

Appendix B4

Ontario Line Project

Final Environmental Conditions Report – Socio-Economic and Land Use Characteristics Report



Metrolinx

Socio-Economic and Land Use Characteristics Environmental Conditions Report

Ontario Line Project

Prepared by:

AECOM & Urban Strategies Inc.

Date: November 2020

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Executive Summary

ES.1 Project Overview and Study Purpose

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Ontario Line, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto. AECOM Canada Limited (AECOM) was retained by Metrolinx and Infrastructure Ontario to complete an Environmental Conditions Report for the proposed Ontario Line Project (the Project). This Socio-Economic and Land Use Characteristics Environmental Conditions Report is one of several environmental conditions reports prepared for the Project and was prepared by AECOM and Urban Strategies Inc.

The Project is a new approximately 16-kilometre subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) light rail transit service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront, and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. The Project will be constructed in a dedicated right-of-way with a combination of elevated (i.e., above existing rail corridor/roadway), tunnelled (i.e., underground), and at-grade (i.e., at grade with existing rail corridor) segments at various locations.

For the purpose of this Socio-Economic and Land Use Characteristics Environmental Conditions Report, the Ontario Line Study Area has been divided into three segments:

- Ontario Line West (from Exhibition/Ontario Place to Osgoode Station);
- Ontario Line South (from Osgoode Station to Pape Station); and
- Ontario Line North (from Pape Station to the Ontario Science Centre).

This Report supports the Environmental Conditions Report prepared for the Project in accordance with Section 4 of Ontario Regulation 341/20: Ontario Line Project. The purpose of this Report is to:

 Provide an overview of the relevant municipal, regional, and provincial policies and land use designations, including emerging policy directions, and describe how the Project is aligned with these policies;

- Document the existing land use, built form characteristics, and socioeconomic features within the Study Area;
- Document planned and approved development;
- Provide a preliminary description of the potential impacts that the Project might have on the environment that have been identified to date;
- Describe potential measures for mitigating negative impacts; and
- Identify anticipated next steps for Project advancement, including recommendations for further investigations to be completed as part of a future Environmental Impact Assessment Report.

Refer to **Section 1** of this Report for more information related to the Project purpose and detailed Study Area description.

ES.2 Methodology

Socio-economic features and land use characteristics within the Ontario Line Study Area were identified and characterized through a desktop review of provincial and municipal documents and policies, online data sources such as the City of Toronto Open Data Portal and associated databases/mapping tools. The background research was supplemented with site visits. The features and characteristics examined include:

- Land use designations and applicable Secondary Plans under the City of Toronto Official Plan;
- Physical neighbourhood composition, including existing land use and built form patterns, transit and transportation network, and public realm characteristics;
- Community amenities, including institutional uses, parks and recreational uses, community groups and resources, and planned services and facilities;
- Neighbourhood demographics; and
- Future development.

ES.3 Existing Socio-Economic and Land Use Characteristics Conditions

Toronto is an established, highly developed urban centre within Ontario, with a highly populated surrounding region, known as the Greater Toronto Area. Lands within Toronto are subject to several provincial and municipal plans and policies for managing growth and development. These plans and policies encourage improvements to rapid transit to provide increased mobility within the Greater Toronto Area. This Project is consistent with the messaging contained in these plans and policies, as it will provide relief to Line 1 and connect more communities in the downtown core.

One of the main objectives of Toronto's Official Plan is improving access through mobility (transportation) and proximity (land use). The Project will achieve this objective by strengthening connections between people and jobs within Toronto and the surrounding region by improving rapid transit service and bringing rapid transit to new communities, providing residents with greater access to transit options and economic opportunities in closer proximity to their homes.

The Study Area is within an established urban centre containing every type of major land use – mixed use, commercial, employment sector, industrial, institutional, residential, and natural areas. Many of these land uses are transit-supportive, while others will need to be carefully managed during detailed design and implementation of the Project – namely residential and natural areas.

Refer to **Section 2** of this Report for more information related to Report methodology. To document the existing socio-economic environment and land use characteristics, the following elements were reviewed:

- Planning Policy: Section 3
- Physical Neighbourhood Composition: Section 4
- Community Amenities: Section 5
- Neighbourhood Demographics: Section 6
- Future Development: Section 7

ES.4 Preliminary Potential Impacts, Mitigation Measures and Monitoring Activities

Preliminary potential impacts mitigation measures and monitoring activities associated with socio-economic environment were identified and are discussed in detail in **Section 8**.

Impact assessment will be undertaken as Project planning and design advance and will be documented in the Early Works Report(s) and/or Environmental Impact Assessment Report. These reports will capture specific mitigation measures and monitoring activities.

ES.5 Future Studies

Preparation of Early Works Report(s) and/or the Environmental Impact Assessment Report may necessitate additional socio-economic studies such as describing existing socio-economic and land use characteristics in areas that may not have been included in this Report but are identified as potentially impacted as the Project design is advanced. If required, these studies will be conducted and described in the Early Works Report(s) and/or Environmental Impact Assessment Report.

ES.6 Permits and Approvals

No permits or approvals associated with the socio-economic environment are anticipated to be required.

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Appendices

Appendix A. Site Visit Photographs

1. Introduction

1.1 **Project Overview**

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of the Ontario Line, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto. AECOM Canada Limited (AECOM) was retained by Metrolinx and Infrastructure Ontario to complete an Environmental Conditions Report for the proposed Ontario Line Project (the Project). This Socio-Economic and Land Use Characteristics Environmental Conditions Report (this Report), prepared by AECOM and Urban Strategies Inc., is one of several environmental conditions reports prepared for the Project. The purpose of this Report is described in **Section 1.2**.

The Project is a new approximately 16-kilometre subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) light rail transit service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront, and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. The Project will be constructed in a dedicated right-of-way with a combination of elevated (i.e., above existing rail corridor/roadway), tunnelled (i.e., underground), and at-grade (i.e., at grade with existing rail corridor) segments at various locations.

For the purpose of this Report, the Ontario Line Study Area has been divided into three segments:

- Ontario Line West (from Exhibition/Ontario Place to Osgoode Station);
- Ontario Line South (from Osgoode Station to Pape Station); and
- Ontario Line North (from Pape Station to the Ontario Science Centre).

The Ontario Line West, Ontario Line South, and Ontario Line North Study Areas are further described in **Section 1.3** and are shown in **Figure 1-1**, **Figure 1-2** and **Figure 1-**3.

Figure 1-1: Ontario Line West Study Area



Figure 1-2: Ontario Line South Study Area







Construction 721.0025 (Strug Sci005) and Almon Sheriforder/Chevro

1.2 Purpose of this Report

A socio-economic analysis for the Project was previously completed as part of the Ontario Line Initial Business Case (Metrolinx and Infrastructure Ontario, 2019). Refer to the Ontario Line Initial Business Case (Metrolinx and Infrastructure Ontario, 2019) for information related to the social and economic benefits associated with delivering the transit project.

This Report was completed by AECOM (Ontario Line West and Ontario Line South) and Urban Strategies Inc. (Ontario Line North).

The purpose of this Report is to:

- Provide an overview of the relevant municipal, regional, and provincial policies and land use designations, including emerging policy directions, and describe how the Project is aligned with these policies;
- Document the existing land use, built form characteristics, and socioeconomic features within the Ontario Line Study Area;
- Document planned and approved development;
- Provide a preliminary description of the potential impacts that the Project might have on the environment that have been identified to date;
- Describe potential measures for mitigating negative impacts; and
- Identify anticipated next steps for Project advancement, including recommendations for further investigations to be completed as part of a future Environmental Impact Assessment Report.

This Report has been prepared in accordance with Ontario Regulation 341/20: Ontario Line Project and contains the information outlined in **Table 1-1**.

Table 1-1: Report Contents in accordance with Ontario Regulation 341/20:Ontario Line Project

Reg. Section	Requirement	Report Section
Section 4(3)4	A description of the local environmental conditions in the area studied in respect of the Ontario Line Project.	Sections 4 to 7
Section 4(3)6	A preliminary description of the potential impacts that the Ontario Line Project might have on the environment that have been identified to date and an indication of how those impacts will be studied and described in further detail in the environmental impact assessment report.	Section 8
Section 4(3)7	A description of any potential measures for mitigating any	Section 8

Reg. Section	Requirement	Report Section
	negative impacts that the Ontario Line Project might have on the environment.	
Section 4(3)8	A description of the future studies that will be carried out as part of the environmental impact assessment report to determine potential impacts to the environment caused by the Ontario Line Project and the potential measures for mitigating any negative impacts in respect of them.	Section 9
Section 4(3)9	A preliminary list of the potential municipal, provincial, federal or other approvals or permits that may be required for the Ontario Line Project.	Section 10

1.3 Study Area

The Ontario Line Study Area was established based on the preliminary proposed route reflected in the Ontario Line Initial Business Case (Metrolinx and Infrastructure Ontario, 2019), where a buffer was applied to the preliminary proposed route delineating a sufficiently sized area to comprehensively characterize existing environmental conditions.

For readability and for the purposes of this Report, the Ontario Line Study Area has been divided into three segments, which are described in the following sections.

1.3.1 Ontario Line West

The Ontario Line West Study Area approximate boundaries are Dufferin Street in the west, Osgoode Station in the east, Queen Street West in the north, and the Gardiner Expressway in the south. The Ontario Line West Study Area is shown in **Figure 1-1**.

1.3.2 Ontario Line South

The Ontario Line South Study Area approximate boundaries are Osgoode Station in the west, Pape Avenue in the east, Pape Station in the north, and the Toronto waterfront and Lakeshore Boulevard East in the south. The Ontario Line South Study Area is shown in **Figure 1-2**.

1.3.3 Ontario Line North

The Ontario Line North Study Area approximate boundaries are the Canadian Pacific rail tracks in the west, Don Mills Road in the east, Pape Station in the south, and Barber Greene Road / Green Belt Drive (north of Eglinton Avenue East) in the north. The Ontario Line North Study Area is shown in **Figure 1-3**.

2. Methodology

A desktop review was conducted using applicable provincial and municipal documents (i.e., Official Plan, Transportation Master Plan, Transit System Maps) to understand the planning framework and current land use designations affecting the Ontario Line Study Area. The following policy documents were reviewed as they apply to the Ontario Line Study Area within the context of the Province of Ontario and the City of Toronto:

- Planning Policy (Section 3)
 - Provincial (i.e., provincial policies related to planning development, growth and transportation)
 - Municipal (i.e., Official Plan)
 - Additional Policy Considerations (i.e., municipal standards, other relevant projects, etc.)

A desktop review was conducted to review and inventory the following socio-economic features within the Study Area. This background research was supplemented with field reconnaissance, conducted on October 24 and November 28, 2019, to verify the data collected during the initial desktop review, and document additional socio-economic features within the Study Area. Photos from the site visit are provided in **Appendix A**.

- Physical Neighbourhood Composition (Section 4)
 - Land Use and Built Form Patterns
 - Transit and Transportation Network
 - Public Realm Characteristics
- Community Amenities (**Section 5**)
 - Existing services and facilities
 - Planned services and facilities

Online data sources including their associated databases and mapping tools (i.e., development application database, neighbourhood profiles, Census) were reviewed to document the demographics and potential future development within the Study Area. The following information was retrieved from online data sources for the purpose of this Report.

- Neighbourhood Demographics (Section 6)
 - Demographic Profile (i.e., age, gender, etc.)
 - Economic Profile (i.e., employment information, commuting choices)

- Future Development (Section 7)
 - Applications for proposed development
 - Approved development applications

For the purpose of this Report, the Study Area segments (defined in **Section 1.3**) were further divided into sub-areas with common land use and urban landscapes, due to the large size of the Study Area segments. Refer to **Table 2-1** for the list of sub-areas in each Study Area segment. These sub-areas are shown in **Figure 2-1**, **Figure 2-2** and **Figure 2-3** and are further described in **Section 3.2.1.2.1**.

Table 2-1: Ontario Line Study Area Segments and Sub-Areas

Study Area Segment	Sub-Area
Ontario Line West	Liberty Village / Fort York Sub-AreaDowntown West Sub-Area
Ontario Line South	 Downtown East Sub-Area West Don Lands / Industrial Sub-Area East End Residential Sub-Area
Ontario Line North	 Pape Sub-Area Thorncliffe Employment Sub-Area Thorncliffe Park Sub-Area Flemingdon Park Sub-Area













Figure 2-3: Ontario Line North Study Area Sub-Areas



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3. Planning Policy

The Province of Ontario and City of Toronto have plans and policies which are relevant to the development of the Project. These plans and policies serve as important elements of the planning framework and provide insight into key provincial and municipal objectives, while encouraging strategic transportation development. The following sections describe these planning considerations, including provincial policies and plans, municipal plans and initiatives, and applicable environmental studies.

3.1 Provincial

Over the past two decades, the Province has approved a series of initiatives, statutes and plans that have changed the way planning and development is to occur within Ontario. A significant number of these address transportation and public transit, as described in the following sections. Accordingly, the delivery of transit and public transitrelated developments should be consistent with these policies.

3.1.1 Provincial Policy Statement

The Provincial Policy Statement, 2020 is issued under Section 3 of the Planning Act and provides policy direction on matters of Provincial interest related to land use planning and development, with the aim of securing the long-term prosperity, environmental health, and social wellbeing of the Province. The Provincial Policy Statement is premised upon the efficient use of land and infrastructure, the protection of environmental resources, and ensuring sufficient land is available for the development of future employment and residential uses.

Of relevance to the Project and Study Area are policies that relate to transportation systems and infrastructure, long-term economic prosperity, and the protection of natural, cultural, and built heritage. In particular, the Provincial Policy Statement promotes:

- Healthy and active communities by facilitating active transportation and community connectivity (Provincial Policy Statement, 2020, Section 1.5.1);
- The planning for and protection of transportation infrastructure and transit to meet current and projected needs (Provincial Policy Statement, 2020, Section 1.6.8.1);

- Providing safe, energy efficient, integrated, and reliable multimodal transportation systems which facilitate the movement of people and appropriately address projected needs (Provincial Policy Statement, 2020, Section 1.6.7);
- Maintaining or restoring the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems (Provincial Policy Statement, 2020, Section 2.1.2);
- Restricting development and site alteration in, or adjacent to, significant wetlands, woodlands, valley lands, wildlife habitat, and Areas of Natural and Scientific Interest, unless it has been demonstrated that there will be no negative effects on the natural features or their ecological functions (Provincial Policy Statement, 2020, Sections 2.1.4 and 2.1.5);
- Restricting development and site alteration in habitat of endangered or threatened species except in accordance with Provincial and Federal requirements (Provincial Policy Statement, 2020, Section 2.1.7);
- Restricting development and site alteration in or near sensitive surface or groundwater features such that their features and related hydrological functions will be protected, improved, or restored (Provincial Policy Statement, 2020, Section 2.2.2); and
- Conserving heritage and significant cultural heritage landscapes; and restricting development and site alternation on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved (Provincial Policy Statement, 2020, Sections 2.6.1 and 2.6.2).

The Provincial Policy Statement, 2020 was recently updated and came into effect on May 1, 2020 to replace the previous Provincial Policy Statement issued in 2014. The updated Provincial Policy Statement reflects new land use planning systems, such as Ontario's Housing Supply Action Plan issued under the More Homes, More Choice Act, 2019. The changes give municipalities greater flexibility in certain matters such as securing a greater range and mix of housing, integration of land use planning and transit-supportive development, and consultation with Indigenous communities.

3.1.1.1 Applicability to the Project

The Project is consistent with the objectives of the Provincial Policy Statement, 2020 as it supports the expansion and optimization of a multi-modal transportation system that provides connectivity to existing local and regional transit and supports long-term

economic prosperity. The Project will also support areas that are planned for residential and employment growth and the potential to support multiple modes of travel, foster improved connectivity, and allow for the development of compact, mixed-use communities.

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan) is a long-term plan for Ontario designed to promote economic growth, increase housing supply, create jobs, and build communities that make life easier, healthier, and more affordable for people of all ages. As one of the most dynamic and fast-growing regions in North America, the Greater Golden Horseshoe is a designation for many people and businesses from other parts of Canada and around the world. To accommodate such growth, an integral part of the Plan's vision is focused on investing in transit infrastructure to support the regional transit network.

The Growth Plan identifies Downtown Toronto as an "urban growth centre" and a "priority transit corridor" (Ministry of Municipal Affairs and Housing, 2019). The Growth Plan notes that "urban growth centres" will be planned:

- a) as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses;
- b) to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;
- c) to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and
- d) to accommodate significant population and employment growth.

Each "urban growth centre" is given a minimum density target to achieve by 2031. The minimum density target for Downtown Toronto is 400 residents and jobs combined per hectare. To support these growth and density targets, priority transit corridors are identified with policies for infrastructure development, such as requiring municipalities to recognize these areas in their official plans to implement the policies of the Growth Plan.

The current Growth Plan came into effect on May 16, 2019. These recent changes to the Growth Plan since its original 2006 version in 2006 and 2017 updated version have provided greater detail on policies for achieving vibrant and complete communities. A primary objective of the Growth Plan is the achievement of complete communities that have access to transit networks and an increased amount and variety of housing options.

Of relevance to the Project and Study Area are policies that relate to the creation of complete communities and enhanced transit planning within "strategic growth areas". In particular, the Growth Plan:

- Directs growth to "strategic growth areas" within settlement areas, including "urban growth centres" and "major transit station areas" (Policy 2.2.1.2);
- Supports the achievement of complete communities that expand convenient access to a range of transportation options (Policy 2.2.1.4(d));
- Guides growth and change along priority transit corridors (as identified on Schedule 5 of the Growth Plan) and within major transit station areas, being areas within 500 to 800 metres or within approximately a ten-minute walk from higher-order transit stations (Policy 2.2.4);
- Establishes specific density targets for major transit station areas along priority transit corridors or subway lines, requiring 200 residents and jobs per hectare for areas served by subways (Policy 2.2.4.3);
- Requires planning for lands adjacent to or near frequent transit to be transitsupportive, which relates to development that makes transit viable and improves the quality of the experience of using transit, often referring to compact, mixed-use development that has a high level of employment and residential densities (Policy 2.2.4.10);
- Requires municipalities to identify and protect lands that may be needed for future enhancement or expansion of transit infrastructure for lands adjacent or near higher order transit corridors, as determined through consultation with Metrolinx (Policy 2.2.4.11);
- Promotes economic development and competitiveness by planning to better connect areas with high employment densities to transit (Policy 2.2.5.1(c));
- Requires the transportation system to be planned and managed to provide connectivity among transportation modes for moving people and goods, offering multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services (Policies 3.2.2(a) and (d));
- Supports public transit as the first priority for transportation infrastructure planning and major transportation investments (Policy 3.2.3.1);
- Provides criteria for transit planning and investment decisions, including prioritizing areas with existing or planned higher residential or employment densities, increasing the capacity of the existing transit system to support strategic growth areas; and expanding transit services to areas that have or will be planned to achieve transit-supportive densities and provide a mix of uses (Policy 3.2.3.2); and

 Supporting existing and planned transit to reduce dependence on the automobile in an effort to address climate change adaptation and reduce greenhouse gas emissions (Policy 4.2.10.1(b)).

3.1.2.1 Applicability to the Project

Overall, the Project conforms with the relevant policies of the Growth Plan. By delivering transit to areas of existing high-density housing, cultural and institutional uses with the potential for new growth and development, the Project can help to deliver more complete communities, with a greater mix of uses and a reduced reliance on the automobile. The Ontario Line will be considered a new Priority Transit Corridor, running through the Downtown Toronto "urban growth centre" (**Figure 3-1**), connecting to the existing transit system (Line 2 Bloor-Danforth and future Line 5), and will be associated with a number of future "major transit station areas". Future development along this corridor would then be expected to achieve minimum population and employment density targets mentioned above.





3.1.3 Greenbelt Plan

The Greenbelt Plan, 2017 identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas, and functions occurring within the Greater Golden Horseshoe landscape (Province of Ontario, 2017). The Greenbelt Plan was introduced in 2005 under the Greenbelt Act, 2005 and includes lands within, and builds upon the ecological protections provided by, the Niagara Escarpment Plan and the Oak Ridges Moraine Conservation Plan¹. The Greenbelt Plan, together with the Growth Plan, builds on the Provincial Policy Statement to establish a land use planning framework for the Greater Golden Horseshoe that supports a thriving economy, a clean healthy environment, and social equity (Province of Ontario, 2017).

The Greenbelt Plan, 2017 describes the "Greenbelt" as a broad band of permanently protected land which:

- Protects against the loss and fragmentation of the agricultural land base and supports agriculture as the predominant land use;
- Gives permanent protection to the natural heritage and water resource systems that sustain ecological and human health and that form the framework around which major urbanization in southcentral Ontario will be organized;
- Provides for a diverse range of economic and social activities associated with rural communities, agriculture, tourism, recreation and resource uses; and
- Builds resilience to and mitigates climate change (Province of Ontario, 2017).

3.1.3.1 Applicability to the Project

The Don River is designated as an Urban River Valley under the Greenbelt Plan, 2017. The Urban River Valley designation promotes protection of natural and open space lands along river valleys in urban areas, provides connectivity between the Greenbelt and Lake Ontario, and directs land use planning in areas where the Greenbelt occupies river valleys in an urban context (Province of Ontario, 2017). Urban River Valley policies, provided under Section 6 of the Greenbelt Plan, 2017, note that all existing, expanded, or new infrastructure subject to and approved under the Environmental Assessment Act (or similar approval) are permitted within the Urban River Valley

^{1.} The Ontario Line Study Area does not fall within the protections of the Niagara Escarpment Plan or Oak Ridges Moraine Conservation Plan.

designation, provided that the goals of the Growth Plan and Greenbelt Plan are supported (Province of Ontario, 2017).

3.1.4 2041 Regional Transportation Plan

Metrolinx was established under the *Metrolinx Act, 2006* by the Government of Ontario to support transit connectivity throughout the Greater Toronto and Hamilton Area. Part of Metrolinx's mandate is to create a long-term strategic plan for an effective multimodal regional transportation system, promoting the integration of all modes of transportation within the Greater Toronto and Hamilton Area. To do so, Metrolinx developed The Big Move (2008), being the first regional transportation plan for the Greater Toronto and Hamilton Area. The plan provided a strategic, long-term vision for a co-ordinated transportation network across the region. It proposed over 1,200 kilometres of rapid transit over 25 years so that over 80 per cent of residents in the region will live within 2 kilometres of a rapid transit line.

The 2041 Regional Transportation Plan builds on The Big Move to guide the continuing transformation of the Greater Toronto and Hamilton Area transportation system through the goals of creating strong connections, complete travel experiences, and sustainable and healthy communities. The Regional Transportation Plan identifies five strategies to achieve this:

- 1. Complete the delivery of current regional transit projects;
- 2. Connect more of the region with frequent rapid transit;
- 3. Optimize the transportation system;
- 4. Integrate transportation and land use; and
- 5. Prepare for an uncertain future.

3.1.4.1 Applicability to the Project

The Regional Transportation Plan prioritizes the implementation of a comprehensive and integrated Frequent Rapid Transit Network, integrating both existing subway services as well as projects in development, including the Project. The Ontario Line Initial Business Case, prepared by Metrolinx and Infrastructure Ontario in July 2019, provides an analysis of the benefits of this Project and its alignment with the goals and strategies of the Regional Transportation Plan.

To connect more of the Region with frequent rapid transit (Strategy 2) the Ontario Line will provide walking distance access (800 metres or ten-minute walk) to rapid transit for 154,000 more people including 34,000 low income people and is projected to generate

389,000 daily trips. The alignment of the Project will help to deliver a more connected and comprehensive frequent rapid transit within the downtown and surrounding areas by connecting to:

- Existing and planned GO Stations at Exhibition, East Harbour, and Gerrard/Carlaw;
- Existing and planned streetcar services at King Street (504), Queen Street East and West (501), Broadview (planned), and Gerrard East (506);
- Direct connection to subway services at Osgoode Station and Queen Station (Line 1) and Pape Station (Line 2);
- Eglinton Crosstown Light Rail Transit (Line 5, under construction); and
- Numerous bus services, as outlined in **Section 4.2** of this Report.

This investment will help to optimize the existing transit network, improving the user's experience by reducing travel time for a key underserviced part of the City. In particular, the Project will decrease travel time between the Thorncliffe Park Sub-Area to the downtown core by almost 40%. It will also help improve service reliability on the subway network by providing a 14% decrease in passengers on the busiest section of Line 1, reducing crowding induced delays; It is estimated that the Project would reduce Union Station crowding (boardings and alightings) by 13%.

The Project contributes to the Regional Transportation Plan's strategy of supporting the integration of transportation land use. The line will serve the Downtown and Central Waterfront, an area planned for significant residential and employment growth. The alignment connects with several "Avenues", which are intended to accommodate a mix of uses at higher densities, and with major "Employment Areas" at Exhibition GO Station, Don Mills/Eglinton Avenue as well as a cluster of creative industries at Dundas/Carlaw. Additionally, both Flemingdon Park and Thorncliffe Park are designated as "Apartment Neighbourhoods", meaning they have significantly higher residential densities and are currently underserved by rapid transit. The "Avenues", "Employment Areas" and "Apartment Neighbourhoods" designations are further described in Section **3.2.1.1** of this Report. Over the longer term, the Project will contribute to lowering greenhouse gas emissions through the reduction of approximately 83,000 vehicle kilometres travelled during the morning commute. As such, the Project contributes to the Regional Transportation Plan's goals of creating more complete and sustainable communities with transit, through optimization of the existing transit network and integration of land use considerations.

3.2 Municipal

3.2.1 City of Toronto Official Plan

The City of Toronto Official Plan (the Plan) sets out a vision and direction for future growth and development to create a livable, healthy, prosperous, and sustainable city. The Plan aims to steer growth to key intensification areas that are well-served by transit and that present the greatest opportunity for redevelopment; developing and expanding the city's transportation and transit infrastructure to support the Plan's growth management objectives; and increasing accessibility by leveraging the combined benefits of increased mobility (transportation) and proximity (land use). According to the Plan, mobility is enhanced by providing modal choice and/or increasing travel speeds to allow more trips to be made within a given time, whereas increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. The Plan includes mutually supportive transportation and land use policies aimed at maximizing accessibility through both mobility and proximity.

The Plan's growth management objectives will be achieved by maintaining and developing the transportation network. Specifically, the Plan identifies Higher Order Transit Corridors in Map 4 (**Figure 3-2**), where transit services are to be implemented in exclusive right-of-ways when funding becomes available and Environmental Assessments are completed. Map 4 identifies future Higher Order Transit Corridors within the Study Area along Front Street, Adelaide Street, and Richmond Street (**Figure 3-2**). The Ontario Line will connect to these defined corridors. Where station areas coincide, consideration was given to how to provide convenient, accessible inter-modal and inter-line connections, as required by the Official Plan.

The Plan also sets out planning policies for areas well-served by transit, which will affect the development and redevelopment of lands in proximity to transit services and stations. For sites in areas well-served by transit, including areas around subway stations, consideration will be given to the establishment of minimum and maximum density and parking limits; the redevelopment of surface parking lots on City land; and the establishment of parking rates that encourage shorter-term, high turnover on-street parking over longer-term commuter parking.




In relation to this, the Official Plan sets out a high-level Urban Structure for the city, with the intention of establishing a framework for the integration of land use and transportation planning (**Figure 3-3**). The Plan directs growth to areas that are best served by transit, and specifically to areas defined as the Downtown and Central Waterfront, Centres, Avenues and Employment Areas, which are located throughout the Study Area. New development in these areas will be compact, dense, and integrated with the transportation network.

3.2.1.1 Definitions

The following are key definitions of relevant designations related to City-wide policies contained in the Official Plan Chapter 2: Shaping the City.

3.2.1.1.1 Downtown and Central Waterfront

Toronto's Downtown and Central Waterfront Area is the most dense and complex part of the urban landscape, with a rich variety of building forms and activities. The boundaries of Downtown, as defined by the Official Plan, comprise the area bounded by Lake Ontario to the south, Bathurst Street to the west, the rail corridor and Rosedale Valley Road to the north and the Don River to the east. This area is intended to continue evolving as a healthy and attractive mixed-use community that provides differentiated neighbourhoods to live, work, and play, with a minimum gross density target of 400 jobs and residents per hectare. This rapid growth is expected to be supported by increasing levels of transit use.

As shown in **Figure 3-3**, a large portion of the Ontario Line West and Ontario Line South Study Areas fall within the Downtown and Central Waterfront designation.

3.2.1.1.2 Centres

The Plan defines four Centres, which are recognized as places with excellent transit service that draw people into the city towards high concentrations of jobs or other transportation connections. The Centres are to concentrate jobs, housing and services in dynamic mixed-use settings with different levels of activity and intensity. The defined Centres are the Scarborough, North York, Etobicoke and Yonge-Eglinton Centres. Centres are to have individual secondary plans that establish a climate for economic growth, commercial development, and residential development.

There are no Centres identified within the Study Area.

Figure 3-3: Map Depicting the Urban Structure from the City of Toronto Official Plan, Both Within and Outside the Project Footprint (Map 2, City of Toronto Official Plan, February 2019)





3.2.1.1.3 Avenues

Avenues are important corridors where re-urbanization and a range of residential, commercial, institutional, open space, and entertainment uses are anticipated. Intensification along the Avenues is guided by the 2010 Avenues and Mid-Rise Buildings Study, which identifies built form that is compatible with adjacent neighbourhoods and supportive of transit infrastructure. Growth and redevelopment of the Avenues should be supported by high quality transit services, and urban design which promotes a street that is safe, comfortable and attractive for pedestrians and cyclists.

As shown in **Figure 3-3**, several major streets within the Study Area are designated as Avenues, including:

- King Street West, east of Bathurst, within the Ontario Line West Study Area;
- Queen Street East within the Ontario Line South Study Area;
- Gerrard Street East within the Ontario Line South Study Area;
- Danforth Avenue within the Ontario Line North Study Area; and
- Pape Avenue south of Cosburn Avenue within the Ontario Line North Study Area.

3.2.1.1.4 Employment Areas

Employment Areas support business and employment growth by maintaining the land exclusively for business and economic activities. These lands are intended to be able to accommodate substantial job growth and meet the needs of the City's key economic clusters. Important elements of civic economy, such as manufacturing and warehousing and goods distribution, are located almost entirely in Employment areas and provide for a broad range of jobs and a diverse economic base. It is the City's goal to conserve Employment Areas, now and in the longer term, to expand existing businesses and welcome new businesses that will employ the future generations of Torontonians. Residential lands are rarely converted to employment uses and there is little opportunity to create new employment lands. Transit use is be encouraged in Employment Areas through investing in improved levels of service and encouraging transit-supportive development densities and forms.

As shown in Figure 3-3, portions of the Study Area fall within Employment Areas, including:

- Dufferin Street and Liberty Village within the Ontario Line West Study Area;
- The area south of Eastern Avenue and east of the Don Valley Parkway within the Ontario Line South Study Area;

Metrolinx Socio-Economic and Land Use Characteristics Environmental Conditions Report Ontario Line Project

- Adjacent lands on both sides of the Metrolinx Lakeshore East rail corridor between Eastern Avenue and Queen Street East within the Ontario Line South Study Area;
- East of the Metrolinx Lakeshore East rail corridor between Dundas Street East and Gerrard Street East within the Ontario Line South Study Area; and
- North of Overlea Boulevard within the Ontario Line North Study Area.

3.2.1.1.5 Green Space System

The City's Green Space System is comprised of large and connected parks and open space areas which have significant natural heritage or recreational value, being vital to the health of natural ecosystems as well as our quality of life. This system is to be protected, improved upon, and added to whenever feasible.

As shown in **Figure 3-3**, the Study Area includes and is adjacent to various portions of the Green Space System, including:

- The Lower Don River and Lower Don Lands at the Lake Ontario shoreline within the Ontario Line South Study Area; and
- The Don River and its surrounding natural areas within the Ontario Line North Study Area.

3.2.1.1.6 Applicability to the Project

The Ontario Line will serve several Avenues as well as the Downtown and Central Waterfront where high densities are encouraged and there is a desire to support growth through increased transit. The Ontario Line will provide service to a number of major Employment Areas where transit use is encouraged and intended to help support high employment densities. While the Project will serve these important areas of growth, it will also cross the Green Space System, which is to be preserved and protected, and run adjacent to residential neighbourhoods, particularly in the Ontario Line North Study Area (as described in **Section 3.4.1** of this Report). Change will need to be carefully managed in these locations with sensitive land uses.

3.2.1.2 Land Use Designations

The Official Plan's land use designations are tools to implement the objectives of directing growth to some areas while maintaining the stability of others. Each land use designation provides general policies for the permitted uses within it.

The following key designations in the Official Plan define areas that aim to preserve Toronto's existing built and natural character.

- Neighbourhoods, which are intended to support and maintain areas with lowscale (one to four storeys) residential uses. Neighbourhoods may also contain other uses such as parks, local institutions, cultural and recreational facilities and small-scale retail, service and office use.
- Apartment Neighbourhoods, which are areas that accommodate higherdensity residential uses such as mid-rise or high-rise apartment buildings. These neighbourhoods are expected to remain relatively stable and not undergo significant physical change, although infill is possible on underutilized properties.
- Parks and Natural Areas, which are the parks, open spaces, valleys, watercourses and ravines, portions of the waterfront, golf courses and cemeteries that make up the city's green open space network. Development is generally prohibited in these areas except for recreational and cultural facilities, conservation projects, cemetery facilities, public transit and essential public works and some utilities.

The following key designations in the Official Plan define areas targeted for growth and development within Toronto.

- Core Employment Areas, which are places for business and economic activities. Uses permitted in Core Employment Areas are all types of manufacturing, processing, warehousing, wholesaling, distribution, storage, transportation facilities, vehicle and repair services, offices, research and development facilities, utilities, waste management systems, industrial trade schools, media, information and technology facilities, and vertical agriculture. In addition, parks, small-scale restaurants, catering facilities, small-scale service uses, and small-scale retail are permitted provided they are ancillary to and intended to serve the Core Employment Area in which they are located.
- General Employment Areas, which are places for business and economic activities generally located on the peripheries of Employment Areas. All of the uses permitted in Core Employment Areas, and also include restaurants, services uses, and fitness centres.
- Mixed-Use Areas, which are intended to have a broad range of commercial, residential and institutional uses, in single use or mixed-use buildings, as well as parks and open spaces, and utilities. Development in Mixed-Use Areas should create a high-quality balance of uses that reduces automobile

dependency; provide for new jobs and homes on underutilized lands; provide an attractive, comfortable and safe pedestrian environment and access to local amenities; and take advantage of nearby transit services.

- Regeneration Areas, which are primarily former manufacturing areas targeted for reinvestment and growth. Many Regeneration Areas are encouraged to develop as mixed-use places. Secondary Plans and Precinct Plans have been prepared for many Regeneration Areas, and these plans generally focus on the creation of vibrant, pedestrian-friendly, mixed-use neighbourhoods that are well-served by transit.
- Institutional Areas, which are intended to accommodate major institutions and larger clusters of institutional uses with their ancillary uses. These institutions are recognized as important employers and service providers and will continue to grow to serve the needs of the growing population.

The following subsections characterize the pattern of these designations within the Study Area. Each segment has been further divided into sub-areas that each have common existing land use and urban landscapes.

3.2.1.2.1 Ontario Line West

3.2.1.2.1.1 Liberty Village / Fort York Sub-Area

The Liberty Village / Fort York Sub-Area (**Figure 2-1**) describes the area from the west extent of the Study Area, Springhurst Avenue and Dufferin Street, to the rail corridor south of Wellington Street. The west extent of this Sub-Area, west of Dufferin Street, is primarily designated as Neighbourhoods and Apartment Neighbourhoods. East of Dufferin Street is predominantly designated as Core Employment Areas within Liberty Village, with some Mixed-Use Areas surrounding Strachan Avenue. East of Strachan Avenue is designated as Parks and Other Open Space Areas between the south rail corridor and the Gardiner Expressway. The area between the two rail corridors is designated as Mixed-Use Areas and Parks (**Figure 3-4**).

3.2.1.2.1.2 Downtown West Sub-Area

The Downtown West Sub-Area (**Figure 2-1**) describes the area from the north rail corridor to Osgoode Station. The area between the north tracks and Wellington Street is designated as Regeneration Areas, with a small area designated Neighbourhoods. The lands between Bathurst Street and Spadina Avenue are also characterized as primarily Regeneration Areas, with small parcels of Parks. The Queen Street West corridor is designated as Mixed-Use Areas (**Figure 3-4**).





² Source of land use designations: City of Toronto, 2019. Official Plan – Map 18 Land Use Plan. Available: https://www.toronto.ca/wp-content/uploads/2017/11/97fe-cp-official-plan-Map-18_LandUse_AODA.pdf



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Figure 3-4b









3.2.1.2.1.3 Applicability to the Project

The Ontario Line West Study Area has a large portion of residential neighbourhoods. The Project will provide more frequent and reliable transit to these residences and will support further growth in the area, which is targeted in the Growth Plan, especially with new development concentrated in Liberty Village (see **Section 7.1** related to future development). Parks and Natural Areas must also be carefully considered during detailed design to mitigate potential impacts to their natural and social functionality within the context of the environment.

3.2.1.2.2 Ontario Line South

3.2.1.2.2.1 Downtown East Sub-Area

The Downtown East Sub-Area (**Figure 2-2**) stretches from the Line 1 Osgoode Station along Queen Street and extends south between Jarvis Street and Parliament Street to its southern extend of the Metrolinx rail tracks. Properties along the Downtown East Sub-Area are primarily designated Mixed-Use Areas and Regeneration Areas, with pockets of Institutional Areas, Apartment Neighbourhoods in the Sub-Area. There are pockets of Parks and Open Spaces throughout the Sub-Area. Due to the density of this Sub-Area, the corridor will be fully underground in this Sub-Area (**Figure 3-5**).

3.2.1.2.2.2 West Don Lands / Industrial Sub-Area

The West Don Lands / Industrial Sub-Area (**Figure 2-2**) is comprised of lands east of Parliament Street, south of Queen Street, and west of Logan Avenue, extending until Lakeshore Boulevard. Most of the lands within this Sub-Area are designated as Regeneration Areas, General Employment and Core Employment, with a small pocket of Neighbourhoods and Mixed-Use Areas near Queen Street. There are small pockets of parks throughout the Sub-Area, as well as a larger portion of land designated for Parkland splitting the Sub-Area, which corresponds with the Don River and its associated natural features. A Hydro Corridor runs through the parkland along the Don River.

3.2.1.2.2.3 East End Residential Sub-Area

The Lower Don Residential Sub-Area (**Figure 2-2**) is bound by Queen Street East in the south and Pape Station in the north, between Boulton Avenue at the most western extent and Jones Avenue in the most western extent. The majority of lands within this Sub-Area are designated as Neighbourhoods, with a General Employment Area along Carlaw Avenue between Queen Street and Gerrard Street, and Mixed-Use Areas along Queen Street and Gerrard Street. Jimmie Simpson Park, which is located north of Queen Street and south of Dundas Street between Wardell Street and Booth Avenue, is a popular park and recreation centre and a prominent feature in this Sub-Area. Smaller-sized parks are scattered throughout the Sub-Area (**Figure 3-5**).

Figure 3-5: Land Use Designations – Ontario Line South Study Area³



³ Source of land use designations: City of Toronto, 2019. Official Plan – Map 18 Land Use Plan. Available: https://www.toronto.ca/wp-content/uploads/2017/11/97fe-cp-official-plan-Map-18_LandUse_AODA.pdf

















3.2.1.2.2.4 Applicability to the Project

The Ontario Line South Study Area contains a diverse range of land use designations, with mixed-use and commercial focused more in the Downtown East Sub-Area, and residential neighbourhoods and parks focused in the West Don Lands / Industrial Sub-Area and East End Residential Sub-Area. These land uses will benefit from increased transit accessibility, with special attention to historic neighbourhoods to ensure that heritage attributes and character are preserved. Parks and Natural Areas must also be carefully considered during detailed design to mitigate potential impacts to their natural and social functionality within the context of the environment.

3.2.1.2.3 Ontario Line North

3.2.1.2.3.1 Pape Sub-Area

The Pape Sub-Area (**Figure 2-3**) stretches from the Danforth mixed-use corridor to just north of the Don River. Properties along the corridor south of Gamble Avenue are designated Mixed-Use Areas and the rear lot lines are immediately adjacent to lands designated Neighbourhoods. An exception to this pattern exists where the corridor crosses Cosburn Avenue which is designated Apartment Neighbourhoods from Donlands Avenue West to Broadview Avenue. North of Gamble Avenue the corridor is designated Neighbourhoods. There are small pockets of parks throughout the Sub-Area, as well as a larger portion of land designated Natural Areas at the northern edge of the Sub-Area, which corresponds with the Don River and its associated natural features (**Figure 3-6**).

3.2.1.2.3.2 Thorncliffe Employment Sub-Area

The Thorncliffe Employment Sub-Area (**Figure 2-3**) is comprised of lands north of Overlea Boulevard, between Millwood Road and the Charles H. Hiscott Bridge. The majority of lands within this Sub-Area are designated Employment Area and Utility Corridor, with pockets of Natural Areas throughout. The Leaside Employment Area runs along the majority of Overlea Boulevard and Beth Nelson Drive, and backs onto both the Utility Corridor and Natural Areas associated with the Don River West Branch and E.T. Seton Park (**Figure 3-6**).

3.2.1.2.3.3 Thorncliffe Park Sub-Area

On the south side of Overlea Boulevard is the Thorncliffe Park Sub-Area (**Figure 2-3**), which also stretches from Millwood Road to Charles H. Hiscott Bridge. This Sub-Area is comprised mainly of land designated as Apartment Neighbourhoods with a cluster of Mixed-Use Areas fronting Overlea Boulevard. Several large parks are designated towards the centre and western edges of the neighbourhood. The neighbourhood is bound to the west, south and east by Natural Areas of the Don River valley (**Figure 3-6**).

Figure 3-6: Land Use Designations – Ontario Line North Study Area⁴



⁴ Source of land use designations: City of Toronto, 2019. Official Plan – Maps 17 and 20 Land Use Plan. Available: https://www.toronto.ca/wp-content/uploads/2017/11/978e-cp-official-plan-Map-17_LandUse_AODA.pdf, https://www.toronto.ca/wp-content/uploads/2017/11/9070-cp-official-plan-Map-20_LandUse_AODA.pdf



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3.2.1.2.3.4 Flemingdon Park Sub-Area

The Flemingdon Park Sub-Area (**Figure 2-3**) is bound by the Don River valley to the west and south, and the Don Valley Parkway to the east. This Sub-Area is situated along Don Mills Road, from Gateway Boulevard to the south, reaching north about a block past Eglinton Avenue East. The lands south of Eglinton Avenue East within this Sub-Area contain a mix of land use designations, including Neighbourhoods and Apartment Neighbourhoods, Mixed-Use Areas, Institutional Areas, and Parks and Natural Areas. The portion of land north of Eglinton Avenue East is designated as an Employment Area, which extends beyond the Study Area boundary. However, the Don Mills Crossing Secondary Plan amended the Official Plan to introduce Mixed-Use designations both at the southwest corner of Eglinton Avenue East and Don Mills Road, and on the northwest side of this intersection, tucked behind the Don Mills Road frontage. This Secondary Plan also re-designated the area just north of Wynford Drive and west of Don Mills Road from an Employment Area to Parks. This northwest quadrant also contains land designated Utility Corridor, being the rail line, which extends north from the Thorncliffe Employment Sub-Area (**Figure 3-6**).

3.2.1.2.3.5 Applicability to the Project

The Ontario Line North Study Area contains a diverse range of land use designations, intended for different degrees of growth and change. The Project will support the desired density and growth in Mixed-Use Areas and Employment Areas, while also supporting existing higher-density Apartment Neighbourhoods and the planned mixed-use community at the Eglinton Avenue East and Don Mills Road extension. Neighbourhoods and Institutional Areas will also benefit from increased transit accessibility provided through this Project. However, change within residential areas should be carefully managed to mitigate impacts on these stable areas and ensure these neighbourhoods can continue to thrive. Furthermore, recognizing the various Parks and Natural Areas which abut and intersect with the Project, detailed design of the alignment will need to mitigate impact on these features and ecosystems.

3.2.1.3 Secondary Plans

Further to the Official Plan's city-wide policies, Chapter 6 of the Official Plan is dedicated to Secondary Plans, which are more detailed local development policies to guide growth and change in a defined area of the City. Each Secondary Plan focuses on a key area, community, or neighbourhood to implement visions and objectives specific to these areas. All the policies of the Official Plan apply to the areas subject to Secondary Plans contained in Chapter 6, except in the case of a conflict, where the

Secondary Plan policy will prevail. **Table 3-1** lists the Secondary Plans within the Study Area and their applicability to the Project.

Table 3-1:	City of Toronto	Secondary Plans	Applicable to the	e Project
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City of Toronto Secondary Plan	Study Area Segment
Fort York Secondary Plan	Ontario Line West
Garrison Common North Secondary Plan	 Ontario Line West
King-Spadina Secondary Plan	 Ontario Line West
Central Waterfront Secondary Plan	Ontario Line WestOntario Line South
King-Parliament Secondary Plan	 Ontario Line South
Don Mills Crossing Secondary Plan	Ontario Line North

3.2.1.3.1 Ontario Line West

The following Secondary Plans are applicable to the Ontario Line West Study Area:

- Central Waterfront;
- Fort York;
- Garrison Common North; and
- King-Spadina.

Figure 3-4 presents the Secondary Plans within and adjacent to the Study Area. The subsequent sections describe the Secondary Plans.

3.2.1.3.1.1 Central Waterfront Secondary Plan

The Central Waterfront Secondary Plan, the guiding policy document for the ongoing revitalization of Toronto's waterfront, intersects the Ontario Line West Study Area at the Wilson Yard Layover Facility and north towards the West Don Lands. Within the Ontario Line West Study Area, the Central Waterfront Secondary Plan has two precincts undergoing zoning changes: East Bayfront and North Keating. These precincts extend east from the foot of Lower Jarvis Street to Cherry Street and south from approximately Lakeshore Boulevard East to Lake Ontario. They contain private and public lands. The City and Waterfront Toronto have been working closely with private landowners/developers within the two precincts.

The Central Waterfront Secondary Plan includes policies that promote waterfront renewal. The development of this area focuses mainly on lands categorized as commercial, residential, industrial, park and open space, and institutional uses. The four core principles of the Central Waterfront Secondary Plan include: Metrolinx Socio-Economic and Land Use Characteristics Environmental Conditions Report Ontario Line Project

- Removing Barriers/Making Connections;
- Building a Network of Spectacular Waterfront Parks and Public Spaces;
- Promoting a Clean and Green Environment; and
- Creating Dynamic and Diverse New Communities.

The Central Waterfront Secondary Plan was adopted by City Council in 2003 as Official Plan Amendment 257 and has since been under appeal. Official Plan Amendment 257 was further approved in part as modified for the West Don Lands in 2005 by Ontario Municipal Board Decision/Order No. 3227. Official Plan Amendment 257 was further approved in part as modified for the First Waterfront Place lands in 2007 by Ontario Municipal Board Decision/Order Number 1905. In 2016, the City initiated revisions to Official Plan Amendment 257 mainly related to the addition of the Port Lands area, which was appealed to the Local Planning Appeal Tribunal in 2017. The next related Local Planning Appeal Tribunal Hearing related to these revisions is scheduled for September 1, 2020.

3.2.1.3.1.2 Fort York Secondary Plan

The Fort York Secondary Plan area is bounded by Metrolinx rail tracks to the north, Strachan Avenue to the west, Bathurst Street to the east and Lakeshore Boulevard to the south.

Some of the key Plan objectives include:

- Develop as a vital mixed-use neighbourhood and make use of the large areas of existing open space and waterfront setting;
- Significance of Fort York and Fort York Heritage Conservation District will be recognized in the redevelopment of the Fort York Neighbourhood;
- Improved transit will be implemented, including a new system of streets, bicycle and pedestrian routes; and
- Particular regard for the context provided for redevelopment in the Fort York Neighbourhood by public and private initiatives in the larger Garrison Common North and Railway Lands West areas, in order to ensure its integration into this larger area and to promote the creation of a larger system of linked public open spaces.

3.2.1.3.1.3 Garrison Common North Secondary Plan

The Garrison Common North Secondary Plan area is bounded by Queen Street to the north, Dufferin Street to the west, Bathurst Street to the east and Metrolinx track / Gardiner Expressway to the south.

Some of the key Plan objectives for new developments include:

- Be integrated into the established city fabric in terms of streets and blocks, uses and density patters;
- Enhance the public open space system;
- Include a variety of land use and densities including community services and facilities;
- Provide a range of housing types; and
- Be sensitive to and protect industrial, communications and media operations.

3.2.1.3.1.4 King-Spadina Secondary Plan

The King-Spadina Secondary Plan area is bounded by Queen Street West to the north, Bathurst Street to the west, Simcoe and John Streets to the east and Front Street to the south.

Some of the key Plan objectives include:

- New investment will be attracted to King-Spadina;
- Provide a mixture of compatible land uses;
- Retention and promotion of commercial and light industrial uses;
- Commercial activity, including retail service industry will be provided for to ensure the necessary services for new residents and businesses in the area; and
- Heritage buildings will be retained, restored and re-used.

3.2.1.3.2 Ontario Line South

The following Secondary Plans are applicable to the Ontario Line South Study Area:

- Central Waterfront; and
- King-Parliament.

Figure 3-5 presents the Secondary Plans within and adjacent to the Study Area. The subsequent sections describe the Secondary Plans.

3.2.1.3.2.1 Central Waterfront Secondary Plan

Described in Section 3.2.1.3.1.1 above.

3.2.1.3.2.2 King-Parliament Secondary Plan

The King-Parliament Secondary Plan area is bounded by Queen Street East to the north, Jarvis Street to the west, the Don River to the east and the Metrolinx rail tracks to the south.

The City currently undergoing a review of the King-Parliament Secondary Plan to build on the planning framework of the Downtown Plan and provide specific direction on built form, heritage, and the public realm.

Key objectives of the King-Parliament Secondary Plan include:

- New investment will be attracted to King-Parliament;
- Growth of commercial, institutional, industrial, light industrial, entertainment, recreational, residential and live/work activities;
- The retention and re-use of existing buildings, specifically heritage buildings;
- Creation of good quality working and living environments; and
- Retaining the physical character, including structure of its public streets and open spaces.

The King-Parliament Secondary Plan is currently under review since its original adoption in 1996. In October 2019, the City considered a Proposed Secondary Plan amendment for the King-Parliament Secondary Plan which builds on the framework of the Downtown Plan (Official Plan Amendment 406) adopted by City Council in May 2018. Following the recommendation for further public and stakeholder consultation, a recommended Secondary Plan and Zoning By-law will be considered by City Council adoption by the end of 2020. The following objectives may supersede those of the current King-Parliament Secondary Plan, if approved:

- Support and enhance the employment cluster in the King-Parliament area;
- Conserve heritage properties;
- Improve and expand park and the public realm; and
- Simplify interpretation of overlapping policy frameworks.

3.2.1.3.3 Ontario Line North

The Don Mills Crossing Secondary Plan is applicable to the Ontario Line North Study Area and is described in **Section 3.2.1.3.3.1**.

3.2.1.3.3.1 Don Mills Crossing Secondary Plan

The Don Mills Crossing Secondary Plan was adopted by City Council as Amendment 404 to the Official Plan in April 2019. The Don Mills Crossing Secondary Plan is generally in the vicinity of the intersection of Don Mills Road and Eglinton Avenue East, bound by the Canadian Pacific Rail Corridor, Don Mills Road, Wynford Drive, Gervais Drive, Ferrand Drive, Rochefort Drive, and a portion of the west branch of the Don River Valley.

The Don Mills Crossing Secondary Plan was prepared as a result of the Don Mills Crossing Planning Study, which was a three-phase project initiated by the City in 2016 to examine ways to focus anticipated growth and maintain connections to natural heritage around the intersection of Don Mills Road and Eglinton Avenue East anchored by the Eglinton Crosstown Light Rail Transit. The Don Mills Crossing Planning Study The Don Mills Crossing Planning Study integrated the lands identified by the Eglinton Connects Planning Study (2014) with the lands northwest of the Don Mills Road and Eglinton Avenue East intersection (Celestica Lands), to create a 52-hectare Core Study Area as a focus for new policies to facilitate changes and guide new development. Beyond the Core Study Area, the City also studied larger areas of influence related to transportation, municipal servicing, community infrastructure, heritage, and public realm.

The Don Mills Crossing Secondary Plan's vision is informed by the following Guiding Principles:

- Create a vibrant mixed-use community;
- Connect with nature and build resiliency;
- Enhance mobility choice, comfort, and connectivity; and
- Support for inclusive city building.

3.2.1.4 Site and Area Specific Policies

Site and Area Specific Policies, contained in Chapter 7 of the Official Plan, describe sites and areas that require policies that vary from one or more Official Plan provisions. These policies generally reflect unique historic conditions for approval that must be recognized for specific development sites, or provide an additional layer of local policy direction for the areas in which they apply. In most cases, the Site and Area Specific

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Policies provide direction on land use. The Official Plan policies apply to these lands, except where the Site and Area Specific Policies vary from the Official Plan. **Table 3-2** outlines the Site and Area Specific Policies which apply to lands within each Study Area segment.

Study Area Segment	Site and Area Specific Policy	Location	Purpose
Ontario Line West	202. Lands Bounded by College Street, Simcoe Street, Queen Street West and Spadina Avenue	The Study Area is subject to Site and Area Specific Policy Number 202. Lands Bounded by College Street, Simcoe Street, Queen Street West and Spadina Avenue in the Official Plan (City of Toronto, 2019a). The Site and Area Specific Policies applies to a portion of the Study Area along Queen Street West.	The objective of this Site and Area Specific Policy is to permit commercial parking garages in Mixed-Use Areas at a density of up to 3.0 times the lot area, and on lots fronting on Spadina Avenue between Dundas Street West and Queen Street West at a density of up to 5.0 times the lot area through a zoning by-law amendment.
Ontario Line West	191. 56 Queen Street East, 106 King Street East and 330 University Avenue	The Study Area is subject to Site and Area Specific Policy Number 191. 56 Queen Street East, 106 King Street East and 330 University Avenue in the Official Plan (City of Toronto, 2019a). The Site and Area Specific Policies applies to a portion of the Study Area between Simcoe Street and University Avenue.	The objective of this Site and Area Specific Policy is to ensure that aspects are met for the densification of the heritage properties in the area.
Ontario Line South	224. Lands Bounded by Yonge Street, Queen Street West, Bay Street and Adelaide Street West	The Study Area is subject to Site and Area Specific Policy Number 224 – Lands Bounded by Yonge Street, Queen Street West, Bay Street and Adelaide Street West in the Official Plan (City of Toronto, 2019a). The Site and Area Specific Policies applies to a portion of the Study Area between Bay Street and Yonge Street, as well as Queen Street West and Adelaide Street West.	The objective of this Site and Area Specific Policy is to ensure that future development complements the scale of the existing characteristics of the area.
Ontario Line South	174. Yonge Street Between Queen Street and North of Gerrard Street	The Study Area is subject to Site and Area Specific Policy Number 174. Yonge Street Between Queen Street and North of Gerrard Street in the Official Plan (City of Toronto, 2019a). The Site and Area Specific Policies applies to a portion of the Study Area along Yonge Street between Queen Street West and Gerrard Street West.	The objective of this Site and Area Specific Policy is to ensure that density transfers from the Yonge Dundas Redevelopment Project meets the need of the residents and those who use the area.

Table 3-2: Site and Area Specific Policies Applicable to the Project

Study Area Segment	Site and Area Specific Policy	Location	Purpose
Ontario Line South	191. 56 Queen Street East, 106 King Street East and 330 University Avenue	The Study Area is subject to Site and Area Specific Policy Number 191. 56 Queen Street East, 106 King Street East and 330 University Avenue in the Official Plan (City of Toronto, 2019a). The Site and Area Specific Policy applies to a portion of the Study Area between Queen Street East and Shuter Street, as well as Bond Street and Church Street.	The objective of this Site and Area Specific Policy is to ensure that aspects are met for the densification of the heritage properties in the area.
Ontario Line South	153. 53-67 Saulter Street	The Study Area is subject to Site and Area Specific Policy Number 153. 53-67 Saulter Street in the Official Plan (City of Toronto, 2019a). The Site and Area Specific Policy applies to a portion of the Study Area at Saulter Street and Queen Street East.	The objective of this Site and Area Specific Policy is to permit a mix of employment and residential uses within any building in the area.
Ontario Line South	469. Queen Street East between the railway crossing at Jimmie Simpson Park and Leslie Street	The Study Area is subject to Site and Area Specific Policy Number 469. Queen Street East between the railway crossing at Jimmie Simpson Park and Leslie Street in the Official Plan (City of Toronto, 2019a). The Site and Area Specific Policy applies to a portion of the Study Area along Queen Street East between the railway crossing at Jimmie Simpson Park and Leslie Street.	The objective of this Site and Area Specific Policy is to guide and manage moderate, incremental development; respect and reinforce the existing mixed-use character and physical character of Queen Street East in Leslieville; and ensure an appropriate transition between new development and existing Neighbourhoods north and south of Queen Street East.
Ontario Line South	154. Certain Lands Within the Blocks Bounded by Queen Street East, Boston Avenue, Logan Street and 1st Avenue	The Study Area is subject to Site and Area Specific Policy Number 154. Certain Lands Within the Blocks Bounded by Queen Street East, Boston Avenue, Logan Street and 1st Avenue in the Official Plan (City of Toronto, 2019a). The Site and Area Specific Policy applies to a portion of the Study Area along Carlaw Avenue.	The objective of this Site and Area Specific Policy is to permit a mix of employment and residential uses within any building in the area as long as conditions are met.
Ontario	426.	The Site and Area Specific Policy is bound by	The objective of this Site and Area Specific
Study Area Segment	Site and Area Specific Policy	Location	Purpose
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Line South	21 Don Roadway and 30 Booth Avenue	the Don Valley Parkway in the west, the Metrolinx Lakeshore East rail corridor in the north, Booth Avenue in the east, and Lake Shore Boulevard East in the south.	Policy is to provide a planned employment precinct that is integrated and connected to the surrounding area, permitting a broad variety of non-residential land uses.
Ontario Line North	76. Lands Southeast of Eglinton Avenue East and Don Mills Road	The Study Area is subject to Site and Area Specific Policy Number 76. Lands Southeast of Eglinton Avenue East and Don Mills Road in the Official Plan (City of Toronto, 2019a). The Site and Area Specific Policy applies to a portion of the Study Area bound by Eglinton Avenue East to the north, Don Mills Road to the west, Rochefort Drive to the south, and the Don Valley Parkway to the east,	The objective of this Site and Area Specific Policy is to permit a maximum overall density of 1.8 times the lot, with higher densities concentrated adjacent to Eglinton Avenue East and the DVP.
Ontario Line North	92. Northeast of Eglinton Avenue East and Leslie Street	The Study Area is subject to Site and Area Specific Policy Number 92. Lands northeast of Eglinton Avenue east and Leslie Street in the Official Plan (City of Toronto, 2019a). The Site and Area Specific Policy applies to lands bound by Eglinton Avenue East, Leslie Street, Barber Greene Road, and the CN rail line.	The objective of this Site and Area Specific Policy is to implement a Holding (H) provision related to office development, requiring a traffic impact study to ensure sufficient transportation capacity is available to accommodate commercial development in certain areas within the Central Don Mills Secondary Plan.
Ontario Line North	144.	The Study Area is subject to Site and Area Specific Policy Number 144.	*Policy missing from the Official Plan
Ontario Line North	147. 4 Thorncliffe Park Drive	The Study Area is subject to Site and Area Specific Policy Number 147. 4 Thorncliffe Park Drive, in the Official Plan (City of Toronto, 2019a). The Site and Area Specific Policy applies to a portion of the Study Area at Banigan Drive and Thorncliffe Park Drive.	The objective of this Site and Area Specific Policy is to permit Places of Worship and a school for religious education.
Ontario Line North	148. 86 Overlea Boulevard	The Study Area is subject to Site and Area Specific Policy Number 148. 86 Overlea Boulevard, in the Official Plan (City of Toronto,	The objective of this Site and Area Specific Policy is to permit uses ancillary to administration headquarters, a chapel, a

Study Area Segment	Site and Area Specific Policy	Location	Purpose
		2019a). The Site and Area Specific Policy applies to a portion of the Study Area north of Overlea Boulevard, east of Thorncliffe Park Drive, and south of William Morgan Drive.	museum, a maximum 20 student theological seminary, and one residential suite for the religious & administrative chief of the church.
Ontario Line North	150. 10 & 15 William Morgan Drive	The Study Area is subject to Site and Area Specific Policy Number 150. 10 and 15 William Morgan Drive, in the Official Plan (City of Toronto, 2019a). The Site and Area Specific Policy applies to a portion of the Study Area north of William Morgan Drive, east of Thorncliffe Park Drive.	The objective of this Site and Area Specific Policy is to permit a nursing and retirement home.
Ontario Line North	511. 844 Don Mills Road and 1150 Eglinton Avenue East	The Study Area is subject to Site and Area Specific Policy Number 511. 844 Don Mills Road and 1150 Eglinton Avenue East, provides direction for a comprehensive planning and development framework to be prepared with the Don Mills Crossing Study for those lands within the vicinity of Don Mills Road and Eglinton Avenue East.	The objective of this Site and Area Specific Policy is to permit the redevelopment of a complete and sustainable new community, with residential, employment, retail and service facilities, community services, and parks and open spaces. The Site and Area Specific Policy was implemented prior to the completion of the Don Mills Crossing Secondary Plan, to allow phase 1 of the proposed development for the lands to proceed.
			Amongst other requirements for the redevelopment, the Site and Area Specific Policy requires a minimum of 70,000 square metres of non-residential gross floor area comprised of uses permitted in an Employment Area, the majority of which is to be office space.

3.2.1.5 Other Initiatives

3.2.1.5.1 TOcore and Downtown Plan

TOcore was an initiative to prepare a new 25-year plan for Toronto's downtown. This was one of the most transformative and comprehensive city-building initiatives, as it encompassed all studies, initiatives, and strategies that culminate in the new Downtown Secondary Plan. The area covered by the Plan is bordered by the Don Valley to the east, the Rosedale Valley and Canadian Pacific Rail tracks to the north, Bathurst Street to the west, and the Waterfront including the Toronto Islands to the south (City of Toronto, 2020a). The Plan was prepared under Official Plan Amendment No. 406 and was adopted by Council in 2018 and received approval from the Ministry of Municipal Affairs and Housing in 2019. The Downtown Plan and its complementary strategies and reports detail policies and goals for everything that comprises an urban centre, including topics like liveability, transit, parks and public realm, streets, housing, built form, shadow impacts, community services and facilities, sustainable energy, water supply, climate change resiliency, and arts and culture.

3.2.1.5.2 Gerrard-Carlaw Planning Study

The City initiated the Gerrard-Carlaw Planning Study with the intent of developing a vision and planning framework for a complete community within the Study Area that achieves transit-supportive development in conformity with the Growth Plan (discussed in **Section 3.1.2**) policies pertaining to Transit Corridors and Station Areas (City of Toronto, 2019b).

In February 2018, City Council adopted a motion directing City Planning to prepare a draft terms of reference for a planning study in the Gerrard-Carlaw area to achieve transit supportive development in the context of neighbouring low-rise residential uses and broader City-building objectives, in recognition of the transit investments being made for the proposed Gerrard-Carlaw SmartTrack Station and Ontario Line (City of Toronto, 2019b).

The Gerrard-Carlaw Planning Study overlaps with the Ontario Line South Study Area where Gerrard Street East intersects with Carlaw Avenue and Pape Street.

3.2.1.5.3 Laird in Focus Planning Study

The City initiated the Laird in Focus Planning Study to develop a planning framework to guide the future development for the southeast corner of Laird Drive and Eglinton Avenue East (Study Area A) and the west side of Laird Drive between Vanderhoof Avenue and Millwood Road (Study Area B) (City of Toronto, n.d.). These two study areas, as shown in **Figure 3-7**, are known as the Laird Focus Area.

An Eglinton Crosstown light rail transit station is being constructed at Laird Drive and Eglinton Avenue East. The Laird in Focus Planning Study provides a vision and planning framework for a complete community which supports the Mixed Use Areas and Employment Areas designations within the Laird Focus Area. The planning framework, in conjunction with a public realm plan and open space framework, and built form plan, will be integrated with a mutli-modal transportation system.





⁵ Figure source: City of Toronto, n.d. Overview: Laird in Focus. Available: https://www.toronto.ca/citygovernment/planning-development/planning-studies-initiatives/laird-in-focus/overview-laird-in-focus/

3.3 Applicable Environmental Assessments

Table 3-3 provides a list of applicable environmental assessments (EAs) within the vicinity of the Study Area.

3.4 Additional Policy Considerations

Table 3-4 provides a list of additional policy considerations, such as municipal plans and guidelines, within each Study Area segment.

Table 3-3: Applicable Environmental Assessments

Applicable Study Area Segment	Proponent	Environmental Assessment	Description	Status
Ontario Line West	 City of Toronto 	King-Liberty Pedestrian/Cyclist Link, 2011	The objective of the King-Liberty Pedestrian/Cyclist Environmental Study Report was to determine the preferred location for a pedestrian/cyclist link across the Metrolinx Milton/Kitchener Rail Corridor in the area between Atlantic Avenue and Strachan Avenue to improve connectivity to/from Liberty Village.	Under construction
			The preferred alternative includes the provision of an above-grade pedestrian/cyclist link between Douro Street and Western Battery Road with a combination of elevators and stairs on both sides of the bridge.	
			The pedestrian/cycle bridge is currently being constructed adjacent to the Ontario Line West Study Area, northwest of Strachan Avenue and Liberty Street.	
Ontario Line West	 City of Toronto 	Liberty Village New Street Environmental Assessment, 2016	The City of Toronto completed a Municipal Class EA that recommended the construction of a new east-west road extending between Dufferin Street and Strachan Avenue in Liberty Village. The new road would be located on the north side of the Metrolinx Lakeshore West rail corridor. City Council has endorsed the preferred design identified in the EA, which consists of the following:	EA complete. Detailed design was scheduled to be undertaken in 2018, however there is no
			 a new road with two traffic lanes (one in each direction) a multi-use path for cyclists and pedestrians on the south side of the road a sidewalk on the north side of the road landscaping and civic improvements, including south-facing lookouts, where possible two-way connections at all intersecting north-south streets, except for Strachan Avenue, which would be restricted to right-in right-out movements. 	current schedule for construction
			Construction of the new road is subject to available funding. Potential implementation of the new road could follow a phased approach. According to the City's website, there is currently no schedule for construction.	
Ontario Line South	 Metrolinx 	Lakeshore East Rail Corridor Expansion (Don River to Scarborough) Environmental Project Report, 2017	The Metrolinx Lakeshore East Rail Corridor Expansion (Don River to Scarborough GO) involves the addition of a fourth railway track and associated bridge widenings and culvert modifications on the Metrolinx Lakeshore East Rail Corridor between the Don River and the Scarborough GO Station. The purpose of the Project is to improve accommodations on the Metrolinx Lakeshore East Rail Corridor as Metrolinx moves forward with the service expansions associated with the GO Expansion Program.	EA complete; Detailed Design underway
			The Metrolinx Lakeshore East Rail Corridor Expansion's alignment from Union Station to Pape Avenue is located within the Ontario Line South Study Area.	
Ontario Line South	 Toronto and Region Conservation Authority City of Toronto Toronto Waterfront 	Don Mouth Naturalization and Port Lands Flood Protection Project – Environmental Assessment,	The Don Mouth Naturalization and Port Lands Flood Protection Project involves transforming the existing mouth of the Don River into a healthier, more naturalized river outlet, while reducing the risk of flooding on the lands. Completion of this project will allow development in the Lower Don Lands to occur in support of revitalizing Toronto's waterfront area.	Under construction
	Revitalization Corporation	2014	The preferred undertaking for the Project includes a new river valley system that flows southwest into the Inner Harbour. The design includes an overflow Greenway to the south along the Don Roadway which discharges into the Ship Channel and a slipway in the existing Keating Channel.	
			The Don Mouth Naturalization and Port Lands Flood Protection EA is located within the Ontario Line South Study Area.	

Applicable Study Area Segment	Proponent	Environmental Assessment	Description
Ontario Line South	 Metrolinx 	Union Station Rail Corridor (USRC) East Enhancements Environmental Project	The Union Station Rail Corridor (USRC) East Enhancements Project Environmental Project R completed as part of the TPAP. The purpose of the USRC East Enhancement Project is to pro mainline track capacity, increased train storage capacity and increased track speed capabilities side of the USRC. The USRC East Enhancements EPR assessed the following components:
		Report, 2018	 New track on the north side; New tracks on the south side; Wilson Yard Layover Facility; Bridge Extensions; Retaining walls on the north side of the rail corridor; and Relocation of the Cherry Street Interlocking Tower.
			In relation to the Ontario Line South Study Area, the USRC alignment connects Union Station south of Bayview Avenue.
Ontario Line South	 City of Toronto, Metrolinx 	East Harbour SmartTrack Station Environmental Project Report, 2018	The East Harbour SmartTrack Station is proposed the Metrolinx Lakeshore East/Stouffville ra from the eastern side of the DVP to Eastern Avenue with pedestrian access across the DVP a secondary entrance on the west side of the Don River in the City of Toronto.
			In July 2016, Metrolinx issued the Initial Business Case for the East Harbour SmartTrack Stat referred to as Don Yard/Unilever). This station was recommended by the Metrolinx Board of D 28, 2016. In Fall 2016, the City of Toronto confirmed the location, general design concept and station in the SmartTrack program. Metrolinx and the City worked together to develop the stat on an ongoing operational needs assessment, pre-environmental assessment studies, worksl and a technical advisory committee process. Design changes are ongoing in co-ordination with
			Since the Initial Business Case concept illustration (2016), the station design has been modifi
			 Include platforms serving Lakeshore East and Stouffville trains. Incorporate pedestrian/cyclist connections to the Multi-use Path (MUP) west of the Don I Accommodate the Broadview Avenue extension. Relocate the platform between the Don Yard and Unilever sites to optimize access to the emerging land uses.
			In relation to the Ontario Line South Study Area, the East Harbour Station will be located alon Stouffville/Lakeshore East rail corridor, south of Eastern Avenue, and crossing the Don River.
Ontario Line South	 Toronto Waterfront Revitalization Corporation and City of Toronto 	West Don Lands Class Environmental Assessment Master Plan, 2005	The West Don Lands Class Environmental Assessment Master Plan supports the West Don L West Don Lands precinct is a 32-hectare area located generally east of Parliament Street, so East, west of the Don River, and north of the Gardiner Expressway. The site is being transforr industrial lands into a sustainable, mixed-use, pedestrian-friendly, riverside community. The V large precinct with some developments complete (i.e., River City) and others under constructi West Don Lands Block 8).
Ontario Line North	TTCCity of TorontoMetrolinx	Eglinton Crosstown Light Rail Transit Environmental Project Report (EPR), 2010 Environmental Project Report Addendum, 2013	The TTC and City of Toronto prepared a TPAP for the 33-kilometres Eglinton Crosstown Ligh corridor that would link the Pearson International Airport with the Kennedy Station, which stud centred along Eglinton Avenue, from the Pearson International Airport lands in the west to Ke east. The Light Rail Transit running way includes dedicated light rail tracks travelling in both d located at the centre of the roadway on a raised median to separate the Light Rail Transit traffic between traffic signals. A total of 28 stops and 13 underground stations are proposed, t are located at major intersections.
			In relation to the Ontario Line North Study Area, the Light Rail Transit runs at surface from ea

	Status
Report was provide additional ties along the east s:	EA complete; Detailed Design underway
on to Wilson Yard,	
ail corridor spanning and Don River to a	EA complete; Detailed Design underway
ation (previously Directors on June nd inclusion of the ation design based shops, discussion, vith stakeholders.	
ified to:	
n River.	
he existing and	
ong the Metrolinx r.	
Lands precinct. The outh of King Street ormed from former West Don Lands is a ction in 2020 (i.e.,	Development ongoing
ht Rail Transit Idied lands generally Cennedy Road in the directions, typically affic and general the latter of which	Under construction

Applicable Study Area Segment	Proponent	Environmental Assessment	Description	Status
			Road (just west of the Ontario Line North Study Area) to Kennedy Road, with a short underground section at Don Mills Road. An off-street, 7-bay bus terminal is proposed at Don Mills Station, as depicted below. Additionally, 17 traction power substations are proposed along the alignment, one of which is located at Don Mills Station.	
			An Addendum to the EPR was prepared in 2013 to assess and address specific changes to the project, of which did not impact the portion of the Project within the Ontario Line North Study Area. With MOECC approval to proceed with the Project, the Don Mills Bus Terminal and trackwork within the Ontario Line North Study Area are currently under construction.	
Ontario Line North	 City of Toronto and Toronto and Region Conservation Authority (TRCA) 	East Don Trail Environmental Assessment, 2016	The purpose of the East Don Trail Environmental Assessment Study was to determine a preferred trail route within this existing gap. This trail will create a key connection route linking major trail systems, provide a safe way for people to access the valley system, provide viable transportation routes for cyclists, and create outdoor recreational opportunities for a variety of users. The EA studied lands south of Lawrence Avenue East, east of Don Mills Road, north of Woodville Avenue, and west of O'Connor Drive and Victoria Park Avenue.	Under construction
			Analysis for the EA found a significant gap in the multi-use trail network exists within the East Don Corridor between the existing East Don Trail (east of Wynford Heights Crescent), Gatineau Corridor Trail (at approximately Bermondsey Road), and the Don Trail System. As such, the East Don Trail was planned to fill this existing gap in the trail network, thus creating a continuously connected trail network.	
			The preferred alternative provides a 4.8 kilometres trail alignment and includes 10 watercourse crossings (bridges) over the East Don River and Taylor Massey Creek, two bridges over tributaries of the East Don River, and five crossings of the Metrolinx rail line. In relation to the Ontario Line North Study Area, this alignment connects to the existing Lower Don Trail just east of Don Mills Road, south of Charles H Hiscott Bridge, and extends north toward Eglinton Avenue to the east of the Ontario Line North Study Area.	
Ontario Line North	 City of Toronto City-wide 	Basement Flooding Investigation Environmental Assessment Studies	In 2013, City Council approved plans to develop comprehensive plans in 67 areas across the City to reduce the risk of flooding. The study areas were determined by the underground drainage system. An EA was conducted for each basement flooding area to assess the sewer and drainage systems and make recommendations to reduce the risk of flooding.	Ongoing
			The Ontario Line North Study Area falls within five of the Basement Flooding Study Areas:	
			 Study Area 32: completed in 2012, captures the portion of the Study Area centred along Pape Avenue and Overlea Boulevard, between Danforth Avenue and Browning Avenue; Study Area 46: in progress but not active, captures the portion of the Study Area centred along Pape Avenue, between Browning Avenue north and east to the Charles H. Hiscott Bridge; Study Area 58: in progress but not active, captures the portion of the Study Area centred around Charles H. Hiscott Bridge and the west side of Don Mills Road up to Eglinton Avenue East; Study Area 55: in progress but not active, captures the portion of the Study Area east of Don Mills Road from Gateway Boulevard past Eglinton Avenue East to the CN Rail line; and Study Area 43: in progress and active, captures the portion of the Study Area north of Eglinton Avenue East, East of Don Mills Road. 	
			Study Area 43, being the only study area currently active within the Ontario Line North Study Area, is located in the Bayview and York Mills area, which has experienced recurring basement and surface flooding during extreme storms in the past. The Study Area is serviced by a separate storm and sanitary sewer system and has a natural watercourse Wilket Creek that flows through the study area from north to south.	
			To-date, the City has completed an evaluation of the sanitary and storm systems and a total of 101 projects proposed to alleviate basement flooding in the area. These projects include 20 sanitary sewer upsize, storage	

Applicable Study Area Segment	Proponent	Environmental Assessment	Description	Status
			and/or shallow sewer replacement projects, and other improvements related to storm sewer system improvements. The projects are spread out geographically and will be implemented over time. In relation to the Ontario Line North Study Area, this includes storm sewer upsizing west of Don Mills Road, just south of Barber Greene Road, as well as a storm sewer replacement south of Barber Greene Road just outside of the Ontario Line North Study Area.	

Applicable Study Area Segment	Authority / Agency and Study Area	Name of Policy, Initiative, or Plan	Description	Status
All	 TRCA Don River Watershed (Toronto) 	Don River Watershed Plan & Implementation Guide, 2009	The <i>Don River Watershed Plan (2009)</i> was prepared to provide effective guidance for the regeneration of the watershed. The purpose of the <i>Implementation Guide (2009)</i> is to facilitate implementation of the recommendations contained in the Plan.	Implementation
All	 City of Toronto City-wide 	Developing Toronto's Transit Network Plan to 2031, 2016	In March 2016, City Council adopted the report Developing Toronto's Transit Network Plan: Phase 1 (EX13.3), which presented a comprehensive 2031 transit network plan based on the City's Rapid Transit Evaluation Framework's (RTEF) three city-building objectives of serving people, strengthening places, and supporting prosperity. The 2031 Transit Network Plan includes the following key projects currently at various stages of planning and design, including: (1) the Scarborough Subway Extension; (2) the Relief Line South, which has now been replaced by this Project, (3) Waterfront Transit; (4) Eglinton West and East Light Rail Transit Extensions; and (5) SmartTrack. Since then, City Council has considered a series of reports that have advanced planning and design of Toronto's transit network.	Adopted
All	 City of Toronto City-wide 	10 Year Cycling Network Plan, 2016 (Updated 2019)	The 10 Year Cycling Network Year Plan aims to connect, grow and renew infrastructure for Toronto's cycling routes over the next ten years. The 10 Year Cycling Network Plan identifies approximately 525 kilometres of new infrastructure. The Plan was approved by Council in June 2016.	Adopted
All	 City of Toronto City-wide 	Congestion Management Plan 2016-2020, 2016	The <i>Congestion Management Plan (CMP) 2016-2020</i> builds on the successes from the first CMP (2012-2018) and identifies new capital projects, capital expansions to successful projects, and the operational support needed to maintain these initiatives. The City of Toronto is currently working on the CMP for 2021-2025.	Implementation
All	 City of Toronto City-wide 	Vision Zero Road Safety Plan 2017-2021	The Vision Zero Road Safety Plan is a comprehensive five-year (2017-2021) action plan focused on reducing traffic-related fatalities and serious injuries on Toronto's streets.	Implementation
All	 City of Toronto City-wide 	Ravine Strategy, 2017	The <i>Toronto Ravine Strategy</i> guides future ravine management, use, enhancement and protection. The strategy was completed in September 2017. The Ravine Strategy Implementation Report was adopted by Council in January 2020. The implementation report noted that the Lower Don is a Ravine Priority Investment Area. Any work in the Lower Don shall meet the objectives of the Lower Don Trail Master Plan and Lower Don Trail Refresh.	Adopted
All	 City of Toronto City-wide 	Parks and Trails Wayfinding Strategy (Toronto 360 Wayfinding Strategy), 2017	The first two phases are now complete, and the City is now undertaking a comprehensive evaluation of the <i>Don Valley Pilot Project</i> installed in 2017. The area covered follows the Pan Am Path (Lower Don Trail), from Lake Shore Boulevard to Pottery Road, and includes Riverdale Park (East and West).	Implementation / Evaluation
All	City of TorontoCity-wide	Parkland Strategy, 2019	The <i>Parkland Strategy</i> is a 20-year plan that will guide long-term planning for new parks and expansion and improved access to existing parks. It will aid in the decision-making and prioritization of investment in parkland across the city. The Final Parkland Strategy Report was adopted by Council in November 2019.	Adopted
All	 City of Toronto City-wide 	Parks and Recreation Facilities Master Plan 2019- 2038	Parks, Forestry and Recreation is developing a 20-year <i>Facilities Master Plan</i> to guide investment in parks and recreation facilities such as community recreation centres, ice rinks, and sports fields. The Master Plan was adopted by Council in November 2017. The <i>Implementation Strategy</i> was adopted by Council in October 2019 with amendments.	Implementation
All	City of TorontoCity-wide	Guidelines for Development Close to Rail Corridors and Yards, 2019	This Land Use Study will lead to guidelines for a series of rail corridor types that will assist City staff when they review development applications adjacent to rail corridors and yards. The Study was conducted in two Phases and is now complete. The Final Report City Wide Land Use Study: Development in Proximity to Rail Operations Phase 2 March 2019 is available online.	Completed
All	City of TorontoCity-wide	Toronto Green Roof Strategy (2006) and Green Roof By-law (2010)	Toronto is the first City in North America to have a by-law to require and govern the construction of green roofs on new development. The By-law contains both requirements for new development and the Toronto Green Roof Construction Standard. Council adopted the by-law in 2009.	Adopted
All	City of Toronto	Toronto Green Standard	The Toronto Green Standard (TGS) is a tiered set of performance measures with supporting guidelines that	Adopted

Table 3-4: Additional Policy Considerations

Applicable Study Area Segment	Authority / Agency and Study Area	Name of Policy, Initiative, or Plan	Description	Status
	 City-wide 	Version 3, 2018	promote sustainable site and building design in new public and private developments. Version 3 was adopted by City Council in December 2017. All new planning applications submitted after May 1, 2018 are required to meet Toronto Green Standard Version 3, and all prior applications are required to meet Toronto Green Standard Version 2.	
All	City of TorontoCity-wide	Accessibility Design Guidelines, 2004	The guidelines are intended to address the needs of people with disabilities with a wide range of impediments that limit their ability to access their environment that include but are not limited to mobility, sight, hearing or cognitive disabilities (City of Toronto, 2004).	Adopted
All	Government of OntarioOntario	Accessibility for Ontarians with Disabilities Act, 2005	All newly constructed or redeveloped infrastructure in the built environment must comply with the Accessibility for Ontarians with Disabilities Act (AODA) under Part IV.1 of Ontario Regulation 191/11. Last amended in 2012.	Ontario Regulation in effect
All	City of TorontoCity-wide	Best Practices for Effective Lighting, 2017	Best Practices for Effective Lighting gives examples of what residents, architects, urban designers and planners can do to provide well designed, energy efficient lighting that is cost-effective and has a low impact on the environment (City of Toronto, 2017).	Completed
All	City of TorontoCity-wide	Design Guidelines for 'Greening' Surface Parking Lots, 2017 (Updated 2013)	The <i>Design Guidelines for 'Greening' Surface Parking Lots</i> provide specific strategies and measures which developers, designers and reviewers of surface parking lots can apply to help meet Official Plan policies and environmental performance targets of the Toronto Green Standard. The Guidelines were approved for public release by Council in 2007 and minor updates were completed in January 2013 (City of Toronto, 2013).	Completed
All	City of TorontoCity-wide	Complete Streets Guidelines, 2017	The <i>Complete Streets Guidelines</i> provide an expanded toolbox of ways to improve Toronto's streets (City of Toronto, 2017).	Completed
Ontario Line South & Ontario Line North	 City of Toronto Danforth Avenue 	Danforth Avenue Complete Street and Planning Study	 The City is undertaking a Complete Street and Planning Study of Danforth Avenue. The full Study Area will span a 6 kilometres stretch of Danforth Ave. between Broadview Avenue and Victoria Park Avenue. Within this stretch, there will be three types of studies undertaken including: A Complete Street Study from Broadview Avenue to Victoria Park Avenue, to examine the roadway width and review options for a complete street design and the potential for on-street protected bike lanes in order to improve road safety. An Economic and Retail Study from Broadview Avenue to Victoria Park Avenue to provide an understanding of the economic environment of the area and issues faced by retailers along Danforth Avenue in order to support and promote economic vitality. A Planning Study from Broadview Avenue to Coxwell Avenue, to identify future city-building opportunities, guide new development, and enhance the public realm and quality of place. 	Ongoing

4. Physical Neighbourhood Composition

4.1 Land Use and Built Form Patterns

The following subsections describe the land use and built form patterns within each segment and their respective neighbourhoods. **Appendix A** contains photos to supplement these descriptions.

4.1.1 Ontario Line West

The Ontario Line West Study Area is located within the neighbourhoods of South Parkdale, Niagara, and Waterfront Communities-The Island. These neighbourhoods are primarily residential and commercial. Some of the notable local landmarks in the South Parkdale, Niagara, and Waterfront Communities-The Islands neighbourhoods include:

- Budapest Park;
- Marilyn Bell Park;
- Canadian National Exhibit Fairgrounds;
- Ontario Place;
- Enercare Centre;
- BMO Field;
- Coronation Park; and
- Fort York National Historic Site.

4.1.1.1 Liberty Village / Fort York Sub-Area

The Liberty Village / Fort York Sub-Area is a culturally significant area of Toronto with a true mix of land use and built form. This Sub-Area is known for unique built landscapes such as the Fort York Historic Site and the mix of land use and built form in Liberty Village. The street fabric generally follows an urban grid pattern (i.e., Dufferin, King, Strachan) with Fort York Boulevard as an east-west winding road at the southern side of Fort York Historic Site.

Dufferin Street, west of Liberty Village, has a mix of early 20th century buildings at King Street, and mid-century high-rise apartment buildings north and south of King Street West. The Dufferin and King intersection has a variety of buildings, from single-story

commercial plazas to high-rise multi-dwelling buildings. Refer to **Appendix A1**, **Figures A1 to A5**. The Dufferin and King intersection, which is the east boundary of Toronto's Parkdale neighbourhood, is a mixed-use corner with commercial and residential uses, and connections to the 504 King streetcar. See **Section 4.2.1** for details regarding transit routes within the Study Area.

Liberty Village is a neighbourhood that is bounded by Dufferin Street in the west, King Street West in the north, Strachan Avenue in the east, and the Metrolinx Lakeshore West Rail Corridor in the south. The neighbourhood has century-old structures and heritage buildings that have been re-purposed into homes, offices, restaurants, retail stores, and banks. The brownfield redevelopment efforts in the past decade have transformed this area into a desirable place to live, work, and play. With that, there are also many new high-rise condominium buildings recently built and occupied, as well as under construction. Refer to **Appendix A1**, **Figures A6 to A10**.

Liberty Village is considered a "pocket of the city", as the neighbourhood is separate from main arterial roads, such as King Street West; however, it is accessible a variety of city amenities and popular districts by walking, cycling, and transit. Liberty Village is a 10-minute walk to the lakeshore, a 15-minute streetcar ride to the Financial District, and a 20-minute walk to the Arts and Entertainment District of King Street West. Offices and retail are mostly concentrated in the west end of Liberty Village, with high rise residential buildings and townhomes focused around Western Battery Road, and new residential developments focused on East Liberty Street east to Strachan Avenue.

The Metrolinx Milton/Kitchener Rail Corridor in the north results in many residents in the west end of Liberty Village being somewhat siphoned off from King Street West including direct access to the 504 King streetcar. The neighbourhood's north connection will be strengthened as a result of the King-Liberty Pedestrian Cycle Bridge, which is currently scheduled to open in Spring 2020 (City of Toronto, 2020b). This new bridge will be an overpass over the Metrolinx Milton/Kitchener Rail Corridor to provide a convenient and more direct route from Liberty Village to King Street West between Atlantic Avenue and Strachan Avenue.

East of Liberty Village is mainly comprised of the Fort York National Historic Site (see **Section 4.3.1.1** for more details); however, there are currently several new high-rise residential buildings being constructed east of Strachan Avenue and Ordnance Street, extending the Liberty Village neighbourhood further east in the near future.

4.1.1.2 Downtown West Sub-Area

The Downtown West Sub-Area is a distinguished part of the city with some of the main arterial roads in west of Yonge Street (i.e., King West, Queen West, Spadina, Bathurst). This Sub-Area also has a mix of uses and architecture types, with building heights ranging from single storey to high-rise, constructed over more than a century and still growing. The main arterials are characterized as intensified corridors that maintain their character, having mixed-use buildings with ground-level commercial and residential in the storeys above. Refer to **Appendix A1**, **Figures B1 to B16**.

Between the GO Transit rail tracks and King Street West is described as Toronto's Niagara neighbourhood and is located just west of the Fashion, Entertainment, and Financial Districts. Niagara is a mixed residential and industrial neighbourhood, now trending towards more residential accommodations and less industry (Toronto Neighbourhoods, n.d.). This neighbourhood, previously called the "New Town Extension" in the 1800s, was originally developed as a residential area for the workers of industries located along the Canadian National (CN) and Canadian Pacific (CP) railway corridors (now Metrolinx-owned).

The area bounded by Bathurst Street in the west, Queen Street West in the north, Spadina Avenue in the east, and King Street West in the south is known as Toronto's Fashion District. The Fashion District (also known as the Garment District) is a commercial and residential district known for trendy restaurants, design shops, and boutique condo developments. Many former garment warehouses currently house clothing stores, while others have been renovated into artists' studios and galleries, publishers, software and techy design offices, condos and lofts. In the 1990s, highpriced clothing stores opened, resulting in gentrification of the area. The area is currently seeing a spillover effect in condo developments from the adjacent Entertainment District (east of Spadina Avenue), and an increase in the number of new residential developments.

Queen Street West, between Spadina Avenue and University Avenue, is known as the Entertainment District due to its history of media assets (i.e., CityTV, Much Music) and live music venues (i.e., the Cameron, the Horseshoe Tavern, the Rivoli). As a result of the surge of tv and media giants locating to Queen Street West in the 1980s and 1990s, the area was gentrified with condominium developments and high-priced retail shopping. Many independent shops relocated west of the Entertainment District to the Fashion District or Parkdale (Kelly, 2017).

4.1.2 Ontario Line South

The Ontario Line South Study Area is located within the neighbourhoods of Bay Street Corridor, Church-Yonge Corridor, Moss Park, South Riverdale, North Riverdale, and Blake-Jones. The neighbourhoods are primarily residential and commercial, with the exception of South Riverdale being primarily industrial.

Some of the notable local landmarks in the Bay Street Corridor, Church-Yonge Corridor, and Moss Park neighbourhoods include:

- Nathan Phillips Square;
- City Hall;
- Osgoode Hall;
- Moss Park;
- Corktown Common;
- Massey Hall;
- Metropolitan United Church;
- Distillery District;
- Lower Don Trail;
- Jimmie Simpson Park; and
- Withrow Park.

4.1.2.1 Downtown East Sub-Area

The Downtown East Sub-Area is similar to Downtown West with respect to the street pattern and mix of uses, although this Sub-Area is generally not as dense as Downtown West. East of Yonge Street, densities begin to drop and there are more areas of single-storey commercial with surface parking (e.g., Staples at King Street East and Berkeley Street. Refer to **Appendix A2**, **Figures A1 to A18**.

Queen Street West between University Avenue and Yonge Street is one of Toronto's primary shopping destinations with the Toronto Eaton Centre. This stretch of Queen Street West is also known as the Civic District with many institutional and cultural buildings, such as Toronto City Hall, Old City Hall, Osgoode Hall, and the Four Seasons Centre. East of Yonge Street, Queen Street East also has institutional buildings, such at St. Michael's Hospital and Metropolitan United Church (see **Section 5.1.1.2** for more details).

Old Town is a neighbourhood and retail district defined as Church Street to the west, Queen Street East to the north, Parliament Street to the east, and Front Street to the south. This neighbourhood had the first Parliament buildings of Upper Canada until they were destroyed in the War of 1812. Old Town still has one of the largest concentrations of 19th century buildings in Ontario. Old Town is located south of Moss Park and north of St. Lawrence and is mainly comprised of buildings only two or three storeys tall. Along Front Street East, King Street East, and Queen Street East are numerous first floor restaurants and stores with walk-up apartments on the upper floors. The area also has numerous older warehouses that have been converted to lofts or offices. Several new developments have been built in Old Town, such as the Globe and Mail Centre, a 17storey office complex completed in 2016.

St. Lawrence is a neighbourhood bounded by Yonge Street to the west, King Street East and Front Street East to the north, Parliament Street to the west, and the Gardiner Expressway to the south. The Esplanade runs through the middle of the neighbourhood and is comprised of residential, institutional and civic uses, and notably David Crombie Park. This area is mostly known to locals and tourists for the St. Lawrence Market farmer's market, which originated through the construction of Market Square in 1803 at King Street East and Jarvis Street. Similar to Liberty Village, this Sub-Area features historic brownfield sites that were repurposed into commercial buildings and event space.

4.1.2.2 West Don Lands / Industrial Sub-Area

The West Don Lands / Industrial Sub-Area includes the Distillery District, the West Don Lands and Lower Don Trail within the Don Valley. Unlike the other sub-areas, this Sub-Area includes a large open space feature: The Don Valley. The Don Valley is a historic natural landscape that has been altered over the last century to accommodate Toronto's urbanization and large population. Surrounding the Don River and the Don Valley, the Don Valley Parkway (DVP) was constructed in 1961 as a municipal expressway connecting the Gardiner Expressway and Highway 401.

There have been recent upgrades to the parks and open space system within this Sub-Area. The Don River Valley Park is a 200-hectare park from Pottery Road to Corktown Common. The Corktown Common, which borders the Don River to the east, was built on remediated industrial lands in 2013 (see **Section 4.3.2.2** for more details).

Refer to Appendix A2, Figures B1 to B5.

4.1.2.3 East End Residential Sub-Area

The East End Residential Sub-Area is characterized as having mainly medium-density housing, such as townhouses, and single-storey retail plazas with surface parking. Queen Street East is known for its quaint, small town aesthetic as a gateway into the old East York community.

The Sub-Area generally maintains north-southeast-west grid pattern that Toronto was built on, with some irregularly shaped parcels surrounding the rail corridor. There are also several rail-over-road subways associated with the rail corridor. In the past decade, local artists created a number of murals on the walls of these underpasses to promote a visually engaging public realm with cultural significance to the east end neighbourhoods. The intention of the murals is to increase the sense of place, pride, and presence within the community, which in turn is expected to promote the "safe streets" revitalization that often results from public art enhancements.

Refer to Appendix A2, Figures C1 to C20.

4.1.3 Ontario Line North

The Ontario Line North Study Area contains four diverse communities from the former municipalities of East York and North York, as described by the sub-areas below. These communities contain a variety of existing uses, from residential and commercial, to office and industrial, and a network of institutional uses and open spaces. The land use and built form of these communities reflect the eras in which they were developed, varying in terms of density and built form characteristics. While Employment Areas are relatively homogenous in form, there is a great degree of variety in residential development which ranges from row housing and townhomes to high-rise apartments.

Some of the notable local landmarks in the various neighbourhoods include:

- Ontario Science Centre;
- Leaside Bridge;
- Charles H. Hiscott Bridge;
- East York Town Centre;
- Flemingdon Park Shopping Centre;
- Lower Don Valley;
- Leaside Park;
- E.T. Seton Park; and
- Don River West Branch.

4.1.3.1 Pape Sub-Area

The Pape Avenue Corridor was developed in the first half of the 20th century across a grid of streets with a fine-grained pattern of generally uniform lots. The corridor is characterised by its small-scale, main street retail and service uses, some of which are provided in a mixed-use format with residential uses on the upper storeys. These buildings are about 2-3 storeys in height and line the majority of Pape Avenue with little setback, providing direct frontage and orientation onto the street (**Appendix A3**, **Figures A1 to A3**). The main-street, mixed-use pattern is broken at several points along the corridor including between Lipton Avenue and Browning Avenue and north of Gamble Avenue which are comprised of mainly low-rise residential forms (**Appendix A3**, **Figures A4 to A6**). While the houses between Lipton Avenue and Browning Avenue maintain limited setbacks found across much of the corridor, houses north of O'Connor Drive have greater setbacks, driveways and landscaping which separate the building frontage from the street.

Pape Avenue corridor includes several institutional uses including places of worship, schools, and cultural and community spaces (**Appendix A3**, **Figures A7 to A10**). Community amenities are further outlined in **Section 5** of this Report.

There is little park space throughout the corridor, with the exception of two parkettes toward the northern end and the open space system along the Lower Don River (**Appendix A3**, **Figures A11 and A12**). New development is limited, with the exception of some pockets of infill and small-scale residential redevelopments, most notably around Pape Avenue and Mortimer Avenue (**Appendix A3**, **Figure A13**).

Pape Avenue is abutted on both sides by low-rise residential neighbourhood streets comprised of bungalows, duplexes, and a handful of new townhome developments, some of which fall within the Ontario Line North Study Area while others fall just outside (**Appendix A3**, **Figure A14**). Other than the new townhomes, these houses are generally pre-1930s structures south of Mortimer Avenue and north of O'Connor Drive with blocks of 1930s-1940s structures between them. The exception is the apartment neighbourhood along Cosburn Avenue, comprised of a series of larger lots containing 10-12 storey slab apartment blocks developed between late 1950s and early 1970s (**Appendix A3**, **Figure A15**). Apartments are also found west of Pape Avenue along Gamble and Gowan Avenues, located to the north and south of Cosburn Avenue, respectively.

The area north of Gamble Avenue is comprised almost exclusively of low-rise residential neighbourhood stretching north to the Leaside Bridge. These neighbourhoods abut the Lower Don Valley to the north, a large naturalized river valley

containing a multi-use trail, wastewater treatment facility and the headquarters for Toronto Police Dog Services (**Appendix A3**, **Figures A16 and A17**). The Valley is also traversed by the six-lane Don Valley Parkway.

4.1.3.2 Thorncliffe Employment Sub-Area

The Thorncliffe Employment Sub-Area is situated to the north of Overlea Boulevard, between Millwood Road and Don Mills Road. This area contains predominately employment uses, ranging from more industrial uses such as electric power distribution, storage and manufacturing facilities, to low-rise industrial offices and business parks (**Appendix A3**, **Figures B1 to B6**); examples include the Costco development and integration of the former Coca Cola headquarters heritage building on the site. These employment uses are primarily contained within 1-2 storey buildings built in the 1960s and 1970s on larger lots. The majority of buildings have large footprints, are set back from Overlea Boulevard and oriented along a network of side and secondary streets. Commercial and retail uses are dispersed throughout the area to support the employment uses (**Appendix A3**, **Figures B7 and B8**).

There are two main employment clusters within this Sub-Area, located to the north and south of the hydro corridor, which runs northeast across the Don River Valley system and past the eastern boundary of the Sub-Area. The southern cluster contains a strip of employment uses along Overlea Boulevard, which run several buildings deep toward the hydro corridor. The northern cluster is situated around the intersection of Beth Nealson Drive and Wicksteed Avenue and consists of larger lots and buildings than those in the southern cluster.

Although commercial and retail uses are scattered throughout the Sub-Area, there is a cluster of these uses along Thorncliffe Park Drive (**Appendix A3**, **Figures B9 and B10**). To the east of this cluster, there is a grouping of places of worship as well as the Revera Leaside Retirement Residence, a 7-storey apartment building located adjacent to the E.T. Seton Park (**Appendix A3**, **Figures B11 to B14**).

A portion of the Don River Valley system is located within this Sub-Area, just north of Pat Moore Drive, from the rail line to the eastern Sub-Area boundary, on both sides of Beth Nealson Drive.

4.1.3.3 Thorncliffe Park Sub-Area

The Thorncliffe Park Sub-Area is characterised by a mix of larger-scale commercial, residential, and institutional uses developed between the late 1950s and late 1970s. The largest development within the Sub-Area is the East York Town Centre

(**Appendix A3**, **Figures C1 to C3**). This mall and associated plaza are situated in the centre of the neighbourhood and comprise a large portion of the Overlea Boulevard frontage within the Ontario Line North Study Area. The Mall is set back from the street and surrounded by large areas of surface parking.

The Mall connects to a cluster of institutional uses consisting of the Thorncliffe Park Public School and Jenner Jean-Marie Community Centre, the latter of which falls just outside the Ontario Line North Study Area (**Appendix A3**, **Figures C4 to C6**). These uses are connected by RV Burgess Park, which provides a central open space for this community (**Appendix A3**, **Figure C7**). In addition to this park, the Leaside Park Outdoor Pool and associated recreational facilities also provide recreation within this neighbourhood (**Appendix A3**, **Figures C8 and C9**). Other institutional uses, such as places of worship and community organizations, are scattered throughout the neighbourhood. These are discussed in further detail in **Section 5** of this Report.

Surrounding this institutional cluster is a large apartment neighbourhood. The only lowrise housing within this neighbourhood is a complex of townhomes around Leaside Park Drive (**Appendix A3**, **Figure C10**). In contrast to what is found in the Pape Corridor, the apartments in Thorncliffe Park were developed as a series of "Towers-in-the-Park"; oriented internally and separated from the street by landscaping and/or parking (**Appendix A3**, **Figures C11 to C14**). There is a wide variety of lot shapes and sizes with generally mid-sized parcels towards the centre of the neighbourhood and larger parcels towards the edge of the neighbourhood lining the valley.

The larger neighbourhood is bounded to the west, south and east by the Don River Valley, a feature that reinforces its landscape characteristic and works in conjunction with the Thorncliffe Employment area to isolate it from the rest of the City.

4.1.3.4 Flemingdon Park Sub-Area

The Flemingdon Park Sub-Area is situated along Don Mills Road and comprised of residential, commercial, and institutional uses developed for the most part in the 1960s and 1970s. The neighbourhood is connected to Thorncliffe Park by Charles H. Hiscott Bridge, which passes over the Don River West Branch (**Appendix A3**, **Figures D1 to D2**). This river valley open space system comprises much of the western edge of this neighbourhood, and is backed onto by the Marc Garneau Collegiate Institute, Valley Park Middle School and the Ontario Science Centre. A portion of the open space network has direct frontage onto Don Mills Road (**Appendix A3**, **Figures D3 and D4**). The neighbourhood is divided into northern and southern sections by the large hydro corridor, which crosses Don Mills Road from the Don River Valley to the west and runs east towards the Don Valley Parkway (**Appendix A3**, **Figures D5 and D6**). The land

within the corridor is used for a range of recreational uses including playing fields, running tracks, ball diamonds and outdoor seating areas.

There are several institutional uses within this Sub-Area, including three schools situated around Don Mills Road and Gateway Boulevard in the southern portion of the neighbourhood. The Ontario Science Centre and associated buildings comprise a large portion of this Sub-Area. The entrance of the Science Centre provides a gateway entrance and public space along Don Mills Road (**Appendix A3**, **Figure D7**). However, the buildings themselves are set back from the street and bookended by two parking lots to the north and south.

At the centre of the Sub-Area to the east of Don Mills Road is the Flemingdon Park Shopping Centre (**Appendix A3**, **Figure D8**). It is the main commercial cluster south of Eglinton Avenue East and is set back from Don Mills Road, separated by parking and stand-alone commercial buildings within the plaza.

Residential buildings are characterised by a mix of low, medium and high-rise apartments on large irregularly shaped lots with large street setbacks comprised of landscaping and/or parking (**Appendix A3**, **Figures D9 and D10**).

The lands north of Eglinton Avenue East are comprised of both low to mid-rise office buildings and large-format commercial buildings. A new station and bus terminal for the Eglinton Crosstown Light Rail Transit is currently under construction on the northeast and southwest corners of Eglinton Avenue East and Don Mills Road, as described in **Section 4.2** of this Report (**Appendix A3**, **Figures D11 and D12**). Beyond the station to the northeast is a large grocery store and a cluster of 2 to 8 storey office buildings (**Appendix A3**, **Figures D13 and D14**). These buildings are generally set back from the street with generous landscaping and surface parking areas. Further east in this quadrant is the landscaped campus of the Toronto Ismaili Centre and Aga Khan Museum. The lands to both the northwest and southeast of the intersection are planned for significant new office and residential development, as described in **Section 7** of this Report.

4.2 Transit and Transportation Network

- 4.2.1 Ontario Line West
- 4.2.1.1 Transit Network

4.2.1.1.1 Existing

The Ontario Line West Study Area is served by both local and regional transit networks through a range of train, subway, streetcar, and bus options. All transit routes that can be accessed within the Ontario Line West Study Area are described in **Table 4-1** below.

	Table 4-1:	Transit Routes	within the Ontario	Line West St	udy Area
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Route	Transit Mode	Service Area	Notes
GO Lakeshore West	Train	 Exhibition GO Station connects users to the Lakeshore West corridor, which operates east- west at grade between Union Station and Burlington, with some trips extending to Hamilton and Niagara Falls 	GO service along Lakeshore West has recently increased its service to daily trips to Hamilton during morning and afternoon peak times. Bus connections are currently available to Niagara Falls. New stations are being constructed between Hamilton and Niagara Falls to eventually provide daily train service.
TTC Line 1 Yonge- University	Subway	 Osgoode Station connects users to Line 1, which operates north-south underground below Yonge Street, University Street, and Spadina Avenue Connections to other subway lines can be made once Line 1 is accessed at Osgoode Station 	Many of the bus routes within the Ontario Line West Study Area (see below) connect to Line 1 at various stations, including Osgoode Station and Queen Station
TTC 501 Queen	Streetcar	 Operates east-west on Queen Street between Neville Park Loop and Long Branch Loop Connections to Line 1 Osgoode Station and Queen Station 	 Includes two service variations: - 501A (Humber-Neville Park) - 501L (Long Branch-Humber)
TTC 503 Kingston	Streetcar	 Operates east-west on King Street, Queen Street, and Kingston Road between Neville Park Loop and Long Branch 	 One single service is operated: 503 (Victoria Park-York)

Route	Transit Mode	Service Area	Notes
		Loop Connections to Line 1 St. Andrew Station and King Station	
TTC 504 King	Streetcar	 Operates east-west on King Street between Line 2 Dundas West Station and Line 2 Broadview Station Connections to Line 1 St. Andrew Station and King Station 	 The King Street Transit Priority Corridor gives priority to streetcars by restricting vehicles to local access between Bathurst Street and Jarvis Street. This corridor began as a pilot project in November 2017 and was made a permanent transit priority corridor in April 2019. The corridor prohibits through movements for vehicles at most intersections, expands space for streetcar stops, and allows for a balanced mix of curb lane uses including public space areas, cafés, loading zones, and taxi stands. Includes two service variations: - 504A (Dundas West Station- Distillery) 504B (Broadview Station- Dufferin Gate)
TTC 509 Harbourfront	Streetcar	 Operates east-west on Queens Quay West and Fleet Street between Line 1 Union Station and Exhibition Loop Connection to Line 1 Union Station 	 One single service is operated: 509 (Union Station- Exhibition)
TTC 510 Spadina	Streetcar	 Operates north-south on Spadina Avenue and Queens Quay West between Line 1/Line 2 Spadina Station and Line 1 Union Station Connection to Line1/Line 2 Spadina Station 	 Includes three service variations: 510A (Spadina-Union Station) 510B (Spadina Station- Queens Quay/Spadina) 510C (Spadina Station- King)
TTC 511 Bathurst	Streetcar	 Operates north-south on Bathurst Street between Line 2 Bathurst Station and Exhibition Loop Connection to Line 2 Bathurst 	 One single service is operated: 511 (Bathurst Station- Exhibition)

Route	Transit Mode	Service Area	Notes
		Station	
TTC 29 Dufferin	Bus	 Operates north-south on Dufferin Street between Line 1 Wilson Station and Exhibition Place Connection to Line 2 Dufferin Station 	 Includes two service variations: 29A (Wilson Station- Exhibition/Dufferin Gate) 29C (Wilson Station- Exhibition/Princes' Gate)
TTC 63 Ossington	Bus	 Operates north-south on Ossington Street between Line 1 Eglinton West Station and King Street/Liberty Village Connection to Line 2 Ossington Station 	 Includes two service variations: - 63A (Eglinton West Station- Liberty Village) - 63B (St Clair-Liberty Village)
TTC 121 Fort York- Esplanade	Bus	 Operates east-west between Exhibition Place and Cherry Beach Loop on many streets, namely Fleet Street, Fort York/Bremner Boulevard, Front Street, The Esplanade, and Cherry Street Connection to Line 1 Union Station 	 Includes two service variations: 121A (Exhibition (Princes' Gates)-Distillery via Union Station) 121D (Ontario Place-Cherry Beach via Union Station and Distillery)
TTC 141 Downtown / Mount Pleasant Express	Bus	 Operates north-south on Mount Pleasant Road and Jarvis Street between Lawrence Avenue East and King Street, and on King Street between Jarvis Street and Charlotte Street/Peter Street Connections to Line 1 St. Andrew Station and King Station 	 This route has express service between downtown and St. Clair Avenue East. Includes two service variations: 141A (Downtown-Lawrence Express) 141B (Eglinton-Downtown)
TTC 142 Downtown / Avenue Road Express	Bus	 Operates north-south on Avenue Road, Oriole Parkway, Queen's Park Crescent, University Avenue and east- west on King Street from Bombay Avenue to Berkeley Street Connections to Line 1 Museum Station, Queen's Park Station, St. Patrick Station, Osgoode Station, St. Andrew Station, and King Station 	 This route has express service between downtown and Eglinton Avenue West. One single service is operated: - 142 (Downtown-Highway 401 Express)
TTC 143 Downtown /	Bus	 Operates east-west on King Street, Eastern Avenue, and 	 This route has express service between downtown and

Route	Transit Mode	Service Area	Notes
Beach Express		Queen Street East between Charlotte Street/Peter Street and Neville Park Loop Connections to Line 1 St. Andrew Station and King Station	Kingston Road ■ One single service is operated: - 143 (Downtown-Beach Express)
TTC 144 Downtown / Don Valley Express	Bus	 Operates north-south on York Mills Road, Valley Woods Road, Underhill Drive, Lawrence Avenue East, Don Mills Road and Don Valley Parkway And east-west on King Street from Victoria Park Avenue to Charlotte Street/Peter Street Connections to Line 1 St. Andrew Station and King Station 	 This route has express service between downtown and Overlea Boulevard. Includes two service variations: 144A (Underhill-Downtown Express) 144B (Wynford-Downtown Express)
TTC 145 Downtown / Humber Bay Express	Bus	 Operates east-west on Lake Shore Boulevard and King Street between Kipling Avenue and Berkeley Street Connections to Line 1 St. Andrew Station and King Station 	 This route has express service between downtown and Windermere Avenue. Includes two service variations: 145A (Royal York- Downtown Express) 145B (Kipling-Downtown Express)
TTC 301 Queen Blue Night	Bus	 Operates east-west on Lake Shore Boulevard West, the Queensway, and Queen Street between Long Branch Loop and Neville Park Loop Connections to Line 1 Osgoode Station and Queen Station 	 Night bus (operates during the overnight period, seven days a week) Includes two service variations: 301 (Neville Park-South Kingsway) 301L (South Kingsway-Long Branch)
TTC 307 Bathurst Blue Night	Bus	 Operates north-south between Exhibition Loop and the area of Bathurst Street and Steeles Avenue West Connections to Line 2 Bathurst Station 	 Night bus (operates during the overnight period, seven days a week) One single service is operated: 307 (Exhibition-Steeles)
TTC 310 Spadina Blue Night	Bus	 Operates north-south on Spadina between Line 1/Line 2 Spadina Station and Queens Quay, and east-west on Queens Quay between Spadina Avenue and Union 	 Night bus (operates during the overnight period, seven days a week) One single service is operated: 310 (Spadina Station-Union Station)

Route	Transit Mode	Service Area	Notes
		Station Connections to Line 1/Line 2 Spadina Station and Line 1 Union Station	
TTC 329 Dufferin Blue Night	Bus	 Operates north-south between Steeles Avenue and Exhibition Loop Connections to Line 1 Wilson Station and Line 2 Dufferin Station 	 Night bus (operates during the overnight period, seven days a week) One single service is operated: 329 (Steeles-Exhibition)
TTC 363 Ossington Blue Night	Bus	 Operates north-south between Eglinton West Station and Exhibition Loop Connections to Line 1 Eglinton West Station and Line 2 Ossington Station 	 Night bus (operates during the overnight period, seven days a week) One single service is operated: 301 (Eglinton West Station-Exhibition)

4.2.1.1.2 Planned

The King-Liberty SmartTrack station on the Metrolinx Kitchener Rail Corridor will be a focal point for a dense urban neighbourhood that has developed over the past 15 years, providing local residents fast and frequent transit access to downtown Toronto. The station itself will bridge the divide between the north and south sides of the rail corridor, by completing missing links in the pedestrian and cycling networks. Pedestrians and cyclists will also be able to use these links to access the station itself. There will be integration with existing 504 King, 501 Queen, 508 Long Branch streetcars, as well as 63 Ossington and 29 Dufferin bus routes. Enhanced connections to the existing Exhibition GO Station are also planned to provide an important link between SmartTrack and the Metrolinx Lakeshore West Rail Corridor.

The Spadina-Front GO Station on the Metrolinx Barrie Rail Corridor is expected to be a busy destination station, surrounded by existing and proposed office and residential towers, and integrated with the 510 Spadina and 504 King Streetcars. Planning and design of the station is being co-ordinated with the City's proposed Rail Deck Park to be built above the rail corridor, with station access from the park above to the station platforms below. The main station entrance is planned for the intersection of Spadina Avenue and Front Street West.

In April 2019, the City of Toronto and TTC decided to proceed with procurement and construction for a streetcar connection between Exhibition Loop and Dufferin Gate Loop to serve as the first part of a future Waterfront West Light Rail Transit (a proposed streetcar route) (City of Toronto, 2019c).

As part of the GO Expansion program, Metrolinx is undertaking improvements at Exhibition GO Station. The upgrades to the station will include extended platform canopies, the installation of new tracks for future use, the completion of the north entrance building, and new tunnels to get in and out of the Exhibition Grounds. The expected completion for this upgrades is 2023. The upgrades to Exhibition GO Station are being completed in the following three phases:

- Investment Package A includes improvements to the central tunnel and connecting public realm on both the north side and south sides of the corridor to support access, enhance wayfinding and improve pedestrian flow.
- Investment Package B involves a new western tunnel to improve access to employment areas on the west side of Liberty Village, connect uses to the western BMO field bleachers and connect with the key pedestrian connections linking the station south to Ontario Place. This new tunnel is intended to reduce pressure from the existing tunnel during major events.
- Investment Package C will include a new eastern tunnel to improve connections to the station for residents of Liberty Village and support access to the Ricoh Coliseum and Exhibition Place. This new entrance would also support access and transfers between the station and streetcar services.

4.2.1.2 Pedestrian and Cycling Network

4.2.1.2.1 Existing

In addition to transit, the Ontario Line West Study Area contains both on-street cycling facilities and trails (**Figure 4-1**). The Downtown West Sub-Area contains a significant east-west cycling corridor along Richmond and Adelaide, allowing cyclists and pedestrians dedicated corridors to travel across the downtown core. This network supports access to the main-street retail uses as well as amenities throughout the neighbourhoods.

The Liberty Village / Fort York Sub-Area pedestrian and cycling network is primarily served by trails⁶ spanning through the Fort York Historical Site and crossing under the Gardiner Expressway and over the Metrolinx rail tracks. These trails play a pivotal role in the connectivity of Fort York residents to the rest of the downtown core, providing access to retail and services. The South Liberty Trail extends from Dufferin Street to the existing Exhibition GO Station at the south side of Atlantic Avenue. Moving west, Liberty

^{6.} A trail, as opposed to a multi-use pathway, is a destination or an attraction itself. (City of Toronto, 2020).

Village does not have any dedicated cycling facilities but does have a wide network of roadways and pathways to allow for cycling and pedestrian access.

4.2.1.2.2 Planned

In terms of the planned cycling network, a study is underway for a cycling network adjacent to the Metrolinx rail tracks (City of Toronto, 2019d). Planned cycling connections within the Ontario Line West Study Area include new on-street facilities on Niagara Street, Douro Street, Sudbury Street, and Palmerston Boulevard and renewed on-street facilities on Richmond Street and Adelaide Street (City of Toronto, 2019d).















4.2.2 Ontario Line South

4.2.2.1 Transit Network

4.2.2.1.1 Existing

The Ontario Line South Study Area is served by primarily a local transit network through a range of subway, streetcar, and bus options. While the Metrolinx Lakeshore East, Stouffville and Richmond Hill rail corridors are present within the Ontario Line South Study Area, there are no stations located within the Ontario Line South Study Area. Subway Line 1 can be accessed directly via Osgoode Station and Queen Station and Line 2 can be accessed directly via Pape Station. All transit routes that can be accessed within the Ontario Line South Study Area are described in **Table 4-2** below.

Route	Transit Mode	Service Area	Notes
TTC Line 1 Yonge- University	Subway	 Osgoode Station and Queen Station connect users to Line which operates north-south underground below Yonge Street, University Street, and Spadina Avenue Connections to other subway lines can be made once Line 1 is accessed at Osgoode Station or Queen Station 	 Many of the bus routes within the Ontario Line South Study Area (see below) connect to Line 1 at various stations, including Osgoode Station and Queen Station
TTC Line 2 Bloor- Danforth	Subway	 Pape Station connects users to Line 2, which operates east- west underground below Bloor Street and Danforth Avenue Connections to other subway lines can be made once Line 2 is accessed at Pape Station 	 Many of the bus routes within the Ontario Line South Study Area (see below) connect to Line 2 at various stations, including Pape Station
TTC 501 Queen	Streetcar	 Operates east-west on Queen Street between Neville Park Loop and Long Branch Loop Connections to Line 1 Queen Station and Osgoode Station 	 Includes two service variations: 501A (Humber-Neville Park) 501L (Long Branch-Humber)
TTC 503 Kingston	Streetcar	 Operates east-west on King Street, Queen Street, and Kingston Road between Neville Park Loop and Long Branch Loop 	 One single service is operated: 503 (Victoria Park-York)

Table 4-2: Transit Routes within the Ontario Line South Study Area

Route	Transit Mode	Service Area	Notes
		 Connections to Line 1 St. Andrew Station and King Station 	
TTC 504 King	Streetcar	 Operates east-west on King Street between Line 2 Dundas West Station and Line 2 Broadview Station Connections to Line 1 St. Andrew Station and King Station 	 The King Street Transit Priority Corridor gives priority to streetcars by restricting vehicles to local access between Bathurst Street and Jarvis Street. This corridor began as a pilot project in November 2017 and was made a permanent transit priority corridor in April 2019. The corridor prohibits through movements for vehicles at most intersections, expands space for streetcar stops, and allows for a balanced mix of curb lane uses including public space areas, cafés, loading zones, and taxi stands. Includes two service variations: - 504A (Dundas West Station- Distillery) 504B (Broadview Station- Dufferin Gate)
TTC 505 Dundas	Streetcar	 Operates east-west on Dundas Street between Line 2 Dundas West Station and Broadview Station Connections to Line 2 Dundas West Station and Broadview Station and Line 1 St. Patrick and Dundas Station 	 One single service is operated: 505 (Dundas West Station- Broadview Station)
TTC 506 Carlton	Streetcar	 Operates east-west on Bathurst Street between Line 2 Main Street Station and High Park Loop Connections to Line 1 Queen's Park Station and College Station Night service provides connection to Line 2 Dundas West Station 	 One single service is operated: 506 (Main Street Station-High Park)
TTC 6 Bay	Bus	 Operations north-south on Bay Street, Queens Quay East, and Dockside Drive between 	 Includes two service variations: - 6A (Dupont-Queens Quay & Sherbourne)
Route	Transit Mode	Service Area	Notes
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		Dupont Street and George Brown College on Lower Sherbourne Street Connections to Line 2 Bay Station and Line 1 Union Station	- 6B (Bloor-Queens Quay & Sherbourne)
TTC 72 Pape	Bus	 Operates north-south on Pape Street and Carlaw Avenue between Line 2 Pape Station and Line 1 Union Station 	 Includes three service variations: 72A (Pape Station-Eastern) 72B (Pape Station-Union Station via Queens Quay) 72C (Pape Station- Commissioners)
TTC 75 Sherbourne	Bus	 Operates north-south on Sherbourne Street between Glen Road and Lower Jarvis Street Connection to Line 2 Sherbourne Station 	 Includes two service variations: 75 (Queens Quay-South Drive) 75A (Queens Quay-South Drive & Summerhill)
TTC 97 Yonge	Bus	 Operates north-south between Line 1 Union Station and Steeles Avenue Connections to Line 1 Union Station, Davisville Station, York Mills Station, Finch Station, Line 1/Line 2 Bloor-Yonge Station, and Line 1/Line 4 Sheppard-Yonge Station 	 Includes three service variations: 97A (Davisville Station-York Mills Station) 97B (Queens Quay-York Mills Station) 97F (Davisville Station- Steeles)
TTC 121 Fort York- Esplanade	Bus	 Operates east-west between Exhibition Place and Cherry Beach Loop on many streets, namely Fleet Street, Fort York/Bremner Boulevard, Front Street, The Esplanade, and Cherry Street. Connection to Line 1 Union Station 	 Includes two service variations: 121A (Exhibition (Princes' Gates)-Distillery via Union Station) 121D (Ontario Place-Cherry Beach via Union Station and Distillery)
TTC 141 Downtown / Mount Pleasant Express	Bus	 Operates north-south on Mount Pleasant Road and Jarvis Street between Lawrence Avenue East and King Street, and on King Street between Jarvis Street and Charlotte Street/Peter Street Connections to Line 1 St. Andrew Station and King 	 This route has express service between downtown and St. Clair Avenue East. Includes two service variations: 141A (Downtown-Lawrence Express) 141B (Eglinton-Downtown)

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Route	Transit Mode	Service Area	Notes
		Station	
TTC 142 Downtown / Avenue Road Express	Bus	 Operates north-south on Avenue Road, Oriole Parkway, Queen's Park Crescent, University Avenue and east- west on King Street from Bombay Avenue to Berkeley Street Connections to Line 1 Museum Station, Queen's Park Station, St. Patrick Station, Osgoode Station, St. Andrew Station, and King Station 	 This route has express service between downtown and Eglinton Avenue West. One single service is operated: - 142 (Downtown-Highway 401 Express)
TTC 143 Downtown / Beach Express	Bus	 Operates east-west on King Street, Eastern Avenue, and Queen Street East between Charlotte Street/Peter Street and Neville Park Loop Connections to Line 1 St. Andrew Station and King Station 	 This route has express service between downtown and Kingston Road. One single service is operated: - 143 (Downtown-Beach Express)
TTC 144 Downtown / Don Valley Express	Bus	 Operates north-south on York Mills Road, Valley Woods Road, Underhill Drive, Lawrence Avenue East, Don Mills Road and Don Valley Parkway And east-west on King Street from Victoria Park Avenue to Charlotte Street/Peter Street Connections to Line 1 St. Andrew Station and King Station 	 This route has express service between downtown and Overlea Boulevard. Includes two service variations: 144A (Underhill-Downtown Express) 144B (Wynford-Downtown Express)
TTC 145 Downtown / Humber Bay Express	Bus	 Operates east-west on Lake Shore Boulevard and King Street between Kipling Avenue and Berkeley Street Connections to Line 1 St. Andrew Station and King Station 	 This route has express service between downtown and Windermere Avenue. Includes two service variations: 145A (Royal York-Downtown Express) 145B (Kipling-Downtown Express)
TTC 304 King Blue Night	Bus	 Operates east-west on Roncesvalles Avenue, King Street, and Broadview Avenue between Line 2 Dundas West Station and Line 2 Broadview 	 Night bus (operates during the overnight period, seven days a week) One single service is operated: 304 (Dundas West Station-

Route	Transit Mode	Service Area	Notes
		Station Connections to Line 1 St. Andrew Station and King Station and Line 2 Dundas West Station and Broadview Station	Broadview Station)
TTC 306 Carlton Blue Night	Bus	 Operates east-west on Roncesvalles Avenue, Dundas Street West, College Street, Carlton Street, Gerrard Street East, and Main Street between Line 2 Dundas West Station and Line 2 Main Street Station Connections to Line 1 Queen's Park Station and College Station and Line 2 Dundas West Station and Main Street Station 	 Night bus (operates during the overnight period, seven days a week) One single service is operated: 306 (Main Street Station-Dundas West Station)

4.2.2.1.2 Planned

In November 2017, Metrolinx received Notice to Proceed with the Lakeshore East Rail Corridor Expansion (Don River to Scarborough Station) TPAP which involves addition of a fourth rail track and other improvements to support increasing service and maintaining service reliability between the Don River Bridge and Scarborough GO Station. The Lakeshore East rail corridor is also identified for future electrification in the approved GO Rail Network Electrification TPAP, which received Notice to Proceed in December 2017.

The Gerrard-Carlaw SmartTrack Station on the Metrolinx Lakeshore East/Stouffville Rail Corridor, located in the heart of historic Leslieville, is being planned as an interchange station, including shared entrances to easily access connecting transit lines. A wellconnected interchange station will provide transit riders with options to access destinations in downtown and to the north and east. The main station access is planned to be located at the intersection of Gerrard Street East and Carlaw Avenue. There are plans for additional entrances on both sides of the corridor, north and south of Gerrard to provide an important linkage to the Carlaw-Dundas area which has been transforming into a vibrant mid-use creative and cultural hub (City of Toronto and Metrolinx, 2018).

The East Harbour SmartTrack Station is located on the Metrolinx Lakeshore East/Stouffville Rail Corridors with planned pedestrian/cycling crossing over the Don River, providing new connections between two important emerging districts: the

Unilever Precinct on the east side of the river, and the West Don Lands/Keating Precinct on the west side (City of Toronto and Metrolinx, 2018). Station planning is being integrated with the Unilever Precinct Planning Study.

Waterfront East Light Rail Transit (previously studied as the East Bayfront Light Rail Transit) is a proposed TTC streetcar line that would run along Queens Quay East from Bay Street to Parliament Street, connecting Union Station to the East Bayfront area. In June 2020, the TTC Board approved spending \$15,000,000 over three years on design work for the expansion of the streetcar platforms at Union and Queens Quay stations and a new tunnel and portal for the East Bayfront line (TTC, 2020). The TTC is also considering connecting the line to Distillery Loop (TTC, 2020).

4.2.2.2 Pedestrian and Cycling Network

4.2.2.2.1 Existing

The Ontario Line South Study Area has a range of existing pedestrian and cyclist infrastructure (i.e., bike lanes, cycle track, multi-use pathways, etc.), as shown in **Figure 4-2**. The Downtown East Sub-Area provides a significant east-west cycling corridor with cycle track⁷ on Richmond Street and Adelaide Street, allowing cyclists and pedestrians dedicated travel through the downtown core. Sherbourne Street has cycle track for safe north-south travel. In the Ontario Line South Study Area are also many side streets containing roadways or paths suitable for cycling and pedestrians. This network supports access to the main-street retail uses as well as amenities throughout the neighbourhoods.

^{7.} Cycle tracks are separate (protected) lanes for bicycles that are adjacent to the roadway but separated from vehicular traffic. (City of Toronto, 2020).





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Figure 4-2a















The West Don Lands / Industrial Sub-Area provides an extensive network of east-west cycling infrastructure, including major and minor multi-use pathways⁸ along Lakeshore Boulevard, as well as a signed route along the Esplanade / Mill Street. The Lower Don Trail (identified as a major multi-use pathway in **Figure 4-2**) provides a pedestrian/cyclist crossing over the Don River, south of the GO Transit Don Yard and north of the Gardiner Expressway. Cherry Street provides direct Waterfront Trail access.

4.2.2.2.2 Planned

According to the City's Cycling Network Plan, there are planned cycling connections within the Ontario Line South Study Area including new and renewed on-street facilities along Richmond Street, Adelaide Street, The Esplanade, and Lakeshore Boulevard, and the Don River trails (City of Toronto, 2020).

4.2.3 Ontario Line North

4.2.3.1 Transit Network

4.2.3.1.1 Existing

The Ontario Line North Study Area is served by primarily a local transit network through subway and bus options. While the Richmond Hill GO corridor is present within the Ontario Line North Study Area, there are no stations located within the Ontario Line North Study Area. Subway Line 2 can be accessed directly via Pape Station, and many of the buses operating within the Ontario Line North Study Area connect to Line 2 at various stations. All transit routes that can be accessed within the Ontario Line North Study Area are described in **Table 4-3** below.

Route	Transit Mode	Service Area	Notes
TTC Line 2 Bloor- Danforth	Subway	 Pape Station connects users to Line 2, which operates east- west underground below Bloor Street and Danforth Avenue Connections to other subway lines can be made once Line 2 is accessed at Pape Station 	 Many of the bus routes within the Ontario Line North Study Area (see below) connect to Line 2 at various stations, including Pape Station

 Table 4-3:
 Transit Routes within the Ontario Line North Study Area

^{8.} Major multi-use pathways connect different parts of the city and collect traffic from minor pathways. Minor multi-use pathways are local connections. (City of Toronto, 2020).

Transit Route Service Area Notes Mode TTC 8 Bus Operates north-south between One single service is operated: **Broadview** Line 2 Broadview Station and - 8 (Broadview Station-Coxwell Avenue Coxwell) Connection to Line 2 Broadview Station TTC 25 Don Operates north-south between Bus Includes three service Mills Line 2 Pape Station and Line 4 variations: Don Mills Station on many - 25A (Pape Station- Steeles streets, namely Pape Avenue, via Don Mills) Millwood Road, Overlea - 25B (Pape Station-Don Mills Boulevard, and Don Mills Road Station) Connections to Line 2 Pape - 25C (Don Mills Station to Station and Line 4 Don Mills Steeles) Station **TTC 34** Operates east-west on Eglinton Includes three service Bus Eglinton Avenue East between Line 1 variations: Eglinton Station and Line 2/Line - 34A (Eglinton Station to East 3 Kennedy Station Kennedy Station) Connections to Line 1 Eglinton - 34B (Don Mills Road-Station and Line 2/Line 3 Kennedv Station) Kennedy Station - 34C (Eglinton Station-Flemingdon Park) **TTC 56** Operates east-west on Eglinton Includes two service variations: Bus Leaside Avenue East and north-south - 56A (Donlands Stationon Laird Drive, Millwood Road, Eglinton Station) and Donlands Avenue between - 56B (Donlands Station-Line 2 Donlands Station and Brentcliffe) Line 1 Eglinton Station Connections to Line 1 Eglinton Station and Line 2 Donlands Station **TTC 62** Bus Operates north-south on One single service is operated: Mortimer Broadview Avenue, Mortimer - 62 (Broadview Station-Main Avenue, Lumsden Avenue, Street Station) Chisholm Avenue, Doncaster Avenue, and Main Street between Line 2 Broadview Station and Line 2 Main Street Station Connections to Line 2 Broadview Station and Main Street Station **TTC 72** Bus Operates north-south on Pape Includes three service Street and Carlaw Avenue Pape variations: between Line 1 Union Station - 72A (Pape Station-Eastern) and Line 2 Pape Station - 72B (Pape Station-Union

Route	Transit Mode	Service Area	Notes
		 Connections to Line 1 Union Station and Line 2 Pape Station 	Station via Queens Quay) - 72C (Pape Station- Commissioners)
TTC 81 Thorncliffe Park	Bus	 Operates north-south on Pape Avenue between Line 2 Pape Station and Thorncliffe Park Drive Connection to Line 2 Pape Station 	 One single service is operated: - 81 (Pape Station-Thorncliffe)
TTC 87 Cosburn	Bus	 Operates east-west on Broadview Avenue, Cosburn Avenue, Westlake Avenue, Lumsden Avenue, Chisholm Avenue, Eastdale Avenue, Secord Avenue, Barrington Avenue, Doncaster Avenue, and Main Street between Line 2 Broadview Station and Line 2 Main Street Station Connections to Line 2 Broadview Station and Main Street Station 	 Includes two service variations: 87A (Broadview Station-Main Street via East York Acres) 87C (Broadview Station-Main Street)
TTC 88 South Leaside	Bus	 Operates north-south between Line 1 St. Clair Station and Thorncliffe Park Drive on many streets, namely St. Clair Avenue East, Moore Avenue, Sutherland Drive, and Thorncliffe Park Drive Connection to Line 1 St. Clair Station 	 Includes two service variations: 88A (St. Clair Station- Thorncliffe via Overlea) 88C (St. Clair Station- Thorncliffe via Wicksteed)
TTC 100 Flemingdon Park	Bus	 Operates north-south between Line 2 Broadview Station and Don Mills Road on many streets, namely Broadview Avenue, Pape Avenue, and Overlea Boulevard Connection to Line 2 Broadview Station 	 One single service is operated: 100A (Broadview Station- Don Mills & Wynford)
TTC 144 Downtown / Don Valley Express	Bus	 Operates north-south on York Mills Road, Valley Woods Road, Underhill Drive, Lawrence Avenue East, Don Mills Road and Don Valley Parkway And east-west on King Street from Victoria Park Avenue to 	 This route has express service between downtown and Overlea Boulevard. Includes two service variations: 144A (Underhill-Downtown Express) 144B (Wynford-Downtown

Route	Transit Mode	Service Area	Notes
		Charlotte Street/Peter Street Connections to Line 1 St. Andrew Station and King Station	Express)
TTC 162 Lawrence- Donway	Bus	 Operates east-west on Lawrence Avenue East, Bayview Avenue, the Bridle Path, The Donway East and West, and Barber Greene Road between Line 1 Lawrence Station and the Donway East Connection to Line 1 Lawrence Station 	 One single service is operated: 162 (Lawrence Station-Don Mills)
TTC 300 Bloor- Danforth Blue Night	Bus	 Operates east-west on Highway 27, Bloor Street, Danforth Avenue, and Danforth Road between Toronto Pearson International Airport and Line 2/Line 3 Kennedy Station Connections to Line 1/Line 2 Bloor-Yonge Station, Line 2 Kipling Station, and Line 2/Line 3 Kennedy Station 	 Night bus (operates during the overnight period, seven days a week) Includes two service variations: 300A (Warden-Pearson Airport) 300B (Kennedy Station-West Mall)
TTC 322 Coxwell Blue Night	Bus	 Operates east-west on Broadview Avenue, Cosburn Avenue, Coxwell Avenue, Kingston Road from Line 2 Broadview Station to Bingham Loop Connections to Line 2 Broadview Station and Coxwell Station 	 Night bus (operates during the overnight period, seven days a week) One single service is operated: 322 (Broadview Station via Cosburn-Victoria Park via Kingston Road)
TTC 325 Don Mills Blue Night	Bus	 Operates north-south between Queen Street East and Steeles Avenue East Don Mills Road on many streets, namely Carlaw Avenue, Pape Avenue, Millwood Road, and Don Mills Road Connections to Line 2 Pape Station and Line 4 Don Mills Station 	 Night bus (operates during the overnight period, seven days a week) One single service is operated: 325 (Steeles-Eastern via Pape)
TTC 334 Eglinton East Blue Night	Bus	 Operates east-west on Eglinton Avenue East, Kingston Road, Morningside Avenue, Ellesmere Road, and Neilson Road 	 Night bus (operates during the overnight period, seven days a week) One single service is operated:

Route	Transit Mode	Service Area	Notes
		 between Line 1 Eglinton Station and Centenary Hospital Loop Connections to Line 1 Eglinton Station and Line 2/Line 3 Kennedy Station 	 305 (Eglinton Station-Finch via Neilson)
TTC 354 Lawrence East Blue Night	Bus	 Operates east-west on Eglinton Avenue East, Don Mills Road, and Lawrence Avenue East between Line 1 Eglinton Station and Starspray Loop Connections to Line 1 Eglinton Station and Line 3 Lawrence East Station 	 Night bus (operates during the overnight period, seven days a week) One single service is operated: 354 (Eglinton Station-Starspray)
TTC 403 South Don Mills Community Bus	Bus	 Operates north-south between East York Town Centre and Shops at Don Mills, with connections to Flemingdon Park Shopping Centre and Ontario Science Centre 	 One single service is operated: 403 (Don Mills Centre-East York Centre)
TTC 925 Don Mills Express	Bus	 Operates north-south between Line 2 Pape Station and Line 4 Don Mills on many streets, namely Pape Avenue, Millwood Road, Overlea Boulevard, and Don Mills Road Connections to Line 2 Pape Station and Line 4 Don Mills Station 	 One single service is operated: 925 (Pape Station-Steeles Express)

4.2.3.1.2 Planned

The Ontario Line North Study Area provides a key connection to the future Eglinton Crosstown Light Rail Transit. The Eglinton Crosstown Light Rail Transit is planned to open as "Line 5 Eglinton" in 2021. It will provide significant improvements to regional transit connectivity with connections east to Kennedy Station and west to Mount Dennis Station. The Eglinton Crosstown Light Rail Transit West Extension is currently being planned and will connect the Ontario Line North Study Area west of Mount Dennis to Mississauga and Toronto Pearson International Airport.

4.2.3.2 Pedestrian and Cycling Network

4.2.3.2.1 Existing

In addition to transit, the Ontario Line North Study Area contains both on-street cycling facilities (cycle tracks and bike lanes) and trails (**Figure 4-3**). The Pape Corridor Sub-Area contains a significant east-west cycling corridor along Cosburn Avenue. To the north, cycling facilities exist on the Leaside Bridge, Thorncliffe Park Drive, Gateway Boulevard, Grenoble Drive, St. Dennis Drive and Eglinton Avenue East. These facilities service the neighbourhoods they run through, but are disconnected from the central Don Mills corridor.

Figure 4-3: Cycling Network Map – Ontario Line North Study Area





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The Don River Valley and associated open space system contains the Lower Don Trail, which is a multi-use trail that runs alongside the Don River, providing a continuous pedestrian and cycling connection throughout the Ontario Line North Study Area, from Broadview Avenue and Mortimer Avenue in the south, to Eglinton Avenue East in the north. This trail also provides access to the Downtown through connections to other cycling facilities and recreational trails, such as the Beltline Trail, Bayview Multi-Use Trail, Don Valley Brick Works Park, Riverdale Park, and Corktown Common.

The on-street pedestrian network varies throughout the Ontario Line North Study Area based on the size of blocks and types of uses within the different neighbourhoods. The Pape Sub-Area is characterized by a fine grain street and block network, lined with a complete sidewalk network throughout. This network supports access to the main-street retail uses as well as amenities throughout the neighbourhoods. While both the Thorncliffe Park and Flemingdon Park neighbourhoods are supported by a network of sidewalks lining their streets, large lot and block sizes reduce pedestrian connectivity in these sub-areas. Improved connectivity is delivered in these areas through secondary mid-block path connections which break up larger blocks and improve connectivity between local destinations. In contrast, the Thorncliffe Employment Sub-Area contains large blocks with a discontinuous network of sidewalks, resulting in poor pedestrian connectivity. This is largely due to the industrial nature of the area.

The Don River multi-use trail also provides pedestrian connections throughout the Ontario Line North Study Area and into other neighbourhoods to the south.

4.2.3.2.2 Planned

A new on-street cycling route is planned for Eglinton Avenue East with a targeted 2021 completion date, complementing the Eglinton Crosstown Light Rail Transit. Other planned cycling connections within the Ontario Line North Study Area include new and renewed on-street facilities along Cosburn Avenue and Sammon Avenue, connecting to the Pape Avenue corridor. A study is also required for a major cycling route along Don Mills Road from Overlea Boulevard to the northern extent of the Ontario Line North Study Area⁹.

The Don Mills Crossing Study also plans for new cycling connections within the Flemingdon Park Sub-Area, including for cycling infrastructure (cycle tracks, bike lanes and multi-use trails) along various streets in and around the Don Mills Road and Eglinton Avenue East intersection¹⁰. More specifically, a new multi-use trail is planned for the Don River West Branch / E.T. Seton Park, which extends north of Eglinton Avenue East along the rail corridor and parts of the future western extension of Wynford

^{9.} Major City-wide Cycling Routes (June 2019) https://www.toronto.ca/legdocs/mmis/2019/ie/bgrd/backgroundfile-134915.pdf

^{10.} Map 40-11 Cycling Interchanges, Don Mills Crossing Secondary Plan (March 2019) https://www.toronto.ca/legdocs/bylaws/2019/law0589.pdf

Drive. In addition, new on-street bike lanes are planned for Rochefort Drive and its proposed extension west of Don Mills Road, which connects to a new north-south street running alongside the valley and extending north of Eglinton Avenue East along a new street to connect with cycling facilities on Wynford Drive.

4.3 **Public Realm Characteristics**

4.3.1 Ontario Line West

4.3.1.1 Liberty Village / Fort York Sub-Area

This Sub-Area can be characterized by three main public realms: Liberty Village, Exhibition Place, and Fort York and Garrison Common.

4.3.1.1.1 Liberty Village

Liberty Village is a former brownfield site that was redeveloped into a fast-growing, mixed-use community located between Dufferin Street and Strachan Avenue, with King Street West to the north and Exhibition Place to the south. See **Image 1** below for an east-facing view of Liberty Village, overlooking Liberty Village Park.

Image 1: Liberty Village¹¹



^{11.} Image source: Liberty Village Condominium, n.d. Available: https://www.libertyvillagecondo.com/liberty-village-parks

In 2016, the Liberty Village Business Improvement Area (BIA) developed the Liberty Village Master Plan (Liberty Village BIA, 2016) to transform the fast-growing neighbourhood into an independent, yet well-connected, pocket of downtown west with a defined sense of place. Some of the objectives include developing gateways and plazas, installing permanent public art pieces, integrating industrial heritage, and reclaiming surface parking lots to create dynamic public spaces. The Master Plan also provides built form guidelines related to height and density massing.

Liberty Village has a unique public realm that is reflective of the mixed-use neighbourhood with former industrial buildings repurposed into housing, retail, and studio and event spaces. The public realm shows the neighbourhood's connection to art, as the 2017 Bell Box Murals Project initiative provided a canvas for local artists to showcase their talent and expression and resulted in unique public art contributions to the overall public realm. See **Image 2** below for an example of the Bell Box Murals Project executed in Liberty Village. See **Image 3** below for another example of public art in Liberty Village, implemented through the Liberty Village Benchmark Program.



Image 2: Liberty Village, Bell Box Murals Project¹²

^{12.} Image source: Liberty Village BIA, n.d. Available: https://old.libertyvillagebia.com/bell-box-muralsproject/



Image 3: Liberty Village Benchmark Program, Xylophone Bench¹³

The South Liberty Trail extends from Dufferin Street to the existing Exhibition GO Station at the south side of Atlantic Avenue. Four repurposed silos and two hoppers line the South Liberty Trail displaying art from local professional mural artists (**Image 4**), displaying the history and culture of Liberty Village.

^{13.} Image source: Paul Aloisi, n.d. Available: https://www.paulaloisi.com/musical-chair-benchmarkprogram-liberty-village-toronto-2007/



Image 4: Liberty Village, South Liberty Trail Silo on Mowat Avenue¹⁴

^{14.} Photograph taken by AECOM in November 2020.

4.3.1.1.2 Exhibition Place

Exhibition Place is a 192-acre property in Toronto, established in 1879 and known as one of Canada's largest entertainment venues as a leading destination for trade and consumer shows, including the Canadian National Exhibition. See **Image 4** below. Exhibition Place attracts more than 5.5. million visitors per year (Exhibition Place, n.d.).

The Exhibition Place grounds has five main venues:

- Beanfield Centre;
- Enercare Centre;
- Better Living Centre;
- Queen Elizabeth Building; and
- Bandshell Park.

Image 5: Canadian National Exhibition¹⁵



In 2019, a Cultural Heritage Landscape Assessment was completed for Exhibition Place, which includes recommendations for rehabilitation of the public realm. The Cultural Heritage Landscape Assessment also recommended that Exhibition Place be

^{15.} Image source: Case study: Toronto's Exhibition Place brightens pedestrian pathway with LED lights. Available: https://fcm.ca/en/resources/gmf/case-study-torontos-exhibition-place-brightenspedestrian-pathway-led-lights

identified as a significant cultural heritage landscape in the City's Official Plan with a specific Conservation Plan and Urban Design Guidelines recommended for the site.

4.3.1.1.3 Fort York and Garrison Common

Fort York and Garrison Common is a historical site that has developed a public realm centred on the Fort York National Historic Site with connections from Bathurst Street to Strachan Avenue under the Gardiner Expressway.

Fort York National Historic Site is a 43-acre national historic site and is designated as a Heritage Conservation District, a registered archaeological site, and home to Canada's largest collection of original War of 1812 buildings. Garrison Common, the park to the west of Fort York and part of Fort York National Historic Site, is a historic landscape that was recently transformed into a usable public open space with the addition of wayfinding and informational installations about the historic lands.

In 2004, the City approved the Fort York Neighbourhood Public Realm Plan which subsequently informed the Fort York Secondary Plan (Section 3.2.1.4). In 2015, the City of Toronto announced a plan to re-invent the public space under the elevated Gardiner Expressway. The plan included guidance for development fronting onto Fort York Boulevard to ensure that the scale, character, and materials used were compatible with the Fort York National Historic Site, its grounds, and the Fort York Armoury Building. The plan prioritized parks and open space linkages and long-term solutions for the area beneath the Gardiner Expressway. The Bentway (formerly Project: Under Gardiner) is an initiative that will transform more than 10 acres of land beneath the elevated portion of the Gardiner Expressway, including the lands of the Fort York National Historic Site, from just west of Strachan Avenue to Spadina Avenue, into a series of public spaces. The first phase of the Bentway opened in January 2018. By reclaiming this forgotten space, seven downtown neighbourhoods are now connected by the Bentway - Exhibition Place, Liberty Village, Niagara, Fort York Neighbourhood, Bathurst Quay, Wellington Place and CityPlace. The Bentway offers year-round activities and amenities, including gardens, a skate trail, public art, special exhibitions, festivals, and theatre and musical performances. See Image 6 below for an image of the Bentway below the Gardiner Expressway at Fort York.



Image 6: Fort York, the Bentway¹⁶

The Garrison Crossing (formerly Fort York Pedestrian-Cycling Bridge) was also part of this Fort York Precinct as an important new multi-use trail that connects Wellington Street in the north with Fort York's Garrison Common in the south. The crossing includes two stainless steel bridges over the rail corridor. **Image 7** shows the first bridge under construction. The bridges were constructed of stainless steel as the primary structural and architectural material, with traditional durable materials with natural finishes, such as weathering steel, wood, and stone to help ground the new crossing in its important railway and heritage context (CreateTO, n.d.). The Garrison Crossing opened in October 2019.

^{16.} Image source: The Bentway, 2019. Available: https://www.thebentway.ca/event/sunday-social-august-4/



Image 7: Garrison Crossing¹⁷

4.3.1.2 Downtown West Sub-Area

This Sub-Area can be characterized by two main public realms: King Street West and Queen Street West.

As a result of the TOcore initiative, there is also a current proposal for Rail Deck Park to be built over the rail corridor between Bathurst Street and Blue Jays Way.

4.3.1.2.1 King Street Transit Priority Corridor Pilot Project

In 2017, the City of Toronto initiated the King Street Transit Priority Corridor Pilot Project, which originated from TOcore (see **Section 3.2.1.5.1** for details). The Project prioritizes the needs of pedestrians, cyclists, and transit users in the King West area. As part of the Project, new raised transit stop platforms were installed on King Street at Portland Street and Peter Street. Platforms of this type are the first in Canada and are considered an international best practice for transit stops, improving safety for cyclists, streetcar riders and drivers along King Street. The other benefits of raised transit stop platforms include:

- Improved accessibility by making it easier to board/exit streetcars;
- Eliminates drainage/water pooling issues in the waiting zone; and
- Clearly marked zones for cyclists and pedestrians.

^{17.} Image source: Toronto.com, 2019. Available: https://www.toronto.com/news-story/9530057-garrisoncrossing-pedestrian-bridge-nears-completion/

In addition to the new platforms, ten public seating areas were constructed. New bike stations, bike corral parking, and 1.8 metre bike lanes were added. AODA-compliant ramps were also constructed to provide access to the protected passenger waiting areas for far side stops. Yellow tactile truncated dome mats were installed on the road at TTC stops alerting people with low vision or no vision of potential hazards. The City also developed a café strategy for the pilot to permit licensed cafes within the curb lane to provide a unique economic opportunity for businesses and further beautify the area. The City sought submissions from artists to create designs for the barriers and designs were digitally reproduced and vinyl wrapped onto the barriers, memorializing King Street's rich history in a contemporary style within the public realm. See **Image 8** below for an example of a jersey barriers installed on King Street West.



Image 8: King Street Pilot Project, Jersey Barrier¹⁸

In April 2019, City staff prepared the Future of King Street: Results of the Transit Pilot report which recommended that King Street continue to operate as a Transit Priority Corridor between Bathurst Street and Jarvis Street. The report recommended near-term improvements to implement an interim build out of public realm and transit priority infrastructure that would remain in place until the permanent streetscape reconstruction proceeds. In that same month, Council voted to make the pilot project permanent.

^{18.} Image source: Streets Blog USA, 2018. Available https://usa.streetsblog.org/2018/11/13/torontocleared-cars-off-a-major-transit-corridor-and-it-worked/

4.3.1.2.2 Rail Deck Park

The City reviewed its parks and public realm as part of the TOcore initiative and the development of the Downtown Plan in 2014 to identify where needs and opportunities exist to expand and enhance parkland. This study identified a need for expanded parkland in the Downtown to serve growing populations and maintain livability. In 2016, Council endorsed a proposal for a new major park, known as Rail Deck Park, to be built over the rail corridor between Bathurst Street and Blue Jays Way with the objective of transforming the unused air space into a new gathering space for recreation, culture, and celebration. In 2017, Toronto City Council adopted the Official Plan Amendment (Official Plan Amendment 395) which designated this area of the rail corridor for parks and open space. The Secondary Plan applies to the land within the rail corridor between Bathurst Street and Blue Jay Way, and directly adjacent city-owned properties. This includes Northern Linear Park and the planned Mouth of the Creek Park. A feasibility study has been completed and in December 2019, Council approved Stage 2 (due diligence and concept development). City staff intend to bring forward the next project report to Council in 2020, which will provide direction on the scope and budget for ongoing work on the Rail Deck Park project.

4.3.1.2.3 Queen Street West

Queen Street West is one of the most travelled corridors in Toronto, by residents and visitors. With a world-class commercial district, Queen Street is in the heart of downtown and is well known to locals and tourists. This corridor is one of the most highly developed areas of the city with a mature and established public realm that is not a priority for improvements in the city, based on the lack of focused planning initiatives in the area. The street is characterized by wide sidewalks to accommodate constant pedestrian activity with street trees that provide shade and aesthetic features.

An interesting piece of the public realm can be found adjacent to Queen Street West is Graffiti Alley (**Image 9**), located in the Fashion District south of Queen Street West from Portland Avenue to Spadina Avenue (nearly 1 kilometres in length). This iconic backstreet "represents a watershed moment in Toronto's relationship with legalized street art" which was "legitimized in 2011 through the efforts of the Queen Street West BIA" (blogTO, 2018). It serves as a popular photo opportunity for locals, as well as an unexpected tourist destination for art and city lovers.

Image 9: Graffiti Alley¹⁹



4.3.2 Ontario Line South

4.3.2.1 Downtown East Sub-Area

This Sub-Area can be characterized by two main public realms: Queen Street West and St. Lawrence Market Neighbourhood.

4.3.2.1.1 Queen Street West

On the north side of Queen Street West between University Avenue and Bay Street, the public realm includes Nathan Phillips Square, a large block of public space as the civic gateway to Toronto City Hall. Nathan Philips Square is an urban plaza with a water feature that transforms into a public skating rink during the winter months (**Image 10**). Nathan Philips Square is used regularly for art exhibits, concerts, rallies, and other ceremonies.

^{19.} Image source: blogTO, 2018. Available: https://www.blogto.com/arts/2018/06/graffiti-alley-might-bebe-torontos-most-unexpected-tourist-attraction/





4.3.2.1.2 St. Lawrence Market Neighbourhood

The St. Lawrence Market Neighbourhood is located between Yonge Street and Parliament Street, with Front Street East to the north and Lakeshore Boulevard East to the south. This neighbourhood is another historic district within Toronto, home to the St. Lawrence Market which was founded in 1803. St. Lawrence Market currently has over 200 food vendors.

In 2015, the St. Lawrence Market Neighbourhood BIA published a Public Realm Master Plan to improve the public realm, promote the neighbourhood, and support local businesses while maintaining the historic architecture. The plan's strategies included a comprehensive vision for boulevards, street trees, mid-block connections, parks, cycling, public art, and special street treatments.

The initiative was successful in revitalizing the St. Lawrence Market Neighbourhood, as these aspects can all be observed in the existing condition. For example, Market Street (**Image 11**) was the model for the special streets network throughout the neighbourhood. The street is an active lane defined by the St. Lawrence Market on the east side and a continuous series of historic commercial buildings along the west, which

^{20.} Image source: CBC, 2017. Available: https://www.cbc.ca/news/canada/toronto/city-hall-security-vote-1.4439632
have been re-purposed into restaurants and boutiques. This "flexible street" allows vehicles; however, it encourages pedestrian-dominant movement with wide walking areas and no curbs to indicate shared roads. The sidewalk area is also occupied by outdoor restaurant patios, and the pedestrian sidewalk spills out into the winter parking lane as seasonal transformation is made possible through removable bollards and, as mentioned above, the absence of traditional stepped curbs between vehicles and pedestrians. These streets also have special paving with brick patterns which is another defining feature of this public realm.



Image 11: St. Lawrence Market Neighbourhood, Market Street²¹

The St. Lawrence Market Neighbourhood is a family-friendly neighbourhood in a former industrial area that has been transformed into a vibrant, walkable area lined with restaurants, cafes, and hotels and serves as a destination for both tourists and Toronto locals. The neighbourhood includes the ten original blocks of the Town of York. Many of the existing low-rise yellow and red brick buildings in this 19th century core exhibits a distinctive historic character. focal point of this neighbourhood is the St. Lawrence Community Centre. The community centre shares its space with the Market Lane Public School and the St. Lawrence Community Day Care. It offers a full range of programming for families, children, adults and seniors. David Crombie Park across the street from the community centre along The Esplanade provides residents with plenty of greenspace and recreation.

^{21.} Image source: DTAH, n.d. Available: https://dtah.com/work/market-street

The St. Lawrence Neighbourhood Association (SLNA) is an association of residents in the area, established in 1982. The SLNA advocates for responsible development, public safety, and champions the neighbourhood's interests with all levels of development (SLNA, n.d.).

4.3.2.2 West Don Lands / Industrial Sub-Area

This Sub-Area can be characterized by two main public realms: Distillery District and West Don Lands.

4.3.2.2.1 Distillery District

The Distillery District (**Image 12**), similar to St. Lawrence Market, is comprised of historic industrial buildings that have been re-purposed into commercial uses with ample public space. The once derelict collection of Victorian industrial buildings was transformed from historic sites into one of the most unique and vibrant villages within the city – with art galleries, restaurants, breweries, event spaces, and businesses. The vision was to "combine the romance and relaxing atmosphere of European walking and patio districts with the hip, cool dynamic of an area like New York City's SoHo or Chelsea, where creative minds get together, and you feel as if anything could happen." (The Distillery District, n.d.). See **Image 13** below for an example of iconic public art located in the Distillery District.



Image 12: Distillery District²²

^{22.} Image source: The Distillery District, n.d. Available: https://www.thedistillerydistrict.com/gallery/



Image 13: Distillery District, Public Art²³

The Gooderham and Worts Distillery was founded in 1832 and closed in 1990 as a result of deindustrialization of the area. The site was purchased by Cityscape Holdings Inc. in 2001 and was reopened to the public in 2003 as the Distillery Historic District and is now regarded as a premier arts, culture, and entertainment destination. The Distillery District revitalization allowed for newer additions up to 35 storeys and incorporated public realm aspects such as brick walkways, pedestrian plazas, and permanent art installations. It is also well connected to surrounding neighbourhoods – St. Lawrence, Corktown, and the West Don Lands – as well as the waterfront.

4.3.2.2.2 West Don Lands

The West Don Lands has been undergoing a transformation from the former brownfield into a sustainable, mixed-use, pedestrian-friendly community surrounding Corktown Common park following Waterfront Toronto's West Don Lands Precinct Plan. The first phase of redevelopment was focused on the main parks, Underpass Park and Corktown Common, which both opened in 2015. Development of the community has been accelerated because a portion of the site was developed for use as the Athletes' Village for the Toronto 2015 Pan/Parapan American Games. Five historic buildings in the West Don Lands, located on Eastern Avenue, Cherry Street, and Trinity Street, have been preserved, giving the neighbourhood a mix of old and new.

^{23.} Image source: The Distillery District, n.d. Available: https://www.thedistillerydistrict.com/gallery/

Woonerfs, commonly found in Europe, have been installed in some of the area's local internal streets as an innovative street design. These woonerfs in the West Don Lands are the first in Toronto (**Image 14**). Woonerfs are pedestrian-oriented roads that provide a common public space shared by pedestrians, cyclists, and low-speed motor vehicles and encourages slow traffic and prioritization of other modes aside from cars. This design concept is similar to the "flexible streets" implemented in the St. Lawrence Market Neighbourhood (**Section 4.3.2.1**).



Image 14: West Don Lands, Woonerf²⁴

The development integrated public art features to enhance the public space in the new community and create a sense of place. The public realm was focused on developing streetscape and safe, accessible connections from the Distillery District and Corktown Common to the Lower Don Trail, tying in the city with nature. See **Image 15** below for an example of an artist rendering called The Water Guardians, implemented through the West Don Lands Public Art Strategy as a playful gateway feature to the West Don Lands neighbourhood. **Image 16** below shows a unique public art lamp, also implemented through the West Don Lands Public Art Strategy.

^{24.} Image source: FORREC, n.d. Available: https://www.forrec.com/studio/landscapearchitecture/projects/mixed-use-communities/west-don-lands-block-1/



Image 15: West Don Lands, Gateway Art Rendering²⁵

Image 16: West Don Lands, Public Art Lamp²⁶



^{25.} Image source: Waterfront Toronto Blog, 2015. Available: http://blog.waterfrontoronto.ca/nbe/portal/wt/home/blog-home/posts/virtual-tour-west-don-lands-public-art

^{26.} Image source: Waterfront Toronto Blog, 2015. Available: http://blog.waterfrontoronto.ca/nbe/portal/wt/home/blog-home/posts/virtual-tour-west-don-lands-public-art

4.3.2.3 East End Residential Sub-Area

This Sub-Area is characterized as having a public realm reminiscent of small towns with a strong sense of place. The neighbourhoods east of the Don River – Riverside, Riverdale, and Leslieville – are known to Torontonians as towns within the city. These areas have active communities that aim to protect and maintain the quaint, low-rise atmosphere that exists only a few kilometres from the downtown core.

The following design guidelines adopted by Council are applicable to this Sub-Area:

- Carlaw + Dundas Community Initiative, 2014;
- Leslieville Urban Design Guidelines, 2014; and
- Broadview Avenue Urban Design Guidelines, 2016.

These guidelines are similar and focus on protecting the existing density and facades of neighbourhoods and local businesses. These guidelines also highlight the objective of exploring opportunities for new parks and open space, green gateways, streetscape enhancement including landscaping and furniture, sidewalk improvements with emphasis on pedestrian function, and off-site trail linkages.

In promoting vibrancy and community in the east end, there are several murals painted on railway underpasses, further enhancing the sense of place in Leslieville. See **Image 17** below for an example of an artist's mural at the Gerrard and Carlaw underpass.



Image 17: Gerrard and Carlaw Mural²⁷

^{27.} Image source: Beach Metro Community News, 2019. Available: https://www.beachmetro.com/2019/08/01/east-end-bridges-to-art-underpass-celebrates-mural-at-gerrard-and-carlaw/

4.3.3 Ontario Line North

The Ontario Line North Study Area contains a variety of streetscapes and open spaces which reflect block sizes and types of uses in each neighbourhood, and the broader open space system which traverses these neighbourhoods.

The Don River Valley extends throughout the Ontario Line North Study Area, running parallel with the proposed Project alignment just north of the Pape Corridor. The Valley contains a network of trails, extending south to Lake Ontario and north to the Oak Ridges Moraine. The Valley passes through all but the Thorncliffe Park Sub-Area, which is instead surrounded by the Don River Valley system along the broader southern and western boundary.

4.3.3.1 Pape Sub-Area

The Pape Sub-Area is characterized by a well-defined public realm with buildings oriented toward the street with consistent street setbacks.

Despite more tree-lined neighbourhood streets, Pape Avenue itself lacks street trees. This lack of street trees is the result of buildings having been developed at or close to the lot line with limited 3 to 4 metre setbacks from the curb and the presence of overhead utilities which restrict tree growth. However, this pattern along Pape Avenue changes north of Gamble Avenue, where there is a more residential characteristic with larger setbacks. Sidewalk space along Pape Avenue is limited with little or no room for street furnishings.

There are a limited number of open spaces within the Pape Sub-Area, as detailed in **Section 5.1.1**. The open spaces that do exist are comprised predominantly of school playground space and a handful or parkettes and small playgrounds. There are no significant open spaces along Pape Avenue itself.

4.3.3.2 Thorncliffe Employment Sub-Area

Public realm conditions within the Thorncliffe Employment Sub-Area reflect the nature of employment uses and industrial activity that characterize the area. Although buildings are oriented toward the street, they are often set back 10 to 15 metres from the street edge or sidewalk (when present) and separated from the street by landscaping or parking lots. These large setbacks contribute to the streetscape in some instances by supporting tree planting on private front yards along Millwood Road and Overlea Boulevard; they are left unplanted along other streets within the Sub-Area.

Overlea Boulevard is the only street within this Sub-Area with significant streetscaping (**Image 18**). It contains a central median which runs the length of the boulevard, providing space for trees and lamp posts as well as gateway features at the Millwood Road intersection and Charles H. Hiscott Bridge. An approximately 3 metre landscape strip has also been integrated between the curb line and sidewalk with trees and street lighting.



Image 18: Overlea Boulevard Streetscape

The Sub-Area contains a discontinuous network of sidewalks. While larger corridors such as Millwood Road, Overlea Boulevard, Thorncliffe Park Road, Beth Nealson Drive and Wicksteed Avenue do contain sidewalks, they are typically only provided on one side of the street. Overlea Boulevard is the only corridor with sufficient space for street furnishings, providing garbage / recycling bins and bus shelters along the corridor.

4.3.3.3 Thorncliffe Park Sub-Area

Similar to the Thorncliffe Employment area, the majority of buildings in this Sub-Area are oriented toward the street yet largely set back from the right-of-way by landscaping or parking lots. Setbacks are larger along Overlea Boulevard than they are along Thorncliffe Park Drive. The East York Town Centre is set back by large parking areas along most of its Overlea Boulevard frontage. The townhouse complex at Overlea Boulevard and Leaside Park Drive has the smallest setback from Overlea Boulevard. The complex is separated from the street by a fence which lines most of the frontage. Additionally, some residential uses along Thorncliffe Park Drive are oriented internally off of cul-de-sacs or driveways, creating courtyard-like spaces between buildings. Although the pattern of building separation and setbacks in the Thorncliffe Park Sub-Area are similar to those observed in the Thorncliffe Employment Sub-Area, this Sub-Area contains a continuous network of sidewalks and uses which generate more pedestrian activity (i.e., retail, residential, institutional, etc.). The majority of sidewalks are separated from the street with a landscape buffer and contain trees, as well as street furnishing such as benches, bus shelters, and garbage / recycling bins. The Sub-Area also contains an informal mid-block connection behind the mall, which provides access to the various recreational and institutional uses, as well as the RV Burgess Park.

There are two parks within the Sub-Area: (1) the RV Burgess Park, located behind the Thorncliffe Park Public School and Fraser Mustard Early Learning Academy, and (2) the Leaside Park and Outdoor Pool, located at the end of Leaside Park Drive (**Image 19**). The former provides playgrounds and park space which serve the school and community centre, while the latter contains recreational facilities such as a baseball diamond, soccer field, pool, and tennis courts. Both parks are located behind Overlea Boulevard and are accessed from side streets.





Overall, the Don River Valley system (described in **Section 4.3.3**) in combination with the large setbacks and landscaped areas contribute to a lush, landscape characteristic across much of the southern half of the Sub-Area.

^{28.} Image source: Mapio, 2008. Available: https://mapio.net/pic/p-14979685/

4.3.3.4 Flemingdon Park Sub-Area

The Flemingdon Park Sub-Area is situated along Don Mills Road, a six-lane arterial road with a central landscaped median along certain portions of the corridor and a 3 metre, tree-lined landscape strip running mostly along both sides of the road. Unlike the other sub-areas, most buildings are not oriented toward this central corridor but instead are oriented internally around secondary connections, driveways, parking areas, and plazas. In several areas, buildings do orient towards the corridor – these include Marc Garneau Collegiate Institute, Valley Park Middle School and a few commercial / office buildings. In these areas, buildings frame the street but provide less room for street furnishing. Bus stops, garbage / recycling bins, and lamp posts are provided but are less common than in Thorncliffe Park.

The future Light Rail Transit station will be located on properties abutting the Eglinton Avenue East and Don Mills Road intersection. The station areas will be oriented toward the street. North of this intersection, the Don Mills Road corridor is lined with large parking lots; tree-lined landscape buffers provide separation between these parking areas and the sidewalk. Although the Ontario Science Centre is largely set back from Don Mills Road, it provides an entry plaza along the street, with landscaping, seating, and public art (**Image 20**). This is the only public plaza within the entirety of the Ontario Line North Study Area. East of Don Mills Road, apartments and townhouses in the Flemingdon Park community demonstrate a broad mix of setback characteristics with generous landscaped areas between the face of the building and street edge.



Image 20: Ontario Science Centre Entrance from Don Mills Road²⁹

^{29.} Image reference: Tourby Transit. Available: https://www.tourbytransit.com/toronto/things-todo/ontariosciencecentre#page_3

This Sub-Area contains an extensive network of open spaces, including the Don River Valley system (as described in **Section 4.3.3**), E.T. Seton Park (**Image 21**), and Flemingdon Park with its numerous sports fields, tracks and trails located within the hydro corridor.



Image 21: Image of E.T. Seton Park from the Charles H. Hiscott Bridge

5. Community Amenities

The following community amenities were inventoried within the Study Area through desktop research using Toronto Open Data (e.g., available GIS data, master plans, etc.) and Google Maps:

- Institutional uses (i.e., schools, libraries, places of worship, hospitals and public medical clinics);
- Recreational uses (i.e., recreation centres, arenas, sporting fields, trails), parks and open spaces; and
- Community groups and resources (i.e., community and neighbourhood associations, housing associations, daycare, charities).

This section also identifies any planned services and facilities related to the above-listed amenities.

The locations of institutional uses, recreational uses, parks and open spaces are provided in **Figure 5-1** (Ontario Line West), **Figure 5-2** (Ontario Line South), and **Figure 5-3** (Ontario Line North).

Metrolinx recognizes that parks and open spaces in the community are well-used by the community.

5.1.1 Institutional Uses

5.1.1.1 Ontario Line West

There are two schools and two places of worship located in the Ontario Line West Study Area (**Table 5-1**, **Figure 5-1**).

The two schools are located in the Downtown West Sub-Area. Both are public alternative schools³⁰ belonging to the Toronto District School Board (TDSB). These schools share the same building on Brant Street in the Fashion District. ALPHA

^{30.} According to the TDSB: Alternative schools are safe, highly engaged, smaller school environments with non-traditional hands-on approaches to learning the required Ontario Ministry of Education Curriculum. Each school has a distinct identity and focus, such as democratic education, holistic learning, physical art, mindful living, entrepreneurship, social justice, community outreach and more. These schools are ideal for students seeking an alternative to mainstream education and who want to take an active role in their own learning.

Alternative Junior School has approximately 90 students between junior kindergarten (JK) and grade 6, and Oasis Alternative Secondary School has approximately 105 students between grades 9 to 12 (TDSB, n.d.).

The two places of worship are also located in the Downtown West Sub-Area. St. Mary's Church is an Irish Roman Catholic located in Portugal square. The church tower was built in 1905. St. Stanislaus Kostka Church is a Polish Catholic church which has been occupied by the oldest Parish in Toronto, St. Stanislaus Kostka Parish, since 1911.

 Table 5-1:
 Institutional Uses within the Ontario Line West Study Area

Feature Type	Map ID	Feature Name	Address
School	17	ALPHA Alternative Junior School	20 Brant Street
School	18	Oasis Alternative Secondary School	20 Brant Street
Place of Worship	15	St. Mary's Church	588 Adelaide Street West
Place of Worship	16	St. Stanislaus Kostka Church	12 Denison Avenue

5.1.1.2 Ontario Line South

There are eight schools, three places of worship, four libraries, and one major hospital located in the Ontario Line South Study Area (**Table 5-2**, **Figure 5-2**).

Of the eight schools within the Ontario Line South Study Area, two are in the St. Lawrence Market Neighbourhood: Market Lane Junior and Senior Public School (junior kindergarten to grade 8) and Downtown Alternative School (junior kindergarten to grade 6).

There are four churches within the Ontario Line South Study Area: the Mother of God of Proussa Greek Orthodox Church and Metropolitan United Church. The Metropolitan United Church, a Methodist church, has occupied the building at 56 Queen Street East since 1868. This church is known for its "progressive vision" as it "welcomes everyone, regardless of faith, race, class, gender, sexual orientation, or ability" (Metropolitan United Church, n.d.).

Within the Ontario Line South Study Area are four Toronto Public Library (TPL) branches: City Hall, St. Lawrence, Pape/Danforth, and Queen Saulter. City Hall is a notable branch as it is over a century old (opened in 1911) contained within Toronto's City Hall at 100 Queen Street East.







Figure 5-1





















AECOM Figure 5-2h

Figure 5-3: Community Amenities – Ontario Line North Study Area



North York	Legend Study Area ★ Community Centres Existing Subway Station	Ontario Line Project
Torbo Map Location Keymap provided by: ESRI	 Existing Subway Lines Socio Economic Key Features Emergency Services Place of Worship Library School Parks and Open Space 	Ontario Line North Study Area 0 100 200 Meters Datum: NAD 1983 UTM Zone 17N May, 2020 15,000 PRJT NUM REV: 01 URBAN STRATEGIES Figure 5-3a LEGAL DISCLAMER

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North York	Legend Study Area Community Groups	Ontario Line Project
M.	Existing Subway Station Existing Subway Lines Socio Economic Key Eastures	Community Amenities - Ontario Line North Study Area
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State Bay	Parks and Open Space	IEGAL DISCLAMER
Map Location Keymap provided by	ESRI	

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North York	Legend Study Area Community Groups		Ontario	Line Project
	Existing Subway Station Daycare	Onta	Communi ario Line	ty Amenities - North Study Area
	Socio Economic Key Features Emergency Services Community Resources	0	M	100 200 eters
an particular to the	Place of Worship Library	May, 2020	Datum: NAD 19 1:5,000	83 UTM Zone 17N Data Sources: MECP, City of Toronto
C BOS	School	STRA	URBAN TEGIES INC ,	Figure 5-3d
Map Location Keymap provided by: ESRI		LEGAL DISULAIMEN		

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St. Michael's Hospital is a Catholic teaching hospital and medical centre affiliated with the University of Toronto. Known as downtown Toronto's adult trauma centre, the hospital is a hub for neurosurgery, complex cardiac and cardiovascular care, diabetes and osteoporosis care, minimally invasive surgery and care for the homeless and disadvantaged.

Feature Type	Map ID	Feature Name	Address
School	9	Downtown Alternative School	85 Lower Jarvis Street
School	11	Market Lane Junior and Senior Public School	246 The Esplanade
School	8	Pape Avenue Junior Public School	220 Langley Avenue
School	6	Blake Street Junior Public School	21 Boultbee Avenue
School	7	East Alternative School of Toronto	21 Boultbee Avenue
School	5	Earl Grey Senior Public School	100 Strathcona Avenue
School	10	Jones Avenue Adult Centre	540 Jones Avenue
School	47	Toronto Mandarin School – Downtown	25 Adelaide Street East #504
Place of Worship	45	Metropolitan United Church	56 Queen Street East
Place of Worship	46	Mother of God of Proussa Greek Orthodox Church	461 Richmond Street East
Place of Worship	44	Church in the City	152 The Esplanade
Place of Worship	48	St. Stephen's Chapel	360 Bay Street, #200
Library	2	Pape/Danforth	701 Pape Avenue
Library	1	City Hall	Nathan Phillips Square 100 Queen Street West
Library	4	St. Lawrence	171 Front Street East
Library	3	Queen Saulter	765 Queen Street East
Hospital	12	St. Michael's Hospital	30 Bond Street

Table 5-2: Institutional Uses within the Ontario Line South Study Area

5.1.1.3 Ontario Line North

A range of schools, libraries, places of worship, and emergency services (ambulance and police facilities) are located within the Ontario Line North Study Area (**Table 5-3**, **Figure 5-3**).

There are six schools located within this Study Area. Three of these schools are located in the Flemingdon Park Sub-Area, two in the Thorncliffe Park Sub-Area, and one within the Pape Sub-Area. These schools are all public schools. Marc Garneau Collegiate Institute, located on the edge of Flemingdon Park, is a secondary school.

There are three TPL branches within the Ontario Line North Study Area, one for each of the residential sub-areas identified for this Report. The libraries include:

- Flemingdon Park Library;
- Todmorden Room Branch; and
- Thorncliffe Public Library.

All these libraries are associated with broader recreation complexes, as described in **Section 5.1.2.3** of this Report.

There are 21 places of worship located within this Study Area, serving a range of religious faiths. These institutions are spread between all four sub-areas, with a cluster within the Pape Sub-Area and along the north side of Overlea Boulevard, approaching the Charles H. Hiscott Bridge within the Thorncliffe Employment Sub-Area.

There is one ambulance station and one police service facility, both located within the Pape Sub-Area. There are no hospitals within the Ontario Line North Study Area.

Feature Type	Map ID	Feature Name	Address
School	1	William Burgess Elementary School	100 Torrens Avenue
School	2	Valley Park Middle School	130 Overlea Boulevard
School	3	Marc Garneau Collegiate Institute	135 Overlea Boulevard
School	4	Thorncliffe Park Public School	80 Thorncliffe Park Drive
School	5	Fraser Mustard Early Learning Academy	82 Thorncliffe Park Drive
School	6	Gateway Public School	55 Gateway Boulevard
Library	7	Todmorden Room	1081 Pape Avenue
School	8	Flemingdon Park Library	29 St. Dennis Drive
School	9	Thorncliffe Library	48 Thorncliffe Park Drive
Place of Worship	10	Don Mills United Church	126 O Connor Drive
Place of Worship	11	Calvary Church	740 Pape Avenue
Place of Worship	12	Bethany Baptist Church	1041 Pape Avenue
Place of Worship	13	Chua Xa Loi	152 Floyd Avenue
Place of Worship	14	Chapel in The Park	16 Thorncliffe Park Drive
Place of Worship	15	Canadian Christian College	50 Gervais Drive
Place of Worship	16	St Andrew Kim Korean Catholic	849 Don Mills Road
Place of Worship	17	Masonic Temple	1100 Millwood Road
Place of Worship	18	Pape Ave Gospel Hall	871 Pape Avenue

 Table 5-3:
 Institutional Uses within the Ontario Line North Study Area

Feature Type	Map ID	Feature Name	Address
Place of Worship	19	Holy Name Church	606 Danforth Avenue
Place of Worship	20	Macedonian Orthodox Church	76 Overlea Boulevard
Place of Worship	21	Greek Orthodox Archdiocese	86 Overlea Boulevard
Place of Worship	22	Mission of T.F.A.R.S. Radio	50 Gervais Drive
Place of Worship	23	Greek Orthodox Mission	846A Pape Avenue
Place of Worship	24	The Salvation Army	2 Overlea Boulevard
Place of Worship	25	Westminster Presbyterian Chu	152 Floyd Avenue
Place of Worship	26	Don Mills Jamat Khanan	80 Overlea Boulevard
Place of Worship	27	Toronto Orthodox Academy	86 Overlea Boulevard
Place of Worship	28	Masjid Dar Al Salam	4 Thorncliffe Park Drive
Place of Worship	29	The Thorncliffe Mosque	4 Thorncliffe Park Drive
Place of Worship	30	The Church Army	50 Gervais Drive
Emergency Services	31	Ambulance Station 41	1300 Pape Avenue
Emergency Services	32	Lower Don Parklands Police Service Facility	44 Beechwood Drive

5.1.2 Recreational Uses, Parks and Open Spaces

5.1.2.1 Ontario Line West

Parks and open spaces within the Ontario Line West Study Area are of various sizes and provide a range of services and facilities for these neighbourhoods (**Table 5-4**, **Figure 5-1**).

The most notable parks and open spaces, in size and history, include the Old Fort York and Garrison Common (see **Section 4.3.1.1** for details).

Table 5-4:Recreational Uses, Parks and Open Spaces within the OntarioLine West Study Area

Feature Type	Map ID	Feature Name	Address
Parks and Open Space	7	Melbourne Avenue Parkette	7 Melbourne Avenue
Parks and Open Space	6	Dufferin and King Park	256 Dufferin Street
Parks and Open Space	8	Military Cemetery	N/A – east side of Strachan Ave, between the Metrolinx Lakeshore West rail corridor and the Gardiner

Feature Type	Map ID	Feature Name	Address
			Expressway (adjacent to Old Fort York and Garrison Common)
Parks and Open Space	11	Ordnance Park	N/A – east side of Strachan Ave, between the Metrolinx Milton/ Kitchener rail corridor and Metrolinx Lakeshore West rail corridor
Parks and Open Space	9	Garrison Common	100 Garrison Road
	4	Old Fort York	250 Fort York Blvd
Parks and Open Space	2	Old Fort York	250 Fort York Blvd
Parks and Open Space	12	Alex Wilson Community Garden	556 Richmond Street West
Parks and Open Space	13	St. Andrew's Playground	450 Adelaide Street West
Parks and Open Space	5	St. Patrick's Square	14 St. Patrick's Square
Parks and Open Space	10	Sir William Campbell House Museum	160 Queen Street West
Parks and Open Space	1	The Bentway	250 Fort York Blvd

5.1.2.2 Ontario Line South

Parks and open spaces within the Ontario Line South Study Area are of various sizes and provide a range of services and facilities for these neighbourhoods (**Table 5-5**, **Figure 5-2**).

The most notable parks and open spaces, based on size, significance, and usage include:

- Nathan Philips Square (Downtown East Sub-Area);
- Moss Park (Downtown East Sub-Area);
- Lower Don Trail (West Don Lands / Industrial Sub-Area);
- Corktown Common (West Don Lands / Industrial Sub-Area); and
- Jimmie Simpson Park (East End Residential Sub-Area).

Table 5-5:Recreational Uses, Parks and Open Spaces within the OntarioLine South Study Area

Feature Type	Map ID	Feature Name	Address
Parks and Open Space	63	Osgoode Hall open space	130 Queen Street West

Feature Type	Map ID	Feature Name	Address
Parks and Open Space	37	Jones Avenue Cemetery	462 Jones Street
Parks and Open Space	43	Kempton Howard Park	150 Blake Street
Parks and Open Space	42	McCleary Playground	75 McGee Street
Parks and Open Space	23	Jimmie Simpson Park	870 Queen Street East
Parks and Open Space	34	Bruce Mackey Park	55 Wardell Street
Parks and Open Space	28	Tiverton Avenue Parkette	45 Tiverton Avenue
Parks and Open Space	39	Gerrard-Carlaw Parkette	855 Gerrard Street East
Parks and Open Space	27	Open Space	N/A – southeast corner of Gerrard Street East and Carlaw Avenue
Parks and Open Space	38	Corktown Common	155 Bayview Avenue
Parks and Open Space	13	Lower Don River Trail	N/A – west of the Don River, south of the Metrolinx Lakeshore East rail corridor
Parks and Open Space	26	Saulter Street Parkette	25 Saulter Street
Parks and Open Space	21	Lower Don River Trail	N/A
Parks and Open Space	20	Lower Don River Trail	N/A
Parks and Open Space	14	Lower Don River Trail	N/A
Parks and Open Space	18	Lower Don River Trail	N/A
Parks and Open Space	17	Lower Don River Trail	N/A
Parks and Open Space	40	Lower Don River Trail	N/A
Parks and Open Space	41	Morse Street Playground	76 Morse Street
Parks and Open Space	15	Courtyard at Centres D'accueil Heritage Les	33 Hahn Place
Parks and Open Space	33	Sherbourne Common	5 Lower Sherbourne Street
Parks and Open Space	16	Lower Don River Trail	N/A
Parks and Open Space	22	David Crombie Park	131 The Esplanade
Parks and Open Space	25	Princess Street Park	18 Princess Street
Parks and Open Space	24	David Crombie Park	131 The Esplanade
Parks and Open Space	32	Courtyard Open Space	N/A – northwest corner of Berkeley Street and The Esplanade
Parks and Open Space	31	Parliament Square Park	44 Parliament Street
Parks and Open Space	29	Metropolitan United Church Park	56 Queen Street East
Parks and Open Space	30	Moss Park	150 Sherbourne Street
Parks and Open Space	35	Campbell House Museum	160 Queen Street West
Parks and Open Space	36	Nathan Philips Square	100 Queen Street West
Parks and Open Space	19	Toronto Old City Hall	60 Queen Street West

5.1.2.3 Ontario Line North

The parks and community centres within the Ontario Line North Study Area are of various sizes and provide a range of services and facilities for these neighbourhoods (**Table 5-6**, **Figure 5-3**).

Table 5-6:	Recreational Uses, Parks and Open Spaces within the Ontario
	Line North Study Area

Feature Type	Map ID	Feature Name	Address
Parks and Open Space	33	Flemingdon Park	150 Grenoble Drive
Parks and Open Space	34	Leaside Park	5 Leaside Park Drive
Parks and Open Space	35	Kiwanis Parkette	1410 Pape Avenue
Parks and Open Space	36	Agnes MacPhail Square	900 Pape Avenue
Parks and Open Space	37	R.V. Burgess Park	46 Thorncliffe Park Drive
Parks and Open Space	38	Lower Don Parklands	44 Beechwood Drive
Parks and Open Space	39	E.T. Seton Park & Archery Range	73 Thorncliffe Park Drive
Parks and Open Space	40	Arthur Dyson Parkette	1404 Pape Avenue
Community Centres	41	East York Community Centre	1081 Pape Avenue
Community Centres	42	Dennis R. Timbrell Resource Centre	29 St. Dennis Drive

Eight public parks are located within the Ontario Line North Study Area. The largest amount of park space is located within the Flemingdon Park Sub-Area and the least amount of park space is within the Thorncliffe Employment Sub-Area. Most of the parkland in the former Sub-Area is attributed to E.T. Seton Park, which is located next to the Ontario Science Centre and associated with the Don River Valley open space system. The park is connected to an extensive trail network and contains lawn space, picnic areas, a cricket pitch and an archery range.

Other large parks within the Flemingdon Park Sub-Area include Flemingdon Park, Leaside Park, R.V. Burgess Park and Lower Don Parklands. The latter offers passive park uses and trails connecting to the broader Don River Valley network, while the others contain playgrounds, sports fields, and even an outdoor pool. Each sub-area contains one large park, with the exception of the Thorncliffe Employment Sub-Area.

There are two community recreation centres within the Ontario Line North Study Area, both associated with libraries described in **Section 5.1.1.3** of this Report. The East York Community Centre is located within the Pape Sub-Area, offering a full spectrum of both drop-in and registered programs for all ages. It contains a fitness room, gallery, games room, gymnasium, indoor pool, kitchen, and multi-purpose room. It is connected to

Gamble Park, which is located just outside of the Study Area boundary, offering an outdoor playground and splash pad. The Dennis R. Timbrell Resource Centre is located within the Flemingdon Park Sub-Area, connected to Flemingdon Park. This is a free centre which offers both registered and drop-in programs free of charge, with some youth-specific programming. Facilities within the complex include a computer room, fitness room, gymnasium, indoor pool, kitchen and lounge, and multi-purpose room, as well as a pre-school. In addition to these two centres, there are two community centres located immediately outside of the Ontario Line North Study Area boundary: Jenner Jean-Marie Community Centre and Flemingdon Community Centre.

5.1.3 Community Groups and Resources

5.1.3.1 Ontario Line West

Community resources within the Ontario Line West Study Area provide a range of services and assistance, from daycare to housing assistance to medical support (**Table 5-7**, **Figure 5-1**).

There are three daycares within the Ontario Line West Study Area. These daycares are within the Downtown West Sub-Area.

There are also three housing co-operatives within the Downtown West Sub-Area. These are non-profit organizations that range from homeless shelters to subsidized housing.

Evangel Hall Mission is a Toronto-based charity that helps homeless and socially isolated individuals find a safe haven from the streets.

Central Toronto Community Health Centre (Queen West) is a publicly funded community-based health clinic located at the corner of Queen Street West and Bathurst Street. The Centre offers a broad range of services, including primary health care, dental care, harm reduction, health promotion, counselling, and community development programming.

The following community groups operate within the Ontario Line West Study Area:

- Liberty Village BIA;
- Liberty Village Residents' Association; and
- Evangel Hall Mission.

The Liberty Village BIA and Liberty Village Residents' Association work closely together to improve the Liberty Village public realm and future development (additional details in **Section 4.3.1**).

Table 5-7:Community Groups and Resources within the Ontario LineWest Study Area

Feature Type	Map ID	Feature Name	Address
Daycare	22	Brant Street Daycare- Alpha	20 Brant Street
Daycare	23	Blue Butterfly Montessori School	300 Richmond Street West
Daycare24Kinder College Early LearniCentre		Kinder College Early Learning Centre	218 Richmond Street West
Daycare25City Kids Early Learning and Child Care Centre		34 Bathurst Street	
Housing	19	Fort York Residence	38 Bathurst Street
Housing	20	Niagara Neighbourhood Housing Co-operative	180 Niagara Street
Housing	21	Portland Place Non-Profit Housing	163 Portland Street
Community Resources 22 Queer Comm		Queen West – Central Toronto Community Health Centres	168 Bathurst Street
Community Resources 14 Evangel Hall Mission		552 Adelaide Street West	
Community Resources	26	Friends of Fort York	250 Fort York Blvd.
BIAs and Neighbourhood Associations	23	Liberty Village BIA	67 Mowat Avenue, #104
BIAs and Neighbourhood Associations - Liberty Village Residents' Association (Liberty Village Residents' Association)		Liberty Village Residents' Association (Liberty Village Residents' Association)	N/A

5.1.3.2 Ontario Line South

Community resources within the Ontario Line South Study Area provide a range of services and assistance, from daycare to housing assistance to community centres (**Table 5-8**, **Figure 5-2**).

There are five daycares in the Ontario Line South Study Area; two are located in the Downtown East Sub-Area, and three are located in the West Don Lands / Industrial Sub-Area.

There are also four housing co-operatives and two human services organizations within the Ontario Line South Study Area. These services provide shelter and housing support to the disadvantaged and homeless population in the area. Two community centres are located within the Ontario Line South Study Area, Eastview Neighbourhood and Ralph Thornton in the East End Residential Sub-Area serving Leslieville and South Riverdale neighbourhoods.

The following community groups operate within the Ontario Line South Study Area:

- St. Lawrence Market Neighbourhood BIA
- SLNA

Table 5-8:Community Groups and Resources within the Ontario Line
South Study Area

Feature Type	Map ID	Feature Name	Address
Daycare	49	Distillery District Early Learning Centre	8 Distillery Lane
Daycare	50	Richmond Adelaide Child Care Centre	130 Adelaide Street West
Daycare	51	Hester How Daycare	100 Queen Street West
Daycare	52	Brant Street Daycare	85 Lower Jarvis Street
Daycare	53	St. Lawrence Co-op Daycare	2 Princess Street
Housing	54	Harmony B Housing Co-operative	150 Longboat Avenue
Housing	55	OWN Housing Co-op	115 The Esplanade
Housing	56	Caroline Co-operative	93 Longboat Avenue.
Housing	57	Wigwamen Housing	75 Cooperage Street
Community Resources	56	Ontario Federation of Indigenous Friendships Centre	219 Front Street
Community Resources	58	New Visions Toronto	222 The Esplanade #10
Community Resources	59	Eastview Neighbourhood Community Centre	86 Blake Street
Community Resources	62	Ralph Thornton Community Centre	765 Queen Street East
Community Resources	63	Mustard Seed – Fontbonne Ministries	791 Queen Street East
BIAs and Neighbourhood Associations	61	St. Lawrence Market Neighbourhood BIA	258 Adelaide Street East, #403
BIAs and Neighbourhood Associations	-	SLNA	N/A
5.1.3.3 Ontario Line North

A variety of community groups and resources, from daycares and supportive housing to non-profit organizations and business associations, are located within the Ontario Line North Study Area (**Table 5-9**, **Figure 5-3**).

There are six licensed daycare facilities within the Ontario Line North Study Area. These facilities are spread between the Pape, Thorncliffe Park, and Flemingdon Park Sub-Areas, and have capacity for a range of ages, although only two facilities, being Child's Nest Infant Day Care Centre and Red Apple Day Care, accept infants (ages 0-18 months). All these facilities are subsidized, with the exception of the Petite Maison Montessori.

The Ontario Line North Study Area contains two Toronto Community Housing Corporation (TCHC) communities: The Overlea within the Thorncliffe Park Sub-Area and Flemingdon Park within the Flemingdon Park Sub-Area. The former is an 11-storey seniors housing apartment building, while the latter is a complex of 16 2-storey, multifamily townhomes. Additional supportive housing facilities within the Ontario Line North Study Area include the Nisbet Lodge, a long-term care facility in the Pape Sub-Area; and Touchstone Youth Shelter, also located within the Pape Sub-Area.

The Neighbourhood Organization (TNO) has four locations within the Ontario Line North Study Area divided between the Thorncliffe Park and Flemingdon Park Sub-Areas. TNO is a community-based, multi-service agency which provides a range of community services, ranging from targeted programming to general services related to newcomers, health, housing, and employment. Other non-profit organizations operating within the Ontario Line North Study Area include: The Afghan's Women's Organization which provides similar services for this specific community group within the Pape Sub-Area, and the Overlea Language Instruction for Newcomers Canada (LINC) organization which provides language-specific services for newcomers within the Thorncliffe Park community. The Co-Operative Housing Federation of Toronto location on Danforth Avenue is one of more than 160 non-profit housing co-operatives in Toronto and York Region.

The Pape Village Business Improvement Area (BIA) represents businesses along a portion of the Pape Avenue corridor, from Mortimer Avenue to just north of Gamble Avenue. Additionally, a portion of the GreekTown on the Danforth BIA is also located within the Ontario Line North Study Area, at the southern-most boundary. There are no other BIAs within the Ontario Line North Study Area.

Table 5-9:Community Groups and Resources within the Ontario Line
North Study Area

Feature Type	Map ID	Feature Name	Address	
Daycare	43	Child's Nest Infant Day Care Centre	121 Cosburn Avenue	
Daycare	44	William Burgess Jr YMCA	100 Torrens Avenue	
Daycare	45	Petite Maison Montessori	126 O Connor Drive	
Daycare	46	Thorncliffe Park School Age Day Care Centre	80 Thorncliffe Park Drive	
Daycare	47	Red Apple Day Care	135 Overlea Boulevard	
Daycare	48	Pride In Heritage Children's Centre - North York	55 Gateway Boulevard	
Housing	49	Flemingdon Park	58 Grenoble Drive	
Housing	50	The Overlea	12 Thorncliffe Park Drive	
Housing	51	Nisbet Lodge	740 Pape Avenue	
Housing	52	Touchstone Youth Shelter	1076 Pape Avenue	
Community Resources	53	Afghan Women's Organization	747 Don Mills Road	
Community Resources	54	Co-operative Housing Federation of Toronto	658 Danforth Avenue	
Community Resources	55	TNO	18 Thorncliffe Park Drive	
Community Resources	56	TNO	1 Leaside Park Drive	
Community Resources	57	TNO	10 Gateway Boulevard	
Community Resources	58	TNO	45 Overlea Boulevard	
Community Resources	59	Overlea LINC (Language Instruction for Newcomers to Canada)	14 Overlea Boulevard	

5.1.4 Planned Services and Facilities

5.1.4.1 Ontario Line West

There are no plans for new services and facilities, nor upgrades to existing services and facilities within the Ontario Line West Study Area.

5.1.4.2 Ontario Line South

The Parks and Recreation Facilities Master Plan 2019-2038 (City of Toronto, 2017) recommended repurposing of Kempton Howard Park's splash pad and wading pool in the short-term.

The Toronto Public Library Facilities Master Plan (City of Toronto, 2019e) identified all 3 libraries as Named Projects within the Ontario Line South Study Area (City Hall, St.

Lawrence, and Queen Saulter) in the TPL 2019-2028 Capital Plan. St. Lawrence and Queen Saulter are funded projects and City Hall is currently unfunded. St. Lawrence and City Hall both ranked within the top 10 on the prioritization list for neighbourhood libraries, ranking third and seventh, respectively.

5.1.4.3 Ontario Line North

According to the City of Toronto's list of New Parks & Facilities, the City is proposing a new recreation facility – Don Mills Community Recreation Facility – located at Eglinton Avenue East and Don Mills Road. The City has completed the public engagement phase and will be reporting to Council on the results and a recommended approach. Once the type of facility is selected and approved by Council, the City will move forward on recreation facility design, targeted for 2020.

The *Parks and Recreation Facilities Master Plan 2019-2038* (City of Toronto, 2017) recommends evaluating and pursuing the revitalization or replacement of Dennis R. Timbrell Resource Centre, amongst 10 other community centres throughout the City. Unless outcomes of the evaluation suggest otherwise, the replacement facility will be similar in size to the existing facility. Additionally, the Master Plan also recommends evaluating the replacement of the Leaside Outdoor Pool and associated buildings to support anticipated population growth, invest in high needs areas and address aging infrastructure.

The Toronto Public Library Facilities Master Plan (City of Toronto, 2019e) identifies both Flemingdon Park and Todmorden Room to be in poor condition, however, neither has been identified as a named project for improvement in the capital budget. The former was identified as a short or near-term priority but not included within the TPL capital budget. The Master Plan states that TPL should assess the business case for investment in the Flemingdon Park branch as a named project in the 2020 capital budget and plan. The latter was classified as having a poor condition but not identified for major capital renovation.

6. Neighbourhood Demographics

6.1 Demographic Profile

The following subsections provide a demographics analysis of each segment. All data in the following subsections was sourced from the 2016 Census Profiles (Statistics Canada, 2018) and 2011 Census / National Household Survey Profiles (Statistics Canada, 2014). This information was sourced from the City of Toronto's Neighbourhood Profiles webpage: https://www.toronto.ca/city-government/data-research-maps/neighbourhoods-communities/neighbourhood-profiles/

For each segment, the following Census data has been sourced for the demographics analysis:

- Individual Census neighbourhoods applicable to each segment; and
- The City of Toronto.

For the purpose of these subsections, the following definitions apply:

- Children = ages 0 to 14;
- Youth = ages 15 to 24;
- Working Adults = ages 25 to 64; and
- Retired Adults = ages 65 and over.

6.1.1 Ontario Line West

The Ontario Line West Study Area contains three census tracts: South Parkdale, Niagara, and Waterfront Communities-The Island. These census tracts were considered individually, as well as collectively, in comparison with overall Toronto demographics. **Figure 6-1** shows the census areas for the Ontario Line West Study Area.

Table 6-1 below provides the population growth by age group within the Ontario Line West Study Area neighbourhoods. The City of Toronto experienced a total population growth of approximately 4.5% between 2011 and 2016. In contrast to the neighbourhoods within the Ontario Line West Study Area, the population has increased at a substantially greater rate in Niagara and Waterfront Communities-The Island, which approximately doubled in size. South Parkdale experienced a minor population increase (less than the city's overall growth), and only amongst working adults.





Table 6-2 provides the population proportions of respective age groups within the Ontario Line West Study Area neighbourhoods. In 2016, the 25-64 age group formed the largest proportion of the total population with more than half of the total population in the Ontario Line West Study Area. When compared to the entire city, these neighbourhoods have a lower percentage of individuals in the 0-14, 15-24 and 65+ age groups.

Table 6-3 provides population proportions by gender within the Ontario Line West Study Area neighbourhoods. The population within the Ontario Line West Study Area is divided relatively evenly between females and males, which is consistent within the trend in each neighbourhood as well as in the City of Toronto.

Table 6-1:Population Growth by Age Group in the Ontario Line WestStudy Area Neighbourhoods and Toronto, 2011-2016

Neighbourhood	0-14	15-24	25-64	65+	Total Pop.
South Parkdale	-19.1%	-7.7%	+1.6%	-6.1%	+2.8%
Niagara	+49.3%	+31.7%	+44.3%	+34.7%	+46.6%
Waterfront Communities – The Island	+50.7%	+66.0%	+50.2%	+42.1%	+52.0%
City of Toronto	-1%	2%	4%	13%	+4.5%

Table 6-2:Proportion of Population by Age Group in the Ontario Line West
Study Area Neighbourhoods and Toronto, 2016

Neighbourhood	0-14	15-24	25-64	65+	Total Pop.
South Parkdale	10.0%	10.8%	69.0%	10.2%	21,849
Niagara	7%	8%	81%	6%	31,180
Waterfront Communities – The Island	6%	12%	76%	7%	65,913
City of Toronto	14.6%	12.5%	57.3%	15.6%	2,731,551

Table 6-3:Proportion of Population By Gender for the Ontario Line West
Study Area Neighbourhoods and Toronto, 2016

Neighbourhood	Female	Male	Total Pop.
South Parkdale	50.3%	49.7%	21,849
Niagara	51.1%	48.9%	31,180
Waterfront Communities – The Island	49.5%	50.5%	65,913
City of Toronto	51.9%	48.1%	2,731,551

Table 6-4 below describes the highest level of education achieved by the population age group 25-64 within the Ontario Line West Study Area neighbourhoods. Compared with the entire city, the Ontario Line West Study Area residents have generally attained a higher education, especially in Waterfront Communities-The Island and Niagara. South Parkdale is generally lower than the city's average in attainment of Bachelors' degrees and higher.

Table 6-4:	Proportion of Education Attainment in the Ontario Line West
	Study Area Neighbourhoods and Toronto, 2016

Neighbourhood	None	Secondary School	Post-Secondary Trade or Diploma	Bachelor	University above Bachelor
South Parkdale	13%	21%	30%	25%	10%
Niagara	3%	11%	23%	44%	20%
Waterfront Communities – The Island	2%	10%	16%	46%	26%
City of Toronto	10%	20%	25%	28%	16%

Table 6-5 below describes the proportion of individuals whom have recently immigrated to neighbourhoods within the Ontario Line West Study Area. The 2016 Census defines "recent immigrants" as "the percentage of people who are immigrants who first obtained their landed immigrant or permanent resident status between January 1, 2011 and May 10, 2016". In general, the proportion of immigrants within the Ontario Line West Study Area is lower than the City of Toronto. The proportion of immigrants in all three neighbourhoods is less than half of the population, with Niagara having less than one third of its population comprised of immigrants. The number of recent immigrants settling in South Parkdale between 2011 and 2016 is higher than the City of Toronto.

Table 6-5:Proportion of Recent Immigration in the Ontario Line WestStudy Area Neighbourhoods and Toronto, 2016

Neighbourhood	Total Immigrants	Recent Immigrants (Immigrated 2011 to 2016)
South Parkdale	43.2%	8.2%
Niagara	29.5%	4.6%
Waterfront Communities – The Island	36.3%	7.2%
City of Toronto	51.2%	7.0%

Table 6-6 below provides the top five languages spoken at home in the Ontario Line West Study Area neighbourhoods. These languages vary within all three

neighbourhoods³¹. Spanish is a top language city-wide and in all three neighbourhoods. Mandarin is common to Niagara and Waterfront Communities-The Island and is also a top home language in Toronto. South Parkdale has a relatively high population of people who speak Tibetan at home, considering it is not in the top five of the other two neighbourhoods or in Toronto. The City-wide rate for non-official home languages is 29%, with South Parkdale, Niagara, and Waterfront Communities-The Island all having a lower rate, at 24%, 10%, and 13%, respectively.

Region	1	2	3	4	5
South Parkdale	Tibetan	Polish	Tagalog	Vietnamese	Spanish
%	6.4%	1.8%	1.8%	1.6%	1.1%
Niagara	Spanish	Mandarin	Portuguese	Cantonese	Russian
%	1.3%	1.3%	0.9%	0.9%	0.5%
Waterfront Communities – The Island	Mandarin	Cantonese	Spanish	Persian (Farsi)	Arabic
%	3.3%	1.2%	1.1%	0.9%	0.7%
City of Toronto	Mandarin	Cantonese	Tagalog (Pilipino, Filipino)	Tamil	Spanish
%	3%	3%	2%	2%	2%

Table 6-6:Top Five Home Languages by Percentage in the Ontario LineWest Study Area Neighbourhoods and Toronto, 2016

Table 6-7 below provides the average household size in the Ontario Line West Study Area neighbourhoods. The average household size in the Ontario Line West Study Area neighbourhoods is lower than the average household size in the City of Toronto. Like Toronto, the neighbourhoods have on average experienced decrease in housing size, except for the Waterfront Communities-The Island, which has experienced a very minor increase. South Parkdale has seen the most significant decrease, more than double that of the City's household size decrease.

Table 6-7:Average Household Size in the Ontario Line West Study AreaNeighbourhoods and Toronto, 2011 & 2016

Neighbourhood	2011	2016	Increase
South Parkdale	1.89	1.81	-4.4%
Niagara	1.63	1.62	-0.6%
Waterfront Communities-The Island	1.60	1.61	0.6%
City of Toronto	2.46	2.42	-1.7%

^{31.} Languages excluding official Canadian languages, English and French

Table 6-8 provides the average and median household incomes in the Ontario Line West Study Area neighbourhoods. While Niagara and Waterfront Communities-The Island are very similar to the average and median in Toronto, South Parkdale has a significantly lower average household income (almost half that of Toronto and the other two neighbourhoods).

Table 6-8:	Mean (Average) and Median Household Incomes in the Ontario
	Line West Study Area Neighbourhoods and Toronto, 2016

Neighbourhood	Mean (Average)	Median
South Parkdale	\$55,518	\$41,761
Niagara	\$105,105	\$79,441
Waterfront Communities-The Island	\$104,994	\$78,475
City of Toronto	\$102,721	\$65,829

Table 6-9 provides the proportion of dwelling tenure for neighbourhoods in the Ontario Line West Study Area. On average, a larger proportion of homes within the Ontario Line West Study Area are rented rather than owned. In Niagara, the tenure proportions are equal. The Ontario Line West Study Area has a higher proportion of rental tenures than the City as a whole.

Table 6-9:Proportion of Dwelling Tenures in the Ontario Line WestStudy Area Neighbourhoods and Toronto, 2016

Neighbourhood	2016 Rented	2016 Owned
South Parkdale	87%	13%
Niagara	50%	50%
Waterfront Communities – The Island	59%	41%
City of Toronto	47%	53%

6.1.2 Ontario Line South

The Ontario Line South Study Area contains 6 census tracts: Bay Street Corridor, Church-Yonge Corridor, Moss Park, South Riverdale, North Riverdale, and Blake-Jones. These census tracts were considered individually, as well as collectively, in comparison with overall Toronto demographics. **Figure 6-2** shows the census areas for the Ontario Line South Study Area.

Table 6-10 below provides the population growth by age group within the Ontario Line South Study Area neighbourhoods. On average, these neighbourhoods have experienced a greater population increase between 2011 and 2016, especially in the

Bay Street Corridor and Moss Park which grew by one third and one quarter, respectively. Only North Riverdale and Blake-Jones experienced a decrease in population, which was relatively minor in both neighbourhoods. One of the most notable findings is that the population aged 15-24 grew by 81.9%. This growth could be attributed to post-secondary students and young professionals entering downtown Toronto's work force.

Neighbourhood	0-14	15-24	25-64	65+	Total Pop.
Bay Street Corridor	+21.2%	+81.9%	+18.9%	+29.9%	+33.3%
Church-Yonge Corridor	+10.5%	+3.6%	+6.7%	+13.3%	+10.6%
Moss Park	+10.5%	+13.7%	+13.1%	+16.5%	+25.8%
South Riverdale	+13.2%	-11.6%	+7.0%	+2.9%	+8.7%
North Riverdale	+2.4%	-4.9%	-8.4%	+9.2%	-2.3%
Blake-Jones	+2.9%	-7.4%	-2.6%	+9.3%	-0.5%
City of Toronto	-1%	+2%	+4%	+13%	+4.5%

Table 6-10: Population Growth by Age Group in the Ontario Line SouthStudy Area Neighbourhoods and Toronto, 2011-2016

Table 6-11 provides the population proportions of respective age groups within the Ontario Line South Study Area neighbourhoods. In 2016, the 25-64 age group formed the largest proportion of the total population with more than half of the total population in the Ontario Line South Study Area. North Riverdale and Blake-Jones have a higher proportion of children (0-14 age group) than the City-wide average.

Table 6-11 :	Proportion of Population by Age Group in the Ontario Line
	South Study Area Neighbourhoods and Toronto, 2016

Neighbourhood	0-14	15-24	25-64	65+	Mean (Average) Age
Bay Street Corridor	6%	27%	58%	9%	35.0
Church-Yonge Corridor	4%	15%	71%	10%	39.0
Moss Park	8%	11%	73%	9%	38.9
South Riverdale	14%	9%	66%	11%	38.9
North Riverdale	17%	10%	60%	14%	40.4
Blake-Jones	18%	11%	59%	12%	38.3
City of Toronto	14.6%	12.5%	57.3%	15.6%	40.6

Table 6-12 provides population proportions by gender within the Ontario Line South Study Area neighbourhoods. The population within the Ontario Line South Study Area is divided relatively evenly between females and males, which is consistent within the trend in each neighbourhood as well as the City of Toronto. Church-Yonge Corridor and Moss Park have about 5% more males in each neighbourhood.

Table 6-12: Proportion of Population by Gender for the Ontario Line South
Study Area Neighbourhoods and Toronto, 2016

Neighbourhood	Female	Male	Total Pop.
Bay Street Corridor	52.8%	47.2%	25,797
Church-Yonge Corridor	45.3%	54.7%	31,340
Moss Park	45.9%	54.1%	20,506
South Riverdale	50.1%	49.9%	27,876
North Riverdale	51.4%	48.6%	11,916
Blake-Jones	51.7%	48.4%	7,727
City of Toronto	51.9%	48.1%	2,731,551

Table 6-13 below describes the highest level of education achieved by population age 25-64 within the Ontario Line South Study Area neighbourhoods. Compared with the entire city, all six neighbourhoods within the Ontario Line South Study Area have generally attained a higher education, especially in Bay Street Corridor.

Table 6-13: Proportion of Education Attainment in the Ontario Line SouthStudy Area Neighbourhoods and Toronto, 2016

Neighbourhood	None	Secondary School	Post-Secondary Trade or Diploma	Bachelor	University above Bachelor
Bay Street Corridor	2%	9%	10%	39%	40%
Church-Yonge Corridor	3%	13%	20%	38%	26%
Moss Park	8%	17%	21%	35%	20%
South Riverdale	12%	18%	22%	32%	16%
North Riverdale	5%	15%	18%	37%	26%
Blake-Jones	11%	17%	24%	31%	18%
City of Toronto	10%	20%	25%	28%	16%

Table 6-14 below describes the proportion of individuals whom have recently immigrated to neighbourhoods within the Ontario Line South Study Area. The 2016 Census defines "recent immigrants" as "the percentage of people who are immigrants who first obtained their landed immigrant or permanent resident status between January 1, 2011 and May 10, 2016". In general, the proportion of immigrants within the Ontario Line South Study Area is lower than the City of Toronto. The proportion of immigrants is less than half of the population in all six neighbourhoods, with one quarter of North

Riverdale's population being comprised of immigrants. In Bay Street Corridor only, the proportion of recent immigrants between 2011 and 2016 is higher than the City of Toronto.

Neighbourhood	Total	Recent Immigrants (2011-2016)
Bay Street Corridor	40.9%	8.9%
Church-Yonge Corridor	36.0%	6.5%
Moss Park	35.1%	5.1%
South Riverdale	30.3%	3.0%
North Riverdale	25.0%	1.6%
Blake-Jones	31.6%	2.7%
City of Toronto	51.2%	7.0%

Table 6-14: Proportion of Recent Immigration in the Ontario Line SouthStudy Area Neighbourhoods and Toronto, 2016

Table 6-15 below provides the top five languages spoken at home in the Ontario Line South Study Area neighbourhoods³². These languages vary within all six neighbourhoods. In all Ontario Line South Study Area neighbourhoods, Mandarin and Cantonese are the top languages spoken at home. Bay Street Corridor has a relatively high population speaking Mandarin at home (12.6%). The City-rate for non-official home languages is 29%, with Bay Street Corridor, Church-Yonge Corridor, Moss Park, South Riverdale, North Riverdale, and Blake-Jones all less, at 16%, 14%, 19%, 10%, and 19%, respectively. Only Bay Street Corridor at 32% is higher than the City of Toronto.

Table 6-15: Top Five Home Languages by Percentage in the Ontario Li	ne
South Study Area Neighbourhoods and Toronto, 2016	

Neighbourhood	1	2	3	4	5
Bay Street Corridor	Mandarin	Korean	Arabic	Cantonese	Persian (Farsi)
%	12.6%	2.8%	2.6%	2.5%	1.5%
Church-Yonge Corridor	Mandarin	Cantonese	Spanish	Korean	Persian (Farsi)
%	3.5%	1.1%	1.1%	1.0%	1.0%
Moss Park	Mandarin	Cantonese	Spanish	Amharic	Bengali
%	1.7%	1.6%	0.9%	0.8%	0.6%
South Riverdale	Cantonese	Mandarin	Vietnamese	Min Nan	Spanish
%	7.9%	4.4%	1.2%	0.5%	0.4%
North Riverdale	Cantonese	Mandarin	Greek	Spanish	Vietnamese
%	3.1%	1.8%	1.6%	0.5%	0.3%

^{32.} Languages excluding official Canadian languages, English and French.

Neighbourhood	1	2	3	4	5
Blake-Jones	Cantonese	Gujarati	Greek	Mandarin	Urdu
%	5.0%	2.0%	1.6%	1.6%	0.6%
City of Toronto	Mandarin	Cantonese	Tagalog (Pilipino, Filipino)	Tamil	Spanish
%	3%	3%	2%	2%	2%

Table 6-16 below provides the average household size in the Ontario Line South Study Area neighbourhoods. The average household size in this area is lower than the average household size in the City of Toronto. In all Ontario Line South Study Area neighbourhoods, there has been slight increases and decreases within the six neighbourhoods, with the most notable difference being a 2.7% household size decrease in South Riverdale.

Table 6-16: Average Household Size in the Ontario Line South Study AreaNeighbourhoods and Toronto, 2011 & 2016

Neighbourhood	2011	2016	Increase
Bay Street Corridor	1.68	1.70	1.2%
Church-Yonge Corridor	1.52	1.54	1.3%
Moss Park	1.59	1.60	0.6%
South Riverdale	2.30	2.24	-2.7%
North Riverdale	2.32	2.33	0.4%
Blake-Jones	2.43	2.46	1.2%
City of Toronto	2.46	2.42	-1.7%

Table 6-17 provides the average and median household income in the Ontario Line South Study Area neighbourhoods. On average, the Ontario Line South Study Area is comparable to the average household income across the city. Within the Ontario Line South Study Area, the Church-Yonge Corridor is the lowest earning neighbourhood and North Riverdale is the highest earning neighbourhood.

Table 6-17: Mean (Average) and Median Household Incomes in the OntarioLine South Study Area Neighbourhoods and Toronto, 2016

Neighbourhood	Mean (Average)	Median
Bay Street Corridor	\$85,657	\$48,737
Church-Yonge Corridor	\$77,234	\$56,366
Moss Park	\$84,694	\$52,490
South Riverdale	\$100,027	\$76,172
North Riverdale	\$138,606	\$89,063
Blake-Jones	\$92,564	\$64,483

Neighbourhood	Mean (Average)	Median		
City of Toronto	\$102,721	\$65,829		

Table 6-18 provides the proportion of dwelling tenure for neighbourhoods in the Ontario Line South Study Area. There is a notable difference between the neighbourhoods closer to downtown (i.e., Bay Street Corridor, Church-Yonge Corridor, and Moss Park) and the east end neighbourhoods (i.e., South Riverdale, North Riverdale, and Blake-Jones). Homes in the downtown neighbourhoods are primarily rented, and primarily owned in the east end neighbourhoods. All three of the east end neighbourhoods have more ownership than the city as a whole.

Table 6-18: Proportion of Dwelling Tenures in the Ontario Line South StudyArea Neighbourhoods and Toronto, 2016

Neighbourhood	2016 Rented	2016 Owned
Bay Street Corridor	68%	32%
Church-Yonge Corridor	71%	29%
Moss Park	66%	34%
South Riverdale	40%	60%
North Riverdale	44%	56%
Blake-Jones	46%	54%
City of Toronto	47%	53%











6.1.3 Ontario Line North

The Ontario Line North Study Area contains portions of 14 census tracts, which have been grouped into three sub-areas for the purpose of this analysis (**16-3**). Although other sections of this Report assess the Ontario Line North Study Area within four subareas, this analysis combines the Thorncliffe Employment and Thorncliffe Park Sub-Areas to accommodate for census tract boundaries. As such, this portion of the analysis refers to these areas as: (1) the Pape neighbourhood; (2) the Thorncliffe neighbourhood (which encompasses the Thorncliffe Employment Sub-Area and Thorncliffe Park Sub-Area), and (3) the Flemingdon Park neighbourhood.

Table 6-19 below provides the population growth by age group within the Ontario Line North Study Area neighbourhoods. The City of Toronto experienced a population growth rate of around 4% between 2011 and 2016. The census areas along the Project's north alignment also experienced growth, but at a lower rate of 2.6%. Both the Pape and Thorncliffe neighbourhoods experienced the increase, although the latter increased at a rate higher than even the City of Toronto (12.3%). In contrast, the Flemingdon Park neighbourhood experienced a decrease in population of 1.5%. The age group with the highest rate of population growth is generally those 65+, with the exception of the Pape neighbourhood where it was the 15-24 age group.

Neighbourhood	0-14	15-24	25-64	65+	Total Pop.
Census Tracts within Ontario Line North Study Area	-3%	-4%	-6%	5%	3%
Pape Neighbourhood	1%	33%	32%	15%	1%
Thorncliffe Neighbourhood	13%	15%	9%	23%	12%
Flemingdon Park Neighbourhood	-18%	-13%	-18%	-12%	-1%
City of Toronto	-1%	2%	4%	13%	4%

Table 6-19: Population Growth by Age Group in the Ontario Line NorthStudy Area Neighbourhoods and Toronto, 2011-2016

Table 6-20 provides the population proportion of respective age groups within the Ontario Line North Study Area neighbourhoods. In 2016, the 25-64 age group formed the largest proportion of the total population with more than half of the total population for census areas within the Ontario Line North Study Area neighbourhoods. The smallest proportion of the population belonged to the 15-24 age group within the Ontario Line North Study Area neighbourhoods. These trends are consistent across each neighbourhood, as well as the City of Toronto. Of note, the Pape and Flemingdon Park neighbourhoods contained a larger percentage of people aged 65+, while the Thorncliffe neighbourhood contained a higher percentage of people between the ages

of 0-14. In terms of gender, the population within the census areas within the Ontario Line North Study Area neighbourhoods were divided relatively evenly between females and males, which is consistent with the trend in each neighbourhood as well as the City of Toronto.

Table 6-21 provides the population proportions by gender within the Ontario Line North Study Area neighbourhoods. The population within the Ontario Line North Study Area is divided relatively evenly between females and males, which is consistent within the trend in each neighbourhood as well as in the City of Toronto.

Table 6-20: Proportion of Population by Age Group in the Ontario LineNorth Study Area Neighbourhoods and Toronto, 2016

Neighbourhood	0-14	15-24	25-64	65+	Total Pop.
Census Tracts within Ontario Line North Study Area	18%	11%	56%	16%	68,880
Pape Neighbourhood	15%	9%	59%	17%	30,645
Thorncliffe Neighbourhood	23%	11%	52%	13%	15,620
Flemingdon Park Neighbourhood	17%	13%	54%	17%	22,615
City of Toronto	15%	12%	57%	16%	2,730,445

Table 6-21: Proportion of Population by Gender for the Ontario Line NorthStudy Area Neighbourhoods and Toronto, 2016

Neighbourhood	Female	Male	Total Pop.
Census Tracts within Ontario Line North Study Area	53%	47%	68,880
Pape Neighbourhood	52%	48%	30,645
Thorncliffe Neighbourhood	53%	47%	15,620
Flemingdon Park Neighbourhood	53%	47%	22,615
City of Toronto	51.9%	48.1%	2,731,551

Table 6-22 below describes the highest level of education achieved by population age 25-64 within the Ontario Line North Study Area neighbourhoods. The level of educational attainment for the City of Toronto and the census areas within the Ontario Line North Study Area neighbourhoods were relatively unchanged between 2011 and 2016. Just over half of the population in the census areas within the Ontario Line North Study Area neighbourhoods were post-secondary degree holders, which aligns with the trend observed throughout the City. Similarly, almost the same percentage of the population in census areas within the Ontario Line North Study Area neighbourhoods and the City had a secondary school certificate or did not hold a certificate. These

trends are generally consistent within each neighbourhood, though there were slightly fewer post-secondary degree holders within the Thorncliffe neighbourhood than within census areas in the Ontario Line North Study Area neighbourhoods and the City as a whole.

Neighbourhood	2011 No Certificate	2011 Secondary	2011 Post- Secondary	2016 No Certificate	2016 Secondary	2016 Post- Secondary
Census Tracts within Ontario Line North Study Area	17%	23%	60%	17%	24%	59%
Pape Neighbourhood	18%	21%	62%	16%	22%	61%
Thorncliffe Neighbourhood	18%	25%	57%	20%	26%	55%
Flemingdon Park Neighbourhood	16%	25%	59%	16%	25%	58%
City of Toronto	18%	24%	58%	16%	24%	59%

Table 6-22:	Proportion of Education Attainment in the Ontario Line North
	Study Area Neighbourhoods and Toronto, 2016

Table 6-23 below describes the proportion of individuals whom have recently immigrated to neighbourhoods within the Ontario Line North Study Area. In both periods of the census, the total proportion of immigrants in census areas within the Ontario Line North Study Area were higher than the City of Toronto, comprising just over half of the population. The percentage varied across the Ontario Line North Study Area, with over 60% in the Thorncliffe and Flemingdon Park neighbourhoods yet less than 40% in the Pape neighbourhood. Of this population, approximately 18% were recent immigrants having arrived between the years of 2011 and 2016. While the Pape neighbourhood had the lowest proportion of recent immigrants at 12%, the Thorncliffe neighbourhood had the highest percentage of recent immigrants at 27% - close to double of what was found in the other two neighbourhoods.

Table 6-23: Proportion of Recent Immigration in the Ontario Line NorthStudy Area Neighbourhoods and Toronto, 2016

Neighbourhood	2011 Total	2011 Recent Immigrants (2006 – 2011)	2016 Total	2016 Recent Immigrants (2011 – 2016)
Census Tracts within Ontario Line North Study Area	54%	21%	51%	18%
Pape Neighbourhood	40%	14%	37%	12%
Thorncliffe Neighbourhood	67%	30%	65%	27%

Neighbourhood	2011 Total	2011 Recent Immigrants (2006 – 2011)	2016 Total	2016 Recent Immigrants (2011 – 2016)
Flemingdon Park Neighbourhood	64%	20%	62%	17%
City of Toronto	50%	9%	47%	7%

Table 6-24 below provides the top five languages spoken at home in the Ontario Line North Study Area neighbourhoods³³. The top languages spoken at home varied between the City and census areas within the Ontario Line North Study Area neighbourhoods, and even within the neighbourhoods themselves. Within Toronto the top language spoken at home, aside from English and French, was Mandarin, which did not make the top five list for census areas within the Ontario Line North Study Area neighbourhoods, although it was the fourth most spoken language in the Flemingdon Park neighbourhood. The top language for census areas within the Ontario Line North Study Area neighbourhoods was Urdu, largely due to the dominance of this language in the Thorncliffe neighbourhood (17%). Tagalog was the only common language within all three sub-areas. The Thorncliffe and Flemingdon Park neighbourhoods were most similar in home languages and shared four of the same top five home languages. Overall, the most prominent languages spoken at home in census areas within the Ontario Line North Study Area neighbourhoods were Urdu, Greek, Tagalog, Persian, and Gujarati; Tagalog is the only language which also falls on the City's list.

Table 6-24: T	op Five Home Languages by Percentage in Ontario Line North
S	Study Area Neighbourhoods and Toronto, 2016

Neighbourhood	1	2	3	4	5
Census Tracts within Ontario Line North Study Area	Urdu	Greek	Tagalog (Pilipino; Filipino)	Persian (Farsi)	Gurjarati
%	5%	3%	3%	2%	2%
Pape Neighbourhood	Greek	Serbian	Cantonese	Tagalog (Pilipino; Filipino)	Albanian
%	6%	1%	1%	1%	1%
Thorncliffe Neighbourhood	Urdu	Persian (Farsi)	Gujarati	Arabic	Tagalog (Pilipino; Filipino)
%	17%	4%	4%	4%	3%
Flemingdon Park Neighbourhood	Tagalog (Pilipino; Filipino)	Urdu	Persian (Farsi)	Mandarin	Gujarati
%	4%	4%	4%	3%	3%
City of Toronto	Mandarin	Cantonese	Tagalog	Tamil	Spanish

^{33.} Languages excluding official Canadian languages, English and French.

Neighbourhood	1	2	3	4	5
			(Pilipino, Filipino)		
%	3%	3%	2%	2%	2%

Table 6-25 below provides the average household size in the Ontario Line North Study Area neighbourhoods. The 2016 average household size in the Ontario Line North Study Area was slightly smaller than the City of Toronto average. This was consistent within the neighbourhoods, with the exception of the Thorncliffe neighbourhood which contained the largest households within this Study Area, consistent with the City average. In contrast, the Pape neighbourhood contained the smallest households, falling below this Ontario Line North Study Area's average size. While the average size decreased within the City between census periods, it increased or remained the same within the Ontario Line North Study Area and the associated sub-areas.

Table 6-25: Average Household Size in the Ontario Line North Study AreaNeighbourhoods and Toronto, 2011 and 2016

Neighbourhood	2011	2016	% Increase
Census Tracts within Ontario Line North Study Area	2.4	2.5	4.1%
Pape Neighbourhood	2.3	2.3	0%
Thorncliffe Neighbourhood	2.6	2.7	3.8%
Flemingdon Park Neighbourhood	2.5	2.6	4.0%
City of Toronto	2.5	2.4	-4.0%

Table 6-26 provides the average and median household income in the Ontario Line North Study Area neighbourhoods. In In 2016, the average household income in census areas within the Ontario Line North Study Area neighbourhoods were lower than the City of Toronto average by almost \$40,000. The Thorncliffe neighbourhood had the lowest average income relative to the other sub-areas (\$46,001), falling more than \$50,000 below the City's average. In contrast, the Pape neighbourhood has the highest average income relative to the other neighbourhoods and the Ontario Line North Study Area as a whole. The average household income increased between census periods for both the City of Toronto (by 12%) and census areas in the Ontario Line North Study Area (by 13%), as well as each individual neighbourhood area: the largest increase was observed in the Pape neighbourhood (+\$9,851, 15%), while the smallest increase occurred in the Flemingdon Park neighbourhood (+\$4,722, 9%).

Table 6-26: Average Household Income in the Ontario Line North Study
Area Neighbourhoods and Toronto, 2011 & 2016

Neighbourhood	2011	2016	% Increase
Census Tracts within Ontario Line North Study Area	\$55,871	\$63,232	13%
Pape Neighbourhood	\$64,238	\$74,089	15%
Thorncliffe Neighbourhood	\$40,053	\$46,001	15%
Flemingdon Park Neighbourhood	\$53,650	\$58,372	9%
City of Toronto	\$91,238	\$101,946	12%

Table 6-27 provides the proportion of dwelling tenure for neighbourhoods in the Ontario Line North Study Area. Households in census areas within the Ontario Line North Study Area neighbourhoods are predominantly rented, with the highest proportion of rental tenure in the Thorncliffe neighbourhood (86%). At 61%, the proportion of renter households in the Ontario Line North Study Area were significantly higher than the City of Toronto average of 47%. The percentage of rented homes increased in the census areas in the Ontario Line North Study Area by 3% between census periods, which was 2% more than what was observed within the City as a whole. However, the Thorncliffe neighbourhood experienced a decrease of 3% in rental tenure within this time.

Table 6-27: Proportion of Dwelling Tenures in the Ontario Line North StudyArea Neighbourhoods and Toronto, 2011 & 2016

Neighbourhood	2011 Rented	2011 Owned	2016 Rented	2016 Owned
Census Tracts within Ontario Line North Study Area	58%	42%	61%	39%
Pape Neighbourhood	54%	46%	56%	44%
Thorncliffe Neighbourhood	89%	11%	86%	14%
Flemingdon Park Neighbourhood	47%	52%	52%	48%
City of Toronto	45%	55%	47%	53%

Figure 6-3: Census Areas – Ontario Line North Study Area



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6.2 Economic Profile

6.2.1 Ontario Line West

6.2.1.1 Employment

Three quarters of the population of within the Ontario Line West Study Area neighbourhoods are employed and one fifth are not in the labour force (**Table 6-28** and **Table 6-29**). The highest percentage of employed population is within the Niagara neighbourhood, and all three neighbourhoods exceed the City's employment rate. Although the entire Ontario Line West Study Area shares a similar percentage of unemployed population, the percentage of people not in the labour force is consistently lower than the City's average across all neighbourhoods.

Table 6-28: Labour Force Status by Percentage within the Ontario LineWest Study Area Neighbourhoods and Toronto, 2016

Area	Employed	Unemployed	Not in Labour Force
Ontario Line West Study Area	75%	5%	20%
South Parkdale	65%	6%	29%
Niagara	83%	4%	13%
Waterfront Communities – The Island	78%	4%	18%
City of Toronto	59%	5%	35%

Table 6-29: Labour Force Status by Rate within the Ontario Line West StudyArea Neighbourhoods and Toronto, 2016

Area	Employment Rate	Unemployment Rate
Ontario Line West Study Area	75.1	6.1
South Parkdale	64.6	8.5
Niagara	82.7	4.5
Waterfront Communities-The Island	78.2	5.2
City of Toronto	59.3	8.2

In relation to the overall employment, neighbourhoods within the Ontario Line West Study Area contain 1,452 employment establishments and 31,226 employees across a variety of sectors (**Table 6-30**). The Office sector has the highest amount of employment and total establishments, with over 15,000 more people employed than any other sector in the Ontario Line West Study Area. The second highest sector is Service, which surpasses Retail with the third most employment. The smallest sector in the Study Area is Manufacturing and Warehousing, which relates to the relatively built up downtown core.

Sector	Full-time Employment	Part-time Employment	Total Employment	Total Establishments
Manufacturing and Warehousing	421	169	590	48
Retail	1,022	1,150	2,172	220
Service	3,122	2,491	5,613	314
Office	19,587	1,847	21,434	778
Institutional	390	309	699	38
Community and Entertainment	354	364	718	54
Total	24,896	6,330	31,226	1,452

Table 6-30: Employme	nt Data by Sector	within the Ont	ario Line We	st Study
Area, 2016				

6.2.1.2 Commuting Patterns

Considering the data related to household commute patterns, neighbourhoods within the Ontario Line West Study Area have a large dependency on public transit and active transportation, far outpacing the automobile (**Table 6-31**). The Ontario Line West Study Area has the same public transit usage as the City as a whole, but only about half of the automobile use, and almost triple the active transportation (walking and cycling). Trends vary between the three neighbourhoods, with South Parkdale largely dependent on public transit, Niagara being evenly split between automobile, public transit and active transportation, and Waterfront-The Island Communities largely dependent on active transportation.

Table 6-31: Commute to Work by Household within the Ontario Line Wes
Study Area Neighbourhoods and Toronto, 2016

Area	Automobile Driver	Automobile Passenger	Public Transit	Active Transportation Walked	Active Transportation Cycled	Other
Ontario Line West Study Area	25%	2%	37%	28%	7%	1%
South Parkdale	23%	1%	52%	12%	10%	1%
Niagara	32%	3%	33%	24%	6%	1%
Waterfront Communities – The Island	21%	1%	25%	48%	4%	1%

Area	Automobile Driver	Automobile Passenger	Public Transit	Active Transportation Walked	Active Transportation Cycled	Other
City of Toronto	46%	5%	37%	9%	3%	1%

6.2.2 Ontario Line South

6.2.2.1 Employment

Two thirds of the population of neighbourhoods within the Ontario Line West Study Area are employed and approximately one third are not in the labour force (**Table 6-32** and **Table 6-33**). The highest percentage of employed population is within the North Riverdale neighbourhood. Most of the neighbourhoods are relatively similar in terms of employment, all exceeding the City's employment rate, with the exception of the Bay Street Corridor. Although the entire Ontario Line South Study Area shares a similar percentage of unemployed population, the percentage of people not in the labour force is slightly lower than the City's average across all neighbourhoods, with the exception of the Bay Street Corridor.

Table 6-32: Labour Force Status by Percentage within the Ontario LineSouth Study Area Neighbourhoods and Toronto, 2016

Area	Employed	Unemployed	Not in Labour Force
Ontario Line South Study Area	65%	5%	30%
Bay Street Corridor	56%	6%	37%
Church-Yonge Corridor	69%	6%	25%
Moss Park	67%	5%	28%
South Riverdale	67%	5%	29%
North Riverdale	70%	4%	26%
Blake-Jones	60%	5%	35%
City of Toronto	59%	5%	35%

Table 6-33: Labour Force Status by Rate within the Ontario Line SouthStudy Area Neighbourhoods and Toronto, 2016

Area	Employment Rate	Unemployment Rate
Ontario Line South Study Area	64.7	7.7
Bay Street Corridor	56.2	10.2
Church-Yonge Corridor	68.7	8.5
Moss Park	67.4	6.9

Area	Employment Rate	Unemployment Rate
South Riverdale	66.8	6.5
North Riverdale	69.7	5.3
Blake-Jones	59.5	8.5
City of Toronto	59.3	8.2

In relation to the overall employment, neighbourhoods within the Ontario Line South Study Area contain 2,058 employment establishments and 59,956 employees across a variety of sectors (**Table 6-34**). The Office sector has the highest amount of employment and total establishments, with over 25,000 more people employed than any other sector in the Ontario Line South Study Area. The second highest sector is Institutional, which surpasses Retail with the third most employment. The smallest sector in the Ontario Line South Study Area is Manufacturing and Warehousing, which is related to the relatively built up downtown core.

Table 6-34: Employment Data by Sector within the Ontario Line South Study Area, 2016

Sector	Full-time Employment	Part-time Employment	Total Employment	Total Establishments
Manufacturing and Warehousing	434	68	502	102
Retail	3,019	4,467	7,486	499
Service	3,075	2,028	5,103	372
Office	32,110	3,449	35,559	929
Institutional	6,475	3,259	9,734	77
Community and Entertainment	1,022	550	1,572	79
Total	46,135	13,821	59,956	2,058

6.2.2.2 Commuting Patterns

Looking at household commute patterns, neighbourhoods within the Ontario Line South Study Area have a large dependency on public transit and active transportation (**Table 6-35**). The Ontario Line South Study Area has the same public transit usage as the City as a whole (within 1%), but about half of the automobile use, and almost triple the active transportation (walking and cycling). Trends vary between the six neighbourhoods, with Bay Street Corridor, Church-Yonge Corridor and Moss Park having relatively low automobile usage, and high active transportation usage; whereas South Riverdale, North Riverdale and Blake-Jones have relatively high automobile usage and low active transportation usage. This speaks to the relative location of the neighbours to job locations.

Table 6-35: Commute to Work by Household within the Ontario Line South
Study Area Neighbourhoods and Toronto, 2016

Area	Automobile Driver	Automobile Passenger	Public Transit	Active Transportation Walked	Active Transportation Cycled	Other
Ontario Line South Study Area	25%	2%	38%	26%	7%	1%
Bay Street Corridor	15%	1%	30%	49%	3%	1%
Church-Yonge Corridor	15%	1%	39%	40%	4%	1%
Moss Park	21%	1%	32%	38%	7%	1%
South Riverdale	36%	5%	39%	10%	8%	1%
North Riverdale	33%	3%	40%	12%	10%	1%
Blake-Jones	32%	3%	48%	7%	9%	1%
City of Toronto	46%	5%	37%	9%	3%	1%

6.2.3 Ontario Line North

6.2.3.1 Employment

In 2016, over half of the population of this Study Area were employed, with almost 40% not in the labour force (**Table 6-36** and **Table 6-37**). The highest percentage of employed population was within the Pape neighbourhood, which exceeded the City's employment rate. Although census areas in the Ontario Line North Study Area shared a similar percentage of unemployed population, the Thorncliffe Park neighbourhood had the highest unemployment rate (10.8).

Table 6-36: Labour Force Status by Percentage within the Ontario LineNorth Study Area Neighbourhoods and Toronto, 2016

Area	Employed	Unemployed	Not in Labour Force
Ontario Line North Study Area	57%	5%	38%
Pape Neighbourhood	61%	5%	34%
Thorncliffe Neighbourhood	51%	6%	43%
Flemingdon Park Neighbourhood	56%	5%	39%
City of Toronto	59%	5%	35%

Table 6-37: Labour Force Status by Rate within the Ontario Line	North
Study Area Neighbourhoods and Toronto, 2016	

Area	Employment Rate	Unemployment Rate
Ontario Line North Study Area	57.2	8.5
Pape Neighbourhood	61.0	7.4
Thorncliffe Neighbourhood	50.3	10.8
Flemingdon Park Neighbourhood	56.0	8.6
City of Toronto	59.3	8.2

In 2016, this Study Area contained 756 employment establishments and almost 16,000 employees across a variety of sectors (**Table 6-38**). The Office sector had the highest amount of employment and total establishments, with over 5,000 more people employed than any other sector in the Ontario Line North Study Area. The second highest sector was manufacturing and warehousing, which surpasses the Retail, Service, and Institutional sectors by over 1,500 employees. However, this sector had the size of these establishments and the nature of employment within these areas. The smallest sector in the Ontario Line North Study Area is Community and Entertainment.

Table 6-38: Employment Data by Sector within the Ontario Line North StudyArea, 2016

Sector	Full-time Employment	Part-time Employment	Total Employment	Total Establishments
Manufacturing and Warehousing	2,940	62	3,002	27
Retail	731	671	1,402	155
Service	751	593	1,344	170
Office	5,320	2,680	8,000	330
Institutional	1,120	409	1,529	52
Community and Entertainment	208	306	514	22
Total	11,070	4,721	15,791	756

6.2.3.2 Commuting Patterns

Across the census areas within the Ontario Line North Study Area neighbourhoods, there was almost an even split between households that commuted by transit and those that commuted by car (**Table 6-39**). However, this pattern was not consistent within each neighbourhood. Approximately 8% more households commuted by transit in the Pape and Thorncliffe Park neighbourhoods while 8% more households commuted by car in the Flemingdon Park neighbourhood.

With regard to active transportation, census areas in the Ontario Line North Study Area had slightly less commutes by this mode than the City as a whole. It shared the same percentage of cycling trips (3%) but had fewer walking trips than observed throughout Toronto. The Pape neighbourhood had the highest percentage of commutes by active transportation (both cycling and walking); although walking is approximately the same percentage across all neighbourhoods, this neighbourhood surpassed the other neighbourhoods, and even the City, with the percentage of cycling commutes.

Table 6-39: Commute to Work by Household within	the Ontario Line North
Study Area Neighbourhoods and Toron	to, 2016

Area	Automobile Driver	Automobile Passenger	Public Transit	Active Transportation Walked	Active Transportation Cycled	Other
Ontario Line North Study Area	42%	4%	45%	6%	3%	1%
Pape Neighbourhood	38%	3%	47%	6%	5%	1%
Thorncliffe Neighbourhood	40%	4%	47%	7%	1%	2%
Flemingdon Park Neighbourhood	48%	4%	40%	6%	1%	1%
City of Toronto	46%	5%	37%	9%	3%	1%

7. Future Development

The purpose of this section is to document active development applications, which indicates recent, ongoing, and proposed development within the Ontario Line West, Ontario Line South, and Ontario Line North Study Areas.

The following application types are available in the City of Toronto's online database for Development Applications (City of Toronto, 2020c):

- Community Planning
 - Official Plan Amendment
 - Zoning By-law Amendment
 - Site Plan Control
 - Plan of Condominium
 - Plan of Subdivision
 - Part Lot Control Exemption
- Committee of Adjustment
 - Minor Variance (i.e., minor exemption from a performance standard under the Zoning By-Law)
 - Application for Consent (i.e., consent to sever a lot)
- Toronto Local Appeal Body
 - Minor Variance (i.e., minor exemption from a performance standard under the Zoning By-Law)
 - Application for Consent (i.e., consent to sever a lot)

It should be noted that all development applications are subject to the development review process through the City of Toronto's Planning and Development Department. All applications must receive the approval of City Council, Committee of Adjustment, or Toronto Local Appeal Body, and as such, not all development proposals may be constructed.

The City of Toronto's online database for Development Applications (City of Toronto, 2020c) was reviewed for the Ontario Line Study Area in June 2020. Of the above-listed application types, only Community Planning applications are documented in this Report. Applications to Committee of Adjustment and appeals to Toronto Local Appeal Body were not reviewed, as these application types (i.e., minor variance and severance

applications) are for minor modifications to existing buildings or land parcels, and are therefore not strong indicators of future development.

All active community planning development applications as of June 25, 2020 are listed in **Table 7-1**. The map identification number (Map ID) indicated in the table corresponds to the location maps provided in **Figure 7-1** (Ontario Line West), **Figure 7-2** (Ontario Line South), and **Figure 7-3** (Ontario Line North). Refer to **Table 7-1** for the status of each application.

7.1 Ontario Line West

At the time of this Report preparation, there are 46 active development applications within the Ontario Line West Study Area which propose a variety of uses, densities, and built forms. These applications are mostly for residential and commercial uses, which range from low/medium/high rise towers to medium-density townhomes across a spectrum of tenure. The majority of these developments (39 of 46) are located in the Downtown West Sub-Area and are primarily for residential (condominium) development. These applications are heavily concentrated in the between Bathurst Street and Spadina Avenue. These developments, if constructed, will contribute to the continuous intensification of King Street West and surrounding streets over the coming years, which is consistent with the Growth Plan's targets for Downtown Toronto. See **Section 3.1.2** for more information related to the Growth Plan.

There are six developments located within the Liberty Village / Fort York Sub-Area, which range from recreation centre improvements to medium/high rise condominium developments.

Of the 46 applications within the Ontario Line West Study Area, 9 have been approved (refer to **Table 7-1**). The approved applications vary from condominium to hotel to commercial developments.

7.2 Ontario Line South

At the time of this Report preparation, there are 54 active development applications within the Ontario Line South Study Area. Similar to the Ontario Line West Study Area, most of these development proposals are for residential and commercial uses. The active applications are mostly concentrated around King Street East, Adelaide Street East, and Richmond Street East in the Downtown East Sub-Area, and at the Gardiner Expressway-Lakeshore Boulevard East and Don Valley Parkway ramps in the West Don Lands / Industrial Sub-Area. The majority of these developments are located in the

Downtown East and West Don Lands / Industrial Sub-Areas, as opposed to the East End Residential Sub-Area which only has five current applications.

Like the applications within the Downtown West Sub-Area (see **Section 7.1**), proposed development in the Downtown East and West Don Lands / Industrial Sub-Areas is expected as Downtown Toronto is the most populous "urban growth centre" in Ontario. Refer to **Section 3.1.2** for more information related to Ontario's Growth Plan.

There are five proposed developments located within the East End Residential Sub-Area, comprised of low-rise residential developments such as modifications to houses and apartment buildings under 5 storeys.

Of the 54 applications within the Ontario Line South Study Area, 11 have been approved (refer to **Table 7-1**).

7.3 Ontario Line North

At the time of this Report preparation, there are 8 active development applications within the Ontario Line North Study Area and proximate vicinity which propose a variety of uses, densities, and built forms. These applications are mostly for residential uses, which range from townhomes to condominiums across a spectrum of tenure, including purpose-built rental and long-term care facilities, as well as two Housing Now sites³⁴. Other proposed and approved uses include retail and office developments as well as daycares and parks. Note that three of these applications (Map ID #5, 7 & 8) are located immediately outside of the Ontario Line North Study Area boundary, and thus have been included in this analysis.

The majority of the proposed developments in the Ontario Line North Study Area are located in the Flemingdon Park neighbourhood, in close proximity to Don Mills Road and Eglinton Avenue East. Development activity here has been influenced and positively impacted by the introduction of the Eglinton Crosstown Light Rail Transit. They are larger in scale than other applications throughout this Study Area, spanning multiple blocks and propose a mix of new uses, public parks, pedestrian paths, and Privately-Owned Public Spaces³⁵. These new developments have the potential to significantly transform this part of the Study Area with thousands of new residents and

^{34.} Housing Now is an initiative to activate City-owned sites for the development of affordable housing within mixed-income, mixed-use, transit-oriented communities.

^{35.} A Privately-Owned Public Space is a specific type of open space which the public is welcome to enjoy but remains privately owned. The City often negotiates with private developers to include these as part of the development application and review process, in order to provide open space within Toronto's dense urban landscape (City of Toronto, 2014).

employees, and include two CreateTO Housing Now sites which will introduce affordable housing in the area, in proximity to major transit infrastructure.

There are no active applications in the Thorncliffe neighbourhoods and only two within the Pape Sub-Area, both of which are a smaller scale (1-2 storeys). Of the eight applications within the entire Ontario Line North Study Area, only the two larger developments at Eglinton Avenue East and Don Mills Road are fully approved (Map ID #1 & #7); another two have received approval for an Official Plan Amendment, Zoning By-law Amendment, and/or Draft Plan of Subdivision, but still have Site Plan applications under review (Map ID #3 & #8).

Of the 8 applications within the Ontario Line North Study Area, 3 have been approved (refer to **Table 7-1**).







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Figure 7-2: Development Application Map – Ontario Line South Study Area



















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Table 7-1:	Active Development Applications as of June 25, 2020
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Applicable Study Area Segment	ID	Address and File Number	Application Type	Application Details	Status ³⁶
Ontario Line West	OLW-1	1182 KING ST W 19 148964 STE 10 SA 18 264285 STE 04 SA 15 193651 STE 14 OZ	 Site Plan Approval Site Plan Approval Rezoning 	Proposal for a 17-storey building with commercial uses at-grade and residential uses on the upper floors. This application is associated with rezoning application 15-193651 STE 04 OZ, which also includes the property at 1221 King Street West, which is under separate review for a 14-storey mixed-use building under site plan control application 18-264285 STE 04 SA.	 Under Review
Ontario Line West	OLW-2	7 FRASER AVE 16 246189 STE 14 SA	 Site Plan Approval 	Site Plan Application for a 7-storey office building containing 16,221 square metres of gross floor area fronting Jefferson Avenue with a new private lane and below grade parking garage containing 223 parking spaces. The proposed building is to be located on the southeastern portion of the property including the partial demolition of the eastern portion of the building known as 7 Fraser Avenue. The western portion of the building containing live-work units will be maintained while the eastern portion of the building currently occupied by a warehouse is proposed to be demolished. The property is listed on the City's Heritage Register.	 Under Review
Ontario Line West	OLW-3	2 STRACHAN AVE 19 120853 STE 10 SA	Site Plan Approval	Site Plan Control application for a new enclosed elevated pedestrian walkway over Newfoundland Road connecting Hotel X and the Beanfield Centre.	 NOAC issued Dec 5, 2019
Ontario Line West	OLW-4	2 STRACHAN AVE 14 223125 STE 19 SA	Site Plan Approval	Site Plan Control application for a new Basketball Training Centre and Practice Facility to be located near the intersection of British Columbia Drive and Yukon Place at Exhibition Place.	 Final Approval Completed Feb 3, 2016
Ontario Line West	OLW-5	10 ORDNANCE ST 19 263260 STE 10 CD 19 238204 STE 10 CD 12 282863 STE 19 SA	 Condominium Approval Condominium Approval Site Plan Approval 	Draft Plan of Condominium for 432 units for the mixed-use building currently under construction.	 Under Review Under Review Closed May 5, 2015
Ontario Line West	OLW-6	89-109 NIAGARA ST 17 271399 STE 19 SA	 Site Plan Approval 	Site Plan Approval application the redevelopment of the lands for a new Mixed-Use development which includes the retention and reuse of the existing heritage buildings on the site and the addition of two residential towers 12 and 14 stories in height. Proposal includes a total gross floor area of approximately 28,890 square metres.	 Under Review
Ontario Line West	OLW-7	689 KING ST W 19 115906 STE 10 OZ 15 260024 STE 19 SA	 Rezoning Site Plan Approval 	Zoning By-Law Amendment to permit a 13 Storey Non-Residential building that will result in approximately 14,048 square metres of new office space and 826 square metres of street-related retail space. 5,308 square metres proposed retail development located just west of Bathurst Street along King Street, and consists of 2 levels of retail above grade, a restaurant and north facing terrace at the third level, and 1 level of retail below grade. The development replaces the existing 1,209 square metres 1-storey retail store and carwash that currently occupies the property. The new development proposes to develop the new building to maintain the existing zero lot line setbacks on all sides.	 Under Review
Ontario Line West	OLW-8	64 BATHURST ST 20 102968 STE 10 SA 18 176812 STE 19 OZ	 Site Plan Approval Official Plan Amendment & Rezoning 	Site Plan Approval for a proposed 17-storey mixed-use building comprised of retail, office and residential uses. 7494 square metres of non-residential gross floor area and 307 rental residential dwelling units are proposed along with 150 parking spaces on the lot.	 Under Review
Ontario Line West	OLW-9	663 KING ST W 16 270239 STE 20 OZ	 Rezoning 	Proposed zoning by-law amendment to redevelop the site with a 17-storey Mixed-Use building containing retail uses at grade and residential uses above. The King, Bathurst and Stewart Street walls of the existing heritage building, the Banknote, will be conserved.	 OMB Appeal
Ontario Line West	OLW-10	655 QUEEN ST W 19 264479 STE 10 OZ	 Rezoning 	Zoning By-law Amendment to facilitate redevelopment of the site with a new 8-storey, mixed-use building (30.8 metres including mechanical penthouse): 919 square metres of retail space at grade and 4,841 square metres of residential space.	 Under Review

³⁶ The Local Planning Appeal Tribunal replaced the Ontario Municipal Board in 2018; however, some entries in the City of Toronto's online database for Development Applications (City of Toronto, 2020c) still show a status of "OMB Appeal".

Applicable Study Area Segment	ID	Address and File Number	Application Type	Application Details	Status ³⁶
Ontario Line West	OLW-11	149 BATHURST ST 16 191733 STE 20 OZ	 Rezoning 	Zoning Amendment application to redevelop the site at 149 to 157 Bathurst Street containing 4 house-form buildings with a 16-storey mixed-use building having a total height of 51 m, including the mechanical penthouse. The building will contain retail at grade, 88 residential units above and 18 vehicular paring spaces in a below-grade garage.	 Appeal Received
Ontario Line West	OLW-12	604 RICHMOND ST W 17 244509 STE 20 CD	 Condominium Approval 	Construct a new 14-storey Mixed-Use building containing commercial uses at grade and 220 residential units above the ground floor. The total proposed residential gross floor area (GFA) is 15,333.23 square metres and the total proposed non-residential retail GFA is 498.03 square metres. The proposal includes 4½ level of below grade parking spaces including 101 residential parking spaces, 10 visitor parking spaces	 Final Approval Completed Mar 11, 2019
Ontario Line West	OLW-13	615 QUEEN ST W 17 268396 STE 20 SA	Site Plan Approval	Site Plan Application to construct a three-storey restaurant building with roof patio.	Under Review
Ontario Line West	OLW-14	543 RICHMOND ST W 17 237330 STE 20 SA	Site Plan Approval	Site Plan Approval application in support of a 15-storey mixed-use building with at-grade retail. The building will have a height 49.66 metres including the mechanical penthouse and will contain 476 residential units, 213 underground parking spaces and retail uses at grade.	 Under Review
Ontario Line West	OLW-15	135 PORTLAND ST 19 232218 STE 10 SA 17 213544 STE 20 OZ	Site Plan ApprovalRezoning	Site Plan Approval application to permit a 16-storey, 8,156 square metres building with a height of 49.99 metres (including the mechanical penthouse) and containing 129 dwelling units. The existing designated townhouses at 139-143 Portland Street will be integrated into the base of the building.	Under ReviewOMB Appeal
Ontario Line West	OLW-16	502 ADELAIDE ST W 19 149964 STE 10 SA 16 228717 STE 20 OZ	Site Plan ApprovalRezoning	New Site Plan application for a 14-storey mixed-use building with commercial uses at grade and residential units above.	Under ReviewUnder Review
Ontario Line West	OLW-17	445 ADELAIDE ST W 17 209531 STE 20 OZ	Rezoning	Zoning By-law Amendment to facilitate the redevelopment of the site with a 14-storey hotel building having a height of 45.7 m, including the mechanical penthouse. The proposal includes 146 hotel rooms, 11 parking spaces and a restaurant located within the penthouse level. The zoning amendment application is under appeal to the Local Planning Appeal Tribunal	 Appeal Received
Ontario Line West	OLW-18	578 KING ST W 18 225642 STE 20 OZ	 Rezoning 	Zoning By-law Amendment to facilitate the redevelopment of the subject site with a 15-storey office building having a height of 63.3 metres (including the Mechanical Penthouse), which will also include commercial uses within a 2-storey base element that retains the existing heritage-listed building. The total proposed gross floor area is approximately 8,469 square metres.	 OMB Appeal
Ontario Line West	OLW-19	497 RICHMOND ST W 19 263926 STE 10 CD	Condominium Approval	Draft Plan of Condominium for a proposed 14-storey mixed-use building containing 290 residential units.	Draft Plan Approved
Ontario Line West	OLW-20	520 RICHMOND ST W 17 198847 STE 20 SA	 Site Plan Approval 	Development proposal for a 15-storey mixed-use building containing 125 residential units, commercial uses at grade and 26 parking spaces below grade. The building will have a height of 45 metres (with a small elevator projection above) and a gross floor area of 8,794 square metres. The zoning amendment application was approved by City Council in July 2019, along with the passing of By-law 1265-2018.	 Under Review
Ontario Line West	OLW-21	582 KING ST W 17 215108 STE 20 SA 17 215103 STE 20 OZ	Site Plan ApprovalRezoning	Proposal for rezoning to construct 8 additional stories of non-residential floor area. (23,959 square metres)	Under ReviewAppeal Received
Ontario Line West	OLW-22	464 QUEEN ST W 17 177914 STE 20 SA	Site Plan Approval	Proposal for the development of a 4-storey office building with retail uses on the ground floor.	Under Review
Ontario Line West	OLW-23	544 KING ST W 19 253990 STE 10 SA 18 125163 STE 20 OZ	Site Plan ApprovalRezoning	Site Plan Approval application for a proposed 15-storey mixed-use building comprised of 80 residential dwelling units and 15,545 square metres of non-residential office space.	Under ReviewUnder Review
Ontario Line West	OLW-24	462 WELLINGTON ST W 19 133227 STE 10 OZ	Rezoning	Zoning By-law Amendment application to permit a 17-storey mixed-use development with retail, office, and retirement residential uses including independent and assisted living and memory care suites. Overall 131	Under Review

Applicable Study Area Segment	ID	Address and File Number	Application Type	Application Details	Status ³⁶
				residential suites are proposed. The total gross floor area proposed is 24,080 square metres of which 7,781 square metres are office and retail uses. The existing heritage building on the site is proposed to be retained.	
Ontario Line West	OLW-25	471 RICHMOND ST W 19 182800 STE 10 OZ	Rezoning	Zoning By-law Amendment application to facilitate the redevelopment of the site with two hotel towers (17 storeys fronting Richmond Street West and 15 storeys fronting Camden Street). The two components will be connected by a common 2-storey podium, with 3 levels of underground parking below. The listed heritage building at 38 Camden Street is not proposed to be conserved.	Appeal Received
Ontario Line West	OLW-26	457 RICHMOND ST W 16 268947 STE 20 OZ	Rezoning	Zoning Amendment Application to allow a 19-storey mixed-use building with two levels of underground parking, retail at grade and approximately 139 residential units above.	Appeal Received
Ontario Line West	OLW-27	452 RICHMOND ST W 16 155587 STE 20 SA 15 223802 STE 20 OZ	Site Plan ApprovalRezoning	Site Plan Application to redevelop the site currently occupied by a three-storey commercial/warehouse building with an 18-storey mixed-use building containing a total of 429 square metres of retail/commercial space on the ground and basement levels and 135 residential units above. A total of four parking spaces located on the ground floor are proposed. Bicycle parking will be provided below-grade.	Under ReviewOMB Appeal
Ontario Line West	OLW-28	450 RICHMOND ST W 17 192881 STE 20 OZ	 Rezoning 	Zoning By-law Amendment to facilitate redevelopment of the site with a 19-storey (including mezzanine) mixed-use retail and residential project, comprised of a 7-storey tower atop a 12-storey podium (including mezzanine). The project proposes 111 residential condominium units (subject to final design layout) and 336 square metres of retail and service space (178 square metres at grade level with the balance located below-grade). On-site parking for 5 car-share spaces and 1 service space is available at grade, accessed from a rear laneway.	 OMB Appeal
Ontario Line West	OLW-29	184 SPADINA AVE 19 199402 STE 10 OZ	Rezoning	The application proposes to amend the Zoning By-law to redevelop the site with a hotel building comprised of a three-storey base building and two tower elements above, one fronting Spadina Avenue and the other Cameron Street, with total heights of 15 storeys (44.1 metres) and 17 storeys (49.4 metres) respectively. A total of 264 hotel suites are proposed. Parking and loading areas will be accessed via Cameron Street.	 Under Review
Ontario Line West	OLW-30	170 SPADINA AVE 18 149665 STE 20 SA 12 108570 STE 10 CD 12 108570 STE 20 OZ	 Site Plan Approval Condominium Approval Rezoning 	Site Plan Control application to permit the redevelopment of the existing two storey non-residential building with a new 17-storey (54 m) mixed-use building with 329 square metres of retail area at the ground floor and 271 residential units, 103 vehicular parking spaces, 303 Bike parking spaces, 542 square metres of indoor and 412 square metres of outdoor amenity space.	ClosedUnder ReviewClosed
Ontario Line West	OLW-31	96 SPADINA AVE 19 254024 STE 10 SA 17 275276 STE 20 OZ	 Site Plan Approval Rezoning 	Site Plan Approval application for a proposed 16-storey non-residential building comprised of office retail uses and having a non-residential gross floor area of 21,633 m ² .	Under ReviewUnder Review
Ontario Line West	OLW-32	324 QUEEN ST W 19 217032 STE 10 SA	Site Plan Approval	Site Plan Approval Application for a proposed 3-storey non-residential building having a gross floor area of approximately 1152.40 square metres.	Under Review
Ontario Line West	OLW-33	336 QUEEN ST W 16 110485 STE 20 SA	Site Plan Approval	Proposal for a 4-storey commercial building	 Final Approval September 12, 2019
Ontario Line West	OLW-34	122 PETER ST 15 255425 STE 20 OZ	Rezoning	This application has been appealed to the Ontario Municipal Board by the applicant. This submission is a settlement proposal proposed by the applicant. A mediation meeting has been scheduled by the Ontario Municipal Board for February 12, and 13, 2018. The settlement proposal adds the property at 359 Richmond Street West. The settlement proposal includes a 38 storey Mixed-Use building (123 metres including mechanicals) with 246 dwelling units and 300 square metres of retail/commercial floor area. An overall gross floor area of 18,863 square metres is proposed representing a density of 13.3 times the area of the lot. The heritage buildings at 122 and 124 Peter Street are proposed to be included in the development. The heritage buildings at 357 and 359 Richmond Street West are proposed to be demolished.	OMB Approved
Ontario Line	ULW-35	375 QUEEN ST W	Rezoning	Rezoning and Site Plan approval applications to permit a seven-storey (plus mechanical penthouse) non-	Closed

Applicable Study Area Segment	ID	Address and File Number	Application Type	Application Details	Status ³⁶
West		11 310776 STE 20 OZ 11 310785 STE 20 SA	 Site Plan Approval 	residential building containing retail at grade and retail/office uses above. Part of the proposed building (second to the seventh floors) would be constructed over that part of Jack Cooper Lane to create a connection to the development occurring on the lands to the rear at 134 Peter Street. A similar connection is also proposed over the portion of the public lane separating 375 Queen Street West and 375 R Queen Street West. Parking for the development would be secured at an off-site location.	 Under Review
Ontario Line West	OLW-36	102 PETER ST 17 279366 STE 20 SA	Site Plan Approval	Site Plan Control application to allow the redevelopment of the site with a 47-storey mixed-use building (46638.0 square metres Res GFA; 4208.0 square metres Non-Res GFA)	Under Review
Ontario Line West	OLW-37	349 QUEEN ST W 10 288104 STE 20 SA	Site Plan Approval	To add a third floor to existing two storey retail building. All levels will be used for retail. Interior alterations to be made to existing floors.	Under Review
Ontario Line West	OLW-38	324 RICHMOND ST W 19 248414 STE 10 CD 14 134958 STE 20 SA	Condominium ApprovalSite Plan Approval	Draft Plan of Condominium for 341 dwelling units within the approved 25-storey mixed-use building. See 14-134958 STE 20 SA.	Under ReviewClosed
Ontario Line West	OLW-39	126 JOHN ST 19 144266 STE 10 OZ	 Rezoning 	Zoning By-law Amendment application to permit a mixed-use development including two buildings, 37 and 42 storeys in height (131.0 metres and 145.2 metres, respectively, including mechanical penthouses). Proposed uses include two levels of retail, seven levels of office space, a daycare, the replacement of the existing movie theatre, an on-site publicly accessible privately owned open space and 693 residential units. The total gross floor area proposed is 80,334m2, consisting of 49,983m2 of residential floor area, and 30,351m2 of non-residential floor area. Two levels of below grade parking are proposed with 231 vehicle and 829 bicycle parking spaces.	 Under Review
Ontario Line West	OLW-40	156 JOHN ST 18 226873 STE 20 SA 18 226869 STE 20 OZ	Site Plan ApprovalRezoning	Site Plan Control application for a six-storey addition on top of the existing five storey warehouse building, resulting in a new 11-storey office building with ground floor retail and restaurant uses. Total 3751.3 square metres non-residential gross floor area. No parking or loading spaces are proposed.	Under ReviewUnder Review
Ontario Line West	OLW-41	219 QUEEN ST W 18 184238 STE 20 CD 17 276652 STE 20 CD 11 237631 STE 20 OZ	 Condominium Approval Condominium Approval Rezoning 	Draft Plan of Condominium Application for a Commercial Condominium (12 units) within a newly constructed mixed-use building.	 Final Approval Completed Final Approval Completed May 28, 2019 OMB Appeal (no planning rational, 2011)
Ontario Line West	OLW-42	250 UNIVERSITY AVE 18 150984 STE 20 OZ	 Rezoning 	Zoning By-law Amendment to facilitate redevelopment on the lands municipally known as 250 University Avenue for a 54-storey mixed-use building. The project consists of a mix of 495 residential units, 669 square metres of retail space, 12,463 square metres of office space, and 36,337 square metres of residential area. This results in a total gross floor area of 49,469 square metres.	 Under Review
Ontario Line West	OLW-43	51 EAST LIBERTY ST 19 187236 STE 10 CD	Condominium Approval	27 Storey building with 303 residential units, 180 Parking Units.	Under Review
Ontario Line West	OLW-44	90 NIAGARA ST 17 205309 STE 19 CD	Condominium Approval	Draft Plan of Condominium Approval for a newly constructed residential building: 42 dwelling units, 33 car parking spaces, 3 motorcycle parking spaces.	 Final Approval Completed Sep 16, 2019
Ontario Line West	OLW-45	602 KING ST W 18 221493 STE 20 CD	Condominium Approval	Draft Plan of Condominium application for a newly constructed mixed-use building: 132 dwelling units	 Draft Plan Approved Jan 22, 2019
Ontario Line West	OLW-46	49 CAMDEN ST 16 166414 STE 20 SA 15 209675 STE 20 OZ	Site Plan ApprovalRezoning	Proposal for site plan approval related to a 130-room hotel consisting of 14 stories, with a mechanical penthouse included in the 12th and 14th storey. The building provides total GFA as 7,796.8	 NOAC Issued Nov 30, 2018 Council Approved Jul 12, 2016
Ontario Line	OLS-1	483 BAY ST	Rezoning	Zoning By-law Amendment Application for a proposed 60-storey addition atop the eastern portion of the	Under Review

Applicable Study Area Segment	ID	Address and File Number	Application Type	Application Details	Status ³⁶
South		19 239929 STE 13 OZ		existing 10-storey office building. The total height will be 70-storeys. The proposal will include 45,006 square metres of new residential floor area and 590 dwelling units.	
Ontario Line South	OLS-2	207 YONGE ST 03 035173 STE 27 CD	Condominium Approval	13-storeys and 36 total units	 Approved with Conditions
Ontario Line South	OLS-3	30 BOND ST 16 148963 STE 27 SA	Site Plan Approval	Site Plan Approval to construct 6-storey addition to St. Michael's Hospital (demolish existing Shuter Wing; construct new Shuter Wing).	Under Review
Ontario Line South	OLS-4	193 CHURCH ST 19 265558 STE 13 SA 19 114180 STE 13 OZ	Site Plan ApprovalRezoning	Site plans Approval for new mixed-use building: 39 storeys plus mechanical penthouse, office and retail uses in podium, 482 dwelling units.	 Under Review Rezoning approved February 2020
Ontario Line South	OLS-5	139 CHURCH ST 18 174573 STE 27 OZ	Rezoning	Proposed mixed-use tall building that incorporates a podium varying from 2 to 6-storeys in height, and a 49- storey tower with a height of 156.25 m, inclusive of the mechanical penthouse. The building will contain a total gross floor area of 30,800 square metres, comprised of 30,320 square metres of residential gross floor area and 480 square metres of non-residential gross floor area.	 Under Review
Ontario Line South	OLS-6	60 QUEEN ST E 18 111294 STE 27 OZ	Rezoning	Zoning By-law Amendment to facilitate redevelopment of the site with a 57-storey mixed-use building with retail uses at grade: 29,771 square metres of residential gross floor area and approximately 739 square metres of non-residential gross floor area; 447 dwelling units.	 Under Review
Ontario Line South	OLS-7	89 CHURCH ST 16 142849 STE 28 SA 16 142844 STE 28 OZ	 Site Plan Approval Rezoning 	Site Plan Approval application to allow a 45-storey mixed-use building (149.5 metres including mechanical penthouse) including approximately 27,937 square metres of total gross floor area (with ground floor commercial) with 419 residential units. Six levels of underground parking (total of 96 parking spaces) are proposed. Zoning By-law Amendment application (File No.16 142844 STE 28 OZ) is subject to decision PL170328 by the Local Planning Appeal Tribunal.	 Under Review Closed
Ontario Line South	OLS-8	90 QUEEN ST E 18 271140 STE 13 OZ	 Rezoning 	Zoning By-law Amendment to permit a 34-storey mixed-use building, the building will include a 3-storey base element that incorporates retention of the 4-storey Richard Bigley building (98 Queen St E) and the three storey facades of 100 to 104 Queen Street East. A total of 23,648 square metres of gross floor area is proposed, consisting of 364 dwelling units and 390 square metres of retail and community space.	 Under Review
Ontario Line South	OLS-9	110 ADELAIDE ST E 20 120404 STE 13 OZ	Rezoning	Zoning By-law amendment application to facilitate the development of the site for a 42-storey mixed-use building comprised of 21,245 m ² of residential gross floor area and 3,770 m ² of non-residential gross floor area. A total of 287 residential units are proposed, as well as 66 below grade parking spaces.	Under Review
Ontario Line South	OLS-10	187 KING ST E 17 147290 STE 28 OZ	Rezoning	A Zoning By-law Amendment application for the development of a 17-storey (63.7 metres) building at 65 George Street. The existing heritage listed building will be demolished. The 4-storey Part IV designated building at 187 King Street East is being retained and will continue to be used as commercial/retail space. The application proposes 16 2-bedroom units and 3 levels of underground parking (accessible by car elevator).	 OMB Appeal
Ontario Line South	OLS-11	231 RICHMOND ST E 20 120382 STE 13 OZ	 OPA Rezoning 	Official Plan and Zoning By-law amendment application to facilitate the development a 39-storey mixed-use building, which will incorporate the façade of 125 George Street and the retention of the existing 3-storey office building at 109 George Street. The proposed development includes a 254 m2 POPS space along George Street, retail uses at grade, office uses on the 2nd through 4th floors, and a residential tower above, with 520 dwelling units.	 Under Review
Ontario Line South	OLS-12	33 SHERBOURNE ST 19 215419 STE 13 SA 19 124407 STE 13 OZ	Site Plan ApprovalRezoning	Site Plan Approval Application to permit a 37-storey building consisting of a 2-storey base building and a 35-storey tower with an overall height of 126.4 metres (including mechanical penthouse). The application proposes 439 residential units and 1,371 square metres of retail uses.	Under ReviewUnder Review
Ontario Line South	OLS-13	245 QUEEN ST E 16 118638 STE 28 OZ	 Official Plan Amendment & Rezoning 	This is a revised Official Plan and Zoning By-law amendment to permit a mixed-use development consisting of three towers of 24, 16 to 28 and 37-storeys. The base building heights range from 3 to 5 storeys, with	 OMB Appeal

Applicable Study Area Segment	ID	Address and File Number	Application Type	Application Details	Status ³⁶
				certain massing components that are 12-storeys. The revised proposal includes 1,468 dwelling units, 124 hotel rooms, 54,702 square metres of non-residential space, 821 vehicular parking spaces, and 1,687 bicycle parking spaces. A 1,400 square metres public park is proposed fronting on Queen Street East, along with a proposed privately-owned publicly accessible space (POPS) in the form of a walkway to connect Queen St. E. to Richmond St. E. The Official Plan amendment has been revised to include an amendment to policy 3.2.1.6 to allow for the proposed rental replacement units. This application is associated with the Rental Housing Demolition application, file no. 17 160339 STE 28 RH. On August 23, 2017, the Local Planning Appeal Tribunal approved a settlement for three towers of 25, 24 and 32 storeys.	
Ontario Line South	OLS-14	12 BONNYCASTLE ST 19 183020 STE 10 CD	Condominium Approval	No description provided.	 Draft Plan Approved Oct 22, 2019
Ontario Line South	OLS-15	254 KING ST E 16 232831 STE 28 OZ	 Rezoning 	The proposed Mixed-Use redevelopment consists of two residential towers with a unified base building with tower heights of 34 and 36 storeys. The base building includes ground floor retail and second floor office space.	Appeal Received
Ontario Line South	OLS-16	333 KING ST E 18 196225 STE 28 OZ	 Rezoning 	Zoning By-law Amendment application to permit a 25-storey office building (119.7 m, including mechanical penthouse) in the middle of the block. The footprint of the new office building would replace some of the existing retail uses fronting on Front Street East. The existing buildings fronting on King Street East would remain in place. Approximately 50,873 square metres of new gross floor area is proposed. A total of 161 new parking spaces and 213 new bicycle parking spaces are proposed to support the new development.	 Under Review
Ontario Line South	OLS-17	25 ONTARIO ST 11 327912 STE 28 SA	Site Plan Approval	Application to lift the holding provision on By-laws 1474-2017 and 1475-2017	Under Review
Ontario Line South	OLS-18	284 KING ST E 18 127432 STE 28 SA 17 175826 STE 28 OZ	Site Plan ApprovalRezoning	Site Plan Control application for the development of a 30-storey mixed-use building: 14,617.0 square metres residential gross floor area (205 dwelling units); 181.0 square metres retail gross floor area; 48 parking spaces.	OMB ApprovedOMB Approved
Ontario Line South	OLS-19	301 QUEEN ST E 16 161258 STE 28 SA 16 161250 STE 28 OZ	 Site Plan Approval Official Plan Amendment & Rezoning 	Site Plan Approval to permit the development of a 25-storey mixed-use building: 206 dwelling units, 6 levels of below-grade parking, total combined GFA 15,711 square metres.	Under ReviewOMB Appeal
Ontario Line South	OLS-20	75 ONTARIO ST 19 265929 STE 13 OZ	 Rezoning 	Zoning By-law amendment to permit a 35-storey building (113.85 metres including the mechanical penthouse) containing: 16,431.5 square metres of residential space resulting in 251 dwelling units; 384.4 square metres of retail space; and 58 parking spaces.	 Under Review
Ontario Line South	OLS-21	49 ONTARIO ST 19 244188 STE 13 OZ	 Rezoning 	Zoning By-law Amendment application for three buildings of 12, 29 and 36 storeys containing 643 square metres of retail, 13,138 square metres of office, and 52,241 square metres of residential resulting in 881 dwelling units. 149 parking spaces are proposed within a 2-level underground garage.	 Under Review
Ontario Line South	OLS-22	261 QUEENS QUAY E 19 166175 STE 10 SA 17 201991 STE 28 CD 18 149736 STE 28 SA	 Site Plan Approval Condominium Approval Site Plan Approval 	Site Plan Approval Application to permit a 10-storey mid-rise building consisting of approximately 20,856.73 square metres of commercial GFA, 50 above-grade vehicular parking spaces and 152 bicycle parking spaces. Block 4, Aqualuna Bayside: Site Plan Control application to facilitate the development of a 17-storey mixed-use building containing 226 dwelling units, 1733.0 square metres of ground floor retail, and 2,322.6 square metres of City-owned community centre use.	 Under Review Draft Plan Approved Jun 19, 2018 Under Review
Ontario Line South	OLS-23	250 FRONT ST E 17 269658 STE 28 OZ	 Rezoning 	Zoning By-law Amendment to permit a 19-storey mixed-use building (75.5 metres including mechanical penthouse) with street related retail uses and residential dwelling units above. The proposed development is comprised of a total gross floor area of approximately 45,824 square metres, including 6,197 square metres of retail gross floor area that is distributed between the first two levels of the building.	 Under Review
Ontario Line South	OLS-24	161 PARLIAMENT ST 18 136695 STE 28 OZ	Rezoning	Official Plan and Zoning By-law Amendment application to permit the development of a residential/mixed- use building that is comprised of a 6 storey base building with street level retail uses, a 16 storey residential	Appeal Received

Applicable Study Area Segment	ID	Address and File Number	Application Type	Application Details	Status ³⁶
				mid-rise element and a 29 storey residential tower element. The development has a gross floor area of (44361m2) including (3736m2) of retail uses divided over 2 levels. There will be a total of 584 dwelling units and a 300m2 parkette that is proposed at the Queen Street East and Power Street intersection.	
Ontario Line South	OLS-25	281 FRONT ST E 20 148542 STE 13 SA	Site Plan Approval	Site Plan Approval for a 4-storey (38.5 metre) data processing centre with a total non-residential gross floor area of 13,220 square metres.	Under Review
Ontario Line South	OLS-26	390 CHERRY ST 19 263645 STE 10 SA 14 174007 STE 28 OZ	 Site Plan Approval Official Plan Amendment & Rezoning 	Proposal for a 50-storey (165.7 m) mixed-use building comprised of 590 residential dwelling units (38,338 m ²) and 29000 m ² of non-residential gross floor area. A total of 687 parking spaces will be provided on the lot in a below grade parking garage.	Under ReviewOMB Appeal
Ontario Line South	OLS-27	31 PARLIAMENT ST 19 228251 STE 10 SA 16 188179 STE 28 OZ	 Site Plan Approval Official Plan Amendment & Rezoning 	Site Plan Approval application for a 41-storey, plus mezzanine levels Mixed-Use building consisting of 428 residential units, 81 square metres of retail gross floor area and 154 parking spaces.	 Under Review OMB Appeal
Ontario Line South	OLS-28	33 PARLIAMENT ST 19 240782 STE 10 SA 17 219060 STE 28 OZ	 Site Plan Approval Official Plan Amendment & Rezoning 	Site Plan Approval application for a proposed 9-storey and 32-storey mixed-use building containing approximately 1,630 square metres of non-residential gross floor area, 455 residential dwelling units, and 244 below grade parking spaces.	Under ReviewOMB Appeal
Ontario Line South	OLS-29	324 CHERRY ST 97 036282 STE 28 OZ	 Official Plan Amendment & Rezoning 	To construct a retail warehouse (Home Depot).	 OMB Appeal
Ontario Line South	OLS-30	429 LAKE SHORE BLVD E 19 233721 STE 10 SA 16 271924 STE 28 SB 05 171818 STE 28 OZ	 Site Plan Approval Subdivision Approval Official Plan Amendment & Rezoning 	Site Plan Approval application for a proposed 11-storey non-residential building comprised of retail and office uses having a non-residential floor area of 20,058 square metres, and 3 levels of below grade parking.	 Under Review OMB Appeal OMB Appeal
Ontario Line South	OLS-31	125R MILL ST 20 151415 STE 10 OZ	OPARezoning	Official Plan & Zoning by-law Amendment application to facilitate the development of the site for 45-storey and 32-storey mixed-use towers atop a 6-storey podium. A total of 24,353 square metres of non-residential gross floor area, and 54,455.0 square metres of residential gross floor area with 661 residential dwelling units are proposed.	 Under Review
Ontario Line South	OLS-32	475 FRONT ST E 19 216972 STE 13 CD 19 215798 STE 13 SA 18 251580 STE 28 SA 17 270052 STE 28 SA	 Condominium Approval Site Plan Approval Site Plan Approval Site Plan Approval Site Plan Approval 	Draft Plan of Condominium for a recently constructed 12-storey mixed-use building containing 187 residential units	 Draft Plan Approved Jan 26, 2020 Under Review NOAC Issued Oct 31, 2019 Final Approval Completed Sep 19, 2019
Ontario Line South	OLS-33	351 LAKE SHORE BLVD E 18 224494 STE 28 SA	 Site Plan Approval 	Site Plan Control Application for a new temporary Municipal shelter structure (sprung structure)- intended to be operational for Winter 2018. /2019.	 Under Review
Ontario Line South	OLS-34	677 QUEEN ST E 14 176212 STE 30 OZ	 Rezoning 	718+Zoning By-law Amendment application revised SEPT 2015. Phasing line has changed and as a result there are now fewer units in Phase 2 and more in Phase 1. This circulation for File No 14 176212 is Phase 2 of two-phase project. Both phases are being reviewed together (For Phase 1 please see application File No: 14 176221). Zoning By-law Amendment to permit a mixed-use development with a 4 and 5 storey podium and a height that ranges from 7-storeys along Queen Street East to 13-storeys mid-block. A total of 216 residential units are proposed. The existing automotive building would be demolished.	 Under Review
Ontario Line South	OLS-35	79 EAST DON ROADWAY 19 239061 STE 14 CD 19 104850 STE 14 CD 16 106006 STE 30 SA	 Condominium Approval Condominium Approval Site Plan Approval 	Draft Plan of Condominium for 5 commercial condo units located within the southwest and northwest buildings located at 77-79 East Don Roadway (Riverside Square).	 Under Review Under Review Final Approval Feb 15, 2020

Applicable Study Area Segment	ID	Address and File Number	Application Type	Application Details	Status ³⁶
Ontario Line South	OLS-36	21 DON VALLEY PKWY 18 270302 STE 14 SA 16 270071 STE 30 OZ 16 270078 STE 30 SB	 Site Plan Approval Rezoning Subdivision Approval 	Site Plan Approval Application for the redevelopment and adaptive re-use of the Soap Factory Building at East Harbour. The Soap Factory Building is the first phase of a comprehensive, master planned commercial redevelopment in the Unilever Precinct, enabled by the Unilever Precinct Secondary Plan (Official Plan Amendment 411) and the East Harbour Zoning By-laws (By-laws No. 1280-2018 and 1281-2018), encompassing a broad variety of non-residential uses.	 Under Review Council Approved Jun 26, 2018 Under Review
Ontario Line South	OLS-37	763 QUEEN ST E 14 223587 STE 30 SA 14 223583 STE 30 OZ	 Site Plan Approval Rezoning 	6-storey (19.5 m) mixed-use building containing commercial uses on the ground floor and 29 residential units above. 11 parking spaces are proposed in a parking sorter system with access via June Callwood Way to the rear of the property. The proposal is also subject to Zoning By-law Amendment Application No. 14 223583 STE 30 OZ, which is being processed concurrently with this application. Note: the site is now under new ownership and we anticipate changes to the application in the future.	 Under Review Under Review
Ontario Line South	OLS-38	772 QUEEN ST E 19 151768 STE 14 CD	Condominium Approval	Draft Plan of Condominium which will be comprised of 11 residential units, there is a commercial component of the site which will not be a part of this submission.	Under Review
Ontario Line South	OLS-39	71 SAULTER ST 19 237491 STE 14 PL 15 115050 STE 30 CD	 Part Lot Control Exemption Condominium Approval 	Part Lot Control Exemption Application for the 5 existing townhouses located at 71-73 Saulter Street	 Approved June 29, 2020 Draft Plan Approved Feb 18, 2016
Ontario Line South	OLS-40	8 DE GRASSI ST 17 279888 STE 30 SA	Site Plan Approval	Site Plan Control application for a proposed 5-storey rental apartment building (17 units, 5-storeys, purpose built rental, residential only, 650.0 square metres). Associated MV application file# 17 265780 STE 30 MV. Councillor requested bump-up of application.	Under Review
Ontario Line South	OLS-41	263 LOGAN AVE 18 104543 STE 30 SA 18 104539 STE 30 OZ	Site Plan ApprovalRezoning	Zoning By-law amendment to allow the redevelopment of a parking lot with a 6-unit townhouse block(1828.0 sq. m.). The future townhouse lots will be parcels of tied land to a common element drive aisle.	 Under Review Rezoning approved July 18 2019
Ontario Line South	OLS-42	354-358 PAPE AVE 14 147899 STE 30 SA 14 147891 STE 30 OZ	 Site Plan Approval Rezoning 	Combine application for rezoning and site plan approval to permit a proposed Mixed-Use development. The proposed building will be 8-storeys (24.6 metres in height) and comprised of 30 residential units and non-residential uses on the ground floor and second floors. The proposal will have a total gross floor area of 2, 926 square metres for a total density of 3.12 times the lot area.	 Under Review Under Review
Ontario Line South	OLS-43	450 PAPE AVE 15 225050 STE 30 SA	 Site Plan Approval 	Convert an existing three-storey house with a two-storey annex building with a house and annex addition. The annex would gain a 3rd and 4th storey. There will be 28 residential units (10 studio, 13 1 bedroom and 5 2-bedroom units) with 5 interior and 12 exterior parking spaces [7 regular, 1 carshare and 4 visitors] and 33 bicycle parking spaces [28 long-term internal and 5 short term external]	 Under Review
Ontario Line South	OLS-44	433 PAPE AVE 19 203446 STE 14 SA	Site Plan Approval	Site Plan Approval Application proposal to convert the existing 2-storey residential building into a day nursery (41 licensed spaces). The proposed work entails interior alterations, a 19.8 square metres 2nd-storey addition at the front, and a 1.2 square metres 2-storey addition at the rear.	Under Review
Ontario Line South	OLS-45	945 LAKE SHORE BLVD E 18 268543 STE 14 SA	Site Plan Approval	The proposed development is for the construction of new film and television production studios.	Under Review
Ontario Line South	OLS-46	178 VICTORIA ST 15 172450 STE 27 SA 12 256738 STE 27 SA	 Site Plan Approval Site Plan Approval 	Massey Hall Phase 2 development (Note: See active Phase 1 Site Plan for all drawings and reports - 12 256738 STE).	 NOAC Issued Jul 27, 2016 NOAC Issued Apr 30, 2020
Ontario Line South	OLS-47	127 QUEEN ST E 10 131423 STE 28 CD	 Condominium Approval 	Draft Plan of Phased Condominium representing the balance of dwelling units in the building (four stacked town house type units) of the new 12-storey building with 86 units and 2 retail units. Note that these four units originally approved for commercial purposes have been converted to residential via C OF A approval.	 Draft Plan Approved Jul 28, 2010
Ontario Line South	OLS-48	53-65 SAULTER ST 13 166404 STE 30 PL	 Part Lot Control Exemption 	Proposal for part lot control exemption for the redevelopment for 5 live work units.	Approved May 6, 2014

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Ontario Line South	OLS-49	485 LOGAN AVE 17 279882 STE 30 SA	Site Plan Approval	Site plan application for a 4-storey residential building with 41 dwelling units. The proposal includes a parking stacker for underground parking.	 NOAC Issued Aug 1, 2019
Ontario Line South	OLS-50	60 MILL ST 19 264586 STE 13 OZ 20 105467 STE 13 SA	 Rezoning Site Plan Approval 	Zoning By-law Amendment to permit a 31-storey hotel tower with a total building height of 115.1 metres (inclusive of mechanical penthouse). A total of 392 hotel suites are proposed with a total GFA of approximately 26,944 square metres. The existing heritage Rack House D building is proposed to be incorporated as part of the proposal.	 Under Review Under Review
Ontario Line South	OLS-51	109 GEORGE ST 20 120382 STE 13 OZ	 Official Plan Amendment & Rezoning 	Official Plan and Zoning By-law amendment application to facilitate the development a 39-storey mixed-use building, which will incorporate the façade of 125 George Street and the retention of the existing 3-storey office building at 109 George Street. The proposed development includes a 254 square metres POPS space along George Street, retail uses at grade, office uses on the 2nd through 4th floors, and a residential tower above, with 520 dwelling units.	 Under Review
Ontario Line South	OLS-52	244 CHURCH ST 20 124315 STE 13 OZ	Rezoning	54-storey, 648 dwelling units, building with retail space at grade.	Under Review
Ontario Line South	OLS-53	238 BERKELEY ST 19 121598 STE 13 SA	 Site Plan Approval 	Site Plan Control Application to permit a development that contains a total of six 3-bedroom townhouse dwelling units with integral garages. Total proposed gross floor area is 871.38 square metres.	Under Review
Ontario Line South	OLS-54	65-87 HEWARD AVE 19 251586 STE 14 SA	Site Plan Approval	Gold Star Site Plan Approval application for a proposed 6-storey non-residential building comprised of 10,420 square metres floor area and containing retail, restaurant and office uses.	Under Review
Ontario Line North	OLN-1	1052 PAPE AVENUE 18 206214 STE 29 SA	Site Plan Approval	1-storey commercial building.	 NOAC Issued Nov 8, 2019
Ontario Line North	OLN-2	129 O'CONNOR DRIVE 14 178862 STE 29 SA	 Site Plan Approval 	2-storey commercial building	Under Review
Ontario Line North	OLN-3	844 DON MILLS ROAD & 1150 EGLINTON AVENUE EAST 16 236387 NNY 26 OZ 16 236405 NNY 26 SB 19 206988 NNY 16 SA 19 225238 NNY 16 SA 19 242909 NNY 16 SA 19 263245 NNY 16 SA	 Rezoning & Subdivision Approval 4 Site Plan Approvals 	 Wynford Green – 60-acre master-planned Crosstown community. Will consist of office buildings, commercial space, residential towers and low-rise townhouses organized around a system of pedestrian connections, open spaces and parks 4 site plan applications for different parts of the broader site Block 1A and 1B: 9-storey commercial office building consisting of 690.52 square metres of retail space located at grade and 20,553.23 square metres of office space above. These applications include an underground tunnel connecting the parking garage to the Science Centre station. Block 2: Interim residential sales centre. Block 5A: 27 storey Mixed-Use building, accommodating affordable rental apartments, a long-term care facility, a daycare, and retail uses. Block 12: three residential high-rise towers, one mid-rise building and one townhouse block above a three-level shared underground parking structure. 	 Rezoning & Subdivision Approval: OMB Approved All Site Plan Approvals: Under Review
Ontario Line North	OLN-4	770 DON MILLS ROAD 805 DON MILLS ROAD 18 131430 NNY 26 OZ	 Official Plan Amendment & Rezoning 	 Development of two CreateTO Housing Now sites. 770 Don Mills Road (southwest corner) - Three residential towers with approximately 1,200 residential units, portions of which would be affordable and market rental housing, daycare, and City Council authorized land exchange with the TDSB to facilitate the development of an elementary school. 805 Don Mills Road (southeast corner) - Three residential towers with approximately 1,000 residential units, portions of which would be affordable and market rental housing, daycare, and other non-residential units, portions of which would be affordable and market rental housing, daycare, and other non-residential uses. 	 Under Review
Ontario Line North	OLN-5	25 ST. DENNIS DRIVE 15 261828 NNY 26 SA 15 261823 NNY 26 OZ 19 105324 NNY 16 SB	 Site Plan Approval Rezoning Draft Plan of Subdivision 	Six new blocks for the In-fill redevelopment on a site that contains a 17-storey rental apartment building (Block 1). The application is to construct a 37-storey and 18 townhouses (Block 3); 12-storey residential building and 14 townhouses (Block 2), a new public road (Block 6) and a 1116.21 square metres public park (Block 5).	 Site Plan Approval: Under Review Rezoning: OMB Appeal Draft Plan of Subdivision: Under Review

Applicable Study Area Segment	ID	Address and File Number	Application Type	Application Details	Status ³⁶
Ontario Line North	OLN-6	789 DON MILLS ROAD 11 328959 NNY 26 SA	Site Plan Approval	Independent Order of Foresters Proposed 3 levels above grade and one basement level parking structure.	Under Review
Ontario Line North	OLN-7	1185 EGLINTON AVENUE EAST 15 159976 NNY 26 SB 15 159786 NNY 26 SA	 Draft Plan of Subdivision Site Plan Approval 	Two residential apartment buildings of 28 and 30 storeys for a total of 612 dwelling units. Also proposed are an additional 26 three-storey townhouse units.	 Draft Plan of Subdivision: Approved February 2017 Site Plan Approval: Final Approval October 2019
Ontario Line North	OLN-8	905 DON MILLS ROAD 16 269987 NNY 34 OZ 18 193782 NNY 34 SA	 Official Plan Amendment & Rezoning Site Plan Approval 	10-storey retirement residence consisting of 134 residential units. Access to the site is from a single driveway off Green Belt Drive, with a ramp to the underground parking garage at the north end of the building. 43 parking spaces are proposed within the underground parking garage	 Official Plan Amendment & Rezoning: Council Approved July 2018 Site Plan Approval: Under Review

8. Preliminary Potential Impacts, Mitigation Measures and Monitoring Activities

In accordance with Sections 4(3)6 and 4(3)7 of Ontario Regulation 341/20: Ontario Line Project, this section provides a preliminary overview of potential impacts, mitigation measures, and monitoring activities associated with the Project.

See **Table 8-1** and **Table 8-2** for a list of preliminary potential impacts, mitigation measures, and monitoring activities to be further assessed and evaluated as part of the Early Works Report(s) and/or Environmental Impact Assessment Report, as per Sections 8 and 15 of Ontario Regulation 341/20: Ontario Line Project, respectively.

	Table 8-1:	Preliminar	y Potential Impac	cts, Mitigatio	n Measures and	Monitoring	Activities Duri	ng Construction
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Environmental Component	Potential Impacts	Mitigation Measure(s)	Moni
Property	Property acquisition – permanent and temporary	 Specific property requirements will be confirmed during detailed design. Where access to property is required, ongoing consultation with affected landowners will help identify appropriate site-specific mitigation measures. 	 None identified.
All Land Uses and Adjacent Lands	Nuisance effects from construction activities	 Mitigation measures related to potential nuisance effects are outlined in the Air Quality and Noise and Vibration preliminary impacts and mitigation measures tables. Minimize potential impacts to recreational uses, parks and open spaces.to the extent feasible 	 When applicable, m nuisance effects are Noise and Vibration mitigation measures
	Land use and access disruption	 Provide well connected, clearly delineated, and appropriately signed walkways and cycling route options, with clearly marked detours where required. Provide temporary walkways with a pedestrian clearway of 2.1 metres, where possible. Temporary walkways required during construction will also meet AODA requirements for universal accessibility. Provide temporary lighting and wayfinding signs and cues for navigation around the construction site. Develop a plan to reduce the effects of light pollution. Access to businesses during working hours will be maintained, where feasible. Where regular access cannot be maintained, alternative access and signage will be provided. Minimize potential impacts and maintain access to recreational uses, parks and open spaces to the extent feasible. Where impacts to institutional uses or community groups and resources are anticipated, consult with the property owner to identify develop appropriate mitigation measures. Continue to engage with the City of Toronto and local school board(s) to confirm mitigation measures. 	 Temporary access p and fencing should
Visual Characteristics	Visual effects from construction areas/activities	 A screened enclosure for the development site will be provided, as required, with particular attention to material storage areas. Consideration will be given to providing temporary landscaping along the borders of the construction site between site fencing/enclosure and walkways, where space allows, and where necessary. 	 Construction activiti qualified Environme activities are conduc mitigation plans and
Light Pollution	Light trespass, glare and light pollution effects	Perform the work in such a way that any adverse effects of construction lighting are controlled or mitigated in such a way as to avoid unnecessary and obtrusive light with respect to adjoining residents, communities and/or businesses.	 Construction activiti qualified Environme activities are conduc mitigation plans and
Transportation Network	Construction may result in the need for temporary road or lane closures changing access to nearby land uses	 Maintain reasonable access through work zones, to the extent possible. Access to nearby land uses will be maintained to the extent possible. Potentially affected residents, tenants and business owners will be notified of initial construction schedules, as well as modifications to these schedules as they occur. Potential impacts to pedestrian and cyclist activities during construction will be mitigated through the installation of appropriate wayfinding, regulatory, and warning signs. Consult with the City of Toronto and local school board(s) during construction planning including consideration of route detours. 	 Traffic impacts to be adjusted as necessa Cycling network imp mitigation adjusted a construction period
Transit Network	Construction may result in access restrictions to local bus routes and temporary disruptions	 Ensure that the public is notified in advance of any potential service disruptions. Consult with local transit agencies to establish a suitable mitigation strategy to be implemented. Consult with the City of Toronto and local school board(s) during construction planning including consideration of impacts to school bus stops. 	 Traffic impacts to be the Construction Tra Plan and adjusted a construction period.

Monitoring Activities
None identified.
When applicable, monitoring related to potential nuisance effects are outlined in the Air Quality and Noise and Vibration preliminary impacts and mitigation measures tables.
Temporary access paths, walkways, cycling routes and fencing should be monitored.
Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans and within specified areas.
Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans and within specified areas.
Traffic impacts to be monitored and mitigation adjusted as necessary during the construction period. Cycling network impacts to be monitored and mitigation adjusted as necessary during the construction period
Traffic impacts to be monitored in accordance with he Construction Traffic Control and Management Plan and adjusted as necessary during the

Table 8-2:	Preliminary Potential Im	pacts, Mitigation Measures	s and Monitoring Activit	es During Operations
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Environmental Component	Potential Impacts	Mitigation Measure(s)	
Visual Characteristics	Visual effects from public-facing structures and/or operations activities	 Minimize the visual effects of project structures (e.g., elevated guideways, support structures, retaining walls) by considering their location, building materials, architectural design, and surrounding landscape treatments. Municipality and public engagement as Project planning and design progresses. Operations activities such as corridor maintenance to be minimized in duration and footprint to the extent possible. 	-
Transit Network	Operations may result in modification or disruption to local bus routes.	 Ensure that the public is notified in advance of any potential service disruptions or modifications. Consult with local transit agencies to establish a suitable mitigation strategy to be implemented. 	•

Monitoring

- No monitoring related to visual characteristics is anticipated to be required during operations.
- No monitoring related to the transit network is anticipated to be required during operations.

9. Future Studies

As noted in **Section 8**, Metrolinx will complete Early Works Report(s) and/or Environmental Impact Assessment Report as Project planning and design advance. Preparation of these reports may necessitate additional socio-economic studies such as describing existing socio-economic and land use characteristics in areas that may not have been included in this Report but are identified as potentially impacted as the Project design is advanced. If required, these studies will be conducted and described in the Early Works Report(s) and/or Environmental Impact Assessment Report.

10. Permits and Approvals

No permits or approvals associated with the socio-economic environment are anticipated to be required.

11. Conclusions

This Report has been prepared to in support of the Environmental Conditions Report for the Project in accordance with Ontario Regulation 341/20: Ontario Line Project. Specifically, this Report has been prepared to document socio-economic and land use characteristics information related to the Project and Study Area. The main findings are summarized below:

- The Project is consistent with the planning considerations described in Section 3 and meets the intent of applicable provincial and municipal policy documents. The provincial and municipal plans and policies for managing growth in Ontario and the City of Toronto focus on improving connectivity by delivering rapid transit. The Project will achieve this objective by strengthening connections between people and jobs within Toronto and the surrounding region by improving rapid transit service and bringing rapid transit to new communities, providing residents with greater access to transit options and economic opportunities in closer proximity to their homes.
- The Study Area is within an established urban centre containing every type of major land use – mixed use, commercial, employment sector, industrial, institutional, residential, and natural areas. Many of these land uses are transit-supportive, while others will need to be carefully managed during detailed design and implementation of the Project – namely residential and natural areas.
- There shall be considerations to the socio-economic environment, as noted in Section 8, which outlines preliminary potential impacts to property and access, land use and adjacent lands, visual characteristics, and transportation networks.
- As noted in Section 8, a detailed impact assessment will be undertaken for advanced Project design and documented in the Early Works Report(s) and/or Environmental Impact Assessment Report. These reports will capture specific mitigation measures and monitoring activities associated with the Project impacts.
- Preparation of the Early Works Report(s) and/or Environmental Impact Assessment Report may necessitate additional socio-economic studies such as describing existing socio-economic and land use characteristics in areas

that may not have been included in this report but are identified as potentially impacted as the Project design is advanced.

 No permits or approvals associated with the socio-economic environment are anticipated to be required.

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Appendix A

Site Visit Photographs

APPENDIX A1: WEST STUDY AREA SITE PHOTOS

SECTION A: LIBERTY VILLAGE-FORT YORK SUB-AREA



A1: Northeast corner of Dufferin Street and King Street West, facing northeast



A2: Dufferin Street and King Street West, facing north



A3: Northwest corner of Dufferin Street and King Street West, facing northwest



A4: East side of Dufferin Street south of King Street West, facing southwest



A5: Northwest corner of Dufferin Street and Liberty Street, facing northwest



A6: South of Hanna Avenue, facing west



A7: Multi-use path south of Hanna Avenue, facing northwest



A8: South of Hanna Avenue, facing north



A9: South of Hanna Avenue, facing north



A10: South of Hanna Avenue, facing east



A11: Lakeshore West Corridor, facing west



A12: Lakeshore West Corridor, facing east



A13: The Bentway east of Strachan Avenue, facing west



A14: Fort York Historic Site and The Bentway, facing west

SECTION B: DOWNTOWN WEST SUB-AREA



B1: Bathurst Street and King Street West, facing northeast



B2: Bathurst Street and King Street West, facing southwest



B3: Bathurst Street north of King Street West, facing northwest



B4: Queen Street West and Portland Street, facing southwest



B5: Queen Street West and Portland Street, facing southeast



B6: Queen Street West and Cameron Street, facing north



B7: Queen Street West east of Camerson Street, facing northeast



B8: Queen Street West east of Camerson Street, facing northwest



B9: Queen Street West and Spadina Avenue, facing northwest



B10: Spadina Avenue between Queen Street West and Richmond Street West, facing east



B11: Richmond Street West east of Spadina Avenue, facing southeast



B12: Richmond Street West east of Spadina Avenue, facing south



B13: Richmond Street West east of Spadina Avenue, facing south



B14: Spadina Avenue south of Richmond Street West, facing east



B15: Queen Street West east of Spadina Avenue, facing northeast



B16: University Avenue north of Queen Street West, facing northwest

APPENDIX A2: SOUTH STUDY AREA SITE PHOTOS

SECTION A: DOWNTOWN EAST SUB-AREA



A1: Richmond Street East east of Victoria, facing north



A2: Queen Street East east of Victoria Street, facing south



A3: Queen Street East west of Sherbourne, facing south


A4: Queen Street East and Sherbourne Street, facing northeast



A5: Sherbourne Street north of Queen Street East, facing northeast



A6: Queen Street East and Sherbourne Street, facing southeast



A7: Queen Street East east of Sherbourne Street, facing south



A8: Queen Street East east of Sherbourne Street, facing south



A9: Queen Street East east of Sherbourne Street, facing south



A10: Queen Street East east of Sherbourne Street, facing north



A11: Queen Street East east of Sherbourne Street, facing north



A12: Queen Street East east of Sherbourne Street, facing north



A13: Queen Street East and Sherbourne Street, facing northwest



A14: Queen Street East west of Parliament Street, facing



A15: Queen Street East west of Parliament Street, facing northeast



A16: King Street East and Berkeley Street, facing northwest



A17: King Street East and Berkeley Street, facing south



A18: Parliament Street south of King Street East, facing west

SECTION B: WEST DON LANDS-INDUSTRIAL SUB-AREA



B1: Corktown Common, facing south



B2: Corktown Common connection to Lower Don Trail, facing southeast



B3: Lower Don River Trail, facing northeast



B4: Don Valley Trail, facing north



B5: Don Valley Trail, facing north

SECTION C: EAST END RESIDENTIAL SUB-AREA



C1: Queen Street East west of Jimmie Simpson Park, facing north



C2: Jimmie Simpson Park, facing north



C3: Jimmie Simpson Park, facing north



C4: Logan Avenue south of Gerrard Street East, facing east



C5: Logan Avenue south of Gerrard Street East, facing southeast



C6: Gerrard Street East and Logan Avenue, facing east



C7: Gerrard Street East west of Carlaw Avenue, facing southeast



C8: Gerrard Street East west of Carlaw Avenue, facing southeast



C9: Gerrard Street East west of Carlaw Avenue, facing southeast



C10: Gerrard Street East west of Carlaw Avenue, facing southeast



C11: Gerrard Street East and Carlaw Avenue, facing southwest



C12: Carlaw Avenue south of Gerrard Street East, facing southwest



C13: Carlaw Avenue south of Gerrard Street East, facing northwest



C14: Gerrard Street East east of Carlaw Avenue, facing northwest



C15: Gerrard Street East east of Carlaw Avenue, facing northeast



C16: Gerrard Street East west of Pape Avenue, facing northeast



C17: Gerrard Street East east of Pape Avenue, facing north (source: Google Maps)


C18: Pape Avenue north of Gerrard Street East, facing southwest (source: Google Maps)



C19: Pape Avenue north of Gerrard Street East, facing west (source: Google Maps)



C20: Carlaw Street north of Gerrard Street East, facing southeast (source: Google Maps)

APPENDIX A3: NORTH STUDY AREA SITE PHOTOS

SECTION A: PAPE SUB-AREA



Figure A1: Main street, mixed-use developments on Pape Avenue, south of Cosburn Avenue



Figure A2: Main street, mixed-use developments on Pape Avenue, south of Floyd Avenue (Credit: Google Maps)



Figure A3: Main street, mixed-use developments on Pape Avenue, south of Gowen Avenue (Credit: Google Maps)



Figure A4 & A5: Low-rise residential buildings on Pape Avenue, south of Selkirk Street (Credit: Google Maps)



Figure A6: Low-rise residential buildings on Pape Avenue, north of Gamble Avenue (Credit: Google Maps)



Figure A7: Bethany Baptist Church on Pape Avenue, south of Cosburn Avenue (Credit: Google Maps)



Figure A8: Greek Gospel Church of Toronto on Pape Avenue, north of Browning Avenue (Credit: Google Maps)



Figure A9: East York Community Centre on Pape Avenue, north Torrens Avenue (Credit: Google Maps)



Figure A10: William Burgess Elementary School, north side of Torrens Avenue, east of Pape Avenue (Credit: Google Maps)



Figure A11: Agnes Macphail Public Square on Pape Avenue, south of Mortimer Avenue (Credit: Google Maps)



Figure A12: Arthur Dyson Parkette on Pape Avenue, south of Hopedale Avenue (Credit: Google Maps)



Figure A13: Infill development on Pape Avenue, perpendicular to Kings Park Boulevard (Credit: Google Maps)



Figure A14: Low-rise residential homes on Gamble Avenue, east of Pape Avenue



Figure A15: Apartment neighbourhood on Cosburn Avenue, west of Pape Avenue



Figure A16: View of the Lower Don natural area, looking south from the Millwood Road overpass



Figure A17: Toronto Police Dog Services headquarters in the Lower Don parkland area (Credit: Google Maps)

SECTION B: THORNCLIFFE EMPLOYMENT SUB-AREA



Figure B1: Electrical substation on the north side of Millwood Road (Credit: Google Maps)



Figure B2: Office building north of Millwood Road



Figure B3: Office building at the intersection of Millwood Road and Overlea Boulevard (Credit: Google Maps)



Figure B4: Large format, low-density light industrial building, south of Banigan Drive (Credit: Google Maps)



Figure B5: Industrial building north of Wicksteed Avenue



Figure B6: Large format, low-denisty office building south of Wicksteed Avenue (Credit: Google Maps)



Figure B7: Retail commercial plaza north of Banigan Drive (Credit: Google Maps)



Figure B8: Mixed use building with commercial services, south of Thorncliffe Park Drive (Credit: Google Maps)



Figure B9: Big box retail development on Overlea Boulevard, situated between small-scale retail uses to the east and the industrial / business park to the west (Credit: Google Maps)



Figure B10: Small-scale commercial plaza north of Overlea Bouelvard, east of Thorncliffe Park Drive



Figure B11: St. Clement Of Ohrid Macedonian Orthodox Cathedral in the cluster of places of worship located north of Overlea Bouelvard, east of William Morgan Drive



Figure B12: Ismaili Community Centre in the cluster of places of worship, looking south from William Morgan Drive (Credit: Google Maps)



Figure B13: Greek Orthodox Metropolis in the cluster of places of worship located north of Overlea Bouelvard, east of William Morgan Drive



Figure B14: Revera Leaside Retirement Residence, north of William Morgan Drive (Credit: Google Maps)

SECTION C: THORNCLIFFE PARK SUB-AREA



Figure C1: Driveway entrance to East York Town Centre parking lot, south of Overlea Boulevard



Figure C2: View of East York Town Centre from Overlea Boulevard (Credit: Google Maps)



Figure C3: Back entrance of East York Town Centre, leading to an informal path connection along Fraser Mustard Early Learning Academy



Figure C4: View of Fraser Mustard Early Learning Academy from the informal path connection south of the rear Mall entrance



Figure C5: Thorncliffe Park Public School, west of Thorncliffe Park Drive



Figure C6: Jenner Jean-Marie Community Centre and Thorncliffe Park Library, north of Thorncliffe Park Drive just outside of the North Study Area (Credit: Google Maps)



Figure C7: Photo of RV Burgess Park (Credit: City of Toronto)



Figure C8: View of Leaside Park from the Leaside Park Drive parking lot, including the outdoor pool facility and baseball diamond (Credit: Google Maps)



Figure C9: View of Leaside Park from Millwood Road, following the overpass (Credit: Google Maps)



Figure C10: Townhouse complex south of Overlea Boulevard



Figure C11: Apartment neighbourhoods along Thorncliffe Park Drive looking south (Credit: Google Maps)



Figure C12 & C13: Apartment neighbourhoods along Thorncliffe Park Drive (Credit: Google Maps)



Figure C14: Apartment buildings south of Overlea Boulevard, east of the East York Town Centre

SECTION D: FLEMINGDON PARK SUB-AREA



Figure D1: View looking east on the Charles H. Hiscott Bridge (Credit: Google Maps)



Figure D2: View looking north from the Charles H. Hiscott Bridge over the Don River West Branch



Figure D3: View looking east from Don Mills Road toward Flemingdon Park, underneath the hydro corridor (Credit: Google Maps)



Figure D4: View looking west from Don Mills Road toward Flemingdon Park, underneath the hydro corridor (Credit: Google Maps)



Figure D5: View of Valley Park Middle School, north of Overlea Boulevard, west of Don Mills Road (Credit: Google Maps)



Figure D6: View of Marc Garneau Collegiate Institute, south of Overlea Boulevard, west of Don Mills Road (Credit: Google Maps)



Figure D7: View of the public entrance plaza to the Ontario Science Centre, west of Don Mills Road (Credit: Google Maps)



Figure D8: View of the Flemingdon Park Shopping Centre plaza, east of Don Mills Road



Figure D9: View of apartments at the northeast intersection of Don Mills Road and Gateway Boulevard



Figure D10: Mix of housing forms along Rochefort Drive, east of Don Mills Road (Credit: Google Maps)



Figure D11: Construction of the Crosstown LRT station at the southwest corner of Don Mills Road and Eglinton Avenue East (Credit: Google Maps)



Figure D12: Construction of the Crosstown LRT station at the northeast corner of Don Mills Road and Eglinton Avenue East (Credit: Google Maps)



Figure D13: Grocery store in the commercial plaza north of Eglinton Avenue East, view looking east from Don Mills Road



Figure D14: Office building in the employment area north Eglinton Avenue East, view looking east from Don Mills Road (Credit: Google Maps)