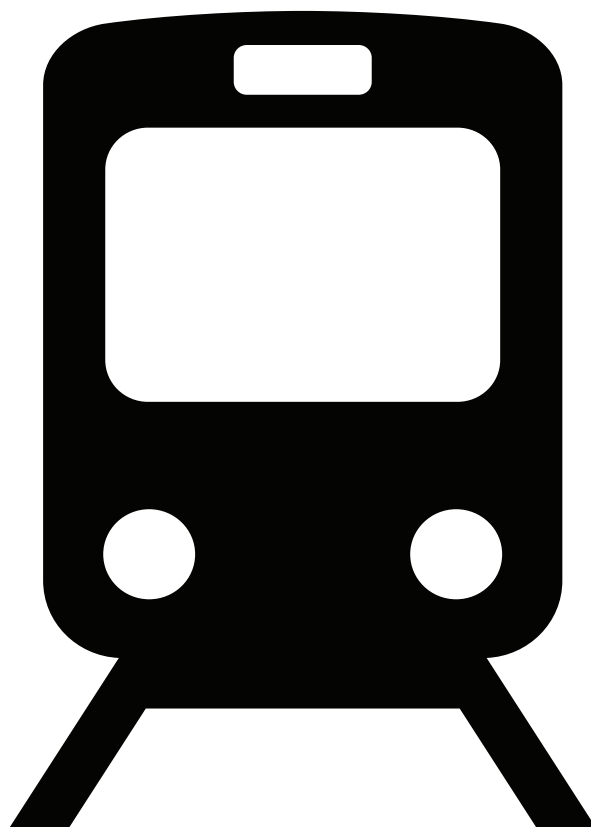

EGLINTON CROSSTOWN WEST EXTENSION

ENVIRONMENTAL PROJECT REPORT – 2020 ADDENDUM

APPENDIX E

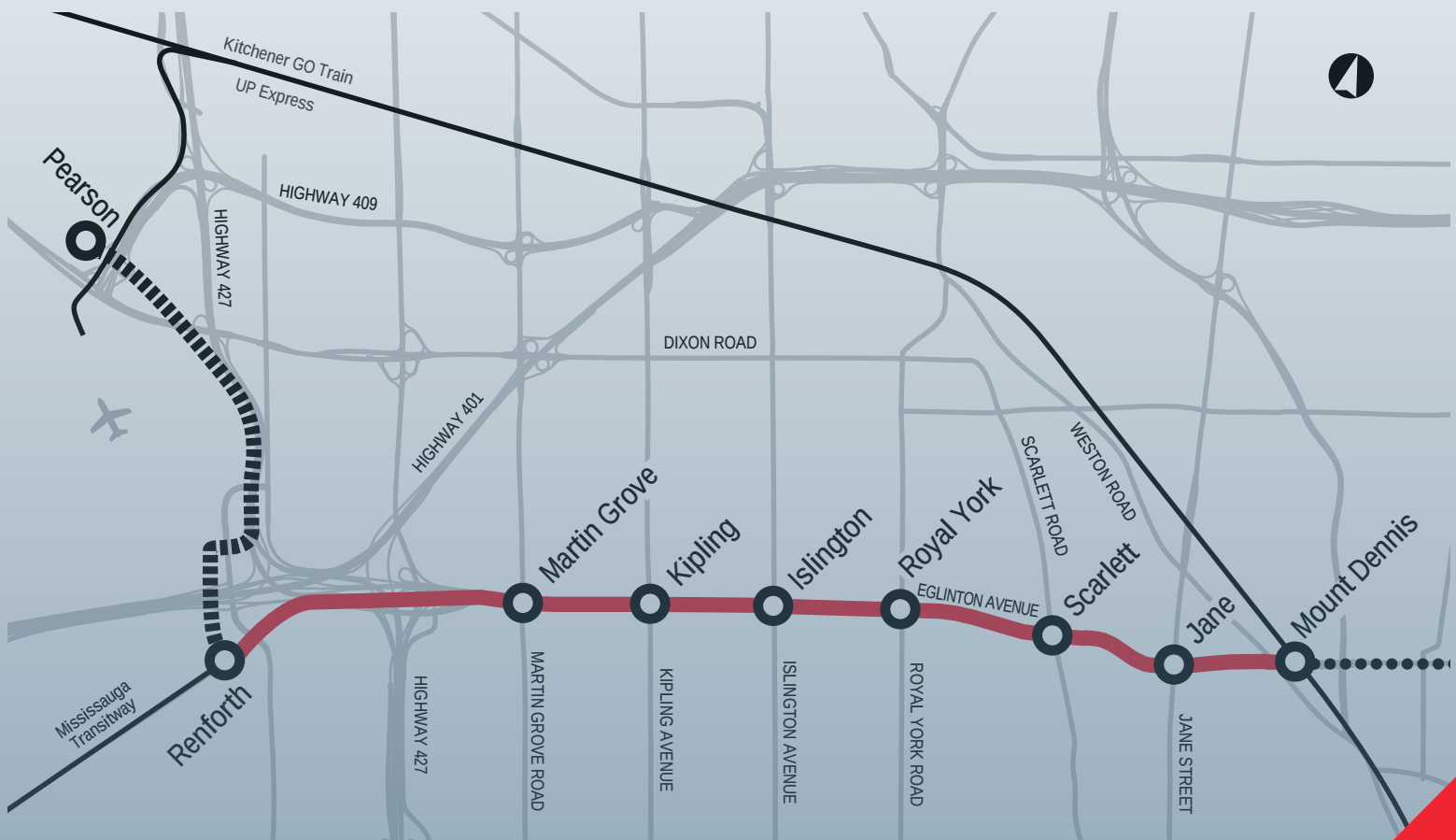
SOCIO-ECONOMIC AND LAND USE ASSESSMENT REPORT



EGLINTON CROSSTOWN WEST EXTENSION

Transit Project Assessment Process Socio-Economic and Land Use Assessment Report

May 2020



Metrolinx
Eglinton Crosstown West Extension
Contract: TC85-3A

Socio-Economic and Land Use Assessment

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- Appendix A - Existing Conditions Mapping
- Appendix B - Existing Land Use Mapping
- Appendix C - Proposed Development Applications Mapping

Acronyms

BRT	Bus Rapid Transit
CP	Cross Passages
ECLRT	Eglinton Crosstown Light Rail Transit
ECWE	Eglinton Crosstown West Extension; the Project
EEB	Emergency Exit Buildings
EMS	Emergency Medical Services
EPR	Environmental Project Report
ES	Extraction Shaft
GHG	Greenhouse Gas
GTA	Greater Toronto Area
GTAA	Greater Toronto Airports Authority
GTHA	Greater Toronto and Hamilton Area
LRT	Light Rail Transit
LS	Launch Shaft
MS	Maintenance
MSF	Maintenance and Storage Facility
MUP	Multi Use Pathway
MTO	Ontario Ministry of Transportation
NFPA	National Fire Protection Agency
O. Reg	Ontario Regulation
PPS	Provincial Policy Statement
ROW	Right-of-Way
RTP	Regional Transportation Plan
SUE	Subsurface Utility Engineering
TBM	Tunnel Boring Machine
TPAP	Transit Project Assessment Process
TPSS	Traction Power Substation
TTC	Toronto Transit Commission
UIRP	Utility Infrastructure Relocation Plan

1. Introduction

The purpose of this report is to conduct a Socio-Economic and Land Use Assessment as part of the Environmental Project Report (EPR) Addendum to the 2010 Eglinton Crosstown Light Rail Transit (ECLRT) Environmental Project Report, completed under the Ontario Environmental Assessment Act. A review of existing and proposed land use and site conditions was undertaken from the easterly limit of the extension at Mount Dennis Station to Renforth Drive. In addition to the background review completed for this assessment, site visits were conducted within the project area on November 14, 2019 and January 7, 2020.

1.1 Methodology

The Socio-Economic and Land Use Assessment process includes:

- Review and documentation of existing planning policies including the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, City of Toronto Official Plan, City of Mississauga Official Plan and Peel Region Official Plan;
- Review of applicable Census Data as summarized in the City of Toronto's Neighbourhood Profiles, employment survey data and other relevant sources of information applicable to the study area and proposed stations;
- Review and documentation of the study area's built form, environmental features, building typologies, community amenities, pedestrian and cycling facilities, transit service and stops, road network and driveway access points;
- Review and documentation of existing land use conditions through aerial images, City of Toronto and City of Mississauga Official Plan mapping and site visits;
- Review and documentation of proposed land use conditions through the City of Toronto's and City of Mississauga's Online Development Portal and Official Plan mapping;
- Development of criteria to be used in assessing potential impacts, mitigation and monitoring measures such as compatibility with existing neighbourhoods/land uses, transportation network, built form, planning policies and future development; and
- Analysis of potential impacts (during and after construction), development of mitigation and monitoring measures and recommendations for further stages of design work.

1.2 Project Background

On May 17, 2010, the Minister of the Environment, Conservation and Parks (previously the Minister of the Environment; the Minister) for the Province of Ontario issued a Notice to Proceed to the Toronto Transit Commission (TTC) and the City of Toronto for the Eglinton Crosstown Light Rail Transit (ECLRT) Project, a 33-kilometre electrically-powered Light Rail Transit (LRT) line extending from the Lester B. Pearson International Airport in the City of Mississauga, to Kennedy Station in the City of Toronto. The basis for that Notice was the Environmental Project Report prepared in 2010 (2010 EPR) as part of the *Transit Project Assessment Process (TPAP)* found in Ontario Regulation (*O. Reg.*) 231/08 under the Ontario Environmental Assessment Act.

The 2010 Environmental Project Report (EPR) for the Eglinton Crosstown LRT was undertaken by the City of Toronto and the TTC as co-proponents. Subsequently, in 2012, Metrolinx became the sole proponent for the ECLRT Project and initiated an EPR Addendum for changes to the approved ECLRT Project between Keele Street to Jane Street, as well as the Maintenance and Storage Facility at Black Creek. Assessment of these changes to the 2010 EPR was documented in the 2013 EPR Addendum. After a 30-day public comment period, and the 35-day review by the Minister, the Minister issued a Notice to Allow a Change to the Transit Project in accordance to *O. Reg. 231/08* in December 2013. Construction of the ECLRT Project is currently underway between Kennedy Station and Mount Dennis Station.

In April 2019, the province announced a \$28.5 billion expansion to Ontario's transit network in an effort to bring relief and new opportunities to transit users and commuters. This rapid transit project plan includes the new Ontario Line (formerly the Downtown Relief Line), the Yonge North Subway Extension, the three-stop Scarborough Subway Extension, and the extension for Eglinton Crosstown West between Mount Dennis Station and Renforth Drive.

Since the completion of the 2010 EPR and 2013 EPR Addendum, a number of changes have been proposed to the segment of the ECLRT project between Mount Dennis Station in the City of Toronto and Renforth Drive in the City of Mississauga, known as the Eglinton Crosstown West Extension (ECWE) (the Project) shown in Figure 1-1. The changes to the Project, were determined to be inconsistent with a previously approved EPR and requires a reassessment of the impacts associated with the project, the identification of potentially new mitigation measures, and potentially new monitoring systems, in accordance with the addendum process prescribed in *O. Reg. 231/08*.

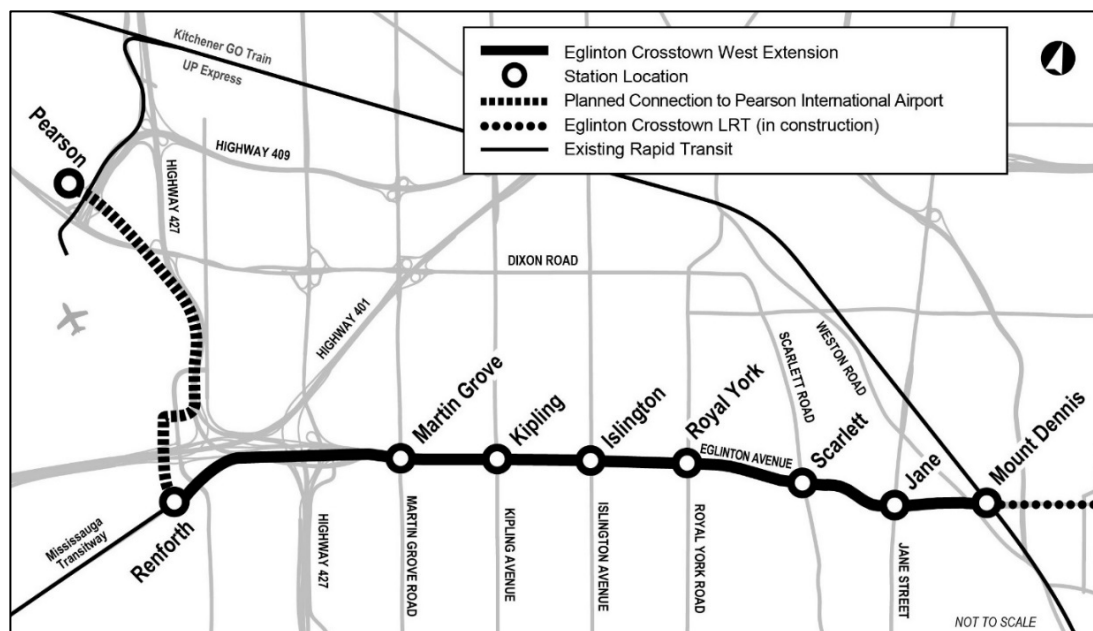


Figure 1-1: Eglinton Crosstown West Extension

A connection to Lester B. Pearson International Airport (as originally part of the 2010 ECLRT Project) is also being considered. This planned connection, between Renforth Drive and Lester B. Pearson International Airport, will be assessed separately in accordance with the addendum process prescribed in *O. Reg. 231/08*.

1.3 Summary of Proposed Design Changes

The proposed design changes currently being assessed in accordance with *O. Reg. 231/08* are as follows:

Vertical Alignment

- The Project alignment (approximately 9.2 km in length) will run mostly underground along Eglinton Avenue West from the future Mount Dennis ECLRT Station in the City of Toronto to Renforth Drive in the City of Mississauga;
- The Project will be underground from Mount Dennis Station to east of Jane Station; elevated east of Jane Street to west of Scarlett Road; underground from west of Scarlett Road to east of the Renforth portal; and transitions to partially at-grade to Renforth Station;
- The Project features three portals, which serve as approach entrances where the alignment transitions between underground and elevated, at the following locations:
 - East of Jane Street;
 - West of Scarlett Station; and
 - West of Renforth Drive.

Stations and Ancillary Features

- There will be a total of seven stations between Mount Dennis Station and Renforth Drive:
 - Scarlett and Jane Stations will be elevated;
 - Martin Grove, Kipling, Islington and Royal York Stations will be below grade and include associated ancillary features (e.g., vent shafts, Traction Power Substations (TPSSs); Emergency Exit Buildings (EEBs), Cross Passages (CPs)); and
 - The new terminal station at Renforth will be partially at-grade.

Emergency Exit Buildings

Six new EEBs are located along the underground portion of the alignment at the following locations:

- EEB-1 - located near 4000 Eglinton Avenue West, east of Royal York Road;
- EEB-2 - located west of Russell Road and Eden Valley Drive;
- EEB-3 - located east of Wincott Drive/Bemersyde Drive;
- EEB-4 - located west of Mimico Creek;

- EEB-5 - located between the on and off ramps of Highway 427; and
- EEB-6 - located immediately west of the hydro corridor at Eglinton Avenue West.

Construction

The underground section will be constructed using a Tunnel Boring Machine (TBM) between stations and a cut and cover method at stations and portal locations. A proposed Extraction Shaft (ES), Maintenance Shaft (MS), and Launch Shaft (LS) for the TBM will be located in the following areas:

- A LS for the TBM will be located adjacent to Renforth Station;
- A MS will be located near the west end of the Islington Station. This will be removed at the end of construction; and
- An ES for the TBM will be located west of Scarlett Road.

A new bridge across the Humber River east of Scarlett Road will be constructed as part of the elevated guideway, including two elevated stations (i.e., Jane Station and Scarlett Station).

Table 1-1 compares the project components, as assessed in the 2010 EPR and 2013 EPR Addendum, against the proposed design changes currently being assessed for this Project and provides a rationale for these changes. These changes to the Project were determined to be inconsistent with the 2010 EPR and 2013 EPR Addendum. As described in Section 15 of *O. Reg. 231/08*, any change that is inconsistent with a previously approved EPR requires a reassessment of the impacts associated with the project, the identification of potentially new mitigation measures, and potentially new monitoring systems in an Addendum to the previously approved EPR. This Socio-Economic and Land Use Assessment Report documents the reassessment of the impacts associated with the project, the identification of potentially new mitigation measures, and potentially new monitoring systems.

Table 1-1: Differences between 2010 EPR, 2013 EPR Addendum and 2020 EPR Addendum

Project Component	2010 EPR and 2013 EPR Addendum	2020 EPR Addendum	Rationale for Change
Vertical Alignment	The 2010 EPR proposed: - An at-grade alignment from Lester B. Pearson International Airport to Weston Road with a new bridge over Highway 401 to connect Convair Drive to Commerce Boulevard; and - Operational crossovers and storage (pocket) tracks between Commerce Boulevard and Renforth Drive and east of the Martin Grove Road stop to provide operational flexibility and allow LRT vehicles to change travel directions from one track to another. In the 2013 EPR Addendum, changes to the alignment were proposed including: - Revised LRT alignment between Jane Street and Keelesdale Park from surface alignment with surface stops to a completely grade-separated alignment; - Revised track alignment connecting the mainline and the proposed Black Creek Maintenance and Storage Facility (MSF) from an at-grade connection to a grade-separated connection; and - New passenger tunnel connection under the GO Transit Kitchener Rail and Canadian Pacific Railway corridors.	The 2020 EPR Addendum is proposing: - Below grade alignment from Mount Dennis Station to east of Jane Street; - Elevated guideway from east of Jane Street to west of Scarlett Road; - Below grade alignment from west of Scarlett Road to west of Renforth Drive; - Partially below grade alignment from Renforth Drive to Renforth Station; - Portal located just east of Jane Street when the alignment transitions from underground to the elevated guideway; - Portal for the advanced tunnelled construction located west of Scarlett Station; and - Portal located west of Renforth Drive.	The change in alignment from at-grade to underground and elevated provides: - More reliable service due to full grade separation; - Higher level of protection from severe weather; - Increased number of Greater Toronto and Hamilton Area (GTHA) jobs accessible by transit in 45 minutes; - Greater reduction in Greenhouse Gas emissions; - Greater increase in GTHAs two-hour peak travel time savings; - Larger increase in Transitway and Crosstown weekly boarding's to reduce the connectivity gap; - Reduced property impacts; and - Reduced potential flooding impacts at the Humber River crossing.

Project Component	2010 EPR and 2013 EPR Addendum	2020 EPR Addendum	Rationale for Change
Stations and Ancillary Features	The 2010 EPR proposed: 17 median surface stops at Jane Street, Scarlett Road, Mulham Place, Royal York Road, Russell Road/Eden Valley Drive, Islington Avenue, Wincott Drive/Bemersyde Drive, Kipling Avenue, Widdicombe Hill Boulevard/Lloyd Manor Road, Martin Grove Road, The East Mall, Rangoon Road, Renforth Drive, Commerce Boulevard, Convair Drive, Silver Dart Drive, and Lester B. Pearson International Airport. In the 2013 EPR Addendum, considerations to stops and other ancillary features included: - Consolidation of the Weston Stop and the Black Creek Stop into one new underground Mount Dennis Station located at the GO Transit Kitchener Rail corridor; - Addition of the Black Creek MSF site at Mount Dennis; and - Addition 15-bay bus terminal and Passenger Pick Up and Drop off at the Mount Dennis Station.	A total of seven stations between Mount Dennis Station and Renforth Drive: - Scarlett and Jane Stations are elevated; - Martin Grove, Kipling, Islington and Royal York Stations are below-grade with associated ancillary features (e.g., vent shafts, TPSSs, EEBs, CPs); - New terminal station at Renforth Drive is partially at-grade; and - Stations at Rangoon Road, The East Mall, Widdicombe Hill Boulevard/Lloyd Manor Road, Wincott Drive/Bemersyde Drive, Russell Road/Eden Valley Drive and Mulham Place were removed from the Project.	Change in number of stations provides benefits in terms of: - Construction complexity and cost for below-grade stations; and - Reduced property impacts.
Emergency Exit Buildings (EEB)	No emergency exits along this section in either the 2010 EPR or the 2013 EPR Addendum as the alignment was at-grade.	Six EEBs at the following approximate locations: - EEB-1 - near 4000 Eglinton Avenue West, east of Royal York Road; - EEB-2 - west of Russell Road and Eden Valley Drive;	Emergency exits for passengers and emergency access for fire fighters are required for tunnels under the National Fire Protection Agency Standard 130. The distance between EEBs and station platform must not exceed 762 m.

Project Component	2010 EPR and 2013 EPR Addendum	2020 EPR Addendum	Rationale for Change
		• EEB-3 - east of Wincott Drive / Bemersyde Drive; • EEB-4 - west of Mimico Creek; • EEB-5 - between the on and off ramps of Highway 427; and • EEB-6 - immediately west of the hydro corridor at Eglinton Avenue West.	
Construction	The 2010 EPR proposed: • At-grade construction between Mount Dennis and Renforth Drive with dedicated runningway along the centre line of Eglinton Avenue West, Commerce Boulevard, and Convair Drive; • Cut and cover method will be used to construct stations, portals, and special track work; • Road widening, reconstruction of curb lines and associated sidewalk modifications; • Relocation of utilities and relocation of traffic signals and provision of temporary traffic signals; • Roadway resurfacing following roadway reconstruction; • Construct LRT facilities within the LRT Right-of-Way (ROW); • Construct streetscaping and urban design elements and provide bicycle lanes on both sides of the roadway;	• Elevated guideway from east of Jane Street to west of Scarlett Road; • Two elevated stations (Scarlett and Jane). There is potential for impacts to the pedestrian bridge west of Scarlett Road due to the portal; and • Underground section to be constructed using twin tunnelling method between stations and cut and cover method at stations and at portal locations. Underground tunnel construction approach: • A LS for the TBM will be located adjacent to Renforth Station, a MS will be located at the west end of Islington Station, and an ES for the TBM will be located west of Scarlett Road; • Install headwalls, where required, at both ends of EEBs and stations; • Tunnel structure constructed using precast concrete tunnel liner segments that are installed as the TBM progresses;	Construction is required to build the alignment and new stations. Refer to the rationale for change listed under Vertical Alignment and Stations and Ancillary Features above.

Project Component	2010 EPR and 2013 EPR Addendum	2020 EPR Addendum	Rationale for Change
	- Widening of the existing single span bridge structure over Mimico Creek to accommodate the LRT ROW; and - Construction of a multi-span structure over Highway 401. The 2013 EPR Addendum proposed: - Cut and cover construction at Mount Dennis Station and locations of special track work (focused to 150 m long sections at each station), tail tracks and where the LRT emerges through a tunnel portal to match back into grade along the median of Eglinton Avenue West, and in the underground section west of Weston Road.	- Excavated soils will be removed from work site for off-site disposal and - EEBs will be constructed once the TBM has completed the tunnelling. Construction is similar to station construction. As part of the above ground construction: - A new bridge across the Humber River east of Scarlett Road will be constructed as part of the elevated guideway, including two elevated stations (i.e., Jane Station and Scarlett Station). Construction of the new bridge will include: - Building foundations for piers; - Constructing piers; - Building and placing bridge sections; and - Installing systems and track.	

1.4 Study Area

The study area for this assessment includes a 500 m buffer from each proposed station footprint along the proposed Project alignment from Mount Dennis Station to Renforth Drive. Detailed mapping of the proposed alignment and stations are provided in Appendix A through C.

1.5 Proposed Stations and Alignment

This assessment applies to the proposed alignment and the following stations that are included in the EPR Addendum Study Area:

1. Mount Dennis Station;
2. Jane Station;
3. Scarlett Station;
4. Royal York Station;
5. Islington Station;
6. Kipling Station;
7. Martin Grove Station; and
8. Renforth Station.

The alignment generally follows the existing footprint of Eglinton Avenue West from Mount Dennis Station to the Renforth Drive with the exception of the Highway 427 interchange where it will be located on the north side of Eglinton Avenue West. The alignment will be underground from Mount Dennis Station to east of Jane Street, before continuing above grade from east of Jane Street to west of Scarlett Road. The alignment will then continue underground towards Renforth Drive.

2. Planning Policy

As part of this assessment, a review of applicable land use and transportation policies were completed for the study area including the Provincial Policy Statement (PPS), Growth Plan for the Greater Golden Horseshoe, Greenbelt Plan, Greater Golden Horseshoe Transportation Plan, Metrolinx 2041 Regional Transportation Plan, City of Toronto Official Plan, Peel Region Official Plan and City of Mississauga Official Plan.

2.1 Provincial Land Use and Transportation Policy

2.1.1 Provincial Policy Statement (2020)

The 2020 PPS provides policy direction on matters of provincial interest related to land use planning and development.¹ Policies which are applicable to the Project include, but are not limited to:

¹ Source: 2020 Provincial Policy Statement

- **Section 1.6.7.1:** Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.
- **Section 1.6.7.3:** As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.
- **Section 1.6.7.4:** A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Others relevant areas which the PPS highlights include the sustainment of healthy, liveable and safe communities by the promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (Section 1.1.1).¹

2.1.2 *A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019)*

The Growth Plan for the Greater Golden Horseshoe outlines the Province's objectives to plan growth and development in the Greater Golden Horseshoe which includes the City of Toronto and City of Mississauga. A key objective of the plan is to support economic prosperity, protect the environment and help communities achieve a high quality of life. A key vision for the Greater Golden Horseshoe is that an "integrated transportation network will allow people choices for easy travel both within and between urban centres throughout the region".²

Key Policies under Section 3.2.3 of the Growth Plan (Moving People) which are applicable to the Project include, but are not limited to:

- **1:** Public transit will be the first priority for transportation infrastructure planning and major transportation investments;
- **2:** All decisions on transit planning and investment will be made according to the following criteria:
 - **b)** prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;
 - **d)** expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible;
 - **e)** facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other strategic growth areas;

² Source: Growth Plan for the Greater Golden Horseshoe (2019)

- **f)** increasing the modal share of transit; and
- **g)** contributing towards the provincial greenhouse gas emissions reduction targets.

Implementation of the Project will contribute to the success of these Growth Plan policies including policies which relate to proposed transit corridors and station areas. Any future land use policies related to the Project should align with the Growth Plan including intensification, transportation/land use integration and the need to protect land for future transportation corridors.

2.1.3 Greenbelt Plan (2017)

Within the Greater Golden Horseshoe, the Greenbelt Plan identifies key areas 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”.³ The plan identifies “Urban River Valleys” within the City of Toronto Settlement Area. Within the Project study area, the Humber River crossing east of Scarlett Road is designated as an Urban River Valley. Policies 6.2.2. and 6.2.3 of the Greenbelt Plan are applicable to the Project across the Humber River:

- **6.2.2:** The lands are governed by the applicable Official Plan policies provided they have regard to the objectives of the Greenbelt Plan; and
- **6.2.3:** All existing, expanded or new infrastructure which is subject to and approved under the Ontario Environmental Assessment Act, or which receives a similar approval, is permitted provided it supports the needs of adjacent settlement areas or serves the significant growth and economic development expected in southern Ontario and supports the goals and objectives of the Greenbelt Plan.

2.1.4 Greater Golden Horseshoe Transportation Plan (2017)

The Ontario Ministry of Transportation (MTO) is preparing a draft Transportation Plan for the Greater Golden Horseshoe Area centered around the City of Toronto. It is noted this region is home to 9 million people and 4.5 million jobs⁴. Draft goals and objectives of the plan were released in September 2017 for public review and feedback. The draft goals and objectives which are relevant to the Project include, but are not limited to:

- A transportation system that serves all users;
- A transportation system that supports economic growth and job creation;
- A transportation system that is coordinated with land use and supports communities that provide convenient access to jobs, services, housing and transportation options; and
- A transportation system that efficiently connects people, places and goods.

2.1.5 Metrolinx 2041 Regional Transportation Plan (2018)

Metrolinx's 2041 Regional Transportation Plan (RTP) forms the policy basis for improving the transportation system within the Greater Toronto and Hamilton Area (GTHA). Some of the

³ Source: Greenbelt Plan (2017)

⁴ Source: Greater Golden Horseshoe Transportation Plan (2017)

key objectives of the plan include completing the delivery of current regional transit projects, connecting more of the region with frequent rapid transit, optimizing the transportation system, integrating transportation and land use and preparing for an uncertain future.⁵

The Project is included as a key initiative in the 2041 Regional Transportation Plan. Goals of the RTP which are applicable to the Project include, but are not limited to:

- **Strong connections:** Connecting people to the places that make their lives better, such as homes, jobs, community services, parks and open spaces, recreation, and cultural activities;
- **Complete travel experiences:** Designing an easy, safe, accessible, affordable and comfortable door-to-door travel experience that meets the diverse needs of travelers; and
- **Sustainable and healthy communities:** Investing in transportation for today and for future generations by supporting land use intensification, climate resiliency and a low-carbon footprint, while leveraging innovation.

2.2 Municipal Land Use and Transportation Policy

2.2.1 City of Toronto Official Plan

The City of Toronto Official Plan is an overarching set of policies which form the basis of land use planning within the City. A key policy in Chapter 2 of the City's current Official Plan (Shaping the City) states "Toronto will work with neighbouring municipalities, the Province of Ontario and Metrolinx to address mutual challenges and to implement the Provincial framework for dealing with growth across the GTA which: a) focuses urban growth into a pattern of compact centres, mobility hubs, and corridors connected by a regional transportation system, featuring fast, frequent, direct, inter-regional transit service with integrated services and fares".⁶

The City of Toronto Official Plan establishes a series of land uses which are present along the Project. The Official Plan land use designations within the station areas are summarized in Figure 2-1 and Table 2-1 and further described for each station area in Section 3.1 and Appendix B. The majority of Eglinton Avenue West within the study area is also designated as Avenues within the Official Plan Map 2 - Urban Structure. Avenues are intended to serve as areas where the City's growth will be directed.

⁵ Source: Metrolinx 2041 Regional Transportation Plan (2018)

⁶ Source: City of Toronto Official Plan



Figure 2-1: City of Toronto Official Plan Land Use Designations⁷

Table 2-1: City of Toronto Official Plan Land Use Designations⁸

Land Use Designation	Description
Neighbourhoods	Considered physically stable areas made up of residential uses in lower scale buildings such as detached houses, semi-detached houses, duplexes, triplexes and townhouses, as well as interspersed walk-up apartments that are no higher than four storeys. Parks, low scale local institutions, home occupations, cultural and recreational facilities and small-scale retail, service and office uses are also provided for in Neighbourhoods.
Apartment Neighbourhoods	Made up of apartment buildings and parks, local institutions, cultural and recreational facilities, and small-scale retail, service and office uses that serve the needs of area residents.
Parks and Open Space Areas	Parks and open spaces, valleys, watercourses and ravines, portions of the waterfront, golf courses and cemeteries that comprise a Green Space System in Toronto.
Utility Corridors	Hydro and rail corridors primarily used for the movement and transmission of energy, information, people and goods.
Mixed Use Areas	Made up of 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.
Core Employment Areas	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 repair and services, offices, research and development facilities, utilities, waste management systems, industrial trade schools, media, information and technology facilities, and vertical agriculture.
General Employment Areas	Places for business and economic activities generally located on the peripheries of Employment Areas. In addition to land uses permitted in Core Employment Areas, permitted uses also include restaurants, all types of retail (subject to decision by Local Planning Appeal Tribunal) and service uses.

⁷ Source: City of Toronto Official Plan Land Use Mapping

⁸ Source: City of Toronto Official Plan

Land Use Designation	Description
Regeneration Areas	Provide for a broad mix of commercial, residential, light industrial, parks and open space, institutional, live/work and utility uses in an urban form.
Institutional Areas	Made up of major educational, health and governmental uses with their ancillary uses, cultural, parks and recreational, religious, commercial and institutional residence facilities, including the full range of housing associated with a health institution, as well as utility uses.

In addition to the land use designations discussed above, there are a number of City of Toronto Site and Area Specific Policies along the Project which are applicable to long term land use planning in the vicinity of the study area. Site and Area Specific Policies 27, 29, 39, 40, 41, 42, 43, 53, 257 and 320 are shown in Figure 2-2 and summarized in Table 2-2.

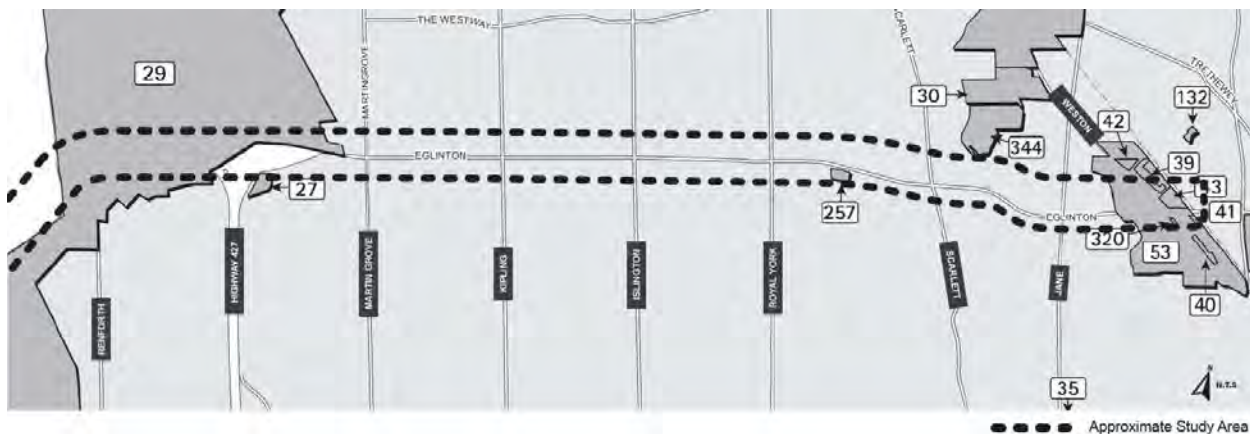


Figure 2-2: City of Toronto Site and Area Specific Policies⁹

Table 2-2: City of Toronto Official Plan Site and Area Specific Policies¹⁰

No.	Name	Description
27	West Side of The East Mall, South of Eglinton Avenue West	Residential uses are not permitted.
29	Lester B. Pearson International Airport Operating Area	New development for residential and other sensitive land uses is prohibited, unless permitted by existing zoning. Additional exceptions are noted in the policy.
39, 40, 41, 42, 43	Applicable to various properties in the Eglinton/ Mount Dennis area	Limits the extent of development and/or provides and overview of the type of development which would be suitable on these specific parcels of land.
53	Mount Dennis Area	A development concept plan for an entire redevelopment block (or block face) may be required to assess comprehensive projects. A development concept plan may also be required for a property assembly of a portion of a block (additional requirements are noted).
257	75 Lemonwood Drive	Only senior citizen's retirement home facilities or nursing

⁹ Source: City of Toronto Official Plan, Site and Area Specific Policies Mapping

¹⁰ Source: City of Toronto Official Plan

No.	Name	Description
320	1120 - 1132 Weston Road	home/long term care facilities are permitted. Retail, office and design centre uses are permitted. A surface parking lot containing 8 parking spaces is permitted in conjunction with the appliance store located at 1111 Weston Road.

2.2.2 *Region of Peel Official Plan*

The Region of Peel Official Plan is an upper tier planning policy which applies to the City of Mississauga, of which the proposed Renforth Station is located. The Renforth Station lies within the established Urban System of the Regional Structure. Key objectives of the Region's current Official Plan include "the development of an economically feasible, effective, efficient, sustainable and safe inter- and intra-regional transit network and encourage connectivity and coordination between transit services" and "to encourage the provision of improved transit service to Toronto - Lester B. Pearson International Airport and the surrounding employment area".¹¹ A summary of the Regional Official plan policies which are applicable to the . includes but is not limited to:

- **5.9.5.2.2:** Work with Metrolinx, other Provincial agencies and ministries, the area municipalities, and adjacent municipalities in the planning and implementation of an inter-regional transit system;
- **5.9.5.2.4:** Support the coordination of inter-municipal and inter-regional transit services; and
- **5.9.5.2.6:** Support Metrolinx and the area municipalities in the expeditious planning, and implementation of, and support Metrolinx and the federal government in the expeditious funding of, a GTHA-wide rapid transit network and, in particular, of: a) Rapid transit projects in Peel included in the Metrolinx Regional Transportation Plan.

2.2.3 *City of Mississauga Official Plan*

The City of Mississauga Official Plan is the lower tier planning policy which also applies to the proposed The Renforth Station. A key objective of the City's current Official Plan is to "create a multi-modal transportation network for the movement of people and goods that supports more sustainable communities".¹² A summary of the City of Mississauga's Official Plan policies as it relates to the Project includes but is not limited to:

- **8.2.3.1:** Mississauga will seek to develop and maintain a system of transit services aimed at providing a competitive alternative to the automobile, for access throughout the city and neighbouring municipalities; and
- **8.2.3.7:** The City will work with surrounding municipalities, the Region, the Greater Toronto Airports Authority and the Province to create an interconnected higher order transit system that links Intensification Areas, surrounding municipalities, the regional transit system and the Airport.

¹¹ Source: Region of Peel Official Plan

¹² Source: City of Mississauga Official Plan

As shown in Figure 2-3, within areas designated as part of the City of Mississauga Official Plan, lands on the north side of Eglinton and west of Renforth are designated as Business Employment, with the Parkway West Belt designation consisting of the existing Bus Rapid Transit facility along the north side of Eglinton Avenue West. On the north side of Highway 401, the lands are designated as Airport.

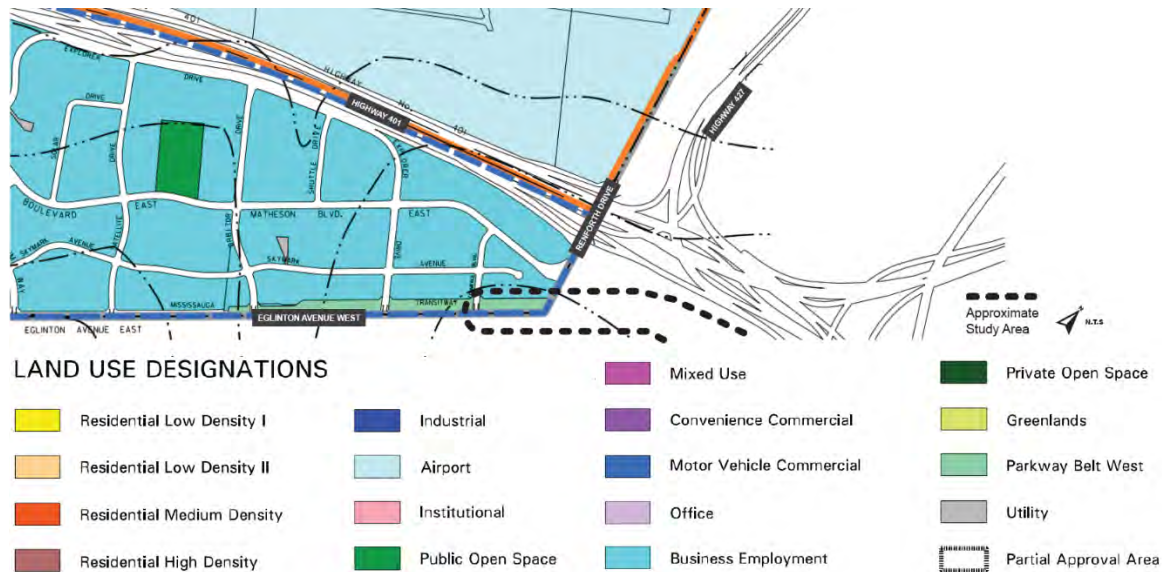


Figure 2-3: City of Mississauga Official Plan Land Use Designations¹³

2.3 Additional Policy Considerations

In addition to the applicable planning policies described above, the Project will help serve the objectives of the Lester B. Pearson Airport Master Plan (2017), which envisions a western extension of the Eglinton Crosstown as a key component of a Regional Transit Centre at the airport. It is noted in the Lester B. Pearson Airport Master Plan that the Greater Toronto Airports Authority (GTAA) are protecting lands for a transit-only bridge over Highway 401 for a potential extension of the Eglinton Crosstown. It is noted in the plan that the bridge would cross Highway 401 parallel to Renforth Drive, running from the new Renforth Station on Eglinton Avenue West, up Commerce Boulevard to the area adjacent to the GTAA Administration Building on Convair Drive.¹⁴

Other existing and future local policies should be considered as the design progresses including the on-going Mount Dennis Planning Framework Study and the Mount Dennis Mobility Hub Study (2013). Recommendations of the 2013 Mount Dennis Mobility Hub Study included the establishment of a long-term vision including a “higher-density, mixed use environment connected by an expanded pedestrian and cycling network” and “high quality streets, public spaces and transit facilities throughout the mobility hub”¹⁵. Further policies of local official plans which consider the protection and enhancement of natural heritage areas,

¹³ Source: City of Mississauga Official Plan Land Use Mapping

¹⁴ Source: Pearson Airport Master Plan (2017)

¹⁵ Source: Mount Dennis Mobility Hub Study (2013)

public transportation, complete streets, parks and open spaces and active transportation should also be considered.

Implementation of the Project and the associated infrastructure will require consideration of best practices for station connectivity, multi modal site access and urban design which are available at both the provincial (e.g., Ontario Traffic Manual Book 18) and local level (e.g., City of Toronto Urban Design Guidelines).

3. Physical Neighbourhood Composition

This section describes the existing physical neighbourhood characteristics of the proposed station areas. An overview of the land use and built form patterns, transit and transportation environment and public realm is provided. Additional information is provided in Appendix A and Appendix B. Existing Community Amenities including institutional uses, parks and places of worship are discussed in Section 4. It is important to note the 500 m radius from each station generally covers the entire alignment, with the exception of the Highway 427 interchange, however information within the interchange area has been documented in this report and supporting mapping.

3.1 Land Use and Built Form Patterns

3.1.1 Mount Dennis Station

Mount Dennis Station will be a multi-modal station with connections to GO Transit, UP Express and TTC services. It is currently under-construction as the western terminus of the first phase of the ECLRT project and was evaluated as part of the EPR addendum completed in 2013 by Metrolinx for the eastern portion of the LRT (from Mount Dennis Station to Kennedy Station). The station will be the starting point for the western extension.

The station is situated within the Eglinton/Weston community and is located east of Weston Road adjacent to the existing GO Transit Kitchener corridor. Land uses within this area predominantly consist of Core Employment Areas, Mixed Use Areas, Apartment Neighbourhoods and Neighbourhoods. There are limited areas of Parks and Natural Areas within the outer reaches of the station area (approximately 500 m). The station is in close proximity to the existing Mount Dennis Library at 1123 Weston Road. The existing Our Lady of Victoria Catholic School is located in proximity to the study area buffer. Key sensitive receptors around Mount Dennis Station include a place of worship and single family residential.

The built form within this station area consists of predominately low to medium density residential and mixed use areas. A high density residential use is located on the south side of Eglinton Avenue West, west of Guestville Avenue. There is an existing retail plaza at the intersection of Eglinton Avenue West and Black Creek Drive, and the maintenance and storage facility for the current phase of the ECLRT project is located on the north side of Eglinton between the GO Transit Kitchener corridor and Black Creek Drive.

3.1.2 Jane Station

The proposed Jane Station is situated in a low-lying area and is primarily surrounded by Parks, Natural Areas and Other Open Space Areas. Within the outer reaches of the station area (approximately 500 m), land uses consist of Apartment Neighbourhoods, Neighbourhoods and Mixed Use Areas. Key sensitive receptors around Jane Station include single family and multi-family residential.

The built form around the future Jane Station consists of Eglinton Flats Park, Fergy Brown Park, Gladhurst Park, Eglinton Flats Tennis Centre and the Scarlett Woods Golf Course. Roselands Junior Public School is located south of the proposed station near the intersection of Jane Street and Bexley Crescent.

3.1.3 Scarlett Station

Land uses within the proposed Scarlett Station area consist of Apartment Neighbourhoods, Neighbourhoods, Parks, Other Open Space Areas and Institutional Areas. Apartment Neighbourhoods make up the highest concentration of land uses on the west side of Scarlett Road, whereas Natural Areas are present on the east side of Scarlett Road along the Humber River. Key sensitive receptors around Scarlett Station include multi-family residential.

The built form within this station area consists of predominately high density residential uses on the west side of Scarlett Road along Fontenay Court and Richview Road. East of Scarlett Road, the West Park Healthcare Centre and Scarlett Woods Golf Course are present, however the driveway and side street access to these land uses are located relatively closer to Jane Station.

3.1.4 Royal York Station

Land uses within the proposed Royal York Station mostly consist of lower density residential Neighbourhoods and higher density Apartment Neighbourhoods. Parks, Natural Areas and Other Open Space Areas are present within the study area along the Silver Creek and at Buttonwood Park. There are a series of higher density residential uses on the east side of Royal York Road between Eglinton Avenue West and La Rose Avenue. There is also a residential home west of Royal York Road at 4200 Eglinton Avenue West which is a designated heritage property under Part IV of the Ontario Heritage Act¹⁶. An additional residential home fronting onto Eglinton Avenue West is located west of Royal York Road at 4400 Eglinton Avenue West. There are several places of worship near this station including Hilltop Chapel, All Saints Roman Catholic Church and St. Matthias' Anglican Church. Key sensitive receptors around Royal York Station include a retirement home and multi-family residential.

3.1.5 Islington Station

Land uses within the proposed Islington Station area consist of predominantly Neighbourhoods. The built form within the station area is predominately low and medium density residential development. The existing Richview Collegiate Institute School is situated at the south-west corner of Eglinton Avenue West and Islington Avenue.

¹⁶ Source: City of Toronto Heritage Register Search

3.1.6 Kipling Station

Land uses surrounding the proposed Kipling Station area consist of a wide range of uses including Apartment Neighbourhoods, Mixed Use Areas, Neighbourhoods and Parks. Recently constructed stacked townhouses are situated along the north side of Eglinton Avenue West, east of Kipling Avenue (Dryden Way) and along the west and east limit of Widdicombe Hill Boulevard (Pony Farm Drive). There are also a series of higher density residential apartments along Widdicombe Hill, Byland Road and Warrender Avenue. There is also ongoing construction of a retirement residence located at 4650 Eglinton Avenue West and high-rise residential at 55 Warrender Avenue. Key sensitive receptors around Kipling Station include schools and single family residential.

Mixed use areas within the Kipling Station area consist of the Richview Square retail area (along Wincott Drive) and retail area at Eglinton Avenue West/Lloyd Manor Road which contains a Metro Grocery Store, LCBO and other uses.

3.1.7 Martin Grove Station

Land uses within the proposed Martin Grove Station area consist of Neighbourhoods, Parks, Apartment Neighbourhoods, Utility Corridors and Mixed Use Areas.

Neighbourhoods are mostly located south of Eglinton Avenue West and include Martingrove Collegiate Institute at the south-east corner of the Eglinton/Martin Grove intersection.

Richview Park is situated on the north-east side of the Eglinton/Martin Grove intersection. Apartment Neighbourhoods are situated along Eglinton Avenue West along Widdicombe Hill Boulevard and there is a north-south hydro corridor crossing Eglinton Avenue West, west of Martin Grove Road. Key sensitive receptors around Martin Grove Station include schools, single family residential and residential apartment buildings to the north west of Eglinton Avenue West and Martin Grove Road.

3.1.8 Renforth Station

The predominate land use within the proposed Renforth Station area is split between the City of Toronto land use designations and City of Mississauga land use designations. Lands on the south side of Eglinton and generally east of Renforth are Core Employment Areas as per the City of Toronto Official Plan. As previously noted, lands on the north side of Eglinton and west of Renforth are designated as Business Employment in the City of Mississauga Official Plan, with the Parkway West Belt designation consisting of the existing Bus Rapid Transit facility.

There is an east-west hydro corridor south of Eglinton Avenue West which crosses Renforth Drive. The corridor is designated as Utility Corridors and Parks. Neighbourhoods are situated south-east of the Utility Corridor which consist of predominately low density residential uses. Mother Cabrini Catholic School is located on Renforth Drive south of Eglinton Avenue West. Key sensitive receptors around Renforth Station include single family residential.

3.2 Transit and Transportation Network

A summary of the existing transit, active transportation and roadway network surrounding each station is provided below. Existing transit stops and active transportation facilities surrounding the proposed stations are illustrated in Appendix A. It is important to note that the

majority of the existing Multi Use Pathway (MUP) on the south side of Eglinton Avenue West is accompanied by a parallel sidewalk. The MUP connects with the existing Humber River Recreational Trail at the intersection of Eglinton Avenue West and Scarlett Road.

3.2.1 Mount Dennis Station

As previously noted, Mount Dennis Station will form the western limit of the under-construction ECLRT. For this station, existing conditions are analyzed. Mount Dennis Station is currently serviced by TTC Routes 89, 32A/32D, 332 171 and 71. Access to these routes are provided at the intersection of Eglinton Avenue West and Weston Road.

There are no dedicated cycling facilities surrounding the Mount Dennis Station area and there are sidewalks on most major streets. There are several private driveways and side streets within the station area which provide access onto Eglinton Avenue West.

3.2.2 Jane Station

The proposed Jane Station intersects with existing TTC bus routes 35, 32A/32D, 332, 935, 335 and 135. Stops are provided at all corners of the intersection.

The intersection of Jane Street and Eglinton Avenue West is the eastern limit of the existing MUP running along the south side of Eglinton Avenue West. No other cycling facilities are present within the station area. Sidewalks are located on all major streets and on both sides of Eglinton Avenue West, west of Jane Street. A pedestrian link is provided to the parking lot of the Scarlett Heights Golf Course.

3.2.3 Scarlett Station

The proposed Scarlett Station intersects with TTC bus routes 79, 73/73B, 332, 405 and 32A. Stops are located at all four corners of the intersection. Of note, there are two mid-block bus stops on Eglinton Avenue West approximately 450 m west of Scarlett Road that are connected by a pedestrian bridge crossing Eglinton Avenue West as shown in Figure 3-1. The location of this bridge and the mid-block bus stops are illustrated in Appendix A.



Figure 3-1: Existing Pedestrian Bridge West of Scarlett Road¹⁷

¹⁷ Image Source: 4Transit

The intersection of Eglinton Avenue West and Scarlett Road is a major connection point between the Humber River Recreational Trail and the existing MUP running along the south side of Eglinton Avenue West. In addition to the pedestrian bridge discussed above, there are sidewalks on all major roads surrounding the station area, including a sidewalk link from residential towers north-west and south-west corners of the Eglinton Avenue West and Scarlett Road intersection. There is also a pedestrian link between Eglinton Avenue West and Emmett Avenue.

3.2.4 Royal York Station

The proposed Royal York Station intersects with TTC bus routes 73, 73C/73D, 332 and 32A. Stops are located at all four corners of the intersection.

The intersection of Royal York Road and Eglinton Avenue West connects the MUP running along the south side of Eglinton Avenue West to existing bicycle lanes on Royal York Road south of Eglinton Avenue West. Existing bicycle lanes are also located on Royal York Road north of La Rose Avenue. Sidewalks are provided along all major streets and pedestrian link is provided between the MUP along Eglinton Avenue West and Edenvale Crescent.

3.2.5 Islington Station

The proposed Islington Station intersects with TTC bus routes 37, 337, 332, 937, 405 and 32A. Stops are located at all four corners of the intersection.

The intersection of Islington Avenue and Eglinton Avenue West connects to a MUP running along the south side of Eglinton Avenue West. Sidewalks are provided along all major streets. Pedestrian connections are provided between Eglinton Avenue West and Richview Collegiate Institute and Eglinton Avenue West and Poplar Heights Drive.

3.2.6 Kipling Station

The proposed Kipling Station intersects with TTC bus routes 45, 945, 405, 332 and 32A. Stops are located at all four corners of the intersection.

The intersection of Kipling Avenue and Eglinton Avenue West connects to a MUP running along the south side of Eglinton Avenue West. Sidewalks are provided along all major streets.

3.2.7 Martin Grove Station

The proposed Martin Grove Station intersects with TTC bus routes 46, 111, 945, 332 and 32A. Stops are located at all four corners of the intersection.

The intersection of Martin Grove Road and Eglinton Avenue West connects to a MUP running along the south side of Eglinton Avenue West. Sidewalks are provided along all major streets. There is an existing on-road bicycle lane on Martin Grove Road, south of Winterton Drive.

3.2.8 Renforth Station

The proposed Renforth Station will connect to TTC routes 32A, 112 and 112C. At the existing Renforth Transitway Station, it will connect to MiWay routes 7, 39, 100, 107 and 109, GO Transit bus routes 19 and 40 and TTC routes 32A and 112B. It will also connect to MiWay routes 24, 43, 57, 74 and 87 on Commence Drive and 35 and 35A on Eglinton Avenue West.

The intersection of Renforth Drive and Eglinton Avenue West connects to a MUP running along the south side of Eglinton Avenue West, east of Renforth Drive, and a MUP on the north side of Eglinton Avenue West, west of Renforth Drive. Sidewalks are provided along all major streets. On-road bicycle lanes are provided on Renforth Drive south of Eglinton Avenue West.

3.3 Public Realm Characteristics

3.3.1 Mount Dennis Station

Mount Dennis Station is situated within a highly urbanized location. The streetscape surrounding the Eglinton Avenue West and Weston Road intersection is characterized by buildings which feature limited setbacks and segments of sidewalks that are in close proximity to building faces, as shown in Figure 3-2.



Figure 3-2: Eglinton Avenue West, Looking East at Bicknell Avenue¹⁸

3.3.2 Jane Station

The proposed Jane Station is situated in an area defined by predominantly open spaces and natural areas. Sidewalks and the MUP are located at a wide offset from the roadway edge and the boulevard contains several street trees as shown in Figure 3-3.

¹⁸ Image Source: 4Transit



Figure 3-3: Eglinton Avenue West, Looking West, West of Jane Street¹⁹

3.3.3 Scarlett Station

The proposed Scarlett Station features a mix of public realm typologies, consisting of open space to the east associated with the Humber River and urbanized to the west. A photo illustrating the urbanized condition west of Scarlett Road is shown in Figure 3-4. Sidewalks and the MUP along Eglinton Avenue West are situated at a far offset from the roadway west of Scarlett Road. There is an existing Parkette at the south-east corner of the Eglinton Avenue West and Scarlett Road intersection which serves as a landscaped gateway feature to the Humber River Recreational Trail.



Figure 3-4: Eglinton Avenue West and Scarlett Road Intersection, Looking West²⁰

¹⁹ Image Source: 4Transit

²⁰ Image Source: 4Transit

3.3.4 *Royal York Station*

The proposed Royal York Station is mostly in an urbanized setting as shown in Figure 3-5. Sidewalks and the MUP are located at a wide offset from the roadway edge. The lands at all corners of the intersection of Eglinton Avenue West and Royal York Road are wooded, with the exception of the north-east corner.



Figure 3-5: Eglinton Avenue West, Looking West towards Royal York Road²¹

3.3.5 *Islington Station*

Similar to the proposed Royal York Station, the proposed Islington Station is mostly in an urbanized setting. Sidewalks and the MUP are located at a wide offset from the roadway edge. The lands on the north side of Eglinton Avenue West, immediately west and east of Islington Avenue of Royal York Road are heavily wooded as shown in Figure 3-6.



Figure 3-6: Eglinton Avenue West at Islington Avenue, Looking West²²

²¹ Image Source: 4Transit

²² Image Source: 4Transit

3.3.6 *Kipling Station*

The public realm within the proposed Kipling Station area features sidewalks and the MUP at a wide offset from the roadway within the boulevard. Along the north side of Eglinton Avenue West, with the exception of the wooded area on the north-west side of the Eglinton Avenue West/Kipling Avenue intersection, recently constructed stacked townhomes directly face Eglinton Avenue West and feature walkways that tie-into the sidewalk along the street as shown in Figure 3-7. Additionally, on-going development activity in this area will further urbanize some of the streetscape elements along Eglinton Avenue West.



Figure 3-7: Eglinton Avenue West - Looking East Towards Kipling Avenue²³

3.3.7 *Martin Grove Station*

The future Martin Grove Station area is mostly defined by open space areas as part of the north-south utility corridor, Richview Park and recreational uses associated with Martingrove Collegiate Institute. Sidewalks and the MUP are located at a wide offset from the roadway edge. The north-south utility corridor is shown in Figure 3-8.



Figure 3-8: North-South Utility Corridor, West of Martin Grove Road²⁴

²³ Image Source: 4Transit

²⁴ Image Source: 4Transit

3.3.8 Renforth Station

As shown in Figure 3-9, the public realm within the immediate area of the future Renforth Station is mostly vacant lands associated with the BRT on the north side of Eglinton Avenue West. This segment of Eglinton Avenue West includes sidewalks and MUPs at a wide offset from the roadway. The recently constructed MUP on the north side of Eglinton Avenue West, west of Renforth Drive, features street trees at regular intervals.



Figure 3-9: Looking West towards Renforth Station Area from Matheson Blvd E²⁵

3.4 Utilities

The Project will impact several existing utilities within the study area including both aerial and subsurface utilities such as hydro, gas, water, sanitary, storm and telecommunications. Subsurface Utility Engineering (SUE) investigations are on-going and will be considered during further stages of design work and coordination with all applicable utility companies.

Based on the Subsurface Utility Engineering (SUE) investigations completed for the Project corridor, major utilities to consider as part of the design process will include, but are not limited to, an oil pipeline corridor crossing Eglinton Avenue West (approximately 500 m east of Renforth Drive) as further described in Section 6.2.2, two hydro corridors crossing Eglinton Avenue West within the vicinity of Highway 401/427, aerial hydro lines mostly located on the south side of Eglinton Avenue West, a 760 mm Enbridge Vital Gas Main on the south side of Eglinton Avenue West, a 900 mm storm sewer at Renforth Drive, twin storm boxes (1.5 m x 3 mm) and 2000 mm Oil Grit Separator within at MiWay area and a 1200 mm transmission watermain on the west side of the proposed Martin Grove Station.

4. Community Amenities

4.1 Existing Services and Facilities

A summary of existing community amenities within the study area is summarized in Table 4-1. The proposed stations will service a number of schools, parks, places of worship, libraries and other facilities within a close proximity of the stations. As previously noted, the 500 m radius from each station generally covers the entire alignment, with the exception of

²⁵ Image Source: 4Transit

the Highway 427 interchange where the Richview Memorial Cemetery is located on the south side of Eglinton Avenue West.

Table 4-1: Existing Community Amenities

Name	Address	Type
Mount Dennis Station Area		
Dennis Avenue Community School	17 Dennis Avenue	School
Our Lady of Victory Catholic School	70 Guestville Avenue	School
York Recreation Centre	115 Black Creek Drive	Recreation Centre
Toronto Public Library - Mount Dennis Branch	1123 Weston Road	Library
Toronto Fire Station 421	6 Lambton Avenue	Emergency Services
The Salvation Army York Community Church	1100 Weston Road	Place of Worship
Iglesia Ni Cristo - Locale of Midtown Toronto	71 Guestville Avenue	Place of Worship
Church of St Mary and St Martha	1149 Weston Road	Place of Worship
Fellowships Redeemed Church of God	1146 Weston Road	Place of Worship
Bethel Born Again Church	1182 Weston Road	Place of Worship
Moment Of Grace Church	1192 Weston Road	Place of Worship
Pearen Park	30 Pearen Street	Park
North Keelesdale Park	415 Black Creek Drive	Park
Jane Station Area		
Roselands Junior Public School	990 Jane Street	School
Eglinton Flats	101 Emmett Avenue	Park
Fergy Brown Park	3700 Eglinton Avenue West	Park
Scarlett Woods Golf Course	1000 Jane Street	Public Golf Course
Gladhurst Park	2 Elhurst Court	Park
Scarlett Station Area		
West Park Healthcare Centre	82 Buttonwood Avenue	Healthcare
Vedanta Society Of Toronto	120 Emmett Avenue	Place of Worship
York-Humber High School	100 Emmett Avenue	School
La Rose Park	65 La Rose Avenue	Park
Scarlett Heights Park	24 Fontenay Court	Park
Canadian Ukrainian Memorial Park	425 Scarlett Road	Park
Scarlett Bridge Parkette	South-east corner of the intersection Scarlett Road and Eglinton Avenue West	Park
Royal York Station Area		
Hilltop Chapel	243 La Rose Avenue	Place of Worship
All Saints Roman Catholic Church	1415 Royal York Road	Place of Worship
St. Matthias' Anglican Church Etobicoke	1428 Royal York Road	Place of Worship
All Saints Catholic Elementary School	1435 Royal York Road	School
Buttonwood Park	30 Mulham Place	Park
Allanhurst Park	1336 Royal York Road	Park
Islington Station Area		
Richview Collegiate Institute	1738 Islington Avenue	School
Toronto Fire Station 443	1724 Islington Avenue	Emergency Services

Name	Address	Type
Toronto Public Library - Richview Branch	1806 Islington Avenue	Library
Christian Science Church	4480 Eglinton Avenue West	Place of Worship
Silver Creek Park	44 Strathdee Drive	Park
Lion's Gate Park	58 Waterford Drive	Park
Eden Valley Park	10 Eden Valley Drive	Park
Kipling Station Area		
Central Etobicoke High School	10 Denfield Street	School
St Marcellus Catholic School	15 Denfield Street	School
Richview Church	1548 Kipling Avenue	Place of Worship
Denfield Park	1496 Kipling Avenue	Park
Warrender Park	63 Warrender Avenue	Park
Widdicombe Hill Park	31 Widdicombe Hill	Park
Martin Grove Station Area		
Martingrove Collegiate Institute	50 Winterton Drive	School
Princess Margaret Junior School	65 Tromley Drive	School
Toronto EMS Station 13	555 Martin Grove Road	Emergency Services
Richview Park	59 Clement Road	Park
Renforth Station Area		
Mother Cabrini Catholic School	720 Renforth Drive	School
Briar Crest Park	60 Wellesworth Drive	Park
Centennial Park	256 Centennial Park Road	Park

4.2 Planned Services and Facilities

At this time there are no major expansions of community amenities anticipated within the study area due to the relatively urban condition. However, localized improvements such as new publicly accessible open spaces/parkettes may be implemented as part of urban development along the corridor. As discussed further in Section 6.1, there is a minor addition planned to Bala Avenue Community School (just outside the 500 m buffer of Jane Station) and the re-building of Dennis Avenue Community School near Mount Dennis Station.²⁶

5. Existing Population and Employment Characteristics

5.1 Demographic Profile of Study Area Residents

An overview of the existing demographic profile of the study area is described below. Demographic information for the study area was obtained through a review of the [City of Toronto's Neighbourhood Profiles](#) which includes a summary of key information from the 2011 and 2016 Canadian Census. Data obtained from the Neighbourhood Profiles are shown in the following tables.

5.1.1 Mount Dennis Station

The area around the proposed Mount Dennis Station has four different neighbourhoods around it. These neighbourhoods include Mount Dennis, Rockcliffe-Smythe, Beechborough-Greenbrook, and Keelesdale-Eglinton West. As highlighted in Table 5-1, many of the

²⁶ Data Source: City of Toronto Development Portal

residents in these neighbourhoods use public transit to travel to work. Almost all four neighbourhoods have a higher percentage of residents who use public transit to travel to work than the City average.

Table 5-1: Mount Dennis, Neighbourhood Information how People Commute to Work, 2016

Geography	Public Transit to Work	>1 Hour Commute
Mount Dennis	45.1%	28.5%
Rockcliffe-Smythe	37.5%	19.8%
Beechborough-Greenbrook	41.5%	23.2%
Keelsedale-Eglinton West	36.8%	22.1%
City of Toronto	37%	16.2%

The population of the Mount Dennis, Beechborough-Greenbrook, and Keelesdale-Eglinton West neighbourhoods have increased since the last census period as shown in Table 5-2. The Rockcliffe-Smythe neighbourhood has shown a slight decrease in population. As a whole, this area is similar to the percentage shown by the City.

Table 5-2: Population for Mount Dennis Study Area Neighbourhoods, 2011 to 2016

Geography	Population 2011	Population 2016	% Change
Mount Dennis	13,145	13,593	3.4%
Rockcliffe-Smythe	22,267	22,246	-0.1%
Beechborough-Greenbrook	6,488	6,577	1.4%
Keelsedale-Eglinton West	10,638	11,058	3.9%
City of Toronto	2,481,510	2,731,571	4.5%

The demographics of these four neighbourhoods are very similar to each other. Mount Dennis, Rockcliffe-Smythe, Beechborough-Greenbrook, and Keelesdale-Eglinton West all have a comparable percentage split with the City average, see Table 5-3.

Table 5-3: Population for Mount Dennis Study Area Neighbourhoods by Age Group, 2016

Geography	0 - 14	15-24	25-54	55-64	65+	Total Population
Mount Dennis	18%	14%	45%	13%	11%	13,593
Rockcliffe-Smythe	16%	12%	42%	14%	16%	22,246
Beechborough-Greenbrook	18%	13%	43%	13%	13%	6,577
Keelsedale-Eglinton West	15%	13%	44%	13%	16%	11,058
City of Toronto	15%	12%	45%	12%	16%	2,731,571

The average household size for the Mount Dennis, Rockcliffe-Smythe, Beechborough-Greenbrook, and Keelesdale-Eglinton West neighbourhoods are comparable to the average for the City of Toronto. This rate is shown in Table 5-4.

Table 5-4: Mount Dennis Neighbourhoods, Average Household Size, 2016

Geography	2016
Mount Dennis	2.56
Rockcliffe-Smythe	2.46
Beechborough-Greenbrook	2.40
Keelesdale-Eglinton West	2.64
City of Toronto	2.42

The average household income for the Mount Dennis, Rockcliffe-Smythe, Beechborough-Greenbrook, and Keelesdale-Eglinton West neighbourhoods are all lower than the City of Toronto average. These rates are shown in Table 5-5.

Table 5-5: Mount Dennis Neighbourhoods Average Household Income, 2011 and 2016

Geography	2011	2016
Mount Dennis	\$53,569	\$52,162
Rockcliffe-Smythe	\$53,818	\$54,908
Beechborough-Greenbrook	\$37,540	\$45,211
Keelesdale-Eglinton West	\$45,058	\$57,780
City of Toronto	\$70,945	\$65,829

Households within the Mount Dennis, Rockcliffe-Smythe, and Beechborough-Greenbrook neighbourhoods are predominantly occupied by renters, as highlighted in Table 5-6. This is similar to the average for the City of Toronto. Households within the Keelesdale-Eglinton West neighbourhood is mainly occupied by their owners.

Table 5-6: Mount Dennis Neighbourhoods, Dwelling Tenure, 2016

Geography	2016	
	Rented	Owned
Mount Dennis	53%	47%
Rockcliffe-Smythe	43%	57%
Beechborough-Greenbrook	66%	34%
Keelesdale-Eglinton West	38%	62%
City of Toronto	47%	53%

5.1.2 Jane Station

The area around the proposed Jane Station has two different neighbourhoods including Mount Dennis and Rockcliffe-Smythe. As highlighted in Table 5-7, many of the residents in these neighbourhoods use public transit to travel to work. Both of the percentages shown have higher rates of public transit use than the City average.

Table 5-7: Jane, Neighbourhood Information how people commute to work, 2016

Geography	Public Transit to Work	>1 Hour Commute
Mount Dennis	45.1%	28.5%
Rockcliffe-Smythe	37.5%	19.8%
City of Toronto	37%	16.2%

The population in the two neighbourhoods show both an increase and decline, see Table 5-8. In the Mount Dennis neighbourhood, an increase was shown between the 2011 and 2016 census periods. The Rockcliffe-Smythe neighbourhood in contrast saw a slight decrease in the same time period.

Table 5-8: Population for Jane Study Area Neighbourhoods, 2011 to 2016

Geography	Population 2011	Population 2016	% Change
Mount Dennis	13,145	13,593	3.4%
Rockcliffe-Smythe	22,267	22,246	-0.1%
City of Toronto	2,481,510	2,731,571	4.5%

The demographics for these two neighborhoods are very similar to each other, see Table 5-9. The Rockcliffe-Smythe neighbourhood has a slightly higher percentage of individuals 65+. Both neighbourhoods as a whole are similar to the City average.

Table 5-9: Population for Jane Study Area Neighbourhoods by Age Group, 2016

Geography	0 - 14	15-24	25-54	55-64	65+	Total Population
Mount Dennis	18%	14%	45%	13%	11%	13,593
Rockcliffe-Smythe	16%	12%	42%	14%	16%	22,246
City of Toronto	15%	12%	45%	12%	16%	2,731,571

The average household size for the Mount Dennis and the Rockcliffe-Smythe neighbourhoods are similar to the average for the City of Toronto. This rate is shown in Table 5-10.

Table 5-10: Jane Station Neighbourhoods, Average Household Size, 2016

Geography	2016
Mount Dennis	2.56
Rockcliffe-Smythe	2.46
City of Toronto	2.42

The average household income for the Mount Dennis and the Rockcliffe-Smythe neighbourhoods are lower than the City of Toronto average. These rates are shown in Table 5-11.

Table 5-11: Jane Station Neighbourhoods, Average Household Income, 2011 and 2016

Geography	2011	2016
Mount Dennis	\$53,569	\$52,162
Rockcliffe-Smythe	\$53,818	\$54,908
City of Toronto	\$70,945	\$65,829

Households within the Mount Dennis and the Rockcliffe-Smythe neighbourhoods are predominantly occupied by renters, as highlighted in Table 5-12. This is similar to the average for the City of Toronto, where the percentage of rented versus owned dwelling tenure is close to parity.

Table 5-12: Jane Station Neighbourhoods, Dwelling Tenure, 2016

Geography	2016	
	Rented	Owned
Mount Dennis	53%	47%
Rockcliffe-Smythe	43%	57%
City of Toronto	47%	53%

5.1.3 **Scarlett Station**

The area around the proposed Scarlett Station has four different neighbourhoods around it. These neighbourhoods include the Edenbridge-Humber Valley, Humber Heights- Westmount, Mount Dennis, and the Rockcliffe-Smythe neighbourhoods. As shown in Table 5-13, public transit is used in each neighbourhood to travel to work. The Mount Dennis and Rockcliffe-Smythe neighbourhoods have highest percentage of individuals that take public transit to work which is higher than the City average.

Table 5-13: Scarlett, Neighbourhood Information how people commute to work, 2016

Geography	Public Transit to Work	>1 Hour Commute
Edenbridge-Humber Valley	28.4%	14.5%
Humber Heights-Westmount	27.6%	17%
Mount Dennis	45.1%	28.5%
Rockcliffe-Smythe	37.5%	19.8%
City of Toronto	37%	16.2%

The population of the area neighbourhoods is showing both population increase and decline. the Edenbridge-Humber Valley, Humber Heights- Westmount, and Mount Dennis neighbourhoods have all seen a positive percent change in population similar to the City average as shown in Table 5-14. The Rockcliffe-Smythe neighbourhood is the only one to see a slight decrease in population between the last census period.

Table 5-14: Population for Scarlett Study Area Neighbourhoods, 2011 to 2016

Geography	Population 2011	Population 2016	% Change
Edenbridge-Humber Valley	14,943	15,535	4%
Humber Heights-Westmount	10,583	10,948	3.4%
Mount Dennis	13,145	13,593	3.4%
Rockcliffe-Smythe	22,267	22,246	-0.1%
City of Toronto	2,481,510	2,731,571	4.5%

The demographics of the four neighbourhoods is very similar to each other. All four areas have a high percentage of individuals aged 25-54. These percentages are similar to the City average as shown in Table 5-15. The Edenbridge-Humber Valley and Humber Heights-Westmount neighbourhoods have the highest percentage of individuals aged 65+.

Table 5-15: Population for Scarlett Study Area Neighbourhoods by Age Group, 2016

Geography	0 - 14	15-24	25-54	55-64	65+	Total Population
Edenbridge-Humber Valley	15%	12%	40%	14%	19%	15,535
Humber Heights-Westmount	14%	12%	37%	15%	22%	10,948
Mount Dennis	18%	14%	45%	13%	11%	13,593
Rockcliffe-Smythe	16%	12%	42%	14%	16%	22,246
City of Toronto	15%	12%	45%	12%	16%	2,731,571

The average household size for the Edenbridge-Humber Valley, Humber Heights-Westmount, Mount Dennis, and the Rockcliffe-Smythe neighbourhoods are very similar to the average for the City of Toronto. These rates are shown in Table 5-16.

Table 5-16: Scarlett Station Neighbourhoods, Average Household Size, 2016

Geography	2016
Edenbridge-Humber Valley	2.43
Humber Heights-Westmount	2.44
Mount Dennis	2.56
Rockcliffe-Smythe	2.46
City of Toronto	2.42

The average household income for the Edenbridge-Humber Valley, Humber Heights-Westmount, Mount Dennis, and the Rockcliffe-Smythe neighbourhoods are shown in Table 5-17. The Edenbridge-Humber Valley and Humber Heights-Westmount neighbourhoods have a higher average household income level than the City average. The Mount Dennis and the Rockcliffe-Smythe neighbourhoods have a lower average household income level than the City average.

Table 5-17: Scarlett Station Neighbourhoods, Average Household Income, 2011 and 2016

Geography	2011	2016
Edenbridge-Humber Valley	\$97,063	\$84,113
Humber Heights-Westmount	\$68,595	\$68,996
Mount Dennis	\$53,569	\$52,162
Rockcliffe-Smythe	\$53,818	\$54,908
City of Toronto	\$70,945	\$65,829

Households within the Edenbridge-Humber Valley, Humber Heights-Westmount, Mount Dennis, and the Rockcliffe-Smythe neighbourhoods are very close to the City average, where the percentage split between rented and owned is almost equal see Table 5-18.

Table 5-18: Scarlett Station Neighbourhoods, Dwelling Tenure, 2016

Geography	2016	
	Rented	Owned
Edenbridge-Humber Valley	44%	56%
Humber Heights-Westmount	39%	61%
Mount Dennis	53%	47%
Rockcliffe-Smythe	43%	57%
City of Toronto	47%	53%

5.1.4 Royal York Station

The area around the proposed Royal York Station includes three different neighbourhoods. These neighbourhoods are Willowridge-Martingrove-Richview, Edenbridge-Humber Valley, and Humber Heights-Westmount. As highlighted in Table 5-19, public transit is widely used by the area residents to travel to work. All of these neighbourhoods are below the City's average.

Table 5-19: Royal York Neighbourhood Information how people Commute to work, 2016

Geography	Public Transit to Work	>1 Hour Commute
Willowridge-Martingrove-Richview	25.4%	16.6%
Edenbridge-Humber Valley	28.4%	14.5%
Humber Heights-Westmount	27.6%	17%
City of Toronto	37%	16.2%

The population of all three of these neighbourhoods has increased similarly to the rate shown by the City, see Table 5-20. The Edenbridge-Humber Valley neighbourhood has the largest percent change since the last census period, but still falls short of the rate shown by the City as a whole.

Table 5-20: Population for Royal York Study Area Neighbourhoods, 2011 to 2016

Geography	Population 2011	Population 2016	% Change
Willowridge-Martingrove-Richview	21,343	22,156	3.8%
Edenbridge-Humber Valley	14,943	15,535	4%
Humber Heights-Westmount	10,583	10,948	3.4%
City of Toronto	2,481,510	2,731,571	4.5%

The demographics for these three neighbourhoods are relatively similar to each other. Both Willowridge-Martingrove-Richview and Humber Heights-Westmount have a high percentage of 65+ individuals within them as shown in the Table 5-21. Their rates shown are considerably higher than the City average. The Edenbridge-Humber Valley neighbourhood has the highest percentage of 25-45 individuals of the three neighbourhoods.

Table 5-21: Population for Royal York Study Area Neighbourhoods by Age Group, 2016

Geography	0 - 14	15-24	25-54	55-64	65+	Total Population
Willowridge-Martingrove-Richview	16%	12%	37%	13%	22%	22,156
Edenbridge-Humber Valley	15%	12%	40%	14%	19%	15,535
Humber Heights-Westmount	14%	12%	37%	15%	22%	10,948
City of Toronto	15%	12%	45%	12%	16%	2,731,571

The average household size for the three neighbourhoods is very similar with the City average as shown in Table 5-22. The Willowridge-Martingrove-Richview neighbourhood has the highest average household size of 2.60 persons.

Table 5-22: Royal York Neighbourhoods, Average Household Size, 2016

Geography	2016
Willowridge-Martingrove-Richview	2.60
Edenbridge-Humber Valley	2.43
Humber Heights-Westmount	2.44
City of Toronto	2.42

The average household income with each of the Willowridge-Martingrove-Richview, Edenbridge-Humber Valley, and Humber Heights-Westmount neighbourhoods is higher than the City average as shown in Table 5-23. The Edenbridge-Humber Valley is shown to have the highest average household income in the most recent census period of 2016.

Table 5-23: Royal York Neighbourhoods, Average Household Income, 2011 and 2016

Geography	2011	2016
Willowridge-Martingrove-Richview	\$57,048	\$71,584
Edenbridge-Humber Valley	\$97,063	\$84,113
Humber Heights-Westmount	\$68,595	\$68,996
City of Toronto	\$70,945	\$65,829

Households within the Willowridge-Martingrove-Richview, Edenbridge-Humber Valley, and Humber Heights-Westmount neighbourhoods are very close to the City average, as highlighted in Table 5-24, where the percentage of rented versus owned dwelling tenure is close to parity.

Table 5-24: Royal York Neighbourhoods, Dwelling Tenure, 2016

Geography	2016	
	Rented	Owned
Willowridge-Martingrove-Richview	46%	54%
Edenbridge-Humber Valley	44%	56%
Humber Heights-Westmount	39%	61%
City of Toronto	47%	53%

5.1.5 Islington Station

The area around Islington Station has three different neighbourhoods including Princess-Rosethorn, Willowridge-Martingrove-Richview, and Edenbridge-Humber Valley. As highlighted in Table 5-25, many residents of these neighbourhoods to use public transit to travel to work. The Princess-Rosethorn neighbourhood has the lowest percentage of individuals that take public transit to work, while Willowridge-Martingrove-Richview and Edenbridge-Humber Valley have a higher percentage. All three neighbourhoods are well below the City average.

Table 5-25: Islington Neighbourhood Information how people Commute to work, 2016

Geography	Public Transit to Work	>1 Hour Commute
Princess-Rosethorn	19.7%	11.8%
Willowridge-Martingrove-Richview	25.4%	16.6%
Edenbridge-Humber Valley	28.4%	14.5%
City of Toronto	37%	16.2%

The population for the Study Area neighbourhoods as a whole has increased at the same rate as the City average, see Table 5-26. The Willowridge-Martingrove-Richview and Edenbridge-Humber Valley neighbourhoods have a population increase similar with the City average. The Princess-Rosethorn, in contrast, has seen a decline in population since through the 2011 to 2016 census periods.

Table 5-26: Population for Islington Study Area Neighbourhoods, 2011 to 2016

Geography	Population 2011	Population 2016	% Change
Princess-Rosethorn	11,197	11,015	-1.3%
Willowridge-Martingrove-Richview	21,343	22,156	3.8%
Edenbridge-Humber Valley	14,943	15,535	4%
City of Toronto	2,481,510	2,731,571	4.5%

The demographic of the area neighbourhoods are all quite similar to each other. The Princess-Rosethorn neighbourhood has a similar percentage distribution as the City average with the majority of residents falling within the 25-54 age range, but does have a higher amount of individuals in the 55-65 age range than the City, see Table 5-27. The Willowridge-Martingrove-Richview neighbourhood also has a similar distribution as Princess-Rosethorn but has a higher percentage of individuals that are 65+. Edenbridge-Humber Valley neighbourhood has the highest percentage of 25-54 year old's when compared to the other neighbourhoods in the area.

Table 5-27: Population for Islington Study Area Neighbourhoods by Age Group, 2016

Geography	0 - 14	15-24	25-54	55-64	65+	Total Population
Princess-Rosethorn	16%	15%	34%	17%	18%	11,015
Willowridge-Martingrove-Richview	16%	12%	37%	13%	22%	22,156
Edenbridge-Humber Valley	15%	12%	40%	14%	19%	15,535
City of Toronto	15%	12%	45%	12%	16%	2,731,571

The average household size for the neighbourhoods around the proposed Islington Station are all higher than the City average, with the Princess-Rosethorn having the largest household size at 2.86 persons, see Table 5-28.

Table 5-28: Islington Station Neighbourhoods, Average Household Size, 2016

Geography	2016
Princess-Rosethorn	2.86
Willowridge-Martingrove-Richview	2.60
Edenbridge-Humber Valley	2.43
City of Toronto	2.42

The average household income for all three of the Princess-Rosethorn, Willowridge-Martingrove-Richview, and Edenbridge-Humber Valley neighborhoods is higher than the City average collected in 2016. The Princess-Rosethorn neighbourhood has the highest average household income as shown in Table 5-29.

Table 5-29: Islington Station Neighbourhoods, Average Household Income, 2011 and 2016

Geography	2011	2016
Princess-Rosethorn	\$131,079	\$139,039
Willowridge-Martingrove-Richview	\$57,048	\$71,584
Edenbridge-Humber Valley	\$97,063	\$84,113
City of Toronto	\$70,945	\$65,829

Households within the Princess-Rosethorn neighbourhood are predominantly occupied by their owners, as highlighted in Table 5-30. This is in contrast to the Willowridge-Martingrove-Richview and Edinbridge-Humber Valley neighborhoods where the percentage of rented versus owned dwelling tenure is close to parity.

Table 5-30: Islington Station Neighbourhoods, Dwelling Tenure, 2016

Geography	2016	
	Rented	Owned
Princess-Rosethorn	16%	84%
Willowridge-Martingrove-Richview	46%	54%
Edenbridge-Humber Valley	44%	56%
City of Toronto	47%	53%

5.1.6 *Kipling Station*

The proposed Kipling Station will be located within the neighbourhoods of Princess-Rosethorn and Willowridge-Martingrove-Richview. As highlighted below in Table 5-31 the individuals who live in this area do use public transit to travel to work but is lower than the City average.

Table 5-31: Kipling Neighbourhood Information how people commute to work, 2016

Geography	Public Transit to Work	>1 Hour Commute
Princess-Rosethorn	19.7%	11.8%
Willowridge-Martingrove-Richview	25.4%	16.6%
City of Toronto	37%	16.2%

The population of the Princess-Rosethorn and Willowridge-Martingrove-Richview neighbourhoods has changed very differently from each other. In the Princess-Rosethorn neighbourhoods, a decrease of -1.3% population change was shown while in the Willowridge-Martingrove-Richview neighbourhood, a 3.8 increase was shown. This is closer to the City average with an increase of 4.5%, see Table 5-32.

Table 5-32: Population for Kipling Study Area Neighbourhoods, 2011 to 2016

Geography	Population 2011	Population 2016	% Change
Princess-Rosethorn	11,197	11,015	-1.3%
Willowridge-Martingrove-Richview	21,343	22,156	3.8%
City of Toronto	2,481,510	2,731,571	4.5%

The population demographic between the two neighbourhoods is very similar. The only major differences can be found in the 55-64 and the 65+ age groups, where Princess-Rosethorn has a higher percentage of 55-64 individuals, and the Willowridge-Martingrove-Richview neighbourhood has a higher percentage of individuals that are 65+, see Table 5-33.

Table 5-33: Population for Kipling Study Area Neighbourhoods by Age Group, 2016

Geography	0 - 14	15-24	25-54	55-64	65+	Total Population
Princess-Rosethorn	16%	15%	34%	17%	18%	11,015
Willowridge-Martingrove-Richview	16%	12%	37%	13%	22%	22,156
City of Toronto	15%	12%	45%	12%	16%	2,731,571

The average household size of the Princess-Rosethorn and Willowridge-Martingrove-Richview neighbourhoods are higher than the City average at 2.86 persons for the Princess-Rosethorn neighbourhood and 2.60 persons for the Willowridge-Martingrove-Richview neighbourhood, see Table 5-34.

Table 5-34: Kipling Station Neighbourhoods, Average Household Size, 2016

Geography	2016
Princess-Rosethorn	2.86
Willowridge-Martingrove-Richview	2.60
City of Toronto	2.42

The average household income for the two neighbourhoods are very different. The Princess-Rosethorn neighbourhood has the highest average household income of the area, which is higher than the average for the City, see Table 5-35. In contrast, the Willowridge-Martingrove-Richview neighbourhood household income has increased between the 2011 and 2016 census period, and is now higher than the City average.

Table 5-35: Kipling Station Neighbourhoods, Average Household Income, 2011 and 2016

Geography	2011	2016
Princess-Rosethorn	\$131,079	\$139,039
Willowridge-Martingrove-Richview	\$57,048	\$71,584
City of Toronto	\$70,945	\$65,829

The households within the Princess-Rosethorn neighbourhood are predominantly occupied by their owners, see Table 5-36. The Willowridge-Martingrove is very close to the City average, where the percentage split between rented and owned is almost equal.

Table 5-36: Kipling Station Neighbourhoods, Dwelling Tenure, 2016

Geography	2016	
	Rented	Owned
Princess-Rosethorn	16%	84%
Willowridge-Martingrove-Richview	46%	54%
City of Toronto	47%	53%

5.1.7 Martin Grove Station

The area around Martin Grove Station lies within three different neighbourhoods of the City of Toronto. Specifically, Eringate-Centennial-West Deane, Princess-Rosethorn and Willowridge-Martingrove-Richview. As highlighted in Table 5-37, public transit is widely used in the area, mainly within the Eringate-Centennial-West Deane and the Willowridge-Martingrove-Richview neighbourhoods. Even though transit is used, all three neighbourhoods fall short of the City average of 37%.

Table 5-37: Martin Grove Neighbourhood Information how people Commute to work, 2016

Geography	Public Transit to Work	>1 Hour Commute
Eringate-Centennial-West Deane	23.3%	17.8%
Princess-Rosethorn	19.7%	11.8%
Willowridge-Martingrove-Richview	25.4%	16.6%
City of Toronto	37%	16.2%

The study area and its surrounding neighbourhoods have shown signs of population decline in between the 2011 and 2016 census results, see Table 5-38. The Willowridge-Martingrove-Richview is the only neighbourhood around the proposed Martin Grove Station that has had a positive population change of 3.8% recently. This statistic still falls short of the positive percent change the entire city has shown at 4.5%.

Table 5-38: Population for Martin Grove Study Area Neighbourhoods, 2011 to 2016

Geography	Population 2011	Population 2016	% Change
Eringate-Centennial-West Deane	18,810	18,588	-1.2%
Princess-Rosethorn	11,197	11,015	-1.3%
Willowridge-Martingrove-Richview	21,343	22,156	3.8%
City of Toronto	2,481,510	2,731,571	4.5%

The demographic of the neighbourhoods are very similar to each other despite the differences in total population between them, see Table 5-39. When compared to the City average, the neighbourhoods of Eringate-Centennial-West Deane and Princess-Rosethorn show a higher percent of individuals aged 55-65, and Willowridge-Martingrove-Richview having the highest percentage of individuals aged 65+.

Table 5-39: Population for Martin Grove Study Area Neighbourhoods by Age Group, 2016

Geography	0 - 14	15-24	25-54	55-64	65+	Total Population
Eringate-Centennial-West Deane	14%	13%	37%	15%	16%	18,588
Princess-Rosethorn	16%	15%	34%	17%	18%	11,015
Willowridge-Martingrove-Richview	16%	12%	37%	13%	22%	22,156
City of Toronto	15%	12%	45%	12%	16%	2,731,571

The average household size for the neighbourhoods around the proposed Martin Grove Station are all higher than the City average, with the Princess-Rosethorn having the largest household size at 2.86 persons, see Table 5-40.

Table 5-40: Martin Grove Neighbourhoods, Average Household Size, 2016

Geography	2016
Eringate-Centennial-West Deane	2.70
Princess-Rosethorn	2.86
Willowridge-Martingrove-Richview	2.60
City of Toronto	2.42

The average household income for the three neighbourhoods are very different from each other, see Table 5-41. The Princess-Rosethorn neighbourhood has the highest average household income of the area, followed by the Eringate-Centennial-West Deane and Willowridge-Martingrove-Richview neighbourhoods.

Table 5-41: Martin Grove Neighbourhoods, Average Household Income, 2011 and 2016

Geography	2011	2016
Eringate-Centennial-West Deane	\$79,071	\$88,872
Princess-Rosethorn	\$131,079	\$139,039
Willowridge-Martingrove-Richview	\$57,048	\$71,584
City of Toronto	\$70,945	\$65,829

The households within the Eringate-Centennial-West Deane and Princess-Rosethorn neighbourhoods are predominantly occupied by their owners, see Table 5-42. The Willowridge-Martingrove is very close to the City average, where the percentage split between rented and owned is almost equal.

Table 5-42: Martin Grove Neighbourhoods, Dwelling Tenure, 2016

Geography	2016	
	Rented	Owned
Eringate-Centennial-West Deane	15%	85%
Princess-Rosethorn	16%	84%
Willowridge-Martingrove-Richview	46%	54%
City of Toronto	47%	53%

5.1.8 Renforth Station

The area around the proposed Renforth Station consists of the Eringate-Centennial-West Deane neighbourhood located in the City of Toronto. The area directly next to this neighbourhood is located in the City of Mississauga which consists of significant employment areas at and surrounding Lester B. Pearson International Airport. As shown in Table 5-43, individuals who live in the Eringate-Centennial-West Deane neighbourhood do use public transit to travel to work. When compared to the City average, it is considerably lower.

Table 5-43: Renforth Neighbourhood Information how people Commute to work, 2016

Geography	Public Transit to Work	>1 Hour Commute
Eringate-Centennial-West Deane	23.3%	17.8%
City of Toronto	37%	16.2%

Between 2011 and 2016, the City of Toronto has seen an increase in population of approximately 4%, see Table 5-44. For the proposed Renforth Station, its surrounding neighbourhood of Eringate-Centennial-West Deane has also experienced a population change of -1.2% within the same time period.

Table 5-44: Population for Renforth Study Area Neighbourhood, 2011 to 2016

Geography	Population 2011	Population 2016	% Change
Eringate-Centennial-West Deane	18,810	18,588	-1.2%
City of Toronto	2,481,510	2,731,571	4.5%

Even with this change, this neighbourhood has maintained a similar population demographic as shown in Table 5-45. Similarly, to the trend shown for the entire City, the Eringate-Centennial-West Deane neighbourhood has the majority of its population within the 25-65 age range. The smallest portion of the population belonging to the 15-24 age range.

Table 5-45: Population for Renforth Study Area Neighbourhood by Age Group, 2016

Geography	0 - 14	15-24	25-54	55-64	65+	Total Population
Eringate-Centennial-West Deane	14%	13%	37%	15%	16%	18,588
City of Toronto	15%	12%	45%	12%	16%	2,731,571

The average household size for the Eringate-Centennial-West Deane neighborhood is slightly higher than the average for the City of Toronto. This rate is shown in Table 5-46.

Table 5-46: Renforth Station Neighbourhood Average Household Size, 2016

Geography	2016
Eringate-Centennial-West Deane	2.70
City of Toronto	2.42

The average household income for the Eringate-Centennial-West Deane neighborhood is higher than the City of Toronto average. These rates is shown in Table 5-47.

Table 5-47: Renforth Station Neighbourhood, Average Household Income, 2011 and 2016

Geography	2011	2016
Eringate-Centennial-West Deane	\$79,071	\$88,872
City of Toronto	\$70,945	\$65,829

Households within the Eringate-Centennial-West Deane neighborhood are predominantly occupied by their owners, as highlighted in Table 5-48. This is in contrast with the average for the City of Toronto, where the percentage of rented versus owned dwelling tenure is close to parity.

Table 5-48: Renforth Station Neighbourhood, Dwelling Tenure, 2016

Geography	2016	
	Rented	Owned
Eringate-Centennial-West Deane	15%	85%
City of Toronto	47%	53%

5.2 Economic Profile of Study Area

An assessment of employment characterises within the study area was completed based on data provided from the City of Toronto's 2018 Employment Survey and accessible information from the City of Mississauga's 2019 Employment Profile. The purpose of the assessment was to determine the type and scale of employment within the 500 m buffer from proposed stations.

As shown in Figure 5-1, based on the City of Toronto's 2018 Employment data provided, the study area features clusters of higher employment around Renforth, Kipling, Royal York and Mount Dennis station areas. Figure 5-2 shows there are a higher concentration of establishments surrounding the Renforth, Kipling, Royal York and Mount Dennis Station areas.

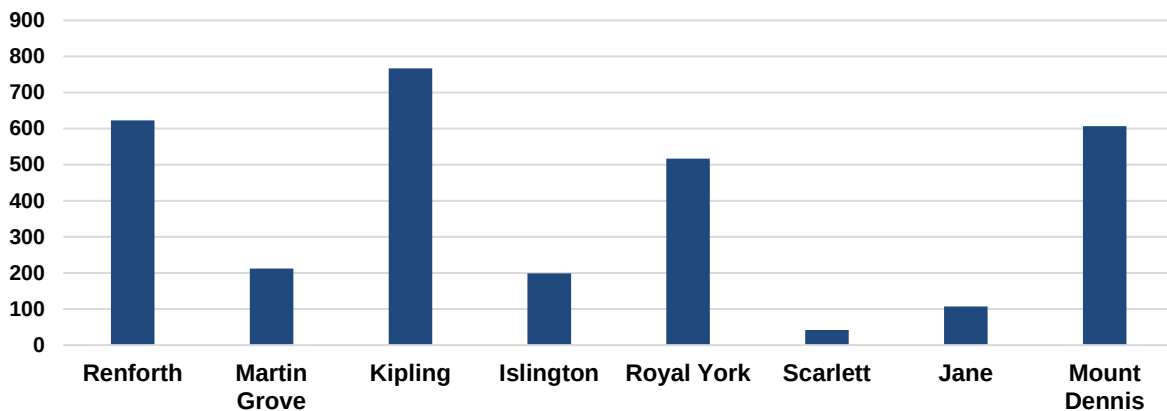


Figure 5-1: Total Employment within 500 m of Station Areas (City of Toronto Limits)²⁷

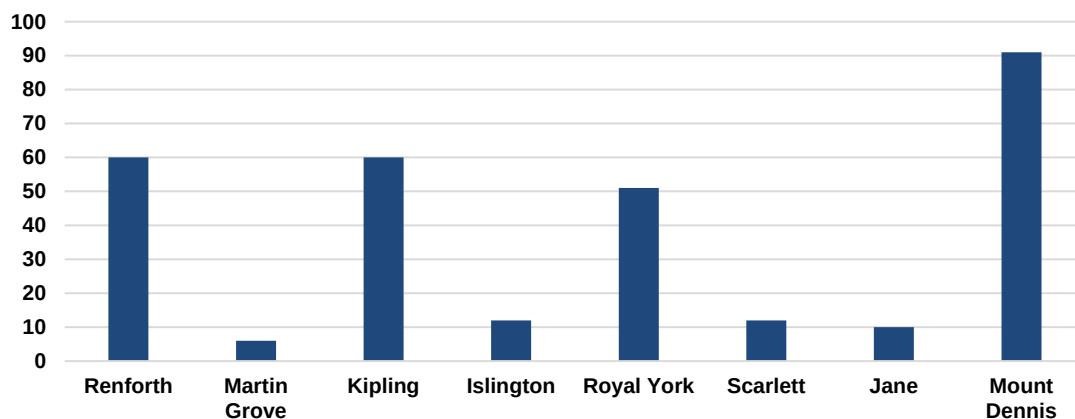


Figure 5-2: Total Establishments within 500 m of Station Areas (City of Toronto Limits)²⁸

²⁷ Data Source: City of Toronto 2018 Employment Survey

²⁸ Data Source: City of Toronto 2018 Employment Survey

Based on the number of employment by establishment type within the station limits, Figure 5-3 illustrates Renforth Station features a high amount of office employment, which is consistent with the Employment Area land use designation within the station area. Kipling, Royal York and Mount Dennis Stations feature a more varied mix of employment uses, with higher concentrations of retail uses compared to other station locations.

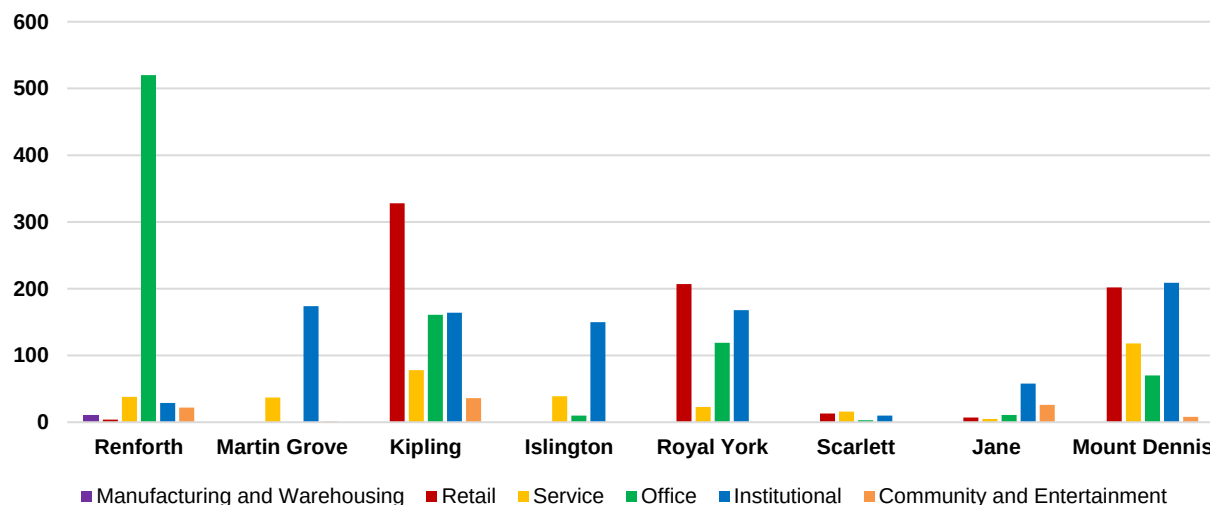


Figure 5-3: Total Employment By Establishment Type within 500 m of Station Areas (City of Toronto Limits)²⁹

Based on information available from the City of Mississauga's 2019 Employment Profile Mapping, the area surrounding the future Renforth Station contains a range of employment uses including Professional, Scientific and Technical Services Areas, Transportation and Warehousing Areas, Manufacturing Areas and Wholesale Trade Areas. Several businesses in close proximity to the proposed station area include those containing 300-499 employees.³⁰

It is noted that implementation of the Project would also lead to short term job creation resulting from construction and potential for further business investment along the corridor.

6. Development Applications and Future Changes

The following section describes on-going and planned development activity within the study area including any potential impacts resulting from the Project. An overview planned infrastructure projects is also discussed, including improvements to the transit and transportation network.

6.1 Approved and Proposed Redevelopment

There are several sites along the proposed alignment that are undergoing redevelopment or feature active development applications. A summary of these locations and associated

²⁹ Data Source: City of Toronto 2018 Employment Survey

³⁰ Data Source: City of Mississauga 2019 Employment Profile

impacts to the Project are summarized in Table 6-1 and identified in Appendix C. It is important to note that additional development applications may be submitted at later stages of design work for the Project.

Based on a detailed review of the City of Mississauga's property services and development application mapping, there are no known development applications or building permits at 5015 Commerce Boulevard and 2950 Citation Place which is the vacant parcel of land within and adjacent to the future Renforth Station, however there was a site plan for a new office building in 2008 within the 2950 Citation Place block which became a cancelled application³¹. There is currently a sign on the property by M&R Holdings which states "Build To Suite - Prime Business Space" which is indicative of the intent to develop this property in the future. As per the City of Mississauga's property mapping, it appears this sign was approved for installation in 2006.

Table 6-1: Approved and Proposed Redevelopment Sites³²

Address	Status	Description
Mount Dennis Station Area		
3500 Eglinton Avenue West	Under Development	On-going construction of the MSF for the first phase of the ECLRT. No impacts to the site resulting from the west extension are anticipated.
17 Dennis Avenue	Proposed	Proposal to demolish the existing Dennis Avenue Community School and construct a new 3 story school. No impacts to or from the project are anticipated.
25 Photography Drive	Proposed	Proposed addition of 2 new 1-story retail buildings within the existing retail area. No impacts to or from the project are anticipated.
8 Locust Street	Proposed	An Official Plan Amendment and Zoning By-law Amendment application to permit a proposed 35-storey residential tower. No impacts to or from the project are anticipated.
Jane Station Area		
6 Bala Avenue	Proposed	Proposed one-story addition to the existing three-story Bala Avenue Community School. No impacts to or from the Project are anticipated.
Scarlett Station Area		
45 La Rose Avenue	Proposed	Proposed new 7-story residential building. No impacts to or from the Project are anticipated.
1 Richview Road	Proposed	Proposed new 21-storey residential building fronting onto Eglinton Avenue West. The construction and ultimate alignment may impact this proposed development. A review of the proposed building footprint will need to be completed during the design process.

³¹ Source: City of Mississauga Property Information Mapping

³² Data Sources: City of Toronto Development Portal, City of Mississauga Development Mapping

Address	Status	Description
Royal York Station Area		
4000 Eglinton Avenue West	Proposed	Proposed Mixed-Use Development at the previous <i>Plant World</i> site consisting of 3 buildings at 25 storeys and 1 building at 21 storeys. Construction will need to consider potential impacts the frontage onto Eglinton and site access. At the time of the Site Visit in November 2019, it appears the sales centre was under construction at the west portion of the site.
Kipling Station Area		
4780 Eglinton Avenue West	Recently Constructed	Recently constructed stacked townhomes fronting onto Eglinton Avenue West. Construction will need to consider potential impacts to the sidewalk along Eglinton Avenue West which provide access to these developments. This also applies to the recently constructed stacked townhouses at the north-east corner of Eglinton Avenue West and Kipling Avenue.
63 Widdicombe Hill Boulevard	Proposed	Proposed infill addition of 18 storey and 9-storey residential towers on the south and east side of Widdicombe Hill Boulevard. No impacts to or from the project are anticipated.
55 Warrender Avenue	Under Construction	New 16 story residential development under construction with a frontage onto Eglinton Avenue West. Construction will need to consider potential impacts the frontage onto Eglinton and site access.
25-35 Warrender Avenue	Proposed	Proposed 17-storey apartment building containing 252 rental units. Construction may need to consider potential impacts to any frontages onto Eglinton and site access.
4650 Eglinton Avenue West	Under Construction	New 9 story residential development (retirement community) under construction with a frontage onto Eglinton Avenue West. Construction will need to consider potential impacts to the frontage onto Eglinton and site access.
250 Wincott Drive	Proposed	Proposed Mixed-Use Development containing an 18-story building, 12-story building and 11-storey building including a component of the CreateTO property as 4620 Eglinton Avenue West. Construction will need to consider potential impacts to the frontage onto Eglinton and site access, including underground parking. At the time of site visit on January 7 2020, the Eglinton frontage was being used for construction staging of the 4650 Eglinton Avenue West project.
Martin Grove Station Area		
7-21 Richgrove Drive	Constructed/ Proposed	Recently constructed residential development, with a proposal for an additional tower on the south-east corner of the parcel. No impacts to or from the project are anticipated.

Address	Status	Description
900 The East Mall	Proposed	Proposed Mixed-Use Development consisting of 4 buildings ranging from 20 to 21 storeys and a public park. No impacts to or from the project are anticipated.
Renforth Station Area		
2882 Matheson Boulevard East	Proposed	Planned office development with parking structure. A future extension crossing Highway 401 towards Lester B. Pearson International Airport would impact this site since the alignment would cross through it.

In addition to the sites listed in the table above, there are a number of properties held by CreateTO outlined in Appendix C which will need to be considered during construction and development of station locations. As noted on the CreateTO website, there are numerous properties along Eglinton Avenue West that “were originally acquired by the City of Toronto for a ROW to accommodate a transportation corridor. In 2012, the City of Toronto declared the parcels surplus to the City’s needs and for transfer to Build Toronto (now part of CreateTO) to explore development opportunities”.³³ The number of properties to be impacted will be dependent on future stages of design work, however a preliminary assessment is provided below in Table 6-2 based on information on the CreateTO project website. Further consultation will need to occur with CreateTO as the design progresses.

Table 6-2: CreateTO Properties

Address	Status	Potential Impacts
4620 Eglinton Avenue West	Proposed Development	Forms part of proposed 250 Wincott Drive development discussed in Table 6-1. Construction will need to consider potential impacts to the frontage onto Eglinton and site access, including underground parking.
4600 Eglinton Avenue West	Held by CreateTO	Potential impacts resulting from construction activities and conflicts with potential future development activities. It is noted 4400 Eglinton Avenue West and 4200 Eglinton Avenue West include heritage buildings and 4300 Eglinton Avenue West includes wooded areas.
4530 Eglinton Avenue West	Held by CreateTO	
4452 Eglinton Avenue West	Held by CreateTO	
4400 Eglinton Avenue West	Held by CreateTO	
4300 Eglinton Avenue West	Held by CreateTO	
4200 Eglinton Avenue West	Held by CreateTO	

6.2 City-Building Initiatives and Other Projects

The City of Toronto’s T.O. IN-View program provides an overview of projects that are identified within the 2019, 2020 and 2021 horizons. Projects are summarized based on different city departments including Transportation Services, TTC, Toronto Water, City Planning, Economic Development and Culture and Parks, Forestry and Recreation. Utility construction is also identified. A summary of the projects identified along Eglinton Avenue West within the study area are outlined below. No projects from Peel Region or the City of Mississauga were identified.

³³ Source: CreateTO Project Website

In addition to the projects listed below, the majority of Eglinton Avenue West and select side streets are subject to a construction moratorium which is a city policy which prevents non-emergency utility cut work from taking place in a road surface that has been resurfaced in the past five years.³⁴ Although these moratoriums will expire in the coming years, the construction of the Project and associated infrastructure would need to be exempt from this moratorium. It is noted the on-going borehole program for this project is currently exempt from this requirement.

6.2.1 City of Toronto Projects

City of Toronto projects outlined within the project limits include resurfacing of Lloyd Manor Road from Eglinton Avenue West to Winterton Drive (2019), Russel Road from Eglinton Avenue West to La Rose Avenue (2019) and Eglinton Ave West from 471 m west of the East Mall to 189 m south of Renforth Drive - including On-Street Bikeway Pavement Markings. (2020).³⁴ The construction of a Bikeway Trail is identified on Eglinton Avenue West from Jane Street to 250 m west of Pearen Street in 2020 and an On-Street Bikeway is planned on Scarlett Road south of Eglinton Avenue West in 2021.³⁴

Watermain replacement is identified from Martin Grove Road from Eglinton Avenue West to 165 m North of Rathburn Road in 2019. The installation of bus shelters for Wheel-Trans customers is identified at the intersection of Eglinton Avenue West and Jane Street in 2019 (since completed).

It is unlikely these City of Toronto projects will significantly impact the design of the Project, provided there is on-going coordination with the City of Toronto during design and construction of the extension.

6.2.2 Utilities

Based on a review of the City of Toronto's T.O. IN-View program, it is identified that Imperial Oil's Sarnia Products Pipeline will be replaced with a new pipe from Imperial's Waterdown pump station in rural Hamilton to the company's terminal storage facility in Toronto's North York area within the 2020 to 2021 horizon year.³⁴ The pipeline follows the east-west hydro corridor and crosses Eglinton Avenue West approximately 500 m east of Renforth Drive.³⁴

Cable Pulling by Rogers is identified along Eglinton Avenue West from Renforth Drive to the East Mall in 2019, Widdicombe Hill Boulevard to Kipling Avenue in 2019, Wincott Drive from Eglinton Avenue West to Strathdee Drive in 2019-2020 and in the laneway east of BiJou Walk in 2019.³⁴

General underground and overhead infrastructure work by Toronto Hydro is identified at the following locations:³⁴

- Underground Electrical (2020) - Willowridge Road North of Eglinton Avenue West;
- Overhead and Underground Civil and Electrical (2019) - Martin Grove Road from Winterton Drive to Eglinton Avenue West;

³⁴ Source: City of Toronto IN-View Mapping

- Underground Civil and Electrical (2019) - Widdicombe Hill Blvd from Kipling Avenue to Eglinton Avenue West;
- Overhead and Underground Civil and Electrical (2019) - Lloyd Manor Road from Eglinton Avenue West to Winterton Drive;
- Underground Civil and Electrical (2020) - Bemersyde Drive from Oldham Road to Eglinton Avenue West;
- Underground Civil and Electrical (2020) - Eglinton Avenue West from Bemersyde Drive to Islington Avenue;
- Underground Electrical (2019) - Jane Street from Woolner Avenue to Trethewey Drive;
- Overhead and Underground Civil and Electrical (2021) - Jane Street from Weston Road to Woolner Avenue; and
- Underground Civil (2020) - Eglinton Avenue West from Bicknell Avenue to Weston Road.

Structure Work by Bell Canada is proposed at Scarlett Road near Eglinton Avenue West related to manholes, hand wells and non-linear projects (2020) and installation of new buried cables on Eglinton Avenue West near Guestville Avenue (2020).³⁴ A gas main extension by Enbridge is proposed along Eglinton Avenue West from Kipling Avenue to Lloyd Manor Road in 2020.³⁴

Information on all additional planned utility work, including public utilities, will be coordinated with utility companies during further stages of design work and prior to construction.

6.3 Transit and Transportation

Since the area of the proposed route is in an urbanized setting, significant changes to the existing road network are not anticipated to take place prior to the construction of the Project. However, in addition to the capital projects described in Section 6.2.1, the City of Toronto has identified new cycling facilities on Eglinton Avenue West from Jane Street to Bicknell Avenue including the need for a study between 250 m west of Pearen Street and Weston Road.³⁵

In the west end of the project limit, the recently constructed Mississauga Transit BRT system includes a major bus rapid transit station at Eglinton Avenue West and Commerce Boulevard (Renforth Station). No further changes to this site are anticipated. At the east end of the study area, the TTC will be exploring the possibility of adding dedicated bus lanes on Jane Street, north of Eglinton Avenue West.³⁶ Mount Dennis Station, currently under construction, will serve as the western limit of the current ECLRT project and will include a new GO Transit/UP Express rail station on the existing Kitchener Corridor.³⁷

³⁵ Source: City of Toronto Cycling Network Implementation Program (2019)

³⁶ Source: TTC 5 Year Service Plan & 10 Year Outlook (2019)

³⁷ Source: Metrolinx Mount Dennis Station Project Website

7. Potential Effects, Mitigation and Monitoring Requirements

Impacts resulting from the proposal alignment, station and construction activities are discussed below. The Project's anticipated effects, mitigation and monitoring requirements are documented in Table 7-1 from a Socio-Economic and Land Use Assessment perspective.

7.1 Alignment and Station Impacts

7.1.1 Mount Dennis to Highway 427

The proposed Project will consist of underground, elevated and surface alignments. Underground alignments will limit the amount of required above ground infrastructure in the long term, but may present construction impacts resulting from implementation of ventilation shafts and other supporting infrastructure.

The elevated guideway between the Scarlett Station area and east of Jane Station will have a permanent impact on the public realm since it will be several metres above ground, particularly around Scarlett Station where there are sensitive residential uses. The proposed guideway will need to be sensitive to existing uses and minimize noise impacts where possible. The underground portal for the west limit of the elevated guideway may also impact the existing pedestrian bridge west of Scarlett Road which will need to be considered during the design process.

Implementation of the proposed stations will present impacts to existing land uses and the existing transportation system during construction activities. It is expected that Martin Grove Station, Kipling Station, Islington Station, Royal York Station and Scarlett Station may have the greatest impacts compared to other locations due to nearby sensitive residential land uses and urbanized environments.

Others specific areas along the project alignment that will need to be considered during the design process are summarized below:

- The driveway access at the residential towers on the north-west side of the Scarlett intersection to/from Eglinton Avenue West as shown in Figure 7-1;
- Existing driveways at the residential property west of Royal York Road to/from Eglinton Avenue West as shown in Figure 7-2 (coordination with CreateTO required);
- Existing driveway access at Richview Collegiate Institute to/from Eglinton Avenue West as shown in Figure 7-3; and
- Existing driveway access at Dryden Way and 55 Warrender Avenue as shown in Figure 7-4.



Figure 7-1: Existing Driveway Access To Residential Towers West of Scarlett Road³⁸



Figure 7-2: Residential Driveway Access West of Royal York Road³⁹



Figure 7-3: Driveway Access to Richview Collegiate Institute⁴⁰



Figure 7-4: Property Access Surrounding Kipling Station⁴¹

7.1.2 Highway 427 to Renforth Drive

The alignment in the section of the study area surrounding the proposed Renforth Station will be located in mostly vacant lands, portions of which have recently been utilized for the addition of the Mississauga Transitway BRT. It is expected the portal and station within this area would have less impacts to sensitive uses, however the alignment through future employment areas may present a longer-term impact on the ability of these lands to be used for intended purposes of the City of Toronto and City of Mississauga Official Plans, including the current development application at 2882 Matheson Boulevard East and any future developments at 5015 Commerce Boulevard/2950 Citation Place.

Access to commercial driveways on the south side of Eglinton Avenue West, west of Renforth Drive, will need to be maintained during construction activities.

7.2 Construction Impacts

Implementation of the Project will require the implementation of areas to facilitate construction of the alignment including stations, tunnels, portals, above ground alignments and supporting infrastructure. Preliminary areas which may be required to facilitate construction activities will be further refined as the design progresses. A preliminary overview of areas to consider during overall construction activities are discussed below.

Construction activities within a close proximity to Mount Dennis Station will be in a highly urbanized area which may also impact sensitive residential uses and driveway access.

³⁸ Image Source: 4Transit

³⁹ Image Source: Google Earth

⁴⁰ Image Source: 4Transit

⁴¹ Image Source: Google Earth

Construction surrounding Jane Station, including the portal to Mount Dennis Station, may include parks and open space areas. Accordingly, there may be temporary disruptions to these uses. Driveways along Eglinton Avenue West that may be impacted by the design include the driveway to Fergy Brown Park and Gladhurst Park/Eglinton Flats Tennis Centre. Coordination with the City of Toronto Parks, Forestry and Recreation division would be required should these land uses be impacted. Access to Scarlett Woods Golf Course and Emmett Avenue will also be a consideration.

Between Martin Grove and Scarlett Station, construction has the potential to be in close proximity to sensitive residential uses and may impact on-going and future development projects as discussed in Section 6.1. There will be additional considerations to accommodate users of adjacent community amenities including Richview Collegiate Institute and Martin Grove Collegiate Institute including the mitigation of noise, air quality and vibration impacts during construction.

In the western portion of the study area near the Renforth Station, vacant parcels of land would be required for construction areas. Construction would be at a far offset from sensitive residential uses. Impacts to existing bus operations around Renforth Station will need to be minimized where possible, including existing ramps to the BRT corridor and transit stops located on the east side of Commerce Drive.

7.3 Summary of Potential Impacts, Mitigation and Monitoring Measures

A summary of the anticipated project impacts and mitigation measures from a Socio-Economic and Land Use Perspective is provided in Table 7-1. The recommendations provided apply to the entire project alignment and stations. Additional impacts and mitigation measures for the project are outlined in the EPR Addendum for this study.

Table 7-1: Summary of Potential Impacts, Mitigation and Monitoring Measures

Feature	Potential Impact	Mitigation/Monitoring Measure
Neighbourhood Characteristics		
Demographics	During Construction: None anticipated. During Operations: None anticipated.	N/A
Physical Neighbourhood Composition and Sensitive Land Uses, Including Nuisance Effects from Construction Activities	During Construction: Noise and vibration impacts during construction, access restrictions and changes to land use. During Operations: May experience noise and vibration due to regular operations and maintenance.	During Construction: Adopt appropriate mitigation measures outlined in this table and other requirements in the EPR addendum. An ESC plan will be developed in accordance with the <i>Greater Golden Horseshoe Area Conservation Authorities' Erosion and Sediment Control Guideline for Urban Construction</i> (December, 2006), as amended from time to time, that addresses sediment release to adjacent properties and roadways. Develop a Communications Protocol in accordance with the Future Project Agreement, which will indicate how and when surrounding property owners and tenants will be informed of anticipated upcoming construction works, including work at night, if any. Develop a Complaints Protocol in accordance with the Future Project Agreement. During Operations: Operations to be carried out in accordance with applicable regulations and standards. Identify opportunities for mitigation using best practices where possible.
Disruption to Institutional Uses, Places of Worship, Community Groups and Resources Including Access	During Construction: Potential for disruption in access during construction.	During Construction: Ensure access to key land uses such as Richview Collegiate Institute and Martin Grove Collegiate Institute are maintained during construction activities and noise, air quality and vibration impacts are minimized during construction. Consult with area stakeholders including the Toronto District School Board during the

Feature	Potential Impact	Mitigation/Monitoring Measure
	During Operations: May experience noise and vibration due to regular operations and maintenance.	development of construction plans to accommodate users of these facilities. Provide well connected, clearly delineated, and appropriately signed walkways and cycling route options, with clearly marked detours where required. Provide temporary lighting and wayfinding signs and cues for navigation around the construction site. Develop a plan to reduce the effects of light pollution in accordance with the Future Project Agreement. Access to businesses during working hours will be maintained, where feasible. Where regular access cannot be maintained, alternative access and signage will be provided. Temporary access paths, walkways, cycling routes and fencing should be monitored. Monitor the number of complaints received, and the resolutions. During Operations: Operations to be carried out in accordance with applicable regulations and standards. Identify opportunities for mitigation using best practices where possible.
Impacts to Access of Designated Natural Areas and Parks	During Construction: Potential for disruption in access during construction, particularly for parks on the east side of Jane Street where the eastern portal will be located. During Operations: Potential for permanent alteration of the existing road network in areas which feature surface or elevated alignments.	During Construction: Maintain access to all parks and open spaces during construction activities. When temporary closures of access routes are required, appropriate detour signage will be installed and affected stakeholders shall be consulted. Temporary access paths, walkways, cycling routes and fencing should be monitored. During Operations: Access to parks and open spaces will be restored to the greatest extent possible if any changes are required.

Feature	Potential Impact	Mitigation/Monitoring Measure
Transit and Transportation Network		
Vehicular Traffic and Road Network	During Construction: Disruptions to vehicular traffic along Eglinton Avenue West and major cross-streets during construction activities. During Operations: Potential for permanent alteration of the existing road network in areas which feature surface or elevated alignments, particularly for the portal west of Scarlett Road.	During Construction: Adhere to additional mitigation measures for traffic management outlined in the EPR Addendum. Development of a traffic management plan during construction which will maintain as many lanes as possible and limit disruptions to turn restrictions. Consult with stakeholders including property owners, emergency services, TTC and others to provide awareness of the traffic management plan and construction activities. Make any necessary adjustments to the traffic management approach during construction, where possible, if significant queuing and access issues are identified. During Operations: Monitor any impacts to traffic flow along Eglinton Avenue West, adjacent land uses and stations and work with applicable stakeholders to make improvements where necessary. This may include a combination of physical enhancements, signage or signal timings. Restore impacted roads to the original condition or the current City/Governmental authority standards, whichever is greater.
Public Transit	During Construction: Impacts to existing bus stops during construction activities. During Operations: Maintaining connectivity with the existing surface transit network.	During Construction: Metrolinx will ensure that the public is notified in advance of any potential service disruptions. Metrolinx will consult with local transit agencies to establish a suitable mitigation strategy to be implemented.

Feature	Potential Impact	Mitigation/Monitoring Measure
		Maintain access to existing TTC and other bus services during construction activities by temporarily re-locating bus stops as required. Ensure wayfinding signage directing users to revised bus stop locations is maintained at all times during construction. Traffic impacts to be monitored in accordance with the Construction Traffic Control and Management Plan and adjusted as necessary during the construction period. During Operations: Complete detailed review of surface transit network to optimize points of connectivity with the Project.
Pedestrian and Cycling Network	During Construction: Temporary pedestrian and cycling access restrictions during construction activities. Potential impacts to existing pedestrian bridge west of Scarlett Road. During Operations: Maintaining connectivity within the overall Active Transportation Network as part of the ultimate design.	Prior-to Construction: Ensure design of stations incorporates best practices for pedestrian and cyclist connectivity and connects to existing and planned facilities where possible. During Construction: Maintain connectivity along the existing east-west pathway along Eglinton Avenue West, north-south pathway along Scarlett Road and all other pedestrian and cycling facilities during construction. This also includes maintaining connectivity at the existing mid-block pedestrian bridge west of Scarlett Road. Potential effects to pedestrian and cyclist activities during construction will be mitigated through the installation of appropriate wayfinding, regulatory and warning signs. When temporary closures are required to pedestrian and cycling facilities, ensure safe and accessible detour routes are provided. Consult with residents and other stakeholders to provide awareness of closures and detour routes. Ensure appropriate detour signage is implemented during construction and the quality of detour routes are accessible at all times.

Feature	Potential Impact	Mitigation/Monitoring Measure
		Cycling network impacts to be monitored in accordance with the Construction Traffic Control and Management Plan and adjusted as necessary during the construction period.
Utilities		
Utilities	During Construction: Municipal and private utilities will be impacted by the project. Traffic, roads and ROW will be impacted during construction. Noise and vibration will be encountered during utility relocations and associated construction works. Some temporary services interruption could be expected during utility relocations, new utility connections to the network and utility infrastructure upgrades.	Pre Construction: Where new utility crossings are proposed, application for a new utility crossing agreement will be required. Where modifications to an existing utility crossing takes place, updates to an existing utility crossing will be needed. During Construction: Utilities located within the underground section will be avoided to the extent possible through design and tunnelling alignment. In areas of C&C construction, utilities in direct conflict will be, in coordination with the respective utility owner, permanently relocated and protected during construction. Utilities that are not in direct conflict will be either be protected, temporarily supported, or temporarily relocated during construction. Trenchless installation methods will be investigated to minimize open cut utility construction. Services will be maintained to the extent possible during relocation and notice of planned service interruptions will be provided to service users prior to interruptions. A detailed Utility Infrastructure Relocation Plan (UIRP) will be developed in accordance with the Project Agreement and implemented. The UIRP shall identify all utilities anticipated to be impacted by the construction works, all relevant utility agencies and authorities, and outlines the approach to the utility relocation process.

Feature	Potential Impact	Mitigation/Monitoring Measure
		Additional surveys shall be performed prior to construction to field locate and verify the existing utilities within the project area and document their condition. Perform all work identified in the UIRP to protect, support, safeguard, remove, and relocate all Utility Infrastructure. Obtain permits from applicable Utility Companies with respect to the design, construction, installation, servicing, operation, repair, preservation, relocation, and or commissioning of Utility Infrastructure. Minimize impact to the traffic, transportation services, and disruption to property owners and customers to the extent possible in consultation with affected utility companies, City Transportation, TTC, and Metrolinx. For all utilities that will be relocated, relocation plans and construction activities will be undertaken in accordance with the <i>Road Rights of Way Act</i> and the City's <i>Requirements for the Installation of Services within the City of Toronto & City of Mississauga Road Allowance</i>. As required by the utility companies, critical infrastructure will be monitored during the tunnelling and structure construction activities to prevent settlement and damage to assets. Prior to the start construction, the contractor shall provide Metrolinx with all the necessary detailed design and construction information to pursue the required utility crossing agreements with the affected utility companies. Maintain regular communication and coordination through issuance of regular progress reports and updates to applicable utility agencies. Contractor will record all installation tolerances and how they are to be monitored. Perform inspection and testing to ensure successful utility relocation and safe and efficient installation.

Feature	Potential Impact	Mitigation/Monitoring Measure
		Post Construction: Post-construction inspections of the new utility infrastructure shall be undertaken for applicable works upon completion of the construction works to document condition. Obtain as-built plans of the relocated infrastructure from utility agencies per as-built preparation standards <i>CSA S250-11 - Mapping of Underground Utility Infrastructure</i> (2011), as amended from time to time. Develop and implement tracking system for as-built deliverables.
Property		
Driveway and Side Street Access	During Construction: Temporary closures of driveways and side streets may be required to facilitate construction. During Operations: Permanent alterations to driveway and side streets may be required for elevated and at-grade sections.	During Construction: Access to all driveways will be maintained during construction where possible. When temporary closures of side-streets are required, appropriate detour signage will be installed and all affected property owners shall be consulted. Temporary access to driveways and sidewalks should be monitored. During Operations: Access to driveways and side streets will be restored to the greatest extent possible if any changes are required.
Property Requirements	During Construction: Property will be required to facilitate station construction activities. During Operations: N/A	Prior to/During Construction: Property requirements will be confirmed during further stages of design. Where access to property is required, on-going consultation with affected landowners will identify appropriate site specific mitigation measures. When property purchase is required, standard property purchase procedures will be followed.

Feature	Potential Impact	Mitigation/Monitoring Measure
		Select construction areas in accordance with Metrolinx procedures. Construction areas should be located in areas that minimize adverse effects to sensitive receptors. Follow Metrolinx guidance with respect to monitoring requirements at construction areas. During Operations: N/A
Public Realm		
Built Form/Public Realm	During Construction: The existing streetscape within the study area will be disturbed during alignment and station construction activities. During Operations: The built form and public realm will change compared to existing conditions, especially in areas that are elevated or at-grade.	During Construction: Ensure disruptions to the public realm such as sidewalks and cycling facilities are minimized and kept in a state of good repair during construction. During Operations: Alterations to key features such as sidewalks and street trees should be minimized as much as possible and restored following construction.
Elevated Guideway	During Construction: Construction of an elevated guideway will impact the public realm. During Operations: May experience noise and vibration due to regular operations and maintenance.	During Construction: Consult with residents, business and other stakeholders in relation to the elevated guideway and stations. During Operations: The proposed guideway will need to be sensitive to existing uses and minimize noise impacts where possible. Operations to be carried out in accordance with applicable regulations and standards. Identify opportunities for mitigation using best practices where possible.
Light trespass, glare and light pollution effects.	During Construction: Temporary lighting will be required for station and alignment construction.	During Construction: Metrolinx will perform the works 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

Feature	Potential Impact	Mitigation/Monitoring Measure
	During Operations: Light trespass, glare and light pollution effects resulting from new stations and surface/elevated alignments.	Metrolinx will be seek opportunities to avoid the use of construction lighting when the construction site is not in use, except in areas where safety and surveillance needs require lighting. Resolution of complaints received during construction by working with Metrolinx to make any temporary changes to lighting conditions. During Operations: Comply with all local applicable municipal by-laws and best practices for outdoor lighting in areas near or adjacent to stations, surface and elevated alignments for both permanent and temporary activities. Resolution of complaints during operations by making necessary updates to permanent lighting condition.
Policy Context		
Provincial and Municipal Policies	During Construction: None anticipated from a socio-economic and land use perspective. During Operations: None anticipated from a socio-economic and land use perspective.	N/A
Current Development Applications		
Development Projects	During Construction: Compatibility with on-going and future development sites will require extensive review and coordination. During Operations: None anticipated, provided on-going development projects are considered in the design and construction process.	During Construction: Complete detailed review of proposed development applications described in Section 6.1 during the design process to minimize site impacts and determine feasible methods of design integration where needed. During Operations: None anticipated. Future development projects that are not currently proposed will need to consider the new conditions.

8. Conclusions

This report has evaluated the anticipated impacts from a Socio-Economic and Land Use perspective for the proposed Project from Mount Dennis Station to the Renforth Drive.

The project will support several objectives outlined in the Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe Area, Greenbelt Plan, Greater Golden Horseshoe Transportation Master Plan, and the Metrolinx 2041 Regional Transportation Plan. Local policies including the City of Toronto Official Plan, Region of Peel Official Plan and City of Mississauga Official Plan will also be supported.

The proposed alignment will serve a range of land uses including neighbourhoods, apartment neighbourhoods, parks and open space areas, mixed use areas, employment areas and institution areas. The majority of the alignment will serve existing neighbourhoods and apartment neighbourhoods along Eglinton Avenue West, with a higher focus on employment areas to the west of Highway 427 in both the City of Toronto and City of Mississauga. There are numerous development projects underway along the alignment including residential infill and mixed use development between the Martin Grove Road and Scarlett Road corridors which will need to be considered during the design and construction process.

Implementation of the Project will require underground and elevated alignments. Underground alignments will limit the amount of required above ground infrastructure in the long term, but may present construction impacts resulting from implementation of ventilation shafts and other supporting infrastructure. The elevated guideway between the Scarlett Station Area and east of Jane Station will have a permanent impact on the public realm since it will be several metres above ground, particularly around Scarlett Station where there are sensitive residential uses. The proposed guideway will need to be sensitive to existing uses and minimize noise impacts where possible.

Implementation of the proposed stations will present impacts to existing land uses and the existing transportation system during construction activities. It is expected that Martin Grove Station, Kipling Station, Islington Station, Royal York Station and Scarlett Station may have the greatest impacts compared to other locations due to nearby sensitive residential land uses and urbanized environments.

The alignment and station in the section of the study area surrounding the Renforth Station will be located in mostly vacant lands, portions of which have recently been utilized for the addition of the Mississauga Transitway BRT.

Construction activities within a close proximity to Mount Dennis Station will be in a highly urbanized area which may also impact sensitive residential uses and driveway access. Construction surrounding Jane Station, including the portal to Mount Dennis Station, may include parks and open space areas. Accordingly, there may be temporary disruptions to these uses. Driveways along Eglinton Avenue West that may be impacted by the design include the driveway to Fergy Brown Park and Gladhurst Park/Eglinton Flats Tennis Centre. Coordination with the City of Toronto Parks, Forestry and Recreation division would be required should these land uses be impacted. Access to Scarlett Woods Golf Course and

Emmett Avenue will also be a consideration. There may be other impacts to driveways between Martin Grove and Scarlett Station, however these would be limited due to the underground alignment.

In the western portion of the study area near the Renforth Station, vacant parcels of land would be required for construction areas. Construction would be at a far offset from sensitive residential uses. Between Martin Grove and Scarlett Station, construction has the potential to be in close proximity to sensitive residential uses and may impact on-going and future development projects.

The adoption of mitigation measures outlined in this report are recommended to minimize overall project impacts to the greatest extent possible. Key mitigation measures include the development of a traffic management plan during construction which will maintain as many lanes as possible and limit disruptions to turn restrictions, consultation with stakeholders including property owners, emergency services, TTC and others to provide awareness of the traffic management plan and construction activities and maintain pedestrian and cyclist connectivity. During operations, the project will need to operate in accordance with applicable regulations and standards to mitigate potential noise and vibration impacts.

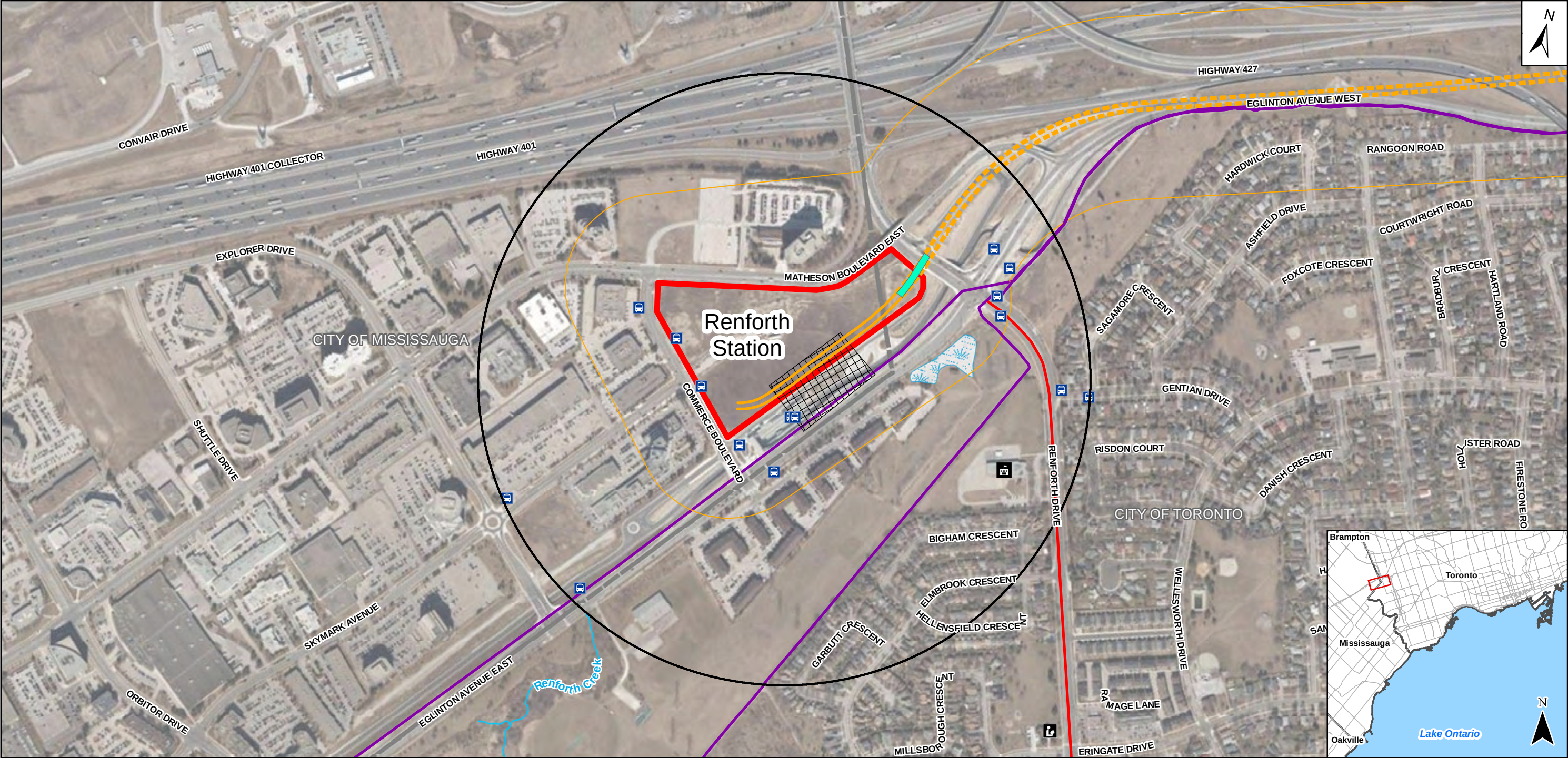
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Appendix A

Existing Conditions Mapping



Legend

Transition to Elevated (approximate)

Alignment Underground (approximate)

Station Site Area (approximate)

Renforth Laydown Area (approximate; subject to change)

Portals

Station - 500m Buffer

Study Area - 150m Buffer

Transit Stop

School

Library

Bike Lanes

Multi-use Pathway

Permanent Watercourse

Unevaluated Wetland

Municipal Boundary

DATA SOURCES:

1. City of Toronto - TTC, Bikeways, Development, Cultural Spaces, Parks, Schools, Building Footprints

2. Ontario Open Data Catalogue - Roads and Railways

3. Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries

4. Toronto Region Conservation Authority - Floodplain

5. ESRI - Basemap

NOTES:

Datum: NAD83 CSRS; Projection: MTM 10

Vertical grade change is approximate.

0100200400

Metres

1:6,500

Project:

Eglinton Crosstown West Extension

Figure Title:

Renforth Station - Existing Conditions Socio-Economic and Land Use Assessment

Prepared By:

4TRANSIT

PARSONS HATCH MWH

Version:

1

Review:

Date:

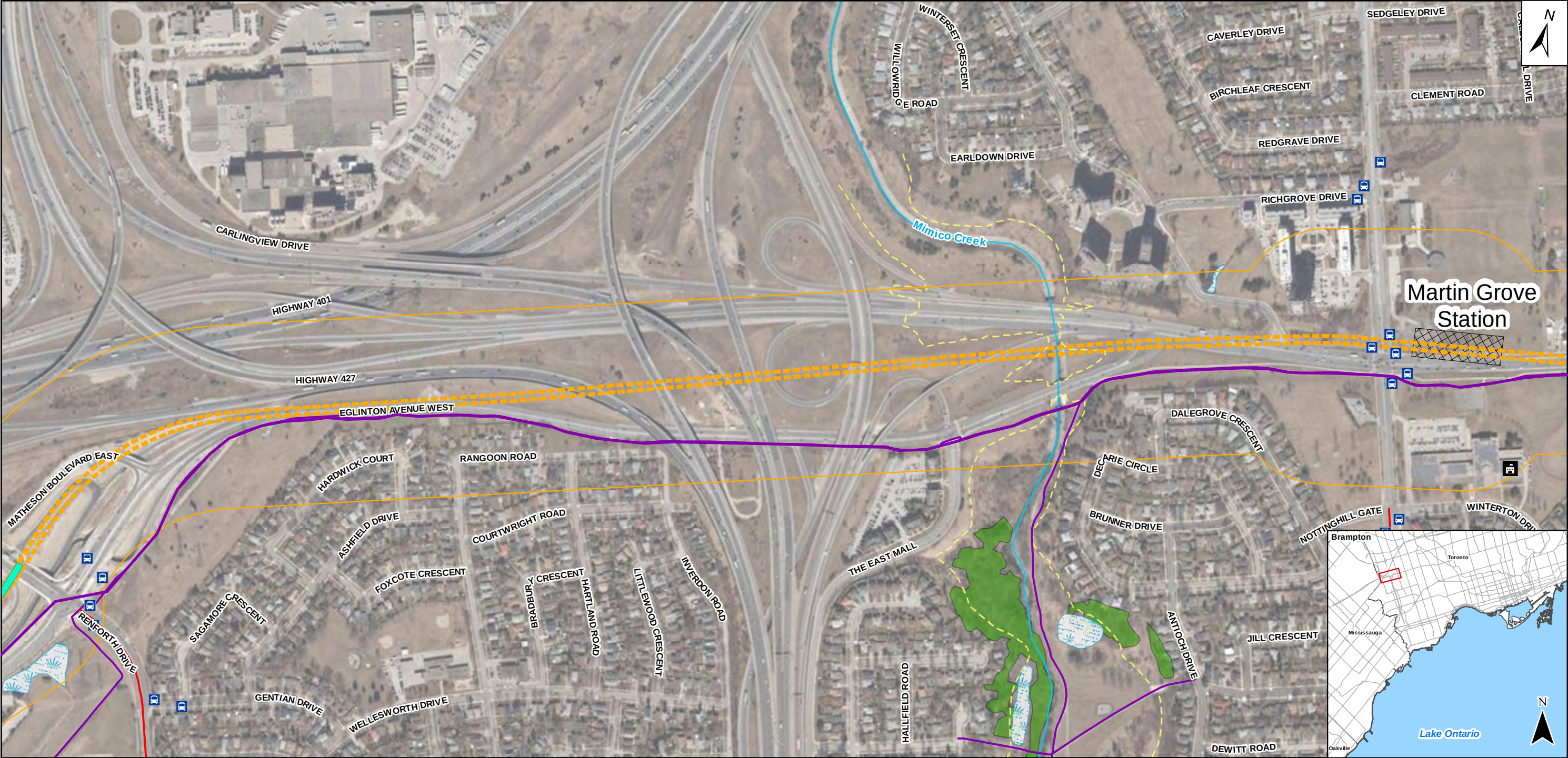
April 20 2020

Figure:

A -1

Page:

1 of 9



Legend

Alignment Underground (approximate)

Station Site Area (approximate)

Portals

Station - 500m Buffer

Study Area - 150m Buffer

Transit Stop

School

Bike Lanes

Multi-Use Pathway

Permanent Watercourse

Floodplain

Unevaluated Wetland

Wooded Area

DATA SOURCES:

- City of Toronto - TTC, Bikeways, Development, Cultural Spaces, Parks, Schools, Building Footprints
- Ontario Open Data Catalogue - Roads and Railways
- Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
- Toronto Region Conservation Authority - Floodplain
- ESRI - Basemap

NOTES:

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Vertical grade change is approximate.

0100200400

Metres

1:6,500

Project:

Eglinton Crosstown West Extension

Figure Title:

Hwy 427 Interchange - Existing Conditions Socio-Economic and Land Use Assessment

Prepared By:

4TRANSIT

PARSONS HATCH WSP

Version:

1

Review:

Date:

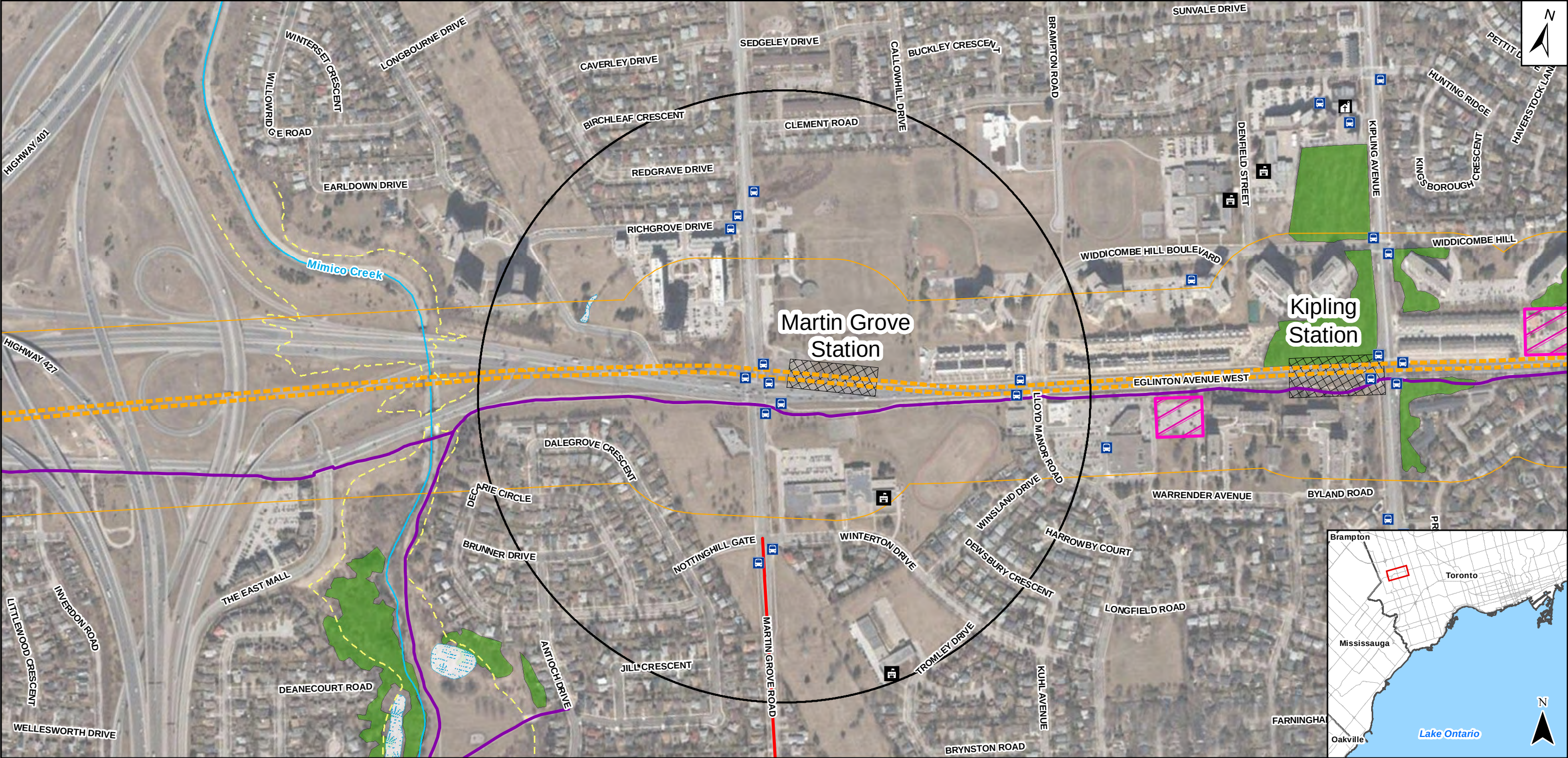
April 20 2020

Figure:

A -2

Page:

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Legend

Alignment Underground (approximate)

Station Site Area (approximate)

Station - 500m Buffer

Study Area - 150m Buffer

Site Under Development

Transit Stop

School

Places of Worship

Bike Lanes

Multi-use Pathway

Permanent Watercourse

Floodplain

Unevaluated Wetland

Wooded Area

DATA SOURCES:

1. City of Toronto - TTC, Bikeways, Development, Cultural Spaces, Parks, Schools, Building Footprints

2. Ontario Open Data Catalogue - Roads and Railways

3. Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries

4. Toronto Region Conservation Authority - Floodplain

5. ESRI - Basemap

NOTES:

Datum: NAD83 CSRS; Projection: MTM 10

Vertical grade change is approximate.

0

100

200

400

Metres

1:6,500

Project:

Eglinton Crosstown West Extension

Figure Title:

Martin Grove Station - Existing Conditions Socio-Economic and Land Use Assessment

Prepared By:

4TRANSIT

PARSONS HATCH WSP

Version:

1

Review:

Date:

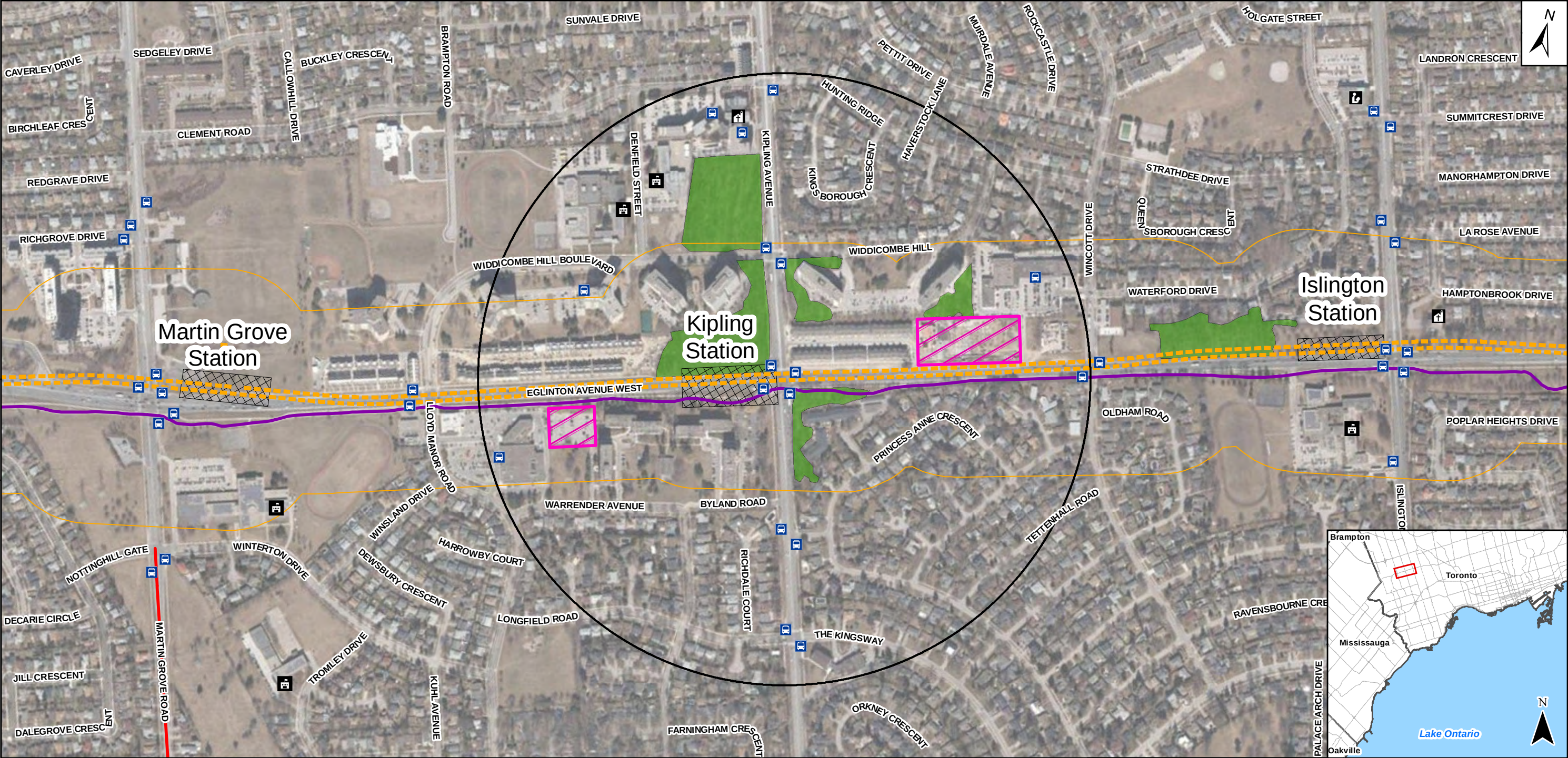
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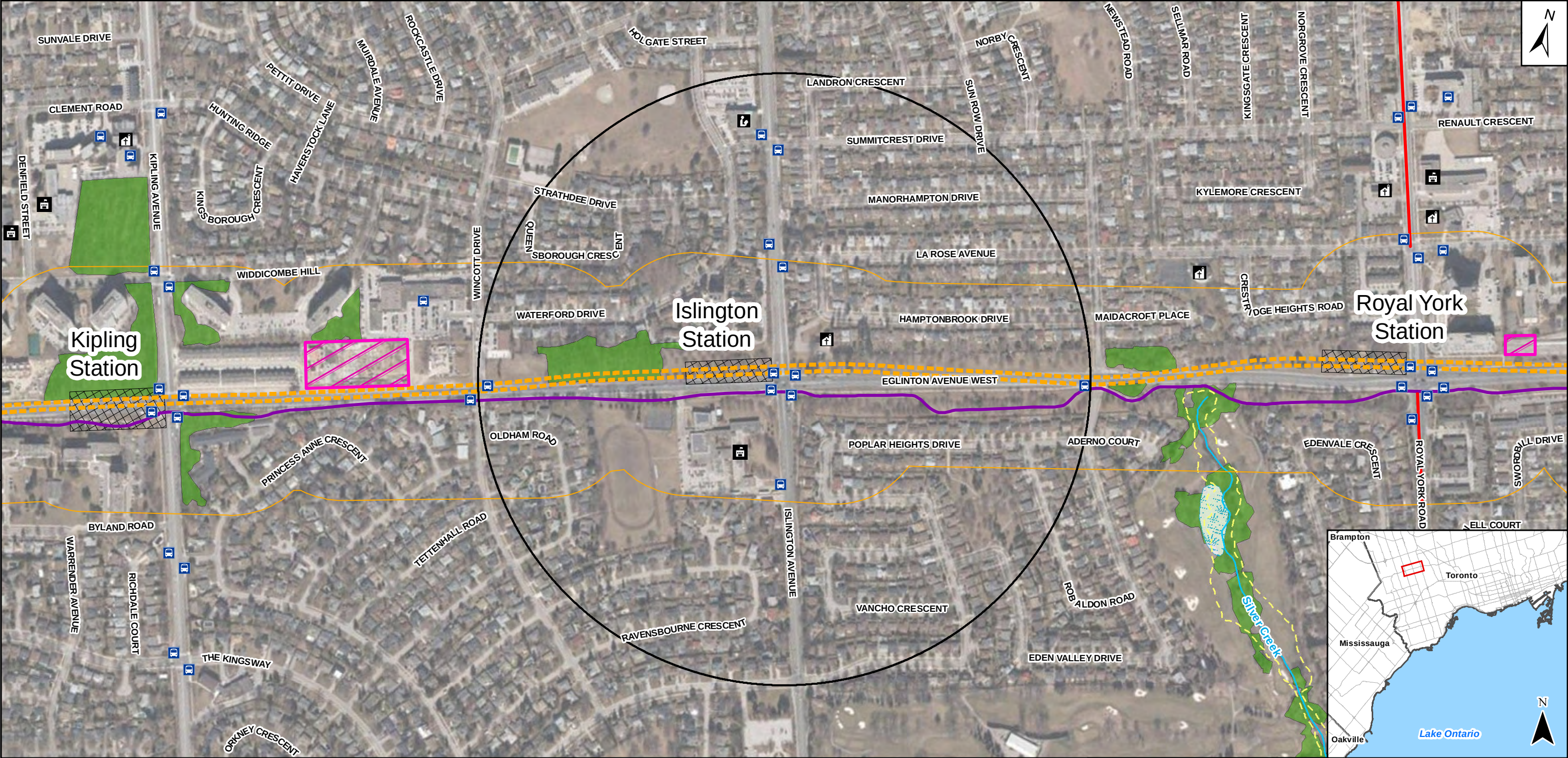
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Page:

3 of 9



Legend		DATA SOURCES: 1. City of Toronto - TTC, Bikeways, Development, Cultural Spaces, Schools 2. Ontario Open Data Catalogue - Roads and Railways 3. Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries 4. Toronto Region Conservation Authority - Floodplain 5. ESRI - Basemap		Project: Eglinton Crosstown West Extension	
Alignment Underground (approximate) Station Site Area (approximate) Station - 500m Buffer Study Area - 150m Buffer Site Under Development		Transit Stop School Places of Worship Library Bike Lanes Multi-use Pathway Wooded Area		Figure Title: Kipling Station - Existing Conditions Socio-Economic and Land Use Assessment	
		NOTES: Datum: NAD83 CSRS; Projection: MTM 10 Vertical grade change is approximate.		Prepared By:	
		 1:6,500		Date: April 20 2020	
				Version: 1	Figure: A -4
				Review:	Page: 4 of 9



Legend

Alignment Underground (approximate)

Station Site Area (approximate)

Station - 500m Buffer

Study Area - 150m Buffer

Site Under Development

Transit Stop

School

Places of Worship

Library

Bike Lanes

Multi-use Pathway

Permanent Watercourse

Floodplain

Unevaluated Wetland

Wooded Area

DATA SOURCES:

- City of Toronto - TTC, Bikeways, Development, Cultural Spaces, Schools
- Ontario Open Data Catalogue - Roads and Railways
- Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries
- Toronto Region Conservation Authority - Floodplain
- ESRI - Basemap

NOTES:

Datum: NAD83 CSRS; Projection: MTM 10
Vertical grade change is approximate.

0100200400

Metres

1:6,500

Project:

Eglinton Crosstown West Extension

Figure Title:

Islington Station - Existing Conditions
Socio-Economic and Land Use Assessment

Prepared By:

4

TRANSIT

PARSONS HATCH

Version:

1

Review:

Date:

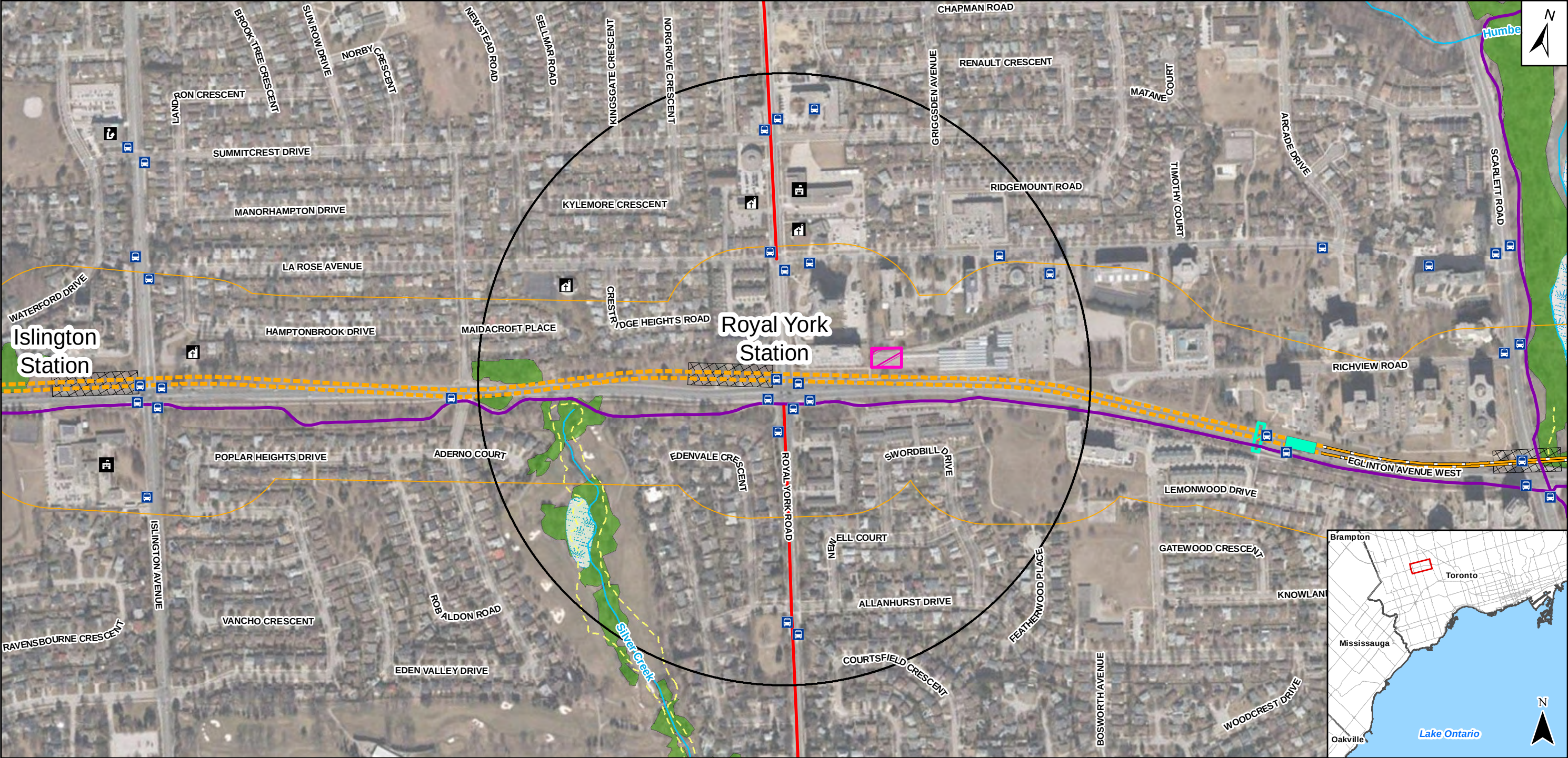
April 20 2020

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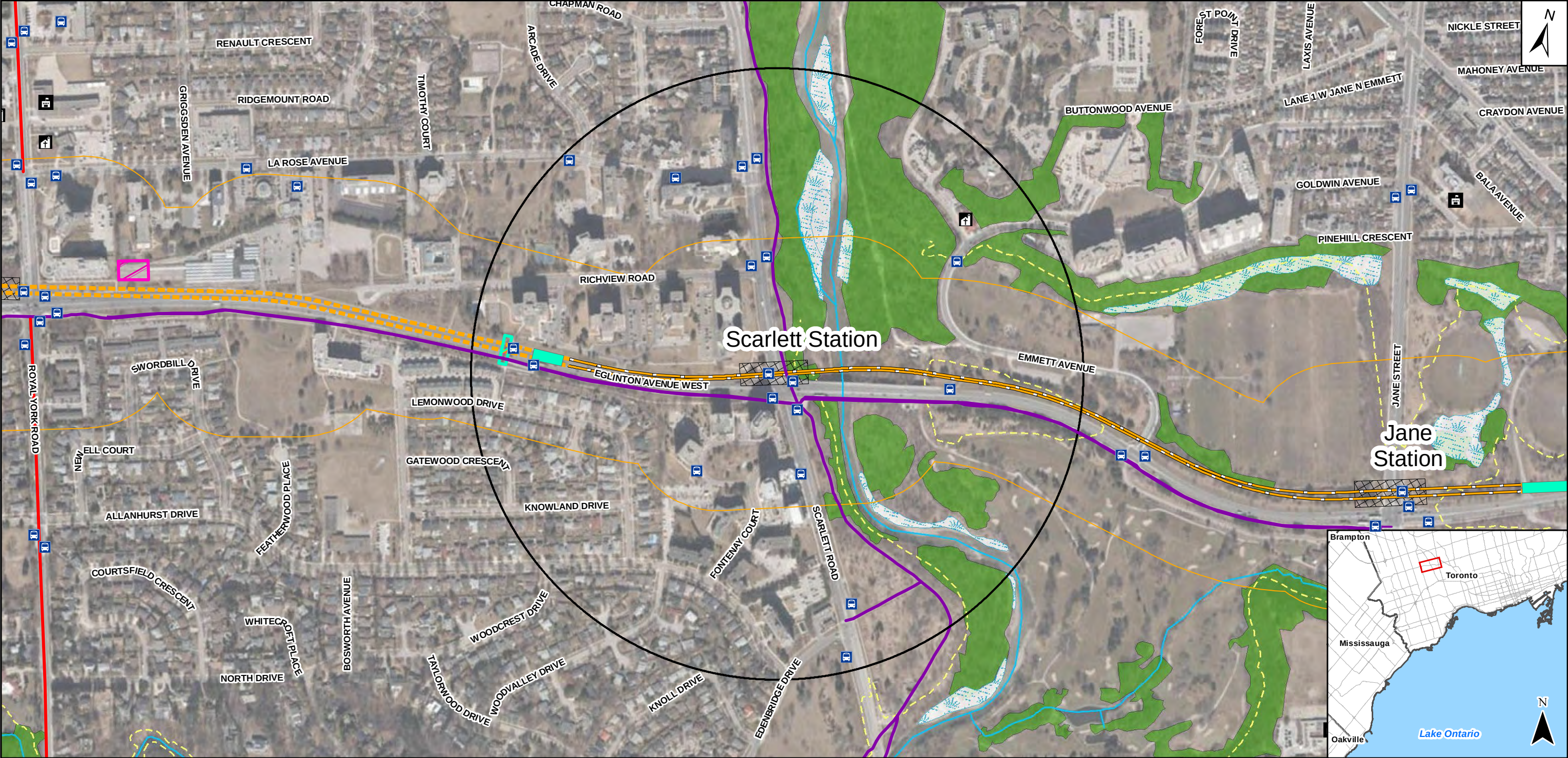
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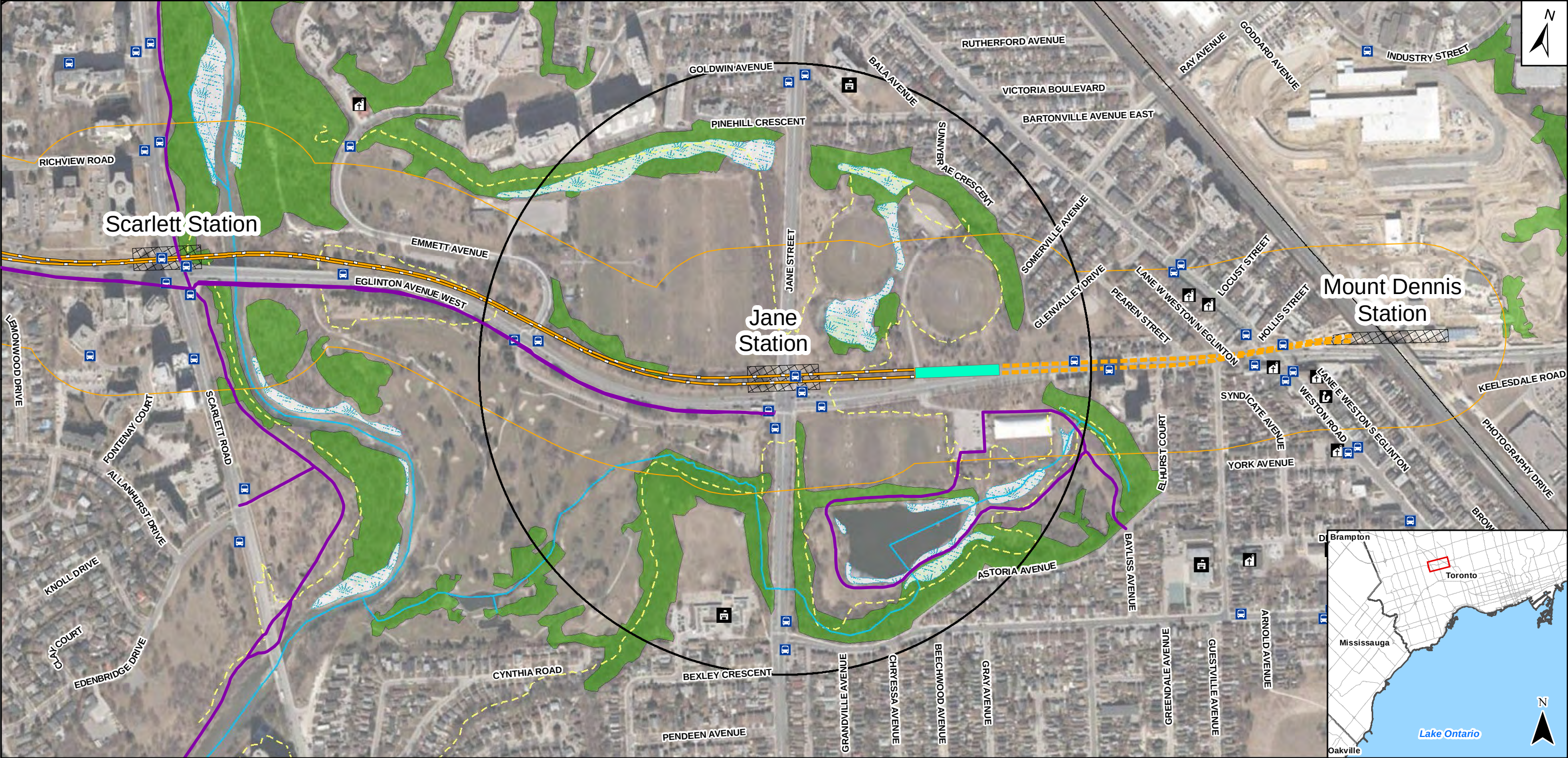
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Legend		DATA SOURCES: 1. City of Toronto - TTC, Bikeways, Development, Cultural Spaces, Schools 2. Ontario Open Data Catalogue - Roads and Railways 3. Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries 4. Toronto Region Conservation Authority - Floodplain 5. ESRI - Basemap		Project: Eglinton Crosstown West Extension	
Alignment Elevated (approximate) Alignment Underground (approximate) Station Site Area (approximate) Portals Station - 500m Buffer Study Area - 150m Buffer		Pedestrian Bridge Site Under Development Transit Stop School Places of Worship Library		Bike Lanes Multi-use Pathway Permanent Watercourse Floodplain Unevaluated Wetland Wooded Area	
		NOTES: Datum: NAD83 CSRS; Projection: MTM 10 Vertical grade change is approximate.		Figure Title: Royal York Station - Existing Conditions Socio-Economic and Land Use Assessment	
		Version: 1		Prepared By:	
		Review:		Date: April 20 2020	
		Figure: A -6		Page: 6 of 9	



Legend			Project: Eglinton Crosstown West Extension	
DATA SOURCES: 1. City of Toronto - TTC, Bikeways, Development, Cultural Spaces, Schools 2. Ontario Open Data Catalogue - Roads and Railways 3. Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries 4. Toronto Region Conservation Authority - Floodplain 5. ESRI - Basemap			Figure Title: Scarlett Station - Existing Conditions Socio-Economic and Land Use Assessment	
NOTES: Datum: NAD83 CSRS; Projection: MTM 10 Vertical grade change is approximate.			Prepared By: 4TRANSIT PARSONS HATCH WSP	
Legend Alignment Elevated (approximate) Alignment Underground (approximate) Station Site Area (approximate) Portals Station - 500m Buffer Study Area - 150m Buffer Pedestrian Bridge Site Under Development Transit Stop School Places of Worship Bike Lanes Multi-use Pathway Permanent Watercourse Floodplain Unevaluated Wetland Wooded Area			Date: April 20 2020	
Version: 1			Review:	Figure: A -7
Scale: 1:6,500 0 100 200 400 Metres			Page: 7 of 9	



Legend		DATA SOURCES: 1. City of Toronto - TTC, Bikeways, Development, Cultural Spaces, Schools 2. Ontario Open Data Catalogue - Roads and Railways 3. Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries 4. Toronto Region Conservation Authority - Floodplain 5. ESRI - Basemap		Project: Eglinton Crosstown West Extension	
Alignment Elevated (approximate) Alignment Underground (approximate) Station Site Area (approximate) Portals Station - 500m Buffer Study Area - 150m Buffer		Transit Stop School Places of Worship Library Multi-use Pathway		Figure Title: Jane Station - Existing Conditions Socio-Economic and Land Use Assessment	
Permanent Watercourse Floodplain Unevaluated Wetland Wooded Area		NOTES: Datum: NAD83 CSRS; Projection: MTM 10 Vertical grade change is approximate.		Prepared By:	
0 100 200 400 Metres 1:6,500		Version: 1		Date: April 20 2020	Figure: A -8
		Review:		Page: 8 of 9	



Alignment Elevated (approximate)

Alignment Underground (approximate)

Station Site Area (approximate)

Portals

Station - 500m Buffer

Study Area - 150m Buffer

Transit Stop

School

Places of Worship

Library

Multi-use Pathway

Permanent Watercourse

Floodplain

Unevaluated Wetland

Wooded Area

DATA SOURCES:

1. City of Toronto - TTC, Bikeways, Development, Cultural Spaces, Schools

2. Ontario Open Data Catalogue - Roads and Railways

3. Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries

4. Toronto Region Conservation Authority - Floodplain

5. ESRI - Basemap

NOTES:

Datum: NAD83 CSRS; Projection: MTM 10

Vertical grade change is approximate.

0100200400

Metres

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Project:

Eglinton Crosstown West Extension

Figure Title:

Mount Dennis Station - Existing Conditions Socio-Economic and Land Use Assessment

Prepared By:

4TRANSIT

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Version:

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Review:

Date:

April 20 2020

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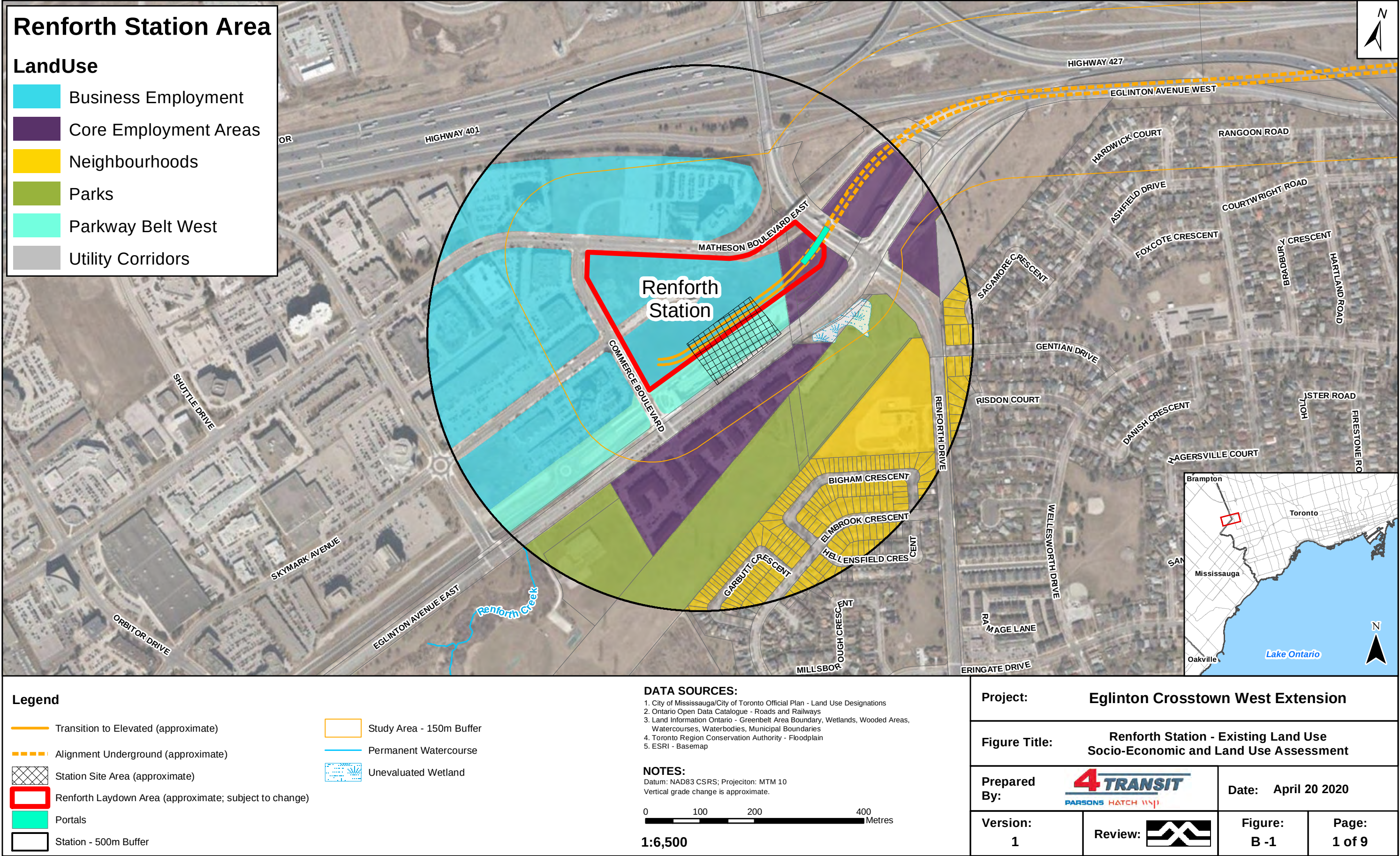
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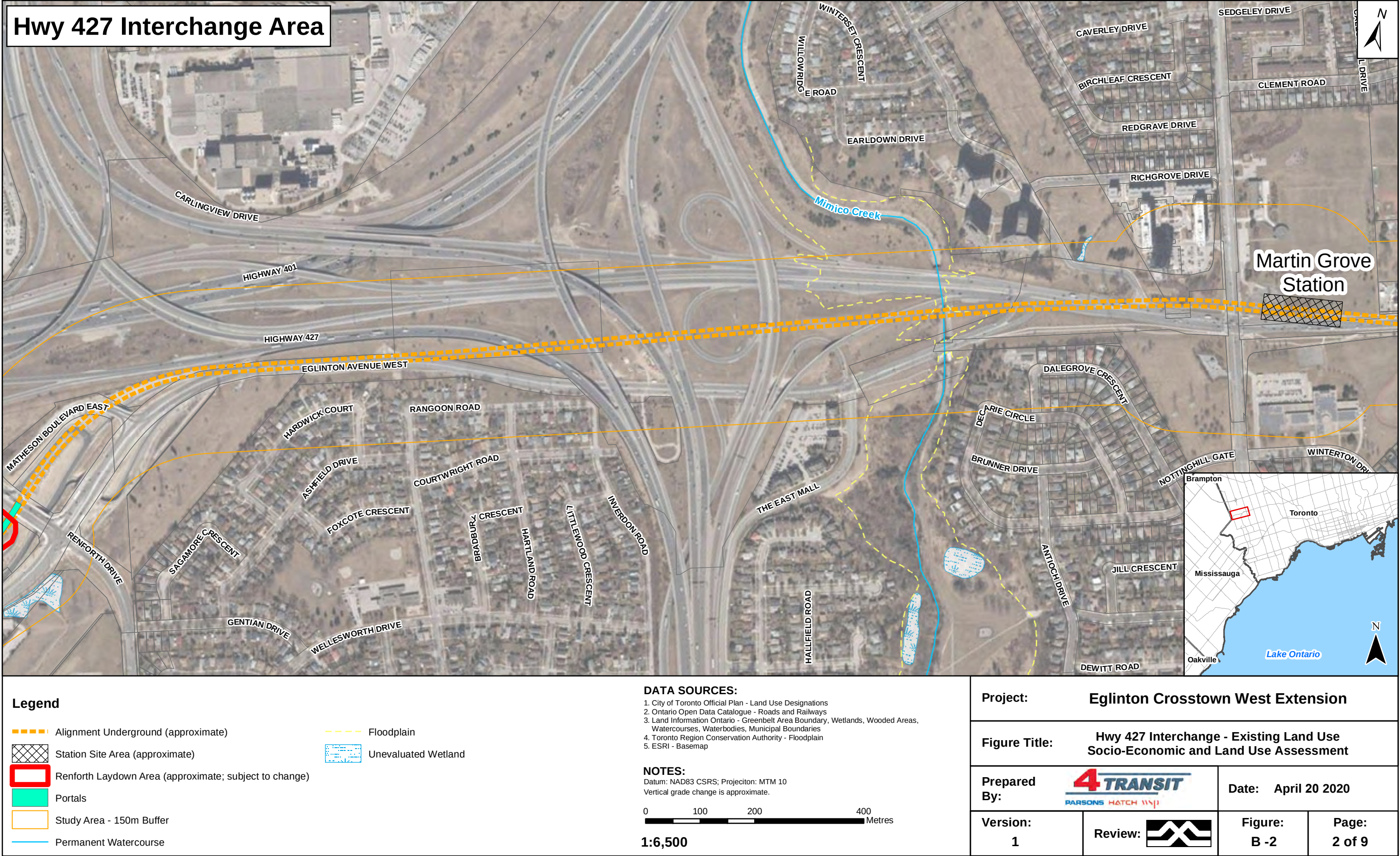
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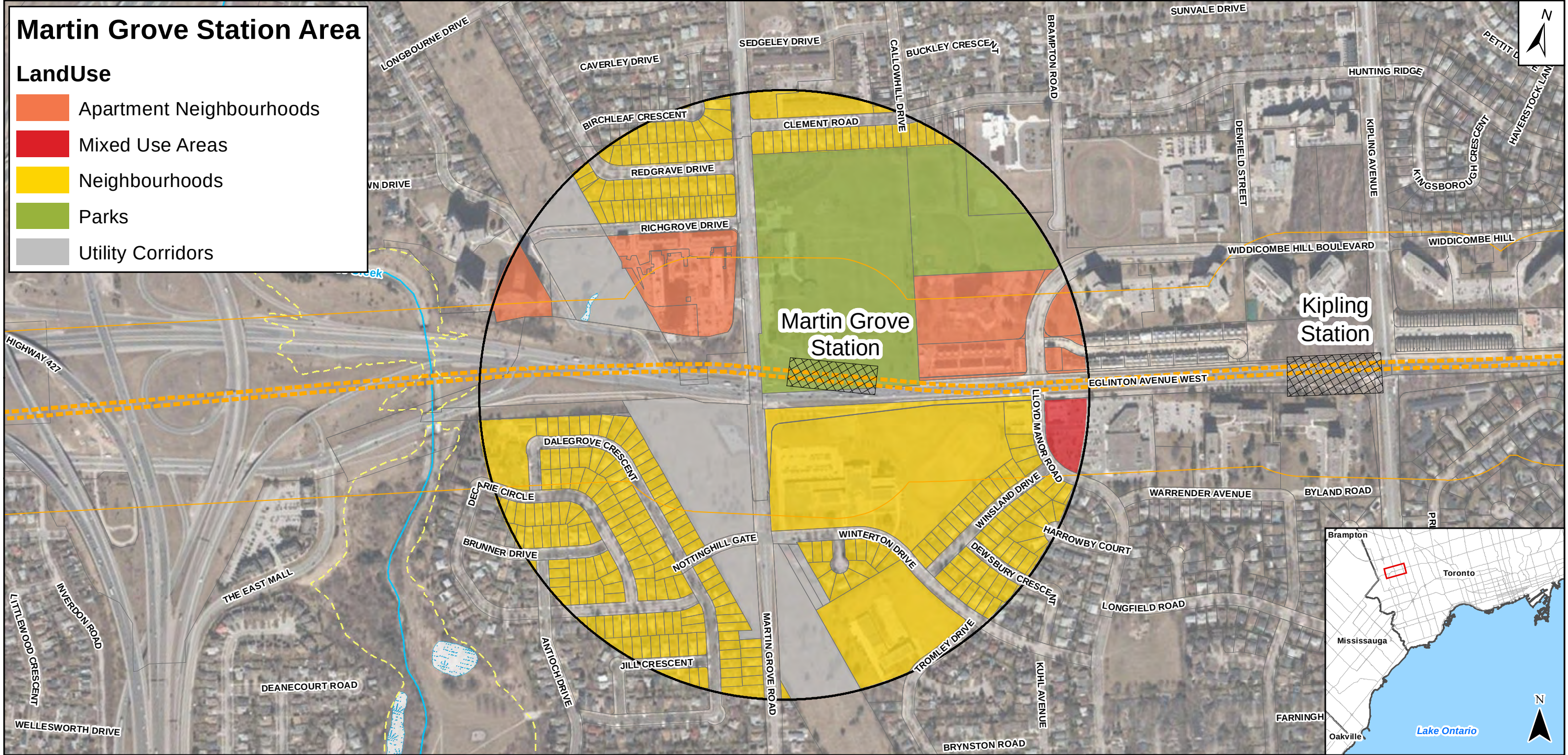
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Appendix B

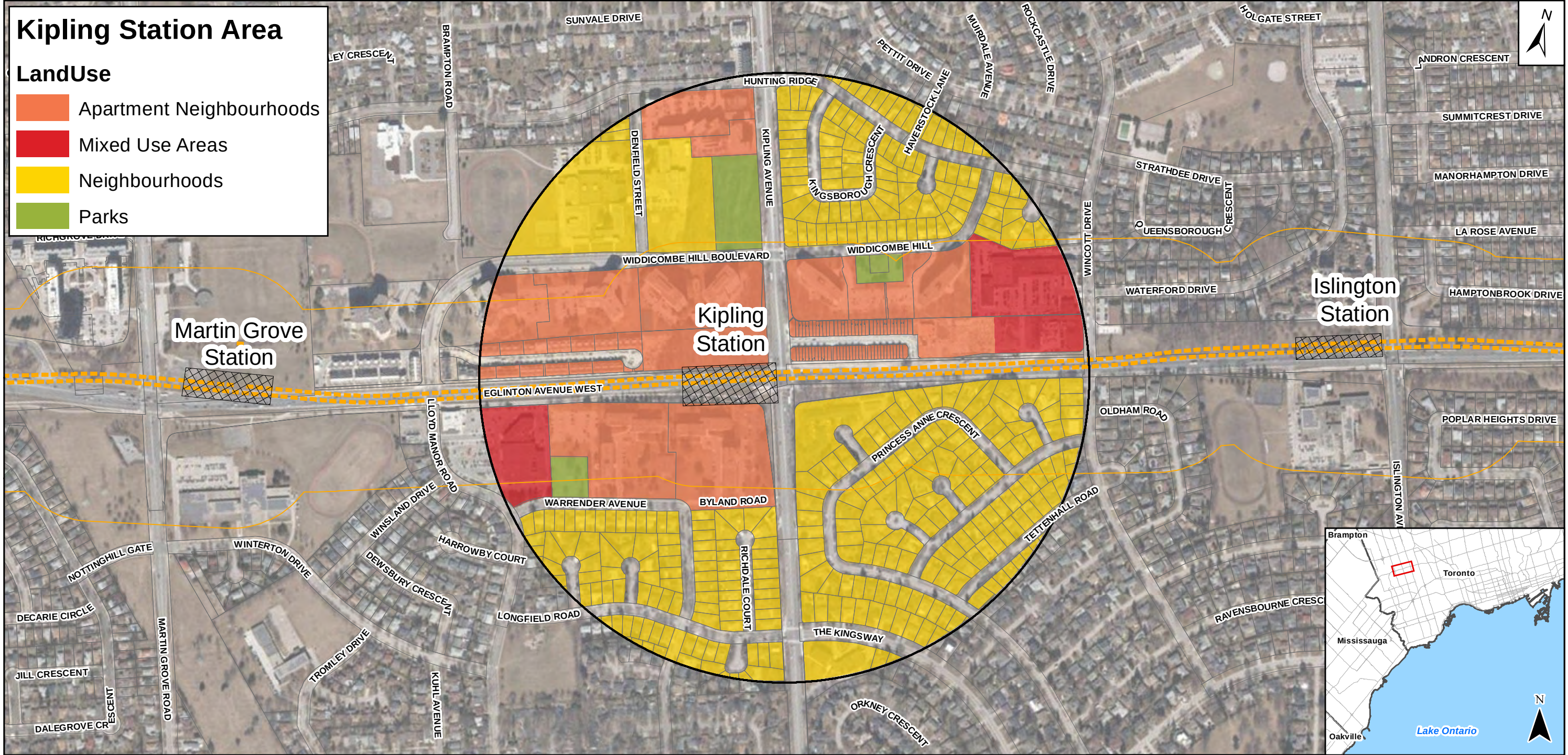
Existing Land Use Mapping



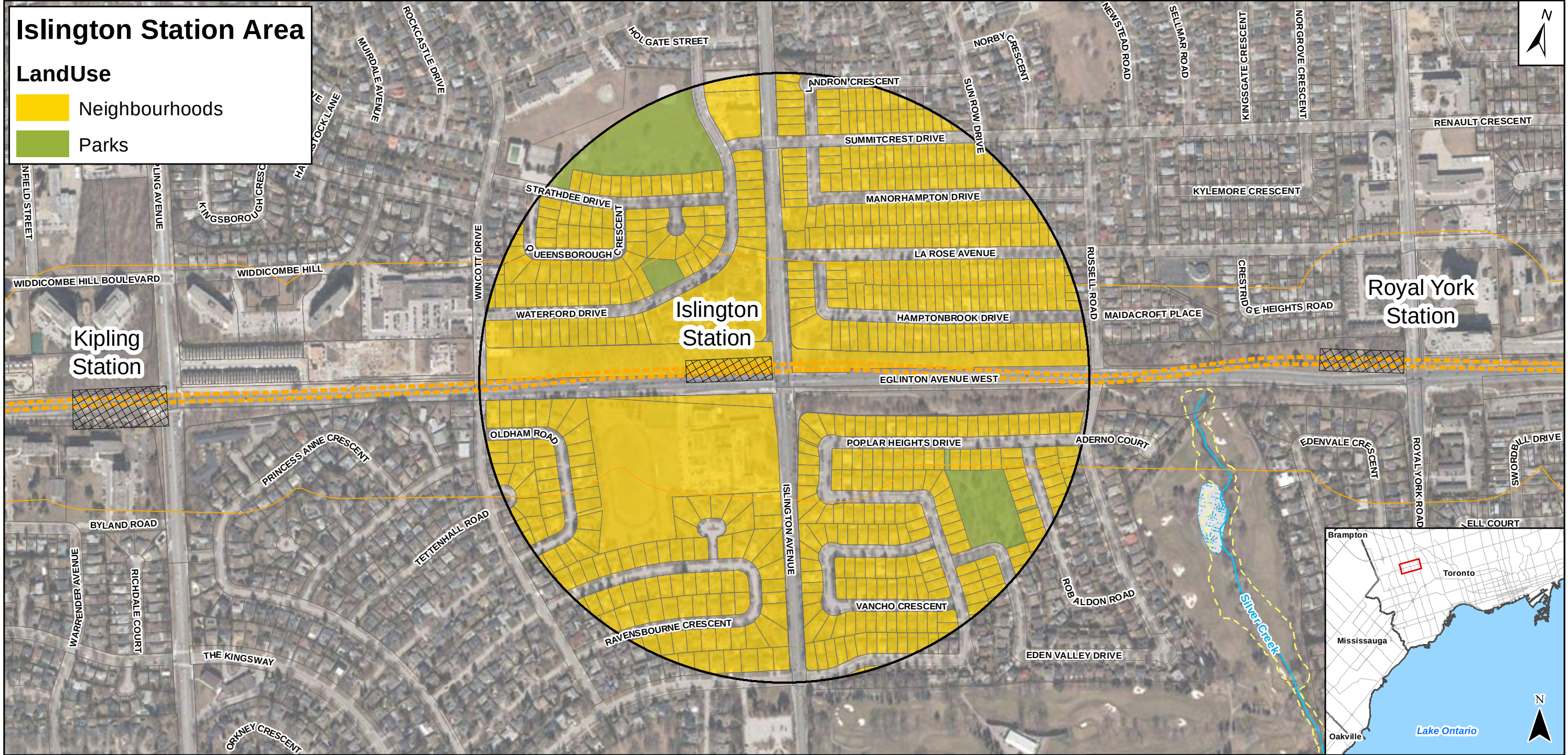




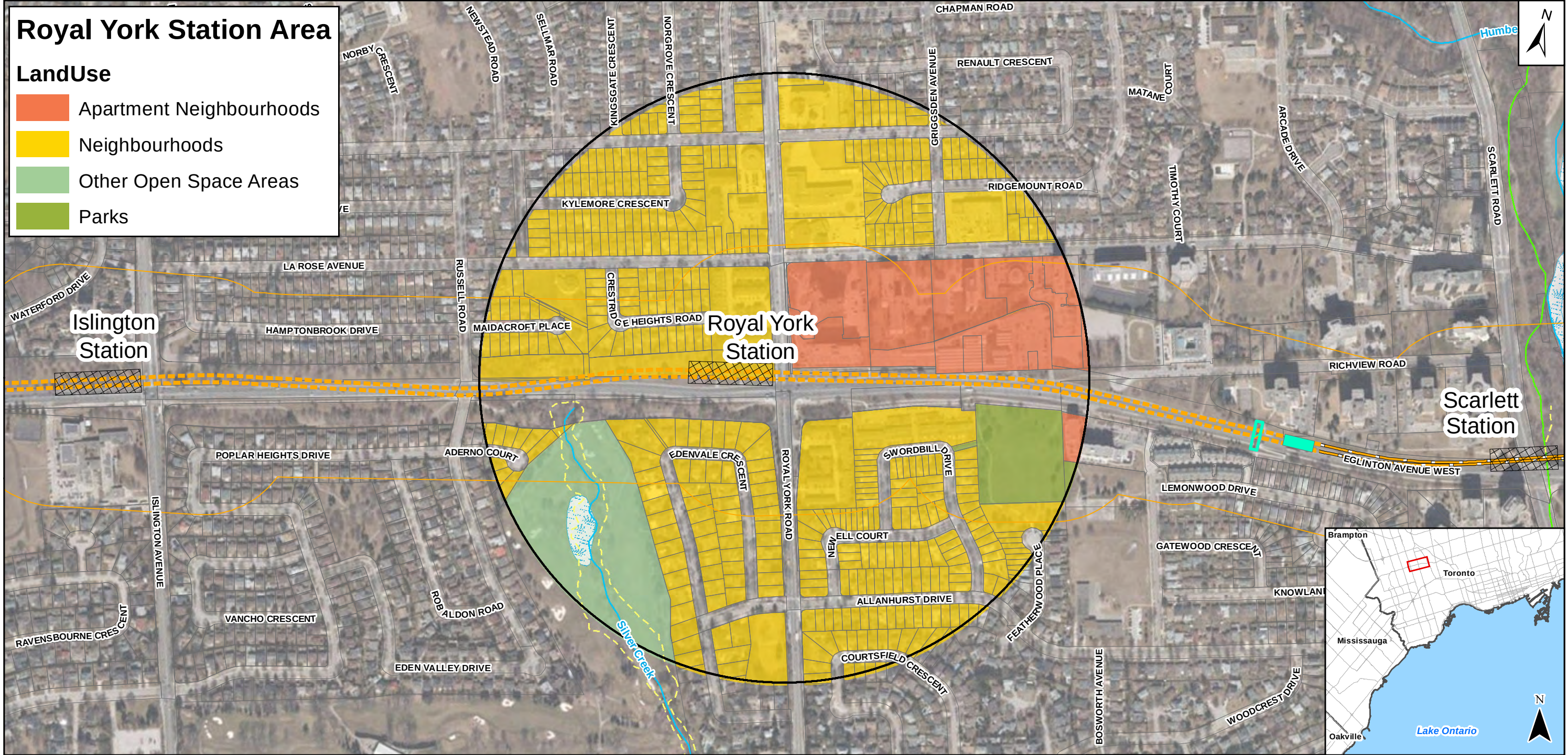
Legend Alignment Underground (approximate) Station Site Area (approximate) Station - 500m Buffer Study Area - 150m Buffer Permanent Watercourse Floodplain Unevaluated Wetland		DATA SOURCES: 1. City of Toronto Official Plan - Land Use Designations 2. Ontario Open Data Catalogue - Roads and Railways 3. Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries 4. Toronto Region Conservation Authority - Floodplain 5. ESRI - Basemap NOTES: Datum: NAD83 CSRS; Projeciton: MTM 10 Vertical grade change is approximate. 0100200400 Metres 1:6,500	Project: Eglinton Crosstown West Extension
Figure Title: Martin Grove Station - Existing Land Use Socio-Economic and Land Use Assessment			
Prepared By: 4TRANSIT PARSONS HATCH WSP	Date: April 20 2020		
Version: 1	Review:	Figure: B -3 Page: 3 of 9	



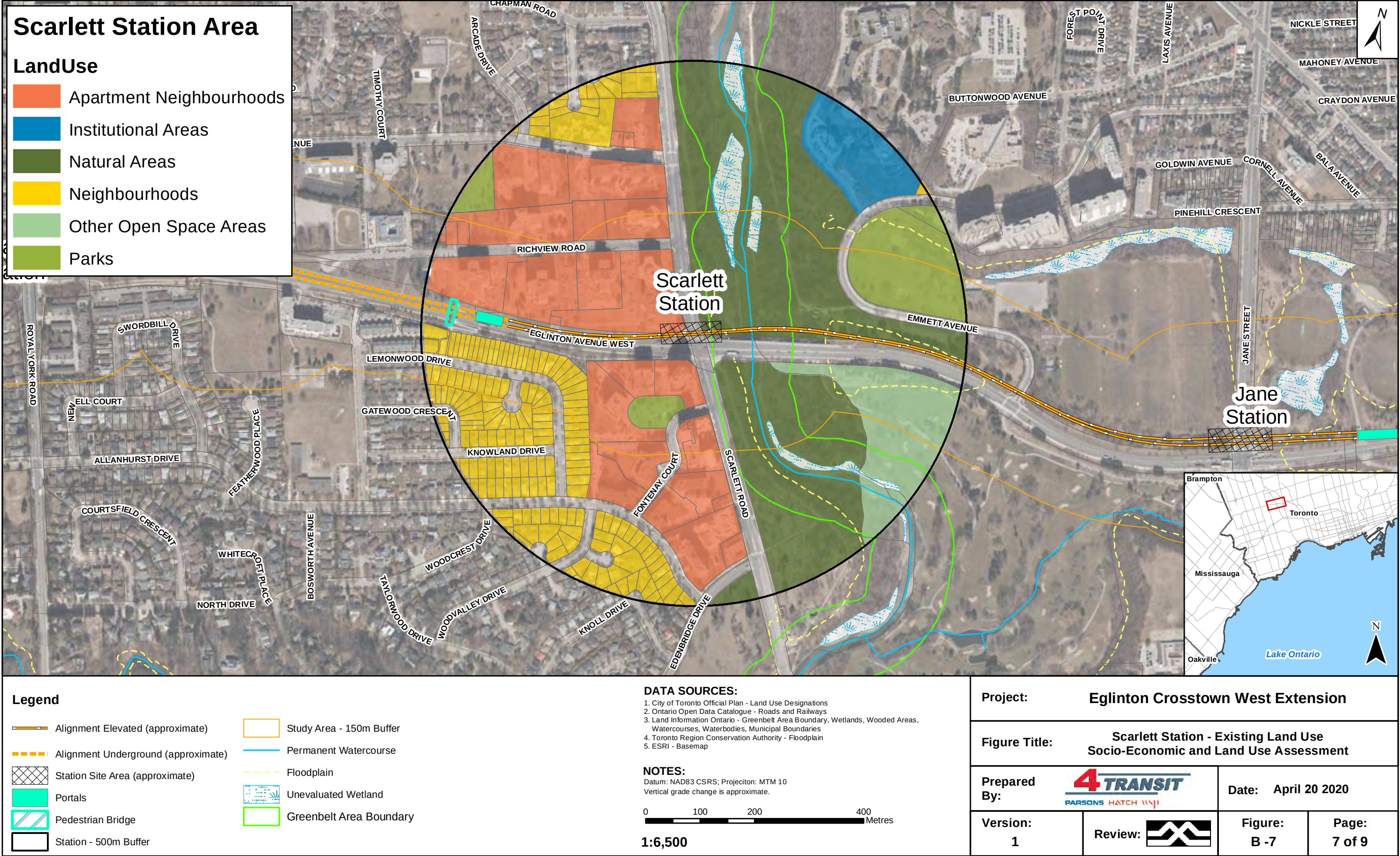
Legend Alignment Underground (approximate) Station Site Area (approximate) Station - 500m Buffer Study Area - 150m Buffer		DATA SOURCES: 1. City of Toronto Official Plan - Land Use Designations 2. Ontario Open Data Catalogue - Roads and Railways 3. Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries 4. Toronto Region Conservation Authority - Floodplain 5. ESRI - Basemap NOTES: Datum: NAD83 CSRS; Projeciton: MTM 10 Vertical grade change is approximate. 0100200400 Metres 1:6,500		Project: Eglinton Crosstown West Extension Figure Title: Kipling Station - Existing Land Use Socio-Economic and Land Use Assessment Prepared By: 4TRANSIT PARSONS HATCH WSP Date: April 20 2020 Version: 1 Review: Figure: B -4 Page: 4 of 9	
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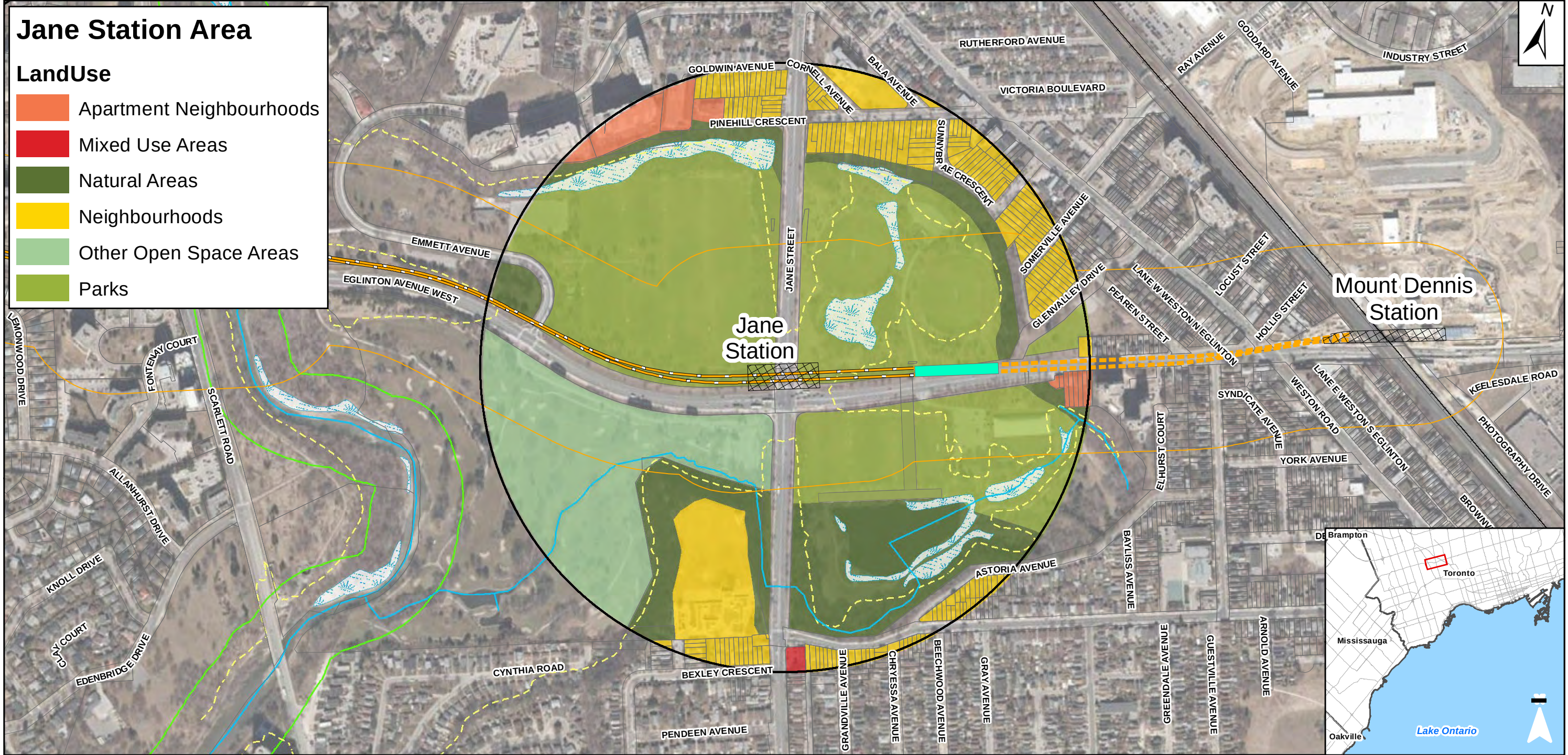


Legend Alignment Underground (approximate) Station Site Area (approximate) Station - 500m Buffer Study Area - 150m Buffer Permanent Watercourse Floodplain Unevaluated Wetland		DATA SOURCES: 1. City of Toronto Official Plan - Land Use Designations 2. Ontario Open Data Catalogue - Roads and Railways 3. Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries 4. Toronto Region Conservation Authority - Floodplain 5. ESRI - Basemap NOTES: Datum: NAD83 CSRS; Projeciton: MTM 10 Vertical grade change is approximate. 0100200400 Metres 1:6,500	Project: Eglinton Crosstown West Extension
Figure Title: Islington Station - Existing Land Use Socio-Economic and Land Use Assessment			
Prepared By: 4TRANSIT PARSONS HATCH WSP	Date: April 20 2020		
Version: 1	Review:	Figure: B -5 Page: 5 of 9	

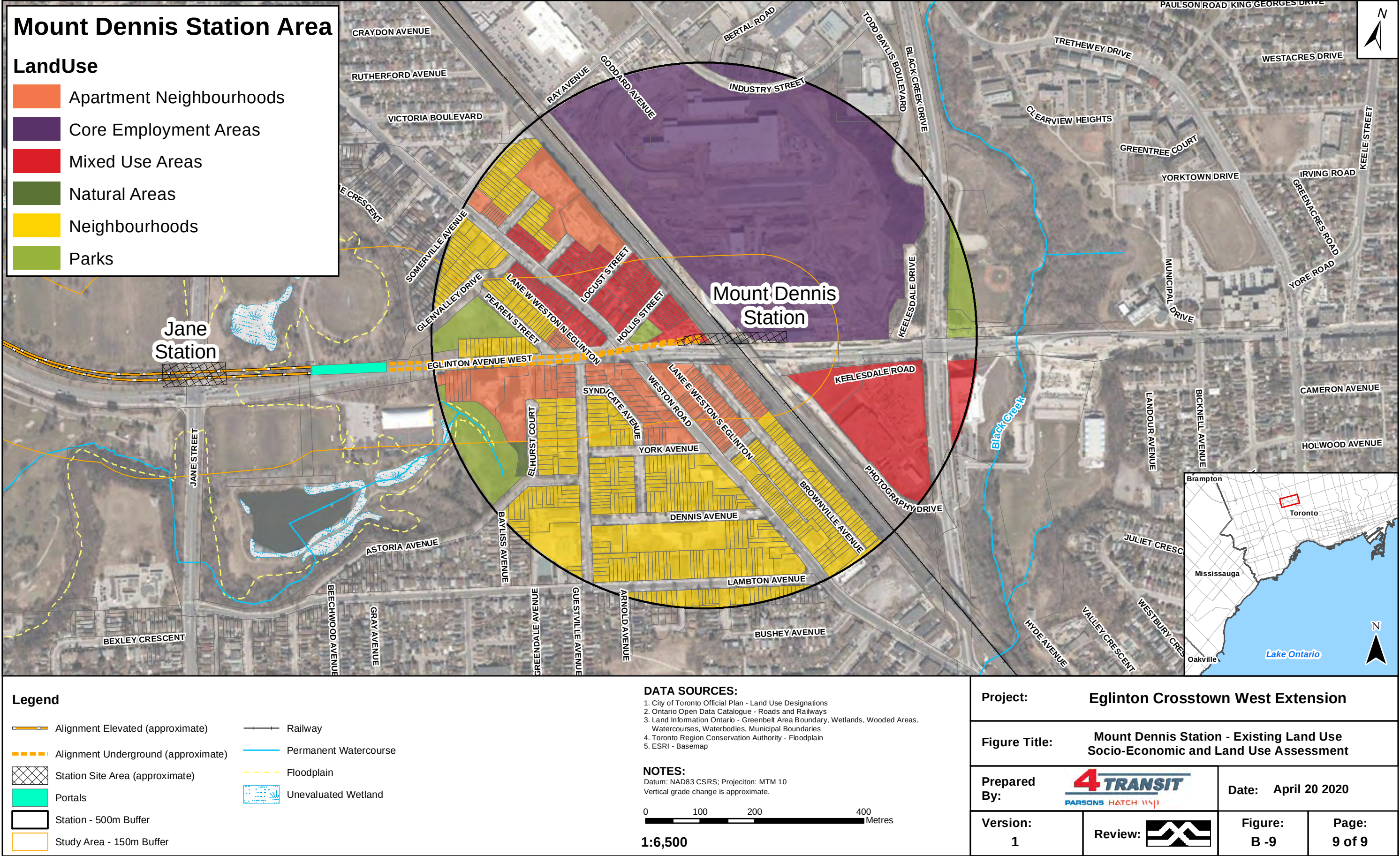


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Figure Title: Royal York Station - Existing Land Use Socio-Economic and Land Use Assessment		NOTES: Datum: NAD83 CSRS; Projection: MTM 10 Vertical grade change is approximate.		Prepared By: 	
Version: 1		Review: 		Date: April 20 2020	Figure: B -6
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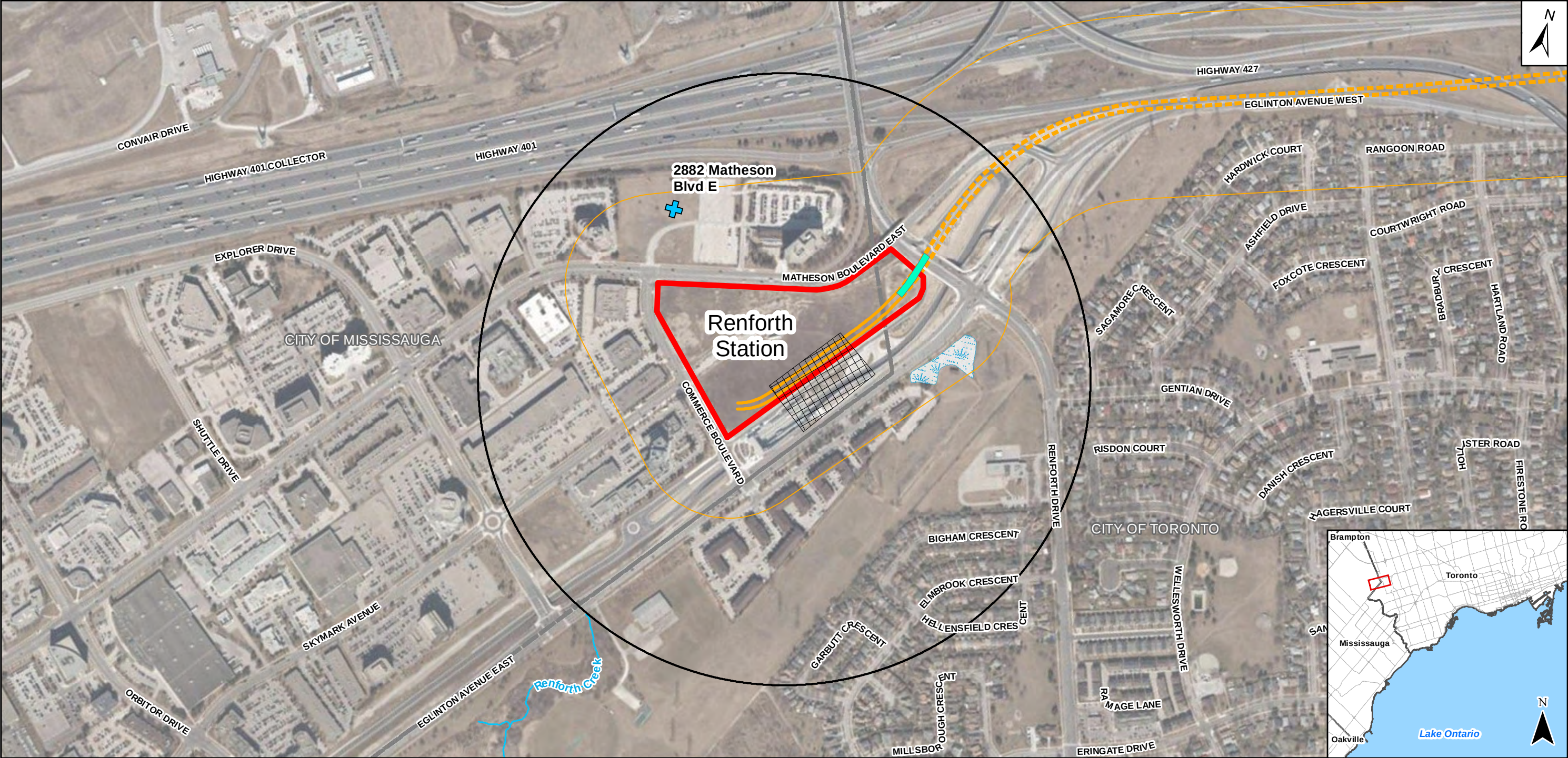


Legend		DATA SOURCES: 1. City of Toronto Official Plan - Land Use Designations 2. Ontario Open Data Catalogue - Roads and Railways 3. Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries 4. Toronto Region Conservation Authority - Floodplain 5. ESRI - Basemap		Project: Eglinton Crosstown West Extension	
Alignment Elevated (approximate) Alignment Underground (approximate) Station Site Area (approximate) Portals Station - 500m Buffer Study Area - 150m Buffer Railway Permanent Watercourse Floodplain Unevaluated Wetland Greenbelt Area Boundary		NOTES: Datum: NAD83 CSRS; Projecton: MTM 10 Vertical grade change is approximate.		Figure Title: Jane Station - Existing Land Use Socio-Economic and Land Use Assessment	
0100200400Metres 1:6,500		Prepared By: 4TRANSIT PARSONS HATCH WSP		Date: April 20 2020	
		Version: 1		Review:	Figure: B -8 Page: 8 of 9



Appendix C

Proposed Development Applications



Legend

Transition to Elevated (approximate)

Alignment Underground (approximate)

Station Site Area (approximate)

Portals

Renforth Laydown Area (approximate; subject to change)

Station - 500m Buffer

Study Area - 150m Buffer

Proposed Development

Permanent Watercourse

Unevaluated Wetland

Municipal Boundary

DATA SOURCES:

1. City of Mississauga / City of Toronto - Development Applications (as of April 14, 2020)

2. Ontario Open Data Catalogue - Roads and Railways

3. Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries

4. Toronto Region Conservation Authority - Floodplain

5. ESRI - Basemap

NOTES:

Datum: NAD83 CSRS; Projection: MTM 10

Vertical grade change is approximate.

0100200400

Metres

1:6,500

Project:

Eglinton Crosstown West Extension

Figure Title:

**Renforth Station - Proposed Development Applications
Socio-Economic and Land Use Assessment**

Prepared By:

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1

Review:

Date:

April 20 2020

Figure:

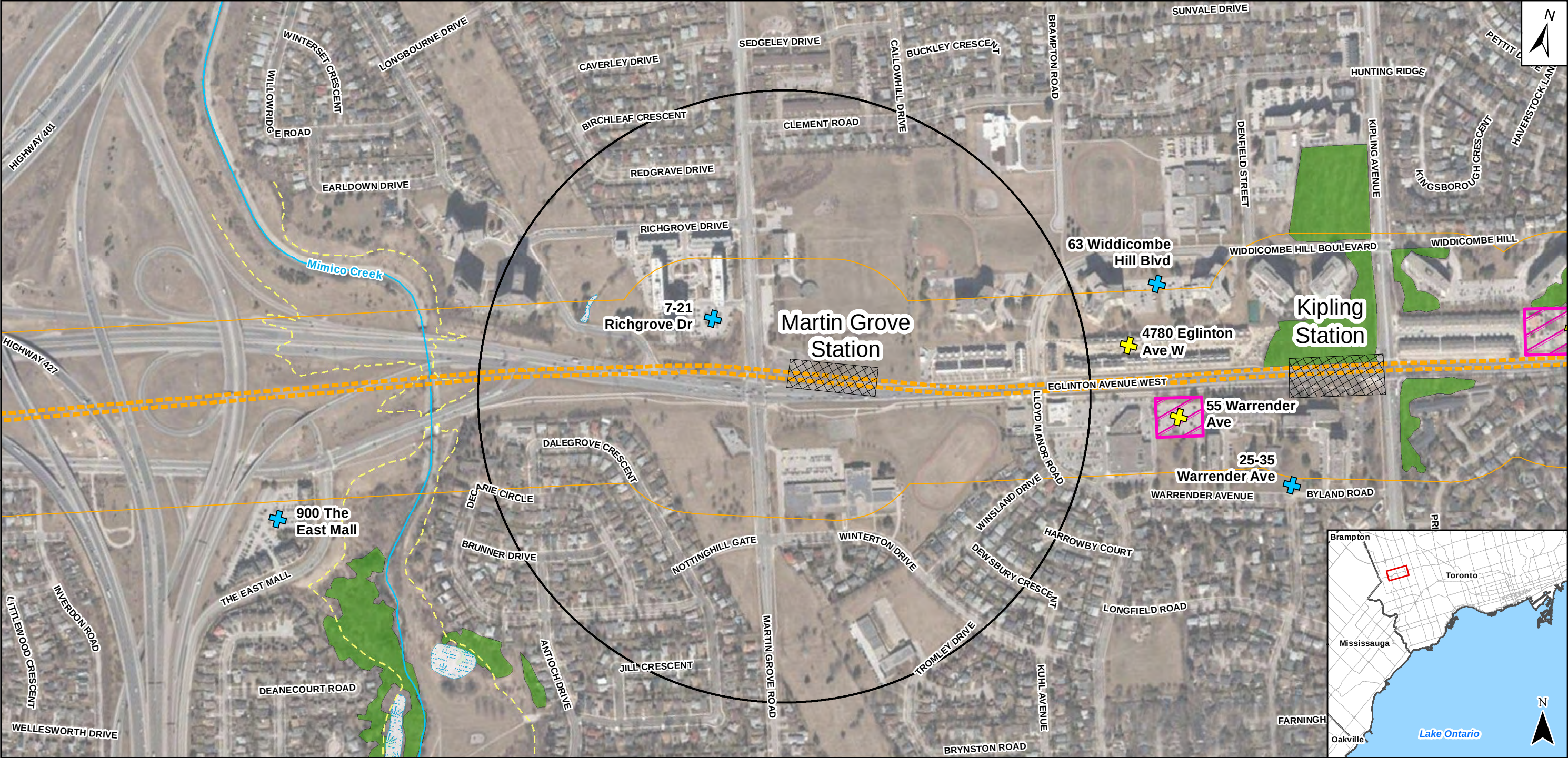
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Legend		DATA SOURCES: 1. City of Toronto - Development Applications (as of April 14, 2020) 2. Ontario Open Data Catalogue - Roads and Railways 3. Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries 4. Toronto Region Conservation Authority - Floodplain 5. ESRI - Basemap		Project: Eglinton Crosstown West Extension	
Alignment Underground (approximate) Underground Station Footprint Portals Study Area - 150m Buffer Proposed Development		Permanent Watercourse Floodplain Unevaluated Wetland Wooded Area		Figure Title: Hwy 427 Interchange - Proposed Development Applications Socio-Economic and Land Use Assessment	
		NOTES: Datum: NAD83 CSRS; Projection: MTM 10 Vertical grade change is approximate.		Prepared By:	
		 1:6,500		Date: April 20 2020	
				Version: 1	Review:
				Figure: C -2	Page: 2 of 9



Legend

Alignment Underground (approximate)

Station Site Area (approximate)

Site Under Development

Station - 500m Buffer

Study Area - 150m Buffer

Proposed Development

Recent/Under Development

Permanent Watercourse

Floodplain

Unevaluated Wetland

Wooded Area

DATA SOURCES:

1. City of Toronto - Development Applications (as of April 14, 2020)

2. Ontario Open Data Catalogue - Roads and Railways

3. Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries

4. Toronto Region Conservation Authority - Floodplain

5. ESRI - Basemap

NOTES:

Datum: NAD83 CSRS; Projection: MTM 10

Vertical grade change is approximate.

0100200400

Metres

1:6,500

Project:

Eglinton Crosstown West Extension

Figure Title

Martin Grove Station - Proposed Development Applications Socio-Economic and Land Use Assessment

Prepared By:

4TRANSIT

PARSONS HATCH WSP

Version:

1

Review:

Date:

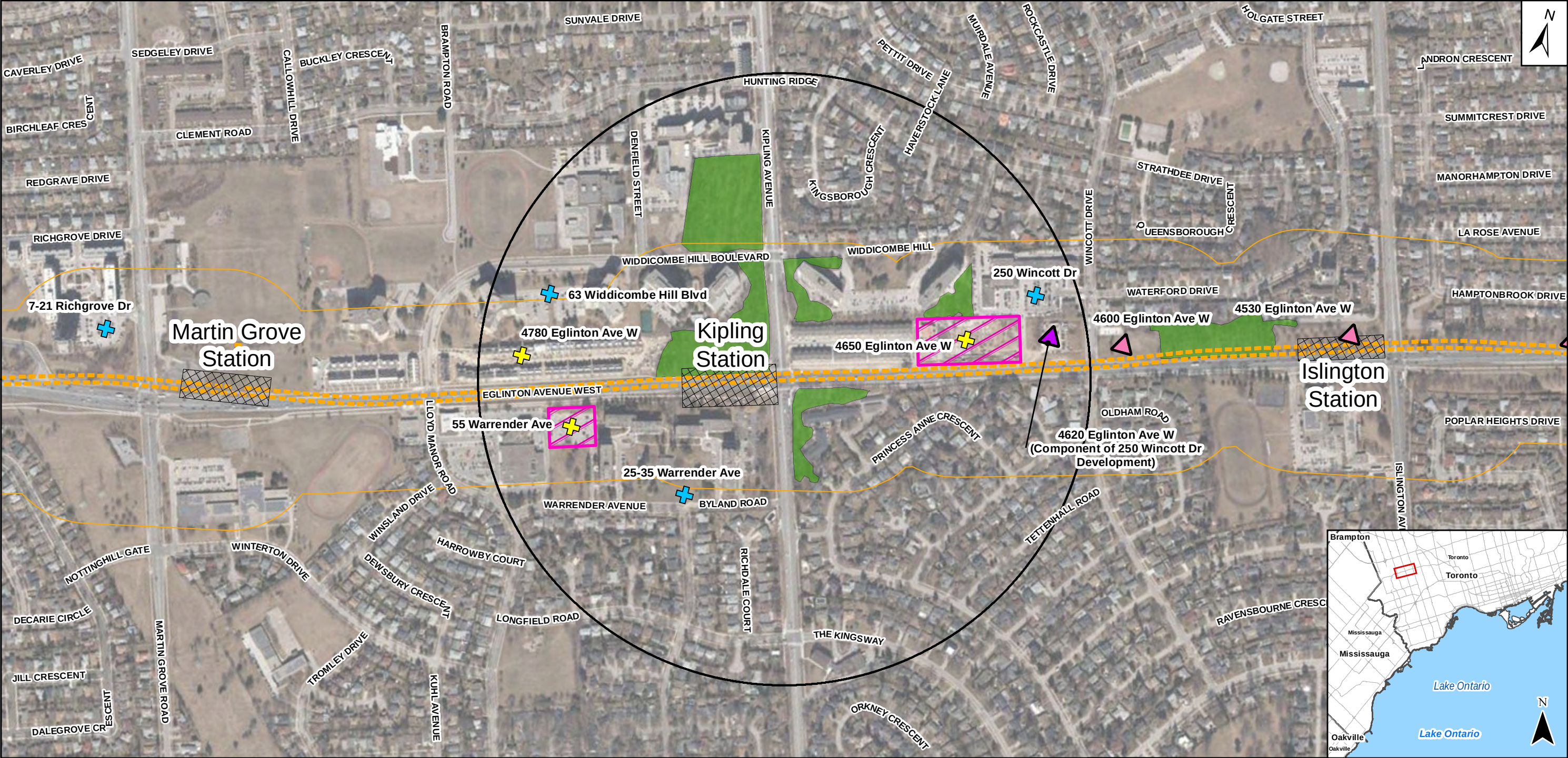
April 20 2020

Figure:

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Legend

Alignment Underground (approximate)

Station Site Area (approximate)

Site Under Development

Station - 500m Buffer

Study Area - 150m Buffer

CreateTO Property

CreateTO Proposed Development

Proposed Development

Recent/Under Development

Wooded Area

DATA SOURCES:

1. City of Toronto - Development Applications (as of April 14, 2020)

2. Ontario Open Data Catalogue - Roads and Railways

3. Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries

4. Toronto Region Conservation Authority - Floodplain

5. ESRI - Basemap

NOTES:

Datum: NAD83 CSRS; Projection: MTM 10

Vertical grade change is approximate.

0100200400

Metres

1:6,500

Project:

Eglinton Crosstown West Extension

Figure Title:

Kipling Station - Proposed Development Applications Socio-Economic and Land Use Assessment

Prepared By:

4TRANSIT

PARSONS HATCH

Version:

1

Review:

Date:

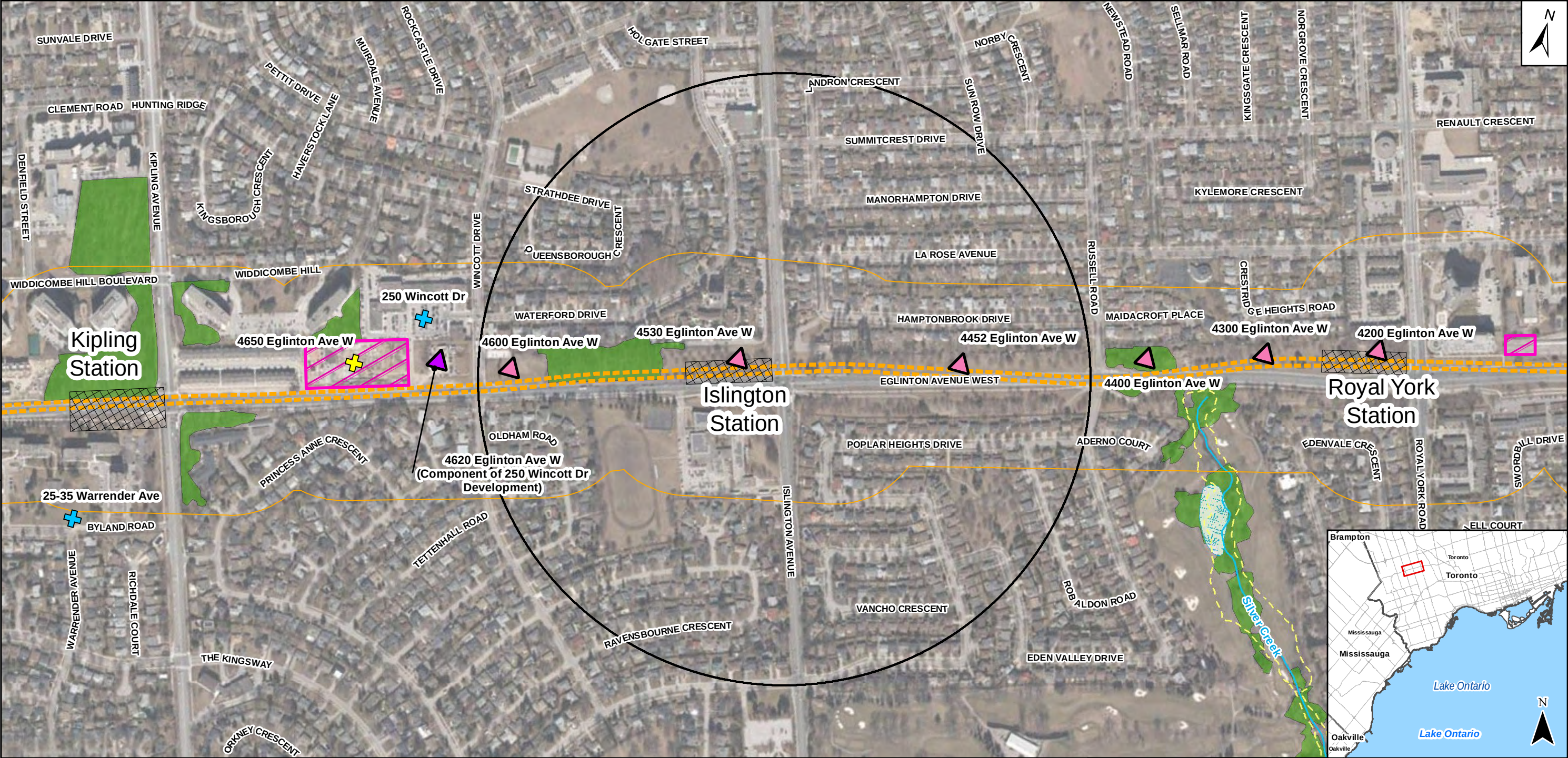
April 20 2020

Figure:

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Legend

Alignment Underground (approximate)

Station Site Area (approximate)

Site Under Development

Station - 500m Buffer

Study Area - 150m Buffer

CreateTO Property

CreateTO Proposed Development

Proposed Development

Recent/Under Development

Permanent Watercourse

Floodplain

Unevaluated Wetland

Wooded Area

DATA SOURCES:

1. City of Toronto - Development Applications (as of April 14, 2020)

2. Ontario Open Data Catalogue - Roads and Railways

3. Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries

4. Toronto Region Conservation Authority - Floodplain

5. ESRI - Basemap

NOTES:

Datum: NAD83 CSRS; Projection: MTM 10

Vertical grade change is approximate.

0100200400

Metres

1:6,500

Project:

Eglinton Crosstown West Extension

Figure Title:

Islington Station - Proposed Development Applications Socio-Economic and Land Use Assessment

Prepared By:

4TRANSIT

PARSONS HATCH

Version:

1

Review:

Date:

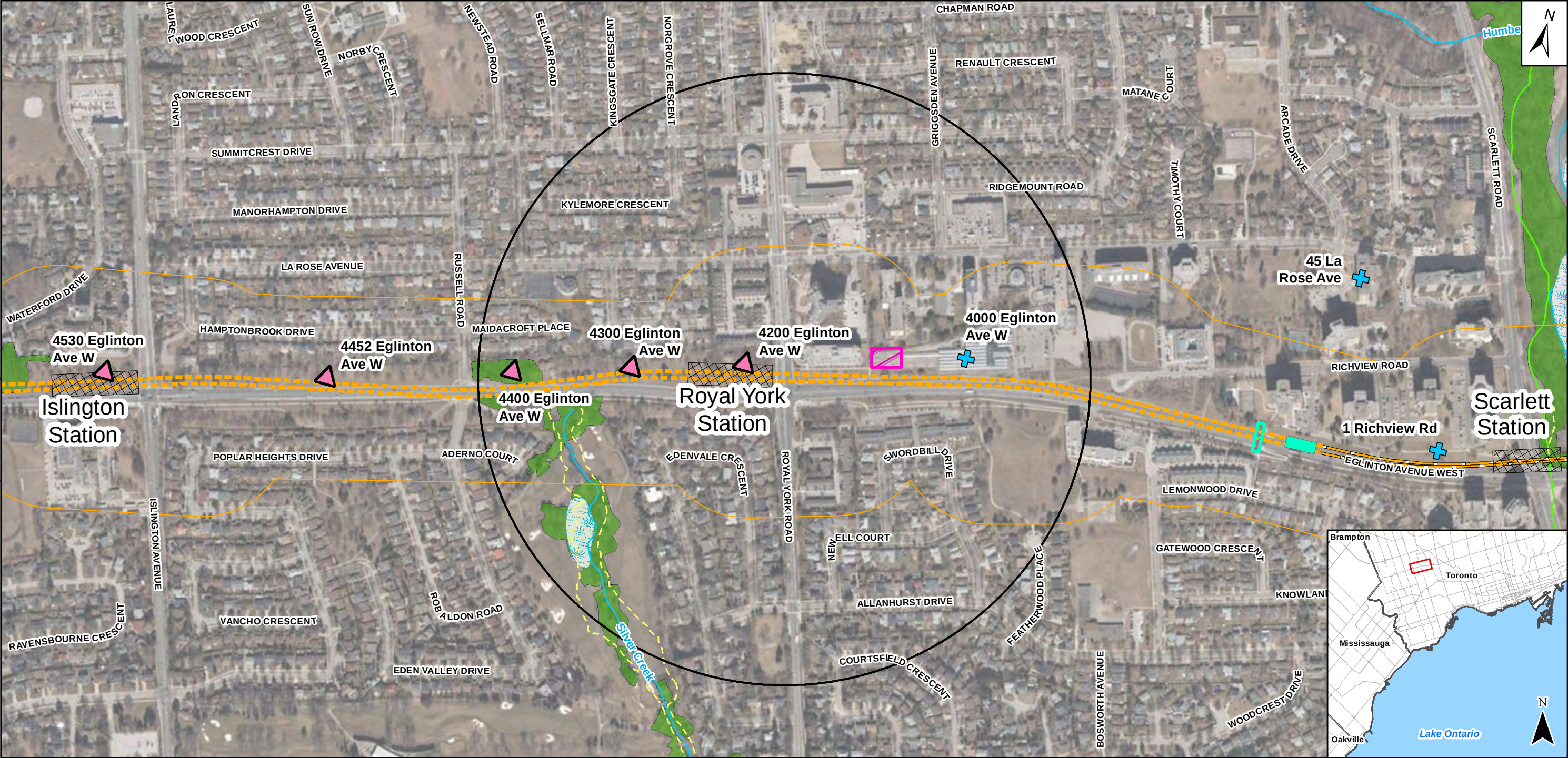
April 20 2020

Figure:

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Legend

Alignment Elevated (approximate)

Alignment Underground (approximate)

Station Site Area (approximate)

Portals

Pedestrian Bridge

Site Under Development

Station- 500m Buffer

Study Area - 150m Buffer

CreateTO Property

Proposed Development

Permanent Watercourse

Floodplain

Unevaluated Wetland

Greenbelt Area Boundary

Wooded Area

DATA SOURCES:

1. City of Toronto - Development Applications (as of April 14, 2020)

2. Ontario Open Data Catalogue - Roads and Railways

3. Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries

4. Toronto Region Conservation Authority - Floodplain

5. ESRI - Basemap

NOTES:

Datum: NAD83 CSRS; Projection: MTM 10

Vertical grade change is approximate.

0100200400

Metres

1:6,500

Project:

Eglinton Crosstown West Extension

Figure Title:

Royal York Station - Proposed Development Applications Socio-Economic and Land Use Assessment

Prepared By:

4TRANSIT

PARSONS HATCH

Version:

1

Review:

Date:

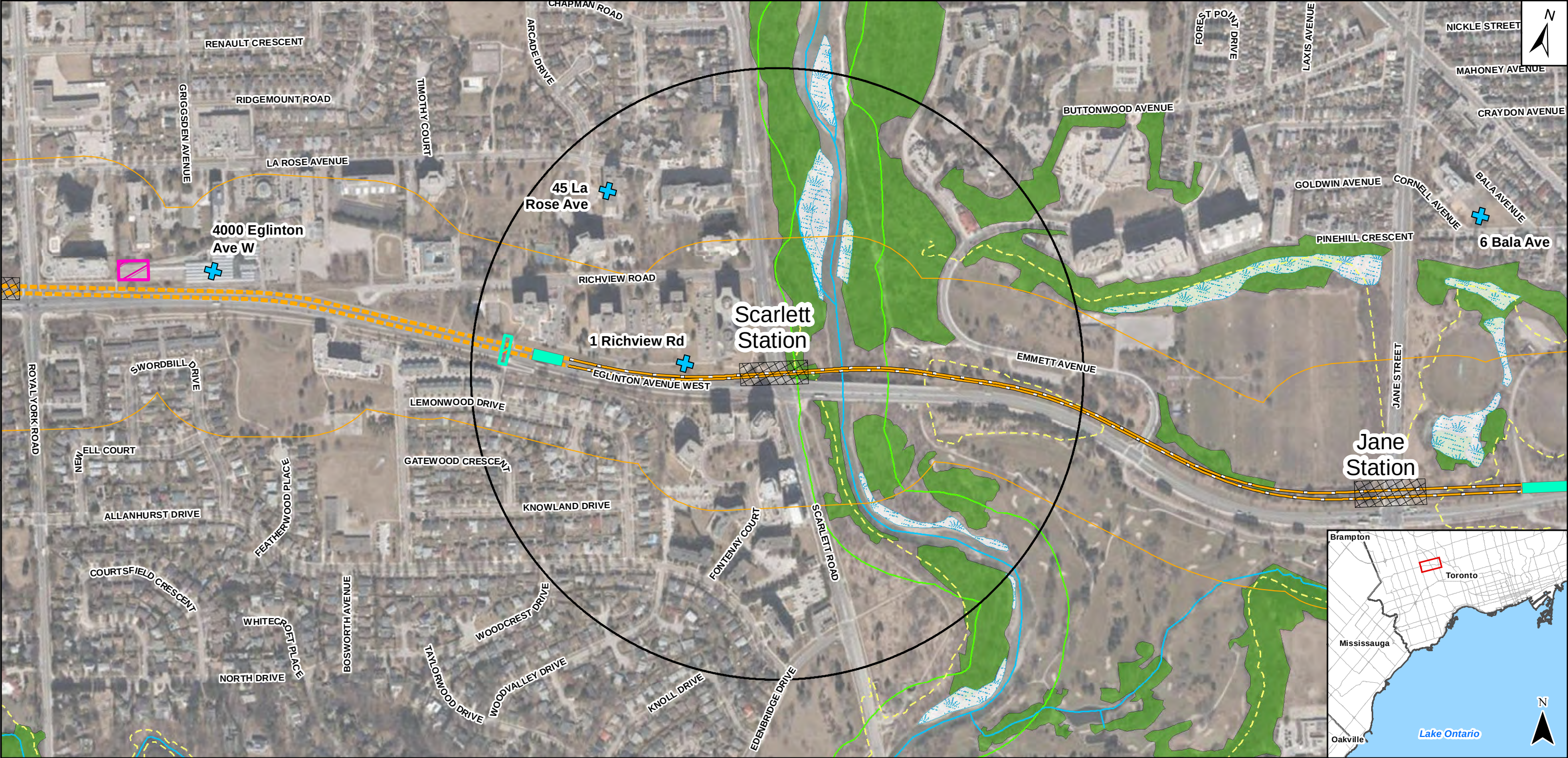
April 20 2020

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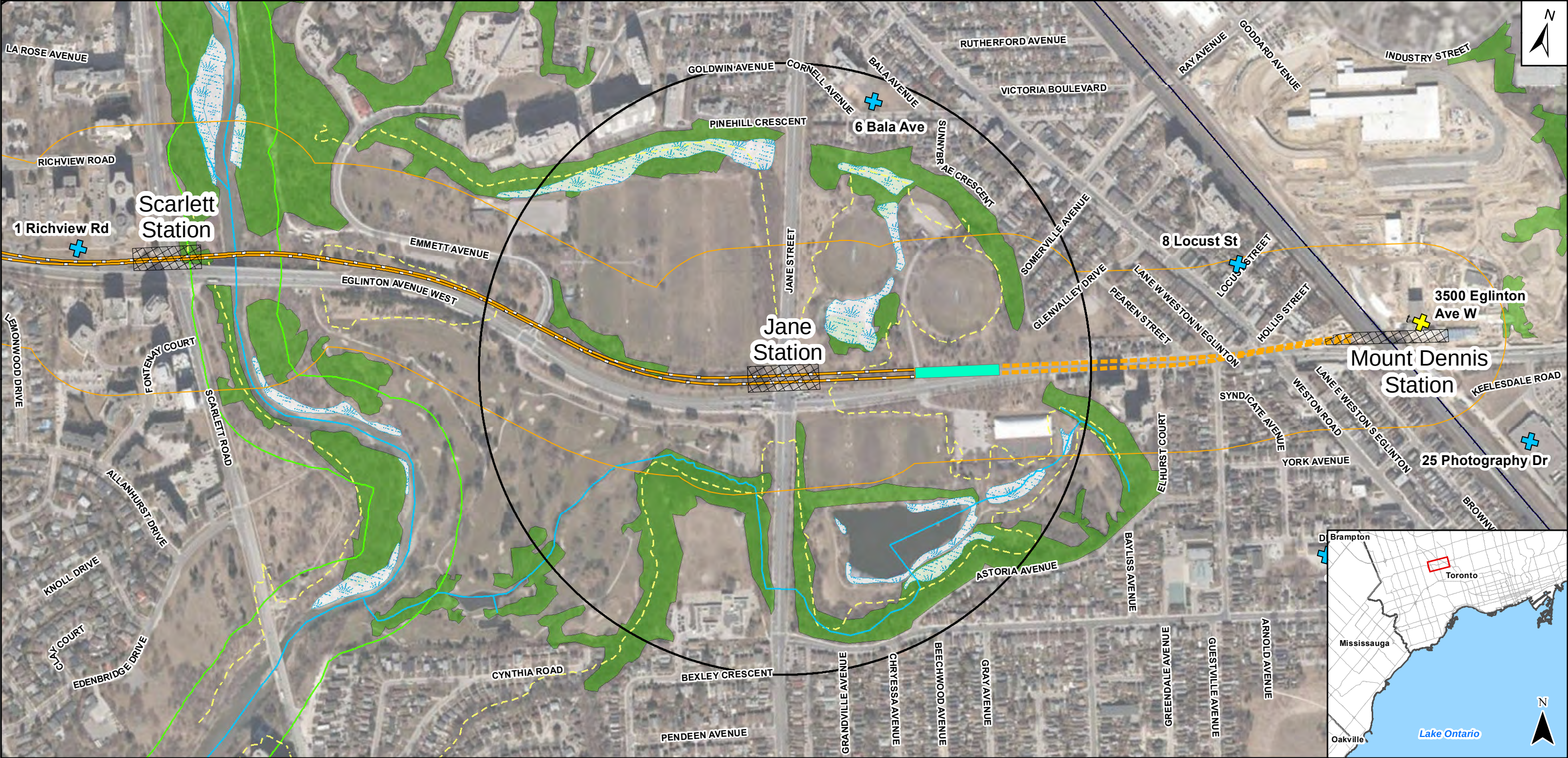
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Legend		DATA SOURCES: 1. City of Toronto - Development Applications (as of April 14, 2020) 2. Ontario Open Data Catalogue - Roads and Railways 3. Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries 4. Toronto Region Conservation Authority - Floodplain 5. ESRI - Basemap		Project: Eglinton Crosstown West Extension	
		NOTES: Datum: NAD83 CSRS; Projection: MTM 10 Vertical grade change is approximate.		Figure Title: Scarlett Station - Proposed Development Applications Socio-Economic and Land Use Assessment	
Alignment Elevated (approximate) Alignment Underground (approximate) Station Site Area (approximate) Portals Pedestrian Bridge Site Under Development Station - 500m Buffer Study Area - 150m Buffer CreateTO Property Proposed Development Permanent Watercourse Floodplain Unevaluated Wetland Greenbelt Area Boundary Wooded Area		0 100 200 400 Metres 1:6,500		Prepared By: 4TRANSIT PARSONS HATCH Version: 1 Review: Date: April 20 2020 Figure: C -7 Page: 7 of 9	



Legend

Alignment Elevated (approximate)

Alignment Underground (approximate)

Station Site Area (approximate)

Portals

Station - 500m Buffer

Study Area - 150m Buffer

Proposed Development

Recent/Under Development

Railway

Permanent Watercourse

Floodplain

Unevaluated Wetland

Greenbelt Area Boundary

Wooded Area

DATA SOURCES:

1. City of Toronto - Development Applications (as of April 14, 2020)

2. Ontario Open Data Catalogue - Roads and Railways

3. Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries

4. Toronto Region Conservation Authority - Floodplain

5. ESRI - Basemap

NOTES:

Datum: NAD83 CSRS; Projection: MTM 10

Vertical grade change is approximate.

0100200400

Metres

1:6,500

Project:

Eglinton Crosstown West Extension

Figure Title:

Jane Station - Proposed Development Applications Socio-Economic and Land Use Assessment

Prepared By:

4TRANSIT

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Version:

1

Review:

Date:

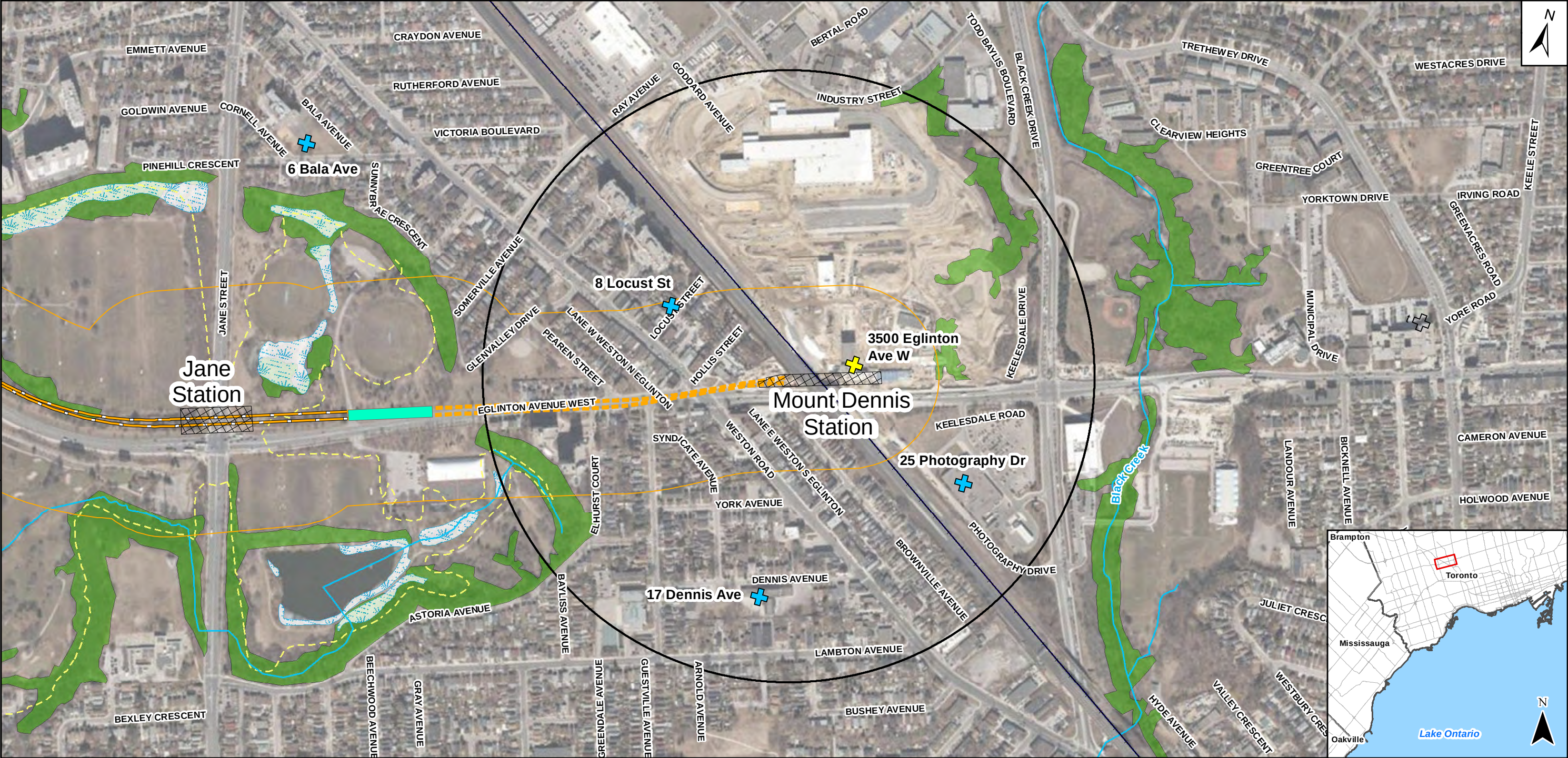
April 20 2020

Figure:

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Legend

Alignment Elevated (approximate)

Alignment Underground (approximate)

Station Site Area (approximate)

Portals

Station - 500m Buffer

Study Area - 150m BufferProposed DevelopmentRecent/Under DevelopmentPermanent WatercourseFloodplainUnevaluated WetlandWooded Area

DATA SOURCES:

1. City of Toronto - Development Applications (as of April 14, 2020)

2. Ontario Open Data Catalogue - Roads and Railways

3. Land Information Ontario - Greenbelt Area Boundary, Wetlands, Wooded Areas, Watercourses, Waterbodies, Municipal Boundaries

4. Toronto Region Conservation Authority - Floodplain

5. ESRI - Basemap

NOTES:

Datum: NAD83 CSRS; Projection: MTM 10

Vertical grade change is approximate.

0

100

200

400

Metres

1:6,500

Project:

Eglinton Crosstown West Extension

Figure Title

Mount Dennis Station - Proposed Development Applications Socio-Economic and Land Use Assessment

Prepared By:

Version:

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