

# **EGLINTON EAST LIGHT RAIL TRANSIT**

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**ENVIRONMENTAL PROJECT REPORT**

**SOCIO ECONOMIC AND LAND USE ASSESSMENT REPORT**

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**Perkins&Will**



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# 1 Introduction

## 1.1 Study Area

The Study Area for the Eglinton East Light Rail Transit (referred to as “EELRT” or the “Project” in this document) alignment is shown in Figure 1.1. Generally, the Study Area terminates at Kennedy Road and Eglinton Avenue to the south and McCowan Road and Sheppard Avenue to the north, and it includes the lands within and immediately adjacent to Eglinton Avenue, Kingston Avenue, Morningside Avenue, and Sheppard Avenue rights-of-way. The Study Area also includes the lands within and immediately adjacent to the New Military Trail, Ellesmere Road, and Neilson Road rights-of-way where the Project alignment loops around the University of Toronto Scarborough Campus and travels toward the Malvern Town Centre, respectively. The area within which the potential effects of the project have been studied varies, depending on the environmental and/or social factor under consideration.

Chapter 2 discusses in-force planning policies, frameworks, and relevant studies, and where the Project fits within the broader objectives of the municipality and region. Chapters 3 to 7 address the existing and forecast environmental conditions in the vicinity of the Project area, and the potential impacts of the proposed project.

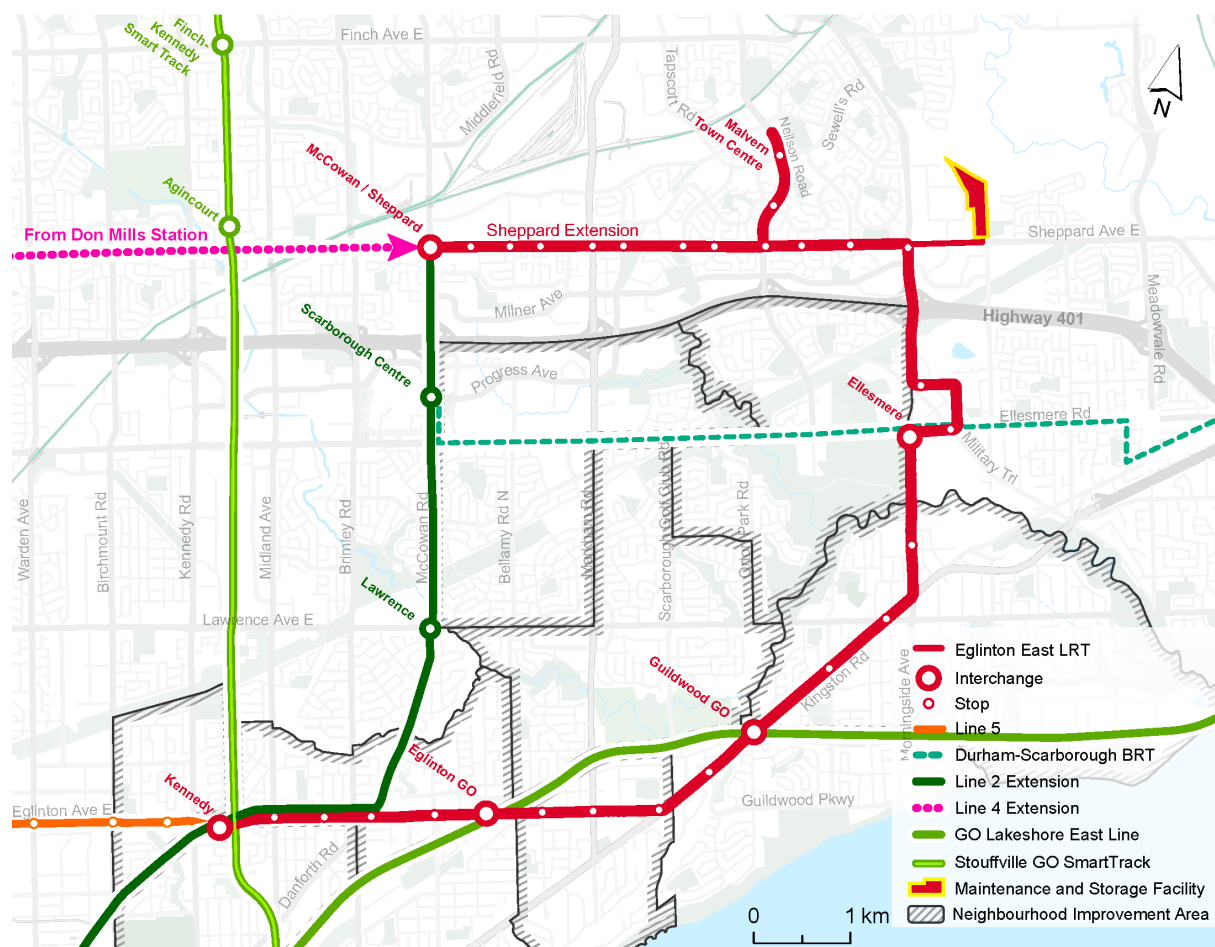


Figure 1.1 Map of Eglinton East LRT

## 1.2 Proposed Stops and Alignment

Figure 1.2 shows the current alignment of the Eglinton East Light Rail Transit (EELRT) that runs along Eglinton Avenue East from Kennedy Subway station towards Morningside and back on Sheppard

Avenue via University of Toronto Scarborough Campus (UTSC). The alignment also includes a spur to the Malvern Town Centre and a connection to the Conlins Maintenance and Storage Facility. The following are the stops:

- Kennedy
- Midland
- Falmouth
- Danforth
- McCowan
- Bellamy/Eglington GO
- Mason
- Markham
- Eglington/Kingston
- Guildwood
- Celeste/Guildwood GO
- Galloway
- Kingston/Lawrence/Morningside
- West Hill
- Ellesmere
- Military Trail
- Pan-Am Sports Centre
- Morningside & Pan Am
- Morningside/Milner
- Morningside/Sheppard
- Sheppard/Brenyan
- Sheppard/Murison
- Sheppard/Neilson
- Neilson/Berner Trail
- Malvern Town Centre
- Washburn
- Markham North
- Shorting
- Sheppard/McCowan

## EELRT Stop Diagram

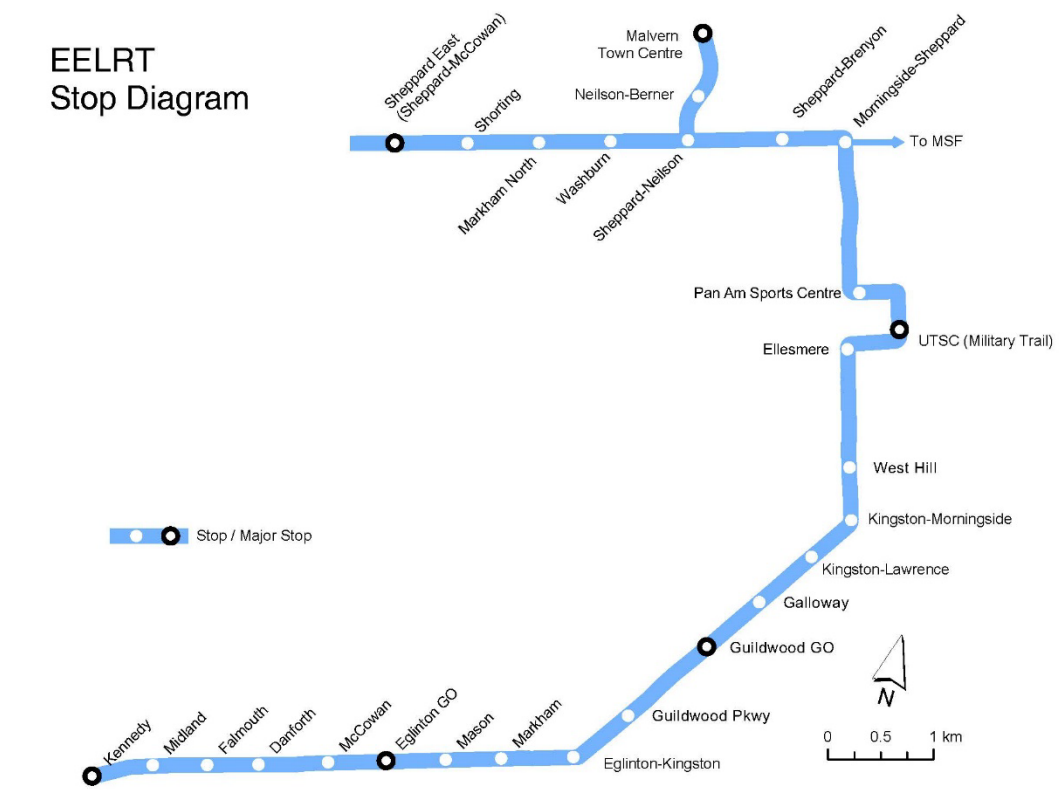


Figure 1.2 Alignment and Stations of Eglinton East LRT

## 2 Planning Policy

### 2.1 Provincial Land Use and Transportation Policy

The following is a review of the applicable land use and transportation policy documents that affect the study area, namely, the Provincial Policy Statement (PPS), Growth Plan for the Greater Golden Horseshoe (Growth Plan), Greater Golden Horseshoe Transportation Plan, Metrolink 2041 Regional Transportation Plan, and the City of Toronto Official Plan.

The Socioeconomic and Land Use Study references the aforementioned documents to ensure the EELRT objectives, vision, and framework align with broader provincial and municipal strategies and policies. The Study further builds upon these documents to identify potential effects and inform the development of mitigation strategies and evaluation of design concepts.

#### 2.1.1 Provincial Policy Statement (2020)

The 2020 Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. A key overarching theme that is particularly relevant to this assessment is building healthy, livable, and safe communities by promoting efficient development and land use patterns. Most importantly, the PPS supports the provincial goal to enhance the quality of life for all Ontarians.

The project will meet the following interests from the PPS, which outlines several criteria for achieving efficient and resilient development and land use patterns:

- Section 1.1.1.a** *Promoting efficient development and land use patterns which sustain the financial well-being of the province and municipalities over the long term.*
- Section 1.1.1.b** *Accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs.*
- Section 1.6.5** *Public service facilities should be co-located in community hubs, where appropriate, to promote cost-effectiveness and facilities service integration, access to transit and active transportation.*
- Section 1.6.7.1** *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.*
- Section 1.6.7.3** *As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.*
- Section 1.6.7.4** *A land use pattern, density and mix of uses should be promoted that minimizes the length and number of vehicle trips and support current and future use of transit and active transportation.*

#### 2.1.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The Growth Plan outlines the Province's objectives to plan for long-term growth and development in the Greater Golden Horseshoe (GGH), which includes the City of Toronto. A key objective of the plan is to support economic prosperity, protect the environment, and help communities achieve a high quality of life. A key vision for the GGH is to achieve an "integrated transportation network that will make travel within and between urban centers accessible, and public transit will be fast, convenient, and affordable."

Key policies under Section 3.2 of the Growth Plan which are applicable to the Project include, but are not limited to:

- Section 3.2.1.3**      *Infrastructure investment and other implementation tools and mechanisms will be used to facilitate intensification and higher density development in strategic growth areas.*
- Section 3.2.2.1**      *Public transit will be the first priority for transportation infrastructure planning and major transportation investments.*
- Section 3.2.2.2**      *The transportation system within the GGH will be planned and managed to:*
- b)** Offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation*
  - d)** Offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services*
- Section 3.2.3.2**      *All decisions on transit planning and investment will be made according to the following criteria:*
- b)** Prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels.*
  - c)** Increasing the capacity of existing transit systems to support strategic growth areas.*
  - d)** Expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible.*
  - e)** Facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas.*
  - f)** Increasing the modal share of transit; and*
  - g)** Contributing towards the provincial greenhouse gas emissions reduction targets.*



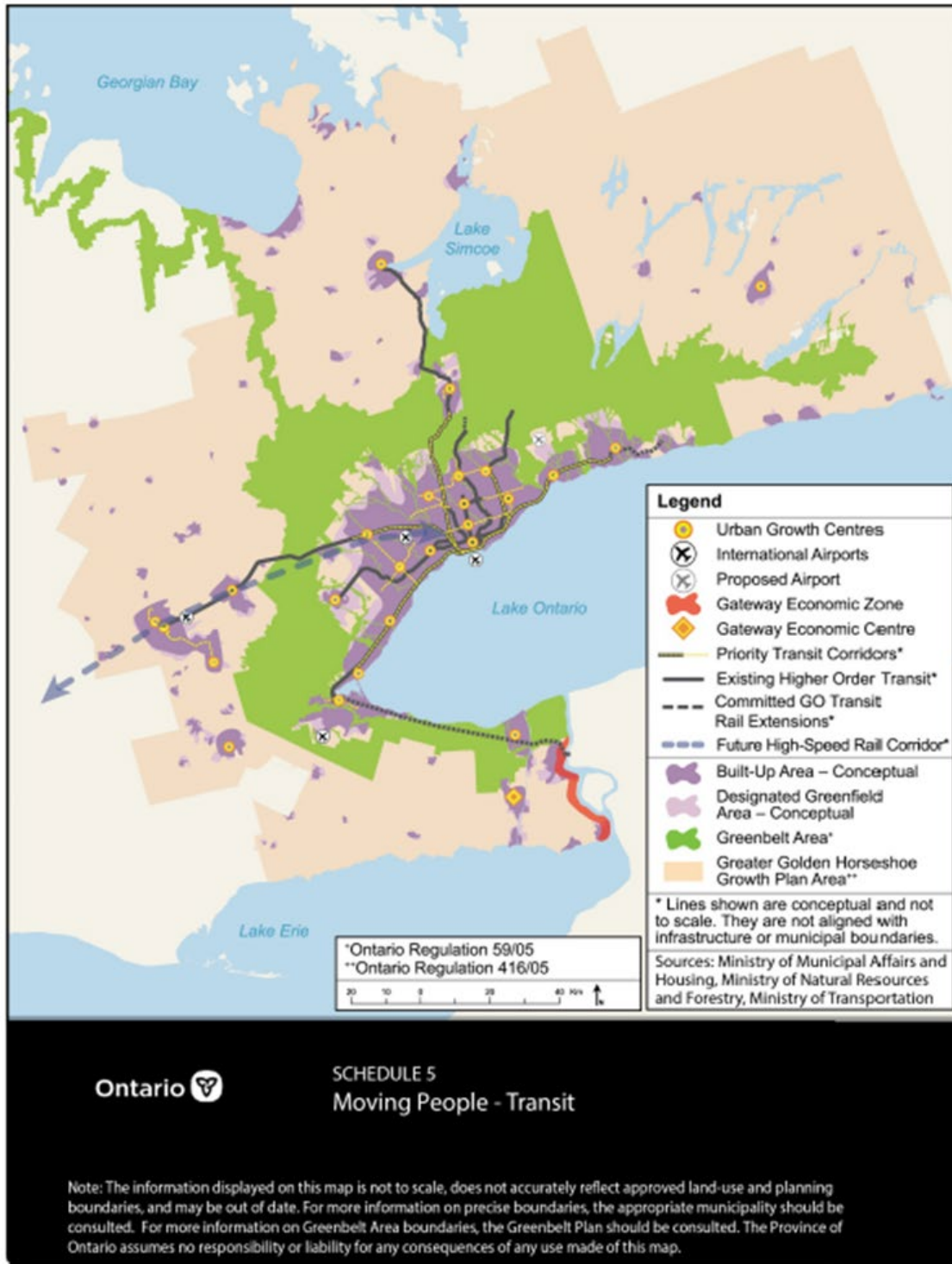


Figure 2.1.2.1 Schedule 5 - Moving people – Transit (source: Province of Ontario)

### 2.1.3 Greater Golden Horseshoe Transportation Plan

The Transportation Plan for the Greater Golden Horseshoe sets out a 30-year vision of a safer, more efficient, and convenient transportation system that is able to support forecasted growth and future needs of the region. The plan recognizes inefficiencies in today's transit network, which is centered around Union Station and downtown Toronto, and plans to transform the regional transit system to an expansive grid that moves people across the region quickly and easily, bypassing the downtown core.

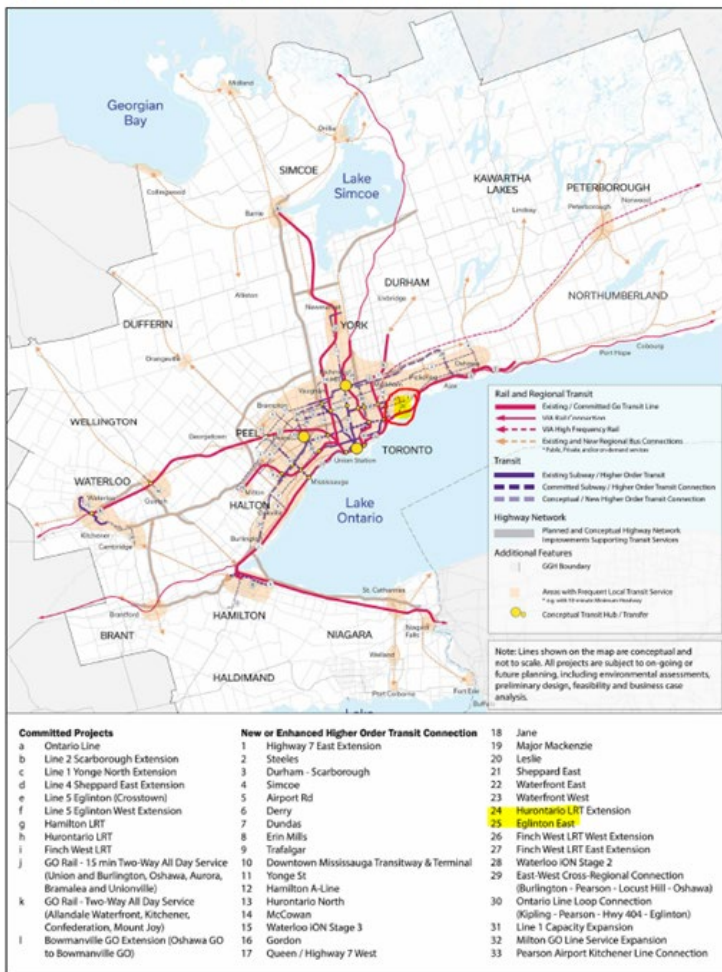
The Plan emphasizes support for new higher-order transit concepts, including light rail transit (LRT), and outlines applicable immediate and near-term actions under the following themes:

- *Actions to improve connectivity, including investments in regional LRT projects.*
- *Actions for a Safe and Inclusive Transportation System, including establishing a new funding program to support Indigenous communities and organizations in pursuing transportation-related projects.*

Additionally, policies are established to address significant long-term goals and direct development towards a more comprehensive regional mobility network by 2051. The Project will be consistent with the following policies:

- |                    |   |
|--------------------|---|
| <b>Section 4.2</b> | <ul style="list-style-type: none"> <li>• An integrated region-wide transit system: Integrating transit fares and services will improve the transit user experience, provide seamless connections across the region, and make travel by transit a more convenient and accessible option.</li> <li>• Improved services and greater access across the transit system for underserved areas and communities will make transit and other transportation services more convenient and affordable for a full range of users.</li> </ul>  |
| <b>Section 4.3</b> | <ul style="list-style-type: none"> <li>• Transit-oriented Developments (TODs) with compact, walkable, and transit-oriented design reduce the distances travelled for daily needs and provide choice of mode, decreasing individual emissions.</li> <li>• The impact of Ontario's transportation sector on GHG emissions and climate change is reduced through targeted actions to achieve a green transportation system.</li> <li>• New service delivery models and innovative technologies, such as automated, connected, and electric vehicles, are more widely available to support sustainable mobility, improve road safety, and increase access to both transportation and information on travel options.</li> <li>• Resiliency to the impacts of climate change, including extreme weather events and flooding, is prioritized in the planning, design, operation, and maintenance of the regional transportation system.</li> </ul> |

**Map 5: Current, planned and conceptual future transit infrastructure and services**



**Figure 2.1.2.2 Current, planned and conceptual future transit infrastructure and services in the GTHA**

#### 2.1.4 Metrolinx 2041 Regional Transportation Plan (2018)

Metrolinx's 2041 Regional Transportation Plan (RTP) provides vision, goals, strategies and priority actions to improve access to reliable and frequent rapid transit in the Greater Toronto Hamilton Area (GTHA), connect more people to jobs and services, and enhance traveler experience. Some of the key objectives of the plan include completing the delivery of current regional transit projects, optimizing the transportation system, integrating transportation and land use, and preparing for an uncertain future.

The Project will be a key addition to the suite of in-delivery transit initiatives in the 2041 Regional Transportation Plan. Goals of the RTP which are applicable to the Project include:

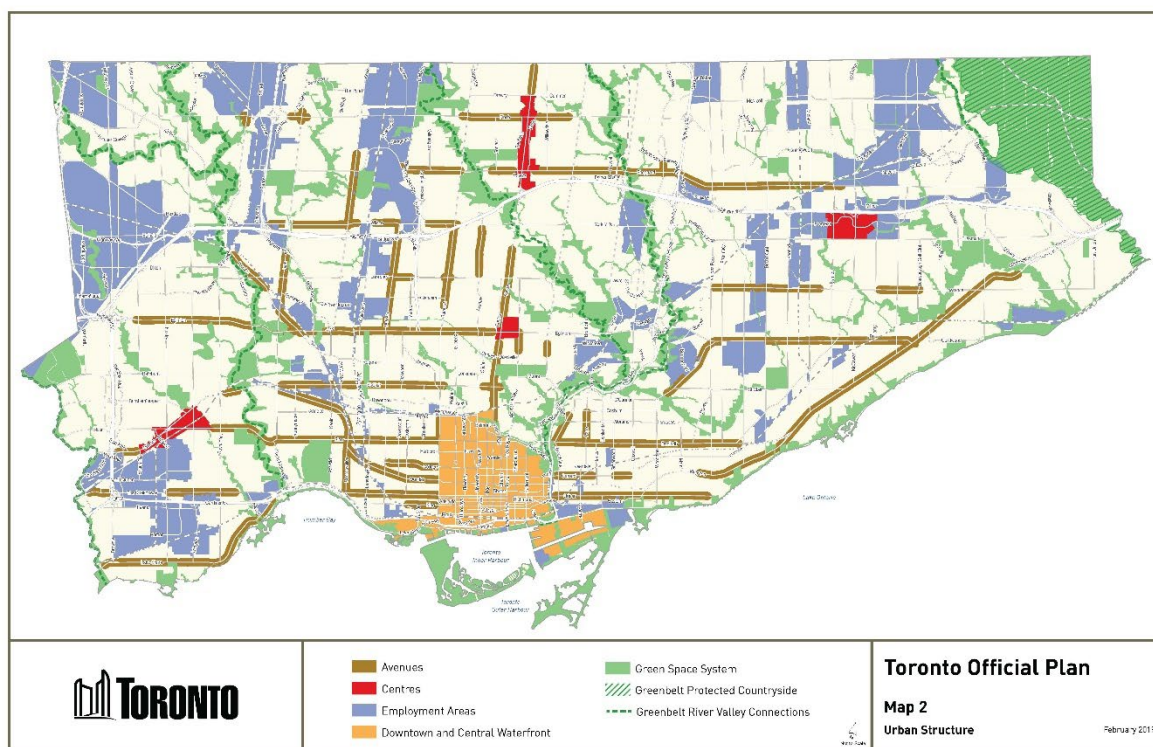
- Establishing strong connections between people and their homes, places of work, and community services and facilities.
- Designing an each, safe, accessible, affordable, and comfortable door-to-door travel experience that meets the diverse needs of travelers.
- Investing in sustainable transportation which embodies a low carbon footprint and creates resilient, healthy communities for current and future generations.

## 2.2 Municipal Land Use and Transportation Policy

### 2.2.1 City of Toronto Official Plan

Establishing a long-term vision for the city, the in-force City of Toronto Official Plan (“OP”) serves as a basis for the physical development of the city. A key aspect of the OP is to manage the projected growth in the municipality while reinforcing key qualities of the city most valued by its residents.

The OP Map 2 – Urban Structure designates the Eglinton Avenue and Kingston Road segments of the Study Area as Avenues, areas where the City’s growth will be directed. The north side of Sheppard Avenue between McCowan Road and Markham Road, and the east side of Morningside Avenue, between Highway 401 and Sheppard Avenue, are designated Employment Areas. The proposed project is an anticipated Expansion Element in the City’s higher order transit network, as shown on OP Map 4 – Higher Order Transit Corridor, and more notably, the full alignment of the EELRT is designated as a Transit Priority Segment, as shown on OP Map 5 – Surface Transit Priority Network. As such, the planned stations will be serving a rapidly growing population in conjunction with other modes of higher order transportation, and ultimately increasing mobility across the City and region.



**Figure 2.2.1 Toronto Official Plan Map 2 - Urban Structure (source: City of Toronto)**

The lands on both sides of Morningside Avenue which encapsulates the Highland Creek/Morningside Park Forest, south of Ellesmere Road, are designated as Environmentally Significant Areas, as shown on OP Map 12A -

Environmentally Significant Areas. This designation protects the quality of the natural ravine and its ecological functions.

In addition to the land use designations, there are several Site and Area Specific Policies (SASPs) which are applicable to long-term land use planning in the vicinity of the Study Area, summarized in Table 3.1 below.

SASP #	Description
117	<b>Lands South of Sheppard Avenue East, East of Markham Road</b> Limits the extent of development and provides an overview of the type of development which would be suitable on these parcels, specifically permitting rapid transit stations and transit facilities in this designation.
136	<b>Lands South of Sheppard Avenue, East of Morningside Avenue</b> Provides additional types of development which are permitted on these parcels.
119	<b>West Side of Morningside Avenue, Between Military Trail and Hydro One</b> Provides the maximum number of residential units permitted on the parcel.
272	<b>Lands located along both sides of Kingston Road, from the CNR overpass to the Highland Creek Bridge and the lands on both sides of Old Kingston Road, west of West Hill Drive</b> Service stations, used car sales lots and public garages are not permitted within the Mixed Use Areas designation except where they existed on June 26, 2003
328	<b>3201-3227 Eglinton Avenue East</b> Prioritizes the provision of community facilities for this area to meet the needs of existing and future residents and to ensure the development of the healthy communities. The SASP further implements new road connections and urban design guidelines.
127	<b>Lands bounded by Markham Road, Eglinton Avenue and CNR Line</b> Limits the extent of development and provides an overview of the type of development which would be suitable on these parcels.
302	<b>807 Midland Avenue</b> A maximum of six residential units are permitted.

**Table 2.1 Site and Area Specific Policies (SASPs)**

The lands east of Morningside Avenue, between Highland Creek and Highway 401, are contained within the High Creek Secondary Plan area and are subject to the policies of the Secondary Plan. It is noted that potential impacts from the landfill site should be considered following the appropriate City protocol.

## 2.3 Our Plan Toronto

### 2.3.1 Major Transit Station Areas and Protected Major Station Areas

The City of Toronto is undertaking a Municipal Comprehensive Review of the Official Plan, a process known as “Our Plan Toronto”. The City is focused on addressing the many disparities that impact its communities to deliver a more equitable, welcoming, and healthy city for all. To achieve this, the City is forming a plan to accommodate its expected population growth through various strategies, including converting Core Employment Areas or General Employment Areas in the Official Plan for non-employment uses, and to delineate density provisions for its Major Transit Station Areas (MTSAs).

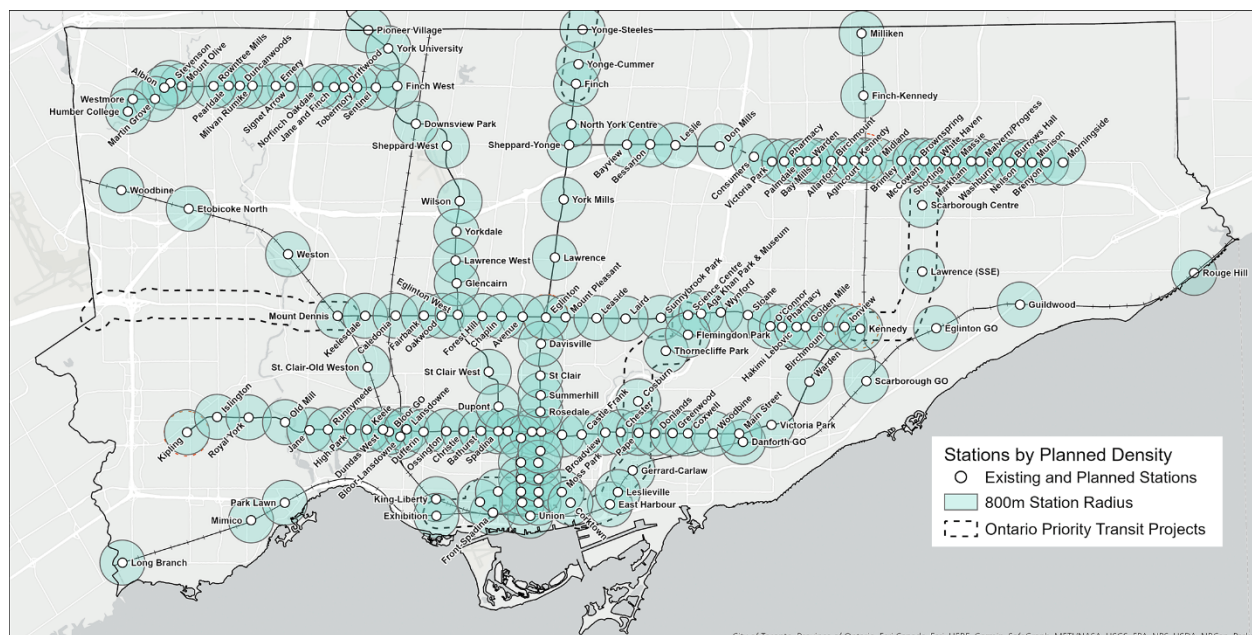
Under the Province’s direction, this growth plan implements MTSAs within a 500-800m radius of a planned or existing higher-order transit station, which can be designated for transit-oriented development. The Province’s *Growth Plan* prescribes specific density targets for MTSA, which will create compact, walkable areas with a diverse mix of uses and incomes. Toronto has more than 180 potential MTSAs; this project alignment touches 5



MTSAs: Ionview Station, Kennedy Station, Eglinton GO Station, Guildwood GO Station, and McCowan GO Station.

MTSA #	Description
664	<b>Protected Major Transit Station Area - Ionview Station</b> The area surrounding and including the planned Ionview LRT Station is a protected major transit station area. As part of the draft OPA 570, this PMTSA proposes a density target of 160 residents and jobs combined per hectare, and provides authorized land uses and minimum density requirements.
647	<b>Protected Major Transit Station Area - Kennedy Station</b> The area surrounding and including the existing Kennedy Subway/LRT/GO Interchange Station is a protected major transit station area. As part of the draft OPA 570, this PMTSA proposes a density target of 200 residents and jobs combined per hectare, and provides authorized land uses and minimum density requirements.
625	<b>Protected Major Transit Station Area - Eglinton GO Station</b> The area surrounding and including the existing Eglinton GO Station is a protected major transit station area. As part of the draft OPA 570, this PMTSA proposes a density target of 150 residents and jobs combined per hectare, and provides authorized land uses and minimum density requirements.
641	<b>Protected Major Transit Station Area - Guildwood GO Station</b> The area surrounding and including the existing Guildwood GO Station is a protected major transit station area. As part of the draft OPA 570, this PMTSA proposes a density target of 150 residents and jobs combined per hectare, and provides authorized land uses and minimum density requirements.
745	<b>Major Transit Station Area - McCowan GO Station</b> The area surrounding and including the planned McCowan GO Station is a major transit station area. As part of the draft OPA 570, this PMTSA proposes a density target of 200 residents and jobs combined per hectare, and provides authorized land uses.

**Table 2.2 Major Transit Station Area Descriptions**



**Figure 2.3 Map of Major Transit Station Areas (source: City of Toronto)**

## 2.4 Conservation Authority Policies and Guidelines

The implementation of the Eglinton East LRT project has the potential to result in impacts to the surrounding natural heritage system. Areas that fall under the Toronto and Region Conservation Authority (TRCA) regulation include:

- The lands on both sides of Morningside Avenue south of Ellesmere Road are within the Highland Forest Environmentally Sensitive Area and are contained within a broader Area of Natural and Scientific Interest.
- The Maintenance and Storage Facility will be situated on a parcel north of Sheppard Avenue East, approximately 670 metres west of Morningside Avenue. A portion of the land is regulated by the TRCA where the Rouge River bisects it.
- A portion of the alignment on Sheppard Avenue between Gateforth Drive and Washburn Way / Lapsley Road is regulated by the TRCA.

Further policies and programs of the TRCA which provide direction for the protection and enhancement of these areas should be considered (*Refer to Natural Environment Report for further details*).

## 2.5 Additional Policy and Study Considerations

In addition to the applicable planning policies described above, the Project will help serve the objectives of the following community frameworks, guidelines, initiatives, and studies.

- **Kingston Road Guildwood Planning Study**, which envisions the Guildwood GO Interchange hub as an integral element of the future complete community planned for the area
- **Urban Design Guidelines and Future Secondary Plan for the University of Toronto Scarborough Campus**, which integrates the proposed EELRT connection into the campus environment and ensures the design of the Military Trail and Ellesmere Road rights-of-way can accommodate future light rail infrastructure.
- **City of Toronto Transit Design Guide**, which offers best practices for station connectivity, multi modal site access, and urban design.
- **Avenues and Mid-Rise Building Study**, which plans for growth around the Project alignment while protecting its interface with existing low-rise neighbourhoods through a mid-rise urban form.
- **Major Streets Study**, which aims to bring more housing to Toronto's low-rise residential neighbourhoods on properties along Major Streets. The Project's alignment will add surface transportation to contribute to the equitable distribution of access to housing and community.
- **Toronto Action Plan to Confront Anti-Black Racism**, a collaborative effort in partnership with Black leaders and organizations to address actions in five issue areas across the City, including, Children & Youth Development, Health & Community Services, Job Opportunities & Income Supports, Policing & The Justice System, and Community Engagement & Black Leadership.

Further policies of local official plans which consider the protection and enhancement of natural heritage areas, public transportation, complete streets, parks and open spaces and active transportation should also be considered.

### 3 Neighbourhood Composition

The study area along the corridor has differing existing conditions and potential for change along its length. For the purpose of this review, the Corridor has been divided into six distinct segments character based on their geographic location, Land use characteristics and Rights of Way: Eglinton East Corridor, Kingston Corridor, Morningside Corridor, UTSC Area, Sheppard East Corridor and Malvern Extension, as illustrated on the figure below

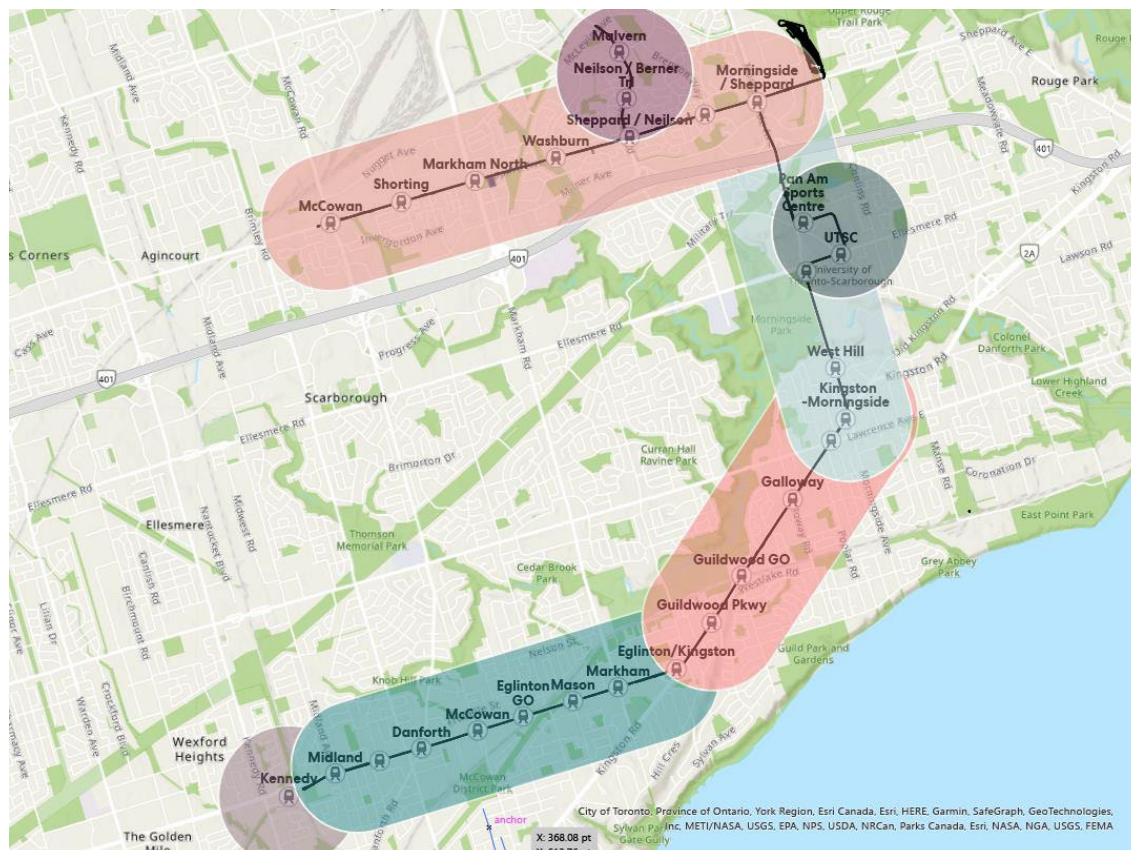


Figure 3.1 Map showing character segments

#### 3.1 Eglinton East Corridor

The Eglinton Corridor extends from Kennedy Road in the west to Markham Road in the east, touching on neighborhoods such as Ion view, Cliffcrest, Eglinton East, Kennedy Park, Scarborough Village and Golddale-Cedarbrae-Woburn. This 3.8km long segment consists of 8 EELRT stop locations; **Kennedy, Midland, Falmouth, Danforth, McCowan, Eglinton GO, Mason and Markham.**

The western end of this Corridor is the current Line 2 terminal station and is home to a future transit hub that will connect the future Line 5 Eglinton Crosstown LRT (ECLRT) Station, Kennedy GO Station that provides access to the Stouffville GO line to Toronto and Kitchener, and the existing Line 2 Kennedy Station with the Eglinton East Light Rail Transit (EELRT). The planned Line 2 Scarborough Subway Extension is under construction and its tunnel will



extend east from the current Line 2 station, under the proposed EELRT Kennedy Station and then further east underneath Eglinton Avenue East, before continuing north underneath Danforth Road and McCowan Road.

This area around the future transit hub plays a crucial role in efficiently transporting passengers between local and regional transportation modes and will potentially see changes in physical and land use characteristics in the near future.

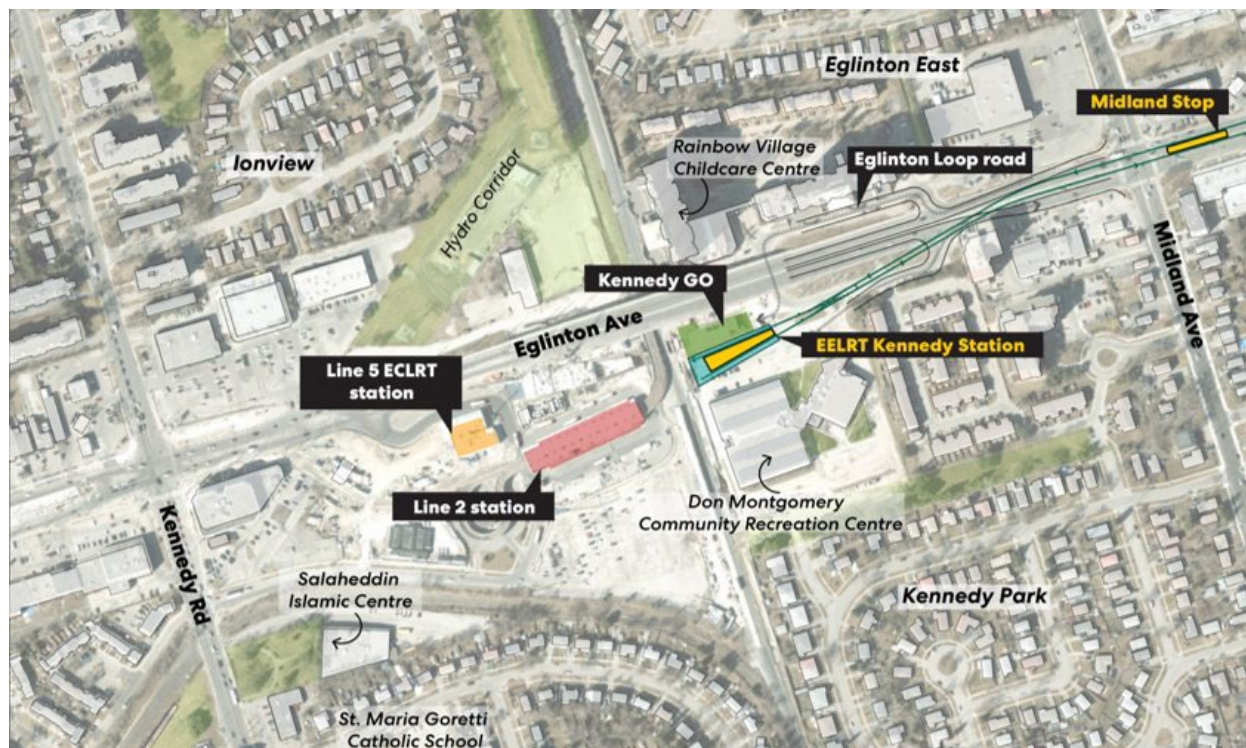
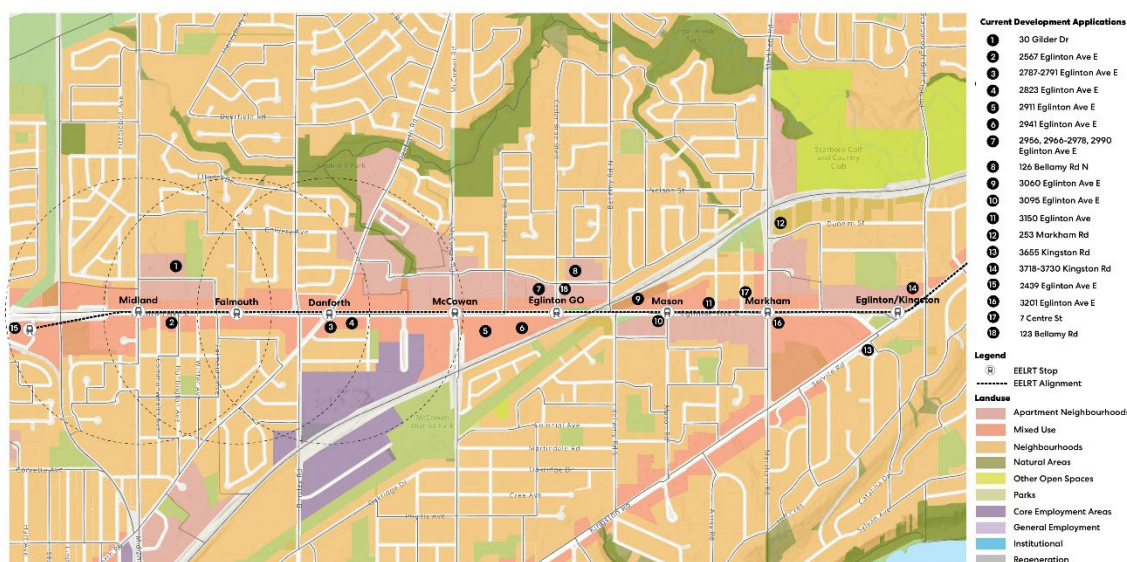


Figure 3.2 Map of Kennedy Station Area

### 3.1.1 Land Use

The areas with direct frontage onto Eglinton Avenue segment predominantly contain **Mixed Use Areas** (See Figure 3.3), a combination of big box grocery stores, strip malls, parking lots, auto shops, and mixed retail, office, and residential buildings. Recent changes in the transit network along Eglinton Avenue and Kennedy station have triggered the redevelopment of several strip mall sites along Eglinton Avenue, and currently, there are 14 development proposals in the Eglinton Segment at different stages of development.

The Lakeshore East GO rail line serving both local and regional eastbound commuters intersects with Eglinton Avenue in this segment. The EELRT Eglinton GO stop will be co-located with the existing Eglinton GO station at the intersection of Eglinton Avenue East and Bellamy Rd.



**Figure 3.3 Land use map with current development applications (source: City of Toronto)**

### 3.1.2 Demographic & Economic Profile of Study Area Residents

The Eglinton segment has a total population of **113,107** which 4.05 % of the population of Toronto and a population density of **8,530 people per square kilometre** which is almost twice as much as the city average of 4,427.8 people per square kilometre. The median income along this segment is under \$73,500 (see Figure 3) which is lower than the city average of \$84,000. The neighborhoods along the Eglinton Segment has a higher-than-average prevalence of low-income households (19%) when compared to the city average of 13.2%. The neighborhoods along the Eglinton segment are also vastly diverse, where approximately 80% of the population living in private households are members of a visible minority population (see Figure 8.2)<sup>1</sup>.

Eglinton Corridor	Population	Population density	Prevalence of low income (%)
Ionview	13382	9925	18.40
Kennedy Park	16518	6562	24.25
Cliffcrest	16184	4677	13.73
Eglinton East	22820	14966	19.50
Scarborough Village	16774	8844	20.23
Golfdale-Cedarbrae-Woburn	27429	6203	20.24
<b>Total</b>	<b>113107</b>	<b>8530</b>	<b>19</b>

**Table 3.1 Population & Income, 2021 by Neighbourhoods (source: City of Toronto, Statistics Canada)<sup>1</sup>**

### 3.1.3 Built Form & Public Realm Characteristics

The average right-of-way along the corridor is 36 metre wide with 3 lanes of traffic in each direction, including priority bus lanes along the curb lane, that runs along Eglinton East from Brimley Avenue. The wide roadway also includes a centre turn lane. A narrow 2 metre existing sidewalk on both sides with few landscaped boulevards and no street furniture on commercial frontages. There are mature trees within the private properties but there are none in the public realm except for very few new trees that were planted as part of recent developments.



In the immediate vicinity of the EELRT Kennedy Station, the built form consists of low-rise residential neighborhood to the east, mid- to low-rise buildings further east, high-rise residential development to the north and across Eglinton Avenue, and the Don Montgomery Community Recreation Centre to the south. The Kennedy GO Station & Subway Station is located in the west.



**Figure 3.2 Existing Transit hub at Kennedy Station (source: Wikipedia)**

The streetscape along Eglinton Avenue in this segment is predominantly characterized by deeper setbacks used for parking lots that support the existing strip malls. These setbacks present design opportunities for wider sidewalks, new active transportation infrastructure, landscaped boulevard with street furniture that enhance the public realm.

Don Montgomery Community Center and parking lot just south of the future EELRT terminal station and Kennedy GO station will potentially be impacted by the new transit hub making way for new public realm and infill opportunities. Another significant feature of this segment is the raised bridge which looks over the rail corridor and the future EELRT station and under this bridge is a parking lot that currently serves the Line 2 TTC Kennedy Station and Kennedy GO which will be potentially reconfigured to allow for a seamless pedestrian movement around the busy station area.



**Figure 3.3 Eglinton GO Station (source: Google Maps)**

With new construction on its way, the area around Eglinton GO station will transform into another busy node where the street configuration and public realm are undergoing changes. This presents opportunities to create a more unified and cohesive public realm. There are also opportunities to improve the public realm around the station area to create more green spaces that link to several parks and Highland Creek Park.

### 3.1.4 Future Changes

The Avenues designation and Mixed-Use land use identified for the Eglinton Avenue East corridor in the Toronto Official Plan (see Figure 2-3) support redevelopment of the adjacent lands into a mixed-use, mid-rise form of development. The existing low-rise commercial buildings with deep setbacks and surface parking lots, are likely to attract development interest, pending market demand.

This linear form of development will be punctuated by higher density nodes at the Kennedy Transit Hub and Eglinton GO Station, as outlined in Our Plan Toronto, pending ministerial approval.

The lands around the Kennedy Transit Hub will be contained within the Kennedy (Subway) PMTSA which has a proposed minimum density target of 200 people and jobs per hectare (PPJ/Ha) across the entire PMTSA and a planned density of 280 PP/Ha. Key sensitive receptors around the EELRT Kennedy Station include the Don Montgomery Community Recreation Centre to the south, and residential townhomes to the east. Currently, a 25-storey residential building containing 205 dwelling units including 58 affordable units at 30 Gilder Dr and a 11 storey midrise mixed use condominium with 101 residential units are to be constructed within the Kennedy PMTSA. TTC is also undertaking station modernization, pavement rehabilitation, and/or bridge and tunnel repairs that is set to begin in 2023.

Similarly, the lands around the EELRT Eglinton GO stop will form the Eglinton GO PMTSA which has a proposed minimum density target of 150 PPJ/Ha across the entire PMTSA and a planned density of 241 PPJ/Ha. Parcels directly fronting onto Eglinton Avenue East will be required to provide a minimum density of 1.5 to 3.0. A new 44 storey mixed-use condominium has been approved at 2941 Eglinton Avenue East beside the Eglinton GO station with 555 residential units and this development is currently in pre-construction.

Together, this anticipated development activity will lead to an increase in pedestrian activity along the corridor, necessitating wider sidewalks, dedicated infrastructure for active transportation and the creation of high-quality

public spaces. This need will be particularly acute within proximity to and providing access to planned LRT stops. Moreover, the increased density is likely to drive a greater demand for community amenities, social support services, parks and schools.

## 3.2 Kingston Corridor

Kingston Road is a major arterial in Toronto that serves both local and regional traffic. Historically, Kingston Road was said to have origins in prehistoric Lake Iroquois and the shoreline is believed to be a prehistoric route. In the 19<sup>th</sup> century, the road constructed as a colonial road to connect Toronto (then known as York) with Kingston in the east.<sup>1</sup> This Segment of the LRT extends from Eglinton Avenue East to the Kingston-Lawrence-Morningside (KLM) Intersection. Due to the diagonal nature of this road parallel to the present-day shoreline of Lake Ontario, it forms the terminus of many east -west streets resulting in complex geometries at intersections. This 3.6-kilometre-long segment cuts through neighborhoods such as Guildwood, West Hill, and Gofdale-Cedarbrae-Woburn and features multiple EELRT stops, including **Eglinton/Kingston, Guildwood Parkway, Guildwood GO, Galloway, Lawrence, and Kingston-Morningside.**

### 3.2.1 Land Use

The lands with direct frontages to Kingston Road within the Kingston segment have an overall mixed-use context and are designated as combination of Mixed-Use Areas, Neighbourhoods, and Apartment Neighbourhoods. Uses on these lands include residential neighborhoods and apartments, gas stations, auto shops and car dealerships, storage facilities, places of worship, restaurants, and strip malls with a range of office, commercial, and retail uses. As a designated Avenue by the City of Toronto, Kingston Road will potentially undergo re-urbanization with new housing and job opportunities. Currently, there are 7 active development proposals in the Kingston Segment at different stages of development - most of them residential.

Towards the east end of the Kingston segment and in the vicinity of the KLM intersection, there are existing higher density apartment neighborhoods and key local shopping mall destinations, **Kingston Square** and **Morningside Crossing**. There is an opportunity to redevelop the mall surface parking lots to create a signature destination, supported by the EELRT service.



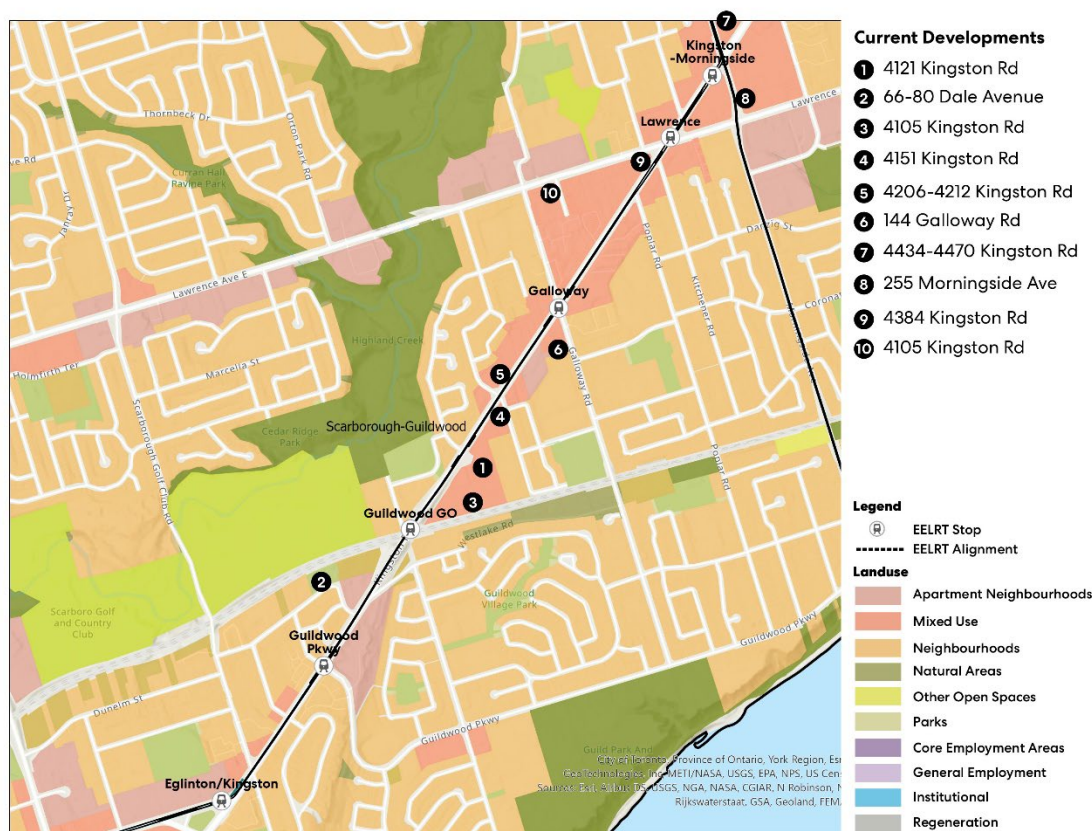


Figure 3.4 Land use map with current development applications (source: City of Toronto)

### 3.2.2 Demographic & Economic Profile of Study Area Residents

The Kingston segment has a total population of **65,640** which is 2.35 % of the population of Toronto and a population density of **14,043 residents per square kilometre**, which is more than thrice as high as the citywide average of 4,427.8 people per square km.<sup>1</sup>

In **Figure 7.1**, it is evident that the neighborhoods on the southern side of Kingston Road have a higher median income compared to the citywide average of \$84,000, highlighting a disparity in income levels within the Scarborough-Guildwood Ward. Conversely, the neighborhoods to the north of Kingston Road have significantly lower median incomes, underscoring income inequality along this segment. Overall, the **prevalence of low income population (16%)** is higher in neighbourhoods along Kingston Road when compared to the citywide average of **13.20%**.<sup>1</sup>

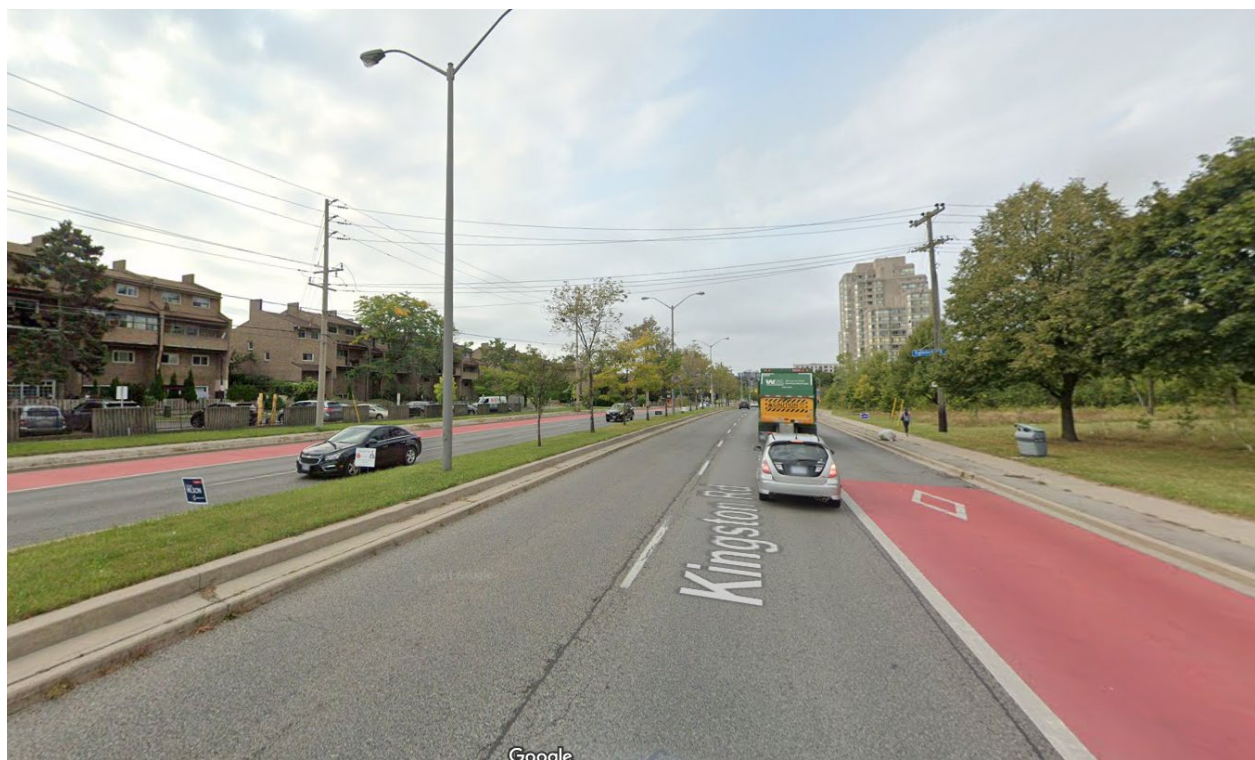
**Figure 7.2** reveals that the visible minority population is lower in the higher-income neighborhoods located south of Kingston Road, while it is higher in the lower-income neighborhoods to the north. This illustrates a demographic contrast in terms of visible minority populations across the income-diverse neighborhoods along Kingston Road.<sup>1</sup>

Kingston Corridor	Population	Population density	Prevalence of low income (%)
Guildwood	9797	3221	7.75
West Hill	28414	32705	21.36
Golfedale-Cedarbrae-Woburn	27429	6203	20.24
<b>Total</b>	<b>65640</b>	<b>14043</b>	<b>16</b>

*Table 3.2 Population & Income, 2021 by Neighbourhoods (source: City of Toronto, Statistics Canada)1*

### 3.2.3 Built Form & Public Realm Characteristics

The average ROW along the corridor is 36 metre wide 3 lanes of traffic in each direction, including a shared bike path and priority bus lanes along the curb lane that runs along Kingston Road, and an existing 3 metre sidewalk on both sides of the street with a landscaped boulevard including new tree planting. Mature tree canopies are found within private properties with the foliage extending into the existing public realm.



**Figure 3.4 ROW along Kingston Avenue**

The section of Kingston Road from Eglinton Avenue to Guildwood Parkway has a mix of rowhouses, strip malls, and single use buildings on the north and south sides of the street. The section between Guildwood Parkway and Galloway Road predominantly consists of high-rise apartment buildings and green natural areas on both sides of the street, towards the west end. Towards the east, Guildwood GO station, auto shops, and row houses are on the south side of the street, and on the north side of the street, there are row houses, townhouses, auto shops, and commercial establishments within strip malls and single use buildings.

Notably, the Native Child and Family Services of Toronto building is located at the north-west corner of Kingston Avenue and Galloway Road and has a unique building form and materiality. There are also significant social support organizations such as the East Scarborough Storefront that support local residents in finding the social services they need in partnership with 35 organizations in the area.

The section between Galloway Road and Morningside Avenue consists of taller apartment buildings, a rowhouse development complex with a private road adjacent to Kingston Road, and various commercial single use buildings and strip malls in the south. Kingston Square occupies the block between Lawrence Avenue and Morningside Avenue.



**Figure 3.4 Taller Apartment Buildings along Kingston (source: google maps)**

On the north side, there are rowhouses with access to Kingston Road, auto shops, strip malls containing multiple uses, a car dealership, bank, gas station, and mid- to high-rise apartment buildings across from Kingston Square.

Generally, Kingston Road east of the Guildwood GO station lacks street trees and a has a minimal public realm. The streetscape along Kingston Road in this segment is predominantly characterized by deeper setbacks used for parking lots that support the existing strip malls or serve as buffers to adjacent residential neighbourhoods. These setbacks present design opportunities for wider sidewalks and enhance the pedestrian realm.





**Figure 3.6 Guildwood GO Station**

Today, the rail corridor and Kingston Road bridge are barriers that restrict pedestrian and cyclist movement across Kingston Road from Livingston Road North to Celeste Drive, there is an opportunity to extend the Highland Creek Trail from Livingstone Road to the GO station, under the Kingston Road bridge, to increase access and make it easier for pedestrians and cyclists to cross the road.

### 3.2.4 Future Changes

Guildwood GO station provides national and regional transit service to the community and includes the Lakeshore East GO rail line and the VIA Rail line and the station area is a key receptor for density along the segment. The lands around the EELRT stops (Guildwood Parkway, Guildwood GO and Galloway) and the existing GO station will form the Guildwood GO PMTSA, which will significantly transform the area as the City plans to raise the density from 41 PPJ/Ha to a proposed minimum density target of 150 PPJ/Ha and planned density of 241 PPJ/Ha. Awaiting ministerial approval, parcels directly fronting onto Kingston Road will be required to provide a minimum density of 0.5 to 3.5, with the highest densities directly adjacent to the Guildwood GO station. Such changes in land use are already seen in planned developments such as 200 Poplar Road where an existing school site is being reimaged as a cluster of townhomes.

Recently the station area around Guildwood GO underwent improvements that included replacing and expanding the existing Guildwood GO station buildings, replacing the existing tunnel under the tracks with a new and larger tunnel, providing for additional bicycle parking, improving passenger pick-up areas, adding new canopies on the waiting platforms and constructing a utility building on the site. These changes to the station area demand demand improved last mile connectivity that provides easy access from the stations to neighbourhoods to the north and south. With close access to the Ravine and other green spaces, the segment also presents multiple opportunities to connect to nature through the neighbourhoods, offering opportunities to implement a wide public realm with dedicated active transportation.

The larger parcels, older low-rise buildings and Mixed-Use designation at the KLM Intersection is likely to attract significant development attention with the arrival of the planned EELRT. Currently, there is a proposal for a development at 255 Morningside Avenue with 28 & 18-storey mixed-use condominium buildings, containing 523 residential units with ground floor retail.

The increased density and land use changes along the corridor is likely to drive a greater demand for community amenities and social support services.

### **3.3 Morningside Corridor**

The Morningside Corridor spans from the Kingston-Morningside-Lawrence (KLM) intersection to Sheppard Avenue along Morningside Avenue, encompassing several diverse neighborhoods such as West Hill, Morningside, Highland Creek, Morningside Heights, and Malvern East. This segment excludes the EELRT stops around the University of Toronto Scarborough Campus and Pan Am Sports Centre. This stretch measures 3.6 kilometres in length and features **West Hill and Ellesmere** EELRT stops. A significant portion of the corridor cuts through the Environmentally Significant Highland Creek Area on the south side and is intersected by the ON Highway 401 Express in the north.

#### **3.3.1 Land Use**

The lands with direct frontages to Morningside Avenue within the Morningside segment are designated as a combination of Neighbourhoods, Apartment Neighbourhoods, Mixed-Use Areas, Natural Areas, Institutional Areas, and General Employment Areas with the predominant ones being Neighbourhoods and Natural Areas. The intersection of Morningside Avenue and Kingston Road is intended to be a Mixed-Use node.

The uses of these lands include residential neighbourhoods and apartments, schools, gas stations, a sports center, supermarkets, and a range of office, commercial, and retail uses in strip malls and shopping plazas. Currently, there is very little development activity along this corridor since most of the area around is designated Environmentally Sensitive Area (ESA) that require special protection to preserve their environmentally significant qualities. The only developments are closer to KLM Intersection, which is a fast-growing center and closer to the highway.

The land use in part of the segment is governed by the Highland Creek Secondary Plan and the plan highlights the lands east of Morningside Avenue, north of Ellesmere Road and west of Conlins Road, shown as Area A on Map 2-1 of the Highland Creek Secondary Plan are within the area of potential influence of the landfill site. Any construction of on these lands will only be carried out in accordance with the policies outlined in Section 1.1.5 of the Secondary Plan.

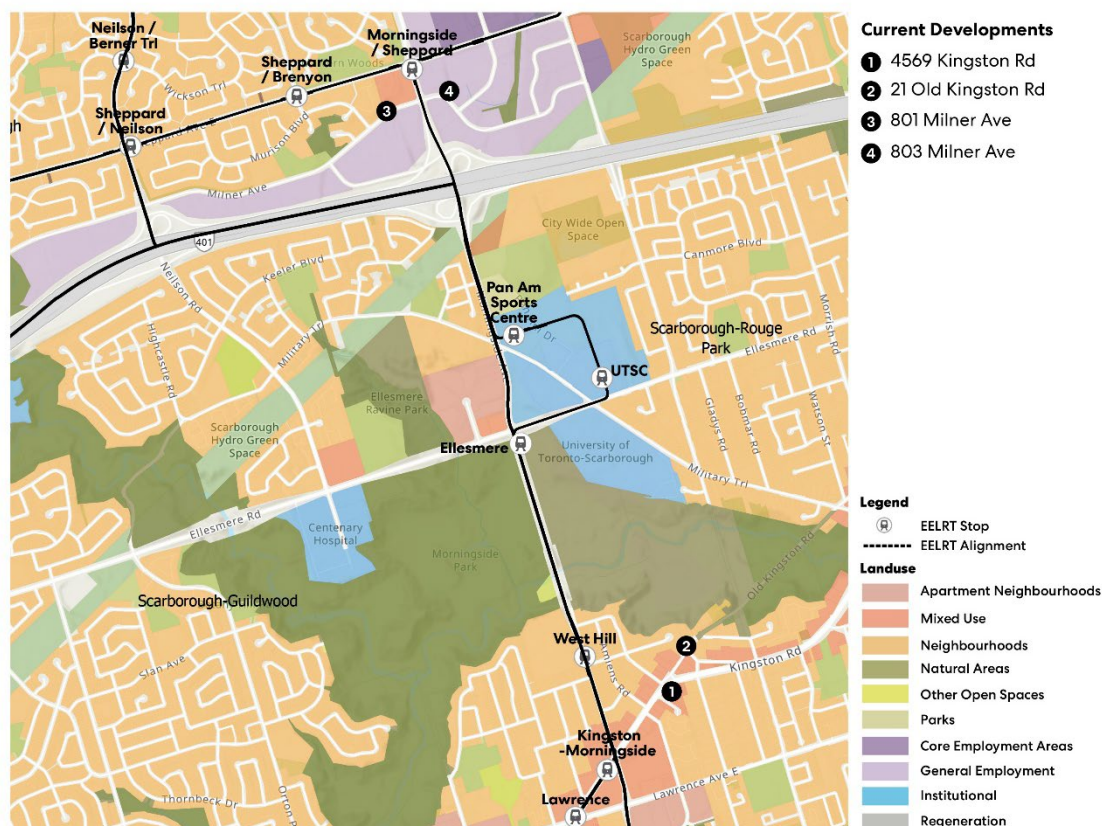


Figure 3.7 Land Use Map of Morningside segment showing future developments

### 3.3.2 Demographic & Economic Profile of Study Area Residents

The Morningside segment is home to a total population of **109,885**, which accounts for approximately 3.93% of Toronto's overall population. The population density in this area is notably high, with **11,262 residents per square kilometre**, which is three times the citywide average of 4,427.8 people per square kilometre.<sup>1</sup>

In terms of economic indicators, the median income in the Morningside segment is in line with the citywide average, standing at \$84,000. Additionally, the communities within this segment have a 14% of their population living below the Low-Income line, which is comparable to the citywide average of 13.2%.<sup>1</sup>

The neighborhoods along Morningside Avenue are known for their cultural diversity, particularly in the northern portion near Sheppard Avenue, where there is a higher concentration of visible minority populations. (see Figure 7.2).<sup>1</sup>

Morningside Corridor	Population	Population density	Prevalance of low income (%)
West Hill	28414	32705	21.36
Morningside	17708	5156	15.80
Highland Creek	12678	3843	8.25
Morningside Heights	24972	6150	7.85
Malvern East	26113	8454	16.00
<b>Total</b>	<b>109885</b>	<b>11262</b>	<b>14</b>

Table 3.3 Population & Income, 2021 by Neighbourhoods (source: City of Toronto, Statistics Canada)<sup>1</sup>



### 3.3.3 Built Form and Public Realm Characteristics

Between Kingston Road and Ellesmere Road, which includes the stretch through Morningside Park, the corridor has an average right-of-way (ROW) width of 26 metres. This includes 1 lane of traffic in each direction, including a shared bike path and priority bus lanes along the curb lane that runs along Morningside Avenue, and a narrow existing 1.5 metre sidewalk on both sides of the street with a 3.3 metre wide landscaped boulevard including new tree planting. Access to the Upper Highland Creek Trail and Morningside Park is available from the west side of Morningside Avenue, situated between Ellesmere Road and Highland Creek.



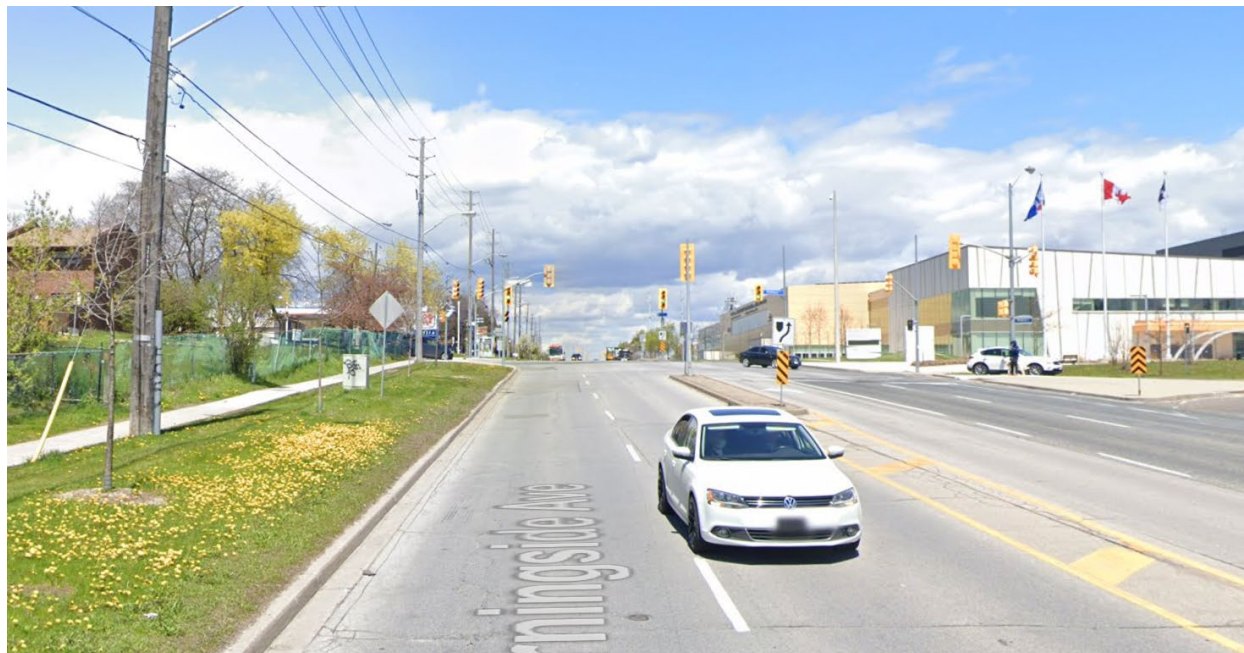
**Figure 3.5 Residential Frontages along Morningside Avenue (source:Google Maps)**

North of Ellesmere Road to Sheppard Avenue East, the Morningside Road ROW is 35.5 metre wide with two lanes in each direction and an existing narrow 1.5 metre wide sidewalk on both sides of the street, except between Pan Am Drive and Cinemark Drive. In this particular area, the sidewalk on the east side gradually disappears as it approaches Highway 401. A wide landscaped boulevard of widths ranging from 3.5 metres – 7.5 metres is also part of the boulevard and has some new tree planting. This portion of Morningside Avenue is within a close proximity to the Hydro Corridor and plays a crucial role in establishing connections to the future Meadoway project along the Hydro Corridor.



**Figure 3.6 Natural Areas along Morningside Avenue (source: Google maps)**

The section of the Morningside segment from Kingston Avenue to Highland Creek has a mix of building typologies, including mid- to high-rise apartment buildings, a school, and a mixed-use strip mall at the intersection of Morningside Avenue and Kingston Road. Further north of this intersection, semi-detached and single-family homes, each one 1-2 storeys in height, line both sides of the street, and West Hill Collegiate Institute is located just south of Highland Creek. North of Highland Creek to Ellesmere Road, the Highland Creek Ravine natural areas flank both sides of Morningside Avenue. Buildings between Ellesmere Road and Highway 401 have an institutional character to the east where the UTSC and Pan Am Sports Centre are located, and a mixed character to the west with gas stations, high-rise apartment buildings, row houses, and semi-detached homes back-lotted onto Morningside Avenue. North of Highway 401, an industrial and office complex is located on the west side of Morningside Avenue, and shopping plazas of big box stores, restaurants, supermarkets, and other commercial and retail establishments.



**Figure 3.7 Morningside along UTSC North Campus**

### 3.3.4 Future Changes

Key sensitive receptors along this Segment include the Residential Neighbourhoods, Morningside Park, and Intersection with Highway 401. The proximity Highland Creek and Morningside Park presents opportunities to connect the local and regional population to nature while considering the ways in which the Environmentally Sensitive Areas is impacted due to the construction and operation of the EELRT. Potential impacts and mitigation measures are discussed in Chapter 5 of this report.

North of the new Military Trail, the segment of Morningside Avenue will be subject to potential changes in land use and frontage conditions, aligning with the University of Toronto Campus Master Plan's vision for the North Campus expansion. The anticipated rise in institutional uses, such as academic buildings and student residences, will necessitate the establishment of a safe and high-quality public realm with wide sidewalks, dedicated active transportation infrastructure and a wide landscape strip with continuous tree canopy. The planned Durham – Scarborough BRT runs east-west intersecting Morningside Avenue at Ellesmere Road. Coordination of intersection design and public realm are necessary at these intersections.

The employment land situated north of Highway 401 currently houses big box stores and storage units, surrounded by vast parking lots. These parking areas offer prospects for future mixed-use developments and



infill projects. Additionally, this area provides multiple opportunities for connectivity to the Hydro Corridor and Rouge Valley, with the potential alignment of public realm improvements outlined in *The Meadoway* initiative.

### 3.4 University of Toronto Scarborough Campus (UTSC)

The University of Toronto Scarborough Campus (UTSC) segment is between Ellesmere Road and Military Trail, just off of Morningside Avenue on the east side. This segment is **1.6km** long and contains the EELRT **UTSC** and **Pan Am Sports Centre** stops. These stops will serve the Highland Creek neighbourhood, which includes the University lands. Through coordination with UTSC, the proposed design will utilize the future New Military Trail established through the University's Master Plan and Draft Secondary Plan to serve both the north and south campuses.

#### 3.4.1 Land Use

The lands with direct frontages to the Military Trail within this segment are designated as Institutional Areas, Natural Areas and Neighbourhoods. The institutional uses on these lands are made up of educational and ancillary uses provided by the University of Toronto Scarborough and Centennial College. The Toronto Pan Am Sports Centre is a community institution which serves the nearby neighborhoods. East of the University campus, residential neighbourhoods are within the vicinity of the EELRT stops. The lands designated as Natural Areas in this segment represent the Highland Creek Ravine and Morningside Park. In the UTSC segment at the intersection of Ellesmere and Morningside Avenue, there is currently one development proposal at 1053 Military Trail.

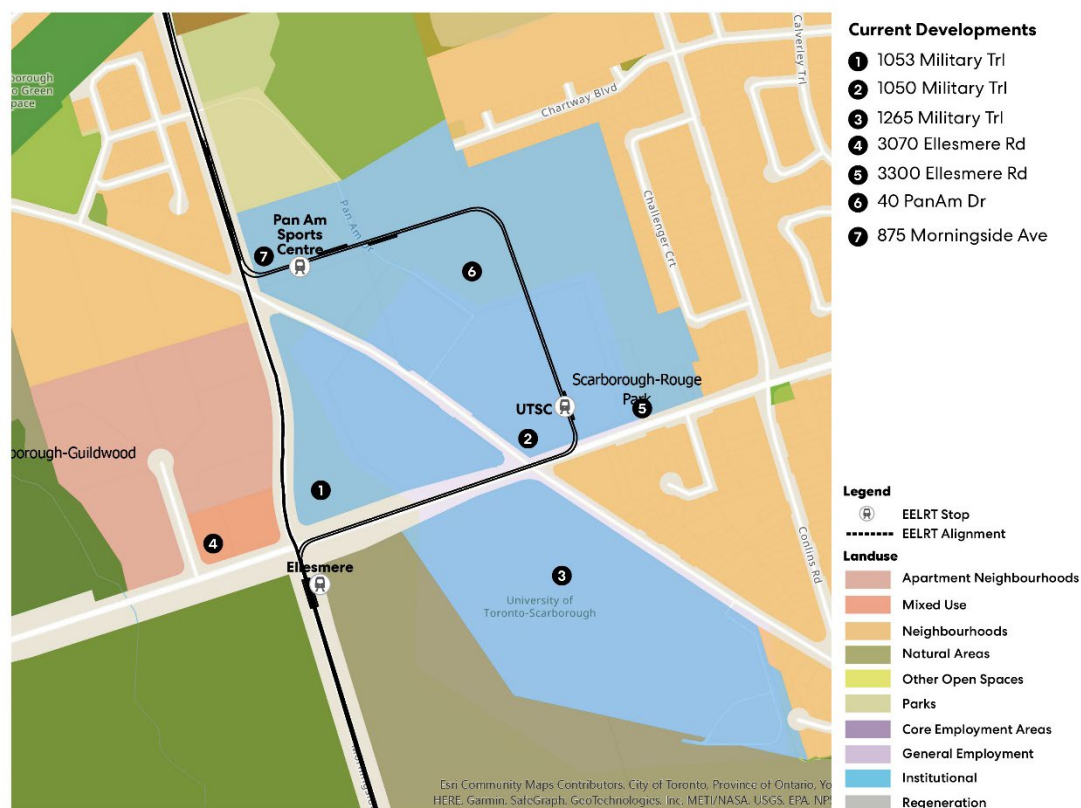


Figure 3.8 Land Use Map of UTSC showing future developments

### 3.4.2 Demographic & Economic Profile of Study Area Residents

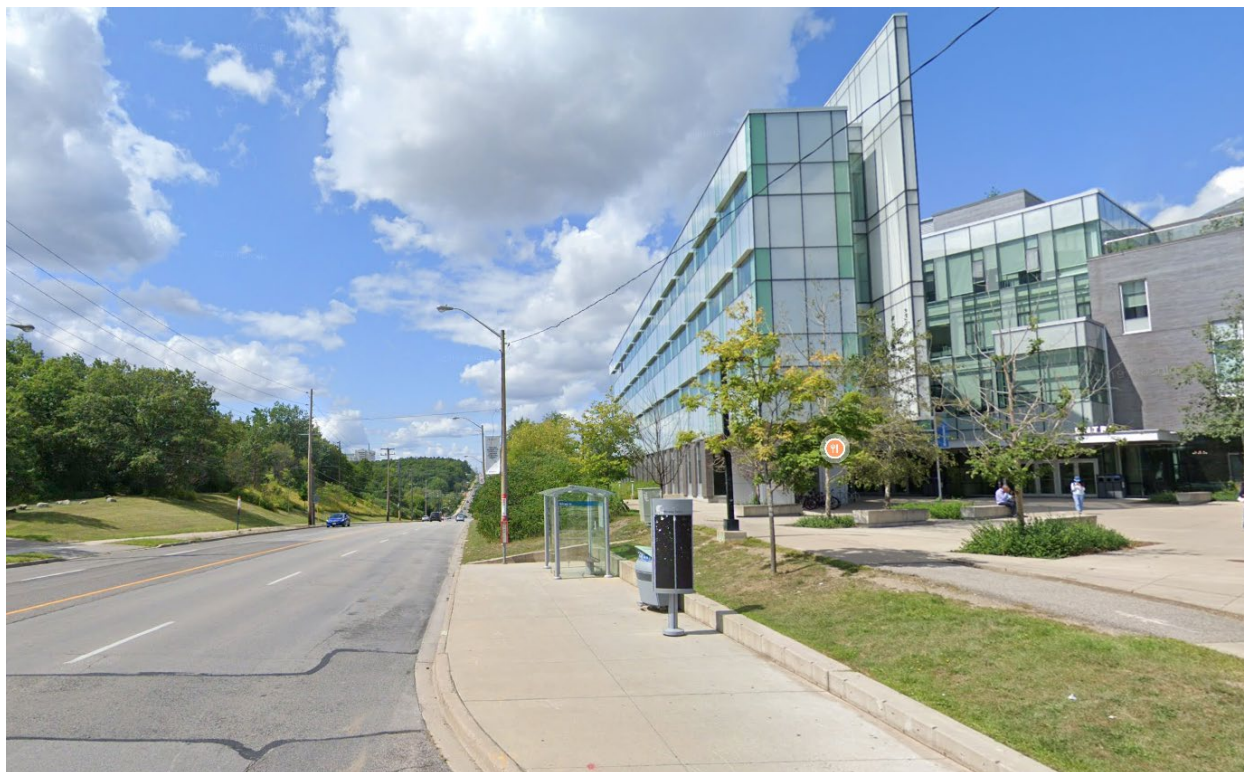
The EELRT will accommodate a large volume of transit users that will be travelling to and from the campus, but the campus is not intended to serve as a regional transit hub. The proposed alignment in this segment is planned to enhance access to the University campus for students, staff, and surrounding neighbourhood. This segment is home to **20,386** residents which is 1.09% of the city average but this does not include the transient population that commutes to area for work and study. This segment has a median household income level of \$103,000, which is higher than the city average of \$84,000 and also has lower than low-income population (12%) when compared to the citywide average of 13.2%. The neighborhoods along the UTSC segment are also vastly diverse, where approximately 63-80% of the population living in private households are members of a visible minority population<sup>1</sup>

Over the next few years, it is expected that the number of transit users will increase as the EELRT runs along the New Military Trail through the UTSC. A projected 7 out of 10 transit users to and from UTSC will be using the EELRT, amounting to 16,000 daily LRT trips to and from the campus by 2041. Additionally, UTSC has increased its capacity to house an influx of students with the opening of the new first year undergraduate building, which will provide 746 more beds by 2023.

### 3.4.3 Built Form and Public Realm Characteristics

The New Military Trail ROW will be 36 metres wide with the LRT running in the middle, with one lane in each direction and a wide public realm with dedicated cycle track, a continuous tree canopy and ample sidewalk space that integrates with the public realm of the buildings that are currently proposed and planned. In coordination with the UTSC Masterplan, the EELRT will run along the New Military Trail as the existing Military Trail will become a pedestrianized central open space in the North Campus. The topography along Ellesmere Road is sloped up towards New Military Trail from Morningside Avenue with sloped embankments on either side. The sidewalks on the north side are discontinuous with paths leading into the campus. The south side of Ellesmere Road lines the UTSC valley and the south campus. The planned Durham-Scarborough BRT runs along Ellesmere Road with stops at New Military Trail. The EELRT stops in this segment are located at the planned major pedestrian corridors and plazas; thus, minimizing conflict with transit operations and providing a safe, enhanced streetscape for high volumes of pedestrian traffic is a priority.

As it exists today, there are parking lots to the west and east of New Military Trail and Project alignment and the Pan Am Sports Centre in the north. On the north side of Ellesmere, there are academic buildings which include Centennial College and the UTSC Environmental Science and Chemistry Building. On the south side of Ellesmere Road, there are natural areas and further south, there are student residences. Envisioned in the UTSC Master Plan, a mixed-use node will be established at the intersection of New Military Trail and Ellesmere Road with academic and residential use buildings. Additional academic buildings and partnership developments will be generally located on both the west and east sides of New Military Trail, and athletics and recreation buildings are located north of New Military Trail (*UTSC Master Plan*).



**Figure 3.9 Ellesmere Road at Old Military Trail showing Instructional Centre (source: Google Maps)**

### 3.4.4 Future Changes

Future changes in UTSC are primarily shaped by the 2011 University of Toronto Scarborough Campus Master Plan and the 2022 Landscape and Public Realm Master Plan. The Campus Master Plan details how the campus will grow to support the academic mission of the University while contributing to build a thriving community around it. The master plan focuses on maximizing the use of existing facilities to create a vibrant campus life, optimizing transportation options through the Integration of Eglinton East LRT and Durham-Scarborough BRT, and supporting active modes of transportation and improving pedestrian and cycling infrastructure.

There is currently one development proposal at 1053 Military Trail, the **“Indigenous House”** with dedicated spaces for Indigenous learners, faculty and staff. Additionally, the **Scarborough Academy of Medicine and Integrated Health (SAMIH)**, a 6-storey institutional and retail building, has been approved at the time of this report and will commence construction in the near future. UTSC recently finished construction of a **9-storey student residence** on the northeast block of Ellesmere Road and Military Trail, and the **Sam Ibrahim Centre**, a five-storey building located at the northeast corner of Military Trail and Pan Am Drive.

Together, these recent and future developments and existing landmark structures, such as the PanAm Sports Centre, Instructional Centre I, the Environmental Science and Chemistry building, and Centennial College will increase urban activity in this area. New Military Trail offers opportunities for planned developments along the street to maintain a consistent street wall with generous setback supporting a vibrant campus life. Additionally, it provides chances to establish a secure public space seamlessly integrated with transit facilities.

The proposed Durham-Scarborough Bus Rapid Transit (DSBRT) is planned to run along Ellesmere Road and the ROW on Ellesmere will be shared by both the EELRT and DSBRT with coordinated stop locations. An enhanced public realm is necessary to provide comfort for large volumes of commuter traffic at this interchange and ensure



safety while crossing. The operation of these two major transit initiatives will potentially trigger a change in land use in nearby mixed use, employment, and greenfield sites.



*Figure 3.10 Artistic rendering showing UTSC Master Plan (source: UTSC)*

## 3.5 Sheppard Segment

The Sheppard segment is between Morningside Avenue and McCowan Road along Sheppard Avenue, and touches upon several neighbourhoods, including Morningside Heights, Malvern East, Highland Creek, Malvern West, and Agincourt South-Malvern West. This segment is 5 km long and contains the EELRT stations such as **Sheppard/Brenyan, Sheppard/Neilson, Washburn, Markham North, Shorting, and McCowan** stops. McCowan is the terminal station and the parcel northeast of McCowan Station is home to a future Bus Rapid Transport Hub. In addition to this, two spur lines also emerge from this segment: **Conlins Maintenance and Storage Facility (MSF)** and **Malvern Extension**.

The Conlins MSF site is on a wedge of land extending from Rouge Valley in the north and Sheppard Avenue in the south, Thornmount Drive in the west and Conlins Rd to the east. This storage facility is designed to store multiple Light Rail Vehicles

### 3.5.1 Land Use

The lands with direct frontages to the Sheppard Avenue in this segment are predominantly designated as Neighbourhoods, with Employment lands on the north side of Sheppard Avenue between Markham Road and McCowan road. A small number of areas are designated Mixed use or Apartment Neighbourhoods. These uses on these lands include residential and apartment neighborhoods, places of worship, strip malls and shopping plazas with a various commercial, retail, and medical office uses, gas station, auto shops and car dealerships, TTC garage, a storage facility, a research facility, and industrial warehouses. Currently, there are 5 development proposals in the Sheppard Segment at different stages of development.

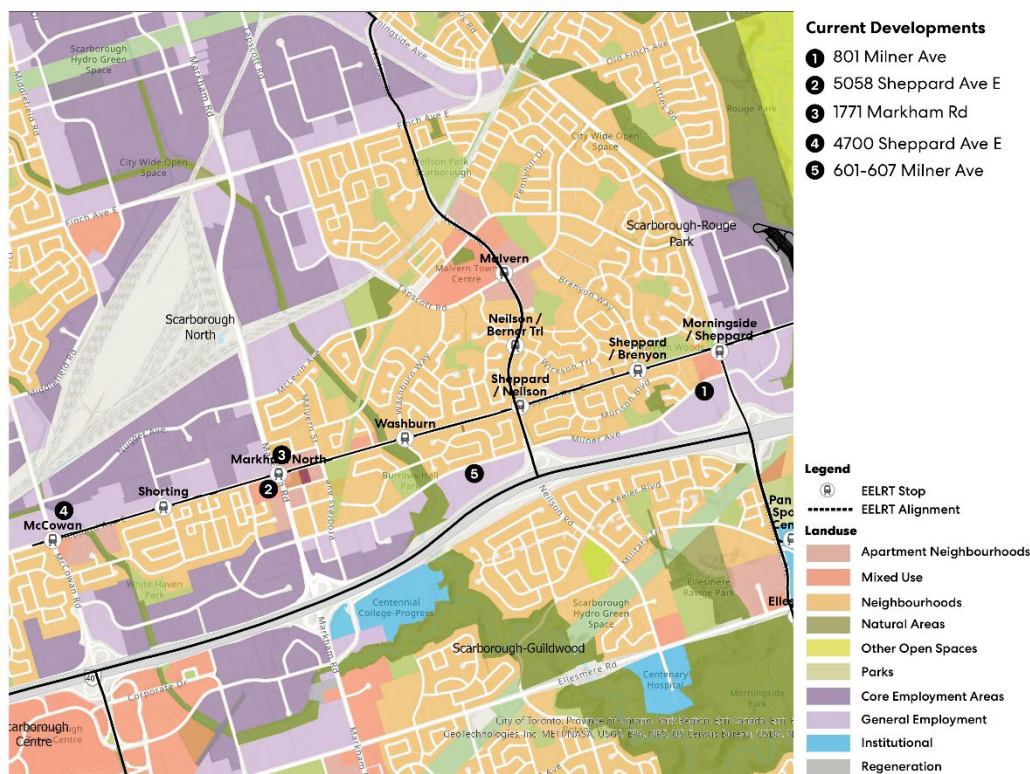
The Conlins MSF is primarily industrial, with residential neighborhoods located farther east. To the west lies the Transportation Services Winter Maintenance Depot. North of the site, Rouge Valley, an Environmentally Significant Area within the Ontario Greenbelt, is situated. A tributary of Rouge River flows through the site from north to south until it is entirely buried underground just south of Sheppard Avenue. Given its sensitivity, this area demands extra protection to preserve its distinctive environmental features.

### 3.5.2 Demographic & Economic Profile of Study Area Residents

The Sheppard segment has a total population of **85,277** which 3.05 % of the population of Toronto and a population density of **6,856 people per square kilometre** which is higher than the city average of 4,427.8 people per square km. The median income along this segment is under \$73,500 (see Figure 7.1) which is lower than the city average of \$84,000<sup>1</sup>. The neighborhoods along Sheppard Segment have a higher than prevalence of low income households (15%) when compared to the city average of 13.2%. The neighborhoods along the Sheppard segment are also vastly diverse, where approximately 80% of the population living in private households are members of a visible minority population (see Figure 7.2).<sup>1</sup>

<b>Sheppard Corridor</b>	<b>Population</b>	<b>Population density</b>	<b>Prevalence of low income (%)</b>
Malvern East	26113	8454	16.00
Malvern West	17354	8083	13.27
Agincourt South-Malvern West	14020	4757	14.90
Agincourt North	27790	6128	16.93
<b>Total</b>	<b>85277</b>	<b>6856</b>	<b>15</b>

**Table 3.4 Population & Income, 2021 by Neighbourhoods (source: City of Toronto, Statistics Canada)<sup>1</sup>**



**Figure 3.11 Land Use Map of Sheppard Segment showing future developments**

### 3.5.3 Built Form & Public Realm Characteristics

The right-of-way (ROW) along the entire stretch of Sheppard Avenue measures approximately 36.6 metres in width. It accommodates two lanes of traffic in each direction, with a narrow 1.5-metre-wide existing sidewalk on both sides of the street. Separating the roadway from the sidewalk, there is a 7-metre-wide landscape buffer featuring a combination of new and mature trees.

The section of Sheppard Avenue from McCowan to Markham Road is primarily characterized by Employment Areas on the north side and host various businesses, including automotive facilities, medical centers, large storage units, warehouses, restaurants, and gas stations. Additionally, the Toronto Transport Commission's Malvern Garage is situated on the northwest side of Sheppard Avenue and Markham Rd. The presence of these employment areas with substantial parking lots provides an opportunity to create a generous public realm, complete with wide sidewalks, dedicated cycle tracks, and a continuous tree canopy. On the south side of this segment, single-family homes with backyard fences line the street.





**Figure 3.12 Employment Areas on the North side of the street (source: Google Maps)**



**Figure 3.13 ROW along Malvern Woods (source: Google Maps)**

Moving from Markham Road to Morningside Avenue, Sheppard Avenue transitions into a residential area, with homes whose backyards face the street, similarly enclosed by fences. In this section, there are challenges related to public realm safety due to poor lighting, limited "eyes on the street," and constrained accessibility due to continued fences.

Throughout the Sheppard segment, there are mature trees within the Public ROW and within residential backyards, which must be preserved and protected, especially along Malvern Woods where healthy mature trees line north side of the street.

### 3.5.4 Future Changes

The EELRT reaches the terminus at McCowan Road on Sheppard Avenue and is home to a new TTC Subway Line 2 terminus with a station building and waiting area (see *Figure 3.8 below*). The public realm around this station area must conform to the plans of this proposed station.



**Figure 3.14 Station Area map of Sheppard and McCowan Station (source: Metrolinx)**

The lands around the Sheppard and McCowan Transit Hub will be contained within the McCowan PMTSA which has a proposed minimum density target of 200 people and jobs per hectare (PPJ/Ha) across the entire PMTSA and a planned density of 211 PP/Ha. These lands around the transit area will potentially see new mixed-use developments. Currently, an 11-storey mixed-use development is proposed close to Brimley Road.

Further east, the employment areas with large parking lots they will remain largely stable with opportunities for limited public realm and stie landscaping opportunities to improve the Sheppard public realm. Currently there are two proposals; 1771 Markham Road, a 24 storey condominium building and 5131 Sheppard Avenue East, a Low to Mid-rise multi-housing development with 207 residential units are currently going into construction. This anticipated future changes will result in a higher volume of The LRT will focus on improving pedestrian experience along the corridor, with broader sidewalks, dedicated infrastructure for active transportation, and the establishment of top-notch public spaces that support safe access to the LRT stops and the neighbourhoods. This demand will be especially critical near planned LRT stops, where wider access points are essential. Furthermore, the intensified population density is likely to fuel a greater need for community amenities, social support services, parks, and schools.

Moving farther east, the residences along Sheppard Road are not slated for immediate changes. However, the public space in this segment must focus on preserving the existing mature canopy while exploring possibilities for

additional planting. Given the back-lotted condition where residential fences border the street, it is vital to ensure a safe public environment with ample lighting and barrier-free access.

### 3.6 Malvern Extension

The Malvern Extension of the LRT extends from Sheppard Avenue along Neilson Road to Malvern Town Centre and touches upon several neighbourhoods, including Malvern East and Malvern West. This segment is 1.1 km long and contains the EELRT stations such as **Neilson/Berner Trl and Malvern**. The terminal station of this extension is at Malvern Town Centre is proposed to be redeveloped into a mixed-use community consisting of 13 buildings.

#### 3.6.1 Land Use & Built Form

The lands with direct frontages on Neilson Rd in this segment are predominantly designated as Neighbourhoods, Mixed Use and Apartment Neighbourhoods. These uses on these lands include single family residences, apartment neighbourhoods and a shopping various a various commercial and retail uses and certain government services, gas station, places of worship, and school. Currently, there are 4 development proposals in this extension with the most important one being Malvern Town Centre development.

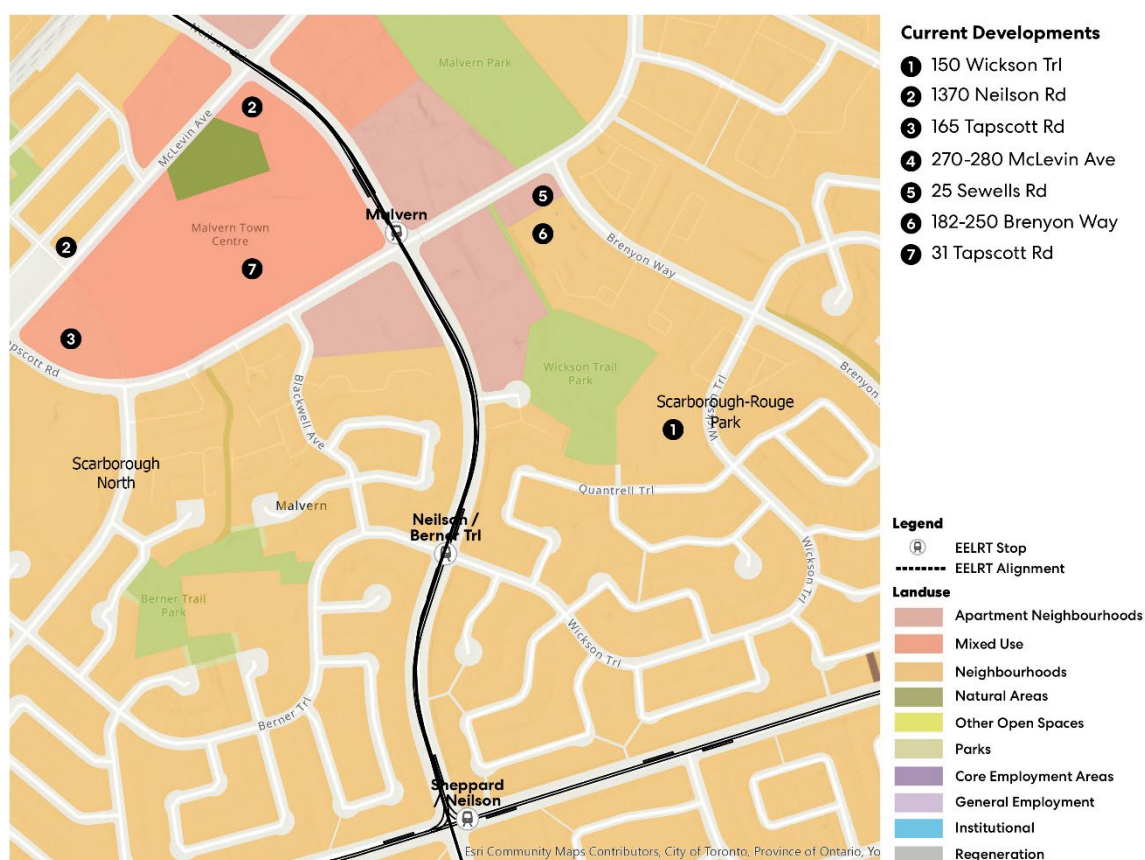


Figure 3.15 Land Use Map of Malvern Extension showing future developments



### 3.6.2 Demographic & Economic Profile of Study Area Residents

The Malvern Extension segment has a total population of **43,467** which 1.56 % of the population of Toronto and a population density of **8,269 people per square kilometre** which is almost twice as much as the city average of 4,427.8 people per square kilometre. The median income along this segment is above \$84,000 (see Figure 7.1) which is the same as the city average of \$84,000. The neighborhoods along the Malvern Segment have a higher than prevalence of low income households (15%) when compared to the city average of 13.2%. The neighborhoods along this segment are also vastly diverse, where approximately 80% of the population living in private households are members of a visible minority population (see Figure 7.2).<sup>1</sup>

Malvern Extension	Population	Population density	Prevalence of low income (%)
Malvern East	26,113	8,454	16.00
Malvern West	17,354	8,083	13.27
<b>Total</b>	<b>43,467</b>	<b>8,269</b>	<b>15</b>

**Figure 3.16 Population, 2016-2021, City of Toronto Federal Electoral Districts (FEDs) (source: City of Toronto, Statistics Canada)**<sup>1</sup>

Figure 7.2 reveals that the visible minority population is lower in the higher-income neighborhoods located south of Kingston Road, while it is higher in the lower-income neighborhoods to the north. This illustrates a demographic contrast in terms of visible minority populations across the income-diverse neighborhoods along Kingston Road in the Scarborough-Guildwood Ward.

### 3.6.3 Built Form & Public Realm characteristics

The right-of-way (ROW) along the entire stretch of Malvern extension measures approximately 36.6 metres in width. Currently, it accommodates two lanes of traffic in each direction, with a narrow 1.5-metre-wide existing sidewalk on both sides of the street. Separating the roadway from the sidewalk, there is a 5-metre-wide landscape buffer featuring a combination of new and mature trees.

This segment is lined with residences on either side with fences facing homes whose backyards face the street, similarly, enclosed by fences. In this section, there are challenges related to public realm safety due to poor lighting, limited "eyes on the street," and constrained accessibility due to continued fences.



**Figure 3.17 Malvern Town Centre**

Throughout this segment, there are mature trees within the Public ROW and within residential backyards, which must be preserved and protected.

### **3.6.4 Future Changes**

The extension concludes at Malvern Town Centre mall, a redevelopment site planned to transform into a mixed-use community featuring 13 towers. This transformation will spark significant changes in the surrounding land use, potentially leading to the redevelopment of nearby commercial areas characterized by large parking lots. The balance of this segment is expected to experience very limited development activity.



## 4 Community Amenities

### 4.1 Existing Services and Facilities

#### 4.1.1 List of existing Community services with 500m radius from EELRT Stations Health and Social Services

- Scarborough Centre for Healthy Communities, 629 Markham Rd Unit 2, Scarborough, ON M1H 2A4
- Scarborough Village Employment & Social Services, 3660 Kingston Rd Unit K1, Scarborough, ON M1M 1R9
- Settlement Assistance & Family Support Services (SAFFS), 4352 Kingston Rd 2nd Floor, Scarborough, ON M1E 2M8
- Settlement Assistance & Family Support Services (SAFFS), 1154 Morningside Ave #206, Scarborough, ON M1B 3A4
- Aboriginal Housing Support Centre, 20 Sewells Rd, Scarborough, ON M1B 3G5
- Polycultural Immigrant & Community Services, 3225 Eglinton Avenue East, Units 101 & 111, Scarborough, ON M1J 2H7
- Fred Victor Mental Health Case Management, 2660 Eglinton Ave. East Toronto, ON M1K 2S3
- TAIBU Community Health Centre, 27 Tapscott Road, Toronto, ON M1B 4Y7
- Malvern Family Resource Centre (MFRC) – 1321 Neilson, Toronto, ON M1B 5V9
- CCS Settlement Integration Place, 3227 Eglinton Ave E, Toronto, ON M1J 2H7

#### Childcare/Day Care

- Heart Beatz, 2938 Eglinton Av, East Scarborough, ON. M1J 2E4
- Heart Beatz, 14 Centre Street, Scarborough, ON. M1J 3B5
- Malvern Aboriginal Child and Family Centre – 31 Tapscott Road, Toronto, ON M1B 4Y7
- East Scarborough Boys and Girls Club – 100 Galloway Road, Toronto, ON M1E 1W7
- Native Child & Family – 156 Galloway Road, Toronto, ON M1E 1W7
- MFRC Early ON Centre – 1321 Neilson, Toronto, ON M1B 5V9

#### 4.1.2 List of Schools & Colleges within 500m radius from EELRT Stations TDSB Elementary School

- Walter Perry Jr PS
- Glen Ravine Jr PS
- McCowan Road Jr PS
- John McCrae PS
- Mason Rd PS
- Scarborough Village PS
- Cedar Drive Jr PS
- George P Mackie Jr PS
- Guildwood Jr PS
- Eastview PS
- Galloway Road PS
- St Maragret's PS
- West Hill PS
- Military Trail PS
- Lucy Maud Montgomery PS
- Emily Carr PS

- Grey Owl Jr PS
- Berner Trail Jr PS
- Dr Marion Hillard Sr PS
- Burrows Hall Jr PS
- Malvern Jr PS
- White Haven PS

**TDSB Secondary School**

- Maplewood HS
- West Hill CI
- Lester B Pearson CI
- Agincourt CI

**TCDSB Elementary School**

- St Maria Goretti
- St Boniface
- St Ursula
- St Martin De Porres
- St Florence
- St Barnabas
- St Elizabeth Seton

**TCDSB Secondary Schools**

- Joan of Arc Catholic School
- St John Paul OO Catholic Secondary School
- St Mother Teresa Catholic Secondary School

**University/College**

- University of Toronto Scarborough Campus
- Centennial College (Morningside Campus)

**4.1.3 List of Recreational Centres within 500m radius from EELRT Stations**

- Toronto Pan Am Sports Centre
- Don Montgomery Community Recreation Centre
- Scarborough Village Recreation Centre
- Tam Heather Curling And Tennis Club
- Berner Trail Community Centre
- Malvern Recreation Centre
- Burrows Hall Community Centre

**4.1.4 List of Religious Institutions within 500m radius from EELRT Stations**

- Potter's House Christian Church, 3150 Eglinton Ave E, Scarborough, ON M1J 2H2
- Malvern Christian Assembly, 6705 Sheppard Ave E, Scarborough, ON M1B 3C1
- Church of the Nativity, 10 Sewells Rd, Scarborough, ON M1B 3G5
- Malvern Chinese Free Methodist Church, 5183 Sheppard Ave E, Scarborough, ON M1B 5Z5
- Gospel of Christ Church, 80 Shorting Rd, Scarborough, ON M1S 3S4
- Friends of Jesus Christ Canada, 181 Nugget Ave, Scarborough, ON M1S 3B1
- Nallur Kantha's Kovil Canada, 20 Nugget Av, Scarborough, ON M1S 3A7
- Masjid Bilal Muslim Association, 214 Markham Rd, Scarborough, ON M1J 3C2
- Al-Misbah Islamic Centre, 4383 Kingston Rd Unit 2, Scarborough, ON M1E 2N2
- Islamic Foundation of Toronto, 441 Nugget Ave, Scarborough, ON M1S 5E1

#### 4.1.5 List of Parks within 500m radius from EELRT Stations

- Eglinton Ravine Park
- Treverton Park
- Corvette Park
- Glen Ravine Park
- Kitchener Park
- Horton Park
- Trudelle Street Park
- Trudelle Park
- McCowan District Park
- Colonial Park
- Adanac Park
- Bellamy Park
- Lochleven Park
- Fred Johnson Park
- Bethune Park
- Scarborough Village Park
- Rosa and Spencer Clark Parkette
- Rowatson Park
- Guildwood Village Park
- Greenvale Park
- Galloway Park
- Eastview Park
- St Margarets Parkette
- Morningside Park
- Ellesmere Reservoir Park

#### 4.1.6 Others

##### 4.1.6.1 Affordable Rental Housing

*Blue box = applications ongoing and listed on City's Development Applications portal*

*Green box = Construction Completed*

*White box = no application on City's Development Applications portal*



Address	# of Affordable Units	Construction Status
2444 Eglinton Ave E	300	Not started yet
30 Gilder Dr	58	Not started yet
80 Dale Ave	47	Not started yet
4201 Kingston Rd	19	Not started yet
144 Galloway Rd	120	Not started yet
34 Kessack Crt	2	Start: 2021, Complete: 2022
25 Sewells Rd	317	Not started yet



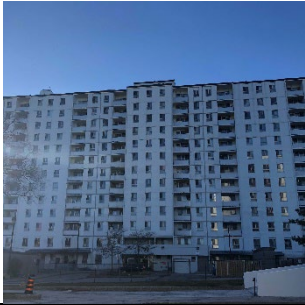

##### 4.1.6.2 Subsidized Housing Listing

Address	Building Type/Provider Type	# of Subsidized Units
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<b>Glen Park Co-Operative Homes Inc</b> 2495 Eglinton Ave E 	High Rise / Co-op	54
<b>Gus Harris Place</b> 120 Town Haven Place 	High Rise / Toronto Community Housing	150
<b>Gilder Drive Apartments</b> 31 Gilder Dr 	High Rise, Low Rise / Toronto Community Housing	323
<b>Bellamy Housing Co-Operative Inc</b> 130 Bellamy Rd N 	High Rise / Co-Op	55
<b>Ujamaa Housing Co-Op</b> 138 Bellamy Rd N 	Low Rise / Co-Op	45



			
<b>Adanac Apartments</b> 140 Adanac Dr 	High Rise / Toronto Community Housing	306	
<b>Bruckland Foundation</b> 110 Mason Rd 	High Rise / Private non-profit	14	
<b>Eglinton/Markham</b> 3171 Eglinton Ave E 	High Rise / Toronto Community Housing	264	
<b>Kingston/Galloway Rowhouses</b> 4301 Kingston Rd 	Townhouse / Toronto Community Housing	489	

<b>West Hill Apartments</b> 4175 Lawrence Ave E 	High Rise / Toronto Community Housing	375
<b>Mornelle/Ellesmere</b> 110 Mornelle Crt 	High Rise / Toronto Community Housing	145
<b>Mornelle/Morningside</b> 90 Mornelle Crt 	High Rise / Toronto Community Housing	198
<b>Sewells Road</b> 20 Sewells Rd 	Low Rise / Private non-profit	92
<b>Neilson Hall Apartments</b> 1315 Neilson Rd 	High Rise / Toronto Community Housing	123

		
<p><b>Scarborough Heights Co-Operative Homes Inc</b> 90 Burrows Hall Blvd</p> 	<p>High Rise / Co-Op</p>	<p>54</p>
<p><b>Hallbank/Pitfield</b> 46 Hallbank Terrace</p> 	<p>Duplex, Fourplex / Toronto Community Housing</p>	<p>39</p>

## 5 Potential Effects, Mitigation and Monitoring Requirements

This segment investigates the potential socio-economic and land use effects of the Eglinton East LRT within the study area, considering an 800-metre radius from the alignment. It presents suggestions for minimizing adverse impacts and implementing monitoring measures during construction and implementation. The assessment addresses under the following themes;

1. **Land Use**
  - a. Neighbourhoods & Apartment Neighbourhoods
  - b. Mixed Use
  - c. Recreational Use
  - d. Parks and Open Spaces
  - e. Institutional Use
  - f. Employment Use
2. **Demographics & Economic Profile**
  - a. Population
  - b. Accessibility
  - c. Access to food
  - d. Neighbourhood Improvement Areas
3. **Built form and Public realm characteristics**
  - a. Built Form
  - b. Public Realm
  - c. Development Applications

### 5.1 Land Use

Section 3 of this report analyses the current land use designations across various segments of the study area. It also offers insights into the existing plans and policies that influence the study area's vision, goals, and objectives. Additionally, the section examines both current and future developments that could significantly influence the study area. With this comprehensive understanding, the report outlines the potential impacts on different land uses within the study area

No	Feature	Phase	Potential Impact	Mitigation/Monitoring Measure
a	Neighbourhoods & Apartment Neighbourhoods		<p>Impact to properties due to land takes to accommodate the LRT where there is limited right of way.</p> <p>Potential consolidation and expropriation of certain residential properties to accommodate the LRT.</p> <p>Impact due to emission and dust during prolonged periods of construction.</p>	<p>Conduct a <b>Land use planning study</b> to understand changes in land use patterns</p> <p>Refer to <b>Noise and Vibration report</b> for recommendation to mitigate noise and vibration.</p> <p>Conduct a <b>Dust Management Plan</b> to identify ways to minimize dust and emission during construction.</p>



			<p>Noise and vibration from construction equipment and trucks frequenting the residential areas.</p> <p>Road closures may impact access to residences.</p> <p>Entrances to apartment buildings may be impacted.</p> <p>LRT construction may attract demand for infill development in Apartment Neighbourhoods</p>	<p>Explore alternative barrier free pedestrian and active transportations routes to ensure continued access to the neighborhoods.</p> <p>Explore alternative vehicular routes during the time of construction to ensure seamless movement around the study area</p>
		<b>Operation</b>	No new impact during Operations	Mitigation and Monitoring measure are not required during operation
<b>b</b>	<b>Mixed use</b>	<b>Construction</b>	<p>Impact to properties due to land takes to accommodate the LRT where there is limited right of way.</p> <p>Potential consolidation and expropriation of certain residential properties to accommodate the LRT. Impact due to emission and dust during prolonged periods of construction.</p> <p>Noise and vibration from construction equipment and trucks frequenting the mixed-use areas.</p> <p>Road closures may impact access to residences and businesses.</p> <p>Entrances to existing businesses and residences in the mixed-use area may be impacted.</p> <p>Access to loading and unloading in ground floor commercial units may be impacted.</p> <p>Potential slowdown in business activity for existing commercial uses</p>	<p>Refer to <b>Noise and Vibration report</b> for recommendation to mitigate noise and vibration.</p> <p>Conduct a <b>Dust Management Plan</b> to identify ways to minimize dust and emission during construction.</p> <p>Explore alternative barrier free pedestrian and active transportations routes to ensure continued access to the mixed use areas.</p> <p>Explore alternative vehicular routes during the time of construction to ensure seamless movement around the study area</p> <p>Explore ways to consolidate entrances to ensure continued access to residences and businesses.</p> <p>Conduct a <b>Community development study</b> to understand how to protect small businesses along the way.</p>

		<b>Operations</b>	<p>Potential slowdown in business activity for existing commercial uses</p> <p>Potential Gentrification of the area due to new real estate investments and change in socio economic structure of the neighborhood.</p>	<p>Conduct a <b>Community development study</b> to understand how to protect small businesses.</p> <p>Reliable access to food and other necessities in addition to social support must be explored through a <b>Community Development study</b></p> <p>Strategies to mitigating gentrification through a <b>Community Development Study</b> must be explored</p>
<b>c</b>	<b>Recreational Uses</b>	<b>Construction</b>	Potential change in land use to accommodate higher density through <b>Transit Oriented Development</b>	Conduct a <b>Land use planning study</b> to understand changes in land use patterns
		<b>Operations</b>	No new impact during operations	Mitigation and Monitoring measure are not required during operation
<b>d</b>	<b>Parks and Open Spaces</b>	<b>Construction</b>	<p>Access to parks may be impacted during construction.</p> <p>Potential damage to trees, grass and vegetation during construction</p> <p>Impacts to regular maintenance and watering due to lack of access.</p> <p>Potential realignment of trails and "regular" routes</p>	<p>Ensuring access to parks by consolidating entrances and making at least one entrance open to public at any point in time</p> <p>Necessitate barrier free access to existing parks</p> <p>Clear wayfinding to the parks amidst construction and clear signage indicating that the park is open.</p> <p><b>Tree Protection Zones</b> must be established in construction zones to ensure mature canopy is protected during the process.</p> <p>Ensuring watering and maintenance access to Trees and planting areas Protecting for alternative trail routes through <b>Parks, Forestry and Recreation Study</b></p>
		<b>Operations</b>	Potential damage to the ecosystem due to runoff from construction into natural areas	Refer to <b>Natural Environment Summary Report</b> for further details

e	Institutional Uses	Construction	<p>Disruption to Institutional Uses, Places of Worship, Community Groups and Resources Including access.</p> <p>Impact due to emission and dust during prolonged periods of construction.</p> <p>Noise and vibration from construction equipment and trucks frequenting the institution during core study hours.</p> <p>Road closures may impact access to institutional buildings and student residences.</p> <p>Pedestrian infrastructure may be impacted due to placement of equipment, fencing and narrower than normal sidewalks and accessibility on campus may be compromised</p> <p>Safety is a concern on campus during construction.</p> <p>Adjacent to The University of Toronto Scarborough Campus(UTSC) and Centennial College campus along Ellesmere Rd, construction due to both Durham Bus Rapid Transport (DSBRT) and EELRT may cause disruption in the overall movement of students and faculty members</p>	<p>Construction Scheduling allows for construction to take place only during the day avoiding atleast some portions of the core operational hours.</p> <p>Conduct a <b>Dust Management Plan</b> to identify ways to minimize dust and emission during construction.</p> <p>Refer to <b>Noise and Vibration report</b> for recommendation to mitigate noise and vibration.</p> <p>Ensure <b>safety on Campus</b> during construction through clear wayfinding and signage in construction zones</p> <p>Ensure <b>barrier free access</b> to buildings on campus for students, faculty and staff.</p>
		Operations	<p>The planning of the LRT and DSBRT will potentially trigger development along this corridor adjacent to The University of Toronto Scarborough Campus (UTSC) and Centennial College</p>	<p><b>TOD feasibility study</b> by to be conducted to analyze demand and evaluate scenarios</p>
f	Employment Uses	Construction	<p>Impact due to emission and dust during prolonged periods of construction.</p> <p>Noise and vibration from construction equipment and trucks frequenting the</p>	<p>Conduct a <b>Land use planning study</b> to understand changes in land use patterns</p> <p>Refer to <b>Noise and Vibration report</b> for recommendation to mitigate noise and vibration.</p>

			<p>institution during core study hours.</p> <p>Road closures may impact access to institutional buildings and student residences. Impact on parking due to property taking.</p> <p>Servicing and loading routes/driveways may be blocked during construction</p>	<p>Conduct a <b>Dust Management Plan</b> to identify ways to minimize dust and emission during construction.</p> <p>Explore alternative vehicular routes, especially for servicing and loading during the time of construction to ensure seamless movement around the study area</p>
		<b>Operations</b>	Potential consolidation of site for redevelopment	<b>TOD feasibility study</b> to be conducted to analyze demand and evaluate scenarios
		<b>Construction</b>	<p>Access to parking spots may be restricted due to construction activity.</p> <p>Disruption to existing Commercial Complexes, retail plazas and big box stores</p>	Ensure access to key businesses either through consolidated entry points

## 5.2 Demographics & Economic Profile

Section 3 of this report analyses the demographic profile of the study area with the help of demographic data from Census 2021 across various segments of the study area. With this understanding, this section outlines the potential impacts on the people who live within the study area and mitigation measures.

Feature	Phase	Potential Impact	Mitigation and Monitoring Measures
<b>Population</b>	<b>Construction</b>	A prolonged period of construction may affect the everyday life and commute patterns for residents in the community.	Traffic impact study to be conducted to understand short term and long term impacts
	<b>Operations</b>	The presence of the LRT will trigger changes in uses and increase density along the transit corridor increasing demand for community services & facilities	Conduct a <b>Community development study</b> that provides a framework to guide change and growth in the community and advance initiatives to further enhance social cohesion, community safety, inclusive economic opportunities and stronger neighborhoods
		Development activity triggered by the LRT will see a change in demographic profile, especially in Designated Avenues with Mixed use designation like Eglinton Avenue where more residential units being added as part of future developments.	<p>Strategies to protect local businesses and mitigate gentrification through a <b>Community Development Study</b> must be explored.</p> <p>Ensure demand for new schools, daycares, parks,</p>



			recreation facilities and community amenities
<b>Access to food</b>	<b>Construction</b>	Proximity to food and other necessities may be potentially impacted due to closing portions of main street during construction.	reliable access to food and other basic necessities in addition to social support. must be explored through a <b>Community development study</b>
	<b>Operations</b>	No new impact during operations	Mitigation and Monitoring measure are not required during operation
<b>Accessibility</b>	<b>Construction</b>	Accessibility may be impacted due to placement of equipment, fencing and narrower than normal sidewalks and accessibility on campus may be compromised.	Ensure <b>barrier free access</b> to all buildings in the neighbourhood.
	<b>Operations</b>	No new impact during operations	Mitigation and Monitoring measure are not required during operation
<b>Access to Jobs</b>	<b>Construction</b>	Potential slowdown in business activity for existing commercial uses which may impact jobs	Conduct a <b>Community development study</b> to understand how to protect small businesses along the corridor
	<b>Operations</b>	No new impact during operations	Mitigation and Monitoring measure are not required during operation
<b>Neighbourhood Improvement Areas</b>	<b>Construction</b>	<b>Neighborhood Improvement Areas (NIAs)</b> within the study area such as Scarborough Village, West Hill, Morningside, Eglinton East and Golfdale-Cederbrae-Woburn will be further impacted during construction.	Conduct a <b>Community development study</b> that provides a framework to guide change and growth in the community and advance initiatives to further enhance social cohesion, community safety, inclusive economic opportunities and stronger neighborhoods
	<b>Operations</b>	No new impact during operations	Mitigation and Monitoring measure are not required during operation

### 5.3 Built Form and Public realm

Section 3 of this report takes a closer look at the built form and public realm characteristics of the study area. This section also analyses the growth patterns along the corridor. This section outlines the various impact to the development

Feature	Phase	Potential Impact	Mitigation and Monitoring Measures
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<b>Built Form</b>	<b>Construction</b>	<p>The development of LRT infrastructure can result in temporary disturbances, affecting nearby businesses and residents. Construction activities, including noise, dust, and road closures, can significantly impact the quality of life for people in the surrounding area.</p> <p>The construction of LRT will make way for newer building typologies (denser and taller) that are different from the current urban fabric.</p>	<p>Development of a local <b>Construction Management Plan</b> to understand and mitigate impact</p> <p>Refer to <b>Noise and Vibration report</b> for recommendation to mitigate noise and vibration.</p>
	<b>Operations</b>	No new impact during operations	Mitigation and Monitoring measure are not required during operation
<b>Public Realm</b>	<b>Construction</b>	<p>Potential interruptions to sidewalks and existing active transportation infrastructure</p> <p>Potential removal of existing street trees in constrained locations</p> <p>Potential noise and vibration in the public realm during construction of the LRT</p> <p>Limited access to certain buildings during construction.</p>	<p>Explore alternative pedestrian and cyclist routes during the time of construction to ensure seamless movement around the study area.</p> <p><b>Tree Protection Zones</b> must be established in construction zones to ensure mature canopy is protected during the process.</p> <p><b>Tree Planting Plan</b> must be explored in the design to offset the damages caused due to removal.</p> <p>Refer to <b>Noise and Vibration report</b> for recommendation to mitigate noise and vibration.</p>
	<b>Operations</b>	No new impact during operations	Mitigation and Monitoring measure are not required during operation
<b>New Developments</b>	<b>Construction</b>	Increase in <b>Transit Oriented Developments (TOD)</b> near transit stations altering the existing built form	<b>TOD feasibility study</b> by to be conducted to analyze demand and evaluate scenarios
	<b>Operation</b>	Potential <b>increase in demand</b> for recreational uses and community amenities as the demography changes during operation	Community Services and Facility Study to be conducted to analyze demand for new recreational and community uses.

## 6 Conclusion

This report has assessed the expected impacts of the proposed Eglinton East Light Rail Transit (EELRT) Project from a Socio-Economic and Land Use perspective. The project aligns with various objectives outlined in key policy documents such as the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe Area, Greenbelt Plan, Greater Golden Horseshoe Transportation Master Plan, and the Metrolinx 2041 Regional Transportation Plan. Additionally, it will align with local policies, including the City of Toronto Official Plan, Region of Peel Official Plan, and City of Mississauga Official Plan.

The planned LRT route is strategically positioned to accommodate a wide range of land uses, including residential neighborhoods, apartment complexes, parks, mixed-use areas, employment zones, and institutional spaces. Numerous opportunities exist along this route for denser infill developments, which can effectively address the anticipated rise in demand in the coming years. Presently, the corridor is already witnessing various development initiatives, including projects focusing on residential infill and mixed-use buildings.

The EELRT alignment intersects with crucial higher-order transit routes featuring major stations, transforming these intersections into pivotal nodes along the route. Kennedy GO station is a future transit hub connecting Line 5 Eglinton Crosstown LRT (ECLRT), Kennedy GO Station, existing Line 2 Kennedy Station, and the Eglinton East Light Rail Transit (EELRT), demands careful planning. The station's design must harmonize the functions of all related transit uses while providing a haven for the surrounding community.

Similarly, Eglinton GO and Guildwood GO stations are slated to become mixed-use nodes in the future and will likely experience a rise in population density. The design of the LRT system must be attuned to the public realm surrounding the proposed Transit terminal at McCowan-Sheppard Transit hub, enhancing the overall environment, and ensuring seamless integration with the community.

The corridor features mixed-use zones along Eglinton and Kingston, contrasted by residential neighborhoods along Morningside and Sheppard. In the mixed-use areas, there are expansive parking lots at the street front, with narrow sidewalks and landscape strips providing a buffer from the road. Along Morningside Avenue, residences mainly front the street, whereas on Sheppard Avenue, homes are predominantly set back with fences facing the road. To enhance these conditions, it is essential to implement a robust public realm strategy, incorporating broad sidewalks, dedicated infrastructure for active transportation, and expansive landscaped boulevards with ample street furniture and trees.

University of Toronto Scarborough Campus is a special character area where the University has laid out its vision for a dynamic and vibrant campus that has a transit and pedestrian priority. The LRT design will align with the high development activity with landmark buildings in the campus to create a safe, vibrant and pedestrian friendly environment. The corridor also cuts through natural areas such as Highland Creek and Rouge River and it is essential to maintain the ecosystem health of these two areas during the construction and operation of the LRT.

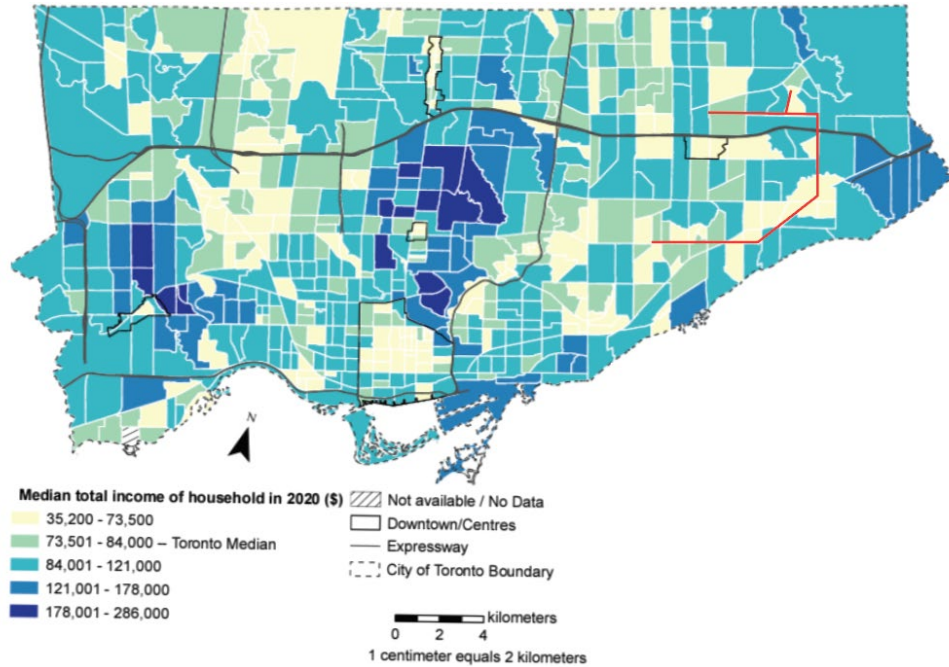
The Eglinton East Light Rail Project represents a significant step toward creating a sustainable, accessible, and vibrant urban landscape. Through careful planning, community engagement, and a focus on environmental stewardship, the project has the potential to shape a prosperous and inclusive future for the region.

## 7 Reference

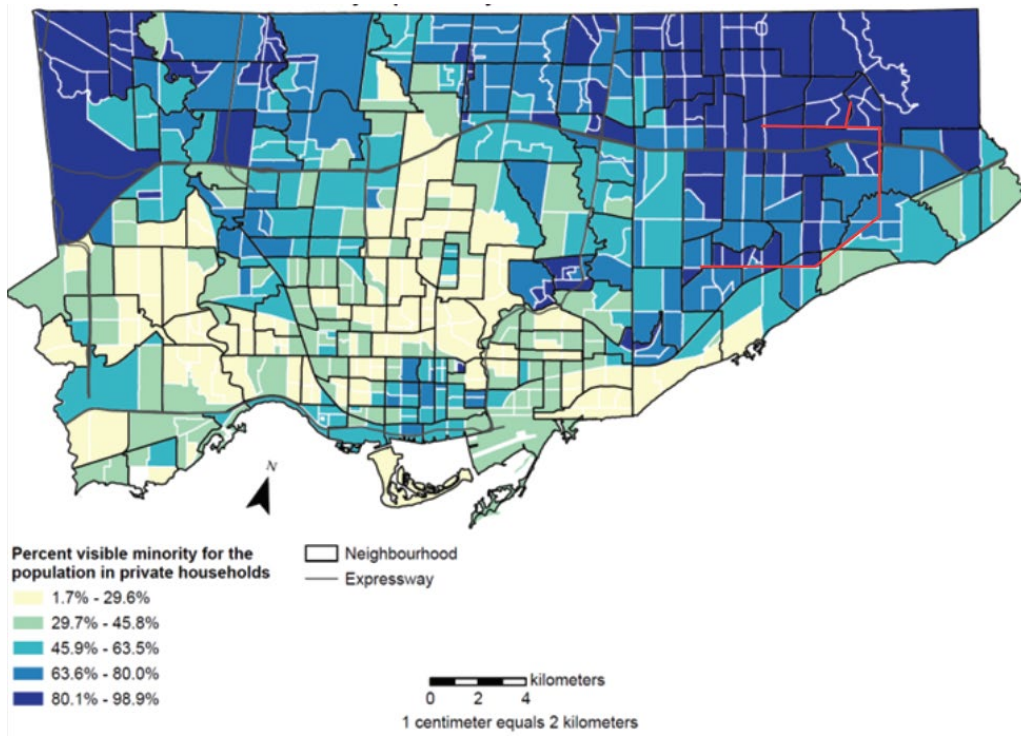
1. Government of Canada, Statistics Canada. (2023, March 29). *Profile table, Census Profile, 2021 Census of Population - Toronto, City (C) [Census subdivision], Ontario*. <https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/details/page.cfm?Lang=E&GENDERlist=1&STATISTIClist=1&HEADERlist=0&DGUIDlist=2021A00053520005&SearchText=toronto>
2. Dragicevic, N. (2021, June 28). How Kingston Road Is Rapidly Shaping Up To Be King Again. STOREYS. <https://storeys.com/kingston-road/>



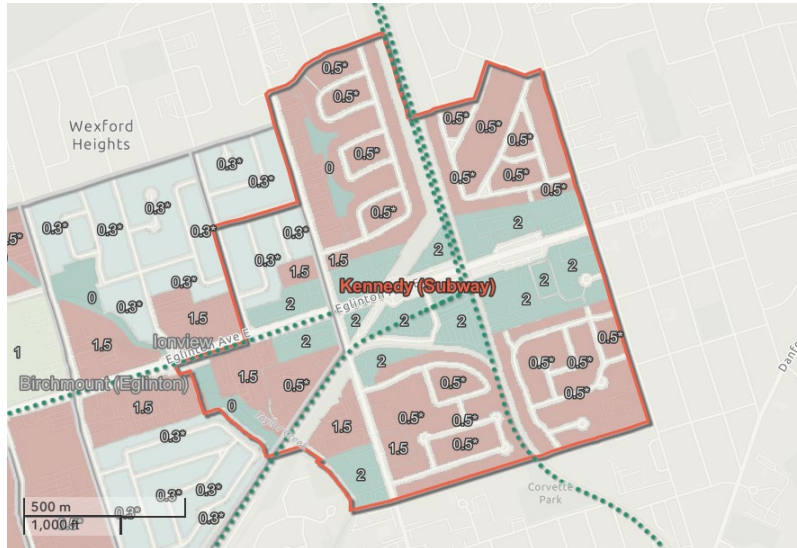
## 8 Appendix



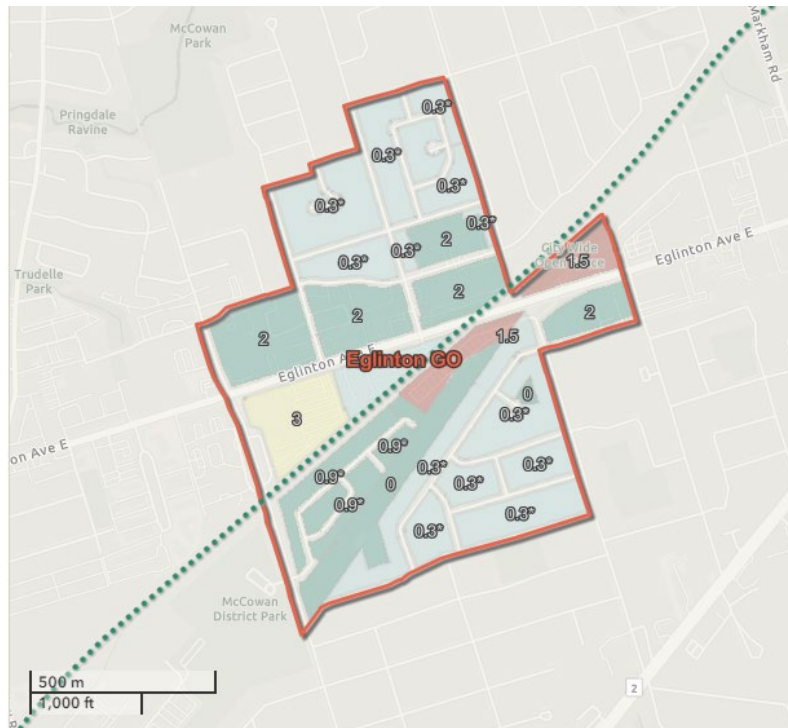
**Figure 8.1 City of Toronto Median Household Income, 2020 (source: City of Toronto, Statistics Canada)**



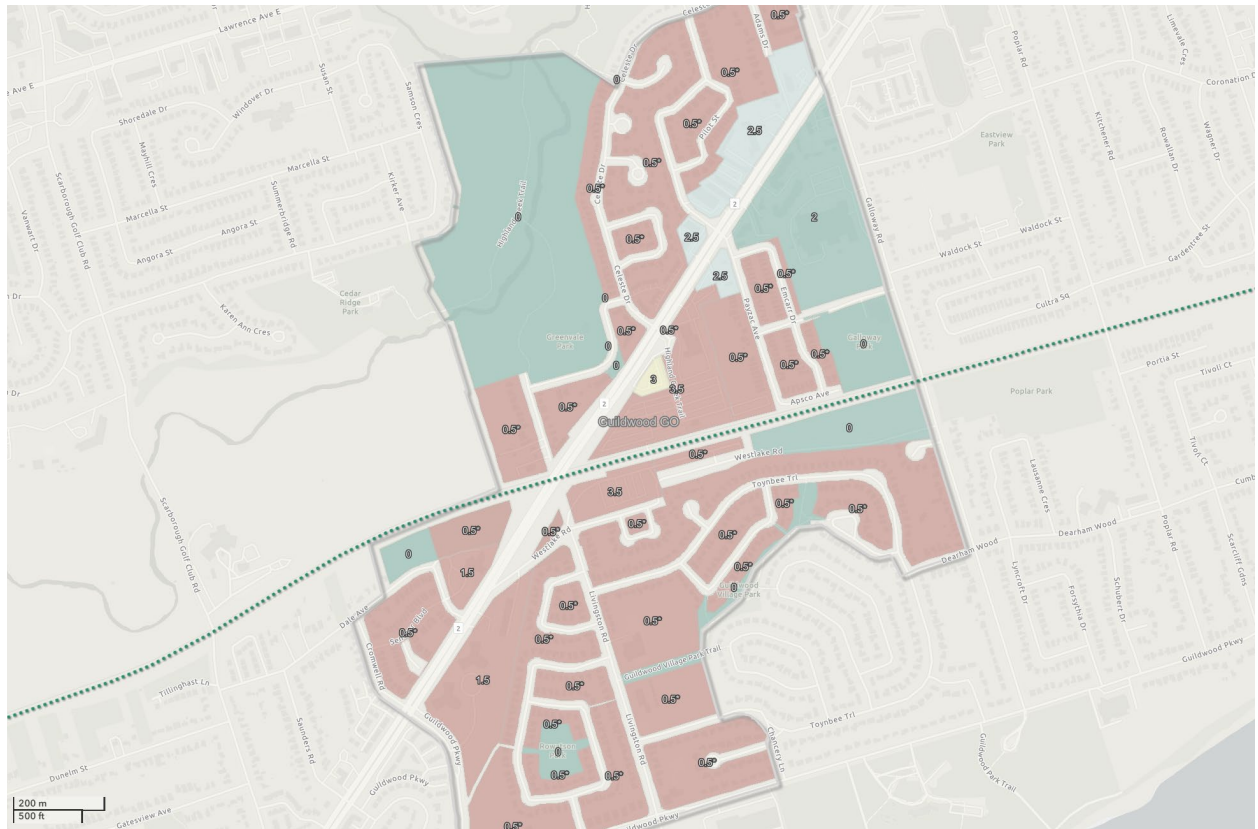
**Figure 8.2 City of Toronto Median Household Income, 2020 (source: City of Toronto, Statistics Canada)**



**Figure 8.3 Kennedy PMTSA map showing Minimum Density Target (source: Our Plan Toronto, City of Toronto)**



**Figure 8.4 Eglinton PMTSA map showing Minimum Density Target (source: Our Plan Toronto, City of Toronto)**



**Figure 8.5 Guildwood GO PMTSA map showing Minimum Density Target (source: Our Plan Toronto, City of Toronto)**