

2.0 CHANGING REGION

2.1 Introduction

The future of the Golden Mile is one that is defined by its history, key drivers of change and current conditions. The story of the Golden Mile is not dissimilar to the story of the changing GTA Region - with roots in an era of major public sector investment and ensuing rapid growth and change followed by an era of urban dis-investment, de-industrialization and ensuing social polarity. The current era is one of urban re-investment partly in recognition of the role of urban areas as vital engines of economic growth and partly in response to the scale of growth facing urban centres in the Greater Golden Horseshoe (GGH) region.

Key drivers of change within this context include:

- population and employment growth and associated public sector investment in infrastructure to support growth
- provincial and municipal policy direction on growth and development within intensification areas, including transit corridors
- private sector investment in response to anticipated growth and policy direction.

The future role and function of the Golden Mile will be defined by how it responds to these drivers of change - in other words how it invests in, and accommodates the needs of existing and future residents, how it supports and diversifies economic activity and innovation, how it leverages its current and future assets to generate and sustain social and economic wealth, and how it ensures it is an enjoyable place to experience everyday life. This section further explores these drivers. It begins by describing the history of the Golden Mile followed by a description of the key drivers of change, and ends with a summary of the place and people present there today.

2.2 Golden Mile History

The Golden Mile has undergone several transitions from its agricultural past (see Image 1). Its transition to industry occurred when under Federal control, the General Engineering Company of Ontario (GEC) built a munitions plant in 1941 to support the war effort. In the post war era, the Township of Scarborough purchased the plant and surrounding lands. Some of the buildings became municipal offices, a Council Chamber and a public library branch while others were leased or sold to small businesses. It was not until the 1950's that the industrial era of the Golden Mile was officially ushered in with the Svenska Kullagerfabriken (SKF) purchasing the land to make a ball bearing factory. Other industry soon joined establishing manufacturing plants including Frigidaire, Thermos (hence "Thermos" Road), John Ingliss (Whirlpool) and Warner Lambert ending in the establishment of a General Motors Van assembly plant in 1974.



Image 1 Photograph from 1949 showing intersection of Victoria Park Avenue and Eglinton Avenue East

Retail uses soon heralded in the Golden Mile era of commerce followed with the introduction of the first auto-oriented iteration of the Golden Mile Shopping Centre and Eglinton Square Mall. Strip commercial developed off Eglinton further east to service the needs of the industrial workforce employed within the Golden Mile and who, in many cases, lived within or near their places of work. Eglinton Square eventually became an enclosed mall and office uses were introduced into the eastern end of the Study Area.

2.3 Driver of Change #1: Growth and Investment

Canada is the fastest growing of the G8 group of countries. Within Canada, the Greater Golden Horseshoe (GGH) is the fastest growing region. It is expected to increase from nine to 14 million persons in the next 25 years. Sixty to eighty (60-80) percent of this growth will be through immigration and 40 to 50 percent will be within existing built up areas. The Province has established the Growth Plan for the Greater Golden Horseshoe (the Growth Plan) to indicate where this growth will occur (Figure 4). Furthermore, Metrolinx - the agency responsible for transportation in the GGH - established the Big Move - a 25-year, \$50 billion plan for coordinated, integrated, transportation and transit to support this growth in the GGH.

The Growth Plan indicates that the City of Toronto is expected to grow by 1 million people and jobs from 2011 to 2041. In turn, the Big Move supports this growth by investing \$8.4 billion in transit in Toronto, the largest component of which is the \$5.3 billion Eglinton Crosstown Light Rail Transit (ECLRT) project that will run across Eglinton Avenue between Weston Road and Kennedy Station. As a

result of this transit investment, Eglinton Avenue will be dramatically transformed with expectations of new growth along corridor reaching a minimum of 100,000 people and jobs. Because it is a significant portion of the eastern segment of Eglinton Avenue, the Golden Mile will likely accommodate a reasonable portion of that growth.

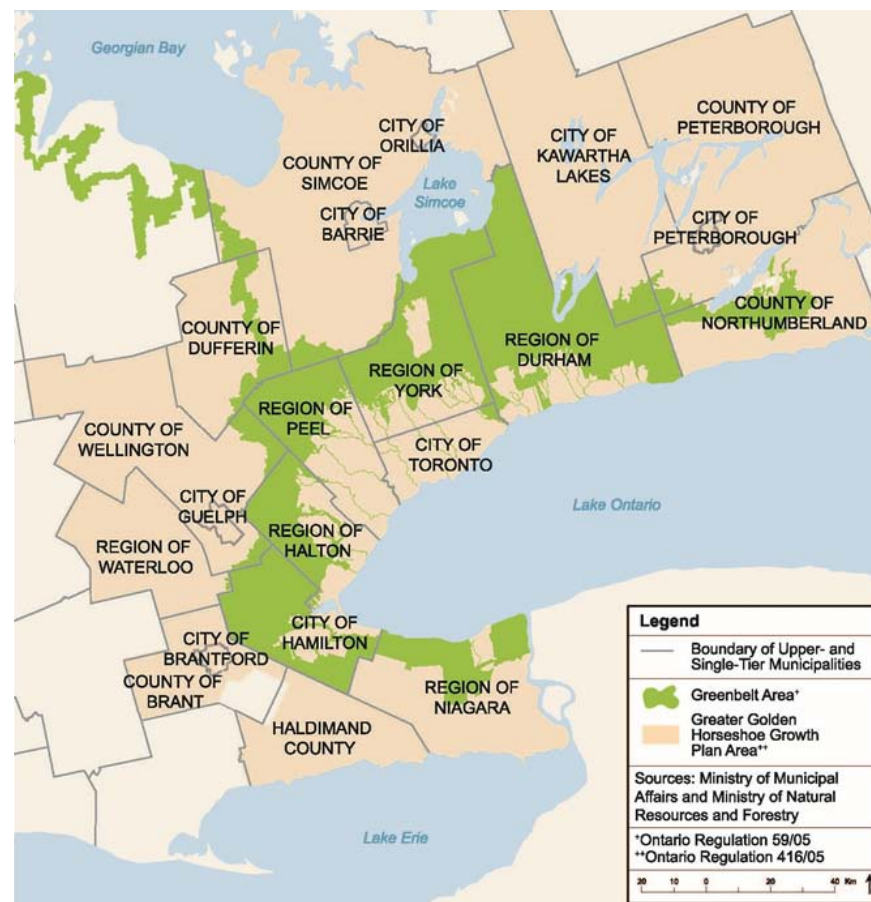


Figure 4 Schedule 1, Greater Golden Horseshoe Growth Plan Area, 2017

2.4 Driver of Change #2: Policy Directions

Land use planning in Ontario is governed by a province-led legislative and policy framework that sets broad goals and objectives which are in turn implemented through municipal Official Plans and Zoning By-Laws. These statutory documents are supported by non-statutory documents such as design guidelines, which establish best practices and further articulate the means by which policies and parameters can be successfully implemented. Taken together, these statutory and non-statutory documents serve as significant drivers of growth and change.

PROVINCIAL POLICY STATEMENT (PPS), 2014

The PPS provides the Province's highest level direction on matters related to land use planning. It includes direction on building strong communities through efficient development and land use patterns, providing for an appropriate mix and range of employment and housing and promoting healthy and active communities through the planning of public spaces, recreation, parks, trails and open space. It also speaks to the efficient provision of hard and soft infrastructure, including the integration of transportation and land use planning, minimizing the length and number of vehicle trips, protecting for goods movement, and strategically locating public service facilities. Section 3 of the *Planning Act* requires that decisions affecting planning matters "shall be consistent with" the Provincial Policy Statement.

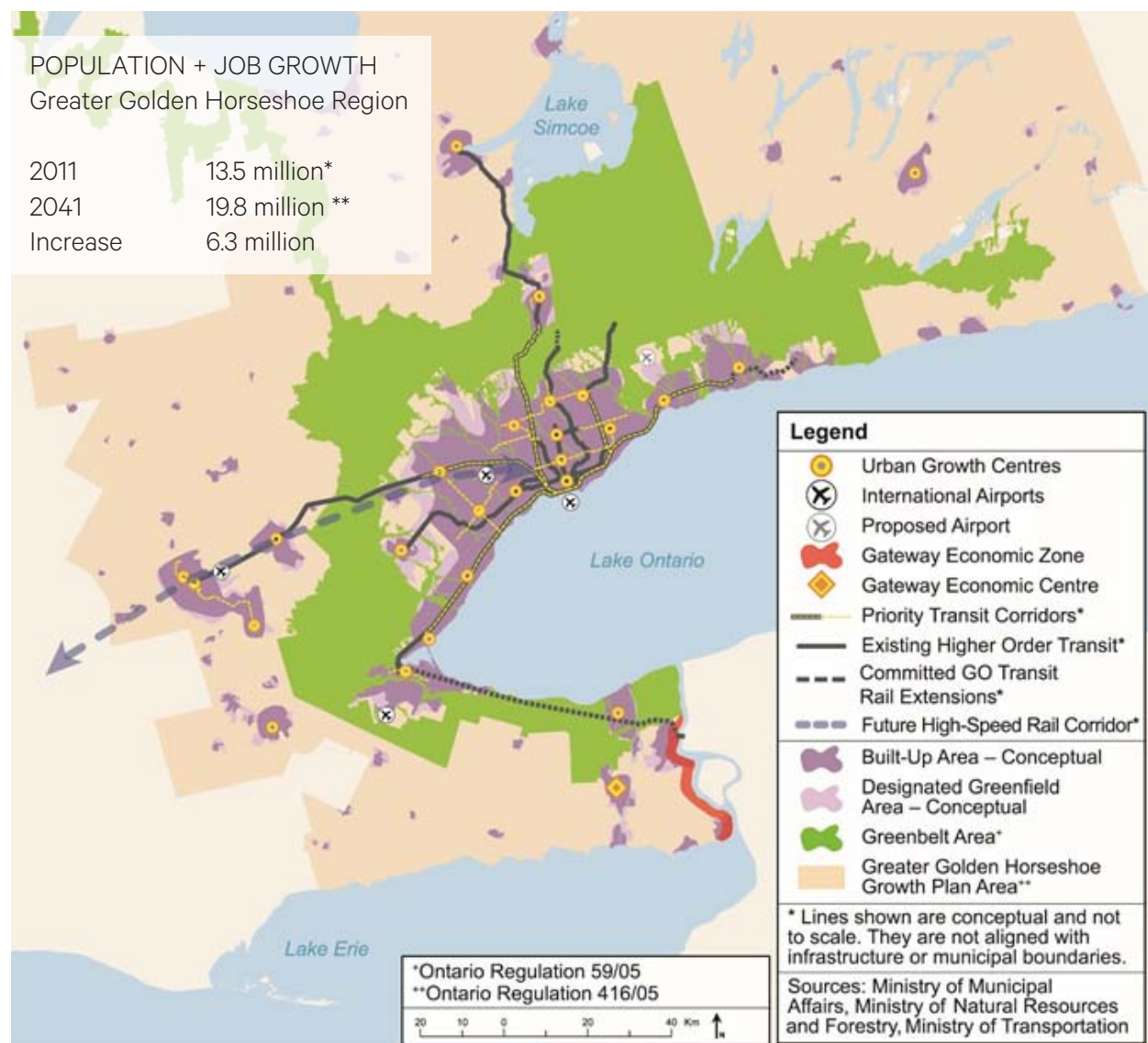
GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2017

The Growth Plan establishes a vision and supporting policies for managing growth within the region to 2041 (see Figure 5). The latest version of the Growth Plan came into effect in July, 2017. This new Growth Plan places an increased emphasis on integrated transportation and land use planning, particularly with regard to planning transit corridors and station areas. The Growth Plan designates Eglinton Avenue as a Priority Transit Corridor.

Within Priority Transit Corridors, the Growth Plan further defines Major Transit Station Areas (MTSAs) as the area including and around any existing or planned higher order transit (i.e. transit that generally operates in partially or completely dedicated rights-of-way) station or stop. This area is generally defined as the area within an approximate 500 metre radius of the transit station or stop, representing a 10 minute walk (see Figure 6).

All MTSAs (including those noted on Priority Transit Corridors) are to be planned to be transit-supportive (i.e. featuring compact, mixed-use development with a high level of employment and residential densities), to achieve multi-modal access to stations / stops, and to provide connections to nearby major trip generators (i.e. origins and destinations with high population densities or concentrated activities).

Development is to be supported in all MTSAs through planning for a diverse mix of uses (including affordable housing), fostering collaboration between public and private sectors, providing alternative development standards (e.g. reduced parking standards), and prohibiting land uses that may compromise the achievement of transit-supportive densities. As identified growth areas, MTSAs are also locations where Public Service Facilities (i.e. community infrastructure) should be located, ideally in multi-service hubs.



* Greater Golden Horseshoe Growth Forecasts to 2041 Technical Report Addendum, 2012

** The Growth Plan for Greater Golden Horseshoe, 2017

Figure 5 Schedule 5, Growth Plan for the Greater Golden Horseshoe, Province of Ontario, 2017 (with Population and Job Growth superimposed)

The Greater Golden Horseshoe region is expected to experience growth in people and jobs of 6.3 million from 2011 to 2041. The Growth Plan has designated multiple Priority Transit Corridors, including the Eglinton Avenue Corridor as defined by the ECLRT. The areas around transit stations and stops along Priority Transit Corridors have specific policies associated with them to ensure transit supportive development can be achieved in these Major Transit Station Areas (MTSAs).

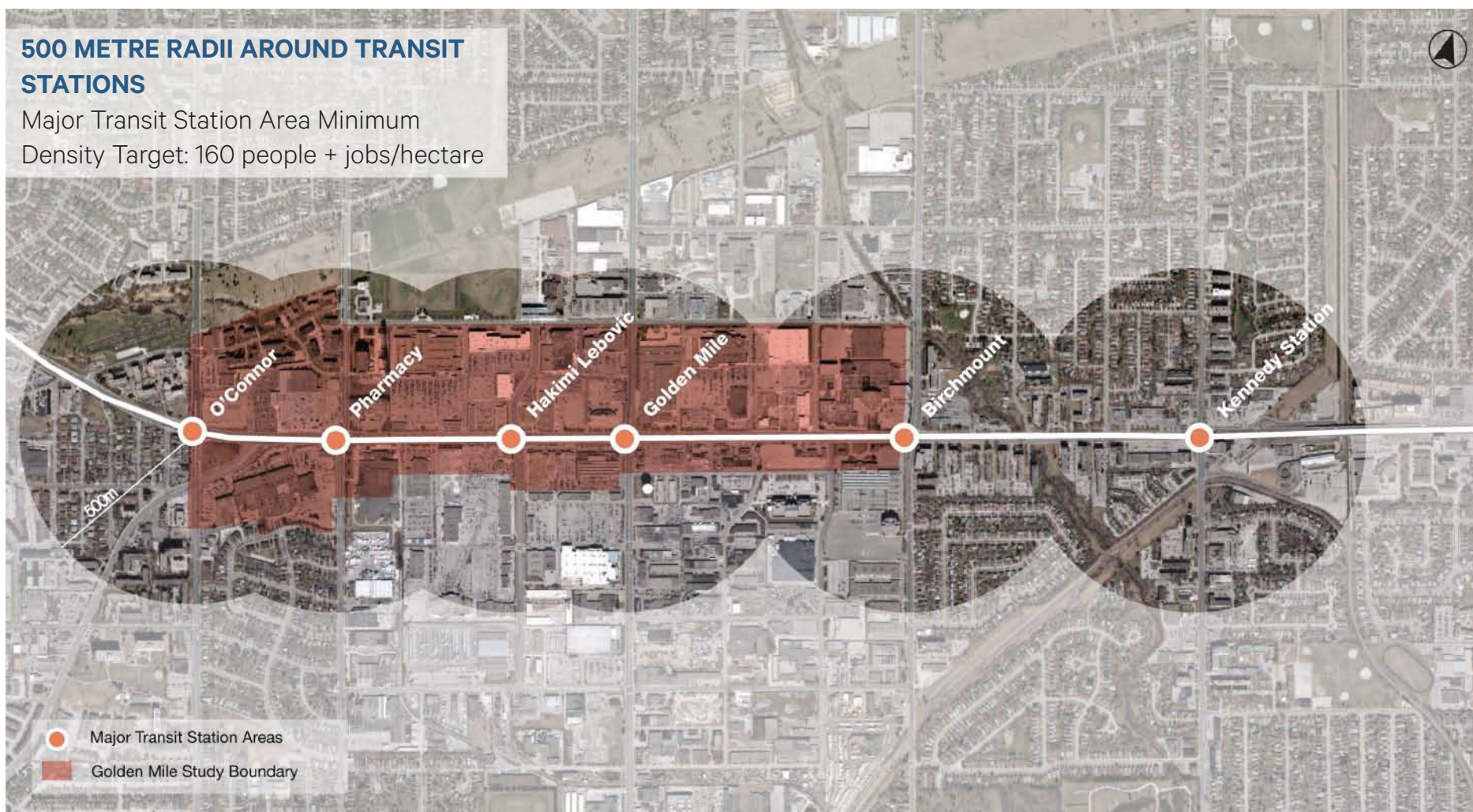


Figure 6 Map of the Golden Mile Secondary Plan Study Area with 500m radii around transit stations

There are five ECLRT Stations within the Study Area, and Kennedy Station, the eastern most terminal stop of the entire line, is located about 1km east of Study Area. Kennedy Station is an intermodal station, being connected to Line 2 (Bloor Danforth Subway), Line 3 (Scarborough RT), and Stouffville Station (GO Train). These Stations qualify as Major Transit Station Areas (lands 500m radius or 10 minute walk from higher order transit) as defined by the Growth Plan. MTSAs centred on LRT stations have a minimum density target of 160 people + jobs per hectare, which will feed into the density target for the Golden Mile Secondary Plan Study.

For those MTSAs that are on Priority Transit Corridors such as Eglinton Avenue East, the updating of planning frameworks is to be prioritized (including updating zoning). These MTSAs are to be planned to achieve minimum density targets dependent on the transit mode that serves the Priority Transit Corridor. The ECLRT Corridor is identified as a Priority Transit Corridor on Schedule 5. The minimum density target for LRT MTSAs is 160 residents and jobs combined per hectare.

Alternative density targets may be requested by municipalities through a municipal comprehensive review that establishes, amongst other matters, that the average density targets for four or more MTSAs along the same corridor within the same municipality will meet or exceed the appropriate minimum density target for a single MTSA.

Notwithstanding the general boundary of 500 metres centred on the station or stop, the boundaries of MTSAs on Priority Transit Corridors are to be defined by municipalities in a manner that is transit-supportive and that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.

THE BIG MOVE: TRANSFORMING TRANSPORTATION IN THE GREATER TORONTO AND HAMILTON AREA (GTAH), 2008

Metrolinx launched the The Big Move in 2008 to herald in the new era of regional transportation. The Big Move aims to build over 1,200 kilometres of rapid transit — more than triple what exists now — so that over 80 per cent of residents in the region will live within two kilometres of rapid transit, with an emphasis on areas with large senior and low-income populations who rely on transit to get around daily.

The most significant component of the Big Move and one of the single largest public investments in Canada is the ECLRT. Once constructed, the ECLRT will run from Weston Road in the west to Kennedy Road in

the East, running through all six former Metro Toronto municipalities and connecting the Golden Mile to subway lines at Yonge Station and Kennedy Station. In concert with the infrastructure planning for this public transit investment, the City of Toronto undertook a planning Study to guide growth and change across the entirety of the Eglinton corridor. One of the key findings of this Eglinton Connects Study was that the Golden Mile area should undergo further analysis in the form of a Secondary Plan Study. Further information on and findings of the Eglinton Connects Study is included in this Section.

Municipal Official Plans are required to conform to, or not conflict with, the Growth Plan.

Together, the PPS and Growth Plan support change within the Golden Mile towards the development of transit-supportive, complete communities that feature an appropriate mix and range of employment, housing and community infrastructure. As nearly the entirety of the GMSP Study Area falls within the 500 metre radii of the five ECLRT stations that will be constructed within its boundaries, intensification of the existing employment uses and the introduction of residential uses in appropriate locations will be required to achieve the minimum density targets. The precise location of this intensification will be determined in part through the definition of each of the five ECLRT stations' MTSA boundaries, which will be informed by the GMSP Study. Schedule 1 shows the Greater Golden Horseshoe region, indicating the designated Growth Plan Areas and Greenbelt Areas.

This page is intentionally left blank.

TORONTO OFFICIAL PLAN, JUNE 2015 CONSOLIDATION

One of the key principles of Toronto's Official Plan is the integration of land use and transportation planning. Map 2 of the Official Plan identifies an Urban Structure that establishes areas in which future growth is to be encouraged. These areas are locations where good transit access can be provided along regular surface and higher order transit routes.

Directing growth to these areas will enable the efficient use of land, infrastructure and services, concentrate people and jobs in areas well served by transit, promote mixed use development that increases opportunities for living close to work, provide opportunities for people of all means to be housed in an affordable way, and protect neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.

There are two growth-related Urban Structure elements within the GMSP Study Area (see Figure 7):

- Eglinton Avenue East is identified as an *Avenue*, between Victoria Park Avenue and Pharmacy Avenue
- The north side of Eglinton Avenue East, between Pharmacy Avenue and Birchmount Road is identified as an *Avenue*
- *Employment Areas* on the south side of Eglinton Avenue East, just east of Pharmacy Avenue to Birchmount Road

Avenues are characterized in the Official Plan as important corridors along major streets where reurbanization and intensification is to be encouraged. This reurbanization and intensification is to lead to new housing and job opportunities, an improved public realm, access to commercial and community services and enhanced connections to transit.

It is important to note that not all lands that fall within Avenues are designated for growth (e.g. lands designated Neighbourhoods, a land use designation where it is expected that the neighbourhood will remain stable but not static over time). Furthermore, each Avenue is different in terms of lot sizes and configuration, street width, existing uses, neighbouring uses, transit service and streetscape potential. There is no "one size fits all" program for reurbanizing the Avenues.

Due to the specificity of conditions between Avenues and within a single Avenue, their incremental redevelopment is to be guided by a framework developed through an Avenue Study, resulting in Avenue-specific zoning and design guidelines. In the case the Golden Mile, the GMSP Study will function as this framework.

Employment Areas are characterized in the Official Plan as lands that can accommodate substantial growth in jobs and meet the needs of some of the city's key economic clusters. In order to ensure their long term viability as places of business, they will be protected from the encroachment of non-economic functions. In planning for *Employment Areas*, the City will ensure a stable environment for investment, offer suitable locations for a variety of employment uses, including those that require separation and/or buffering, and nurture key clusters of producers, suppliers, customers and services.

Further to the above Urban Structure elements, the Official Plan contains policies related to areas well-served by transit, such as locations around rapid transit stations and along higher-order transit routes (Eglinton Avenue East is identified as such in Official Plan Map 4). For these areas, consideration is to be given to establishing minimum density requirements and maximum density limits, minimum and maximum parking requirements, and limiting surface parking as a non-ancillary use.

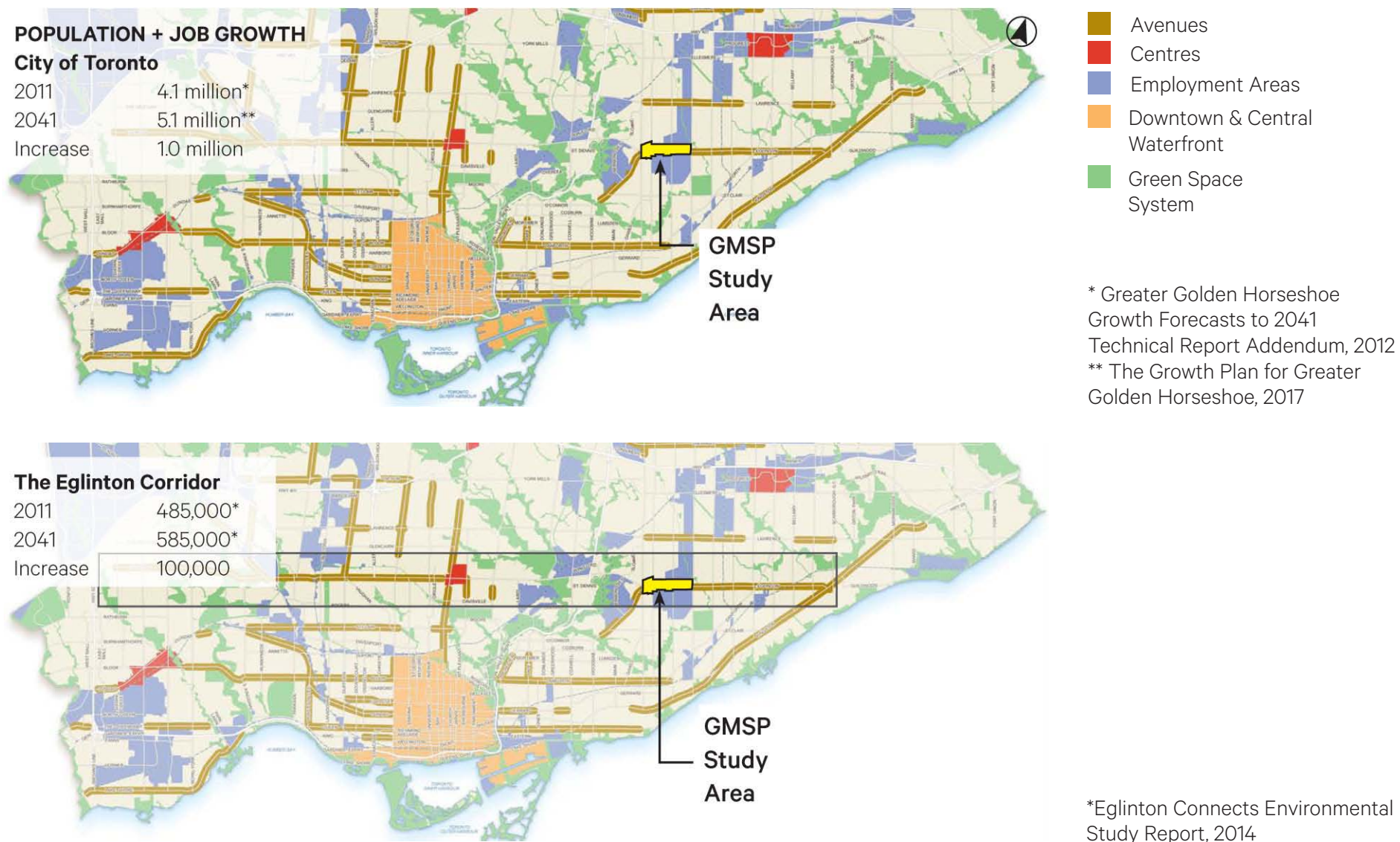


Figure 7 City of Toronto Map 2, Official Plan Urban Structure, 2015

The City of Toronto is expected to grow by 1 million people and jobs from 2011 to 2041. The Eglinton Corridor is expected to accommodate 100,000 people and jobs in the same time frame. As part of this Corridor, the Golden Mile will accommodate a reasonable portion of that growth.

EGLINTON CONNECTS PLANNING STUDY, 2014

The Golden Mile was contemplated in the corridor-wide Eglinton Connects Planning Study as one of six Focus Areas with the potential for greater change over time. One of the key findings of this Eglinton Connects Study was that the Golden Mile area should undergo further analysis in the form of a Secondary Plan Study. Further detailed recommendations for the Golden Mile Focus Area emerging from the Eglinton Connects Planning Study included (see Figure 8):

- Create a new urban structure for the area with a predominantly mid-rise built form, that is focused around LRT stops and based on a pedestrian-friendly street grid and block network
- Develop a series of precinct plans to inform orderly redevelopment. Intensification and redevelopment should consider re-use and incremental replacement of large-format retail buildings.
- Plan for complete communities that include new, large and centrally located open spaces and a full range of community services and facilities
- Create new public destinations, attractions and community gathering places at key locations along Eglinton, such as major public squares and plazas
- Incorporate a range of building types. Potential locations for tall buildings, such as at LRT stops and at key intersections, should be considered as part of an in-depth Secondary Plan review. Mid-rise buildings should be located along the Eglinton frontage, with tall buildings located to the rear
- New block typologies should be explored, including a mix of tall and mid-rise buildings, townhouses and low-rise commercial or institutional buildings
- Incorporate on-street parking through the area to encourage activity on streets and convenient access to retail/commercial spaces

- Develop an employment and economic development policy and potential incentives to enhance employment uses and jobs in the area, and to attract new employment / industries.
- Future community services and facilities needs include new, open space (including parks of all sizes), a new community recreation centre, a strategy to address school capacity, and community agency/human services space

In terms of implementation, the Eglinton Connects Planning Study identified the Golden Mile Focus Area as requiring further study to establish future land use patterns, building height and density, street and block patterns, local transportation network improvements, and community infrastructure. The GMSP Study will utilize the Eglinton Connects Planning Study recommendations to inform development of alternatives and the overall Secondary Plan for the Golden Mile.

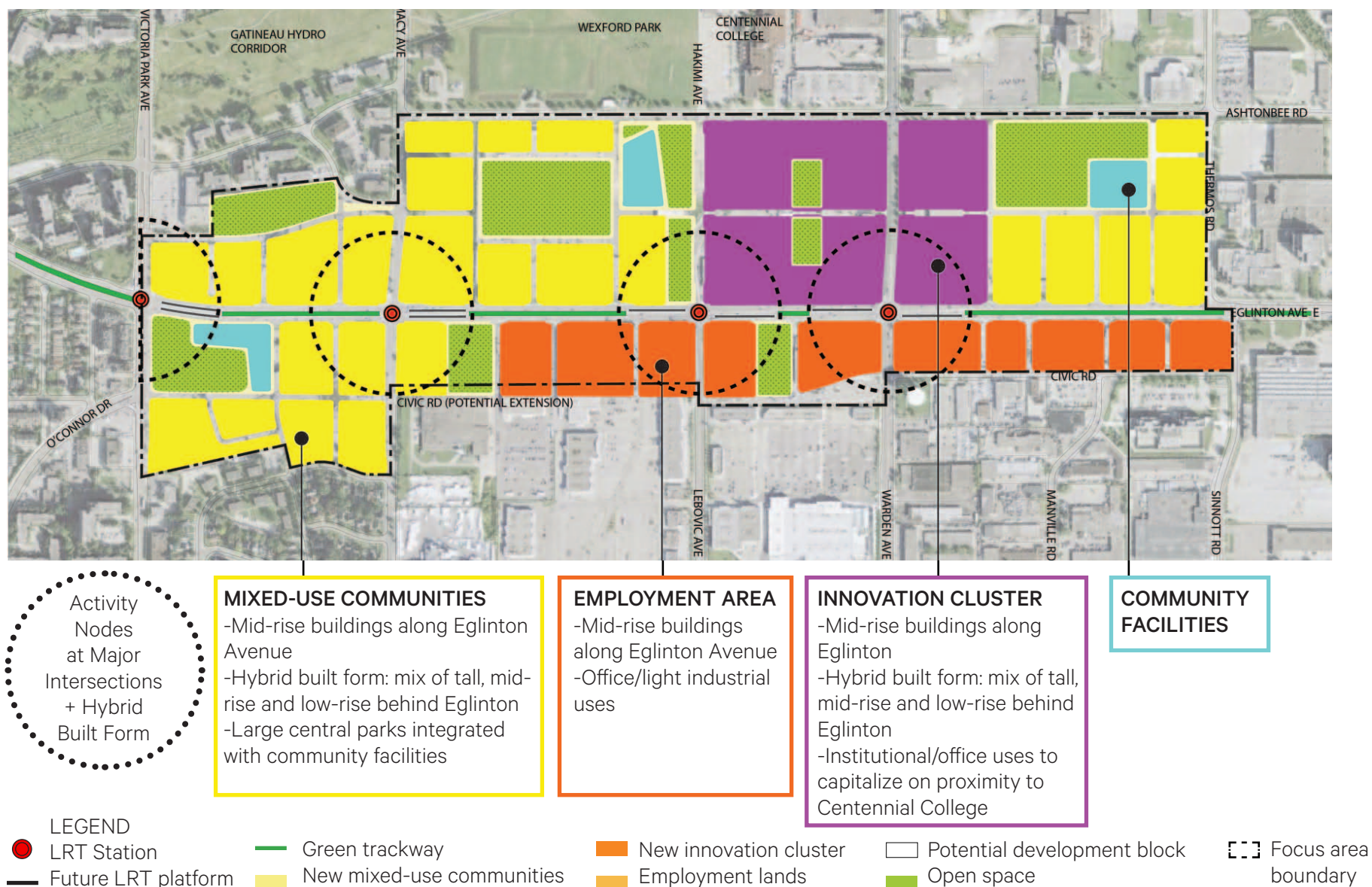


Figure 8 Eglinton Connects Planning Study recommendations

2.5 Driver of Change #3: Private Sector Investment

In response to and in anticipation of population and employment growth, public sector investment to support growth and policy direction directing growth to Toronto's built up areas and pairing where feasible within transit-supported corridors, there is a growing level of private sector interest within the Golden Mile corridor. In short, with the above policies in place and a general market disposition towards investment along transit corridors, these development applications also represent anticipated demand for residential and some office uses in addition to the predominate retail character that exists today. Additional information on market demand in the Golden Mile is provided in the Market Study which appears in Appendix D. For further information on development applications, see section Local Development Activity under Information & Reports under City of Toronto's Golden Mile Secondary Plan Study website (or click [here](#) for a direct link).

Recent development applications present within the Golden Mile (see Figure 9), include:

1) 1 Eglinton Square (Kingsett)

This development application consists of a proposed Official Plan Amendment (OPA) and Zoning By-law Amendment to redevelop a portion of 1 Eglinton Square with a mix of uses spread over five development blocks while retaining the existing mall.

The application proposes to retain the existing Eglinton Square Mall and to develop underutilized surface parking lot areas on the site. Existing Beer Store and H&R Block buildings at 1431 & 1437 Victoria Park Avenue are proposed to be replaced by two towers, with the southerly

tower atop a 4-6 storey base building. Eight existing walk-up apartment buildings facing Engelhart Crescent and Harris Park Drive are proposed to be replaced with mid-rise buildings to the north of Engelhart Crescent and stacked townhouses to the south. The application proposes development on five blocks as follows:

- Block A fronting Eglinton Avenue – A mixed-use development consisting of two towers (38 and 40 storeys) rising from a 6-storey base building, 696 residential units and 22,554 square metres of retail space, with 713 parking spaces in two levels of below grade parking and five partial levels of above grade parking.
- Block B fronting Pharmacy Avenue and Alvinston Road – A mixed-use development consisting of one tower (25 storeys) rising from a 6-storey base building, 304 residential units and 692 square metres of retail space, with 211 parking spaces located below grade.
- Block C fronting Victoria Park Avenue – A mixed-use development consisting of two towers (25 and 30 storeys) rising from 4 and 6-storey base buildings, 495 residential units and 1,416 square metres of retail space, with 346 parking spaces located below grade.
- Block D fronting Engelhart Crescent – Two 8-storey mid-rise buildings that are connected at the ground floor containing 207 residential units, with 144 parking spaces located below grade.
- Block E fronting Engelhart Crescent and Harris Park Drive – A 4-storey stacked townhouse development in five building blocks containing 112 residential units, with rooftop terraces and 111 parking spaces located below grade.

In total, the application proposes 1,814 residential units and 24,662 square metres of non-residential Gross Floor Area, as well as 1,525 parking spaces and 1,401 bicycle parking spaces.

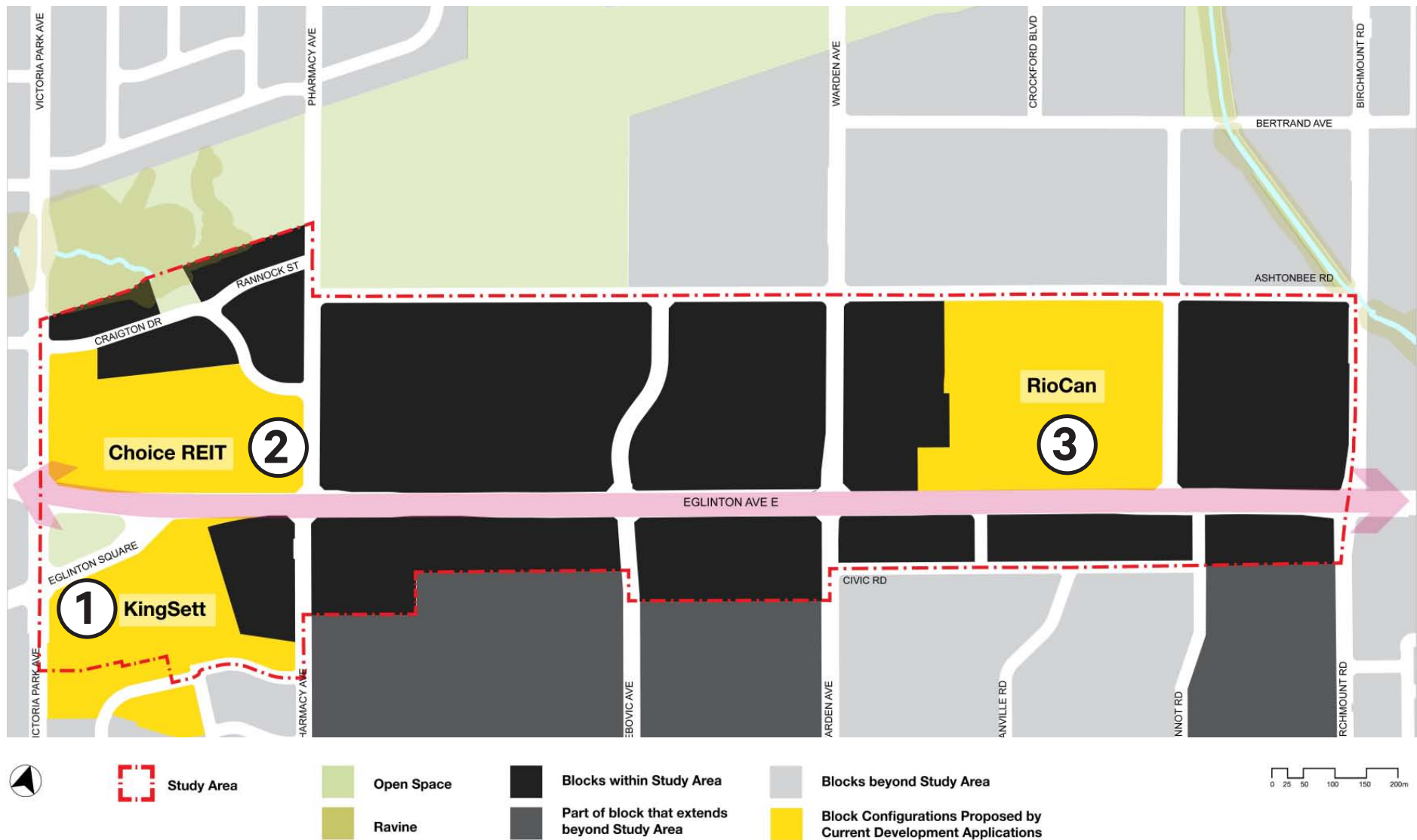


Figure 9 Development Applications Currently Under Review

2) 1880-1890 Eglinton Avenue East (ChoiceREIT)

This development application consists of a proposed OPA that would add new site specific policies to the Official Plan to guide the redevelopment of the Golden Mile Shopping Centre into a new mixed-use, transit-oriented neighbourhood.

This proposal includes a network of new streets and blocks, open spaces and parks, community-oriented retail including a new food store, and a variety of housing types. The proposal includes 242,799 square metres Gross Floor Area of residential uses, 25,127 square metres of retail uses, and 5,502 square metres of office.

The residential uses (approximately 2,500 residential units) would be provided in a range of buildings types, including 8 towers varying in height from 16 to 39 storeys, with the tallest towers located at the intersection of Victoria Park Avenue and Eglinton Avenue East. The retail uses would be accommodated in the based of the residential buildings as well as a new food store at the centre of the site. Office uses will be integrated above the food store building as well as in a 3 storey building also located at the centre of the site.

3) 1966-2050 Eglinton Avenue East (RioCan)

This development application consists of a proposed OPA to add a new Site and Area Specific Policy (SASP) to the Official Plan. The SASP would maintain the existing Mixed Use designation and add development parameters and principles that would guide the phased development of the lands.

These parameters and principles include the following:

- The creation of development blocks through a new, finer grained network of public and private streets
- A mix of uses with up to 242,000 square metres Gross Floor Area

of residential (approximately 3,000 residential units) and at least 58,000 square metres Gross Floor Area of non-residential uses including a mixture of commercial (retail, services, office and hotel), institutional and community facility

- A diversity of built form, with low-rise buildings (maximum 4 storeys) generally oriented towards and lining public streets, parks and open spaces, extending to mid-rise (5-12 storeys) and tall buildings (ranging in height from 13 up to 40 storeys)
- The provision of public parks, privately owned, publicly accessible spaces (POPS), and community facilities integrated into the site as an organizing element.

2.6 Golden Mile Today

The Golden Mile today is characterized by auto-oriented retail uses (see Image 2). While manufacturing and light industrial uses remain, they are largely located adjacent to the Study Area (between Warden Avenue and Birchmount Road). The Ashtonbee Campus of Centennial College is located just north of the Study Area, between Warden Avenue and Hakimi Avenue. Significant change will be occurring in the Golden Mile over the next several years as the ECLRT line is constructed. The ECLRT line will include five stops within the Study Area at the future O'Connor, Pharmacy, Hakimi-Lebovic, Golden Mile and Birchmount stations (see Figure 10). Funding for the ECLRT line and these future stops has been approved and construction is planned to be complete in 2021 representing the next era in the evolution of the Golden Mile. This investment will assist in re-orienting the Golden Mile from an auto-centric retail corridor to a transit supportive corridor.



Image 2 Image of Google 3D map showing the same intersection as Image 1 today

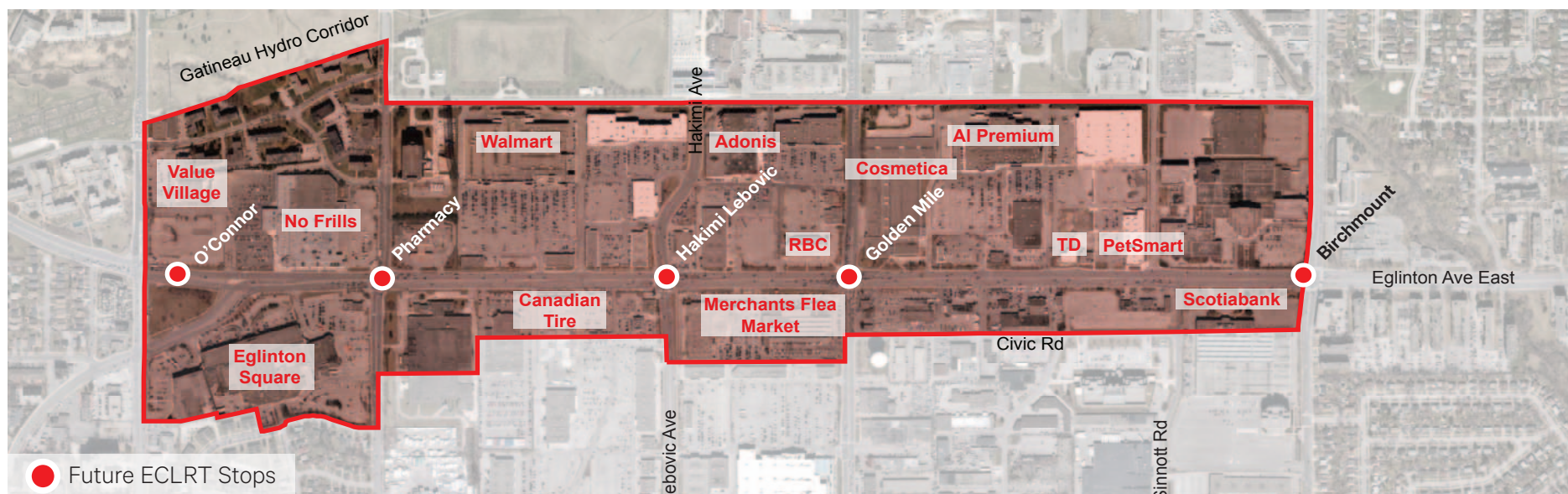


Figure 10 Map of the Golden Mile today, showing future ECLRT Stops, key retail destinations and employers.

The population of the GMSP Study Area and broader CIS Boundary varies greatly, with 693 people residing in the former and 56,033 in the latter (see Figure 11 for boundary). In many respects, the demographic profile of the Golden Mile population is similar to the overall averages of the City of Toronto. This is significant in that there is a roughly even split between those who rent and own, those who were born in and outside Canada, and those who live in ground-related housing and taller multi-unit housing (see Section 2.8 for further detail on demographics). This means that from a demographic perspective, the Golden Mile today is just as diverse as the average for the broader City of Toronto, and that a full range of people live within the immediate vicinity of the Golden Mile.

DEMOGRAPHICS

The demographic information presented in this Section is associated with the broader Community Infrastructure Strategy (CIS) Study (see Appendix D). The CIS Boundary extends across several wards (34, 35, 37) and neighbourhoods, and includes parts of Scarborough, North York and Toronto and East York Community Council areas. For the purpose of this Study, the CIS Boundary has been divided into four sub-areas: Victoria Village (West), Wexford-South Dorset Park (North), Ionview (East) and Clairlea (South).

The 2016 population within the GMSP Study Area is relatively low at 693 people (largely a result of its historical development and land use policies which limited significantly the lands within which residential uses are permitted). However, the population within the broader CIS Boundary is significantly larger at 56,033 (see Table 1). Of this larger population, there is a slightly higher proportion of both youth and seniors, and lower proportion of adults 25-64, compared to the City as a whole. The four sub-areas have similar age-group distributions. The West sub-area has a slightly older population, with the highest proportion of seniors aged 75 to 84 years and 65 to 74 years. The East sub-area has the youngest population with a high proportion of the populations in the 0 to 4 and 5 to 14 age cohorts.

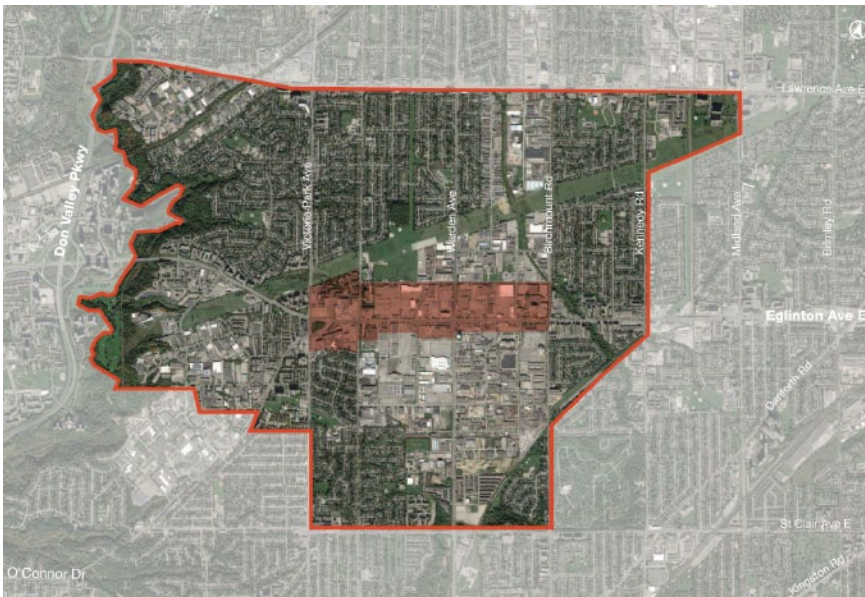


Figure 11 Map of CIS Boundary







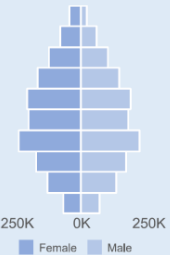
City of Toronto		Golden Mile	West	North	East	South
						
2,731,571	Population, 2016	56,033	17,510	16,448	13,641	8,434
4.5%	% change in last 5 years	2.9%	1.9%	0.0%	4.2%	8.9%
9.1%	% change in last 10 years	7.6%	2.7%	0.3%	4.8%	50.1%
Population breakdown <div>  <div> 85 years and over 75 to 84 years 65 to 74 years 55 to 64 years 45 to 54 years 35 to 44 years 25 to 34 years 15 to 24 years 5 to 14 years 0 to 4 years </div> <div> 250K 0K 250K Female Male </div> </div>						
65,995 (2%)	85 years and over	1,635 (3%)	565 (3%)	490 (3%)	245 (2%)	335 (4%)
136,795 (5%)	75 to 84 years	3,080 (5%)	1,220 (7%)	870 (5%)	595 (4%)	395 (5%)
224,145 (8%)	65 to 74 years	4,570 (8%)	1,615 (9%)	1,280 (8%)	1,050 (8%)	625 (7%)
307,730 (11%)	55 to 64 years	7,400 (13%)	2,250 (13%)	2,340 (14%)	1,735 (13%)	1,075 (13%)
262,130 (10%)	45 to 54 years	8,445 (15%)	2,530 (14%)	2,595 (16%)	2,005 (15%)	1,315 (16%)
393,330 (15%)	35 to 44 years	7,630 (14%)	2,380 (14%)	2,085 (13%)	1,920 (14%)	1,245 (15%)
378,700 (14%)	25 to 34 years	7,655 (14%)	2,265 (13%)	2,100 (13%)	2,145 (16%)	1,145 (14%)
457,515 (17%)	15 to 24 years	6,815 (12%)	2,045 (12%)	2,110 (13%)	1,630 (12%)	1,030 (12%)
340,265 (13%)	5 to 14 years	5,800 (10%)	1,755 (10%)	1,800 (11%)	1,475 (11%)	770 (9%)
136,000 (5%)	0 to 4 years	2,975 (5%)	875 (5%)	795 (5%)	835 (6%)	470 (6%)
40.6	Average age	41.3	42.6	41.3	39.3	41.6

Table 1 Population by age group of Golden Mile and Sub-Areas, 2016

The population within the CIS Boundary is 56,033. The area has experienced a 2.9% increase in population in the last 5 years and a 7.6% increase in population in the last 10 years. The average age of a person in Toronto is 40.6 years while in the GMSP Study Area the average age is 41.3 years.

There are 15,070 families living in the CIS Boundary (see Table 2). More than 70% of those families have children, which is slightly higher than the city average (65%). The CIS Boundary also has a higher proportion of lone-parent families than the rest of the City (26% compared to 21%) and households with children under 6 years of age (22% compared to 21%). Single-person households are most common (29%) in the area, followed by two-person households (28%).

Victoria Village has the highest number and percentage of 1 person households, as well as the lowest average persons per household. Clairlea has the highest percentage of 3 and 4 person households, and the highest average persons per household.

There are 21,640 occupied private dwellings within the CIS Boundary: 38% are within apartment buildings five storeys and taller, 30% are single-detached or semi-detached, 19% are in apartment buildings below 5 storeys and 12% are row houses or duplexes (see Table 3). Compared to the City average, there is a slightly higher percentage of low-rise and rowhouse or duplex buildings, and a lower percentage of apartment buildings five storeys and taller. The housing stock also tends to be older than the City average, with 44.3% of structures built in 1960 or earlier, compared to 36% is the city overall.

Half of the residents in the CIS Boundary are renters (50%) and half are owners (50%). Compared to the City of Toronto, residents in the boundary have a slightly higher tendency to be renters (45% of residents in Toronto rent, and 55% own).

The median household income in the CIS Boundary is \$57,552. This is lower than the city average of \$65, 829. Twenty-two percent (22%) of families in the CIS Boundary are considered low-income compared to 20% in the City as a whole (see Table 4).

There is a higher proportion of immigrants in the CIS Boundary compared to the rest of Toronto; 53% or just over 28,000 residents are immigrants. Of those, 9% or just over 5,000 immigrants arrived between 2006 and 2011. The West and North sub-areas have seen the highest levels of immigration; however, immigration is taking place in all sub-areas. The South sub-area has the lowest number and percentage of immigrants but still a significant amount in relation to the population of the area: 47% of all residents in Clairlea are immigrants.







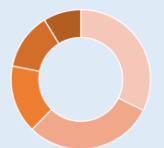











City of Toronto		Golden Mile	West	North	East	South
						
	Household size					
	<ul style="list-style-type: none"> 1 person 2 persons 3 persons 4 persons 5 or more persons 					
359,955 (32%)	1 person	6,365 (29%)	2,650 (36%)	1,780 (29%)	1,310 (25%)	625 (22%)
333,425 (30%)	2 persons	6,170 (28%)	2,140 (29%)	1,630 (26%)	1,565 (30%)	835 (29%)
175,720 (16%)	3 persons	3,800 (18%)	1,150 (16%)	1,105 (18%)	955 (18%)	590 (20%)
146,580 (13%)	4 persons	3,200 (15%)	915 (12%)	935 (15%)	810 (16%)	540 (19%)
97,245 (9%)	5 or more persons	2,145 (10%)	560 (8%)	735 (12%)	540 (10%)	310 (11%)
1,112,930	Total households	21,680	7,415	6,185	5,180	2,900
2.4	Average persons per household	2.5	2.3	2.6	2.6	2.7
	Family type					
	<ul style="list-style-type: none"> Couples without children Couples with 1 child Couples with 2 children Couples with 3+ children Lone-parent with 1 child Lone-parent with 2 children Lone-parent with 3+ children 					
250,085 (35%)	Couples without children	4,205 (28%)	1,380 (30%)	1,205 (27%)	985 (26%)	635 (28%)
133,440 (19%)	Couples with 1 child	2,875 (19%)	840 (18%)	825 (19%)	695 (18%)	515 (23%)
130,765 (18%)	Couples with 2 children	2,840 (19%)	770 (17%)	850 (19%)	705 (19%)	515 (23%)
51,865 (7%)	Couples with 3+ children	1,160 (8%)	330 (7%)	390 (9%)	300 (8%)	140 (6%)
94,025 (13%)	Lone-parent with 1 child	2,585 (17%)	840 (18%)	685 (16%)	750 (20%)	310 (14%)
41,160 (6%)	Lone-parent with 2 children	1,005 (7%)	315 (7%)	320 (7%)	245 (6%)	125 (5%)
17,415 (2%)	Lone-parent with 3+ children	390 (3%)	150 (3%)	110 (3%)	95 (3%)	35 (2%)

Table 2 Household size in Golden Mile and Sub-Areas, 2016

In Toronto, there are 1,112,930 households with an average of 2.4 persons per household. Toronto has 32% of households with only 1 resident, 30% having 2 persons per household, 16% containing 3 persons per household, 13% containing 4 persons per household and 9% containing 5 or more persons per household. Within the CIS Boundary there are 21,680 households an average of 2.5 persons per household. Within the CIS Boundary 29% of households have only 1 resident, 28% have 2 persons per household, 18% have 3 persons per household, 15% have 4 persons per household, and 10% have 5 or more persons per household.

Table 3 Structural type of dwelling in Golden Mile and Sub-areas, 2016 (right - p.39)

Families with Children: 25% of families in the City of Toronto have children 0-5 years, 40% 6-17 years, 23% 18-24 years and 26% 25 years and over. The GMSP Study Area has a very similar breakdown.

Structural Type of Dwelling: In the City of Toronto, the most common type of dwelling is within apartment buildings over 5 stories at 44%. Single-detached houses make up 24%. In the GMSP Study Area, there is a similar breakdown with 26% being single-detached houses and 38% being apartment buildings over 5 stories. There is variance in the sub-areas, with the east having 56% apartment buildings over 5 stories and the south having 41% in single-detached houses.

Housing tenure and costs: The City of Toronto has a split of 53% owners and 47% renters and 37% of people spending 30% or more of income on shelter. The Golden Mile has a 50/50 split of owners and renters and 35% spending over 30% on shelter. The South has 84% owners and the East has 61% renters.

Table 4 Household income and prevalence of low income in Golden Mile and Sub-areas, 2016 and Immigrant status in Golden Mile and Sub-areas, 2011 (p.40)

Income: 25% of households in the City of Toronto have incomes between \$20,000 - \$49,000. In the Golden Mile, 31% of households earn between 20 and 40 thousand, the biggest proportion. The median household income in the area is \$57,552 compared to \$65,829 across the City. In the last ten years, there has been an increase of 7.4% in the median household income in the CIS Boundary compared to the City which increased by 5.3%.

Immigrant Status: 45% of the Study Area's residents immigrated before 2011. 44% are non-immigrants. In the city of Toronto, 40% immigrated before 2011 and 49% are non-immigrants.








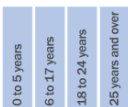


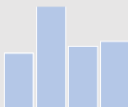

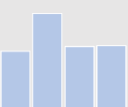






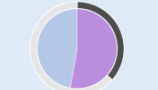





City of Toronto		Golden Mile	West	North	East	South
						
Families with children						
						
116,245 (25%)	0 to 5 years	7,905 (24%)	2,340 (24%)	2,115 (22%)	2,255 (26%)	1,195 (24%)
244,490 (40%)	6 to 17 years	13,100 (40%)	3,875 (39%)	3,925 (41%)	3,345 (39%)	1,955 (39%)
105,550 (23%)	18 to 24 years	7,595 (23%)	2,145 (22%)	2,380 (25%)	1,785 (21%)	1,285 (26%)
121,680 (26%)	25 years and over	9,030 (27%)	2,820 (29%)	2,560 (26%)	2,350 (28%)	1,300 (26%)
Structural type of dwelling						
	<ul style="list-style-type: none"> Single-detached house Semi-detached house Row house Apartment or flat in a duplex Apartment building < 5 storeys Apartment building ≥ 5 storeys Other single-attached house 					
269,675 (24%)	Single-detached house	5,615 (26%)	1,250 (17%)	2,160 (35%)	1,020 (20%)	1,185 (41%)
71,230 (6%)	Semi-detached house	935 (4%)	305 (4%)	10 (0%)	375 (7%)	245 (8%)
61,630 (6%)	Row house	1,190 (5%)	365 (5%)	240 (4%)	145 (3%)	440 (15%)
48,540 (4%)	Apartment or flat in a duplex	1,465 (7%)	180 (2%)	705 (11%)	380 (7%)	200 (7%)
165,625 (15%)	Apartment building < 5 storeys	4,075 (19%)	2,060 (28%)	1,135 (18%)	270 (5%)	610 (21%)
493,280 (44%)	Apartment building ≥ 5 storeys	8,255 (38%)	3,235 (44%)	1,935 (31%)	2,880 (56%)	205 (7%)
2,860 (0%)	Other single-attached house	135 (1%)	15 (0%)	5 (0%)	100 (2%)	15 (1%)
Housing tenure & costs						
	<ul style="list-style-type: none"> Owner Renter Spending 30% or more of income on shelter costs 					
587,095 (53%)	Owner	10,765 (50%)	3,050 (41%)	3,270 (53%)	2,020 (39%)	2,425 (84%)
525,835 (47%)	Renter	10,880 (50%)	4,350 (59%)	2,920 (47%)	3,140 (61%)	470 (16%)
704,665 (37%)	Spending 30% or more of income on shelter	14,020 (35%)	4,585 (38%)	3,920 (37%)	3,435 (33%)	2,080 (28%)

Table 3 Structural type of dwelling in Golden Mile and Sub-areas, 2016








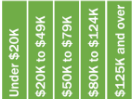







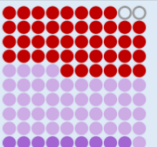
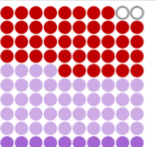
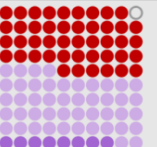

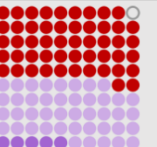






City of Toronto		Golden Mile	West	North	East	South
						
Household income						
						
147,220 (13%)	Under \$20K	2,735 (13%)	1,205 (16%)	735 (12%)	670 (13%)	125 (4%)
279,815 (25%)	\$20K to \$49K	6,665 (31%)	2,370 (32%)	1,965 (32%)	1,760 (34%)	570 (20%)
228,490 (21%)	\$50K to \$79K	5,195 (24%)	1,700 (23%)	1,495 (24%)	1,305 (25%)	695 (24%)
214,695 (19%)	\$80K to \$124K	4,230 (20%)	1,240 (17%)	1,190 (19%)	945 (18%)	855 (30%)
242,710 (22%)	\$125K and over	2,830 (13%)	880 (12%)	795 (13%)	505 (10%)	650 (22%)
\$65,829	Median household income	\$57,552	\$52,031	\$56,825	\$53,279	\$82,555
+5.3%	% change in last 10 years (adjusted for inflation)	+7.4%	+3.2%	+5.8%	+3.9%	+3.7%
Prevalence of low income (LIM-AT)						
20%	Total population	22%	26%	21%	23%	10%
26%	0 to 5 years	31%	32%	35%	37%	12%
26%	6 to 17 years	29%	37%	28%	30%	15%
17%	65 years and over	19%	25%	17%	19%	7%
Immigrant status						
						
93,580 (3%)	Non-permanent residents	1,295 (2%)	320 (2%)	265 (2%)	600 (4%)	110 (1%)
1,332,090 (49%)	Non-immigrants	24,225 (44%)	7,670 (45%)	7,250 (45%)	5,220 (38%)	4,085 (51%)
1,078,055 (40%)	Immigrants (before 2011)	24,685 (45%)	7,490 (44%)	7,500 (46%)	6,285 (46%)	3,410 (43%)
187,950 (7%)	Immigrants (2011 to 2016)	4,805 (9%)	1,695 (10%)	1,235 (8%)	1,510 (11%)	365 (5%)

Table 4 Household income and prevalence of low income in Golden Mile and Sub-areas, 2016 and Immigrant status in Golden Mile and Sub-areas, 2011

The Philippines is the top country of origin in recent years (see Table 5); 27% of immigrants arriving between 2006-2011 were born in the Philippines. India and Syria have also been common countries of origin in recent years. Tamil (3%), Arabic and Greek (each 2%) are the most common languages spoken at home other than English.

City of Toronto		Golden Mile	West	North	East	South
						
0.9%	Aboriginal identity	1.1%	1.4%	1.0%	0.9%	0.8%
Philippines (17%) China (12%) India (11%)	Top countries of origin of recent immigrants between 2011 and 2016	Philippines (27%) India (11%) Syria (9%)	Syria (20%) Philippines (18%) Pakistan (10%)	Philippines (32%) India (9%) Sri Lanka (5%)	Philippines (28%) India (21%) Sri Lanka (8%)	Philippines (51%) Bangladesh (8%) China (7%)
China (10%) Philippines (9%) India (6%)	Top countries of origin of all immigrants	Philippines (20%) Sri Lanka (7%) India (6%)	Philippines (11%) Pakistan (7%) Greece (6%)	Philippines (22%) Sri Lanka (11%) Pakistan (6%)	Philippines (25%) Sri Lanka (10%) India (8%)	Philippines (27%) China (8%) Bangladesh (6%)
Mandarin (3%) Cantonese (3%) Tagalog (2%)	Top languages most often spoken at home other than English	Tamil (3%) Arabic (2%) Greek (2%)	Arabic (4%) Tagalog (2%) Greek (2%)	Tamil (4%) Arabic (2%) Greek (1%)	Tamil (5%) Tagalog (5%) Bengali (2%)	Tagalog (4%) Mandarin (2%) Cantonese (2%)

Sources: Statistics Canada, 2016 Census of Canada; Statistics Canada, 2006 Census of Canada.

Other notes: Due to changes in methodology for surveying income, caution should be exercised in comparing results between census years. In the 2016 Census, income was derived from data for all persons who completed a T1 tax return for the previous year. The Low-income measure after tax (LIM-AT) is defined as a fixed percentage (50%) of median adjusted after-tax income of households observed at the person level, where 'adjusted' indicates that a household's needs are taken into account. Adjusted after-tax income is derived by dividing household income by the square root of the household size and assigning this value to all persons in the household. In 2015, the LIM-AT threshold for a single-person household was \$22,133, a two-person household was \$31,301, and a four-person household was \$44,266. The LIM-AT is a relative measure; there are no regional variations to account for differences in cost of living.

Table 5 Country of origin in Golden Mile and Sub-areas, 2011

The top countries of immigrants are Philippines, India and Syria in the Golden Mile and Philippines, China and India in the city. Top countries of origin in the Study Area are Philippines, Sri Lanka and India and top languages spoken other than English are Tamil, Arabic and Greek.