

## Kennedy Station Public Realm Master Plan - Final Report

**Date:** June 18, 2025

**To:** Scarborough Community Council

**From:** Director, Community Planning, Scarborough District, Development Review and Director of Urban Design, City Planning

**Wards:** 21 - Scarborough Centre and 20 - Scarborough Southwest

### SUMMARY

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This report recommends City Council adoption of the Kennedy Station Public Realm Master Plan (the “Master Plan”), included as Attachment 1.

Initiated in Spring 2024, the Master Plan will guide decision-making and coordinate public realm improvements over the next 30+ years for the Kennedy Station Area (the “Study Area”) in response to transit investment and development potential.

The Master Plan envisions a cohesive, well-connected network of public spaces for everyone—residents, visitors, workers, and commuters—while improving mobility and connectivity, ensuring safety and comfort, promoting placemaking, and supporting sustainability and resilience. To implement the Master Plan, ten goals are outlined to guide public realm improvements that contribute to a multi-modal transportation network anchored by public transit, provide well-connected, safe, and accessible streets and open spaces, as well as strengthen placemaking and public art.

Conceptual design demonstrations for the Master Plan’s five core areas provide detailed area-specific guidance for the implementation of public realm improvements. The conceptual phasing approach outlines three timed phases and a future phase for implementing the Master Plan, helping to align public realm improvements with major infrastructure projects and anticipated shifts in travel demand. The Master Plan outlines 45 public realm improvements to be initiated over the next 30+ years, with the near-term phase (first seven years) advancing new and enhanced connections and multi-use trails, design elements that improve safety and accessibility, and wayfinding during on-going construction. These near-term actions will improve safety and physical connections for pedestrians and active mobility users.

The Master Plan is consistent with the Provincial Planning Statement, 2024 and advances the policy directions of Toronto’s Official Plan. The Master Plan was

developed in collaboration with an inter-divisional and inter-agency Technical Advisory Committee and is informed by a two-stage public engagement process.

Next steps to implementation of the Master Plan include identifying funding opportunities, determining alignments with other initiatives, and advancing initiatives in collaboration with City divisions, agencies, other levels of government and relevant entities. Further studies would be required to enable some of the Master Plan's recommendations for public realm improvements.

## **RECOMMENDATIONS**

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The Director, Community Planning, Scarborough District, Development Review and Director of Urban Design, City Planning recommend that:

1. City Council adopt the Kennedy Station Public Realm Master Plan, substantially in accordance with Attachment 1 to this report.
2. City Council request the Chief Planner and Executive Director, City Planning and Executive Director, Development Review to use the Kennedy Station Public Realm Master Plan, attached as Attachment 1 to this report, in the evaluation of all current and new development applications as well as to inform public realm improvements that can be delivered as part of new developments in the Study Area.
3. City Council request the Chief Planner and Executive Director, City Planning, to use the Kennedy Station Public Realm Master Plan, attached as Attachment 1 to this report, to inform the review of the design and implementation of transit projects within the Study Area.
4. City Council request the General Manager, Transportation Services and General Manager, Parks and Recreation to use the Kennedy Station Public Realm Master Plan, attached as Attachment 1 to this report, to inform the design and implementation of public realm improvements as part of capital works projects within the Study Area.

## **FINANCIAL IMPACT**

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There are no immediate financial implications resulting from the recommendations included in this report, however there may be future financial implications that are driven by growth in users resulting from new transit infrastructure, service improvements, and increased density from future development.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the information as presented in the Financial Impact section.

## **EQUITY STATEMENT**

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The recommended Kennedy Station Public Realm Master Plan identifies public realm improvements that can enhance the quality of life for current and future residents, including Indigenous, Black, and equity-deserving or vulnerable populations. The Master Plan embodies the principles of reconciliation, access, equity and inclusion as outlined in Chapter One of the Official Plan. The Master Plan supports Indigenous place-keeping, convenient and safe options for travel, and a public realm that is designed to foster civic inclusion and cohesion as well as be resilient to the impacts of climate change.

The Toronto Strong Neighbourhoods Strategy (“TSNS”), which aims to create equitable opportunities for wellbeing across all neighbourhoods in the city, identifies three Neighbourhood Improvement Areas (“NIAs”) that fall within the Master Plan boundaries (Kennedy Park, Ionview, and Eglinton East). The Master Plan advances TSNS actions under the strategy’s domain of ‘Healthy Lives’ and ‘Physical Surroundings’. Actions under ‘Healthy Lives’ are achieved through public realm improvements that increase tree planting, create walkable communities and expand infrastructure that supports active transportation. Actions under ‘Physical Surroundings’ are addressed through public realm improvements that support neighbourhood beautification and enhance neighbourhood parks and green spaces.

## **DECISION HISTORY**

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The Kennedy Station Public Realm Master Plan was initiated by City Planning staff in Spring 2024 as a proactive response to significant public investment in transit infrastructure and development in the area. While the Master Plan itself is staff-initiated, it is informed by recent Council direction on transportation and development projects within the Kennedy Station Area including:

In June 2024, City Council adopted the 2444 Eglinton Avenue East - Zoning Amendment - Decision Report – Approval as a part of the Housing Now Initiative to permit the construction of a mixed-use building. The report discussed City Planning’s initiation of the Kennedy Station Public Realm Master Plan study. The report and decision can be found here: [Agenda Item History - 2024.PH13.3](#)

Section A1.3 ‘Planned Transit Improvements’ and Section A1.4 ‘Development Activity’ in Attachment 1 provide an overview of Council-supported transit and Council-approved development projects in the Study Area.

## COMMENTS

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### From Interchange Station to Transit Hub

The Kennedy Station Area is transforming from a terminus station for Line 2 Bloor-Danforth subway with a single interchange connecting to the Kennedy GO Station, into a transit hub with multiple interchanges between multiple transit lines. The area is expected to evolve with the introduction of:

- Two light rail transit (LRT) lines: the Eglinton Crosstown ("ECLRT") and the Eglinton East ("EELRT");
- The Scarborough Subway Extension ("SSE");
- The Scarborough Busway bus rapid transit line; and
- Additional service improvements to the GO Transit Stouffville Rail Line through the GO Expansion Program.

With increased transit options and service, daily boardings and alightings at Kennedy TTC and GO Stations are forecasted to grow on average from approximately 45,000 in 2024 to 82,000 by 2051.

Beyond changes to commuting patterns, new transit infrastructure and services will influence local movement within streets and public spaces, create conditions that support increased development density and drive greater demand for high-quality public realm improvements.

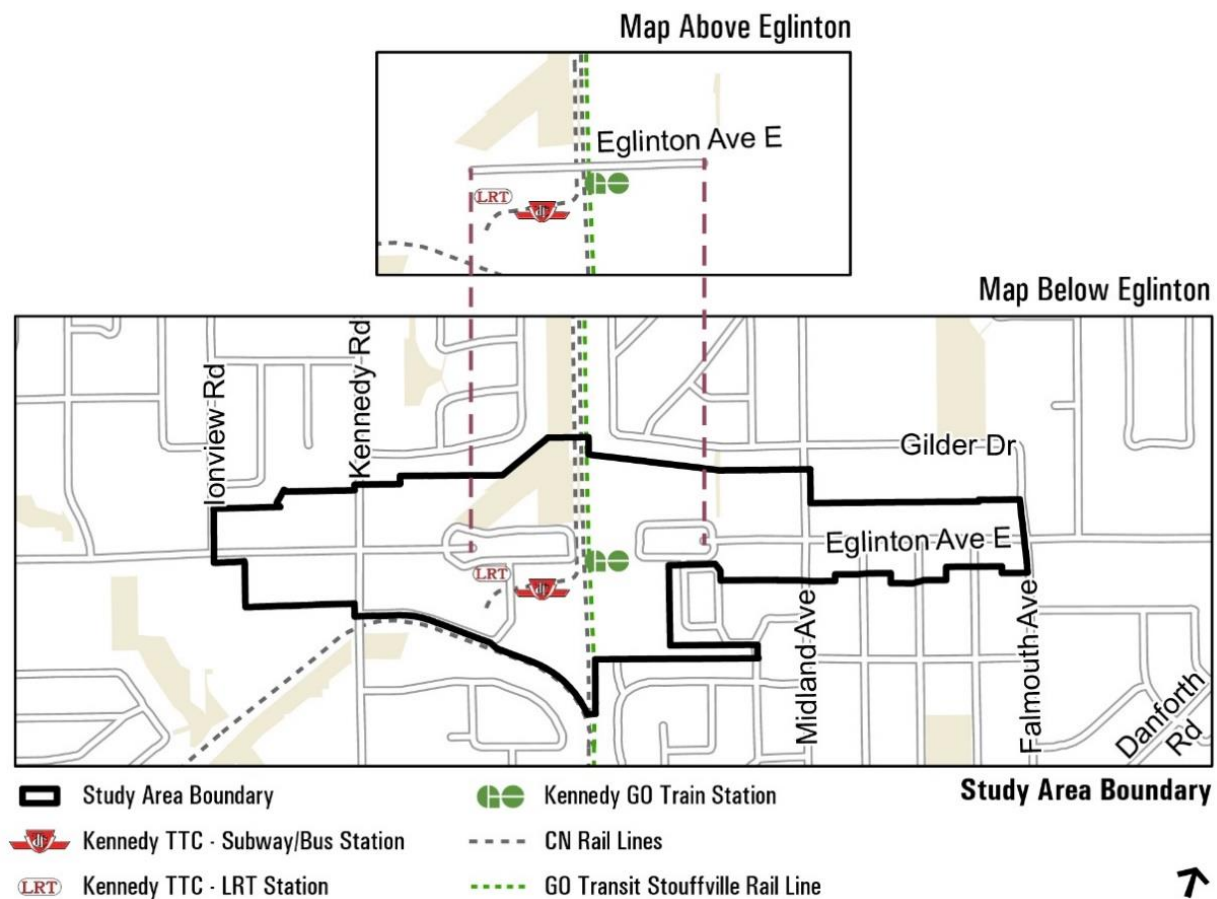
### Supporting an Emerging Multi-Modal Transit Hub

The Kennedy Station Public Realm Study (the "Study") examined the need for coordinated and cohesive public realm planning of public spaces for the area around Kennedy Station. Coordinated planning of public realm improvements is essential to effectively manage increased demand and anticipated growth in users resulting from planned and under-construction transit infrastructure, service improvements, and the additional density expected from future development.

### Study Area

The Study Area is shown in Figure 1. It is approximately 35.92 hectares (88.76 acres) in size and is generally bounded by Ionview Road to the west, Falmouth Avenue to the east, and the *Mixed Use Areas* to the north and south along Eglinton Avenue East. The Study Area applies the same boundaries as the Metrolinx 2014 Mobility Hub Study.

**Figure 1: Study Area Boundary**



The outcome of the Study is the Kennedy Station Public Realm Master Plan, which builds on Metrolinx's 2014 Mobility Hub Study and is intended to guide future decision making and investments in transit infrastructure and development projects. The Master Plan provides direction to ensure that the Kennedy Station Area functions as an efficient, connected transit hub, and as a welcoming place for people to meet, connect to transit, and arrive at their destinations.

## Policy Consideration

The Official Plan provides a long-term vision, principles and direction but requires detailed action-oriented plans, programs and strategies to support effective implementation. The Kennedy Station Public Realm Master Plan serves this purpose, advancing the implementation of Official Plan policies through detailed guidance and precision that respond to local circumstances and challenges within the Kennedy Station Area. A detailed overview of the provincial and municipal planning frameworks and previous studies are provided in Section A1.1 'Policy Framework' and A1.2 'Major Initiatives and Studies' in Attachment 1.

## Community Participation

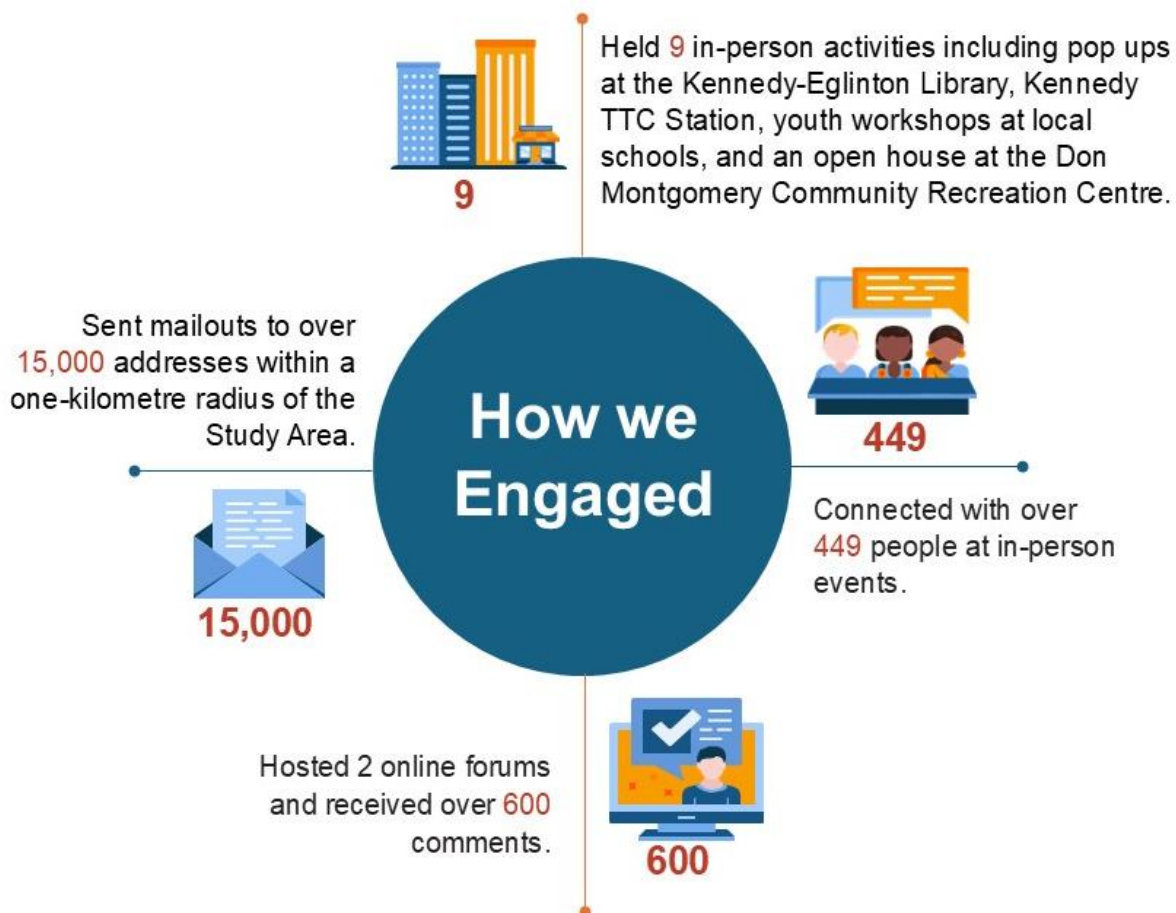
In-person and online public engagement was completed in two stages through the course of the Kennedy Station Public Realm Master Plan Study. The first stage of public engagement in Fall 2024 provided information and sought feedback on mobility challenges within the Study Area and desired streetscape and open space improvements. The second stage in Spring 2025 provided information and sought feedback on the draft Master Plan.

Engagement opportunities were promoted through community organizations, Councillor newsletters and within City facilities, a dedicated City Planning webpage, social media, and mailouts to over 15,000 addresses.

Over 600 comments were received online and approximately 449 individuals were engaged in-person including at an open house held at the Don Montgomery Community Recreation Centre (See Figure 2). An overview of engagement activities throughout the Study is provided in Attachment 2. Detailed summaries of public and stakeholder input can be found on the Study webpage under 'Information & Reports:'

[www.Toronto.ca/Kennedystationprmp](http://www.Toronto.ca/Kennedystationprmp).

**Figure 2: Engagement Dashboard**



Additional engagement with City divisions, agencies and external stakeholders was undertaken through the establishment of a Technical Advisory Committee, which included City staff from City Planning, Development Review, Corporate Real Estate Management, Engineering & Construction Services, Environment, Climate & Forestry, Fire Services, Parks & Recreation, Toronto Paramedic Services, Toronto Water, Transit Expansion, and Transportation Services divisions, as well as staff from Bike Share Toronto, CreateTO, Hydro One, Metrolinx, Toronto Parking Authority, and the Toronto Transit Commission. Staff on the Technical Advisory Committee were engaged throughout the Study process and were involved in reviewing contents of the Master Plan as part of the Master Plan development.

## **The Kennedy Station Public Realm Master Plan**

The Kennedy Station Public Realm Master Plan contains guidance on public realm improvements to be implemented over the next 30+ years. The Master Plan advances a new identity for the Kennedy Station Area and supports its transformation into a multi-modal transportation hub anchored by converging public transit services and a high-quality public realm. Guidance is established through the Master Plan's vision, goals, conceptual design demonstrations, and conceptual phasing.

The Master Plan is intended to coordinate and inform future decision-making, serving as a resource for professionals, developers, agencies and City staff in guiding public realm improvements within the Study Area. It builds on the framework established in Metrolinx's 2014 Kennedy Station Mobility Hub Study. While it provides direction for the public realm, matters related to built form, transportation infrastructure, parking and servicing studies are beyond the scope of this Master Plan.

Work on implementation is intended to follow the adoption of the Master Plan and will provide detailed direction on the coordinated delivery of its recommended improvements. City staff will periodically review the Master Plan in collaboration with technical stakeholders to ensure it remains responsive to current conditions, emerging needs, aligned initiatives and evolving best practices.

## **Vision and Goals**

The vision and goals form the foundation of the Master Plan, articulating the long-term aspirations and overall objectives for the Study Area.

The Master Plan envisions a cohesive, well-connected network of public spaces for everyone—residents, visitors, workers, and commuters—while improving mobility and connectivity, ensuring safety and comfort, promoting placemaking, and supporting sustainability and resilience.

The Master Plan outlines ten goals that guide public realm improvement opportunities and design recommendations, helping to realize the vision and respond to existing challenges within the Study Area:

### **1. Create a Well-Connected Street Network**

An enhanced street network will support a multi-modal transportation network with a “Complete Streets” approach designed for all users of the street (pedestrians and people who cycle, take transit, or drive). A fine-grained circulation network will improve access and connectivity throughout the Study Area and maximize paths of travel and linkages, especially around the transit station area. Large sites will be broken into pedestrian-scaled blocks to support active mobility, including walkability.

### **2. Improve the Pedestrian Circulation Network**

A granular pedestrian circulation network will improve overall mobility through the area by emphasizing connectivity, inclusivity, and people-centered details. As a key component of the public realm, accessibility and safety considerations will be incorporated in the design of sidewalks and other pedestrian-oriented public spaces. Navigation in and around the transit stations should account for both above- and below-ground connections, as well as fare-free transfer options.

### **3. Support a Safer and More Connected Cycling Network**

Supporting cycling as a transportation option will be prioritized in the Study Area. All streets in the Study Area will consider cycling facilities with various forms of cycling infrastructure depending on the street design. The expansion of the existing multi-use trail network within the Study Area will improve connections to the broader City-wide network as well as key destinations and recreational opportunities. Cycling amenities, such as Bike Share stations, should be considered around the transit stations and at key locations.

### **4. Integrate Vehicular Access**

Modifications to the vehicle network will assist in supporting multi-modal transportation, prioritizing access, connectivity, and safety for all street users. Vehicular parking and passenger pick-up and drop-off areas will be integrated into the built form and/or transit plazas to minimize conflicts with active mobility users. Placemaking opportunities will be explored at transit station plazas, transit stops, future developments, and existing surface parking lots.

### **5. Strengthen the Parks and Open Space System**

Placemaking opportunities will be enhanced by strengthening connections to parks, nature, and open spaces, creating new gathering spaces within future developments, transit areas, gateway and corner plazas, green setbacks, and identified Parkland Priority Areas. An enhanced parks and open space system will support year-round programming, social interaction, and both passive and active recreation.

### **6. Expand the Urban Tree Canopy and Support Green Streets**

A greener, resilient public realm will contribute to overall beautification and achieving the City’s climate and environmental goals. Urban tree canopy will be expanded through street tree plantings as well as tree plantings in natural areas, development sites, parks and open spaces, when appropriate. Green infrastructure elements will be considered for incorporation into the design of all new streets, as well as existing streets where feasible and may be integrated with public realm infrastructure to help with stormwater management and mitigating the impacts of climate change. By expanding the urban tree

canopy and supporting green streets, the public realm becomes a more comfortable environment for humans and advances biodiversity.

## **7. Improve the Streetscapes**

A safe and accessible streetscape will enhance user experiences. It will be a place where people can comfortably move, rest, or socialize. This will be achieved through the addition of street furniture, protected intersections, raised crosswalks and intersections, curb extensions, and shared streets. The Kennedy Station area and surrounding streets and plazas will have a cohesive public realm through the incorporation of street furniture, a consistent approach to paving and streetlighting, wayfinding signage, and landscaped setbacks.

## **8. Explore Opportunities for Indigenous Place-Keeping**

Respecting and honouring Indigenous practices and worldviews should be thoughtfully considered throughout the design and delivery of public realm improvements. In addition to fostering specific place-keeping opportunities, acknowledging Indigenous presence (past, present, and future) can be achieved in a variety of ways such as through the integration of Indigenous plantings and natural features, public art, educational signage, and other materiality. Opportunities for Indigenous place-keeping and stewardship should be identified in collaboration with Indigenous communities.

## **9. Elevate Public Art**

Public art supports the animation of the public realm and can celebrate and strengthen a community's sense of character, place, and identity. Opportunities for the incorporation of public art in the Study Area should be considered within the transit station areas, plazas, streetscapes, parks and open spaces, as well as within future developments.

## **10. Create a Comfortable Public Realm Year Round**

It is important to incorporate elements within the public realm that allow people to comfortably use and move through public spaces throughout all seasons. Destination areas such as the transit station areas, gathering space and plazas, parks and open spaces will be prioritized for thermal comfort mitigation. Improvements through strategic tree planting and landscaping would contribute to a comfortable public realm and support year-round use and activity. Further mitigation strategies should be achieved through built form and development.

## **Conceptual Design Demonstrations**

The Study Area is divided into five Core Areas, each featuring area-specific design guidance illustrated through conceptual design demonstrations. These demonstrations show how the Master Plan's goals can be achieved while addressing existing constraints in a coordinated manner. They are intended to inform future design processes and assist with integrating multiple recommendations in a coordinated way. Implementation of these concepts would be subject to feasibility analysis, available funding, public consultation, detailed evaluation, and Council approval, in accordance with standards and best practices in place at the time.

## **Considerations for Implementation**

Advancing recommendations in the Master Plan will rely on a phased and multifaceted delivery approach with recommendations to be timed and secured through development approvals, the construction of transit infrastructure and facilities, and capital works. The Master Plan provides shared direction for City Planning, Development Review, Parks and Recreation, and Transportation Services to achieve a seamless public realm between various projects. The Master Plan will require partnerships and collaboration with various divisions and external stakeholders.

## **Conceptual Phasing**

To achieve coordinated delivery of the Master Plan, recommendations for public realm improvements are conceptually organized into three phases across a 30-year timeline. Also included are additional opportunities for the 30+year horizon, which reflects the aspirational outcomes and ultimate condition for the area's public realm. Phasing aligns with the anticipated completion of transit and development projects and the resulting shifts in travel demand. The timing of recommendations is intended to guide the future implementation strategy and support integration with both public and private initiatives. The conceptual phasing is based on the best information available at the time and will require ongoing review and refinement as new information and project details become available. The phases are as follows:

### **Phase One: Near-Term (Approximately the next 7 years)**

Phase One comprises the public realm improvements to be initiated in the first seven years following Council adoption. Phase One focuses on immediate actions that can be taken to improve safety and physical connections for active mobility users, including pedestrians and cyclists. The ten recommended improvements include among others adding new and enhancing existing connections and multi-use trails, incorporating design elements that improve safety and accessibility, and implementing wayfinding during on-going construction.

### **Phase Two: Mid-Term (Approximately 7 to 15 years)**

Phase Two comprises the public realm improvements to be initiated in the seven-to-fifteen-year period after Council adoption. Phase Two concentrates on placemaking, improving access to key locations, providing new active mobility connections, and opportunities unlocked through the completion of transit projects. The 20 recommended improvements include among others the introduction of bikeways along key routes, animation opportunities through the creation of plazas and repurposing of underutilized spaces, enhancements to improve safety, and greening of streetscapes.

### **Phase Three: Long-Term (Approximately 15 to 30 years)**

Phase Three comprises the public realm improvements to be initiated in the fifteen-to-thirty-year period after Council adoption. Phase Three focuses on the full build-out of the area, comprehensively bringing together all aspects of the Master Plan and achieving a well-connected, complete community. The fifteen recommended improvements include, among others, securing planted open areas within setbacks and creating greener streets, as well as supporting movement through new plaza spaces and above ground connections.

## **Future Phase (approximately 30+ years)**

As the Study Area continues to evolve over time, the Future Phase looks at additional public realm improvements to be considered and studied that may enhance the safety, efficiency, and overall user experience of the transit hub and public realm in the broader area. The improvements in this phase, along with those of phases one to three, represent the ultimate public realm condition for the Study Area.

## **Future Studies**

The Master Plan recommends that future studies be undertaken to support its implementation, including the detailed evaluation and feasibility assessment of proposed public realm improvements, such as:

- Public utilities investigations;
- Traffic and community infrastructure studies;
- Built form study;
- Decommissioned TTC Line 3 enclosed structure and loop feasibility study;
- Public art master plan; and
- Right-of-way redesign feasibility analysis for some existing arterials.

Key considerations for future implementation include:

- Coordination that is collaborative and strategic;
- Indigenous and public engagement prior to detailed design;
- Assessment of current and changing conditions in the area and emerging opportunities;
- Determining required studies to inform planning, design, funding, and decision-making matters; and
- Identifying funding and partnerships to coordinate infrastructure investments.

## **Related Initiatives**

Progress on the Master Plan will continue to be informed by, and coordinated with, municipal and provincial infrastructure projects and initiatives. These include, but are not limited to, the Eglinton Crosstown Light Rail Transit, Scarborough Subway Extension, Scarborough Busway, Eglinton East Light Rail Transit, Cycling Network Plan, Vision Zero Road Safety Plan, The Meadoway, Parks and Recreation Facilities Plan, and Ice Facilities Strategy. More information on each initiative is provided in Section A1 'Background' in Attachment 1.

## **Moving Forward**

The Kennedy Station Public Realm Master Plan establishes a clear vision for a cohesive public realm within the Kennedy Station Area over the next 30+ years. It offers a comprehensive framework for the planning and design of the public realm at varying layers and scales, supported by focused goals, conceptual design demonstrations, and preliminary implementation phasing.

The Master Plan will be used to review and implement public realm improvements through collaboration with City divisions, agencies, other levels of government and relevant entities.

## CONTACT

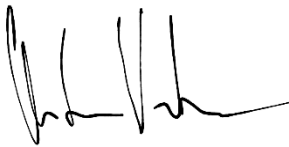
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## SIGNATURE

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## ATTACHMENTS

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Attachment 1: Kennedy Station Public Realm Master Plan  
Attachment 2: Summary of Engagement Activities

## **Attachment 1: Kennedy Station Public Realm Master Plan**

(Attached separately as a PDF)

## Attachment 2: Summary of Engagement Activities

The tables below provide a list and details of engagement activities undertaken throughout the course of the Kennedy Station Public Realm Master Plan Study.

**Table 1: Online Engagement**

Activity	Date	Forum	Engaged*
Interactive Map	August 30 to December 15, 2024	Social Pinpoint	658 with 131 comments received
Online Survey	March 5 to April 3, 2025	CheckMarket	362 respondents with 91 completions and 615 comments received

**Table 2: In-Person Engagement**

Activity	Date	Location	Engaged*
Pop-up	October 11 & 16, 2024	Toronto Public Library Kennedy/Eglinton	19
Pop-up	October 24, 2024	The Hub- Mid-Scarborough (Parks and Recreation Open House)	45
Pop-up	November 13 & 15, 2024	Kennedy TTC Station	81
Youth Workshop/ Information Session	November 20 & 22, 2024	Winston Churchill Collegiate Institute  St. Joan of Arc Catholic Academy	206
Seniors Drop-in	December 4, 2024	Don Montgomery Community Recreation Centre	23
Open House	March 27, 2025	Don Montgomery Community Recreation Centre	75

\* Engaged refers to online or in-person connections where information was provided and/or feedback was obtained.