

# Sheppard

Avenue East Light Rail Transit

# Corridor Profile



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This profile  
was prepared by  
**Toronto City Planning**  
in June 2015.

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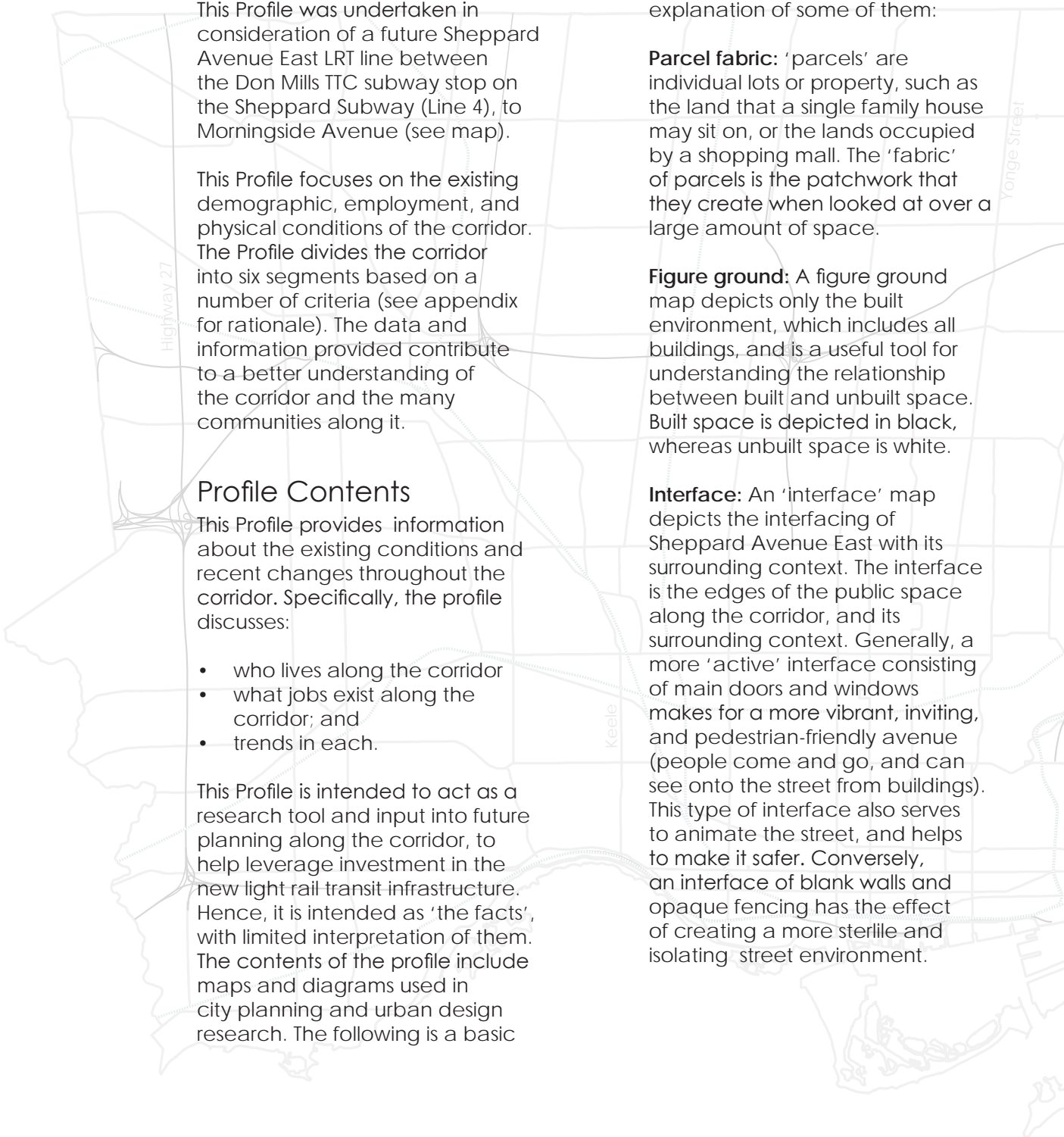
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# Introduction



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.

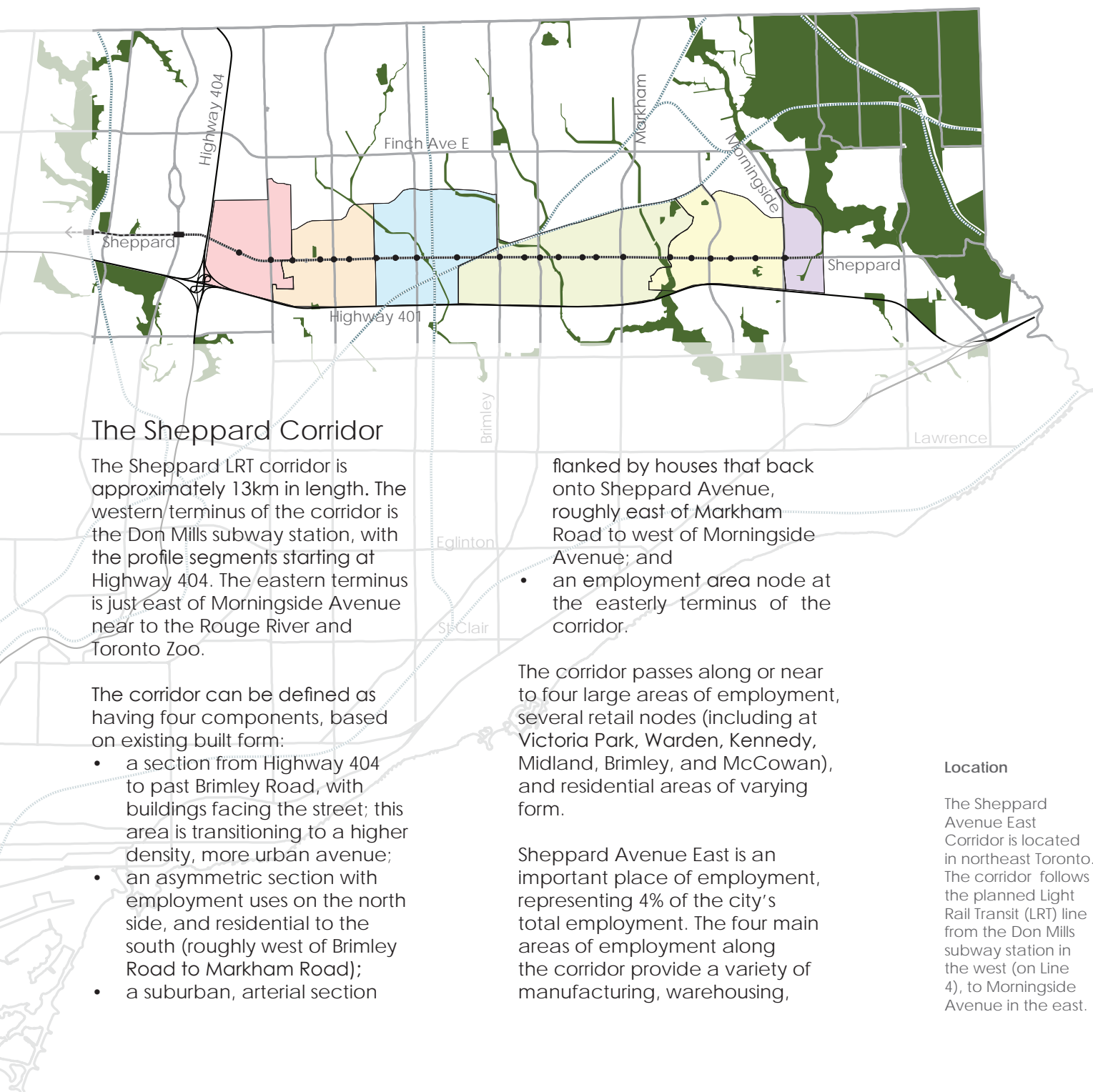
This Profile is intended to act as a research tool and input into future planning along the corridor, to help leverage investment in the new light rail transit infrastructure. Hence, it is intended as 'the facts', with limited interpretation of them. The contents of the profile include maps and diagrams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

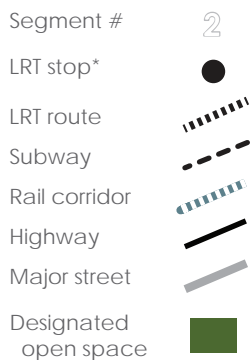
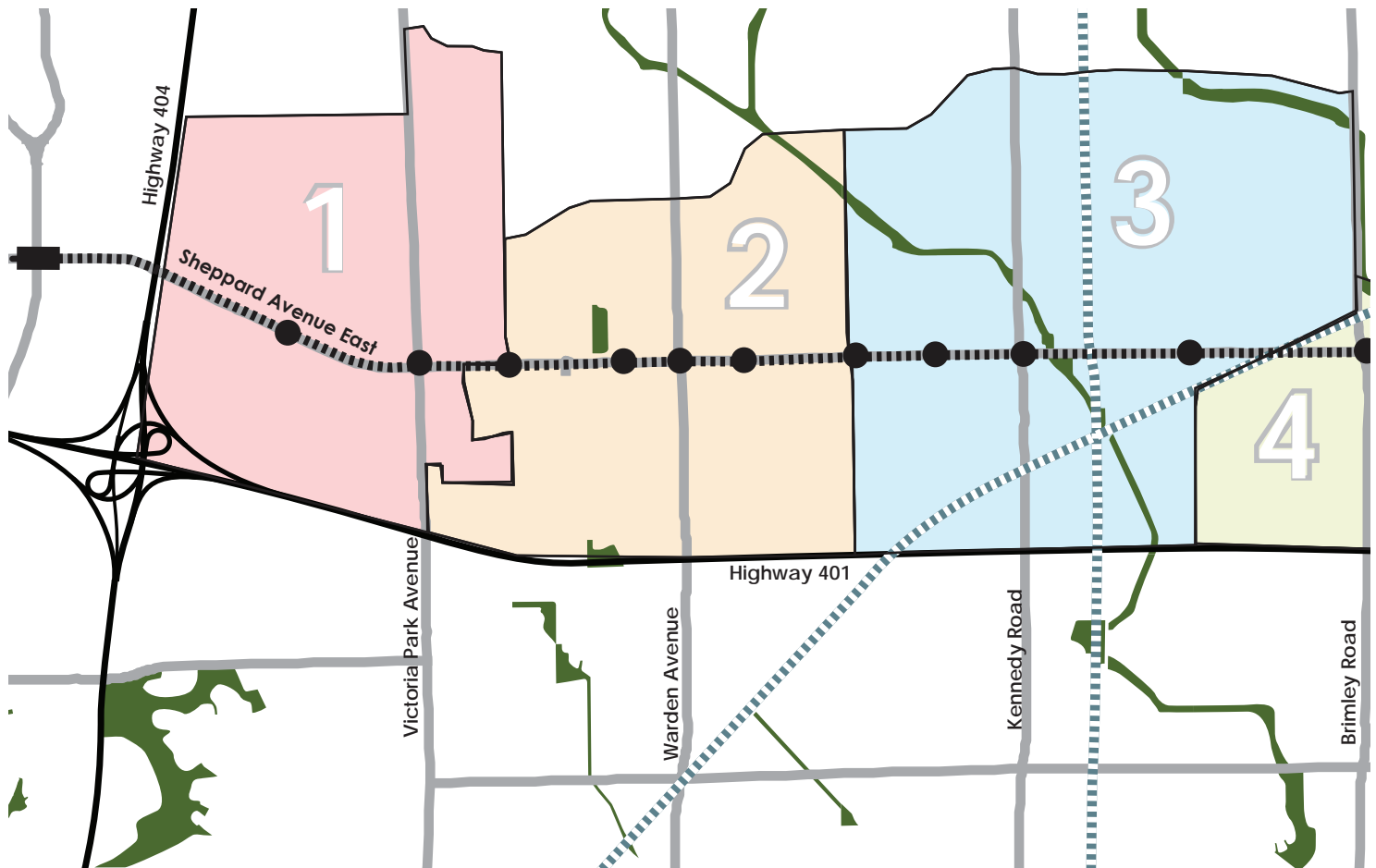
The Sheppard Avenue East Corridor is located in northeast Toronto. The corridor follows the planned Light Rail Transit (LRT) line from the Don Mills subway station in the west (on Line 4), to Morningside Avenue in the east.



# Sheppard Corridor

13km  
corridor  
length

2,329  
hectares



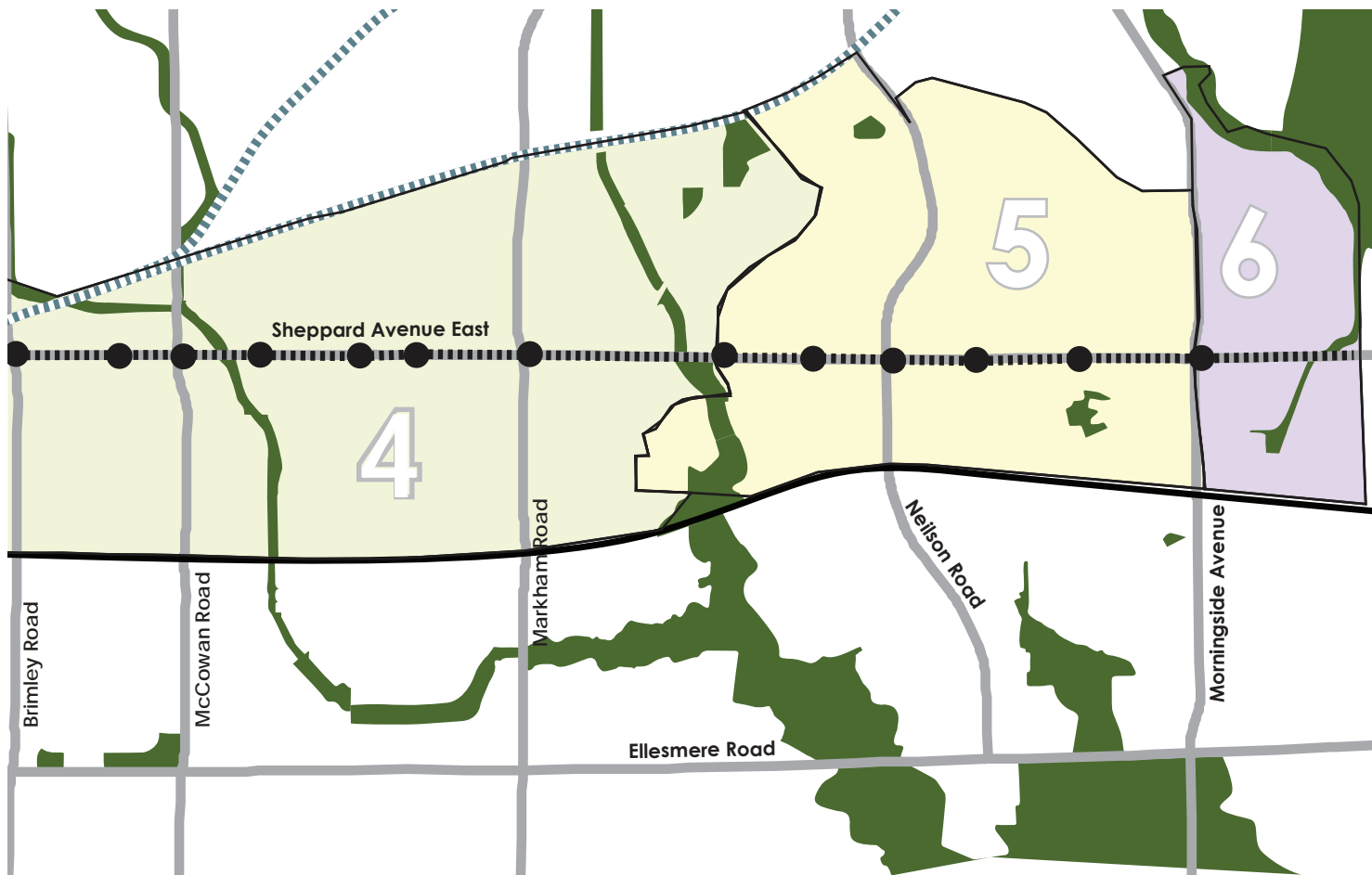
56,062  
jobs  
2011

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

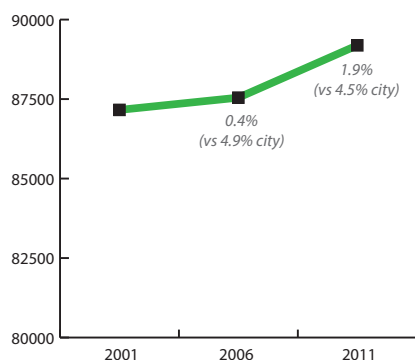
The population of the city of Toronto increased fairly consistently over the last two census periods at rates close to 5% (between each census). This differs from the Sheppard corridor; the population of which increased at a much slower rate. Between 2006 and 2011, the population of the Sheppard corridor 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.

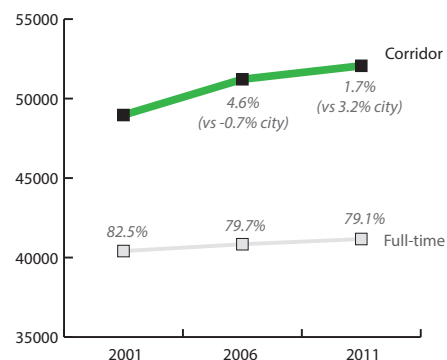
Population

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



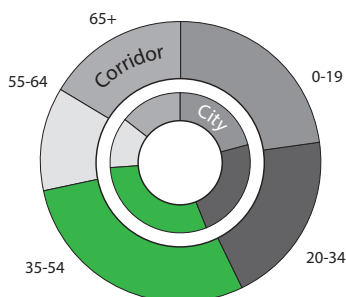
Jobs

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



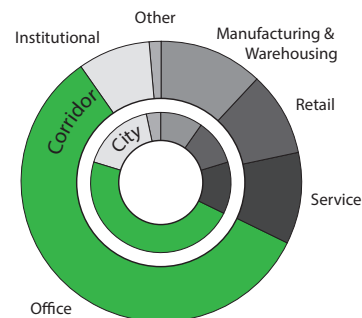
Age Distribution (2011)

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.

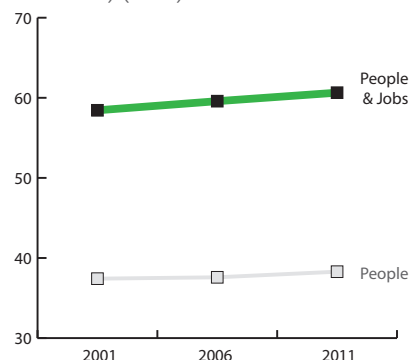
Private household income is below the city average, with the gap widening between the 2000 and 2010 period. Despite the gap, the proportion of low income households is similar to the city average.

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.

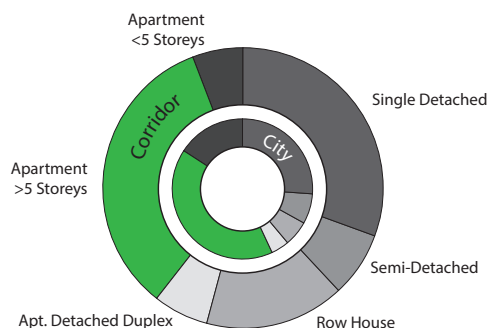
Density (People & Jobs / Hectare) (2011)

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



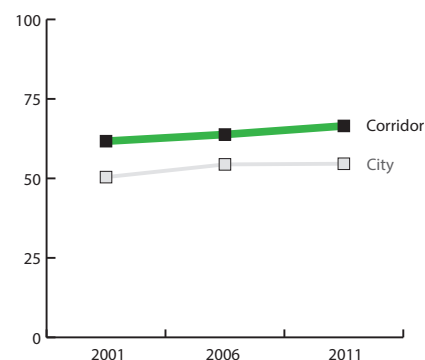
Housing Type (2011)

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



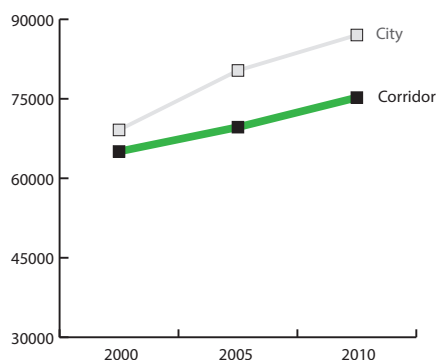
Tenure (Ownership)

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



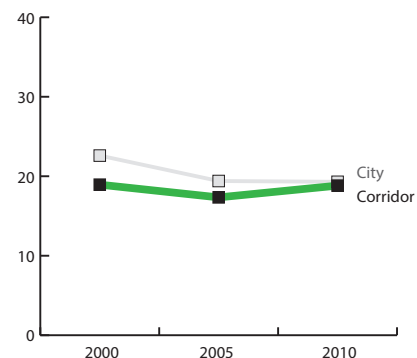
### Private Household Income

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



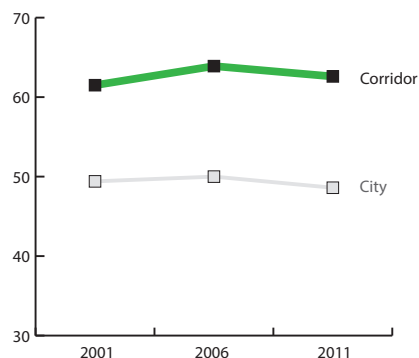
### Proportion Low Income

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



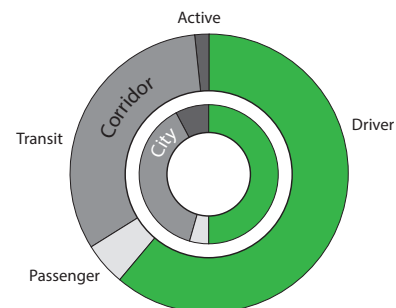
### Immigration

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 to work in a personal automobile. This rate is well above the city average of 48.3%.  
Source: Census



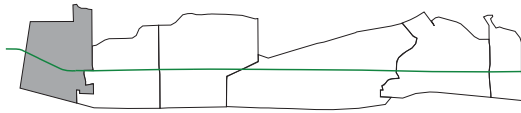
### Jobs

	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

# Segment 1



Aerial (2013)



## Location

Segment 1 is bounded on the west by Highway 404, and to the south by Highway 401. Its eastern boundary is Pharmacy Avenue, save for a few jogs south of Sheppard Avenue East to match the Census Dissemination Area boundaries. Its northern boundary is Pleasantview Drive to Victoria Park Avenue, to Corinthian Boulevard.



# Description

Segment 1 has three distinct areas: a) the Consumers Road Business Park, b) residential areas which are predominately low-rise, with some Apartment Neighbourhoods to the north east of Segment, and c) Mixed-Use Areas including shopping plazas and small office space at the intersection of Sheppard Avenue East and Victoria Park Avenue.

The Business Park is an office cluster, with some 60 buildings ranging in height from 1 to 18 storeys. The form of development in Business Parks reflects the age of buildings and suburban office park nature of development. The area is characterized by large parcels with buildings in landscaped settings and/or surrounded by extensive areas of surface parking. Employment in the area is stable at approximately 17,000 jobs, mainly in the office sector.

Retail is represented by both small establishments and large-format stores in strip-mall format. Retail is clustered at the Victoria Park and Sheppard intersection, and extending southward on the east side of Victoria Park. A small

‘boutique’ plaza is located on Sheppard Avenue at Brian Drive.

Residential development is either in the form of single-detached houses, or in high-rise towers. Residential towers dating from the 1960-1970s are located to the northeast of the shopping plaza at the corner of Sheppard Avenue East and Victoria Park Avenue.

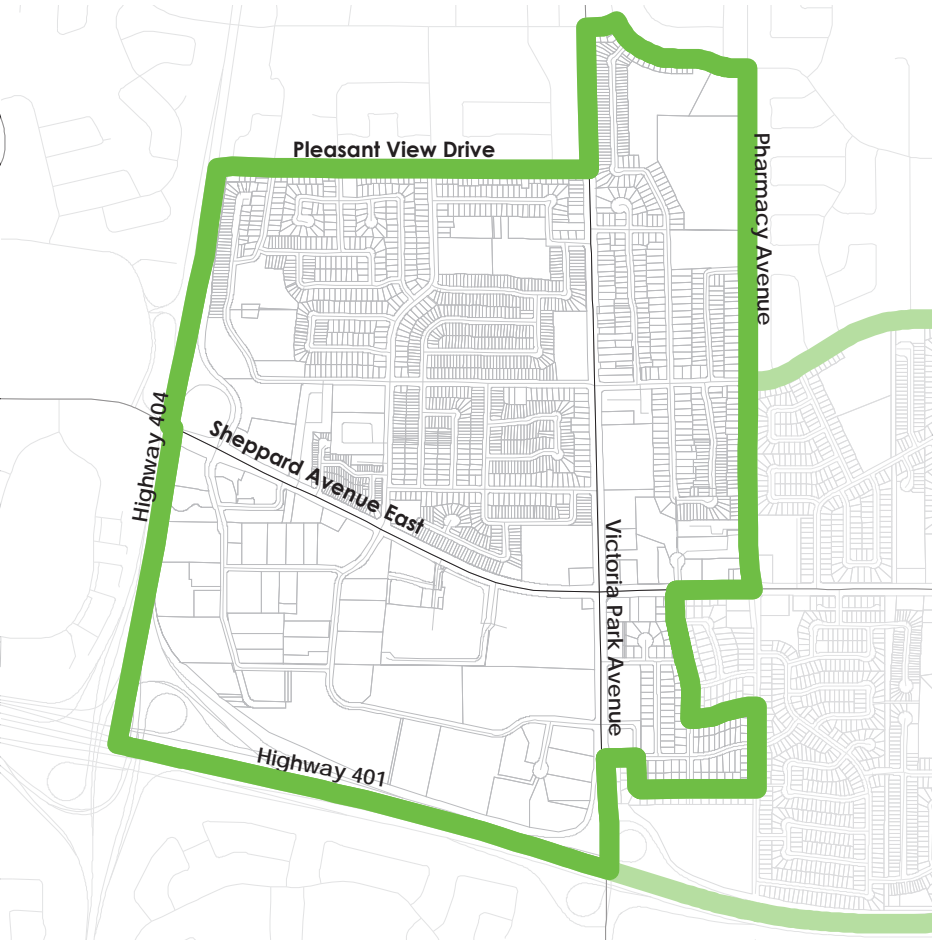
The interface with Sheppard on the north side is characterized by parking lots, opaque fencing, and reverse-lotted homes, and on the south side by landscaping and parking lots. New residential developments along the south side of Sheppard Avenue are being designed to include a street-wall presence of retail or office uses.

## Snapshot

Population (2011):	12,685
Size:	320.4 hectares
Immigrant population (2011):	61.8%
Education (2011):	71.7% college or university
Private Household Income (2010):	\$80,537
Tenure (2011):	39.9% rent
Jobs (2011):	19,308
Employment Establishments (2011):	728
Unemployment rate (2011):	8.9%
Density (2011):	60.26 jobs & 39.59 people = 99.85 people & jobs/hectare

Snapshot detail sources: Census & Toronto Employment Survey

# Parcel Fabric



## Parcel Fabric

Parcels south of Sheppard Avenue East in the Consumers Road Business Park tend to be large in size in this segment. Large parcels are also located around the intersection with Victoria Park and near to Highway 404. Small parcels occupy most of the remainder of the segment.

## Housing Form

A large volume of the residential development in the segment took place in a short period: 73.7% of housing units were built between 1961 and 1980. These units tend to be either single-detached houses (19.4%) or apartments over 5 storeys (41.0%). New developments of apartments over 5 storeys post-2011 that are not included in these census statistics will influence these results going forward.

Private Dwellings  
by Period of Construction (2011)

Housing by Structural Type (2011)

Interface (following page)

Before 1960	10.1%	Single Detached	19.4%	On the north side of Sheppard Avenue East, properties and homes tend to be reverse-lotted, which means that they back onto Sheppard. As a result, there are a number of opaque fences that interface with the avenue. Though there are a few exceptions, parking lots tend to make up the remainder of the northern interface.
1961-1980	73.7%	Semi-Detached	6.9%	
1981-1990	8.9%	Row House	5.8%	
1991-2000	4.6%	Detached Duplex	4.3%	
2001-2005	0.9%	Apt 5+ storeys	41.0%	
2006-2011	1.7%	Apt 5- storeys	15.6%	
		Other	0.2%	

On the south side of Sheppard Avenue East, the interface tends to be parking lots or landscaping (as a result of office buildings being set back from the street in a 'park' setting). However, newer development near to Yorkland Road has introduced more active frontage with main doors and windows facing Sheppard Avenue.



Figure Ground



Figure Ground

In the northern areas of the segment, streets are visible due to the consistent built form of housing development. Houses built in regular patterns define the street edges. However, in the southern section, as well as near Victoria Park Avenue and Sheppard Avenue East, and near Highway 404, the pattern of streets is less easy to recognize. Office and industrial buildings built within large parking lots, and in unbuilt/landscaped space result in this pattern. Similarly, apartment buildings built in the 'tower in the park' form limit street edge definition near Highway 404 and near Victoria Park Avenue and Sheppard.

Sheppard Avenue Interface



## Population & Employment Trends

The population of segment 1 declined slightly over the 2001 to 2011 period, though new development (post 2011) is likely to reverse this trend. The segment has a high proportion of immigrants to Canada, relative to that of the city.

Private household income is somewhat below the city average, but increasing at a rate close to that of the city. Despite increasing average income, the proportion of households consider low income increased in the segment between 2005 and 2010.

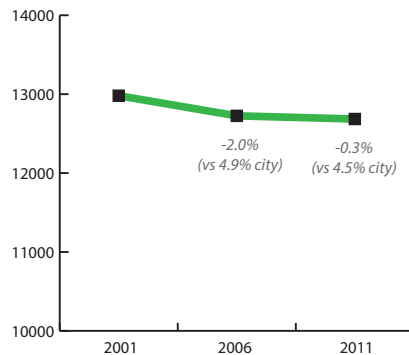
Home ownership rates are above the city average.

The number of jobs increased over the 2001 to 2011 period, attributable mostly to the office sector. This has overcome declines in manufacturing and warehousing.

The average area worker commutes to work via private automobile, with more than 60% of commuters driving to work via private automobile. This compares with less than 50% for the city as a whole.

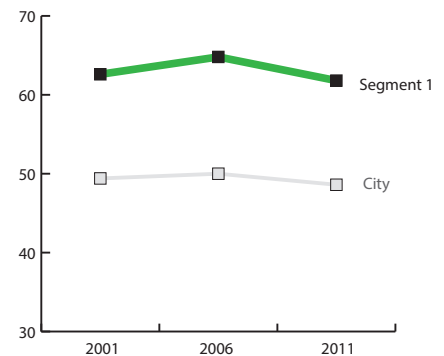
### Population

The population of the area decreased between the 2001 and 2011 period. New high-rise residential development (post 2011) in the area indicates this trend may reverse. Source: Census



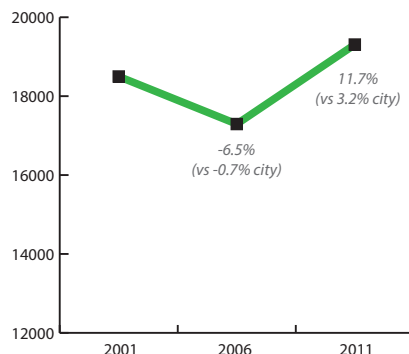
### Immigration

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



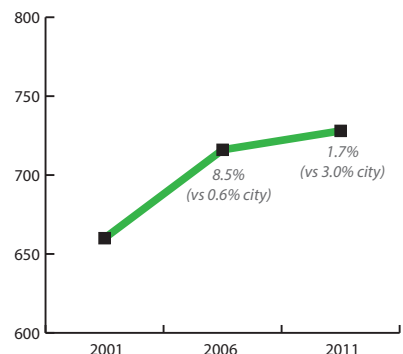
### Jobs

The number of jobs increased over the 2001 and 2011 period. Source: Toronto Employment Survey



### Employment Establishments

The total number of employment establishments is increasing. Source: Toronto Employment Survey



## Jobs

	Mfg	Retail	Service	Office	Institut	Other	Total
2001	1212	290	1089	15352	501	54	18498
2006	115	336	1090	15003	614	135	17293
2011	96	331	827	17122	769	163	19308

## Employment Establishments

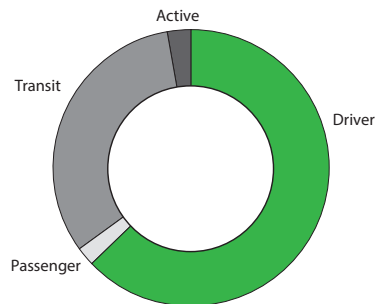
	Mfg	Retail	Service	Office	Institut	Other	Total
2001	19	24	73	510	28	6	660
2006	14	30	74	541	47	10	716
2011	9	36	79	541	52	11	728

## Age Distribution

	Seg. 1	Corridor	City
0-19	22.0%	23.0%	21.1%
20-34	20.6%	19.8%	22.8%
35-54	29.7%	29.1%	30.1%
55-64	12.0%	11.9%	11.6%
65+	15.7%	16.2%	14.4%

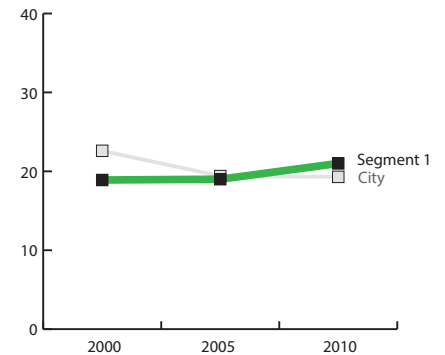
## Modal Split (2011)

The vast majority of trips to work are taken by private automobile.  
Source: Census



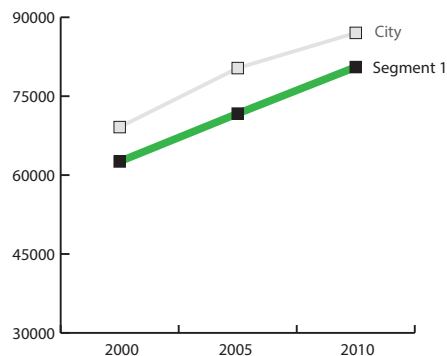
## Proportion Low Income

The proportion of low income households is similar to that of the city, though is increasing marginally.  
Source: Census



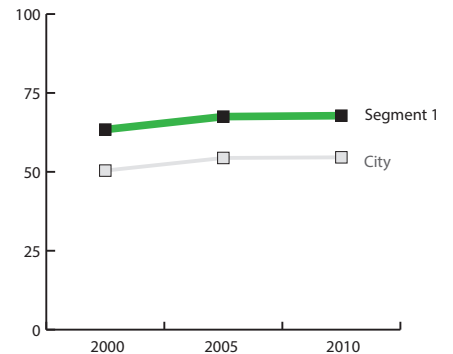
## Private Household Income

Private household income is marginally lower than that of the city.  
Source: Census



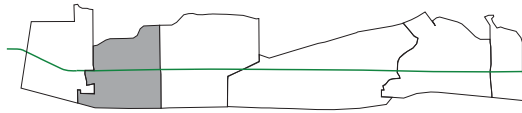
## Tenure (Ownership)

Home ownership rates are above that of the city.  
Source: Census

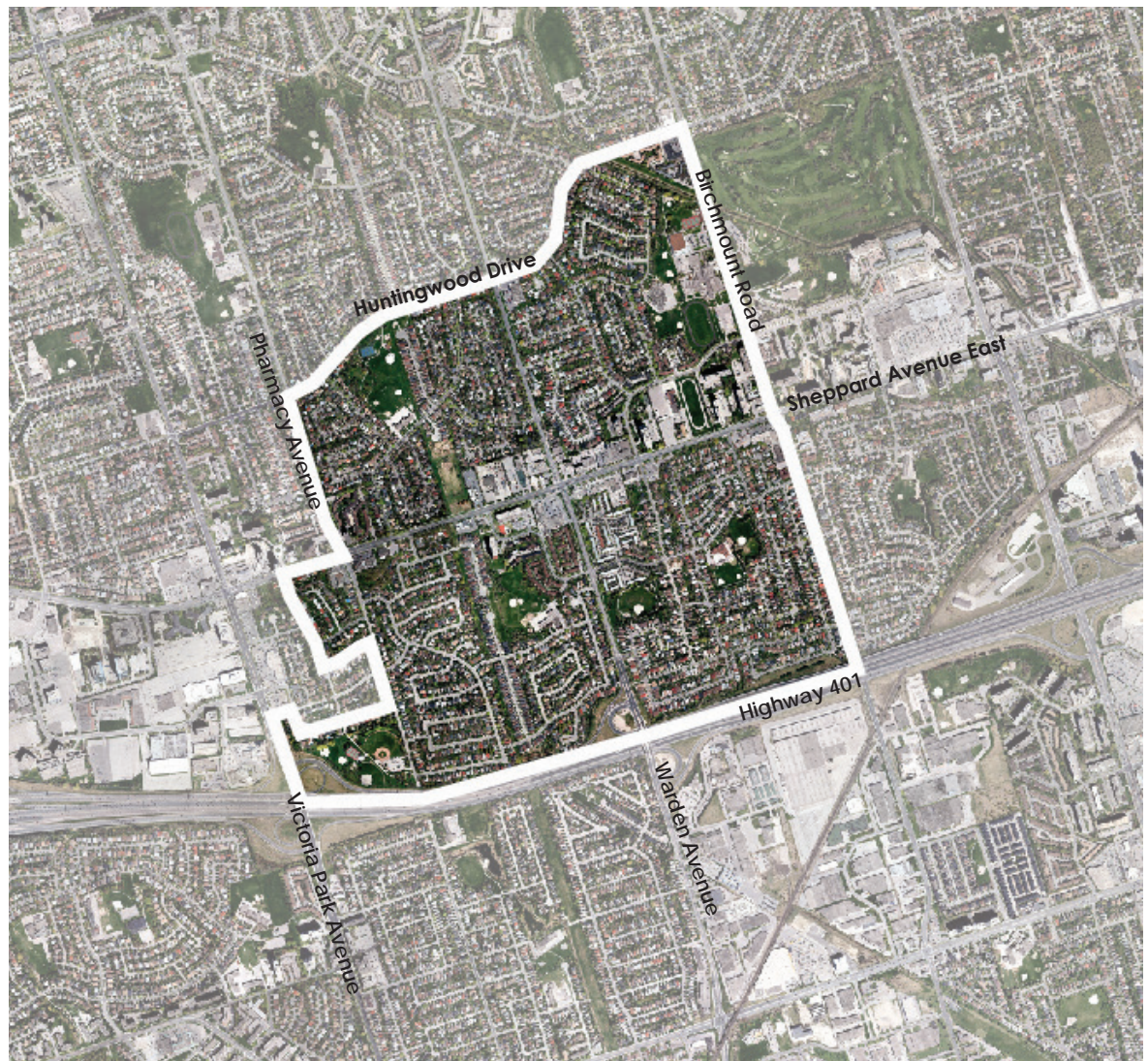




# Segment 2



Aerial (2013)



## Location

Segment 2 is bounded on the west by Pharmacy Avenue north of Sheppard Avenue East and south of Sheppard by local streets whose pattern follows the boundaries of the census dissemination areas. The northern boundary of Segment 2 is Huntingwood Drive; the southern boundary is Highway 401, and the eastern boundary is Birchmount Road.

## Description

Segment 2 can be considered to have three distinct sections. The western portion is predominantly low-rise housing (including town houses and single homes) with some small commercial buildings and plazas. The central section of Segment 2 (the Mixed Use Areas on Sheppard Avenue East between the former hydro corridor to just east of Aragon Avenue) was the subject of the Sheppard/Warden Avenue Study, completed in 2011. East of the Avenue Study boundary, from Bay Mills Boulevard/Aragon Drive to Birchmount Road, there are high-rise apartment buildings on the north side of Sheppard Avenue East, and low rise residential neighbourhoods to the south.

There has been limited new development in Segment 2 over the past 25 years; however, some parcels have been the subject of applications for high-rise mixed-use development, to date none of which have been constructed. The area between Aragon Avenue to west of Palmdale Drive (covered by the Sheppard/Warden Avenue Study), includes City Council approved Official

Plan Amendments and Zoning by-laws to enable built form objectives and development frameworks to guide future growth. The character is currently low-rise commercial with automobile oriented uses. Stable low-rise residential neighbourhoods surround Sheppard Avenue East in the central portion of the segment.

The Sheppard frontage interface consists mainly of landscaping and driveways or parking lots, with some reverse-lotted homes with opaque fencing.

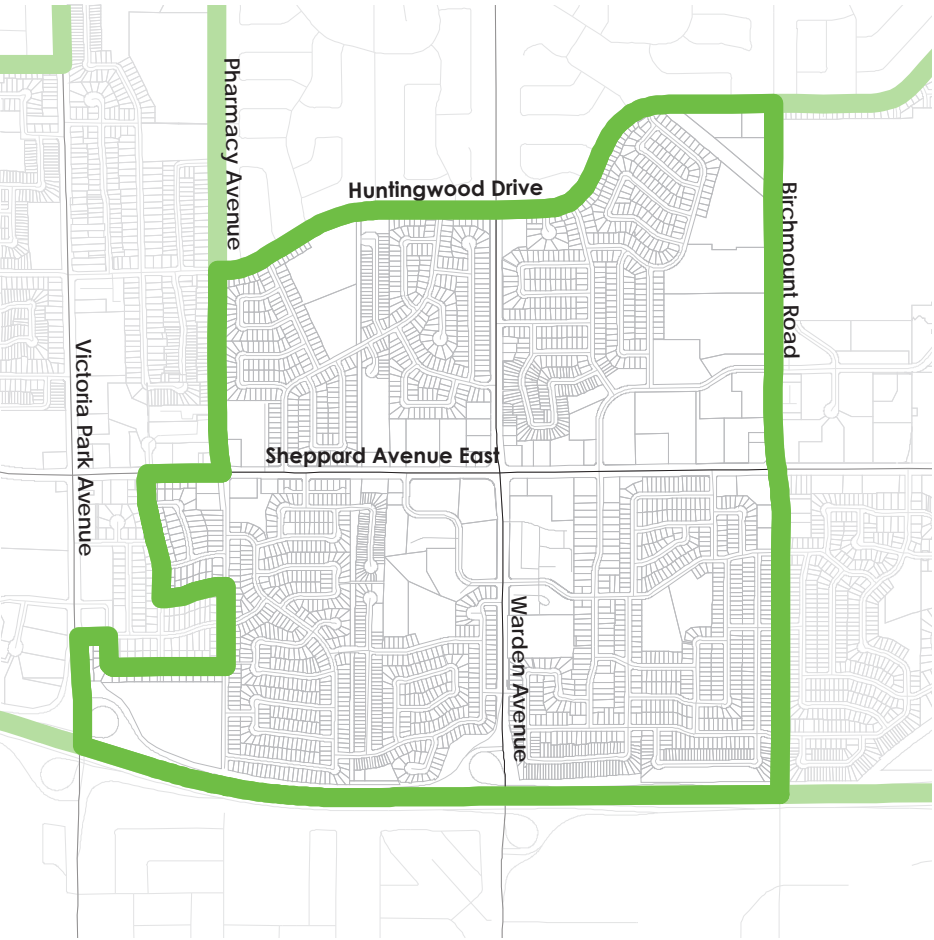
There is a significant cluster of institutional uses north of Bay Mills Boulevard, on the west side of Birchmount Road. This cluster includes an elementary school, secondary school, and community centre and arena complex.

### Snapshot

Population (2011):	15,180
Size:	324.1 hectares
Immigrant population (2011):	60.8%
Education (2011):	67.1% college or university
Private Household Income (2010):	\$79,099
Tenure (2011):	33.4% rent
Jobs (2011):	2,012
Employment Establishments (2011):	219
Unemployment rate (2011):	9.8%
Density (2011):	6.21 jobs & 46.79 people = 53.0 people & jobs/hectare

Snapshot detail sources: Census & Toronto Employment Survey

# Parcel Fabric



## Parcel Fabric

Smaller parcels occupy large areas of all four quadrants of this segment (using Sheppard Avenue East and Warden Avenue as axes). Larger parcels exist near the intersection of Sheppard Avenue East and Warden Avenue, and along Sheppard Avenue heading eastward to Birchmount Avenue. Retail establishments and tall apartment buildings occupy most of these larger parcels.

## Housing Form

Almost 90% of residential units were built prior to 1980, with a 44.4% of those in a single detached form. Apartments over 5 storeys make up a further 31.3% of units.

### Private Dwellings

#### by Period of Construction (2011)

Before 1960	22.4%
1961-1980	65.6%
1981-1990	5.9%
1991-2000	1.7%
2001-2005	3.8%
2006-2011	0.6%

#### Housing by Structural Type (2011)

Single Detached	44.4%
Semi-Detached	2.5%
Row House	14.9%
Detached Duplex	5.5%
Apt 5+ storeys	31.3%
Apt 5- storeys	1.4%
Other	0.1%

#### Interface (following page)

A large proportion of buildings in this segment are set back from Sheppard Avenue East, resulting in a street-level interface of landscaping and parking lots. Most buildings are oriented to face the street. A few blocks of houses that back onto Sheppard Avenue East are the exception to this, and result in an interface of opaque fencing.

With few exceptions (such as 3195 Sheppard Avenue East, and Grace Point Baptist Church), there are no buildings that directly access the avenue in this segment.



Figure Ground



Figure Ground

The edges of existing buildings in this segment tend to define minor street edges rather well (as with some other segments in this corridor). However, along Sheppard Avenue East, especially on the north side, it is difficult to distinguish where the edge of the road actually is. This is a result of built form that is set back from the avenue, and often covering only a small portion of a lot. Retail plazas, and apartment towers along Sheppard Avenue East create this pattern.

Sheppard Avenue Interface



## Population & Employment Trends

The population of segment 2 increased over the last two census periods, but at a slower pace than that of the city. The population is composed of a similar mix to that of the city, with the exception of the 20-34 cohort, for which segment 2 has a lower proportion. The ratio of immigrants to Canada in this segment increased over the last two census periods, and is now well above the ratio for the city.

Private household income was above the city average, but has since fallen below. The proportion of low income households has increased, but remains below that of the city.

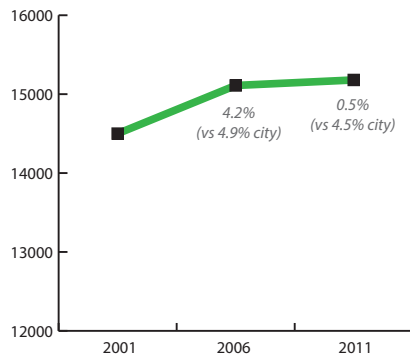
Home ownership rates are above the city average.

Jobs in the segment increased at a pace above that of the city. However, the total number of jobs remains low relative to the segment size (the segment is mostly residential).

Over 63% of area workers commute to work via personal automobile. This is above the city average of less than 50%.

Population

The population of the area increased between 2001 and 2011. Source: Census



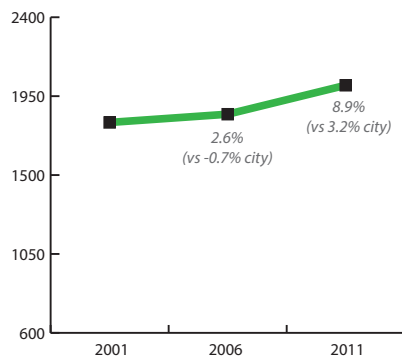
Immigration

The area's immigrant population increased over the 2001 to 2011 period, and is now well above the city average. Source: Census.



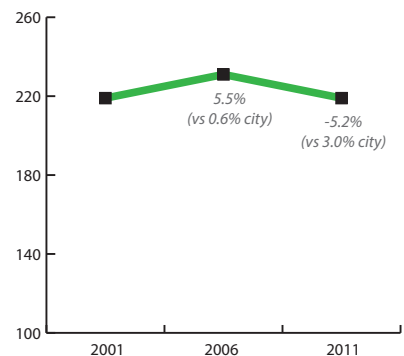
Jobs

The number of jobs increased between 2001 and 2011. Source: Toronto Employment Survey



Employment Establishments

The number of establishments remained stable over the 2001 to 2011 period. Source: Toronto Employment Survey



## Jobs

	Mfg	Retail	Service	Office	Institut	Other	Total
2001	3	524	441	415	386	31	1800
2006	2	378	454	554	420	39	1847
2011	2	297	524	618	538	33	2012

## Age Distribution

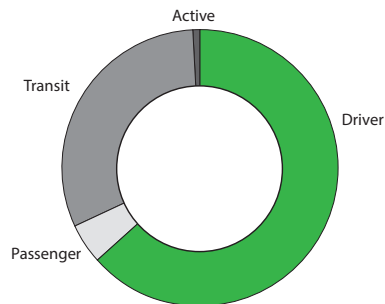
### Employment Establishments

	Mfg	Retail	Service	Office	Institut	Other	Total
2001	1	44	69	81	21	3	219
2006	2	40	61	96	29	3	231
2011	1	29	63	92	31	3	219

	Seg. 2	Corridor	City
0-19	22.7%	23.0%	21.1%
20-34	18.4%	19.8%	22.8%
35-54	30.5%	29.1%	30.1%
55-64	12.0%	11.9%	11.6%
65+	16.3%	16.2%	14.4%

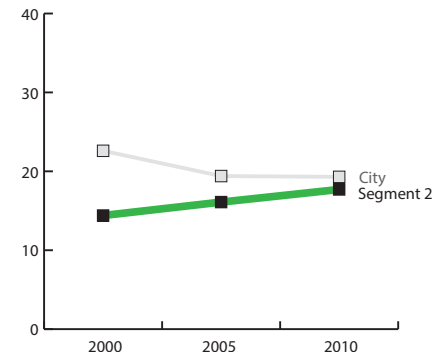
## Modal Split (2011)

The vast majority of trips to work are taken by private automobile.  
Source: Census



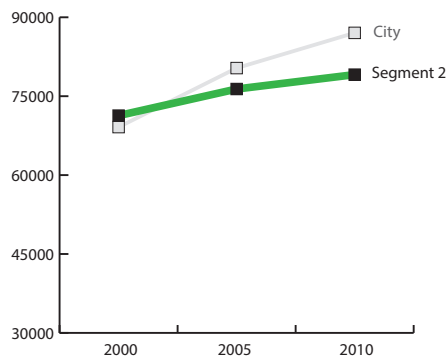
## Proportion Low Income

The proportion of low income households was well below the city average in 2000, but increased to nearly that of the city by 2010.  
Source: Census



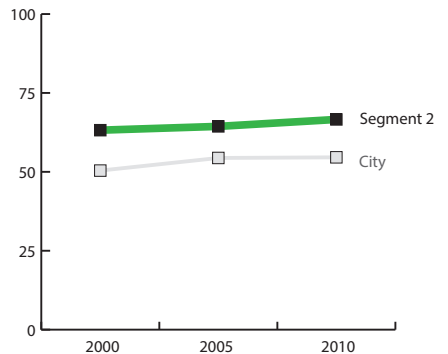
## Private Household Income

Private household income was above the city average in 2001. Private household income increased through to 2011, though the area average is now below that of the city.  
Source: Census



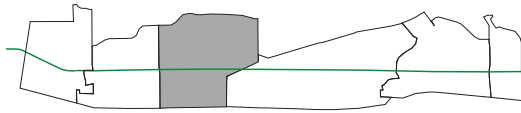
## Tenure (Ownership)

Home ownership rates are above that of the city.  
Source: Census

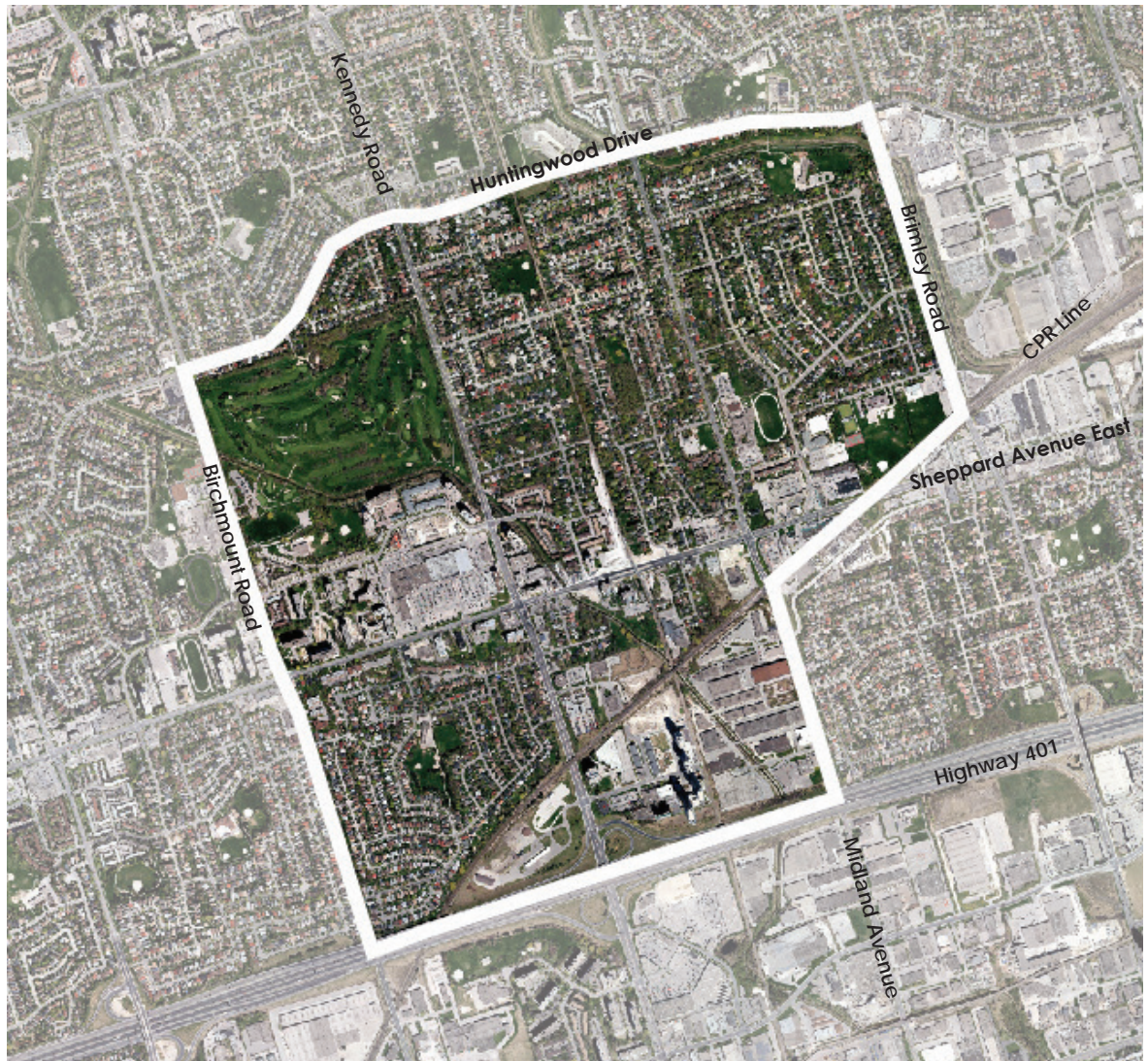




# Segment 3



Aerial (2013)



## Location

Segment 3 is bounded on the west by Birchmount Road. The eastern boundary is Midland Avenue, the CPR line, and Brimley Road. The northern boundary is Huntingwood Drive and the southern boundary is Highway 401.

## Description

Development of high-rise residential housing has occurred in Segment 3, which includes much of the Agincourt Secondary Plan Area.

On the north side of Sheppard Avenue East, in the western end of the segment, there are high-rise apartment dwellings, with some townhouse developments. Further north within the segment is the City-owned Tam O'Shanter Golf Course. A large parcel within the segment is the Agincourt Mall, which is anticipated to transition from a suburban mall to a more transit-supportive intense form of mixed-use development with a major employment component. Immediately to the north of Agincourt Mall, there are significant residential developments of both high-rises and townhouses. To the east of Kennedy Road, Sheppard Avenue East supports mid- and low-rise commercial buildings.

The south side of Sheppard Avenue East has apartment buildings, increasing in height from the western boundary of the segment towards Kennedy

Road. The north side of Highway 401, south of the CPR line, and east of Kennedy Road, is where the most intense form of high-rise residential development has occurred within the past 10 years. This development was approved on the premise that the Sheppard Subway was to be extended through this area and continue to the Scarborough Centre.

Low-rise residential makes up a large portion of the land use at the north and the south ends of the segment (in the areas west of the Agincourt Secondary Plan Area).

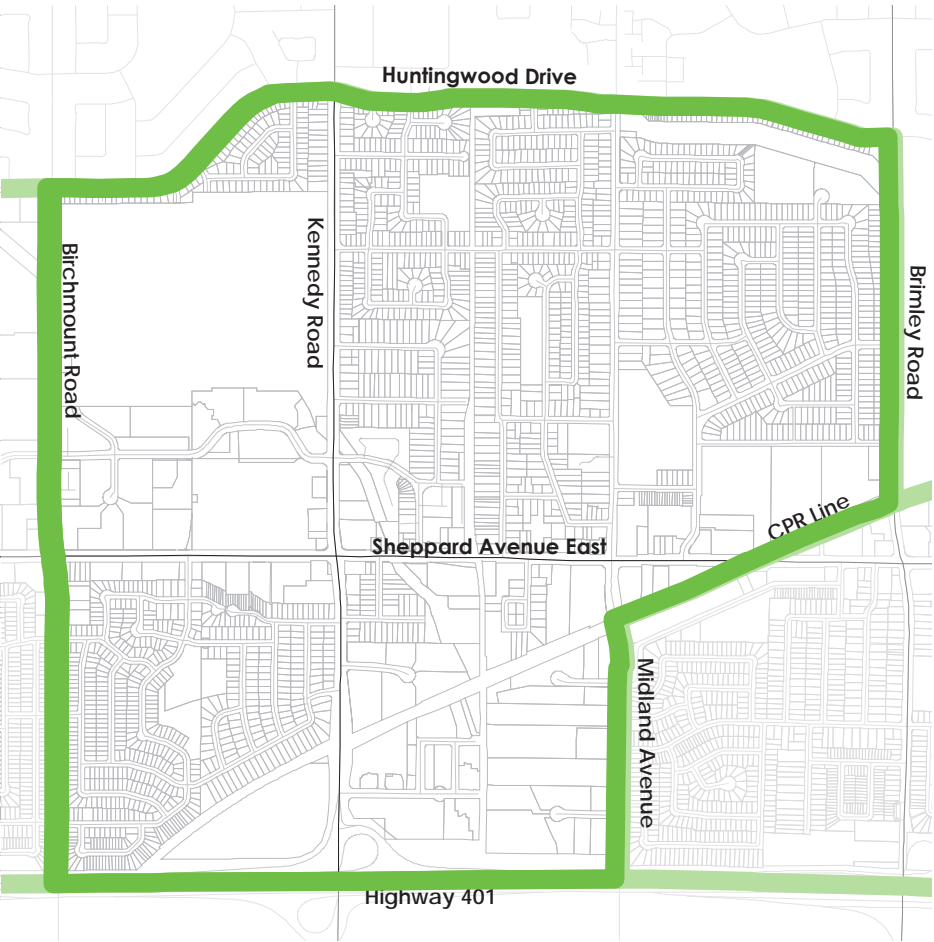
The Sheppard Avenue interface between Birchmount and Kennedy Roads is generally characterized by landscaping and parking lots, with limited street-related active frontage. For the remainder of the segment, the Sheppard Avenue interface is even less pedestrian friendly, with further blank walls (near the rail corridor), and parking lots. The exceptions to this are the northeast corner of Sheppard and Kennedy and the southeast corner of Sheppard and Midland, where there is some street-related active frontage.

### Snapshot

Population (2011):	19,280
Size:	482.6 hectares
Immigrant population (2011):	67.6%
Education (2011):	65.9% college or university
Private Household Income (2010):	\$73,149
Tenure (2011):	37.7% rent
Jobs (2011):	7,648
Employment Establishments (2011):	592
Unemployment rate (2011):	9.0%
Density (2011):	15.85 jobs & 39.95 people = 55.8 people & jobs/hectare

Snapshot detail sources: Census & Toronto Employment Survey

# Parcel Fabric



## Parcel Fabric

The northwest quadrant of the segment has larger parcels, including that currently occupied by the Agincourt Mall, and apartment buildings nearby. Similarly, the area south of Sheppard Avenue East, and east of Kennedy Road has relatively large parcels. Much of the remainder of the corridor contains smaller parcels occupied by houses. Parcels fronting onto Sheppard tend to be sizes between these two extremes.

## Housing Form

Relative to more westerly segments of the corridor, a larger portion of housing units were constructed after 1980 (35.2%). Apartments over 5 storeys (43.7%) and single detached houses (33.7%) make up the majority of housing unit types.

### Private Dwellings

#### by Period of Construction (2011)

Before 1960	19.6%
1961-1980	45.3%
1981-1990	12.6%
1991-2000	14.9%
2001-2005	2.1%
2006-2011	5.6%

#### Housing by Structural Type (2011)

Single Detached	33.7%
Semi-Detached	1.1%
Row House	5.1%
Detached Duplex	9.7%
Apt 5+ storeys	43.7%
Apt 5- storeys	6.7%
Other	0.1%

#### Interface (following page)

A large proportion of the interface in this segment consists of parking lots or landscaping. In many cases, the landscaping simply masks further parking lots. Portions of this segment contain reverse lotted-apartments, or long apartment buildings, with few entrances, which detract from the potential of a vibrant avenue (with regular rhythm and interplay of multiple

entrances). Blank walls exist where Sheppard Avenue East passes below the rail corridors. However, there are mid-rise buildings with retail at grade, which directly interact with the public realm exist at Kennedy Avenue and Sheppard Avenue East.



Figure Ground



Figure Ground

West of Kennedy Road, the southern edge of Sheppard Avenue East is relatively easy to distinguish in the figure ground. Similarly, side streets in the northeast, and southwest are easy to distinguish. However, other areas of the segment, as well as other areas of Sheppard Avenue East are not as easy to distinguish using a figure ground. This is partly the result of rail infrastructure, open space, and (importantly) set backs from the avenue, including large parking lots.

Sheppard Avenue Interface



## Population & Employment Trends

The population of segment 3 grew over the last two census periods, but at a much slower pace than that of the city. The population is composed of a large proportion of seniors. A very high proportion (nearly 70%) of the population are immigrants to Canada.

Private household income is below the city average, and is increasing at a slower pace to that of the city. Despite the gap, the proportion of low income households has dropped at levels in line with that of the city.

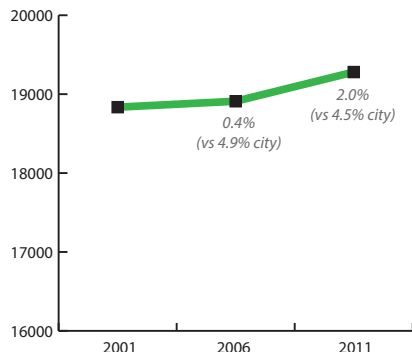
Home ownership is above the city average and is stable to increasing.

The number of jobs in the segment increased over the 2001 to 2011 period, though a sudden spike suggests that this may be attributable to one large employer. The number of establishments remained relatively stable over the same period.

The average area worker commutes to work via private automobile. The rate of automobile usage for this purpose is higher than that of the city.

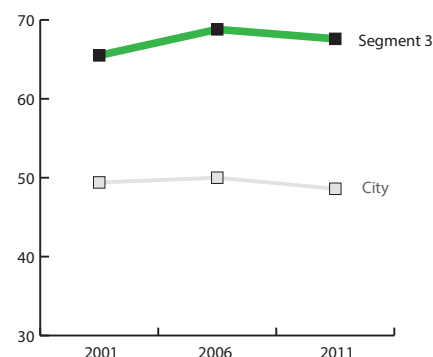
Population

Population is increasing in the area, but at a slower rate than that of the city at large. Source: Census



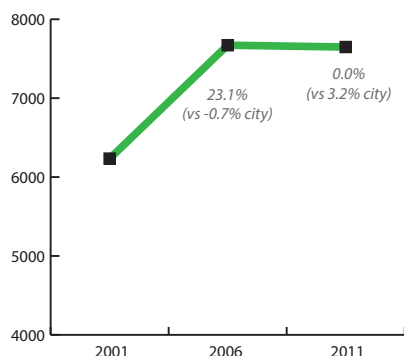
Immigration

Nearly 70% of area residents are immigrants to Canada; a rate far higher than that of the city. Source: Census.



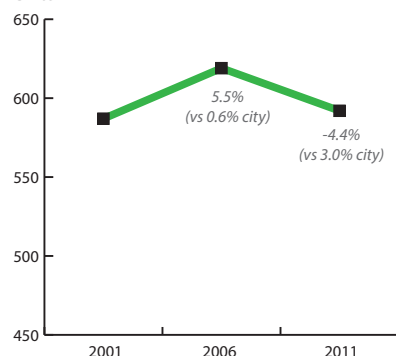
Jobs

The number of jobs in the area increased over the 2001-2010 period, largely attributable to one employer rather than reflecting a general trend. Source: Toronto Employment Survey



Employment Establishments

The total number of employment establishments has hovered around 600 over the 2001 to 2011 period. Source: Toronto Employment Survey



## Jobs

	Mfg	Retail	ServiceOffice	Institut	Other	Total
2001	578	1307	984	2460	754	6234
2006	878	972	1071	3667	888	7671
2011	559	757	1096	4087	143	7648

## Age Distribution

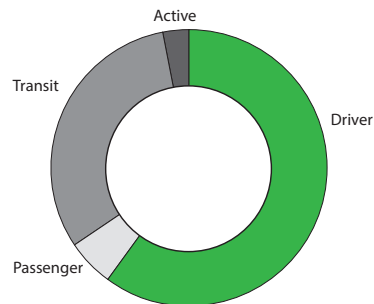
### Employment Establishments

	Mfg	Retail	ServiceOffice	Institut	Other	Total
2001	40	144	128	233	38	587
2006	45	137	150	246	38	619
2011	47	114	136	239	47	592

	Seg. 3	Corridor	City
0-19	18.9%	23.0%	21.1%
20-34	19.0%	19.8%	22.8%
35-54	29.1%	29.1%	30.1%
55-64	11.1%	11.9%	11.6%
65+	21.9%	16.2%	14.4%

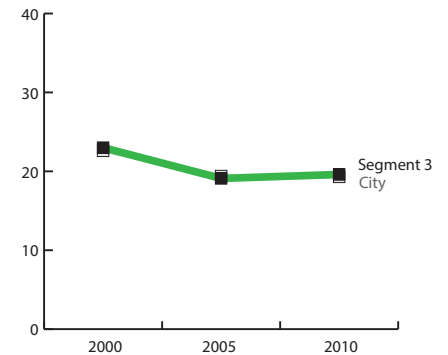
## Modal Split (2011)

The majority of trips to work are taken by private automobile. However, this area has a higher proportion of transit users and those moving about actively.  
Source: Census



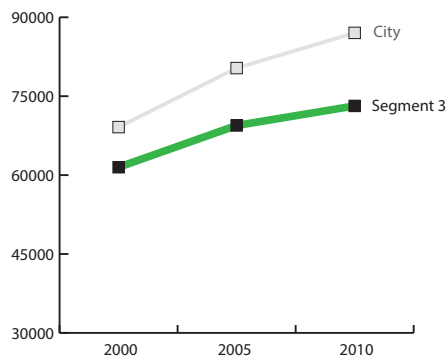
## Proportion Low Income

The proportion of low income households in the area is - and has been - roughly the same as that of the city.  
Source: Census



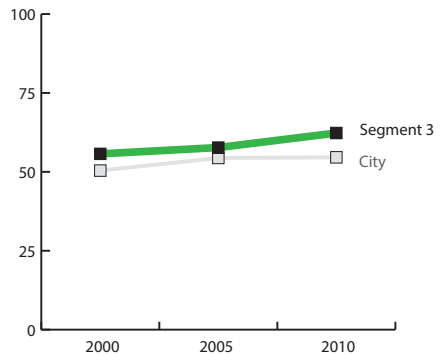
## Private Household Income

Private household income increased over the 2001 to 2011 period, but remains lower than the city average. The gap between the city average and this area is increasing.  
Source: Census



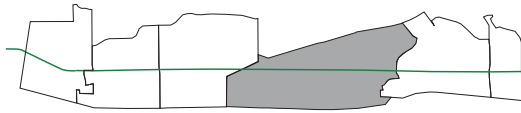
## Tenure (Ownership)

Home ownership rates are slightly higher than that of the city.  
Source: Census





# Segment 4



Aerial (2013)



## Location

Segment 4 is bounded on the west by the Midland Avenue, the CPR line and Brimley Road. The eastern boundary is Washburn Way and Tapscott Road which run north to the CPR line. The northern boundary is the CPR line and the southern boundary is Highway 401.

## Description

With the exception of some Mixed-Use Areas at the western end of the segment, and Apartment Neighbourhoods, Neighbourhoods, and Mixed-Use Areas east of Markham Road, the north side of Sheppard Avenue East in Segment 4 (from Brimley Road to Markham Road) comprises the southern portion of the extensive Tapscott/ Marshalling Yard employment area. Manufacturing is the largest sector within this employment area; however, there is some growth in the office and retail/ service sectors. The southern portion of the segment, near Highway 401 is also designated Employment Areas.

There are large commercial plazas located at the northwest corner of Sheppard Avenue East and McCowan Road, and the southwest corner of Sheppard Avenue East and Markham Road. The Mixed-Use Areas along Sheppard Avenue East near Brimley Road include low-rise mixed-use and commercial buildings.

Between the major intersections are rear-lot frontages on the

south side of Sheppard Avenue East, with some mid- and high-rise apartments east of McCowan Road. New development within this segment has largely been for small scale non-residential construction, with the exception of two applications for new residential development: one stacked townhouse development, and one application for a high-rise residential development.

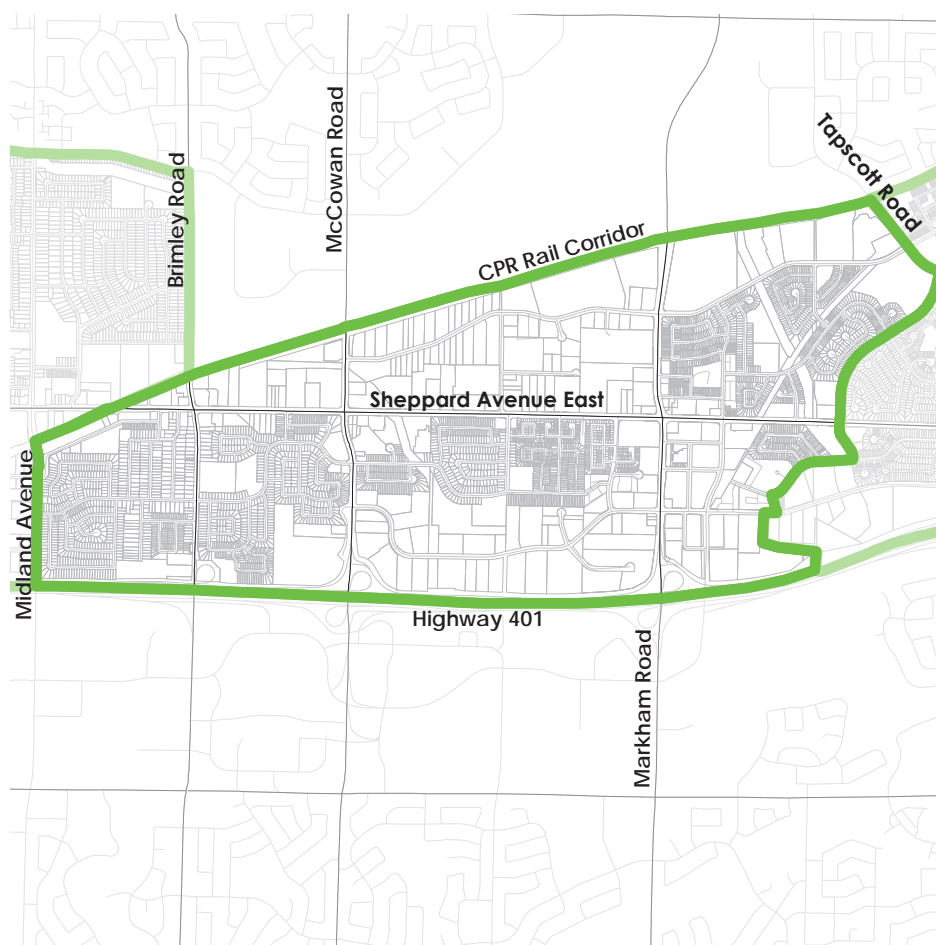
The result of rear-lotted parcels are an interface with Sheppard Avenue that does not contribute to an active, pedestrian-oriented street. This is especially true of the south side of Sheppard Avenue between McCowan and Markham Roads. Most of the remainder of the Sheppard interface is characterized by landscaping and parking lots, though there are a few street-related active frontages near Brimley Road.

### Snapshot

Population (2011):	23,260
Size:	660.0 hectares
Immigrant population (2011):	64.2%
Education (2011):	59.5% college or university
Private Household Income (2010):	\$76,715
Tenure (2011):	59.5% rent
Jobs (2011):	16,117
Employment Establishments (2011):	993
Unemployment rate (2011):	10.4%
Density (2011):	24.42 jobs & 35.24 people = 59.66 people & jobs/hectare

Snapshot detail sources: Census & Toronto Employment Survey

## Parcel Fabric



### Parcel Fabric

Large parcels are generally located between the CPR Rail Corridor and Sheppard Avenue East, and along Highway 401. These lands are designated Employment Areas. Much of the remainder of the segment has smaller parcels.

### Housing Form

Over 30% of housing units in this corridor were built between 1981 and 1990. A further 22.5% of units were built post 1990. Only 2.6% of units were built before 1960, making this segment relatively 'young' in residential form. Housing units tend to be of three forms: 31.0% are single detached houses, 27.0% are in apartments over 5 storeys, and 18.2% are row houses.

### Private Dwellings by Period of Construction

Before 1960	2.6%
1961-1980	44.0%
1981-1990	30.8%
1991-2000	11.5%
2001-2005	4.2%
2006-2011	6.8%

### Housing by Structural Type

Single Detached	31.0%
Semi-Detached	7.1%
Row House	18.2%
Detached Duplex	7.4%
Apt 5+ storeys	27.0%
Apt 5- storeys	8.4%
Other	1.0%

### Interface *(following page)*

The interface in this segment differs markedly from west to east. The far western end has retail and other active uses that face the corridor, and in some cases interact directly with the public realm. This helps to make the street more vibrant and closer to a transit-supportive avenue. The same cannot be said for large portions of the rest of the segment, which contains

reverse lotted homes and small parcels, and employment and industrial buildings set back from the street with few entrances. However, some of the employment uses may evolve to more transit-oriented and better interfacing forms over time.



Figure Ground



Figure Ground

The figure ground for segment 4 shows two distinct forms of development: employment/ industrial, and single family homes. Other types of development (including retail, and high rise residential) are less easily distinguished in the diagram. Due to the large size of the segment, some street edges appear more clearly than their edge may actually be. The location of Sheppard Avenue East is clear in the diagram, though its built form edge is not consistent. Some of the break is a result of the Highland Creek Valley and other open spaces.

Sheppard Avenue Interface



## Population & Employment Trends

Segment 4 has a growing population with a high proportion of immigrants to Canada. Between 2006 and 2011, the population increased at a rate in line with that of the city.

Private household income was above the city average in 2000, but has since fallen below. Despite this gap, the proportion of low income households remains lower than the city average.

Home ownership is on the rise, and is well above the city average.

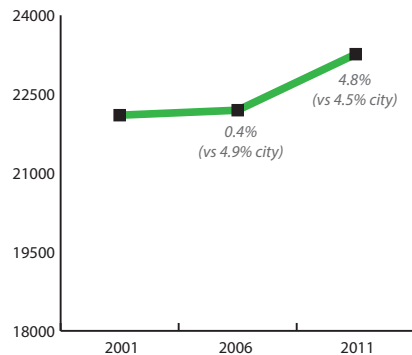
The number of jobs in the area peaked in 2006,

though the total in 2011 was above that in 2001. Manufacturing and warehousing, and service jobs were relatively stable over this period, while office and retail jobs fluctuated. Similarly, the total number of establishments fluctuated.

The average area worker commutes to work via private automobile. The rate of automobile usage for this purpose is higher than in other areas of the corridor.

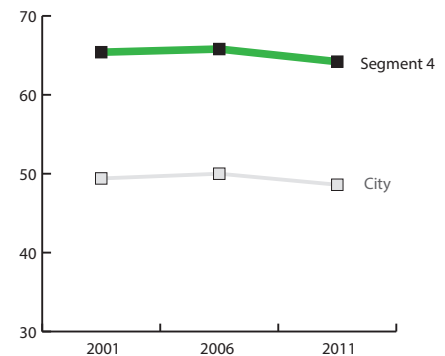
Population

Population is increasing in the area. Source: Census



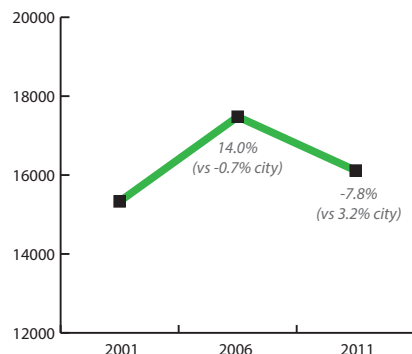
Immigration

The area has a significantly higher proportion of immigrants than the city at large. Source: Census.



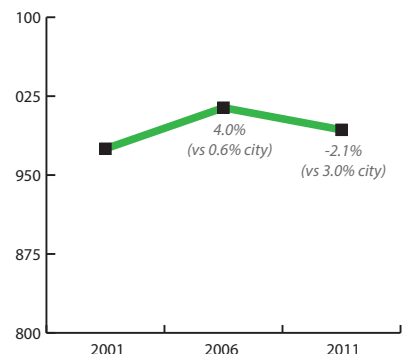
Jobs

The number of jobs in the area peaked in 2006. Source: Toronto Employment Survey



Employment Establishments

The total number of employment establishments was relatively stable over the 2001 to 2011 period. Source: Toronto Employment Survey



## Jobs

	Mfg	Retail	Service	Office	Institut	Other	Total
2001	3803	2291	1925	6170	1006	137	15332
2006	3896	2572	1994	7773	1137	107	17479
2011	3750	2205	2141	6485	1401	135	16117

## Age Distribution

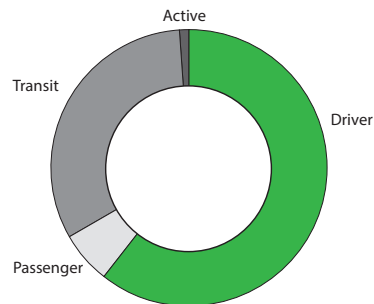
### Employment Establishments

	Mfg	Retail	Service	Office	Institut	Other	Total
2001	145	160	178	441	43	8	975
2006	132	266	215	334	57	10	1014
2011	133	217	216	347	66	14	993

	Seg. 4	Corridor	City
0-19	24.2%	23.0%	21.1%
20-34	21.6%	19.8%	22.8%
35-54	29.0%	29.1%	30.1%
55-64	12.4%	11.9%	11.6%
65+	12.9%	16.2%	14.4%

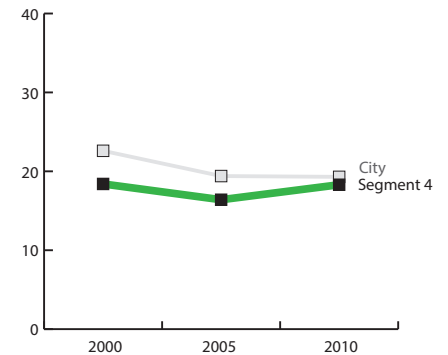
## Modal Split (2011)

A large proportion of trips to work were taken by private automobile within the area. The proportion of active trips was among the lowest in the corridor. Source: Census



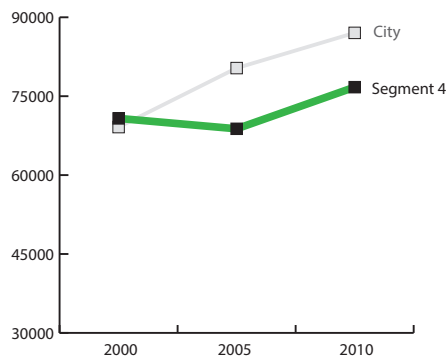
## Proportion Low Income

The proportion of low income households has declined to levels comparable with the city at large. Source: Census



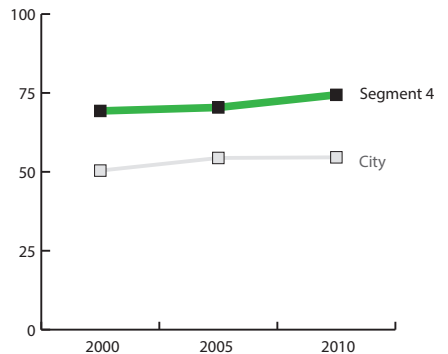
## Private Household Income

Private household income was higher than that of the city in 2000, but is now well below. Source: Census



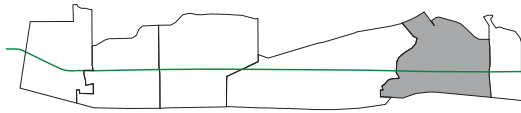
## Tenure (Ownership)

The proportion of home owners is high in the area, and above the city average. Source: Census





# Segment 5



Aerial (2013)



## Location

Segment 5 is bounded on the west by Washburn Way and Tapscott Road, and Morningside Avenue on the east. The northern boundary is the CPR line, Neilson Road and McLevin Avenue, and the southern boundary is Highway 401.



# Description

The majority of the interface with Sheppard Avenue East in Segment 5 is rear-lot frontages with a Neighbourhood designation. As a result, a large proportion of the Sheppard Avenue interface consists of opaque fencing and landscaping.

A Mixed-Use Areas block is located at the intersection with Morningside Avenue which includes a place of worship and commercial plaza. Between Washburn Way and Morningside Avenue, there are only two streets that intersect with Sheppard Avenue East: Neilson Road and Brenyon Way/Breckin Gate. The other access points to Sheppard Avenue East are via pedestrian walkways, which are located between residential lots. The sidewalk on the north side of Sheppard is set back from Sheppard Avenue East as it passes Malvern Woods Park.

Malvern Town Centre is located in the northern portion of the segment at the north west corner of Neilson and Tapscott Roads. The Centre is generally characterized by apartment

developments in high-rise and low-rise form, surrounding a local shopping centre. Beyond the Town Centre, low-rise housing (mostly in the form of single detached houses) is organized in a curvilinear street pattern. The area is generally physically disconnected from Sheppard Avenue East, although Sheppard is one of the main arterial roads defining the boundary of the Malvern community.

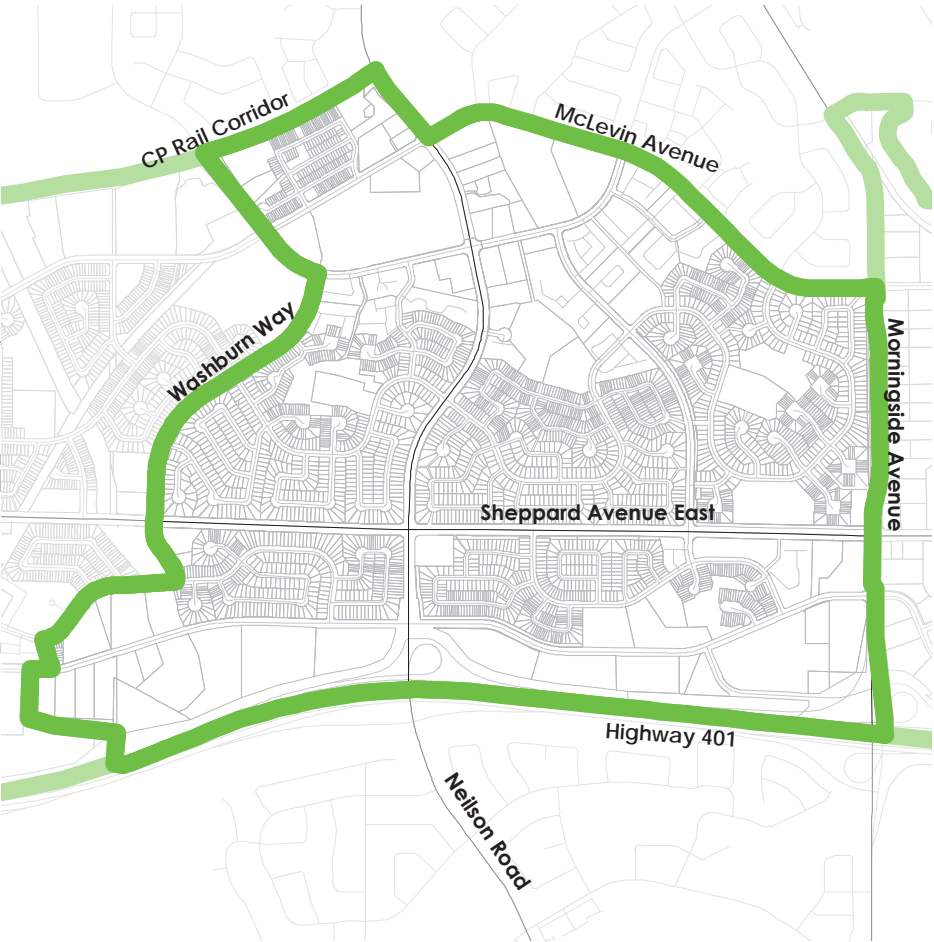
New residential development in Segment 5 has been in townhouse and stacked townhouse form, and has been located north of Sheppard Avenue East, towards the Malvern Town Centre.

## Snapshot

Population (2011):	18,785
Size:	400.0 hectares
Immigrant population (2011):	61.7%
Education (2011):	58.4% college or university
Private Household Income (2010):	\$68,814
Tenure (2011):	32.2% rent
Jobs (2011):	3,577
Employment Establishments (2011):	268
Unemployment rate (2011):	14.0%
Density (2011):	8.94 jobs & 46.96 people = 55.90 people & jobs/hectare

Snapshot detail sources: Toronto Employment Survey

# Parcel Fabric



## Parcel Fabric

Segment 5 is unique in the corridor, in that almost all of the large parcels are located at distance to the Sheppard Avenue East corridor. These larger parcels are along the Highway 401 corridor, and in the Malvern area. Smaller parcels, mostly occupied by single detached houses backing onto Sheppard Avenue East for most of the remainder of the segment.

## Housing Form

Segment 5 is the ‘youngest’ segment in terms of residential unit construction, with less than 1% of units constructed prior to 1960. The majority of units were constructed between 1961 and 1990 (85%). Housing is divided among many types, including single detached (24.7%), row (30.6%), apartments over 5 storeys (21.0%), and semi-detached (10.0%).

Private Dwellings by Period of Construction (2011)		Housing by Structural Type (2011)		Interface ( <i>following page</i> )
Before 1960	0.7%	Single Detached	24.7%	Houses that back onto Sheppard Avenue East cover a large area of the corridor, and are consistent along it. As a result, the Sheppard Avenue East interface consists of a series of opaque fences, and (where the houses are further set back) landscaping. Though there are breaks in this ‘wall’, where by pedestrian passages are provided, the result is a
1961-1980	52.0%	Semi-Detached	10.0%	
1981-1990	33.0%	Row House	30.6%	
1991-2000	6.0%	Detached Duplex	6.6%	
2001-2005	6.8%	Apt 5+ storeys	21.0%	
2006-2011	1.4%	Apt 5- storeys	5.9%	
		Other	1.0%	

rather inactive, empty avenue environment. This environment is less conducive to rapid transit than other, more active interfaces. This condition also makes it more difficult for people nearby to access the corridor.

Figure Ground



Figure Ground

Large amounts of unbuilt space exist in the northern and southern areas of the segment, where retail, tall apartment towers, and industrial buildings exist (respectively). The location of Sheppard Avenue East, as well as Neilson Road is obvious, but it is also clear that the edges of these streets are not well defined: instead of a consistent street wall, there is a series of undulations on the street edges, caused by side streets and cul-de-sacs.

Sheppard Avenue Interface



## Population & Employment Trends

Segment 5 has a total population that remained almost the same over the 2001 to 2011 period. In 2011, the population was much younger than the city average, with 28% of the population under 19 years of age (compared with 21.1% for the city). The proportion of the population that was born outside of Canada is higher than the city average, and increased between 2001 and 2011.

Private household income is increasing within the segment, and at a slower rate than that of the city. The proportion of low income households was higher than that of the city average in 2010 (previously lower).

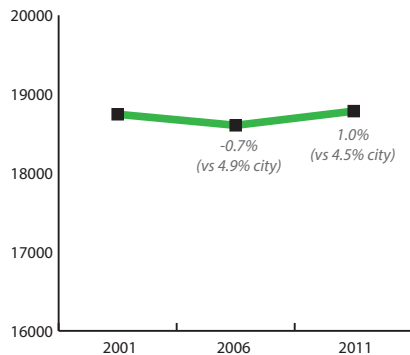
Home ownership is marginally on the rise within the segment, and is above the city average.

The number of jobs in the segment is relatively stable, though marginally lower in 2011 than in 2001. However, the number of establishments is marginally higher.

The majority of trips to work occur in a private vehicle, though that proportion is somewhat lower than in other segments of the corridor.

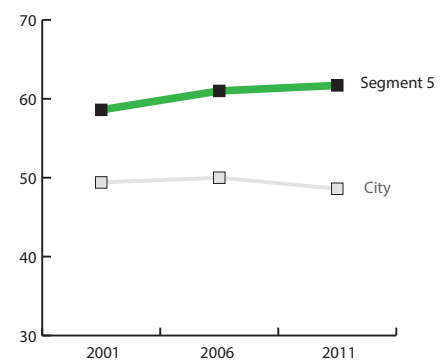
Population

Population was stable in the segment between 2001 and 2011.  
Source: Census



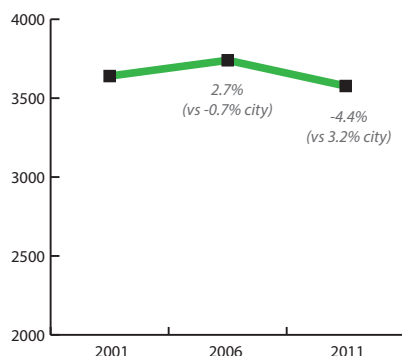
Immigration

A high proportion of the population in the area was born outside of Canada. The proportion increased between 2001 and 2011.  
Source: Census.



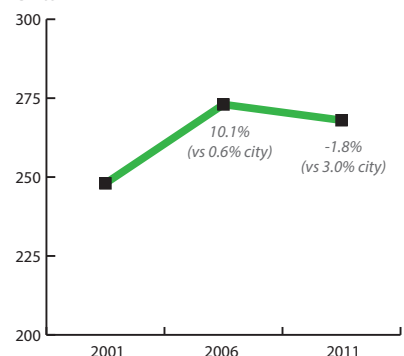
Jobs

The total number of jobs decreased in the segment between 2001 and 2006, and has since remained stable.  
Source: Toronto Employment Survey



Employment Establishments

The total number of employment establishments was higher in 2011 than in 2001.  
Source: Toronto Employment Survey





## Jobs

	Mfg	Retail	Service	Office	Institut	Other	Total
2001	379	771	255	1628	478	129	3640
2006	146	1058	369	1520	515	132	3740
2011	293	856	308	1435	538	147	3577

## Employment Establishments

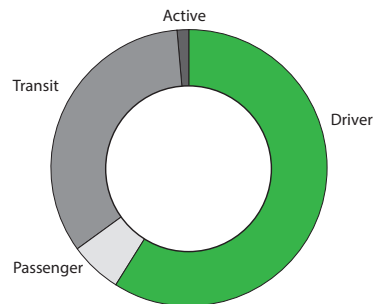
	Mfg	Retail	Service	Office	Institut	Other	Total
2001	13	85	35	89	24	2	248
2006	9	96	41	98	26	3	273
2011	11	80	42	103	27	5	268

## Age Distribution

	Seg. 5	Corridor	City
0-19	28.0%	23.0%	21.1%
20-34	20.9%	19.8%	22.8%
35-54	28.0%	29.1%	30.1%
55-64	11.9%	11.9%	11.6%
65+	11.2%	16.2%	14.4%

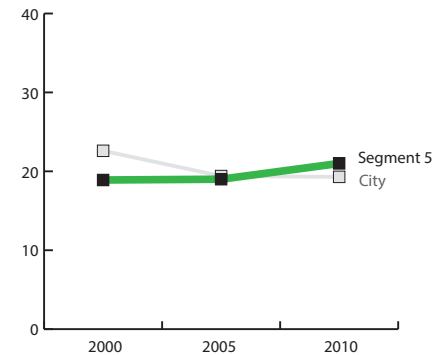
## Modal Split (2011)

Nearly 60% of trips to work were taken by private automobile within the segment, with transit trips making up a significant portion of trips as well.  
Source: Census



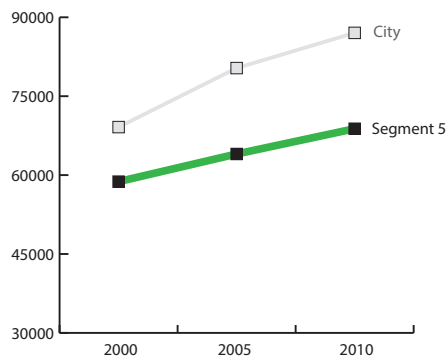
## Proportion Low Income

The proportion of the segment that is considered low income increased over the 2000 to 2010 period. By 2010, the area's proportion was higher than that of the city.  
Source: Census



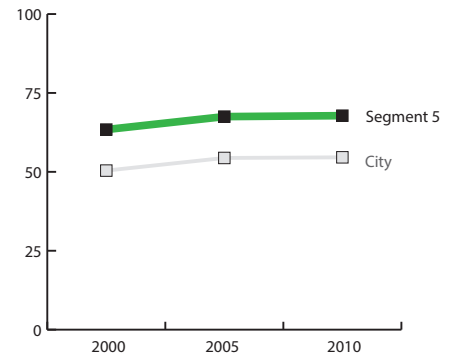
## Private Household Income

Private Household Income is increasing within the segment, but is significantly lower than the city at large, with the gap increasing between 2001 and 2011.  
Source: Census

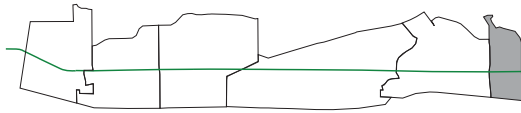


## Tenure (Ownership)

The proportion of home owners is higher than the city average and increasing.  
Source: Census



# Segment 6



Aerial (2013)



## Location

Segment 6 is bounded on the west by Morningside Avenue, and by Conlins Road, and the Rouge Park on the east. The northern boundary is Morningview Trail, and the southern boundary is Highway 401.

## Description

The land use in Segment 6 is almost entirely Employment Areas. The area south of Sheppard Avenue East is dominated by 'big box' retail, while more traditional forms of employment uses, such as manufacturing and warehousing uses characterize the area north of Sheppard Avenue East. The storage and maintenance facility for the planned Metrolinx Sheppard East LRT is proposed on lands on the north side of Sheppard Avenue East and west of the unopened Conlins road allowance.

The interface with Sheppard Avenue consists of landscaping, although the northeast corner of Morningside and Sheppard has an active ground-floor street-related frontage. Blank walls on two large buildings on the south side of Sheppard at Grand Marshall Drive detract from the Sheppard Avenue public realm. A retail power centre is proposed on Auto Mall Drive.

### Snapshot

Size: 142.1 hectares

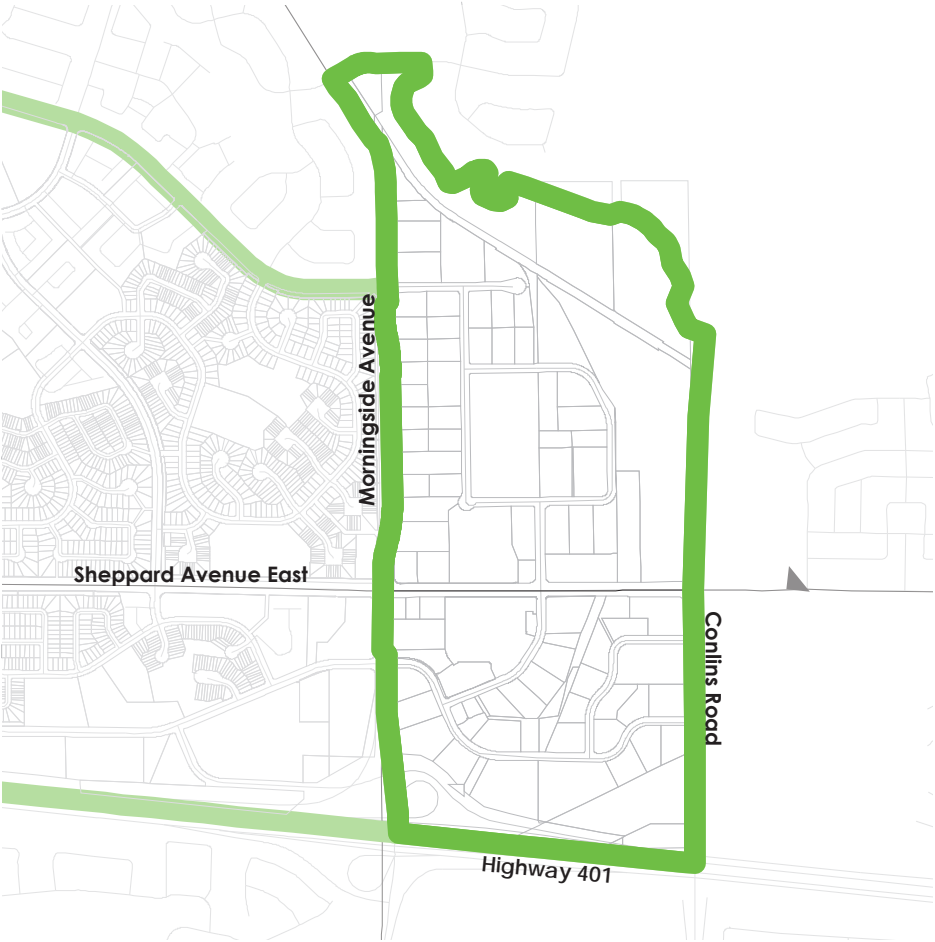
Jobs (2011): 3,400

Employment Establishments (2011): 234

Density (2011): 27.13 jobs & 0 people = 27.13 people & jobs/hectare

Snapshot detail sources: Census & Toronto Employment Survey

# Parcel Fabric



## Parcel Fabric

Segment 6 is almost entirely an employment area, with many manufacturing, warehousing, and other industrial establishments. It is therefore to be expected that most of the parcels in this segment are large in size.

## Employment Type

Fully 47% of jobs in the segment are in the manufacturing and warehousing sector, making it by far the largest sector. The Retail, Service, and Office sectors make up a further 18.6%, 18.3%, and 13.2% of jobs in the segment, respectively.

### Proportion of Jobs by Sector (2011)

Mfg/Warehousing	47.0%
Retail	18.6%
Service	18.3%
Office	13.2%
Institutional	2.8%
Other	0.2%

### Selected Employers (2011)

Frito Lay's
Rex Pak Ltd
Cascades Recovery Inc
DDI
Bulova Watch Company Ltd
Weed-Man Lawn Care

### Interface (following page)

The Sheppard Avenue interface varies in this segment. Near Morningside Avenue, there are some active frontages set back from the street by landscaped areas. On the south side of Sheppard Avenue East, parking lots, and buildings with blank walls detract from the corridor environment by limiting the potential for activity and vibrancy along the corridor.

Unbuilt parcels of land appear as landscaped areas in the segment interface.



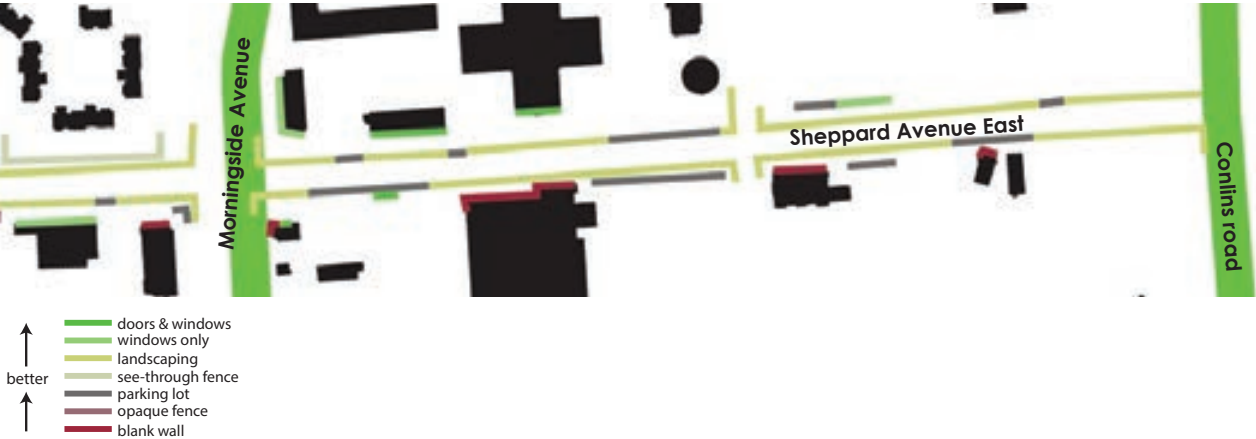
Figure Ground



Figure Ground

The built form in segment 6 is less defined than in any other segment along the corridor. The pattern of streets and blocks is almost completely indiscernable, including along Sheppard Avenue East. Built form appears in the figure ground as almost appearing random in fashion. Large amounts of unbuilt space to the northeast of the corridor exist due to natural areas, and lands set aside for an LRT maintenance and storage facility.

Sheppard Avenue Interface



## Employment Trends

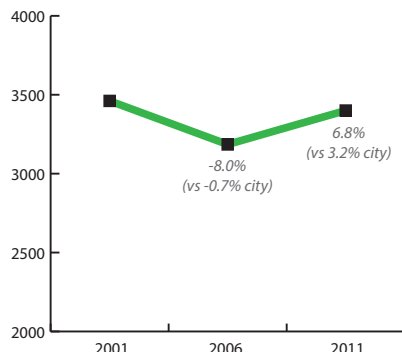
Segment 6 is within the Scarborough Highway 401 employment area. Lands designated Employment Areas in the Official Plan are protected specifically for employment uses, including manufacturing, warehousing, industrial, and office uses. As a result, this area has no residential uses and no population. Therefore, the population and other census information depicted in the other segments is not applicable to this area.

declined over the 2001 to 2011 period. The number of establishments in this area increased consistently from 2001 to 2011. All sectors experienced an increase in the number of establishments between 2006 and 2011.

The number of jobs has fluctuated in the area over the 2001 to 2011 period, though there appears to be a trend toward more manufacturing jobs, and more manufacturing establishments. Retail and office jobs

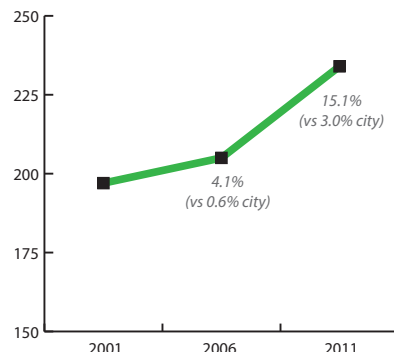
Jobs

The number of jobs has fluctuated somewhat over the 2001 to 2011 period. Source: Toronto Employment Survey



Employment Establishments

The total number of employment establishments increased significantly over the 2001 to 2011 period. Source: Toronto Employment Survey



Jobs

	Mfg	Retail	Service	Office	Institut	Other	Total
2001	1069	901	383	1021	87	0	3461
2006	1199	744	500	683	55	4	3185
2011	1598	631	621	448	94	8	3400

Employment Establishments

	Mfg	Retail	Service	Office	Institut	Other	Total
2001	56	34	30	69	8	0	197
2006	64	40	38	54	8	1	205
2011	70	47	42	58	15	2	234

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# Appendices

## A - Determining Boundaries

City Planning undertook an exercise to determine the boundaries for study, and divided the corridor into six segments based on the following criteria:

- land forms, including natural features;
- man-made barriers, including highways and rail corridors;
- existing Land Use designations as per the existing Official Plan;
- built form, including the heights and sizes of existing buildings and their locations;
- distance from LRT stops;
- consideration for major streets; and
- District Community Planning knowledge and experience.

Factoring the above, and in order to be able to obtain data, boundaries were further refined and aligned as much as possible with Census Dissemination Area (CDA) boundaries. The only exception to this are areas where there are no residents (i.e. Employment Areas) where following CDAs was not necessary.

Most of the segments contain a mix of uses, while segment 6 is almost exclusively Employment Areas designated, which means that there is no population living in segment 6. The resulting segments are indicated in the map located

on page 6-7. The total area of the corridor study area is 2,329 hectares (3.67% of the city total of 63,450 hectares).

## B - Neighbourhood Improvement Areas

In March 2014 the City of Toronto, through the Toronto Strong Neighbourhoods Strategy 2020, identified 31 neighbourhoods as falling below the Neighbourhood Equity Benchmark and requiring special attention. The Neighbourhood Equity Score (and related Benchmark) is one number designed to capture the total weight of unnecessary, unfair, and unjust differences faced by neighbourhood residents in five areas: economic opportunity, social development, healthy lives, participation in decision-making, and physical surroundings. As these differences are unnecessary, action can be taken to remedy them.

There are no NIAs along the study corridor, but there is one neighbourhood – Malvern – that scores just marginally above the benchmark.

For more information about NIAs, read the Staff Report



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"Toronto Strong Neighbourhood Strategy 2020 – Recommended Neighbourhood Improvement Areas" from March 4, 2014, or read the "NIA Profiles". Both of these resources are available online.

## C - Data Sources & Issues

All data and statistics included in this profile are from one of these sources:

- the Census of Canada, years 2001, 2006, and 2011;
- the City of Toronto's Toronto Employment Survey (conducted by City Planning each year), for the years 2001, 2006, and 2011;
- derived using mapping and resources within City Planning; or
- calculated using a combination of the above.

Daily bus ridership data was sourced at TTC.ca (accessed in May 2015).

### Notes

2011 Census data has been provided for Age, Households and Housing (structural type only). *Population Data – The Undercount* Although Statistics Canada makes a great effort to count every

person, some people are missed in each Census. Statistics Canada takes this into account and estimates an 'undercoverage' rate for the urban region (CMA) every Census, but not for the City. The CMA undercount in 2006 was 4.94%.

The 2006 Census counted an unexpectedly high number of unoccupied dwelling units. This leads City staff to suspect that the Census may have missed more households than usual.

The 2011 Census appears to have captured some dwellings that were counted as unoccupied in 2006. However, the 2011 Census also undercounts the population. Further analysis of the 2011 Census results and undercoverage is underway.

### 2011 National Household Survey - Known Limitations of the Data

*How do the changes in the 2011 Census methodology affect this data?*

There have been changes in the way information has been collected for portions of the 2011 Census. This will impact the extent to which comparisons can be made with previous Census

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periods on some Census variables. In general, data collected by the 2011 Census can be compared to the data from previous Censuses, with due regard for changing definitions of individual variables. The information previously collected by the long-form Census questionnaire was collected in 2011 as part of the new voluntary National Household Survey (NHS) by Statistics Canada.

In general, the 2011 NHS data is less comparable to that of the previous Censuses due to non-response bias inherent in voluntary surveys. Non-response bias can occur when people do not respond to a survey "because non-respondents tend to have different characteristics from respondents. As a result, there is a risk that the results will not be representative of the actual population", notes the National Household Survey User Guide.

The smaller the geographic area or population group, the greater the risk of non-response and non-comparable data. The National Household Survey User Guide states: "Caution must be exercised when NHS estimates are compared with estimates produced from the 2006 Census long form, especially when the analysis involves small

geographies. Users are asked to use the NHS's main quality indicator, the global non-response rate...in assessing the quality of the NHS estimates and determining the extent to which the estimates can be compared with the estimates from the 2006 Census long form. Users are also asked to read any quality notes that may be included in dissemination products." For more information, please see the National Household Survey User Guide Catalogue No. 99-001-x2011001 released May 8, 2013.

The risk of non-comparable data for population groups grows when two variables are cross-tabulated or tabulated for small geographic areas, such as variables relating to minority populations, income and shelter costs. Seventy-four percent of the Census Tracts in the City of Toronto reported by the 2011 NHS have a Global Non-Response Rate above 25%, the threshold for suppression for the 2011 Census. Comparisons may be more suitable where the Global Non-Response Rates of the geographies are similar and the Coefficients of Variation of the variables are low. Use of NHS data involves a careful understanding of the significant differences and higher non-response inherent in the NHS by comparison to the

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Census.

*Can the counts of dwellings by structure type be compared?*

The structural type of dwelling data in the 2006 Census and the 2011 NHS are not directly comparable with the previous Censuses because of a change in the definition of an apartment in a duplex in 2006, resulting in the reclassification of ground-related units to apartments.

*Why do the totals vary from table to table?*

The totals vary due to rounding of some of the totals by Statistics Canada to the nearest 5. Also, the sum of a characteristic may not precisely match the total number of households.

*What is meant by the term "undercoverage"?*

Statistics Canada's numbers upon release and as reported above do not account for undercoverage. Although Statistics Canada makes a great effort to count every person, in each Census a notable number of people are left out for a variety of reasons. For example, people may be traveling, some dwellings are hard to find, and some people simply refuse to

participate. Statistics Canada takes this into account and estimates an 'undercoverage' rate for the urban region (CMA) every Census, but not for the City. The 2006 net undercoverage rate for the Toronto CMA is 4.94%  $\pm$  0.56%. Net undercoverage also varies by age and sex and is highest for those between 15 and 44 years of age. In 2006, net undercoverage peaked at 9.91% for males and 6.08% for females 24-34 years of age, per the 2006 Census Technical Report: Coverage, Catalogue No. 92-567-X, released March 2010.



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