

Eglinton East Light Rail Transit (EELRT)

Public Consultation Report

Transit and Rail Project Assessment

Process

AUGUST 21, 2024

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1 Executive Summary

The Eglinton East Light Rail Transit (EELRT/future Line 7) is a proposed 18.6-kilometre light rail transit (LRT) system in Scarborough. The line is proposed to extend as a distinct and separate service from Kennedy Station to Malvern Town Centre via the University of Toronto Scarborough Campus (UTSC), with a connection to the future Line 2 terminus at Sheppard Avenue and McCowan Road. The alignment and stops as approved by Toronto City Council is shown in **Figure 1** below.

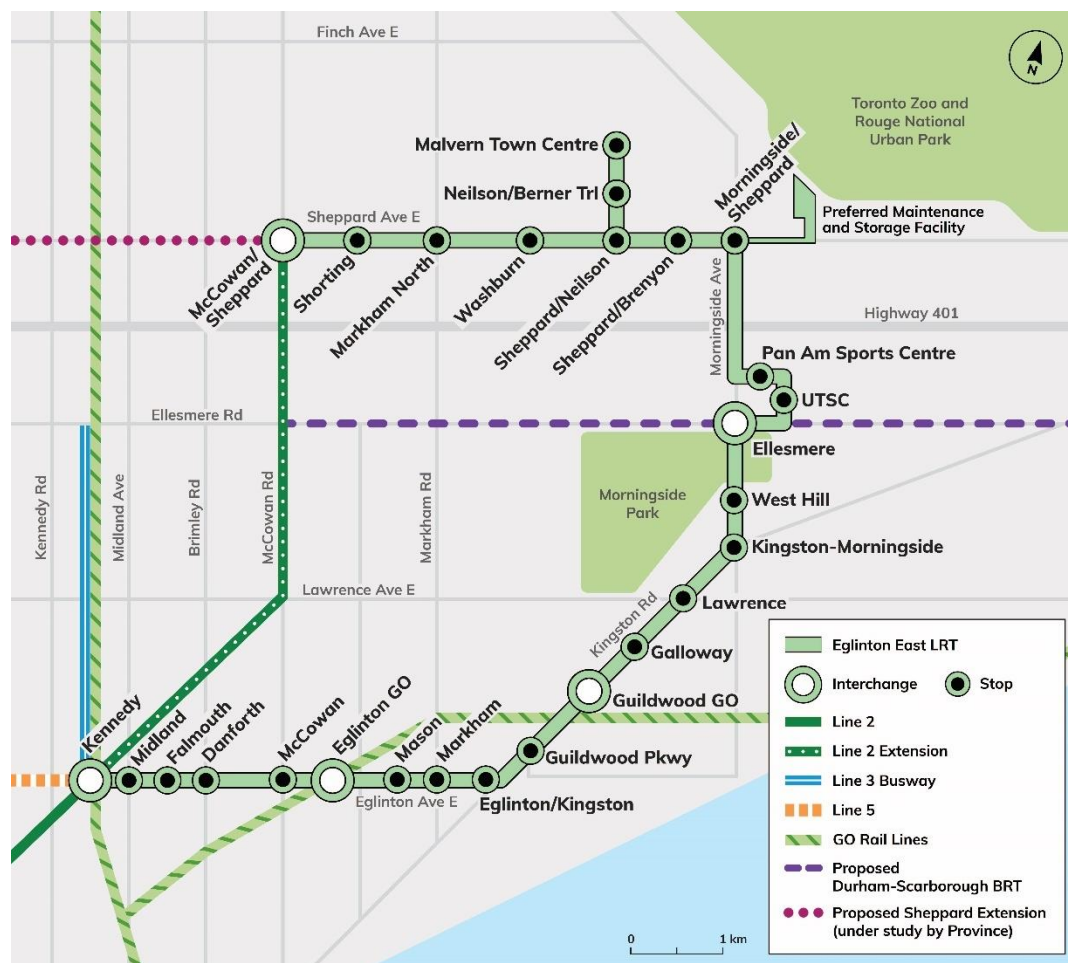


Figure 1: Eglinton East Light Rail Transit functional (10%) design alignment and stops

As a City of Toronto priority transit expansion project, the EELRT is a transformational project that will provide rail-based higher-order transit and extensive public realm improvements to eastern Scarborough which includes historically underserved

communities of Scarborough including eight Neighbourhood Improvement Areas, support future growth and development of complete communities, and serve local destinations as well as trips outside of Scarborough by connecting to other rapid transit services.

Two major phases of public consultation took place during this stage of the project: Phase One, which focused on the project's functional (10%) design development and Phase Two as part of the Transit and Rail Project Assessment Process (TRPAP), a streamlined environmental assessment process required by the province under Ontario Regulation 231/08 for transit projects.

In Phase One, which is covered in a previous report, included in the Environmental Project Report (EPR), the public had an opportunity to provide feedback on the functional (10%) design elements, indicate their level of support for proposed changes and share concerns, suggestions, or other comments about the project.

Phase Two, covered in this report, was held during the project's TRPAP, which formally commenced on May 15, 2024. During this phase, the public was given an opportunity to review the draft EPR, including the preliminary findings of environmental impact assessments and mitigation measures, as well as the final functional (10%) design.

Phase Two included one community interest group meeting, two meetings with representatives of Indigenous communities, three in-person public drop-in events, four in-person pop-up events, one general virtual property owner information meeting, three in-person property owner drop-in events, and one online survey.

These engagement opportunities were used to share technical and practical project information about the project design and environmental impacts and proposed mitigation measures. The meetings provided focused opportunities to provide this information, answer questions and gather input about the proposed impact mitigation measures and current design of the project.

The public drop-in events allowed members of the public to speak one-on-one with City staff, ask questions, and have their feedback on various parts of the project recorded.

The drop-in events for impacted property owners allowed for one-on-one meetings with a member of the EELRT project team to understand the impact to their property in more detail, clarify any questions about the potential impact to their property, voice concerns about the potential impact, and provide input about the project.

During Phase Two of the public consultation process, the project team received feedback from interested community groups and organizations, property owners, and members of the general public. Feedback has been reviewed, consolidated, and summarized to help

the City of Toronto and TTC identify areas of particular public interest to help inform the project team's commitments in future stages of design.

This report summarizes feedback received through Phase Two public consultation activities, which took place between May 15 and June 30, 2024.

Overall, the public expressed their support for the project. In many cases, support was expressed through requests to expedite the project, and through questions inquiring on the status of funding and timelines for construction. Some participants simply expressed that they were excited to see the project continue to develop, stressing how important transit projects such as the EELRT are to Scarborough.

Most participants, however, provided specific thoughts and feedback about the project. Highlights of public feedback on the project's impacts and mitigation measures as identified in the EPR are:

- Participants held great interest in the **transit and traffic impacts** the project could have, both during construction and operation. Concerns were expressed that the EELRT could present challenges to existing vehicular driving patterns along the alignment.
- Participants want to see efforts made to minimize **impacts to the natural environment**, citing the need to preserve and protect Highland Creek, Morningside Park, and the habitats and ecosystems within them as much as possible.
- Some participants were skeptical that the minimal **noise and vibration impacts** noted in the EPR were accurate and raised questions about the long-term effects of regular vibration on the foundations of buildings.

Participants also provided feedback on the final functional (10%) design:

- Many participants were interested in the EELRT's **connectivity to other transit options** in the area and expressed the desire for all of Scarborough transit systems to work as seamlessly and efficiently together as possible.
- Participants expressed the desire to see the project redesigned with **grade separation** in mind, as either an elevated or underground system.
- Participants shared ideas for how to improve the project's **route design, stops, stations, and service plan**, along with other **design** suggestions.
- Participants expressed the desire for improved **bicycle and pedestrian infrastructure**, as well as **added green space** along the project corridor.

Participants also provided additional input on other aspects of the project, including the following:

- Many participants stressed how important it is for the City and TTC to avoid the challenges faced by the Eglinton Crosstown LRT project by keeping to the **construction timeline**, applying **lessons learned from other projects**, and ensuring there are minimal **socio-economic impacts** to residents and businesses in Scarborough.
- Some participants want to see **zoning** changes and the incorporation of **transit-oriented development** to the project.
- Some participants expressed concern about the **speed, frequency, and reliability** of the EELRT and want assurance that it would provide faster service than the existing bus service. The implementation of **transit signal prioritization (TSP)** was a recurring recommendation to ensure reliability.
- Several participants want to see the project's **construction schedule** expedited, while others want to ensure **safety** for both members of the public and workers during construction.
- A small group of participants feel the **cost** of the project is too high, while others want to see a **cost/benefit analysis** of the project compared to other modes of transit, such as bus rapid transit (BRT) or subway.
- Participants want the City to commit to comprehensive **communication and consultation** strategies, to ensure residents, businesses, and commuters are updated throughout project construction.

More detail about each of these topics of public feedback and other feedback gathered during the public consultation period is included in the **Key Findings** section later in this report.

2 Introduction & Background

The proposed EELRT project (future TTC Line 7) is an 18.6-kilometre-long LRT line through Scarborough that will travel along Eglinton Avenue East, Kingston Road, Morningside Avenue, and Sheppard Avenue East, through the University of Toronto Scarborough Campus, and to Malvern Town Centre via Neilson Road. The line will provide connections to multiple existing and proposed transit routes and bring rapid transit to historically

underserved areas of Scarborough. The EELRT will be a separate service from the Eglinton Crosstown Line 5 and is a priority component of the City of Toronto's planned rapid transit network.

The Council-approved EELRT design features 27 stops. During peak periods, the system's proposed service plan features three branches of service, and during peak periods and trains are proposed to run every four to five minutes. The Maintenance and Storage Facility (MSF) at Conlins Road and Sheppard Avenue East is the preferred site. The EELRT will connect riders to several other City and regional transit lines:

- Connection with future Sheppard/McCowan Station (terminus of future Line 2 Extension and potential Sheppard Subway Extension)
- Connection to Line 2 and Line 5 at Kennedy Station
- Connection to the proposed DSBRT at UTSC
- Three connections to GO stations (Kennedy, Eglinton, and Guildwood)

Project Timeline

2009 – Project conceptualized as Scarborough-Malvern LRT (SMLRT), included as part of Transit City; SMLRT initial design and environmental reviews completed.

2010 – Transit City initiative cancelled; SMLRT project put on hold.

2016 – City Council directs staff to update 2009-approved SMLRT concept to conceptual design, renamed the Eglinton East Light Rail (EELRT).

2017 – City initiates early conceptual design and planning process for the EELRT.

2018 – City Council approves the alignment along a realigned Military Trail through the University of Toronto Scarborough and requests staff to consider a recommended extension to Malvern.

2019 – Province announced funding for four priority subway projects, including a modified 3-stop Line 2 extension (Scarborough Subway Extension) to Sheppard opening in 2029/30. City Council approves the EELRT alignment to Malvern, which assumed continuous service from Line 5 Eglinton Crosstown through Kennedy Station. Public and stakeholder engagement for conceptual design and planning takes place.

2020 – City Council directs staff to advance the EELRT design to 10%, complete a TRPAP, and continue discussions with UTSC on the MSF location.

2022 – EELRT SSE interface constructability assessment informed Council direction for separate service from the Eglinton Crosstown LRT and expansion of the EELRT system to

Sheppard/McCowan. City Council confirms preference for Conlins Yard MSF site. The EELRT design no longer assumes a through service at Kennedy.

2023 – City continues the functional (10%) design for the EELRT system and begins to draft the Environmental Project Report (EPR). Phase One of public consultations for functional design and planning takes place.

2024 – City completes the functional (10%) design for the EELRT system and launches the TRPAP. Phase Two of public consultations for functional design, planning and environmental impacts and mitigation measures takes place. City anticipates completion of the final EPR and the conclusion of the TRPAP in fall of 2024.

3 Consultation Methods & Activities

The purpose of the second phase of public consultation was to allow the public to review the draft EPR, including identified impacts from project construction and operation, and the final functional (10%) design during the TRPAP. For the purposes of public consultation, the impacts and mitigations were broadly covered in seven categories: transit and traffic, property (residential and commercial), cultural heritage, natural environment, archaeology, air quality, and noise and vibration.

Phase Two of public consultation took place from May 15 to June 30, 2024. During this time, feedback was received through a community interest group meeting, in-person drop-in events for the public and for impacted property owners, meetings with property owners, pop-up events, an online survey accessible through the project web page, email, telephone calls, and mailed letters.

Public Outreach and Notification Activities

Leading up to and during Phase Two of public consultations, the project team used several methods to notify the public, interested parties, and Indigenous communities about opportunities to engage and provide comments on the EELRT. The tools and methods of outreach are identified below.

- **Notice of Commencement.** To signify the launch of the TRPAP and the start of public consultation, a Notice of Commencement was mailed to 47,197 property

owners and residents within 30 metres of the project corridor including potentially impacted property owners on May 15, 2024, which included an overview of the project, a map, the TRPAP and public consultation opportunities, and information about public drop-in events and the online survey. Key parts of the Notice of Commencement were translated into Chinese, Tamil, and Gujarati.

- **Newspaper ads.** Advertisements with details from the Notice of Commencement appeared in six local newspapers. Each advertisement included a description of the project, a map of the project area, details about upcoming public consultation events, opportunities for feedback, and the project website address. The advertisement was translated into the language of the target audience for each publication.
 - Toronto Sun (English) on May 15, 2024
 - Caribbean Camera (English) on May 16, 2024
 - Ming Pao Daily News (Traditional Chinese) on May 17, 2024
 - Canadian Chinese Express (Ming Shao Bao) (Simplified Chinese) on May 17, 2024
 - Senthamarai (Tamil) on May 17, 2024
 - Gujarat Abroad (Gujarati) on May 17, 2024
- **City of Toronto social media posts.** Content promoting the virtual public meetings and online survey was promoted through the following City social media channels from May 24 to June 5, 2024:
 - @CityofToronto (X [formerly Twitter])
 - @CityofTO (Instagram)
 - City of Toronto (Facebook)
- **TTC communication channels.** Content promoting the public consultation events and online survey was shared through various TTC media platforms:
 - Platform video screens at Victoria Park, Warden, and Kennedy Stations from May 15 to June 1, 2024
 - PA announcements at Victoria Park, Warden, Kennedy, and Scarborough Centre Stations from May 15 to June 1, 2024
 - TTC reshared one tagged post by the City via @TTChelps (X [formerly Twitter]) on May 15, 2024
 - Webpage linked to “Latest News” section on the homepage from May 15 to June 3, 2024
 - CityNews announcements on May 28, May 29, and May 30, 2024
 - TTC Stakeholder Newsletter to over 1,850 subscribers on May 22, 2024

- Community BBQ by Local Councillor for Scarborough-Guildwood on June 17, 2024
- **Project mailing list email.** An email notice and invitation to participate in the second round of public consultations was circulated to 309 registrants of the EELRT project mailing list on May 25, 2024.
- **Postcard distribution.** To promote the public consultation events and pop-up events, postcards were distributed by hand to transit riders at two major transit stations in Scarborough:
 - Kennedy Station – 1,500 postcards distributed on May 21, 2024
 - Scarborough Town Centre Bus Terminal – 2,000 postcards distributed on May 23, 2024
- **Road signs.** Road signs advertising the project and the online survey were placed on Morningside Avenue near the Toronto Pan Am Sports Centre and on Sheppard Avenue East near its intersection with Neilson Road for the month of June.
- **Indigenous community notifications.** Two rounds of notification were provided to Indigenous communities leading up to and at the launch of the TRPAP, on April 25 and May 15, 2024. These notifications were sent via email to nine First Nations identified by the Ministry of the Environment, Conservation, and Parks (MECP) as potentially having an interest in the EELRT project.

The First Nations were provided a copy of the Notice of Commencement; project web page information; ways to contact the EELRT project team by email and telephone; and an invitation to ask questions, request more information, provide input, and arrange a meeting.

These email notifications were sent to:

- Williams Treaties First Nations:
 - Alderville First Nation
 - Beausoleil First Nation
 - Chippewas of Georgina Island First Nation
 - Chippewas of Rama First Nation
 - Curve Lake First Nation
 - Hiawatha First Nation
 - Mississaugas of Scugog Island First Nation
- Mississaugas of the Credit First Nation
- Huron-Wendat Nation

Property owner notifications. Potentially impacted property owners were sent individual letters by registered mail or email in advance of the formal commencement of the TRPAP to notify them of an impact to their property based on the functional (10%) design of the EELRT. The letter included information about the EELRT project and its current status; an explanation of the potential impacts to the property; how property owners could learn more about the potential impacts to their property and provide comments to the project team; and information about City processes related to property acquisition to enable the development of public infrastructure. The letter also contained responses to frequently asked questions to help address common questions related to property impacts. Accompanying the letter was an aerial image of each respective property with demarcations showing the potentially impacted area of the property based on the functional (10%) design. A total of 300 property letters were issued.

City Councillor notifications. Prior to the launch of the TRPAP, City of Toronto staff notified all Scarborough City Councillors about the upcoming public and property owner engagement.

Community Interest Group Meeting

The project team held a community interest group (formerly referred to as ‘stakeholder group’) meeting early in the TRPAP phase of the public consultation process. The purpose of the meeting was to provide an opportunity for community groups and organizations to provide early feedback to the project team, relay relevant information to the communities they represented during the consultation period, and to identify key questions, support, and concerns that could arise during public engagement.

The project team identified over 60 key groups and organizations throughout the project area and invited them to participate in a virtual community interest group meeting, which was held on Wednesday, May 22, 2024. During the meeting, the project team shared a general overview of the project, updates to the functional (10%) design since the previous round of public consultation, information about the TRPAP, and findings from the draft EPR. The project team was represented by staff from the City of Toronto’s Transit Expansion Division, Transportation Services Division, and Public Consultation Unit; TTC’s Strategy and Customer Experience Group; and consultant HDR’s engineering and design team. A total of 10 participants attended the meeting, representing the following nine groups or organizations:

- Agincourt Village Community Association
- Centennial College Student Association Inc.
- CodeRedTO
- Scarborough Community Renewal Organization

- Sheppard East Village BIA
- TTCRiders
- UTSC Community Partnerships and Engagement
- UTSC Student Union Vice President
- Woburn Residents Association

Participating community interest group representatives shared general support for the project while providing several comments and concerns that would later be echoed by the public throughout consultation. Specifically, participants were interested in the overall travel time of EELRT and using transit signal priority (TSP) to ensure quicker, more reliable service; the inclusion of a stop at the entrance to Morningside Park; parking considerations at Sheppard/McCowan Station and Kennedy Station for commuters into Scarborough; and the need for further coordination and refinement of the future Sheppard/McCowan station.

More details about these topics are included in **Key Findings** later in this report.

Indigenous Engagement

Prior to the issuance of the TRPAP Notice of Commencement, the following communications were shared with the previously identified Indigenous communities by email:

- **Phase 1 Notice of Public Consultation.** This communication informed the Indigenous communities about the EELRT project and public consultations for the functional (10%) design of the project and extended the opportunity to provide feedback or to request a meeting.
- **Stage 1 Archaeological Assessment (AA) Report.** This communication shared a copy of the Stage 1 AA Report as of January 25, 2024, in advance of the TRPAP, and requested questions or concerns about the findings by February 16, 2024.
- **Draft EPR and Stage 1 AA Report (Revised).** This communication shared an overview of the project in presentation (PDF) format, a copy of the draft EPR as of April 24, 2024, and a copy of the revised Stage 1 AA Report, which included additional assessments for traction power substation sites along the EELRT route. The communication also included a list of the EPR's appendices; due to file size constraints, the Indigenous communities were invited to request specific appendices they had an interest in reviewing.

On August 2, 2024, on the recommendation of MECP, the following communication was shared with Indigenous communities:

- **Pre-assessment of Project Impacts for Discussion with Indigenous Communities.** This communication shared a document that provides a summary of the anticipated impacts and proposed mitigations of the EELRT project that the project team understands may be of interest to Indigenous communities. The summary is based upon the work performed to date on the project, along with feedback received from Indigenous communities through several meetings and presentations. This pre-assessment gives an overview of impacts in the following categories, along with a summary of proposed mitigation measures:
 - Natural Environment
 - Built Heritage Resources and Cultural Heritage
 - Archaeological Resources

Original communications with Indigenous communities are found in the EPR Appendices. Two meetings were held with representatives of Indigenous communities following the end of Phase One public consultation:

- The project team held a virtual meeting with the **Mississaugas of the Credit First Nation** (MCFN) on January 31, 2024. The EELRT project team gave a presentation to provide MCFN with the project's background and history, an overview of the studies conducted as part of the draft EPR, details about the TRPAP, and the project's immediate next steps.
- The City held a virtual meeting with the **Mississaugas of Scugog Island First Nation** (MSIFN) on June 18, 2024. The EELRT Project Team gave a presentation about the project, provided information about timelines for the TRPAP, and had an opportunity to get input from MSIFN.

Public Drop-In Events

The project team hosted three in-person public drop-in events to share information about the project, the final functional (10%) design and the findings from the draft EPR. These events served as an opportunity for members of the public to ask questions and give feedback on the project's proposed design, identified impacts, and mitigation measures.

The events were drop-in style and attendees could arrive and depart at their convenience. Event information and number of attendees at each was as follows:

- **Event 1 [52 participants]:** Wednesday, May 29, 2024, 5:30 – 8:00 p.m.
Scarborough Village Recreation Centre
3600 Kingston Road

- **Event 2 [54 participants]:** Thursday, May 30, 2024, 5:30 – 8:00 p.m.
Highland Hall Event Centre at the University of Toronto Scarborough
1265 Military Trail
- **Event 3 [33 participants]:** Saturday, June 1, 2024, 11:00 a.m. – 2:00 p.m.
Lester B. Pearson Collegiate Institute
150 Tapscott Road

Upon arrival, attendees were asked to sign in prior to entering the event space, but were free to explore the project materials at their own pace once inside. While the three events had different layouts due to room size, shape, and other constraints, the format and information of each was the same. The information panels were organized into different sections of information:

- **Welcome and Introduction**, which included a welcome banner, a land acknowledgment board, and a board describing the TRPAP.
- **Project Background and Context**, which featured two large wall banners describing the EELRT project, the characteristics of light rail transit (LRT), and placed the project in context to the greater Toronto transit network and ongoing transit projects in Scarborough.
- **Project Timeline and Details**, which featured a series of banners and boards including:
 - Project history and the Initial Business Case
 - Past public consultation
 - An assessment of a potential Morningside Park stop and why it is not included in the functional (10%) design
 - Lessons learned from other projects
 - The system's proposed 3-branch service plan and the steps toward building the EELRT
 - Information about the Maintenance and Storage Facility (MSF) and TPSSs
- **Project Benefits and Public Realm Improvements**, which included a banner about EELRT's benefits to Scarborough and a banner/board pair describing the City's Complete Streets guidelines and application to the EELRT.
- **Functional (10%) Design**, which included a large roll plot showing the engineering drawings for the entire project corridor. In addition to the roll plot, this section included a board describing Kennedy and Sheppard/McCowan Stations, as well as

a series of display stands that showed cross sections, renderings, and other design elements at key locations throughout the alignment, namely:

- Along Eglinton Avenue East and Kingston Road
- At the Kingston-Lawrence-Morningside (KLM) area
- Along Morningside Avenue, broken into three unique sections
- At the Beath Street Extension
- Along Ellesmere Road
- Along New Military Trail through the University of Toronto Scarborough Campus (UTSC)
- Along Sheppard Avenue East
- Along Neilson Road



Image 1: Roll plot of the EELRT functional (10%) design as set up during the third public consultation event at Lester B. Pearson Collegiate Institute

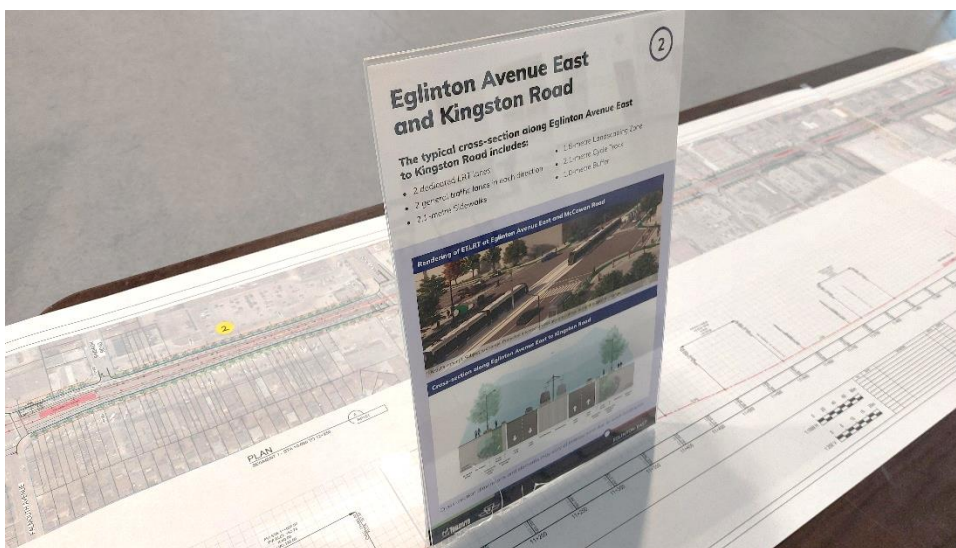


Image 2: Close-up of a display stand sitting on a roll plot of the EELRT functional (10%) design that shows how technical information was presented during the public consultation event

- **EPR Findings**, which included a full paper copy of the draft EPR, a banner describing the various studies that went into the EPR, a board listing the high-level impacts and mitigation measures identified in the EPR, and a set of take-home brochures that included the same information as that board.
- **Public Feedback**, which provided participants with an opportunity to write comments on sticky notes and leave them on a board.
- **Children’s Activity**, which included an interactive static-cling sticker puzzle themed around the EELRT project to engage children at the events.

The events were staffed by representatives from the City of Toronto, TTC, and HDR who were available to answer questions and record feedback and comments from the public. Discussions between team staff and members of the public during these events are categorized into themes and incorporated into the **Key Findings** section later in this report.

Pop-Up Events

Following the public consultation events, the City of Toronto hosted two additional pop-up events at high-traffic areas to reach additional audiences who may have been unaware of the previous events or unable to travel to them. Event information and number of engagements at each was as follows:

- **Pop-up event 1 [Engagement with more than 100 people]:**
Wednesday, June 19, 2024, 8:00 a.m. – 12:00 p.m.
Malvern Town Centre Mall & TAIBU Community Health Centre
31 Tapscott Road & 27 Tapscott Road
- **Pop-up event 2 [Engagement with more than 75 people]:**
Friday, June 28, 2024, 3:00 – 6:00 p.m.
Scarborough Town Centre Mall
300 Borough Drive

Public feedback received from these pop-up events mirrored what was heard throughout this phase of public consultation including questions about construction timelines and the impact of the project on the local community. A higher proportion of participants had more general questions about the project than those who attended the consultation events, likely due to a lack of familiarity with the EELRT project.

Discussions during the pop-up events are categorized into themes and incorporated into the **Key Findings** section later in this report.

Property Owner Meetings

As part of the broader public consultation efforts during the TRPAP, the project team held meetings with the owners of properties that would be impacted by the project based on the functional (10%) design. One virtual information meeting was held to provide a general overview of the project and to explain property impacts broadly, followed by three drop-in sessions where individual property owners could speak one-on-one with members of the project team about their property. In addition, City staff met individually with property owners or their representatives who could not attend the three main drop-in session times. The three drop-in sessions were held at the same locations as the public drop-in events.

- **Virtual Property Owner Meeting:** Wednesday, May 22, 2024, 6:00 – 7:00 p.m.
- **Property Owner Drop-In Session 1:** Wednesday, May 29, 2024, 4:00 – 8:00 p.m.
Scarborough Village Recreation Centre
3600 Kingston Road
- **Property Owner Drop-In Session 2:** Thursday, May 30, 2024, 4:00 – 8:00 p.m.
Highland Hall Event Centre at the University of Toronto Scarborough
1265 Military Trail
- **Property Owner Drop-In Session 3:** Saturday, June 1, 2024, 11:00 a.m. – 2:00 p.m.
Lester B. Pearson Collegiate Institute
150 Tapscott Road

Property owners unable to attend the drop-in sessions were invited to request individual meetings with the project team. These meetings were held virtually according to the availability of all parties.

In total, members of the project team met with 55 property owners and/or their authorized agents (44 in-person, 11 virtual) between May 22 and July 29. Property owners and/or their authorized agents who met with the project team included:

- 16 properties adjacent to Morningside Avenue (two of which were north of Ellesmere Road)
- Nine properties adjacent to Eglinton Avenue East
- Eight properties adjacent to Kingston Road
- Six properties adjacent to Sheppard Avenue East

The project also received emails from 18 property owners and had telephone calls with 14 property owners.

A high-level summary of the questions and feedback raised by property owners during these meetings, from most to least common, includes the following:

- **Real estate.** Many property owners inquired about fair compensation and valuation and appraisals for property acquisitions. They also inquired about what the process for property acquisition entails. Inquiries about compensation for business losses were also made.
- **Property impact.** Many property owners wanted to better understand the changes to their property and the City-owned right-of-way. Some inquired about the possibility of adjusting the design to avoid impacting parts of their property such as parking areas (driveways and parking lots) and to avoid relocating structures on their property. Some inquired about sight triangles.
- **Project timelines.** Many property owners inquired about expected timelines for design and property acquisition, as well as duration of construction. Some expressed frustration with the uncertainty of the project timelines and funding.
- **Access to property and/or road.** Some property owners raised concerns about changes to vehicular access to their property with the loss of left turns due to the LRT guideway.
- **Impact on business and/or property use.** Some property owners raised concerns about loss of business revenue or potential closure due to construction and upon completion of the project due to parking loss as a result of roadway widening or Traction Power Substations (TPSSs). Potential need for closure was raised by at least two businesses. Some referenced businesses affected by the Eglinton Crosstown LRT.
- **Miscellaneous.** Other concerns raised by property owners include the impact of the project design and future property acquisition on current development proposals or future development of the property, noise during construction and/or upon completion of the project, the impact of construction, and the desire to see the route changed.

Online Survey

An online survey was posted to the EELRT project page of the City's website the day the Notice of Commencement was issued (May 15, 2024) and was available to the public for six weeks (until June 30, 2024). Around 2,000 people visited the project website in this

time, and the survey received a total of 674 responses, with 481 respondents (71%) completing all questions.

A majority of respondents reported that they live near the proposed EELRT route, while a half reported that they travel on/through the EELRT route, and nearly half shop or dine near the route. The full results are shown in **Chart 1** below.

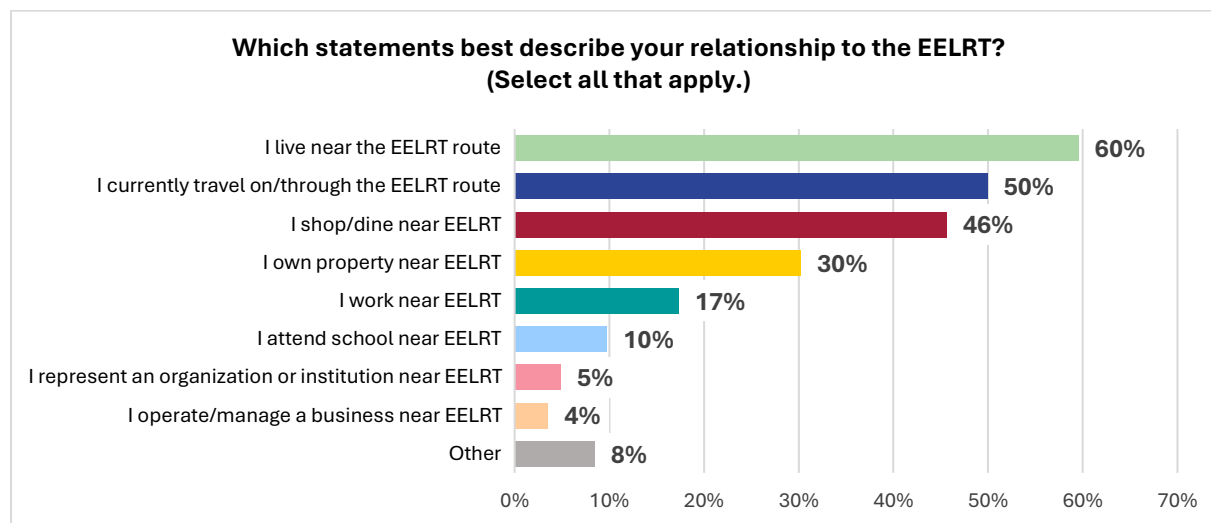


Chart 1: Participants' self-reported relationship with the proposed EELRT route

Nearly two-thirds of respondents indicated they currently drive throughout the project area, while nearly the same amount responded that they use the TTC. Survey results can thus be viewed as reflective of both drivers and TTC passengers, with a sizeable group of respondents (26%) currently using both modes. The full results of how respondents travel through the EELRT project area are shown in **Chart 2** below.

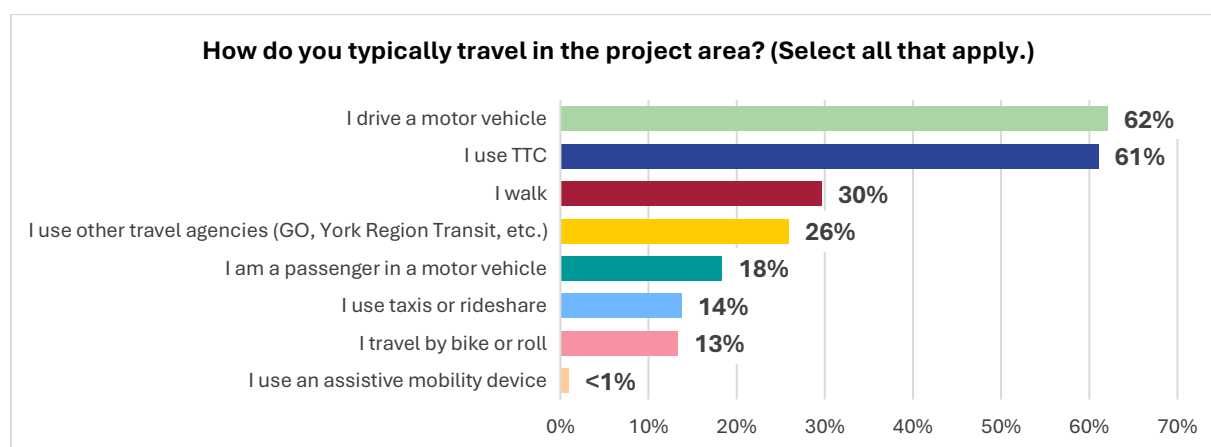


Chart 2: How participants currently travel in the area of the proposed EELRT route

The remainder of the survey data is either qualitative in nature (from open-ended questions) or can be used to supplement that qualitative data. The comments are categorized and summarized in the **Key Findings** section of this report, which follows.

The survey also captured demographic information of the respondents. All demographic data is visualized and summarized in **Appendix A**.

4 Key Findings

The primary findings from the survey; feedback from public drop-in events, the virtual community interest group meeting, and Indigenous communities; and comments submitted by email, phone, or mail are incorporated into the Key Findings for this report. Feedback received during the TRPAP is relevant for, and will be considered during, future phases of design.

While the purpose of this phase of consultation was to receive feedback on the impacts and mitigation measures identified in the project’s draft EPR, participants also provided comments on a broader range of topics related to the technical design and other aspects of the project. The feedback captured in this section has been broken into four broad categories to reflect the nature of these comments: “Feedback on Project Impacts and Mitigation Measures”, “Final Functional (10%) Design Feedback”, “Other Project-Related Feedback,” and “Feedback from Indigenous Consultation”.

Feedback from interested parties and the public was consistent throughout all consultation activities and is themed and summarised below.

Feedback on Project Impacts and Mitigation Measures

Traffic impacts.

Auto traffic impacts were the top priority for many participants. The feedback received can largely be broken into two areas:

- Concerns about traffic congestion in Scarborough during construction. Participants recognize that traffic is already an issue along the project corridor and expressed fear that driving will become untenable when lane closures are introduced during construction.
- Concerns that the LRT could worsen traffic congestion when construction is complete. Participants cited RapidTO bus priority lanes and bike lanes as examples

of how removing auto lanes and reallocating space in the road for alternative modes worsens the experience for auto users, and expressed the opinion that these changes would not benefit the community. A general sentiment from this group of participants is that the EELRT will not generate enough ridership to take a meaningful amount of cars off the roads, and the result will be further congestion throughout the project corridor.

A few participants noted that expanding transit options is beneficial for Scarborough, but that it should not negatively impact auto users. These participants feel that both modes should be prioritized equally.

Specifically, two areas along the project corridor generated the most public concern:

- **Neilson Road:** Some participants feel that reducing vehicle lanes on Neilson Road from four lanes to two will severely impact auto users' ability to travel through that area. They cite current traffic conditions as already experiencing heavy backups at peak hours, and they are concerned that the reduction to two lanes will cause significant traffic congestion on a regular basis.
- **Kingston-Lawrence-Morningside:** Participants feel the KLM triangle of intersections as it exists today is already a heavy traffic area, with turns that are difficult to navigate at peak hours. Some participants question how a centre-running LRT would impact the flow of traffic at these intersections, particularly for those who would turn left across the corridor.

Impacts to the natural environment.

Participants held a lot of interest in the preservation of the natural environment. Of the identified impacts and mitigation measures, feedback to the natural environment impacts was second only to transit and traffic impacts.

- At a high level, participants stressed the need to preserve Highland Creek and Morningside Park. Some voiced appreciation that the current design of the project would not need to widen the existing bridge over Morningside Park.
- Participants also voiced the need to protect existing habitats and ecosystems. They want to see the project team do everything they can to minimize disturbances to wildlife, and to build wildlife crossings into the project where applicable and possible. Some voiced concern that a simple 'wildlife sweep' as identified as a mitigation measure in the EPR was not enough, as some species are seasonal and may not be present when the sweep is conducted.

- Other participants wondered how many trees would be cut down to construct the EELRT. Some requested that if trees must be cut down, the City should commit to planting more than are removed.
- Some participants were disappointed at the land selected for the maintenance and storage facility (MSF) and would have preferred a location with already developed land be used instead of the green space near Rouge Park.
 - *Note that the Conlins site had already been selected and approved by Council as the preferred location of the MSF in previous phases of the project. In addition, this site had also been selected for the previously studied Sheppard East LRT project, and early works construction on the site had already started before that project was cancelled.*
- Several participants questioned how the storage of materials and construction staging would be handled while work on the EELRT was underway. They wanted to see the project team prioritize the use of existing pavement for construction staging to minimize the impacts to natural land.
- A few dissenting voices felt that improving transit in Scarborough should take priority over preserving the natural environment.

Transit impacts.

Some participants were concerned about the removal or rerouting of the existing TTC bus routes once the EELRT goes into operation, feeling that people who rely on those buses will have longer commute times and added transfers with the addition of the LRT. A few participants who live directly along the EELRT route but between two LRT stops noted that without bus service, they would have to walk as much as 500 metres to get to the nearest stop, which adds an extra layer of inconvenience that their current commute via bus does not have.

Several participants were curious as to how bus service would be handled during EELRT construction, and they requested that the RapidTO and other buses remain in operation throughout to ensure minimal disruption to people's commutes.

Property impacts (residential and commercial).

Specific feedback and concerns from property owners who would be impacted by the EELRT project's functional (10%) design is captured in the **Property Owner Meetings** subsection of the **Consultation Methods & Activities** section earlier in this report.

Public feedback related to property impacts was minimal. In general, participants were concerned about displacement and minimizing how many people would have to relocate

because of the project. Others emphasized the need for clear, direct, and transparent communication from the City to impacted property owners and wanted to ensure that owners would be fairly compensated regardless of the nature of the impact.

Noise and vibration impacts.

Participants who live near the project corridor were generally concerned that noise and vibration would impact their quality of lives, and they weren't ready to accept that the impacts would be as minimal as stated in the EPR. Specifically, some were concerned about the impact vibration would have on the foundations of their houses, and if that would start to cause damage in the long term.

A few participants noted that during construction, any noise and vibration should be kept to normal waking hours and not last through the night.

Some people felt they hadn't been provided enough information about the nature of noise impacts. They wondered what frequency the noise is expected to be, whether it would be high or low in pitch, what would cause the noise, etc.

Cultural heritage impacts.

In general, participants felt that they did not have enough information to provide feedback on the project's potential impacts to cultural heritage resources.

Some were unsure of how 'cultural heritage' was defined and asked for a Toronto-area comparison. (For example, do Scarborough resources have the same cultural significance as the Distillery District?)

Others noted that the cultural heritage resources in the project area were quantified (four) but not listed or described, so they wanted to know more about the potentially impacted resources so they could provide more specific feedback.

Several participants did note that, regardless of what or where the resources were, the City should consult with the surrounding community and take measures to preserve the existing structures where possible.

Archaeological impacts.

Very few general public participants had an interest in the project's archaeological work. Those who provided feedback simply stated that the work to date seems adequate and that the mitigation measures in place make sense.

A couple participants noted the need to consult with Indigenous communities whenever archaeological studies are involved.

Impacts to air quality.

Generally, participants agreed that the introduction of an LRT would reduce emissions through the reduction of auto and bus traffic along the corridor.

That said, some are concerned about the environmental impact of construction itself – the diesel fuel used by trucks, runoff and dust from construction, potential contamination from vehicle and equipment storage, etc.

A couple dissenting voices, echoing their thoughts regarding the transit and traffic impacts, felt that adding an LRT would only create more traffic along the corridor, which in turn would lead to more vehicle emissions.

Final Functional (10%) Design Feedback

Connectivity to other transit options.

Many participants' top priority was ensuring that the EELRT would be as seamlessly and efficiently connected to other transit lines in the area as possible. They had many suggestions for how the EELRT could connect to the existing and future transit network in Toronto. The two most popular suggestions were:

- Allow the EELRT to remain a continuous service with Line 5 through Kennedy, as it was in a previous phase of design, so riders traveling between Toronto and Scarborough do not have to make a transfer. Some participants used the recent decommissioning of the Line 3 Scarborough Rapid Transit (SRT) as a warning for what could happen to the EELRT, citing the need to transfer from Line 2 to Line 3 as an added inconvenience that disincentivized people from using the SRT.
- Allow the potential Sheppard Subway Extension to run eastward along Sheppard Avenue East to the Toronto Zoo, and have the EELRT terminate at and meet up with Line 4 at Sheppard/Morningside. This would reduce the overall time riders would spend on a slower, at-grade vehicle and would allow the EELRT to be a more efficient service, with fewer stops and fewer major destinations.

(Note that most participants who submitted comments related to EELRT's connectivity to the potential Sheppard Subway Extension did so under the general assumption or expectation that the extension would be a subway project.)

- Some participants had alternate proposals to the same idea, suggesting that Line 4 could extend to Malvern Town Centre, to the Pan Am Sports Centre, or to Meadowvale. The general sentiment was the same: allow the proposed Sheppard Subway Extension to take priority across Sheppard Avenue, and have the EELRT meet up with it wherever makes the most sense.

Other participants expressed concern about how far away the EELRT stops are from the GO stations in the current design, particularly Guildwood GO. They feel that a true interchange connection with shared or adjacent stations would help make the EELRT a more viable option for people commuting into or out of Toronto via GO Transit.

Some participants also wanted to know more about how the existing bus system throughout the future EELRT corridor would change once the LRT was operational. While some wanted to see changes to the routes to avoid transit duplication (i.e., convert some bus routes into feeder routes for the LRT), others were concerned that altering the existing bus routes would lead to a more disjointed system overall in Scarborough, forcing people to transfer from one mode to another more often.

Through the survey, respondents were fairly split on how they expected to use the EELRT when operational. Still, around 43% responded they would use the EELRT to travel within the greater Toronto area, as shown in **Chart 3**, indicating the importance of connectivity to other transit lines.

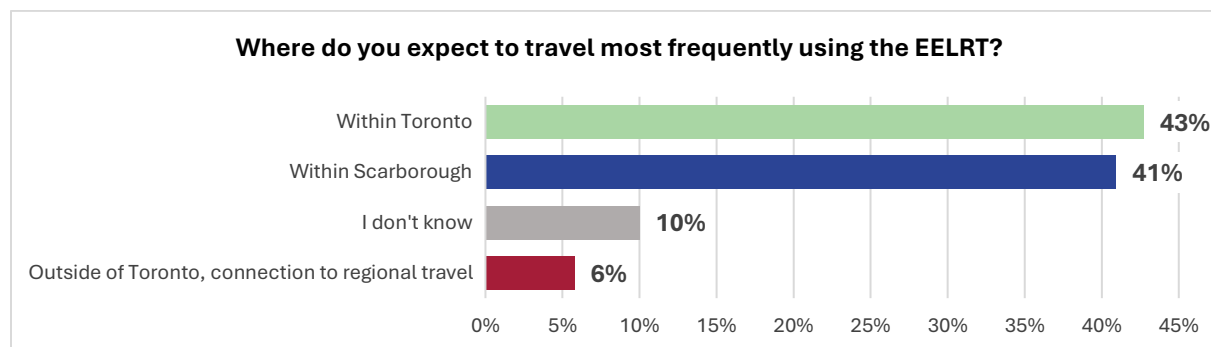


Chart 3: Participants' expected reason to use the EELRT

Grade Separation.

Many participants commented that they would prefer that this project be grade separated from the roadway, whether on an elevated guideway like Vancouver's SkyTrain or by building the corridor underground.

Most participants in this category stated they would prefer a new subway line over an LRT.

This topic was of high importance to many participants. Grade separation was the second-most common piece of feedback on the functional (10%) design, after connectivity to other transit options.

Route design, stops, stations, and service plan.

Participants had various suggestions about where the EELRT route should go and how it should be designed.

- **Malvern spur:** Several participants wondered why the route to Malvern has been designed as a spur and not as a loop that is better integrated into the route along Sheppard. Given the current service plan and the need to transfer from one branch to another if a rider is traveling from Malvern eastward along Sheppard, for example, participants felt the system would be more efficient if it had been designed as a continuous route *through* Malvern rather than to the area and back.
- **Additional or alternative destinations:** Some participants felt the EELRT would get more ridership if it included some more popular destinations. A few of the suggestions, listed from most to least requested, included:
 - The Toronto Zoo
 - Rouge National Urban Park
 - Morningside Park entrance
 - Centennial Progress
- **Number of stops:** Some participants felt that the current EELRT design included too many stops, preventing it from being a true rapid transit service. These participants are concerned that the LRT would not be noticeably faster than taking a bus or driving, so people would be less likely to use it.
- **Stop amenities:** A few participants wanted to see expanded amenities at stop locations throughout the EELRT corridor. Specifically, participants wanted to see shelters designed in a way to protect riders from weather or wind, and they suggested heating systems at shelters to help keep riders warm in the winter.
- **Optimization of Kennedy and Sheppard/McCowan Stations:** Some participants wanted to see a more efficiently designed vision for the two terminus stations, given that these will be large hubs with multiple transit lines converging in each. Rather than each project adding on its own stop or annex, people are interested in seeing the proponents of these projects working together to maximize the rider experience at the stations.
- **Additional stations:** Other participants felt it was appropriate to design bona fide stations (rather than just stops or shelters) at key locations along the alignment, such as Centennial College, University of Toronto Scarborough Campus, and Malvern.
- **Service plan:** Several participants were confused about the proposed three-branch service plan and felt that adding unnecessary complication to a route that already requires a transfer to and from other transit lines at either end would discourage people from riding the system.

Cycling and pedestrian infrastructure.

Participants affirmed their desire to see dedicated, separated bicycle lanes along the EELRT corridor. They also requested that these bicycle lanes connect to a broader cycling network in Scarborough and Toronto, to provide a viable alternative to the vehicular network.

Some participants asked that sidewalks be moved further away from the streets for safety, and to ensure pedestrians have safe, clearly visible crosswalks at intersections and LRT stops.

Added green spaces.

Some participants hoped that the project would introduce as much new greenery as possible, through trees and parkettes along the corridor, green tracks in the LRT right of way, shrubs and planters in buffer zones, and green roofs at stations, stops with roofing, and the MSF.

However, a few participants noted safety concerns with green LRT tracks, citing the difficulty emergency vehicles would have traveling over green tracks if they needed to use the LRT corridor.

Miscellaneous design-related feedback.

Participants had various concerns and suggestions about the project's technical design:

- **Parking:** Several participants noted the absence of parking allocations at both Sheppard/McCowan and Kennedy Stations and felt this should be reconsidered. At Sheppard/McCowan in particular, participants expected that commuters would be driving into Scarborough in order to use the transit network into the greater Toronto area. Without a park and ride at major stations, these commuters would not have an easy way to transfer modes and would be incentivized to continue their journey by auto.
- **Flood and stormwater runoff:** A few participants are concerned about flooding and water runoff in the Morningside Park and Highland Creek area. They feel that the project should build in some additional drainage and overflow capacity to protect against excess runoff that may contaminate the natural environment in these areas.
- **Winter-weather operation:** A few participants remained skeptical that an LRT system would be able to operate in adverse winter conditions such as snow and ice.
- **Future provisions for growth:** Several participants want to see provisions built into the EELRT design to protect for expansion and scalability as Scarborough continues to grow. Specifically, residents felt the design should protect for future extensions

on both ends of Sheppard Avenue East, and that the potential for additional vehicle capacity should be considered when designing the MSF and system route.

Other Project-Related Feedback

Construction timeline and lessons learned from other projects.

Many participants used this round of public consultation as an opportunity to voice their dissatisfaction with the Eglinton Crosstown LRT project.

(Note that some participants mistakenly believed that this round of public consultation for EELRT was actually for the Eglinton Crosstown, confusing the two similarly named projects.)

As the EELRT was previously envisioned as a continuous project to the Eglinton Crosstown, participants expressed concern and frustration regarding timelines for construction completion. Many participants voiced skepticism that the EELRT would be complete in the next decade.

Most participants who provided this type of feedback encouraged the City to learn from the mistakes on Eglinton Crosstown and take measures to ensure the EELRT will be constructed in a more timely, responsible, and transparent manner. Some participants noted the long-term construction issues along Eglinton Avenue as the Crosstown continues to experience delays, and they expressed fear that this could be repeated in Scarborough, disrupting businesses and residents' daily lives for a prolonged amount of time.

There were several other projects that participants felt could be used as case studies for the development of the EELRT:

- **Line 3 Scarborough:** Several participants pointed to the decommissioning of the SRT as an example of why LRT is challenging to maintain, and challenged the EELRT project team to learn from its closure and protect against similar maintenance concerns.
- **Queens, NYC and the suburbs of London, UK:** A few participants noted that higher-order transit systems can be successful in outer boroughs or suburbs, using the Queens borough of NYC and the suburbs of London, UK as examples of successful systems.
- **Line 6 Finch West LRT:** Other participants looked at Finch West LRT in Toronto as a good example of a smooth, professional construction of a new LRT line and felt it

was more productive to study what that project team did well than to dwell on what Eglinton Crosstown had done poorly.

- One participant wanted the EELRT project team to take a look at the specific light rail vehicles that will be used on Line 6, recommending the Alstom Citadis Spirit as an option for the EELRT.

Socio-economic impacts.

Citing the Eglinton Crosstown as reference, many participants were concerned about the protection of local businesses during construction, maintaining visibility of and access to those businesses, establishing signage to indicate how to access them, and ensuring they are properly notified about construction schedules and otherwise supported during construction.

Others were concerned about the changes to property values for homes and condos along the project corridor. Some felt that the added noise and traffic from an LRT would reduce property values, while others believed property values would increase due to the proximity to higher-order transit.

A few people felt that the City should clearly communicate with the public how this project would impact property values once the EELRT is operational.

Zoning and transit-oriented development.

Several participants want to see robust rezoning and transit-oriented development considerations along the EELRT corridor, to help densify the area and increase the amount of people who could and would ride the LRT.

Speed, frequency, and reliability.

The speed of the system was again a regular source of concern among participants, as a portion of them felt that the project would not be substantially quicker than the existing bus network and thus wasn't worth the cost or disruption caused by construction.

Some took it a step further, arguing that the only way a rapid transit system would be viable in Scarborough is if it were faster than driving.

Participants provided a few suggestions to make the EELRT as successful as possible: ensure there are enough vehicles for regular, frequent service; ensure the line is not subject to delays or traffic impacts so it remains on time and on schedule; use vehicles that travel at higher speeds (80 km/h); and reduce the number of stops to make it more of an express route.

Transit signal prioritization (TSP).

Related to speed, frequency, and reliability, participants recognize that this project must

implement TSP if it is going to be efficient. Some participants voiced concern that without TSP, an LRT line would not be faster or more reliable than the existing bus network, which would not help convert auto users into transit riders.

Construction scheduling and safety.

Some participants requested that construction be expedited as much as possible, with a few participants requesting that construction occur 24/7 where possible to stay on schedule.

Participants were also concerned about both worker and public safety during construction. Some recommended that the City implement clear signage, ensure there is minimal visibility impact from dust, and that all public walkways are regularly cleared and cleaned. Others advised that in the summer, workers should be given proper access to shade and water and be allowed to take sporadic breaks, while in the winter, they should be provided shelter and heat when possible.

Cost and cost/benefit analysis.

A small subset of participants were concerned that the cost to construct the EELRT was too high for what will ultimately be delivered. They felt that if City and Provincial entities are prepared to spend this much money, they should reevaluate their options and select the best, fastest, and least impactful option for Scarborough, feeling that LRT is not the right solution.

A few participants voiced the desire to see a detailed cost/benefit analysis for the project, comparing LRT to other higher-order transit modes like BRT or subway to help justify the project's cost.

Communication and consultation.

Citing poor communication from the Eglinton Crosstown project, participants want the City to commit to regularly notifying and communicating to residents, businesses, and commuters about project updates, impacts, and timelines. They reiterated the need for full transparency.

Several participants also suggested working with community groups and organizations to generate support and buy-in on the project. One specific example was to advertise the positive impact a rapid transit line would have on property values along the corridor.

General support or opposition.

Many respondents to the survey provided nonspecific comments expressing their support or opposition to the project.

General, nonspecific comments of support were by far the most comment type of comment and included things like: "Hurry up!", "Transit is badly needed in Scarborough", "Great plan!", and "This will improve my life."

General, nonspecific comments of opposition were less common, as most people who opposed the project had specific reasons as to why. Still, some people simply commented things like: "I just don't want it", "Use these funds to fix the roadways instead", and "LRT is not going to help."

Feedback from Indigenous Consultation

Alderville First Nation (AFN) identified their legal treaty rights in the study area as they relate to the 2018 Williams Treaties First Nations Settlement. They requested information about the project, timeline, geographic area, anticipated impacts to AFN and its traditional territory, description of the consultation process, documents that will be made available for review, related processes and approvals, deadlines and filing dates related to the project, and project contacts, and they asked to be informed throughout all phases of the project. They noted an interest in archaeological and burial sites and asked that they be notified immediately about excavated remains or archaeological findings. They asked to be engaged as part of the Stage 1 Archaeological Assessment and requested that an archaeological field liaison be involved in any Stage 2-4 assessments. A file review fee was requested by AFN to cover administration, an initial meeting, project updates, a review of standard material, and project overviews.

Chippewas of Georgina Island First Nation acknowledged receipt of the Notice of Commencement and requested a file review fee, owing to the size and scope of the project.

Mississaugas of Scugog Island First Nation (MSIFN) expressed interest in learning about the timelines for the project. At the June 18, 2024 meeting with the EELRT project team, MSIFN expressed interest in transit-oriented development and raised concerns about how transit-oriented development related to this project might impact their treaty rights, particularly the ability to acquire land under the Williams Treaties. A request was made for funding to support MSIFN capacity to review the Environmental Project Report and its appendices.

Mississaugas of the Credit First Nation, at the January 31, 2024 meeting with the EELRT project team, requested to be notified about and included in future archaeological work associated with the project, but had no specific concerns about the project.

Huron-Wendat Nation acknowledged receipt of the email about the Notice of Commencement and requested an overview of the project and milestones and inquired about the timing of a Stage 2 Archaeological Assessment.

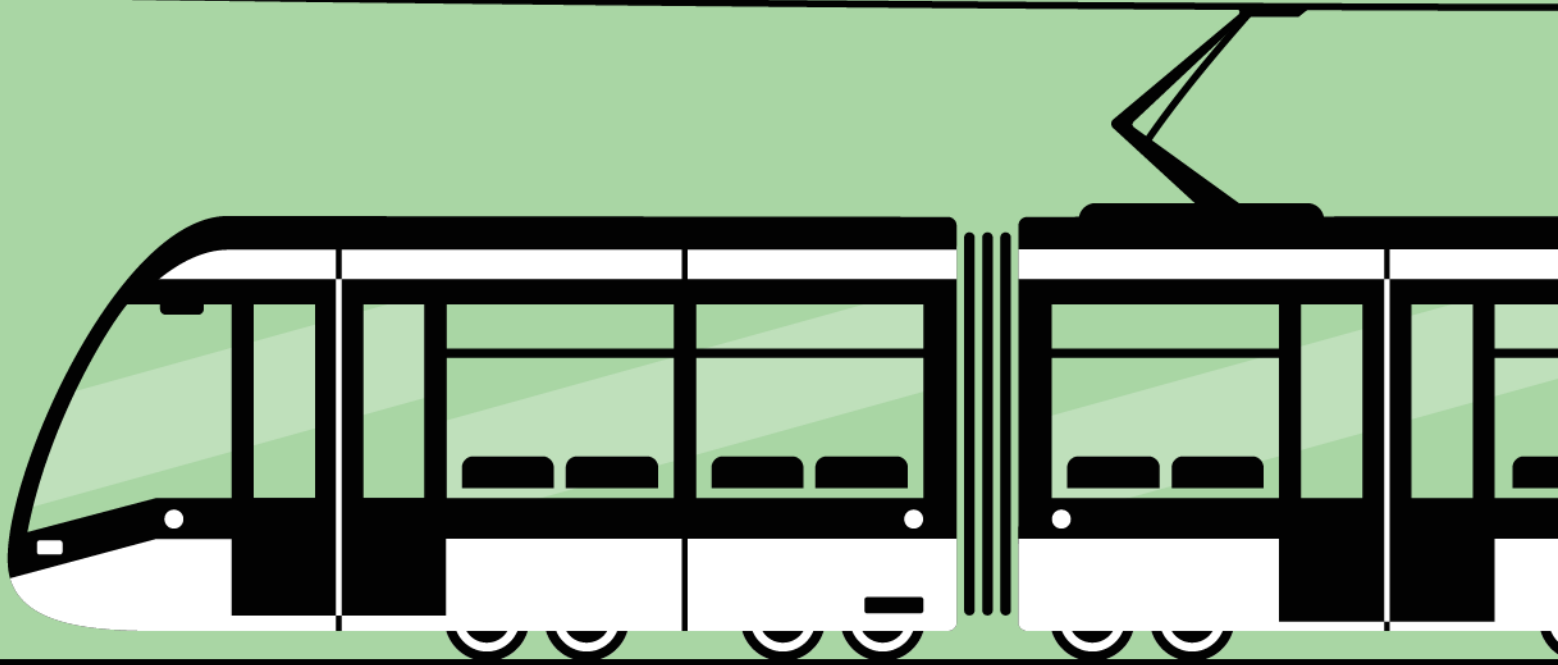
No response was received from Beausoleil First Nation, Curve Lake First Nation, Chippewas of Rama First Nation, or Hiawatha First Nation.

5 Next Steps

The feedback and input received during the TRPAP phase of consultation helps inform the City of Toronto and TTC about the aspects of the project that are of interest or concern to the public and where the public feels impact mitigation should be refined, incorporated, and/or prioritized. Though the functional (10%) design was finalized ahead of the launch of the TRPAP, feedback from this phase of consultation will also inform future design refinements, should Toronto City Council approve the advancement of the project at the conclusion of the TRPAP.

The TRPAP is expected to end in Fall 2024. As part of the TRPAP, the project team will finalize the EPR, and this Public Consultation Report will be included as an appendix to the EPR. Once complete, the City of Toronto will issue a Notice of Completion of the Environmental Project Report, at which time all documents that make up the EPR will become publicly available and allow for the prescribed period of 30 days for the public to submit objections. Thereafter, following an up-to-35-day review period by the Minister, a Statement of Completion of the project assessment process would be issued, signifying the conclusion of the TRPAP.

City staff are anticipated to present the findings of the EPR – including public sentiment about the project as identified in this report – to City Council.



Appendix A

Online Public Survey

Respondent Demographics

Online Public Survey

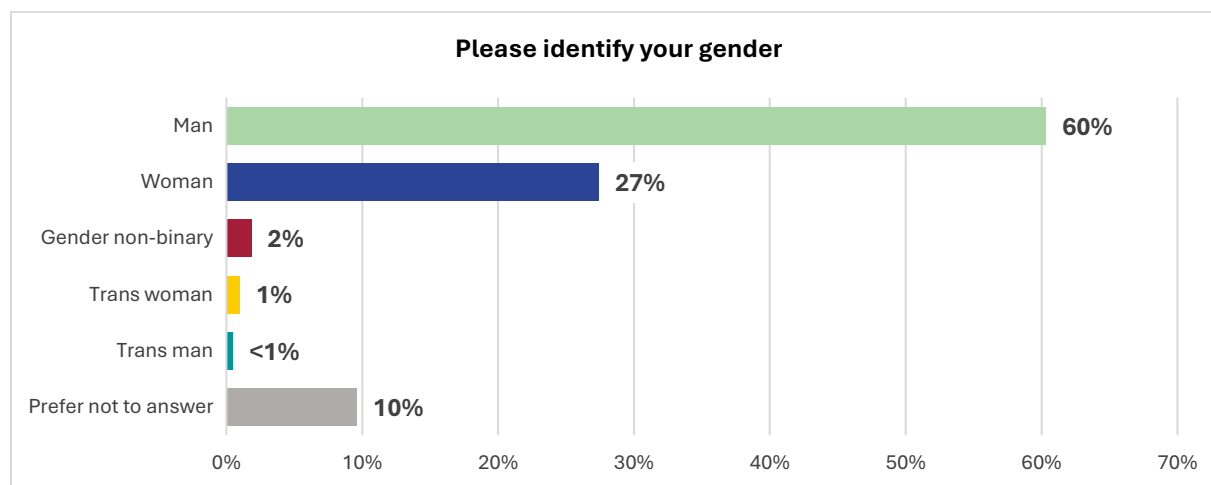
Respondent Demographics

Responses to demographic questions from the online public survey are provided below. Demographic questions are asked to get an understanding of who responded to the questions and identify where there may be gaps in the feedback received. The survey results are presented in the order the questions appeared on the survey. All demographic questions were optional.

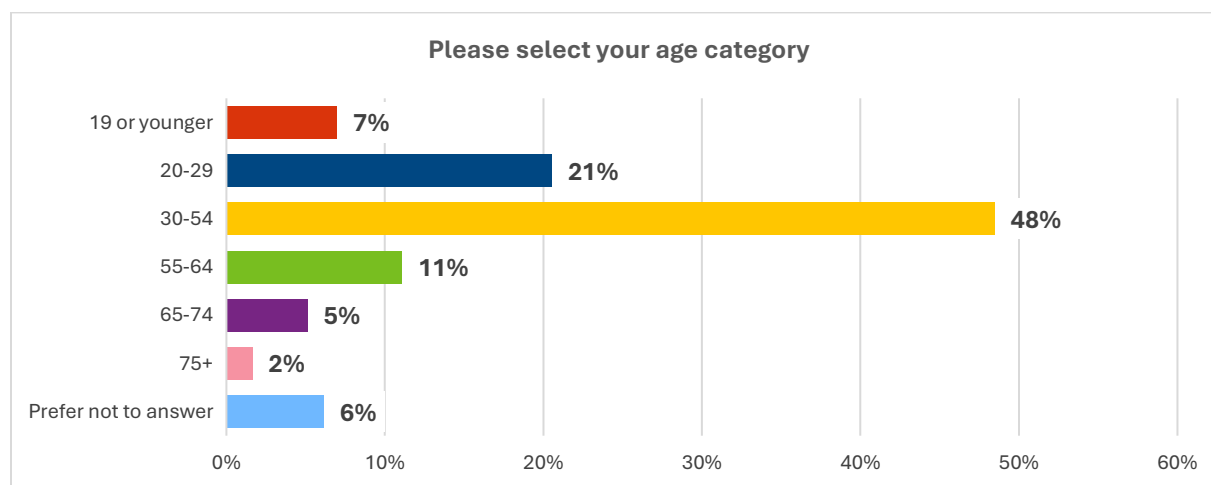
Postal code of residence. Survey respondents were asked to provide the first three digits of their postal code (e.g., A0A). Of the 674 people who took the survey, 405 provided their postal code. Around 75% of total respondents reported that they have a Scarborough-area postal code. Another 13% of respondents listed a post code from Toronto, while around 8% represented post codes in North York, East York, or Etobicoke. Respondent postal codes are listed in the table below. Only postal codes from districts within the City of Toronto are listed.

Location of survey respondents by city, identified through postal code			
Location	Postal Code(s)	Number of Respondents	Percent of Total
Scarborough	M1B – M1X	303	75%
Toronto	M4L – M4Y, M5A – M5V, M6B – M6S	52	13%
North York	M2H – M2N, M3A – M3H, M4A, M6A	20	5%
East York	M4B – M4K	11	3%
Etobicoke	M8W, M9A	2	<1%
Others		17	4%

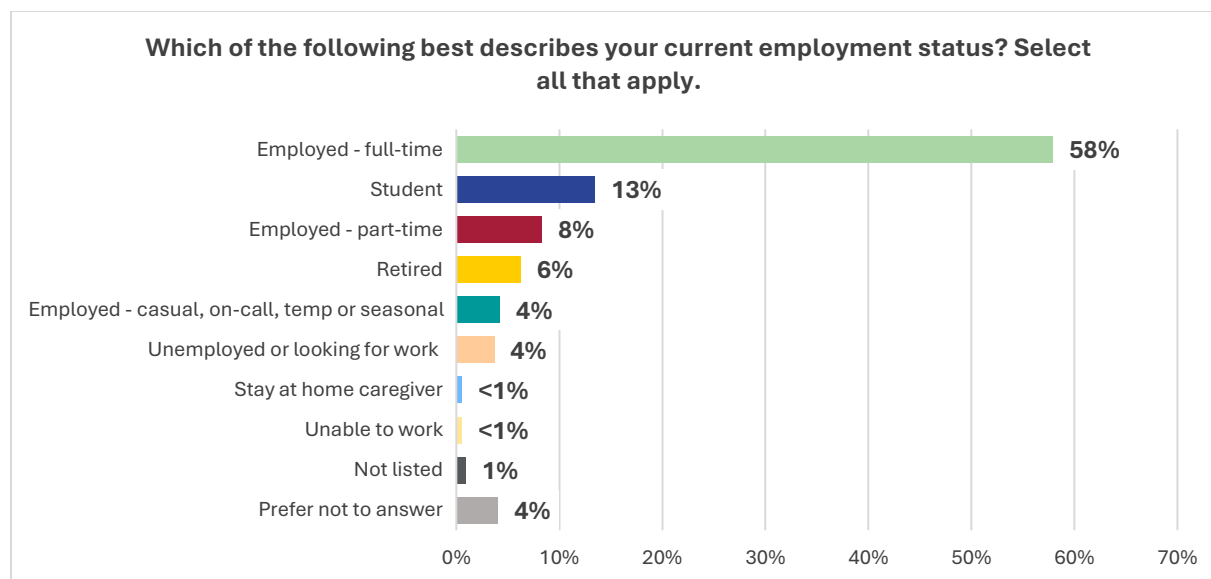
Gender. A majority of participants in the online survey identified as men, making up 60% of total respondents. 27% of respondents identified as women, while around 4% identified as non-binary or transgender. The full results are found in the chart below.



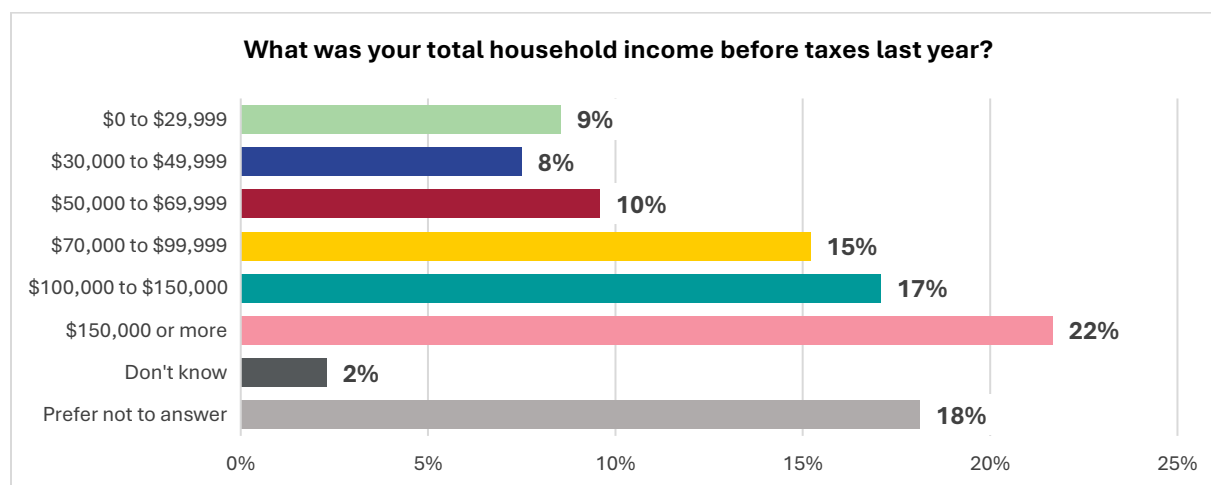
Age. Middle-aged people (between the ages of 30 and 54) made up nearly half of the survey participants. Young adults and youth made up another 28%, while people aged 55 and older comprised 18% of the respondents. A more detailed breakdown of age is found in the chart below.



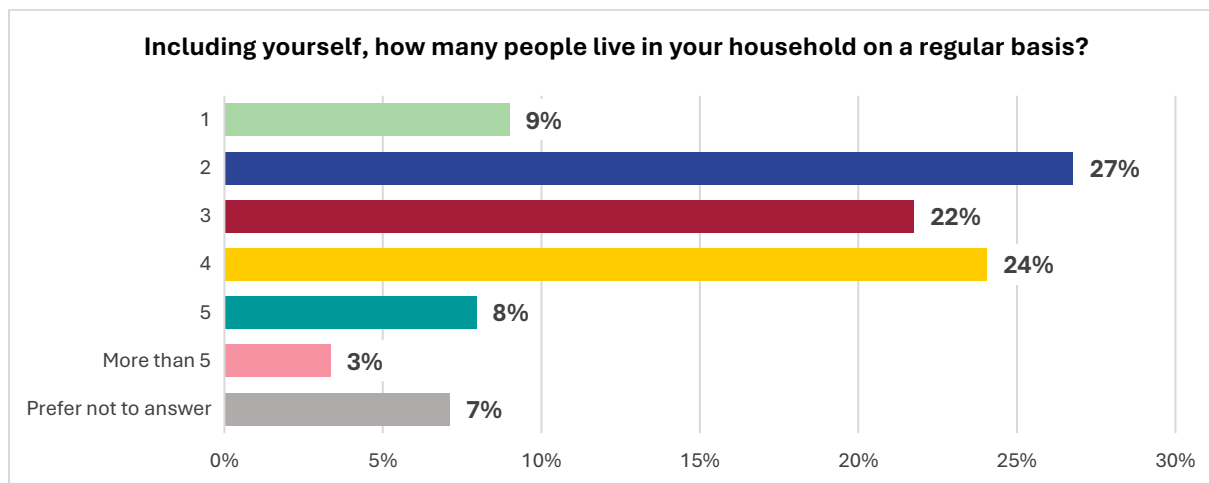
Employment status. In total, 68% of respondents reported that they are employed in some way, whether full-time (58%), part-time (8%), or on a temporary basis (4%). Students comprised 13% of survey respondents, while retirees made up another 6%. Individuals who are unemployed or otherwise unable to work made up a little more than 4% of respondents. The full results are found in the chart below.



Income. Most respondents (39%) reported earning over \$100,000, before taxes. About a third of respondents (33%) reported making between \$30,000 and \$100,000 per year, while around 9% reported less than \$30,000 in annual income. Nearly a quarter of respondents (20%) either couldn't or preferred not to answer the question. A detailed breakdown of participants' income data is in the chart below.

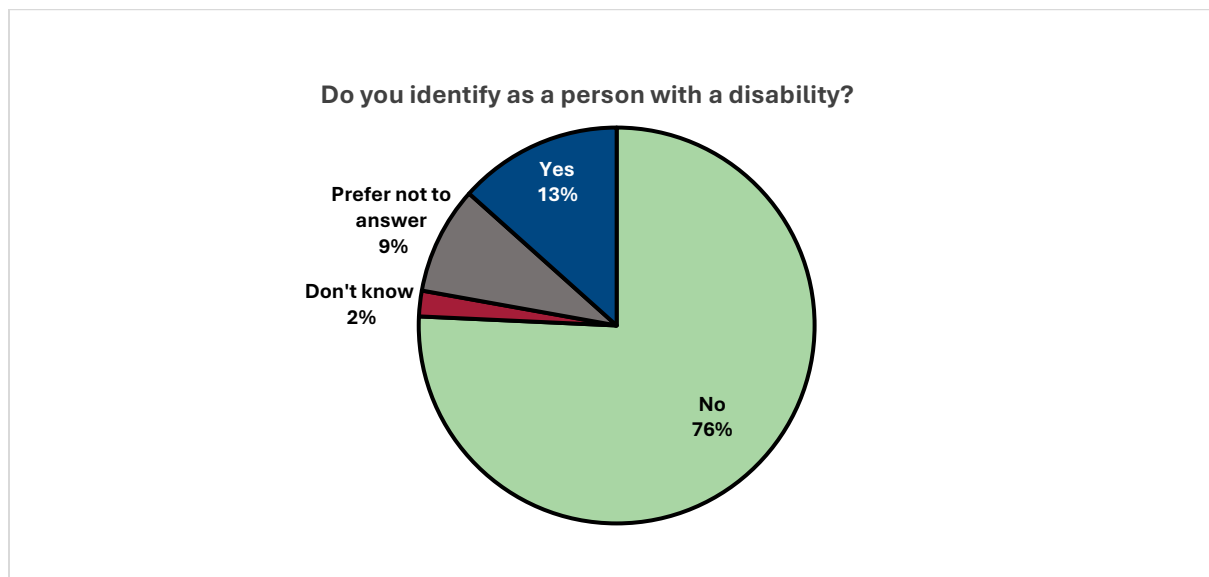


Household size. 36% of respondents reported that they live alone or with one other person. 46% reported that they live in a household of 3 or 4 people, while 11% reported that five or more people live in their household. Full results are shown in the chart below.

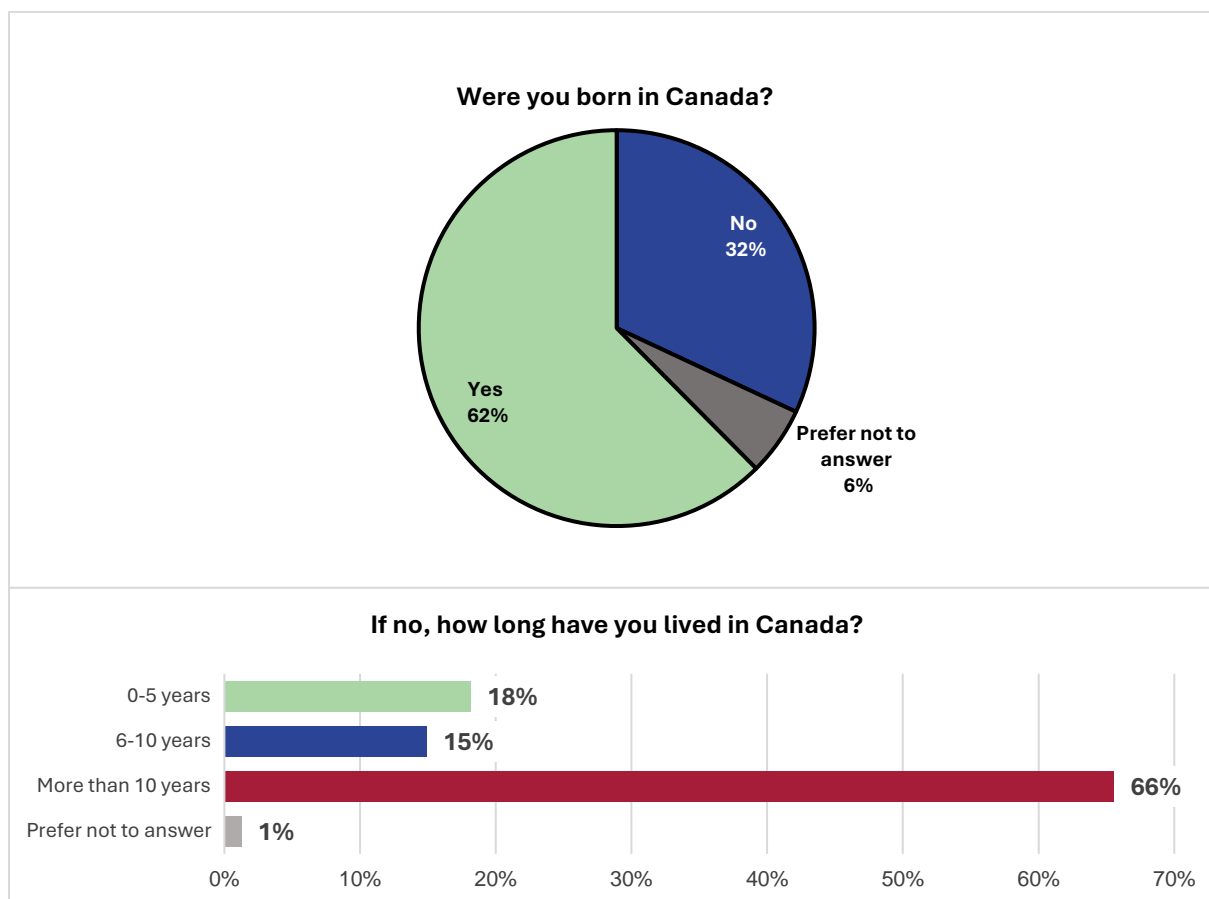


Disability. Around 13% of respondents identified themselves as having a disability. For the purposes of this survey, the City defines “disability” as any physical, mental, developmental, cognitive, learning, communication, sight, hearing or functional limitation that, in interaction with a barrier, hinders a person’s full and equal participation in society. A disability can be permanent, temporary or episodic, and visible or invisible.

Full results are in the chart below.



Place of birth. A little over three-fifths of respondents indicated they were born in Canada. Of those who weren't, a strong majority (66%) responded that they have lived in Canada for more than 10 years. Results of both these questions are captured in the two charts below.



Race. Most respondents identify as having White (30%) or South, East, or Southeast Asian (40% combined) descent. A detailed breakdown of participants' self-reported race category is found in the chart below.

