AECOM

Appendix A-3

Socio-Economic and Land Use Study

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Socio-Economic and Land Use Study

Conversion of Scarborough Rapid Transit Right-of-Way to Busway – Transit and Rail Project Assessment Process

Toronto Transit Commission

60729927

August 2024

Delivering a better world

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AECOM: 2015-04-13

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Executive Summary

ES 1. Project Background and Study Purpose

The Toronto Transit Commission is undertaking a Transit and Rail Project Assessment Process for the Conversion of Scarborough Rapid Transit Right-of-Way to Busway Project, which, aims to convert the north-south portion of the decommissioned Line 3 Scarborough Rapid Transit corridor to a dedicated busway. As part of the Scarborough Rapid Transit decommissioning plan, two phases were developed. Phase 1 would see the Toronto Transit Commission operate an interim bus service on-street, which was planned to go into service by November 2023, however, due to the Scarborough Rapid Transit derailment in July 2023, interim bus service started in August 2023. The Toronto Transit Commission is currently advancing the detailed design of Phase 2, which involves converting the at-grade north-south portion of the Scarborough Rapid Transit right-of-way into a busway, allowing buses to operate in the converted busway between Ellesmere and Kennedy stations and continuing on existing priority lanes on Ellesmere Road between Ellesmere and Scarborough Centre stations implemented in Phase 1.

AECOM has been retained by the Toronto Transit Commission to assist in the completion of the Transit and Rail Project Assessment Process for Phase 2 of the Scarborough Rapid Transit decommission plan. This report assesses the socio-economic conditions and land use within the busway corridor and surrounding area.

The purpose of the Socio-Economic and Land Use Study is to:

- Provide an overview of the relevant regional and municipal policies and land use designations, including emerging policy directions, and describe how the Project is aligned with these policies.
- Document the existing land use and socio-economic features within the Study Area.
- Characterize future change, including planned and recently approved development, infrastructure projects, and city-building initiatives.
- Identify potential adverse impacts and opportunities to socio-economic features and land use, including property, aesthetic/visual, safety, and light spillage associated with the Project. Appropriate mitigation measures and monitoring requirements will be provided for potential adverse impacts.

Refer to **Section 1** for more information related to project background and study purpose.

ES 2. Methodology

The methodology for the Study involves the completion of three main tasks:

- Policy review.
- Existing conditions review.
- Documentation of Potential Impacts, Mitigation Measures, and Monitoring Activities.

A detailed methodology description is provided in **Section 2**.

ES 3. Planning Policy

The Province of Ontario and the City of Toronto have plans and polices which are relevant for the development of the Project. These plans and polices serves as important elements of the planning framework and provide insight into key provincial and municipal objectives while encouraging strategic transportation development. **Section 4** includes a discussion of planning policies and plans, municipal plans and initiatives, other policy considerations and their applicability to the Project.

ES 4. Existing Conditions

The Existing Conditions section outlines the existing socio-economic and land use conditions within the Study Area. This section describes neighbourhood profiles by summarizing land use and built form patterns, the transit and transportation network, and demographics within various neighbourhoods. This section also outlines the community amenities found within the Study Area including institutional uses, recreation uses and community resources. Refer to **Section 4** for existing conditions information. A discussion of neighbourhood profiles, community amenities, and future development is included.

ES 5. Potential Effects, Mitigation Measures and Monitoring Activities

Section 5 includes an overview of potential effects, mitigation measures and monitoring activities associated with the Project. Potential effects, mitigation measures and monitoring activities are separated by the construction and operations phases of the Project.

ES 6. Future Commitments

Commitments to future work are summarized in **Section 6**. Commitments to future work are separated by the construction and operations phases of the Project.

ES 7. Permits and Approvals

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

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1. Introduction

1.1 Project Overview

The Toronto Transit Commission is undertaking a Transit and Rail Project Assessment Process for the Conversion of Scarborough Rapid Transit Right-of-Way to Busway Project, which, aims to convert the north-south portion of the decommissioned Line 3 Scarborough Rapid Transit corridor to a dedicated busway. As part of the Scarborough Rapid Transit decommissioning plan, two phases were developed. Phase 1 would see the Toronto Transit Commission operate an interim bus service on-street, which was planned to go into service by November 2023, however, due to the Scarborough Rapid Transit derailment in July 2023, interim bus service started in August 2023. The Toronto Transit Commission is currently advancing the detailed design of Phase 2, which involves converting the at-grade north-south portion of the Scarborough Rapid Transit right-of-way into a busway, allowing buses to operate in the converted busway between Ellesmere and Kennedy stations and continuing on existing priority lanes on Ellesmere Road between Ellesmere and Scarborough Centre stations implemented in Phase 1.

AECOM has been retained by the Toronto Transit Commission to assist in the completion of the Transit and Rail Project Assessment Process for Phase 2 of the Scarborough Rapid Transit decommission plan. This report assesses the socio-economic conditions and land use within the busway corridor and surrounding area.

1.2 Purpose

The Transit Project Assessment Process (TPAP) has been updated as of February 2024 to the Transit and Rail Project Assessment Process. The Transit and Rail Project Assessment Process is a proponent driven, self-assessment process that provides a stream-lined approach to completing an assessment of a project. It involves a pre-planning phase which includes consultation, assessment of impacts, development of measures to mitigate negative impacts, and documentation, and is followed by a regulated (up to 120 days) consultation and documentation period.

The purpose of the Socio-Economic and Land Use Study is to:

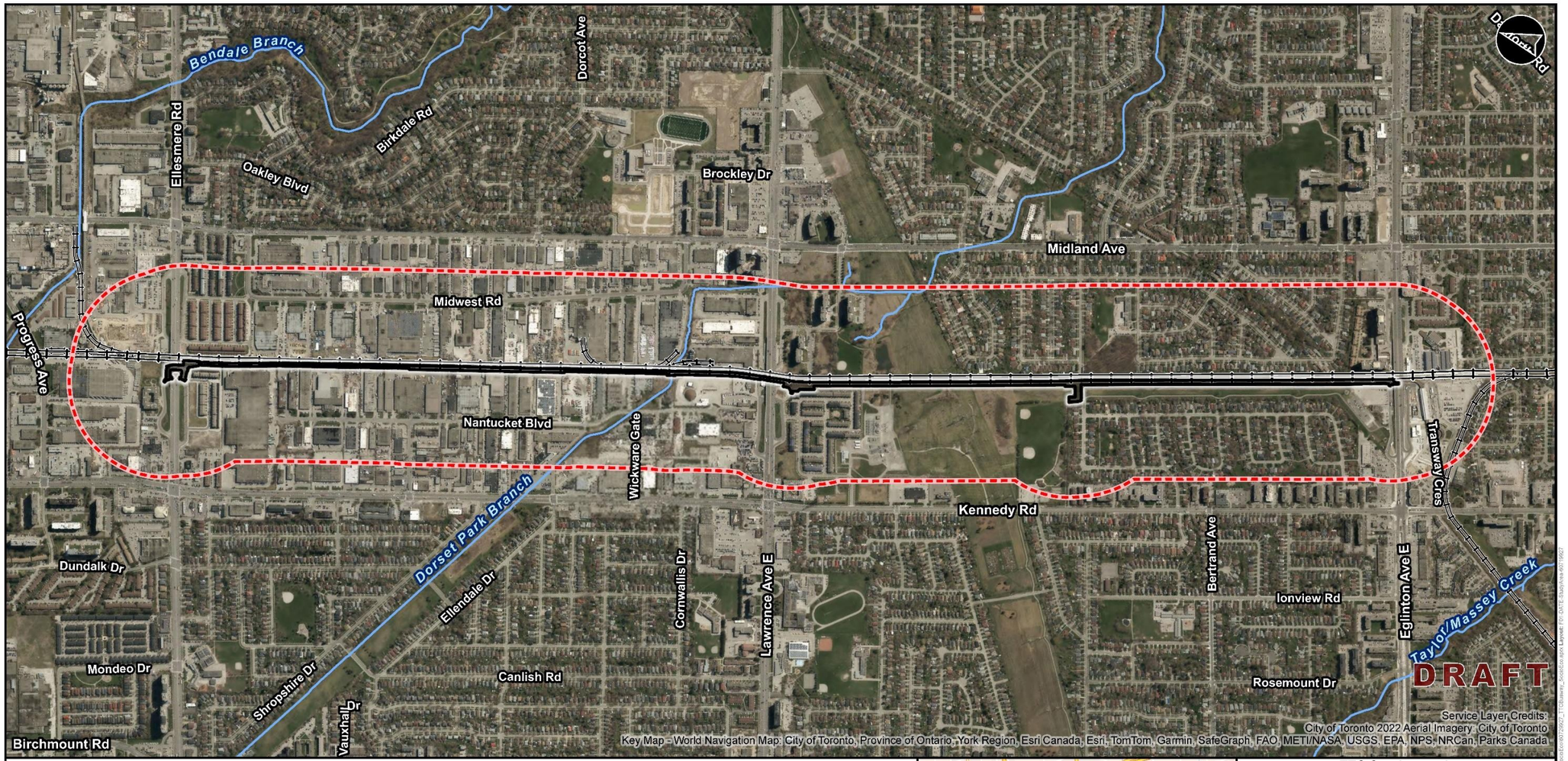
- Provide an overview of the relevant regional and municipal policies and land use designations, including emerging policy directions, and describe how the Project is aligned with these policies.

- Document the existing land use and socio-economic features within the Study Area.
- Characterize future change, including planned and recently approved development, infrastructure projects, and city-building initiatives.
- Identify potential adverse impacts and opportunities to socio-economic features and land use, including property, aesthetic/visual, safety, and light spillage associated with the Project. Appropriate mitigation measures and monitoring requirements will be provided for potential adverse impacts.

1.3 Study Area

The Study Area encompasses the area from the Toronto Transit Commission's Line 2 Kennedy Station, along the Line 3 right-of-way to Ellesmere Station, as depicted in **Figure 1**. The Socio-Economic and Land Use Study Area includes the existing corridor and a boundary that extends 300 metres in all directions. The Study Area identifies the area to be investigated as part of the Socio-Economic and Land Use Study. The Study Area overlaps with several Neighbourhoods. The Neighbourhoods intersected by the Study Area are shown in **Figure 2** and include Scarborough North, Scarborough Centre-Don Valley East, Scarborough Southwest, Scarborough-Guildwood-Rouge Park, and Agincourt.

Figure 1: Study Area and Project Footprint



LEGEND

60% Design Project Components

- Study Area Limit
- Construction Disturbance Area

General Features

- Main Railway
- Spur Railway
- Watercourse

TTC Scarborough
Rapid Transit Busway Conversion Project
Socio-economic Report

Study Area

0 100 200 400 600 800 M

WGS 1984 UTM Zone 17N

Data Sources:
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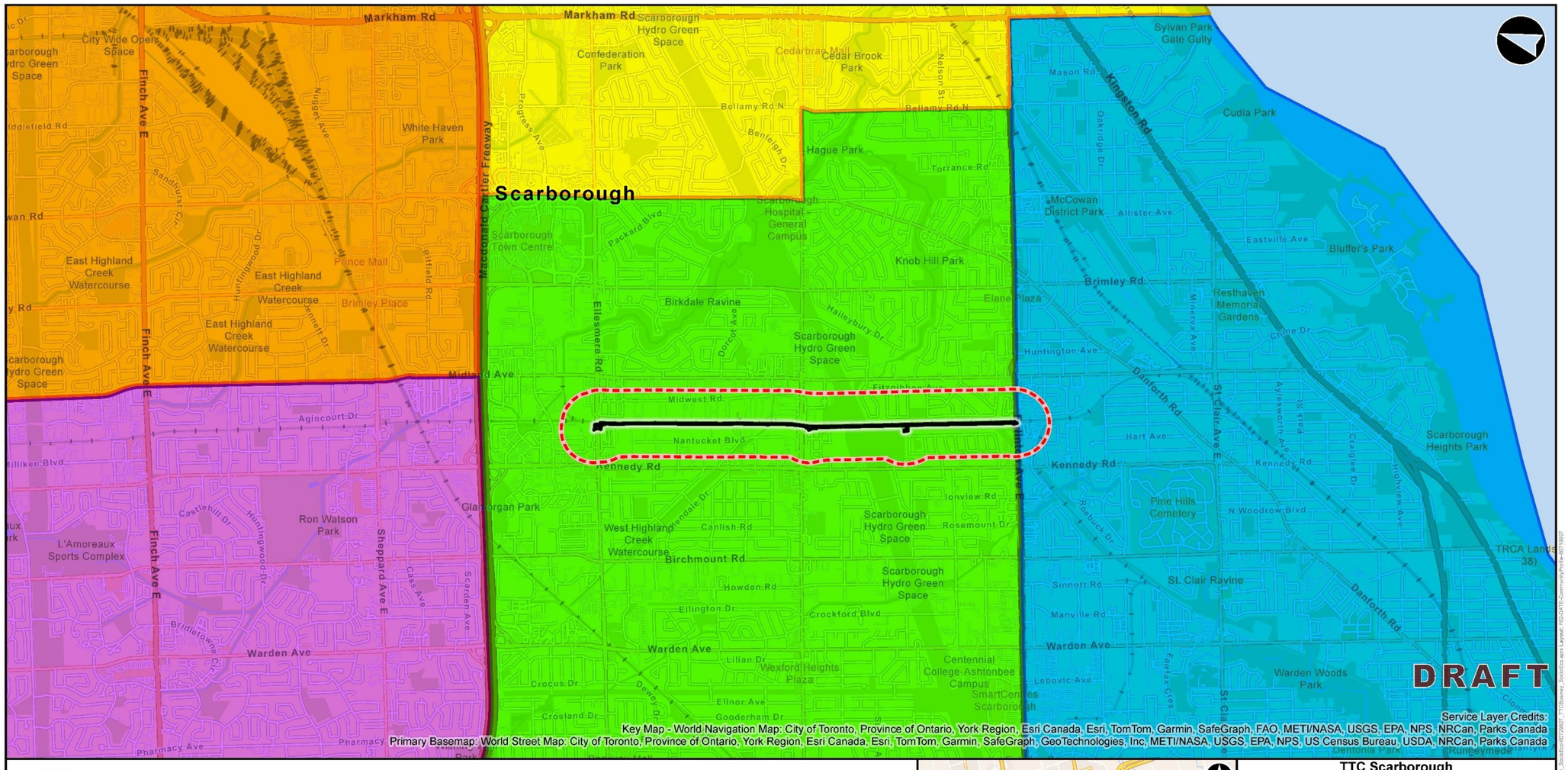
Figure: 1

Figure 2: Study Area Neighbourhoods



LEGEND

60% Design Project Components

Study Area Limit

Construction Disturbance Area

Federal Electoral Districts

Scarborough Centre

Scarborough North

Scarborough Southwest

Scarborough--Agincourt

Scarborough--Guildwood

TTC Scarborough
Rapid Transit Busway Conversion Project
Socio-economic Report

Study Area

0 0.5 1 2 KM

WGS 1984 UTM Zone 17N

Data Sources:
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Project components created by AECOM.

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Figure: 2

2. Methodology

The methodology for the Study involves the completion of three main tasks:

- Policy review.
- Existing conditions review.
- Documentation of Potential Impacts, Mitigation Measures, and Monitoring Activities.

2.1 Policy Review

A background review was conducted using applicable provincial, municipal, and other relevant policy documents to identify and understand the planning framework and current land use designations affecting the Study Area.

2.2 Existing Conditions Review

An existing conditions review was conducted within the Study Area, which included neighbourhood profiles and community services and facilities present. These categories broadly describe the socio-economic and land use environment within the Study Area that the Project may interact with. Neighbourhood profiles were developed using municipal data portals, Census information, mapping software and other desktop resources. Community Amenities were captured using Google maps and the City of Toronto Open Data.

2.3 Potential Impacts, Mitigation Measures and Monitoring Activities

Socio-economic features and land uses identified in the previous two sections were assessed against the Project to determine potential adverse impacts and opportunities which may result from the Project. Based on the potential adverse impacts identified, appropriate mitigation measures where impacts are anticipated are recommended, with the aim of reducing or eliminating adverse impacts. Monitoring requirements are also identified, for both the construction and operation phases of the Project. Impacts and mitigation are based on industry best practice.

3. Relevant Planning Policies

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

3.1 Provincial

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

3.1.1 Provincial Policy Statement

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

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

- Healthy and active communities by facilitating active transportation and community connectivity (Provincial Policy Statement, 2020, Section 1.5.1).
- The planning for and protection of transportation infrastructure and transit to meet current and projected needs (Provincial Policy Statement, 2020, Section 1.6.8.1).
- Providing safe, energy efficient, integrated, and reliable multimodal transportation systems which facilitate the movement of people and appropriately address projected needs (Provincial Policy Statement, 2020, Section 1.6.7).

- Healthy and active communities by facilitating active transportation and community connectivity (Provincial Policy Statement, 2020, Section 1.5.1).
- The planning for and protection of transportation infrastructure and transit to meet current and projected needs (Provincial Policy Statement, 2020, Section 1.6.8.1).
- The preservation and reuse of abandoned corridors for purposes that maintain the corridor's integrity and continuous linear characteristics should be encouraged, wherever feasible (Provincial Policy Statement, Section 1.6.8.4).
- Providing safe, energy efficient, integrated, and reliable multimodal transportation systems which facilitate the movement of people and appropriately address projected needs (Provincial Policy Statement, 2020, Section 1.6.7).
- Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that: a) their long-term operation and economic role is protected (Provincial Policy Statement, Section 1.6.9.1).
- Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (Provincial Policy Statement, Section 1.8.1 (b)).
- Maintaining or restoring the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems (Provincial Policy Statement, 2020, Section 2.1.2).
- Restricting development and site alteration in, or adjacent to, significant wetlands, woodlands, valley lands, wildlife habitat and Areas of Natural and Scientific Interest, unless it has been demonstrated that there will be no negative effects on the natural features or their ecological functions (Provincial Policy Statement, 2020, Sections 2.1.4 and 2.1.5).
- Restricting development in habitat of endangered or threatened species except in accordance with Provincial and Federal requirements (Provincial Policy Statement, 2020, Section 2.1.7).
- Restricting development and site alteration in or near sensitive surface or groundwater features such that their features and related hydrological functions will be protected, improved, or restored (Provincial Policy Statement, 2020, Section 2.2.2).
- Conserving heritage and significant cultural heritage landscapes; and restricting development and site alteration on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved (Provincial Policy Statement, 2020, Sections 2.6.1 and 2.6.2).

3.1.1.1 Applicability of the Provincial Policy Statement to the Project

The Project is consistent with the objectives of the Provincial Policy Statement, 2020, as it supports the expansion and optimization of a multi-modal transportation system that provides connectivity to existing local and regional transit and supports long-term economic prosperity. The Project will also support areas that were either built around rapid transit that no longer exists, or are planned for residential and employment growth and the potential to support multiple modes of travel, foster improved connectivity, and allow for the development of compact, mixed-use communities.

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe, Office Consolidation 2020 (Growth Plan), is a long-term plan for Ontario to promote economic growth, increase housing supply, create jobs, and build communities that make life easier, healthier, and more affordable for people of all ages. As one of the most dynamic and fast-growing regions in North America, the Greater Golden Horseshoe is a destination for many people and businesses from other parts of Canada and around the world.

The current Growth Plan came into effect on May 16, 2019, and was consolidated in August 2020. Changes to the Growth Plan since the original 2006 version and its 2017 update have provided greater detail on policies for achieving vibrant and complete communities. A primary objective of the Growth Plan is the achievement of complete communities that provide access and integration to transit networks that have an increased amount and variety of housing options.

The Growth Plan identifies Scarborough Centre as an urban growth centre. The City of Toronto Official Plan further outlines this area as an urban growth centre (further detail on the City of Toronto Official Plan below in **Section 3.2.1**). The Growth Plan notes that “urban growth centres” will be planned:

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

Each urban growth centre is given a minimum density target to achieve by 2031. The minimum density target for Scarborough Centre is 400 residents and jobs combined per hectare. The Growth Plan directs growth within settlement areas to strategic growth areas which includes urban growth centres and major transit station areas (Policy 2.2.1.2). Of relevance to the Project and Study Area are policies that relate to the creation of complete communities and enhanced transit planning within strategic growth areas. In particular, the Growth Plan:

- Supports the achievement of complete communities that expand convenient access to a range of transportation options (Policy 2.2.1.4(d)).
- Requires planning for lands adjacent to or near frequent transit to be transit-supportive, which relates to development that makes transit viable and improves the quality of the experience of using transit, often referring to compact, mixed-use development that has a high level of employment and residential densities (Policy 2.2.4.10).
- Requires municipalities to identify and protect lands that may be needed for future enhancement or expansion of transit infrastructure for lands adjacent or near higher order transit corridors, as determined through consultation with Metrolinx (Policy 2.2.4.11).
- Promotes economic development and competitiveness by planning to better connect areas with high employment densities to transit (Policy 2.2.5.1(c)).
- Requires the transportation system to be planned and managed to provide connectivity among transportation modes for moving people and goods, offering multimodal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services (Policies 3.2.2(a) and (d)).
- Supports public transit as the first priority for transportation infrastructure planning and major transportation investments (Policy 3.2.3.1).
- Provides criteria for transit planning and investment decisions, including prioritizing areas with existing or planned higher residential or employment densities, increasing the capacity of the existing transit system to support strategic growth areas; and expanding transit services to areas that have or will be planned to achieve transit-supportive densities and provide a mix of uses (Policy 3.2.3.2).
- Supports existing and planned transit to reduce dependence on the automobile in an effort to address climate change adaptation and reduce greenhouse gas emissions (Policy 4.2.10.1(b)).

3.1.2.1 Applicability of the Growth Plan to the Project

The Growth Plan requires municipalities to recognize designations such as urban growth centres in their official plans to implement the policies of the Growth Plan. More discussion on the City of Toronto Official Plan is provided below in **Section 3.2.1**. The Growth Plan policies for strategic growth areas generally apply to the Study Area.

Overall, the Project conforms with the relevant policies of the Growth Plan. By delivering transit to areas of existing high-density housing, employment, cultural and institutional uses with the potential for new growth and development, the Project can help to deliver more complete communities, with a greater mix of uses. The Project will contribute to greater intra-regional transportation options to reduce reliance on automobile use. Scarborough Centre is a designated urban growth centre and with the shutdown of Line 3 Scarborough Rapid Transit, it currently has poor transit connections. The Project will provide increased connectivity to the higher order transit network.

3.1.3 Greenbelt Plan

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

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

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

3.1.3.1 Applicability of the Greenbelt Plan to the Project

The Project is not located within an area designated under the Greenbelt Plan, 2017. Therefore, the Greenbelt Plan is not applicable to the Project. However, the Project will support the goals of the Greenbelt Plan by mitigating climate change by offering a rapid and reliable public transit alternative to individual automobile use.

3.1.4 2041 Regional Transportation Plan

The 2041 Regional Transportation Plan was developed by Metrolinx and is a guidance document to facilitate the continued transformation of the transportation systems within the Greater Toronto and Hamilton Area. This document provides a framework for an integrated and multimodal regional transportation system that is to increase quality of service and connectivity to transportation services in a manner that helps foster sustainable and healthy communities.

The 2041 Regional Transportation Plan builds on its previous Regional Transportation Plan, The Big Move released in 2008, and has secured $30 billion of investment in rapid transit and has led to the completion of several transit projects within the Greater Toronto and Hamilton Area. Furthering initiatives from The Big Move, the 2041 Regional Transportation Plan intends to continue with improvements to regional transportation by emphasizing traveller needs in its planning and operations. The 2041 Regional Transportation Plan summarizes its objectives as the following:

- Providing travellers with fast, frequent and reliable transit.
- Integrating fares and services to allow people to move seamlessly across the region.
- Designing communities, transit stations and Mobility Hubs to support transit use and active transportation.
- Anticipating and preparing for integrated mobility systems that use emerging transportation technologies and business models.
- Using parking demand strategies to encourage carsharing and other modes besides the car.
- Addressing the beginning and end of a traveller’s journey - the first-and last-mile.
- Optimizing the use of roads and highways to support transit and goods movement.
- Embedding design excellence, sustainability and universal access in transit planning.

3.1.4.1 Applicability of the 2041 Regional Transportation Plan to the Project

Metrolinx's 2041 Regional Transportation Plan identifies a subway extension linking Scarborough Centre to Oshawa and Toronto. The busway conversion project will serve as a key link in an integrated, multi-modal, and regional transit system. It will meet the goals of the Regional Transportation Plan by creating strong connections to key destinations within Scarborough Centre and nearby neighbourhoods, and include other intra-regional forms of transportation. The Project will also create a sustainable and healthy community by encouraging residents to use transit over automobiles.

3.2 Municipal

The following sections outline the municipal planning and policy considerations for the Study Area.

3.2.1 City of Toronto Official Plan

The City of Toronto Official Plan was approved by the Ontario Municipal Board on July 6, 2006. Since that time, several Official Plan Amendments have been approved. The Official Plan sets out the vision for where and how Toronto will grow to the year 2031. An Official Plan Consolidation from December 2023 is currently available. The Plan is intended to ensure that the City of Toronto evolves, improves, and realizes its full potential in areas such as transit, land use development, and the environment. Official Plan policies relevant to the Study Area are outlined in the following sections.

3.2.1.1 Urban Structure

Map 2 – Urban Structure of the City of Toronto Official Plan illustrates the City's Urban Structure designations. The following Urban Structure elements are applicable to the Study Area:

- **Employment Areas** are on the east and west sides of the Project Area; south of Ellesmere Road, and north of Lawrence Avenue. These areas support business and employment growth by maintaining land exclusively for business and economic activities. Employment Areas are intended to be able to accommodate substantial job growth and meet the needs of the City's key economic clusters. Transit use is to be encouraged in Employment Areas through investing in improved levels of service and encouraging transit-supportive development, densities and forms.

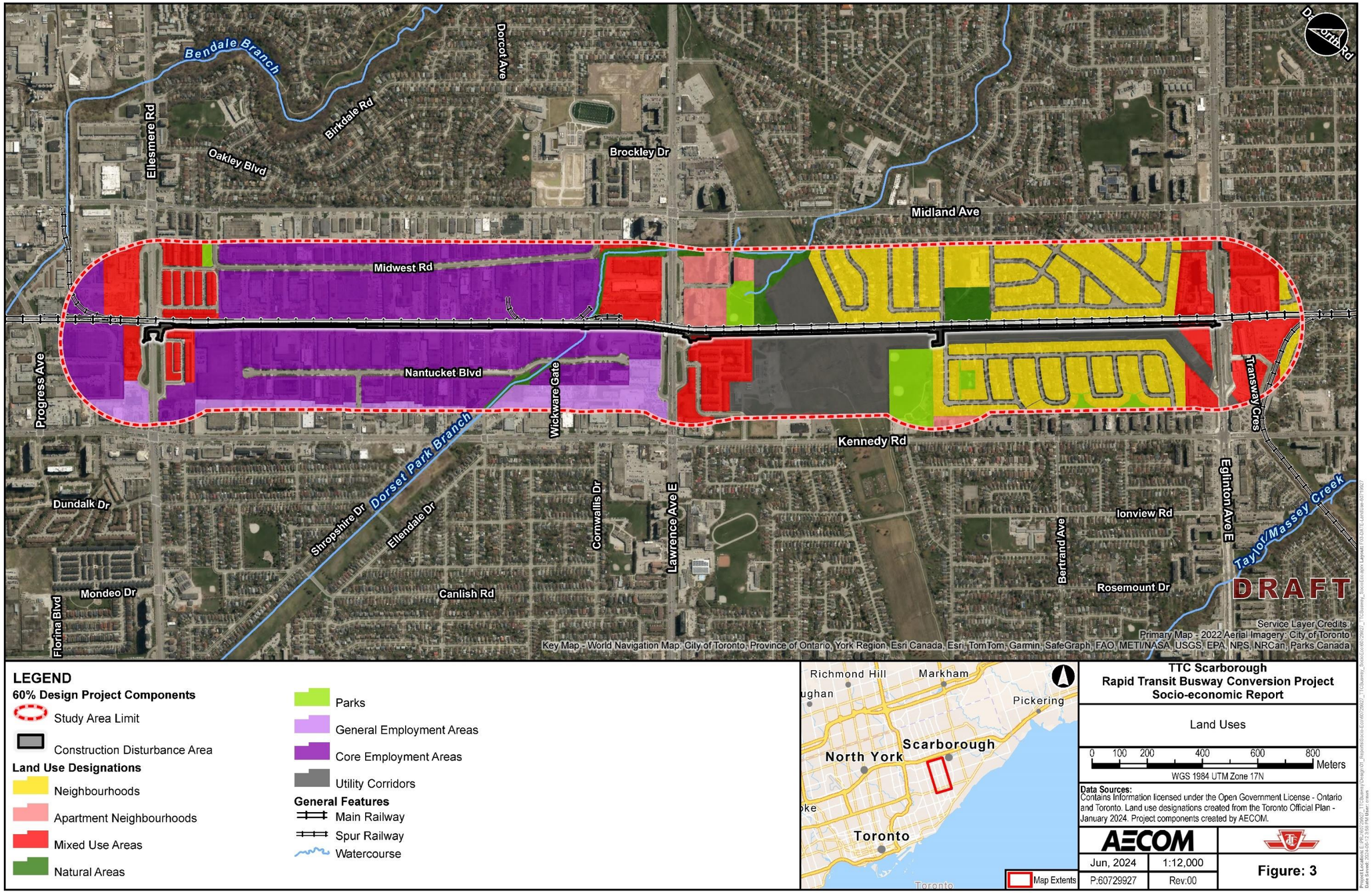
- **Avenues** are found on the north and south sides of Lawrence Avenue. These structure elements are important corridors where re-urbanization and a range of residential, commercial, institutional, open space and entertainment uses are anticipated. The Official Plan envisions growth and redevelopment of the Avenues to be supported by high quality transit services and urban design which promotes a street that is safe, comfortable, and attractive for both pedestrians and cyclists.
- **Centres** are places with high order transit accessibility where jobs, housing and services will be concentrated in dynamic mixed use settings with different levels of activity and intensity. These Centres are focal points for surface transit routes drawing people from across the City and from outlying suburbs to either jobs within the Centres or to a rapid transit connection.

3.2.1.2 Land Use Designations

The Land Use Plan of the City of Toronto Official Plan illustrates the City of Toronto's Land Use designations. The designations relevant to the Study Area are as follows and shown on **Figure 3**:

- **Natural Areas and Parks** are found along West Highland Creek and in smaller pockets throughout the Study Area. This designation includes a range of recreational, cultural, and educational uses and facilities that minimize adverse impacts on natural features.
- **Employment Areas** are found on the east and west side of the Study Area between Ellesmere Road and Lawrence Avenue. Employment Areas are intended to be places of business and economic activity. Uses that support this function consist of offices, manufacturing, warehousing, distribution, research and development facilities, utilities, media facilities, parks, hotels, retail outlets ancillary to the preceding uses, and restaurants and small-scale stores and services that serve the area's businesses and workers.
- **Apartment Neighbourhoods** are found to the east of the right-of-way, south of Lawrence Avenue. Apartment Neighbourhoods are 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.

Figure 3: Land Use



- **Mixed Use Areas** are found south of Ellesmere Road and north of Lawrence Avenue. Additional mixed use areas are found south of Lawrence Avenue to the west of the right-of-way and at Eglinton Avenue on both sides of the right-of-way. Mixed Use Areas are 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.
- **Neighbourhoods** are found along the length of the right-of-way south of Lawrence Avenue and north of Eglinton Avenue. Neighbourhoods contain a full range of residential uses within lower-scale buildings, as well as parks, schools, local institutions and small-scale stores and shops serving the needs of area residents.
- **Utilities** are found travelling west to east between Lawrence Avenue and Eglinton Avenue. Utility Corridors are hydroelectric and rail corridors primarily used for the movement and transmission of energy, information, people, and goods.

3.2.1.3 Scarborough Centre Secondary Plan

The City of Toronto Official Plan identifies Scarborough Centre as a Secondary Plan area and an Urban Growth Centre. Secondary Plans are a more detailed local development policy to guide growth and change in defined areas of the City of Toronto. Urban Growth Centres are components of the regional urban system that include major locations for intensification which will be developed in a compact form and provide a range of mixed housing, employment, recreation, entertainment, civic, cultural and other activities for residents, workers and area visitors. Urban Growth Centres are also focal areas for investment in region-wide public services and infrastructure, including major transit infrastructure. Transportation and connectivity are critical to the vitality and growth of the Scarborough Centre Secondary Plan, and the following efforts have been identified to enhance connections to the surrounding City:

- Active pursuit of the Sheppard Subway extension to the Centre.
- Enhancement of the Scarborough Rapid Transit system or replacement technology.
- Expansion and improvement to surface transit routes.
- New road construction to break up larger development blocks.
- Improved connections to, from and across Highway 401.
- Improved signage and wayfinding in the Centre.
- The provision of accessible and safe pedestrian walkways, trails and bike paths.

3.2.1.4 Special Policy Areas

The Toronto Official Plan identifies Special Policy Areas in locations where development is restricted due to hazards associated with flooding and/or unstable slopes. The Special Policy Areas are a tool for regulating development on hazardous lands within the existing community where complete development prohibition would cause social or economic downfalls.

The 401-Midland: Highland Creek – Bendale Branch Special Policy Area is within the Study Area along the east and west sides of the corridor, north of Lawrence Avenue. Policy 3.4.5 of the Toronto Official Plan requires any new buildings or structures developed within these areas to be protected from flooding to at least the 350-year flood level.

3.2.1.5 Applicability of the City of Toronto Official Plan to the Project

The Project will provide a key transit connection from Line 2 terminus at Kennedy Station to Scarborough Centre. The City of Toronto Official Plan envisions a range of transit-supportive uses connecting Scarborough centre to the higher order transit network, which is an objective, and direct outcome of this Project.

3.2.2 City of Toronto Parkland Strategy

The City of Toronto Parkland Strategy (2019a) was developed to formulate a long-term vision and framework to enhance the parks system in the City of Toronto. It proposes to create new parks and expand and improve access to existing parks through a vision defined by the following four goals:

- Expand the parks system by creating new parks.
- Improve the function of existing parks.
- Connect parks and other open spaces physically and visually and leverage opportunities to use other open spaces.
- Include everyone by removing barriers.

The Strategy sets out a plan to achieve these goals out to a horizon year of 2033.

3.2.2.1 Applicability of the City of Toronto Parkland Strategy to the Project

The Strategy identifies one general area of parkland needed to the west of the corridor, between Lawrence Avenue and Eglinton Avenue. The Project will support the goals of the Strategy by improving connections to existing parks and trails.

3.2.3 City of Toronto Multi-Year Accessibility Plan 2020-2024

The 2020-2024 Multi-Year Accessibility Plan (2019b) reaffirms the City of Toronto's commitment to creating an accessible city and building a more equitable and inclusive society by outlining goals and initiatives that support this commitment. The Plan focuses on maintaining and monitoring compliance by the City of Toronto to requirements set out for municipalities under the Accessibility of Ontario with Disabilities Act (2005). The Plan sets out the following Guiding Principles:

- Leadership and Accountability.
- Dignity and Independence.
- Integration and Equity.
- Accessibility by Design.
- Innovation and Adaptability.
- Collaboration and Engagement.

These guiding principles serve to guide the City in actions, decision-making and service approaches regarding facilities and the delivery of goods and services within the City of Toronto.

3.2.3.1 Applicability of the City of Toronto Multi-Year Accessibility Plan to the Project

While the Project itself will be designed and operated in accordance with the City of Toronto Accessibility requirements, there are likely to be ancillary works carried out as part of the Project on behalf of the City of Toronto. These may include intersection reconstructions, sidewalk and multi-use path implementation, restoration of on and off right-of-way structures, and other such works. In these cases, it is recommended that these works are undertaken according to City of Toronto accessibility guidelines.

3.2.4 City of Toronto Cycling Network Plan

The Toronto Cycling Network Plan (2024) has a three-year implementation program, as this allows for more of an adaptable approach because of future infrastructure planning. The City of Toronto's goal is to intertwine bicycle infrastructure with existing infrastructure. The Plan highlights the significant corridors within Toronto where high order cycling infrastructure has been installed or is underway or planned. Within the Study Area there is an existing bike trail that is adjacent to and crosses the corridor east of Kennedy Road and north of Eglinton Avenue East. According to the Cycling Plan,

cycling upgrades are anticipated to fill the gap between the Meadoway/Gatineau Corridor Trail between Kennedy Road and Marcos Boulevard.

3.2.4.1 Applicability of the City of Toronto Cycling Network Plan to the Project

The City of Toronto Cycling Network Plan identifies that cycling helps people travel to and from transit. The Project, specifically the Tara Avenue stop will aid in the transit system to allow people to access different areas of the cycling network easier, as well as access transit in a more convenient way via the cycling network.

4. Existing Conditions

The following sections outline the existing socio-economic and land use conditions with the Study Area. **Section 4.1** describes neighbourhood profiles by summarizing land use and built form patterns; the transit and transportation network, and demographics within various neighbourhoods within and immediately adjacent to the Study Area. **Section 4.2** outlines the community amenities found within the Study Area including institutional uses, recreation uses and community resources. **Section 4.3** outlines the existing public and private utilities and servicing in the Study Area.

4.1 Neighbourhood Profiles

4.1.1 Land Use and Built Form Patterns

The Study Area features many different land use and density types, including residential uses. Between Ellesmere Road and Lawrence Avenue East, a majority of the land use and buildings are dedicated for either commercial or industrial uses. South of Lawrence Avenue is largely represented by low-rise, mid-rise and some high-rise residential uses. This portion of the Study Area also contains utility corridors and greenspace. The low-rise residential areas along the existing Line 3 corridor and south of Lawrence Avenue East is divided by a noise attenuation wall. At the southern end of the Study Area, the majority of the land use is transit/transportation with Line 2 and the future Line 5 Kennedy Station, Kennedy GO Station and commuter parking lots, as well as low-rise residential areas adjacent to the station.

4.1.1.1 Transit and Transportation Network

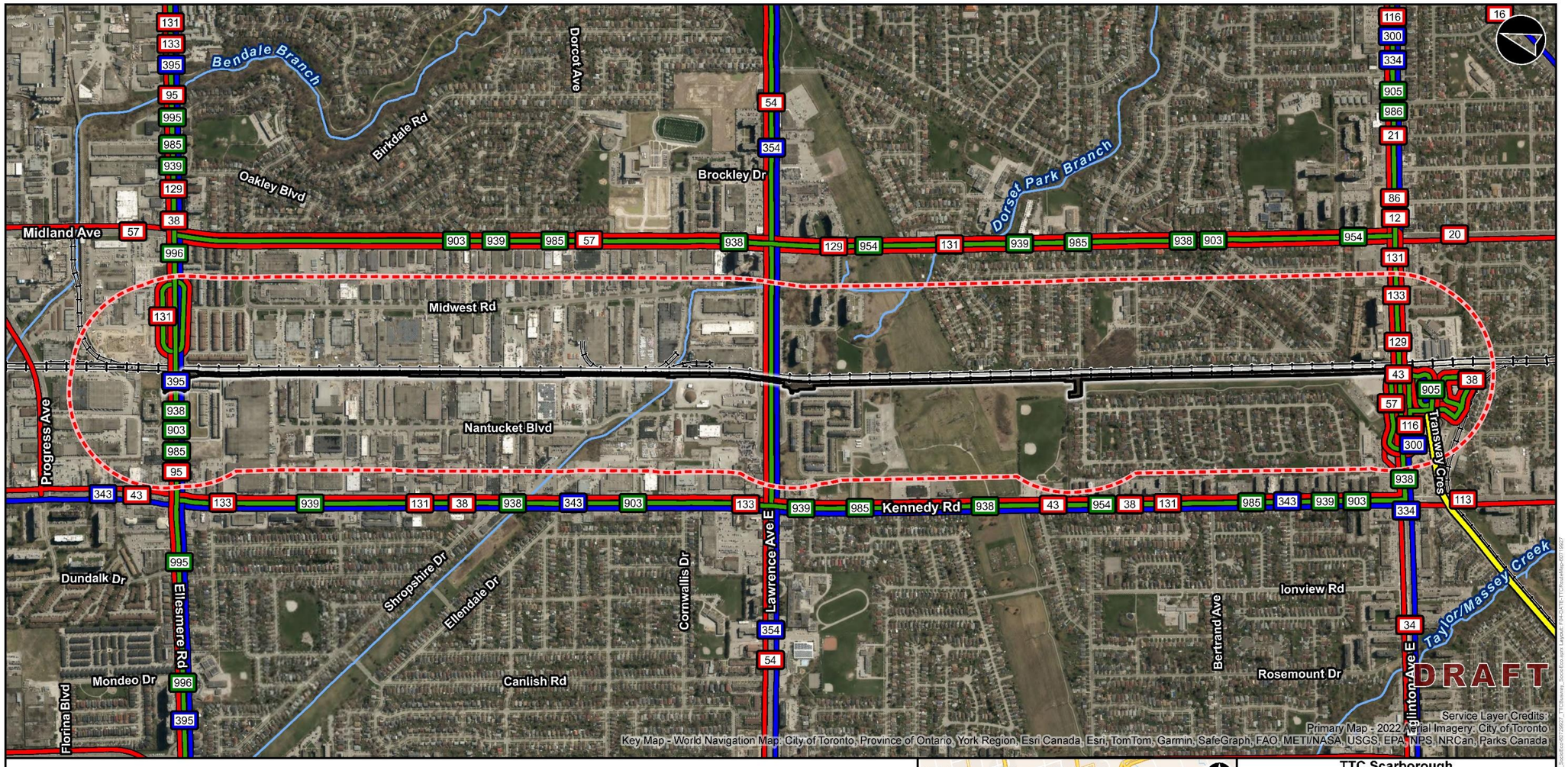
The Study Area is served by a variety of transit and transportation options. Major roads intersecting in the Study Area include Ellesmere Road, Kennedy Road, Midland Avenue, Lawrence Avenue East, and Eglinton Avenue East. All public transit routes that can be accessed within the Study Area are shown on **Figure 4** and are described below in **Table 4-1**.

Currently, buses serving the Line 3 bus replacement depart at Kennedy Station via the West Service Road, and travel northbound along Kennedy Road; followed by eastbound on Ellesmere Road; northbound on Brimley Road, and then eastbound on Triton Road to reach Scarborough Centre Station. Southbound service from Scarborough Centre Station travels westbound along Triton Road; southbound on Brimley Road; westbound on Ellesmere Road, and then southbound on Midland Avenue before returning to Kennedy Station.

Table 4-1: Public Transit options within the Study Area

Route	Mode	Service Area, Connections, Variations
95 – York Mills	Bus	■ Operates locally east-west between York Mills Station and Kingston Road. ■ Intersects with the Study Area at Kennedy Road and Midland Avenue along Ellesmere Road.
995 – York Mills Express	Bus	■ Operates express east-west between York Mills Station and Military Trail. ■ Connects at University of Toronto GO Station at Military Trail. ■ Intersects with the Study Area at Kennedy Road and Midland Avenue along Ellesmere Road.
996 – Wilson Express	Bus	■ Operates express east-west between Humber College Bus Terminal and Scarborough Centre Station. ■ Humber College Bus Terminal connects to GO, York Region Transit, MiWay, Brampton Transit and Zum transit services. ■ Intersects with the Study Area at Kennedy Road along Ellesmere Road.
43 - Kennedy	Bus	■ Operates locally north-south between Steeles Avenue East and Kennedy Station. ■ Intersects with the Study Area at Ellesmere Road, Lawrence Avenue East, and Eglinton Avenue East, along Kennedy Road.
57 – Midland	Bus	■ Operates locally north-south between Milliken GO Station and Kennedy Station. ■ Intersects with the Study Area at Ellesmere Road, Lawrence Avenue and Eglinton Avenue East along Midland Avenue and Eglinton Avenue.
38 – Highland Creek	Bus	■ Operates locally east-west between Kennedy Station, the University of Toronto Scarborough Campus and the Rouge Hill GO Station. ■ Intersects with the Study Area at Ellesmere Road, Lawrence Avenue East and Eglinton Avenue East along Kennedy Road and Midland Avenue.
129 – McCowan North	Bus	■ Operates locally north-south between Major Mackenzie Drive East (as a contracted service for York Region Transit) and Kennedy Station. ■ A second branch operates locally between Steeles Avenue East and Kennedy Station. ■ Intersects with the Study Area at Ellesmere Road, Lawrence Avenue and Eglinton Avenue East along Midland Avenue and Kennedy Road.
131 – Nugget	Bus	■ Operates locally east-west between Kennedy Station and Morningview Trail. ■ Intersects with the Study Area at Ellesmere Road, Lawrence Avenue, Eglinton Avenue East, along Midland Avenue and Kennedy Road.
133 – Neilson	Bus	■ Operates locally north-south between Finch Avenue East and Kennedy Station. ■ Intersects with the Study Area at Ellesmere Road, Kennedy Road, Eglinton Avenue East, along Midland Avenue and Kennedy Road.
54 – Lawrence East	Bus	■ Operates locally east-west between Eglinton Station and Starspray Loop on Lawrence Avenue East, with a second branch between Eglinton Station and Orton Park Drive. ■ Intersects with the Study Area at Kennedy Road and Midland Avenue along Lawrence Avenue East.
954 – Lawrence East Express	Bus	■ Operates express east-west between Kennedy Station and Starspray Loop on Lawrence Avenue East. ■ Intersects with the Study Area at Kennedy Road and Midland Avenue at Lawrence Avenue East, and along Midland Avenue and Kennedy Road.
903 – Kennedy-Scarborough Centre Express	Bus	■ Operates express north-south between Centennial College Bus Terminal to Kennedy Station. ■ Intersects with the Study Area at Ellesmere Road, Kennedy Road, Eglinton Avenue East, along Midland Avenue and Kennedy Road.
939 – Finch Express	Bus	■ Operates express east-west between Finch West Station to Kennedy Station. ■ Intersects with the Study Area at Ellesmere Road, Kennedy Road, Eglinton Avenue East, along Midland Avenue and Kennedy Road.
985 – Sheppard East Express	Bus	■ Operates express east-west between Don Mills Station to Kennedy Station on Sheppard Avenue East and Midland Avenue. ■ Intersects with the Study Area at Ellesmere Road, Kennedy Road, Eglinton Avenue East, along Midland Avenue and Kennedy Road.
Line 2 – Bloor-Danforth to Kennedy Station	Subway	■ Operates east-west between Kipling Station to Kennedy Station. ■ Intersects with the Study Area at Kennedy Road and Eglinton Avenue East.
34A – Eglinton East	Bus	■ Operates locally east-west between Eglinton Station to Kennedy Station. ■ Intersects with the Study Area at Kennedy Road and Eglinton Avenue East.
905 – Eglinton East Express	Bus	■ Operates express east-west between University of Toronto Scarborough Campus to Kennedy Station. ■ Intersects with the Study Area at Midland Avenue and Eglinton Avenue East.
986 – Scarborough Express	Bus	■ Operates express east-west between Kennedy Station to Meadowvale Loop. ■ Intersects with the Study Area at Midland Avenue and Eglinton Avenue East.
116 - Morningside	Bus	■ Operates locally north-south between Kennedy Station to Finch Avenue East. ■ Intersects with the Study Area at Midland Avenue and Eglinton Avenue East.
86 – Scarborough	Bus	■ Operates locally east-west between Meadowvale Loop to Kennedy Station. ■ Intersects with the Study Area at Midland Avenue and Eglinton Avenue East.
21 – Brimley	Bus	■ Operates locally north-south between Steeles Avenue East to Kennedy Station along Brimley Road. ■ Intersects with the Study Area at Midland Avenue and Eglinton Avenue East.

Figure 4: Toronto Transit Commission Route Map



LEGEND

60% Design Project Components
- Study Area Limit
- Construction Disturbance Area

Subway Route
- Line 2 (Bloor - Danforth)

Bus Routes
- Limited Service Route
- Express Service Route
- Regular Service Route

General Features
- Main Railway
- Spur Railway
- Watercourse

TTC Scarborough
Rapid Transit Busway Conversion Project
Socio-economic Report

TTC Route Map

0 100 200 400 600 800 Meters
WGS 1984 UTM Zone 17N

Data Sources:
Contains information licensed under the Open Government License - Ontario and Toronto. Land use designations created from the Toronto Official Plan - January 2024. Project components created by AECOM.

AECOM	
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Figure: 4

Since the closure of Line 3, several local bus routes have been extended to provide service between Kennedy and Scarborough Centre stations, with an intermediate stop at Ellesmere Road and Lawrence Avenue East. These routes include: 129 McCowan North, 131 Nugget, 133 Neilson, 903 Kennedy Station-Scarborough Express, 938 Highland Creek Express, 939 Finch Express, 954 Lawrence East Express, and 985 Sheppard East Express.

4.1.1.2 Pedestrian and Cycling Network

The major roads are serviced by concrete sidewalks and signalized intersections facilitating pedestrian crossing. Large lot sizes and block sizes reduce pedestrian connectivity. Rapidly moving vehicles making right-hand turns into employment areas create potential pedestrian hazards.

The Study Area contains the Gatineau Hydro Corridor that runs parallel to the busway and connections to the Meadoway, which allows for cycling and pedestrian connectivity. However, the rest of the Study Area is generally not conductive to cycling due to the high volume of vehicle traffic and lack of dedicated cycling infrastructure such as bike lanes or multi-use paths.

4.1.1.3 Demographics

The following section provides key demographic data available from the 2021 Census to outline the existing social and economic conditions in the Study Area. To increase accessibility, availability and transparency of data, this study implements boundaries that more accurately reflects data pertaining to current census subdivisions. As per the 2023 Representation Order (Electoral Boundaries Readjustment Act: Preserving Provincial Representation in the House of Commons Act., 2023) the jurisdiction and boundary of federal electoral districts were reassigned. Subsequently, this created two new census subdivisions, with the merger of Scarborough Centre and Don Valley East to create the Scarborough Centre-Don Valley East federal electoral district and Scarborough Guildwood and Rouge Park to create the Scarborough Guildwood-Rouge Park federal electoral district as reflected in the latest data from the “2021 Census Profile, 2021 Census of Population” (Statistics Canada, 2023).

Table 4-2 provides information regarding the population and area of the five federal electoral districts within and adjacent to the Study Area. Population is shown to be either increasing slightly, but no more than 1.6% which is seen in Scarborough Southwest, or decreasing as shown in Scarborough North, which experienced the greatest population change, decreasing 4.1% from the previous 2016 Census Data population.

Table 4-2: Total Area, Population and Population Density for Neighbourhoods in the Study Area, 2021

Federal Electoral District	Total Area (kilometres^2)	Population	Population Density (Persons /kilometres^2)	Population Change from 2016 -2021 (%)
Agincourt	21.35	104,423	4981.1	-1.1%
Scarborough Centre-Don Valley East	50.9 (28.12)*	208,143 (113, 104)*	4,089.2 (4021.6)*	+0.46% (+0.4%)*
Scarborough Guildwood-Rouge Park	79.17 (25.94)*	205,703 (103,449)*	2598.2 (3988.2)*	+1.0% (0.51%)*
Scarborough North	30.37	94,717	3,119.1	-4.1%
Scarborough Southwest	28.12	111,994	3982.0	+1.6%

It is notable that the total area of Scarborough Centre-Don Valley East and Scarborough Guildwood-Rouge Park federal electoral districts have increased substantially in area from the 2023 Representation Order from Elections Canada, and bracketed areas indicated with a (*) show values for the pre-merger areas of Scarborough Centre and Guildwood Federal Electoral Districts.

Table 4-3 provides the proportion of population by age group of the five federal electoral districts. In all five federal electoral districts, the distribution across age groups is relatively even and differences within the same age group between federal electoral districts are almost always less than 2%. More than half of the population within the Study Area is within the 25 to 64 age demographic, however Agincourt has a notably higher distribution of those aged 65 and over, with 19.2% between 65 and 84 years old and 4.3% over 85 years old.

Table 4-3: Proportion of Population by Age Group for Neighbourhoods in the Study Area, 2021

Federal Electoral District	Total Population	<15	15-24	25-44	45-64	65-84	>85
Agincourt	104,423	12.8%	11.2%	25.5%	27.1%	19.2%	4.3%
Scarborough Centre-Don Valley East	208,143	15.1%	12.1%	27.5%	27.7%	14.7%	2.9%
Scarborough Guildwood-Rouge Park	205,703	15.2%	13.2%	25.0%	27.5%	17.0%	2.2%
Scarborough North	94,717	14.3%	12.8%	24.6%	27.9%	17.8%	2.6%
Scarborough Southwest	111,994	16.4%	12.2%	26.7%	28.3%	13.9%	2.5%

Table 4-4 provides the proportion of education attainment in the five federal electoral districts. There are slight differences in the proportion in the highest level of educational attained with roughly 55% of residents having a post-secondary certificate, degree, or diploma and roughly 28% having a secondary school diploma or equivalency. The largest differences exist in Scarborough North which has the highest proportion with no certificate, diploma, or degree at 21.2% and the lowest attainment of post-secondary certificate, degree or diploma, certificate at 49.3%.

Table 4-4: Proportion Showing Highest Level of Education Attainment for Neighbourhoods in the Study Area, 2021

Federal Electoral District	No Certificate (Diploma or Degree)	Secondary-School (Diploma or Equivalency Certificate)	Post-Secondary Certificate (Degree or Diploma)
Agincourt	18.6%	26.8%	54.7%
Scarborough Centre-Don Valley East	16.5%	27.8%	55.7%
Scarborough Guildwood-Rouge Park	14.1%	28.7%	57.2%
Scarborough North	21.2%	29.4%	49.3%
Scarborough Southwest	16.9%	27.7%	55.4%

Table 4-5 provides the proportion of immigrants, non-immigrants, and those with permanent residence within the five federal electoral districts. Scarborough Guildwood-Rouge Park and Scarborough Southwest are relatively even between immigrants and non-immigrants and is similarly true in but to a lesser extent in the Scarborough Centre-Don Valley East neighbourhood. Agincourt and Scarborough have higher proportions of immigrant residents with both at 64% of the total population.

Table 4-5: Proportion Showing Highest Level of Education Attainment for Neighbourhoods in the Study Area, 2021

Federal Electoral District	Non-Immigrants as a Portion of Total Population	Immigrants as a Portion of Total Population	Permanent Residents as a Portion of Total Population
Agincourt	30%	64%	6%
Scarborough Centre-Don Valley East	43%	53%	5%
Scarborough-Guildwood-Rouge Park	47%	49%	3%
Scarborough North	32%	64%	4%
Scarborough Southwest	49%	47%	4%

Table 4-6 provides the household size within the five federal electoral districts. The amount of people living in each neighbourhood varies between each federal electoral district with Scarborough Southwest having a relatively higher proportion of single-person households at 27.5% and Scarborough North having the lowest proportion at 15.5%. Scarborough North subsequently has the highest number of households with five persons or more. Most households however have at two persons with Scarborough Southwest having the lowest proportion at 72.5% and Scarborough North having the highest at 84.5%.

Table 4-6: Proportion Showing Highest Level of Education Attainment for Neighbourhoods in the Study Area, 2021

Federal Electoral District	One Person	Two Persons	Three Persons	Four Persons	Five of More Persons
Agincourt	23.9%	30.2%	18.8%	14.9%	12.%
Scarborough Centre-Don Valley East	25.9%	28.5%	18.7%	15.5%	11.3%
Scarborough Guildwood-Rouge Park	19%	26.7%	18.8%	18.7%	16.7%
Scarborough North	15.5%	26.2%	20.1%	18.7%	19.5%
Scarborough Southwest	27.5%	27.3%	17.4%	16.2%	11.5%

Table 4-7 provides the place of national origin for immigrated residents within the five federal electoral districts. Overall, immigration is most greatly represented from Asia, where it is roughly 80% in both Agincourt and Scarborough North federal electoral districts. Notably, Scarborough Guildwood-Rouge Park has the highest immigration from the Americas at 23.5% Scarborough Centre-Don Valley East has the highest immigration from Europe at 15.1% and Scarborough Southwest has the highest proportion from Africa at 8.9%.

Table 4-7: Proportion Showing Place of National Origin for Immigrated Residents for Neighbourhoods in the Study Area, 2021

Federal Electoral District	Americas	Europe	Africa	Asia	Australia and Oceania
Agincourt	8.4%	6.7%	4.4%	80.4%	0.1%
Scarborough Centre-Don Valley East	14.2%	15.1%	6.3%	64.3%	0.2%
Scarborough Guildwood-Rouge Park	23.5%	11.4%	5.3%	59.6%	0.2%
Scarborough North	13.6%	3.3%	3.3%	79.7%	0.2%
Scarborough Southwest	14.9%	13.1%	8.9%	62.9%	0.2%

Table 4-8 provides the total after-tax income groups in 2020 for the population aged 15 years and over in private households for the five federal electoral districts. If the total after-tax household income of at least two persons is 37,480 or less, this would be considered a low-income household. Across the federal electoral districts household income groups are typically within about two percent of each other. However, there is a higher proportion of low-income households within Agincourt and Scarborough Southwest both approximately 20% of the total population, and Scarborough North has the highest proportion of household incomes greater than $100,000.00 at 34.1%.

Table 4-8: Total After-tax Income Groups in 2020 for Populations Aged 15 years and Over in Private Households for Neighbourhoods in the Study Area, 2020*

Federal Electoral District	Low Income Households	<$20,000	$20,000-$39,999	$40,000-$60,000	$60,000-$79,999	$80,000-$99,999	>$100,000
Agincourt	19.6%	5.5%	18.8%	17.4%	16.0%	13.2%	29%
Scarborough Centre-Don Valley East	17.5%	5.0%	16.7%	18.4%	16.8%	13.8%	29.4%
Scarborough-Guildwood – Rouge Park	18.9%	6.2%	17%	16.9%	17.1%	13.3%	29.4%
Scarborough North	14%	3.6%	14.3%	16.2%	17%	14.8%	34.1%
Scarborough Southwest	20.1%	6.8%	17.6%	17.0%	15.1%	12.3%	31.2%

Table 4-9 provides the age of construction for private dwellings as their proportion of all dwellings for the five federal electoral districts. For all neighbourhoods, 70% of all private dwellings were built before 1990, and for Scarborough Centre-Don Valley East and Scarborough Southwest 34.7% and 38.7% of private dwellings were built 1960 or earlier. Notably almost half of private dwellings in Agincourt were built from 1961 to 1980. Areas of newer construction include Scarborough Guildwood-Rouge Park and Scarborough North were approximately 15% of private dwellings were built from 2001 and onwards.

Table 4-9: Age of Construction for Private Dwellings for Neighbourhoods in the Study Area, 2020

Federal Electoral District	1960 or earlier	1961 to 1980	1981 to 1990	1991 to 2000	2001 to 2010	2011 or after
Agincourt	8.8%	48%	18.2%	9.5%	6.1%	9.4%
Scarborough Centre-Don Valley East	34.7%	40.4%	6.5%	8.6%	5.5%	4.3%
Scarborough Guildwood-Rouge Park	12.7%	37%	20%	13%	12.8%	4.5%
Scarborough North	4.8%	38.5%	29.3	12.3%	11.3%	3.9%
Scarborough Southwest	38.7%	29.8%	8.6%	8.2%	7.8%	6.9%

Table 4-10 provides the ownership of private dwellings and the structural type of dwelling used by residents for the five federal electoral districts. Ownership is higher in Agincourt, Scarborough Guildwood-Rouge Park and especially Scarborough North where ownership is approximately 78%. The proportion between owned and rented properties is approximately even in Scarborough Centre-Don Valley East where there are marginally more renters and in Scarborough Southwest where ownership is more common.

Housing types typically favour single-detached houses and both lower and higher-density apartments with the latter receiving the higher proportion. Scarborough Guildwood-Rouge, which has a high home ownership, has by far the highest proportion of single-detached houses at 52.5%; where most private dwellings were built between 1961-1980. Agincourt on the hand has the highest proportion of apartments five stories or more, and has home ownership levels of 66.2%, where most private dwellings in this neighbourhood were built between 1961-1980.

Table 4-11 provides the labour force statistics for the five federal electoral districts. Labour force is defined as the total populated aged 15 years or older participating in work. Labour participation is relatively even across neighbourhoods ranging from 56 to 61%, with the highest rates seen in Scarborough Centre-Don Valley East and the lowest in Agincourt. Unemployment is notably higher than the national average of 10.3%, and ranges from 14.9 to 17%, with the highest unemployment seen in Scarborough North and the lowest in Scarborough North and the lowest in Scarborough Guildwood-Rouge Park. It is worth noting that the lower levels of employment may have been reflective of the Covid-19 pandemic.

Table 4-10: Ownership of Private Dwellings and Their Structural Type Dwellings for Neighbourhoods in the Study Area, 2020

Federal Electoral District	Number of Dwellings	Owned	Rented	Single-detached House	Semi-detached House	Right-of-way House	Duplex	Apartment 5 Stories or Less	Apartment Greater than 5 Stories	Other Single-attached House	Movable Dwelling
Agincourt	46,155	66.2%	33.8%	29%	3.5%	11.7%	4.0%	4.3%	47.2%	0.2%	0.01%
Scarborough Centre -Don Valley East	41,600	49.1%	50.9%	29.2%	4.8%	8.6%	6.2%	11.6%	39.5%	0.1%	0.01%
Scarborough Guildwood-Rouge Park	37,795	71.4%	25.9%	52.5%	4.2%	12.5%	7.4%	4.3%	19%	0.1%	0.01%
Scarborough North	36,315	77.6%	22.4%	38.3%	8.8%	16.3%	8%	4.9%	23%	0.6%	0.03%
Scarborough Southwest	45,605	54.3%	45.7%	34%	5.4%	5.4%	7.4%	10.5%	36.5%	0.7%	0.01%

Table 4-11: Labour Force Status for Neighbourhoods in the Study Area, 2021

Federal Electoral District	Labour Force	Labour Participation Rate	Unemployment
Agincourt	60,170	55.9%	16.2%
Scarborough Centre-Don Valley East	57,505	61.1%	15.7%
Scarborough Guildwood-Rouge Park	57,505	59.8%	14.9%
Scarborough North	56,090	56.6%	17%
Scarborough Southwest	60,290	59.9%	16.5%

Table 4-12 provides the occupational sector representation for the five federal electoral districts. Occupational sectors were determined by the National Occupational Classification*. Overall, representation across occupational sectors is relatively even, however favours sales and service occupations representing roughly 30% of all jobs, while those in Arts, Culture, Community and Government Services represented the lowest proportion from 10-15%.

Table 4-12: Representation Occupation Sector* for Neighbourhoods in the Study Area, 2021

Federal Electoral District	Office	Science and Health	Arts& Culture, Community and Government	Sales and Service	Trades, Resources and Manufacturing
Agincourt	20.1%	19.4%	11.9%	28%	20.6%
Scarborough Centre-Don Valley East	20.1%	17.4%	12.9%	28.3%	21.3%
Scarborough Guildwood-Rouge Park	21.1%	18.5%	14.1%	26%	20.2%
Scarborough North	18.3%	16.6%	10.3%	29.9%	25%
Scarborough Southwest	20.8%	16.8%	15.1%	27.3%	20.1%

Note: * Categories “National Occupational Classification 0: Legislative and senior management occupations” and “National Occupational Classification 1: Business, finance and administration occupations” were merged into “Office” classification; categories “National Occupational Classification 2: Natural and applied sciences and related occupations” and “National Occupational Classification 3: Health occupations” were merged into “Science & Health” classification; categories “National Occupational Classification 4: Occupations in education, law and social, community and government services” and “National Occupational Classification 5: Occupations in art, culture, recreation and sport” were merged into category “Arts & Culture, Community and Government” classification; categories “National Occupational Classification 7: Trades, transport and equipment operators and related occupations”; “National Occupational Classification 8: Natural resources, agriculture and related production occupations” and “National Occupational Classification 9: Occupations in manufacturing and utilities” were merged into “Trades, resources and Manufacturing” classification.

Table 4-13 indicates the type of transportation used to commute to work by mode within the five federal electoral districts. Commuting by automobile is by far the most common method of travelling to work and is with Agincourt, Scarborough Guildwood-Rouge Park, and Scarborough North having roughly 75% of its residents commuting by private vehicle, Scarborough Centre-Don Valley East and Scarborough Southwest have seen a lower proportion in this form of commuter mode at 66.1% and 61.7% respectively. Scarborough Southwest and Scarborough Centre-Don Valley East are also noted by their higher uptake of public transit at 31.0% and 26.7%, whereas the rest of the Study Area is roughly 20-21%. Other commuter modes such as walking are less represented at less than 5% and biking is below 1%.

Table 4-13: Mode of Transportation for Commuters for Neighbourhoods in the Study Area, 2021

Federal Electoral District	Automobile	Public Transit	Walking	Bicycle	Other
Agincourt	73.5%	21.0%	2.7%	0.5%	2.3%
Scarborough Centre-Don Valley East	66.1%	26.7%	4.0%	0.5%	2.7%
Scarborough Guildwood-Rouge Park	74.1%	20.8%	2.0%	0.2%	2.8%
Scarborough North	75.6%	20.1%	2.1%	0.4%	1.9%
Scarborough Southwest	61.7%	31.0%	3.8%	0.5%	3.0%

4.2 Community Amenities

Community Amenities provide essential program delivery to neighbourhoods by contributing to the social, economic, and cultural fabric of a city. These essential services which may include but are not limited to childcare centres, educational facilities, healthcare facilities, libraries, places of worship and recreation facilities and are vital to building livable communities. The following community amenities were identified within the Study Area and shown on **Figure 4-5**:

Table 4-14: Available Neighbourhood Community Services & Facilities

Community Service and Facility	Quantity
Ambulance Station	2
Arena	1
Childcare Facility	1
Community Centre	1
Elementary School	3
Place of Worship	5
Park	9

4.2.1 Future Development

There are currently a number of active development applications within the Study Area. The nature of the proposed development varies; however the majority are proposing higher densities and mixed use.

4.2.1.1 Scarborough Centre Planning Objectives

Scarborough Centre is subject to the City of Toronto's Scarborough Centre Secondary Plan. Key objectives of the Plan include transforming Scarborough Centre into a vibrant

urban node. The Our Scarborough Centre is a Council-approved update of the Scarbrough Centre Secondary Plan to support the development of Scarbrough Centre. The Our Scarborough Centre Phase 4 Study was completed by the City of Toronto (City Planning) in March 2023. The study identified the need to build or upgrade several facilities within the Study Area, including approximately 180 hectares of land within Wards 21 and 24 as summarized in **Table 4-15** below.

Table 4-15: Future Planned Neighbourhood Community Services & Facilities

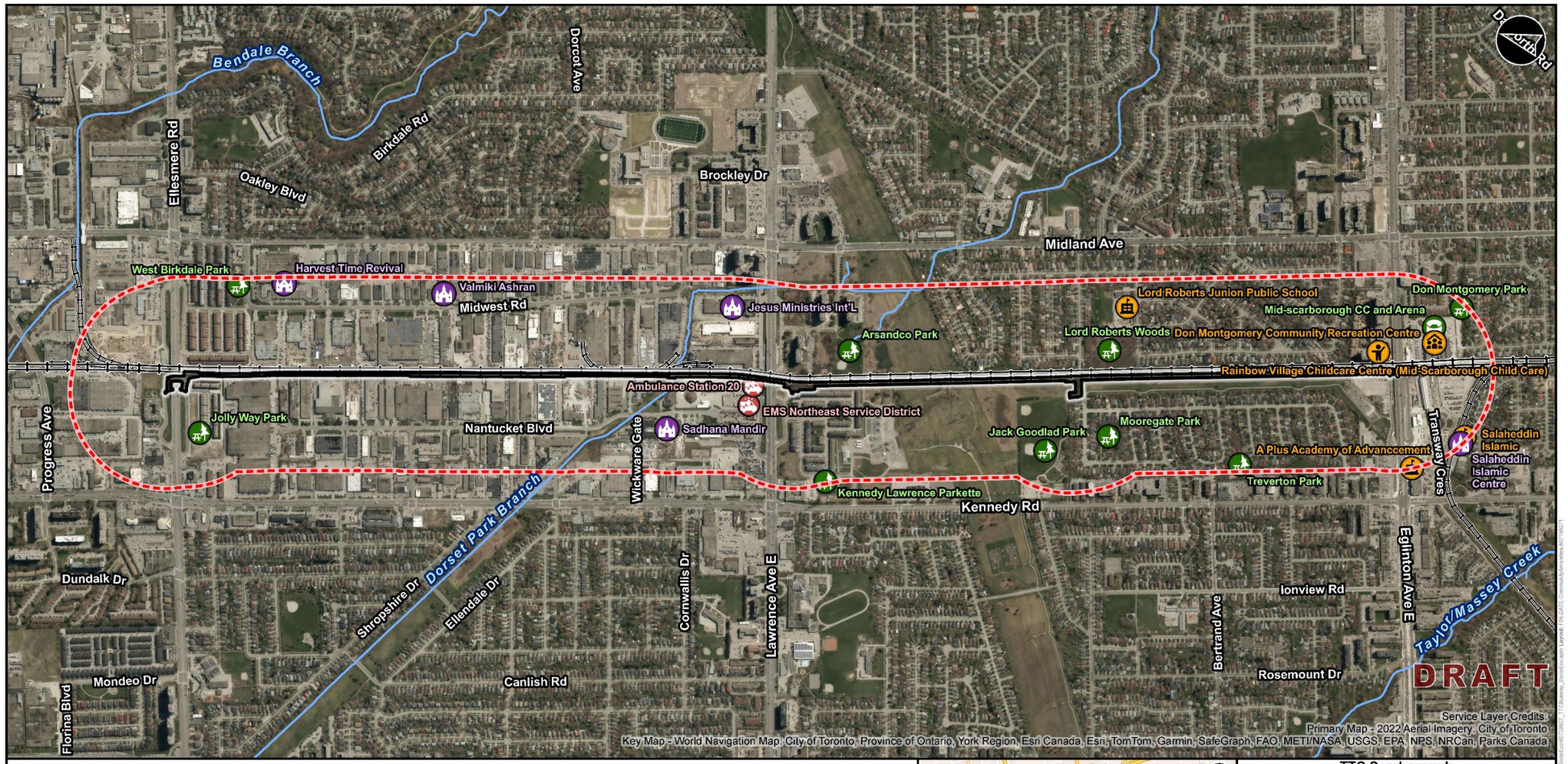
Community Service and Facilities Upgrades	Future Development Description
Community Centre	■ The Needs Assessment of the Our Scarborough Centre Report has identified facility upgrades for two community centres: Centennial Recreation Centre and Birkdale Community Centre. The addition of a recreation facility between Brimley and McCowan Roads, south of Highway 401 and north of Triton Road is also planned.
Elementary School	■ As identified in the Our Scarborough Centre Report, two Toronto District School Board elementary schools to accommodate 1000 students will be considered in Scarborough North area over time.
Childcare Facility	■ To accommodate a 62-children-per-space childcare model, based on the Needs Assessment of the Our Scarborough Centre Report, the need for 19 additional facilities has been identified. These facilities are to be located within or nearby Scarborough Centre and are intended to align with early phases of residential development.
Other	■ The Our Scarborough Centre Report has identified the need to revitalize and expand existing facilities and community agency spaces for at least 11 community organizations that may be seeking space within Scarborough Centre.

4.2.1.2 The Meadoway Project

The Toronto and Region Conservation Authority has initiated the Meadoway Project, which will provide a complete active transportation system linking eastern Toronto to the downtown core by revitalizing and restoring an existing hydro corridor in north Toronto. Through previous projects, 10 kilometres of multi-use trail has been constructed. The objective of the Meadoway Project is to construct the remaining 6 kilometres, for a total of 16 kilometre of multi-use trails to be provided from the Don River to the Rouge National Urban Park. The Meadoway Project intersects with the Busway Conversion alignment just north of the station at Lawrence Avenue East.

The 16 kilometre stretch of urban greenspace and meadowlands will become one of Canada’s largest linear urban parks by re-naturalizing the corridor with urban agricultural programming and other community amenities.

Figure 4-5: Community Amenities



LEGEND

60% Design Project Components

- Study Area Limit
- Construction Disturbance Area

Community Facility

- Ambulance Station
- Arena
- Childcare Facility
- Community Centre
- Elementary School
- Park
- Place of Worship

General Features

- Main Railway
- Spur Railway
- Watercourse

TTC Scarborough
Rapid Transit Busway Conversion Project
Socio-economic Report

Community Amenities

0 100 200 400 600 800 Meters

WGS 1984 UTM Zone 17N

Data Sources:
Contains Information licensed under the Open Government License - Ontario and Toronto. Land use designations created from the Toronto Official Plan - January 2024. Project components created by AECOM.

AECOM	
Jun, 2024	1:12,000
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Figure: 5

4.3 Utilities

4.3.1 Public Utilities

Public utilities are utility services operated by a municipal or provincial government, or an organization established to operate a utility on behalf of a governing body. Examples of these utility services identified within the corridor include fibre-optic communications that are operated by the City of Toronto, and municipal servicing (water, wastewater, and stormwater systems) that the City of Toronto operates. Two hydro companies, Hydro One and Toronto Hydro, also have ductbanks and/or overhead lines present in the corridor.

4.3.2 Private Utilities

Private utility services are those which are operated by private sector organizations. Several private utility services have been identified in the corridor. These include telecommunication lines (mostly fibre optic lines) owned and operated by Bell, Rogers and Zayo, as well as Enbridge Gas natural gas lines.

5. Potential Effects, Mitigation and Monitoring Activities

5.1 Land Use and Built Form Patterns

5.1.1 Potential Effects

5.1.1.1 Construction

Temporary Project effects, such as property takings for laydown areas, are anticipated and the Toronto Transit Commission is in the process of acquiring these properties as easements for construction of stops and small portions of the busway.

Additionally, indirect effects resulting from Project activity during construction includes excess light spillage on to neighbouring properties as well as increased noise, dust and vibration emanating from construction work. It is important to note that anticipated Project effects are subject to change as design is finalized.

5.1.1.2 Operations

The Project is anticipated to have a positive effect on adjacent land uses through the provision of both accessible and reliable transit networks to both area residents and local businesses. Increased connection to transit networks is likely to facilitate intensification and diversification of land use within the Project Area and its surroundings as area residents are better able to access goods and services, thus becoming hubs of socio-economic activity. Through increased transit connectivity, communities decrease reliance on single and low-occupancy vehicles, thus enabling socio-economic mobility for various income groups while providing human health and environmental co-benefits.

Conversely, anticipated Project effects during operation may also include excess light spillage onto neighbouring properties as well as noise, dust and vibration as indirect effects, which will be comparable with the previous Scarborough Rapid Transit conditions. It is important to note that anticipated Project effects are subject to change as design is finalized.

5.1.2 Mitigation Measures and Monitoring Activities

5.1.2.1 Construction

During the construction phase, temporary easements are anticipated at the Tara Avenue, Lawrence Avenue and Ellesmere Road stops, as well as along portions of the busway. To secure the required property for the stop locations, and identify any required site-specific mitigation, consultation and negotiations with property owners have commenced. Any identified staging or laydown areas during the construction phase will be in accordance with the City of Toronto procedures. Selected staging or laydown areas are to occur in areas that minimize adverse effects to sensitive receptors.

There are no anticipated closures of driveways and building entrances currently identified during construction, and closures when required are to be kept at a minimum or avoided whenever possible. In situations where access to property is required, ongoing consultation with affected landowners can help identify appropriate site-specific mitigation measures.

The mitigation of potential nuisance effects shall be undertaken as described in Air Quality and Noise and Vibration Reports, available under sperate covers. An Erosion and Sediment Control Plan will be developed by the Toronto Transit Commission/Contractor prior to construction that addresses sediment release to adjacent properties and roadways. Additionally, a Communications Protocol shall also be developed by the Toronto Transit Commission/Contractor prior to construction. This Communications Protocol is to communicate how and when surrounding property owners and tenants will be informed of anticipated upcoming construction works, including any applicable night-time work. Similarly, a Complaints Protocol shall also be developed by the Toronto Transit Commission/Contractor prior to construction.

The implementation of best practices are to mitigate or avoid any Project effects during construction, including light trespass, glare and pollution effects, which may negatively impact area residents and businesses. Applicable municipal by-laws and Ministry of Transportation practices for lighting in areas near or adjacent to highways and roadways regarding outdoor lighting for both permanent and temporary construction activities are subject compliance, and industry best practices shall be followed.

To mitigate impact to the visual environment, screened enclosures should be considered as required, particularly for storage areas. Temporary landscaping may also be implemented, especially at the borders of the construction site between site fencing and walkways where space allows. Site enclosures should consider wayfinding and safety considerations particularly with respect to accidental egress onto a construction site.

5.1.2.2 Operations

Permanent property acquisition requirements for the operation of the Project are not anticipated and will be confirmed as design progresses. Where property takings are identified, consultation and negotiation with the property owner will be initiated well in advance to secure the required property and identify site-specific mitigations.

Closures of driveways and building entrances are not anticipated and shall be avoided whenever possible and shall be kept to a minimum when required. Where possible, alternative means of access shall be provided where a driveway is permanently removed.

Nuisance monitoring shall be undertaken as described in the Air Quality and Noise and Vibration Reports, available under separate cover. Erosion and sediment control monitoring will be conducted, and construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans.

To mitigate impact to the visual environment, screen enclosures will be considered, as required, particularly for storage areas. The visual effects of project structures (e.g., retaining walls, etc.) should be mitigated by considering their location, building materials, architectural design, and surrounding landscape treatments. Municipal departments and the public will be engaged as needed, as Project planning and design progresses. Whenever possible, activities such as corridor maintenance during operation shall be minimized in duration and their footprint occupied.

5.2 Transit and Transportation Network

5.2.1 Potential Effects

5.2.1.1 Construction

The following are potential effects to traffic flow within the Study Area as a result of the Project:

- Temporary narrowing of lanes (only along the Service Roads; Ellesmere Road, Lawrence Avenue East, and Eglinton Avenue East).
- Traffic may be temporarily halted to allow construction vehicles to enter/exit construction sites, and may be slowed by slow-moving equipment transitioning between locations.

5.2.1.2 Operations

During the operations phase of the Project, through travel at minor intersections may be restricted.

The Project is anticipated to result in an improved experience for transit users, providing faster and more frequent connections to major destinations along the corridor.

5.2.2 Mitigation Measures and Monitoring Activities

5.2.2.1 Construction

The following mitigation should be considered to manage construction effects:

- Avoid simultaneous closure and construction on adjacent crossings.
- Install and provide advance advisory signage, such as:
  - Installation of roadway closing information signs at least two weeks in advance of the closing.
  - Distribution of notices to affected residents and business establishments to advise of the upcoming road closure(s) in their area.
- Prepare and implement emergency response and incident management plans during construction to assist emergency service provides (i.e., Fire, Police and Ambulance) in responding to incidents and emergencies within the construction area (i.e., an incident causing closure of a crossing adjacent to the construction site where the Contractor is able to permit emergency service vehicles to cross the crossing location under construction).
- Conduct pre-construction planning meetings with representatives of Toronto Fire, Police and Ambulance providers, other relevant City of Toronto divisions, and affected local transit authorities.
- Traffic and Transit Management Plans and Traffic Control Plans shall be prepared by the Toronto Transit Commission/Contractor prior to construction.

The following will be done once a Contractor has been selected and a construction schedule developed:

- Co-ordinate the work with other planned road projects that may impact construction, so construction may be staged to minimize traffic impacts.
- Conduct a haul route analysis to confirm haul routes via public roads.
- Maintain existing residential and commercial access through the work zone to the extent practical.

Construction activities will be monitored by a qualified inspector/contract administrator with extensive Ontario Traffic Manual Book 7 (Temporary Conditions) knowledge to confirm that all activities are conducted in accordance with mitigation plans.

Traffic effects will be monitored in accordance with the Construction Traffic and Transit Management Plan and adjust the Traffic Control Plans as necessary during the construction period.

Transit effects to be monitored and adjusted as necessary during the construction period.

5.2.2.2 Operations

In general, it is good practice to reduce overall parking availability around higher-order transit corridors, however, significant loss of on-street parking may be compensated for by designing some new off-corridor parking spaces as appropriate and desired.

5.3 Pedestrian and Cycling Network

5.3.1 Potential Effects

5.3.1.1 Construction

The following are possible effects of the construction of the Project:

- Bike lanes, multi-use paths and other cycling facilities may be temporarily restricted or eliminated.
- Sidewalks may be temporarily closed or removed.
- Temporary sidewalks/paths may have a rough or bumpy surface that creates discomfort for those with assisted mobility devices, strollers, etc.
- Operation of construction equipment and large construction trucks in corridor may pose safety and comfort challenges for pedestrians and cyclists.

5.3.1.2 Operations

Once completed, the Project is expected to result in an improved experience for pedestrians and cyclists with new, active transportation infrastructure as the Project is to be designed to improve access to key destinations.

5.3.2 Mitigation Measures and Monitoring Activities

5.3.2.1 Construction

The following mitigation will be considered to manage construction impacts:

- Maintain pedestrian/cyclist access through the work zone whenever possible.
- Where a sidewalk or path needs to be removed, provide a temporary path as soon as the situation allows.
- Provide clear signage at decision points to pedestrians and cyclists informing of closures. For instance, a sidewalk closure should be indicated at an intersection and not mid-block.
- Ensure detours can be observed through line of sight and provide adequate signage where not possible.
- Develop a safety program that implements safety best practices in a construction zone and addresses pedestrian/cyclist movement through the corridor.
- Temporary access paths, walkways, cycling routes and fencing should be monitored.
- Cycling network impacts to be monitored and mitigation adjusted as necessary during the construction period.

5.3.2.2 Operations

The Project is expected to result in an improved experience for pedestrians and cyclists with new, active transportation infrastructure. The Project should be designed to improve access to key destinations.

5.4 Communities Amenities

5.4.1 Potential Effects

5.4.1.1 Construction

In general, effects to community amenities within the Study Area are mostly anticipated to be minor; mainly in the form of noise, vibration and dust as an indirect effect of construction activity. Some amenities may experience temporary access restrictions, such as trail, or entrance closures due to nearby construction. Impacts to community amenities will be confirmed as the design progresses.

5.4.1.2 Operations

No impacts to community amenities are anticipated as a result of the operation of the Project, except where temporary property easements are required.

5.4.2 Mitigation Measures and Monitoring Activities

5.4.2.1 Construction

Construction noise is subject to City of Toronto Noise Control By-law. When and where work is required outside of permitted times, an exemption shall be applied for in advance of this work.

Closures of trails and entrances are not anticipated and shall be avoided whenever possible during construction and/or shall be kept to a minimum when required. Alternate means of access shall be provided where residential access is temporarily closed.

5.4.2.2 Operations

No effects to community amenities are anticipated as a result of the operation of the Project, except where temporary property is required. Consultation and negotiations with property owners has commenced to secure the required property for stop locations, and identify site specific mitigation, as required. Property impacts to community amenities that serve vulnerable populations should be avoided.

5.5 Utilities

5.5.1 Potential Effects

5.5.1.1 Construction

Existing public utilities are typically located at either side of the future busway which is anticipated to significantly reduce the need for utility relocations during construction. The potential for utility shut-off during Project construction may occur in instances of end-of-life or precautionary replacement. Any impacts to public utility during construction are subject to final design.

5.5.1.2 Operations

No effects to public or private utilities are anticipated during Project operations.

5.5.2 Mitigation Measures and Monitoring Activities

5.5.2.1 Construction

Permits and consents from and with all utility companies shall be obtained with respect to the design, construction, installation, servicing, operation, repair, preservation, relocation, and or commissioning of Utility Infrastructure.

Where new utility crossings are proposed, applications for a new utility crossing agreement will be required. In circumstances where modifications to an existing utility crossing takes place, updates to an existing utility crossing will be needed.

Post- construction inspections of the new utility infrastructure shall be undertaken for applicable works upon completion of the construction works to document condition. As-built plans shall be obtained of the relocated infrastructure from utility agencies per as-built preparation standards Canadian Standards Association S250-11 – Mapping of Underground Utility Infrastructure (2011), as amended from time to time.

In the event of potential impacts to critical utilities, instrumentation and monitoring shall be carried out to protect the critical utilities and structures and reduce risks of damage due to construction activities.

A tracking system shall be developed to track as-built deliverables.

5.5.2.2 Operations

No effects are anticipated during the construction phase and therefore, no mitigation is proposed.

5.6 Summary of Potential Effects, Mitigation Measures and Monitoring Activities

This section provides a summary of potential effects, mitigation measures and monitoring activities associated with the Project. **Table 5-1** summarizes potential impacts, mitigation measures and monitoring activities during the construction phase of the Project, and **Table 5-2** summarizes potential impacts, mitigation measures and monitoring activities during the operations phase of the Project.

Table 5-1: Potential Effects, Mitigation Measures and Monitoring Activities During Construction

Component	Potential Effects	Mitigation Measures(s)	Monitoring Activities
Land Use and Built Form Patterns	■ Property: Temporary property effects, such as property takings for laydown areas, are anticipated and the Toronto Transit Commission is in the process of acquiring these properties as easements for construction of stops and small portion of the busway.	■ Temporary property takings for construction of the Project are anticipated for stops at Ellesmere Road, Lawrence Avenue East and Tara Avenue, and will be confirmed as design progresses. To ensure the required property for the stop locations, and identify and required site-specific mitigation, consultation and negotiation have commenced. Where access to property is required, ongoing consultation with affected landowners will help identify appropriate site-specific mitigation measures. ■ Temporary property takings near residential and institutional uses should be avoided if possible. ■ Select staging/laydown areas in accordance with the City of Toronto procedures. Staging/laydown areas should be located in areas that minimize adverse effects to sensitive receptors.	■ Follow City of Toronto guidance with respect to monitoring requirements at construction staging/laydown areas.
Land Use and Built Form Patterns	■ Nuisance effects from construction activities.	■ Mitigation measures related to potential nuisance effects are outlined in the Air Quality and Noise and Vibration commitment tables. ■ An Erosion and Sediment Control Plan will be developed by the Toronto Transit Commission/Contractor prior to construction that addresses sediment release to adjacent properties and roadways. ■ Develop a Communications Protocol will be developed by the Toronto Transit Commission/Contractor prior to construction, 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. ■ Prior to construction the Toronto Transit Commission/Contractor will Develop a Complaints Protocol.	■ When applicable, monitoring related to potential nuisance effects are outlined in the Air Quality and Noise and Vibration commitment tables. ■ Erosion and sediment control monitoring to be conducted. ■ Number and resolution of complaints received.
Land Use and Built Form Patterns	■ Construction work may necessitate the temporary closure of driveways or building entrances.	■ Closures of driveways and building entrances are not anticipated and shall be avoided whenever possible during construction and shall be kept to a minimum when required. ■ 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. ■ 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. ■ Number and resolution of complaints received.
Land Use and Built Form Patterns	■ Light trespass, glare, and light pollution effects is anticipated to be similar to the Scarborough Rapid Transit conditions.	■ Comply with all local applicable municipal by-laws and Ministry of Transportation practices for lighting in areas near or adjacent to highways and roadways regarding outdoor lighting for both permanent and temporary construction activities, and incorporate industry best practices provided in American National Standards Institute/ Illuminating Engineering Society RP-8-18 – Recommended Practice for Design and Maintenance of Roadway and Parking Facility Lighting ■ Light trespass, glare and pollution effects will be minimized through the implementation of best practices (i.e., full cutoff fixtures) to mitigate or avoid unnecessary and obtrusive light. ■ Perform the work in such a way that any adverse effects of construction lighting are controlled or mitigated in such a way as to avoid unnecessary and obtrusive light with respect to adjoining residents, communities and/or businesses.	■ Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans. ■ Number and resolution of complaints received.
Land Use and Built Form Patterns	■ Increased noise, dust and vibration emanating from construction work.	■ Monitoring and mitigation of noise and vibration effects shall be undertaken as described in the Noise and Vibration Report, available under separate cover.	■ Monitoring activities will be conducted in accordance with the Noise and Vibration Report.

Component	Potential Effects	Mitigation Measures(s)	Monitoring Activities
Transit and Transportation Network	■ Temporary narrowing of lanes (possibly only along the Service Roads, Ellesmere Road, Lawrence Avenue East and Eglington East). ■ Traffic may be temporarily halted to allow construction vehicles to enter/exit construction sites, and may be slowed by slow-moving equipment transitioning between locations.	■ Prepare and implement emergency response and incident management plans during construction to assist emergency service provides (i.e., Fire, Police and Ambulance) in responding to incidents and emergencies within the construction area (i.e., an incident causing closure of a crossing adjacent to the construction site where the Contractor is able to permit emergency service vehicles to cross the crossing location under construction). ■ Prepare Traffic and Transit Management Plans and Traffic Control Plans for each construction stage by the Toronto Transit Commission/Contractor prior to construction. ■ Conduct pre-construction planning meetings with representatives of the City of Toronto Fire, Police and Ambulance provides, other relevant City of Toronto divisions, and affected local transit authorities. ■ The following will be done once a Contractor has been selected and a construction schedule developed: – Co-ordinate the work with other planned road projects that may impact construction, so construction may be staged to minimize traffic impacts. – Conduct a haul route analysis to confirm haul routes via public roads. – Maintain existing residential and commercial access through the work zone to the extent practical. – Strive to accommodate local events and festivals by co-ordinating and consulting with local communities and event organizers to find mutually feasible options.	■ Construction activities will be monitored by a qualified Inspector/Contract Administrator with extensive knowledge of Ontario Traffic Manual Book 7 (Temporary Conditions) to confirm that all activities are conducted in accordance with mitigation plans. ■ Traffic impacts to be monitored in accordance with the Traffic and Transit Management Plans and adjust the Traffic Control Plans as necessary during the construction period. ■ Transit impacts to be monitored and mitigation measures to be adjusted as necessary during the construction period.
Public Transit	■ Construction may result in access restrictions to local bus routes and temporary disruptions.	■ Ensure that the public is notified in advance of any potential service disruptions. ■ Consult with local transit agencies to establish a suitable mitigation strategy to be implemented.	■ Traffic impacts to be monitored in accordance with the Construction Traffic Control and Management Plan and adjusted as necessary during the construction period.
Pedestrian Network	■ Multi-use paths and sidewalks may be temporarily restricted or eliminated. ■ Temporary sidewalks/paths may have a rough or bumpy surface that creates discomfort for those with assisted mobility devices, strollers, etc.	■ Maintain pedestrian access through the work zone whenever possible. ■ Where a sidewalk or path needs to be removed, safe and accessible temporary path in accordance with the applicable municipal and/or provincial guidelines and standards. ■ Provide clear signage at decision points to pedestrians informing of closures. For instance, a sidewalk closure should be indicated at an intersection and not mid-block. ■ Ensure detours can be observed through line of sight and provide adequate signage where not possible.	■ Temporary access paths, walkways, and fencing should be monitored. ■ Pedestrian network impacts to be monitored in accordance with the Construction Traffic Control and Management Plan and mitigation adjusted as necessary during the construction period.
Pedestrian Network	■ Operation of construction equipment and large construction trucks in corridor may pose safety and comfort challenges for pedestrians.	■ If required, develop a safety program that implements safety best practices in a construction zone and addresses pedestrian movement through the corridor.	■ Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans.
Community Amenities	■ Noise, vibration, and dust generated by construction activity.	■ Construction noise is subject to the City of Toronto Noise Control By-law. Where work is required outside of permitted times, an exemption shall be applied for in advance of this work.	■ Construction activities will be monitored by a qualified Environmental Inspector to confirm that all activities are conducted in accordance with mitigation plans.
Community Amenities	■ Temporary access restrictions, such as driveway, trail, or entrance closures due to nearby construction.	■ Closures of driveways, trails and entrances are not anticipated and shall be avoided whenever possible during construction and shall be kept to a minimum when required. Alternate means of access (ex. temporary driveway) shall be provided where a driveway is temporarily removed.	■ Temporary access paths, walkways, cycling routes and fencing should be monitored.

Component	Potential Effects	Mitigation Measures(s)	Monitoring Activities
Utilities Planning and Construction	■ Utility serviceability effects due to design requirements and construction.	■ Obtain permits and consents from and with all Utility Companies with respect to the design, construction, installation, servicing, operation, repair, preservation, relocation, and or commissioning of Utility Infrastructure.	■ Maintain regular communication and co-ordination through issuance of regular progress reports and updates to applicable utility agencies. ■ 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. In the event of potential impacts to critical utilities, instrumentation and monitoring shall be carried out to protect the critical utilities and structures and reduce risks of damage due to construction activities. ■ Construction activities will be monitored by a qualified Inspector to confirm that all activities are conducted in accordance with mitigation plans.
Utilities Post-Construction Phase	■ Future Utility Maintainability.	■ 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. ■ Post-construction inspections of the new utility infrastructure shall be undertaken by qualified inspectors 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 Canadian Standards Association S250-11 – Mapping of Underground Utility Infrastructure (2011), as amended from time to time.	■ Develop and implement tracking system for as-built deliverables.

Table 5-2: Potential Effects, Mitigation Measures and Monitoring Activities During Operations

Component	Potential Effects	Mitigation Measures(s)	Monitoring Activities
Land Use and Built Form Patterns	■ Excess light spillage onto neighbouring properties.	■ Lighting should be designed to minimize trespass, glare, and pollution effects through the implementation of best practices to mitigate or avoid unnecessary and obtrusive light.	■ N/A
Land Use and Built Form Patterns	■ Increased noise, dust and vibration emanating from Project operations.	■ Operations activities such as corridor maintenance should be minimized in duration and footprint to the extent possible.	■ Operator to monitor operations.
Land Use and Built Form Patterns	■ Negative aesthetic quality if not designed appropriately.	■ To mitigate impact to the visual environment, screened enclosures should be considered as required, particularly for storage areas. ■ The visual effects of project structures (e.g., retaining walls, etc.) should be mitigated by considering their location, building materials, architectural design, and surrounding landscape treatments. Municipal departments and the public should be engaged as Project planning and design progresses.	■ N/A
Transit and Transportation Network	■ Existing on-street parking may be reduced or eliminated as needed.	■ The Project is anticipated to result in an improved experience for transit users, providing faster and more frequent connections to major destinations along the corridor. ■ In general, it is good practice to reduce overall parking availability around higher-order transit corridors, however, significant loss of on-street parking may be compensated for by designating some new off-corridor parking spaces as appropriate and desired.	■ City of Toronto to monitor collision data to ensure driver guidance is achieving desired outcomes.
Pedestrian and Cycling Network	■ Through travel at minor intersections may be restricted, requiring a detour to a nearby crosswalk.	■ The project is expected to result in an improved experience for pedestrians and cyclists with new active transportation infrastructure. The Project should be designed to improve access to key destinations.	■ N/A
Community Amenities	■ Potential property impacts to community amenities.	■ No effects to community amenities are anticipated as a result of the operation of the Project, except where property may be required. Property acquisition will be confirmed as design progresses. Where effects are anticipated, the property owner should be consulted with as soon as property impacts are understood. Property impacts to community amenities that serve vulnerable populations should be avoided.	■ N/A
Utilities During Operation	■ No effects to public or private utilities are anticipated during Project operations.	■ No effects are anticipated; therefore, no mitigation is proposed.	■ N/A

6. Future Commitments

Commitments to future work are summarized in **Table 6-1** below. With the development of future commitments, the Project is ensured to be implemented in accordance with the mitigation measures and monitoring activities described in **Section 5**.

Table 6-1: Future Commitments

Environmental Component	Project Phase	Commitments for Future Work
All	■ Construction	■ Construction activities will be monitored by a qualified inspector to confirm that all activities are conducted in accordance with mitigation plans and within specified areas.
Traffic and Transportation	■ Construction	■ Traffic effects to be monitored in accordance with the Traffic and Transit Management Plan and adjusted as necessary during the construction period. ■ Transit effects to be monitored and mitigation adjusted as necessary during the construction period.
Traffic and Transportation	■ Operations	■ Toronto Transit Commission to ensure Project operations is minimized in duration and footprint to the extent possible. ■ City of Toronto to monitor collision data to ensure driver guidance is achieving desired outcomes.
Pedestrian and Cycling Network	■ Construction	■ Temporary access paths, walkways, cycling routes and fencing should be monitored. ■ Cycling network impacts to be monitored and mitigation adjusted as necessary during the construction period.

7. Permits and Approvals

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

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