the 2001 to 2011 period, the city trend toward a higher proportion of ownership was mirrored by the corridor.

The average area worker commutes to work via personal automobile, with more than 61% of commuters driving to work via personal automobile. A further 32% take transit, with the remainder using active forms of transport, such as walking or cycling.

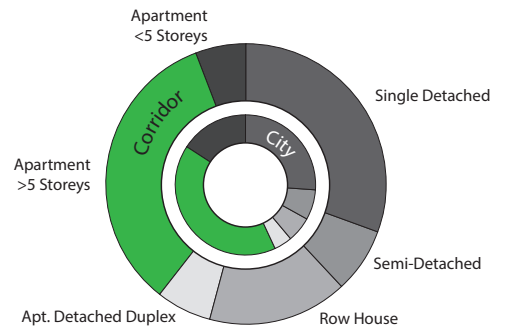
Density (People & Jobs / Hectare) (2011)

The density of the corridor increased slightly over the past two census years. Source: calculated using Census & Toronto Employment Survey



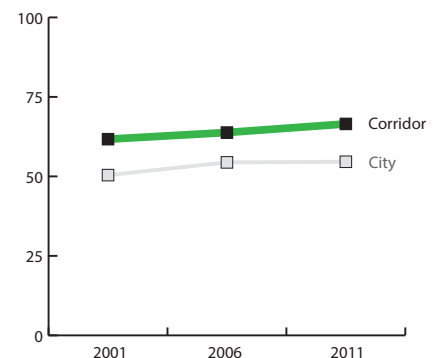
Housing Type (2011)

The corridor has a higher proportion of single family detached housing units, and row house units, and a lower proportion of housing units in apartments (above or below 5 storeys). Source: Census



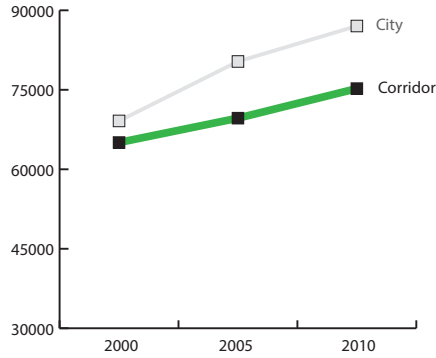
Tenure (Ownership)

Home ownership rates are above that of the city, and increased over the 2001 to 2011 period. Source: Census



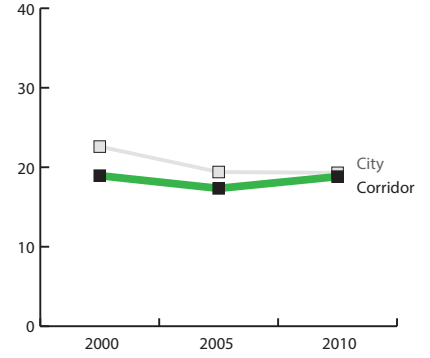
Private Household Income

Private household income is lower than that of the city, with the gap widening in the 2000 to 2010 period.
Source: Census



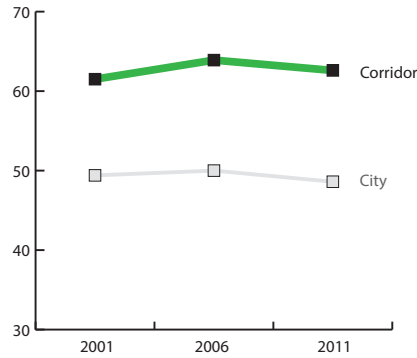
Proportion Low Income

The proportion of low income households is marginally lower than that of the city.
Source: Census



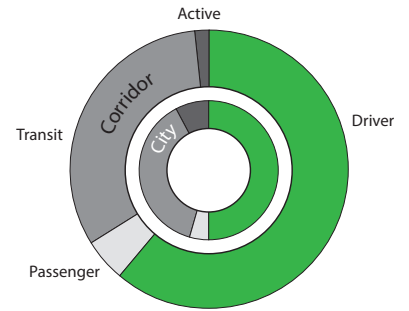
Immigration

The area has a high proportion of immigrants to Canada. Source: Census.



Modal Split (2011)

Over 60% of trips to work along the corridor are taken by driving in a personal automobile. This rate is well above the city average of 48.3%.
Source: Census



Jobs

	Mfg	Retail	Service Office	Instit	Other	Total	
2001	7,044	6,084	5,077	27,046	3,212	502	48,965
2006	6,236	6,060	5,478	29,200	3,629	612	51,215
2011	6,298	5,077	5,517	30,195	4,346	629	52,062

Employment Establishments

	Mfg	Retail	Service Office	Instit	Other	Total	
2001	274	491	513	1,423	162	23	2,886
2006	266	609	579	1,369	205	30	3,058
2011	271	523	578	1,380	238	44	3,034



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